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Supplement to Annual Report on Eastern High Seas Pocket Special Management Area (EHSP-SMA) Providing Information Related to Fishing Activity in Other High Seas Pockets

WCPFC-TCC22-2026-RP06_SUPP
2 July 2026

Submitted by the Secretariat

Purpose

1. This paper provides an annual summary of available information on fishing and related vessel activity in the high seas pocket areas within the WCPFC Convention Area. It supplements WCPFC-TCC22-2026-RP06, the Annual Report on the Eastern High Seas Pocket Special Management Area (EHSP-SMA), by providing information on other high seas pockets, including catch and effort, VMS activity, High Seas Boarding and Inspection activity, and the Philippines HSP1 arrangement under CMM 2025-02 Attachment 2.
2. To meet an earlier reporting deadline, as requested by the Commission at WCPFC22, some 2025 data is preliminary or unavailable due to the proximity of preparing this report to the Annual Report Part 1 and Annual Report Part 2 deadlines. For reference, the catch analysis in this report is based on the most recent catch data available to the Secretariat at the time of writing, currently to the end of 2024. Where available, other data and information for 2025 are reported.

Key messages

a. Overall, the catch from the high seas pockets is relatively small, representing 6% of the 1990 to 2024 catch and 1.4% of the recent (2022 to 2024) catch.

b. HSP1 remains the main purse seine fishing area among the high seas pockets covered in this report. Vessels flagged to the Philippines account for almost all recent purse seine effort in HSP1, with skipjack and yellowfin tuna the main purse seine catch. Since 2012, purse seine catch in HSP1 has generally been around 20,000–25,000 tonnes a year, with higher catches in 2019 and 2024. HSP1 remains important for monitoring because it is subject to the Philippines special management arrangement under CMM 2025-02 Attachment 2.

c. HSP2 has shifted from historically high purse seine catch to mainly longline activity but remains an area of high vessel presence. Before 2008, purse seine catch in HSP2 was mainly skipjack tuna, but since 2009 purse seine catch has been very low. Current activity is mainly longline, with yellowfin tuna now the predominant longline catch. VMS density remains highest in HSP2, indicating vessel presence that is not fully reflected in catch-and-effort data alone.

d. VMS data provide important additional information beyond catch-and-effort data. This is particularly important for HSP3a and HSP6a, where routine raised catch-and-effort data are aggregated within larger areas. VMS data also show carrier and bunker activity in several high seas pockets, particularly HSP1, HSP2, HSP3a and HSP6a.

e. HSP3a and HSP6a cannot yet be fully described using the routine raised catch-and-effort dataset. Catch and effort for HSP3a are included within I3 and catch and effort for HSP6a are included within I6. HSP3a has relatively high longline density, while HSP6a has lower but relatively consistent vessel numbers. The VMS data showing activity in both pockets, supports the value of continued spatial monitoring and future consideration of whether these areas should be separately reported.

f. HSPI8 and HSPI9 have lower overall activity and are mainly longline areas. Catch in both pockets is mostly albacore tuna. HSPI8 has relatively few vessels, while HSPI9 shows stronger seasonal patterns, with longline and bunker activity increasing from March to September.

g. Carrier, bunker and support vessel activity should remain part of high seas pocket monitoring. These activities may indicate fishing-related support activity not apparent from catch-and-effort data alone, particularly in areas such as HSP2 where VMS density remains high despite low reported purse seine catch.

h. High Seas Boarding and Inspection activity varies across pockets and over time. Activity was generally limited in earlier years and low in 2020, before increasing in 2021 and 2022. More recently, HSP2 recorded increased inspection activity in 2024 and 2025, while HSPI8 recorded a marked increase in 2025. HSPI9 has generally recorded more inspection activity than HSPI8 over the full series.

i. Integrated monitoring is important for understanding high seas pocket activity. Catch-and-effort data alone do not provide a complete picture of activity in these areas. VMS, inspection, authorisation, carrier, bunker and support-vessel information are needed to understand fishing and related vessel activity across the high seas pockets.

j. Future reporting could benefit from more structured spatial analysis across high seas areas. This report, together with the EHSP-SMA report and the WCPFC/IATTC overlap area report, supports a more systematic approach to monitoring high seas pocket and overlap areas. This would assist TCC and the Commission to identify changes in fleet activity, MCS priorities, data gaps and emerging factors that may affect high seas areas.

Introduction

3. High Seas Pocket1 (HSP1) has a special management arrangement for Philippine traditional fresh/ice chilled fishing vessels operating as a group, as set out in Attachment 2 of CMM 2025-02. The Commission reviews this arrangement according to the CMM's review schedule. HSP1 and some other high seas pocket areas have been prioritised for CCM MCS activities based on intelligence-based risk assessments.

4. This report, first provided to TCC20 at the initiative of the Secretariat, consolidates available data and information to provide insights into fishing and related vessel activity in high seas pockets other than the EHSP-SMA. The report is intended to support TCC's consideration of trends, data gaps and MCS priorities in high seas pocket areas other than the EHSP-SMA. The Secretariat will report on activities in the WCPFC/IATTC overlap area through its annual reporting to the Commission on relations with other organisations.

Scope of the Report

5. 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 aggregate and report catch and effort data, however, the separate areas within I3, I6, and I7 are not distinguishable in the aggregated data set derived by SPC.

6. For future reporting, it would be helpful to assess each year whether data and information suggest those currently combined high seas areas (I3, I6, and I7) should be separated to better support analysis of trends in those high seas pockets. This may become increasingly relevant where emerging factors could affect stock movements, fleet activity, CCM compliance monitoring, or scientific modelling assumptions based on historical fleet behaviour.

7. Examples of such emerging factors include climate change and wider ocean governance initiatives, such as the designation of areas under the International Seabed Authority and the Agreement under the United Nations Convention on the Law of the Sea on the Conservation and Sustainable Use of Marine Biological Diversity of Areas Beyond National Jurisdiction (BBNJ Agreement). More targeted monitoring and spatial analysis could help identify and consider the implications of these changes for fishing and related vessel activity in high seas areas. This has led the Secretariat to consider the potential benefits of a wider, more structured approach to reporting on high seas activities and trends.

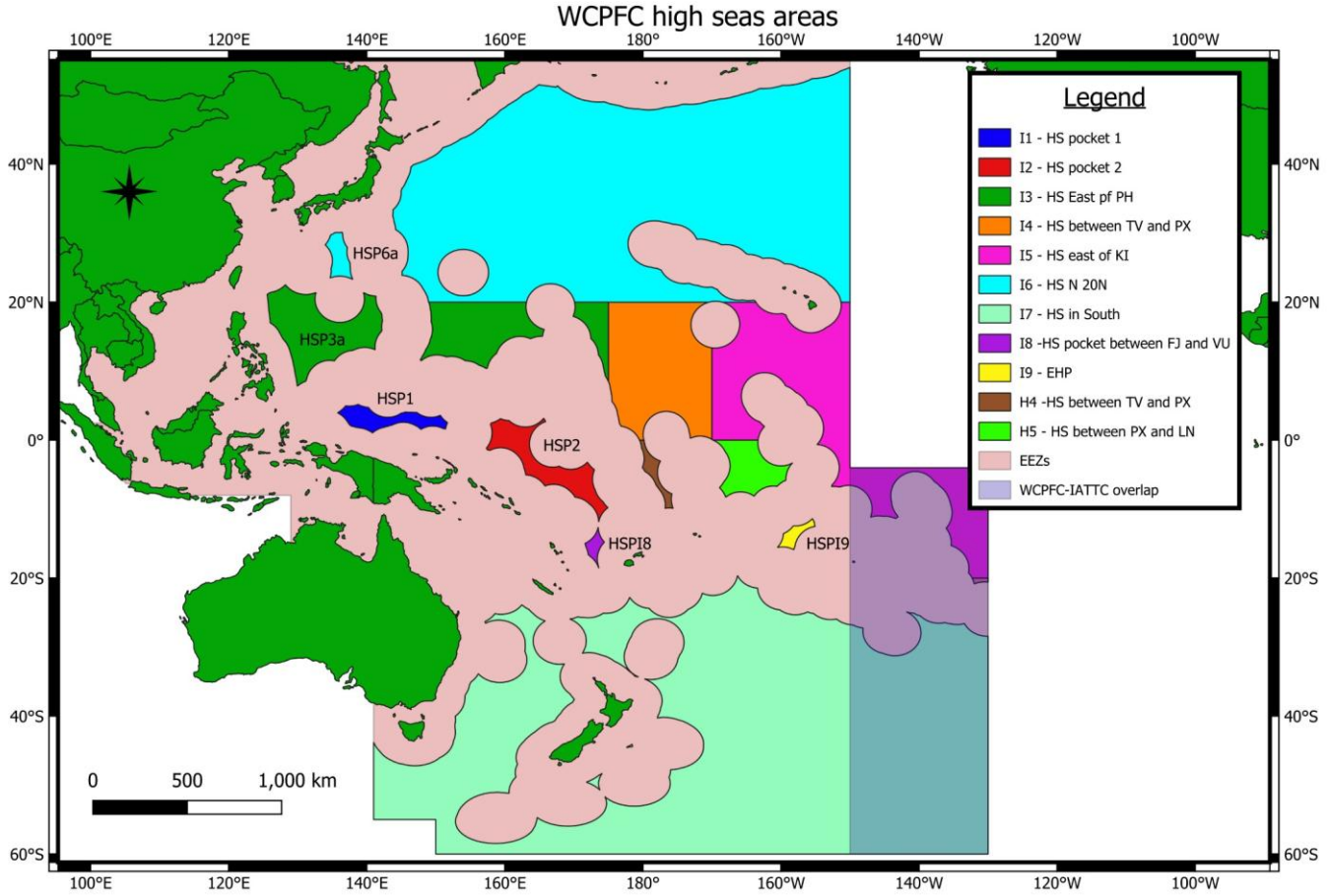

Figure 1: WCPFC high seas area designations used in the WCPFC catch attribution by area showing the high seas pockets as they are referred to in this report.

Catch and Effort (2024 data)

8. Overall, catch from the high seas pockets is relatively small representing 6% of the 1990 to 2024 catch and 1.4% of the recent catch (2022 to 2024). However, these data do not separately identify catch from HSP3a and HSP6a as these are not identifiable in the SPC 'Catch by EEZ' data set.

9. Similarly, 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. Data from the high seas pocket south of Japan are included in I6; data from the high seas pocket east of the Philippines are included in I3; and data from the high seas pocket surrounded by the New Zealand EEZ are included in I7. This aggregation has hindered detailed analysis of these areas. While aggregation could be done by analysing the logsheet data, having an accessible raised data set that is consistent for all areas used 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 purposes of this report, catch and effort data are reported for high seas pocket 1 (HSP1), high seas pocket 2 (HSP2), high seas pocket I8 (HSPI8) and high seas pocket I9 (HSPI9).

10. 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. Similar to HSP1, yellowfin tuna currently makes up most of the catch in HSP2.

11. HSPI8 and HSPI9 have low levels of catch (Figure 2) which is mostly albacore tuna (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.

12. Purse seine catch in HSP2 was high before 2008 and was predominantly skipjack tuna. Since 2009, purse seine catch has been very low (Figure 2) reflecting changes to measures in effect through decisions of 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 25,000 tonnes annually since then. Purse seine catch in HSPI8 and HSPI9 is low and sporadic.

13. Figure 4 and Figure 5 provide the catch by flag CCM and the catch proportion by flag CCM, respectively. Longline catch in HSP1 and HSP2 has been predominantly taken by Chinese Taipei. HSPI8 and HSPI9 catch was taken by Chinese Taipei, with smaller amounts taken by Japan until the mid-2010s, and by China in recent years. Almost all the pole-and-line catch is taken by Japan. Prior to 2010 the purse seine catch in HSP1 and 2 was largely taken by Japan with smaller amounts by several other fleets. Since 2010 most of the catch has been by the Philippines purse seine fleet.

14. Figure 6 and Figure 7 show the fishing effort in days and the proportion of effort respectively, in each high seas pocket area. These data largely reflect the above analysis of catch data. The purse seine days were estimated from the raised data set. The longline data do not have raised days presented. Data for the longline vessels were estimated from logsheets and are presented in the Tables section of this paper in Table 1 to Table 4 along with the logsheet data for pole-and-line and purse seine vessels.

VMS data

15. 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).

16. The purse seine vessel density is highest in HSP2 particularly in the northwest part of that pocket (Figure 9). As there has been very little purse seine catch reported in HSP2 since 2009, this density is not fully explained by catch and effort data and may reflect transiting, operational positioning, or other non-fishing activity. This density is notable given that purse seine fishing activity in this area is constrained in this area due to licencing requirements of PNA CCMs, which prohibit purse seine catch in that area (see TCC21-2025-RP03). Purse seine vessel densities are also relatively high in HSP1 and very low in HSPI8 and HSPI9.

17. 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 northeast of HSP3a (Figure 11). Bunker and carrier vessel densities are highest in the northeast of HSP2 and throughout HSP1 (Figure 12). Support vessel densities are only high in the western area of HSP1, with low densities in the northwest of HSP2 and south of HSP3a (Figure 13).

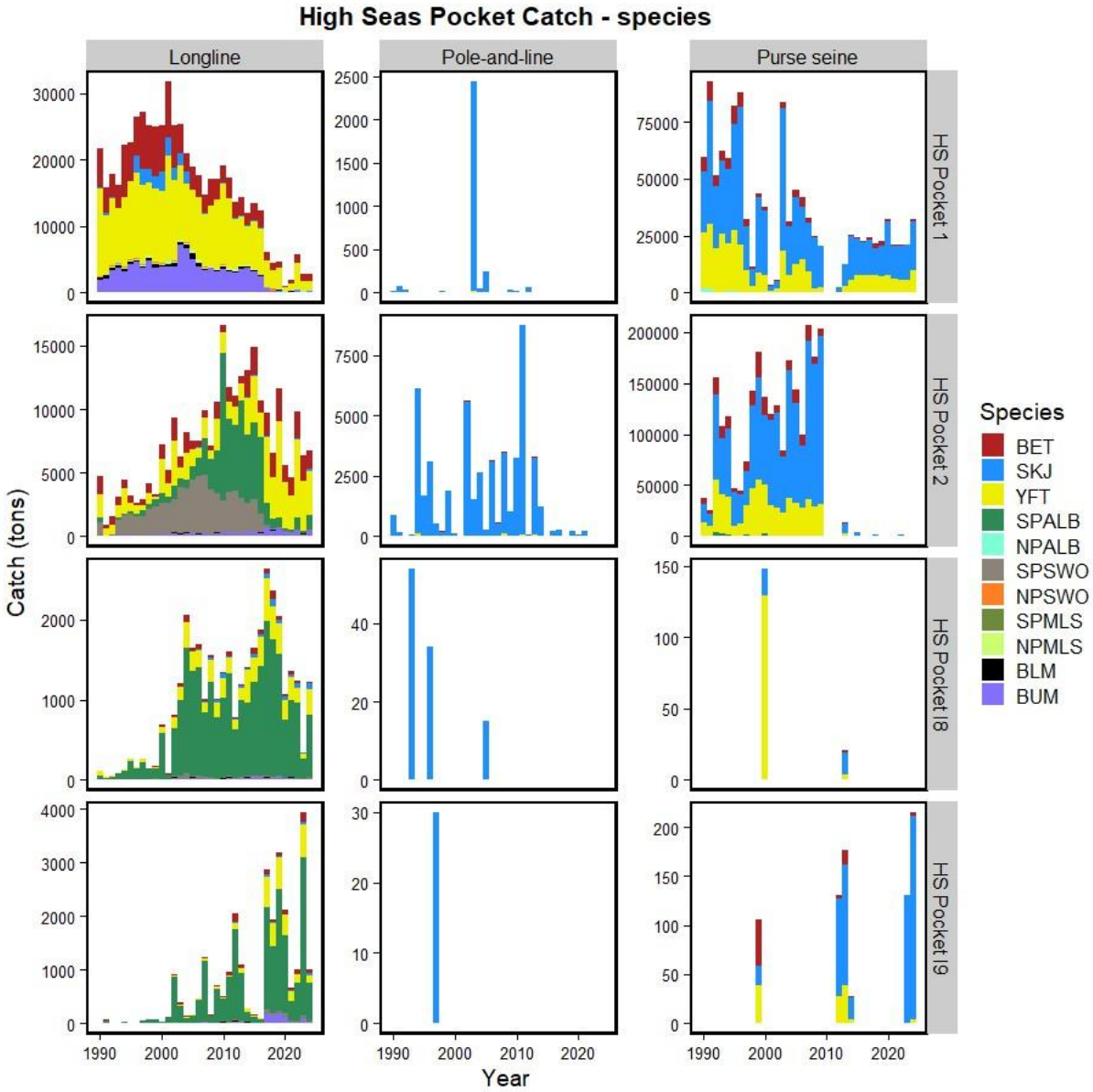

Figure 2: Catch within the high seas pockets 1990-2024.

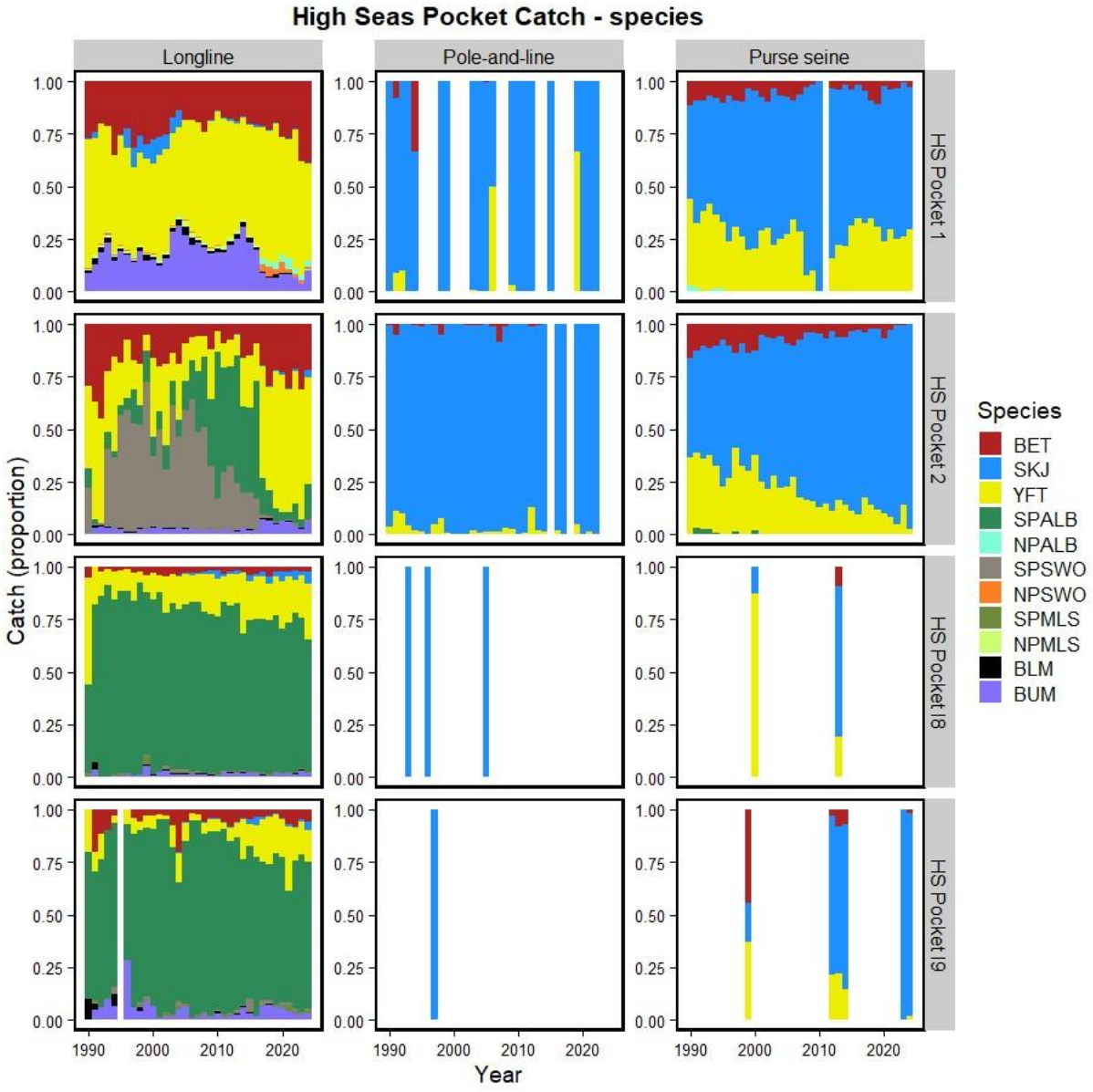

Figure 3: Proportion of catch by species within the high seas pockets 1990-2024.

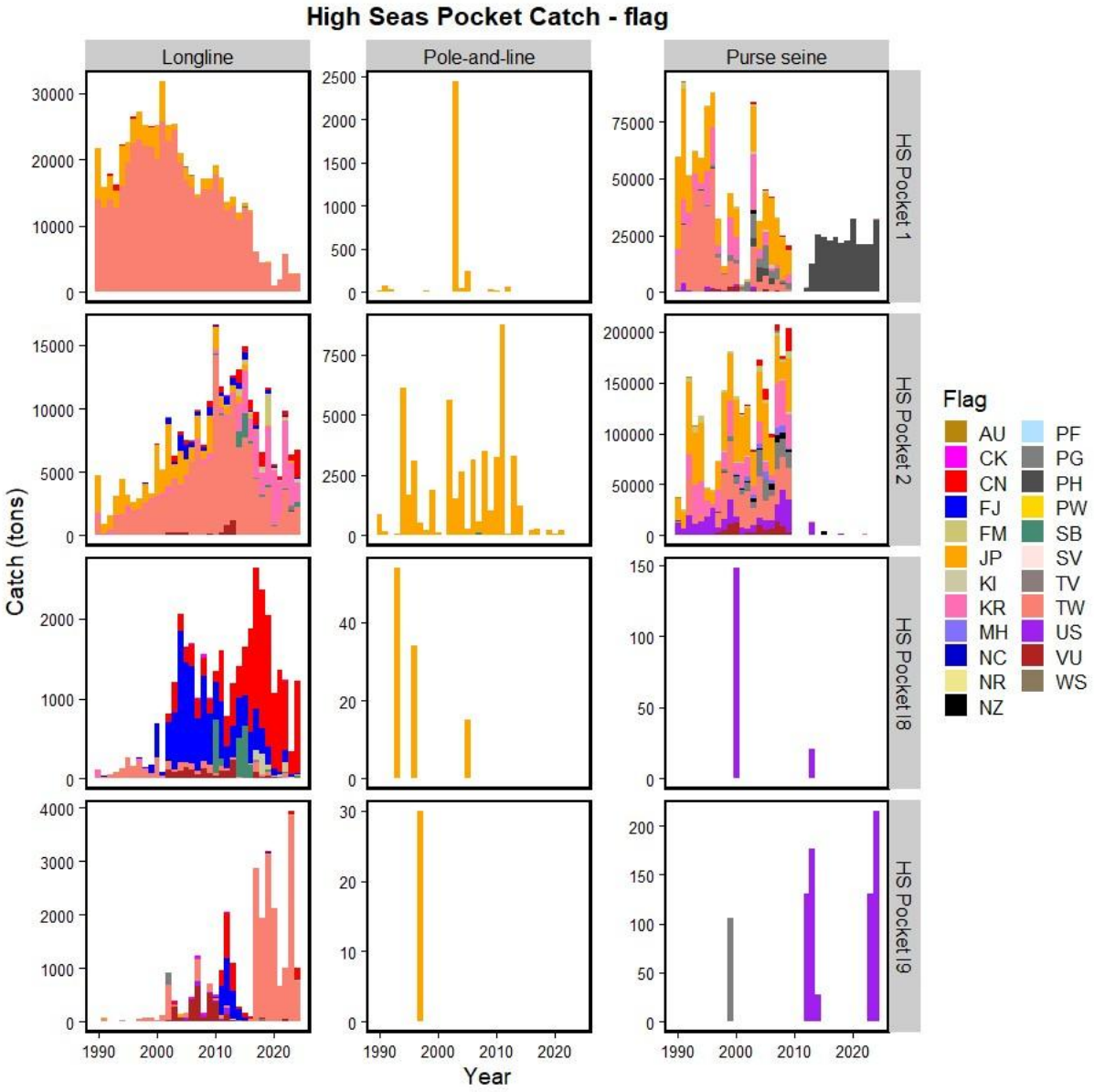

Figure 4: Catch by flag within the high seas pockets 1990-2024.

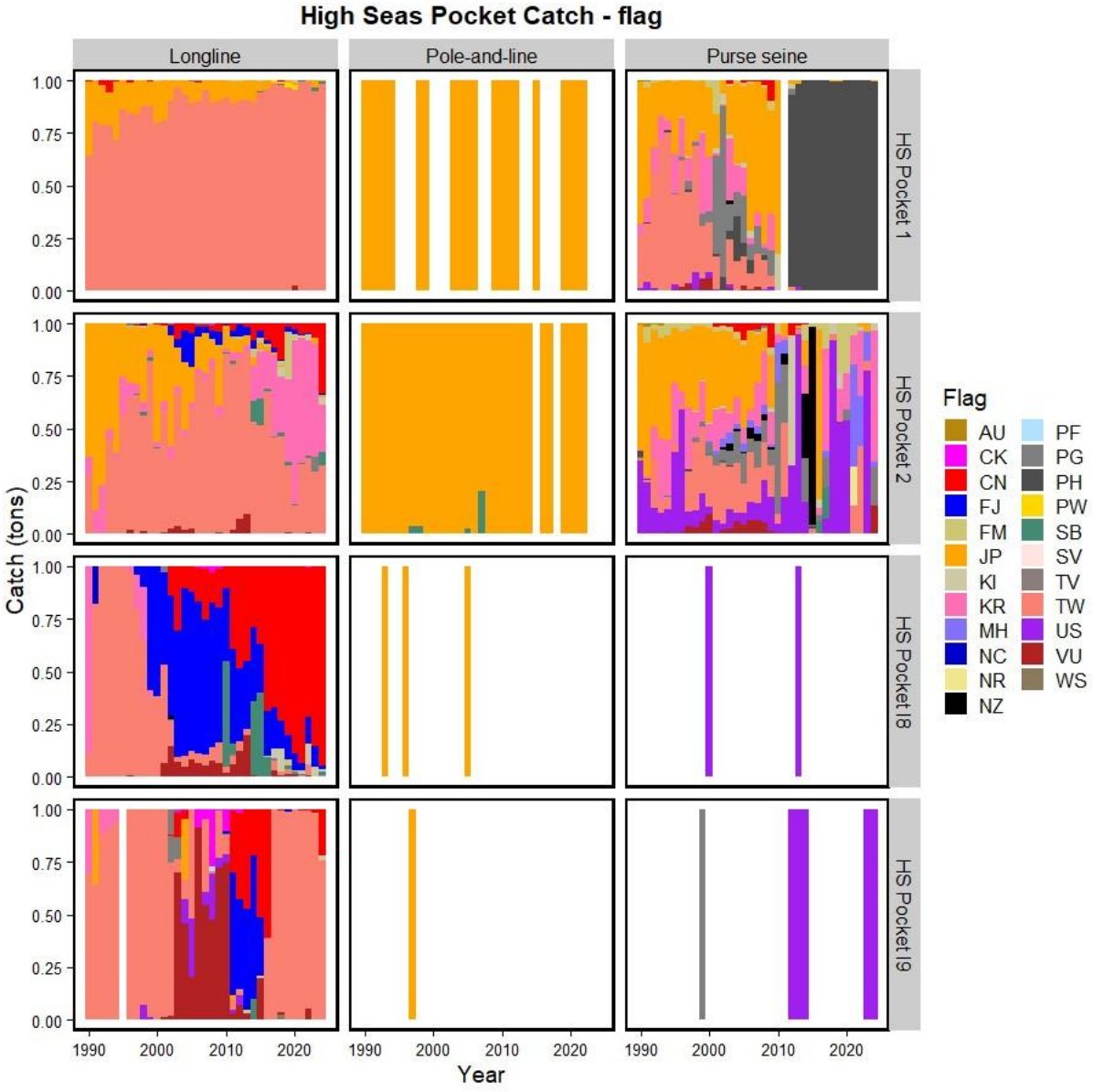

Figure 5: Proportion of catch by flag within the high seas pockets 1990-2024.

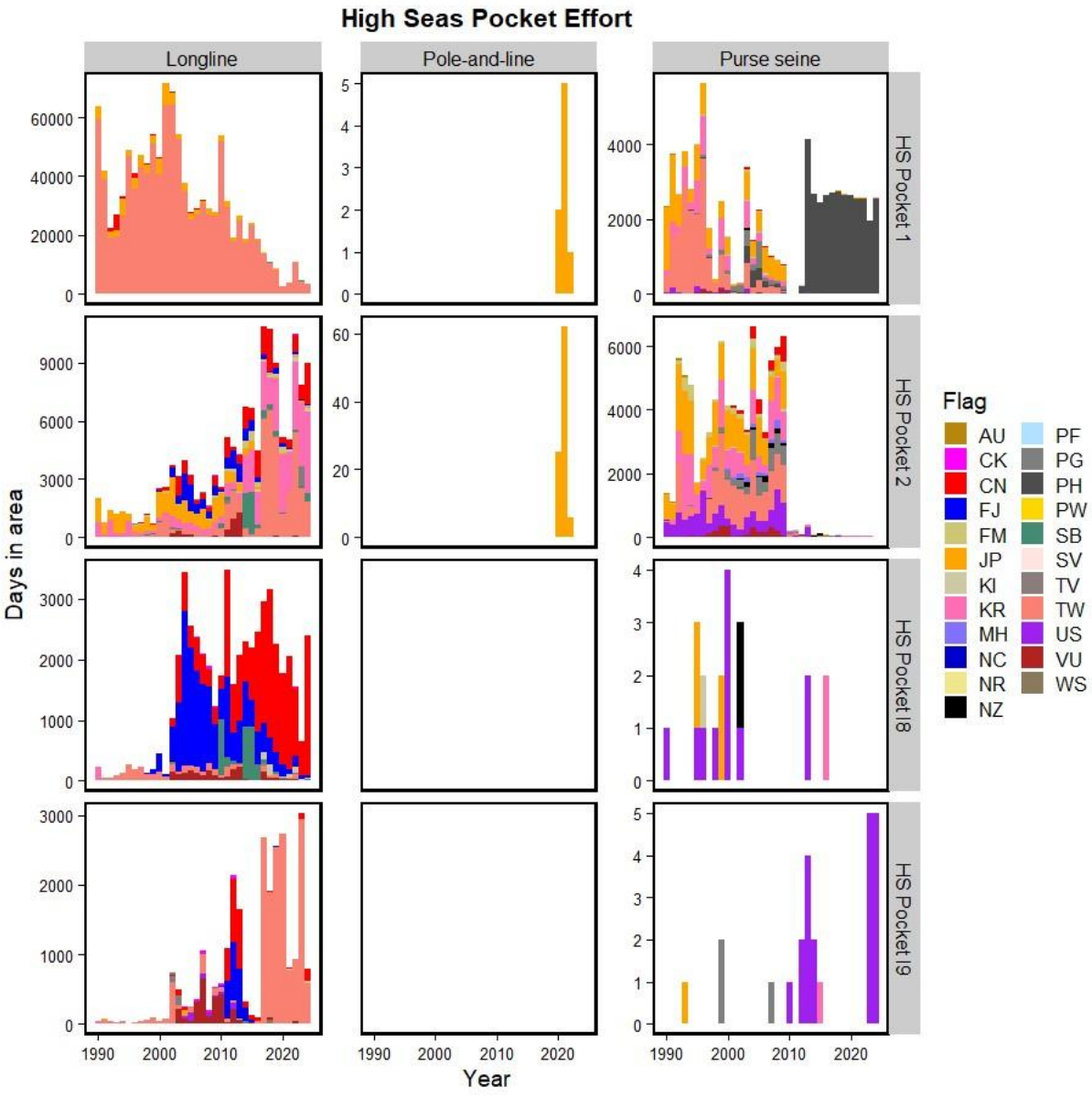

Figure 6: Days by flag within the high seas pockets 1990-2024.

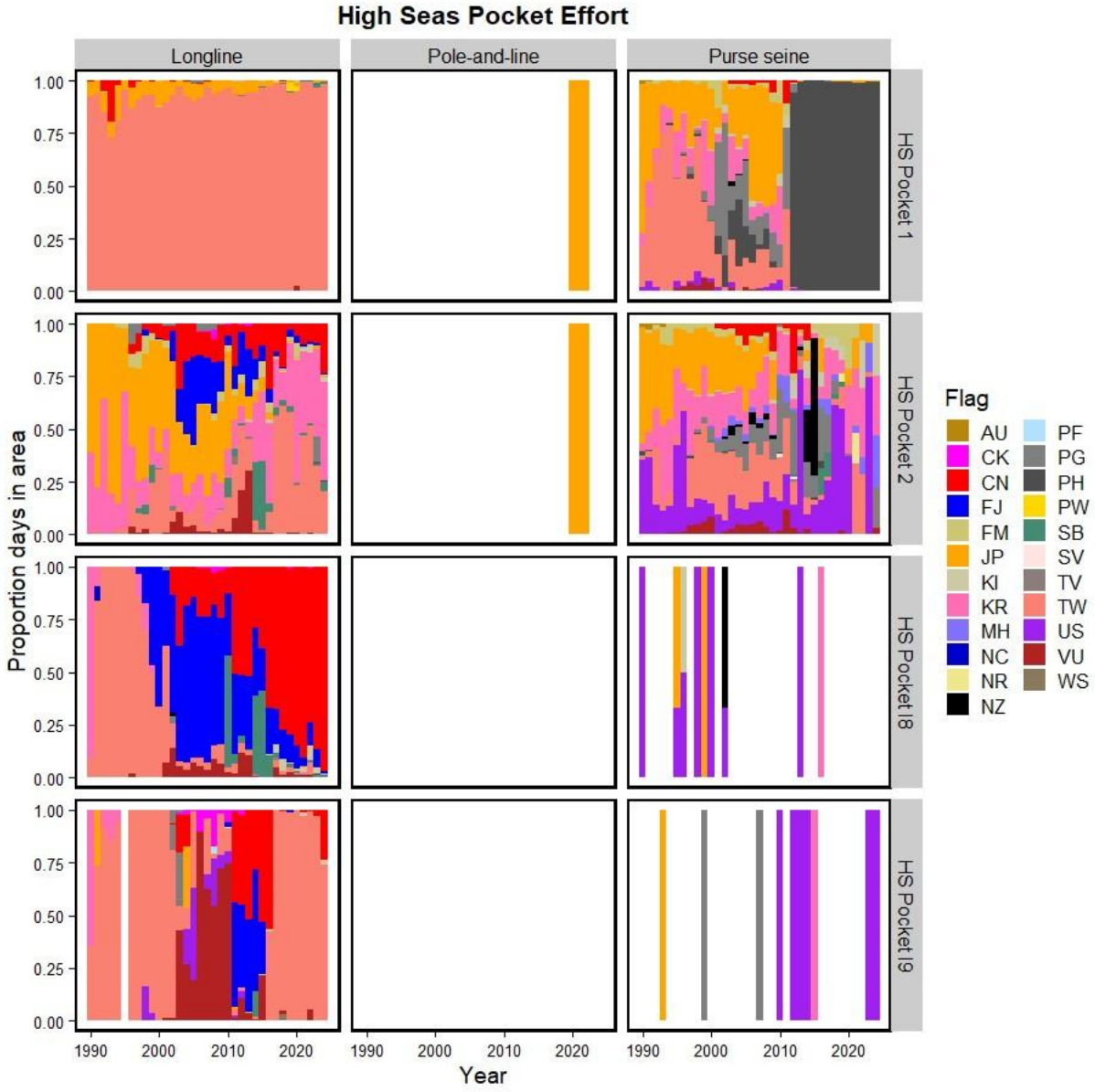

Figure 7: Proportion by flag of days within the high seas pockets 1990-2024.

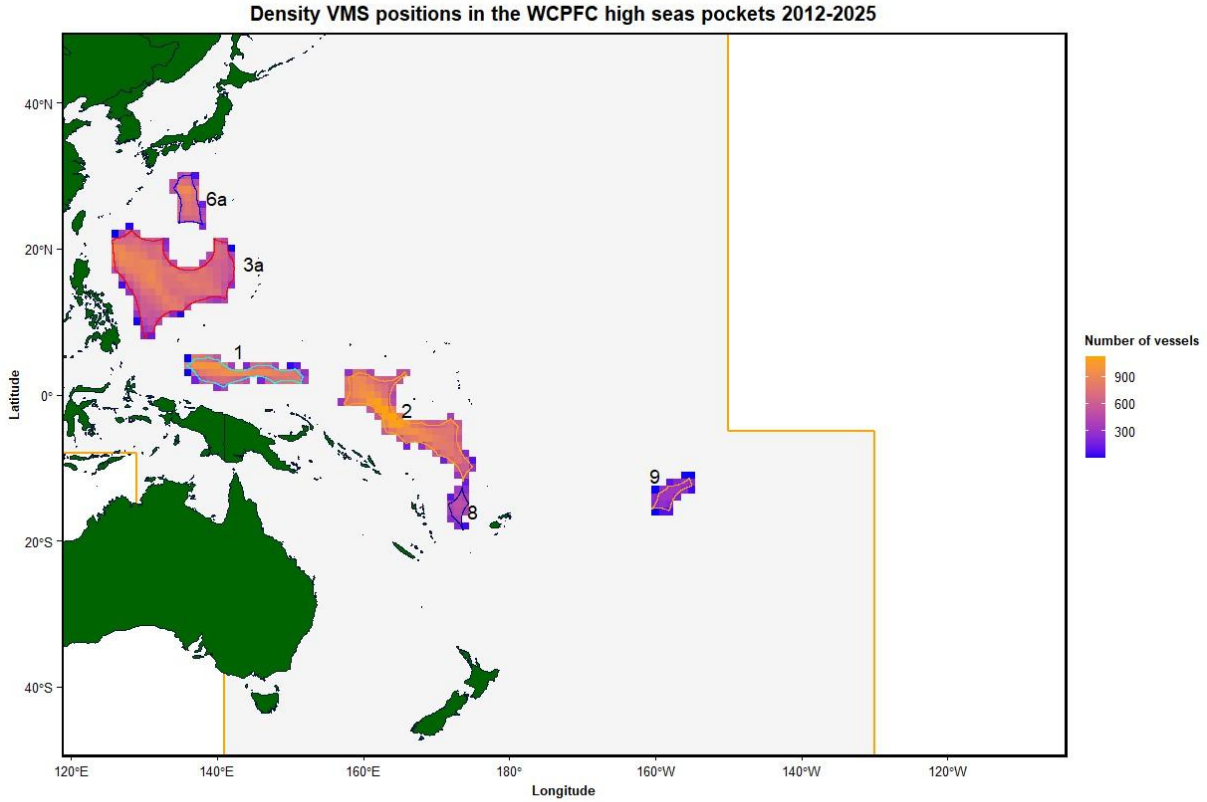

Figure 8: Density of VMS points for all vessels 2012-2025 within each high seas pocket.

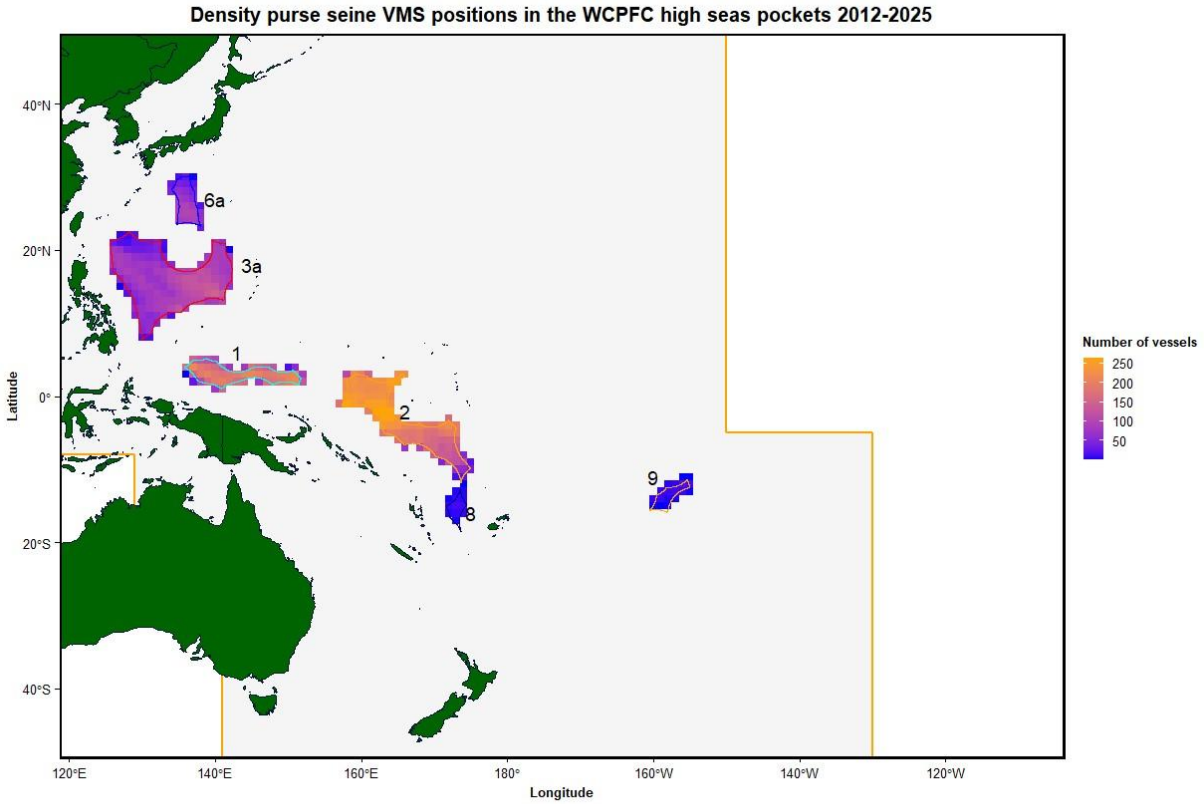

Figure 9: Density of VMS points for purse seine vessels 2012-2025 within each high seas pocket.

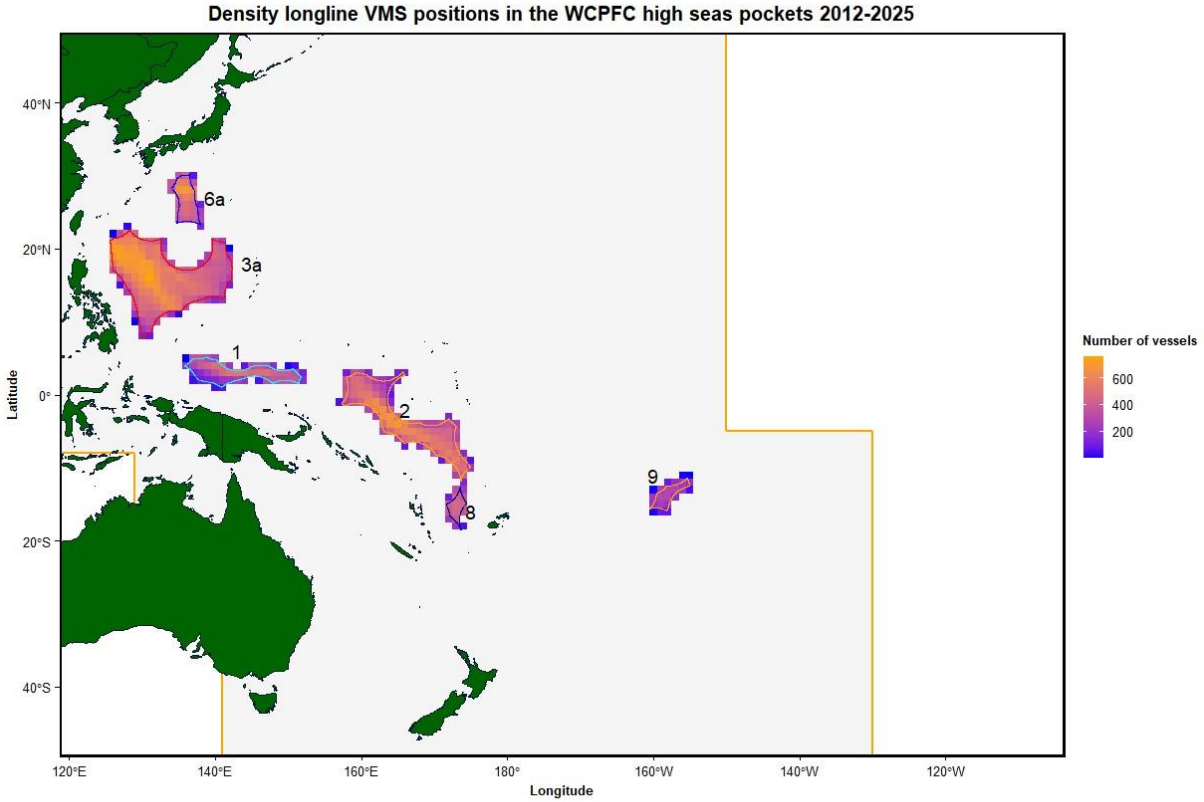

Figure 10: Density of VMS points for longline vessels 2012-2025 within each high seas pocket.

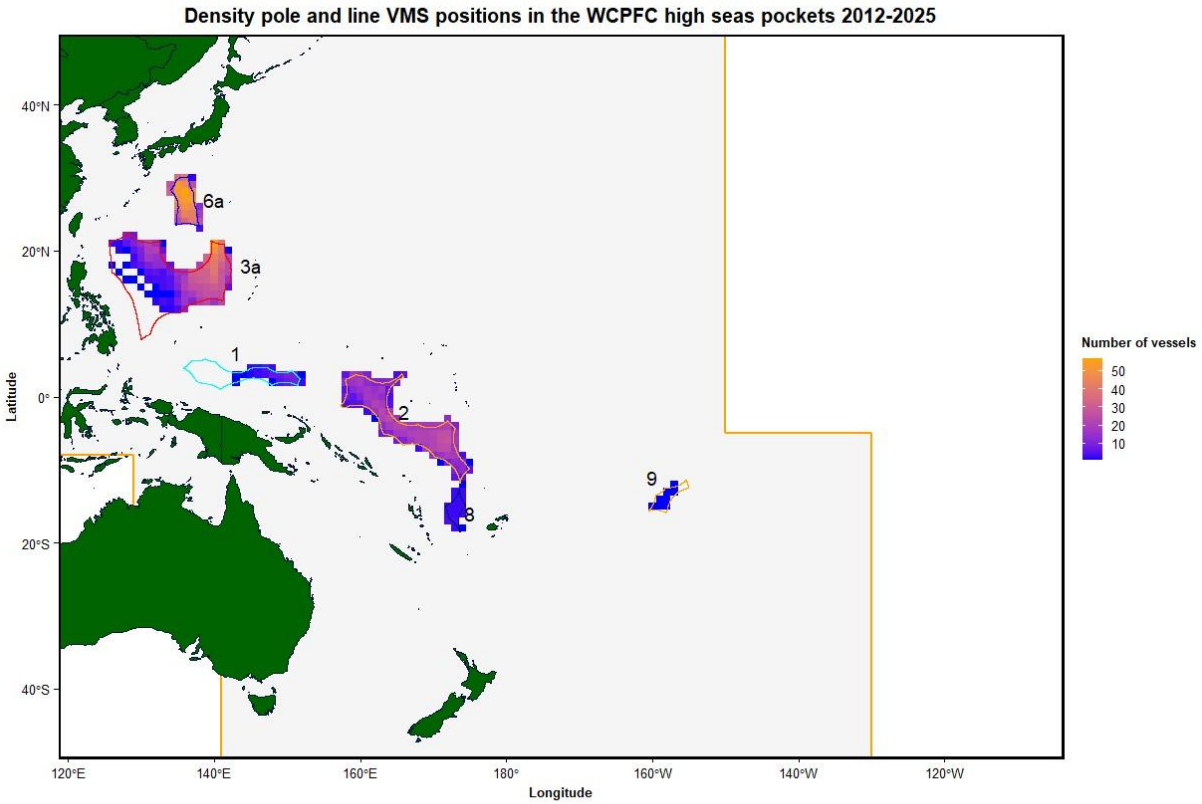

Figure 11: Density of VMS points for pole-and-line vessels 2012-2025 within each high seas pocket.

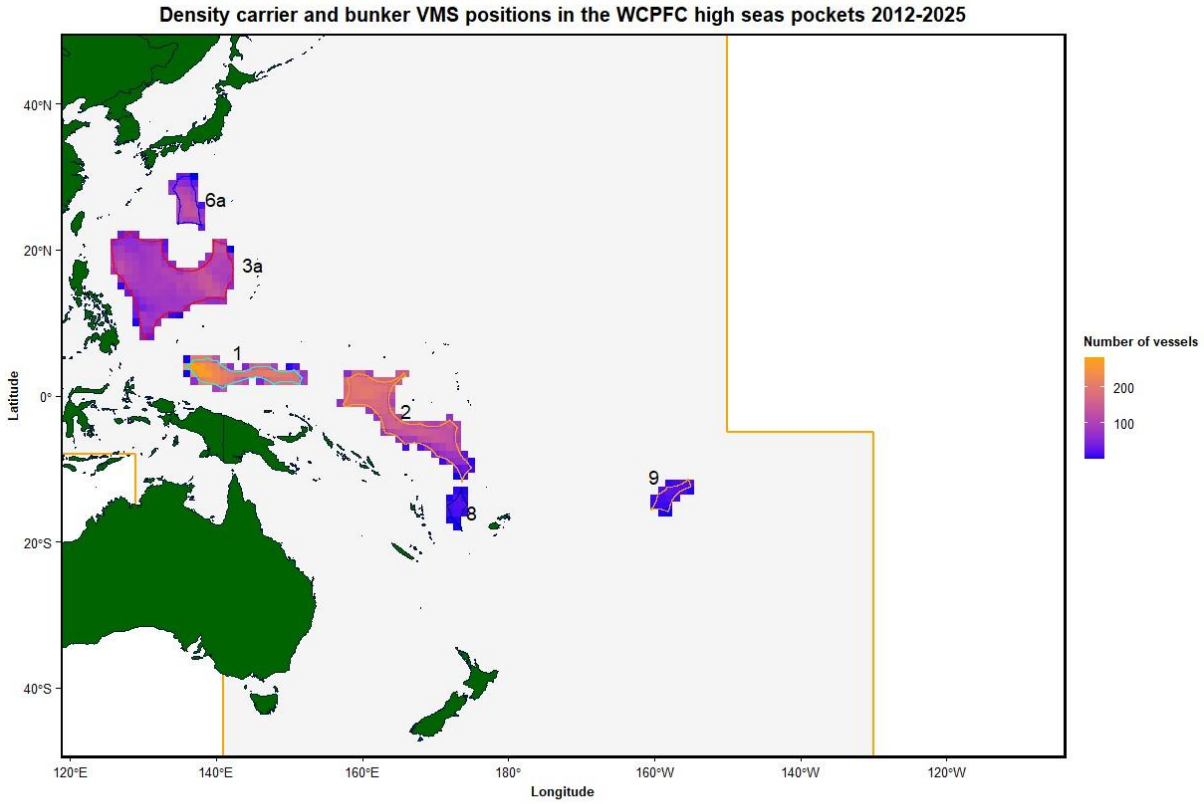

Figure 12: Density of VMS points for carrier and bunker vessels 2012-2025 within each high seas pocket.

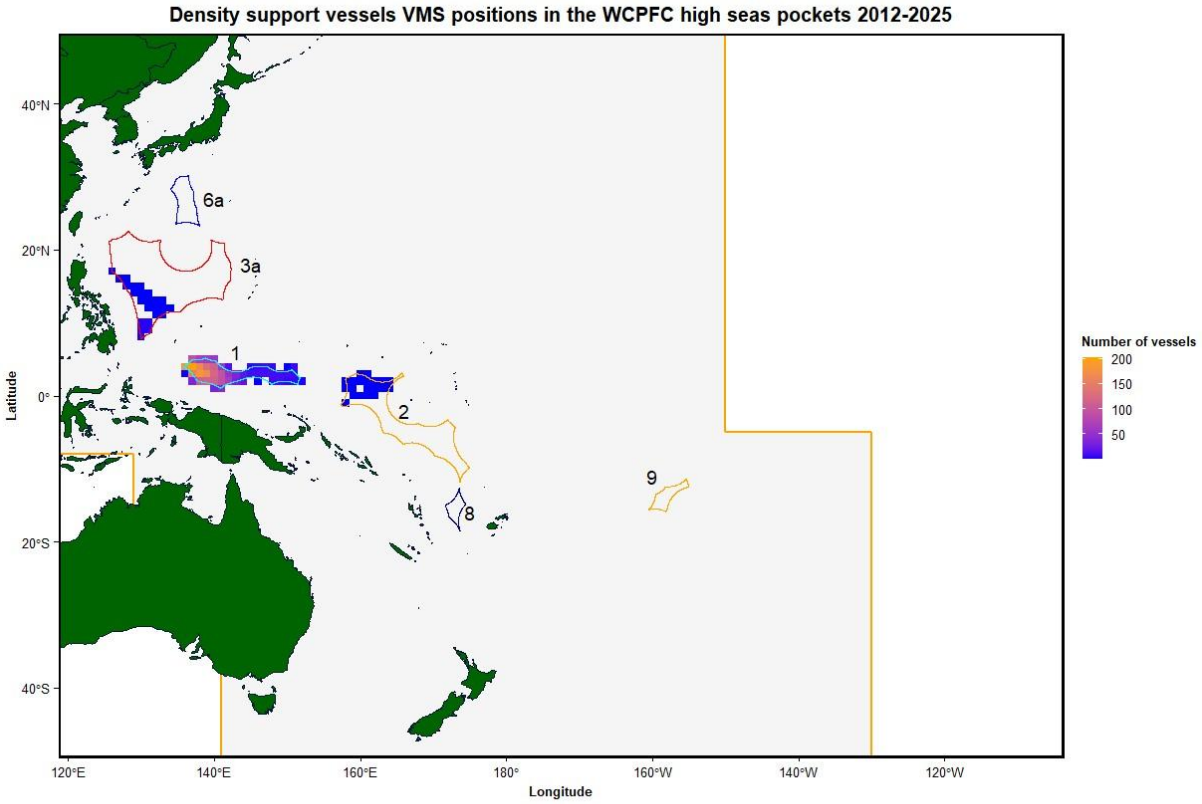

Figure 13: Density of VMS points for support vessels 2012-2025 within each high seas pocket.

VMS data pocket HSP1

18. Figure Ad - 1 and Figure Ad - 2 show the annual trends in the number of vessels by flag and flag proportion, respectively. In HSP1, bunker vessel numbers increased slightly during 2021-2024, mostly due to an increase in vessels flagged to Panama. The number of carrier vessels increased through to 2019 and then declined back to levels observed in 2013, with most of these vessels throughout this 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 vessels, 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.

19. 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 (June - August), longliners decline slightly towards the middle of the year and purse seine numbers peak in the second quarter (Figure Ad - 3 and Figure Ad - 4).

VMS data pocket HSP2

20. The annual trends in vessel numbers and flag proportion in HSP2 are shown in Figure Ad - 5 and Figure Ad 6. 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.

21. 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 Ad-7). 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 (June - August) (Figure Ad - 8).

VMS data pocket HSP3a

22. Overall, the number of vessels in HSP3a fluctuate without a clear trend (Figure Ad - 9). The flag CCM proportions show some changes over time. Purse seine, pole and line, and other vessels are mostly flagged to Japan, while longline vessels show an increasing proportion of vessels flagged to Chinese Taipei (FigureAd - 10). 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.

23. The monthly data for HSP3a do not fluctuate much for most vessel types (Figure Ad - 11 and Figure Ad 12). 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 (June - August).

VMS data pocket HSP6a

24. Few vessels operate in HSP6a. Most are longline vessels flagged to Korea and Japan (Figure Ad - 13 and Figure Ad - 14). The number of vessels for most vessel types fluctuates without a clear 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 flagged to Korea and

carriers are largely flagged to Panama and Korea. Longline vessels are mostly flagged to Japan and Chinese Taipei.

25. The number of vessels by month varies, 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 (June - August) (Figure Ad - 15). Longline vessels flagged to Korea increase in proportion from April to September (Figure Ad - 16).

VMS data pocket HSPI8

26. HSPI8 has few vessels operating in that area. Most are longline vessels flagged to China (Figure Ad - 17 and Figure Ad - 18). The number of longline vessels decreases through the data series as do the numbers of fish carriers, with none in 2023 and 2024.

27. The number of vessels by month are variable for most vessel types in HSPI8 (Figure Ad - 19) with no discernible trends by flag (Figure Ad - 20).

VMS data pocket HSPI9

28. 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 Ad - 21). Most longline vessels in HSPI9 are flagged to Chinese Taipei and most purse seine vessels are flagged to the United States (Figure Ad - 22).

29. 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 Ad - 23 and Figure Ad - 24). 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

30. High seas boarding and inspection activities have occurred in the high seas pockets, and were undertaken by the Cook Islands, France, Japan, Korea, New Zealand, Chinese Taipei, and the United States. The location of these activities from 2014 to 2025 are shown in Figure 14, and the most recent activities are shown by year in Figure Ad - 25. There were few boardings and inspections in 2020, but more in 2021 and 2022.

31. In HSP1, there were low numbers of inspections undertaken from 2014 to 2017, with more occurring in 2022 and 2024 (Figure Ad - 26). Most of the inspection reports were from inspection vessels flagged to the United States and some to France in 2014. Most of the inspected vessels were flagged to the Philippines and Chinese Taipei.

32. High seas boarding and inspection activities in HSP2 have been undertaken by the United States, Korea, France, and Chinese Taipei (Figure Ad - 27). There was an increase in inspection activities in HSP2 in 2025. Most of the inspected vessels were flagged to China and Chinese Taipei. In HSP3a, most of the inspecting vessels are from the United States, with some inspections also undertaken by Japan and Chinese Taipei. The majority of inspection reports related to vessels flagged to Chinese Taipei (Figure Ad - 28). The inspections undertaken in HSP6awere by Japan and United States inspection vessels, inspecting vessels flagged to Japan and Chinese Taipei in 2021 and 2025 (Figure Ad - 29).

33. In HSPI8, boarding and inspections were undertaken by France, New Zealand and the United States, with most inspections on vessels flagged to China. Inspections increased markedly in 2025 in HSPI8 in 2025 (Figure Ad - 30). A larger number of boardings and inspections were undertaken in HSPI9, with most undertaken by inspection vessels from France (Figure Ad - 31). Most of the inspections were of

vessels flagged to China and Chinese Taipei. These trends largely reflect the fishing effort in these pockets.

34. For more information on the nature of these cases and case outcomes, see the detailed high seas boarding and inspection report (*WCPFC-TCC22-2026-RP04*).

Philippines fishing vessels in high seas pocket 1 (HSP1)

35. Under CMM 2025-02 (the Tropical Tuna CMM) and its predecessors, the Philippines has a special management arrangement in HSP1 (Attachment 2 of CMM2025-03). The following information relates to the vessels flagged to the Philippine fishing in HSP1.

36. Catches by purse seine vessels flagged to the Philippines in HSP1 were low prior to 2012. After this time, catch increased and has been relatively stable at 20,000-25,000 tonnes in most years but with marked increases in 2019 and 2024 (Figure 15). The 2024 increase is due to higher catches of yellowfin and skipjack tuna. Similarly, the effort was low prior to 2013, spiked in 2014, and has been relatively consistent at about 2,500 days since then (including 2019 and 2024) (Figure 16).

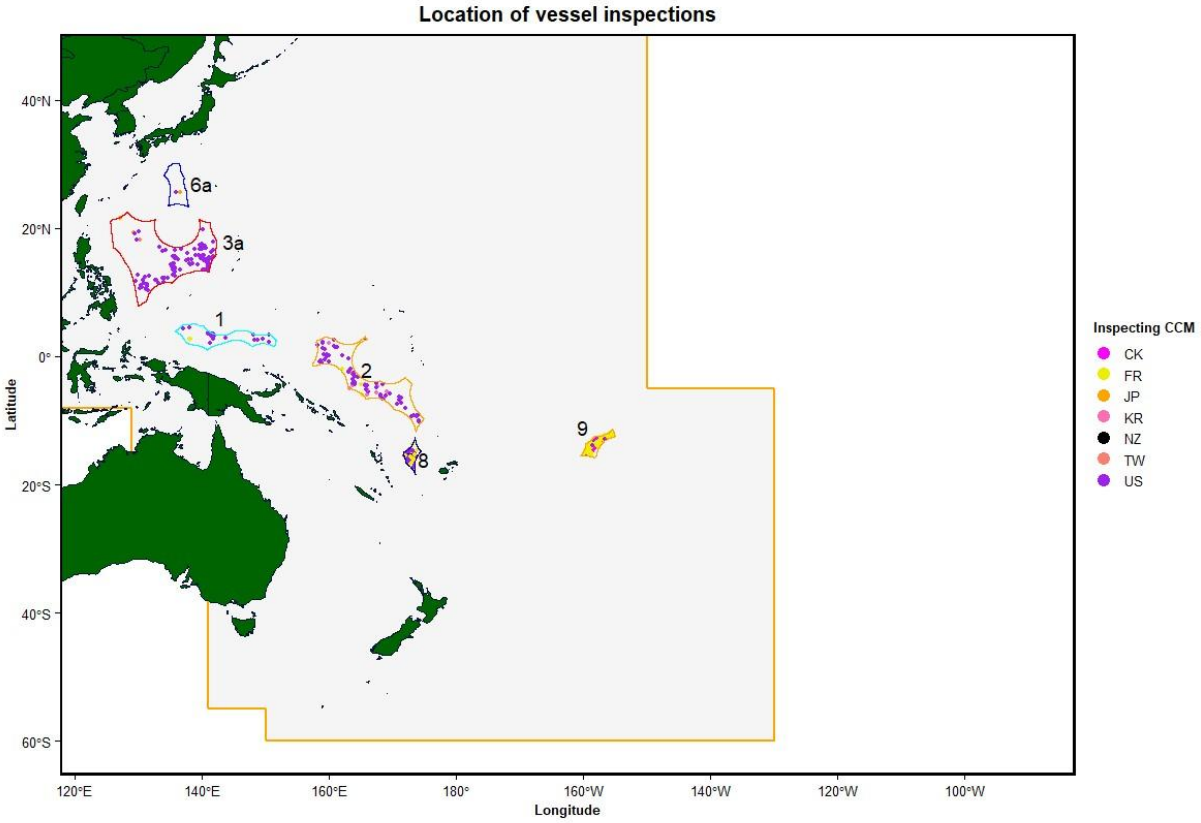

Figure 14: Locations of high seas boarding and inspections in the high seas pockets.

37. For vessels authorised to fish in HSP1, the VMS data show that most vessels are fish carriers and support vessels (80%), with purse seine vessels accounting for 19%. Most of these data come from EEZs (50%) (mostly Palau), followed by HSP1 (47%), 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 may be useful.

38. Table 5 shows the vessels flagged to the Philippines 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. The difference between these two tables reinforces that authorisation does not necessarily mean fishing activity. Vessel activity in this area can include transiting and other activities, in addition to fishing.

39. Vessels entering and exiting HSP1 are required to submit entry and exit reports to the WCPFC Secretariat. These data for the vessels flagged to the Philippines 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 shorter duration. The WCPFC Secretariat reviews this reporting and works with the Philippines to ensuring data are complete and accurate.

Recommendations

40. TCC22 is invited to discuss whether the current spatial resolution of high seas pocket reporting is sufficient to support monitoring, scientific interpretation, and future fisheries management needs, including harvest strategy implementation. In particular, TCC22 may wish to consider whether HSP3a, HSP6a and relevant I7 components should be separately identifiable in future catch-and-effort reporting, and whether future Secretariat reporting should take a more structured and integrated approach across the EHSP-SMA, other high seas pockets, and the WCPFC/IATTC overlap area.

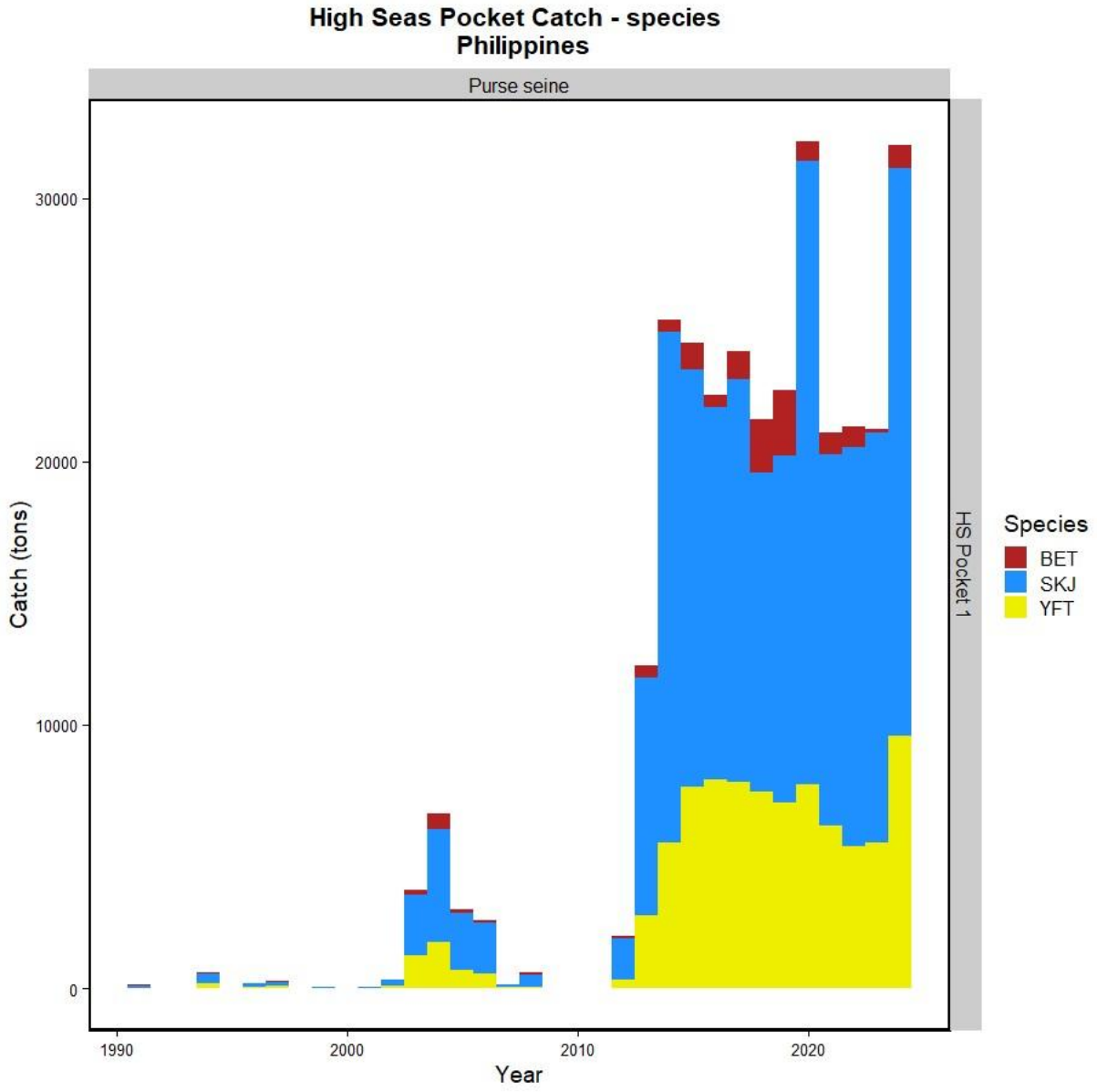

Figure 15: Catch within the high seas pocket 1 for the purse seine vessels flagged to the Philippines 1990-2024.

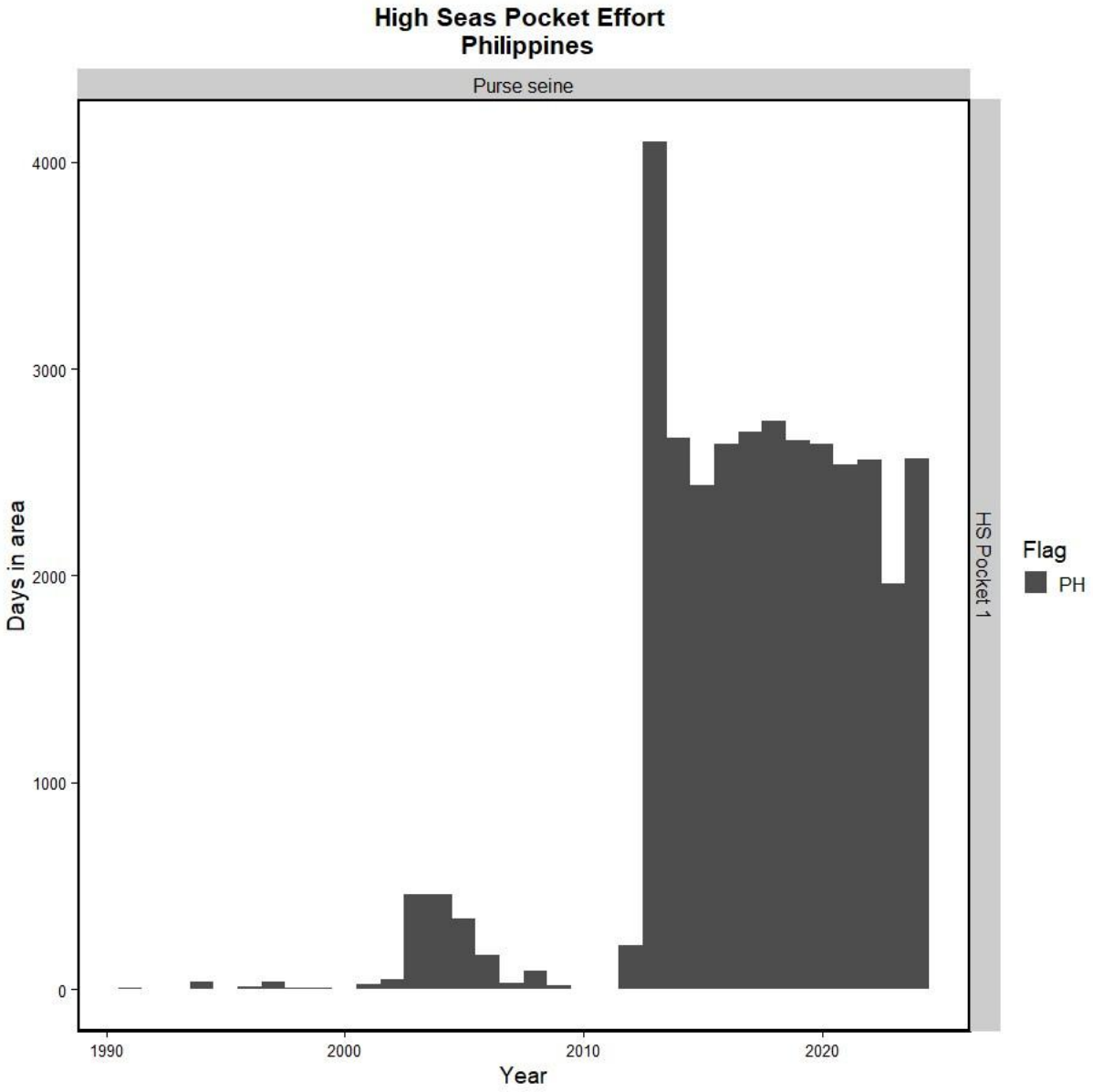

Figure 16: Logsheet days within the high seas pocket 1 for the purse seine vessels flagged to the Philippines 1990-2024.

Tables

Table 1: Logsheet days in the High Seas Pocket 1

HS Pocket 1												
Gear	Year	CN	FM	JP	KR	PG	PH	PW	SB	TW	US	VU
Longline	2015	8	53	677	0	0	0	0	78	23214	0	5
	2016	10	0	571	0	0	0	0	0	18146	0	0
	2017	0	0	24	0	0	0	96	50	13853	0	0
	2018	28	2	53	0	0	0	35	52	10683	0	0
	2019	0	0	83	0	0	0	388	18	8414	0	1
	2020	0	37	34	0	0	0	60	3	2432	0	65
	2021	0	6	0	0	0	0	0	18	3779	0	0
	2022	0	2	19	0	0	0	0	36	10968	0	1
	2023	0	0	55	0	0	0	0	104	4416	0	0
	2024	0	2	13	0	0	0	0	38	3365	0	8
Pole-and-line	2015	0	0	0	0	0	0	0	0	0	0	0
	2019	0	0	0	0	0	0	0	0	0	0	0
	2020	0	0	2	0	0	0	0	0	0	0	0
	2021	0	0	5	0	0	0	0	0	0	0	0
	2022	0	0	1	0	0	0	0	0	0	0	0
Purse seine	2015	0	0	0	0	2	2435	0	0	0	0	0
	2016	0	0	0	0	0	2639	0	0	0	0	0
	2017	0	1	0	0	7	2696	0	0	1	3	0
	2018	0	3	7	2	4	2749	0	0	0	2	0
	2019	0	3	9	0	0	2654	0	0	0	0	0
	2020	0	0	16	0	0	2635	0	0	0	0	0
	2021	0	0	27	0	0	2539	0	0	0	0	0
	2022	0	0	26	0	0	2562	0	0	0	0	0
	2023	0	0	9	0	0	1962	0	0	0	0	0
	2024	0	0	9	4	0	2564	0	0	0	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	2015	0	677	519	507	466	8	2176	0	0	0	0	0	2194	5	105	0	40
	2016	6	1380	294	223	153	71	1704	0	0	0	0	0	191	0	437	0	32
	2017	0	1415	263	20	73	20	2538	0	0	0	0	0	354	59	6121	0	2
	2018	0	2235	56	74	48	100	1420	0	0	0	0	0	245	20	6534	0	35
	2019	25	239	307	166	48	46	2704	0	0	0	0	0	218	54	5097	0	80
	2020	0	283	204	349	28	27	3006	0	0	0	0	0	48	17	1161	0	39
	2021	0	487	58	31	3	78	1972	1	0	0	0	0	48	0	2372	0	11
	2022	16	893	145	67	29	306	3484	0	0	0	0	0	126	5	5346	0	57
	2023	4	734	72	0	138	15	3233	0	0	0	984	54	70	0	2553	0	0
	2024	0	2138	25	81	30	225	4201	0	0	0	0	8	416	0	1839	0	8
Pole-and-line	2016	0	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	0
	2019	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2020	0	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0
	2021	0	0	0	0	62	0	0	0	0	0	0	0	0	0	0	0	0
	2022	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0
	2015	0	0	0	4	0	2	3	0	0	87	14	1	0	0	3	19	0
	2016	0	0	0	6	14	6	5	3	0	0	22	3	11	0	2	14	0
	2017	0	0	0	4	0	3	15	5	0	0	11	0	7	0	1	16	0

Purse seine	2018	0	0	0	5	0	5	9	2	0	0	5	0	2	0	2	48	0
	2019	0	0	0	5	0	3	3	0	2	0	0	0	1	0	5	27	1
	2020	0	0	0	14	5	0	21	0	0	0	1	0	0	0	0	24	0
	2021	0	0	0	4	8	0	15	2	8	0	0	0	0	0	19	0	0
	2022	0	0	0	0	4	11	16	4	0	0	0	0	0	0	14	0	0
	2023	0	0	0	0	4	0	0	6	0	0	0	0	0	0	1	32	0
	2024	0	0	0	0	0	8	9	8	0	0	0	0	0	6	0	0	1

Table 3: Logsheet days in the High Seas Pocket I8

HS Pocket I8													
Gear	Year	CK	CN	FJ	FM	JP	KI	KR	PH	SB	TV	TW	VU
Longline	2015	0	848	445	0	0	0	0	0	896	0	0	0
	2016	0	1652	535	7	0	6	0	0	254	0	7	0
	2017	0	2004	496	0	0	113	0	0	68	32	107	140
	2018	0	2439	443	0	0	184	0	0	1	0	48	42
	2019	7	1791	307	2	0	0	0	0	42	0	54	56
	2020	0	1502	196	16	0	5	1	0	9	11	6	28
	2021	0	1865	81	0	6	57	1	0	6	0	8	31
	2022	9	1128	173	0	0	106	0	0	14	0	95	18
	2023	0	565	58	0	0	19	0	1	7	0	3	0
	2024	0	2311	25	0	0	25	0	0	18	0	9	0
Purse seine	2016	0	0	0	0	0	0	2	0	0	0	0	0

Table 4: Logsheet days in the High Seas Pocket I9

HS Pocket I9											
Gear	Year	CN	FJ	FM	KI	KR	SB	TW	US	VU	WS
Longline	2015	72	33	1	0	0	0	0	0	29	0
	2016	54	0	1	0	0	0	40	0	0	0
	2017	6	0	0	0	0	1	2667	0	0	8
	2018	15	0	0	0	0	0	1794	0	38	57
	2019	8	19	0	0	0	0	2527	0	10	0
	2020	5	0	0	0	0	0	2730	0	0	0
	2021	9	0	2	11	0	0	779	0	0	0
	2022	6	0	0	0	0	0	886	0	48	0
	2023	82	0	1	7	0	0	2942	0	0	0
	2024	188	0	2	17	0	0	589	0	0	0
Purse seine	2015	0	0	0	0	1	0	0	0	0	0
	2023	0	0	0	0	0	0	0	5	0	0
	2024	0	0	0	0	0	0	0	5	0	0

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

Year	Fish carrier	Purse seiner	Support vessel	Others
2013	37	21	1	2
2014	52	28	4	4
2015	46	25	8	4
2016	52	28	49	4
2017	80	37	108	0
2018	71	31	104	0
2019	69	34	104	0
2020	62	24	89	0
2021	67	26	91	0
2022	61	26	94	0
2023	46	20	82	0
2024	45	20	73	0
2025	37	21	68	0

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

Year	Bunker	Fish carrier	Purse seiner	Support vessel	Others
2013	0	45	37	1	4
2014	0	59	39	6	5
2015	0	60	37	11	4
2016	0	68	50	52	4
2017	0	92	61	111	0
2018	0	87	53	107	0
2019	0	82	62	112	0
2020	0	71	49	93	0
2021	0	74	53	96	0
2022	0	67	43	97	0
2023	0	54	36	85	0
2024	1	55	44	100	0
2025	0	76	52	140	0

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

Year	Vessel type	Vessels	Duration in pocket	Missing entry report	Missing exit report	Possible duplicate entry report	Possible duplicate exit report
2015	Fish carrier	75	12.71	25	20	1	0
	Others	3	239.5	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	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	76	62.3	39	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	476.9	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	23	1	0
	Purse seiner	27	187.45	1	4	1	1
	Support vessel	97	281.39	20	27	1	0
2022	Fish carrier	66	30.87	24	34	1	2
	Purse seiner	20	180.71	5	8	2	2
	Support vessel	79	342.73	15	56	10	3
	Fish carrier	49	21.47	26	65	23	10

2023	Purse seiner	18	154.43	2	6	2	0
	Support vessel	64	296.46	3	21	14	4
2024	Fish carrier	55	18.96	51	59	4	24
	Purse seiner	23	188.91	11	5	3	9
	Support vessel	81	197.85	4	26	3	3
2025	Fish carrier	63	17.21	10	19	2	1
	Purse seiner	9	119.88	0	2	0	0
	Support vessel	38	72.33	7	21	0	0

Additional Figures

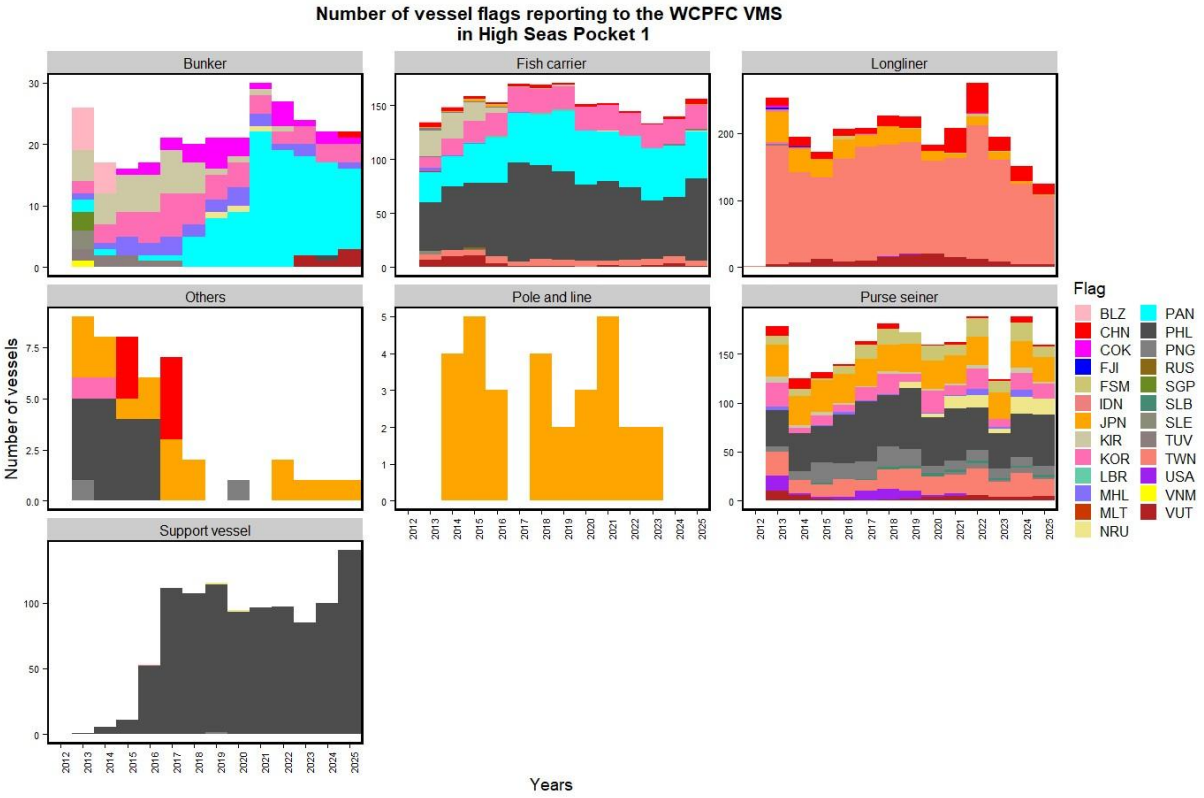

Figure Ad - 1: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 1.

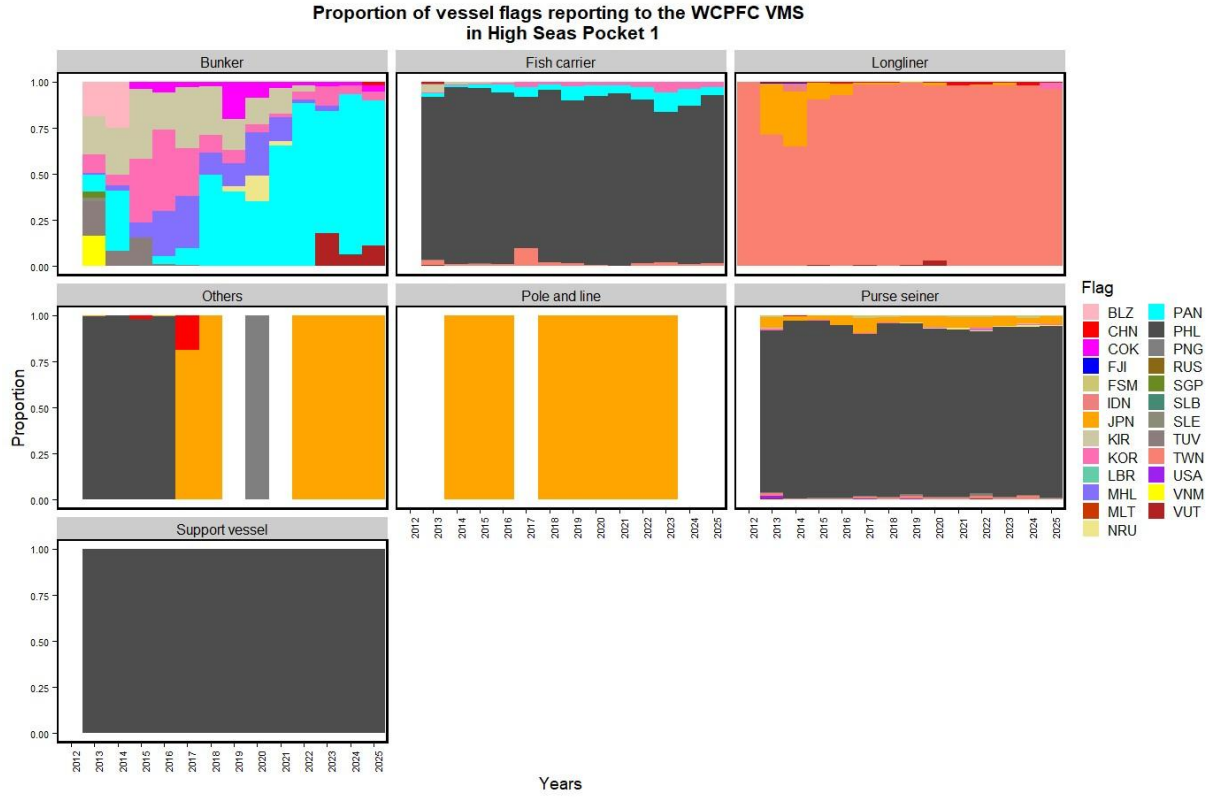

Figure Ad - 2: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 1.

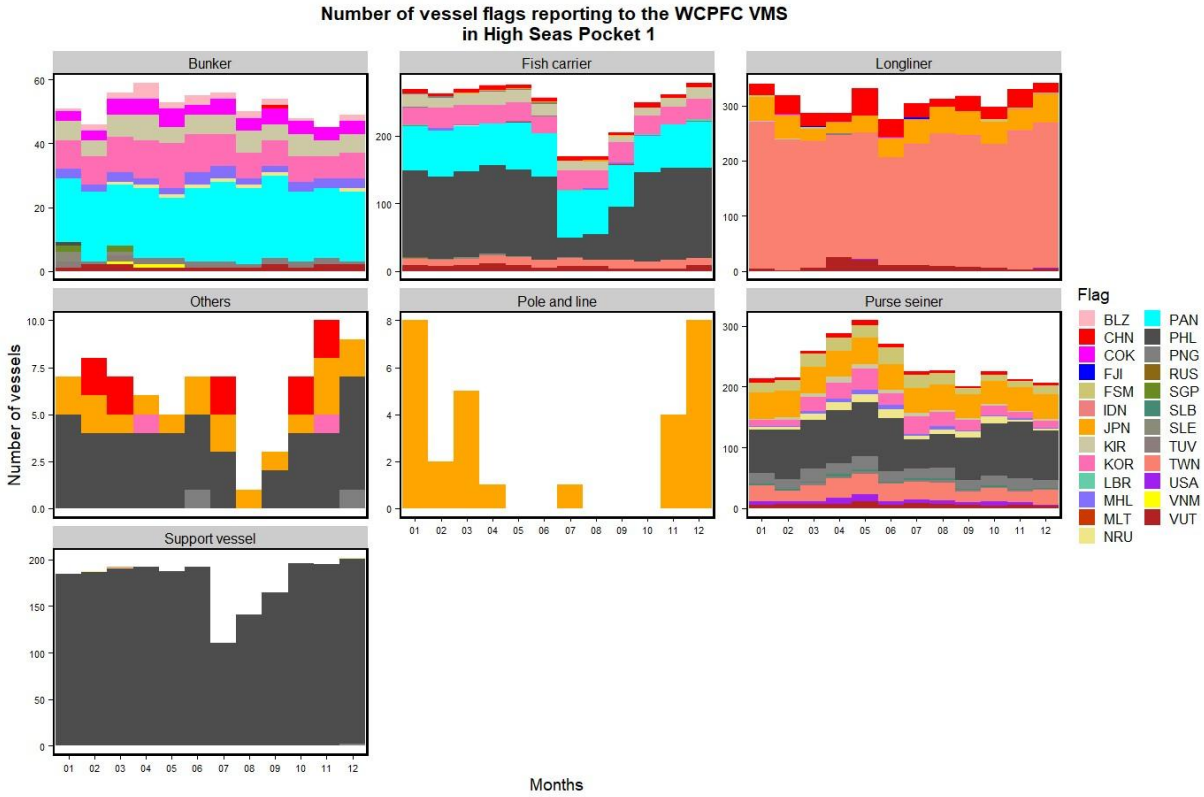

Figure Ad - 3: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 1.

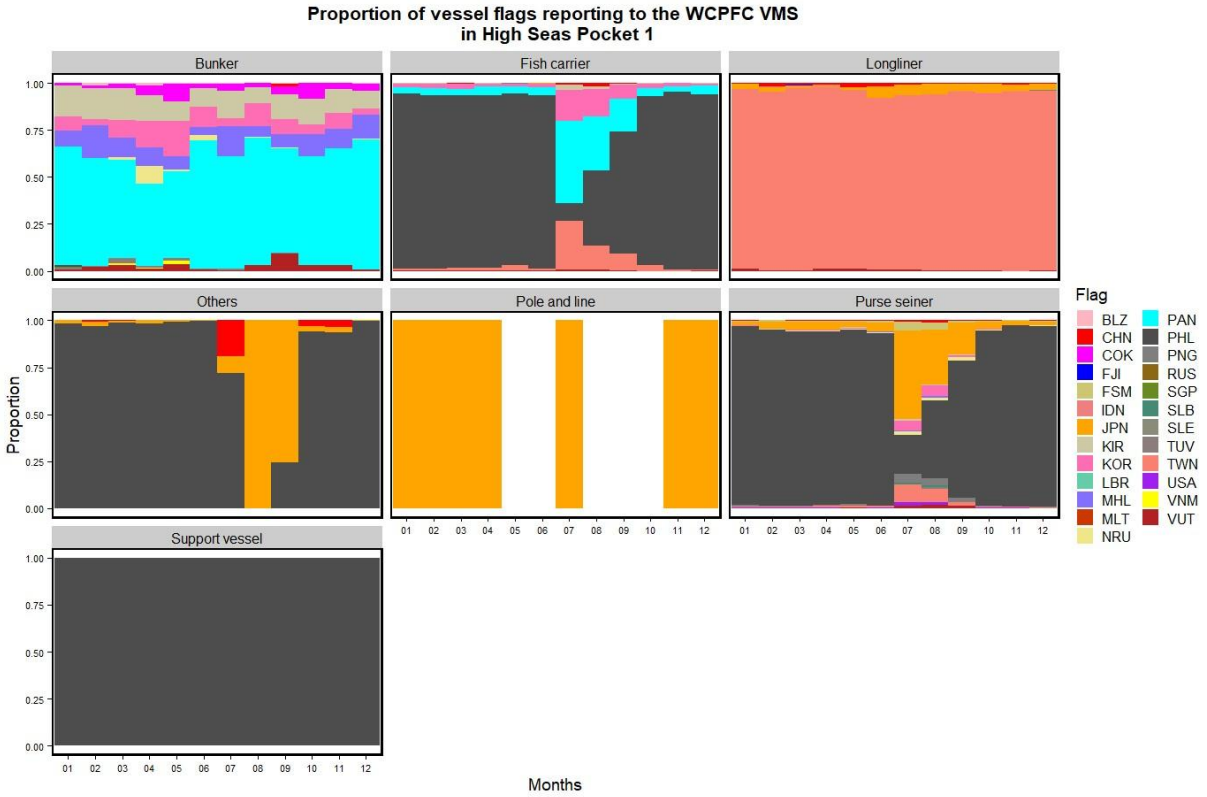

Figure Ad - 4: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 1.

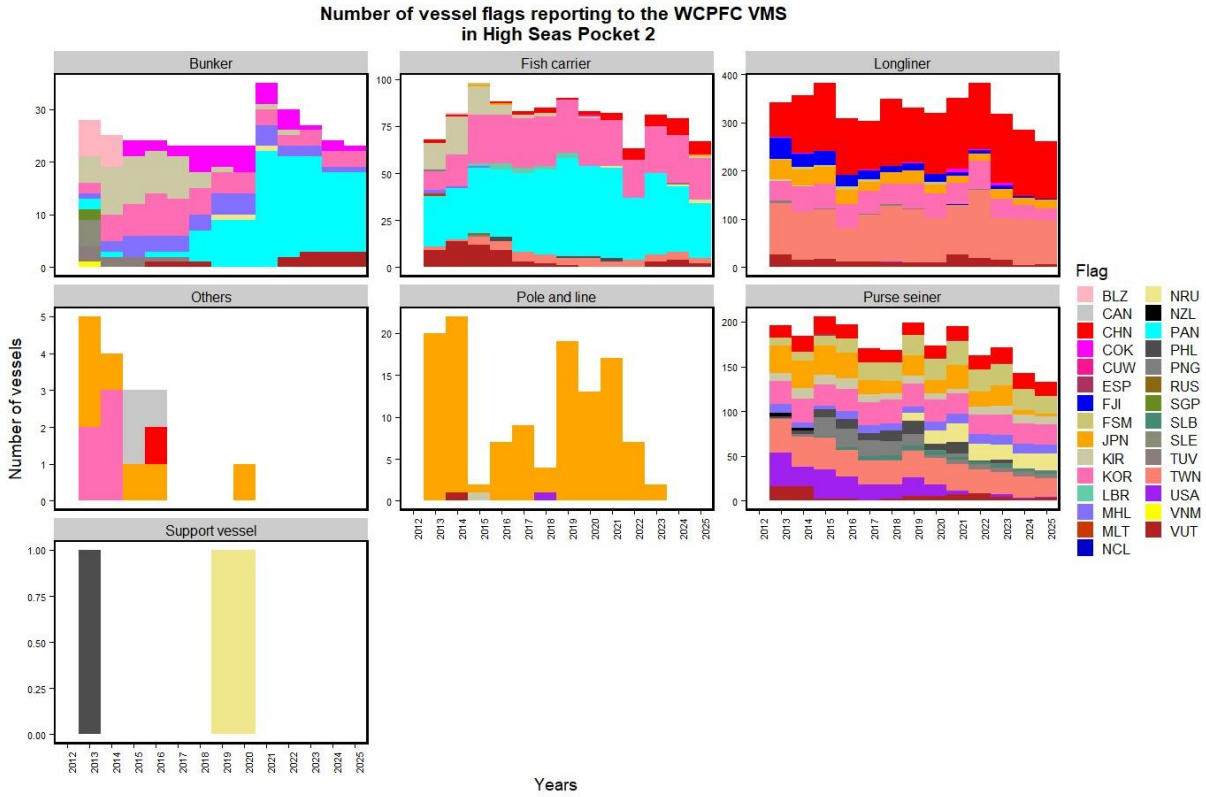

Figure Ad - 5: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 2.

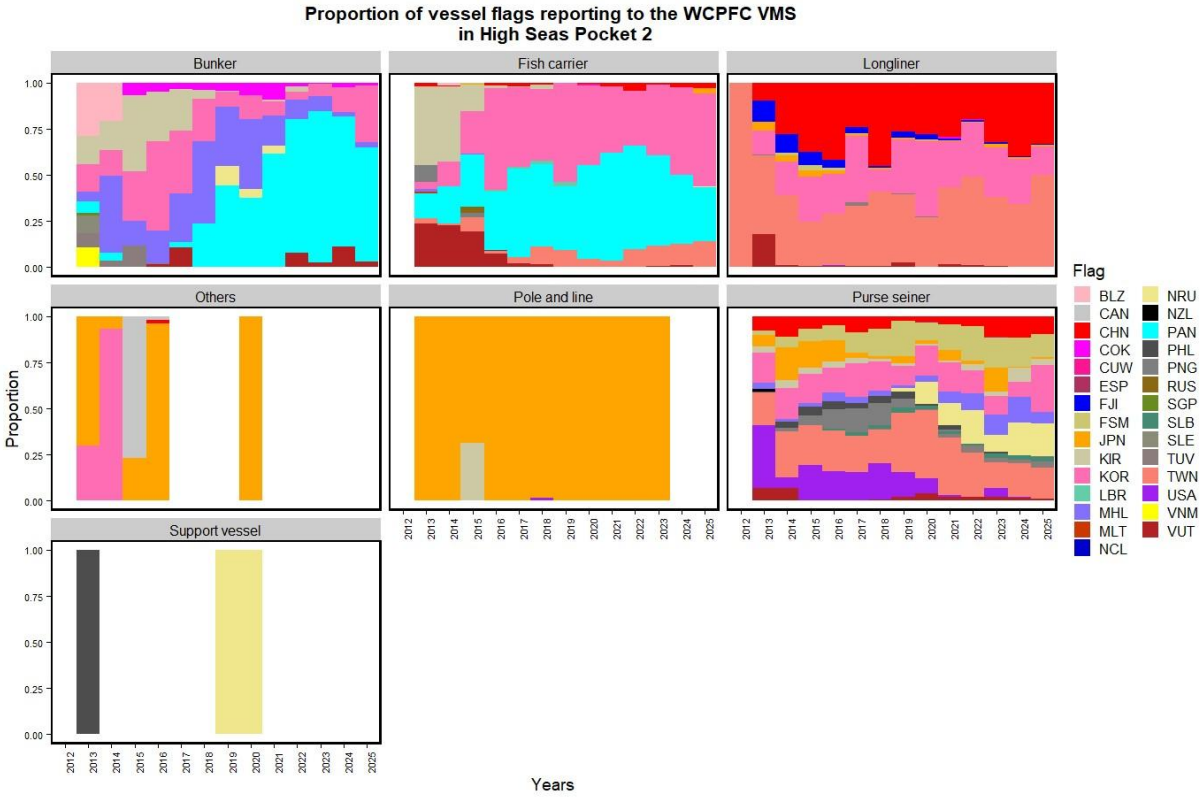

Figure Ad - 6: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 2.

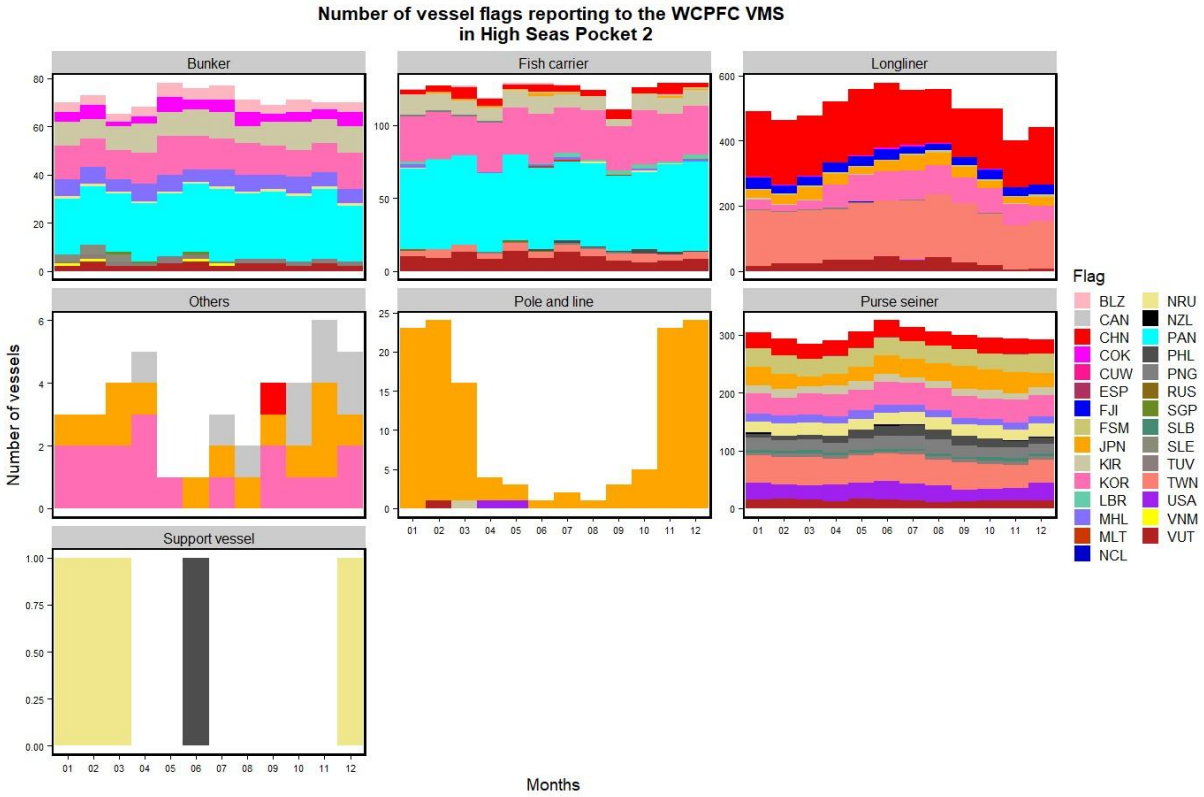

Figure Ad - 7: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 2.

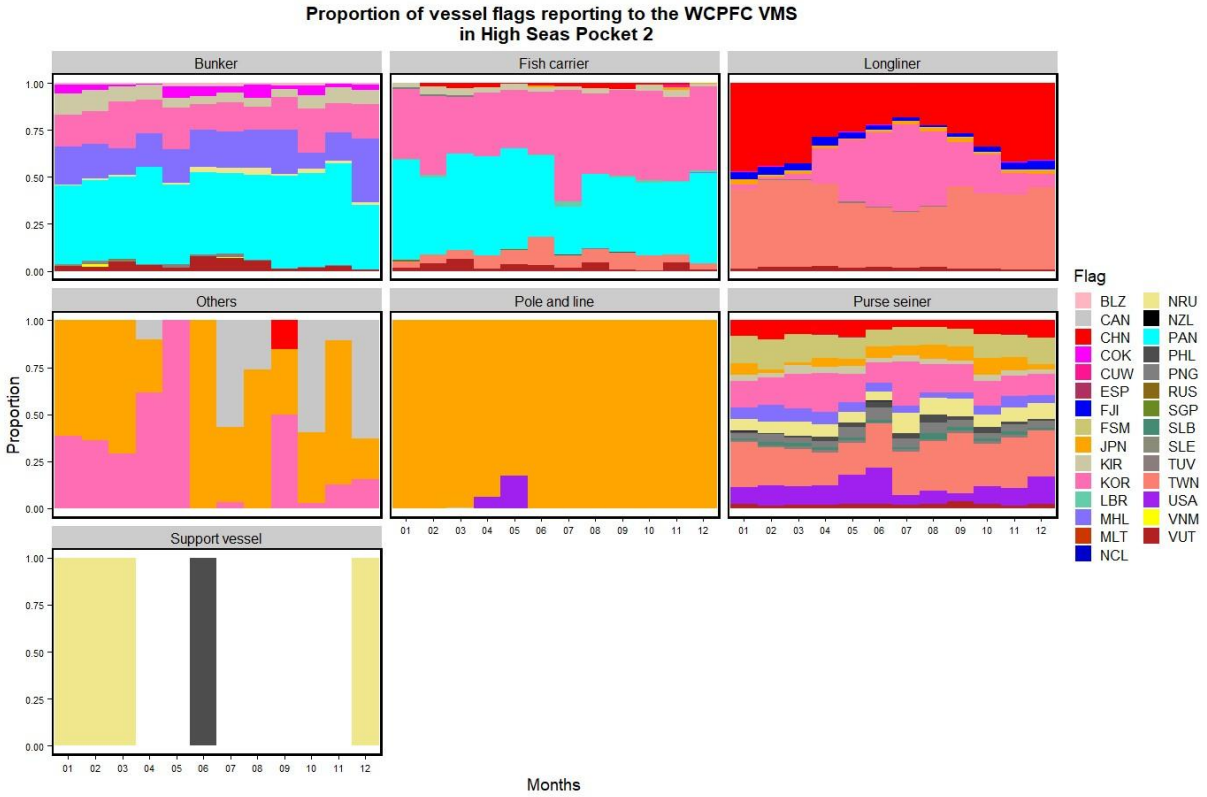

Figure Ad - 8: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 2.

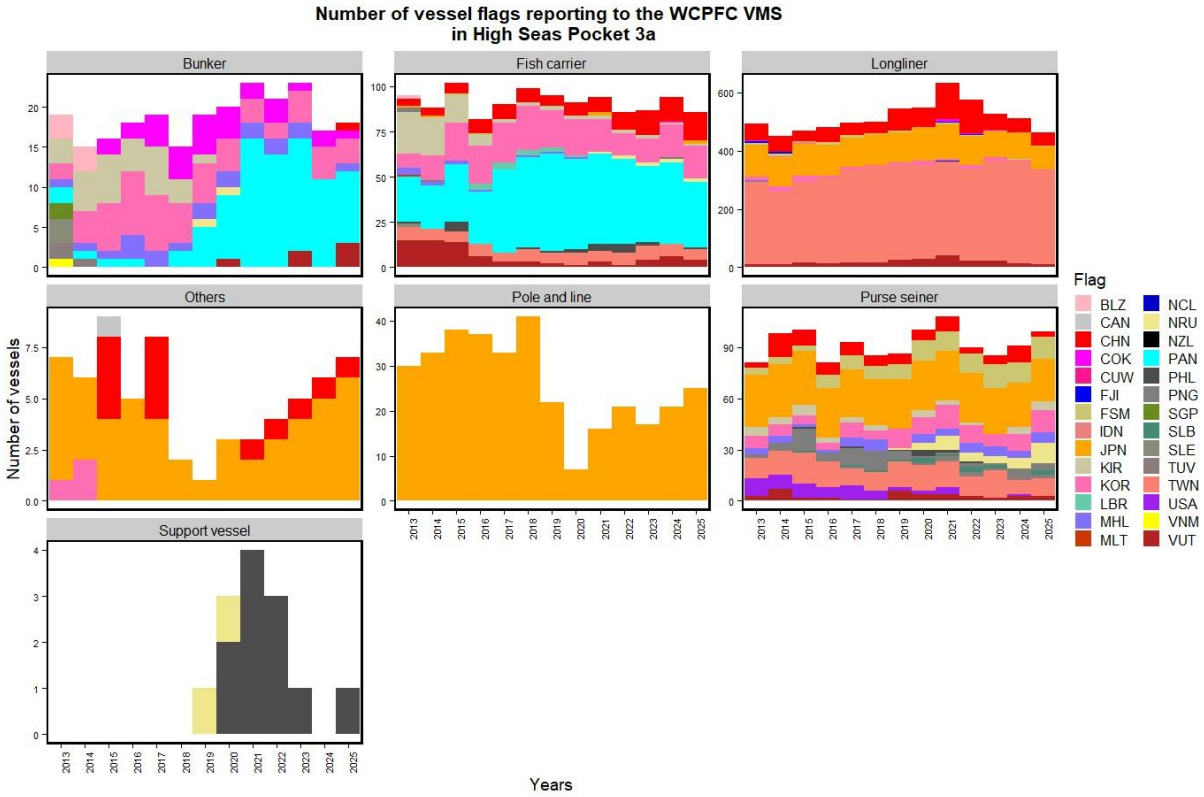

Figure Ad - 9: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 3a.

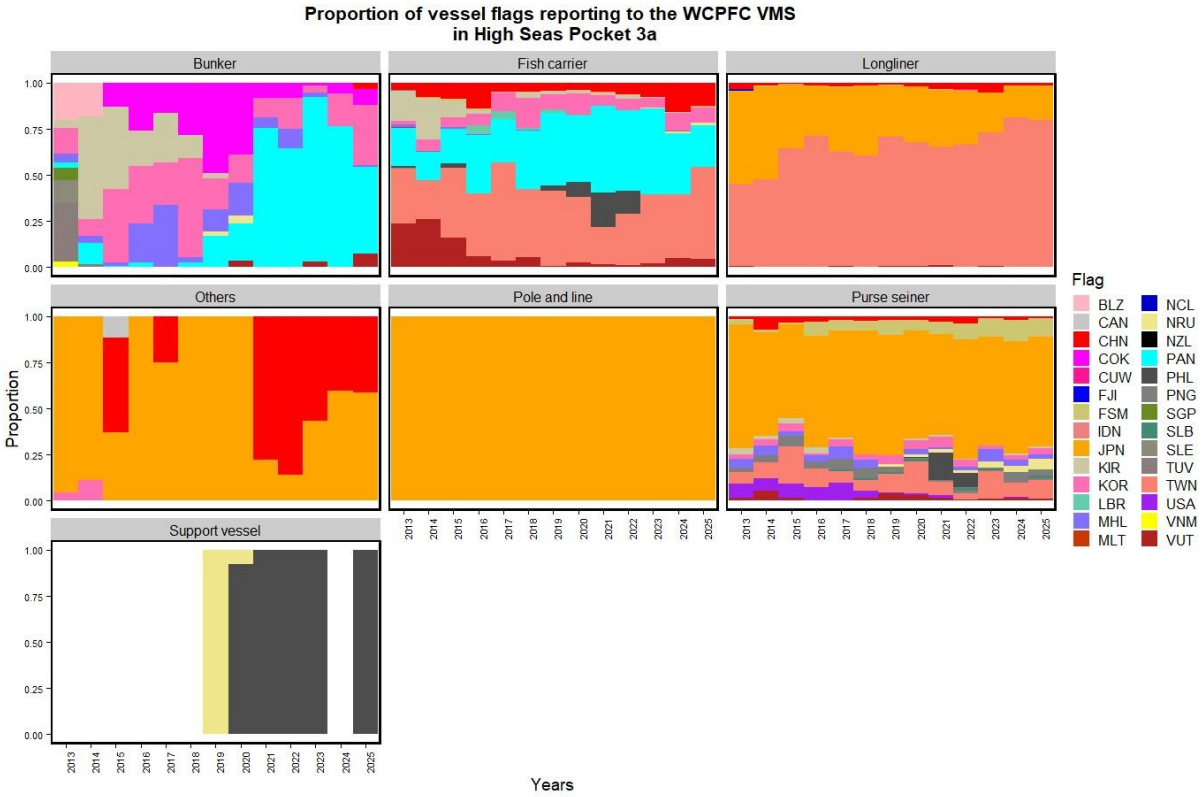

Figure Ad - 10: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 3a.

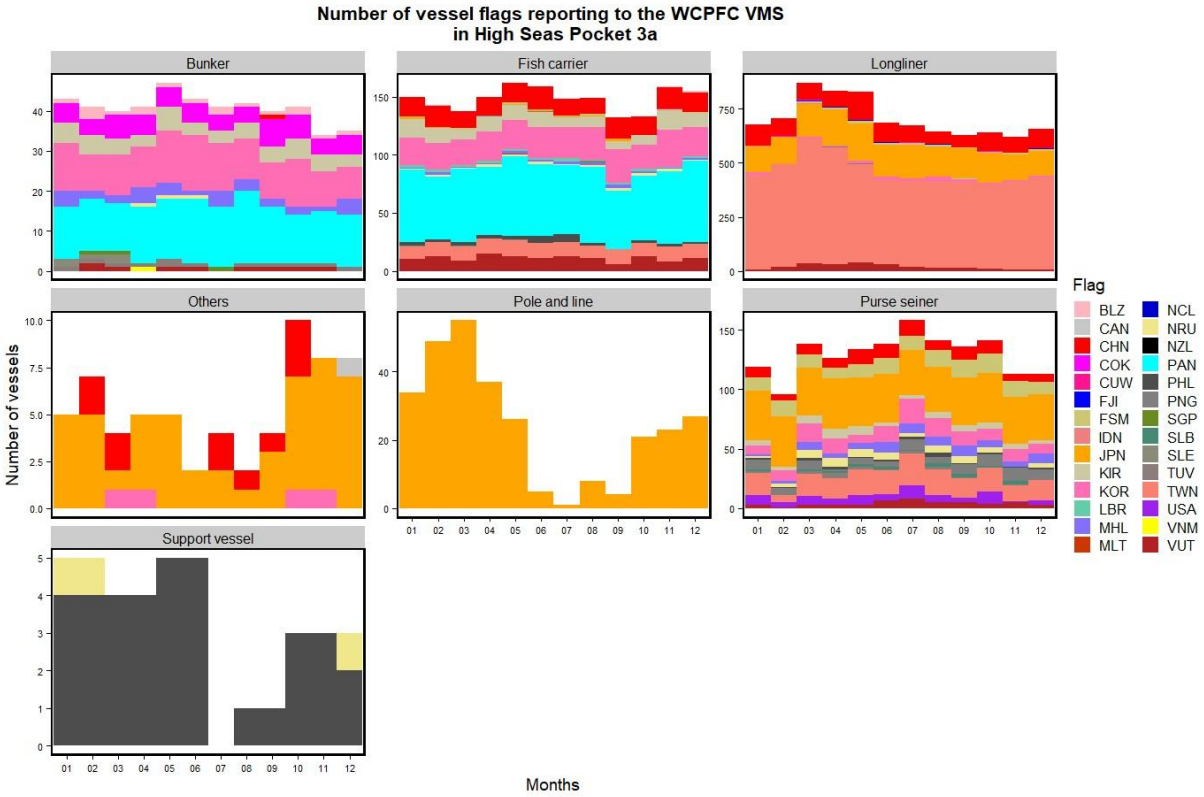

Figure Ad - 11: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 3a.

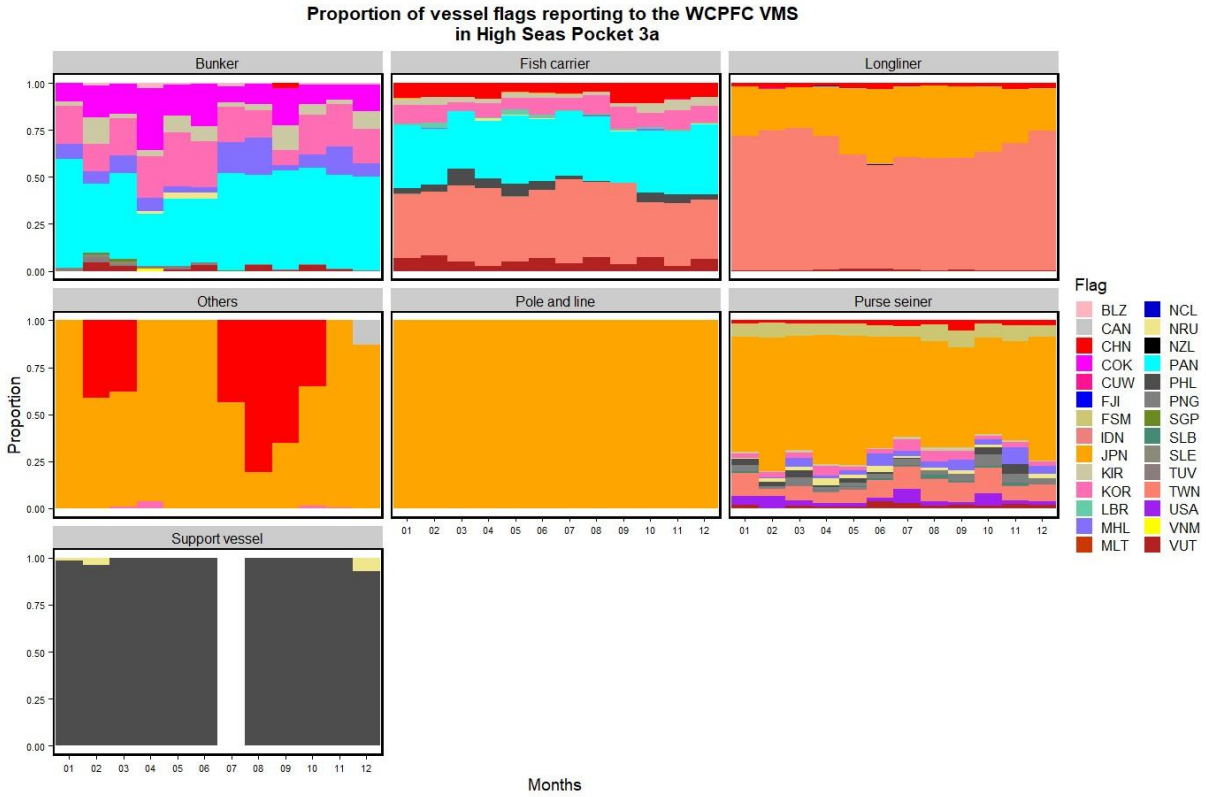

Figure Ad - 12: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 3a.

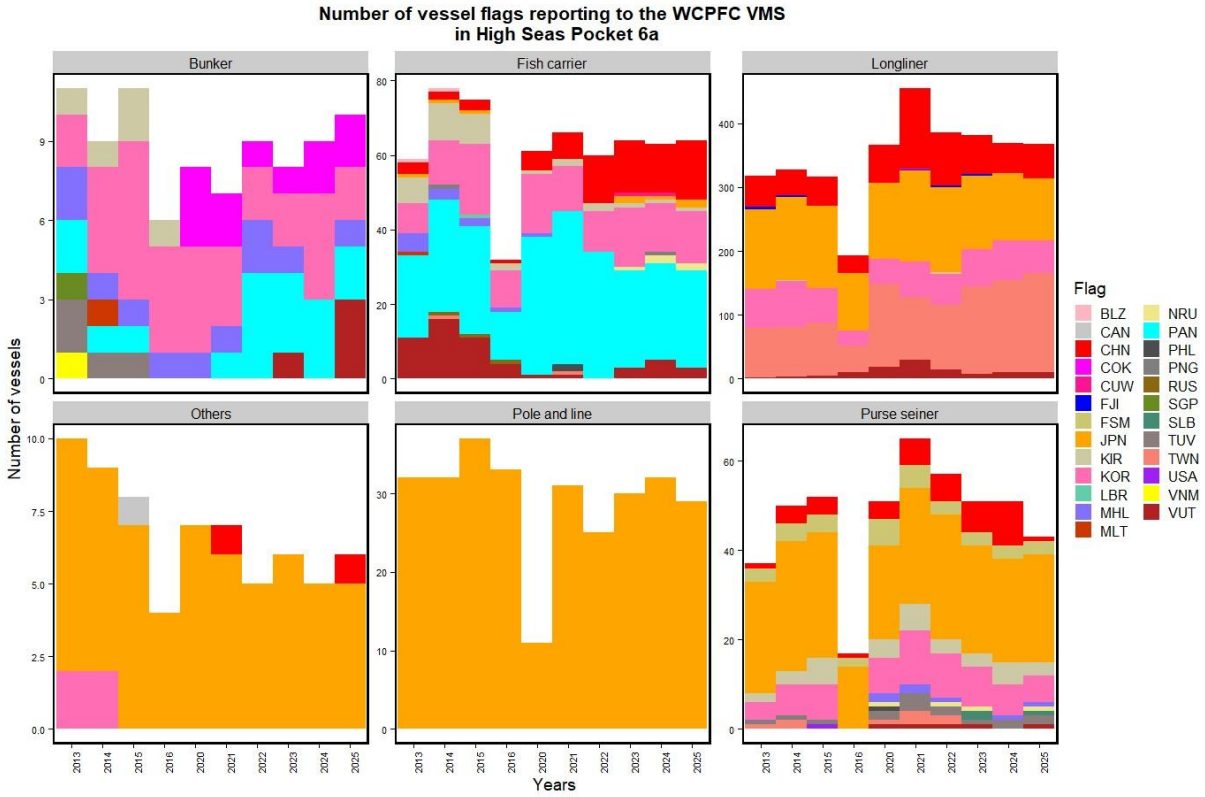

Figure Ad - 13: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 2.

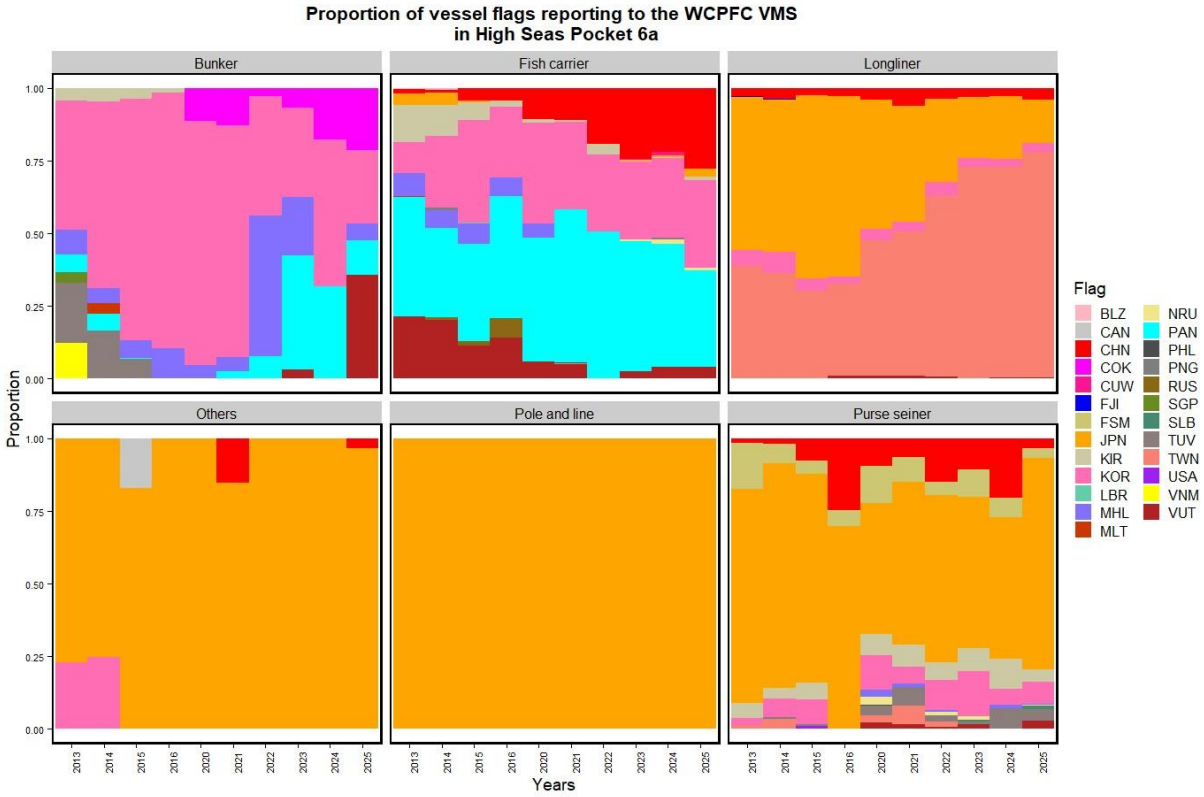

Figure Ad - 14: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 6a.

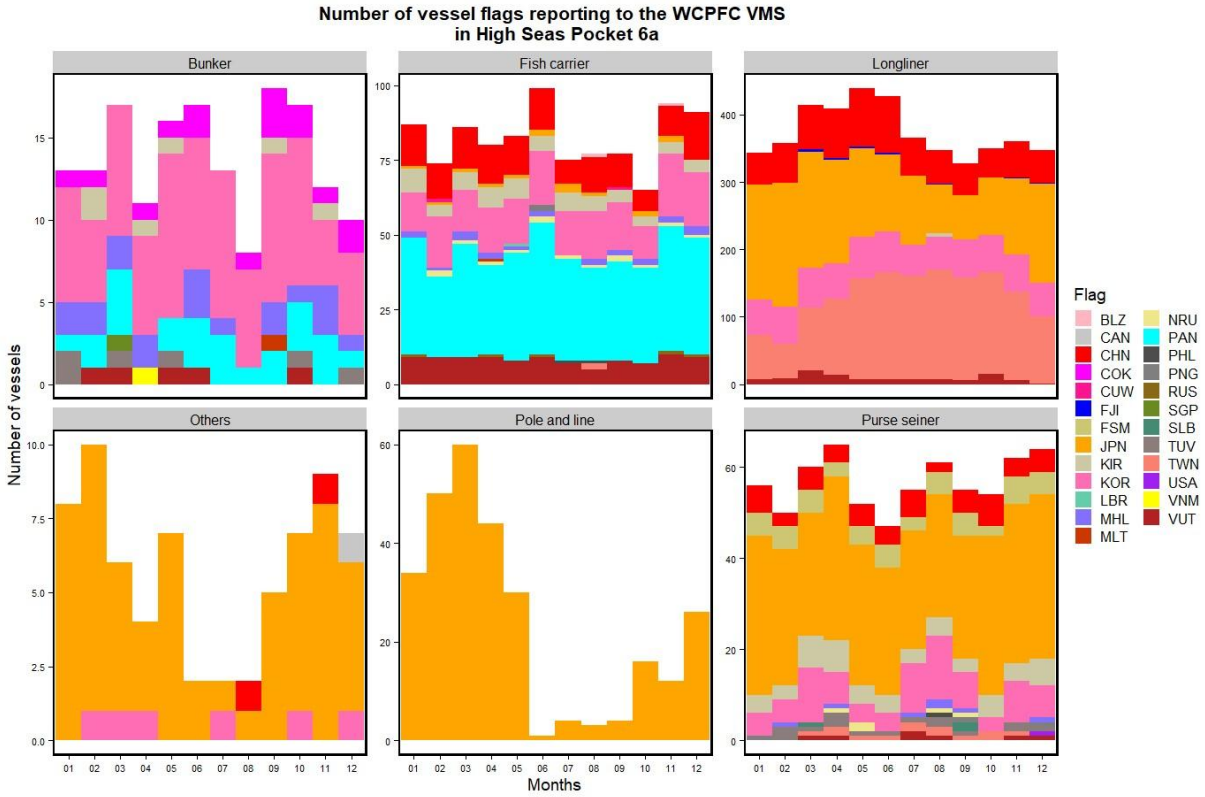

Figure Ad - 15: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 6a.

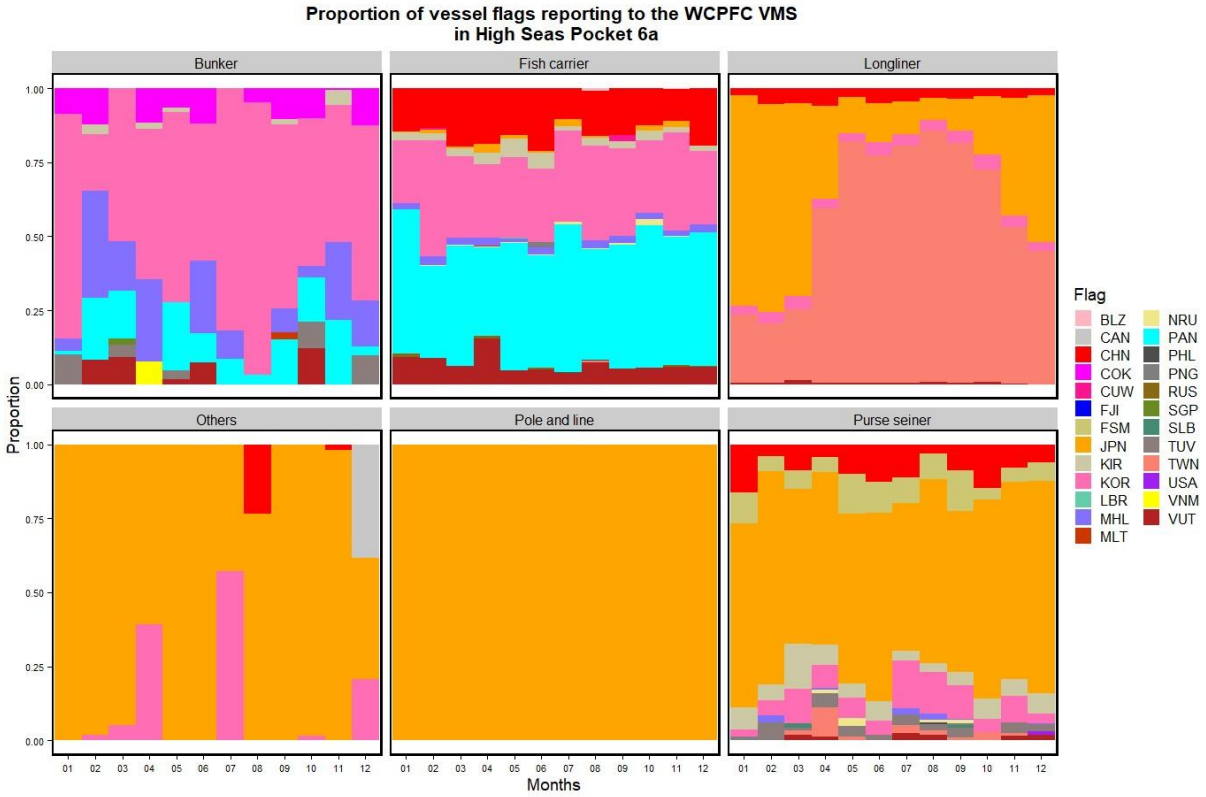

Figure Ad - 16: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 6a.

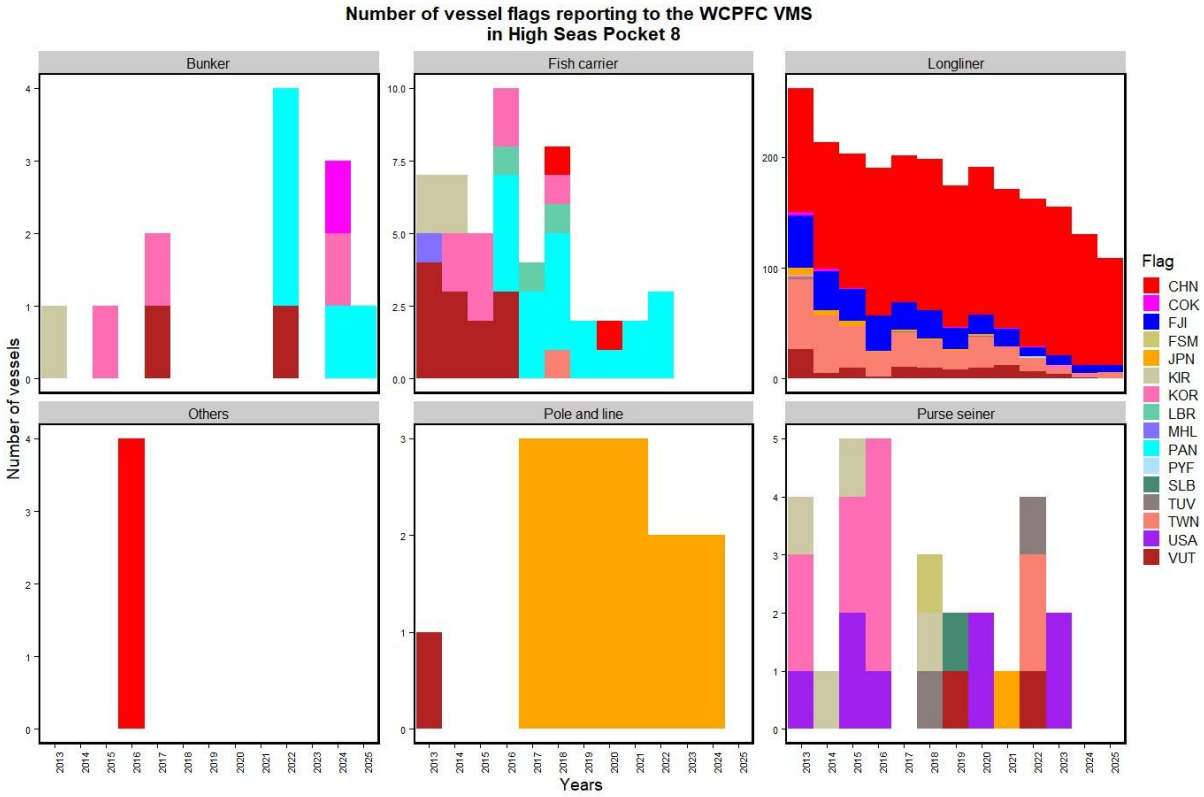

Figure Ad - 17: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 8.

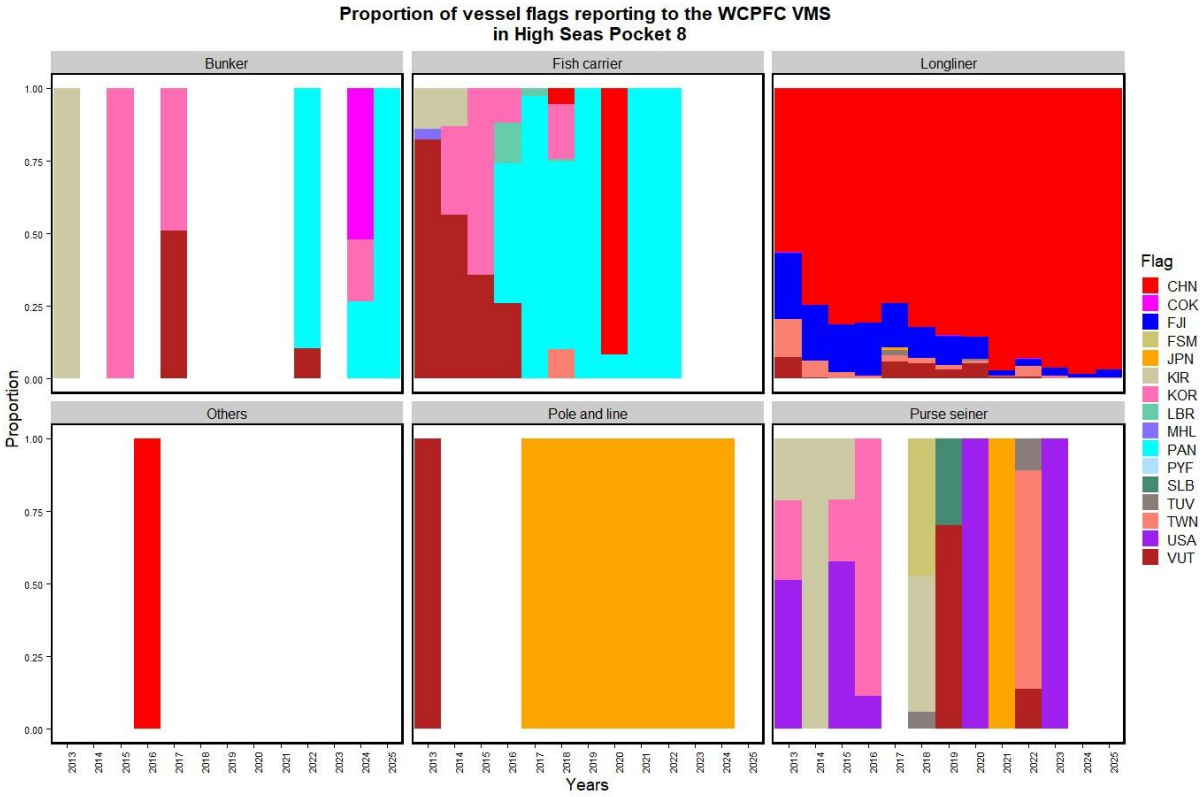

Figure Ad - 18: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 8.

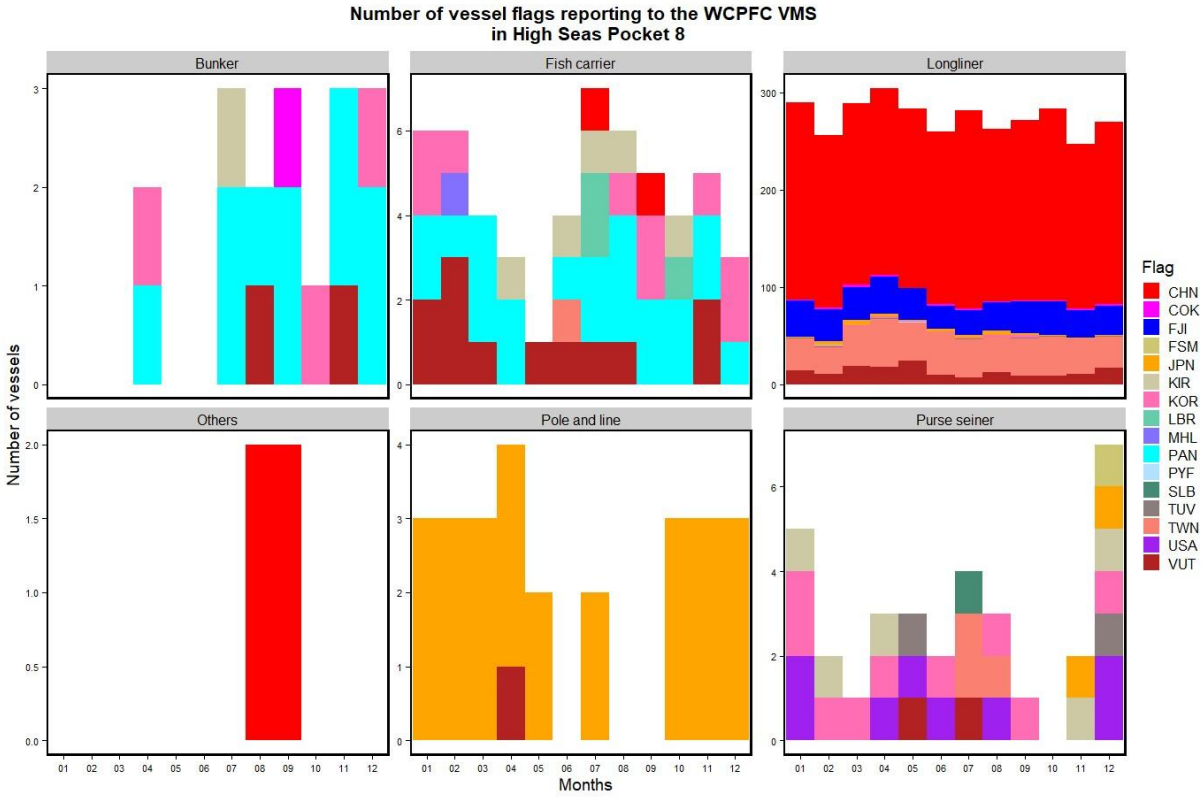

Figure Ad - 19: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 8.

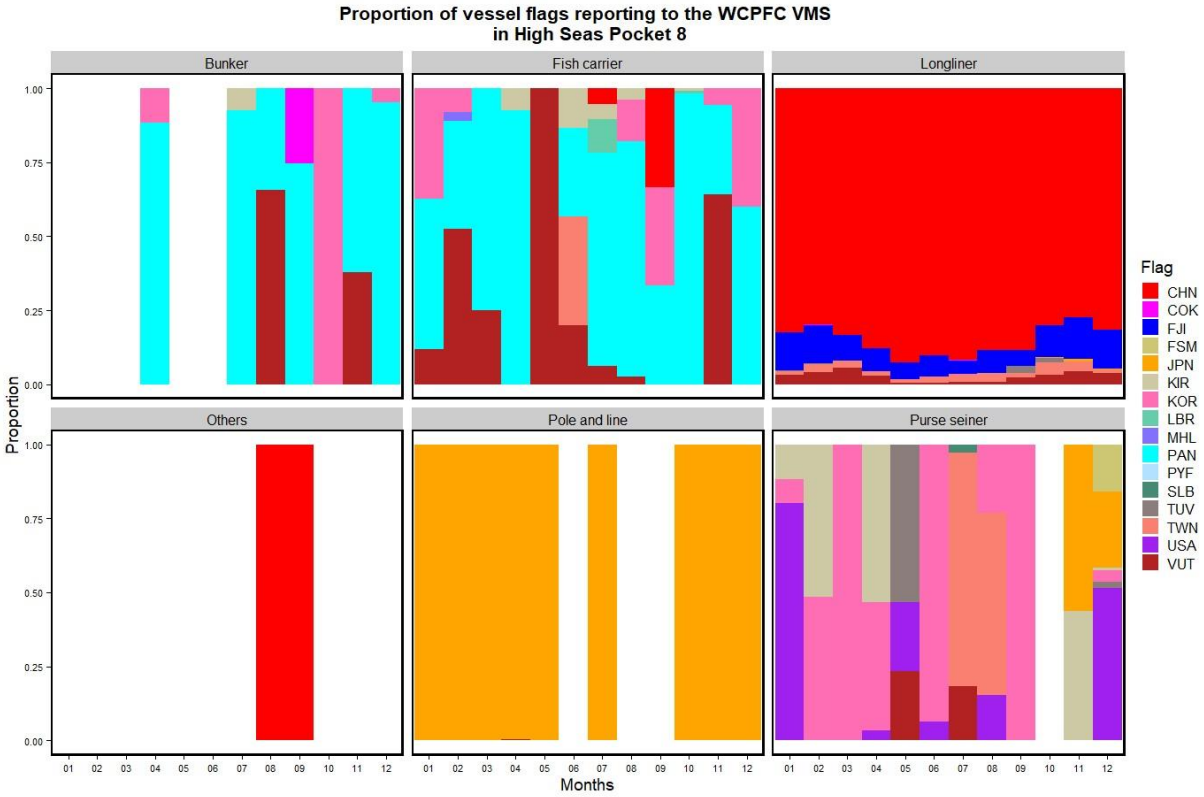

Figure Ad - 20: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 8.

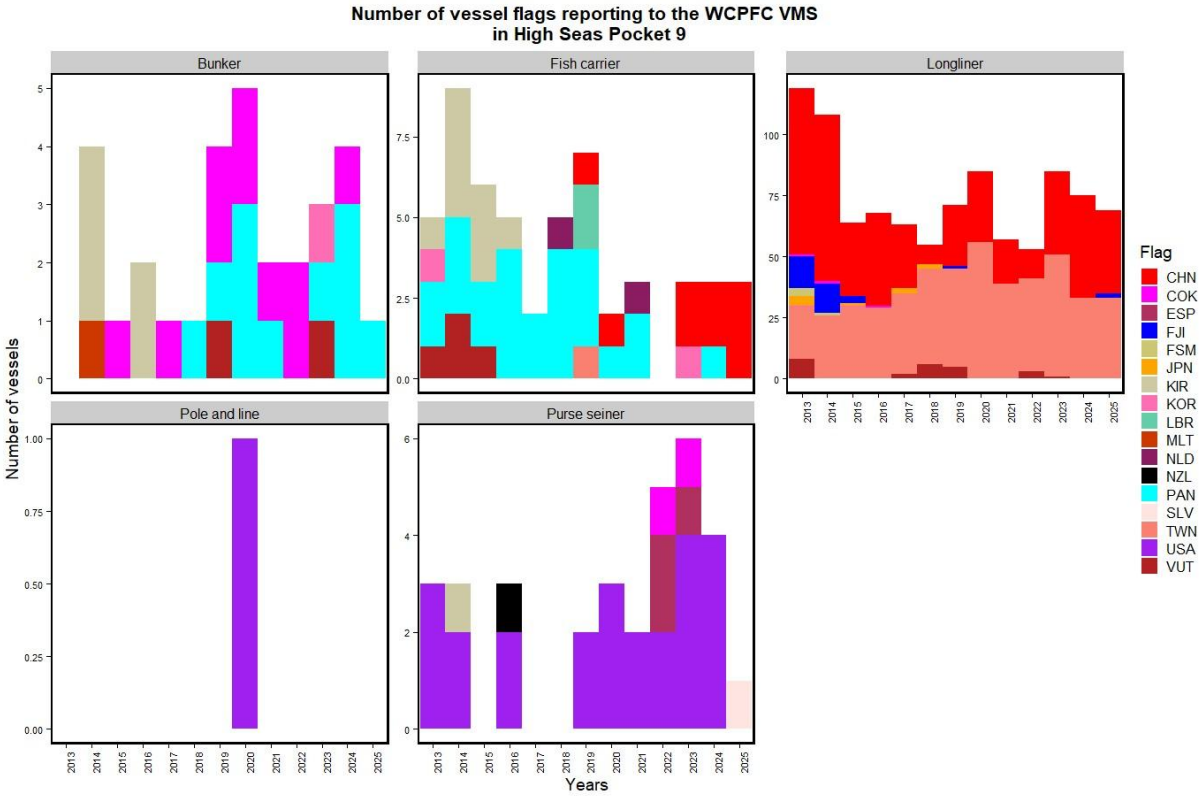

Figure Ad - 21: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 9.

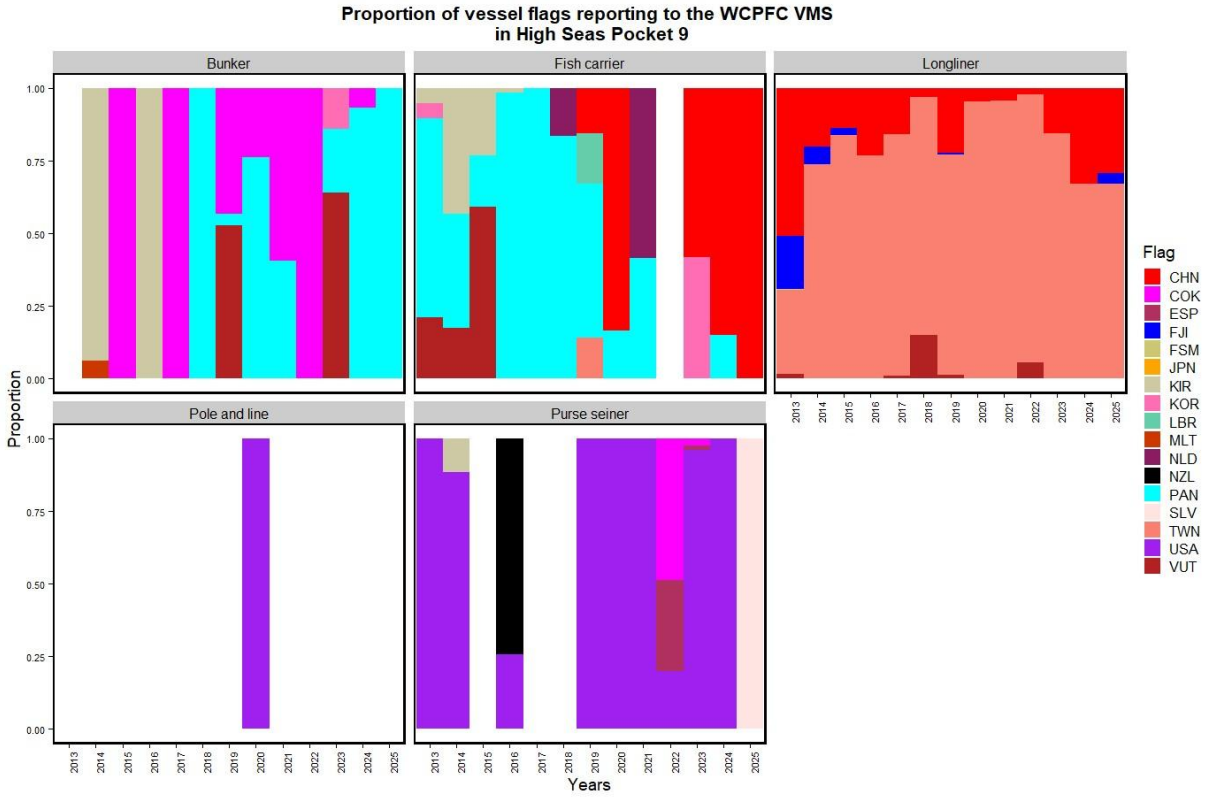

Figure Ad - 22: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 9.

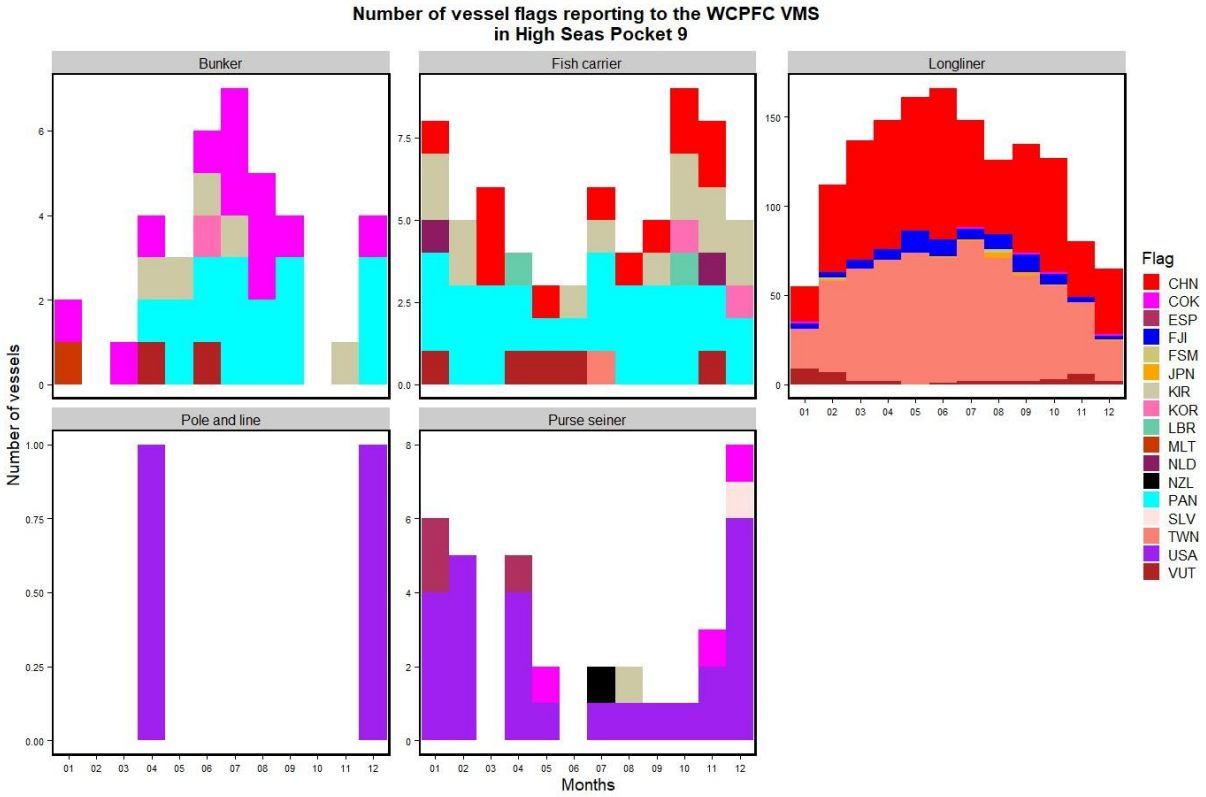

Figure Ad - 23: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 9.

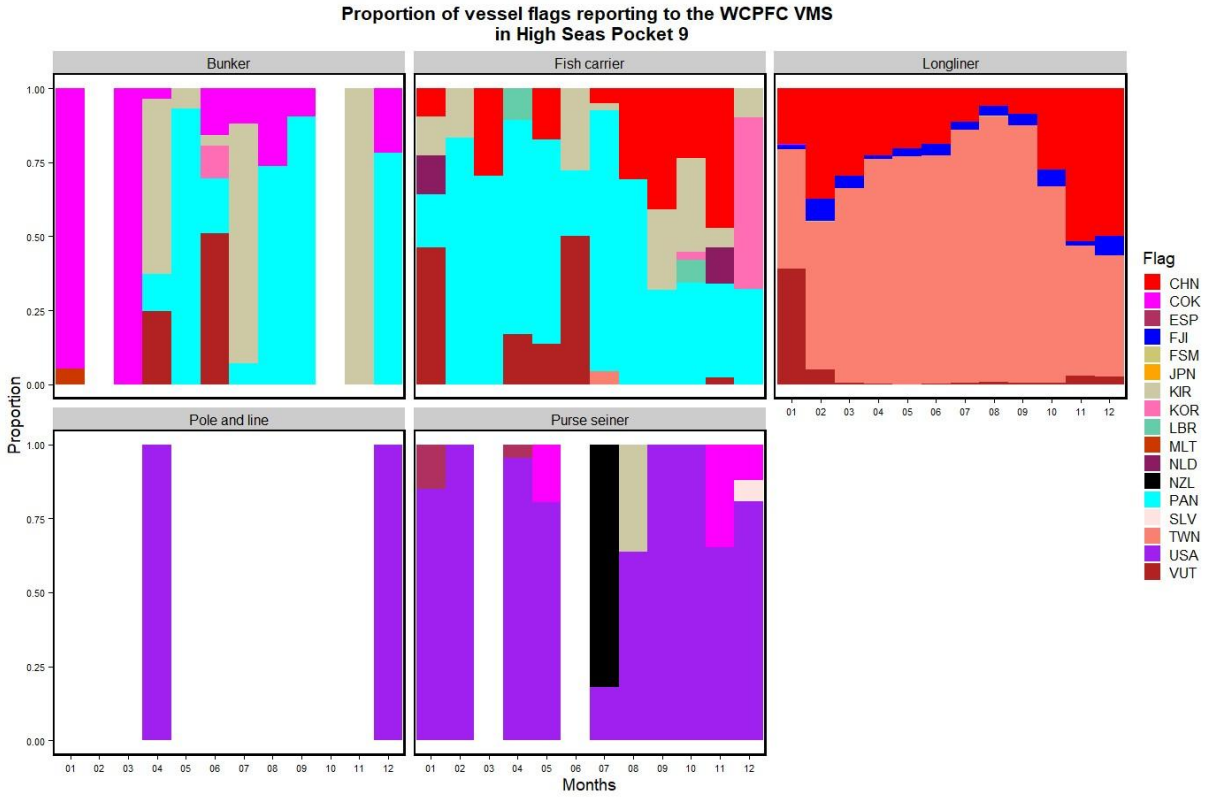

Figure Ad - 24: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 9.

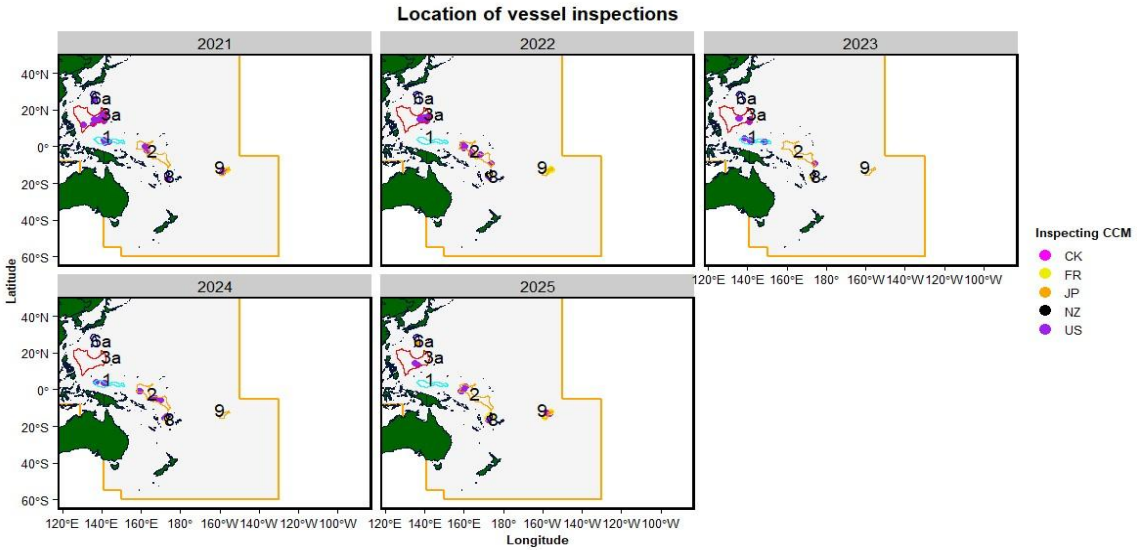

Figure Ad - 25: Locations of high seas boarding and inspections in the high seas pockets by year 2021-2025.

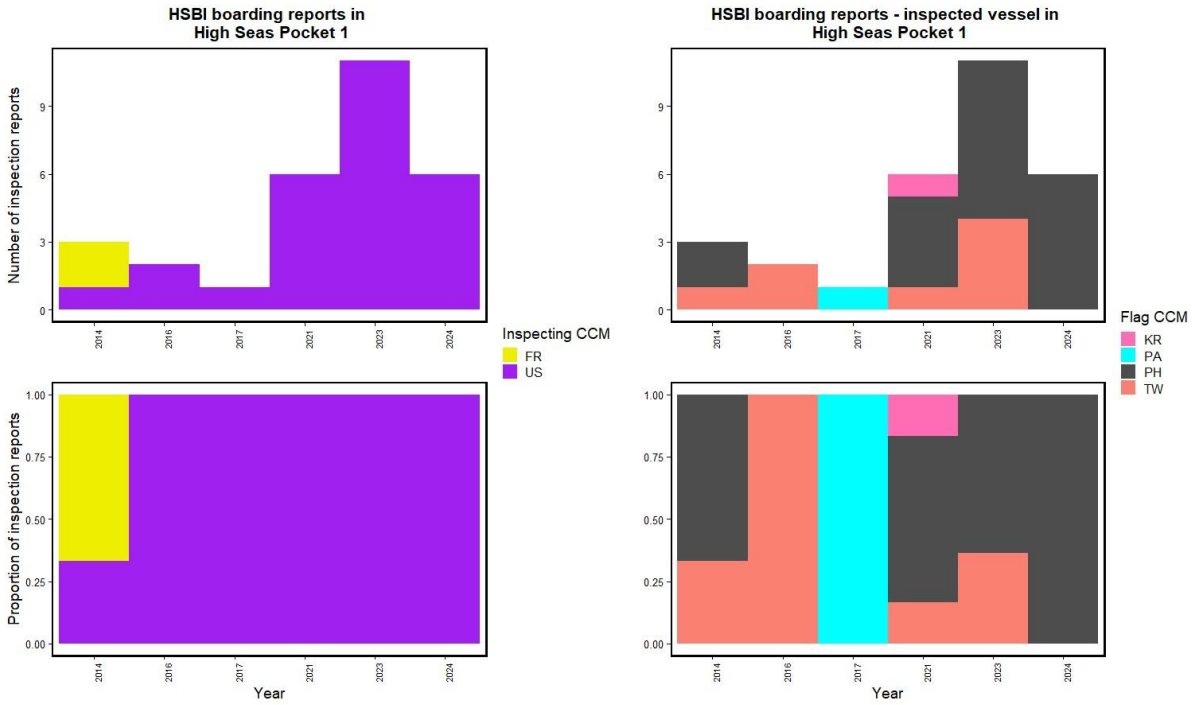

Figure Ad - 26: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 1.

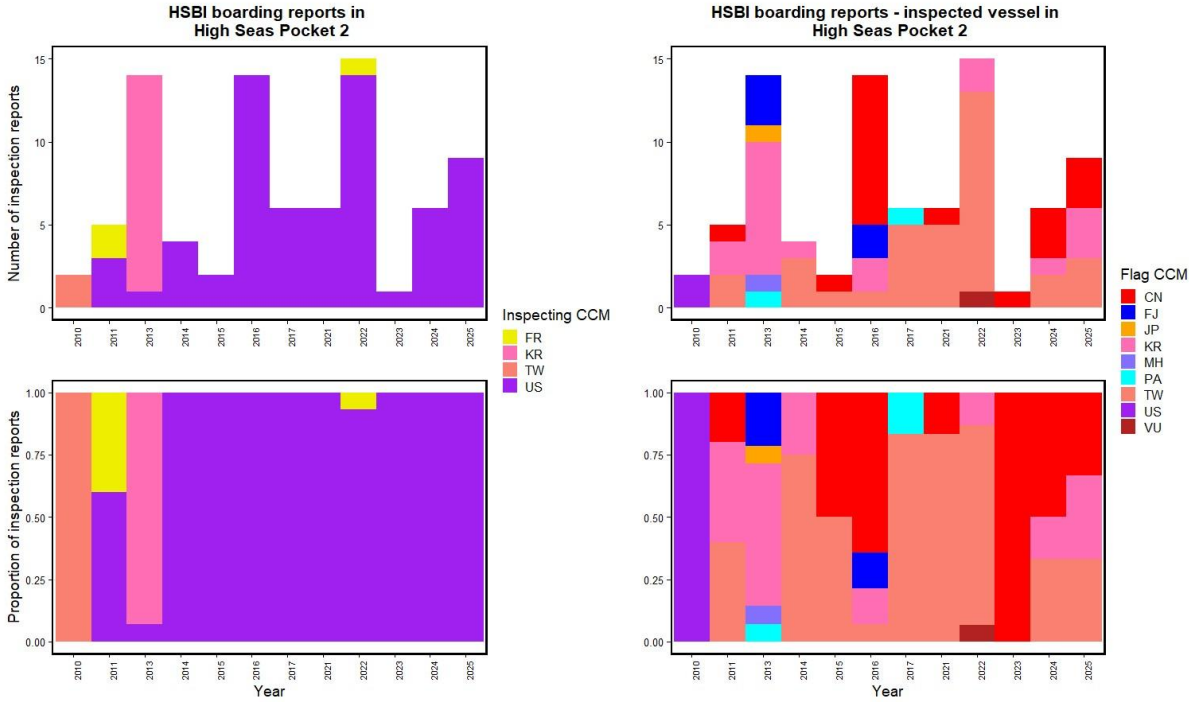

Figure Ad - 27: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 2.

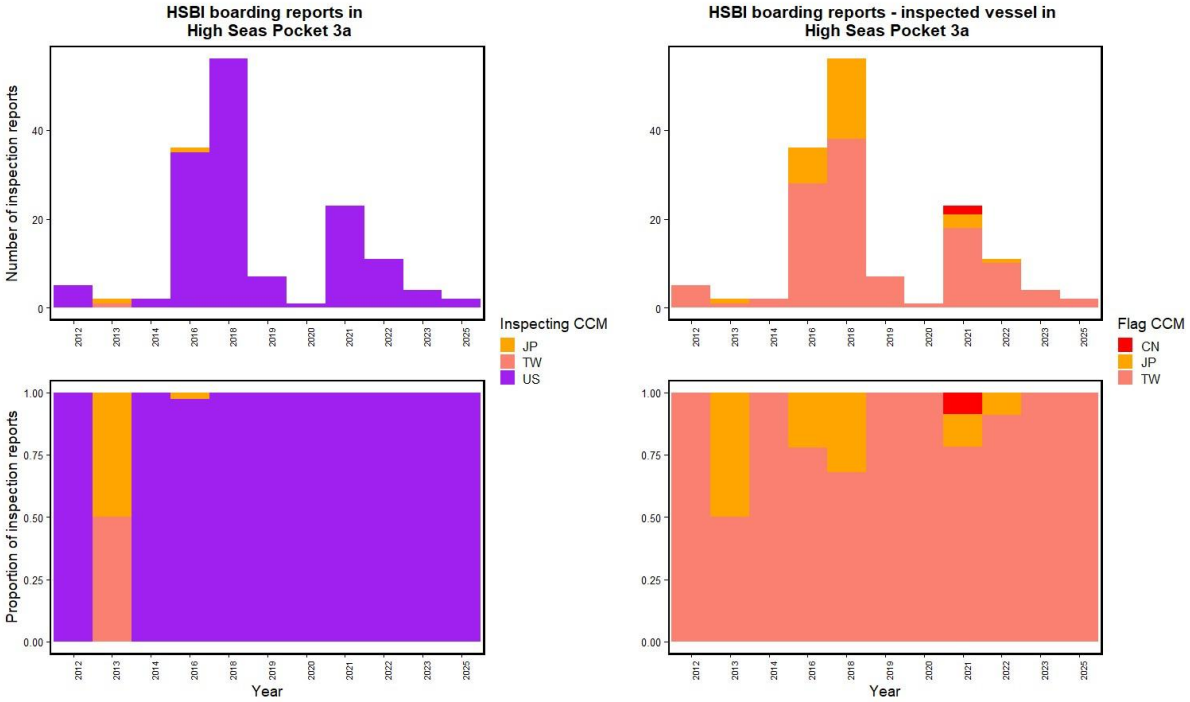

Figure Ad - 28: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 3a.

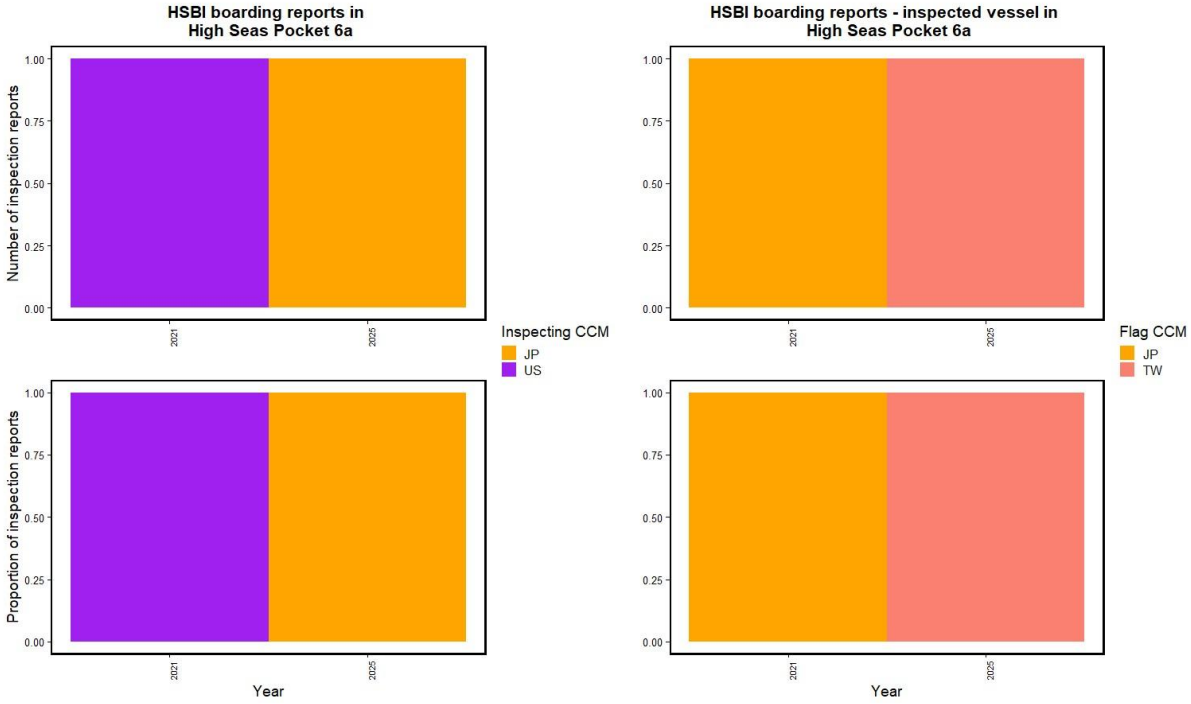

Figure Ad - 29: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 6a.

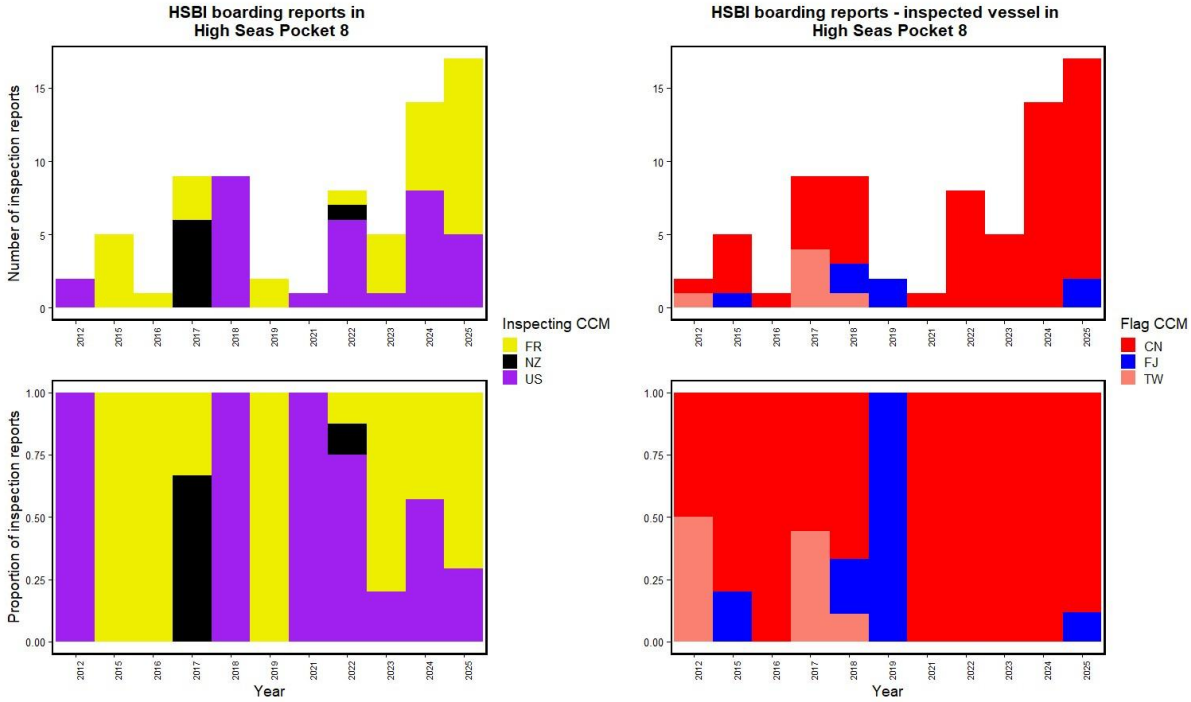

Figure Ad - 30: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 8.

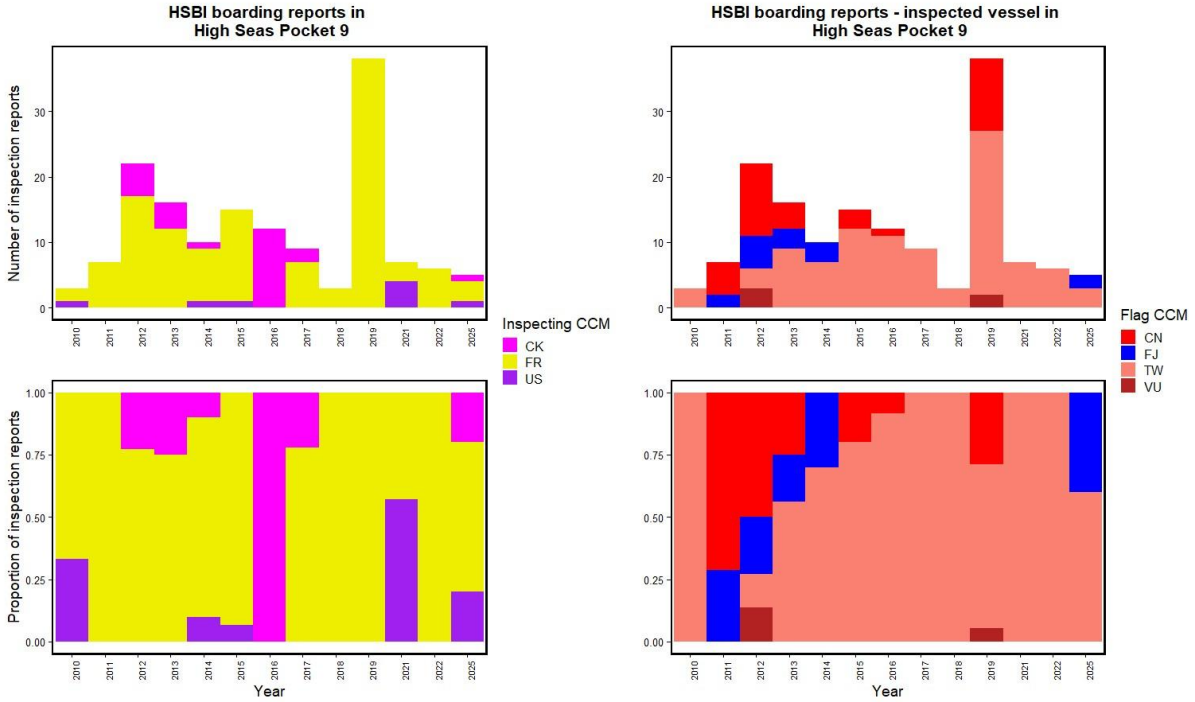

Figure Ad - 31: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 9.