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IMPLEMENTATION REPORT OF CMM2024-05 IN ACCORDANCE WITH PARAGRAPH 11

WCPFC-TCC21-2025-DP03

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Submitted by Japan

Implementation Report of CMM2022-04 in accordance with Paragraph 11

1. Overview

At WCPFC20, the latest Conservation and Management Measure for sharks (CMM2024-05) was adopted. While Paragraph 8 of the CMM generally requires CCMs' vessels to land sharks with fins naturally attached to the carcass, Paragraph 9 allows CCMs to authorize their vessels to implement two alternative measures during 2025, 2026, and 2027, in lieu of the requirement in Paragraph 8. Additionally, the CMM stipulates that *"CCMs shall include, in their Part 2 Annual Report, ... information on the implementation of the measures in Paragraphs 8 and 9, as applicable"* (Paragraph 10), and that *"the TCC shall review and discuss the reports submitted in accordance with Paragraphs 10 and 11 in 2025, 2026, and 2027"* (Paragraph 13).

According to the general rules for the Part 2 Annual Report, implementation of CMMs adopted in the previous year is typically addressed at the TCC in the following year (i.e., 2026 for CMM2024-05). However, given the importance of this matter, Japan wishes to submit information on the current status of the implementation, using the relevant section of the template provided in Annex 2 of the CMM.

2. Japan's implementations of paragraph 8 and 9

(1) Whether sharks or shark parts are retained on board their flag vessels, and if so, how they are handled and stored

Most Japanese longline vessels retain sharks on board with their fins naturally attached, and some vessels retain carcasses and their fins on board in the way stipulated in Paragraph 9 of the CMM.

(2) In case that CCMs retain sharks and choose to apply a requirement for fins to be naturally attached to carcasses

▪ Their monitoring and enforcement systems relating to this requirement

Japan conducts a series of MCS measures, including random landing inspections and at-sea inspections.

(3) In case that CCMs retain sharks and choose to apply measures other than a requirement for fins to be naturally attached to carcasses

▪ Their monitoring and enforcement systems relating to this requirement

The Fisheries Agency of Japan (FAJ) requires its longline vessels that have the intent to apply the alternative measures to notify FAJ prior to the first departure from port in a year. In 2024, three Japanese longline vessels implemented the alternative measures. In 2025, four vessels have opted to apply the alternative measures.

The FAJ has conducted random port inspections upon their landings to verify the implementation of these alternative measures. In such inspections, FAJ officials at inspection sites examined fins and carcasses, while referring to their records indicating where each carcass and its corresponding fins were stored. No significant technical difficulty in verifying the compliance has been identified, although some areas for improvement have been pointed out, —such as clearer tagging and labeling.

Additionally, FAJ inspection vessels have conducted High Seas Boarding and Inspection (HSBI) onto foreign longline vessels implementing the alternative measures. The inspectors verified the correspondence between fins and their carcasses on board within the standard HSBI hours. When the inspectors encountered unclear points during HSBI, FAJ contacted the relevant flag State to request further information.

▪ A detailed explanation of why the fleet has adopted its fin-handling practice;

Some Japanese longline vessels have adopted the alternative measures in accordance with paragraph 9 for the following reasons:

- Frozen fins often need to be stored separately and carefully since their value on the Japanese market could be significantly degraded when their shapes are not pristine due to cracks or damages.
- Frozen fins attached to carcasses may pose a safety risk, as they can strike and injure crew members during unloading them from the fish holds.
- Storing carcasses and fins separately in the same fish hold is much more efficient in terms of the space utilization.



Shark carcasses and their corresponding fins are stored separately within the same fish hold: the carcasses are placed on the right side, while the fins are stored in bags on the left.



Carcasses are tagged in accordance with paragraph 9 of CMM 2022-04, with shark ID numbers recorded on the tags.



Bags containing fins are also tagged, with each tag displaying the ID number corresponding to their carcass.



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