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Annual Report for the WCPFC Record of Fishing Vessels and Charter Notifications

WCPFC-TCC22-2026-RP05

2 July 2026

Submitted by the Secretariat

Purpose

1. This paper summarises information from the WCPFC Record of Fishing Vessels (RFV) and reports on its operation.
2. All data in this paper are based on data extracted as of the 2 April 2026.

Key messages

- a. The RFV continues to operate as a core Commission dataset for vessel authorisation, compliance monitoring, and MCS activities. The RFV supports verification of vessel authorisation, charter notifications, fished/did-not-fish reporting, VMS and transshipment-related checks, port and inspection activities, and CMS processes.
- b. The number of RFV-listed vessels has declined substantially over the long term but has stabilised in recent years. RFV-listed vessels declined from a peak of 8,314 in 2009 to 3,143 in 2025. The steepest decline occurred between 2015 and 2020, reflecting a Commission decision requiring removal of vessels with incomplete minimum required data fields after 30 June 2016 and implementation of RFV SSPs, while recent years show signs of stabilisation, including a marginal increase between 2024 and 2025.
- c. Apart from the 2015-2020 period of significant change, RFV-listed vessel numbers have generally declined over the long term. Available catch, logsheet and VMS information does not indicate a proportional decline in fishing activity, indicating changes in fleet composition, efficiency and/or operating patterns, rather than a simple reduction in fishing activity. The composition of the RFV remains relatively stable. Longline vessels continue to represent the majority of RFV listed vessels (56%), followed by purse seiners (16%), fish carriers (12%), and bunker and support vessels (9%).
- d. Vessels flagged to China, Japan, and Chinese Taipei continue to represent the majority (58%) of vessels authorised to operate in the Convention Area.
- e. RFV upgrades in 2024 and 2025 have improved CCM management of vessel records and reporting processes. Recent upgrades support improved management of charter notifications (including enhanced discrepancy identification and additional editable charter fields), fished/did not fish reporting, vessel data gaps, improved visibility of pending actions, and new functions supporting confirmation or cancellation of charter arrangements. Some of these changes are supporting earlier review and resolution of issues before preparation of the draft Compliance Monitoring Report.

- f. Accurate, complete, and up-to-date RFV information remains critical to effective Commission monitoring and compliance processes. RFV dashboard tools, including the “Key Vessel Data Pending” function, help CCMs identify and address data gaps affecting vessel authorisation, operational MCS activities, and CMS-related reporting.
- g. While the total number of vessels authorised to tranship on the high seas has declined since 2022, the proportion of vessels authorised to tranship remains above 50% of RFV listed vessels.
- h. Chartering activity remains concentrated among a relatively small number of CCMs and vessel types. Most chartered vessels continue to be longliners, although purse seine and support vessel charter activity increased in 2024 and 2025.
- i. Charter data quality is becoming increasingly important for broader Commission work. Accurate confirmation of charter details, particularly the area of application, is increasingly relevant to harvest strategies, implementation arrangements and allocation-related discussions, and supports consistent attribution and Secretariat analysis.
- j. Vessel-related compliance cases recorded through the Compliance Case File System have generally declined over time. Most cases continue to relate to vessel marking and identification requirements and VMS-related reporting obligations.

Introduction

- 3. The Conservation and Management Measure on the WCPFC RFV and Authorization to Fish ([CMM 2018-06](#)) and the Standards, Specifications and Procedures for the Western and Central Pacific Fisheries Commission RFV (RFV SSPs) ([CMM 2022-05](#)) regulate how the RFV operates and sets standards for data quality.
- 4. All vessels flagged to WCPFC Members, Cooperating Non-Members, and Participating Territories (CCMs) that have been, and are currently authorised to fish in the Convention Area beyond each CCM’s area of national jurisdiction are shown on the RFV. CCMs are required to maintain the accuracy and completeness¹ of the data for each of their flagged vessels. A vessel that shows as “RFV Listed” is currently active and therefore, is authorised to fish in the Convention Area. A deleted vessel will show as “Not Currently RFV Listed” and is no longer authorised to fish in the Convention Area.
- 5. A new system and supporting “Training” system was released in March 2023². This system meets all the requirements for the RFV and includes additional features that streamline and simplify how CCMs maintain their vessel records, providing them with greater control. As with all new systems developments, incremental enhancements based on feedback from CCMs and Secretariat staff have continued since its introduction. Additional refinements and functionality enhancements have continued through 2024 and 2025, focusing on improving charter notification management, RFV data quality, reporting processes, and operational support for CCMs and Secretariat monitoring activities.
- 6. The RFV fished/did-not-fish reporting facility is now the mechanism for CCM submissions. The system assists CCMs to finalise reports and automatically notify the Secretariat when reports are submitted. Where necessary, the Secretariat can reopen reports to allow changes resulting from Secretariat review. These functions, together with earlier Secretariat follow-up on vessel status issues, support more timely review of submissions before preparation of the draft Compliance Monitoring Report.

¹ Footnote 3 associated with paragraph 12 of the RFV SSPs CMM 2022-05 requires all data to be added to and maintained on the RFV.

² The upgraded RFV went live for CCMs and the public on 3 April 2023.

7. In 2023, a voluntary contribution from the United States supported the development of a mobile RFV application that works offline to show current “RFV Listed” vessels, updating when online. The mobile application has been especially useful for inspections and MCS in low-connectivity areas, with installation instructions on the WCPFC support webpage.
8. The RFV is publicly available on the WCPFC website. A range of summary statistics and data filters are also available. Secure sections of each vessel’s webpage, including host CCM charter information and VMS details, can only be accessed by authorised users of the flag CCM.
9. Public WCPFC RFV vessel and authorisation data are automatically integrated into the IMCS Network ([CRAVT](#)) platform. This system combines vessel information from the WCPFC with data from other participating Regional Fisheries Management Organisations (RFMOs) and Regional Fisheries Bodies, including CCSBT, FFA, IATTC, IOTC, NPFC, and SPRFMO. This consolidated platform simplifies access to vessel authorisation information, enables the cross-checking of vessel identities and records, and assists users undertaking monitoring, control, and surveillance (MCS) and port inspection activities.

Upgrades to the RFV

Vessel management and VMS enhancements

11. Since the upgraded RFV was released, further refinements have been made to improve CCM self-management of vessel records, strengthen data quality, and reduce manual Secretariat intervention across related reporting processes. These refinements support the broader use of the RFV as an operational platform for vessel authorisation, charter notifications, annual reporting, and MCS-related verification.
12. Vessel photograph requirements have also been strengthened in the RFV. The system now includes the full photo specification requirements for vessels listed on the RFV, together with a confirmation checkbox for CCMs to indicate that uploaded photographs meet those requirements. This is intended to improve the quality and consistency of vessel photographs and reduce the need for Secretariat follow-up.
13. The “Key Vessel Data Pending” function has also been refined. Where a vessel is not authorised to fish outside national waters, the system now allows the missing IMO/LR issue to be suppressed from the RFV Dashboard. This helps ensure that CCMs and the Secretariat can focus on data quality issues that require action.
14. As part of the ongoing improvements process, a new section was added to the RFV dashboard to highlight data quality issues requiring action by CCMs. These include missing IMO numbers, owner related data fields and authorisation related data fields.
15. To improve the search capability for ease of use and support data quality by reducing potential duplicate vessel records, the system now reviews previous names as part of any search.
16. The fished/did not fish reports were upgraded with improved tools to help CCMs finalise their submissions and automatically notify the Secretariat. Where necessary the Secretariat can reopen reports to allow CCMs to make changes. Additional Secretariat tools were also developed to improve accessibility to data across CCMs in support of monitoring reporting and CCM reviews. This reduces the need for manual alignment of information across systems and supports more efficient monitoring of reporting status.
17. VMS-related functions were enhanced to generate MTU audits reports, enabling Secretariat monitoring of compliance reporting requirements. A bulk upload facility was also created to support efficient submission of MTU audit data.

Summary of information in the RFV

Charter Notification Scheme

22. The RFV supports the implementation of the Charter Notification Scheme under CMM 2024-03 (which replaced CMM 2021-04 and is effective from February 2025 to 28 February 2028). The system enables both flag and host CCMs to directly enter, manage, and update charter records, featuring a streamlined entry form that auto-suggests previous company names to minimise spelling errors.
23. To improve CCM oversight, the RFV utilises status indicators to highlight records requiring further action. These include “Missing Matching Charter” (where only one party has submitted notification), “Needs Review” (where submitted details do not align), and “Confirmation Pending” (to track whether a charter has commenced or been cancelled).
24. Collectively, these system functions strengthen the reliability of charter data and support the more accurate reporting and assessment of obligations reliant on the correct attribution of vessel activity, such as catch attribution.
25. Further information can be found on the [Helpdesk](#).

Breakdown of vessels that are RFV listed

29. The number of vessels that were listed on the RFV peaked at 8,314 in 2009. Since then, vessel numbers have followed a general downward trend, with occasional plateaus. From 2010 to 2014, annual figures remained relatively stable at around 5,900-6,200 vessels. However, from 2015, the number of listed vessels began to decline more significantly, falling from 5,705 in 2015 to 3,143 in 2025³ - a reduction of nearly 45% over the last decade (Table 1). The reason for the decline can be attributed to the standardisation and streamlining of RFV data following implementation of the RFV SSPs, including the Commission decision made in December 2014 (with effect from 2015) which established required minimum data fields for inclusion on the RFV. The subsequent removal of more than 1,000 vessels with incomplete required minimum data fields after 30 June 2016 indicates that at least part of the decline reflects improvements to RFV data quality and administration, rather than a direct reduction in fishing capacity.
30. While the decline was steepest between 2015 and 2020, with annual reductions averaging around 8–10%, recent years show signs of stabilisation, with a marginal 0.7% increase from 2024 to 2025⁴. The relative proportions of vessel types in 2025 remains similar to recent years with the majority of RFV vessels classified as longliners (56%) followed by purse seiners (16%), fish carriers (13%), and bunker and support vessels (10%) (Figure 1).

³ The data presented in Table 1 include data up to the extract date (2nd April 2026)

⁴ WCPFC-SC21-GN-WP01: Overview of tuna fisheries in the Western and Central Pacific Ocean, including economic conditions - 2024 - Rev.01

Table 1: Number of vessels on the RFV 2008-2026. The numbers shown for any one year represent vessels listed at a single point in time. Data taken at other times may vary given flag CCM activity to manage their vessels as well as when data quality reviews have resulted in changes.

Year	Active
2008	6
2009	8314
2010	6215
2011	5987
2012	5904
2013	5937
2014	6084
2015	5705
2016	4688
2017	4578
2018	4012
2019	3955
2020	3557
2021	3465
2022	3382
2023	3255
2024	3112
2025	3143
2026	3069

31. Collectively, vessels flagged to China, Japan, and Chinese Taipei continue to represent the majority of vessels authorised to operate in the Convention Area. In 2025, 3,143 vessels were registered representing an increase of less than 1% from 2024. In 2025, vessels flagged to China, Japan, and Chinese Taipei represented the majority (58%) of vessels authorised to operate in the Convention Area. The bulk of these vessels are longliners, with longliners making up 46% of vessels flagged to Japan, 92% of vessels flagged to China, and 95% of vessels flagged to Chinese Taipei.
32. Evaluating the overall vessel trends from other data sources show similar trends to the RFV data set where vessel numbers have declined in both the reported logsheet and VMS datasets (Figure 2). Despite this decline the catch has not declined (Figure 3). The catch from the longline fishery is relatively consistent over the evaluation period with 2024 being higher than other years. The purse seine vessel catch has increased slightly. The pole and line catch is variable and may show some increases, which differs from the information presented in WCPFC-SC21-GN-WP-01, but this could be a reporting trend as the data presented here include data that are not included in WCPFC-SC21-GN-WP-01 Figure 4.1.
33. Overall, maintaining the catch in the face of the generally declining number of vessels active on the RFV since 2020, as well as the numbers of vessels reporting to the VMS and submitting logsheets, suggests that less

efficient vessels could be leaving the fishery. The reasons for this are not clear but could be related to older vessels not being economically viable and/or flag CCM (or fishing companies) overestimating the vessels required to meet their needs in the early years of the WCPFC and then rationalising their fleets once they have developed the fishing strategies more fully based on the experience gained from early efforts. Information on the RFV shows the ongoing introduction of newly built vessels (see Figure 4) and reporting under the Compliance Monitoring Scheme shows CCMs are compliant with vessel limits where required.

34. Flag CCM information shows that most RFV listed vessels were built within the last 35 years. However, anecdotal reports from some CCMs indicate that, in certain cases, the recorded year reflects the date of re-flagging or a major refit, rather than the vessel's original construction date⁵ (Figure 4). Linking vessel history helps to reduce this issue, but additional checks will be required for newly listed or “re-listed” vessels to ensure that data consistently reflects the year of first construction. Improving the accuracy of this information is important, as it provides one of the inputs used to assess potential changes in fishing effort by CCMs during the annual Compliance Monitoring Review process.

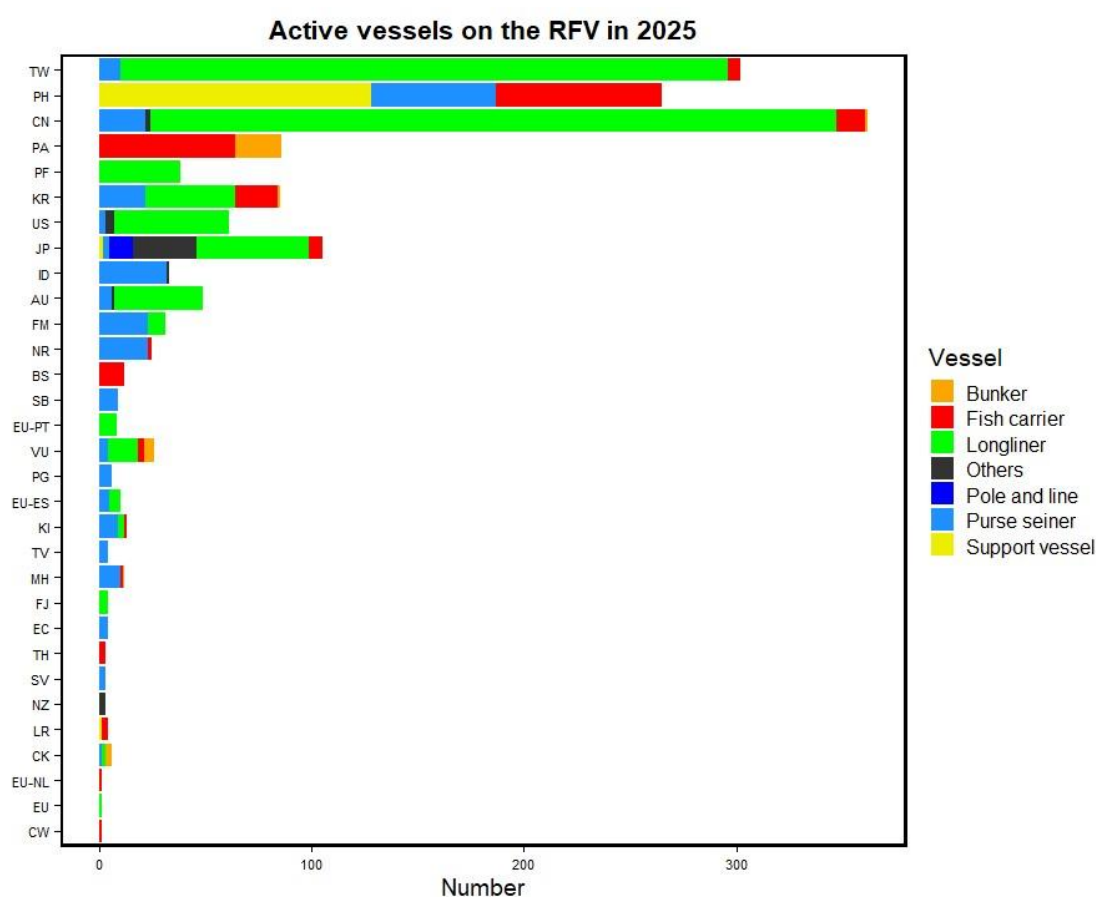


Figure 1: Active vessels on the RFV by flag State and vessel type.

⁵ The RFV SSPs of CMM 2014-03 require the “year built” data field to reflect the “Year in which the vessel was built, as indicated on flag State registration or other appropriate documentation”.

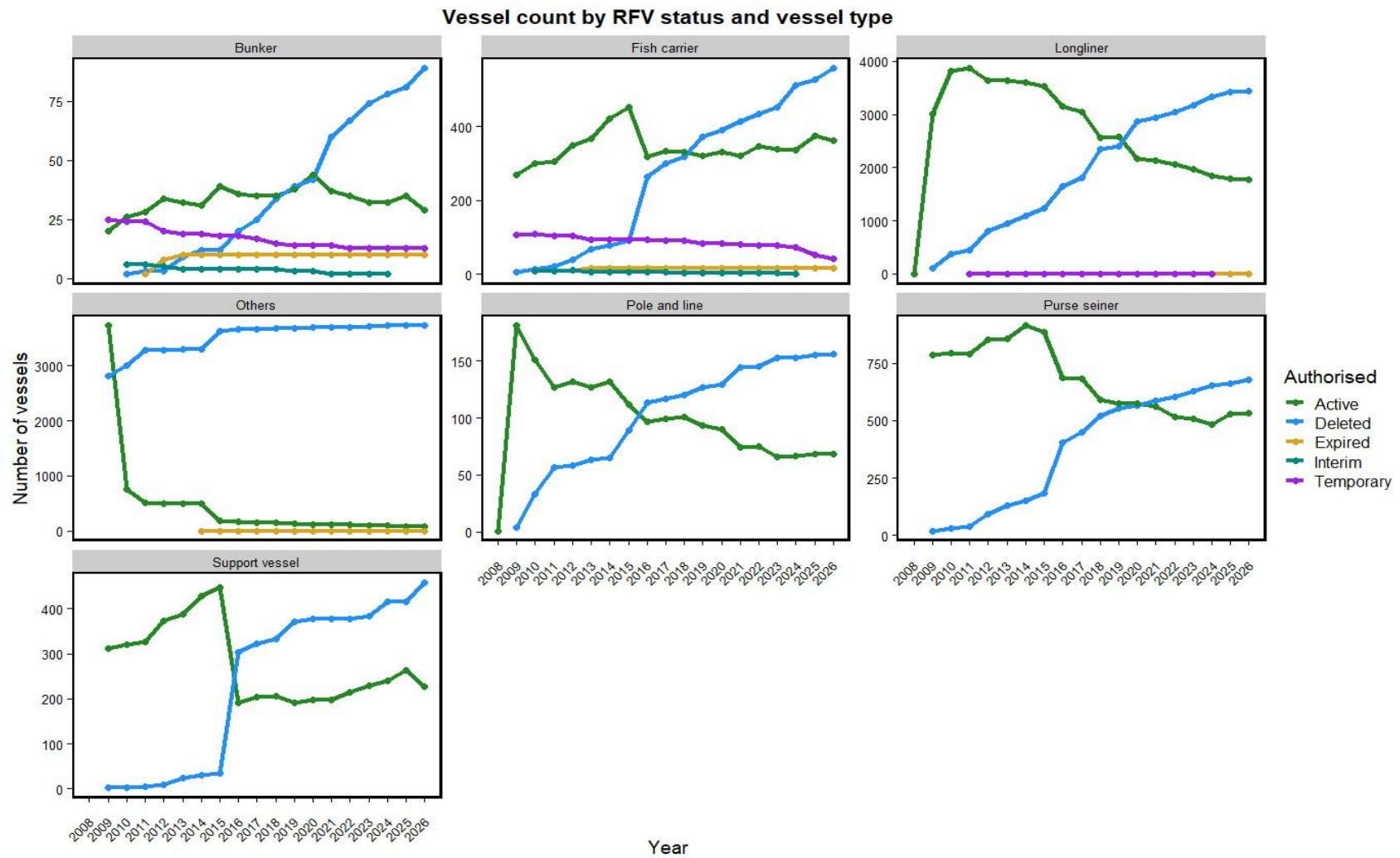


Figure 2: Vessels on the RFV by vessel type and authorisation.

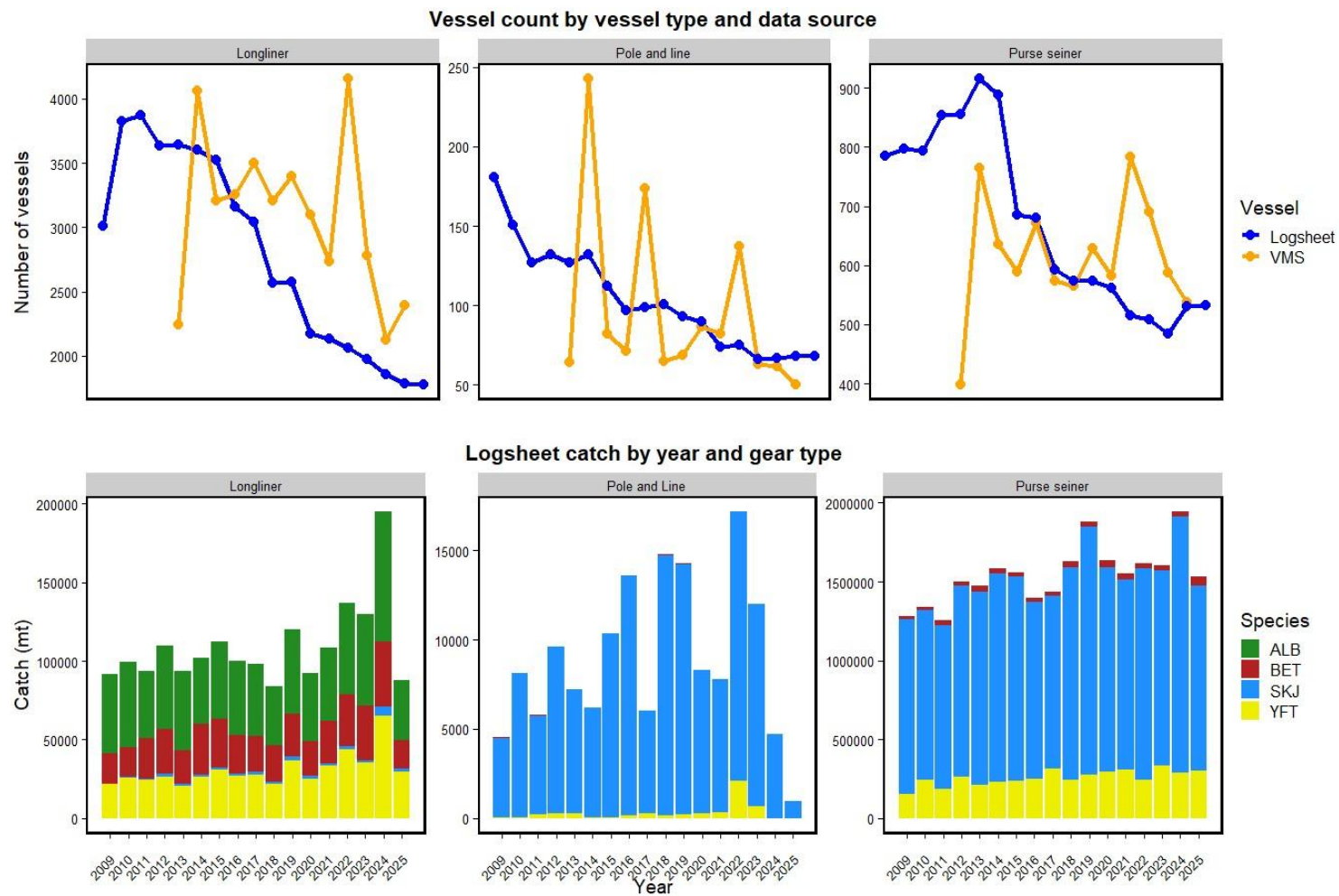


Figure 3: Numbers of vessels from the logsheet and VMS data sets as well as the catch data from the logsheet data set.

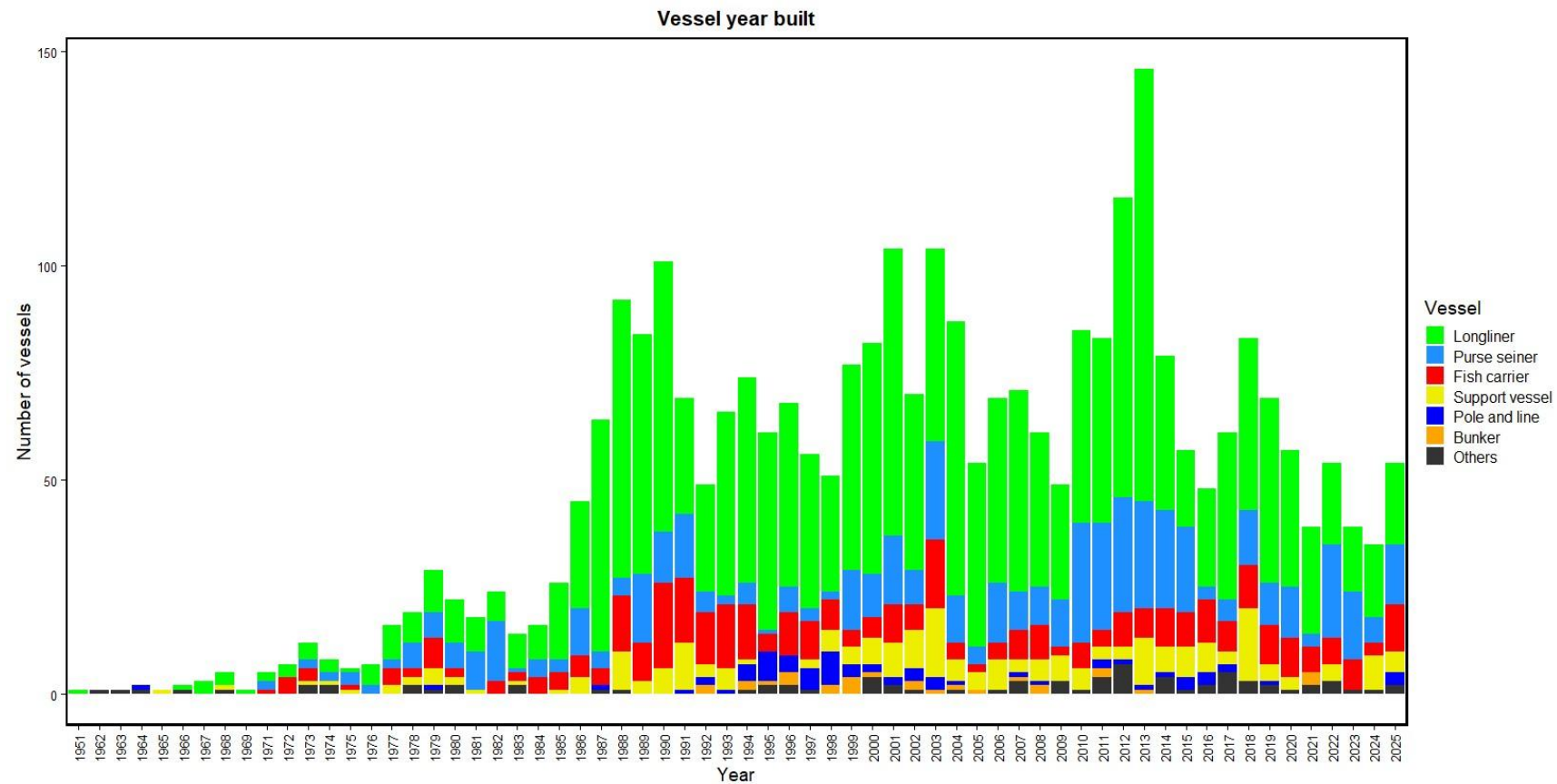


Figure 4: Year built for vessels on the RFV from 1945 to 2025, where the data were provided.

Completeness of RFV data fields

34. An evaluation of the completeness of the RFV fields by CCM is shown in Figure 5.
35. When a new vessel is added to the RFV, or when a vessel's status is changed to "RFV listed", the RFV system user interface checks the information provided by CCMs against the RFV SSP "minimum data requirements" and the associated standards and specifications.

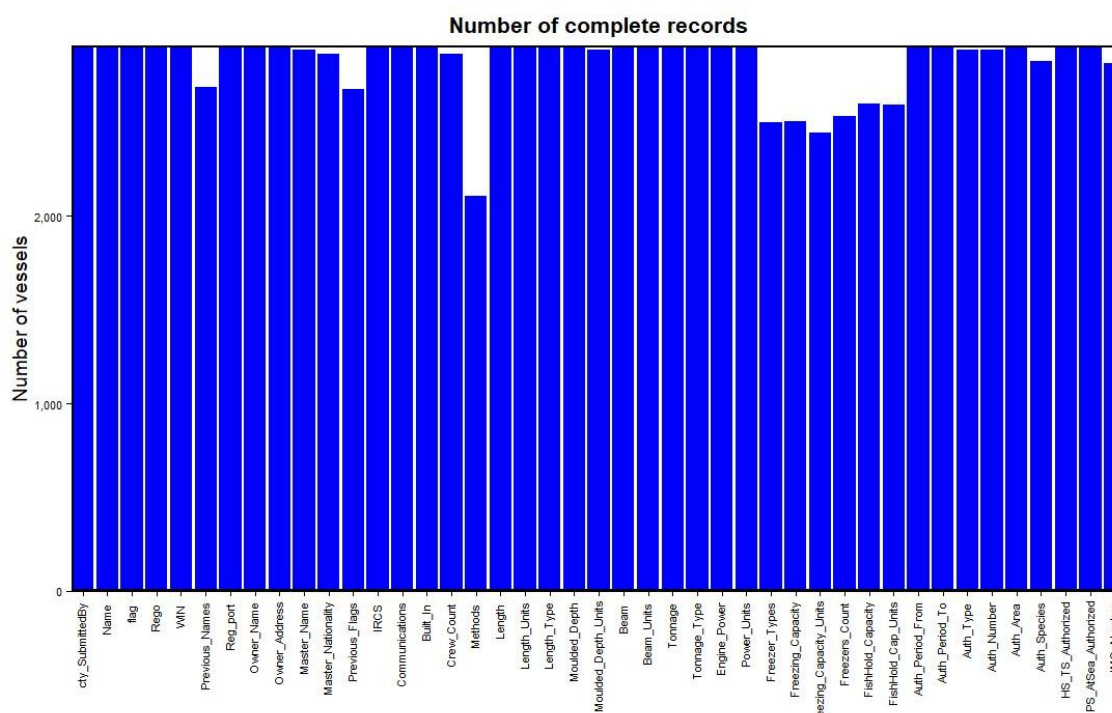


Figure 5: WCPFC data fields on the RFV and the level of completeness.

36. Some data fields may be blank in certain circumstances, for example, authorisation periods for vessels that do not fish beyond their waters of national jurisdiction or for vessels that do not have freezer capacity. The Secretariat will periodically review blank data fields and, where necessary, follow-up with CCMs.
37. The RFV SSPs provide options for how to complete fields that a CCM considers to be "not applicable" or "NA". For example, for vessels without freezer capacity, "0" is to be entered for freezer capacity, and "NA" for freezer capacity units. This approach ensures more complete and accurate RFV data. CCMs should also note that Footnote 3 of CMM 2022-05 states, *"Although vessels with only the minimum required data will be added to and maintained on the RFV, this does not relieve the responsible CCM of its obligations to provide all the data required under the WCPFC's applicable conservation and management measures. The consequences of failing to provide such data will be specified outside of these SSPs, such as in the WCPFC's compliance monitoring scheme"*.
38. Despite these provisions, gaps in data fields remain and some information becomes outdated. For example, vessel authorisation periods may expire, no information is provided on authorised species and/or areas, details on whether a vessel (other than purse seine) has authority to

tranship on the high seas of the Convention Area may change, and some vessels that meet the criteria for an IMO number still do not have one recorded⁶.

39. The upgraded RFV dashboard supports CCM review of key vessel data gaps by identifying records with missing IMO/LR information, owner or master details, and authorisation-related information. The search function also reviews previous vessel names, which assists in identifying possible duplicate records and improves the linking of vessel history. These tools support more proactive data quality management by CCMs and reduce the need for clarification during operational MCS activities or CMS discussions.
40. The Secretariat will periodically follow up on missing or incomplete data fields with CCMs where the gaps are not being addressed. This will assist CCMs and non-CCMs who rely on the RFV for operational purposes, such as port entry application reviews and MCS activities, and will reduce the need for *ad hoc* requests for clarification to the Secretariat. CCMs have expressed concerns regarding the number of active vessels with expired authorisation periods, particularly in relation to high seas boarding and inspection and surveillance activities. In addition, several RFV data fields are critical to the Secretariat's verification of CCM annual reporting in accordance with Audit Points.

Overview of vessel activity authorised on the RFV

Vessels authorised to tranship

41. The RFV shows whether vessels are authorised to tranship. High seas transshipments are prohibited for purse seine vessels. For other types of vessels, high seas transshipments are prohibited unless specifically authorised by the flag CCM and the vessel has an active status on the RFV (Figure 6).
42. Figure 6 shows the number and percentage of vessels authorised for high seas transshipments. Authorisations were relatively stable from 2018-2022, but have generally declined since that time, although more than 50% of vessels remain authorised. It should be noted that not all vessels authorised to tranship actually conduct transshipments (refer to [WCPFC-TCC22-2026-RP03](#)).
43. In 2025, WCPFC22 tasked the Secretariat to publish and maintain a list of vessels that engaged in high seas transshipment activities by year. The list of offloading and receiving vessels is available as an Excel file on the secure site and will be updated quarterly.

⁶ WCPFC15 the Commission agreed to expand the requirements for IMO numbers. Effective 1 January 2016, flag CCMs shall ensure that all their fishing vessels that are authorised to be used for fishing in the Convention Area beyond the flag CCMs area of national jurisdiction and that are at least 100 GT or 100GRT in size have IMO or LR numbers issued to them. Effective 1 April 2020, flag CCMs were to ensure that all their motorized inboard fishing vessels of less than 100 GRT (or 100 GRT) down to a size of 12 meters in length overall (LOA), authorised to be used for fishing in the Convention Area beyond the flag CCMs area of national jurisdiction, have an IMO or LR issued (CMM 2018-06 footnote 4). (CMM 2018-06 footnote 4).

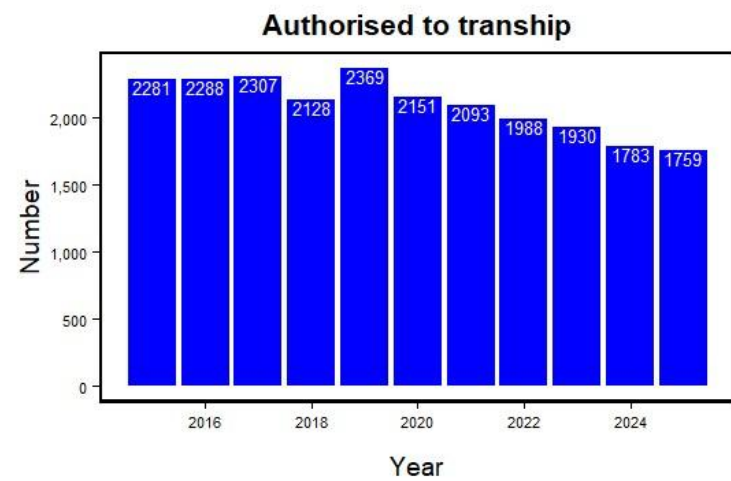
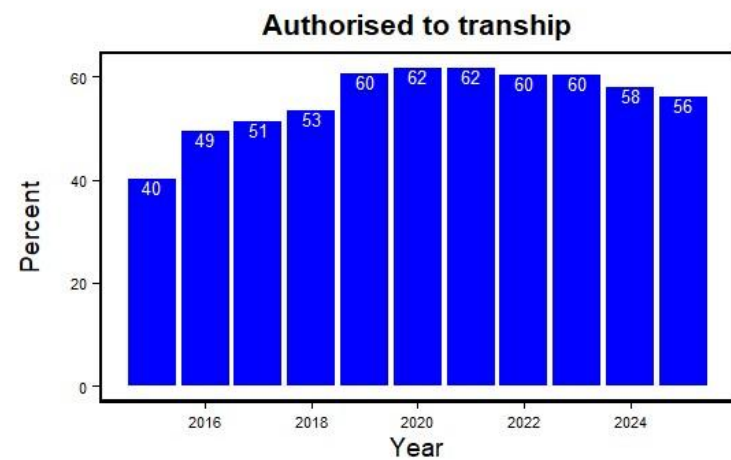
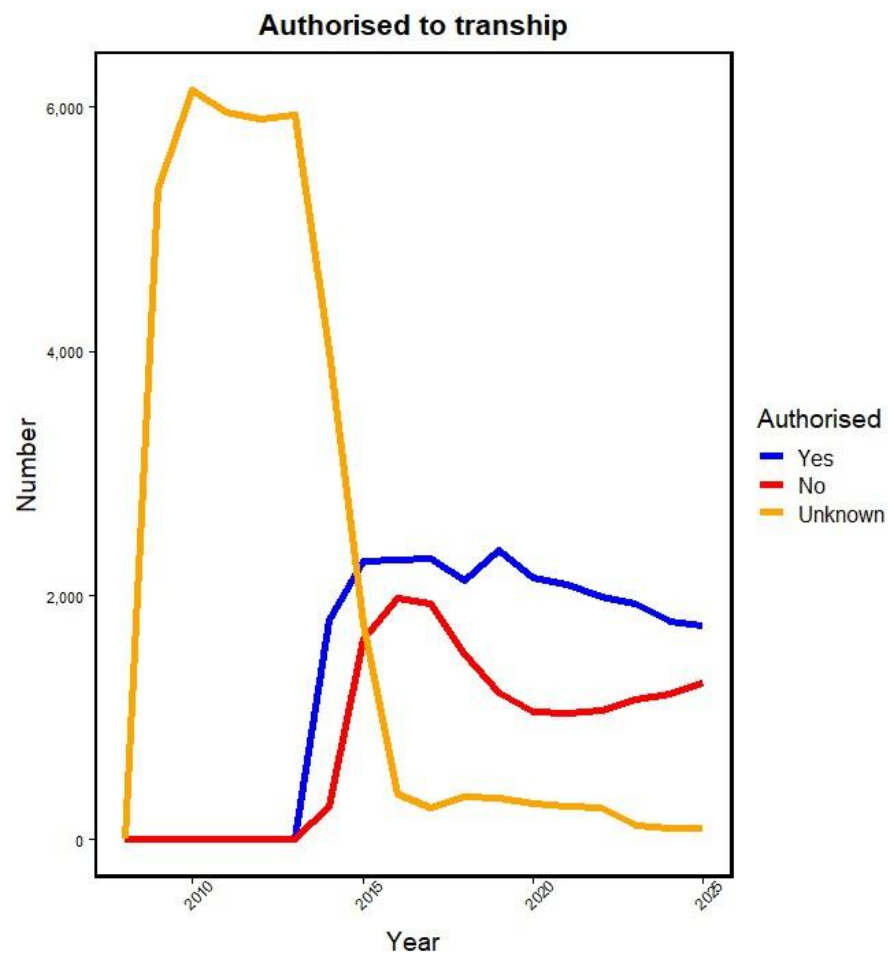


Figure 6: Percentage of vessels on the WCPFC RFV that are authorised to tranship.

Charter notifications in support of harvest strategies

44. Building on the system enhancements outlined in sections 22 to 24 above, it is critical that CCMs provide highly accurate details regarding authorised areas (e.g., distinguishing between EEZ and high seas) and authorised periods. This detailed spatial and temporal accuracy is increasingly necessary to support the Secretariat's analysis and the Commission's ongoing decisions regarding harvest strategy implementation and allocation-related frameworks.

2024-2025 Trends in chartering

48. While longline vessels have historically comprised the vast majority of notified charter arrangements within the region, longliner notifications show an overall decline since peaking in 2023. Conversely, purse seine and support vessel charter notifications have demonstrated a notable and steady increase from 2024 onwards. (See Table 2 and Figure 7 for historical notifications of chartering arrangements and Figure 8 for 2025 notifications. Additional historical information on chartering arrangements between 2018 and 2024 is available in Annex I.)
49. The overall contraction in total regional charter numbers during the 2024–2025 period is primarily driven by changes within specific fisheries. Most notably, the high volume of US-flagged longline vessels chartered to American Samoa, the Commonwealth of the Northern Mariana Islands (CNMI), and Guam—which was a prominent feature of previous years—is no longer apparent after 2023.
50. As of 2025, the regional charter landscape is characterised by two predominant operational hubs:
- a. East Asian Flags / Pacific Island Hosts - the majority of active charter arrangements involve longline vessels flagged to China and Chinese Taipei operating under charters to Kiribati, the Marshall Islands, and the Solomon Islands.
 - b. Southeast Asian Flags / Melanesian Hosts - a significant volume of Philippine-flagged vessels are currently chartered to Papua New Guinea.

Table 2: Summary of the vessels notified as being chartered, leased or other mechanisms by CCMs, by gear and by year (CMM 2024-03 paragraph 6).

Chartering CCM	Vessel type	Fishing vessel CCM	2021	2022	2023	2024	2025	2026
American Samoa	Longliner	United States of America	0	136	0	0	0	0
Fiji	Longliner	China	0	2	0	0	0	0
Federated States of Micronesia	Longliner	China	34	19	30	22	26	21
		Chinese Taipei	0	0	1	2	2	2
Kiribati	Longliner	China	34	28	64	79	102	82
		Vanuatu	0	0	0	0	2	2
	Purse seiner	China	16	8	14	18	14	0
		Nauru	2	3	5	6	6	0
Marshall Islands	Longliner	China	42	18	30	25	31	32
		Federated States of Micronesia	0	0	0	11	0	8
Commonwealth of the Northern Mariana Islands	Longliner	United States of America	141	0	145	0	0	0
Papua New Guinea	Fish carrier	Philippines	0	0	0	5	5	0
	Longliner	China	0	10	0	0	0	0
	Purse seiner	Japan	0	0	0	1	0	0
		Nauru	0	0	0	1	2	0
		Philippines	0	0	1	18	24	11
		Chinese Taipei	0	0	0	5	11	14
		Vanuatu	0	0	0	5	5	0
	Support vessel	Philippines	0	0	0	11	19	4
Solomon Islands	Fish carrier	Chinese Taipei	0	0	1	0	1	0
	Longliner	China	11	5	0	3	3	3
		Fiji	1	1	0	0	0	0
		Chinese Taipei	22	41	48	26	26	25

		Vanuatu	0	0	1	1	1	1
	Purse seiner	China	0	0	0	0	2	2
		Chinese Taipei	0	1	1	0	0	0
Tuvalu	Purse seiner	Chinese Taipei	0	0	0	0	3	4
Samoa	Longliner	Vanuatu	0	10	14	16	0	0

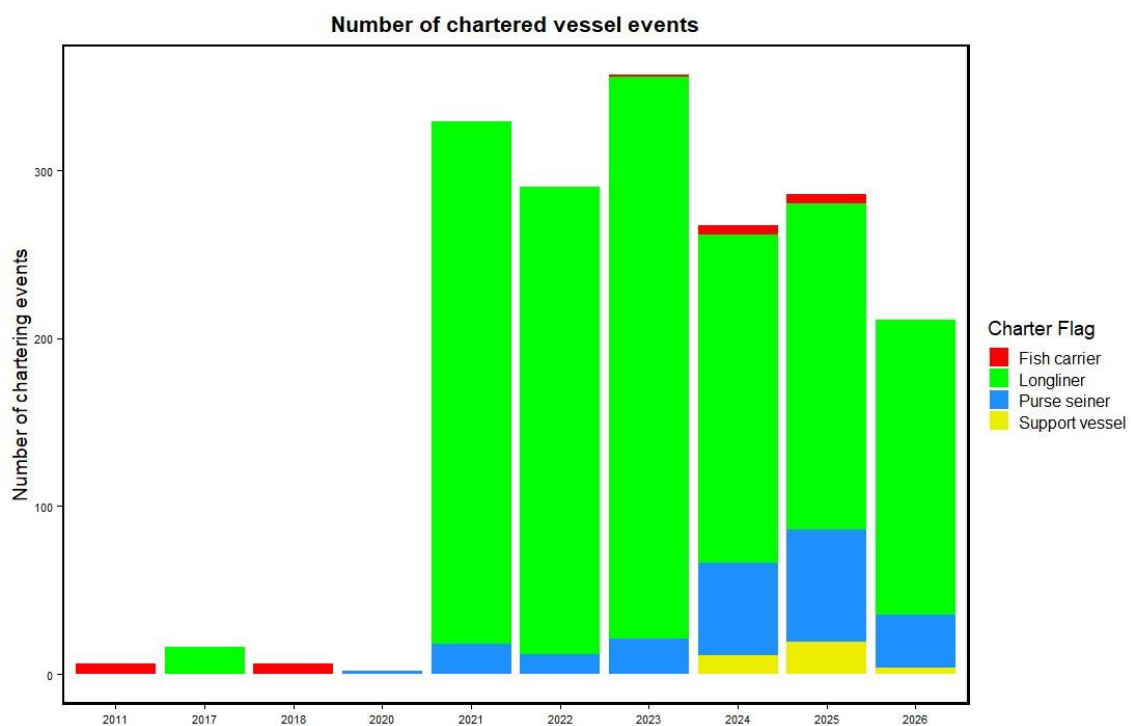


Figure 7: Comparison of the number of chartered vessels recorded on the WCPFC RFV between 2011 and April 2026.

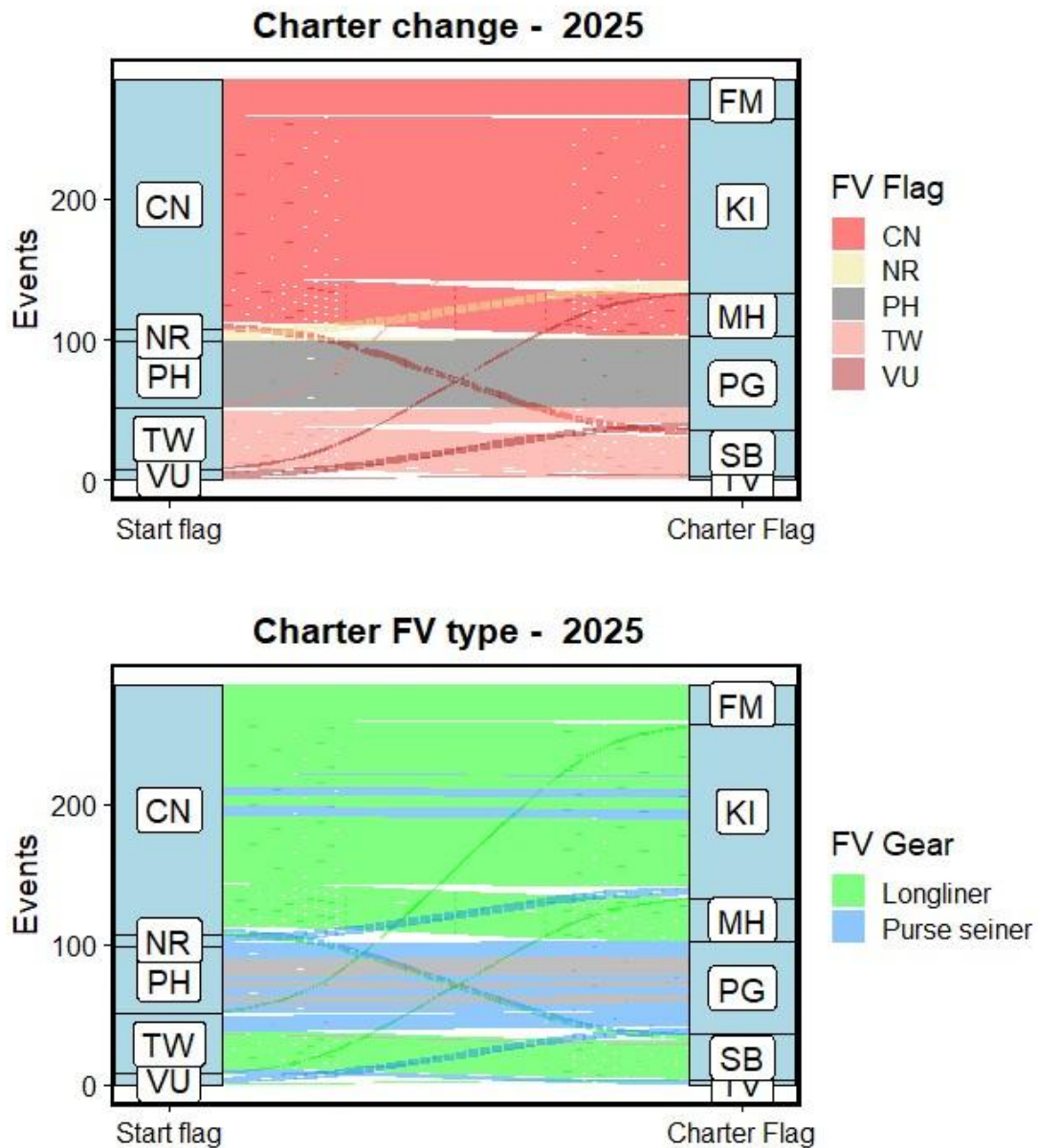


Figure 8: Change in flag through chartering from fishing vessel flag to charter flag (top) and by vessel type (bottom) in 2025.

CCM Reporting under the RFV

Fished/did not fish reporting

51. As part of annual reporting, each CCM must identify whether each of their active vessels on the RFV in the preceding year fished or did not fish in the Convention Area in that year. This information is used to support the Secretariat's review of the applicability of certain CMMs, to support compliance reviews including through the preparation of the Compliance Monitoring Report (CMR), to support MCS analyses including vessels where specific reporting would be anticipated; and to correctly target reviews and reconciliations of missing VMS transmission gaps.
52. As of 2 April 2026, reports indicate that 793 vessels fished in 2025 (Table 3). This figure remains subject to update through the final annual reporting process. CCMs are actively utilising the RFV facility to submit 'fished/did not fish' statuses at any time. Many are already proactively providing statuses for Reporting Years 2025 and 2026 well ahead of the 1 July annual reporting deadlines.
53. In 2025 and 2026, the Secretariat deployed prototype analytical tools to conduct early, proactive checks on vessel statuses. This enabled the Secretariat to identify and resolve inconsistencies with CCMs much earlier, completing many reviews prior to the release of the draft Compliance Monitoring Report (CMR) in late July.
54. Secretariat follow-up for RY2024 and RY2025 submissions commenced significantly earlier than in past years. Consequently, all but one report was received on time in 2025, and overall compliance with RFV reporting obligations remains consistently high.
55. Despite these process improvements, the efficiency of 'fished/did not fish' reviews continues to be impacted by delays in CCMs updating RFV details. In particular, outdated Mobile Transceiver Unit (MTU) details hinder the timely cross-referencing of vessel data against VMS reporting.

Table 3: Number of vessels on the RFV in 2025 that CCMs have indicated have fished or not fished. Data for 2025 is not complete.

CMM	Did not fish	Fished	total vessels
Australia	51	0	51
Canada	6	0	6
Cook Islands	8	0	8
China	222	356	578
Curacao	2	0	2
European Union	29	0	29
Fiji	63	0	63
Federated States of Micronesia	3	0	3
Kiribati	22	0	22
Korea (Republic of)	37	143	180
Marshall Islands	4	0	4
New Caledonia	15	0	15
New Zealand	3	0	3
French Polynesia	1	0	1
Philippines	172	291	463
El Salvador	0	3	3
Tonga	3	0	3
Tuvalu	5	0	5
United States of America	141	0	141
Vanuatu	67	0	67

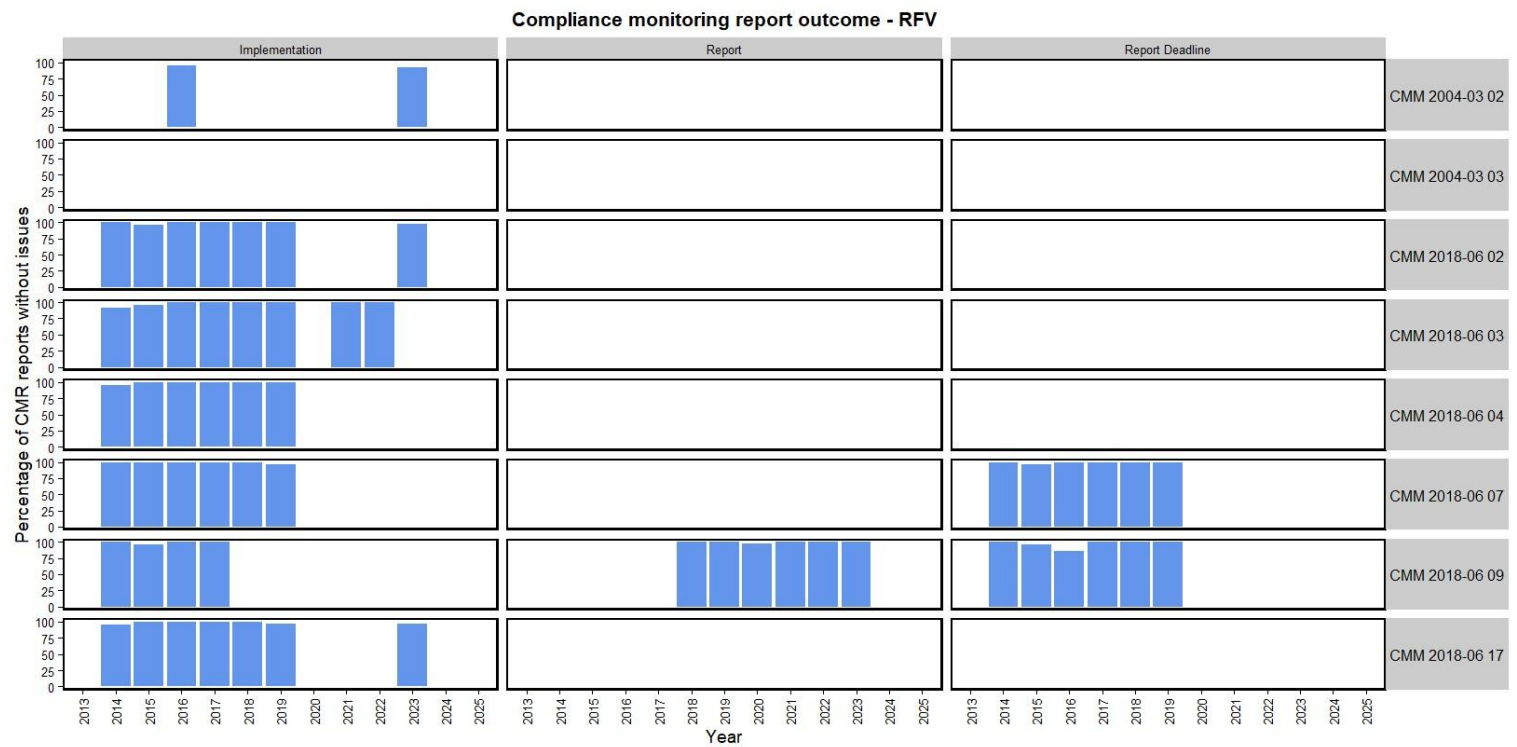


Figure 10: Summary of CMR outcomes for RFV and Charter Obligations (covering 2013 - 2025 activities).

56. In 2025, the Compliance Monitoring Report for RY2024 assessed two obligations from 2018-06:
- a. Paragraph 4: Reviewing the implementation of CCMs' vessel authorisation requirements, which was last assessed in 2013.
 - b. Paragraph 9: Reporting on 'fished/did not fish' submissions, which has been assessed annually since 2018. One CCM was found non-compliant with this obligation for RY2024.
57. The REPORT form of CMM 2018-06 paragraph 4 has not yet been assessed against the audit point.

[An Overview of the Type and Outcomes of Vessel related Cases on the Compliance Case File System](#)

56. The Compliance Case File System (CCFS) records and tracks progress on investigations of alleged infringements of CMM obligations notified to the Secretariat through ROP reporting or directly from CCMs. Outcomes of cases relating to RFV requirements and vessel activity are shown in Figure 11. References to CMMs include both current and historical versions of the RFV related obligations.

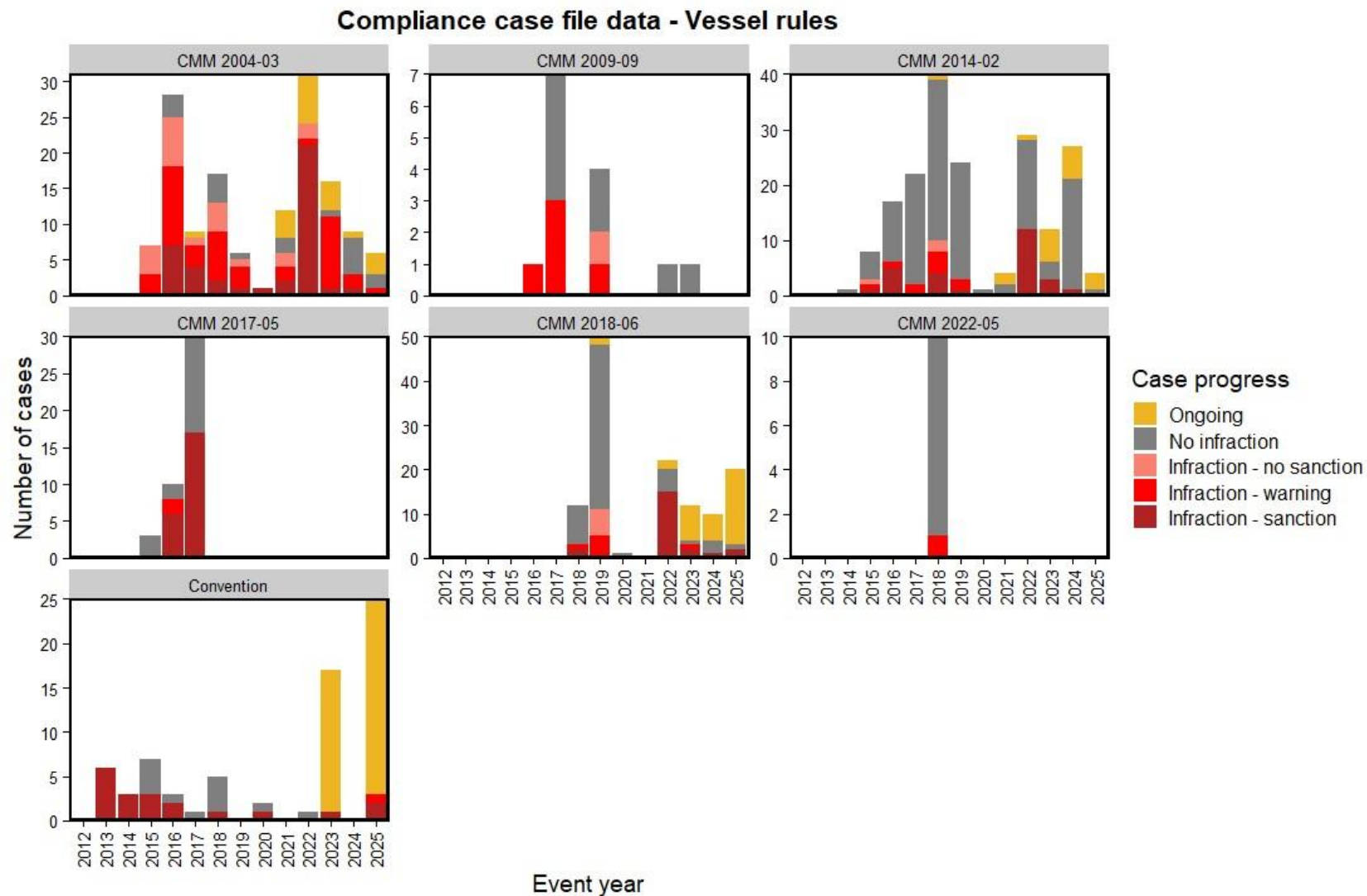


Figure 11: The outcome of alleged infringements of the vessel related CMM obligations that have been reported to WCPFC.

57. Most cases relate to vessel marking and identification (CMM 2004-03) and VMS related reporting (CMM 2014-02). The reduction in VMS related cases reflects a change in process for some vessel reporting issues that reflect CMM 2014-02 9a requirements. Where a vessel reports normally to the national VMS but there is a problem in transferring data from the service provider to the Commission VMS, the Secretariat resolves the case directly with the CCM. By contrast, other cases are created as the outcome of inspection or surveillance activities where a vessel is not reporting correctly to the Commission VMS or where a vessel is not authorised to operate in the Convention Area (i.e. not on the RFV or with a deleted status).
58. Overall, vessel-related cases have declined over the analysis period. While VMS related cases (CMM2014-02) have remained high, there was a substantial drop during the COVID-19 years. A notable peak was observed in 2023 for Convention related cases (for example [Convention Article 24\(3\)](#) related to flag State authorisation of fishing activities).

Secretariat observations and trend analysis

59. Footnote 3 of CMM 2022-05 recognises the importance of maintaining accurate, complete and up-to-date RFV information. The implementation of proactive Secretariat checks and upgraded RFV tools, such as the “Key Vessel Data Pending” function, has driven a measurable improvement in reporting timeliness. During 2024 and 2025, almost all CCMs submitted their fished/did-not-fish reports on time, with only a single late submission recorded. This proactive approach has successfully shifted resources towards early data quality improvements, resolving most discrepancies prior to the release of the draft Compliance Monitoring Report and reducing the reliance on identifying issues during CMR discussions.
60. While the June 2025 system upgrades have enhanced CCM oversight of charter records, observable issues remain regarding the consistency, completeness, and timeliness of notifications between flag and host CCMs. Discrepancies continue to occur, ranging from administrative errors to substantive differences in notified charter dates and operational arrangements.
61. A critical observation is the ongoing difficulty in accurately confirming the area of application for charter activities, particularly when operations span both EEZ and high seas areas. Resolving this spatial data gap is becoming increasingly urgent, as precise confirmation by the host CCM is required to support consistent catch attribution, underpin Secretariat analysis, and inform the Commission’s evolving work on harvest strategies and allocation-related frameworks.

Recommendations

62. TCC22 is invited to:
- a. remind flag CCMs of the need to maintain accurate, complete, and up-to-date details for their vessels on the RFV, including resolving issues identified in dashboards, and where necessary, discussing these with the Secretariat, to improve the efficiency of those processes for CMMs and the Secretariat that rely on RFV data.
 - b. remind flag CCMs and host CCMs of the importance of timely, consistent and complete charter notifications, including confirmation of whether notified charter arrangements commenced as expected, and ensuring that charter dates, vessel details and areas of application are accurately recorded; and
 - c. recommend that the TCC provide explicit guidance on refining RFV charter notification fields to ensure the accurate spatial recording of charter activity across high seas, the chartering CCM’s EEZ, and

other jurisdictions, and to incorporate these data clarity and catch attribution requirements into the existing 2026 TCC Workplan task to develop a process for reviewing the charter measure in 2027.

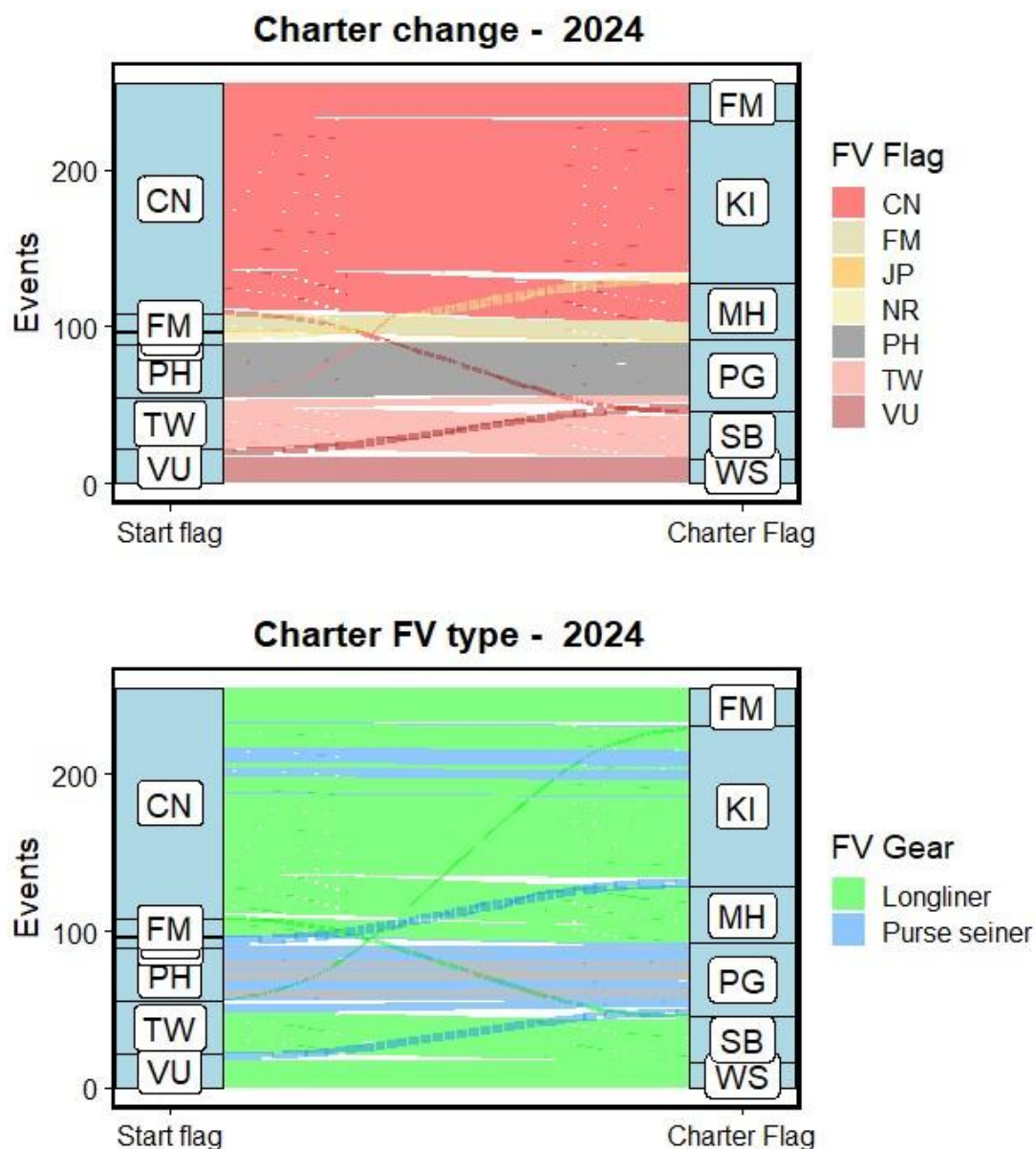


Figure 12: Change in flag through chartering from fishing vessel flag to charter flag (top) and by vessel type (bottom) in 2024.

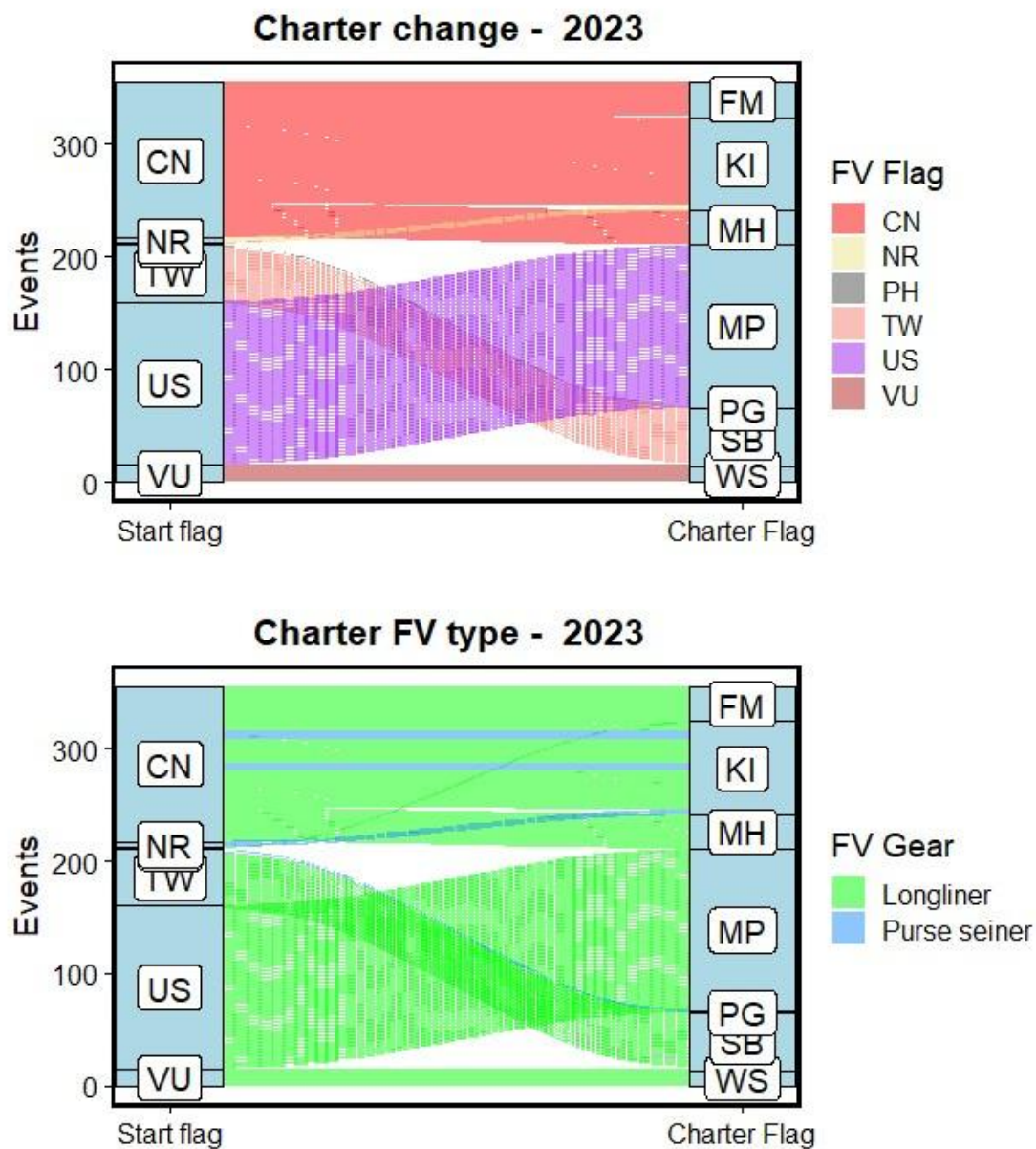


Figure 13: Change in flag through chartering from fishing vessel flag to charter flag (top) and by vessel type (bottom) in 2023.

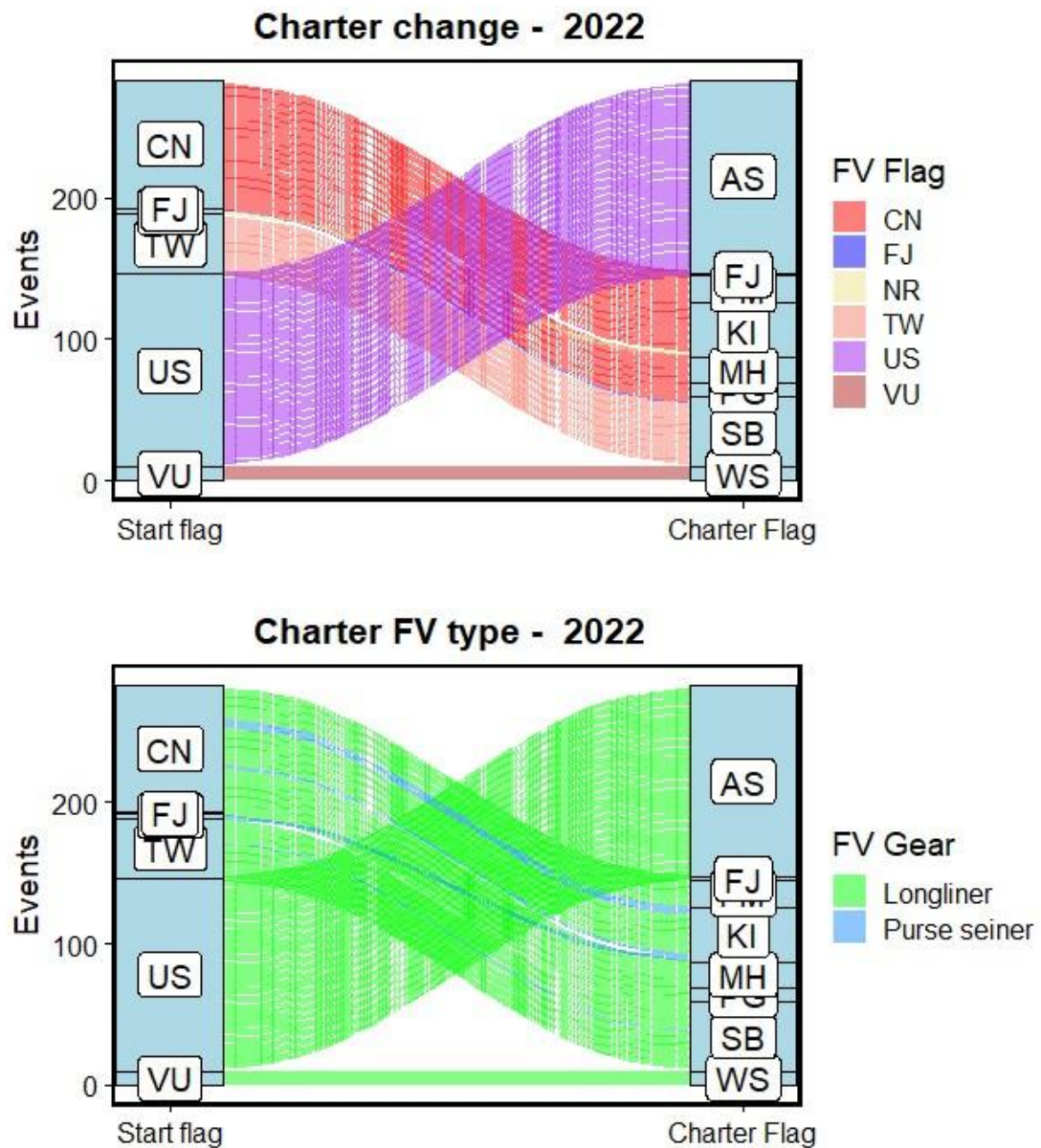


Figure 14: Change in flag through chartering from fishing vessel flag to charter flag (top) and by vessel type (bottom) in 2022.

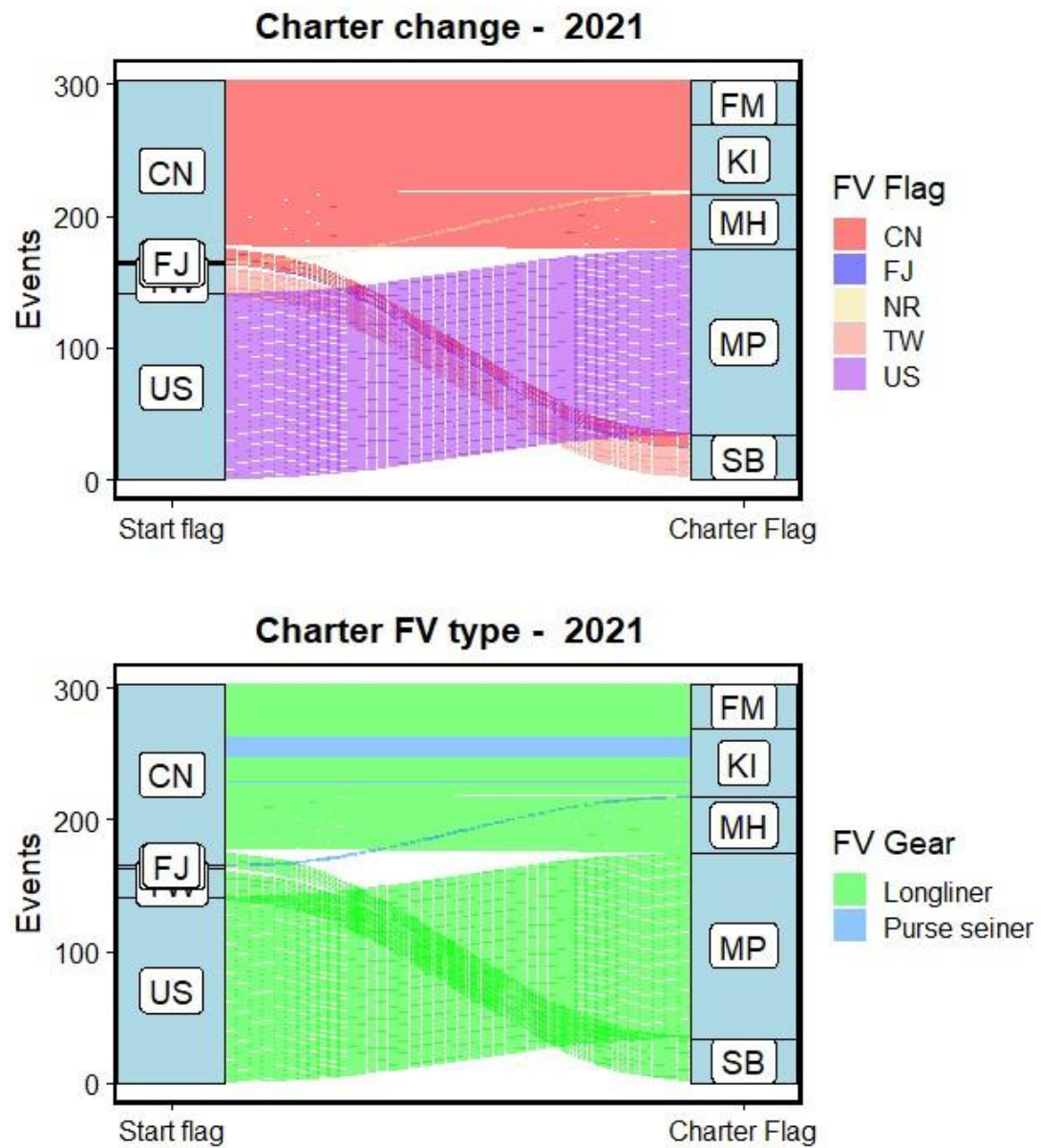


Figure 15: Change in flag through chartering from fishing vessel flag to charter flag (top) and by vessel type (bottom) in 2021.

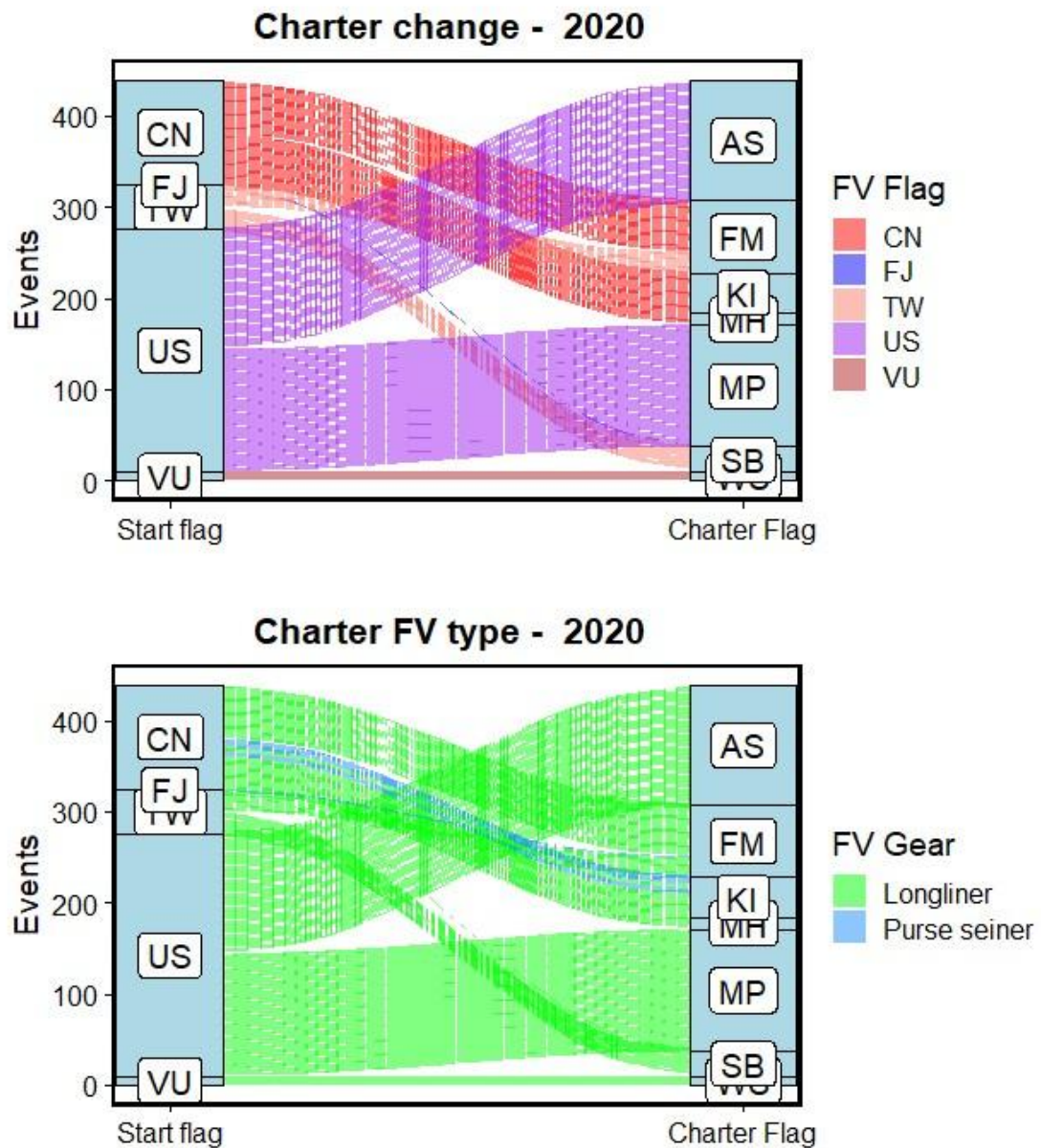


Figure 16: Change in flag through chartering from fishing vessel flag to charter flag (top) and by vessel type (bottom) in 2020.

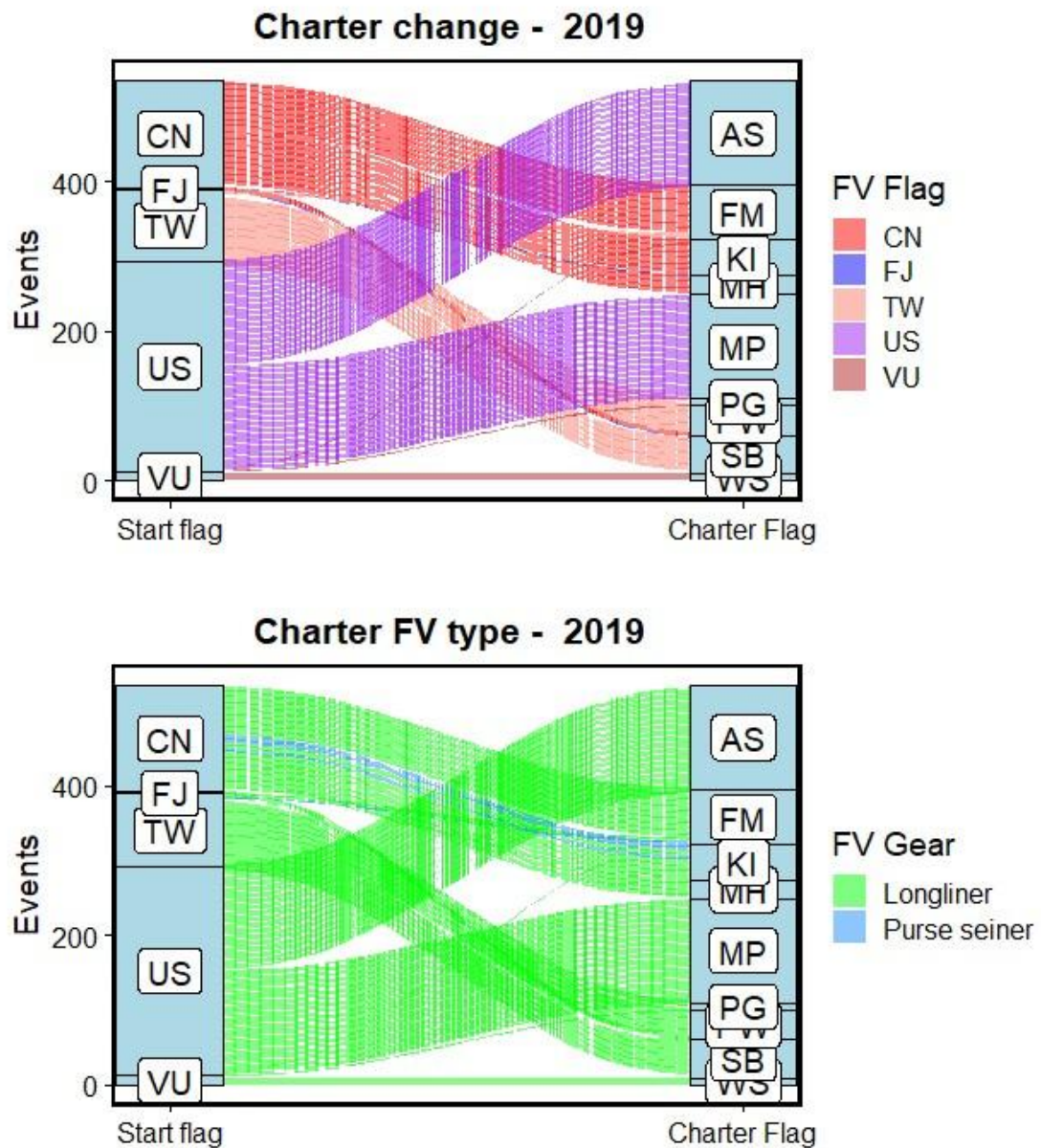


Figure 17: Change in flag through chartering from fishing vessel flag to charter flag (top) and by vessel type (bottom) in 2019.

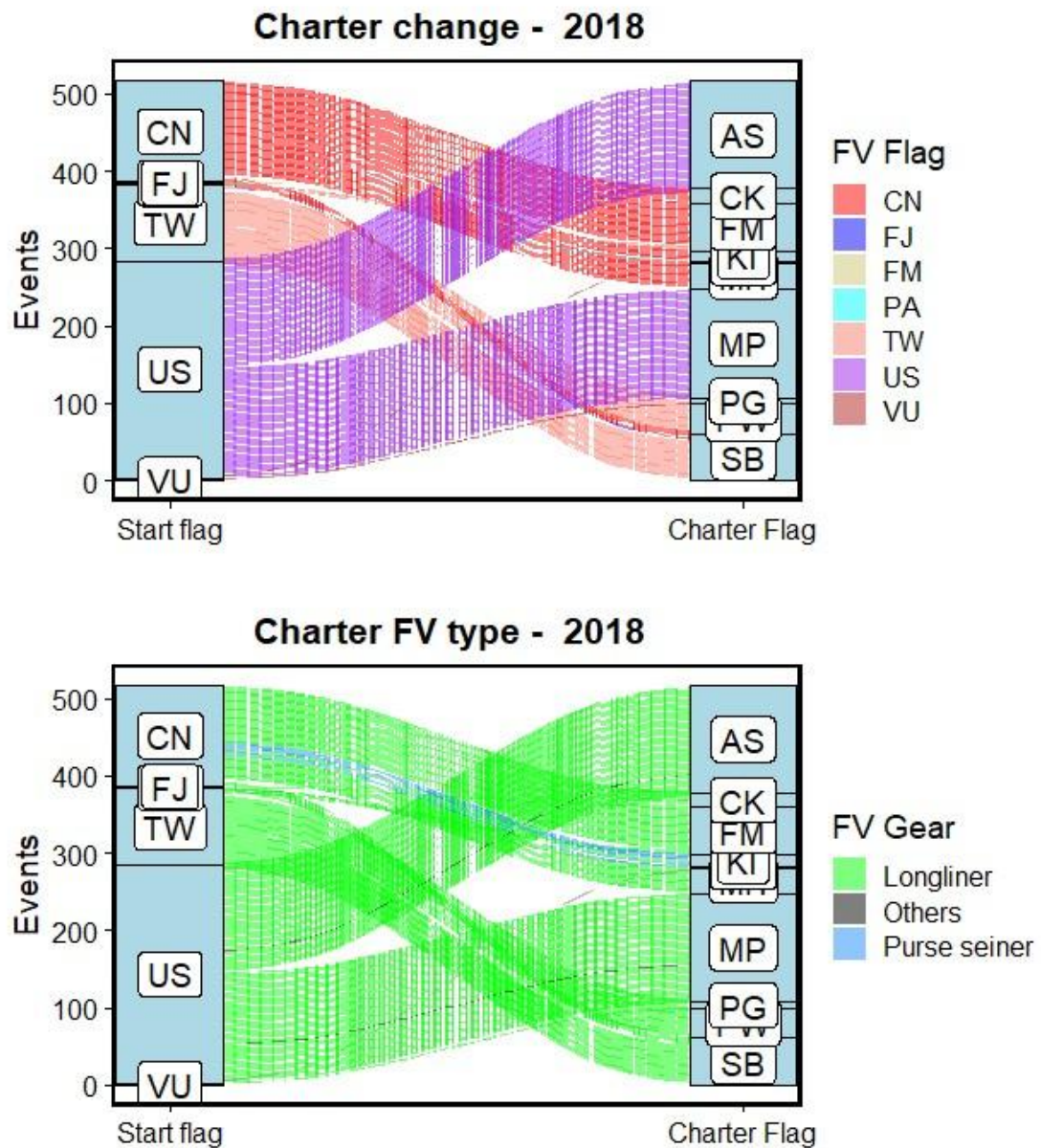


Figure 18: Change in flag through chartering from fishing vessel flag to charter flag (top) and by vessel type (bottom) in 2018.