

**6th Technical and Compliance Committee Meeting
REPORT**

18-21 March 2023

March 2023

This paper may be cited in the following manner:

Technical and Compliance Committee. 2023. 6th Meeting Report. NPFC-2023-TCC06-Final Report.
XX pp. (Available at www.npfc.int)

North Pacific Fisheries Commission
6th Meeting of the Technical and Compliance Committee

18-21 March 2023

REPORT

Agenda Item 1. Opening of the Meeting

1.1 Welcome to Participants

1. The 6th Meeting of the Technical and Compliance Committee (TCC) took place as a hybrid meeting in Sapporo and via WebEx, and was attended by Members from Canada, China, European Union, Japan, the Republic of Korea, the Russian Federation, Chinese Taipei, the United States of America, and Vanuatu. Panama attended as a Cooperating Non-Contracting Party (CNCP).

1.2 Selection of Meeting Chair

2. Noting that there is no current Chair of TCC, the Executive Secretary proposed that the interim Vice-Chair of TCC, Ms. Alisha Falberg (USA) serve as the Chair for this meeting.
3. All Members agreed to this proposal.

1.3 Appointment of Rapporteur

4. Dr. Shelley Clarke was appointed rapporteur for TCC06.

1.4 Introduction of Observers

5. The Australian National Centre for Ocean Resources , (ANCORS), Organization for Regional and Inter-regional Studies (ORIS) - Waseda University, PEW Charitable Trusts and the IMCS Network were welcomed as accredited observers to the meeting.

1.5 Adoption of Agenda

6. The agenda as presented in NPFC-2023-TCC06-MIP02, and annotated in NPFC-2023-

TCC06-MIP03 rev3, was adopted (**Annex A**). The List of Documents and the List of Participants are attached as **Annex B** and **Annex C**.

1.6 *Meeting Arrangements*

7. NPFC Compliance Manager, Ms. Judy Dwyer, outlined the meeting arrangements detailed in NPFC-2023-TCC06-MIP01.

Agenda Item 2. Report from the Secretariat

2.1 *Fisheries Overview*

8. The Compliance Manager presented a brief overview of fisheries (NPFC-2023-TCC06-IP01). Pacific saury is characterized as declining, mackerel are showing consistent catches, squid catches are slightly increasing, Japanese sardine fisheries' catches are increasing perhaps due to a range extension, and bottom fisheries (i.e. armorhead and splendid alfonsino) are generally declining.
9. Members thanked the Secretariat for the presentation but requested that future TCC fisheries overviews show tables rather than figures only. In particular, TCC06 requested that future fisheries overview information papers include more details and analysis of the number of authorized versus active vessels, effort limits, and integration of information on catch amounts with spatial catch information and species summary data available to the Scientific Committee and other relevant information. Some Members expressed their concerns regarding the increase in effort in recent years in the chub mackerel fishery in the Convention Area as shown in Figures 7-9 of the fisheries overview paper. These Members requested that the matter is considered under the Compliance Monitoring Review process and other agenda items.
10. The Compliance Manager stated that the overview covers the period from establishment of the Commission (i.e. since 2015) to the present but noted that in some cases, data quantity and quality has changed over time with the adoption of new CMMs.

2.2 *Transshipment Overview*

11. The Compliance Manager presented a brief overview of transshipment activities (NPFC-2023-TCC06-IP08). Under requirements which have been in place since 2015, the Commission receives annual reports from Members on transshipment activities, and an interim measure was developed in 2016 but applies only to bottom fisheries. However, in addition to the annual reports, some Members provide reports on individual transshipments. During the period 2015-2021 a total of 9,000 transshipment operations have been reported covering over 2 million tonnes of fish. Reported positions of

transshipments generally align with positions available from VMS and where this is not the case, anomalies are being investigated. Although there is a direct data entry function for transshipment data, to date it is not well-utilized.

12. TCC06 requested a more detailed analysis be presented in future TCC meetings including, *inter alia*, the number of vessels involved by flag, comparisons of pre-notifications and transshipment reports by flag, quantities of fish transshipped by species, locations of transshipments and alleged violations.
13. Some Members, however, noted the existence of important gaps in data available to the Secretariat, some of which are expected to be remedied through adoption of a new CMM on transshipment.

2.3 *Data Management System Update and Initiatives for 2023*

14. NPFC's Data Coordinator, Mr. Sungkuk Kang presented a brief update on the development of the Commission's data management system as it relates to TCC (NPFC-2023-TCC06-IP02). Topics covered included a "Members Home and Quick Links" section on the top page, access to VMS information for use in HSBI activities, plans to enhance database integration, creation of an E-transshipment notification and declaration section, and improvements to the Vessel Registry and other compliance sections on the website.
15. Members appreciated the Secretariat's ongoing effort to provide additional functionality to the NPFC website and to support them in submitting and accessing relevant information.
16. TCC requested a number of further developments be considered. These included new and easy-to-use features to support the Commission's anticipated transshipment CMM, such as an automatic reporting function, a feature to identify when new or revised documents have been uploaded, a weekly report showing the cumulative catch of Pacific saury by each Member, and additional information (date of listing, flag and date of last information update) for each vessel in the IUU Vessel List.

Agenda Item 3. Review of MCS related issues from SC

17. The Science Manager, Dr. Aleksandr Zavolokin, provided a summary of MCS matters for coordination between the Scientific Committee (SC) and the TCC (NPFC-2023-TCC06-IP06). These included (1) proposed revisions to CMM 2021-05 and CMM 2019-06 for bottom fisheries and protection of vulnerable marine ecosystems in the northwestern and northeastern Pacific Ocean; (2) request to the Commission to consider amending CMM 2021-05 to address the ambiguity around the referenced effort limits of February 2007 in Paragraph 4A; and (3) proposed revisions to science-related items of

the draft Work plan to implement NPAFC/NPFC Memorandum of Cooperation.

18. Regarding the recommendation on encounter thresholds for cold water corals and sponges, Members considered that bottom fishing in the location should cease when either is exceeded (using “or” rather than “and”).
19. Some Members considered that further consideration of the numeric values of the encounter thresholds and the implications of adopting various effort metrics warranted further consideration.
20. Members inquired about the process for considering the recommendations and were informed that the paper was presented for TCC’s information and that the Commission would be responsible for consideration of amendments to the relevant CMMs.
21. **Recommendation 1.** TCC06 recommended that the Scientific Committee’s recommendation on VME encounter thresholds for cold water corals and sponges (NPFC-2023-TCC06-IP06 (referencing CMM2021-05 (para. 4g) and CMM2019-06 (para. 3j)) be amended so that action would be triggered if either is exceeded (i.e. using “or” rather than “and”).

Agenda Item 4. SWG Reports on Progress, Priorities and Recommendations

4.1 *SWG Planning and Development – Report and Recommendations*

22. Amber Lindstedt (Canada), Co-Lead of the TCC SWG-Planning and Development (TCC SWG-PD), presented an annual summary of discussions, decision points and deliverables from the SWG’s 2021-2022 meetings (NPFC-2023-TCC06-IP04). This included work on drafting the data sharing and data security protocol, updating the transshipment CMM, drafting a transparency policy for the TCC, and extending the Compliance Monitoring Scheme (CMS).
23. Members thanked the SWG for their efforts, noting the completion by the SWG of work in three topic areas and their hope for agreement on a new transshipment CMM to conclude the fourth topic.

4.2 *SWG Operations – Report and Recommendations*

24. Patricia DeMille (Canada), Co-Lead of the TCC SWG-Operations (TCC SWG-OP) presented a summary of work completed in 2021/2022 and 2022/2023 (NPFC-2023-TCC06-IP03). Topics covered included completed work on specification of boarding ladder guidelines, a review of vessel registry transition issues and data field updates, review of annexes to the proposed transshipment measure, review of new electronic IUU vessel listing process, and designing a standardized template to request VMS information. Pending work includes advising on responsibilities for vessels under charter,

definition of “serious violation” across all CMMs, and a review of effort indicators.

25. One Member suggested the SWG to take a more holistic approach to the issue of defining “serious violations”.
26. One Member questioned whether there are any vessels under charter in the NPFC Convention Area, and as there was no information available to the contrary, suggested work related to chartering arrangements be removed from the TCC Work Plan (see Agenda Item 16).
27. Some Members queried the definition of “inspection presence” as it relates to the table, noting that the table documents HSBI and yet also contains overflight information.
28. Members noted two minor corrections to the SWG report’s summary of operations: Japan noted that they did not have shipriders for either 2021 or 2022; and China noted that it did have surface assets in 2022.

Agenda Item 5. IUU Vessel List

5.1 *General Discussion*

29. The Compliance Manager presented the current situation with regard to the NPFC IUU Vessel List, draft IUU Vessel List, and IUU Vessel process, explaining that twelve vessels were proposed for 2022 and another 22 vessels for 2023 (NPFC-2023-TCC06-WP01 rev 1). The existing IUU Vessel List contains 36 vessels, all of which are stateless. For 2022, eleven vessels are nominated for the Provisional IUU Vessel List on the basis of refusing boarding and inspection whereas one is suspected of transshipping without authorization. For 2023, nominations for the Provisional IUU Vessel List are on the basis of refusing boarding (eight vessels), unauthorized transshipment or bunkering (eight vessels), improper vessel marking (seven vessels), failure to report on the VMS (seven vessels), unsafe boarding ladders (six vessels), and mis-reporting (five vessels). It was noted that some vessels are nominated based on more than one issue. Some of the activities highlighted in the 2023 Provisional IUU Vessel List nominations mirror those identified under the Compliance Monitoring Scheme.
30. The Chair reminded Members that the task is to decide which of the 34 nominated vessels should be forwarded to the Commission as the Provisional IUU Vessel List.
31. Members agreed that given the large number of vessels nominated that discussions should be structured around groups of vessels with similar nomination characteristics.

5.2 *Recommendation for Provisional IUU Vessel List to the Commission*

5.2.1 *Vessels Submitted by USA*

32. USA, as the submitting Member, noted that all the vessels it nominated for activities in 2021-2022 related to refusing HSBI. According to the HSBI report, the vessels flagged to China insisted that personal protection equipment (PPE), specifically Tyvek suits, were required for HSBI personnel but this is not a requirement under the HSBI CMM (CMM 2021-09). In the case of another vessel flagged to Russia, the flag State's explanation of the HSBI refusal also referenced COVID-related and other communication issues but also cited other explanations for the circumstances around the refusal and the actions taken by the flag State in response.
33. China, as the Member flagging some of the nominated vessels, responded that the refusals happened under special circumstances of the COVID pandemic. They were ordered by authorities, rather than deciding for themselves to refuse HSBI for the sake of the health and safety of the vessel's crews and HSBI inspectors. China considers that the use of PPE is mandatory under the guidelines "NPFC High Sea Boarding and Inspection in a COVID-19 Environment – Best Practices" and therefore it was appropriate for the vessels to refuse boarding to inspectors not wearing PPE. China also noted that before the pandemic, these vessels accepted Members HSBI activities and during the pandemic, these vessels accepted other Members' HSBI activities who followed strictly the best practice. China further mentioned that with the adjustment of China's domestic COVID-19 policy and the amendment to the best practices, the HSBI in the Convention Area will become smooth.
34. Russia, as the Member flagging some of the nominated vessels, responded that its vessel was operating under government quarantine procedures effective at the time. Russia stated that a misunderstanding arose because of a lack of familiarity with HSBI procedures which had just gone into effect. Russia noted that no other problems with the vessel were found.
35. Some Members noted that some vessels flagged to China had accepted HSBI boardings from USA and other authorized inspectors during the pandemic. These Members stated that the current HSBI CMM (CMM 2021-09) is binding and guidelines for "NPFC High Sea Boarding and Inspection in a COVID-19 Environment – Best Practices" are not binding. Therefore, neither the use of PPE nor any other COVID preventative measure is mandatory, and there is no rationale for any Member to decide unilaterally that failure to use any particular best practice measure is a basis for denying HSBI.

5.2.2 *Vessels Submitted by Japan*

36. A first group of two vessels was introduced by Japan. It noted that both vessels are carrier vessels thought to be transshipping without authorization.
37. Panama, as the flag authority for the two nominated vessels at the time of the

infringement, stated that one of the vessels was de-flagged on 8 February 2023 and fined US\$860,000. Panama informed TCC06 that it supports the listing of this vessel on the Provisional IUU Vessel List. The other vessel is currently under administrative sanction, has been fined US\$735,000, and is not allowed to re-flag or be sold. The authorities also support the listing of this vessel on the Provisional IUU Vessel List.

38. The European Union expressed its strong concern regarding the lack of effective flag State control over these vessels.
39. China provided further information about one of the vessels stating that its registration paperwork had been unexpectedly delayed until after the HSBI. The vessel ceased transshipment immediately, left the area, agreed not to transship in the NFPC Convention Area in the future, and agreed to comply with penalties and fines issued by its flag authorities.
40. A second submission was introduced by Japan. It noted that this vessel refused HSBI even though the inspectors were equipped with PPE. Also, Japan found that the vessel continued to transship despite the fact that it claimed there were four sick crew members onboard and HSBI would endanger the inspectors' health. Japan stated that the vessel failed to continually transmit VMS data.
41. China, as the flag Member of the nominated vessel, clarified that the carrier vessel was authorized to transship and the master never intended to deny HSBI but was simply acting in the interest of health and safety. China stated that misunderstanding and miscommunication between master and inspector led to the so-called refusal. The VMS failure was reported immediately and manual transmission was used.
42. A third group of vessels was introduced by Japan. It presented evidence that these three vessels had transshipped catch with an unauthorized carrier vessel in unconfirmed amounts with discrepancies between logbooks, transshipment reports and catch onboard ranging from 76-231t. Japan stated that during the boarding of one of the vessels, the boarding ladder collapsed.
43. China, as the flag Member of the nominated vessels, stated that the catch discrepancies can be explained by differences in estimating catch weights (e.g. by eye versus after being packed in cartons), and that food supplies, rather than catch, had been transferred. As a result of the incidents, China implemented training in catch estimation and recording, and imposed penalties on the order of US\$100,000 on each of the three vessels for receiving cargo from the unauthorized carrier.
44. Several Members questioned whether the transfer between the unauthorized carrier and the fishing vessels involved fish catch or food supplies; asked for further documentation on the nature and amount of the fines imposed; and/or asked whether the sanctions have been completed and if not, whether the vessels are banned from fishing.
45. A fourth and final group of submissions was introduced by Japan. It noted that these

vessels all showed vessel marking issues such as a discrepancy between the call sign marked on the hull and the call sign shown in the NFPC vessel registry, and some vessels were not transmitting VMS. Also, Japan noted that boarding ladders were found to be inadequate, and some of the vessels received fuel from an unregistered tanker (see Agenda Item 5.2.4).

46. China, as the flag Member of the nominated vessels, responded that vessel marking can become difficult to read through a variety of operational or environmental causes. In addition, China stated that one vessel's IRCS was changed but not updated in databases in a timely manner. China considers that these issues are unintentional and technical in nature and should not be the basis for placing a vessel on the Provisional IUU Vessel List. China ordered them to repaint their identifiers and fined the vessels. China also stated that it had issued a circular regarding boarding ladders after the NPFC boarding ladder guidelines were adopted.
47. Some Members considered that the vessel marking violations may not be serious unless there is evidence that the vessels had intended to disguise their identity. Regarding the contact with the unauthorized tanker, one Member stated it is relevant to know whether the fuel received was used to support fishing activities. Other Members referred to the discussion under Agenda Item 5.2.4.

5.2.3 *Vessels Submitted by Canada*

48. Canada introduced a group of vessels stating that these vessels were not transmitting VMS data and/or had poor or no vessel markings. Canada stated that in one case the vessel had been manually reporting to the FMC, but the data were not provided to the Secretariat until after the vessel was proposed for listing. Canada further noted that in another case the vessel failed to transmit VMS data and had no vessel markings.
49. Russia stated that one of its nominated vessels is a bunkering vessel and is thus not subject to the same requirements as fishing vessels. Russia noted that the VMS reporting issue involved a failure to report automatically to the Secretariat; this has been corrected. Russia further noted that the vessel complied with IMO requirements for vessel marking for tankers.
50. Panama stated that for one of its nominated vessels, the VMS malfunctioned in the transmission between the national VMS center and the Secretariat. Panama also stated that since there was continuous reporting to the national VMS center, the vessel was under the control of national authorities at all times, and these data have now been reported to the Secretariat.
51. With reference to vessels with marking issues, China referred to its previous discussion (see para. 46). China noted that for one of the vessels, there was a gap in VMS

reporting, but the vessel was reporting to national authorities throughout and later all of the missing data were sent to the Secretariat. China committed to working with the Secretariat to improve detection of VMS interruptions in the future.

5.2.4 *Vessels not flagged to a Member*

52. The Compliance Manager explained that one of the nominated vessels is not flagged to a Member or CNCP. The Secretariat wrote to the purported flag State Sierra Leone, which responded that the vessel had been de-flagged in September is now flagged to Palau. The Secretariat then wrote to Palau on 23 January 2023 but no response has been received.
53. The EU informed TCC06 that an EU national has been identified among the beneficial owners of a company related to the vessel, therefore the EU is investigating the case in line with its domestic legislation. The information available suggests that the vessel is currently flagged to Togo under the name RIWA.
54. One Member stated that as the vessel is a tanker, and is not engaged in fishing activities as defined in the NPFC Convention text, it cannot be listed on the Provisional IUU Vessel List.
55. Some Members considered that the NPFC Convention does require the listing of bunkers on the IUU Vessel List if they are operating at sea in direct support of fishing vessels.
56. One Member noted that under current regulations, there is no way for a non-CNCP to place bunkers on the NPFC vessel registry and this had led to a proposal for an amendment to allow this to happen.
57. After reviewing and discussing the details of the 34 vessels on the Draft IUU Vessel List, TCC06 did not include six vessels ((#20), (#23), (#25), (#28), (#32) and (#33)) on the Provisional IUU Vessel List because it considered that the flag Members had taken effective action in response to IUU fishing activities in question.
58. **Recommendation 2.** TCC06 recommended that COM07 consider the Provisional IUU Vessel List (**Annex D**).
59. China stated that it does not support the inclusion of its flagged vessels on the Provisional IUU Vessel List.
60. Panama asked that vessels which no longer fly its flag be listed in the Provisional IUU Vessel list with Panama shown as the previous flag.
61. TCC06 agreed to show Panama as a previous flag State for two of the vessels on the Provisional IUU Vessel List which were flagged to Panama at the time of the incidents for which they were listed, and for which there is no information about their new flag State.

5.3 *Recommendations for amendments to current NPFC IUU Vessel List to the Commission*

62. The Chair invited Members to propose revisions to the current NPFC IUU Vessel List contained in NPFC-2023-TCC06-WP19. The list contains 36 vessels and there is no new information about any of the vessels.
63. **Recommendation 3.** TCC6 did not recommend any proposed changes to the current NPFC IUU Vessel List.

Agenda Item 6. Vessel Monitoring System

6.1 *Secretariat Report and CLS Contract*

64. The Compliance Manager provided a summary report in accordance with the annual reporting requirements of CMM 2021-12 (NPFC-2023-TCC06-IP07). VMS came online in August 2021 and has been successfully implemented despite minor technical issues and some larger interruptions and outages. Expiry of SSL security certificates has been identified as one source of outages but will be minimized by sending reminders to those involved. Ongoing checks of the correlations between transshipment reports and VMS are conducted and anomalies are investigated. The current three-year service contract expires in August 2023 and a two-year extension is planned, however, a 12% increase in cost is expected due to inflation, and exchange rate issues will further increase costs. At present VMS data is shared with Members who have an inspection presence in the Convention Area. However, the provisions of para. 14 c) of the VMS Data Sharing and Data Security Protocol which allow this will expire at the conclusion of COM07 unless a decision is taken to extend them.
65. One Member thanked the Secretariat for the paper but in future requested that it contain more information on where and when reporting gaps have occurred.
66. One Member stated that aerial surveillance does not constitute an inspection presence in the Convention Area and noted that aerial surveillance assets are not registered with the Commission as authorized inspection assets under CMM 2021-09. This Member questioned the basis for sharing VMS data for the purpose of aerial surveillance.
67. Some Members had a different view noting the definition of “inspection presence” in CMM 2021-12 para 1(g), and supported the continued provision by the Secretariat of VMS data to those Members which maintain an inspection presence in the Convention Area via aerial surveillance. These Members suggested it might be valuable to amend CMM 2021-12 to clarify this point. A recommendation to COM07 was later made to task TCC through the proposed TCC Work Plan to develop and include appropriate provisions in the VMS CMM and its data sharing protocol to ensure the provision of VMS data to Members with an aerial inspection presence in the Convention Area to address this issue.

6.2 VMS Data Security Protocol

68. The Chair noted that para. 14 c) of the Data Sharing and Data Security Protocol for VMS Data will expire shortly and invited TCC06 to comment on this issue. The Chair further noted that this protocol was intended to be made an annex to CMM 2021-12 at COM06, but this was unintentionally overlooked.
69. Members noted that there are other proposals for amending CMM 2021-12 that could be incorporated into the same exercise depending on the outcomes of TCC06 discussions.
70. Some Members proposed that para 14 c) could be allowed to expire naturally because the ability to share VMS data derives from para 14 which remains in place.
71. **Recommendation 4.** TCC06 recommends that COM07 renew the Data Sharing and Data Security Protocol for VMS data as it pertains to paragraph 14c. which reads: *“Without prejudice and pursuant to CMM 2017-09, and following the notification process outlined above, the Secretariat shall make VMS data available electronically for the area defined in paragraph 14 b) as it is received, to each Member who has an Inspection Presence in the Convention Area. The provisions of this paragraph shall expire at the end of the next scheduled Commission meeting”* and extend the provision until COM08.
72. **Recommendation 5.** To align the VMS CMM with the acceptance of VMS Data Sharing and Security Protocol by the Commission in 2021 and to incorporate the Protocol into the VMS CCM, as intended, TCC06 recommends to COM07 that the following amendments be made to the VMS CMM:

Data access and use

13. All VMS data received by the Secretariat shall be treated as confidential information in accordance with NPFC’s Data-Sharing and Data-Security Protocol for Vessel Monitoring System (VMS) Data in Annex 2.

14. ~~Subject to the adoption of~~ In accordance with the NPFC’s Data-Sharing and Data-Security Protocols for Vessel Monitoring System (VMS) in Annex 2 by the Commission, the Secretariat shall provide VMS data:

(a) By electronic means to a Member who has an inspection presence in the Convention Area; or (b) upon request from a Member to support search and rescue (SAR)

Data sharing and Security Protocol

15. ~~Subject to~~ *In accordance with NPFC's Data-Sharing and Data-Security Protocols for Vessel Monitoring System (VMS) Data in Annex 2, VMS data shall only be accessed and used for the purposes included in this measure or for any other purposes as agreed by the Commission.*

(Note from Secretariat: The updated CMM 2023-12 is NOT annexed to the TCC Report, as further amendments to the CMM were adopted at COM 07. The fully amended CMM 2023-12 can be found in Annex AA to the COM07 report.)

Agenda Item 7. High Seas Boarding and Inspection

7.1 Secretariat Report

73. The Compliance Manager presented the annual report on HSBI (NPFC-2023-TCC06-IP09). There are currently 45 inspection vessels registered for HSBI by five Members. In 2020, due to the pandemic, there were only three inspections with nine violations observed, three of which were identified as serious. In 2021, there were 36 inspections conducted, and a further twelve which were refused. Of the inspections that were conducted, 23 violations were observed (ten related to vessel marking issues and seven related to mis-reporting or non-reporting) of which 13 were serious. In total over the 2018-2022 period, 85 vessels have been inspected during which 87 violations were observed on 49 vessels (28 related to vessel marking, 15 related to mis-reporting or non-reporting, and 13 related to refusal of boarding) of which 20 were serious. The Compliance Manager highlighted three issues for TCC06 consideration: a) expiry of para. 14 c) of the VMS Data Sharing and Data Security Protocol (see Agenda Item 6.2); b) the lack of a mechanism for the Secretariat to be notified if patrols are cancelled; and c) the lack of clarity regarding procedures for aerial surveillance.
74. Members thanked the Secretariat for the report and noted the previous discussion under Agenda Item 5.1 on aerial surveillance issues. It was suggested the future HSBI annual reports include more specifics on which vessels and flag Members were involved.
75. The Secretariat requested clarification on the interpretation of paragraph 31 in the HSBI CMM (2021-09), i.e. whether "Commission" is equivalent to "Secretariat" in the context of transmitting copies of the boarding and inspection reports.
76. **Recommendation 6.** TCC06 recommended to COM07 that in para. 31 of CMM 2021-09 the second instance of the word "Commission" should be replaced with "Secretariat" (**Annex E**).

7.2 Members Reports

77. Noting that more information on HSBI is provided in Member's Annual Reports, and also in Member's submissions for the provisional IUU Vessel List, the United States, Japan, Canada and China presented brief reports of their HSBI activities for 2021 and 2022.
78. The European Union acknowledged the importance of Members' contributions to HSBI.

Agenda Item 8. NPFC Data Sharing and Data Security Protocols (for data other than VMS)

79. The Chair introduced work by the TCC SWG-PD on the NPFC data security protocol which is intended to serve as an overarching document for the NPFC's current Regulations for Management of Scientific Data and Information, and the Data Sharing and Data Security Protocol for VMS Data (NPFC-2023-TCC06-WP25).
80. The document was discussed and amended during TCC06 to produce NPFC-2023-TCC06-WP25 rev2)
81. **Recommendation 7.** TCC06 notes that the text in NPFC-2023-TCC06-WP25 rev2 will undergo further discussion in the margins of COM07 for consideration as a NPFC Data Security Protocol.

Agenda Item 9. Review of Applications for CNCP Status

9.1 *CNCP status of Panama and other applications*

82. The Secretariat explained that the only applicant for CNCP status for 2023/2024 is Panama (NPFC-2023-COM07-WP09, Circular 02-2022 and Circular 15-2023). The application was originally submitted in advance of the scheduled March 2022 Commission meeting, and subsequently updated in October 2022 and again in March 2023. The amount of the voluntary contribution for 2023/2024 has been communicated to Panama (US\$65,000) and Panama has indicated its willingness to pay this amount.
83. Panama supplemented the Secretariat's introduction, indicating that they have actively engaged in NPFC management processes such as the IUU Vessel List and Compliance Monitoring Scheme, and taken several corrective actions in response to requests, and have progressively strengthened their vessel control systems.
84. Some Members considered that beyond confirming submission of information by Panama against all of the requirements (NPFC Rules of Procedures, Rule 10.4 a-e), further assessment is needed to understand whether Panama's commitment to implementing the NPFC CMMs is sufficiently clear and proactive, given the ongoing nature of IUU fishing activities in the Convention Area involving vessels flagged to Panama.
85. Some Members also considered that a decision on the CNCP application of Panama

could not be taken before the completion of discussions on the Compliance Monitoring Report and the assessment of past compliance for Panama, both in the NPFC and in other RFMOs (NPFC Rules of Procedures, Rule 10.6).

86. One Member stated that Panama's performance relates to its commitment to fully implementing the Commission CMMs and also to the requirements of those CMMs, noting the importance to the Commission of adopting a permanent CMM on transshipment.
87. The EU made the following statement:
"While recognizing the efforts and some progress achieved by Panama in strengthening its MCS capabilities and strengthening flag state control over its flagged vessels, the EU was concerned by the repeated serious infringements by Panama flagged vessels in NPFC (and other RFMOs). In particular, Panamanian flagged vessels committed serious infringements in NPFC in 2021 and 2022, however Panamanian authorities did not detect them proactively but only when other CPCs warned them. Therefore, already this element casts serious doubts over the capabilities of the Panamanian authorities to exercise proper control over their vessels. Moreover, despite the measures taken by the Panamanian authorities once they were informed of the IUU activities, those vessels were able to keep operating. This second element shows a lack of proper enforcement capabilities by the Panamanian authorities over their vessels. Subsequently, there are solid reasons to doubt regarding Panama current ability to exert effective control and enforcement over its flagged vessels, therefore, at this point of time the EU would like to express its strong reservation and reluctance in supporting the renewal of the CNCP status in NPFC. The EU suggested to defer the matter to the Commission for further consideration."
88. The Executive Secretary clarified that Panama's original application to renew its CNCP status was submitted in December 2021 in advance of COM07, which was originally planned for March 2022, and contained all the documentation required under 10.4 of the Rules of Procedure.
89. **Recommendation 8.** TCC06 requested further information from Panama, and some additional information was received. TCC06 referred the decision on Panama's CNCP status to COM07 for its consideration.
90. Panama made the following statement during report adoption process:
"The documentation related to the CNCP application of Panama has been submitted in accordance with rule 10.4 and 10.5 through official letter AG-919-2021, distributed by the NPFC through the circular 002/2022 (Jan 4, 2022) and reiterated through official letter AG-197-

2023, distributed by the NPFC through the TCC meeting documents NPFC-2023-COM07 -WP09 rev1 and circular 015/2023 , additionally during the TCC06 further information was required about sanctions applied to vessels, as well as the certificate of cancellation of one vessel listed in the provisional IUU list and it was provided to the TCC06. Panama reiterates that, additional to the previous requirements, Panama remains at disposition to provide additional and specific requests for any information or clarification members may require.”

Agenda Item 10. Compliance Monitoring Scheme

10.1 *Provisional Compliance Monitoring Report for 2020-2021*

91. The Compliance Manager presented NPFC-2023-TCC06-WP20 containing the draft Compliance Monitoring Report (CMR). A total of 44 agreed obligations were reviewed covering 11 CMMs selected on the basis that the Secretariat has sufficient information for assessment. Five Members received initial assessments of “non-compliance”; these assessments pertained to refusal of HSBI, vessel marking issues and one incident of unrecorded shark catch. After receiving responses from the Members concerned, only two Members remained with “non-compliance” assessments, both of which were in relation to refusal of HSBI. As this situation depends on the interpretation by Members of the requirements of HSBI COVID-19 guidelines, the Secretariat changed the two remaining “non-compliance” assessments to “potential compliance issue”.
92. Members discussed some examples of specific issues related to the draft CMR (NPFC-2023-TCC06-WP20) including following:
- (a) Confirmation from the Secretariat of the number of incidents involving shark handling (the Secretariat confirmed that there were 2, with one additional case of sharks found that was not reported as a violation);
 - (b) The reason for the apparent inconsistency between the Secretariat’s fishery overview report (NPFC-2023-TCC06-IP01, Table 9) which shows an increase in effort for mackerels and the compliance assessment and compliance status assigned in the CMR under CMM2019-07 01 which requires Members to refrain from expanding effort on chub mackerel;
 - (c) The definition of “substantial” harvests that was applied in the assessment of obligation CMM 2021-11 01;

- (d) How the obligation to remove or withdraw vessels on the NPFC IUU Vessel List from the NPFC Vessel Registry was assessed if the Member has no vessels on the NPFC IUU Vessel List; and
- (e) Draft compliance assessments for vessel markings and HSBI.

93. TCC06 also discussed how the CMS could be improved. Some Members expressed the following points:

- (a) The CMR should not merely be the Secretariat's assessment of compliance, rather it should be a vehicle for the Secretariat to present information that allows the Commission to assess the compliance of its Members;
- (b) The TCC should focus on clarifying the nature of each obligation to be assessed such as assessing whether flag Members have adopted a binding commitment to implement the obligations, perhaps through a questionnaire to Members, and clarifying the process for assessing compliance related to incidents involving individual vessels under the "Flag State Investigation" process provided by the CMS;
- (c) For each obligation assessed, a clear assessment protocol should be articulated including:
 - i. how to determine whether the obligation is applicable;
 - ii. what data can be applied to the assessment and how to determine whether those data are sufficient for the assessment;
 - iii. if data were deemed insufficient for assessment, an identification of what factors contribute to the data gaps and how those data gaps might be remedied;
 - iv. working definitions of any subjective terms so that assessments can be consistent from year to year; and
 - v. definition of the evaluative criteria applied to decide the compliance rating;
- (d) The CMR should be clearer in distinguishing between obligations that are "not applicable" (not relevant) as compared to those which are "not assessed" (e.g. due to data gaps);
- (e) Timing of reporting, preparation of the draft CMR and the TCC should be considered, and potentially adjusted, to maximize the timeliness and effectiveness of the CMR;
- (f) Analysis and recommendations in "Approaches to Evaluate and Strengthen RFMO Compliance Processes and Performance – A Toolkit and Recommendations" (NPFC-2023-TCC06-IP05) should be considered and applied to the CMS as appropriate.
- (g) The relationship between the NPFC IUU Vessel List and the CMR should be better defined particularly with regard to which violations are most appropriately addressed by each process and any areas of overlap)

94. TCC06 noted the draft CMR for 2021. TCC06 did not adopt the draft CMR for 2021 due to a) several concerns raised by Members regarding the robustness and reliability of the assessments in the draft CMR; b) inconsistencies and lack of information for

supporting some assessments ; and c) the lack of time available to address compliance statuses provided in the report. TCC06 determined that it should focus on developing a more robust CMS during the inter-sessional period based on considerations contained in preceding paragraph.

95. **Recommendation 9.** TCC06 recommended COM07 task TCC with inter-sessional work on the CMS and CMR using the review of the draft CMR as captured in the TCC06 meeting report as a starting point.

10.2 *Expiry of CMM 2019-13 and list of obligations for consideration for the Compliance Monitoring Scheme in 2022*

96. The Compliance Manager introduced issues relating to the expiry of the CMS CMM (2019-13). The scheme was scheduled to expire in November 2022 but was granted a one-year extension by the special meeting of the Commission in October 2022. Another extension can be considered, but CMM 2019-13 contains an annex listing just three obligations to be evaluated in the CMR rather than the 44 obligations used in the 2021 draft CMR.
97. A number of options were developed to propose to the Commission to address the issues identified with the CMS/CMR process.
98. **Recommendation 10:** TCC06 recommends that COM07 consider the following options to address concerns identified within the CMS/CMR process:
- (a) that the CMS be extended for one year while the inter-sessional work on a revised CMS proceeds;
 - (b) that COM07 endorse the list of 44 obligations assessed in the 2021 draft CMR leaving open the possibility to add any obligations arising from new CMMs adopted by COM07; and/or
 - (c) that all CMM clauses containing the word “shall” should be assessed in the CMR with the Secretariat reporting back on a) any data gaps which prevent the assessment of these obligations, and b) any obligations that lack sufficient specificity for objective assessment.

Agenda Item 11. Conservation and Management Measures – New CMMs and Amendments

11.1 *Chub mackerel*

99. The European Union introduced its proposal to amend the chub mackerel CMM (2019-07) and to allocate 20,000t to EU, and review the measure when the stock assessment is finalized (NPFC-2023-TCC06-WP04). The EU also introduced its Fisheries Operation Plan WP05 which is a proposed fishing plan for the EU pelagic trawler and impact assessment for its proposed Chub mackerel fishery (NPFC-2023-TCC06-WP05).

100.Members discussed several concerns with the proposal but did not raise any new technical or compliance concerns per se.

101.TCC06 notes the EU's proposal for chub mackerel without highlighting technical or compliance concerns for the consideration of COM07.

11.2 Amendments to Vessel Registry

102.China introduced its proposal (NPFC-2023-TCC06-WP06) to amend the vessel registry CMM (2021-01) to create an interim register for non-Member vessels supplying fuel to Member or CNCP fishing vessels in the Convention Area.

103.Members discussed several aspects of the proposal including potential ambiguities in how different types of vessels and operations are classified and handled in CMMs. Concerns were raised regarding the potential for non-Members to operate in the Convention Area without being bound to NPFC CMMs.

104.TCC06 noted the proposal to amend the vessel registry CMM will continue to be discussed amongst Members and will be considered by COM07.

11.3 HSBI COVID-19 Guidelines

105.Canada introduced a proposal to update the COVID-19 guidance for HSBI and specifically, to recommend the use of face masks during inspections, in line with current understanding and practice (NPFC-2023-TCC06-WP07 rev 1). Canada proposed that TCC06 recommend to COM07 to adopt this proposed non-binding recommendation, which supersedes all previous HSBI COVID-19 guidelines.

106.Several Members expressed support for the proposal, with some requesting minor clarification and suggesting minimal text adjustments.

107.TCC06 supports Canada's HSBI COVID-19 guidelines proposal in principle, noting that further amendments may be considered by COM07.

11.4 Protection of Sharks

108.Canada presented its proposed CMM to protect sharks in the Convention Area by prohibiting the retention of shark or shark parts and encouraging reporting obligations for incidental encounters and releases (NPFC-2023-TCC06-WP08). USA and the EU are co-sponsors of the proposal.

109.Members discussed whether NPFC fisheries are likely to interact with sharks and whether there is currently sufficient information available to understand what impacts these fisheries might be having on sharks. Some Members advocated taking a precautionary approach while others cautioned against implementing a measure that

might be too broad.

110.TCC06 noted the work on a draft CMM for sharks (NFPC-2023-TCC06-WP08, rev 2) and acknowledged that discussions will continue in the margins of COM07.

11.5 *Pollution Prevention Measures*

111.Canada introduced its proposal to adopt a CMM to reduce marine pollution in the Convention Area (NPFC-2023-TCC06-WP-09).

112.Members expressed support for the proposal while offering some minor amendments.

113.TCC06 generally supported the proposal for a CMM on pollution prevention, noting that discussions will continue as the proposal is submitted to COM07 for consideration.

11.6 *Species-specific reporting*

114.Korea explained its proposal to clarify the obligation of vessels to record and report the catches of Japanese sardine, neon flying squid and Japanese flying squid in the Convention Area (NPFC-2023-COM07-WP06).

115.Members expressed support for Korea’s proposal noting a number of related national data reporting obligations are already in place and appreciating the need to clarify requirements.

116.TCC06 generally supports Korea’s proposal to implement reporting requirements for three pelagic species with the expectation that discussions are ongoing and the draft measure will be considered at COM07.

11.7 *Amendment to Vessel Registry*

117.The TCC SWG-OPs introduced a proposal to remove reference to the “pending IMO #” field from Annex 1 (i) of the NPFC Vessel Registry (NPFC-2023-TCC06-WP11). This confirms that vessels will require an IMO number to register.

118.Members expressed support for this proposal and suggested deleting the outdated reference to 1 January 2020 in the description for this field.

119.**Recommendation 11.** TCC06 supports amendment to the vessel registry requirements to remove the field “pending IMO #” and remove the outdated field description and forwards it to the Commission for consideration (**Annex F**).

11.8 *Transshipments and other Transfer Activities*

120.The TCC SWG-PD presented new draft language for CMM 2016-03 that represents extensive work by the SWG-PD. This document was further discussed and amended

during TCC06 which resulted in NPFC 2023 WP12 rev3

121.**Recommendation 12.** TCC06 reviewed the draft CMM based on the work of the TCC SWG-PD and recommends that COM07 convene a small working group to assist in drafting and finalizing the text of the CMM for COM07's consideration.

11.9 *Amendments to VMS Reporting Requirement*

122.Japan introduced its proposal to remove mandatory VMS reporting for research vessels and remove requirements to provide course and speed when manually reporting (NPFC-2023-TCC06-WP14).

123.Some Members supported the proposed changes while others questioned whether they are necessary or helpful.

124.TCC06 noted the proposal to amend VMS reporting requirements by Japan and encouraged Japan to work with other Members to further the discussion at COM07.

11.10 *Proposal to Suspend At-sea Transshipments*

125.Japan introduced its proposal to adopt a temporary ban on transshipment at sea unless COM07 adopts a new CMM on transshipment (NPFC-2023-TCC06-WP15). Japan clarified that its objective was not to prevent transshipment but to ensure that all transshipment is effectively controlled and managed.

126.One Member expressed concern that the proposal would ban vessels operating legally from transshipping, while vessels operating illegally would continue to transship.

127.TCC06 noted the proposal by Japan to ban at sea transshipment unless COM07 adopts a new CMM on transshipment without further discussion with the expectation that discussions will continue at COM07.

11.11 *Amendments to VMS CMM re: serious violations*

128.Korea provided background to its proposal to revise the VMS CMM to require MTUs to be tamper-proof and clarify that it is a serious violation to intentionally tamper with or disable a VMS unit (NPFC-2023-TCC06-WP16 rev2). Korea is looking for clarity that the guidance contained in the annex to CMM 2021-12 is mandatory and that tampering with an MTU is a serious violation.

129.Members generally shared Korea's reading of the CMM but suggested different approaches to modifying the text.

130.**Recommendation 13.** TCC06 recommends that COM07 task TCC's SWG-OPs with continuing its work to consistently define what constitutes a serious violation across all CMMs.

131.TCC06 notes the proposal by Korea to amend the VMS CMM on the understanding that

Korea will continue to work on the proposal for the consideration of COM07.

11.12 Amendment of the HSBI reporting format

132. Japan explained that this proposal is not changing the elements of the HSBI report, only modifying the format of the report (NPFC-2023-TCC06-WP13).

133. Some Members requested more time to check the new format to ensure that there are no substantive changes.

134. TCC06 noted the proposal by Japan on the HSBI report format modifications and the fact that discussions will be continuing at COM07.

11.13 Climate Change

135. The USA summarized its proposal related to climate change (NPFC-2023-TCC06-WP27 rev1). Korea and Canada are co-sponsoring the proposal.

136. Members supported highlighting the importance of the issue, but some considered that it would be better formulated as a Commission decision or resolution rather than a CMM.

137. TCC06 expressed general support for the proposal on climate change but recommended COM07 to consider whether it should be a CMM or take another form.

11.14 Observer program for transshipments

138. Pew introduced its observer paper on establishing a transshipment observer program (NPFC-2023-TCC06-OP01), highlighting that it reviews the programs at IATTC, ICCAT, IOTC and CCSBT and covers observer training, cross-certification, data reporting and management, costs and cost recovery, and Secretariat roles and responsibilities.

139. TCC06 noted the observer paper from Pew on establishment of a transshipment observer program.

Agenda Item 12. Cooperation with other Organizations

12.1 NPFC-NPAFC Work Plan

140. The Compliance Manager introduced a paper on the Five-Year NPFC-NPAFC Work Plan showing elements of the plan that are relevant to TCC (NPFC-2023-TCC06-WP23). These mainly pertain to reporting/sharing of Pacific salmon bycatch data and other types of information exchange on MCS issues including suspicious (stateless and unregistered) vessels. Members were invited to comment on the Work Plan and if appropriate forward it to COM07.

141. Some Members posed questions about collection of bycatch data on Pacific salmon and about whether the Memorandum of Cooperation (MOC) has financial implications.
142. TCC06 noted the NPFC-NPAFC Work Plan under the NPFC-NPAFC Memorandum of Cooperation and anticipated that it would be discussed further at COM07, potentially with input from NPAFC to guide a decision.

12.2 *IMCS Network*

143. TCC06 considered an invitation for NPFC to join the IMCS network (NPFC-2023-TCC06-WP21).
144. Noting that the invitation posed no financial obligations, some Members supported joining the network as a useful way of obtaining valuable advice and support particularly when following up on stateless vessels.
145. Some Members posed questions about the proposed relationship and wished to consider the issue further.
146. TCC noted the invitation and referred it to COM07 for further discussion.

12.3 *MOUs with SPRFMO and WCPFC*

147. The Executive Secretary introduced draft MOUs with SPRFMO (NPFC-2023-TCC06-WP17) and WCPFC (NPFC-2023-TCC06-WP18) noting that a) all NPFC Members are members of one or both of these organizations, b) there are no financial implications associated with signing the MOUs, and c) there are several benefits to be gained by strengthening links with these organizations. TCC06 was invited to consider recommending to COM07 that the Executive Secretary be authorized to sign the MOU with SPRFMO and advance discussions on the MOU with WCPFC.
148. Some Members supported both MOUs in their current form.
149. Other Members questioned the need for one or both of the MOUs, or considered that further work on the text is required.
150. The TCC Chair encouraged Members to assist with re-drafting the MOUs in order to submit a revised version to COM07 for a decision.

Agenda Item 13. Document Rules

13.1 *Considerations for Updates to NPFC Document Rules*

151. The Executive Secretary presented NPFC-2023-TCC06-WP03 which proposes updates to the document rules to reflect changes to data accessibility via the website/collaboration site. He explained that these changes have implications for the discussion under Agenda Item 13.2 (Rules for Transparency) as it proposes to harmonize

rules for public access to all NPFC documents. The Executive Secretary noted that FAC05 has already endorsed the proposal for the consideration of COM07.

152.TCC06 did not reach consensus on the proposal to update the document rules as presented in NPFC-2023-TCC06-WP03.

153.**Recommendation 14:** TCC06 recommended that work on these issues continue in the margins with a view toward providing consensus text on document access rules for adoption by COM07.

13.2 NPFC Rules for Transparency Pertinent to TCC

154.The SWG-PD Co-lead introduced a paper covering NPFC rules for transparency as they pertain to TCC (NPFC-2023-TCC06-WP10). The content of this paper is the product of the TCC WG-PD and based on discussions held in 2021. It covers observer access to TCC meetings (can be admitted by a simple majority), public access to all meeting documents (treated in accordance with the NPFC Rules of Procedure), and confidentiality of compliance reports (paragraph 21 of CMM 2019-13 for the CMS).

155.The Executive Secretary clarified that under Rule 5 of the Rules of Procedure, NPFC meetings are open by default and under Rule 9, observers are allowed access to meetings of the Commission and its subsidiary bodies.

156.Some Members expressed that the proposal was not needed because transparency is addressed through the NPFC Rules of Procedure, which do not restrict observers from TCC SWG meetings. These Members stated that the existing rules should be followed and that unless the Commission has adopted rules to the contrary, then meetings of the subsidiary bodies and their working groups should be open as a default practice, consistent with the Rules of Procedure.

157.Some Members considered that the proposal represents a useful balance between transparency and confidentiality, embodies a compromise amongst Members with different views, clarifies access of observers to TCC SWG, and can serve as an opportunity to promote trust while allowing access under some circumstances.

158.**Recommendation 15:** TCC06 did not reach consensus on the draft Interim Rules of Transparency of TCC (NPFC-2023-TCC06-WP10) but recommends that work continue in the margins and the document be further considered at COM7.

Agenda Item 14. Draft Report of Performance Review – Recommendations Relevant to TCC

159.Dr Penny Ridings presented the technical and compliance-related findings of the First NPFC Performance Review (NPFC-2023-TCC06-WP26). The Performance Review Panel noted some early successes, including an active HSBI programme, a comprehensive IUU Vessel List, and establishment of VMS and CMS. However,

progress has lagged in some areas such as regulation and monitoring of transshipment and addressing IUU fishing. A total of 19 recommendations with relevance to TCC were presented, touching upon issues ranging from developing a permanent transshipment measure, expanding the observer programme, setting minimum requirements for port State measures, addressing stateless vessels and fishing with long driftnets, transitioning to a CMS based on data sources such as electronic reporting, encouraging non-Members to become CNCPs, and improving transparency with respect to access to documents and observer participation. As these issues are numerous and varied, the Commission would benefit from a clear strategy to help prioritize its work.

160. Members thanked Dr Ridings and the Performance Review Panel for their comprehensive and thorough work.

161. Members were referred to the report of the Performance Review Panel for more details on recommendations pertaining to carrier and bunker vessel activities.

Agenda Item 15. Other Matters

15.1 Consideration of Recommendations for TCC Chair/Vice-Chair

162. Alisha Falberg (USA) was nominated as TCC Chair. Amber Lindstedt (Canada) was nominated as TCC Vice-Chair.

163. **Recommendation 16.** TCC06 recommends to COM07 that Alisha Falberg (USA) serve as TCC Chair and Amber Lindstedt (Canada) serve as TCC Vice-Chair starting at the conclusion of the Commission meeting which appoints them and serving for a two-year term.

15.2 Consideration of EU fisheries operations plan

164. This item was discussed under Agenda Item 11.1.

Agenda Item 16. Review and Endorsement of TCC Work Plan for 2023/2024

165. TCC06 reviewed the TCC/SWG Work Plan for 2023-2024 (NPFC-2023-TCC06-WP22 rev1) against the progress made to date and in consideration of new items of work arising from TCC06.

166. **Recommendation 17:** TCC06 recommended that COM07 task TCC with the activities contained in the Work Plan (**Annex G**) with particular priority attached to work on the observer program related to transshipment, CMS and reconciling serious violations.

167. TCC06 noted that the Secretariat will continue to provide VMS data to Members with an aerial surveillance presence in the Convention Area as in past practice.

Agenda Item 17. Recommendations to the Commission and Adoption of the Report

168. The recommendations to COM07 contained in the report were adopted by consensus.

Agenda Item 18. Next Meeting

169. TCC06 asked COM07 to consider the timing and location of the next TCC meeting, in conjunction with the implications of these decisions for the CMS and ability of TCC to manage its workload.

Agenda Item 19. Adoption of the Report

170. The meeting report was adopted by consensus.

Agenda Item 20. Close of the Meeting

171. TCC06 closed at 15:37 on 21 March 2023.

TCC 06 Annexes

Annex A - Agenda

Annex B – List of Documents

Annex C - List of Participants

Annex D - Provisional IUU Vessel List

Annex E – CMM 2023-09 for High Seas Boarding and Inspection Procedures

Annex F - CMM 2023-01 on Information Requirements for Vessel Registration

Annex G – TCC 2023/24 workplan

Annex A: TCC06 Agenda

North Pacific Fisheries Commission
6th Technical and Compliance Committee Meeting
18-20 March 2023
Sapporo Japan

Agenda

1. Opening of the Meeting
 - a. Welcome to Participants
 - b. Selection of Meeting Chair
 - c. Appointment of Rapporteur
 - d. Introduction of Observers
 - e. Adoption of Agenda
 - f. Meeting Arrangements

2. Report from secretariat
 - a. Fisheries Overview 2021 and 2022
 - b. Transshipment Overview
 - c. Data Management System Update and Initiatives for 2023

3. Review of MCS related issues from SC

4. SWG Reports on Progress, Priorities and Recommendations
 - a. SWG Planning and Development - Report and Recommendations
 - b. SWG Operations - Report and Recommendations

5. IUU Vessel List
 - a. General Discussion
 - b. Recommendation for Provisional IUU Vessel List to the Commission
 - c. Recommendations for amendments to current NPFC IUU Vessel List to Commission

6. Vessel Monitoring System
 - a. Secretariat report
 - b. CLS Contract
 - c. VMS Data Security Protocol

Annex A: TCC06 Agenda

7. High Seas Boarding and Inspection
 - a. Secretariat Report
 - b. Members Reports
8. NPFC Data Sharing and Data Security Protocol
9. Review of Applications for CNCP Status
10. Compliance Monitoring Scheme
 - a. Provisional Compliance Monitoring Reports for 2020 and 2021
 - b. List of obligations for consideration for the Compliance Monitoring Scheme in 2022
 - c. Expiry of CMM 2019-13
11. Conservation and Management Measures - New CMMs and Amendments
12. Cooperation with Other Organizations
 - a. NPFC-NPAFC Work Plan
 - b. Membership to IMCS Network
13. NPFC Rules for Transparency Pertinent to TCC
14. Draft Report of Performance Review- Recommendations relevant to TCC
15. Other Matters
 - a. Consideration of Recommendations for TCC Chair/Vice Chair
 - b. Consideration of EU fisheries operations plan
16. Review and Endorsement of TCC Work Plan for 2023/2024
17. Recommendations to the Commission
18. Next Meeting
19. Adoption of the Report
20. Close of the Meeting

Annex B: TCC06 List of Documents

LIST OF DOCUMENTS

MEETING INFORMATION PAPERS

Number	Title
NPFC-2023-COM07/TCC06/FAC05-MIP01	Meeting Information
NPFC-2023-TCC06-MIP02	Provisional Agenda
NPFC-2023-TCC06-MIP03 rev3	Annotated Indicative Provisional Agenda

REFERENCE DOCUMENTS

NPFC-2023-COM07-WP09 rev1	Panama – Application for Renewal of Cooperating Non-Contracting Party Status rev1

WORKING PAPERS

Symbol	Title
NPFC-2023-TCC06-WP01 rev1	NPFC Draft IUU Vessel List for 2023
NPFC-2023-FAC05/TCC06-WP03	Secretariat – Considerations for Updates to NPFC Document Rules
NPFC-2023-TCC06-WP04	European Union – Proposal for Amending Conservation and Management Measure for Chub Mackerel (CMM 2019-07)
NPFC-2023-TCC06-WP05	European Union - Fisheries Operation Plan and impact assessment for a Chub mackerel fishery within the NPFC Convention arear
NPFC-2023-TCC06-WP06	China- Conservation and Management Measure on Information Requirements for Vessel Registration
NPFC-2023-TCC06-WP07 rev1	Canada - Update to NPFC High Seas Boarding and Inspection Covid-19 Guidance rev 1
NPFC-2023-TCC06-WP08 rev2	Canada - Consideration for the Development of a Measure to Protect Shark Species in the North Pacific Fisheries Commission Convention Area
NPFC-2023-TCC06-WP09 rev1	Canada - Consideration for the Development of a Pollution Prevention Measure for the North Pacific Fisheries

Annex B: TCC06 List of Documents

	Commission Convention Area
NPFC-2023-TCC06-WP10	SWG PD - Interim NPFC Rules of Transparency Pertinent to TCC
NPFC-2023-TCC06-WP11	TCC SWG OPS - Amendments to the Vessel Registry Conservation Management Measure
NPFC-2023-TCC06-WP12 rev3	SWG PD - Revisions to CMM 2016-03 on Transshipments and Other Transfer Activities
NPFC-2023-TCC06-WP13	Japan - Update to the NPFC High Seas Boarding and Inspection Report Form
NPFC-2023-TCC06-WP14	Japan - Proposal to amend the Vessel Monitoring Scheme CMM 2021-12
NPFC-2023-TCC06-WP15	Proposal on a temporary suspension of at-sea transshipment in the Convention Area
NPFC-2023-TCC06-WP16 rev2	Korea - Proposal to amend CMM2021-12 on the Vessel Monitoring System (VMS)
NPFC-2023-TCC06-WP17	Secretariat - TCC Considerations of Draft MOU with SPRFMO
NPFC-2023-TCC06-WP18	Secretariat - TCC Considerations of Draft MOU with WCPFC
NPFC-2023-TCC06-WP19	Current NPFC IUU Vessel List
NPFC-2023-TCC06-WP20	Draft CMR Summary
NPFC-2023-TCC06-WP21	IMCS Network – Invitation for NPFC to join the International Monitoring Control and Surveillance Network
NPFC-2023-TCC06-WP22 rev1	TCC/SWG WORK PLAN 2023-2024
NPFC-2023-TCC06-WP23	Proposed Five-year Work Plan to implement NPAFC/NPFC Memorandum of Cooperation (MOC)
NPFC-2023-TCC06-WP24	Secretariat - Changes to CMS 2019-13
NPFC-2023-TCC06-WP25 rev2	SWG PD - NPFC Data Sharing and Data Security Protocol (data other than VMS)
NPFC-2023-TCC06-WP26	Report of the NPFC Performance Review Panel
NPFC-2023-TCC06-WP27 rev1	USA – Proposal on Climate Change

Annex B: TCC06 List of Documents

INFORMATION PAPERS

Symbol	Title
NPFC-2023-TCC06-IP01	Fishery Overview
NPFC-2023-TCC06-IP02	NPFC Data Management Update and New Initiatives
NPFC-2023-TCC06-IP03	SWG OPS - Small Working Group Operations Summary of Work Completed in 2021/2022 and 2022/2023
NPFC-2023-TCC06-IP04	SWG PD SUMMARY 2021-2022
NPFC-2023-TCC06-IP05	Korea - Approaches to Evaluate and Strengthen RFMO Compliance Processes and Performance – A Toolkit and Recommendations
NPFC-2023-TCC06-IP06	Secretariat - Matters for coordination between SC and TCC
NPFC-2023-TCC06-IP07	VMS Implementation Report
NPFC-2023-TCC06-IP08	Transshipment Summary
NPFC-2023-TCC06-IP09	HSBI Summary 2020-2021

OBSERVER PAPERS

Symbol	Title
NPFC-2023-TCC06-OP01	Pew Charitable Trusts - Transshipment Observer Program
NPFC-2023-TCC06-OP02	An Analysis of AIS-Detected Port Activity in the North Pacific Fisheries Commission's Convention Area 2019-2021
NPFC-2023-TCC06-OP03	Pew Charitable Trusts - transparency
NPFC-2023-TCC06-OP04	Pew Charitable Trusts - Statement
NPFC-2023-TCC06-OP05	Fishing through the Cracks: The Unregulated Nature of Global Squid Fisheries

REPORTS

Symbol	Title
NPFC-2023-Provisional IUU Vessel List	NPFC Provisional IUU Vessel List for COM07
NPFC-2023-TCC06-Final Report	TCC06 Final Report

Annex C: TCC06 List of Participants

**North Pacific Fisheries Commission
6th Meeting of the Technical and Compliance**

18-21 March 2023 JST

Japan

LIST OF PARTICIPANTS

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Annex D: Provisional 2023 IUU Vessel List

PROVISIONAL NPFC IUU VESSEL LIST FOR TCC06

The link to the TCC document "Provisional NPFC IUU Vessel List" is [here](#).

This confidential document was submitted by the TCC06 to the 7th Commission Meeting for consideration.

The final adopted version ("NPFC 2023 IUU Vessel List") is Annex K of the Commission Report.

Annex E: CMM 2023-09 HSBI

CMM 2023-09

(Entered into force dd mm2023)

**CONSERVATION AND MANAGEMENT MEASURE FOR
HIGH SEAS BOARDING AND INSPECTION PROCEDURES FOR THE
NORTH PACIFIC FISHERIES COMMISSION**

1. The following procedures are established by the North Pacific Fisheries Commission, in accordance with Article 7, paragraph 2-c of its Convention, to govern high seas boarding and inspection of fishing vessels in the Convention Area.

Definitions

2. For the purposes of interpreting and implementing these procedures, the following definitions shall apply:
 - a) “Convention” means the Convention on the Conservation and Management of High Seas Fisheries resources in the North Pacific Ocean;
 - b) “Commission” means the North Pacific Fisheries Commission (NPFC) established under Article 5 of the Convention;
 - c) “Authorities of the Inspection Vessel” means the authorities of the Contracting Party under whose jurisdiction the inspection vessel is operating;
 - d) “Authorities of the Fishing Vessel” means the authorities of the Member of the Commission under whose jurisdiction the fishing vessel is operating;
 - e) “Authorized inspection vessel” means any vessel included in the Commission’s register of vessels as authorized to engage in boarding and inspection activities pursuant to these procedures;
 - f) “Authorized inspector” means inspectors employed by the authorities responsible for boarding and inspection included in the Commission register and authorized to conduct boarding and inspection activities pursuant to these procedures;
 - g) “Fishing activity” means the activities established under Article 1 (i) of the Convention;
 - h) “Fishing vessels” means any vessel described under Article 1 (j) of the Convention.

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Purpose

3. Boarding and inspection and related activities conducted pursuant to these procedures shall be for the purpose of ensuring compliance with the provisions of the Convention and conservation and management measures adopted by the Commission and in force.

Area of Application

4. These procedures shall apply throughout the Convention Area, which consists of the high seas areas of the North Pacific Ocean as specified in Article 4 of the Convention.

General Rights and Obligations

5. Each Contracting Party may, subject to the provisions of these procedures, carry out boarding and inspection on the high seas of fishing vessels engaged in or reported to have engaged in a fishery regulated pursuant to the Convention.
6. These procedures shall also apply in their entirety as between a Contracting Party and a Fishing Entity, subject to a notification to that effect to the Commission from the parties concerned.
7. Each Member of the Commission shall ensure that vessels flying its flag accept boarding and inspection by authorized inspectors in accordance with these procedures. Such authorized inspectors shall comply with these procedures in the conduct of any such activities.

General Principles

8. These procedures are intended to implement and give effect to, and are to be read consistently with, Article 7.2.c and Article 17.6 of the Convention.
9. These procedures shall be implemented in a transparent and non-discriminatory manner, taking into account, inter alia:
 - a) such factors as the presence of observers on board a vessel and the frequency and results of past inspections; and

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- b) the full range of measures to monitor compliance with the provisions of the Convention and agreed conservation and management measures, including inspection activities carried out by the authorities of Members of the Commission in respect of their own flag vessels.
 - c) that NPFC Member inspectors are at risk of serious injury during the boarding process and that minimum standards for boarding ladders are to be implemented to the extent possible minimize this risk.
10. While not limiting efforts to ensure compliance by all vessels, priority for boarding and inspection efforts pursuant to these procedures may be given to:
- a) fishing vessels that are not on the NPFC Record of Fishing Vessels and are flagged to Members of the Commission;
 - b) fishing vessels reasonably believed to engage or to have been engaged in any activity in contravention of the Convention or any conservation and management measure adopted thereunder;
 - c) fishing vessels that are entitled to fly the flag of a Member of the Commission that does not dispatch patrol vessels to the area of application to monitor its own fishing vessels;
 - d) fishing vessels without observers on board if so required by the Convention, Article 7.2b;
 - e) fishing vessels with a known history of violating conservation and management measures adopted by international agreement or any domestic laws and regulations.
11. The Commission shall keep the implementation of these procedures under review.
12. The interpretation of these procedures shall rest with the Commission.

Participation

13. The Commission shall maintain a register of all authorized inspection vessels and authorities or inspectors. Only vessels and authorities or inspectors listed on the Commission's register are authorized under these procedures to board and inspect fishing vessels of Commission Members and Cooperating Non-Contracting Parties on the high seas within the Convention Area.

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14. Each Contracting Party that intends to carry out boarding and inspection activities pursuant to these procedures shall so notify the Commission, through the Executive Secretary, and shall provide the following:
- a) with respect to each inspection vessel it assigns to boarding and inspection activities under these procedures:
 - i) details of the vessel (name, description, photograph, registration number, port of registry (and, if different from the port of registry, port marked on the vessel hull), international radio call sign and communication capability);
 - ii) An example of the credentials issued to the inspectors by its authorities;
 - iii) notification that the inspection vessel is clearly marked and identifiable as being on government service;
 - iv) notification that the crew has received and completed training in carrying out boarding and inspection activities at sea in accordance with any standards and procedures as may be adopted by the Commission.
 - b) with respect to inspectors it assigns pursuant to these procedures:
 - i) the names of the authorities responsible for boarding and inspection;
 - ii) notification that such authorities' inspectors are fully familiar with the fishing activities to be inspected and the provisions of the Convention and conservation and management measures in force; and
 - iii) notification that such authorities' inspectors have received and completed training in carrying out boarding and inspection activities at sea in accordance with any standards and procedures as may be adopted by the Commission.
15. Where military vessels are used as a platform for the conduct of boarding and inspection, the authorities of the inspection vessel shall ensure that the boarding and inspection is carried out by inspectors fully trained in fisheries enforcement procedures and duly authorized for this purpose under national laws, and that boardings from such military vessels and inspectors conform to the procedures contained within these Boarding and Inspection Procedures.
16. Authorized inspection vessels and inspectors notified by Contracting Parties pursuant to paragraph 14 shall be included on the Commission register once the Executive Secretary confirms that they meet the requirements of that paragraph.

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17. To enhance the effectiveness of the Commission's boarding and inspection procedures, and to maximize the use of trained inspectors, Contracting Parties may identify opportunities to place authorized inspectors on inspection vessels of another Contracting Party. Where appropriate, Contracting Parties should seek to conclude bilateral arrangements to this end or otherwise facilitate communication and coordination between them for the purpose of implementing these procedures.
18. The Executive Secretary shall ensure that the register of authorized inspection vessels and authorities or inspectors is at all times available to all Members of the Commission and shall immediately circulate any changes therein. Updated lists shall be posted on the Commission website. Each Member of the Commission shall take necessary measures to ensure that these lists are circulated in a timely manner to each of its fishing vessels operating in the Convention Area.

Procedures

19. The Commission shall develop an NPFC inspection flag, which shall be flown by authorized inspection vessels, in clearly visible fashion.
20. Authorized inspectors shall carry an approved identity card identifying the inspector as authorized to carry out boarding and inspection procedures under the auspices of the Commission and in accordance with these procedures.
21. An authorized inspection vessel that intends to board and inspect a fishing vessel on the high seas that is engaged in or reported to have engaged in a fishery regulated pursuant to the Convention shall, prior to initiating the boarding and inspection:
 - a) make best efforts to establish contact with the fishing vessel by radio, by the appropriate International Code of Signals or by other accepted means of alerting the vessel;
 - b) provide the information to identify itself as an authorized inspection vessel - name, registration number, international radio call sign and contact frequency;
 - c) communicate to the master of the vessel its intention to board and inspect the vessel under the authority of the Commission and pursuant to these procedures; and
 - d) initiate notice through the authorities of the inspection vessel of the boarding and inspection to the authorities of the fishing vessel.

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22. In carrying out boarding and inspection pursuant to these procedures, the authorized inspection vessel and authorized inspectors shall make their best efforts to communicate with the master of the fishing vessels in a language that the master can understand. In order to facilitate communications between the inspectors and the master of the vessel, the Commission shall develop a standardized multi-language questionnaire, which shall be circulated to all Contracting Parties with authorized inspection vessels.
23. Authorized inspectors shall have the authority to inspect the vessel, its license, gear, equipment, records, facilities, fish and fish products and any relevant documents necessary to verify compliance with the conservation and management measures in force pursuant to the Convention.
24. Boarding and inspection pursuant to these procedures shall:
- a) be carried out in accordance with internationally accepted principles of good seamanship so as to avoid risks to the safety of fishing vessels and crews;
 - b) be conducted as much as possible in a manner so as not to interfere unduly with the lawful operation of the fishing vessel;
 - c) take reasonable care to avoid action that would adversely affect the quality of the catch; and
 - d) not be conducted in such manner as to constitute harassment of a fishing vessel, its officers or crew.
25. In the conduct of a boarding and inspection, the authorized inspectors shall:
- a) present their identity card to the master of the vessel and a copy of the text of the relevant measures in force pursuant to the Convention in the relevant area of the high seas;
 - b) not interfere with the master's ability to communicate with the authorities of the fishing vessel;
 - c) complete the inspection of the vessel within 4 (four) hours unless evidence of a serious violation is found;
 - d) collect and clearly document any evidence they believe indicates a violation of measures in force pursuant to the Convention;
 - e) provide to the master prior to leaving the vessel a copy of an interim report on the boarding and inspection including any objection or statement which the master wishes to include in the report;
 - f) promptly leave the vessel following completion of the inspection if they find no evidence of a serious violation; and

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- g) provide a full report on the boarding and inspection to the authorities of the fishing vessel, pursuant to paragraph 31, which shall also include any master's statement.

26. During the conduct of a boarding and inspection, the master of the fishing vessel shall:

- a) follow internationally accepted principles of good seamanship so as to avoid risks to the safety of authorized inspection vessels and inspectors;
- b) accept and facilitate prompt and safe boarding by the authorized inspectors;
- c) be encouraged to provide a boarding ladder in accordance with Annex A;
- d) cooperate with and assist in the inspection of the vessel pursuant to these procedures;
- e) not assault, resist, intimidate, interfere with, or unduly obstruct or delay the inspectors in the performance of their duties;
- f) allow the inspectors to communicate with the crew of the inspection vessel, the authorities of the inspection vessel, any embarked observers, as well as with the authorities of the fishing vessel being inspected;
- g) provide the inspectors onboard with reasonable facilities, including, where appropriate, food and accommodation; and
- h) facilitate safe disembarkation by the inspectors.

27. If the master of a fishing vessel refuses to allow an authorized inspector to carry out a boarding and inspection in accordance with these procedures, such master shall offer an explanation of the reason for such refusal. The authorities of the inspection vessel shall immediately notify the authorities of the fishing vessel, as well as the Commission, of the master's refusal and any explanation.

28. The authorities of the fishing vessel, unless generally accepted international regulations, procedures and practices relating to safety at sea make it necessary to delay the boarding and inspection, shall direct the master to accept the boarding and inspection. If the master does not comply with such direction, the Member shall suspend the vessel's authorization to fish and order the vessel to return immediately to port. The Member shall immediately notify the authorities of the inspection vessel and the Commission of the action it has taken in these circumstances.

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Use of Force

29. The use of force shall be prohibited except when and to the degree necessary to ensure the safety of the inspectors during the conduct of their boarding and inspection activities. The degree of force used shall not exceed that reasonably required in the circumstances.
30. Any incident involving the use of force shall be immediately reported to the authorities of the fishing vessel, as well as to the Executive Secretary for distribution to the Commission.

Inspection Reports

31. Authorized inspectors shall prepare a full report on each boarding and inspection they carry out pursuant to these procedures in accordance with a format specified by the Commission. The authorities of the inspection vessel from which the boarding and inspection was carried out shall transmit a copy of the boarding and inspection report to the authorities of the fishing vessel being inspected, as well as the Secretariat, within 3 (three) full working days of the completion of the boarding and inspection. Where it is not possible for the authorities of the inspection vessel to provide such report to the authorities of the fishing vessel within this timeframe, the authorities of the inspection vessel shall inform the authorities of the fishing vessel and shall specify the time period within which the report will be provided.
32. Such report shall include the names and authority of the inspectors and clearly identify any observed activity or condition that the authorized inspectors believe to be a violation of the Convention or conservation and management measures in force and indicate the nature of specific factual evidence of such violation.

Serious Violations

33. In the case of any boarding and inspection of a fishing vessel during which the authorized inspectors observe an activity or condition that would constitute a serious violation, as defined in paragraph 38, the authorities of the inspection vessels shall immediately notify the authorities of the fishing vessel, directly as well as through the Commission.
34. Upon receipt of a notification under paragraph 33, the authorities of the fishing vessels shall without delay:

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- a) assume their obligation to investigate and, if the evidence warrants, take enforcement action against the fishing vessel in question and so notify the authorities of the inspection vessel, as well as the Commission; or
 - b) authorize the authorities of the inspection vessel to complete investigation of the possible violation and so notify the Commission.
35. In the case of 34(a) above, the authorities of the inspection vessel shall provide, as soon as practicable, the specific evidence collected by the authorized inspectors to the authorities of the fishing vessel.
36. In the case of 34(b) above, the authorities of the inspection vessel shall provide the specific evidence collected by the authorized inspectors, along with the results of their investigation, to the authorities of the fishing vessel immediately upon completion of the investigation.
37. Upon receipt of a notification pursuant to paragraph 33, the authorities of the fishing vessel shall make best effort to respond without delay and in any case no later than within 3 (three) full working days.
38. For the purposes of these procedures, a serious violation means the following violations of the provisions of the Convention or conservation and management measures adopted by the Commission:
- a) fishing without a valid license, permit or authorization issued by the Member whose flag the fishing vessel is entitled to fly, in accordance with Article 13 of the Convention;
 - b) significant failure to maintain records of catch and catch-related data in accordance with the Commission's reporting requirements or significant misreporting of such catch and/or catch-related data;
 - c) fishing in a closed area;
 - d) fishing during a closed season;
 - e) intentional taking or retention of species in contravention of any applicable conservation and management measure adopted by the Commission;
 - f) significant violation of catch limits or quotas in force pursuant to the Convention;
 - g) using prohibited fishing gear;
 - h) falsifying or intentionally concealing the markings, identity or registration of a fishing vessel;

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- i) concealing, tampering with or disposing of evidence relating to investigation of a violation;
- j) multiple violations which taken together constitute a serious disregard of measures in force pursuant to the Commission;
- k) refusal to accept a boarding and inspection, other than as provided in paragraphs 27 and 28;
- l) assault, resist, intimidate, sexually harass, interfere with, or unduly obstruct or delay an authorized inspector; and
- m) intentionally tampering with or disabling the vessel monitoring system;
- n) such other violations as may be determined by the Commission, once these are included and circulated in a revised version of these procedures.

Enforcement

39. Any evidence obtained as a result of a boarding and inspection pursuant to these procedures with respect to violation by a fishing vessel of the Convention or conservation and management measures adopted by the Commission and in force shall be referred to the authorities of the fishing vessel for action in accordance with Article 17 of the Convention.
40. For the purposes of these procedures, the authorities of the fishing vessels shall regard interference by their fishing vessels, captains or crew with an authorized inspector or an authorized inspection vessel in the same manner as any such interference occurring within its exclusive jurisdiction.

Annual Reports

41. Contracting Parties that authorize inspection vessels to operate under these procedures shall report annually to the Commission on the boarding and inspections carried out by its authorized inspection vessels, as well as upon possible violations observed.
42. Contracting Parties shall include in their annual statement of compliance within their Annual Report to the Commission under Article 16 of the Convention action that they have taken in response to boarding and inspections of their fishing vessels that resulted in observation of alleged violations, including any proceedings instituted and sanctions applied.

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Other Provisions

43. Authorized inspection vessels, while carrying out activities to implement these procedures, shall engage in surveillance aimed at identifying fishing vessels of non-Members undertaking fishing activities on the high seas in the Convention area. Any such vessels identified shall be immediately reported to the Executive Secretary for distribution to the Commission.
44. The authorized inspection vessel shall attempt to inform any fishing vessel identified pursuant to paragraph 43 that has been sighted or identified as engaging in fishing activities that are undermining the effectiveness of Convention and that this information will be sent to the Executive Secretary for distribution to the Members of the Commission and the non-Member whose flag the fishing vessel is entitled to fly of the vessel in question.
45. If warranted, the authorized inspectors may request permission from the fishing vessel and/or the non-Member whose flag the vessel is entitled to fly to board a vessel identified pursuant to paragraph 43. If the vessel master or the vessel's non-Member whose flag the vessel is entitled to fly consents to a boarding, the findings of any subsequent inspection shall be transmitted to the Executive Secretary. The Executive Secretary shall distribute this information to all Commission Members as well as to the non-Member whose flag the vessel is entitled to fly.
46. Contracting Parties shall be liable for damage or loss attributable to their action in implementing these procedures when such action is unlawful or exceeds that reasonably required in the light of available information.

Commission Coordination and Oversight

47. Authorized inspection vessels in the same operational area should seek to establish regular contact for the purpose of sharing information on areas in which they are patrolling, on sightings and on boarding and inspections they have carried out, as well as other operational information relevant to carrying out their responsibilities under these procedures.
48. The Commission shall keep under continuous review the implementation and operation of these procedures, including review of annual reports relating to these procedures provided by Members. In applying these procedures, Contracting Parties may seek to promote optimum use of the authorized inspection vessels and authorized inspectors by:

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- a) identifying priorities by area and/or by fishery for boarding and inspections pursuant to these procedures;
- b) ensuring that boarding and inspection on the high seas is fully integrated with the other monitoring, compliance and surveillance tools available pursuant to the Convention;
- c) ensuring non-discriminatory distribution of boarding and inspections on the high seas among fishing vessels of Members of the Commission without compromising the opportunity of Contracting Parties to investigate possible serious violations; and
- d) taking into account high seas enforcement resources assigned by Members of the Commission to monitor and ensure compliance by their own fishing vessels, particularly for small boat fisheries whose operations extend onto the high seas in areas adjacent to waters under their jurisdiction.

Settlement of Disagreements

- 49. In the event of a disagreement concerning the application or implementation of these procedures, the parties concerned shall consult in an attempt to resolve the disagreement.
- 50. If the disagreement remains unresolved following the consultations, the Executive Secretary of the Commission shall, at the request of the parties concerned, and with the consent of the Commission, refer the disagreement to the Technical and Compliance Committee (TCC). The TCC shall establish a panel of five representatives, acceptable to the parties to the disagreement, to consider the matter.
- 51. A report on the disagreement shall be drawn up by the panel and forwarded through the TCC Chair to the Executive Secretary for distribution to the Commission within two months of the TCC meeting at which the case is reviewed.
- 52. Upon receipt of such report, the Commission may provide appropriate advice with respect to any such disagreement for the consideration of the Members concerned.
- 53. Application of these provisions for the settlement of disagreements shall be non-binding. These provisions shall not prejudice the rights of any Member to use the dispute settlement procedures provided in the Convention.

Boarding Ladder Guidelines

Commencing on March 1st, 2022, the Master of a fishing vessel with fishing vessel with a registered tonnage greater than or equal to 250 GT (Gross Tonnage) or GRT (Gross Register Tonnage), as registered in the NPFC Vessel Registry, is encouraged to provide a board ladder that meets the following guidelines:

- a) A boarding ladder shall be provided for the purpose of enabling Authorized Inspectors to safely embark and disembark at-sea pursuant to the provisions of CMM 2023-09.
- b) The ladder shall be secured in an area that is clear of any possible discharges, lines, or obstructions from the vessel.
- c) The ladder shall be placed as near to the mid-length of the vessel as practicable.
- d) Handholds shall be provided to ensure a safe passage from the deck to the head of the ladder and vice versa.
- e) The rigging of the ladder and the embarkation and disembarkation of an Authorized Inspector shall be overseen by a responsible crew member of the vessel, who shall have communication with the bridge.
- f) The steps of the ladder shall be:
 - i) made of hardwood (or of a suitable equivalent material).
 - ii) free from sharp edges or splinters.
 - iii) provided with an effective non-slip surface.
 - iv) not less than 480 mm long, 115 mm wide and 25 mm in depth.
 - v) equally spaced apart to ensure safe and ergonomic climbing of the ladder by an Authorized Inspector.
 - vi) secured in such a manner that they will remain horizontal.
- g) The side ropes of the ladder shall:
 - i) consist of two uncovered manila ropes not less than 65 mm in circumference on each side.
 - ii) shall be continuous with no joins.
 - iii) shall have ends secured to prevent unravelling.
 - iv) Battens (span boards) made of hardwood or a material of equivalent properties, in one piece, shall be provided to prevent the boarding ladder from twisting.
 - v) An authorized inspector shall have the discretion to instruct a vessel master to move or reconfigure the boarding ladder if deemed unsafe for use.

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Note: A graphic regarding the boarding ladder is attached hereto.

CMM 2023-01
(Entered into force dd mm 2023)

**CONSERVATION AND MANAGEMENT MEASURE ON INFORMATION
REQUIREMENTS FOR VESSEL REGISTRATION**

The North Pacific Fisheries Commission (NPFC),

Recalling Article 4 of the Agreement to Promote Compliance with International Conservation and Management Measures by Fishing Vessels on the High Seas of 24 November 1993 that stipulates to maintain a record of fishing vessels entitled to fly its flag and authorized to be used for fishing on the high seas, and to take such measures as may be necessary to ensure that all such fishing vessels are entered in that record,

Recognizing Article 7, paragraph 2 (d) of the Convention regarding the establishment of appropriate cooperative mechanisms for effective monitoring, control and surveillance to ensure enforcement of the conservation and management measures adopted by the Commission including mechanisms to prevent, deter and eliminate IUU fishing,

Reaffirming that Article 13, paragraph 1 of the Convention that members of the Commission or Cooperating non-Contracting Parties shall take necessary measures to ensure that fishing vessels entitled to fly its flag operating in the Convention Area comply with the provisions of the Convention and measures adopted pursuant to the Convention and such vessels do not engage in any activities that undermine the effectiveness of such measures and do not conduct unauthorized fishing activities within areas under national jurisdiction of another State adjacent to the Convention Area,

Also reaffirming that Article 13, paragraph 2 of the Convention that no members or Cooperating non-Contracting Parties of the Commission shall allow any fishing vessel entitled to fly its flag to be used for fishing activities in the Convention Area unless it has been authorized to do so by the appropriate authority or authorities of that member of the Commission or Cooperating non-Contracting Parties. Each member of the Commission, or Cooperating non-Contracting Parties, shall authorize the use of vessels entitled to fly its flag in the Convention Area only where it is able to exercise effectively its responsibilities in respect of those vessels under this Convention, the 1982 Convention and the 1995 Agreement,

Annex F: CMM 2023-01 Vessel Registry

Also recognizing that members of the Commission or Cooperating non-Contracting Parties have the need to conduct transshipment with carrier vessels that are flagged to Commission members, Cooperating non-Contracting Parties,

Noting the decision by the IMO Assembly in its 30th session to expand eligibility for IMO numbers to fishing vessels less than 100 gross tons down to a size limit of 12 meters in length overall authorized to operate outside waters under national jurisdiction of the flag State to assist in identifying and tracking fishing vessels and to tackle illegal, unreported and unregulated fishing,

Adopts the following conservation and management measures in accordance with Article 7, Article 13, paragraph 8 and Article 15 of the Convention:

NPFC Vessel Registry

For the purpose of the effective implementation of the Convention, each Commission member or Cooperating non-Contracting Party shall:

1. Maintain a record of fishing vessels entitled to fly its flag and authorized to be used for fishing activities in the Convention Area in accordance with the information requirements in the Annex.
2. Update pertinent information required from paragraph 1 in the NPFC Vessel Registry established under Article 13, paragraph 10 of the Convention, noting that vessel submissions which do not include the initial data elements as indicated in the Annex will not be accepted by the database.
3. Promptly update the NPFC Vessel Registry with:
 - a) any additions to the record; e.g. new vessel authorizations;
 - b) any modifications to this information with dates of such modifications; and
 - c) any deletions from the record, specifying which of the following reasons is applicable:
 - i) the voluntary relinquishment of the fishing authorization by the fishing vessel owner or operator;
 - ii) the withdrawal or non-renewal of the fishing authorization issued in respect of the fishing vessel under Article 13, paragraph 2 of the Convention;
 - iii) the fact that the fishing vessel concerned is no longer entitled to fly its flag;
 - iv) the scrapping, decommissioning, or loss of the fishing vessel concerned; or

Annex F: CMM 2023-01 Vessel Registry

- v) any other grounds, with a specific explanation provided.
4. Provide to the Commission, as part of the annual report required pursuant to Article 16 of the Convention, the names of the fishing vessels entered in the record that conducted fishing activities during the previous calendar year.

Vessel Marking

5. Each Commission Member and Cooperating non Contracting Party shall ensure that every fishing vessel authorized to fly its flag bear markings that are readily identified in accordance with the FAO Standard Specifications for the Marking and Identification of Fishing Vessels, and recognize that non-compliance with these standards shall be considered a serious violation according to Article 17, paragraph 5 of the NPFC Convention and Article 21 Paragraph 11(f) of the United Nations Fish Stocks Agreement.

General

6. Commission Members and Cooperating non-Contracting Parties shall ensure they have maintained the NPFC Vessel Registry of the vessels based on the information provided to it and make the record publicly available as appropriate and subject to any legal confidentiality regulations of the individual Commission member and Cooperating non-Contracting Party.
7. The Commission member or Cooperating non-Contracting Parties entering vessels identified in paragraph 2 on the NPFC Vessel Registry established under paragraph 1 shall attest that the vessel or vessels being added recommended are not vessels:
 - a) with a history of illegal, unreported or unregulated (IUU) fishing, unless the ownership of the vessel has subsequently changed and the new owner has provided sufficient evidence demonstrating that the previous owner or operator has no legal, beneficial or financial interest in, or control of the vessels, or Commission members or Cooperating non-Contracting Parties concerned is satisfied that, having taken into account all relevant facts, the vessel is no longer engaged in or associated with IUU fishing; or
 - b) that are currently listed on any of the IUU vessel lists adopted by regional fishery management organizations (RFMOs)
8. If a fishing vessel with such an IUU history or on an RFMO IUU Vessel list as noted in paragraph 7 without the appropriate justification noted therein, is uploaded to, or found on the NPFC Vessel

Annex F: CMM 2023-01 Vessel Registry

Registry, the Executive Secretary shall remove the vessel from the appropriate vessel registry with notification of such action to the flag member.

9. Each Commission Member and Cooperating non-Contracting Party entering vessels on the NPFC Vessel Registry must enter the required data for its vessels, immediately after it has so authorized the vessel to conduct fishing activities.
10. An authorized vessel cannot conduct fishing activities in the Convention Area until the vessel has been accepted in the NPFC Vessel Registry.
11. The Commission shall also provide to any Commission Member or Cooperating non-Contracting Party, upon request, information about any vessel entered on the Commission record that is not otherwise publicly available, as appropriate.
12. This CMM shall replace the NPFC CMM 2021-01.

List of Fields in the NPFC Vessel Registry and their Format and Content

“Asterisks (*) denote ‘initial data elements’ required to commence fishing activities in the Convention Area.”

	Field	Field Name	Field Format	Field Description/ Instructions	Example	Ref.
		NPFC ID	Number (integer)	This number is assigned automatically upon entry of vessel information.	1099	
*	(a)	Flag State	Text	The registered flag state – in UPPER CASE.	CANADA	
*	(b)	Authorizing Member	Text	Country/Member name – in UPPER CASE.	CHINA	
*	(c)	Name of fishing vessel	Text	Name of the fishing vessel as indicated on flag State registration – in UPPER CASE.	HAPPY NO. 123	CMM 2019-01
(where applicable)	(d)	Previous name(s) of fishing vessel	Text	List of the previous name(s) of the fishing vessel in UPPER CASE. <ul style="list-style-type: none"> If the Member/CNCP knows the vessel has no previous names, use “N/A”. 	UNHAPPY NO. 1; IMHERE NO. 2	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

				<ul style="list-style-type: none"> If the Member/CNCP does not know if the vessel has any previous names, use “NONE KNOWN”. <p>If multiple previous vessel names, separate entries with “;” (semi-colon).</p>		
*	(e)	Registration number	Text	Alphanumeric registration identifier assigned by the flag country/Member, as indicated on flag country/Member registration – in UPPER CASE.	ABCD1234	CMM 2019-01
(where applicable)	(f)	Previous registration number(s)	Text	Alphanumeric registration identifier assigned by the flag country, as indicated on flag State registration – in UPPER CASE. If multiple previous registration numbers, separate entries with “;” (semi-colon).	EFGH5678; IJKL0109	CMM 2019-01
	(g)	Port of registry	Text	Country/Member name – in UPPER CASE.	PANAMA	CMM 2019-01
(where applicable)	(h)	Previous port(s) of registry	Text	Country/Member name – in UPPER CASE, If multiple previous ports of registry,	CANADA ; JAPAN	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

				separate entities with “;” (semi-colon).		
*	(i)	IMO number* *Required for vessels which are eligible to receive IMO numbers	Number (integer)	A seven-digit number assigned to all vessels by HIS. All fishing vessels are required to have an IMO number.	1234567	CMM 2019-01
*	(j)-1	Name of owner(s)	Text	All in UPPER CASE. If multiple owners, separate entries with “;”. If company, enter full name of the company. If personal name, enter last/family name, first/given name(s) (separated by a comma).	DOE, JANE; GOOD CATCH INC.;	CMM 2019-01
*	(j)-2	Address of owner(s)	Text	All in UPPER CASE. Separate components of each address with a comma. If more than one address, separate addresses with “;” (semi-colon).	2F, HAKUYO HALL, TOKYO UNIVERSITY OF MARINE AND TECHNOLOGY, 4-5-7 KONAN, MINATO-KU TOKYO 108-8477 JAPAN.	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

*	(k)-1	Name of master	Text	All in UPPER CASE. Enter last/family name, first/given name(s).	DOE, JANE	CMM 2019-01
*	(k)-2	Citizenship of master	Text	All in UPPER CASE. If multiple masters, separate entries with “;” (semi-colon).	RUSSIA	CMM 2019-01
(if any)	(l)	Previous flag	Text	List previous flag(s) of the vessel, if any. • If vessel has no previous flag, enter “N/A”. If multiple previous flags, separate entries with “;” (semi-colon).	JAPAN; REPUBLIC OF KOREA	CMM 2019-01
* (where applicable)	(m)	International Radio Call Sign (IRCS)	Text	Alphanumeric code. All in CAPS without space.	BZ1VK	CMM 2019-01
(where applicable)	(n)	Maritime Mobile Service Identity (MMSI)	Number (integer)	A nine-digit number.	12345678 9	CMM 2019-01
	(o)	Vessel communication types and numbers, including when available: satellite-based telephony or data services/devices.	Number	Enter description of each of any communication devices on board the vessel that use Inmarsat A, B, or C, or that have a satellite telephone number.	C:123344 556	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

				If no such communication devices are on board, enter “NONE”.		
*	(p)	Vessel Photo Full length color photograph(s) showing Side view including IRCS. Photographs must show clear and unobstructed views that demonstrate compliance with vessel marking requirements to be accepted by the Secretariat for addition to the database; Provision of additional photographs showing bow and stern view are encouraged	PNG JPEG	Upload file containing vessel photo. Enter the name of the electronic data file, using the following format: [NPFC ID #]_[Vessel Name]_[Date of Photograph: dd.mm.yyyy]	1551_JOY NO. 345_06.12 .2019	CMM 2019-01
*	(q)-1	Where (country/Member) built.	Text	Country/Member name – in UPPER CASE.	JAPAN	CMM 2019-01
*	(q)-2	When built (year).	Number (integer)	Enter the year the vessel was built in.	1996	CMM 2019-01
*	(r)	Type of vessel, as specified in	Text		JIGGER VESSELS	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

		standard abbreviations under the current <i>FAO International Standard Statistical Classification of Fishery Vessels by Vessel Types</i> (ISSCFV).		Enter vessel type(s) as listed under the FAO ISSCFV.		
	(s)	Normal crew complement	Number (integer)	The number of crew members normally on board the vessel, including officers.	35	CMM 2019-01
	(t)	Type of gear Type of fishing method or methods, as specified in standard abbreviations under the current <i>FAO International Standard Statistical Classification of Fishing Gear</i> (ISSCFG) and additions as requested by Members to accommodate gear not in the ISSCFG.	Text	Enter gear type(s) as listed under the FAO ISSCFG.	LIFT NETS (NEI)	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

*	(u)-1	Type of length [Length*, including type of length* and unit of measurement.*]	Text	Enter length overall (LOA), length between perpendiculars, waterline length, or registered length.	Length overall (LOA)	CMM 2019-01
*	(u)-2	Length	Number (decimal)		109.00	CMM 2019-01
*	(u)-3	Length measurement unit	Text	Enter metres or feet.	Metres	CMM 2019-01
	(v)-1	Type of Depth [Depth, including type of depth and unit of measurement.]	Text	Enter draft/draught or moulded depth.	Draft/draught Moulded depth	CMM 2019-01
	(v)-2	Depth	Number (decimal)		10.50	
	(v)-3	Depth measurement unit	Text	Enter metres or feet.	Metres	CMM 2019-01
*	(w)-1	Type of beam [Beam*, including type of beam* and unit of measurement.*]	Text	Enter moulded breadth or extreme breadth.	Moulded breadth.	CMM 2019-01
*	(w)-2	Beam	Number (decimal)		18.00	CMM 2019-01
*	(w)-3	Beam measurement unit	Text	Enter metres or feet.	Metres	CMM 2019-01
*	(x)-1	Tonnage	Number (decimal)		5005.00	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

		[Gross register tonnage*, or gross tonnage* (specify which)]				
*	(x)-2	Tonnage type	Text	Enter gross register tonnage (GRT) or gross tonnage (GT).	GRT	CMM 2019-01
	(y)-1	Power of main engine or engine(s) [Power of main engine or engines, including unit of measurement.]	Number (decimal)		3000.00	CMM 2019-01
	(y)-2	Engine measurement unit	Text	Enter kilowatts (kW), horsepower (hp), or pferdestärke.	Kilowatts (kW)	CMM 2019-01
*	(z)	Domestic Licence Authorization The nature of authorization to fish granted by the flag state in its domestic licence, such as type or method of fisheries authorized and main target species, and	Text and/or number. For date - DAY/MONTH/YEAR	Enter start and end dates of domestic licence authorization, target species, and authorization number.	12-05-2019 – 11-10-2020 Pacific Saury 1135	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

		authorized periods.				
*	(z)-1	<p>NPFC Commission Authorization period – the dates for the authorization to operate in the NPFC Convention Area by the Member commencing on the date of notification of the authorization to extend to the date of the domestic authorization period up to a maximum of five years from the notification date.</p> <p>Gear and species will be same as ‘Domestic Licence’, but identified according to the drop down list of individual target species (see example).</p>	For date – DAY/MONTH/YEAR	<p>System automatically enters notification date for commencement of authorization; Member enters end date, e.g., date of licence period if within 5 years from notification date, OR maximum of 5-year period from notification date.</p> <p>The target species for each authorization period must be listed separately</p>	<p>28 November 2020 – 27 November 2025 and species from drop down list – one of: Bottom fish; Mackerel; Japanese flying squid; neon flying squid; Japanese sardine, etc.. (maximum authorization period)</p>	CMM 2019-01
	(aa)	Fish hold capacity, in cubic metres.	Number (decimal)	The total amount of fish capable of being stored on the vessel,	7151.00 m ³	CMM 2019-01

Annex F: CMM 2023-01 Vessel Registry

				excluding bait and fish kept for crew consumption.		
	(bb)	Freezer: number of freezers, type(s), capacity, and unit of measurement. [Freezer type and capacity, including unit of measurement.]	Text; Number (decimal)	Freezer type: enter ice, brine, air blast, air coil, and/or plate freezer. Capacity unit: enter tons/day, metric ton/day, lbs/day, cubic metres, and/or cubic feet.	2-Air blast-55 cubic metres	CMM 2019-01

Specifications for the Marking and Identification of Fishing Vessels

Purpose

1. These specifications are intended to implement the *FAO Standard Specifications for the Marking and Identification of Fishing Vessels* for the North Pacific Fisheries Commission (NPFC).

General Provisions

2. Each Commission Member and Cooperating non-Contracting Party shall ensure that each fishing vessel entitled to fly its flag and authorized to be used for fishing in the Convention Area is:
 - a) marked and identifiable with their International Telecommunication Union Radio Call Sign (IRCS); and
 - b) where an IRCS has not been assigned, the vessel shall be marked and identifiable with the characters allocated by the International Telecommunication Union (ITU) to the flag State and followed by, as appropriate, the licence or registration number assigned by the flag State. In such cases, a hyphen shall be placed between the nationality identification characters, and the licence or registration number identifying the vessel.
3. In order to avoid confusion with the letters I and O, it is recommended that the numbers 1 and 0, which are specifically excluded from the ITU call signs, be avoided by national authorities when allocating licence or registration numbers.
4. Apart from the fishing vessel's name or identification mark and the port of registry as required by international practice or national legislation, the marking system as specified shall, in order to avoid confusion, be the only other vessel identification mark consisting of letters and numbers to be painted on the hull or superstructure.

Application of Markings

5. Each Commission Member and Cooperating non-Contracting Party shall ensure that the markings are prominently displayed at all times:
 - a) on the vessel's side or superstructure, port and starboard; fixtures inclined at an angle to the vessel's side or superstructure are permitted provided that the angle of inclination does not prevent sighting of the sign from another vessel or from the air; and

Annex F: CMM 2023-01 Vessel Registry

- b) on a deck, except as provided for in paragraph 7. Should an awning or other temporary cover be placed so as to obscure the mark on a deck, the awning or cover shall also be marked. These marks should be placed athwartships with the top of the numbers or letters towards the bow.
6. Each Commission Member and Cooperating non-Contracting Party shall ensure that markings are:
- a) placed as high as possible above the waterline on both sides, and that such parts of the hull as the flare of the bow and the stern shall be avoided;
 - b) so placed as to not be obscured by the fishing gear whether it is stowed or in use;
 - c) clear of flow from scuppers or overboard discharges including areas which might be prone to damage or discolouration from the catch of certain types of species; and
 - d) not extended below the waterline.
7. Undecked vessels shall not be required to display the markings on a horizontal surface. However, owners should be encouraged, where practical, to fit a board on which the markings may be clearly seen from the air.
8. Vessels fitted with sails may display the markings on the sail in addition to the hull.
9. Boats, skiffs, and craft carried by the vessel for fishing operations shall bear the same mark as the vessel concerned.

Specifications for Markings

10. Each Commission Member and Cooperating non-Contracting Party shall ensure that:
- a) block lettering and numbering is used throughout;
 - b) the width of the letters and numbers is in proportion to the height;
 - c) the height (*h*) of the letters and the numbers shall be in proportion to the size of the vessel in accordance with the following:
 - i) for marks to be placed on the hull, superstructure, and/or inclined surfaces:

Length of vessel overall
(LOA) in metres (m)

25 m and over

Height of letters and numbers
in metres (m) is not less
than:

1.0 m

Annex F: CMM 2023-01 Vessel Registry

20 m but less than 25 m	0.8 m
15 m but less than 20 m	0.6 m
12 m but less than 15 m	0.4 m
5 m but less than 12 m	0.3 m
Under 5 m	0.1 m

- ii) for marks to be placed on deck: the height shall not be less than 0.3 metres (m) for all classes of vessels of 5 metres (m) and over.
- d) the length of the hyphen shall be half the height of the letters and numbers;
- e) the width of the stroke for all letters, numbers, and the hyphen shall be $h/6$;
- f) the space between letters and/or numbers shall not exceed $h/4$, nor be less than $h/6$; and
- g) the space between adjacent letters having sloping sides shall not exceed $h/8$, nor be less than $h/10$, for example A V.

Specifications for Painting of Markings

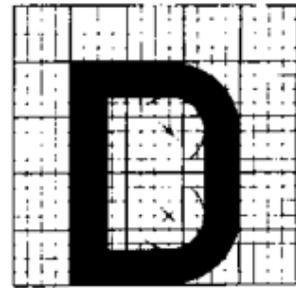
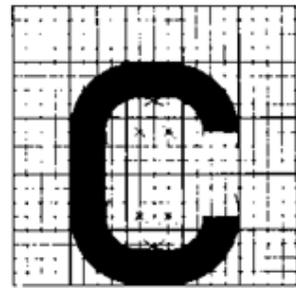
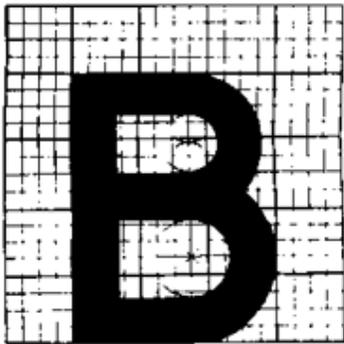
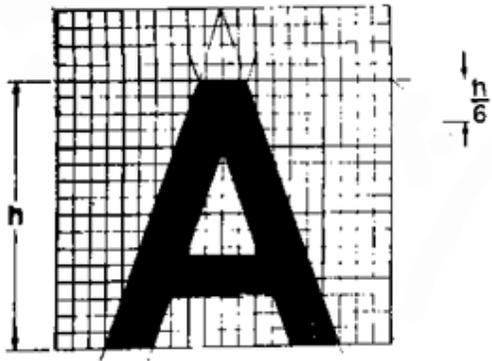
11. Each Commission Member and Cooperating non-Contracting Party shall ensure that:

- a) the markings are either white on a background, or black on a white background;
- b) the background shall extend to provide a border around the mark of not less than $h/6$;
- c) good quality marine paint is used throughout;
- d) where retro-reflective or heat generating substances are used, the markings meet the requirements of this Annex; and
- e) the markings and background are maintained in good condition at all times.

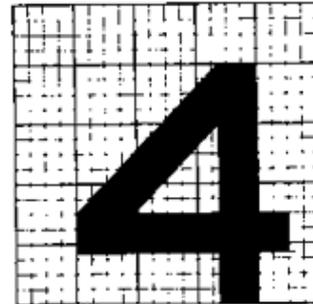
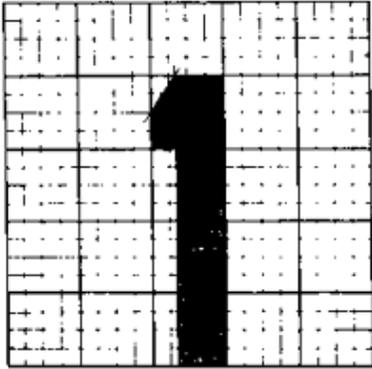
Review and Amendment of Specifications

12. The Commission shall keep these specifications under review, and may amend them as appropriate.

Annex F: CMM 2023-01 Vessel Registry



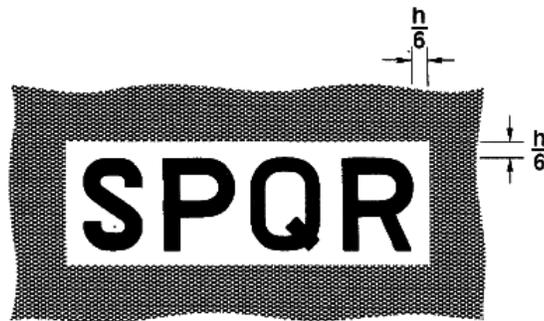
Annex F: CMM 2023-01 Vessel Registry



Annex F: CMM 2023-01 Vessel Registry

Examples of placement of the marks
Exemples d'emplacement des marques
Ejemplos de colocación de las marcas

CONTRAST / CONTRASTE / CONTRASTE



COLOURED BACKGROUND / FOND COLORE / FONDO EN COLOR



Annex F: CMM 2023-01 Vessel Registry

Group No. 1
FACTORY TRAWLER

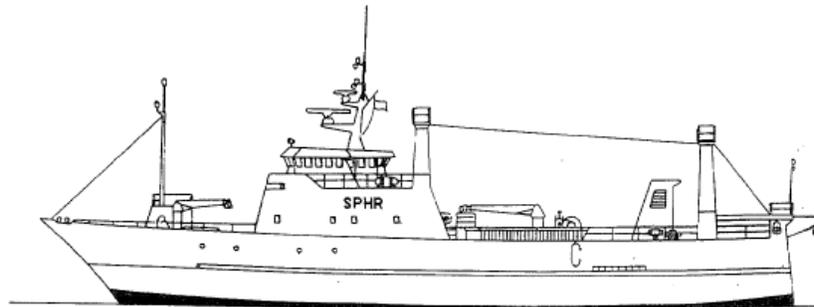
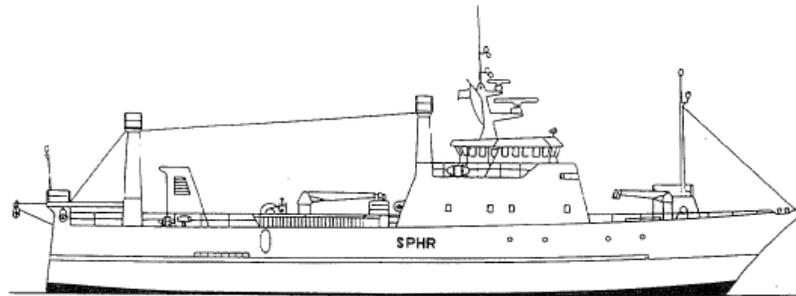
Length over all: 68 m
Call sign: POLAND
Letter height: 1 m

Groupe N° 1
CHALUTIER-USINE

Longueur hors tout: 68 m
Indicatif d'appel: POLOGNE
Hauteur des lettres: 1 m

Grupo N° 1
ARRASTRERO FACTORIA

Eslora máxima: 68 m
Distintivos de llamado: POLONIA
Altura de letra: 1 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 1
TUNA FURSE SEINER

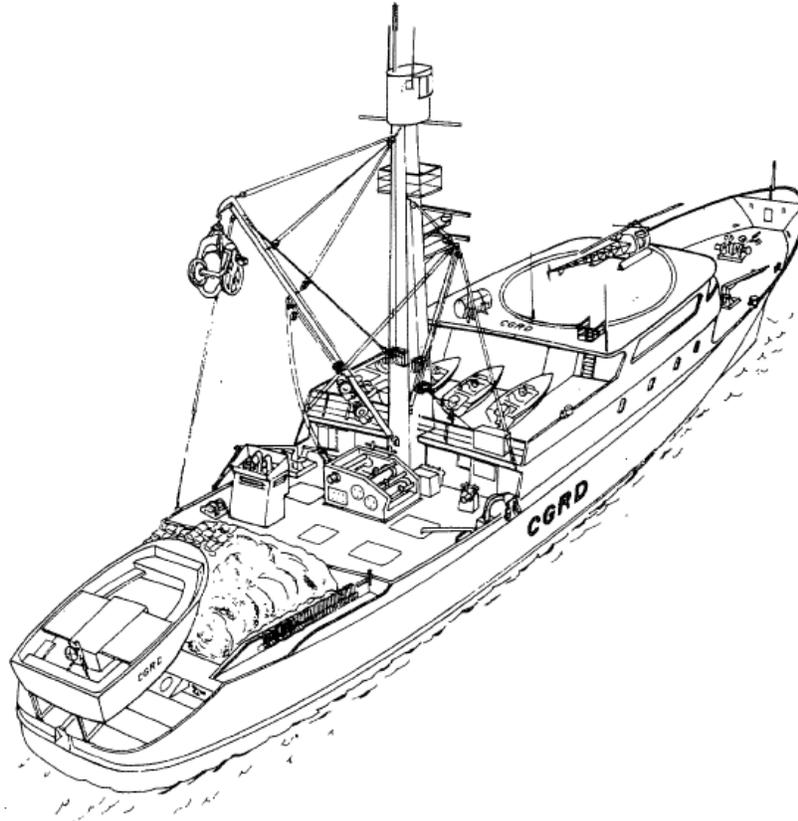
Length over all: 64 m
Call sign: CANADA
Letter height: 1 m
- on superstructure:
0,40 m
- on skiff: 0,40 m

Groupe N° 1
THONIER-SENNEUR

Longueur hors tout: 64 m
Indicatif d'appel: CANADA
Hauteur des lettres: 1 m
- sur les superstructures:
0,40 m
- sur le bateau annexe:
0,40 m

Grupo N° 1
CERQUERO ATUNERO

Eslora máxima: 64 m
Distintivos de llamado: CANADA
Altura de letra: 1 m
- sobre la subestructura:
0,40 m
- sobre la barca auxiliar:
0,40 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 1
POLE AND LINE VESSEL/
AMERICAN TYPE

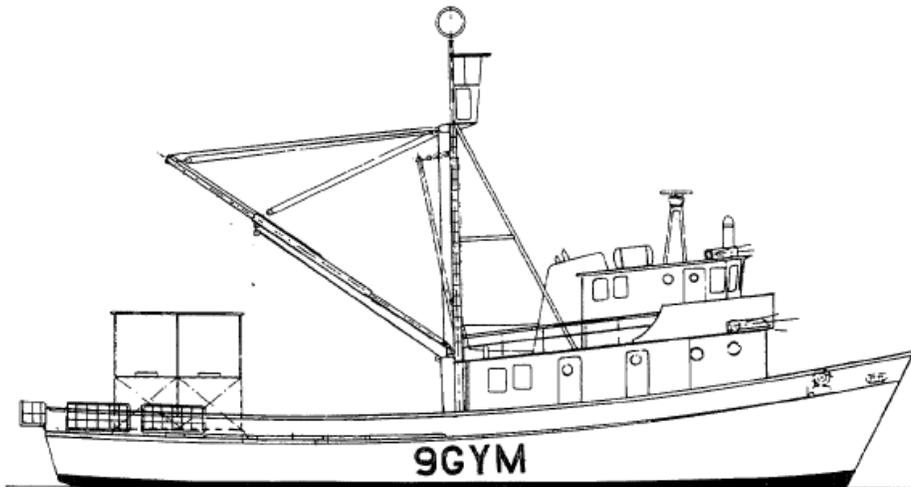
Length over all: 28 m
Call sign: GHANA
Letter height: 1 m

Groupe N° 1
CANNEUR, TYPE AMERICAIN

Longueur hors tout: 28 m
Indicatif d'appel: GHANA
Hauteur des lettres: 1 m

Grupo N° 1
EMBARCACION PARA LA PESCA CON
LINEA Y CAÑA, TIPO AMERICANO

Eslora máxima: 28 m
Distintivos de llamado: GHANA
Altura de letra: 1 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 1
LONGLINER

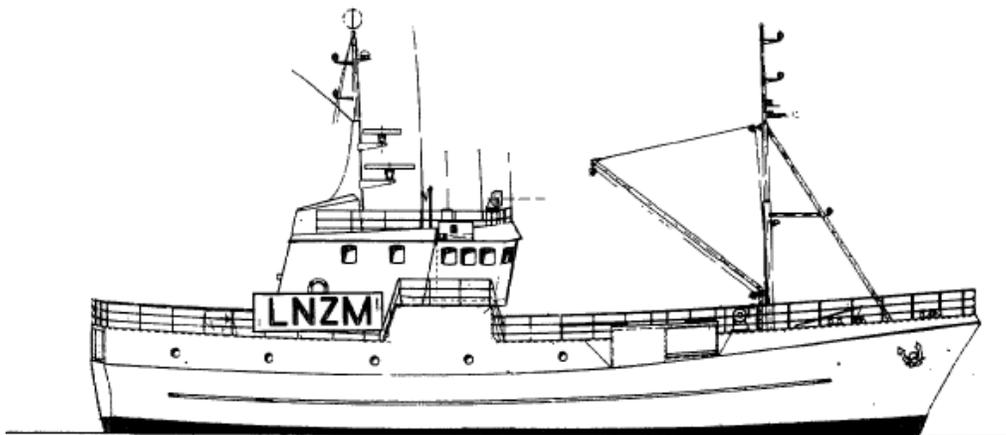
Groupe N^o 1
PALANGRIER

Grupo N^o 1
PALANGRERO

Length over all: 33.50 m
Call sign: NORWAY
Letter height: 1 m

Longueur hors tout: 33,50 m
Indicatif d'appel: NORVEGE
Hauteur des lettres: 1 m

Eslora máxima: 33,50 m
Distintivos de llamado: NORUEGA
Altura de letra: 1 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 2
POLE AND LINE, JAPANESE
TYPE

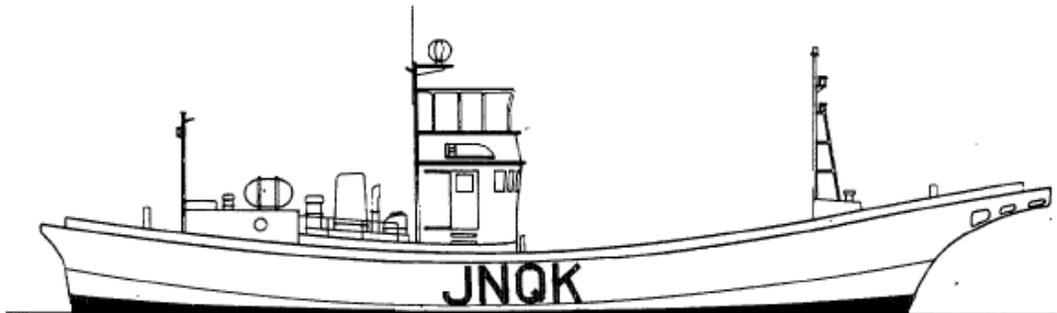
Groupe N^o 2
CANNEUR, TYPE JAPONAISE

Grupo N^o 2
EMBARCACION, PARA LA PESCA CON
LINEA Y CANA, TIPO JAPONES

Length over all: 21.55 m
Call sign: JAPAN
Letter height: 0.8 m

Longueur hors tout: 21,55 m
Indicatif d'appel: JAPON
Hauteur des lettres: 0,8 m

Eslora máxima: 21,55 m
Distintivos de llamado: JAPON
Altura de letra: 0,8 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 2
PURSE SEINER

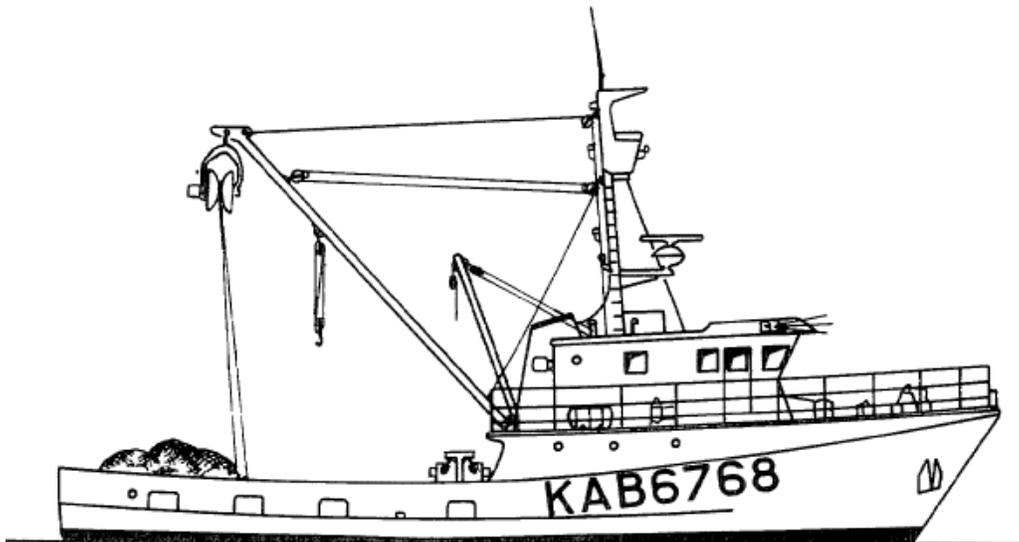
Length over all: 22 m
Call sign: U.S.A.
Letter height: 0.8 m

Groupe N° 2
SENNEUR

Longueur hors tout: 22 m
Indicatif d'appel: ETATS-UNIS
Hauteur des lettres: 0,8 m

Grupo N° 2
CERQUERO

Eslora máxima: 22 m
Distintivos de llamado: ESTADOS
UNIDOS
Altura de letra: 0,8 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 2
SCALLOP DREDGER

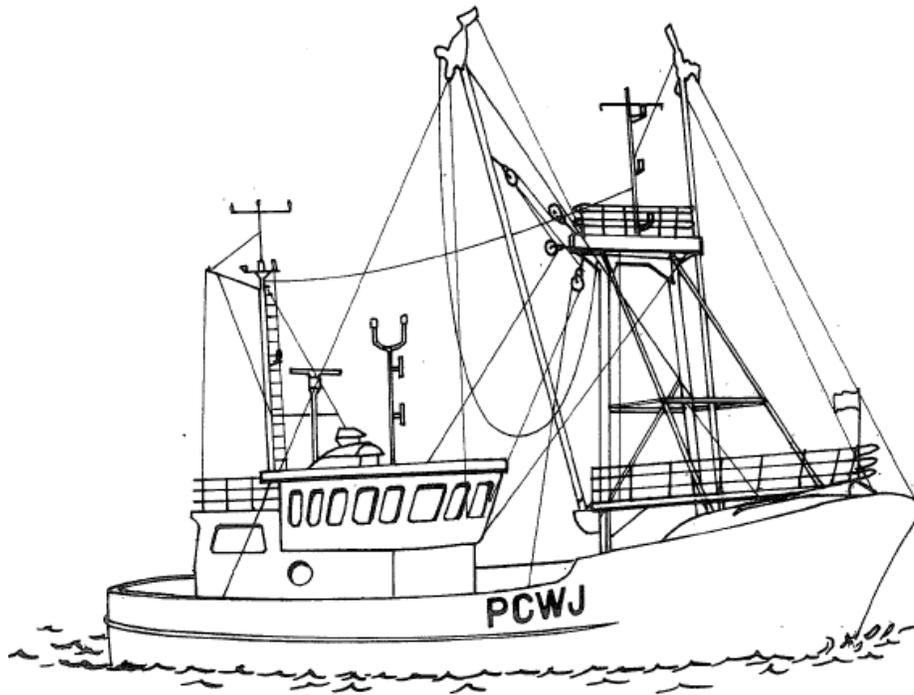
Length over all: 22 m
Call sign: NETHERLANDS
Letter height: 0.8 m

Groupe N° 2
DRAGUEUR

Longueur hors tout: 22 m
Indicatif d'appel: PAYS-BAS
Hauteur des lettres: 0,8 m

Grupo N° 2
RASTRERO

Eslora máxima: 22 m
Distintivos de llamado: PAISES
BAJOS
Altura de letra: 0,8 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 2
TRAWLER/SEINER

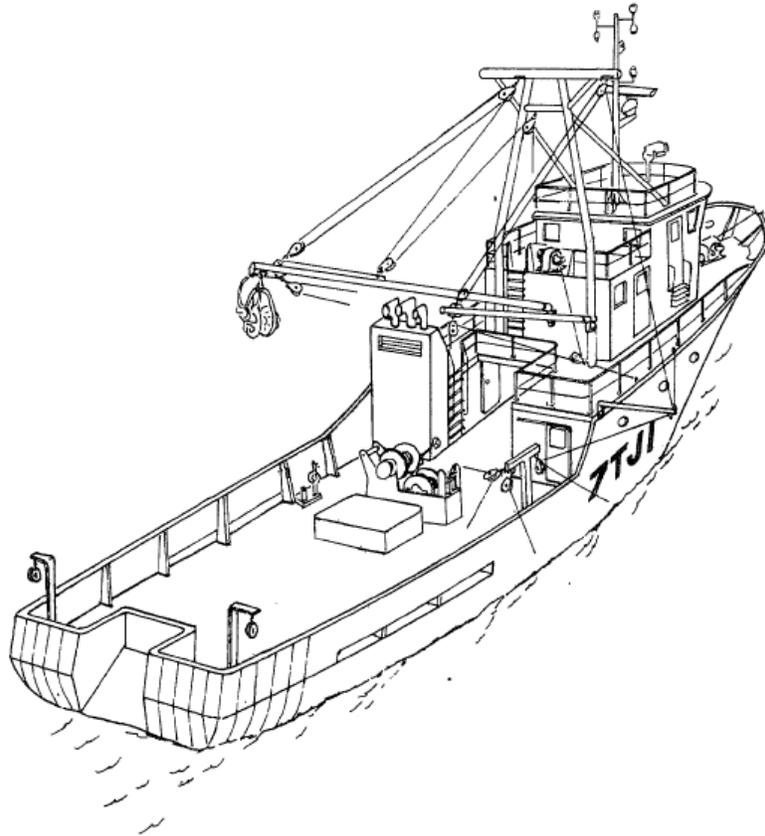
Length over all: 20 m
Call sign: ALGERIA
Letter height: 0.8 m

Groupe N° 2
CHALUTIER-SENNEUR

Longueur hors tout: 20 m
Indicatif d'appel: ALGERIE
Hauteur des lettres: 0,8 m

Grupo N° 2
ARRASTRERO-CERQUERO

Eslora máxima: 20 m
Distintivos de llamado: ARGELIA
Altura de letra: 0,8 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 2
MEDIUM-SIZED SHELTER DECK
STERN TRAWLER

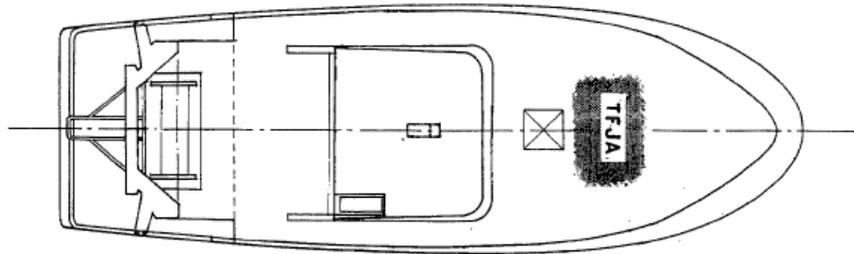
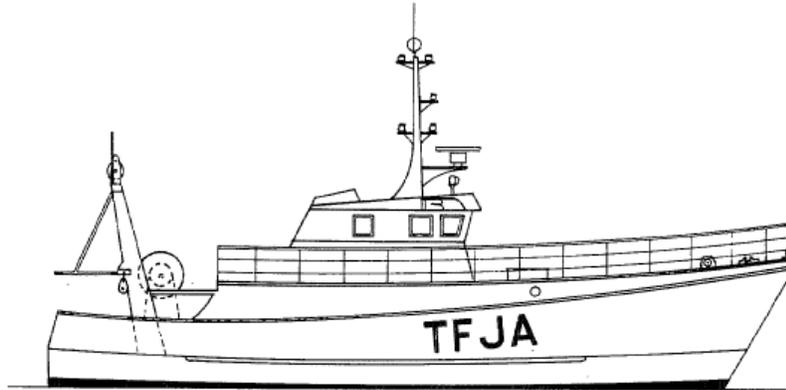
Length over all: 22 m
Call sign: ICELAND
Letter height: 0.8 m
- on deck: 0.3 m

Groupe N° 2
CHALUTIER PECHE ARRIERE DE
TAILLE MOYENNE A PONT COUVERT

Longueur hors tout: 22 m
Indicatif d'appel: ISLANDE
Hauteur des lettres: 0,8 m
- sur le pont: 0,3 m

Grupo N° 2
ARRASTERO POR LA POPA MEDIANO
CON CUBIERTA PROTEGIDA

Eslora máxima: 22 m
Distintivos de llamado:
ISLANDIA
Altura de letra: 0,8 m
- sobre la cubierta: 0,3 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 3
OUTRIGGER TRAWLER

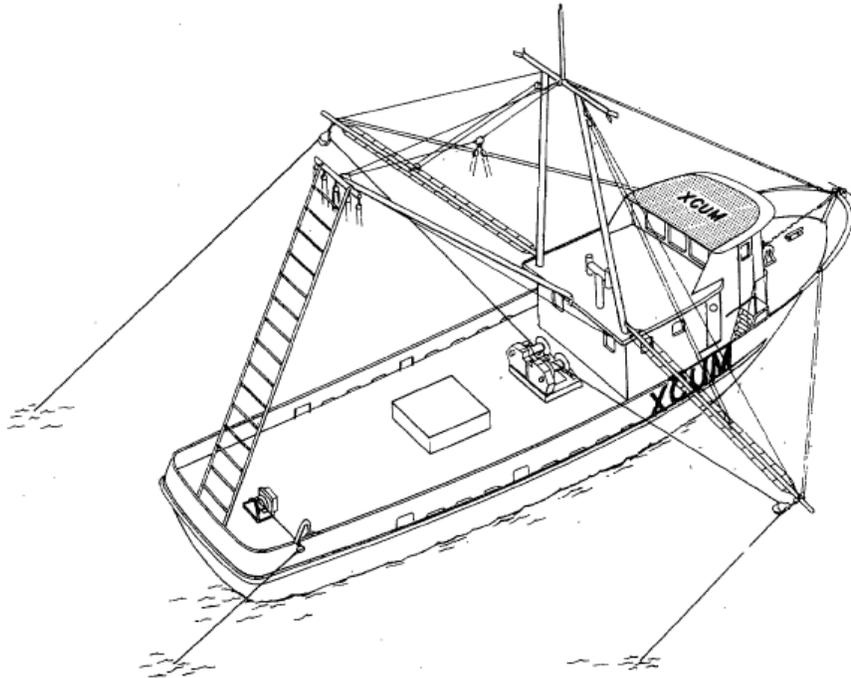
Length over all: 18 m
Call sign: MEXICO
Letter height: 0.6 m
- on wheelhouse top:
0.3 m

Groupe N° 3
CHALUTIER A TANGONS

Longueur hors tout: 18 m
Indicatif d'appel: MEXIQUE
Hauteur des lettres: 0,6 m
- sur le timonerie: 0,3 m

Grupo N° 3
ARRASTRERO CON HORQUETA

Eslora máxima: 18 m
Distintivos de llamado: MEXICO
Altura de letra: 0,6 m
- sobre caseta de gobierno:
0,3 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 3
SEINE NETTER

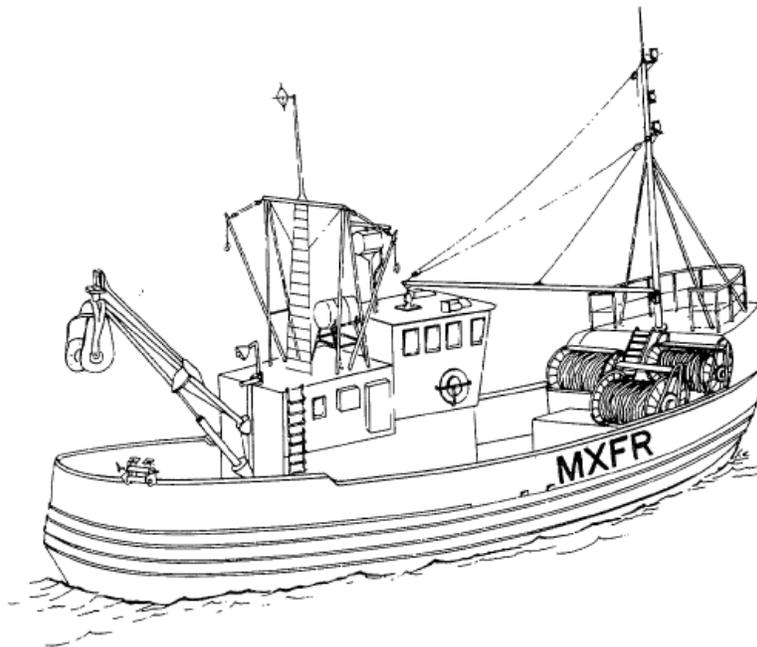
Length over all: 16 m
Call sign: U.K.
Letter height: 0.6 m

Groupe N° 3
SENNEUR A SENNE DE FOND

Longueur hors tout: 16 m
Indicatif d'appel: ROYAUME-
UNI
Hauteur des lettres: 0,6 m

Grupo N° 3
CERQUERO DE RED DE TIRO

Eslora máxima: 16 m
Distintivos de llamado: REINO
UNIDO
Altura de letra: 0,6 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 3
TROLLER

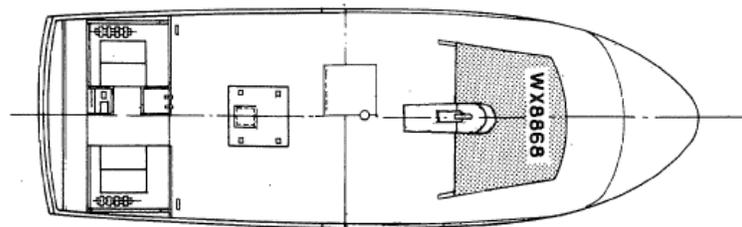
Length over all: 16.80 m
Call sign: U.S.A.
Letter height: 0.6 m
- on wheelhouse: 0.3 m

Groupe N° 3
LIGNEUR A LIGNES DE TRAINE

Longueur hors tout: 16,80 m
Indicatif d'appel: ETATS-UNIS
Hauteur des lettres: 0,6 m
- sur le timonerie: 0,3 m

Grupo N° 3
CURRICANERO

Eslora máxima: 16,80 m
Distintivos de llamado: ESTADOS
UNIDOS
Altura de letra: 0,6 m
- sobre caseta de gobierno:
0,3 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 4
SMALL LONGLINER

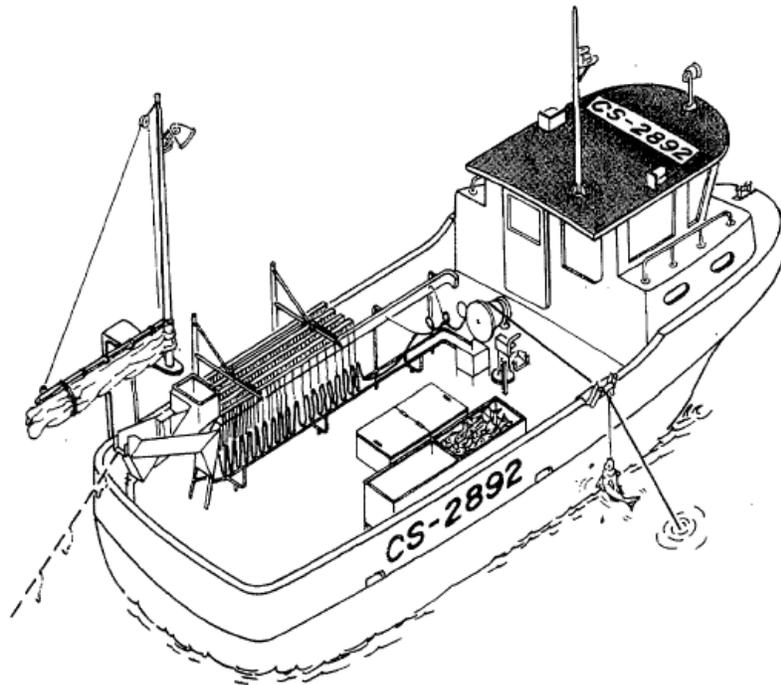
Length over all: 14 m
Call sign: PORTUGAL + No.
Letter height: 0.4 m
- on wheelhouse: 0.3 m

Groupe N° 4
PALANGRIER DE PETITE TAILLE

Longueur hors tout: 14 m
Indicatif d'appel: PORTUGAL
+ N°
Hauteur des lettres: 0,4 m
- sur la timonerie: 0,3 m

Grupo N° 4
PALANGRERO PEQUEÑO

Eslora máxima: 14 m
Distintivos de llamado:
PORTUGAL + N°
Altura de letra: 0,4 m
- sobre la caseta de gobierno:
0,3 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 4
SMALL STERN TRAWLER

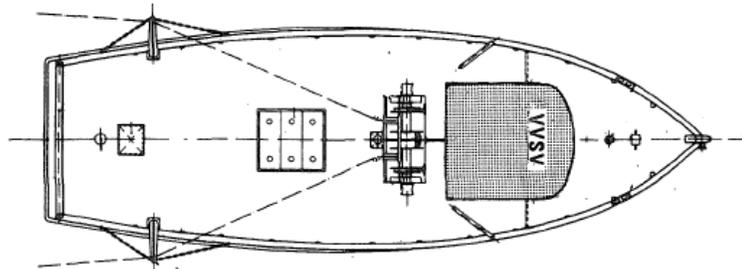
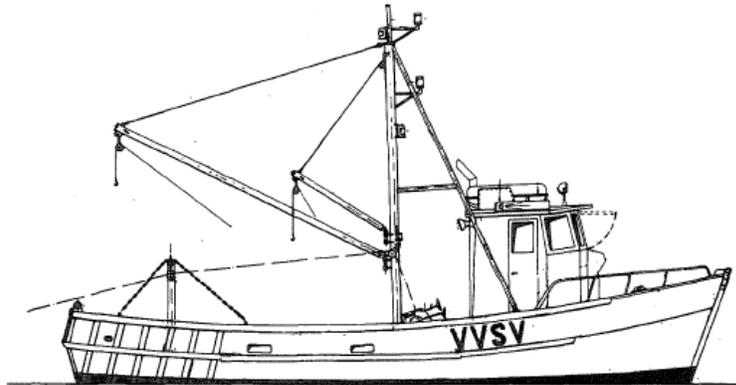
Length over all: 13 m
Call sign: INDIA
Letter height: 0.4 m
- on wheelhouse top:
0.3 m

Groupe N° 4
CHALUTIER PECHE ARRIERE DE
PETITE TAILLE

Longueur hors tout: 13 m
Indicatif d'appel: INDE
Hauteur des lettres: 0,4 m
- sur le timonerie: 0,3 m

Grupo N° 4
ARRASTRERO POR LA POPA PEQUEÑA

Eslora máxima: 13 m
Distintivos de llamado: INDIA
Altura de letra: 0,4 m
- sobre caseta de gobierno:
0,3 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 4
HANDLINER

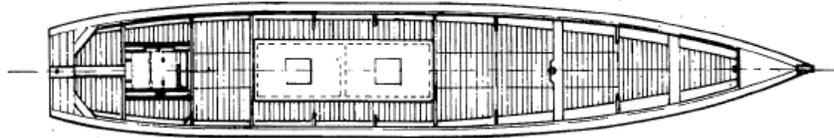
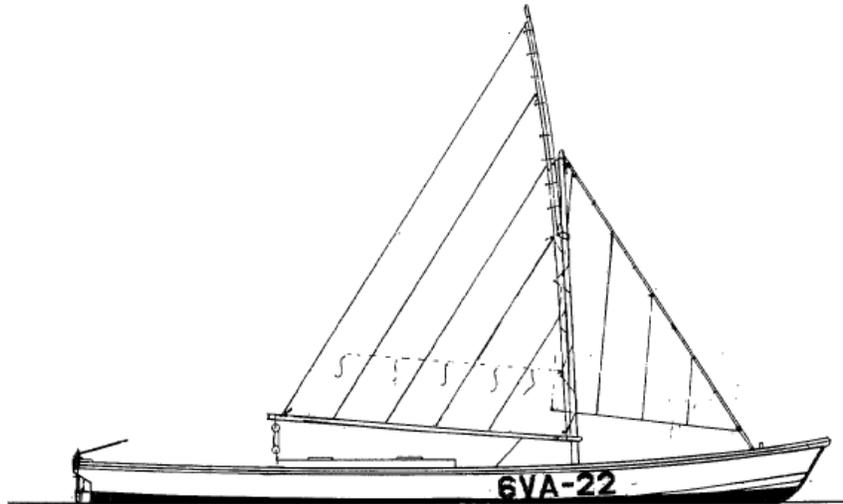
Length over all: 14.80 m
Call sign: SENEGAL + No.
Letter height: 0.4 m

Groupe N° 4
LIGNEUR A LIGNES A MAIN

Longueur hors tout: 14,80 m
Indicatif d'appel: SENEGAL
+ N°
Hauteur des lettres: 0,4 m

Grupo N° 4
EMBARCACION PARA LA PESCA CON
LINEAS DE MANO

Eslora máxima: 14,80 m
Distintivos de llamado: SENEGAL
+ N°
Altura de letra: 0,4 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 5
MULTIPURPOSE VESSEL

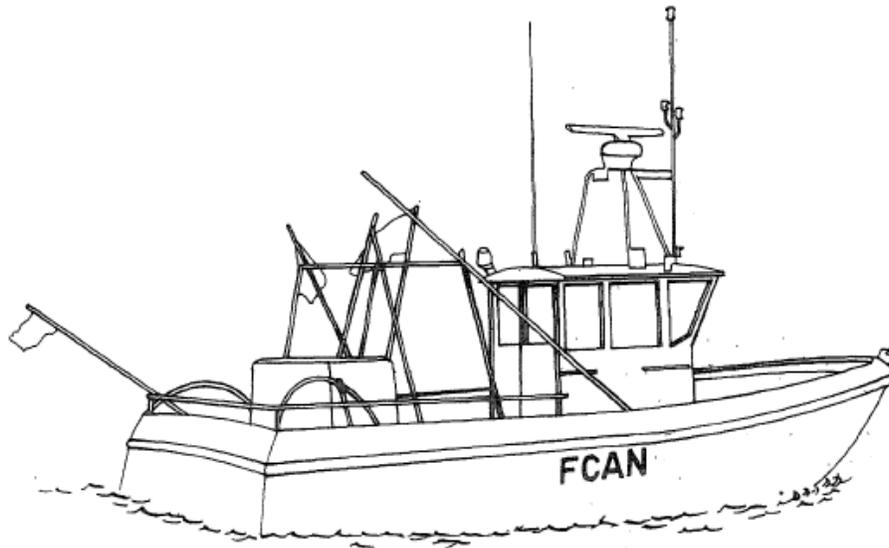
Length over all: 9 m
Call sign: FRANCE
Letter height: 0.30 m

Groupe N° 5
NAVIRE POLYVALENT

Longueur hors tout: 9 m
Indicatif d'appel: FRANCE
Hauteur des lettres: 0,30 m

Grupo N° 5
EMBARCACION POLYVALENT

Eslora máxima: 9 m
Distintivos de llamado: FRANCIA
Altura de letra: 0,30 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 5
VESSEL WITH SAIL

Length over all: 7.4 m
Call sign: BENIN + No.
Letter height: 0.30 m

Groupe N° 5
BATEAU AVEC VOILE

Longueur hors tout: 7,4 m
Indicatif d'appel: BENIN +
N°
Hauteur des lettres: 0,30 m

Grupo N° 5
BARCO CON VELA

Eslora máxima: 7,4 m
Distintivos de llamado: BENIN +
N°
Altura de letra: 0,30 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 5
HANDLINER

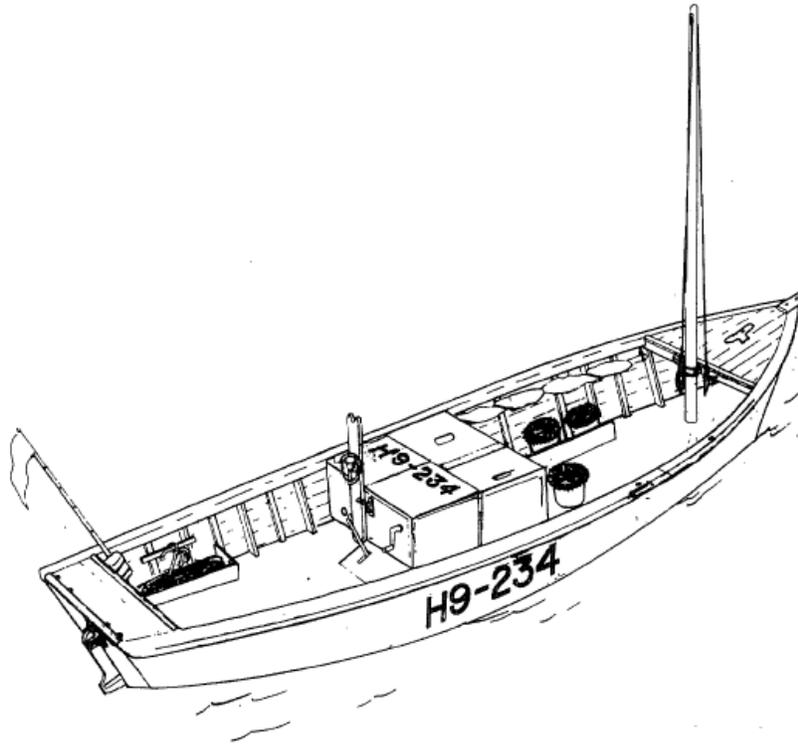
Length over all: 7.60 m
Call sign: PANAMA + No.
Letter height: 0.3 m
- on engine box: 0.10 m

Groupe N° 5
LIGNEUR A LIGNES A MAIN

Longueur hors tout: 7,60 m
Indicatif d'appel: PANAMA +
N°
Hauteur des lettres: 0,3 m
- sur coffe du moteur:
0,10 m

Grupo N° 5
EMBARCACION PARA LA PESCA CON
LINEAS DE MANO

Eslora máxima: 7,60 m
Distintivos de llamado: PANAMA
+ N°
Altura de letra: 0,3 m
- sobre alojamiento del motor:
0,10 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 5
SMALL POT FISHING VESSEL

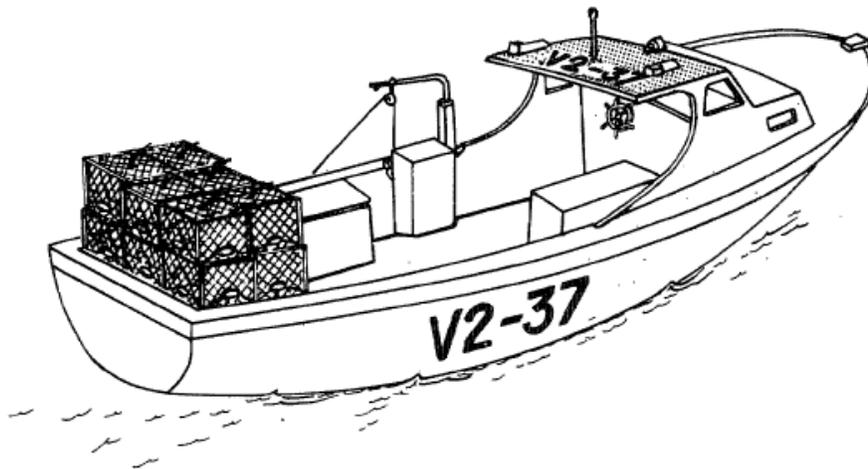
Length over all: 6 m
Call sign: ANTIGUA
Letter height: 0.3 m
- on the cuddy: 0.10 m

Groupe N° 5
CASEYEUR DE PETITE TAILLE

Longueur hors tout: 6 m
Indicatif d'appel: ANTIGUA
Hauteur des lettres: 0,3 m
- sur la tille: 0,10 m

Grupo N° 5
EMBARCACION PARA LA PESCA CON
NASAS PEQUEÑA

Eslora máxima: 6 m
Distintivos de llamado: ANTIGUA
Altura de letra: 0,3 m
- sobre la camarote de proa:
0,10 m



Annex F: CMM 2023-01 Vessel Registry

Group No. 6
OUTBOARD POWERED BOAT

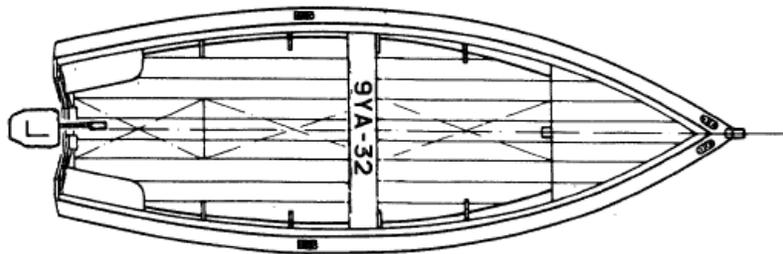
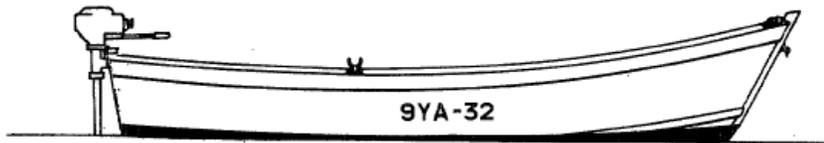
Length over all: 4.80 m
Call sign: TRINIDAD AND
TOBAGO + No.
Letter height: 0.10 m
- on seat: 0.10 m

Groupe N° 6
BATEAU A MOTEUR HORS-BORD

Longueur hors tout: 4,80 m
Indicatif d'appel: TRINITE-
ET-TOBAGO + N°
Hauteur des lettres: 0,10 m
- sur le banc: 0,10 m

Grupo N° 6
LANCHA CON MOTOR FUERA DE BORDA

Eslora máxima: 4,80 m
Distintivos de llamado:
TRINIDAD Y TABAGO + N°
Altura de letra: 0,10 m
- sobre banco: 0,10 m



Annex G: TCC workplan 2023-2024

TCC/SWG WORKPLAN FOR 2023-2024 (Priorities shaded)

No.	ISSUE	LEAD	ACTION / TIMELINE
1.	<p>VMS Implementation:</p> <ul style="list-style-type: none"> • New contract required for August • Training in THEMIS for secretariat staff, and as required, FMC leads • Queries to be established for VMS data analysis • Consideration of revisions to CMM to improve data • Develop and include appropriate provisions in the VMS CMM and its data sharing protocol to ensure the provision of VMS data to Members with aerial inspection presence in alignment with the definition in Article 1 g) 	<ul style="list-style-type: none"> • Secretariat • Secretariat and SWG Ops, if appropriate • Secretariat, working with SWG Ops • Secretariat with SWGs Ops • SWG OPS 	<ul style="list-style-type: none"> • Existing Contract expires August 3, 2023; new contract prepared by June 1. • Training needs identified and scheduled by June 1. • Queries for 2024 VMS review to be finalized by June 30. • SWG, supported by secretariat, review the provisions of CMM and propose enhancements, if appropriate – December 2023. • TCC07

Annex G: TCC workplan 2023-2024

<p>2.</p>	<p>Transshipment</p> <ul style="list-style-type: none"> • Possible adoption of transshipment measure (if not adopted, interim measure requires amendment- remove reference to Interim Register in 2 c)) • Consideration of mechanism to capture transshipment data in database to facilitate analysis • Consideration of complementary measures to support effective transshipment control (e.g. observers /EM, port inspections) • Consideration of proposal to explore new monitoring technologies to help quantify extent of transshipments in CA 	<ul style="list-style-type: none"> • TCC/SWGs /Secretariat • Secretariat • SWGs • Secretariat/SWG Ops 	<ul style="list-style-type: none"> • Secretariat will work with SWGs to identify logistical requirements to support implementation of a transshipment measure, including an automated data entry system to capture reports. September 2023. • Secretariat to present costed options to SWG June 15. • SWG, with support from secretariat, will explore options for complementary measures to support transshipment. A prioritized list and timelines for draft measures could be developed by June 30. • Secretariat to work with SWG Ops to draft a proposal to partner with interested parties to explore potential project(s) (funded through Special Projects Fund) to utilize satellite technology (SAR/RF/Optical Sensors VIIRS). Proposal to be presented at TCC07.
<p>3.</p>	<p>Observer program / EM</p> <ul style="list-style-type: none"> • Options to be developed for a transshipment observer programme and/or electronic monitoring scheme 	<ul style="list-style-type: none"> • SWGs/Secretariat 	<ul style="list-style-type: none"> • Secretariat to research options for implementation of observer program for presentation to SWGs.
<p>4.</p>	<p>Vessel Registry</p> <ul style="list-style-type: none"> • Some information gaps identified in registry, as well as issue with "duplicate vessels " 	<ul style="list-style-type: none"> • Secretariat- SWG OPS 	<ul style="list-style-type: none"> • Secretariat to continue "cleanup "of VR, removing and identifying information "gaps" in Registry- September 30.

Annex G: TCC workplan 2023-2024

			<ul style="list-style-type: none"> • SWG OPS to review identified gaps and recommend cooperation from Members to update the Registry with current details- complete by TCC07.
5.	<p>CMS</p> <p>Consider options to refine and further develop and better implement a robust CMS consistent with discussions at TCC06, to allow the Secretariat undertaking reliable assessment and TCC adopting a robust CMR in 2024 and beyond</p>	<ul style="list-style-type: none"> • SWGs/Secretariat 	<ul style="list-style-type: none"> • Secretariat to refine list of obligations and identify where data gaps exist to prevent compliance assessment.
6.	<p>HSBI</p> <ul style="list-style-type: none"> • [Harmonized interpretation of inspection protocols is required for HSBI operations(depending on outcome of Covid-19 document)] • Boarding ladder issue remains under review • Enhancements to the HSBI Events page are required to facilitate data analysis 	<ul style="list-style-type: none"> • SWG Ops/Secretariat • SWG Ops • Secretariat 	<ul style="list-style-type: none"> • SWG Ops to work toward articulation of a shared understanding of inspection protocols. • SWG Ops to review information on boarding ladder/other safety related issues in context of at sea inspection program (ongoing). • Secretariat to work with service provider to seek options/costs of enhancing the data entry process for HSBI reports to enable direct entry of reports by Members and automated report generation by secretariat. Options presented by 1 May.
7.	<p>Port Inspection program</p> <ul style="list-style-type: none"> • Options to develop minimum standards for port inspection 	<ul style="list-style-type: none"> • SWG PD /OPS Secretariat 	<ul style="list-style-type: none"> • Secretariat work with SWG PD to develop considerations for the future implementation of port inspection measures - complete by TCC07.
8.	<p>CMMs</p>		

Annex G: TCC workplan 2023-2024

	<ul style="list-style-type: none"> Minor editorial and formatting issues within existing CMMs 	<ul style="list-style-type: none"> Secretariat /SWG PD 	<ul style="list-style-type: none"> Secretariat to compile list of proposed edits and present to SWG-PD for consideration – by 15 May.
9.	<p>RFMO and IGO Collaboration and Cooperation</p> <ul style="list-style-type: none"> MOUs with overlapping and adjacent RFMOs Participation in IMCS Network workshops and seminars, PPFCN for informal compliance links and efforts; Workplan for NPAFC MoC 	<ul style="list-style-type: none"> Secretariat/SWGs Secretariat TCC 	<ul style="list-style-type: none"> Secretariat to liaise with colleagues in WCPFC and SPRFMO to prepare for activities under eventual MoU. Secretariat to attend TCC of WCPFC September 2023, and participate in GFETW, Halifax, Canada July- Aug. Secretariat to offer to host face to face meeting of PPFCN on margins of monitoring workshop in Tokyo 2023/2024. TCC to review proposed compliance related activities in workplan drafted under NPFC- NPAFC MoC.
10.	<p>Outstanding Issues from COM</p> <ul style="list-style-type: none"> Share information with Global record Standardization of "serious violations" 	<ul style="list-style-type: none"> Secretariat SWGs/Secretariat 	<ul style="list-style-type: none"> Secretariat will develop a plan for participation in Global record. Secretariat to compile a list of references to serious violations in NPFC Convention and CMMs for review in SWGs. Secretariat to review previous meeting reports and identify any outstanding action items for TCC – to be presented at next SWG meeting.
11.	<p>Performance Review: Consideration of TCC relevant recommendations consistent with direction from Commission</p>	<ul style="list-style-type: none"> Secretariat/SWGs 	<ul style="list-style-type: none"> Secretariat to prepare list of TCC – relevant recommendations for review and prioritization by SWGs.