



IOTC-2025-CoC22-04a [E]

REPORT ON TRANSHIPMENT RESOLUTION 24/05

Prepared by IOTC Secretariat, 6 March 2025

The Indian Ocean Tuna Commission (IOTC) Resolution 24/05 *On Establishing a Programme for Transhipment by Large-Scale Fishing Vessels*, superseded Resolution 23/05 and entered into force on 20 September 2024. Both Resolutions in force during 2024, call for all transhipment operations of tuna and tuna like species and sharks species in the IOTC Area to take place in port, except under special conditions. In accordance with these Resolutions, at sea transhipments will be monitored by IOTC observers. This applies to large-scale tuna longline fishing vessels and to carrier vessels authorised to receive transhipments from these vessels.

Executing the IOTC Transhipment Programme

The Consortium of Marine Resource Assessment Group (MRAG) and Capricorn Fisheries (CapFish) is responsible for executing work under the IOTC transhipment programme. The responsibilities of the Consortium include the training and provision of qualified observers, managing the logistics for the deployment of observers and their repatriation at the end of the deployment and maintaining the IOTC transhipment programme database. The Consortium is also tasked with providing the IOTC Secretariat with five-day reports, which summarise the activities undertaken by the programme every five days. A report for each deployment is also submitted to the IOTC Secretariat at the end of each deployment. In line with the agreed confidentiality rules, these reports are subsequently edited by the IOTC Secretariat and forwarded to the concerned fleets whose vessels have transhipped under the deployment for which the report covers. In cases where possible infractions are identified by the observers, the correspondent fleet is notified and requested to conduct investigations and communicate the results of such investigations to the IOTC Secretariat. Additionally, the reports for deployments where Southern Bluefin tuna (SBT) have been transhipped are also forwarded to the Secretariat of the Commission for the Conservation of Southern Bluefin Tuna (CCSBT), as per the Letter of Understanding (LOU) signed between the IOTC and CCSBT. This arrangement has the benefit of minimising costs to the fleets that catches and tranships SBT in the IOTC Area.

Fleets currently participating in the at-sea Transhipment Programme

The following fleets have participated in the at-sea Transhipment Programme in 2024: China, Taiwan (Province of China), Japan, Korea (Republic of), Malaysia, Mauritius, Oman and Seychelles.

Paragraph 6 of Resolution 24/05. *The CPCs that flag LSTLVs shall determine whether or not to authorise their LSTLVs to tranship at sea. [...]*

Table 1, below, list the fleets with number of Large-Scale Tuna Longline Vessels (LSTLVs) currently authorised to operate in the IOTC Area and indicates which fleets have participated in the Programme in 2024.

Fleets	No LSTLVs.	Remarks
Australia	6	Not transshipping at sea.
Bangladesh	0	N/A – No vessel registered in the e-RAV.
China	95	Participated in the at-sea Transshipment Programme.
Taiwan, China	245	Participated in the at-sea Transshipment Programme.
Comoros	0	N/A – No vessel registered in the e-RAV.
European Union	56	Not transshipping at sea.
France (O. T.)	0	N/A – No vessel registered in the e-RAV.
India	4	Not transshipping at sea
Indonesia	267	The Commission agreed in 2019 for Indonesia to operate a national transshipment pilot programme. Last extension period encompasses 2023 – 2025.
Iran	5	Not transshipping at sea.
Japan	153	Participated in the at-sea Transshipment Programme.
Kenya	5	Did not tranship at sea from 2021, onward.
Korea, Republic of	51	Participated in the at-sea Transshipment Programme.
Madagascar	0	N/A – No LSTLVs registered in the e-RAV.
Malaysia	22	Participated in the at-sea Transshipment Programme.
Maldives	0	The Commission agreed in 2019 for Maldives to operate a national programme between its collector vessels and pole and line fishing vessels.
Mauritius*	11	Participated in the at-sea Transshipment Programme.
Mozambique	0	N/A – No vessel registered in the e-RAV.
Oman	4	Participated in the at-sea Transshipment Programme.
Pakistan	0	N/A – No vessel registered in the e-RAV.
Philippines	0	Not transshipping at sea. N/A – No vessel registered in the e-RAV.
Seychelles	29	Participated in the at-sea Transshipment Programme.
Somalia	0	N/A – No vessel registered in the e-RAV.
South Africa	8	Not transshipping at sea.
Sri Lanka	6	Not transshipping at sea.
Sudan	0	N/A – No vessel registered in the e-RAV.
Tanzania	2	Not transshipping at sea.
Thailand	2	N/A – No vessel registered in the e-RAV.
UK	0	N/A – No vessel registered in the e-RAV.
Yemen	0	N/A – No vessel registered in the e-RAV.
Liberia	0	N/A – No vessel registered in the e-RAV.

N/A (not applicable) Fleets without Large Scale Tuna Longline Vessels (LSTLVs) registered in the IOTC Record of Authorized vessels or N/A – No vessel registered in the IOTC Record of Authorized vessels.

Submission of carrier vessels list

Paragraph 8 of Resolution 24/05. *Each CPC shall submit, electronically where possible, to the IOTC Executive Secretary the list of the carrier vessels that are authorised to receive transhipments from its LSTLVs in the IOTC area of competence. [...]*

All fleets which participated in the IOTC Transhipment Programme during 2024, have submitted information on carrier vessels which they have authorised to receive transhipments at-sea or in port from their LSTLVs. This represents a total of 116 carrier vessels that have been expressly authorised to receive transhipments from the fleets which participated in the programme; it should be noted that a carrier vessel may be authorised by one or more participating fleets.

From the 116 carrier vessels listed in the IOTC Record of Authorised Vessels (as of 03 March 2025), 20 carrier vessels have been used by the participating fleets for at-sea transhipments in 2024 (Table 2), following submission of request of deployments by the participating fleets, and subsequent approval of the deployments by the IOTC Secretariat.

Table 2: Active carrier vessels in 2024 (Deployment starting in 2023 continuing in 2024 and deployment starting in 2024)

Fleet	Name of carrier vessel active in 2024
Japan	Gouta Maru
	Taisei Maru No. 15
Korea, Republic of	Sei Shin
	Seibu
Malaysia	Kha Yang 333
Panama	Bao Win
	Chikuma
	Feng Lu
	Futagami
	Genta Maru
	Harima
	Ibuki
	Tuna Princess
Singapore	Yachiyo
	Chitose
Taiwan, China	Chen Yu No 7
	Ho Yuan
	Sheng Hong
	Yong Man Shun
	Yuan Tai No.806

Concerning the list of authorised carrier vessels that actively participated in transhipment operations in 2024, it is noteworthy that six of the carrier vessels flagged to Non-Contracting Parties or Non-Cooperating Parties, such as Panama and Singapore, are missing some or all of their required photographs. Throughout 2024, these carrier vessels were authorised to conduct transhipment operations with LSTLVs from nearly all fleets participating in the ROP.

Costs of implementing the At-sea Transhipment Programme for the year 2024 and calculation of contributions for the participants in the Programme

Paragraph 13, Annex IV of Resolution 23/05 and Resolution 24/05. *The costs of implementing this program shall be financed by the flag CPCs of LSTLVs wishing to engage in transhipment operations. The fee shall be calculated on the basis of the total costs of the program. This fee shall be paid into a special account of the IOTC Secretariat and the Executive Secretary shall manage the account for implementing the program.*

Based on the level of activities recorded during 2023 under the transhipment programme, a budget not to exceed EUR 641,331 (USD 694,081) was proposed for the programme in 2024 (1 May 2024 - 30 April 2025). This resulted in a total budget of EUR 11,495,114 (USD 12,327,289) allocated for the sixteen years over which the transhipment programme had been implemented.

The principle applied to recover the cost for the programme was discussed and agreed upon by the representatives of the different fleets participating in the at-sea Transhipment Programme. Unlike the initial cost recovery method, which was adopted in the first year of the programme (2009), the cost recovery method for the last fifteen years have been based on actual figures from the preceding year.

Following the termination of the previous contract, with its last extension for the period 1 May 2022 - 30 April 2023, a new call for tenders was carried out in December 2022, to ensure the continued implementation of the ROP. From it, a new contract was signed by FAO, on behalf of the IOTC, with the Consortium of MRAG Ltd/CapFish cc on 16 February 2023. As its predecessors, this new contract was issued for an initial period of one year from the time of signature and renewable on an annual basis for four more years, subject to satisfactory performance and availability of funds.

Transhipments observed

For 2024, a total of 66 observer deployments from Large Scale Tuna Longline Fishing Vessels (LSTLVs) within the Indian Ocean Tuna Commission's (IOTC) Area of Competence were approved. From those 66 deployments, all were observed and three were cancelled by the fleet requesting the deployment. Information on the transhipments observed from the 1st January to 31st December 2024, is presented in Table 3, and Figures 2 and 3. Note that the data pertaining to quantities transhipped are originating from the transhipment declarations made by the vessels (LSTLVs), as opposed to the data produced by the IOTC observers, based on their observations whilst onboard authorised carrier vessels. During 2024, a total of 1,499 at-sea transhipment operations were conducted in which 64,627 tons of fish were transhipped (Figure 1). The number of observer deployments, although superior to previous non-COVID19 years, encompassed a lower number of transhipment events than the last years. The quantity of fish transhipped, however, appear to have reached a potential plateau, remaining relatively stable in recent years.



Figure 1: Evolution of IOTC at-sea transshipment activities from 2009 to 2024, presented by number of transshipment operations (blue columns) and total weight of fish transhipped (orange line).

In terms of species, albacore tuna was the main species transhipped in 2024; accounting for 27% of all fish transhipped. This was followed by Bigeye tuna and Yellowfin tuna, which accounted for 24% and 21%, respectively. Compared to the 2023 figures, bigeye tuna exhibited the most significant variation in quantity and percentage, rising from 19% to 24%. Oilfish (*Ruvettus spp.*), which is a non-IOTC species, accounted for the fourth most important species transhipped in 2024, accounting for 8% of the quantity of fish transhipped. Overall, tuna and billfishes accounted for 80% of all species transhipped (Figure 2).

Taiwan, Province of China, represented the fleet with the largest contribution to the total number of IOTC transshipments during 2024; accounting for 66% of the total number of transshipments. The fleets of China and Malaysia, accounted for 17% and 8% of the total number of transshipments, respectively (Figure 3).

Table 3: Details of the quantities transhipped (tons), by fleets and species/groups of species, during the period 1st January – 31st December, 2024.

Fleet	Abacora	Bigeye Tuna	Oilfish	Swordfish	Yellowfin tuna	Other_Tunas^a	Other_Billfish^b	Others^c	Total
China	4,327.39	3,996.20	523.57	1,213.83	3,964.55	31.66	489.18	1,010.14	15,556.52
Taiwan,China	10,265.71	6,509.26	4,453.39	1,335.57	4,501.72	786.35	513.88	6,704.34	35,070.22
Japan	174.94	356.69		36.18	761.06	406.12	27.95	17.77	1,780.70
Korea, Republic of	98.75	75.93		15.86	709.43	8.09	29.87	1.20	939.14
Malaysia	2,225.86	308.44	123.94	94.96	437.32	92.60	74.79	22.50	3,380.41
Mauritius	61.07	1,258.34	9.76	41.95	1,347.78	0.00	2.82	3.45	2,725.18
Oman	1.61	524.22	8.86	7.81	363.79	0.00	4.99	4.12	915.39
Seychelles	62.79	2,218.65	40.83	81.61	1,806.68	0.57	11.77	36.37	4,259.26
Total	17,218.11	15,247.72	5,160.34	2,827.78	13,892.31	1,325.40	1,155.25	7,799.89	64,626.81

a: Skipjack tuna, Southern bluefin tuna, Wahoo, Tunas nei, Australian bonito.

b: Atlantic blue marlin, Black marlin, Indo-Pacific blue marlin, Indo-Pacific sailfish, Indo-Pacific sailfish, Longbill Spearfish, Marlins, sailfishes, etc._ nei, Shortbill spearfish, Striped marlin.

c: Blue shark, Great Hammerhead, Longfin mako, Mako sharks, Pelagic sharks nei., Scalloped Hammerhead, Shortfin mako, Silky sharks, Tiger Shark, Various sharks nei, Barracudas nei, Butterfly kingfish, Dorado/Mahi Mahi, Escolar, Mixed Fish Species, Narrow-barred Spanish mackerel, Oceanic Sunfish, Opah, Other fish Unclassified, Pomfret, Pomfrets, ocean breams nei, West-African Spanish mackerel.

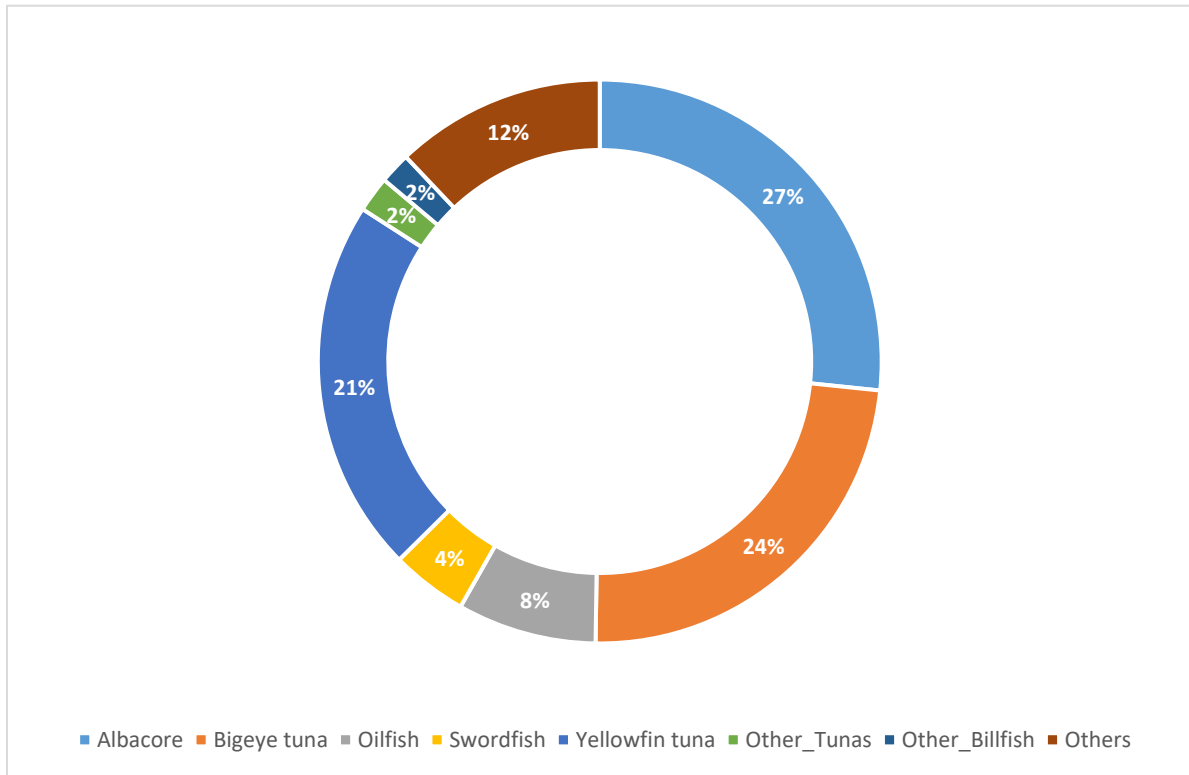


Figure 2: Percentage composition of species groups transhipped in 2024

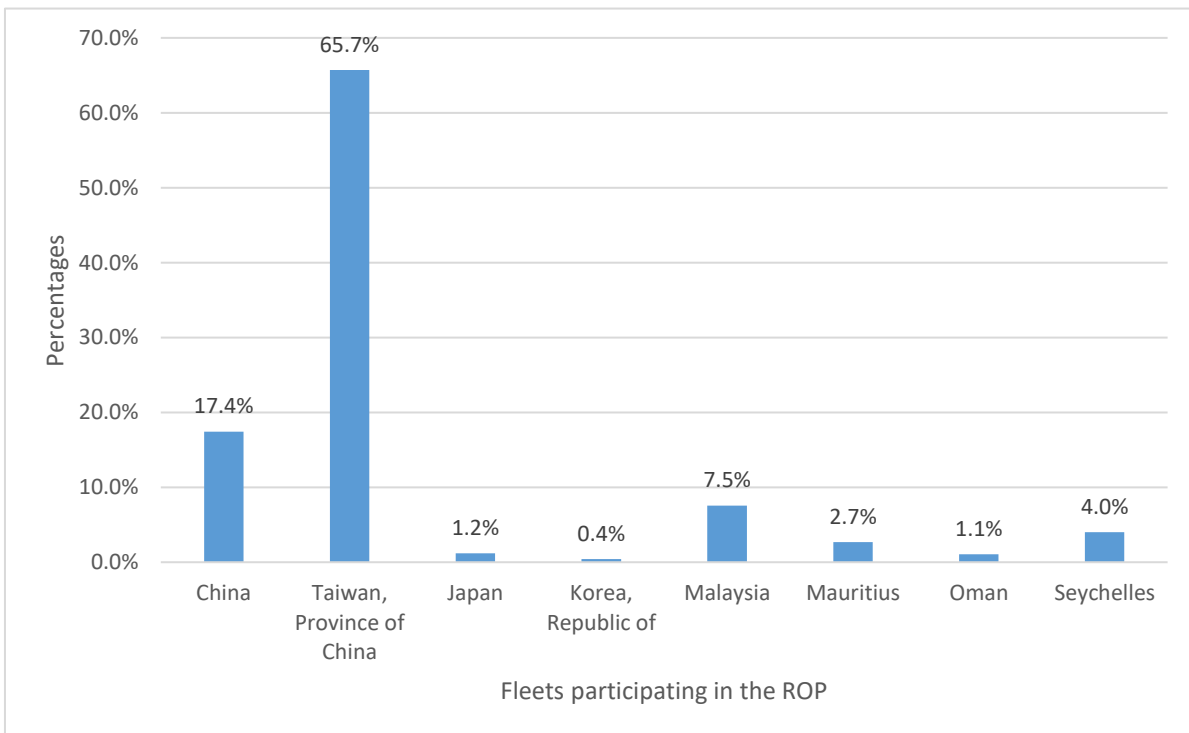


Figure 3. Distribution of transhipments by fleets in 2024

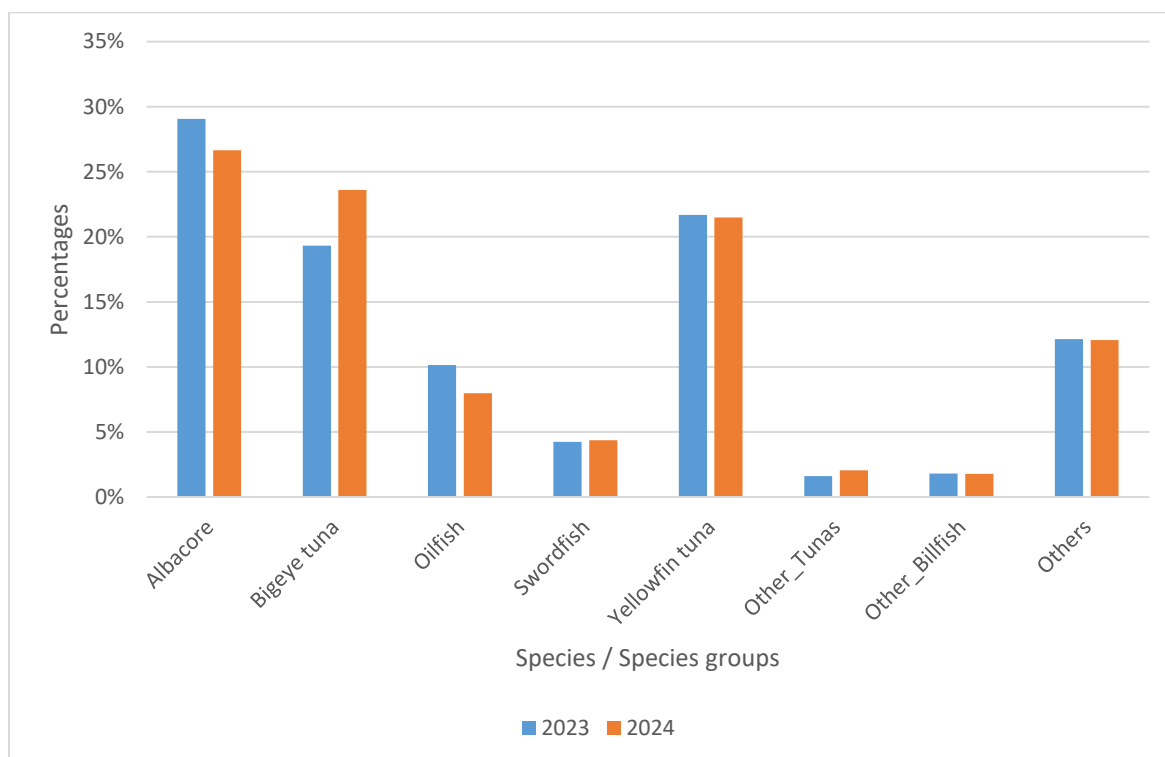


Figure 4. Distribution of species/species groups transhipped in 2023 and 2024

Transhipment declarations at-sea

In conformity with paragraph 22 of Resolution 23/05 and Resolution 24/05, all transhipment declarations received during 2024, from the Masters of carrier vessels are available within the Transhipment Declaration Search Tool. This tool located in [Module 2 of the e-PSM Application](#) (secure part of the IOTC website), intends to facilitate the implementation of Resolution 16/11 On Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing.

Resolution 23/05 and Resolution 24/05:

Paragraph 19. The master of the receiving carrier vessel shall complete and transmit the IOTC transhipment declaration to the IOTC Secretariat and the flag CPC of the LSTLV, along with its number in the IOTC RCV within 24 hours of the completion of the transhipment.

Paragraph 22. The IOTC Secretariat shall promptly publish the documents received pursuant to paragraph 19 in the secure part of the IOTC website for the facilitation of implementation of Resolution 16/11 on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing.

Supply declarations

In conformity with paragraph 21 of Resolution 24/05:

Resolution 23/05 - Paragraph 21. *Anytime a carrier vessel on the IOTC RCV provides supply services to another vessel at sea in the IOTC area of competence, the master of the carrier vessel completes a supply declaration in accordance with the format set out in Annex V and send it by electronic means to its flag State and the IOTC Secretariat 24 hours in advance of the activity. A separate supply declaration is not required when the supply activity is conducted in association with transshipment that is monitored by an IOTC Regional Observer.*

From its entry into force on 14 September 2024, a total of 11 carrier vessels have submitted 79 supply declarations in 2024:

Carrier Vessel	No. supply declarations	Goods supplied
Chen Yu No.7	7	spare parts, Other (carton) spare parts, Other (frozen food) bait, Other(frozen food) bait, victuals, spare parts Bait (x3)
Chikuma	1	Bait, victuals, spare parts
Chitose	1	Bait, victuals, spare parts
Futagami	10	Bait (x10)
Harima	13	Fuel, Bait, victuals, spare parts (x5) Bait Bait, victuals, spare parts (x5) Victuals, spare parts, other victuals, spare parts
Ho Yuan	1	Fuel, victuals
Ibuki	5	Bait, victuals, spare parts (x3) Fuel, Bait, victuals, spare parts victuals, spare parts
Kha Yang 333	23	Victuals (x5) Bait, victuals, crew Bait, victuals (x2) Fuel, victuals, crew Victuals, crew Fuel, bait, victuals (x9) Fuel, bait, victuals, spare parts (x2) Fuel, bait, victuals, crew (x2)
Sheng Hong	3	Bait(x3)
Yong Man Shun	3	Victuals Crew (x2)
Yuan Tai No.806	12	Victuals, other Crew Fuel Victuals, other (x5) Other (x3) Bait

The most commonly supplied goods are baits (66%) and victuals (65%), followed by spare parts (30%) and fuel (28%), as shown in Figure 5. In most instances, items classified under the "Other" category included wooden boxes, lubricating oil, space bags, and floats. No transshipment of medical supplies was reported.

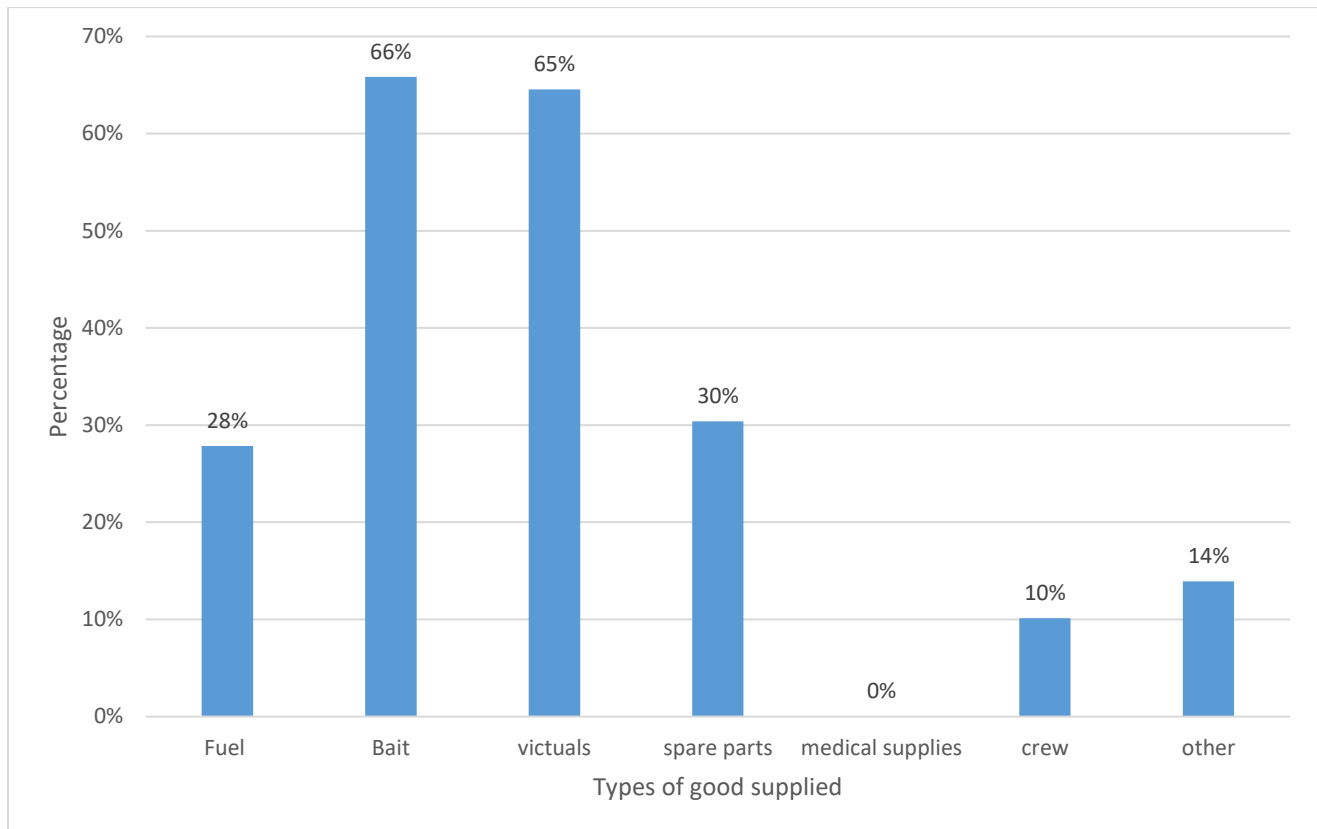


Figure 5. most common types of goods supplied during the ROP in 2024