

## SUMMARY REPORT ON COMPLIANCE SUPPORT ACTIVITIES

Prepared by: IOTC Secretariat, 06 March, 2025

### PURPOSE

This document provides a summary of the activities undertaken by the IOTC Secretariat in support of implementation of Conservation and Management Measures adopted by the Indian Ocean Tuna Commission (IOTC). Acronyms are defined in Appendix 3.

#### 1. General and specific objectives of the activities

The general and specific objectives of the capacity building activities have been presented in previous versions of this document and presented at previous sessions of the Compliance Committee (Consult [IOTC-2016-CoC13-09 Rev2](#) ).

#### 2. Compliance Support Mission: activities, methodology and assessment of results

##### 2.1. Activities and methodology

The activities and the methodology to implement the capacity building activities have been presented in previous versions of this document and presented at previous sessions of the Compliance Committee (Consult [IOTC-2016-CoC13-09 Rev2](#) ).

##### 2.2. Implementation – Compliance Support Mission

The implementation of capacity building activities have been presented in previous versions of this document and presented at previous sessions of the Compliance Committee.

The countries that have benefited from the Compliance Support Missions (CSM) or follow-up missions during the intersessional period are listed in Table 1.

#### IMPLEMENTATION UPDATE:

Country	Date	Description
Mozambique	30 August – 5 September 2024	Follow-up Compliance Support Mission Training for national e-MARIS and e-RAV appointed managers and users, on the use of e-MARIS and e-RAV.
Korea (Remotely)	6 January 2024	Training for national e-RAV appointed manager on the use of e-RAV.

**Table 1 –Compliance Support Missions conducted during the 2024/25 intersessional period.**

In the 2025/26 intersessional period, follow up CSMs shall be conducted for CPCs that had previously benefited from similar assistance from 2013 to 2024. Assistance shall be provided remotely or in person on request from the Compliance Committee/Commission and on direct request from individual CPCs.

##### 2.4. CMMs training package

The updated edition of the CMMs training package is available for download [HERE](#), where each individual implementation sheet can be also downloaded separately. They are also available in the e-MARIS application for each e-MARIS requirements in the section *Capacity building*.

### **3. Implementation of the IOTC port State measures Resolution (16/11): activities and methodology**

#### **3.1. National port State measures training**

With regards to the IOTC port State measures Resolution (PSMR), the activities are related to the administrative and operational aspects of the implementation of Resolution 16/11. The training methodology and training package have been presented in previous versions of this document and at previous sessions of the Compliance Committee, click [HERE](#). The PSM training package is available for download [HERE](#).

The methodology also comprises follow-up missions to provide support to the implementation of Resolution 16/11, and to assess the progress of its implementation. The IOTC Compliance Section conducted training related to the use of the new e-PSM tool, the PIR application to conduct inspection on board vessel using tablet, allowing inspectors to transmit inspection report to the mother application digitally, and conducted training on inspection procedure as well as on the use of the module 3 which allow the extraction of PSM data (see Section 5).

#### **IMPLEMENTATION UPDATE:**

In 2024/25, follow-up of PSM national training courses shall be conducted on demand for CPCs that have benefited from the national PSM training course. Assistance shall be provided remotely or in person on request from the Compliance Committee/Commission and on direct request from individual CPCs.

#### **3.2. Inspector Kits**

Comprehensive inspector kits have been purchased with extra-budgetary funds and received at the Secretariat. Kits have so far been distributed to: Comoros, Kenya, Madagascar, Mozambique, Malaysia, Mauritius, Seychelles, Somalia, South Africa, Tanzania and Thailand.

#### **IMPLEMENTATION UPDATE:**

Additional kits should be distributed to countries during PSM follow up missions in 2025/2026.

#### **3.3. Publications related to port State measures**

Manuals and guidelines are available on the IOTC web site [PSM page](#):

- Manual on Procedures for the implementation of the IOTC Port State Measures, click [HERE](#).
- Port State Measures Guidelines on Best Practices for Interagency Cooperation at a National Level and on Regional Cooperation, click [HERE](#).
- Guide "Port State Measures – Species identification guide for fisheries inspectors / Mesures du ressort de l'État du port – Guide d'identification des espèces pour les inspecteurs des pêches" (Bilingual), click [HERE](#).
- Poster - Tuna and tuna-like species under the mandate of the Indian Ocean Tuna Commission, click [HERE](#).
- Species identification Cards "Port State Measures" – Species identification cards for fisheries inspectors / Mesures du ressort de l'État du port – Fiches d'identification des espèces pour les inspecteurs des pêches", click [HERE](#).

### **4. Legal assistance to CPCs to transpose IOTC obligations into national legal instruments.**

Article X of the IOTC Agreement focuses on the implementation of the decisions of the Commission. In practice, the Members have the obligation to transpose, into their national law, relevant Conservation and Management Measures adopted by the Commission.

Since 2015, 12 CPCs (Comoros, Kenya, Madagascar, Maldives; Malaysia, Mauritius, Mozambique, Seychelles, Somalia, South Africa, Tanzania and Yemen) have been assisted to transpose the relevant obligations of IOTC Resolutions into their national legislation, in order to enhance the implementation and compliance to IOTC Resolutions.

Complementary to the updated CMM Manuals A and B, the information sheets on each Resolution have also been updated, and now include a section with suitable text for transposing the Resolution into national legislation.

**IMPLEMENTATION UPDATE:**

The WPICMM Work Plan has provision for support to CPCs in transposition of CMMs, and CPCs are invited to make official requests for assistance to the Secretariat.

**5. Electronic Port State Measures application (e-PSM application)**

With the support of the Global Partnership for Oceans (GPO), of the World Bank, the IOTC Secretariat had developed the e-PSM application, accessible through the IOTC website, to support the implementation of IOTC Resolutions on PSM. Technical information on e-PSM and the training programme have been presented in a previous version of this document to the Compliance Committee.

**5.1 Training of CPCs and users of e-PSM application**

One country has benefited from the e-PSM training course during the 2024/25 intersessional period, as listed in Table 3.

**IMPLEMENTATION UPDATE:**

Country	Date	Description
Mozambique	30 August – 5 September 2024	Training of government officials from the National Fisheries Administration on the use e-PSM application.

**Table 3 – e-PSM training course conducted during the 2024/2025 intersessional period.**

Over 215 individuals, from 14 IOTC Member States (Port States’ officials) have been trained to use the e-PSM application. Over 893 fishing industry personnel have been trained to use the e-PSM application.

**IMPLEMENTATION UPDATE:**

In the 2025/26 intersessional period, e-PSM training is planned to be conducted for CPCs that have already benefited from the initial e-PSM training course. Assistance shall be provided remotely or in person on request from the Compliance Committee/Commission and on direct request from individual CPCs.

**5.2. Use of the e-PSM application**

As of February 2025, data available in the e-PSM application indicates: 16,128 vessel files have been created and 38,362 PSM forms have been submitted (Table 4). This consists of:

AREP (Advance request of entry into port)	15,028
NFV (notifications (NFV) of entry into port authorised)	13,668
PIR (port inspection reports)	7,406
RAIAREP (Request for Additional information for AREP)	1,982
RAIPIR (Request for Additional information for PIR)	72
TRXTD (Transshipment declaration)	206

**Table 4 – e-PSM forms submitted via the e-PSM application.**

The application is being used by 48 flag States (17 IOTC flag States), 17 IOTC port States and more than 2,000 vessels’ representatives (vessel agents/vessel masters/operators/owners).

The Secretariats of CCALMR, SIOFA, ICCAT and CCSBT are also receiving port inspection reports through the application for vessels operating in the Areas of those RFMOs/Organisation, that are calling into South African ports.

The number of port calls in 2024, by port State CPCs and ports in the e-PSM application, are presented in Tables 5.

Port of call – CPCs / Port	Number of calls (AREP)
<b>France (EU) Port de Pointe des Galets</b>	<b>29</b>
<b>Kenya</b>	<b>15</b>
Malindi	3
Mombasa	12
<b>Madagascar</b>	<b>50</b>
Antsiranana	49
Tulear	1
<b>Malaysia Penang</b>	<b>29</b>
<b>Maldives</b>	<b>23</b>
Kooddoo	19
Maandhoo	4
<b>Mauritius Port Louis</b>	<b>603</b>
<b>Mozambique</b>	<b>24</b>
Maputo	21
Beira	1
Nacala	2
<b>Oman Duqm Port</b>	<b>1</b>
<b>Seychelles Port Victoria</b>	<b>925</b>
<b>Singapore</b>	<b>1</b>
<b>South Africa</b>	<b>383</b>
Cape Town	341
Durban	41
Port Elisabeth	1
<b>Sri Lanka</b>	<b>50</b>
Colombo Commercial Port	48
Galle Commercial Port	1
Dikovita Fishery Harbour	1
<b>Tanzania Dar Es Salaam</b>	<b>6</b>
<b>Thailand</b>	<b>4</b>
Thajeen Union Port Co., Ltd port (Samut Sakhon Province)	3
Phuket Srithai Co., Ltd port (Phuket Province)	1

**Table 5 – Number of port calls by port State CPCs and ports in 2024.**

The number of port calls in 2024 by flag States registered through the e-PSM application is presented in Table 6.

Vessel flag	<u>AGO</u>	<u>BHS</u>	<u>BLZ</u>	<u>COM</u>	<u>CHN</u>	<u>CMR</u>	<u>ESP</u>	<u>FRA</u>	<u>FRAT</u>	<u>HKG</u>	<u>ITA</u>	<u>IRN</u>	<u>JPN</u>	<u>KEN</u>
Calls	<u>4</u>	<u>25</u>	<u>14</u>	<u>2</u>	<u>126</u>	<u>7</u>	<u>317</u>	<u>186</u>	<u>5</u>	<u>3</u>	<u>16</u>	<u>4</u>	<u>95</u>	<u>28</u>
Port in	<u>ZAF</u>	<u>ZAF, MUS, SYC</u>	<u>MUS, ZAF</u>	<u>MOZ, ZAF</u>	<u>NUS, LKA, ZAF, SYC</u>	<u>ZAF</u>	<u>MUS, MDG, SYC, TZA, KEN, LKA</u>	<u>SYC, MUS, MDG, LKA</u>	<u>MUS</u>	<u>MYS</u>	<u>MUS, MDG, SYC</u>	<u>MDV</u>	<u>MOZ, ZAF, MUS, MYS</u>	<u>SYC, MOZ</u>

  

Vessel flag	<u>KOR</u>	<u>LBR</u>	<u>LKA</u>	<u>LTU</u>	<u>MDG</u>	<u>MDV</u>	<u>MNG</u>	<u>MUS</u>	<u>MYS</u>	<u>NAM</u>	<u>NOR</u>	<u>OMN</u>
Call	<u>63</u>	<u>6</u>	<u>4</u>	<u>2</u>	<u>29</u>	<u>3</u>	<u>1</u>	<u>100</u>	<u>25</u>	<u>5</u>	<u>4</u>	<u>76</u>
Port in	<u>SYC, ZAF, MUS, MOZ</u>	<u>ZAF</u>	<u>MYS</u>	<u>SYC</u>	<u>EU, RUN</u>	<u>THA</u>	<u>ZAF</u>	<u>SYC, MDG</u>	<u>MUS, LKA</u>	<u>ZAF</u>	<u>ZAF</u>	<u>SYC, MUS, MDG, ZAF</u>

Vessel flag	<u>PAN</u>	<u>PNG</u>	<u>PRT</u>	<u>SGP</u>	<u>STP</u>	<u>RUS</u>	<u>SYC</u>	<u>SLE</u>	<u>THA</u>	<u>TZA</u>	<u>UKR</u>	<u>URY</u>	<u>VUT</u>
Call	<u>26</u>	<u>1</u>	<u>12</u>	<u>2</u>	<u>5</u>	<u>5</u>	<u>352</u>	<u>1</u>	<u>19</u>	<u>28</u>	<u>1</u>	<u>2</u>	<u>1</u>
Port in	<u>ZAF</u> <u>MUS</u>	<u>ZAF</u>	<u>ZAF</u> <u>MUS</u>	<u>MUS</u>	<u>MYS</u>	<u>ZAF</u>	<u>MDG MUS TZA</u> <u>LKA MYS MOZ</u>	<u>MYS</u>	<u>MDV</u>	<u>SYC MUS MDG</u> <u>THA LKA</u>	<u>ZAF</u>	<u>ZAF</u>	<u>ZAF</u>

**Table 6 – Number of port calls in 2024 by flag State**

Note: Vessels flagged to Non-Contracting Parties (NCP) are in grey or not involved in harvesting IOTC species have also made port calls recorded through the e-PSM application. TWN CHN 542 port calls.

For the IOTC species, the total quantity (MT)of IOTC species catches declared (AREP) are summarized in the below table 7 (2024):

YFT x	COM x	SBF x	SWO x	ALB x	SFA x	SSP x
MLS x	DOL x	GUT x	BET x	SKJ x	BLM x	BUM x
WAH x	BIL x	MARL x	TUN x	LOT x	FRI x	AG07 x
AG06 x	AG10 x	KAW x	AG01 x	BLT x	TUS x	

IOTC species:

Port / Vessel type (AREP) [Quantities are in MT]	Onboard quantity (Declared)	To Be Landed quantity (Declared)	To Be Transhipped quantity (Declared)
<b>Antsiranana</b>	<b>24,550</b>	<b>19,943</b>	<b>2,384</b>
Cargo Freezers	3,326	3,326	0
Purse seiners	21,223	16,617	2,384
<b>Cape Town</b>	<b>20,460</b>	<b>12,217</b>	<b>1,365</b>
Cargo Freezers	1,003	0	0
Longliners	19,457	12,217	1,365
<b>Colombo Commercial Port</b>	<b>2,173</b>	<b>0</b>	<b>1,509</b>
Longliners	2,173	0	1,509
<b>Dar Es Salaam</b>	<b>3,523</b>	<b>0</b>	<b>0</b>
Purse seiners	3,523	0	0
<b>Duqm Port</b>	<b>985</b>	<b>0</b>	<b>985</b>
Purse seiners	985	0	985
<b>Durban</b>	<b>6,046</b>	<b>1,603</b>	<b>0</b>
Longliners	1,750	1,603	0
Unknown	4,296	0	0
<b>Galle Commercial Port</b>	<b>570</b>	<b>0</b>	<b>88</b>
Longliners	570	0	88
<b>Malindi</b>	<b>73</b>	<b>0</b>	<b>0</b>
Longliners	73	0	0
<b>Maputo</b>	<b>326</b>	<b>0</b>	<b>0</b>
Longliners	326	0	0
<b>Mombasa</b>	<b>360</b>	<b>358</b>	<b>0</b>
Longliners	360	358	0
<b>Penang</b>	<b>320</b>	<b>320</b>	<b>0</b>
Longliners	320	320	0
<b>Port de Pointe des Galets</b>	<b>15</b>	<b>15</b>	<b>0</b>
Cargo Freezers	15	15	0
<b>Port Louis</b>	<b>139,088</b>	<b>93,422</b>	<b>19,689</b>
Cargo Freezers	98,688	75,338	3,722
Longliners	25,548	8,514	14,983
Purse seiners	10,554	9,570	984
Unknown	4,296	0	0
<b>Port Victoria</b>	<b>511,914</b>	<b>208,322</b>	<b>251,508</b>
Longliners	8,927	0	4,069
Purse seiners	502,986	208,322	247,439
<b>Thajeen Union Port Co., Ltd port (Samut Sakhon Province)</b>	<b>2,250</b>	<b>2,250</b>	<b>0</b>
Cargo Freezers	2,250	2,250	0
<b>Tulear</b>	<b>845</b>	<b>0</b>	<b>0</b>
Purse seiners	845	0	0
<b>Grand Total</b>	<b>713,505</b>	<b>338,455</b>	<b>277,530</b>

**Table 7 – Quantities of catch onboard, to be landed and/or to be transhipped, as declared by vessels type in 2024 by port (IOTC Species)**

For the Yellowfin tuna (YFT) and Big eye (BET) species, the total quantity (KG) of catches declared (AREP) are summarized in the below Table 8, 9 and 10 (2024):

Port / Yellowfin tuna [Quantities are in MT]	Onboard YFT quantity (AREP)	YFT to Be Landed quantity (AREP)	YFT to Be Transhipped quantity (AREP)
Antsiranana	5,047	3,852	560
Cape Town	1,986	382	532
Colombo Commercial Port	736	0	615
Dar Es Salaam	600	0	0
Duqm Port	113	0	113
Durban	673	14	0
Galle Commercial Port	269	0	47
Malindi	19	0	0
Maputo	216	0	0
Mombasa	53	53	0
Penang	28	28	0
Port de Pointe des Galets	3	3	0
Port Louis	24,303	14,169	4,651
Port Victoria	168,661	75,172	74,556
Thajeen Union Port Co., Ltd port (Samut Sakhon Province)	23	23	0
Tulear	148	0	0
<b>Grand Total</b>	<b>202,884</b>	<b>93,700</b>	<b>81,078</b>

**Table 8 – Quantities of Yellowfin catch onboard, to be landed and/or to be transhipped, as declared by vessels in 2024.**

Port / Big eye tuna [Quantities are in MT]	Onboard BET quantity (Declared - AREP)	BET to Be Landed quantity (Declared- AREP)	BET to Be Transhipped quantity (Declared - AREP)
Antsiranana	793	623	57
Cape Town	3,543	1,006	546
Colombo Commercial Port	1,173	0	717
Dar Es Salaam	255	0	0
Durban	116	14	0
Galle Commercial Port	193	0	30
Malindi	1	0	0
Maputo	13	0	0
Mombasa	8	8	0
Penang	243	242	0
Port Louis	18,131	5,034	3,290
Port Victoria	36,754	12,577	18,072
Thajeen Union Port Co., Ltd port (Samut Sakhon Province)	0	0	0
Tulear	25	0	0
<b>Grand Total (T)</b>	<b>61,252</b>	<b>19,505</b>	<b>22,714</b>

**Table 9 – Quantities of big eye catch onboard, to be landed and/or to be transhipped, as declared by vessels in 2024.**

Flag / Big eye tuna [Quantities are in MT]	AREP - Onboard BET quantity	To Be Landed quantity (AREP)	To Be Transhipped quantity (AREP)
BHS (Carrier Vessel)	1,238	1,056	0
CHN	1,345	282	831
ESP	13,438	3,632	7,425
FRA	4,604	3,809	354
ITA	780	746	0
JPN	4,113	278	171
KEN	480	66	376
KOR	1,763	780	900
MDV (Carrier Vessel)	0	0	0
MUS	5,883	2,525	2,843
MYS	339	273	58
NAM	29	0	0
OMN	2,813	949	1,690
PAN (Carrier Vessel)	6,792	698	0
PRT	8	7	0.86
SGP (Carrier Vessel)	424	0	0
SYC	10,637	3,626	5,153
TWN CHN	5,362	692	2,260
TZA	1,196	80	648
<b>Grand Total</b>	<b>61,253</b>	<b>19,505</b>	<b>22,714</b>

**Table 10 – Quantities of big eye catch onboard, to be landed and/or to be transhipped, as declared by vessels in 2024, by flag State.**

Note: under Resolution 23/04 (Paragraph 1), the Total Allowable Catch (TAC) for bigeye tuna shall be 80,583 t in 2024 and 2025 in accordance with the Management Procedure (MP) established by Resolution 22/03 On a management procedure for bigeye tuna in the IOTC area of competence.

### 5.3. Operation, maintenance, hosting, improvement of the e-PSM application.

Since the operation of the e-PSM application in 2016, and in accordance with the paragraph 3.3 of Resolution 16/11, the IOTC Secretariat had received feedback and inputs from stakeholders (vessel representatives, port States and flag States) who have been using the application. Feedback from the stakeholders have been taken into consideration to correct some bugs and to improve the application. With the support of the SWIOFISH 2 Project and the EU grant, three software developers have been recruited to implement those improvements from 2019 to 2024.

Module 2, “e-PSM library”, of the e-PSM application has been fully operational since 2016. The module allows all CPC port States and flag States users to extract PSM data such as a) port inspections reports (since 2016; 7,406 PIR, 15,028 AREP); b) transhipment declarations provided under the at-sea transhipment programme, Resolution 24/05, (since 2022).

Module 3, “e-PSM Reporting”, of the e-PSM application has been fully operational since June 2019. The module allows CPC port States’ users to extract PSM data on foreign vessels calling into their ports and it also allows CPC flag States’ users to extract PSM data on their flag vessels calling into foreign ports in the Area of Competence of the Indian Ocean Tuna Commission.

#### **IMPLEMENTATION UPDATE:**

The e-PSM application has been in operation since 2016 with most of the IOTC port State CPCs (and flag States CPCs) using the e-PSM to implement port State measures and to report to the Commission on the various port State measures’



obligations. Considering the Recommendations of the CoC19, endorsed by S26, the use of the e-MARIS application became mandatory from 2022, henceforth.

The IOTC Secretariat has been seeking external funding to ensure the operation, maintenance of the e-PSM application. The application is currently maintained under extrabudgetary funding (EU grant budget), to ensure availability and sustainability of the application, a dedicated budget for the operation, maintenance and hosting was agreed under the 2026 regular Commission's budget.

The IOTC Secretariat is progressing in discussions with the FAO to understand their Cloud hosting policy and budget implications, for Cloud hosting service for IOTC applications (e-PSM).

#### **5.4. IOTC e-PSM and the PSMA GIES of the Food and Agriculture Organization of the United Nations**

The connection between the IOTC e-PSM system and the Agreement on Port State Measures (PSMA) Global Information Exchange System (GIES) has been requested within various fora by States that are both Parties to the PSMA as well as IOTC Contracting Parties. In a wider context, prioritisation of such action can be noted in the recommendations of the Third Meeting of the Parties to the PSMA as well as more recently in the Third Meeting of the PSMA Technical Working Group on Information Exchange, whereby Parties called for the connection of the GIES with existing regional e-PSM systems.

Connections between the two systems ensure that there is no duplication of effort for States that are both IOTC CPCs and Parties to the PSMA to fulfil PSM related information exchange requirements under IOTC CMMs and the PSMA. The IOTC e-PSM system would remain the system for inputting PSM reports within the scope of the IOTC mandate. Those reports submitted on the IOTC system, originating from a State that is also a Party to the PSMA, would automatically be transmitted to the GIES. With the creation of the GIES and the connection with the IOTC e-PSM system, IOTC CPCs also Party to the PSMA will be able to benefit from a wider range of vessel compliance information from which to make decisions on port entry and use as well as any follow up decisions that may be required, such as for vessels which also conduct activities outside of the IOTC area of competence.

#### **IMPLEMENTATION UPDATE:**

The design of specifications of the API involving both IOTC and PSMA Secretariats, including mapping of data fields has been concluded. The connection between the two systems is now functional from 24 January 2025. This connection has been approved at S27. [IOTC e-PSM became the first electronic system to automatically transfer data into PSMA GIES.](#)

#### **5.5. Sharing of experience on port State measures.**

This activity provides a mechanism for the sharing of experiences between port States' Competent Authorities responsible for the implementation of IOTC port State measures, at national level. The activity involves the relocation of PSM supervisor/administrator and/ or port inspectors from a port State Competent Authority to another port State CPC, to work and share experiences on the following topics: port State Competent Authority (structure, personnel, budget, challenges, etc.); legal provision at national level to implement port State measures (exchanges of legislation); inter-agency cooperation at national level; port inspection procedures adopted at national level, including monitoring of offloading; use of the e-PSM application, work flow processes, including analysis of AREP and vessel's risk assessment. During the exchange, port inspectors conduct inspection and monitor offloading. The inspection/monitoring team is composed of inspectors from the two port States' Competent Authorities.

#### **IMPLEMENTATION UPDATE:**

The Secretariat secured assistance from the EU funded Ecofish Project for PSM exchanges conducted in the 2024. Seychelles, Madagascar and Mauritius have benefited from the assistance.

## **5.6. IOMoU IOTC inspectors training.**

This activity, encompassed within a collaborative initiative between IOMOU and IOTC, aims to enhance the awareness of national PSC and PSM inspectors, operating under the context of the IOMOU and IOTC, of each other's inspection regimes, enabling them to flag potential infringements or deficiencies to the relevant authorities, to improve coordination and efficiency, and eventually ensuring that ports serve as an effective frontline in combating IUU fishing, while also contributing to improved maritime safety and security, environmental protection and decent labour conditions on board fishing and fishing-related vessels.

With the assistance provided by Australia and the European Union, the Project was planned in two phases, consisting of firstly the formulation of an initial study, development of training materials and a training programme, and secondly, the delivery of three separate in-country training courses.

### **IMPLEMENTATION UPDATE:**

The training programme was finalized in November 2023, and the corresponding training materials were developed in preparation for the pilot implementation of the programme. Initially, Phase 2 of the Pilot Project envisaged three in-country trainings to pilot the training programme. However, due to the tight timeline for delivering the three in-country sessions before the project's deadline, it was agreed to convene instead, a single training session in Cape Town, South Africa, from 19 – 29 August 2024, to pilot the training programme. The training session targeted Port State Control (PSC) and Port State Measures (PSM) inspectors from the most important ports for tuna fisheries in the Indian Ocean region; Port Victoria (Seychelles), Cape Town (South Africa) and Sri Lanka. Mauritius was also invited to send inspectors to the training, however, they were unable to meet the deadline for submitting their list of nominees.

The training achieved notable outcomes, including raising awareness of information exchange systems, securing commitments for inter-agency cooperation, and identifying gaps, such as the lack of a reporting system for PSC inspections of fishing vessels. However, while the programme provides a solid framework to complement IOMOU and IOTC training, it necessitates further piloting to effectively incorporate improvements identified during its testing, and to align it more closely with the Project's objectives prior to seeking endorsement at the next JWG meeting to support its potential replication in other regions. To maintain the progress of this activity, it is necessary to secure additional financial resources.

## **6. Operation, maintenance, hosting, improvement of the Electronic Monitoring and Reporting Information System (e-MARIS application)**

In 2013 the Indian Ocean Tuna Commission (IOTC) Performance Review made two recommendations related to compliance with data collection and reporting and following up on infringements. These recommendations prompted the e-MARIS concept, which was endorsed by the Commission (S22) in 2018, and it is being financially supported by the World Bank, through the SWIOFISH2 Project. Following the recruitment of one User Interface Design (UI) / User Experience Design (UX) expert, one software architect expert and one quality assurance expert in May 2019, Phase 1 started in July 2019 and ended in August 2021, and focussed on the groundwork development of the application, ending with the delivery of a feature complete application, to be refined in the next phase. From September 2021, Phase 2 of the project started; comprising piloting the application with a few users from CPCs. To this end in November and December 2021 the Secretariat, the European Union (remote), Seychelles and Thailand (remote) were introduced to the use of e-MARIS and the results of the feedback reviewed and integrated in the system, as needed. Feedback led to a beta version of the application that was piloted with all CPCs in the second half of 2022. A global presentation of e-MARIS was followed by one-on-one training workshops with individual CPCs who were interested in participating. Full roll-out and entry into production of the application for use by CPCs took place from December 2022 to January 2023, after an extensive phase of configuration. Intensive support has been made available for addressing observations and issues spotted by both the IOTC Secretariat and CPCs, entailing increased human resources during this period. In order to allow for experience, and capacity building if necessary, in a transition phase from 2023 to 2024, CPCs had the option of submitting information through e-MARIS.

The CoC21 made a recommendation in relation to e-MARIS.

184. The CoC21 RECOMMENDED that the Commission (S28) consider making the use of e-MARIS mandatory, while recognising the need to streamline procedures for reporting.

By endorsing this recommendation, the Commission (S28) made mandatory the use of e-MARIS in 2024, henceforth.

## **7. Operation, maintenance, hosting, improvement of the electronic Record of Authorised Vessels (e-RAV application)**

From January 2022, additional software Experts were recruited into the e-MARIS development team to primarily work on the electronic Record of Authorised Vessels. From July to August 2023 the e-RAV application entered a regime of observation and on-demand support.

### **IMPLEMENTATION UPDATE E-MARIS / E-RAV:**

Two regional training courses were organized in June (Mauritius) and September (Thailand), focusing on the use of e-MARIS and the e-RAV, where the new Rules of procedures, adopted at S27, related to the Compliance Assessment process were presented to participant. The e-MARIS manuals are available in the e-MARIS application and can be consulted [HERE](#) .

The e-RAV application was launched at the beginning of 2024 and allows CPCs to manage their fleets on the IOTC Record of Authorised Vessels. The e-MARIS manuals are available from the IOTC web site and can be consulted [HERE](#). The e-RAV manual and the templates are available from the IOTC web site and can be consulted [HERE](#).

The e-MARIS has been in production for three campaigns of the CoC, with the majority of CPCs having used e-MARIS to report on the various IOTC obligations.

To ensure availability and sustainability of the two applications, a dedicated budget for operation, maintenance and hosting, was agreed under the 2026 regular Commission budget.

The IOTC Secretariat is progressing in its discussions with the FAO to understand their Cloud hosting policy and budget implications, for the Cloud hosting service of IOTC applications (e-MARIS and e-RAV).

The following improvements to the e-MARIS application for the 2025 Campaign, leading to the CoC22, have been implemented to simplify and centralise the reporting on system and procedures. Exclusions/inclusions of CPCs for specific reporting requirements will lead to a reduction in the number of e-mails generated by e-MARIS to CPCs, therefore, an overall reduction of the number of reminders for each reporting requirements.

The requirements concerning the reporting of catch data, fisheries statistics for IOTC species, sharks, endangered, threatened, and protected (ETP) species (retained catch, discarded catch, catch & effort and size frequency), data on supply vessels, have been reduced to 10 requirements assessable and 2 requirements not assessable (5.11 *FishingCraftStatistics CoC22cq* and 5.12 *FishPrices CoC22cq*).

## **8. Assessment of flag State performance.**

Under the support of the SWIOFISH 2 Project, and in line with the FAO guideline on assessment of flag State performance, missions have been conducted with the objectives identifying constraints and gaps in the exercise of flag State responsibilities, to enhance flag State performance. The aim is to increase the level of compliance and enhancing contribution of CPCs to the work of the IOTC.

Using the performance assessment criteria (paragraphs 23 to 38) and procedures for carrying out assessments (paragraphs 44 to 46), as defined in the FAO voluntary guideline, the results of the assessments and the identification of corrective actions, a detailed road map and action plan were drafted in order to enhance flag State performance of those CPCs assessed.

The following countries have benefited from the flag State performance assistance:

- Seychelles 23 September to 4 October 2019,
- Tanzania 25 November to 6 December 2019 and
- Mozambique 30 January to 11 February 2022.

For all these CPCs, recommendations were formulated, and flag State action plans were drafted to assist them in improving their performance. The MCS Expert under the SWIOFish2 programme followed up the action plan with Deep Sea Fisheries Agency officer on 30 September, recording progress to date and updating the plan.

Maldives, Mauritius and South Africa had volunteered to benefit from these missions. The budget of the SWIOFish 2 project was reviewed for 2023 and no more missions could be accommodated due to a shortage of finance. It is expected that the continued assistance will be conducted under alternative finance.

#### **IMPLEMENTATION UPDATE:**

Flag State performance assistance shall continue under alternative funding (EU funded Project). Volunteer CPCs will benefit from this activity in the 2025/2026 intersessional period.

### **9. Infraction guide for fisheries inspectors**

To strengthen the enforcement level of IOTC Conservation and Management Measures, an infraction guide for fisheries inspectors has been produced to assist them in the completion of inspection reports while implementing PSM or conducting at sea inspection, in order to identify actions that needs to be taken by the inspecting authority. The guide is available on the IOTC web site: [Inspection of vessels guide for fisheries inspectors to contraventions of the Indian Ocean Tuna Commission Resolutions](#).

### **10. Manual evidence gathering**

In November 2020 a contract was signed with a consultancy firm to conduct a training needs assessment, a manual on evidence gathering and training at both national and regional levels. Staff from both the inspectorates and legal departments of beneficiary countries of the SWIOFISH 2 Project have been consulted and a training needs analysis completed. A manual on evidence gathering was drafted and tested during a regional evidence-gathering course held in September 2022 in Mauritius, and attended by seven CPCs.

The manual is available on the IOTC web site: [Evidence in fisheries offences: effective collection and use - Laws, procedures, prosecutions, illegal, unreported and unregulated fishing vessel listing](#) .

#### **IMPLEMENTATION UPDATE:**

Assistance to CPCs shall continue with the assistance of the EU funded Project for this activity, in the 2025/2026 intersessional period.

### **11. Organisations/donors supporting IOTC capacity building activities**

The activities related to sections 2 to 10 above have been financially supported by: the IOTC regular budget and the Second South West Indian Ocean Fisheries Governance and Shared Growth Project (SWIOFish 2 Project - IOTC Component of the World Bank Project) and the EU grants to the IOTC.

## RECOMMENDATION/S

That the CoC22:

- 1) **NOTE** the information provided in document IOTC–2025–CoC22–10,
- 2) **NOTE** the continued implementation of capacity building activities by the IOTC Secretariat to improve compliance to CMMs and strengthen the implementation of port State measures,
- 3) For the e-PSM application:
  - a. **NOTE** the implementation of training programmes for port State CPCs, in accordance with paragraph 3 of Resolution 16/11 and the increasing use of the IOTC e-PSM application by port State CPCs and flag State CPCs.
  - b. **NOTE** that the connection between the IOTC's and FAO's PSM information exchange systems (e-PSM and GEIS) has been established.
  - c. **NOTE** that the e-PSM application, being mandatory since 2022, is currently maintained under external funding, and **FURTHER NOTE** the dedicated IOTC budget under the Commission's budget for the operation, maintenance and hosting to ensure availability and sustainability of the application.
- 4) For the e-MARIS and e-RAV applications:
  - a. **NOTE**, in accordance with the recommendations of CoC15, the progress made by the IOTC Secretariat towards the work implement the e-MARIS application to support the IOTC Compliance process.
  - b. **Note** the improvement implemented to facilitate reporting in e-MARIS, the new functionalities (Recall information from previous e-MARIS campaign), integration with the e-RAV.
  - c. **NOTE** that the e-MARIS application, being mandatory since 2024, is currently maintained under external funding, and **FURTHER NOTE** the dedicated IOTC budget under the Commission's budget for the operation, maintenance and hosting to ensure availability and sustainability of the application

## Appendix 1: Acronyms

ALB	Albacore tuna
AREP	Advance request of entry into port
BET	Big eye tuna
BUM	Blue marlin
BLM	Black marlin
CCSBT	Commission for the Conservation of Southern Bluefin Tuna
CITES	Convention on International Trade of Endangered Species
CMMS	Conservation and Management Measures
CSM	Compliance Support Mission
e-MARIS	Electronic Monitoring and Reporting Information System
e-PSM	Electronic port State measures application
ICCAT	International Commission for the Conservation of Atlantic Tunas
EMS	Electronic Monitoring Systems
MLS	Striped marlin
NCP	Non Contracting Party
NFV	Notification fishing vessel
PSMR	Port State measures Resolution
PSM	Port State measures
ROS	Regional Observer Scheme
SBT	Southern bluefin tuna
SFA	Indo-pacific sailfish
SKJ	Skipjack tuna
SPF	Longbill spearfish
SSP	Short-billed spearfish
SWO	Swordfish
SWIOFish	Second South West Indian Ocean Fisheries Governance and Shared Growth Project
UI	User Interface Design
UX	User Experience Design
WWF	World Wide Fund for Nature
YFT	Yellowfin tuna