
**REPORT ON INFORMATION RELATED TO VESSELS IN THE IOTC RECORD OF
AUTHORISED VESSELS****Prepared by IOTC Secretariat, 7 April 2026**

PURPOSE

To inform the Compliance Committee on the status of the numbers, types and completeness of records of vessels in the IOTC Record of Authorised Vessels. The establishment of the IOTC Record of Authorised Vessels is mandated under IOTC Resolution 19/04 *Concerning the IOTC Record of Vessels Authorised to Operate in the IOTC Area of Competence*.

INFORMATION REPORTED TO THE IOTC SECRETARIAT

CPCs are required to provide a range of attributes for their vessels when submitting records for the inclusion of vessels in the IOTC Record of Authorised Vessels (RAV). While all these attributes are considered mandatory, eight of these attributes are considered particular for a vessel (e.g. vessel name, registration number, etc.), for six of these attributes CPCs can indicate that they are not available (NA), if that is the case. In the case of the IMO number, if the vessel does not have one CPCs can indicate that the vessel is not eligible (NE) for one, or PENDING if the process for getting the IMO number is ongoing.

Paragraph 5, IOTC Resolution 19/04

If any of the information in paragraph 3 is not submitted, the vessel shall not be included in the IOTC Record. The Commission shall take into account exceptional circumstances in which a vessel owner is not able to obtain an IMO number despite following the appropriate procedures. Flag CPCs shall report any such exceptional situations to the IOTC Secretariat.

NUMBER AND TYPES OF VESSELS IN IOTC RECORD OF AUTHORISED VESSELS

Nineteen CPCs have reported vessels to be included in the IOTC Record of Authorised Vessels (RAV). Based on figures extracted from the RAV on 20 March 2026, a total of 5,172 fishing vessels are in the record. This is comprised of 3,184 (62%) vessels of less than 24 metres length overall and 1,988 (38%) vessels of greater than 24 metres length overall. It is to be recalled that vessels of less than 24 metres length overall are required to be included in the record if they operate beyond the exclusive economic zone of their flag State, and vessels of greater than 24 metres length overall are required to be included in the record regardless of where they operate in the IOTC Area.

Longline vessels make up 42% of the total number of vessels in the record, followed by gillnet nets vessels (30%) and vessel employing multiple fishing gears (11%). Purse seine vessels and bait boats (pole and line vessels) account for 8% and 6%, respectively. Sixteen CPCs have registered longline vessels in the record compared to only two CPCs that have registered gillnet vessels. Just over 80% of the vessels in the record are flagged to three CPCs (Indonesia, Iran and Sri Lanka) and they account for just over 70% of the total number of vessels with length overall of 24 metres or less. Besides the types of vessels mentioned above, there are a small number of line vessels (115), research vessels (9), trawlers (2) and supply vessels (15), which account for 2.7% of the number of vessels in the record.

Details of the number of vessels, by types, registered by CPCs in the Record of Authorised Vessels are provided in Table 1.

Table 1. *Details of the number of vessels, by types, registered by CPCs in the Record of Authorised Vessels.*

CPCs	Number of vessels/(%)	LOA 24+ metres	LOA <24 metres	Pole & Line	Gillnet	Line	Drifting Longline	Multi-purpose	Purse seine	Research-Training	Supply	Trawler
Australia	50 (1%)	15	35	1		2	39		8			
China	95 (2%)	95	0				93			2		
European Union	102 (2%)	83	19				75		21		6	
India	4 (<1%)	4	0							4		
Indonesia	837 (16%)	631	206			106	400		331			
Iran	1,309 (25%)	494	815		1294		5		8			2
Japan	153 (3%)	153	0				143		10			
Kenya	8 (<1%)	7	1				6		1		1	
Korea, Republic of	56 (1%)	56	0				50		5		1	
Madagascar	5 (<1%)	0	5				5					
Malaysia	32 (1%)	32	0				32					
Maldives	323 (6%)	323	0	323								
Mauritius	5 (<1%)	5	0				1		3		1	
Oman	11 (<1%)	11	0				3		6		2	
Seychelles	109 (2%)	59	50				91		15		3	
South Africa	23 (<1)	10	13	6			11	6				
Sri Lanka	2,044 (40%)	4	2,040		255	1	1,220	568				
Tanzania	3 (<1%)	3	0				1		1		1	
Thailand	3 (<1%)	3	0							3		
Total	5,172	1,988 (38%)	3,184 (62%)	330 (6%)	1,549 (30%)	109 (2%)	2,175 (42%)	574 (11%)	409 (8%)	9 (<1%)	15 (<1%)	2 (<1%)

IMO NUMBER

CPCs can indicate that a vessel is not eligible to receive an IMO number if the vessel does not meet the criteria laid down in IMO Resolution A.1117(30); *motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) authorized to operate outside waters under the national jurisdiction of the flag State.*

There are currently 3,034 (58.7%) vessels in the IOTC Record of Authorised Vessels with an IMO number. These vessels range in size from 12.01 metres to 116 metres in length overall and gross tonnage (GT) ranging from 10 GT to 4,428 GT. They represent a range of vessel types and gear configurations. No information is available on the type of material that these vessels are made of, but it can be safely assumed that glass reinforced plastic (GRP), steel and wood, would be the material of choice for the majority of these vessels.

There are currently 1,355 (26%) vessels in the record with no information for their IMO number attribute; 1,298 (99%) vessels in the Iranian fleet, 53 (2.6%) vessels in Sri Lankan fleet and 4 (17.4%) vessels in the South African fleet. A further 317 (15.5%) vessels in Sri Lankan fleet have a pending application for an IMO number. Five CPCs (Indonesia, Kenya, Madagascar, Maldives and Sri Lanka) have reported a combined 461 vessels that are not eligible for an IMO number. The Maldives have reported that almost their entire fleet are not eligible for an IMO number, despite having only one vessel that has an overall length of less than 12 metres.

Based on the IMO criteria, size limit of 12 metres in LOA, 5,022 (90%) of the vessels in the RAV should qualify for an IMO number. The vast majority (99.7%) of vessels without information for their IMO number have authorisation period that are already invalid. To note, based on the recommendation of the Compliance Committee (CoC19), which was endorsed by the Commission (S26), some of these vessels are automatically deleted from the RAV once their periods of authorisation have elapsed over two years, unless remedial action are taken by the respective CPCs under whose flag these vessels are registered.

PHOTOGRAPHS (STARBOARD SIDE, PORTSIDE AND BOW)

The requirement for CPCs to provide photographs for their vessels included in the IOTC Record of Authorised Vessels became fully effective on 1 January 2022. CPCs must submit three photographs of their vessel, showing the starboard side, port side and the bow. One of the three photographs should clearly show the name or national registration number of the vessel.

Although this measure has been in force for four years now, a small number of CPCs (Iran, Kenya, the Republic of Korea, South Africa and Sri Lanka) are not fully complying with this requirement. While Iran has not provided a single photograph for any of its 1,309 vessels, three of the four CPCs mentioned above have one or two of the three required photographs missing. Sri Lanka has a combination all both; photographs missing for some vessels or one or two photographs missing for some other vessels.

Since the introduction of the online IOTC Record of Authorised Vessels application (e-RAV), the requirement for submitting photographs is rigorously applied by the application. Submissions for inclusion of new vessels or updates of record of existing vessels where no photographs are provided, or exists in legacy records, results in the submission being invalidated. Therefore, the current vessels with missing photographs are part of the legacy records which were loaded into the e-RAV application.

INFORMATION RELATED TO OPERATING COMPANY NAME, ADDRESS AND COMPANY REGISTRATION NUMBER, BENEFICIARY OWNER NAME AND ADDRESS

Four CPCs (Indonesia, Iran, Kenya and Sri Lanka) have failed to provide some or all information on the name, address and registration number of companies operating some of their fishing vessels or the name and address of their beneficial owners. CPCs are not obliged to provide this information if the concerned vessels are not operated by a company. They simply have to indicate non-availability in these cases when updating the records of the concerned vessels. If the name and address of the beneficiary owner is the same as that of the owner or operator, CPCs are expected to provide these, or in the case that it is different from the owner and/or operator and is not known, CPCs are expected to indicate non-availability.

The level of completeness of these attributes are between 74-75% (3,802 – 3,863 vessels). This is a reflection of the high level of non-compliance by Iran, which accounts for about a quarter of vessels in the record.

INVALID AUTHORISATION PERIOD

As indicated earlier, through a recommendation made by a previous session of the Compliance Committee, which was endorsed by the Commission, vessels with invalid authorisation period are kept in the record for a period of two years. If no action is taken by the concerned CPC flag State to update or delete vessels with invalid authorisation period, the e-RAV application will automatically perform the deletion once the 730 days has been reached. A notification of deletion is automatically sent to both the flag State and the IOTC Secretariat.

Based on data extracted on 20 March 2026 from the IOTC Record of Authorised Vessels, 13 CPCs account for 2,169 (42%) vessels with invalid period of authorisation. Table 2, below, list the CPCs with vessels in the RAV whose authorisation period is no longer valid.

Table 2. *List the CPCs with vessels in the RAV whose authorisation period is no longer valid.*

CPC	No. of vessels	Percentage of fleet
China	16	17%
European Union*	2	2%
Indonesia	350	42%
Iran	1,309	100%
Japan	2	1%
Kenya	3	38%
Korea, Republic of	6	11%
Malaysia	2	6%
Maldives	83	26%
Mauritius	1	20%
Oman	3	27%
Seychelles	13	12%
Sri Lanka	379	19%
Total	2,169	42%

* France and Portugal

As can be seen in the above table, none of the Iranian vessels have in date authorisation period. Prior to the roll-out of the e-RAV application, the Secretariat initiated a discussion with Iran since all Iranian vessels in the IOTC Record of Authorised Vessels had open-ended authorisations. This would have resulted in immediate deletion of these vessels upon uploading their records into the e-RAV application due to the implementation of automatic delisted procedure agreed by the Commission. In the case of the Iranian vessels, their records had last been update in 2014. Our discussions with the Iranian Fisheries Organisation (IFO) culminated with the agreement for the Secretariat to update the authorisation period for all Iranian vessels for a one year period, up to 2 April 2025, in spite of many missing mandatory fields. The IFO gave the undertaking that it would provide the missing mandatory fields, including photographs, as and when they become available.

The CoC22 requested Iran to provide a timeline for the update of mandatory information, in particular with regard to photographs of the vessels. As of the time of preparing this document, Iran has not provided the requested information, and no update has been done for their list of authorised vessels.

OVERALL COMPLETENESS OF THE IOTC RECORD OF AUTHORISED VESSELS

By excluding the vessels flagged to Iran in the analysis of completeness of information for the mandatory fields that are required to be provided for inclusion of vessels in the record, we find that the lowest compliance rate is 98% and that pertains to the provision of information on operating company address and registration number. 99% of the three types of photographs have been provided. Information on the status of vessels' eligibility for an IMO number or an actual IMO number have been provided for 99% of the vessels in the record. For the remaining mandatory fields, all relevant information have been provided.

RECOMMENDATION/S

That the CoC23:

- 1) **NOTE** paper IOTC-2026-CoC23-05, which provides information on the completeness of the IOTC Record of Authorised Vessels.
- 2) **NOTE** the CPCs whose lists of vessels are not fully compliant with the standard set in paragraph 3 of Resolution 19/04.
- 3) **RECOMMEND** that the concerned CPCs work with the Secretariat to identify the concerned vessels whose records are incomplete.
- 4) **RECOMMEND** that Iran provide a timeline for the update of mandatory information, in particular with regard to photographs of the vessels.