



28 mai 2026

## CIRCULAIRE CTOI 2026–24

Madame/Monsieur,

### NOTIFICATION D'ACTIVITÉS DE NAVIRES - BANDAR NELAYAN 16

Conformément au Paragraphe 7 de la [Résolution CTOI 24/03](#) *Visant à l'établissement d'une liste de navires présumés avoir exercé la pêche illicite, non déclarée et non réglementée dans la zone de compétence de la CTOI*, je souhaiterais transmettre aux CPC le rapport ci-joint qui m'a été adressé.

Comme vous le constaterez dans le rapport ci-joint, qui n'est disponible qu'en anglais, l'État du pavillon du navire qui y est mentionné est l'Indonésie. Par conséquent, si demandé par toute autre CPC par le biais du Secrétaire exécutif de la CTOI, l'Indonésie devra enquêter sur les allégations et communiquer sous 60 jours les progrès de l'enquête au Secrétaire exécutif de la CTOI. Le Secrétaire exécutif de la CTOI devra alors, dès que possible, notifier chaque CPC et l'État du pavillon, en joignant les informations compilées qui auront été reçues. Étant donné que les activités INN alléguées semblent avoir eu lieu dans des zones au-delà de la juridiction nationale dans la zone CTOI, toute CPC concernée peut chercher à inclure le navire sur la Proposition de liste INN.

Je vous remercie de l'attention que vous porterez à la présente circulaire et au rapport ci-joint.

Cordialement,

Paul de Bruyn  
Secrétaire exécutif

**Pièce jointe** : Notification d'activités de navires - BANDAR NELAYAN 16 (octobre 2025)

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Ce message est envoyé uniquement par email.



16th October 2025

## **Vessel Activity Notification - Bandar Nelayan 16** **Allegations of IUU fishing conducted within the Indian Ocean region**

The [Environmental Justice Foundation](#) (EJF) exists to protect the natural world and defend our basic human right to a secure environment.

EJF works internationally to inform policy and drive systemic, durable reforms to protect our environment and defend human rights. We investigate and expose abuses and support environmental defenders, Indigenous peoples, communities and independent journalists on the frontlines of environmental injustice. Our campaigns aim to secure peaceful, equitable and sustainable futures.

EJF is committed to combating illegal, unreported and unregulated (IUU) fishing. To this end, EJF gathers information on fishing vessels' activities by conducting interviews with former crew from fishing vessels and through the use of Starboard and other online platforms that allow for the observation of vessels equipped with an Automatic Identification System (AIS).

### **Introduction:**

Through extensive field-based investigations and desk-based research, EJF has been made aware of allegations of illegal fishing carried out on board the BANDAR NELAYAN 16 (IMO - 8787911) - an Indonesian-flagged fishing vessel.<sup>1</sup> These activities include the capture of protected cetacean species, shark finning, and the disposal of bodies at sea.

EJF submitted a Vessel Activity Notification (VAN) concerning the BANDAR NELAYAN 16 and nine other vessels to the Indonesian Ministry of Maritime Affairs and Fisheries (MMAF) in January 2025, urging further investigation. This new VAN presents detailed and fresh allegations of nearly identical IUU fishing infractions. This VAN provides new crew testimonies, additional IUU fishing infractions, and updated footage from the latest fishing vessel trip in 2024.

EJF interviewed four crew members who worked on the vessel throughout 2024. The crew's testimony includes allegations of illegal fishing practices, including the killing of protected cetacean species. The crew describe intentionally harpooning a false killer whale for the purpose of taking its teeth as souvenirs. They also mentioned the catching and finning of sharks, disposing of their bodies at sea, and retaining protected species such as thresher sharks.

These behaviours contravene Indonesian regulations (MMAF Regulation No. 58 of 2020 concerning Capture Fisheries Business<sup>2</sup>) but also those for the Indian Ocean Tuna Commission (IOTC) and Commission for the Conservation of Southern Bluefin Tuna (CCSBT) - two overlapping regional fisheries management organisations (RFMOs) in the area in which the BANDAR NELAYAN 16 operated throughout 2024.

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<sup>1</sup> Ministry of Marine and Fisheries (2025) Vessel fishing license for Bandar Nelayan 16 <https://perizinan.kkp.go.id/grid.php?target=aktif&doc=6&q=>

<sup>2</sup> Article 111 paragraph (1) of the Minister of Marine Affairs and Fisheries Regulation No 58 of 2020 concerning Capture Fisheries Business

### Identification:

Name	Call sign/IMO	Current location	CCSBT record	IOTC record
BANDAR NELAYAN 16 <sup>3</sup>	YEA5242/8787911	Benoa port	Until 31/12/25 <sup>4</sup>	Until 31/12/25 <sup>5</sup>

It should be noted that the BANDAR NELAYAN 16 was authorised to conduct fishing operations within the IOTC area at the time of writing. AIS vessel tracking via Global Fishing Watch indicates the vessel left Benoa Port in June 2025, with its latest position recorded in October 2025 in FAO Major Fishing Area 57, Indian Ocean.<sup>67</sup>

According to the S&P Global Maritime portal, the fishing vessel is operated by PT. BANDAR NELAYAN (Address: Jalan Ikan Tuna IV 8, Kel Pedungan, Denpasar, 80223, Indonesia). This company is stated to operate 91 fishing vessels and 3 fish carrier vessels. All of these vessels are named BANDAR NELAYAN followed by a number. IOTC records for the BANDAR NELAYAN 16 indicate that the vessel is owned by the individual – Richi Richado – as is the case for several other vessels named BANDAR NELAYAN followed by numbers.<sup>8</sup>

According to available trade data, PT. BANDAR NELAYAN, since 2015, has actively sent their catches to the US, Vietnam, China and Taiwan.<sup>9</sup> The company's (now inactive) website also lists Vietnam, Thailand, China, Taiwan, Japan, the USA and the European Union as markets for yellowfin tuna, albacore tuna, swordfish, and other tuna-like species products.<sup>10</sup> The company is listed as authorised to export fishery products to the EU as of the time of writing (approval number: 564.14.B).<sup>11</sup>

### Potential IUU fishing violations:

Table 1. Summary of sharks and other species identified by the crew to have been caught by the vessel:

Species name	IUCN Red List Classification	CITES	IOTC CMM	Source
Blue shark ( <i>Prionace glauca</i> )	Near Threatened	-	-	Crew interview(s)
Shortfin mako shark ( <i>Isurus oxyrinchus</i> )	Endangered	Appendix II	-	Crew interview(s)

<sup>3</sup> IOTC (2025) Vessel record for Bandar Nelayan 16 <https://rav.iotc.org/fe/record/IOTC002394>

<sup>4</sup> CCSBT (2025) Vessel record for Bandar Nelayan 16 <https://www.ccsbt.org/en/content/bandar-nelayan-16-5>

<sup>5</sup> IOTC (2025) Vessel record for Bandar Nelayan 16 <https://rav.iotc.org/fe/record/IOTC002394>

<sup>6</sup> Global Fishing Watch (2025) Bandar Nelayan 16

<sup>7</sup> FAO (2023) FAO Major Fishing Areas: Indian Ocean, Eastern (Major Fishing Area 57), <https://www.fao.org/fishery/en/area/57/en>

<sup>8</sup> IOTC (2025) Vessel record for Bandar Nelayan 16 <https://rav.iotc.org/fe/record/IOTC002394>

<sup>9</sup> ImportYeti (2025) Bandar Nelayan customers, <https://www.importyeti.com/supplier/bandar-nelayan-jl-ikan-tuna-iv>

<sup>10</sup> <https://web.archive.org/web/20181104050821/http://www.bandarnelayan.com/index.html>

<sup>11</sup> [https://webgate.ec.europa.eu/tracesnt/directory/listing/establishment/publication/index#!/view/ID/FISHERY\\_PRODUCTS](https://webgate.ec.europa.eu/tracesnt/directory/listing/establishment/publication/index#!/view/ID/FISHERY_PRODUCTS)

<sup>27</sup> EJF (2024) Interview with fisher from Bandar Nelayan 16

Pelagic thresher ( <i>Alopias pelagicus</i> )	Endangered	Appendix II	Resolution 12/09	Crew interview(s) Social media
False killer whale ( <i>Pseudorca crassidens</i> )	Near Threatened	Appendix I	Resolution 23/06	Crew interview(s)

EJF interviewed four crew members from the BANDAR NELAYAN 16 who worked on the vessel between late 2023 and late 2024 (exact dates are not provided to protect crew identities). The vessel also appears to have engaged in the catching and finning of sharks. The crew described how they would remove the heads and innards of the shark, and then separate the fins from the bodies. The shark bodies would then be transhipped to a collecting vessel at sea, whilst the fins would be packed into sacks until they were unloaded at Benoa port at the end of the trip. These practices of processing protected shark species, such as thresher sharks, are prohibited under IOTC Resolution 12/09<sup>12</sup> and CCSBT bycatch mitigation measures.<sup>13</sup> For shortfin mako sharks, the crew would throw the shark bodies into the sea. This behaviour could be in violation of IOTC Resolution 25/08.<sup>14</sup>

*“It is like catching fish in a pond. It [sharks] is pulled and lifted...Only the body and the fins were taken...They were separated...There were six sacks of fins...It [fins] was taken to the shore.”*

Interview with a fisher from the BANDAR NELAYAN 16.

*“We often caught thresher sharks...For the thresher sharks, we took their fins and bodies...Their tails were thrown away.”*

Interview with a fisher from the BANDAR NELAYAN 16.

These acts are clear breaches of Article 109 of MMAF Regulation No. 58 of 2020, which stipulates that bycatch that is ecologically related to tuna fisheries (ecologically related species) in the form of sharks must be landed intact.<sup>15</sup> The catching and processing of both entire bodies and fins of thresher sharks (*family Alopiidae*) is also a breach of Article 112 of MMAF Regulation No. 58 of 2020, which states that bycatch in the form of thresher sharks must be released alive.<sup>16</sup>

*“Yes, that's the shortfin mako shark. I think we caught them five to ten times. So, we only took their fins and threw their bodies away.”*

Interview with a fisher from the BANDAR NELAYAN 16.

<sup>12</sup> <https://faolex.fao.org/docs/pdf/mul165290.pdf>

<sup>13</sup> CCSBT (2023) Bycatch Mitigation: Binding Measures, <https://www.ccsbt.org/en/content/bycatch-mitigation>

<sup>14</sup> CCSBT (2023) Bycatch Mitigation: Binding Measures, <https://www.ccsbt.org/en/content/bycatch-mitigation>

<sup>15</sup> Article 109, MMAF Regulation No. 58 of 2020

<sup>16</sup> Article 112, MMAF Regulation No. 58 of 2020

The vessel also caught false killer whales, with the crew ordered to take their teeth as souvenirs. Such catching and retention of false killer whales could be in contravention of IOTC Resolution 23/06<sup>17</sup> and CCSBT bycatch mitigation measures (See Appendix 2).<sup>18</sup>



Photos taken by two different crew members from the BANDAR NELAYAN 16: The teeth of a false killer whale, reportedly caught during the fishing trip, were shaped into a pendant and a ring.

*“We caught the false killer whale...one got on board, and the other one got loose...we only took their teeth..I made a necklace out of it”.*

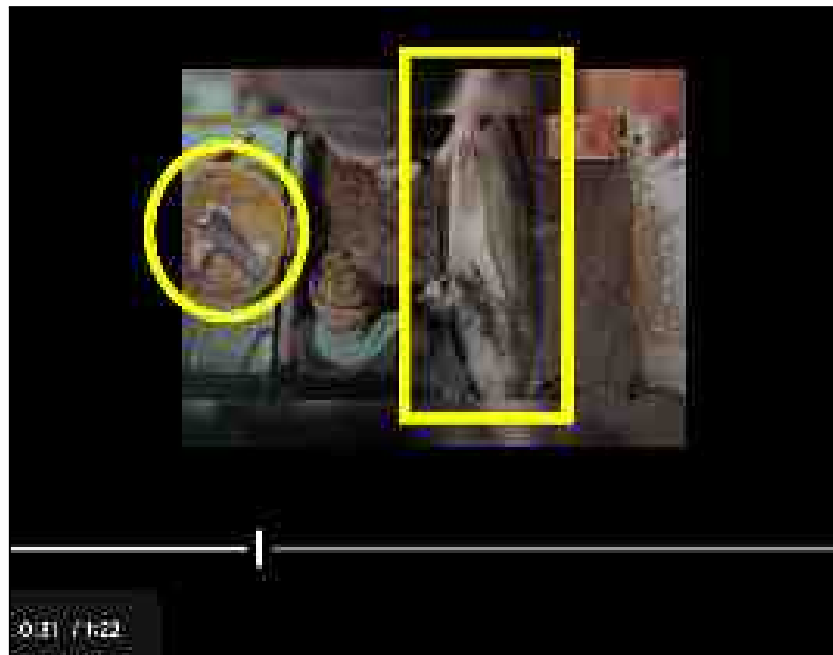
Interview with a fisher from the BANDAR NELAYAN 16.

<sup>17</sup> <https://faolex.fao.org/docs/pdf/mul221502.pdf>

<sup>18</sup> CCSBT (2023) Bycatch Mitigation: Binding Measures, <https://www.ccsbt.org/en/content/bycatch-mitigation>



Photo sent to EJF by a fisher from the BANDAR NELAYAN 16 showing crewmembers posing with a thresher shark with a hook embedded in its body. The orange broken bucket was described to EJF as a temporary place to hold shark fins. The photo timestamp indicates this photo was taken in late 2023 (exact dates are not provided to protect crew identities).



A screenshot taken from a video shared with EJF shows a shark being processed. The yellow box shows the body of a thresher shark. The yellow circle shows the broken orange bucket used as a temporary place to hold shark fins. This is the same bucket as indicated in the previous photo.



The photo shows crew members posing with a thresher shark. Again, the same coloured orange buckets are present. The timestamp indicates it was taken in early 2024 (the exact date is not provided to protect crew identities).

In addition, social media analysis has identified the BANDAR NELAYAN 16 as potentially having engaged in the catching of a dolphin (video uploaded to YouTube on January 7, 2024) and a thresher shark (video uploaded on January 26, 2024). It is not possible to determine when the videos were taken.



A screenshot taken from a YouTube video (posted in January 2024) showing a dolphin being lifted onto the deck of the BANDAR NELAYAN 16.



A screenshot taken from a YouTube video shows a thresher shark being lifted onto the deck of the BANDAR NELAYAN 16.

### **Potential forced labour violations:**

The four crew members interviewed reported excessive working hours as the only major labour violation. The crew described having to work 16 to 18 hours a day. According to the International Labour Organization, being made to work more than 14 hours a day is an indicator of forced labour.

## **Supply chain linkages to the US**

EJF utilised Trade Data Pro, a subscription service that gathers import and export customs data from various global sources, to establish supply chain links between BANDAR NELAYAN, PT - the parent company of the BANDAR NELAYAN 16 - and international seafood markets.

According to Trade Data Pro, since 2023, BANDAR NELAYAN, PT has shipped 215 consignments to the U.S., totalling approximately 4,305 tons valued at \$15.61 million.<sup>19</sup> The primary commodities were frozen tuna, swordfish, and squid. These products are imported into the U.S. by leading companies such as Osama Corporation, Indo Merchandise, and Imaex.<sup>20</sup>

BANDAR NELAYAN, PT is registered to export to the US market under FDA No. 19212269512.<sup>21</sup>

## **Supply chain linkages to the EU**

Under the auspices of DG SANTE (the European Commission's Directorate-General for Health and Food Safety), the EU publishes a list of non-EU establishments that are authorised to export to the EU, which includes the names of processing plants from which seafood sold on the EU market can be sourced. While this list pertains to food hygiene, and an establishment's presence on the list does not necessarily confirm active supply, it can serve as a useful indicator that seafood from a given establishment may be entering the EU market.

PT. BANDAR NELAYAN is included on the list of Indonesian establishments that are authorised to export to the EU (Approval number 564.14.B).<sup>22</sup>

## **Supply chain linkages to Asia**

As reported by Trade Data Pro, since 2023, BANDAR NELAYAN, PT has been actively exporting products to Asian markets, including the Philippines.<sup>23</sup> Shipments to the Philippines primarily consisted of frozen tuna, with a total of 269 tons valued at \$508,000. Two import companies in the Philippines, King Belly Seafood and Dav Seatic, are leading these imports.<sup>24</sup>

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<sup>19</sup> Trade Data Pro (2025)

<sup>20</sup> Trade Data Pro (2025)

<sup>21</sup> Trade Data Pro (2025)

<sup>22</sup>The EU Commission (2025)

<https://webgate.ec.europa.eu/tracesnt/directory/listing/establishment/publication/index#!/search?classificationSectionChapter=food&countryCode=ID>

<sup>23</sup> Trade Data Pro (2025)

<sup>24</sup> Trade Data Pro (2025)

## **Recommendations:**

### *Immediate investigations:*

EJF recommends that the Indonesian MMAF, Directorate-General of Surveillance and Control of Marine and Fishery Resources (PSDKP) and Directorate General of Capture Fisheries (DJPT) review the allegations detailed in this alert and furthermore:

- Confirm whether the BANDAR NELAYAN 16 identifications and fishing authorisations provided in this notification are accurate and up to date.
- Conduct a full investigation into the fishing activities of the aforementioned vessel, including physical inspections of the vessel and interviews with the captain and crew to establish whether or not IUU fishing infractions in breach of MMAF Regulation No. 58 of 2020 and/or IOTC/CCSBT Resolutions occurred. Suspend the license of the vessel during the course of this investigation and prevent the vessel from leaving port.
- Use forensic photographic analysis to confirm whether the photos and video screenshots provided in this notification were taken onboard the BANDAR NELAYAN 16.
- Collect and verify logbook information and other available historical documentation related to the catch of this vessel to establish whether it caught and conducted the finning and separation of shark fins of any species of sharks (including thresher sharks) before landing on previous fishing trips within the IOTC and/or CCSBT areas.
- If the vessel is found to have operated without appropriate authorisations, caught and finned protected shark species and/or cetaceans, appropriate and deterrent enforcement action should be taken by the MMAF and PSDKP where possible.

### *Addressing capacity gaps in inspection regimes and compliance mechanisms:*

The IUU fishing infractions reported on board this vessel demonstrate an urgent need to address capacity gaps in port-side inspection protocols. EJF's own observations of port-side inspections at Benoa port in Bali have identified a number of issues which have the potential to facilitate IUU fishing. EJF provides the following recommendations to address these gaps and improve compliance with existing Indonesian and RFMO regulations:

- Continued non-compliance with both Indonesian fishing regulations and RFMO conservation and management measures demonstrates a lack of transparency, accountability and scrutiny in Indonesian distant water fishing operations. The MMAF should set about implementing the transparency mechanisms of the Global Charter for Fisheries Transparency as soon as possible.<sup>25</sup> Such adoption would help reassure global buyers of Indonesian seafood that these products are not tainted by IUU fishing or associated labour abuses.
- The MMAF should establish a risk-based approach to combating IUU fishing that takes into consideration a number of risk factors such as main target species, fishing area, days

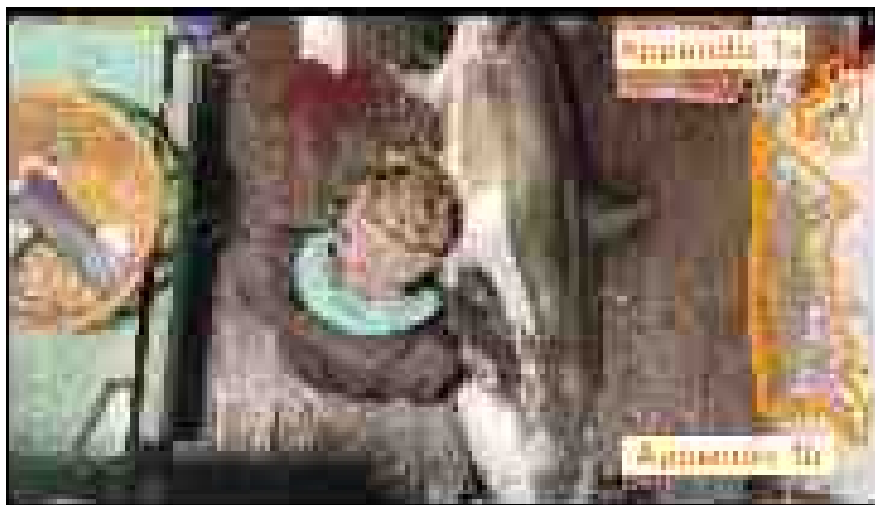
<sup>25</sup> Coalition for Fisheries Transparency (2023), Global Charter for Fisheries Transparency, <https://fisheriestransparency.net/wp-content/uploads/2023/03/ONEPAGER-FINAL.pdf>

at sea per fishing trip, propensity to engage in at-sea trans-shipment, history of IUU fishing or labour violations, etc. Vessels that receive a high-risk classification should be prioritised for inspections, subjected to at-sea inspections, and prioritised for the installation of monitoring systems such as onboard CCTV cameras and human observers.

- The PSDKP, DJPT, harbourmaster and other relevant agencies must urgently formulate and distribute new port-side inspection protocols to be applied nationwide. These must clearly designate which agencies are responsible for what aspect of vessel inspections and in what order. This will reduce confusion and overlapping jurisdictions whilst also improving the effectiveness of training programs provided to relevant agencies.
- Such a port-side inspection protocol should also follow a strictly risk-based approach to ensure that maximises the effectiveness of available inspection resources and facilitates higher quality, more in-depth inspections of high-risk vessels. For example, inspectors could be expected to inspect 100% of high-risk vessels, 60% of medium-risk vessels, and 30% of low-risk vessels. Low-risk vessels could be inspected according to a proportional inspection schedule depending on available inspection resources and the number of days per fishing trip.
- The Government of Indonesia should reinforce MMAF Regulation Number 33 of 2021 so that harbourmasters are no longer authorised to allow vessels to unload catch unless they have been inspected and given approval to unload from the PSDKP. Additionally, considering the powers of harbourmasters as outlined in Article 218 of the Shipping Law, which grants them authority to conduct seaworthiness and safety inspections of both Indonesian-flagged and foreign-flagged ships at Indonesian ports, incorporating amendments into this law could also be beneficial. This law empowers harbourmasters to inspect vessels and seek information to gather evidence about marine casualties. If vessels arrive during hours when PSDKP officials are not on duty, they must be required to wait.
- Relevant government agencies including the DJPT and PSDKP must urgently review and distribute a port-side inspection standard operating procedure (SOP) that clearly lists all relevant aspects of the fishing vessel that must be inspected. This should include aspects related to fisheries as well as to labour issues.
- To prevent further national inconsistencies in port-side inspection regimes it is vital that the DJPT and PSDKP follow this SOP and/or checklist for every inspection.
- Vessel inspectors should be required to sign off against each element of the vessel inspection checklist to confirm that each element has been completed to a satisfactory standard.

**Appendix 1: Faded paint pattern on the side of the ship where the processing of the thresher shark took place**

Video obtained by EJF staff from crew documentation. The off-white paint (orange line) near the window appears to have a unique shape, with a peak that aligns with the window lock next to it.



The left picture shows the crew cutting off the tail of the thresher shark - Not the presence of the faded paint in all of these images.

## **Appendix 2. Indonesian and RFMO regulations**

### **Indonesian laws and regulations:**

Under MMAF Regulation No. 58 of 2020, which covers Indonesian-flagged vessel operations in RFMO areas, the capture of juvenile and pregnant sharks, as well as the practice of shark finning, is prohibited.<sup>26,27</sup> Sharks are required to be landed whole.<sup>28</sup>

Certain species of sharks, such as thresher sharks, oceanic whitetip sharks, whale sharks, and silky sharks, must be released at sea if accidentally caught, and all such occurrences must be recorded in the logbook.<sup>29</sup> Furthermore, the landing, trans-shipment, retention, or sale of these shark species, whether in part or whole, is forbidden.<sup>30</sup> Violations of these requirements will lead to administrative sanctions. These sanctions include written warnings, Fishing Permit (SIPI) suspension, and SIPI licence revocation.<sup>31</sup>

Fishing vessels are also mandated to release any accidentally caught marine mammals, including cetaceans such as false killer whales.<sup>32</sup> If marine mammals are found dead, the vessel's captain is required to record these in the logbook.<sup>33</sup> The regulation, however, does not further specify the sanctions for such violations.

The regulation also prohibits the intentional capture of certain fish species subject to conservation measures established by the RFMOs.<sup>34</sup> Violations of this provision fall under the category of IUU fishing.<sup>35</sup> Fishing vessels found engaging in such activities are subject to administrative sanctions.<sup>36</sup>

### **IOTC Resolutions:**

**Resolution on catching and retaining of thresher sharks:** Under IOTC Resolution 12/09: *“Fishing Vessels flying the flag of an IOTC Member or Cooperating non-Contracting Party (CPCs) are prohibited from retaining on board, transshipping, landing, storing, selling or offering for sale any part or whole carcass of thresher sharks of all the species of the family Alopiidae...”*<sup>37</sup>

**Resolution on catching and retaining of cetaceans (false killer whales and dolphins):** Under IOTC Resolution 23/06: *“CPCs using other gear types fishing for tuna and tuna-like species associated with cetaceans shall report all interactions with cetaceans to the relevant authority of the flag State and include all the information outlined in paragraph 3b(i–vi).”*<sup>38</sup>

*The information outlined in paragraph 3b(i–vi) includes: (i) the species (if known); (ii) the number of individuals; (iii) a short description of the interaction...; (iv) the location of the encirclement; (v) the steps taken to ensure safe release; (vi) an assessment of the life status of the animal on release.”*

**Resolution on catching and retaining of oceanic whitetip sharks:** Under IOTC Resolution 13/06: *“CPCs shall require fishing vessels flying their flag and on the IOTC Record of Authorised Vessels or authorised*

<sup>26</sup> Article 109 paragraph (1) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>27</sup> Article 109 paragraph (2) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>28</sup> Article 109 paragraph (2) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>29</sup> Article 112 paragraph (1) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>30</sup> Article 112 paragraph (2) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>31</sup> Article 113 of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>32</sup> Article 111 paragraph (1) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>33</sup> Article 111 paragraph (2) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>34</sup> Article 116 paragraph (1) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>35</sup> Article 111 paragraph (2) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>36</sup> Article 111 paragraph (3), (4), (5), (6) of the Minister of Marine Affairs and Fisheries Regulation No. 58 of 2020 concerning Capture Fisheries Business

<sup>37</sup> <https://faolex.fao.org/docs/pdf/mul165290.pdf>

<sup>38</sup> <https://faolex.fao.org/docs/pdf/mul221502.pdf>

*to fish for tuna and tuna-like species managed by the IOTC on the high seas to promptly release unharmed, to the extent practicable, of oceanic whitetip sharks when brought alongside for taking onboard the vessel. However, CPCs should encourage their fishers to release this species if recognised on the line before bringing them onboard the vessels.”<sup>39</sup>*

**Resolution on shark finning at sea:** Under IOTC Resolution 17/05: “Paragraph 3: a) Sharks landed fresh: CPCs shall prohibit the removal of shark fins on board vessels. CPCs shall prohibit the landing, retention on-board, transshipment and carrying of shark fins which are not naturally attached to the shark carcass until the first point of landing... b) Sharks landed frozen: CPCs that do not apply sub-paragraph 3 a) for all sharks shall require their vessels to not have on board fins that total more than 5% of the weight of sharks on board, up to the first point of landing. CPCs that currently do not require fins and carcasses to be offloaded together at the point of first landing shall take the necessary measures to ensure compliance with the 5 % ratio through certification, monitoring by an observer, or other appropriate measures.

Paragraph 5: *Without prejudice to paragraph 3, in order to facilitate on-board storage, shark fins may be partially sliced through and folded against the shark carcass, but shall not be removed from the carcass until the first point of landing.”<sup>40</sup>*

#### **CCSBT Resolutions:**

**Resolution to Align CCSBT’s Ecologically Related Species measures with those of other tuna RFMOs:** binds members of the CCSBT with the measures of other relevant RFMOs including the IOTC, WCPFC and ICCAT. This includes IOTC Resolutions 12/09, 13/06, 17/05 and 23/06.<sup>41</sup>

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<sup>39</sup> [https://iotc.org/sites/default/files/documents/compliance/cmm/iotc\\_cmm\\_13-06\\_en.pdf](https://iotc.org/sites/default/files/documents/compliance/cmm/iotc_cmm_13-06_en.pdf)

<sup>40</sup> [https://www.ccsbt.org/sites/default/files/userfiles/file/other\\_rfmo\\_measures/iotc/Resolution%2017\\_05.pdf](https://www.ccsbt.org/sites/default/files/userfiles/file/other_rfmo_measures/iotc/Resolution%2017_05.pdf)

<sup>41</sup> CCSBT (2023) Bycatch Mitigation: Binding Measures, <https://www.ccsbt.org/en/content/bycatch-mitigation>