

## 13<sup>TH</sup> MEETING OF THE COMPLIANCE AND TECHNICAL COMMITTEE (CTC)

*Panama City, Panama 24-27 February 2026*

### CTC 13–Doc 08

### Implementation Report – Inspections

*Secretariat*

## 1. Summary and recommendations

This paper summarises the implementation of the SPRFMO port inspection and high seas boarding and inspection CMMs (07 and 11 respectively) for the reporting period 1 October 2024 to 30 September 2025. The Secretariat received 148 port inspection reports with one infringement detected. A full listing of port inspections is available through the Members page of the SPRFMO website. There were no at-sea boarding and inspections received during this reporting period. There are several opportunities for efficiency gains around Members' reporting and Secretariat data management in these areas.

CTC is invited to:

- **note** this implementation report and make any recommendations deemed appropriate.
- **consider** amending CMM 07 to
  - formally recognize GIES as an alternative means of transmitting SPRFMO inspection information, and
  - explore language to clarify what is meant in paragraph 40 by “direct electronic exchange of information”

## 2. Background

### CMM 07-2025 - Port Inspections

Prior Notification: Paragraph 12 states that “Each Member and CNCP, in its capacity as a port State shall, except as provided for under paragraph 13 of this CMM, require fishing vessels outlined in paragraph 1 seeking to use its ports for any purposes to submit as a minimum the information in the Port Call Request Template located in Annex 11 to its point of contact identified in paragraph 6, at least 48 hours before the estimated time of arrival at the port. Each Member and CNCP, in its capacity as a port State may also request additional information as it may require to determine whether the vessel has engaged in IUU fishing, or related activities. Members and CNCPs, in their capacity as port States, shall promptly inform the Secretariat of any request received to use their ports under this CMM.”

Port Inspection: Paragraph 26 states that “the port Member or CNCP, in its capacity as a port State shall transmit a copy of the inspection report to the SPRFMO Executive Secretary no later than 15 working days following the date of completion of the inspection using the Format for Port Inspection Reports in Annex 3. If the inspection report cannot be transmitted within 15 working days, the port State shall notify the SPRFMO Executive Secretary within the 15 working day time period the reasons for the delay and when the report will be submitted. The Executive Secretary shall promptly convey the report to the authorities of the fishing vessel inspected.”

CMM Review: Paragraph 43 states that “The SPRFMO Commission shall review this CMM no later than 2027 and consider revisions to improve its effectiveness, take into account developments in other RFMOs and the FAO Port State Measures Agreement, and consider the revision of the port call request and inspection report templates. The Secretariat will report annually on the implementation of this CMM.”



## CMM 11-2023 - High Seas Boarding and Inspection:

Reporting: Paragraph 35 states that “Contracting Parties that authorise inspection vessels to operate under these procedures shall report annually to the Commission on the boarding and inspections carried out by its Authorised Inspection Vessels, as well as upon alleged violations observed.”

CTC 10 meeting report (Paragraph 25) provides direction to the Secretariat “that at-sea inspections be included in a broader inspections implementation report, after the adoption of a new high seas boarding and inspection CMM”.

CMM Review: Paragraph 42 states that “The Commission shall keep under continuous review the implementation and operation of these procedures, including review of Annual Reports relating to these procedures provided by Members and CNCPs.”

## 3. CMM 07-2025 Port Inspection

### 3.1. Points of Contact & Designated Ports

All Members and CNCPs have designated, as required, their points of contact for the purpose of receiving prior notifications for foreign fishing vessels carrying SPRFMO-managed species caught in the SPRFMO Convention Area to use their ports and for receiving port inspection reports in relation to vessels flying their flag. Eleven Members and one CNCP have designated ports to which foreign fishing vessels may request entry. In the reporting period four Members reported foreign fishing vessels accessing their ports. This information is presented in Table 1 together with minimum port notification periods and the status of SPRFMO Members and CNCPs with respect to the Port State Measures Agreement.

The Points of Contact and Designated Port lists (if applicable) are available publicly on the SPRFMO website:

<https://www.sprfmo.int/fisheries/conservation-and-management-measures/cmm-07-port-inspection/points-of-contact/>

**Table 1: Points of Contact and Designated Ports Status for Members and CNCPs**

Member/CNCP	*FFV with SPRFMO resources received, or expected to use ports	Points of Contact	Designated ports	Minimum notification period	Port State Measures Agreement Status <sup>1</sup>
Australia	No	Yes	Yes	8 days	Ratified 2015-07-20
Belize	No	Yes	None	N/A	-
Chile	Yes	Yes	Yes	48 hrs	Ratified 2012-08-28
China	No	Yes	None	N/A	Acceded 2025-03-17
Cook Islands	No	Yes	None	N/A	-
Cuba	No	Yes	None	N/A	Acceded 2016-03-25
Ecuador	No	Yes	Yes	72 hrs	Acceded 2019-02-05
European Union	No	Yes	Yes	3 working days	Approved 2011-07-07
Faroe Islands	No	Yes	Yes	24 hrs	Acceded <sup>2</sup> 2017-11-28
Korea	No	Yes	Yes	48 hrs	Acceded 2016-01-14
New Zealand	Yes	Yes	Yes	72 hrs	Ratified 2014-02-21
Panama	Yes	Yes	Yes	96 hrs	Acceded 2016-11-21
Peru	Yes	Yes	Yes	3 business days	Ratified 2017-09-27
Russian Federation	No	Yes	None	N/A	Ratified 2021-03-10
Chinese Taipei	No	Yes	Yes	5 working days	-
USA	No	Yes	Yes	96 hrs	Ratified 2016-02-26
Vanuatu	No	Yes	None	N/A	Acceded 2016-05-06

<sup>1</sup> Information from the [FAO Treaties Database](#) as of 15/12/2025

<sup>2</sup> Through the Kingdom of Denmark



<b>CNCPS:</b>					
Curaçao	No	Yes	Yes	No Minimum	-
Liberia	No	Yes	None	N/A	Acceded 2019-05-21

\*As per Member/CNCP Annual Implementation Report for 2024-25

Seven Members/CNCPS have not designated ports. However, from a practical implementation perspective, this has not caused any concerns, as often there is no expectation of foreign fishing vessels carrying SPRFMO resources arriving. Notwithstanding this, there are Members/CNCPS who have indicated that there is no expectation of vessels arriving but still have designated ports. In essence, if a Member/CNCP will permit, foreign fishing vessels (SPRFMO) to enter their ports, then those ports must be designated and identified.

During the 2024-25 reporting period, as per the information extracted from the submitted Inspection Reports and posted on the Members area of the SPRFMO website, 6 Members engaged in Port Inspections and utilized the 13 ports identified in Table 2 for inspecting SPRFMO foreign fishing vessels (the corresponding number of inspections for each port is noted). Chile, having submitted 123 port inspections, was the most active port authority in respect of SPRFMO port inspections.

Table 2: Port Utilization for Inspections (RP 2024/25)

Australia	Chile	Ecuador	Korea	New Zealand	Peru
Hobart (2)	Arica (27)	Manta (1)	Gamcheon (2)	Nelson (1)	Callao (15)
	Iquique (79)				Paracas (3)
	Punta Arenas (3)				Pisco (1)
	San Vicente (1)				
	Talcahuano (11)				
	Valparaiso (2)				

### 3.2. Prior Notification Implementation

Pursuant to paragraph 11, “Members and CNCPS, in their capacity as port States, shall promptly inform the Secretariat of any request received to use their ports under this CMM”.

The Secretariat tracks incoming Port Call Notifications via an excel worksheet and then cross-references and reconciles the Port Inspections received (stored in the SPRFMO database) against it for the purpose of calculating the percentage of foreign vessels inspected in port. However, it is noted that vessels requesting, and being granted, port access does not always equate to the vessel’s arrival in port as vessel plans change. For that reason, the Member-submitted information in the annual implementation report is used. In recent years Chile and Peru carried out most of the port inspections and, in both cases, strive for 100% inspections for all SPRFMO foreign fishing vessels. The mechanism for Port Call notification for both Members is the forwarding via email of the Port Call Request received to the Secretariat.

### 3.3. Port Inspections

The CMM requires that, each year, Members and CNCPS shall inspect at least 5% of the landing and transshipment operations in their designated ports made by notified foreign fishing vessels. Following the completion of the port inspection, the Member or CNCP shall transmit a copy of the Port Inspection, no later than 15 working days (*unless the Secretariat is notified otherwise*), to the Secretariat. The Secretariat will then convey the report to the flag State.

The listing of all port inspections received by the Secretariat are summarised in the Members only area on the SPRFMO website. The listing identifies the inspecting port state, the port of inspection, the end date of the inspection, the vessel name, the vessel flag, and whether any infringements have been detected (1 infringement was detected by Korea during this reporting period). The port inspections list on the SPRFMO website is



“evergreen” and is updated regularly throughout the year as new port inspection information is received and processed at the Secretariat.

Table 3 summarises the information provided by the Members and CNCPs through the Annual Implementation Reports (and subsequent follow up) pertaining to the Port Call - Port Inspection and inspection rate information for SPRFMO vessels during the 2024-25 reporting period.

**Table 3: Port Call Requests - Port Inspections Summary**  
(Member 2024-25 Implementation Reports and feedback)

*Member/ CNCP	Foreign vessels <sup>3</sup> requesting port services	Vessels denied port services	Vessels Inspected	% of foreign vessel port requests versus port inspections <sup>4</sup>
Australia	11	0	4	36%
Chile	154 <sup>5</sup>	16	132	100%
Ecuador	5	3	1	50%
Korea	2	0	2	100%
New Zealand	1	0	2	100%
Peru	24	0	24	100%

*\*Note: No SPRFMO port inspections were received from Panama during the reporting period. Notwithstanding, some SPRFMO vessels transit the Panama Canal to/from SPRFMO. It is unclear if this activity falls within the context “port services under this CMM”.*

Reviewing the annual Port Inspection information available from the SPRFMO website, the number of port inspections has increased significantly post covid and far exceed the number of annual port inspections conducted previously (Table 4).

**Table 4: Overall Port Inspections by Calendar Year**

Pre-Covid Years		Covid Years		Post Covid Years	
2014	8	2020	15	2023	215
2015	13	2021	28	2024	257
2016	13	2022	64	2025	207
2017	14				
2018	38				
2019	44				
Average	21.7	Average	35.6	Average	226.3

As outlined in previous year Implementation reports, the current administrative process related to port inspections is labour intensive and time consuming. As the number of inspection reports increases, the workload for Members (inspectors/coordination staff) and the Secretariat increases significantly. Data exchange and processing would benefit from greater automation, process streamlining, and direct-entry data procedures. The ongoing SPRFMO data/database enhancement combined with potentially increased use of the FAO PSMA Global Information Exchange System ([GIES](#)) in the future may result in greater automation and direct entry, reducing the workload associated with the port inspections information exchange.

<sup>3</sup> Currently authorized on the SPRFMO Record of Vessels

<sup>4</sup> The overall in-port inspection rate is significantly higher than the minimum 5% threshold established in the CMM.

<sup>5</sup> Chile noted that 6 authorized access requests included were not carried out hence effective number of vessels entering port was 132.



### 3.4. Global Information Exchange System (GIES)

While official acknowledgement of FAO GIES as an alternative port inspection reporting mechanism has not yet been incorporated into CMM 07, as a first step the Secretariat has established a GIES account to access information transmitted via GIES for any Members using it. During the reporting period, the Secretariat accessed the GIES portal as 2 Members (AUS, ECU) transmitted information through the GIES portal (Table 5). Other Members may be interested in using GIES in the SPRFMO context in future as well.

It is suggested that the CTC consider amendments to CMM 07 to formally incorporate GIES as an alternative means of providing SPRFMO inspection information (noting that all required fields must still be reported). In the longer term, as the Data Workplan advances, the Data Manager will work with the Members and the GIES technical staff to finetune a process to extract/import data directly from GIES into the SPRFMO database. This will aid in achieving more efficient data collection and reporting.

Table 5: Information Received via GIES (2025)

Global Information Exchange System Agreement On Port State Measures						
Port Inspections						
Status	Report number	Last update	Vessel name	Vessel flag	Port State	
Complete	PIR-AUS-13772 202512011052561	UTC 2025-12-02 04:58	TRONIO	Spain	Australia	
Complete	PIR-ECU-12978 MPCEIP-SRP-DCP-NO-2025-007	UTC 2025-11-06 20:01	JING YUAN 628	China	Ecuador	
Port Denials						
Status	Form reference number	Last update	Denial type	Vessel name	Vessel flag	Port State
Complete	DEN-ECU-8002 MPCEIP-SRP-2025-0909-O	UTC 2025-05-09 14:14	Denial of entry into port	ZHOU HONG YUAN 9	China	Ecuador
Complete	DEN-ECU-7995 MPCEIP-SRP-2025-0907-O	UTC 2025-05-08 19:41	Denial of entry into port	WAN XIN 32	China	Ecuador
Complete	DEN-ECU-7989 MPCEIP-SRP-2025-0906-O	UTC 2025-05-08 19:07	Denial of entry into port	HUA YING 819	China	Ecuador

### 3.5. Developments in the Agreement on Port State Measures (PSMA) to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing

The Parties to the Port State Measures Agreement have agreed to meet biennially to discuss matters relevant to the implementation of the Agreement. Review conferences were scheduled to be held every four years from the entry into force of the Agreement in June 2016 to review its implementation and assess the progress in achieving its objectives. The second meeting of the Parties to the Port State Measures Agreement was held in Santiago, Chile, in June 2019, and the 3<sup>rd</sup> meeting (a review) was hosted virtually by the European Union from in June 2021 in Brussels, Belgium.

In May 2023 the 4<sup>th</sup> meeting of the parties was held in Indonesia where the Parties agreed (amongst other things) to the operationalization of the Global Information Exchange System (GIES<sup>6</sup>) by the end of 2023 and adopted the Terms of Reference for the Technical Working Group on Information Exchange. The use of GIES by Parties would continue to be on a voluntary basis and a “test” version of GIES would continue being available.

During April 2025 the fifth Meeting of the Parties took place in Manta, Ecuador where, among other things, the parties reported on a wide range of activities to implement the PSMA and reviewed the results from the 2024

<sup>6</sup> <https://psma-gies.review.fao.org/>



questionnaires. The Parties noted that information exchange is the backbone of the PSMA supporting the essential work of Parties, RFMOs and other international instruments in combatting IUU fishing. The Parties agreed to designate a national general/administrative coordinator through a dedicated new section in the GIES.

### 3.6. Requirements of Developing Members and CNCs and General Provisions

At this time, the Secretariat has not been informed of any developing Members or CNCs that have recently received assistance in relation to a port inspection scheme. The Secretariat is also not aware of any bilateral agreements/arrangements that allow for an inspector exchange programme.

## 4. Improving the Effectiveness of CMM 07-2025

CMM 07-2025, Paragraph 42 states that *“The Commission shall keep under continuous review the implementation and operation of these procedures, including review of Annual Reports relating to these procedures provided by Members and CNCs.”* Potential areas for review include:

Paragraph 12/26: re: notification and transmittal of Port Call/Port Inspection information - may benefit from wording to expressly permit the use of GIES to facilitate inspection information transfer and distribution (and/or a footnote to allow an alternative for those wishing to use GIES).

Paragraph 40: A Member noted in their implementation report that to facilitate the implementation of this CMM, its paragraph 40 requires Members and CNCs, to the extent possible, to *“ensure that national information systems allow for the direct electronic exchange of information on port State measures between them and with the SPRFMO Secretariat, with due regard to appropriate confidentiality requirements.”* It expressed that the meaning of *“direct electronic exchange of information”* is insufficiently clear and precise and requires further elaboration in terms of what is expected, noting that the SPRFMO Secretariat does not have a dedicated electronic system to exchange information on port State measures. In this respect, there is interest in exploring the use of the FAO/GIES platform in the SPRFMO context.

## 5. CMM 11- 2023 High Seas Boarding and Inspection (HSBI)

### 5.1. Members intending to conduct HSBI

Each Contracting Party intending to carry out boarding and inspection activities pursuant to CMM 11 must notify the Commission, through the Executive Secretary, and provide the information outlined in Paragraph 9. Currently four Contracting Parties have provided the required notification and information.

The Secretariat maintains on the SPRFMO website a register of the Authorized Inspection Vessels and Authorities of the Inspection Vessels and other information submitted by the Contracting Party.

**Table 6: SPRFMO HSBI Register Summary** (*website screenshot*)

Contracting Party	Authorised Inspection Vessels	Authorities of Inspection Vessels	Other Information
United States of America	<a href="#">USA Vessels</a> (PDF)	<a href="#">USA Authorities</a> (PDF)	<a href="#">Application of procedures</a> (PDF) <a href="#">Response from Chinese Taipei</a>
People's Republic of China	<a href="#">CHN Vessels</a> (PDF)	<a href="#">CHN Authorities</a> (PDF)	<a href="#">Notification letter</a> (PDF)
Australia	<a href="#">AUS Vessels</a> (PDF)	<a href="#">AUS Authorities</a> (PDF)	<a href="#">Notification letter</a> (PDF) <a href="#">Response from Chinese Taipei</a>
Chinese Taipei	<a href="#">CT Vessels</a> (PDF)	<a href="#">CT Authorities</a> (PDF)	<a href="#">Notification letter</a> (PDF)



<https://www.sprfmo.int/fisheries/conservation-and-management-measures/cmm-11-boarding-and-inspection/requirements-of-cmm-11>

## 5.2. High Seas Boarding and Inspection Summary

There was no SPRFMO High Seas Boarding and Inspection (HSBI) activity in the Convention Area during the 2024-2025 reporting period.

## 5.3. CMM 11-2023 – Other Issues

### Translation of the Standardised Questionnaire (Annex 4):

Paragraph 17 indicates that the standardised questionnaire in Annex 4 will be translated into multiple languages and circulated to Members with Authorised Inspection Ships. The CMM 11 section of the SPRFMO website now includes versions of Annex 4 translated into Korean, Simplified Chinese, Traditional Chinese, and Spanish.

<https://www.sprfmo.int/fisheries/conservation-and-management-measures/cmm-11-boarding-and-inspection>