

Global Charter for Fisheries Transparency:



An assessment of fisheries policies in East and Southeast Asia

J U N E 2 0 2 4

Introduction

Overview

The [Global Charter for Fisheries Transparency](#) outlines fisheries transparency best practices through its ten policy principles. The main objective of this analysis is to evaluate whether current national laws and policies and their implementation achieve each transparency principle in South Korea, Taiwan, Japan, the Philippines, Indonesia, and Thailand. The results of this analysis can help inform the understanding of the current landscape of fisheries transparency at the national and the regional levels, and set priorities towards increased fisheries transparency in the geographies under study.

Methodology

We conducted this analysis through desktop research of relevant laws, policies, and practices, as well as structured interviews with local stakeholders from organizations in each geography to determine the geography’s alignment (or lack thereof) with each of the ten Charter Principles. We conducted desktop research first in order to answer a series of questions to determine the status of fisheries transparency in each geography. Questions were related to public access to fisheries information, requirements of vessel identification, policies of transshipment, ratification of international agreements, and the collection of crew data, for example. We then gathered data through structured interviews with stakeholders -who are member organizations in the ground- to gather additional information and to fill in any information gaps. Eleven stakeholders (at least one from each geography) provided their input, clarified information found in laws that may have been published in local languages, and verified the research findings. Their inputs helped address principal limitations of language barriers and inaccessible or sensitive information for this analysis. Stakeholders were contacted based on their known experience in fisheries transparency. The principles were rated as “achieved (Yes)”, “Partially Achieved (Partially)”, or “Not Achieved (No)”. When a geography has passed regulations or taken steps to achieve each principle’s requirements, then the principle was rated as “Achieved (Yes)”. When gaps were identified either in the regulation or its implementation, the principle was rated “Partially Achieved (Partially)” of “Not Achieved (No)”. Please note, that this analysis does not intend to compare the different geographies, but rather to evaluate and present an overview of fisheries laws, regulations, and practices in each geography as measured against the Charter’s principles.


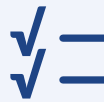








Recommendations

The geographies presented in the Gap Analysis demonstrated adherence to the Global Charter’s transparency principles in certain aspects, such as the publication of fisheries licenses and authorizations (Principle 1). Five out of the six geographies currently share information on fishing licenses, and four of them publish information on fishing authorizations to some extent. Areas that require attention include the publication of sanctions imposed on fishing vessels, adherence to mandates which require commercial fishing vessels to carry tracking devices and publish vessel position information (Principle 5), the ratification of international conventions (Principle 8), such as [ILO -C188](#), which is ratified by only one of the six geographies under study, and the publication of relevant fisheries data for informed decision-making (Principle 9).

The [Coalition for Fisheries Transparency](#) recommends the design and implementation of tailored approaches to further implement fisheries transparency policies in alignment with the transparency principles of the Global Charter. Continued collaboration between governments, local civil society organizations, and other stakeholders will be critical in addressing these challenges and promoting effective fisheries governance.

For additional information on this study or to provide related information, please reach out to info@fisheriestransparency.net.



Global Charter		Thailand	Philippines	Indonesia	Taiwan	Japan	South Korea
1	<div><div>Require unique identification numbers for all fishing vessels (including transport and supply vessels).</div></div>	Partially	Partially	Partially	YES	Partially	YES
2	<div><div>Publish lists of licenses, authorizations, and sanctions.</div></div>	Licenses: YES	Licenses: NO	Licenses: YES	Licenses: YES	Licenses: Partially	Licenses: YES
		Authorizations: YES	Authorizations: NO	Authorizations: Partially	Authorizations: YES	Authorizations: YES	Authorizations: NO
		Sanctions: NO	Sanctions: YES	Sanctions: Partially	Sanctions: YES	Sanctions: Partially	Sanctions: NO
3	<div><div>Make public the beneficial ownership of vessels.</div></div>	Partially	NO	NO	Partially	NO	NO
4	<div><div>Stop the use of flags of convenience by fishing vessels (by enforcing UNCLOS Art. 91 requirement for a genuine link)</div></div>	YES	NO	NO	NO	YES	NO
5	<div><div>Make vessel position data public.</div></div>	Public VMS: NO	Public VMS: NO	Public VMS: NO	Public VMS: NO	Public VMS: NO	Public VMS: NO
		Mandated AIS: YES	Mandated AIS: YES	Mandated AIS: YES	Mandated AIS: YES	Mandated AIS: Partially	Mandated AIS: YES
6	<div><div>Ban or closely monitor at-sea transshipment.</div></div>	YES	Partially	YES	Partially	YES	Partially
7	<div><div>Mandate seafood traceability from boat to plate.</div></div>	Partially	Partially	Partially	Partially	Partially	Partially
8	<div><div>Ratify international agreements that set standards for fishing vessels and trade.</div></div>	Partially	Partially	Partially	NO	Partially	Partially
9	<div><div>Ensure public and equitable access to fisheries data and participation in fisheries management and decision-making.</div></div>	Partially	Partially	Partially	Partially	Partially	NO
10	<div><div>Collect data on the conditions of fishing vessel crews and publish it in aggregate form.</div></div>	Partially	Partially	Partially	Partially	Partially	NO

Global Charter

1		Require unique identification numbers for all fishing vessels (including transport and supply vessels).																														
Partially																																
Thailand has made significant strides in enhancing transparency and accountability in its fishing industry. The country has mandated the issuance of unique vessel identifiers (UVIs) for all commercial fishing vessels above 10 gross tonnes (GT) and assigned International Maritime Organization (IMO) numbers to non-wooden vessels of 100 GT and above (EJF , 2023). Additionally, Thailand has updated its vessel registration databases and taken steps to unregister vessels that could not be located, in accordance with the "Royal Ordinance amending the Thai Vessels Act of B.E. 2481 (1938) B.E. 2561 (2018)". While these measures are commendable, it is noted that small-scale vessels between 3 GT and 9.99 GT are not required to obtain UVIs or undergo mandatory registration. Consequently, CFT considers this principle as partially achieved, with further steps needed to include small-scale vessels in these regulatory frameworks.																																
2		Publish lists of licenses, authorizations, and sanctions.																														
Licenses: YES																																
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Sanctions: NO																																
Thailand has taken important steps towards fisheries transparency by making accessible to the public comprehensive information on licenses and authorizations. According to EJF-present in Thailand-, a list of licensed fishing vessels (white list) has been published since 2018 and contains information on relevant information such as vessels identification numbers, type of vessel and authorized gear. Currently, sanctions are not made public in Thailand. While Thailand has made progress by making information on licenses, registration, and authorizations available. The next step includes adding information of all sanctions by vessel to publicly accessible databases, updating information's vessel owners and allocating enough resources to government agencies to continue to update and verify this information on a regular basis.																																
3		Make public the beneficial ownership of vessels.																														
Partially																																
Thailand has taken relevant steps towards fisheries transparency by publicly disclosing information on vessel beneficial ownership. However, this effort was halted in 2018 due to the Thailand Personal Data Protection Act (PDPA), which restricts the collection, storage, processing, and publication of personal data without consent. The PDPA applies to both data controllers and processors within and outside Thailand, and allows data subjects to request the erasure or destruction of their personal data (PDPA , 2019). Due to the initial work on collecting beneficial ownership data and the subsequent pause in data disclosure, this principle is assessed as partially achieved. The Coalition for Fisheries Transparency (CFT) recommends continuing efforts to collect and publish relevant information on vessel beneficial ownership, particularly to combat illegal, unreported, and unregulated (IUU) fishing activities.																																
4		Stop the use of flags of convenience by fishing vessels (by enforcing UNCLOS Art. 91 requirement for a genuine link)																														
YES																																
According to the Thai Vessel Act, B.E. 2481 (1938) Section 7, a person who is eligible to hold ownership of a registered Thai vessel operating marine commerce in the territorial waters must be a natural person of Thai nationality, an unregistered ordinary partnership having all partners being natural persons of Thai nationality, a state enterprise under the law on budgetary procedure or a juristic person established under Thai law and prohibits Thai nationals from holding Thai vessel's registration on behalf of foreign nationals. Thailand does not keep open registration systems which would facilitate the registration of vessels without a genuine link to Thailand citizens or corporations. It is important to note that there is no particular regulation that prevents or deters the use of Flags of Convenience (FoC) under Thai law. Additionally, Thailand has stopped the publication of beneficial ownership information-an important step to deter the potential use of FoC. (EJF , 2023).																																
5		Make vessel position data public.																														
Public VMS: NO																																
Mandated AIS: YES																																
Thailand has a legal requirement for all fishing vessels above 30GT to use vessel monitoring systems (VMS and AIS). An estimated 6,125 vessels are currently implementing VMS systems. While this suggests that an approximate 61.3% of the total commercial fleet is currently using VMS systems, over 38% of the fishing fleet, estimated at 3,862 vessels, are currently not implementing the VMS (EJF). Additionally, vessels under 30 GT are not currently required to carry VMS systems and this tracking data is not made publicly available to publicly track vessel activities. CFT encourages the Thai authorities to continue to implement vessel tracking requirements for all fishing vessels including vessels below 30 GT. CFT suggests finding additional alternatives for small scale vessels that are affordable and practical to implement and monitor activities. Finally, to fully achieve principle 5, CFT suggests that vessel tracking information is made public to track fishing vessel activities.																																
6		Ban or closely monitor at-sea transshipment.																														
YES																																
Thailand placed a ban on at sea transshipment in 2016. For distant water vessels and non-Thai fishing vessels are required to report and receive approval, have vessel tracking systems in place and have observers on board according to the Royal Ordinance on Fisheries (No. 2) B.E.2017. (FAO). While these measures help rate this principle as achieved it is important to highlight that the ban and measures of at sea transshipment are currently under treat in Thailand due to regulations proposals that implicate a rollback in fisheries management measures. Rollbacks include lifting current restrictions in at sea transshipment and transfer of crew members. CFT encourages the Thai government to maintain the restrictions and progress made towards fisheries transparency in Thailand.																																
7		Mandate seafood traceability from boat to plate.																														
Partially																																
Thailand's Royal Ordinance on Fisheries B.E. 2558 (2015) includes robust measures under Chapter 7 to enhance fisheries transparency. Requirements such as fishing logbooks for catch documentation, transshipment documents, and Vessel Monitoring Systems for larger commercial vessels (30 GT or more) demonstrate significant progress. Additionally, Thailand mandates the identification of seafood origins and issues Import Movement Documents for imported products. While Thailand has made significant regulatory advances in seafood traceability, the current practice predominantly emphasizes catch documentation rather than achieving full supply chain traceability "boat to plate", as encouraged by principle 7 of the Global Charter.																																
8		Ratify international agreements that set standards for fishing vessels and trade.																														
<table><tr><td>IUU Action Alliance</td><td>NO</td><td>Not Ratified</td></tr><tr><td>PSMA</td><td>YES</td><td>Ratified</td></tr><tr><td>ILO C138 Minimum Age</td><td>YES</td><td>Ratified</td></tr><tr><td>ILO Fundamental Principles and Rights at work</td><td>YES</td><td>Ratified</td></tr><tr><td>ILO C188</td><td>YES</td><td>Ratified</td></tr><tr><td>IMO Cape Town Agreement</td><td>NO</td><td>Not Ratified</td></tr><tr><td>UNCLOS</td><td>YES</td><td>Ratified</td></tr><tr><td>ILO Co87</td><td>NO</td><td>Not Ratified</td></tr><tr><td>UN Fish Stocks Agreement</td><td>YES</td><td>Ratified</td></tr><tr><td>FAO Compliance Agreement</td><td>NO</td><td>Not Ratified</td></tr></table>			IUU Action Alliance	NO	Not Ratified	PSMA	YES	Ratified	ILO C138 Minimum Age	YES	Ratified	ILO Fundamental Principles and Rights at work	YES	Ratified	ILO C188	YES	Ratified	IMO Cape Town Agreement	NO	Not Ratified	UNCLOS	YES	Ratified	ILO Co87	NO	Not Ratified	UN Fish Stocks Agreement	YES	Ratified	FAO Compliance Agreement	NO	Not Ratified
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9		Ensure public and equitable access to fisheries data and participation in fisheries management and decision-making.																														
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Thailand has made progress in collecting and publishing fisheries and vessel worker data. The Department of Fisheries (DOF) publishes statistical and fisheries management data or provides it upon request. The Port-in-Port-Out (PIPO) and E-285 Plus systems digitize vessel and worker conditions, offering crew member information, demographics, and vessel management data (EJF , 2023). Opportunities for improvement include publishing information on fisheries subsidies, seafood traceability, and surveillance capacities. Developing a unified or interoperable database to avoid data duplication and inaccuracies is recommended. Increased participation of small-scale fishers, indigenous peoples, and local CSOs in decision-making processes is needed.																																
10		Collect data on the conditions of fishing vessel crews and publish it in aggregate form.																														
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Thailand has made efforts to collect and publish data related to vessel workers through the Port-in-Port-Out (PIPO) system and the E-285 Plus system, which provide crew member demographics and fishing vessel management information (EJF , 2023). However, there is no integrated or interoperable digital platform to identify vessel workers, their conditions, and the beneficial ownership of vessels, leading to potential data discrepancies. The Fisher's Rights Network (FRN) Report highlighted gaps in labor inspections, noting they were brief and did not allow fishers to express concerns or understand their labor rights. Despite these efforts, Thailand's implementation of Principle 10 is rated as partial due to these shortcomings.																																

Global Charter

1		Require unique identification numbers for all fishing vessels (including transport and supply vessels).	2		Publish lists of licenses, authorizations, and sanctions.	3		Make public the beneficial ownership of vessels.	4		Stop the use of flags of convenience by fishing vessels (by enforcing UNCLOS Art. 91 requirement for a genuine link)	5		Make vessel position data public.																											
Partially			Licenses: NO			NO			NO			Public VMS: NO																													
The Philippine Fisheries Code of 1998, also known as RA 8550, classifies fishers and fishing vessels in groups: municipal fishing vessels, weighing 3.0 gross tons or less, or commercial fishing vessels, weighing 3.1 gross tons or more. Commercial fishing vessels are also classified as small-scale commercial fishing vessels (3.1–20 gross tons), medium-scale commercial fishing vessels (20–150 gross tons), and large-scale commercial fishing vessels (more than 150 gross tons) [1 & 2].			Authorizations: NO			Information regarding the beneficial owners of fishing vessels is not publicly available. Therefore, the Philippines does not comply with the requirements of Principle 3.			The Philippines is not taking the necessary steps to stop the use of flags of convenience by fishing vessels by enforcing UNCLOS Art. 91 as required by Principle 4 of the Global Charter. Therefore, this principles rates as “not achieved” in the Philippines.			Mandated AIS: YES																													
The situation in the Philippines involves that registration for municipal fishing vessels is voluntary and are currently not subject to the same level of requirements as commercial fishing vessels under RA 8550. Registration is not required for all fishing vessels as stated by Principle 1 of the Global Charter. It is estimated that around “80,000–125,000 or 30–47% of municipal vessels remain unregistered” [1] Additionally, there is no nation-wide registration system -although, there is a localized system for vessel registration by Local Government Unit-leading to unregistered and unreported fishing vessels (Oceana, PH).			Sanctions: Partially			Currently, sanctions are not made public in Thailand. While Thailand has made progress by making information on licenses, registration, and authorizations available. The next step includes adding information of all sanctions by vessel to publicly accessible databases, updating information's vessel owners and allocating enough resources to government agencies to continue to update and verify this information on a regular basis.						The use of Vessel Monitoring/Tracking systems (VMM/VMS) is required under the Fisheries Code (RA 10654 amending RA 8550). Under this regulation, the Philippines states that “no municipal, commercial or distant water fishing vessel shall engage in fishing activity without complying with the vessel monitoring measures promulgated by the Department”. Therefore, all fishing vessels are required to implement vessel tracking systems.																													
												While the Philippines requires the use of tracking systems, the Fisheries Administrative Order No. 266 ,considered the information collected through vessel tracking systems as sensitive technical information and therefore, it is not publicly available as required by Principle 5.																													
6		Ban or closely monitor at-sea transshipment.	7		Mandate seafood traceability from boat to plate.	8		Ratify international agreements that set standards for fishing vessels and trade.	9		Ensure public and equitable access to fisheries data and participation in fisheries management and decision-making.	10		Collect data on the conditions of fishing vessel crews and publish it in aggregate form.																											
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The Philippines does have regulations on transshipment activities such as the “Fisheries Administrative Order No. 199 Series of 2000 Promulgating the Guidelines on Fish Transshipment.” However, Transshipment is still a common practice in the Philippines where vessels (Tuna purse seine) may stay up to 6-12 months at sea. (SeafoodWatch). The level of monitoring by government authorities on transshipment is unclear.			The Philippines has passed regulations on seafood traceability like the BFAR Fisheries Office Order No. 127; and the BFAR Administrative Circular No. 251-1 Series of 2019 on the Amended Traceability System for Fish and Fishery Products. These policies are a great step towards achieving seafood traceability. However, these policies are not widely implemented across fisheries (small scale and commercial) and do not fully require seafood traceability “from boat to plate” which means a lack of compliance with principle 7 of the Global Charter.			Fisheries data in the Philippines is available through the annual “Fisheries Profile” published by the Bureau of Fisheries and Aquatic Resources (BFAR), and statistical information from the Philippine Statistics Authority. However, transparency in fisheries data needs improvement, particularly in making up-to-date stock assessments and production figures publicly accessible. Not all fisheries data is shared or available, with some information dating back to 2017 or earlier. Additionally, not all Fisheries Management Areas (FMA) publish their data, leading to data deficiencies. FMA No. 8 is the only area consistently sharing data (https://fisheriesmanagementarea8ph.com/). Despite commitments, data sharing implementation often falls short.			On the positive side, public participation in fisheries management includes technical working groups, scientific advisory groups, and management bodies, enhancing fairness and inclusivity in decision-making.			Data on crew members is collected to some extent. However, it is not all publicly available and there is no clarity on how this data is handled and where to access data on specific topics.																													
There are catch documentation requirements in the Philippines, but data is not digitized and there is no nation-wide system to report catch data. It is estimated that between 40% to 50% of the total catch in the Philippines is unreported or misreported creating a data deficient system (MDPI, 2023).			While there are regulations in place to require seafood traceability in the Philippines, the system is not widely implemented across fisheries, there are data deficiencies and lack of full supply chain traceability. Therefore, this principle is considered as “partially implemented in the Philippines.																																						


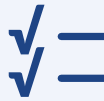



Indonesia

Global Charter

1		Require unique identification numbers for all fishing vessels (including transport and supply vessels).	2		Publish lists of licenses, authorizations, and sanctions.	3		Make public the beneficial ownership of vessels.	4		Stop the use of flags of convenience by fishing vessels (by enforcing UNCLOS Art. 91 requirement for a genuine link)	5		Make vessel position data public.
Partially			Licenses: YES			NO			Partially			Public VMS: NO		
Indonesia has taken steps in the right direction regarding vessel registration requirements for fishing vessels above 7 GT-Law of Republic of Indonesia No. 17 from 2008, (Article 158, Sub-article 2). On the other hand, small-scale vessels (vessels with maximum capacity of 5 GT) and other fishing vessels below 7 GT, are not required to register and obtain fishing licenses and are also exempt from vessel monitoring measures requirements according to the Law Number 45 of 2009. Therefore, considering the “big picture” of commercial and small-scale fishing vessels, this principle is currently partially implemented.			Authorizations: Partially			Indonesia does not have a legal requirement of a mechanism to disclose the beneficial ownership of fishing vessels. Indonesian citizens or business entities that own or operate foreign vessels capturing fish in Indonesia must obtain a fishing permit known as SIPI (Surat Izin Penangkapan Ikan/ Fishing License), however SIPI does not contain information on the beneficial ownership of the vessel. Furthermore the Indonesian government has not yet implemented the recommendations from the Financial Action Task Force (FATF) to enhance transparency and accountability of beneficial ownership information for legal entities.			The Law of Republic of Indonesia No. 17 Year 2008 dated May 7, 2008: Article 158, Sub-article 2 requires individuals and business entities to have a link to Indonesia for vessel registration: (2) Ships that may be registered in Indonesia are: “(...) b. ships owned by Indonesian citizens or business entities established based on the Laws of Indonesia and domiciled in Indonesia; and c. ships owned by Indonesian business entities in the form of joint ventures where the majority of its shares are owned by Indonesian citizens.” Additionally, Indonesia is not listed as a flag of convenience (FOC) by the International Transport Workers Federation (ITF). Existing problems range from coordination, consistency, completeness, verification, and security of the data and information on the fishing vessels and their owners.			Indonesia has taken important steps towards fisheries transparency by requiring the use of Vessel Monitoring Systems (VMS) to fishing vessels with capacity is equal to or exceeds 30 GT (approximately 16 meters long or more) (GFW). The use of Automatic Identification Systems (AIS) is also required for commercial fishing vessels in Indonesian waters (Seafood Source). Indonesia has taken steps towards fisheries transparency through the implementation of vessel tracking systems for fishing vessels. However, Indonesia is currently not making vessel tracking information publicly available as data from VMS is currently not being shared or made public. CFT suggests that Indonesia makes vessel tracking information publicly available.		
Sanctions: Partially			According to Law No. 45 of 2009 the licenses must be published and updated on the MMAF website. Licenses are issued by the central government. The licenses are based on size, type, gear and target species of the fishing vessels, as well as the availability of fish resources in the measured fishing zones. The authorizations are published but are not regularly updated and easily accessed by the general public. The authorizations for fishing activities in Indonesia are based on the fishing quota in the measured fishing zones, which is regulated by MMAF. Fishing quotas are allocated to fishing vessels according to their compliance with the relevant catch management measures. Only administrative sanctions have been applied with limited transparency in its implementation process. Although the Directorate of Offense Handling under the Directorate-General of Surveillance and Control of Marine and Fishery Resources has updated data on names of vessels violating regulations, it is not accessible to the general public. Regulation covering sanctions: MMAF Ministerial Decree No. 26 Year 2022											
6		Ban or closely monitor at-sea transshipment.	7		Mandate seafood traceability from boat to plate.	8		Ratify international agreements that set standards for fishing vessels and trade.	9		Ensure public and equitable access to fisheries data and participation in fisheries management and decision-making.	10		Collect data on the conditions of fishing vessel crews and publish it in aggregate form.
YES			Partially			IUU Action AllianceNONot Ratified			Partially			Partially		
Because the practice of transshipment is currently banned in Indonesia, this principal rates as “achieved”. Indonesia took a step towards fisheries transparency by banning at sea transshipment in 2014. Transshipment was a common practice in tuna longline and purse seine fisheries in Indonesia until it was banned by the Indonesian government in 2014. Transshipment was a common practice in Indonesia particularly in fisheries such as the tuna purse seine and longline until its ban. Transshipment is difficult to monitor activity and the lack of observers and monitoring and enforcement capacity in Indonesia made it difficult to enforce (Fayakun Satria, Et al).			Indonesia's Fisheries Regulation No. 48 of 2014 requires the completion of a fisheries logbook to all fishing vessels above 5 GT and all vessels operating on the high seas. Additionally, Indonesia has made great progress towards seafood traceability with systems that include the National Fisheries Traceability and Logistics System (Sistem Ketelusuran dan Logistik Ikan Nasional; STELINA). STELINA is a government led-seafood import system which aims to link information related to capture fisheries, aquaculture, food safety and distribution points along the value chain, and providing data and information from point of source to the receiving buyer (FAO). However, there are no requirements for full supply chain seafood traceability “from boat to plate” or for seafood exports and traceability efforts emphasize catch documentation. Additionally, there are no seafood traceability requirements –and not easy to regulate-for small-scale fishers which account for approximately 95% of Indonesia's fishing fleet (USAID). Therefore, this principle is rated as partially achieved.			PSMAYESRatified			There is availability of fisheries data through the Indonesian Ministry of Marine Affairs and Fisheries (MMAF). For example, MMAF publishes some data and information on the fisheries sector, such as the Annual Statistics, VMS data, publications and reports. However, information related to beneficial ownerships, licenses and authorizations, the subsidies and access agreements, the sanctions and violations, the catch documentation and traceability system, the transshipment monitoring system, and the social aspects of fisheries management is not all public or up to date. Data regarding social aspects of fisheries management may differ among government agencies. For example, vessel workers data included in the Indonesian Statistic Bureau (BPS) and data by the Ministry of Maritime Affairs often have discrepancies.			Indonesia has approved legislation regarding the protection of and collection of information regarding vessel workers including migrant vessel workers. This legislation includes Law Number 7 of 2016 concerning the Protection and Empowerment of Fishermen, Fish Farmers and Salt Farmers; Regulation of the Minister of Maritime Affairs and Fisheries Number 33 of 2021 Concerning Fishing Logbooks, monitoring onboard Fishing and Fish Transporting Vessels, Inspection, Testing, and Marking of Fishing Vessels, and Management of Manning of Fishing Vessels. While there is availability of certain data regarding vessel workers conditions, data discrepancies between public institutions or difficulties accessing the data make this principal rate as partially achieved in Indonesia. For example, data managed by public institutions such as the Statistic Bureau (BPS) and the Ministry of Maritime Affairs often show discrepancies. Additionally, there is a lack of transparency and insufficient data on migrant workers and in cases, vessel workers' data must be requested through bureaucratic processes or is unavailable to the public.		
						ILO C138 Minimum AgeYESRatified								
						ILO Fundamental Principles and Rights at workYESRatified								
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Taiwan

Global Charter

1		Require unique identification numbers for all fishing vessels (including transport and supply vessels).	2		Publish lists of licenses, authorizations, and sanctions.	3		Make public the beneficial ownership of vessels.	4		Stop the use of flags of convenience by fishing vessels (by enforcing UNCLOS Art. 91 requirement for a genuine link)	5		Make vessel position data public.
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YES

All vessels regardless of size must be registered and obtain unique identification numbers. The “[Regulations for the Issuance of Building Permit and Fishing License of Fishing Vessel](#)” manages all fishing license schemes and establishes fees for vessel registration depending on the vessel size including sampans and rafts (Article 31). Therefore, all fishing vessels are required to register with the authority and obtain unique identifiers.

Licenses: YES

Authorizations: YES

Sanctions: YES

Licenses and authorizations are required for fishing activities in Taiwan according to the Fisheries Act (Article 6). The list of all authorized vessels is made publicly available through websites such as the Ministry of Transportation & Communication or the Ministry of Agriculture (MOTC). Sanctions are also made publicly available through websites such as the Fishery Agency website which publishes an annual list of sanctions for DFW.

Partially

Taiwan publishes a list of vessel registries that includes information about the registered vessel such as vessel name and vessel number, its flag, the family name of the beneficial owner of the vessel. While this information is a great step forward, it is not enough to effectively identify the beneficial owner of the vessel. Therefore, this principle is partially achieved (Source: EJF Taiwan).






NO

While Taiwan is making efforts to stop the use of flags of convenience (FoC), there is no clear timeline to achieve this goal and current efforts have not been totally effective in practice. Therefore, this principle is not achieved. Taiwan has a large Distant Water Fleet and correlated risks such as illegal, unreported, and unregulated (IUU) fishing; transshipment at sea; and the use of flags of convenience (FOCs) are present in Taiwan's DWF fleet. ([SeafoodWatch](#)).

Public VMS: NO

Mandated AIS: YES

All fishing vessels are required to use Automatic Identification Systems (AIS) and Vessel Monitoring System (VMS). VMS data is currently not publicly available and AIS systems are monitored effectively to confirm it is “on” all the voyage time (unless legitimate reasons justify turning it off). In order to fully accomplish this principle, Taiwan will need to make VMS data publicly available and additionally, require or closely monitor the use of AIS systems to make sure it is “on” during the entire voyage time unless there is a legitimate need to turn it off. This principle currently rates as “partially achieved”.

6		Ban or closely monitor at-sea transshipment.	7		Mandate seafood traceability from boat to plate.	8		Ratify international agreements that set standards for fishing vessels and trade.	9		Ensure public and equitable access to fisheries data and participation in fisheries management and decision-making.	10		Collect data on the conditions of fishing vessel crews and publish it in aggregate form.
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Partially

Taiwan has regulations to monitor transshipment at sea transshipment. Taiwan requires pre-authorization, afterward reporting of the event and observer onboard required for at sea transshipment. However, electronic monitoring during the transshipment activity is not required and not publicly logged.

Taiwan-flagged carriers linking with Taiwan-flagged fishing vessels (potentially engaging in transshipment activities) accounted for 13 percent of all at sea RFMO recorded transshipments between 2015 and 2020 ([Pew](#)). Given Taiwan's involvement in transshipment further monitoring (including electronic monitoring) may be required to identify and address potential IUU fishing activity in Taiwan's DWF in relation to transshipment activities. Therefore, this principle rates as “partially achieved”.

Partially

Taiwan has seafood traceability regulations regarding the management of landing of seafood from coastal fisheries, regulation on the management of Pacific Bluefin Tuna requiring the labeling of all offloaded pacific bluefin tuna in Taiwanese ports ([link to regulation](#)). However, capacity for enforcement including the monitoring of landing reports is a concern. The applicability of the regulation may vary by species and fisheries and traceability systems do not fully address the “boat to plate ” traceability requirements. Therefore, this principle is rated as “partially achieved”.

While Taiwan is unable to formally ratify some of the fisheries conventions and agreements listed, it has taken steps to align with their provisions through national legislation. For instance, Taiwan has incorporated certain provisions of the UNCLOS and the Port State Measures Agreement (PSMA) into national law, and there are plans to include provisions from the International Labor Organization (ILO) C-188 in national legislation.

IUU Action Alliance	N/A
PSMA	N/A
ILO C138 Minimum Age	N/A
ILO Fundamental Principles and Rights at work	N/A
ILO C188	N/A
IMO Cape Town Agreement	N/A
UNCLOS	N/A
ILO C687	N/A
UN Fish Stocks Agreement	N/A
FAO Compliance Agreement	N/A

Partially

Taiwan collects and publishes certain fisheries data and fisheries management information such as vessel registries and fisheries statistics (available on the [Fisheries Agency website](#)). However, not all relevant data is made public according to local civil society organizations and there are concerns with the accuracy or verification of the published data.

Partially

Tawan has passed regulation regarding vessel workers conditions and Distant Water Fishing activities and certain data on crew's conditions is publicly available. For example, the “Taiwan Foreign Crew Interactive Service Platform (<https://www.happyfisherman.tw/>) provides information on the conditions of Taiwanese vessels and crew members and the Regulations on the Authorization and Management of Overseas Employment of Foreign Crew Members ([See regulation](#)).

However, Taiwan's law does not require data publication on crew identification and demographics (including age, race, and gender), contractual terms, recruitment agencies, location and means of joining vessels, and conditions on vessels in aggregate form. Additionally, the information on vessel conditions in the Taiwan Foreign Crew Interactive Service Platform does not fully reflect the actual nature of work on board the vessels. Therefore, this principle rates as partially achieved.


Japan

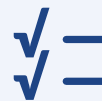
Global Charter


1		Require unique identification numbers for all fishing vessels (including transport and supply vessels).																														
Partially																																
According to Japan's Fishing Boat Act , all fishing vessels (except for unpowered fishing vessels of less than 1 gross tonnage) must be registered with an identification number in the fishing Register of Ships to be used as a fishing vessel. Under the Ship Act, Japanese vessels, including fishing vessels, with gross tonnage of 20 tons or more are subject to the obligation to register their number in the Register of Ships. Small vessels other than fishing vessels are also subject to the obligation to register their hull identification number and ship number in the Register of Small Ships.																																
Japan has done an excellent job in terms of vessel registration requirements and the issuance of unique vessel identification numbers. However, because unpowered fishing vessels of less than 1 gross tonnage are not subject to registration requirements under either law or there is no registration system for these Vessels, this principal rates as “partially achieved”.																																
2		Publish lists of licenses, authorizations, and sanctions.																														
Licenses: Partially																																
Authorizations: YES																																
Sanctions: Partially																																
This principal rate was partially achieved. Japan is currently making public information on fishing authorizations which includes information on catch quotas and annual catch quotas for specific fishery resources designated in accordance with the Fisheries Act and information on access agreements and vessels licensed by fishery.																																
There is also information on certain sanctions being published, however, not all sanctions are made publicly available, for example those regarding Fisheries Act Violations. Additionally, not all information on specific fishing vessels licenses is made public and there are no internal statutory provisions requiring sharing information on vessels and sanctions to the FAO Global Record .																																
3		Make public the beneficial ownership of vessels.																														
NO																																
Japan does not make public information about beneficial ownership. Japan's law requires the identification of a “registered” owner of the fishing vessels to complete the registration of such vessels, however, the definition of this registered owner does not correspond with the definition of “beneficial owner”. This means that the legal definition of “owner” does not imply beneficial ownership (e.g., the owner’s principal shareholder or beneficiary in the case of a trust title) in the registration (Touroku) or registry (Touki) structure.																																
4		Stop the use of flags of convenience by fishing vessels (by enforcing UNCLOS Art. 91 requirement for a genuine link)																														
YES																																
Japan implements principle 4 by requiring the registration of all fishing vessels (except for unpowered fishing vessels less than 1 GT) in Japan's registries.																																
Japan's local laws established penalties for IUU fishing activities and related offenses and regulations and penalties for foreign fishing vessels are set forth in the Act on the Regulation of Fishing Operations by Foreign Nationals and the Act on the Exercise of the Sovereign Right for Fishery, and other regulations in the EEZ. Japan has ratified and complies with international agreements such as UNCLOS, the Compliance Agreement, and PSMA.																																
5		Make vessel position data public.																														
Public VMS: NO																																
Mandated AIS: Partially																																
As a member of several RFMO's Japan complies with their requirements of installing VMS systems in vessels fishing within the jurisdiction of these RFMO's. Additionally, The Minister of Agriculture, Forestry, and Fisheries can order vessels engaged in Permitted Fisheries to be equipped with a Vessel Monitoring System (VMS). While certain vessels implement AIS systems (Ships of 300 gross tons or more and engaged in international voyages, and ships of 500 gross tons or more not engaged in international voyages), it is not required for all fishing vessels. Furthermore, Japan is currently not making vessel tracking information (VMS) publicly available.																																
6		Ban or closely monitor at-sea transshipment.																														
Partially																																
There are regulations and monitoring for at-sea transshipment in place. For example, for foreign vessels the transshipment of catches from foreign fishing vessels in Japanese waters is prohibited except with specific import approval or permission from the Minister of Agriculture, Forestry, and Fisheries. For non-foreign fishing vessels: certain restrictions are set under the Ministerial Order on the Permission, Regulation, Etc. of Designated Fisheries. While certain transshipment activities are allowed prior approval in Japan, strong restrictions apply to these activities. Therefore, this principal rate was achieved.																																
7		Mandate seafood traceability from boat to plate.																														
Partially																																
While RFMO's catch documentation schemes (CDS) have been integrated into Japan's legal system, catch documentation and traceability systems/schemes apply and focus on a limited number of species. Also, catch certification seafood traceability systems apply only to limited species (8 species) of glass eel, abalone, sea cucumber for which specific quantities must be reported. There are no laws or regulations requiring the installation of onboard video cameras (electronic monitoring, EM) or sensors on fishing vessels or electronic tags to enable GPS tracking of caught seafood. Moreover, seafood traceability information is not made easily available to the public.																																
8		Ratify international agreements that set standards for fishing vessels and trade.																														
<table><tr><td>IUU Action Alliance</td><td>NO</td><td>Not Ratified</td></tr><tr><td>PSMA</td><td>YES</td><td>Ratified</td></tr><tr><td>ILO C138 Minimum Age</td><td>YES</td><td>Ratified</td></tr><tr><td>ILO Fundamental Principles and Rights at work</td><td>YES</td><td>Ratified</td></tr><tr><td>ILO C188</td><td>NO</td><td>Not Ratified</td></tr><tr><td>IMO Cape Town Agreement</td><td>YES</td><td>Ratified</td></tr><tr><td>UNCLOS</td><td>YES</td><td>Ratified</td></tr><tr><td>ILO Co87</td><td>YES</td><td>Ratified</td></tr><tr><td>UN Fish Stocks Agreement</td><td>YES</td><td>Ratified</td></tr><tr><td>FAO Compliance Agreement</td><td>YES</td><td>Ratified</td></tr></table>			IUU Action Alliance	NO	Not Ratified	PSMA	YES	Ratified	ILO C138 Minimum Age	YES	Ratified	ILO Fundamental Principles and Rights at work	YES	Ratified	ILO C188	NO	Not Ratified	IMO Cape Town Agreement	YES	Ratified	UNCLOS	YES	Ratified	ILO Co87	YES	Ratified	UN Fish Stocks Agreement	YES	Ratified	FAO Compliance Agreement	YES	Ratified
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FAO Compliance Agreement	YES	Ratified																														
9		Ensure public and equitable access to fisheries data and participation in fisheries management and decision-making.																														
Partially																																
Scientific assessments of fish stocks are made public online by the Japan Fisheries Research and Education Agency (FRA). Additional fisheries management information is available upon request. However, the requested information may be disclosed or not depending on the type of information requested. Moreover, not all seafood traceability information is made available to the public.																																
Regarding public participation in decision making, the “Fishery Policy Council” and the “Sea-area Fisheries Adjustment Commissions” have been established to hear the opinions of stakeholders in the formulation of fisheries rules and regulations and in decisions regarding access to fisheries resources. However, there is no guarantee of appointments for public participation and the level of extent to which the public's opinion will be taken into consideration is discretionary.																																
While it is noticeable that Japan is taking relevant steps towards fisheries transparency in accountability, this principal rates as partially archived.																																
10		Collect data on the conditions of fishing vessel crews and publish it in aggregate form.																														
Partially																																
Government agencies gather fishers' information when issuing fishing permits (Mariners Act, the Mariners Employment Security Act, and the Ship Safety Act). Collected information includes vessel workers' names, age, address, contractual terms-end date of their contracts needs to be reported-and other relevant information for the identification of fishing vessels workers. However, there is no legal provision for a system to consolidate and publicize such collected and verified information, and it is only partially published. Therefore, this principal rates as partially achieved.																																


South Korea


Global Charter


1		Require unique identification numbers for all fishing vessels (including transport and supply vessels).
Partially		
South Korea requires registration of all commercial fishing vessels regardless of their size. Regarding unique vessel identifiers, small-scale vessels are provided with a vessel registration number which is a unique identification-number and larger vessels use IMO numbers.		
While the IMO number is not directly mandated to register, it is required for their license renewal. Therefore, this principle is achieved by South Korea.		


2		Publish lists of licenses, authorizations, and sanctions.
Licenses: YES		
Authorizations: NO		
Sanctions: NO		
Korea makes public their list of fishing vessels licenses since January 2023. Relevant information for fisheries transparency such as a list of sanctions and authorizations is not public to date. Therefore, while South Korea took the right step towards fisheries transparency by making the list of fishing licenses public, this principle is currently partially achieved until South Korea makes additional information such as sanctions and fishing authorizations public.		


3		Make public the beneficial ownership of vessels.
NO		
Not required or in place. In some cases, when vessels are owned by larger companies which are required to publish their capital flow and shareholders, the information on beneficial ownership becomes available with respect to the specific vessels they own. However, this does not apply to all companies or vessels and the information available is not sufficient to consider that fishing vessels' beneficial ownership is publicly available.		


4		Stop the use of flags of convenience by fishing vessels (by enforcing UNCLOS Art. 91 requirement for a genuine link)
NO		
Currently, South Korea does not have a plan or timeline to stop the use of flags of convenience. However, local organizations such as Environmental Justice Foundation (EJF) consider this principle as "achievable" due to the limited number of FoC used by Korea. Additionally, S. Korea's Distant Water Fisheries Development Act. Article 12-2 sanctions nationals involved in illegal fishing activities fishing.		


5		Make vessel position data public.
Public VMS: NO		
Mandated AIS: YES		
The use of Vessel Monitoring Systems (VMS) and Automatic Identification Systems (AIS) is required for fishing vessels flying Korea's flag. While this is an important step towards fisheries transparency, Korea is currently not making the VMS data publicly available. Therefore, this principle is partially achieved.		

6		Ban or closely monitor at-sea transshipment.
Partially		
This principle is rated as partially achieved. Korea has regulations to monitor transshipment at sea transshipment and requires pre-authorization, afterward reporting of the event and observer onboard required for at sea transshipment. However, electronic monitoring during the transshipment activity is not required and not publicly logged and monitored. Current monitoring control and surveillance measures are not considered as enough to fully achieve this principle.		

7		Mandate seafood traceability from boat to plate.
Partially		
Korea's seafood import system requires catch certificates to control the imports of three seafood species: "Bobo croaker, Longneck croaker, and Saury". However, these species account for only 2.1 % of total seafood imports by value, (2021). Additional seafood species will need to be included in the Koreas robust seafood import system to achieve this principle.		

8		Ratify international agreements that set standards for fishing vessels and trade.
IUU Action Alliance	YES	Ratified
PSMA	YES	Ratified
ILO C138 Minimum Age	YES	Ratified
ILO Fundamental Principles and Rights at work	YES	Ratified
ILO C188	NO	Not Ratified
IMO Cape Town Agreement	PARTIALLY	Ratified but not fully implemented
UNCLOS	YES	Ratified
ILO Co87	YES	Ratified
UN Fish Stocks Agreement	YES	Ratified
FAO Compliance Agreement	YES	Ratified

9		Ensure public and equitable access to fisheries data and participation in fisheries management and decision-making.
Partially		
Korea does not share information on fish stocks or conduct fish stocks assessment- Korea does not conduct fish stuck assessments but production assessments. Since relevant fisheries management information is not available, this principle rates as not achieved.		

10		Collect data on the conditions of fishing vessel crews and publish it in aggregate form.
Partially		
Korea collects and makes publicly available data on vessel workers regarding number of crew members on board fishing vessels, their gender, nationalities -this is done annually. This information is published and available on websites.		
However, relevant data on the recruitment process, working conditions of crew members, how long vessel workers spend at sea and other important data is not effectively managed and not publicly available. Therefore, this principle rates as not been achieved.		