



Tuna RFMO Measures Regulating Transshipment

Key reforms needed for best practice and effectively managed at-sea transshipment

These reforms would meaningfully strengthen how at-sea transshipment risk is managed – moving beyond documentation toward active oversight to prevent illegal, unreported, or unregulated (IUU) fishing.

KEY:



Priority reform in place



Partial reform in place



Does not have reform in place

Regulating Transshipment: Priority Reforms Needed by RFMO	CCSBT	IATTC	ICCAT	IOTC	WCPFC
Require authorized carrier vessels to be flagged to RFMO CPC or CNM	✓	✓	✓	✓	✓
RFMOs should apply risk-based scrutiny to monitoring and verification of transshipment activity, prioritizing vessels with compliance concerns, those operating across multiple RFMO areas, and those lacking transparent beneficial ownership information	✗	✗	✗	✗	✗
Establish a harmonized transshipment declaration for use between and among RFMOs that includes all the data fields from Annex 1 of the Guidelines to be submitted to the flag States, landing state, relevant coastal states, and the RFMO Secretariat	✗	✗	✗	✗	✗
Establish formal procedures for sharing transshipment data with other RFMOs	✓	✗	...	...	✗
Adopt specific guidelines and criteria for flag State authorization of transshipments, including documenting verification processes and sharing authorization decisions with RFMOs	✗	✗	✗	✗	✗
Require 100% observer coverage (human or EM) on both the fishing vessel & the carrier vessel	✗	✗	✗	✗	✗
Establish an independent third-party Regional Observer Program to ensure all carrier vessels engaged in at-sea transshipment carry an independent observer	✓	✓	✓	... ¹	✗
Maintain public list of all vessels authorized to transship	✗	✗	✗	✗	✓
Suspend transshipments during ALC system failures and increase frequency of VMS polling rates	✗	✗ ²	✗	✗	✗
Implement effective port State measures aligned with the FAO PSMA's implementing principles and operating standard	✗	✗	✗	✗	✗
Prohibit from acting as both fishing and receiving vessel on the same trip	✗	✗	✓	✗	✗
Infractions reported to flag States and RFMO and the vessel is automatically included on Draft IUU Vessel list if sufficient action is not taken	✗	✗	✗	✗	✗

¹ Indonesia's pilot program uses national observers, not independent ROP observers, and the 2025 quality assurance review found only 26% of requirements were fully implemented.

² IATTC C-14-02 does not apply VMS requirements to all longline vessels engaged in at-sea transshipment.

Learn more:



BEST PRACTICES REPORT:
Benchmarking Tuna RFMO At-Sea Transshipment Measures Against the 2022 FAO Voluntary Guidelines: A Comprehensive Analysis



INFOGRAPHIC:
Closing the Gap: Needed Reforms to Implement the FAO Voluntary Guidelines



RFMO BEST PRACTICES SNAPSHOT:
2026: Transshipment Regulation



BEST PRACTICES REPORT:
Port State Measures in Tuna RFMOs: Benchmarking RFMO Port State Measures Against the 2009 FAO PSMA and Identifying Gaps



INFOGRAPHIC:
Key Gaps and Priorities in Tuna RFMO Port State Measures

Next scheduled review by each RFMO of its transshipment measure:

2027

- ICCAT
- IOTC
- (Review of the pilot program only)

2028

- CCSBT

No planned review

- IATTC
- WCPFC