



THE IMPLEMENTATION OF RESOLUTION C-02-03 ON FLEET CAPACITY

**Plan For Regional Management
Of Fishing Capacity**

Capacity Management

- The agreement limits purse-seine capacity
- The capacity management system created by the Resolution does not establish national capacity allocations or limits
- The fleet limitations are essentially determined by the IATTC Regional Vessel Register (RVR)
- The resolution has now been in force for eight years

A Complementary Measure

- It should be noted that, while the system agreed does limit the number of vessels, it does not limit catches.
- Therefore, the capacity limits must be considered as complementary to other conservation and management measures that restrict catches.

Resolution C-09-01

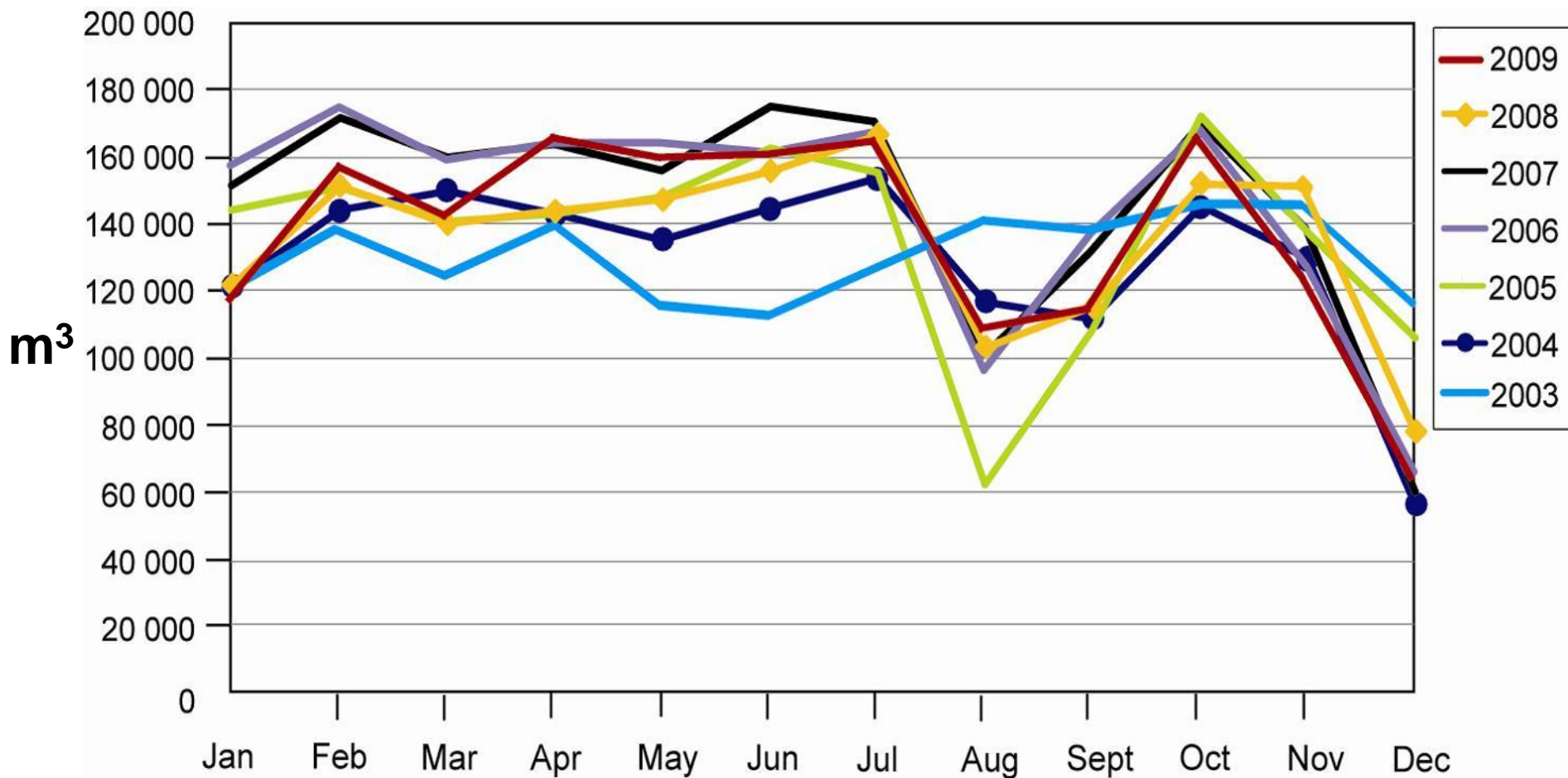
2010 Conservation Program 62 days closure to PS

29 July-28 September

or

18 November-18 January

Average capacity (cm) of purse-seine and pole-and-line vessels at sea in the EPO in 2003-2009 by month



Plan For Regional Management Of Fishing Capacity

- In June 2005, the Commission adopted a Plan for Regional Management of Fishing Capacity
- The principal objective of the Plan is to establish a comprehensive program for managing the capacity of all fishing fleets operating in the eastern Pacific Ocean, to ensure the long-term sustainability of the fisheries covered by the IATTC.

Initial Increase

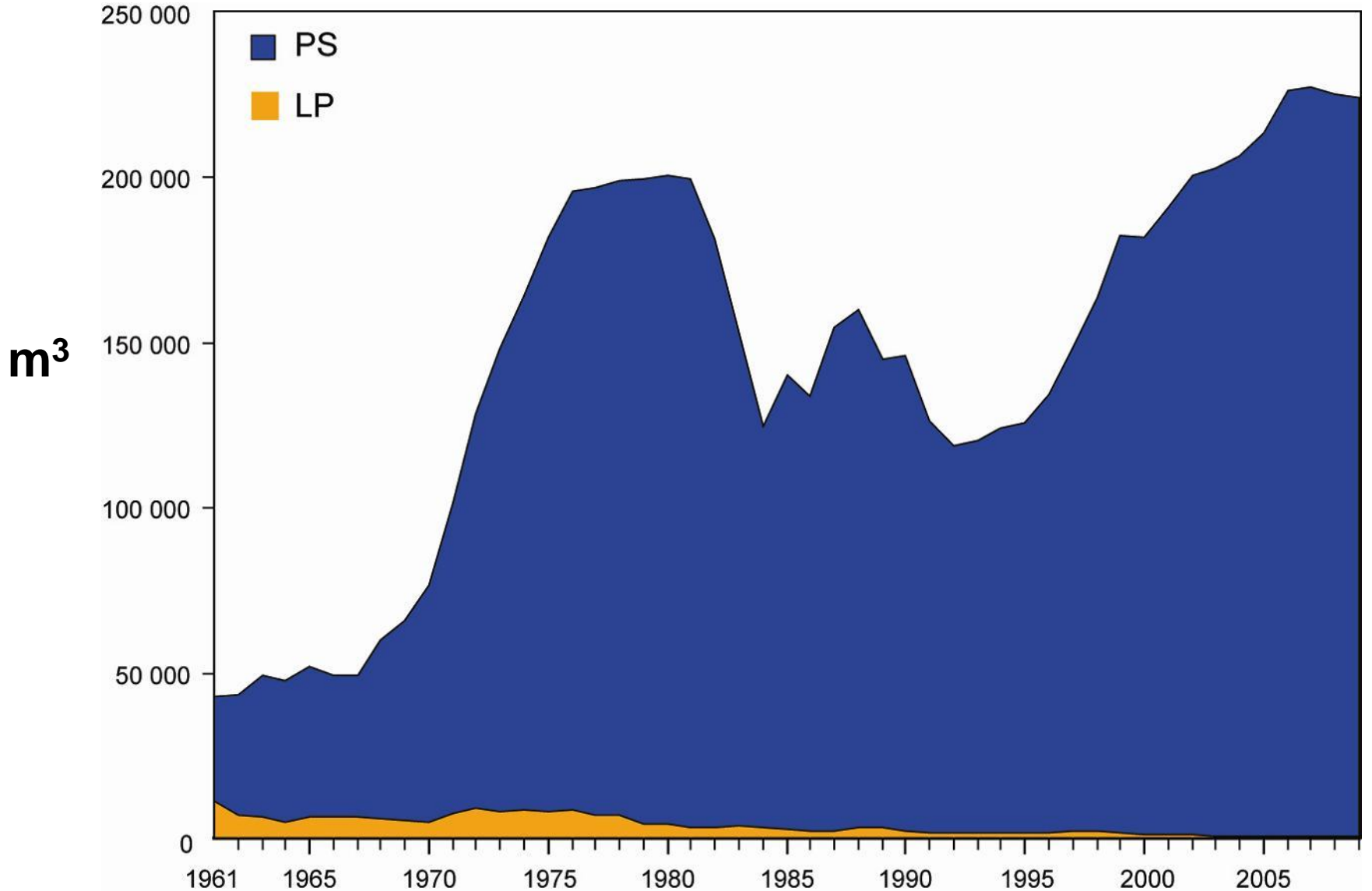
- The purse-seine capacity currently operational in the EPO is 212,288 m³. In June 2002, when the Resolution entered into force, the active capacity was 193,670 m³.
- The reason for this increase is that, while the principal purpose of the Resolution was to, in essence, freeze capacity, there are elements of the Resolution that provide for agreed increases by allowing for vessels to be added pursuant to paragraph 10, to allow listed sunk vessels to be replaced, and to allow listed inactive vessels to be moved to active status.
- Also, in the months following the adoption of the Resolution, the Commission agreed to add several vessels to the Register, to account for oversights made by delegations at the meeting at which the resolution was adopted.
- In addition, there are vessel measurement factors. In 2002, the capacity of many vessels was estimated; most were later measured, usually resulting in a larger capacity.

Special Capacity Allocations

The current situation regarding the utilization of these special capacity allocations is:

	Limit (m3)	
	Provided	Remaining
Costa Rica	9364	7483
El Salvador	861	30
Guatemala	1700	0
Nicaragua	5300	0
Peru	3195	2195

Carrying capacity, in cubic meters of well volume, of the purse-seine and pole-and-line fleets in the EPO, 1961-2009



Current Procedures

- In order to be included on the Register, a vessel must provide all of the information required in Resolution C-00-06 on the Regional Vessel Register.
- The well volumes of purse-seine vessels should be measured; however, this is not a condition for inclusion in the Register. It is necessary, at a minimum, that the flag government of the vessel provide an official well volume, whether measured or otherwise determined by the government.
- Also, it is useful for the Secretariat to have a breakdown and/or diagram showing the volumes of each of the vessel's wells; again, this is not a requirement for inclusion in the Register.

New Vessel In The RVR

- For a new vessel to be included in the Register, the flag government must advise the Secretariat in writing, and must have sufficient capacity available, *i.e., equal to or greater than the well* volume of the vessel to be added.
- If the new vessel is replacing another vessel that has been or is being removed from the Register, that vessel must be identified.
- If the new vessel has recently been granted its flag, documentation showing its new registration must be provided, as well as documentation regarding the deletion of its previous flag.

Change Flag And Remain On The RVR

- For a vessel on the Register to change flag and remain on the Register, both governments associated with the change must agree, and must confirm this to the Secretariat in writing.
- It is now difficult for a vessel on the Register to change flags and remain on the Register, because the general policy of all governments involved is, in most cases, to remove from the Register any of their flag vessels that wishes to change flags. This policy allows the government to retain, for future use, the capacity of the vessel removed.

Vessel Removed From The RVR

- A vessel may be removed from the Register if its flag government so requests in writing. In this case, the well volume of the vessel removed will be available to the government for adding vessels in the future.
- If a vessel with a smaller well volume than the vessel removed is later added, the excess, or residual, is retained by the government, and is so documented in the Commission's records.
- It is important to note that these residuals are available to governments as a result of vessels being removed not only from the list of active vessels, but also from the list of inactive vessels.
- If a vessel is removed from the Regional Register, the Secretariat needs to know whether the government is also removing the vessel from its national register.

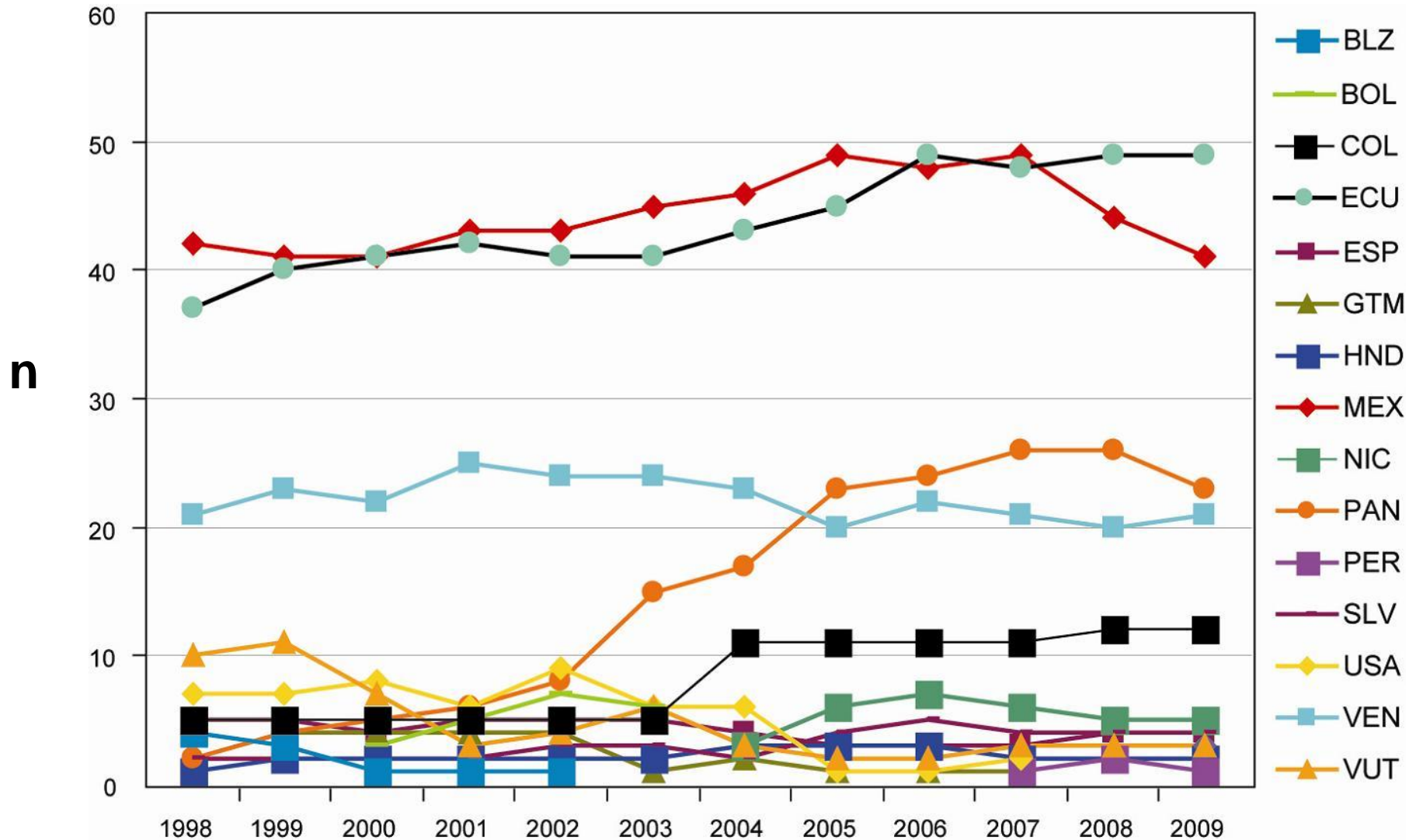
Change Vessels Status Active-inactive

- A vessel may change its status from active to inactive, and vice versa.
- Notification of vessels that will be inactive must be provided to the Secretariat by January 1 of each year;
- A vessel declared inactive must remain in that status for the entire year;
- An active vessel may replace an inactive one during the year, provided that the total active capacity of the vessels of the country receiving the vessel does not then exceed the active capacity of all of its vessels on 28 June 2002.
- The Secretariat considers that there are some technical problems with the language on inactive vessels in the Resolution, and that the drafting could be improved. However, in practice, vessels rarely change their status on these lists during the course of a year; if a vessel wishes to do so, its flag government must notify the Secretariat in writing.

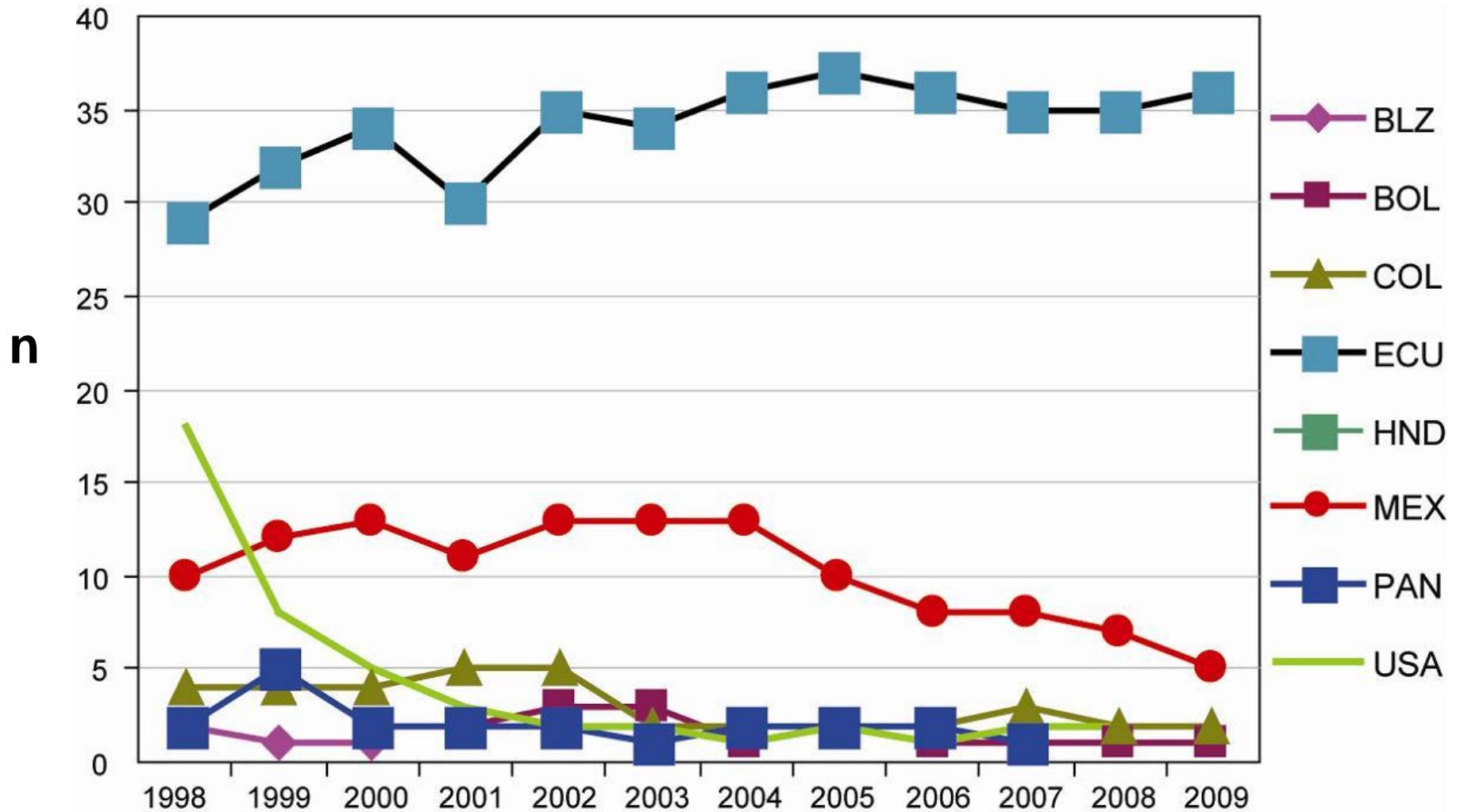
Capacity Loans

- The concept of “lending” capacity has been addressed by the Commission, and procedures and rules associated with this have been agreed.
- The procedures provide that a vessel may be added to the RVR using a specified amount of cubic meters of capacity currently available to the lending government. The vessel must fly the flag of the recipient country, which shall be legally responsible for the operation of the vessels with respect to IATTC and AIDCP rules.
- The two governments shall agree that the vessel may be removed from the Register at any time at the request of either one of the governments involved in a written communication to the Director.
- In the case of a lending arrangement, the capacity belongs to the lending government and shall revert to that government upon the termination of the arrangement.

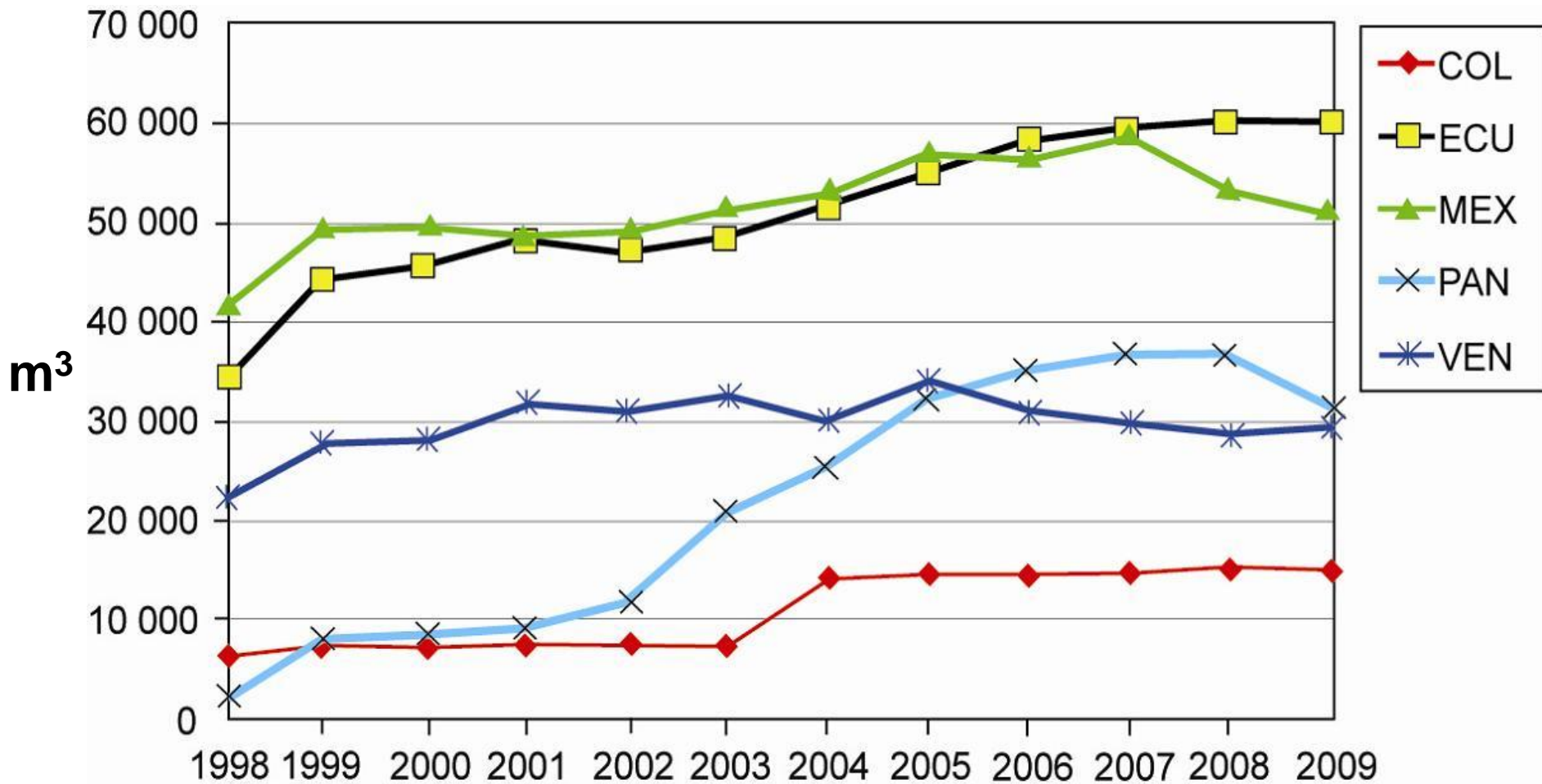
Estimates of the number of purse-seine vessels (>400 m³) that fished in the EPO during the period 1998-2009



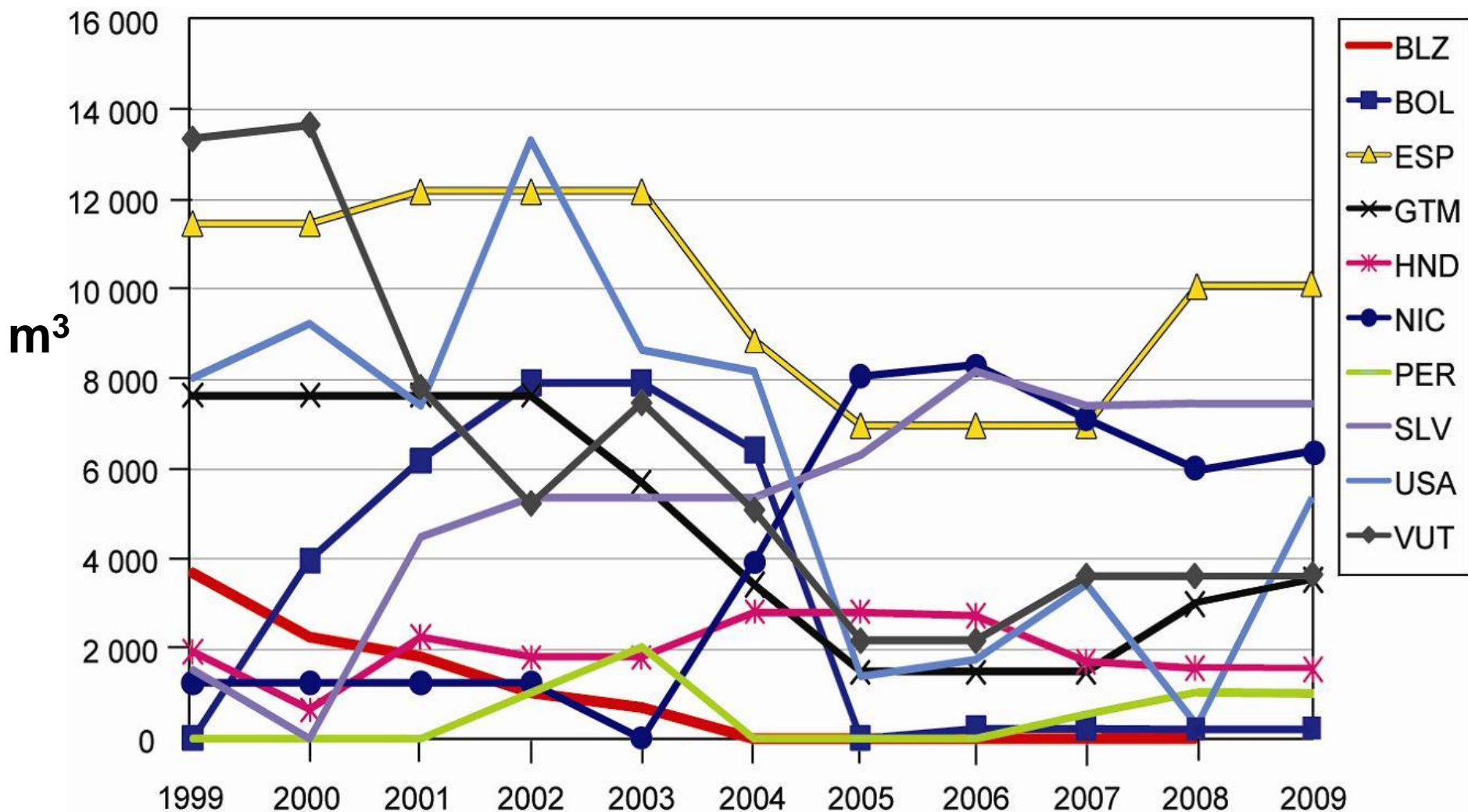
Estimates of the number of purse-seine vessels (<math><400\text{ m}^3</math>) that fished in the EPO during the period 1998-2009



Well volume (cubic meters) of the principal fleets of purse-seine vessels that fished in the EPO in 1998-2009



Well volume (cubic meters) of the smaller fleets of purse-seine vessels that fished in the EPO in 1999-2009





Conclusions and Lessons Learned

- A negotiated solution that addresses the interests of all countries involved is necessary.
 - The management of FC must take into account the economic and social impacts of this activity in the region.
 - The implementation of any agreed program will be complicated, and clear procedures must be elaborated and understood.
 - The IATTC plan for regional management of fishing capacity needs to be implemented in order to reduce fishing capacity, including longline fleets.
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