

**Annual VMS Summary to the CCSBT Compliance Committee in 2008/2009
fishing season -Taiwan**

I. A description of the progress and implementation of its VMS program in accordance with the CCSBT VMS resolution.

In view of the increasing responsibilities vested upon the flag States in the management of high seas and the requirement of RFMO as a tool for tracking fishing activities, in 1996, the Fisheries Agency (FA) commissioned the Overseas Fisheries Development Council (OFDC) to develop a satellite-based vessel monitoring system (VMS) which is user-friendly to the fishermen, also with the capacity of upgrading to accommodate different functions. From the period between 1996 and 2001, the government encouraged the gradual installation of VMS in the fishing vessels of our nation. In 2002, the government mandated that all vessels authorized to fish for Southern Bluefin Tuna (SBT) shall install VMS and send automatic location to OFDC.

At the present, all Taiwanese fleets authorized to fish for SBT have installed VMS and reported automatic location to national Fisheries Monitoring Center (FMC) in OFDC in accordance with the Resolution on establishing the CCSBT Vessel Monitoring System, adopted at the fifteenth annual meeting of CCSBT.

II. The number of its flag vessels on the CCSBT Authorised Vessel List that were required to report to a National VMS system.

There were 50 vessels authorized to fish for SBT in 2008/2009 quota year (1 April 2008-31 March 2009).

III. The number of its flag vessels on the CCSBT Authorized Vessel List that actually reported to a National VMS system.

Though all 50 vessels reported to a National VMS system, actually the active vessels fishing for SBT were 41. Nine vessels did not go to SBT fishing ground to catch SBT.

IV. Reasons for any non-compliance with VMS requirements and action taken by the Member

There was no non-compliance vessel.

V. In the event of a technical failure of a vessel's VMS, the vessel's geographical position (latitude and longitude) at the time of failure and the length of time the VMS was inactive should be reported.

Due to tough ocean condition and vessels shifting to satellite communication hole, 1 of these vessels could not transmit regularly its automatic location to FMC for 4 times by 1 day in each time. The area was around 38-39°S. The vessel was ordered to send its geographical position (longitude, latitude) at the time of failure by facsimile.

VI. Describe the procedures used for manual reporting in the event of a VMS failure (e.g. "manual position reporting on a 4 hourly basis").

In the event of a technical failure of any vessel's VMS, OFDC shall inform the owner of the vessel, and the vessel shall be required to fax its geographical position, and report the cause and date of the failure. The vessel shall report manually on a daily basis, and is requested to renovate the VMS system as soon as possible. If the VMS of vessel cannot be repaired within 15 days, the vessels shall stop fishing at sea and return to port.

VII. A description of any investigations initiated in accordance with paragraph 3(b) of the CCSBT VMS resolution including progress to date and any actions taken.

No investigation was initiated in accordance with paragraph 3(b) of the CCSBT VMS resolution.