INTER-AMERICAN TROPICAL TUNA COMMISSION

PERMANENT WORKING GROUP ON FLEET CAPACITY

26TH MEETING

Panama City, Panama
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UTILIZATION OF VESSEL CAPACITY UNDER RESOLUTIONS C-02-03, C-12-06, C-12-08, C-15 -02 and C-24-07

This document, as the previous ones that have been submitted to the meetings of the Permanent Working Group on Fleet Capacity in past years, contains updated data on the capacity of the purse-seine fleet in the Eastern Pacific Ocean and pending issues that should be addressed , now including also capacity requests that were not comprised in the list endorsed by the Commission in 2016.

It also includes information pertinent to the implementation of Resolutions C-12-06 and C-12-08 on capacity loans or concessions and chartering of vessels with temporary transfers of capacity and on the sealing of wells, respectively.

The introductory section has also been revised and extended to describe succinctly the way the issue of capacity has been addressed by the Commission since it first considered it in 1998 in the framework of implementation at the regional level of the 1995 FAO Code of Conduct for Responsible Fisheries.

1. INTRODUCTION

The 2003 Antigua Convention which entered into force in August 2010, makes explicit reference to the issue of fleet capacity in its definition of the Commission's functions. Article VII, paragraph 1(h) establishes that one of these functions is to "*adopt appropriate measures to prevent or eliminate over-fishing and **excess fishing capacity** and to ensure that levels of fishing effort do not exceed those commensurate with the sustainable use of the fish stocks covered by this Convention*". Subparagraph (l) mandates the Commission to "*where necessary, develop criteria for, and make decisions relating to, the allocation of total allowable catch, or **total allowable fishing capacity, including carrying capacity**, or the level of fishing effort, taking into account all relevant factors*".

This year marks the 25th anniversary of the establishment of the IATTC Regional Vessel Register, Twenty-three years have elapsed since the adoption of Resolution C-02-03 on the capacity of the purse-seine fleet operating in the Eastern Pacific Ocean (EPO), twenty-two since the adoption of the Antigua Convention and fifteen years since its entry into force. It seems therefore useful and timely to include in this updated version of the document as a brief reminder a summarized description of the origin, background and evolution of the issue of capacity within the Commission.

A. The 1995 Code of Conduct for Responsible Fisheries (CCRF) and the 1998 International Plan of Action for the Management of Fishing Capacity.

The process began with the FAO's adoption of the Code of Conduct for Responsible Fisheries in 1995 after extensive negotiations in which the IATTC members played an active and substantial role. In its Article 6, the Code states that "*States should prevent overfishing and **excess fishing capacity*** (…)".

Not coincidentally, it was in La Jolla, in April 1998, that the negotiation of the FAO *International Plan of Action for the Management of Fishing Capacity* ("*IPOA Capacity*") started, with the

meeting of the *Technical Working Group on the management of fishing capacity* as called for by the FAO Committee on Fisheries (COFI). The IPOA Capacity was adopted in 1999.

B. Towards the establishment of limits to the capacity of the purse seine fleet in the EPO.

Just weeks after the La Jolla meeting, the Commission, at its 61st meeting in June 1998, established a *Working Group on Limiting the Growth in Capacity of the Purse-Seine Fleet in the Eastern Pacific Ocean.* This working group met in La Jolla in September 1998 and adopted a draft document on *Proposed fleet capacity limits*. These limits amounted to **147,999 metric tons**, distributed among the 11 "*nations*" with purse seine fleets operating in the EPO (ranging from 49,500 metric tons for Mexico to 499 metric tons for Honduras)[1],.The Commission, at its 62nd meeting in La Jolla in October 1998, adopted that draft as a *Resolution on Fleet Capacity*[2] and agreed to establish as soon as possible a *Working Group on Fleet Capacity* [3].

C. How to measure capacity? From metric tons to cubic meters.

The scheme established in this first Resolution on the purse seine fleet capacity used tonnage of fishing vessels for the measurement of their capacity, undoubtedly because this was the criterion already in use for classifying these vessels in six "classes". The Commission was aware however that the tonnage of a vessel as initially recorded could change whenever it would land a greater tonnage of catch, which could also shift it into a higher class[4].

In contrast, measuring the capacity in terms of wells volume in cubic meters would ensure not only precision in the measurement but also its stability, "a **fixed quantity**", as stated by the IATTC Director, Dr. Robin Allen, at the 63rd meeting of the Commission, in Guayaquil (Ecuador), in June 1999, when he declared that "*in future vessel capacity should be measured not in calculated tons of carrying capacity, which could vary depending on operational decisions but by the* ***volume of the vessels' fish wells, a fixed quantity***."[5]

Accordingly, at its 3rd meeting, the Permanent Working Group on Fleet Capacity adopted the following recommendation: "*That* ***cubic meters of well capacity*** *be used as the unit of measurement of carrying capacity*". That implied the needed to collect new data, as only carrying capacity metric tons had been recorded up to that point The Working Group burger recommended "*To supply the IATTC, no later than 30 April 2000, with all the information necessary,* ***including the well volume of each vessel****, to establish, maintain and update an accurate and transparent central register of purse-seine vessels fishing for tunas in the EPO*"[6].

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[1] See *Report* of the Working Group, Annex 4.

[2] See Resolution C-98-11. *" Seeking to address the* ***potential problem of excess capacity in the tuna purse-seine's fleet*** *operating in the Eastern Pacific Ocean (EPO) by limiting such capacity to a level which, when viewed in relation to other agreed management measures and projected and actual catch levels, will ensure that tuna fisheries in the region are conducted at a sustainable level*"

[3] See Resolution C-98-06

[4] See the IATTC annual report 1996, p.18: "*The owner's or builder's estimates of vessel carrying capacities are used until landing records indicate that revision of these is appropriate*."

[5] This argument was again put forward by the IATTC Director at the 3rd meeting of the Permanent Working Group on Fleet Capacity in January 2000, when he stated that "*There were also various ways of measuring fleet capacity, but the current IATTC definition was based on the volume of each vessel's fish-carrying wells, measured in cubic meters. This had the advantage of being a* ***single, invariable, easily defined and measured value*** *that could be used as an objective basis for any calculations of fleet capacity*." (*Minutes* of the 3rd Meeting)

[6] *Minutes* of the 3rd Meeting, Appendix 5

D. The transitional role of the measurement in metric tons:

From 1999 onward, the capacity of the fleet was to be measured primarily in cubic meters of wells volume. However, during the transition period necessary for carrying out the successive measurements of all the vessels in accordance with the defined "confirmation" procedure, it was still necessary to continue converting the known carrying capacity in metric tons into cubic meters for the vessels still not "confirmed", including in relation with the obligation under the AIDCP for each vessel to pay a yearly quota based upon its wells volume"[7].

The need to adopt a uniform conversion formula was first discussed by the Permanent Working Group on Fleet Capacity, at its second meeting, in October 1999[8]. Initially, until 2005, the conversion factor was 1.17051 (metric tons × 1.17051 = cubic meters). From 2005, following adoption of the 2005 Plan (see Section E), this factor was raised to 1.4. The conversion factor remained in use until 2016, when all vessels in the Register were deemed "confirmed" (see Section F), making it unnecessary for its original purpose.

E. Capacity measured in cubic meters only – the 2005 *Plan for Regional Management of Fishing Capacity*

For some time, both criteria were used in parallel. For example, the second resolution on fleet capacity, adopted by correspondence in August 2000[9], still defined its target in metric tons[10], consistent the prior discussions and the draft tabled by the Chair of the Working Group[11].

This duality of criteria was eliminated with the third and currently active resolution of the capacity of the fleet that the Commission adopted at its 69th meeting in June 2002. There is no reference to metric tons in **Resolution C-02-03** and the target limit is only defined in cubic meters of wells volume[12]. This approach was confirmed in the Plan for Regional Management of Fishing Capacity, adopted at by the Commission at its 73rd meeting in June 2005. Paragraph 14 of the Plan states: "[…] *The well volume of vessels, in cubic meters ((m3), will be used as the primary basis for measuring the capacity of the purse-seine fleet*", and in its paragraph 16 "*The target level for the*

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[7] It is important to note that this measurement was applied only for that specific purpose—never the reverse. In other words, carrying capacity in metric tons is a fact that can be observed and recorded based on the maximum catch effectively landed, not a number derived from well volume by applying a conversion formula.

[8] "*It was agreed that well volume is a fair basis for determining the capacities of vessels, but the IATTC staff has not yet been able to collect data on the well volumes of all the vessels of the fleet. A formula for converting tons of carrying capacity to total well volume was discussed, but it was recognized that some vessels pack their catches more densely in their wells than do others*." *Report of the Chairman*

[9] Resolution C-00-10 Resolution on the capacity of the tuna fleet operating in the Eastern Pacific Ocean. See paragraph 4, which states "*To include in the Regional Vessel Register, contemplated in the resolution of the 66th Meeting of the Commission,* ***the well volume in cubic meters and carrying capacity in metric tons that will serve as a basis for monitoring the capacity of the EPO fleet***."

[10] Ibid. paragraph 6, which states "*That the current level of fishing capacity is in excess of the optimal level required to efficiently harvest the tuna resources in the EPO. In this regard, they agree to develop and implement a plan to achieve a* ***target level of 135,000 metric tons of carrying capacity****, or such other limit as the Commission may decide, by January 1, 2005, as set forth in the following paragraph*."

[11] see the *Minutes* of the 66th meeting of the Commission (June 2000), and the *Report* of the 4th meeting of the Permanent Working Group on Fleet Capacity (July-August 2000)

[12] Res. C-02-03 Resolution on the capacity of the tuna fleet operating in the Eastern Pacific Ocean (revised), par.4: "*4. To review on a regular basis, and modify if necessary, the methods for estimating fishing capacity and the* ***target level of 158,000 m3****, established in the resolution on fleet capacity of 19 August 2000, for the total capacity of the purse-seine fleet, taking into account the level of the stocks of tuna and other relevant factors*."

*purse-seine fishery is 158,000 m3 of total well volume. This target level should be reviewed on a regular basis, and modified, if necssary, taking into account the status of the stock*s."

It should be recalled that the principal objective of the Plan was to establish a comprehensive program for managing the capacity of all fishing fleets operating in the eastern Pacific Ocean (EPO), to ensure the long-term sustainability of the fisheries covered by the IATTC. For the purse-seine fishery, this would mean a reduction in the current level of fishing capacity[13]

F. Gross or net volume:

In 2006, at the 74th meeting of the Commission, the IATTC Director presented document IATTC-74-10, entitled "*Issues Regarding Resolution C-02-03 on Capacity*." The first section, "*Use of Gross or Net Volume,"* was included in response to a Member's request to apply a "*net volume*" measurement—defined in this case as the well volume after deducting the space occupied by refrigeration coils.

The document expressed concern that adopting this approach could make other purse seine vessels eligible for revised, smaller volumes, thereby creating additional capacity that Parties could use to add vessels to their fleets. The first section concluded with a reference to the 1969 IMO International Convention on Tonnage Measurement of Ships, which specifies that "*the volumes of appendages will be included in the total volume*." [14]

Accordingly, the Commission decided that the use of net well volume "*would not be acceptable for the measurement of vessel capacity for Commission purposes*." [15]. The expression "*for Commission purposes*" is critical: the well volume measurement as a reference for defining vessel and fleet capacity applies solely within the framework of Resolution C-02-03 and only for its intended objectives.

In addition to the concerns outlined in the 2006 document, it can be argued that that the use of net volume would undermine the need for "*a **single, invariable**, easily defined and measured value*," as emphasized by the IATTC Director at the 3rd meeting of the Permanent Working Group on Fleet Capacity in January 2000[16] . This is because any modification to internal appendages, including changes to the thickness of insulation covering the bulkheads, would necessitate adjustments to the well volume.

For these reasons, and in line with the 1969 IMO Convention, the Secretariat has since consistently declared itself unable to process requests to alter a vessel's recorded well volume unless such changes result from a documented restructuring of the wells involving modification of the structure or location of bulkheads—whether between wells themselves or between wells and other internal spaces. This policy applies particularly when the proposed change consists solely of increasing or

[13] See document SAC-06 INF-B Capacity scenarios, prepared for the 6th meeting of the Scientific Advisory Committee in May 2015. It contains 11 scenarios of the impact on the tuna resources in the EPO of various increases in fleet capacity that would result from different resolutions of the currently pending capacity requests or capacity disputes.

[14] "Regulation 6 – Calculation of volumes

1. All volumes included in the calculation of gross and net managers shall be measured, **irrespective of the fitting of insulation or the like,** to the inner side of the shell or structural boundary plating in chips constructed of metal (…)
2. Volumes of appendages shall be included in the total volume.
3. Volumes of spaces open to the sea may be excluded from the total volume."

[15] See Minutes of the 74th meeting of the Commission.

[16] See footnote 5

decreasing well volume by altering the thickness of insulation on bulkheads or internal partitions.

In all such cases, the Secretariat has invited the concerned CPC to bring the matter before the Permanent Working Group on Fleet Capacity and the Commission for resolution.

G. End of the transition period and "confirmation" without previous notification of measurement:

In the years following the 2006 Commission meeting—and even after the entry into force of the Antigua Convention—the process of measuring the well volumes of all purse seine vessels, in accordance with the established "confirmation" procedure, progressed gradually but was still incomplete when the European Union urged the Commission to bring this transition period to a close.

As a result, at its 89th meeting in June–July 2015, the Commission adopted its *Resolution on the Deadline Applicable to Revisions of Well Volume in Paragraph 6 of Resolution C-02-03* (Resolution C-15-02). This resolution stated::

> "*For the purposes of interpretation of paragraph 6 of Resolution C-02-03 with regard to the deadlines for confirming capacity, as of 1 January 2017 the well volume reflected on the Regional Vessel Register will be considered confirmed for vessels currently included in the Register. In the case of new vessels, the well volume notified at the time the vessel is added to the Register will be considered confirmed*."

By the 1 January 2017 deadline, however, not all pending confirmations had been completed. Of the 278 purse seine vessels listed in the IATTC Regional Vessel Register at that time, 184 had been formally confirmed, while 94 remained unconfirmed. Consequently, from that date onwards, approximately 34% of the fleet's capacity was deemed "confirmed" solely on the basis of applying the conversion formula from metric tons to cubic meters[17].

H. The IATTC Regional Vessel Register as a tool to control and manage the capacity of the purse seine fleet:

The IATTC Regional Vessel Register was established through Resolution C-00-06 at the same 66th meeting of the Commission that had adopted the second resolution on fleet capacity. It is important however to stress that the resolution of the Register, which essentially reflected the draft provisions of what would become later the Antigua Convention, did not address at all the question of capacity, first and foremost, because it covered all vessels and not the purse seine fleet only.

The capacity management system created by Resolution C-02-03 however uses the Register as a tool through its key provisions aimed at freezing the fleet and its capacity as it is or would be by 28 June 2002 and regulating how afterwards vessels can be added or removed from that Register.

Each year, the Secretariat has been making available to each Member and Cooperating Non-Member (CPC) a document that shows the history of each CPC's flag vessels with regard to the Regional Register since 2002, and how that has affected, historically, the changes in the well volume available to each CPC since the Resolution entered into force. A monthly report of all movements made in the Regional Register and related to capacity, including temporary loans and concessions as well as chartering, in accordance with Resolutions C-02-03, C-12-06, C-12-08, C-

[17] Currently—mainly because of adjustments to vessel capacity resulting from a proven and documented restructuring of wells — there is still only 23% of purse-seine vessels that have been "confirmed" solely through the procedure established in Resolution C-15-06.

15-02 and C-24-07 is also sent. In addition to the possibility of accessing this information on the IATTC website where it is permanently updated, this ensures that at any time the Commission and all CPCs are fully and precisely informed of the situation regarding the capacity of the fleet.

I. The adoption of the 2016 *Elements for implementing a fleet capacity management plan in the IATTC*.

An important step was made in June 2016 when, at the 90th meeting of the Commission, the Chair of the Permanent Working Group on Fleet Capacity presented the "***Elements for implementing a fleet capacity management plan in the IATTC***", which had been adopted by the Working Group on 24 June 2016 and annexed to the report[18].

As reported in the Minutes of the 90th meeting "*The Commission reviewed and approved the elements in the document and agreed that the formulation of a management plan should continue*."The particular importance of these *Elements* stems from the fact that, without prejudging the substance and characteristics of the management plan itself, it established the substantive parameters of the ongoing process of formulation of a management plan, and how pending issues should be dealt with during that process.

First, the *Elements*, when referring to "*Capacity requests, claims, disputes and adjustments*", expressly define these as "*includ[ing] the four categories of cases identified by the Commission at its 88th meeting (extraordinary) and as recorded in Document CAP-17-03 (24 June 2016)*." For that reason, all subsequent meetings of the Permanent Working Group on Fleet Capacity included an identically worded agenda item.[19].

Second, the Elements contain a number of agreed statements on the way to address these pending issues, in relation to the activation of the capacity once recognized[20], on the restraint to be observed by the requesting CPCs[21], the justifications to be put forward along these requests[22] and, finally, the use of temporary capacity transfers as a tool "*to facilitate access to capacity for CPCs with capacity requests, claims and adjustments*"[23].

J. The search for an alternative approach:

For some years, initially with resources provided by the European Union, and following the holding of several workshops on the issue in general or on specific aspects such as vessels buybacks which did not lead to a consensual decision by the Commission, a consultant was contracted to facilitate progress in the consideration and development of an updated and more complete management scheme to address the excess capacity in the Eastern Pacific Ocean (EPO). That process. which has

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[18] The report and its Annex with the text of the "Elements" is reproduced as Appendix 4d of the *Minutes* of the 90th IATTC meeting.

[19] "*Review of pending capacity claims, disputes, adjustments, and requests according to the list presented at the 89th meeting of the IATTC and referred to in document CAP-17 INF-A REV (14 May 2016)*"

[20] "*1. As a matter of urgency, a solution should be found to the activation of capacity in those cases already agreed by the Commission*.
[…]. *4. Pending capacity requests and claims should be activated in a gradual manner, notably taking into account their antiquity, justification and urgency*."

[21] "*2. CPCs with capacity requests, claims, disputes and adjustments should endeavour to voluntarily suspend, limit or reduce, at least temporarily, their claims*."

[22] "*3. Capacity requests, claims and adjustments should be justified on solid grounds and should explain how the capacity will be utilised and contribute to the socio-economic development of the CPC concerned*."

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been referred to in previous versions of this document, failed to enable Members to reach a consensus on the alternative scheme that was proposed by the consultant, in spite of some support that it received. Following the Workshop on Management of Fleet Capacity in the Antigua Convention Area, which was held in July 2024, the process was indefinitely suspended[24].

2. UTILIZATION OF WELL VOLUME TO DATE

The active purse-seine capacity on the Regional Register on 31 July 2025 is 284,325 m^3. The capacity of inactive or sunk or vessels under construction vessels is 8,316 m^3, and the capacity available as a result of movements of vessels on the Regional Register is 10,222 m^3, for a potential total of 302,863 m^3. In June 2002, when the Resolution entered into force, the active capacity was 218,482 m^3, while the sum total of the active and inactive capacity, plus that included in paragraph 10 of the resolution, was 273,467 m^3; although the current operative capacity is below that level (Figure 1), this represents an increase in the potential total capacity of 29,396 m^3. It should be further noted that these numbers do not take fully into account the capacity requests in the footnote to the Resolution, which two of the three countries mentioned, Peru and Colombia, have utilized partially, with the approval of the Commission.

The following are the main reasons for this increase in the potential total capacity.

First, the addition of several vessels to the Regional Register in the months following the adoption of Resolution C-02-03 and subsequently, as agreed by the Commission to correct omissions by several delegations at the meeting at which the resolution was adopted.

Second, the increased capacity deriving from the actual measurement and confirmation of the wells volume of the vessels on the Regional Register, which in its great majority was merely estimated in 2002. In order to finalize this process and prevent any further increase, during its 89th IATTC Meeting held in Guayaquil, Ecuador, the Commission adopted Resolution C-15-02, which established a deadline for confirming capacity through such measurement, as follows:

> *"For the purposes of interpretation of paragraph 6 of Resolution C-02-03 with regard to the deadlines for confirming capacity, as of 1 January 2017 the well volume reflected on the Regional Vessel Register will be considered confirmed for vessels currently included in the Register. In the case of new vessels, the well volume notified at the time the vessel is added to the Register will be considered confirmed".*

Third, consistent with the provisions of Resolution C-02-03, the Commission adopted several decisions that led to an increase of the potential total capacity. Pursuant to paragraph 10 of the Resolution, 5,000 m^3 of well volume were granted to Peru in June 2011 to be used only by Peruvian-flag vessels operating only in waters under the jurisdiction of Peru, a restriction that was removed by the Commission in July 2014; the situation of some Colombian and Ecuadorian vessels was regularized in June 2013, and a number of capacity requests or disputes **were** resolved by the Commission in 2014, as described in the minutes of its 88th meeting.

At its 91th Meeting (Extraordinary), the Commission approved the activation of the capacity of Guatemala (3,762 m^3) and Venezuela (1,688 m^3) that had been restored to them by the Commission at its 88th Meeting (Extraordinary).

At 94th Meeting of the Parties, the Commission approved the activation of the capacity for the vessel Maria Del Mar (281 m^3) (Flag: Ecuador) which is currently on the Inactive/Sunk PS Capacity List.

[24] See the reporting on the results of the workshop in the *Chair's Report on the* 25th meeting of the Permanent Working Group on Fleet Capacity in August 2024.

In 2021, a letter (0274-410 on 01 July 2021) was circulated regarding the vessel Milena A (Flag: Ecuador) barely missing the deadline of Resolution C-15-02 for confirmation of the vessel's well volume and since there was no objection to this modification this vessel from 996 m^3 to 1,217 m^3 which was an increased by 221 m^3.

In the past, there have been several requests for changes in the capacity of vessels on the Regional Register that have sunk or been scrapped, with well volumes greater than those originally recorded in the Regional Register by the respective flag CPC and with which the vessels operated until they sank or were scrapped. This type of situation cannot arise any longer since Resolution C-15-02 stipulates that "as of 1 January 2017 the well volume reflected on the Regional Vessel Register will be considered confirmed for vessels currently included in the Register". In addition, it should be noted that these provisions have been applied literally, excluding the possibility after 1 January 2017 of any correction in the amount of the registered capacity of a previously unconfirmed vessel, even if this correction would have been made before the date upon the request of the respective flag State and the presentation of the appropriate documentation. The only change made afterwards were those derived from the restructuring of the wells of a vessel and any increase in total wells volume had to be covered by capacity made available to it by the flag State or through a process of temporary loan or compensated through the sealing of wells.

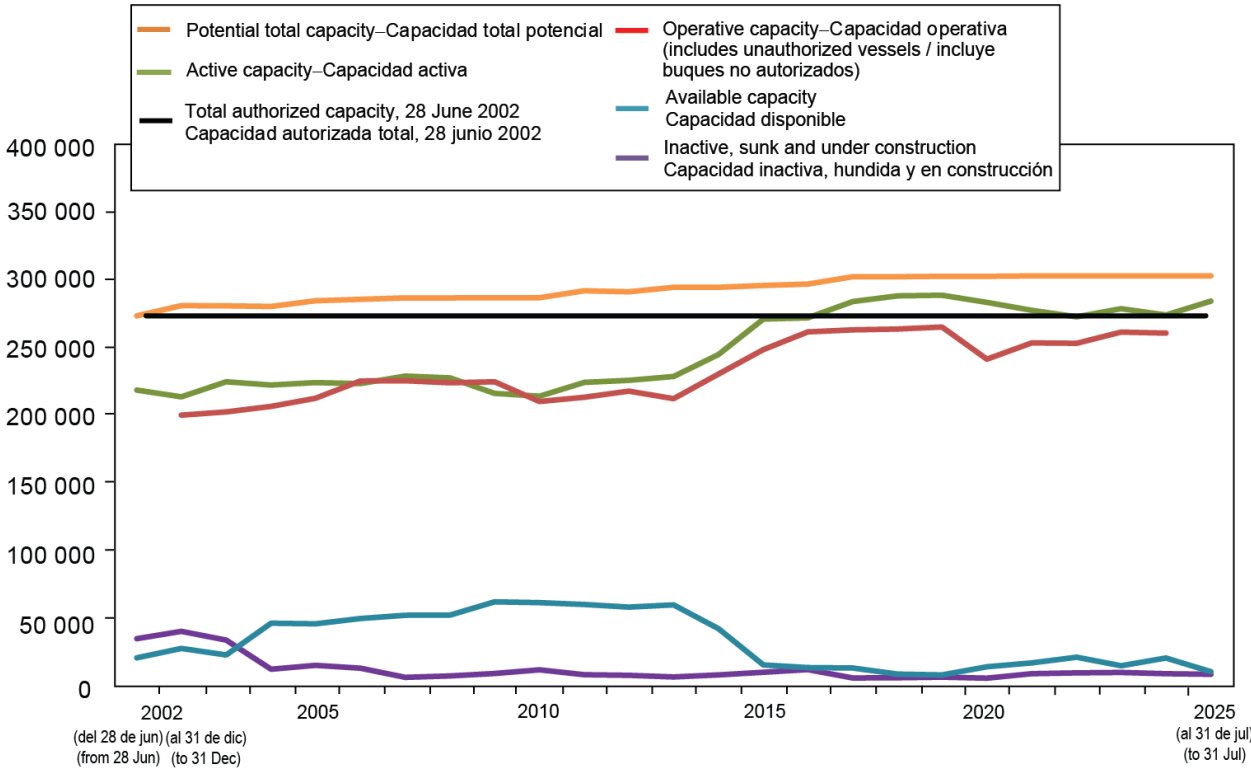

FIGURE 1. Active, inactive, available, potential total, and operative capacity, in cubic meters (m^3) of well volume, 2002-2025 (see glossary in the Appendix).

Figure 2 illustrates the evolution of the operative capacity of the fleets during 2002-2024.

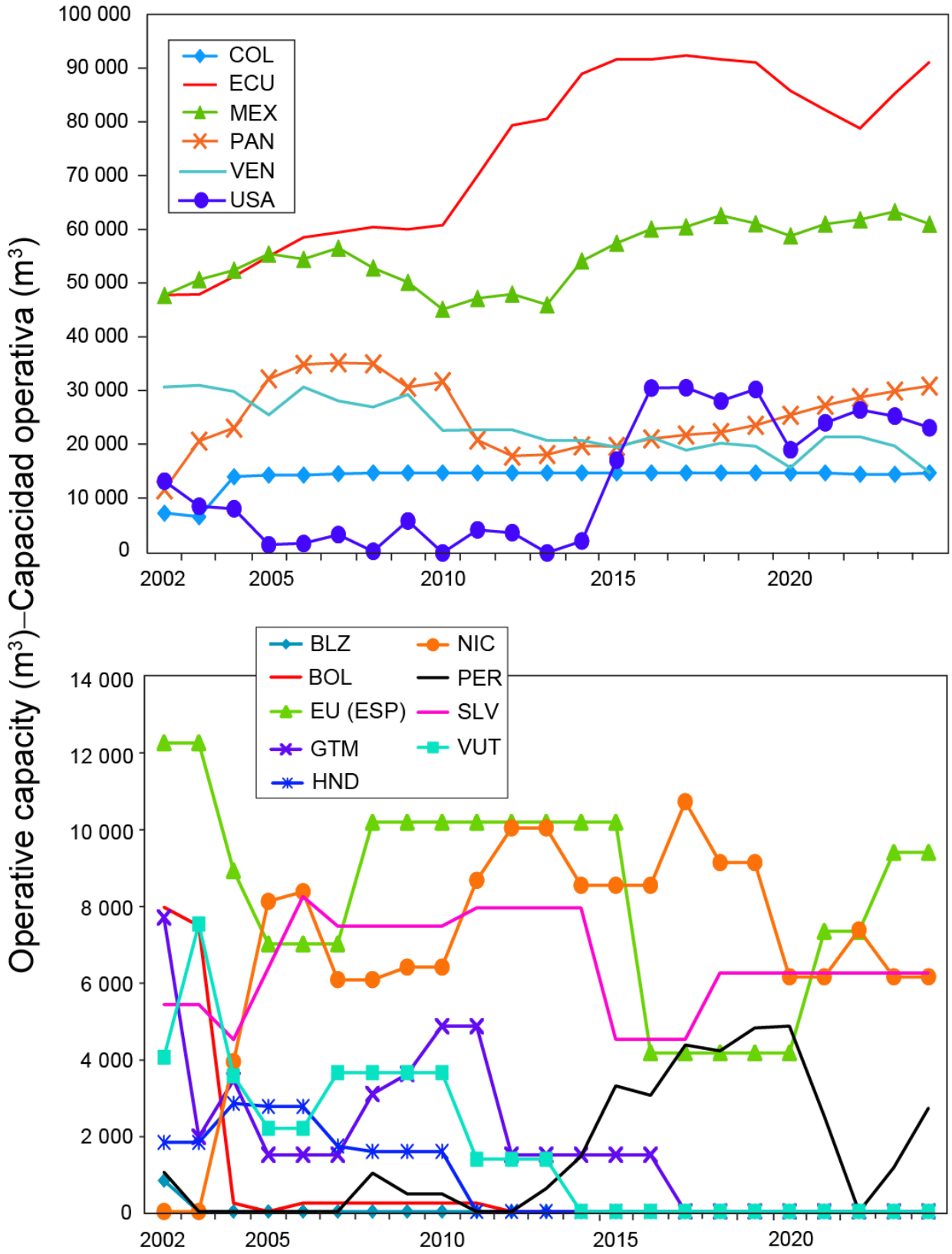

FIGURE 2. Operative capacity of purse-seine fleets that fished in the EPO during 2002-2024 with current capacities **(a)** greater than and **(b)** less than 14,000 cubic meters of well volume.

3. EXCEPTIONS FOR ADDING NEW VESSELS TO THE REGIONAL REGISTER

Although the current system is not based on national capacity limits, paragraph 10 of Resolution C-02-03 and Resolution C-11-12 allow certain countries to add to their fleet new vessels that are not on the Register. The current situation regarding these exceptions is:

	Limit (m^3)	
	Provided	Remaining
Costa Rica	9,364	5,745
El Salvador	861	0
Guatemala	1,700	0
Nicaragua	5,300	0
Peru	8,195	454
TOTAL	**25,420**	**6,199**

4. CAPACITY LOANS OR CONCESSIONS AND CHARTERS

Resolution C-12-06, approved in June 2012, establishes the rules of procedure regarding loans or concessions of capacity and chartering vessels with temporary transfer of capacity. The table details the agreements of this type recorded as of 31 July 2025.

Capacity loans or concessions and chartering of vessels with temporary transfer of capacity carried out in accordance with Resolution C-12-06				
Year started	**Loaning/conceding CPC**	**Receiving CPC**	**Vessel**	**Well volume (m^3)**
CAPACITY CONCESSIONS				
CAPACITY LOANS				
2017	GTM	PAN	*Chacao*	1,633
	GTM	PAN	*Ljubica*	2,000
2022	BOL	ECU	*Chiara*	222
	GTM	ECU	*Emilio*	1,488
2023	CRI	ECU	*Alina*	542
	CRI	PAN	*Contadora I*	1,907
	CRI	PAN	*Esthercho*	1,170
2024	BLZ	ECU	*Ria de Aldan*	220
	SLV	ECU	*Ria de Aldan*	131
2025	ECU	PAN	*Valentina C*	855
VESSEL CHARTERS WITH TEMPORARY CAPACITY TRANSFERS				
2012	GTM	PAN	*Reina de la Paz*	2,100
	PAN	ECU	*María Del Mar A*	2,304
	PAN	ECU	*Milena A*	1,217
2016	PAN	ECU	*Connie Jean Two*	742
2022	NIC	ECU	*Maria Eulogia*	1,217
2023	PAN	ECU	*Dalmacia C*	454
2024	PAN	ECU	*El Marquez*	486

5. PERMANENT TRANSFERS OF CAPACITY

The following permanent transfers of capacity between CPCs, were recorded from 01 July 2024 through 31 July 2025:

Permanent transfers of capacity between CPCs				
Date recorded	**Donor CPC**	**Receiving CPC**	**Vessel / Company**	**Well volume (m^3)**
29 January 2025	Ecuador	Panama	Balbina	285
29 January 2025	Ecuador	Panama	Don Ramon	1,571
07 February 2025	Ecuador	Panama	Juan Pablo II	442

6. SEALED WELLS

Resolution C-12-08, approved in June 2012, contains a protocol for sealing fish wells on purse-seine vessels. The following cases were recorded as of 31 July 2025:

Vessel	**Flag**	**Capacity (m^3)**		**Well volume sealed or disabled (m^3)**
		Total	**On Register**	
Bernardita B	ECU	352	302	50
Elizabeth F	ECU	755	623	132
Rosa F	ECU	756	682	74
Montserrat	MEX	1,273	751	522
Theresa Janene	MEX	1,269	944	325
Tokiwa	MEX	1,036	540	496
Txopituna Dos	PAN	1,881	1,781	100
Valentina C	PAN	1,308	853	455

Paragraph 5 of the resolution states that: "*Any vessel with one or more of its wells sealed to reduce its well volume recorded on the Regional Vessel Register shall be required to carry an observer from the International Dolphin Conservation Program (IDCP) on board*".

Consequently, all these vessels, including those smaller than Class 6, must pay the required fee for the AIDCP on-board observer program. This fee is assessed based on their total capacity, including sealed wells. In the case of vessels smaller than Class 6, Resolution AIDCP A-18-01 establishes that the amount of the fee "*shall be the equivalent of the quota of a Class 6 vessel with the minimum capacity corresponding to its class(508 m³)*".

Another requirement of Resolution C-12-08 is that "*The well must be physically sealed in a tamper-proof manner, and in such a way that it does not communicate with any other space on the vessel and that its use for any other storage is prevented. The inspection and verification of the vessel's sealed wells for the first time shall be carried out by vessel's flag government*".

Finally, it should be recalled that, to all purposes, including, for instance, closure periods, the reduction of the operative capacity of a vessel as a result of sealing wells does not change the vessel's capacity class, which is based on the total capacity of its wells, sealed or unsealed.

7. PENDING CASES OF CAPACITY REQUESTS, CLAIMS, AND CONTESTED ADMINISTRATIVE DECISIONS

During the 88th IATTC meeting (extraordinary) in October 2014, a number of cases of capacity requests, claims, and disputes were identified and discussed, some of which have been resolved. Discussion on the pending cases continued during the 89th IATTC meeting in June-July 2015.

These pending cases are classified in the following four categories:

a. Requests by coastal Members based on the footnote to Resolution C-02-03;

b. Claims arising from contested administrative decisions on capacity transfers and/or differences in the implementation of Resolution C-02-03;

c. Requests for new increases in capacity by EPO coastal and non-coastal countries.

d. Other cases, including cases such as new vessel measurements, national administrative errors, etc.

The pending cases in each of these four categories are currently:

Country	Cubic meters	Details
a. Requests based on footnote in Resolution C-02-03		
Peru	5,851	Part of 14,046 m^3 in footnote to Resolution C-02-03. Already granted 5,000 m^3 in 2014.
Costa Rica	7,058	Part of 16,422 m^3 in footnote to Resolution C-02-03.
Colombia	4,772	Part of 14,046 m^3 in footnote to Resolution C-02-03. Already granted 2,024 m^3 in 2013.
SUBTOTAL	**17,681**	
b. Claims rising from contested administrative decisions		
Bolivia	5,830	Capacity which was allegedly transferred to Colombia without Bolivia's approval.
Vanuatu	1,358	For the vessel *Esmeralda C,* which was allegedly transferred to Panama without Vanuatu's approval.
Venezuela	3,805	From vessels *Jane IV* (1,250 m^3), *Baraka* (1,287 m^3) and *Templario I* (1,268 m^3) request still pending for the future if the status of the tuna stocks allows it. All these vessels are on Regional Register under Panamanian flag.
SUBTOTAL	**10,993**	
c. New requests		
El Salvador	2,105	Special needs and requirements of developing coastal countries
Nicaragua	4,200	" " " " " "
Honduras	3,000	" " " " " "
Guatemala	9,000	" " " " " "
Mexico	2,000	" " " " " "
SUBTOTAL	**20,305**	
d. Other cases		
Ecuador	220	*Eli*
	176	*Ljubica M.*
	908	*Monteneme*
	1,534	*Isabel IV* (never on the Regional Register)
	850	*Victoria A*. (never on the Regional Register)
SUBTOTAL	**3,688**	
TOTAL	**52,667**	

The table above provides an updated list of the pending cases referred to in the 2016 Elements for Implementing a Fleet Capacity Management Plan in the IATTC and which have been reviewed at each successive meeting of the Permanent Working Group on Fleet Capacity under the agenda item: "*Review of pending capacity claims, disputes, adjustments, and requests according to the list presented at the 89th meeting of the IATTC and referred to in document CAP-17 INF-A REV (14 May 2016)*".

However, in subsequent years, several Members and Cooperating Non-Members have submitted additional claims or requests—either through their representatives in the Working Group or via formal correspondence addressed to the Commission through its Director.

These new claims and requests as of today are presented in the following table:

Country	Cubic meters	Details
a. New requests		
Belize	2,638	Special needs and requirements of developing coastal countries
Bolivia	5,000	" " " " " "
Panama	3,000	" " " " " "
Vanuatu	12,500	Requested devolution of capacity previously held and transferred to another flag
SUBTOTAL	**23,138**	
B. Other cases		
Ecuador	178	*Fernandes II* – never on the Regional Register
SUBTOTAL	**178**	
TOTAL	**23,316**	

Appendix 1

GLOSSARY OF TERMS

1. **Active capacity.** See Resolution C-02-03. The total well volume, in cubic meters, of vessels that are on the IATTC Regional Register and are authorized to fish in the EPO. May change status to inactive at any time during the year.
2. **Available capacity**. The total well volume, in cubic meters, that a Member or Cooperating Non-Member (both referred to as "CPC") has available for allocation to vessels as the result of: (a) vessels being removed from the Regional Register; (b) changes of flag, considering that a CPC may choose to retain for future use the right to the capacity of a vessel that is transferred to another flag; (c) non-allocated residuals from transfers and movements of vessels on the Regional Register; (d) the capacity limits specified in paragraph 10 of Resolution C-02-03.
3. **Inactive/sunk capacity**. See Resolution C-02-03. The total well volume, in cubic meters, of (a) vessels that are on the IATTC Regional Register and have declared that they will not fish during a given year but retain the right to become active provided they remain on the Regional Register, or (b) vessels that have sunk. May change status to active only at the beginning of the year.
4. **Operative capacity**. Operative capacity of purse seine vessels for a completed year is the total cubic meter well volume of all vessels which fished for tuna in the EPO in that year[25]. The following criteria apply in the selection of operative capacity for a completed year:
   - Vessels include those that made at least one EPO set with catch during that year.
   - Only one quarter of the capacity of vessels operating under the special allowance in paragraph 12 of resolution C-02-03 is added to the total, since these vessels will have effectively fished for approximately one quarter of the fishing year only.
   - If a vessel's capacity changes during the completed year, then the capacity at the end of the year is used.

   The calculation of operative capacity for a year that has not yet been completed is the same as that for a completed year, except it is based on the vessels that are expected to fish, which include vessels that made at least one EPO set with catch during that year or during the previous year.
5. **Potential total capacity**. The sum of active capacity, inactive/sunk capacity, and available capacity. The total well volume, in cubic meters, that would be operating in the EPO if all CPCs activated all their vessels and used all their available capacity (including inactive/sunk capacity) to bring new vessels into the fishery.
6. **Capacity disputes.** Disputes that arise when a vessel changes flag, and both the vessel's previous flag CPC and its new flag CPC claim the vessel's capacity as their own.
7. **Vessels authorized to fish**. The vessels currently listed on the Regional Vessel Register as active pursuant to Resolution C-24-07.
8. **Total capacity of vessel**. The total well volume of a vessel, including the volume of any sealed wells.
9. **Sealed well.** Any space aboard a vessel, intended for freezing, maintenance, or storage of fish, access to which has been blocked to prevent its use for these purposes.

[25] See tables 1 and 2ab in Appendix 3

10. **Capacity loans or concessions.** Temporary loan or concession by a CPC of an available well volume capacity for use by a vessel of another CPC's flag, as regulated by Resolution C-12-06 *Rules of procedure regarding capacity loans or concessions and chartering of vessels with temporary transfers of capacity*.
11. **Vessel charters with temporary capacity transfer.** Vessel charters which include the temporary transfer of the capacity of the chartered vessel from the CPC granting the charter ("chartering CPC") to the receiving CPC ("charterer CPC"), as regulated by Resolution C-12-06 *Rules of procedure regarding capacity loans or concessions and chartering of vessels with temporary transfers of capacity* It's
12. **Permanent transfer of capacity.** When a CPC permanently transfers a defined portion of its available capacity to another CPC, or when a vessel changes flag and retains the associated capacity with the consent of the flag CPC of origin.
13. **Vessel under construction:** A vessel under construction to which the corresponding capacity in cubic meters of well volume has been allocated and which may, for that reason, be included in that category in the IATTC Regional Vessel Register.

Appendix 2

Utilization of capacity in the calculation of the number of days of closure

The tropical tunas are managed following a harvest strategy based on fishing at the level that corresponds to maximum sustainable yield (F_{MSY}). The stock assessments calculate the Fmultiplier, which is the fishing mortality corresponding to F_{MSY} relative to the average fishing mortality over the last three years in the stock assessment, which is usually the three years prior to the year in which management is being decided for the following year (i.e. there is a two-year lag). The *F* multiplier is the amount that fishing mortality needs to be adjusted to achieve MSY. The three-year average is used because fishing mortality can fluctuate from year to year due to factors unrelated to fishing effort and the estimates of fishing mortality for the final year in the assessment are uncertain.

The *F* multipier is adjusted for increases in capacity. Since the *F* multiper is based on the average of the last three years in the assessment, the increase in capacity is calculated based on the average capacity for the same three years. The current capacity is based on the most recent estimate of capacity for the current year. For these calculations, the operative capacity as described above is used.

Adjusted *F* multipler = *F* multiplier / (current capacity / average capacity)

The number of days of closure is calculated based on multiplying the current days open by the adjusted *F* multiplier with appropriate adjustments for the *corralito*.

Appendix 3

TABLE 1. Numbers and well volumes, in cubic meters, of purse-seine and pole-and line vessels of the EPO tuna fleet. The data for 2023and 2024 are preliminary. (* The data provided for pole and line vessels for these years are reported under total catch because there is no information available by individual vessel; therefore, the total number of LP vessels and well volume is not available.)

TABLA 1. Número y volumen de bodega, en metros cúbicos, de buques cerqueros y cañeros de la flota atunera del OPO. Los datos de 2023 and 2024 son preliminares. (* Los datos de buques cañeros de estos años se presentan combinados bajo captura total porque no se dispone de información por buque individual; por lo tanto, no se dispone del número total de buques cañeros ni del volumen de bodega.)

	PS		LP		Total	
	No.	Vol. (m^3)	No.	Vol. (m^3)	No.	Vol. (m^3)
1991	152	124,062	22	1,997	174	126,059
1992	158	116,619	20	1,807	178	118,426
1993	151	117,593	15	1,550	166	119,143
1994	166	120,726	20	1,726	186	122,452
1995	175	123,798	20	1,784	195	125,582
1996	180	130,774	17	1,646	197	132,420
1997	194	147,926	23	2,127	217	150,053
1998	202	164,956	22	2,216	224	167,172
1999	208	178,724	14	1,642	222	180,366
2000	205	180,679	12	1,220	217	181,899
2001	204	189,088	10	1,259	214	190,347
2002	218	199,870	6	921	224	200,791
2003	214	202,381	3	338	217	202,719
2004	218	206,473	3	338	221	206,811
2005	220	212,419	4	498	224	212,917
2006	225	225,166	4	498	229	225,664
2007	227	225,359	4	380	231	225,739
2008	219	223,804	4	380	223	224,184
2009	221	224,632	4	380	225	225,012
2010	202	210,025	3	255	205	210,280
2011	208	213,237	3	339	211	213,576
2012	209	217,687	4	464	213	218,151
2013	203	212,087	3	268	206	212,355
2014	226	230,379	2	226	228	230,605
2015	244	248,428	1	125	245	248,553
2016	250	261,474	*	*	250	261,474
2017	254	263,018	*	*	254	263,018
2018	261	263,666	*	*	261	263,666
2019	261	265,085	*	*	261	265,085
2020	242	241,331	*	*	242	241,331
2021	236	253,323	*	*	236	253,323
2022	239	253,071	*	*	239	253,071
2023	246	261,296	*	*	246	261,296
2024	238	260,573	*	*	238	260,573

TABLE 2a. Well volume (cubic meters) of purse-seine (PS) vessels that fished in the EPO, by year and flag. [26]
TABLA 2a. Volumen de bodega (metros cúbicos) de buques cerqueros (PS) que pescaron en el OPO, por año y bandera.[4]

		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
BLZ	PS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOL	PS	4,742	0	222	222	222	222	222	222	0	0	0	0	0	0	0	0	0	0	0	0	0
COL	PS	14,148	14,439	14,439	14,689	15,110	14,860	14,860	14,860	14,860	14,860	14,860	14,860	14,860	14,860	14,860	14,860	14,860	14,860	14,590	14,590	14,860
ECU	PS	51,784	55,075	58,580	59,517	60,519	60,096	60,840	70,014	79,391	80,611	88,957	91,651	92,832	92,391	91,658	91,057	87,210	82,234	78,820	85,275	91,171
EU (ESP)	PS	8,859	6,955	6,955	6,955	10,116	10,116	10,116	10,116	10,116	10,116	10,116	10,116	4,120	4,120	4,120	4,120	4,120	7,281	7,281	9,330	9,330
GTM	PS	3,415	1,475	1,475	1,475	3,056	3,575	4,819	4,819	3,575	1,475	1,475	1,475	1,475	0	0	0	0	0	0	0	0
HND	PS	2,810	2,729	2,729	2,870	1,559	1,559	1,559	547	0	0	0	0	0	0	0	0	0	0	0	0	0
MEX	PS	52,503	55,536	55,046	57,859	52,920	50,254	45,224	47,274	48,054	46,062	54,206	57,502	60,146	60,551	62,659	61,146	58,854	61,072	61,880	63,389	61,043
NIC	PS	3,895	8,060	8,308	6,023	6,023	6,353	6,353	9,685	9,966	9,966	8,478	8,478	8,478	10,648	9,066	9,066	6,099	6,099	7,316	6,099	6,099
PAN	PS	25,531	33,595	35,007	40,046	36,711	31,225	32,599	25,443	17,976	19,251	19,865	19,794	21,174	22,649	22,361	23,719	25,564	27,390	28,865	30,035	31,002
PER	PS	0	0	0	0	1,000	1,000	458	0	0	599	1,437	3,268	3,019	4,325	4,175	4,767	4,818	2,475	0	1,143	2,686
SLV	PS	5,377	6,324	8,184	7,415	7,415	7,415	7,415	7,892	7,892	7,892	7,892	4,473	4,473	4,473	6,202	6,202	6,202	6,202	6,202	6,202	6,202
UNK	PS	0	222	0	494	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
USA	PS	9,653	1,487	1,763	3,395	292	5,952	0	4,275	3,735	0	2,203	17,219	30,619	30,677	28,201	30,367	19,174	24,152	26,559	25,386	23,233
VEN	PS	29,961	33,839	30,788	29,684	27,083	29,403	22,747	24,007	22,862	20,890	20,890	19,592	21,448	19,066	20,364	19,781	16,986	21,558	21,558	19,847	14,947
VUT	PS	5,082	2,163	2,163	3,609	3,609	3,609	3,609	3,609	1,360	1,360	0	0	0	0	0	0	0	0	0	0	0
Total		**206,473**	**212,419**	**225,166**	**225,359**	**223,804**	**224,632**	**210,025**	**213,237**	**217,687**	**212,087**	**230,379**	**248,428**	**261,474**	**263,018**	**263,666**	**265,085**	**241,331**	**253,323**	**253,071**	**261,296**	**260,573**

[26] The amount and numbers provided are estimates. Moreover, each vessel is included in the total for each flag under which it fished during the year, but is included only once in the "Grand total"; therefore this grand total may not equal the sums of the individual flags.

[4] Los montos y números indicados son estimaciones. Además, se incluye cada buque en los totales **de** cada bandera bajo la cual pescó durante el año, pero solamente una vez en el "Total general"; por consiguiente, los totales generales no equivalen necesariamente a las suma de las banderas individuales.

TABLE 2b. Numbers of purse-seine (PS) vessels that fished in the EPO, by year and flag.[5]
TABLA 2b. Número de buques cerqueros (PS) que pescaron en el OPO, por año y bandera.[5]

		2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
BLZ	PS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BOL	PS	7	0	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
COL	PS	13	13	13	14	15	14	14	14	14	14	14	14	14	14	14	14	14	14	13	13	14
ECU	PS	80	81	85	83	84	85	86	96	103	102	111	112	114	114	113	114	109	106	103	109	113
EU (ESP)	PS	4	3	3	3	4	4	4	4	4	4	4	4	2	2	2	2	2	3	3	4	4
GTM	PS	2	1	1	1	2	2	3	3	2	1	1	1	1	0	0	0	0	0	0	0	0
HND	PS	3	3	3	4	2	2	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
MEX	PS	59	58	56	58	51	46	39	41	42	40	45	47	49	51	53	51	48	51	52	53	50
NIC	PS	3	6	7	5	5	5	5	7	7	7	6	6	6	7	6	6	4	4	5	4	4
PAN	PS	21	26	26	29	27	24	24	19	13	14	14	14	15	16	16	17	19	19	20	21	20
PER	PS	0	0	0	0	2	2	1	0	0	2	3	7	6	9	9	11	10	4	0	2	5
SLV	PS	3	4	5	4	4	4	4	4	4	4	4	2	2	2	3	3	3	3	3	3	3
UNK	PS	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
USA	PS	8	3	2	4	2	10	0	5	3	0	9	23	27	27	31	29	23	17	25	23	15
VEN	PS	23	26	22	22	19	21	17	18	17	15	15	14	15	13	14	14	12	15	15	14	10
VUT	PS	4	2	2	3	3	3	3	3	1	1	0	0	0	0	0	0	0	0	0	0	0
Total		**218**	**220**	**225**	**227**	**219**	**221**	**202**	**208**	**209**	**203**	**226**	**244**	**250**	**254**	**261**	**261**	**242**	**236**	**239**	**246**	**238**

[5] The amount and numbers provided are estimates. Moreover, each vessel is included in the total for each flag under which it fished during the year, but is included only once in the "Grand total"; therefore this grand total may not equal the sums of the individual flags.
[5] Los montos y números indicados son estimaciones. Además, se incluye cada buque en los totales de cada bandera bajo la cual pescó durante el año, pero solamente una vez en el "Total general"; por consiguiente, los totales generales no equivalen necesariamente a las sumas de las banderas individuales.

Appendix 4

Comparison of estimated operating capacity to actual operating capacity (as determined when the data for the whole year is available).

Year	Date	Report	Estimated capacity (m^3)	Actual capacity (m^3)	Estimation error (Estimated/Actual)
2012	8 May	IATTC-83-05c	214,422	217,687	0.99
2013	7 April	IATTC-85-03d	214,979	212,087	1.01
2014	2 May	IATTC-87-03d	215,608	230,379	0.94
2015	19 April	IATTC-89-04d	236,089	248,428	0.95
2016	17 April	IATTC-90-04d (REV)	255,972	261,474	0.98
2017	30 April	SAC-08-11	263,283	263,018	1.00
2018	25 March	SAC-09-15	260,289	263,666	0.99
2019	14 April	SAC-10-19	263,858	265,085	1.00
2020	10 May	SAC-11-15	262,213	241,331	1.09
2021	10 May	SAC-12-16	262,213	253,323	1.04
2022	15 May	SAC-13-14	254,340	253,071	1.01
2023	14 May	SAC-14-14	255,872	261,296	0.98
2024	9 June	SAC-15-13	264,004	260,573	1.01
2025	1 June	SAC-16-11	258,471		