

# The FAO Global Record of Fishing Vessels: A tool for the EU to champion fisheries transparency globally

July 2022



**EU IUU FISHING COALITION**



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Design by Kat Price

The Environmental Justice Foundation (EJF), Oceana, The Nature Conservancy, The Pew Charitable Trusts and WWF are working together to promote EU leadership in improving global fisheries transparency and governance to end illegal, unreported and unregulated (IUU) fishing.

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For more news, updates and documents supporting the EU to end IUU fishing, visit: [www.iuuwatch.eu](http://www.iuuwatch.eu)  
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## Acronyms and abbreviations

AIS	Automatic Identification System
COFI	FAO Committee on Fisheries
CFR number	Common Fleet Register number
DSC	Digital selective calling
EU	European Union
FAO	Food and Agriculture Organization of the United Nations
GIES	Global Information Exchange System
GRWG	Global Record Working Group
GRT	Gross Registered Tonnage
GT	Gross Tonnage
HP	Horsepower
IMO	International Maritime Organization
INTERPOL	The International Criminal Police Organization
ICCAT	International Commission for the Conservation of Atlantic Tunas
IRCS	International Radio Call Sign
IUU fishing	Illegal, unreported and unregulated fishing
KW	Kilowatts
LOA	Length Overall
MAPA	Spanish Ministry for Agriculture, Fisheries and Food
MMSI	Maritime Mobile Service Identity
NGO	Non-governmental organisation
NOAA	United States of America's National Oceanic and Atmospheric Administration
PSMA	FAO Agreement on Port State Measures
RFMO	Regional Fisheries Management Organisation
SDG	Sustainable Development Goal
SFPA	Sustainable fisheries partnership agreement
SMEFF	EU Regulation on the sustainable management of external fishing fleets
UN	United Nations
UVI	Unique Vessel Identifier

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## Executive summary

The Food and Agriculture Organisation of the United Nations (FAO)'s Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels, or 'Global Record', was created following the adoption of the 2005 Rome Declaration on Illegal, Unreported and Unregulated Fishing. In 2018, the public version of the Global Record Information System was launched, for which all vessels with an International Maritime Organisation (IMO) number became eligible for inclusion. The primary objective of the Global Record is to provide a database which can be used by stakeholders across the seafood supply chain, NGOs and civil society organisations to "help combat IUU fishing by enhancing transparency and traceability."<sup>1</sup> As of 5 January 2022, 66 countries had submitted information to at least one of the seven information modules contained within the Global Record (**vessel details, historical details, authorisation details, inspection and surveillance, port entry denials, IUU lists and ports (Table 1)**).

This report provides an overview of the now 27 EU Member States' engagement with the Global Record, based on three criteria:

- **initial engagement** (whether they have submitted any vessel information at all to the Global Record),
- the **comprehensiveness of data** they have submitted (how many information modules they have provided data for and whether any non-mandatory information has been submitted), and
- the **frequency of data upload** (whether they have submitted information within the last three months, six months, nine months, year or two years).

Beyond this, it also provides an overview of the performance of selected key EU partner countries, namely:

- i. those that have at one stage been pre-identified or identified as non-cooperating in fighting IUU as part of the so-called EU 'carding' scheme,<sup>2</sup>
- ii. countries with which the EU has an Sustainable Fisheries Partnership Agreement – an SFP (either current or dormant); and
- iii. countries with which the EU has concluded Blue/Ocean partnerships<sup>3,4</sup> or signed joint statements on efforts to combat IUU fishing.<sup>5</sup>

In doing so, this report aims to assist the EU in identifying priority Member States for improvement and guide the EU's engagement with partner countries on the Global Record.

**The majority of Member States to have submitted information to the Global Record, have only completed the vessel details and ports information modules, with instances of some vessels' information missing due to infrequent data upload.** While all EU Member States with fishing fleets (with the exception of Slovenia) have entered the mandatory minimum information for vessel details, significant gaps exist in terms of the comprehensiveness and timeliness of the data – mirroring patterns seen more broadly on the platform. Despite observed disparities, all Member States that have submitted information to the vessel details information module have also submitted information going beyond the mandatory minimum requirements, demonstrating a commitment towards achieving transparency within the EU fishing fleet. **However, information on Owner Name, Operator/Manager Name and Beneficial Owner Name has not been uploaded to the Global Record by any EU Member State (aside from Spain which provided Operator/Manager Name for a portion of its vessels). This information is crucial in ensuring effective transparency on vessel ownership and holding bad actors accountable, so its inclusion should be prioritised for future uploads.**

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1 FAO. Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels. Available at: <http://www.fao.org/global-record/tool/extended-search/en/>. Accessed 05.01.22.

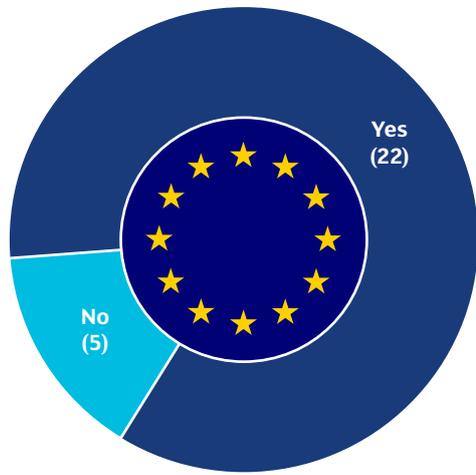
2 European Commission. Illegal Fishing. Available at: [https://ec.europa.eu/oceans-and-fisheries/fisheries/rules/illegal-fishing\\_en](https://ec.europa.eu/oceans-and-fisheries/fisheries/rules/illegal-fishing_en)

3 In 2018, the European Union and the People's Republic of China signed an agreement titled 'Blue Partnership for the Oceans: Towards Better Ocean Governance' which "aims to promote better ocean governance and policy coordination between the two countries." Within this agreement, China identified 'Promoting the initiatives of the FAO and of relevant RFMOs aiming at fighting IUU fishing activities and exchanging information relating to fishing vessels suspected of such activities' as an area for dialogue and cooperation between the EU and China.

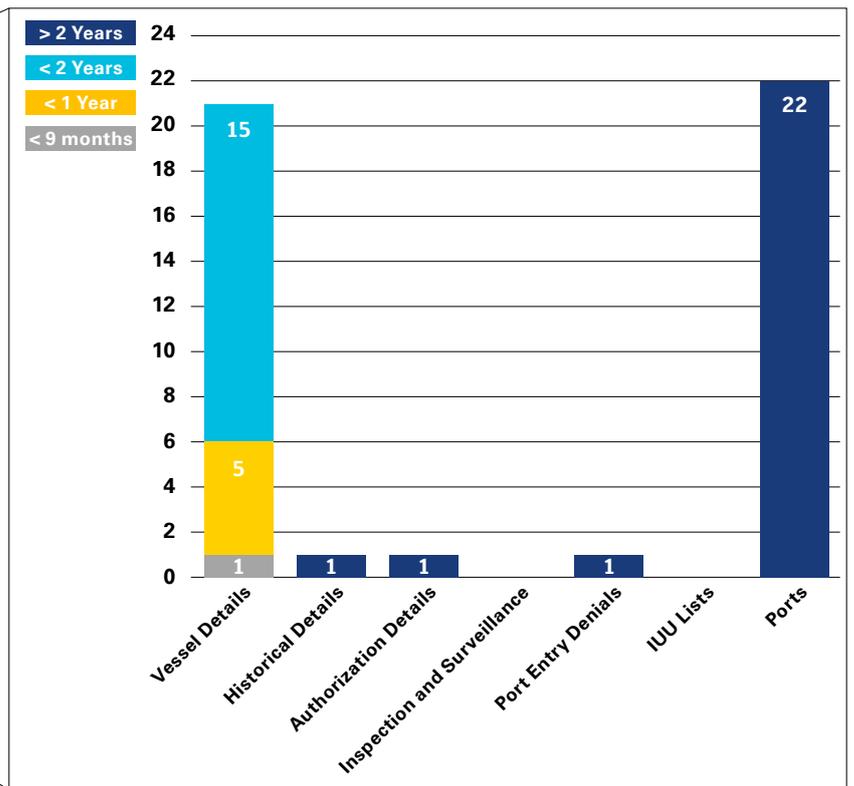
4 In July 2019, the Ocean Partnership Declaration was signed by the EU and Canada in which they agreed 'to jointly work to effectively combat IUU fishing in the context of investigations on presumed or confirmed IUU fishing activities and promotion of FAO, RFMO, and 2018 G7 Charlevoix Blueprint initiatives aimed at preventing and combating IUU fishing'.

5 The EU has signed a number of joint statements with non-EU countries, pledging to join forces in the fight against illegal fishing. As of 5 January 2022, the EU has signed joint statements of this kind with Japan, the Republic of Korea, Thailand and the United States of America.

**Initial Engagement of the 27 EU Member States with the FAO Global Record**



**Information uploaded by EU Member States and time since last upload**



Likewise, EU partner countries still have considerable work to do: only 12 of 27 carded countries, 5 of 20 countries with either an active or dormant SFPAs, and 5 of 6 partnership countries have submitted any information. **For example, Japan, with which the EU has a Joint Statement on IUU Fishing, is absent from the Global Record, despite its significance in global fisheries as both a flag and market State.** Again, comprehensiveness and timeliness of information submitted by EU partners is lacking, with vessel and port details representing the vast majority of the information modules submitted among international partner countries. None of these partnership arrangements include an explicit requirement to engage with the Global Record. However, given the EU's broader policy priorities and commitment to fighting IUU fishing, this could be seen as an underused or missed opportunity by the EU to fully utilise its partnerships and actively encourage international engagement with the Global Record.



Therefore, moving forward, the EU IUU Fishing Coalition recommends that the **European Commission:**

- Encourages the FAO to expand the scope of mandatory information fields within the Global Record, prioritising the inclusion of Authorisation Details, Beneficial Owner details and Gear (Vessel Type) in the Global Record as mandatory fields. Furthermore, and in light of the recent work of the joint FAO/IMO/ILO ad hoc working group, the European Commission should encourage FAO to explore the addition of new relevant fields, such as details on labour onboard fishing vessels;
- Encourages Member States to submit information across all information modules of the Global Record<sup>6</sup> and to ensure that the information submitted is frequently updated (e.g. every three months) so as to ensure that the data provided is recent and relevant;
- Encourages Member States to provide information on Owner Name, Operator/Manager Name and Beneficial Owner Name to the Global Record, and to prioritise this information for future uploads;
- Seeks to develop a better understanding of the barriers preventing Member States and international partners from uploading the relevant data to all fields of the Global Record;
- Works with the above-mentioned non-EU international partner countries to encourage full and timely upload of information to the Global Record and the uptake of IMO numbers on relevant fishing vessels. This could include specific references in the future texts of Sustainable Fisheries Partnership Agreements (SFPAs), as well as encouraging these countries to mandate IMO numbers for their eligible fleet. Furthermore, the European Commission could consider where transparency measures such as these may form part of other trade relationships: e.g. free trade agreements, the EU Generalised Scheme of Preferences Plus and the Post Cotonou Agreement;
- Offers financial and/or technical support to non-EU countries (where required and appropriate) to update their national systems to facilitate mechanisms for regular information submission to the Global Record.<sup>7</sup> Within SFPAs this could be included within the sectoral support provided by the EU to its partner countries;
- Takes engagement with the Global Record into account during bilateral dialogues undertaken in the context of the carding process. The European Commission should provide assistance as needed to ensure registry data collected by non-EU countries is up to the standards required by the Global Record. Throughout these dialogues, the European Commission should advocate for alignment of national registries with all fields of the Global Record, mandatory and voluntary. As a first step, submission of the minimum-required fields in the Global Record could be included within the EU's Listing/Delisting criteria;
- Encourages the FAO to develop automatic information-sharing mechanisms so that countries can update information more easily. In particular, to develop the pending functionality for automatically submitting information to the database as soon as possible. This should include implementation of the UN/CEFACT FLUX standard for information exchange;<sup>8</sup>
- Offers the FAO assistance as a test partner for any information-sharing mechanism added to the Global Record.

6 Under the SMEFF Regulation, EU Member States must provide details on all fishing authorisations to the European Commission. As this information is readily available, upload to the Global Record would be greatly facilitated.

7 These initiatives could be promoted at meetings of the Global Record Working Group and/or PSMA Technical Working Group on Information Exchange (usually taking place in Europe)

8 United Nations Economic Commission for Europe (UNECE) (2016). 'UN/CEFACT adopts the FLUX Standard for sustainable fisheries management'. [online] Available at: <https://unece.org/trade/press/uncefact-adopts-flux-standard-sustainable-fisheries-management> Accessed 10.11.21.

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# Introduction

Illegal, unreported and unregulated (IUU) fishing imperils the sustainability of the world's fisheries, depletes fish populations, costs the global economy billions annually, skews scientific stock assessments, and steals from communities that rely on the ocean for their food security and livelihoods.<sup>9</sup>

Achieving transparency throughout the fishing sector is key to addressing IUU fishing, but this process is hindered by the often-remote geographic locations of IUU fishing operations, insufficient political will, poor regulatory management, complex corporate structures and a lack of capacity by some flag, coastal and port States. These issues often enable the true perpetrators and beneficiaries of IUU fishing to remain hidden. As a means of increasing transparency and traceability, the FAO has developed the Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels (hereafter 'Global Record'). The Global Record serves as a single access point for information on vessels used for fishing and fishing-related activities outside of national jurisdiction, "with the primary objective being to combat IUU fishing by enhancing transparency and traceability."<sup>10</sup> Its long-term goals are to "strengthen the fisheries' sector in terms of management and its sustainability", and "to enhance food security and the livelihoods of populations depending on fisheries, including rural coastal populations".<sup>11</sup>

Such an information system, when frequently updated and fully populated with information uploaded to both mandatory and non-mandatory information fields, can be used by stakeholders across the seafood supply chain as well as NGOs and civil society organisations. For example, it can enable port State authorities to conduct risk assessments on catch or port entry (and in doing so also support the implementation of international measures such as the FAO Port State Measures Agreement, or PSMA<sup>12</sup> (**Box 1**)). It also allows flag States to review the history of a vessel before issuing a flag and gives NGOs and other non-state actors (e.g. INTERPOL and seafood importers) the capacity to delve into the history of vessels that may be under scrutiny. Furthermore, as the data is centralised and freely available, it reduces barriers to information (i.e. cost and time requirements) to the industry, control authorities and other stakeholders. Outside of the Global Record, information on fishing vessels' histories is often stored on pay-for-access systems, or difficult to find where free. The upload of and access to data on the Global Record is free of charge which is important for actors that may have reduced financial or technological capacity.



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- 9 Sumaila, U.R. et al. (2020). Illicit trade in marine fish catch and its effect on ecosystems and people worldwide. *Science Advances*. 6 (9). <https://www.science.org/doi/10.1126/sciadv.aaz3801>
- 10 FAO. Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels. Available at: <http://www.fao.org/global-record/tool/extended-search/en/> . Accessed 05.01.22.
- 11 *ibid*.
- 12 FAO. (2016). Agreement on port state measures to prevent, deter and eliminate illegal, unreported and unregulated fishing. Available at: <https://www.fao.org/port-state-measures/resources/detail/en/c/1111616/>

## Box 1: Further applications of the Global Record

### FAO Agreement on Port State Measures (PSMA)

In June 2016, the 2009 FAO Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing (PSMA) entered into force.<sup>13</sup> The PSMA is the first binding international agreement specifically targeting IUU fishing and, as of January 2022, there are 70 Parties to the Agreement, including the European Union as one Party representing the now 27 Member States.<sup>14</sup> The PSMA sets out minimum standards for Port State measures, which play a crucial role in the fight against IUU fishing at national and regional level. “To get their catch from ship to shelf, unscrupulous fishers have traditionally relied on a range of tactics and loopholes in national law and management procedures, taking advantage of widely contrasting measures by port States.”<sup>15</sup> By regulating how fishing and fishing-related vessels can access and use the ports of parties to the PSMA as well as their rights and obligations, the agreement reduces the opportunities to land the products of IUU fishing. “Parties to the agreement can refuse entry to their ports or access to port services, including landing and transshipping fish, to foreign-flagged vessels known to have engaged in IUU fishing. When entering port, such vessels are subject to immediate inspection, and those results are shared with other relevant States and organisations to facilitate cooperation in enforcement actions. By ratifying or acceding to the agreement, countries are sending a clear message that their ports are no longer open to illegal catch.”<sup>16</sup> Port State measures are therefore practical and effective means of ensuring that no products of IUU fishing enter the seafood supply chain. At its core, the agreement contributes to the promotion of compliance and long-term conservation as well as to the sustainable exploitation of living marine resources and marine ecosystems. The Global Record is an important supporting tool in achieving the goals of the PSMA; aside from promoting transparency within the fisheries sector, it is expected to serve as the backbone for the PSMA Global Information Exchange System (GIES). If flag States retain updated vessel records in the Global Record, data entry within the GIES is reduced for port State authorities, and the risk assessments of foreign vessels requesting access to port is greatly facilitated. The pilot phase of the GIES was launched in December 2021.<sup>17</sup> The GIES will allow Parties to the PSMA to share vital information in a timely manner, including port entry denials, as well as inspection reports about vessels under suspicion of having engaged in IUU fishing.

### Additional applications

As stated in the 34th Session of the FAO Committee on Fisheries (COFI), the Global Record is expected to play additional roles towards achieving Targets 14.4 and 14.6 of Sustainable Development Goal (SDG) 14 of the 2030 Agenda for Sustainable Development.<sup>18</sup> These targets aimed to end IUU fishing and eliminate subsidies that contribute to IUU fishing by 2020, respectively – goals which are yet to be met. The Global Record therefore continues to play important roles, including:

- Supporting information exchange under the UN Fish Stocks Agreement as per article 7<sup>19</sup> on Information Exchange of Annex I – standard requirements of the collection and sharing of data;
- Providing information useful for monitoring and regulating transshipment operations;
- Supporting the implementation of the FAO Agreement to Promote Compliance with International Conservation and Management Measures by Fishing Vessels on the High Seas (Compliance Agreement).<sup>20</sup>

13 *ibid.*

14 FAO. (2021). Parties to the PSMA. Available at: <http://www.fao.org/port-state-measures/background/parties-psma/en/>. Accessed 23.8.2021.

15 The Pew Charitable Trusts. (2018). The Port State Measures Agreement: From Intention to Implementation. How an international treaty can help curb illegal, unreported and unregulated fishing. Available at: <https://www.pewtrusts.org/en/research-and-analysis/issue-briefs/2018/04/the-port-state-measures-agreement-from-intention-to-implementation>

16 *ibid.*

17 FAO. (2021). 'Launch of the PSMA Global Information Exchange System (GIES) Pilot phase'. Available at: <https://www.fao.org/port-state-measures/news-events/detail/en/c/1458559/>. Accessed 10.1.2022.

18 UN General Assembly. (2015). Transforming our world: the 2030 Agenda for Sustainable Development (A/RES/70/1). Available at: <https://sdgs.un.org/2030agenda>. Accessed 23.8.2021.

19 UNFSA Annex I, article 7: “At the global level, collection and dissemination of data should be effected through the Food and Agriculture Organization of the United Nations. Where a subregional or regional fisheries management organisation or arrangement does not exist, that organisation may also do the same at the subregional or regional level by arrangement with the States concerned.”

20 FAO. (1995). Agreement to Promote Compliance with International Conservation and Management Measures by Fishing Vessels on the High Seas (Compliance Agreement). Rome. Available at: <https://www.fao.org/iuu-fishing/international-framework/fao-compliance-agreement/en/>. Accessed 23.8.2021.

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Despite these beneficial applications, the Global Record is not currently used to its full potential, with considerable information gaps among the flag States who have or are submitting information. The European Union (EU), as one of the largest and most globally active fishing fleets, the world's second largest development donor and one of largest seafood import markets, exerts significant influence in the global wild fisheries sector. Flag and market State attributes aside, the EU exerts significant global influence in the fisheries sector through:

- i. its bilateral dialogues with non-EU countries in the context of its world leading EU IUU Regulation,<sup>21</sup>
- ii. Sustainable Fisheries Partnership Agreements (SFPAs), and
- iii. various other trade/partnership instruments currently in place.

Furthermore, the EU has led the way in fisheries transparency and publication of vessel information through initiatives such as the publication of the European Fleet Register<sup>22</sup> and the database of the EU fleet's international fishing authorisations under the Regulation on the sustainable management of the external fishing fleets (SMEFF).<sup>23</sup> As such, it is well placed to encourage both its Member States and key international partners to populate the Global Record regularly and comprehensively as a means of improving transparency in global fisheries; the latter being an ambition reiterated in its statement on combating IUU fishing for the 34th meeting of the FAO Committee on Fisheries in February 2021.<sup>24</sup> Finally, at his hearing in the European Parliament in October 2019, the current European Commissioner for Environment, Oceans and Fisheries, Virginijus Sinkevičius, included developing the Global Record as part of his commitment to continue to push for improving traceability and transparency at the international level.<sup>25</sup>

This report provides a snapshot of EU Member States' engagement with the Global Record, based on three performance criteria:

- **initial engagement** (whether they have submitted any vessels at all to the Global Record),
- the **comprehensiveness of data** they have submitted (how many information modules they have provided data for and whether any non-mandatory information has been submitted), and
- the **frequency of data upload** (whether they have submitted information within the last three months, six months, nine months, year or two years).

Beyond this, it also provides an overview of the performance of some of the EU's key international partners, namely:

- i. those that have at one stage been pre-identified or identified as non-cooperating in fighting IUU fishing as part of the so-called EU 'carding' scheme,<sup>26</sup>
- ii. countries with whom the EU has SFPAs (either current or dormant), and
- iii. those who have concluded Blue/Ocean partnerships or signed joint statements on efforts to combat IUU fishing (herein 'partnerships').

In doing so, it can assist the EU in identifying priority Member States for improvement and guide the EU's engagement with partner countries on the Global Record.

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21 Council Regulation (EC) No 1005/2008 of 29 September 2008 establishing a Community system to prevent, deter and eliminate illegal, unreported and unregulated fishing. Available at: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A02008R1005-20110309>

22 The EU Fleet Register is a database where all the fishing vessels flying the flag of an EU country must be registered. Available at: [https://webgate.ec.europa.eu/fleet-europa/search\\_en](https://webgate.ec.europa.eu/fleet-europa/search_en)

23 Council Regulation (EU) 2017/2403 of the European Parliament and of the Council of 12 December 2017 on the sustainable management of external fishing fleets. Available at: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32017R2403>

24 Union position on behalf of the EU for agenda item 9, Combating illegal, unreported and unregulated (IUU) fishing. Available at: <https://www.fao.org/about/meetings/cofi/statements-cofi34/members-statements-cofi34/en/>

25 Answers to the European Parliament, Questionnaire to the Commissioner-designate Virginijus SINKEVIČIUS. Available at: [https://ec.europa.eu/commission/commissioners/2019-2024/sinkevicius\\_en](https://ec.europa.eu/commission/commissioners/2019-2024/sinkevicius_en)

26 European Commission. Illegal Fishing. Available at: [https://ec.europa.eu/oceans-and-fisheries/fisheries/rules/illegal-fishing\\_en](https://ec.europa.eu/oceans-and-fisheries/fisheries/rules/illegal-fishing_en)

## What is the Global Record?

The idea of the Global Record arose following the adoption of the 2005 Rome Declaration on Illegal, Unreported and Unregulated Fishing, which recommended the development of a “comprehensive global record of fishing vessels within FAO, including refrigerated transport vessels and supply vessels, that incorporates available information on beneficial ownership, subject to confidentiality requirements in accordance with national law.<sup>27</sup>” Over the next decade, a series of feasibility studies and technical consultations were carried out, resulting in the launch of the Global Record Pilot Phase in 2016.<sup>28</sup> The public version of the Global Record Information System was finally launched in 2018, with annual (where possible) meetings of the Global Record Working Group (GRWG) held since 2015 in order to make technical recommendations. The programme currently receives its funding from the European Commission, the Icelandic Ministry of Industries and Innovation, the Spanish Ministry for Agriculture, Fisheries and Food (MAPA), the Swedish Ministry for Foreign Affairs and the United States of America’s National Oceanic and Atmospheric Administration (NOAA).

Since its public launch in 2018, all vessels with an International Maritime Organisation (IMO) number became eligible for inclusion in the Global Record. Currently, eligibility for an IMO number extends to fishing vessels over 12 metres in length which are authorised to operate outside waters of national jurisdiction, or 100 gross tonnage (GT) and authorised to operate anywhere.<sup>29</sup> There are seven information modules within the Global Record (**Table 1**) designed to combat IUU fishing through increasing transparency and informing port control and fisheries management decisions.

**Table 1: Information modules kept in the Global Record\***

Information modules	Content
<b>Vessel details</b> Owner of information: flag State	Information pertaining to the identification of vessels including: Unique Vessel Identifier (UVI), vessel name, flag State, gears used, length overall (LOA) and gross tonnage (GT). This information module contains the mandatory information for uploading a vessel to the Global Record: UVI, current flag, LOA, vessel name and GT or Gross Registered Tonnage (GRT).
<b>Historical details</b> Owner of information: flag State	Historical information on vessels including: previous names, flags, owners and operators.
<b>Authorisation details</b> Owner of information: authorising State (flag State)	Information on where and when a vessel is authorised to operate, and the species that it is permitted to target.
<b>Inspection and surveillance</b> Owner of information: inspecting State (coastal or port State)	Information on whether a vessel has been subjected to inspection and/or surveillance, and if so the date, the State which carried it out, and the outcome.
<b>Port entry denials</b> Owner of information: inspecting State (port State)	Information on whether a vessel has been denied entry to a port, and if so when, where and why this occurred.
<b>IUU lists</b> Owner of information: Regional Fisheries Management Organisations (RFMOs)	Information on whether the vessel has been listed on the IUU list(s) of Regional Fisheries Management Organisations (RFMOs).
<b>Ports</b> Owner of information: flag State	Information on ports used for fisheries purposes.

\* Submission of data to all information modules aside from the Vessel details information module is voluntary

27 UNFAO. (2005). The 2005 Rome Declaration on Illegal, Unreported and Unregulated Fishing. Available at: [https://www.fao.org/fi/oldsite/eims\\_search/1\\_dett.asp?calling=simple\\_s\\_result&lang=en&pub\\_id=189133](https://www.fao.org/fi/oldsite/eims_search/1_dett.asp?calling=simple_s_result&lang=en&pub_id=189133)

28 The participating countries were Colombia, Comoros, Ghana, Iceland, Indonesia, Mauritius, Mozambique, Philippines, Seychelles, Spain and Uruguay.

29 FAO. The Global Record of Fishing Vessels, Refrigerated Fishing Vessels and Supply Vessels. IMO Number Scheme extended to more fishing vessels. Available at: <http://www.fao.org/global-record/news-events/detail/en/c/1105929/>.

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The requirement for participating vessels to have a Unique Vessel Identifier (UVI), more specifically an IMO number, is a key aspect of the Global Record. IMO numbers, widely considered the gold standard of international UVIs, are the equivalent of a car registration number. They are seven digits and remain with a vessel throughout its lifetime, regardless of whether it changes its flag, ownership or appearance. IMO numbers are free to obtain from IHS-Markit. Among other things, they enable improved vessel management from flag States, more clarity and consistency in record keeping, and empower port authorities to ensure that they are only accepting legally caught fish.<sup>30</sup>

Although over 27,000 fishing vessels have been issued IMO numbers,<sup>31</sup> the Global Record Information System lists only 11,847 vessels [as of 5 January 2022].<sup>32</sup> This means that less than 50% of the total number of fishing vessels that have been allocated an IMO number are currently listed.<sup>33</sup> Such a shortfall in eligible vessels being uploaded to the Global Record negates its value as a transparency tool; the European Commission should consider options to rectify these shortcomings by Member States.

The following sections will evaluate the performance of the EU and key international partners in engaging with the Global Record so far, starting with a review of initial engagement.



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- 30 Pew (2017). The IMO Number Explained. Available at: <https://www.pewtrusts.org/en/research-and-analysis/fact-sheets/2017/05/the-imo-number-explained>. Accessed 12.04.21.
- 31 FAO (2019). Fifth meeting of the Global Record informal open-ended technical and advisory working group. Available at: <https://www.fao.org/global-record/resources/en/>
- 32 FAO. Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels. Available at: <http://www.fao.org/global-record/tool/extended-search/en/>. Accessed 05.01.22
- 33 *ibid.*

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## Methodology

In this analysis of the FAO Global Record, engagement of EU and international partner countries is defined using the completeness and timeliness of data submitted to the Global Record, excluding other measures of data quality (e.g. accuracy and consistency).

Despite being relatively easy to use, the user interface of the Global Record presents a number of challenges for the purpose of this analysis. The presence or absence of information submitted to each of the seven modules of the Global Record is easy to establish, as the data submitted is displayed in a table (along with information on the date of last upload). However, submission of details to the information fields contained within these seven information modules is more difficult to analyse.

The search tool within the Global Record's user interface presents a major challenge for this analysis. In assessing the presence of data within certain non-mandatory information fields within the vessel details information module (Maritime Mobile Service Identity (MMSI), Regional Body Identifier and National Registration number), there is no means of filtering the vessels to show only the vessels that have been submitted alongside this non-mandatory data. To determine the number of vessels submitted by each country including these details, a manual check of each of the thousands of vessels on the Global Record would be required, opening the potential for human error. Outside of this study, this feature also limits the likelihood of competent authorities or industry stakeholders using the Global Record. It is unlikely that these actors have the resources available to perform an analysis at this level of detail. It is only possible for FAO Members to download their own fleet information. Public access is available on an individual search basis only.

Instead, a random sample<sup>34</sup> of, at most, 20 vessels from each EU Member State and international partner country was used. Analysis of these information categories therefore focuses only on data presence for these fields; no analysis of data quality/usability was possible (i.e. how many vessels were submitted by a given country including information for these non-mandatory fields). **The EU IUU Fishing Coalition stresses that as a random sample was used to determine data presence for these non-mandatory information fields within the vessels details module, the results presented for these fields may be subject to error. Further information on the methodology used for this study can be found in Annex 1.**



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34 A random sample size of 20 vessels from each country was used due to time constraints. The vessels were chosen at random using the website: <https://www.random.org>.

# Performance Analysis

## Initial engagement

### EU Member States

Initial engagement<sup>35</sup> among EU Member States has been encouraging, with all Member States with a fishing fleet having submitted at least the mandatory minimum information fields for vessel details, except for Slovenia which has only submitted information on ports (**Table 2**). Austria, the Czech Republic, Hungary, Luxembourg and Slovakia do not have fishing fleets,<sup>36</sup> which explains their absence from the Global Record. As of 5 January 2022, vessel details have been submitted for 3,019 vessels between 21 EU Member States. While data on how many EU vessels are eligible for an IMO number is not freely available, the current number of fishing vessels over 12 metres in the EU fleet is 11,773 (9,306 of which are between 12 and 24 metres, and 2,467 of which are above 24 metres<sup>37</sup>). However, the eligibility of many of these for an IMO number is dependent on whether they operate in external waters or not.<sup>38</sup> We can see that currently only 3,019 of the 5,274 EU flagged fishing vessels and refrigerated transport vessels ('reefers') on the IHS Markit IMO Database have been registered on the Global Record.<sup>39</sup> Therefore, we can calculate that currently less than 60% of eligible EU-flagged vessels with an IMO number have been registered on the Global Record. The European Commission should aim to improve upon this share and continue to encourage Member States to update the Global Record with comprehensive and timely data.

**Table 2: Information submitted to the Global Record by European Union Member States as of 5 January 2022**

Country	Initial Engagement	Comprehensiveness of Data (No. Information modules Submitted)	Frequency of Upload
Austria	No	0	N/A
Belgium	Yes	2	Vessel details (<2 years), Ports (>2 years)
Bulgaria	Yes	2	Vessel details (<2 years), Ports (>2 years)
Croatia	Yes	2	Vessel details (<9 months), Ports (>2 years)
Cyprus	Yes	2	Vessel details (<2 years), Ports (>2 years)
Czech Republic	No	0	N/A
Denmark	Yes	2	Vessel details (<2 years), Ports (>2 years)
Estonia	Yes	2	Vessel details (<2 years), Ports (>2 years)
Finland	Yes	2	Vessel details (<1 year), Ports (>2 years)
France	Yes	2	Vessel details (<2 years), Ports (>2 years)
Germany	Yes	2	Vessel details (<2 years), Ports (>2 years)
Greece	Yes	2	Vessel details (<1 year), Ports (>2 years)
Hungary	No	0	N/A
Ireland	Yes	2	Vessel details (<2 years), Ports (>2 years)

35 i.e. whether any vessels have been submitted to the Global Record by a given flag State

36 European Commission (2021). The EU Fishing Fleet 2020: Trends and Economic Results. Available at: <https://op.europa.eu/en/publication-detail/-/publication/4f1bd7fd-8155-11eb-9ac9-01aa75ed71a1/language-en>

37 European Commission, Directorate-General for Maritime Affairs and Fisheries, Facts and figures on the common fisheries policy : basic statistical data : 2020 edition, Publications Office, 2020, <https://data.europa.eu/doi/10.2771/553870>

38 Under the International Maritime Organization's eligibility criteria, any fishing vessel, refrigerated cargo vessel (reefer) or supply vessel 12 metres in length or above, authorised to operate outside waters of national jurisdiction (within an RFMO or another country's 200-mile exclusive economic zone) is eligible for an IMO number. Any fishing vessel over 100 GT is also eligible for an IMO number, including those not authorised to operate outside of their country's jurisdiction. The EU has its own requirements – with all fishing vessels of more than 24m (or 100GT) fishing in EU waters and all EU vessels of more than 15m fishing in external waters being required to have an IMO number.

39 IHSM IMO Database available at: <https://maritime.ihs.com/Account2/Index> [accessed 4.2.21]

Country	Initial Engagement	Comprehensiveness of Data (No. Information modules Submitted)	Frequency of Upload
Italy	Yes	2	Vessel details (<1 year), Ports (>2 years)
Latvia	Yes	2	Vessel details (<2 years), Ports (>2 years)
Lithuania	Yes	2	Vessel details (<2 years), Ports (>2 years)
Luxembourg	No	0	N/A
Malta	Yes	2	Vessel details (<2 years), Ports (>2 years)
Netherlands	Yes	2	Vessel details (<2 years), Ports (>2 years)
Poland	Yes	2	Vessel details (<1 year), Ports (>2 years)
Portugal	Yes	2	Vessel details (<2 years), Ports (>2 years)
Romania	Yes	2	Vessel details (<1 year), Ports (>2 years)
Slovakia	No	0	N/A
Slovenia	Yes	1	Ports (>2 years)
Spain	Yes	5	Vessel details (<2 years), Historical data (>2 years), Authorisation details (>2 years), Port entry denials (>2 years), Ports (>2 years)
Sweden	Yes	2	Vessel details (<2 years), Ports (>2 years)

## EU International Partners

### Carded and formerly carded non-EU countries

Under the EU IUU Regulation, if the EU deems a non-EU country to be non-cooperating in the fight against IUU fishing, and that informal dialogue has not been effective in addressing this, then it may be issued a 'yellow card' (i.e. pre-identified as a non-cooperating country as per Article 32 of the EU IUU Regulation). This serves as a formal warning and formalises bilateral dialogues between the two parties. Should the yellow-carded country fail to take sufficient action to address its shortcomings, the EU may issue a 'red card' (i.e. identified and listed as a non-cooperating country as per Articles 31 and 33 of the EU IUU Regulation) which, inter alia, bans seafood imports from the carded country and prevents EU vessels from operating in its waters. To date, 27 countries have received either a yellow or red card.

Of the 12 countries currently carded, only five have submitted information to the Global Record (**Table 3**)<sup>40</sup>: Ecuador, Ghana, Liberia, Panama and Trinidad and Tobago. This means that seven currently carded countries have not submitted information to the Global Record. Of these, three are red-carded (Cambodia, Comoros and St Vincent and the Grenadines) and the remaining four are yellow-carded (Cameroon, Sierra Leone, St Kitts and Nevis and Vietnam). Of the 15 countries to have been previously carded by the EU but currently have no card, only seven countries have submitted information to the Global Record (**Table 3**).

40 As of 5 January 2022.

**Table 3: Information submitted to the Global Record by Countries Carded or Previously Carded by the European Commission as of 5 January 2022**

Country	Initial Engagement	Comprehensiveness of Data (No. Information modules Submitted)	Frequency of Upload
<b>Currently Carded</b>			
<b>Cambodia</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Cameroon</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Comoros</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Ecuador</b>	Yes	3	Vessel Details (<6 months), Historical Details (<2 years), Authorisation Details (>2 years)
<b>Ghana</b>	Yes	3	Vessel Details (<2 years), Authorisation Details (>2 years), Ports (>2 years)
<b>Liberia</b>	Yes	1	Vessel details (<1 year)
<b>Panama</b>	Yes	4	Vessel Details (<6 months), Authorisation Details (<2 years), Inspection and Surveillance (<2 years), Ports (<9 months)
<b>Sierra Leone</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>St Kitts and Nevis</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>St Vincent and the Grenadines</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Trinidad and Tobago</b>	Yes	2	Vessel Details (<2 year), Ports (<2 year)
<b>Vietnam</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Formerly carded</b>			
<b>Belize</b>	Yes	1	Vessel Details (<6 months)
<b>Curaçao*</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Fiji</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Guinea</b>	Yes	2	Vessel Details (>2 years), Ports (>2 years)
<b>Kiribati</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Republic of Korea</b>	Yes	2	Vessel Details (>2 years), Ports (>2 years)
<b>Philippines</b>	Yes	2	Vessel Details (>2 years), Authorisation Details (>2 years)
<b>Papua New Guinea</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Solomon Islands</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Sri Lanka</b>	Yes	3	Vessel Details (<2 year), Authorisation Details (<2 year), Ports (<2 year)
<b>Taiwan*</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Thailand</b>	Yes	1	Vessel Details (<1 year)
<b>Togo</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Tuvalu</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Vanuatu</b>	Yes	1	Vessel Details (<2 years)

\* Countries which aren't currently members of the FAO and therefore unable to engage with the Global Record.

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## Sustainable Fisheries Partnership Agreements

Sustainable Fisheries Partnership Agreements (SFPAs) refer to agreements that the EU has with a number of countries (primarily in Sub-Saharan Africa) in which the EU and shipowners pay for access to the surplus of the allowable catches of a non-EU country's exclusive economic zone.<sup>41</sup> These SFPAs are based on the principle of mutual benefit and on the best scientific advice available. The EU provides support to the sector in the partner countries, with the aim of promoting development and strengthening their capacity. There have been a number of identified improvements which could be made to improve the sustainability of such agreements, including increased transparency and improved data collection on the impacts of fishing on both marine ecosystems and local fishing communities.<sup>42</sup>

SFPAs are currently in force with 13 non-EU countries. Of these, nine are Tuna Agreements – fishing for tuna and tuna-like species – that follow the management rules (such as catch limits) set by the relevant RFMOs<sup>43</sup> (Cabo Verde, Cook Islands, Gabon, Ivory Coast, Mauritius, São Tomé and Príncipe, Senegal, Seychelles, and The Gambia) with a hake component for the Senegal and The Gambia SFPAs. The remaining four SFPAs are mixed agreements which provide access to a wide range of fish stocks (Greenland, Guinea-Bissau, Mauritania and Morocco). Of the 13 countries with which the EU currently has an SFPA in force, only three have submitted any information to the Global Record<sup>44</sup> (Cook Islands, Seychelles and The Gambia) (**Table 4**). The remaining 10 countries have yet to submit any information. One of the EU's key goals within SFPAs is to reinforce transparency. All agreements are made publicly available, as are scientific committee reports. Upload of comprehensive and up-to-date information to the Global Record is a means of furthering transparency within the fishing sector and therefore aligns with the EU's ethos.

In addition to these 13 SFPAs currently in force, the EU also has 7 “dormant” SFPAs<sup>45</sup> with Equatorial Guinea, Kiribati, Liberia, Madagascar, Micronesia, Mozambique and the Solomon Islands.<sup>46</sup> Of these countries, only Liberia and Mozambique have submitted any information to the Global Record (**Table 4**).<sup>47</sup>

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41 “The exclusive economic zone (or EEZ) is an area beyond and adjacent to the territorial sea, under which the rights and jurisdiction of the coastal State and the rights and freedoms of other States are governed by the relevant provisions of this Convention (UNCLOS). In the exclusive economic zone, the coastal State has sovereign rights for the purpose of exploring and exploiting, conserving and managing the natural resources, whether living or non-living, of the waters superjacent to the seabed and of the seabed and its subsoil.” See United Nations Convention on the Law of the Sea (UNCLOS) Article 56. Available at: [https://www.un.org/depts/los/convention\\_agreements/texts/unclos/part5.htm](https://www.un.org/depts/los/convention_agreements/texts/unclos/part5.htm)

42 WWF, CFFA, et al. (2020). 10 priorities for the future of sustainable fisheries partnership agreements (Joint Position Paper). Available at: <https://www.wwf.org/en/?363897/Joint-position-paper-10-priorities-for-the-future-of-Sustainable-Fisheries-Partnership-Agreements>

43 Regional fisheries management organisations or arrangements (RFMO/As) are the international organisations regulating regional fishing activities in the high seas that have major deep-sea fisheries. While some RFMOs have a purely advisory role, most have management powers to set catch and fishing effort limits, technical measures, and control obligations. In addition, they are usually tasked with collecting fisheries statistics, assessing resources and monitoring activities. [https://ec.europa.eu/oceans-and-fisheries/fisheries/international-agreements/regional-fisheries-management-organisations-rfmos\\_en](https://ec.europa.eu/oceans-and-fisheries/fisheries/international-agreements/regional-fisheries-management-organisations-rfmos_en) and <https://www.fao.org/fishery/en/topic/166304/en>.

44 As of 5 January 2022.

45 “Dormant agreements” stand for countries that have a fisheries partnership agreement which is still in force but there is no implementing protocol in force. EU vessels are therefore not allowed to fish in waters under the regime of the dormant agreements.

46 Given the European Commission's decision to provide a red card to Comoros (under the EU IUU Regulation), Comoros was excluded from this analysis of ‘dormant’ SFPAs as the agreement with Comoros was denounced following the Commission's carding decision. Comoros has not engaged with the Global Record [as of 5 January 2022].

47 As of 5 January 2022.

**Table 4: Information submitted to the Global Record by non-EU Countries with Sustainable Fisheries Partnership Agreements (SFPAs) with the European Union as of January 2022**

Country	Initial Engagement	Comprehensiveness of Data (No. Information modules Submitted)	Frequency of Upload
<b>Current SFPAs</b>			
<b>Cabo Verde</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Cook Islands</b>	Yes	2	Vessel Details (<6 months), Ports (>2 years)
<b>Côte d'Ivoire</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Gabon</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Greenland*</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Guinea-Bissau</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Mauritania</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Mauritius</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Morocco</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>São Tomé e Príncipe</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Senegal</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Seychelles</b>	Yes	2	Vessel Details (>2 years), Ports (>2 years)
<b>The Gambia</b>	Yes	2	Vessel Details (<1 year), Ports (>2 years)
<b>Dormant SFPAs</b>			
<b>Equatorial Guinea</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Kiribati</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Liberia</b>	Yes	1	Vessel details (<1 year)
<b>Madagascar</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Micronesia</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
<b>Mozambique</b>	Yes	2	Vessel Details (<2 years), Ports (>2 years)
<b>Solomon Islands</b>	<b>No</b>	<b>0</b>	<b>N/A</b>

\* Countries which aren't currently members of the FAO and therefore unable to engage with the Global Record.

## Partnerships

In addition to SFPAs, the EU has a number of additional partnerships with non-EU countries. These partnerships include the 'Ocean Partnership' between the EU and Canada, the 'Blue Partnership' between the EU and China and Joint Statements on IUU Fishing with Canada, Japan, South Korea, Thailand and the US (**Table 5**). Of the six countries with which the EU has a current partnership, five have submitted information to the Global Record, with Japan being the only absence.

**Table 5: Information submitted to the Global Record by Countries with an alternative Partnership with the European Union as of 5 January 2022**

Country	Partnership Type	Initial Engagement	Comprehensiveness of Data (No. Information modules Submitted)	Frequency of Upload
Canada	Ocean Partnership	Yes	2	Vessel Details (<1 year), Ports (<1 year)
China	Blue Partnership	Yes	1	Vessel Details (<2 years)
Japan	<b>Joint Statement on IUU Fishing</b>	<b>No</b>	<b>0</b>	<b>N/A</b>
Republic of Korea	Joint Statement on IUU Fishing	Yes	2	Vessel Details (>2 years), Ports (>2 years)
Thailand	Joint Statement on IUU Fishing	Yes	1	Vessel Details (<1 year)
USA	Joint Statement on IUU Fishing	Yes	2	Vessel Details (<9 months), Ports (>2 years)



## Comprehensiveness of data

### EU Member States

All EU Member States with a fishing fleet, aside from Slovenia, have submitted information to the Global Record for the vessel details and ports information modules.<sup>48</sup> Spain is the only Member State to have currently submitted information for five of the seven information modules,<sup>49</sup> including the vessel details, historical details, authorisation details, port entry denials and ports information modules. Spain is therefore the EU's, and a global leader, in engagement with the Global Record.

In addition to the mandatory minimum information submitted to the vessel details information module, almost all EU Member States have gone beyond submitting only information for the mandatory fields.<sup>50</sup> These Member States have also all submitted information to non-mandatory fields (**Table 6**) including International Radio Call Sign (IRCS), Power, Gear (Vessel Type), Maritime Mobile Service Identity (MMSI), Regional Body Identifier and National Registration Number (**Table 7**). Vessels submitted to the Global Record can also include vessel ownership details including the Owner Name, Operator/Manager Name and the Beneficial Owner Name. Close to 100% of vessels submitted to the Global Record by EU Member States included IRCS information and 100% included Power information. Further information on the proportion of EU vessels on the Global Record to have been submitted with IRCS, Power and Gear information can be found in **Annex 2**.

**Table 6: Non-mandatory information fields within the vessel details information module of the Global Record**

Non-mandatory vessel details fields	Summary information
International Radio Call Sign (IRCS)	An IRCS is a commonly used identifier that can change over the lifetime of a vessel (e.g. when it changes flag), but if correctly applied should never be associated with two vessels at the same time. <sup>51</sup>
Power	The power of vessels, expressed in horsepower (HP), kilowatts (KW) or OT (Other).
Gear (Vessel Type)	This field includes information on fishing gear type. Options include 'Trawlers', 'Seiners', 'Dredgers', 'Lift Netters', 'Gill Netters', 'Trap Setters' and 'Liners' – though within these options more specific gear types can be selected.
Maritime Mobile Service Identity (MMSI)	A nine-digit number which is used to identify a vessel in non-voice radio-based communications, including in automatic identification systems (AIS) and digital selective calling (DSC). The MMSI is issued by the national telecommunications authority and the first three digits designate the vessel's flag. <sup>52</sup>
Regional Body Identifier	In addition to IMO and MMSI numbers, vessels can be identified by a Regional Body Identifier. These codes are designated by Regional Fisheries Bodies such as ICCAT. <sup>53</sup> The EU uses a Common Fleet Register (CFR) number to identify vessels in the EU fishing fleet.
National Registration Number	National registration numbers are unique numbers given by countries to fishing vessels within their fleet – often found on the hull of the vessel.

48 All EU Member States aside from Austria, Czech Republic, Hungary, Luxembourg, Slovakia and Slovenia have submitted information to the vessel details and ports information modules.

49 It should be noted that the 'IUU Lists' information module would only be relevant to those countries who have flagged vessels present on an RFMO IUU list. At present, no EU vessels are present on such lists.

50 UVI, current flag, LOA, vessel name and GT or Gross Registered Tonnage (GRT)

51 FAO (2017). The Marking and Identification of Fishing Vessels. Available at: <https://www.fao.org/publications/card/en/c/cdfec8-5667-414e-b216-28a5a31b7ee1/>

52 *ibid.*

53 International Commission for the Conservation of Atlantic Tunas

**Table 7: Information submitted by European Union Member States to the vessel details information module going beyond the minimum mandatory information as of 5 January 2022\***

EU Member States	Initial Engagement?	Total no. vessels submitted to Global Record	IRCS	Power	Gear (Vessel Type)	Owner Name	Operator/Manager Name	Beneficial Owner Name	MMSI	Regional Body Identifier	National Registration No.
Austria	No										
Belgium	Yes	49	Yes	Yes	No	No	No	No	No	Yes	Yes
Bulgaria	Yes	11	Yes	Yes	No	No	No	No	Yes	Yes	Yes
Croatia	Yes	103	Yes	Yes	No	No	No	No	No	Yes	No
Cyprus	Yes	19	Yes	Yes	No	No	No	No	No	Yes	Yes
Czech Republic	No										
Denmark	Yes	53	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
Estonia	Yes	30	Yes	Yes	Yes	No	No	No	No	Yes	Yes
Finland	Yes	19	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
France	Yes	360	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
Germany	Yes	67	Yes	Yes	Yes	No	No	No	No	Yes	Yes
Greece	Yes	317	Yes	Yes	Yes	No	No	No	Yes	No	Yes
Hungary	No										
Ireland	Yes	184	Yes	Yes	Yes	No	No	No	No	Yes	Yes
Italy	Yes	155	Yes	Yes	No	No	No	No	Yes	Yes	Yes
Latvia	Yes	43	Yes	Yes	No	No	No	No	No	Yes	Yes
Lithuania	Yes	31	Yes	Yes	No	No	No	No	No	Yes	Yes
Luxembourg	No										
Malta	Yes	47	Yes	Yes	Yes	No	No	No	No	No	Yes
Netherlands	Yes	255	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
Poland	Yes	57	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
Portugal	Yes	181	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes
Romania	Yes	3	Yes	Yes	No	No	No	No	Yes	No	Yes
Slovakia	No										
Slovenia	Yes – but not Vessel Details										
Spain	Yes	985	Yes	Yes	Yes	No	Yes	No	Yes	Yes	Yes
Sweden	Yes	50	Yes	Yes	Yes	No	No	No	Yes	Yes	Yes

\* It is important to note that for the non-mandatory vessel details information fields Beneficial Owner Name, MMSI, Regional Body Identifier and National Registration Number a random sample was used to determine data presence (see **Annex 1** for further details). If at least one vessel in this random sample was uploaded by a given country with the corresponding information, data presence was confirmed (i.e. the country was given a ‘Yes’ designation in this table).

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## EU International Partners

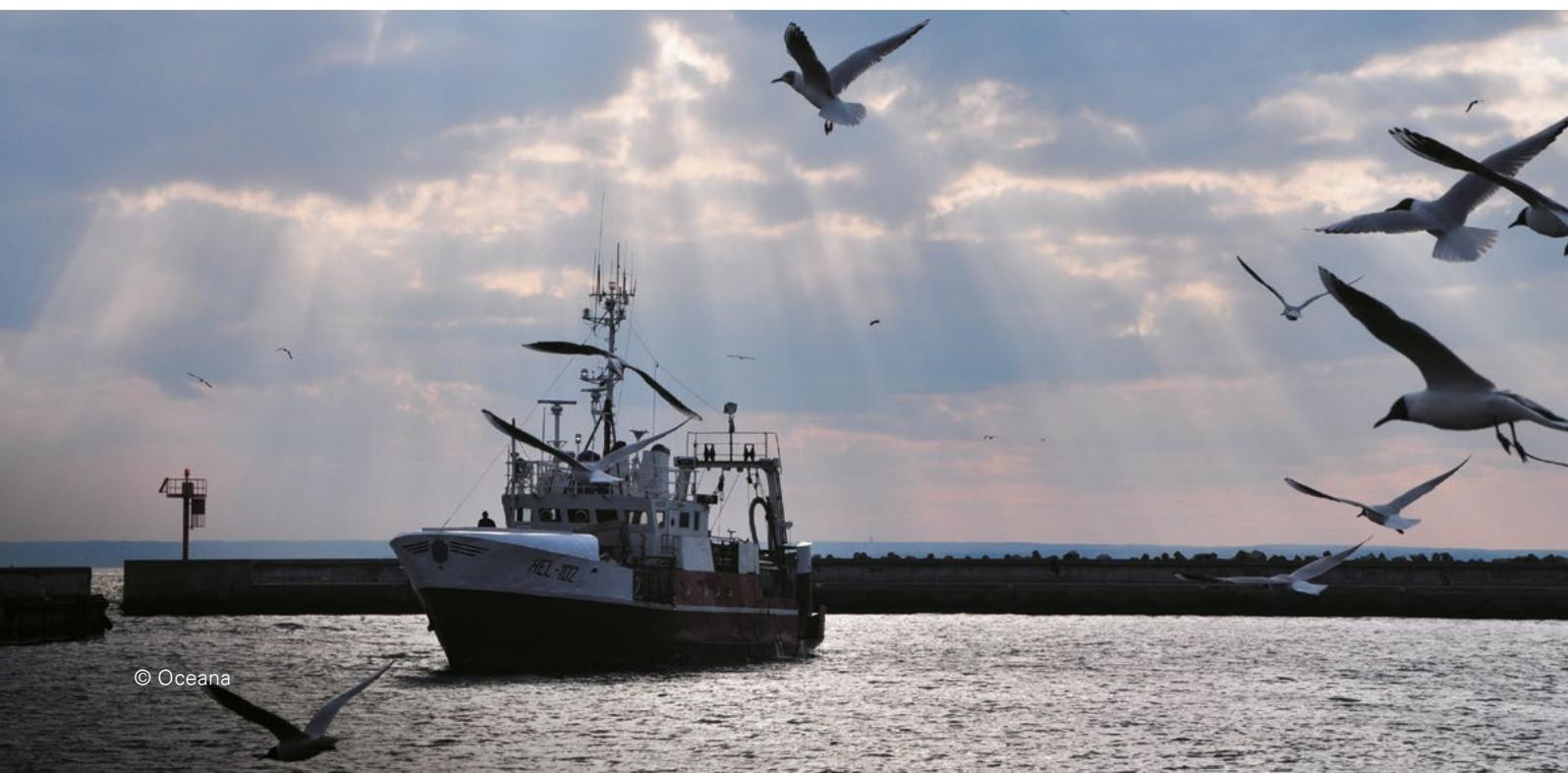
### Carded and formerly carded non-EU countries

Among the 12 countries engaged in the carding scheme that have submitted information to the Global Record, there are varying degrees of comprehensiveness. Belize, Liberia, Thailand and Vanuatu have submitted information only to the vessel details information module. Guinea, the Republic of Korea and Trinidad and Tobago have submitted information to the vessel details and ports information modules, reflecting what is largely seen among EU Member States. The Philippines however has submitted information to the vessel details and authorisation details information modules.

Four of the countries within this category however have exceeded the general trend, with Ecuador, Ghana and Sri Lanka having submitted information to 3 of the information modules, and Panama having submitted information to 4 information modules. Ghana and Sri Lanka have submitted information to the vessel details, authorisation details and ports information modules, whereas Ecuador has submitted information to the vessel details, historical details and ports information modules. Panama (currently yellow-carded) has submitted information to the vessel details, authorisation details, inspection and surveillance and ports information modules, making it one of only two countries to have submitted information to 4 or more of the Global Record's information modules (the other being Spain, having submitted information to 5 of the 7 information modules).

Additionally, 10 of these countries have submitted information to fields within the vessel details information module going beyond the mandatory minimum information. Guinea, Panama, Sri Lanka, Trinidad and Tobago and Vanuatu have all submitted information to both the International Radio Call Sign (IRCS) and Power fields, whereas Ecuador and Ghana have submitted information to the International Radio Call Sign (IRCS) field alone (**Table 8**). Further information on the proportion of EU International Partner vessels to have submitted IRCS, Power and Gear (Vessel Type) details to the Global Record can be found in **Annex 3**.

**Guinea was the only country within this analysis that was found to have submitted the name of at least one beneficial owner to the Global Record.** A beneficial owner can be broadly defined as the natural person who ultimately owns or controls a company. Beneficial ownership can be difficult to determine as there are often multiple layers within ownership chains, including a number of corporations between the legal owner and the beneficial owner. Access to information on beneficial ownership is crucial in the fight against IUU fishing as it allows fisheries managers and enforcement officials to determine who is legally accountable for and profiting from illegal activities. The submission of beneficial ownership details to the Global Record provides the public with free and open access to this crucial information. This transparency has the potential to be a crucial tool in the fight against IUU fishing. **No EU Member States have yet submitted details on beneficial ownership to the Global Record.**



**Table 8: Information submitted by carded/previously carded countries to the vessel details information module going beyond the minimum mandatory information as of 5 January 2022\***

Country	Initial Engagement?	IRCS	Power	Gear (Vessel Type)	Owner Name	Operator/ Manager	Beneficial Owner	MMSI	Regional Body Identifier	National Registration No.
<b>Currently Carded Countries</b>										
<b>Cambodia</b>	No									
<b>Cameroon</b>	No									
<b>Comoros</b>	No									
<b>Ecuador</b>	Yes	Yes	No	Yes	Yes	No	No	No	No	Yes
<b>Ghana</b>	Yes	Yes	No	Yes	No	Yes	No	No	Yes	Yes
<b>Liberia</b>	Yes	No	No	Yes	No	No	No	Yes	No	No
<b>Panama</b>	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes
<b>Sierra Leone</b>	No									
<b>St Kitts and Nevis</b>	No									
<b>St Vincent and the Grenadines</b>	No									
<b>Trinidad and Tobago</b>	Yes	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes
<b>Vietnam</b>	No									
<b>Previously Carded Countries</b>										
<b>Belize</b>	Yes	No	No	Yes	No	No	No	Yes	No	Yes
<b>Curacao</b>	No									
<b>Fiji</b>	No									
<b>Guinea</b>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
<b>Kiribati</b>	No									
<b>Rep of Korea</b>	Yes	No	No	No	No	No	No	No	No	No
<b>Philippines</b>	Yes	No	No	Yes	No	No	No	No	No	No
<b>Papua New Guinea</b>	No									
<b>Solomon Islands</b>	No									
<b>Sri Lanka</b>	Yes	Yes	Yes	Yes	Yes	No	No	No	Yes	Yes
<b>Taiwan</b>	No									
<b>Thailand</b>	Yes	No	No	No	No	No	No	No	No	No
<b>Togo</b>	No									
<b>Tuvalu</b>	No									
<b>Vanuatu</b>	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes

\* It is important to note that for the non-mandatory vessel details information fields Beneficial Owner Name, MMSI, Regional Body Identifier and National Registration Number a random sample was used to determine data presence (see Annex 1 for further details). If at least one vessel in this random sample was uploaded by a given country with the corresponding information, data presence was confirmed (i.e. the country was given a 'Yes' designation in this table).

## SFPAs

As previously mentioned, only three of the countries with a current SFPAs and only two countries with a dormant SFPAs have submitted information to the Global Record. All of these countries have submitted information to two of the Global Record's information modules – the vessel details and ports information modules, aside from Liberia which has only submitted vessel details information. Of the three countries with a current SFPAs to have submitted information to the Global record, all have submitted information to the vessel details information module going beyond the mandatory minimum information:

- The Cook Islands has submitted information on IRCS, Gear (Vessel Type) and National Registration Numbers;
- Seychelles has submitted information to the IRCS, Gear, National Registration Number and Owner Name information fields;<sup>54</sup> and
- Gambia has submitted information to the Power and National Registration Number fields (**Table 9**).

Of the countries with a dormant SFPAs, Mozambique has submitted information to the IRCS, Power, Gear, MMSI and National Registration Number fields whereas Liberia has submitted information only to the Gear and MMSI fields. A number of the countries with current and dormant SFPAs have also outperformed the majority of EU Member States on ownership transparency, having submitted information to the Owner Name information field (**Table 9**).

**Table 9: Information submitted by countries with active/dormant SFPAs to the vessel details information module going beyond the minimum mandatory information as of 5 January 2022\***

Country	Initial Engagement?	IRCS	Power	Gear (Vessel Type)	Owner Name	Operator/ Manager	Beneficial Owner	MMSI	Regional Body Identifier	National Registration No.
<b>Countries with active SFPAs</b>										
<b>Cabo Verde</b>	No									
<b>Cook Islands</b>	Yes	Yes	No	Yes	Yes	No	No	Yes	No	Yes
<b>Côte D'Ivoire</b>	No									
<b>Gabon</b>	No									
<b>Greenland</b>	No									
<b>Guinea-Bissau</b>	No									
<b>Mauritania</b>	No									
<b>Mauritius</b>	No									
<b>Morocco</b>	No									
<b>São Tomé e Príncipe</b>	No									
<b>Senegal</b>	No									
<b>Seychelles</b>	Yes	Yes	No	Yes	Yes	No	No	No	No	Yes
<b>The Gambia</b>	Yes	No	Yes	No	No	No	No	No	No	Yes
<b>Countries with dormant SFPAs</b>										
<b>Equatorial Guinea</b>	No									
<b>Kiribati</b>	No									
<b>Liberia</b>	Yes	No	No	Yes	No	No	No	Yes	No	No

54 Seychelles only submitted information on vessel type (gear) for 1 of the 74 vessels uploaded to the Global Record (Annex 3).

Country	Initial Engagement?	IRCS	Power	Gear (Vessel Type)	Owner Name	Operator/ Manager	Beneficial Owner	MMSI	Regional Body Identifier	National Registration No.
Madagascar	No									
Micronesia	No									
Mozambique	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	Yes
Solomon Islands	No									

\* It is important to note that for the non-mandatory vessel details information fields Beneficial Owner Name, MMSI, Regional Body Identifier and National Registration Number a random sample was used to determine data presence (see Annex 1 for further details). If at least one vessel in this random sample was uploaded by a given country with the corresponding information, data presence was confirmed (i.e. the country was given a 'Yes' designation in this table).

## Partnerships

Of the non-EU countries with which the EU has a current partnership, two countries (China and Thailand) have submitted information to only one information module in the Global Record (the vessel details information module). The remaining three partnership countries have submitted information to two information modules (the vessel details and ports information modules). Canada and the United States of America are the two non-EU countries with which the EU has a current partnership to have submitted vessel details information going beyond the mandatory minimum requirement, as the United States has submitted information to the IRCS, Power, Gear (Vessel Type) and National Registration Number fields, whereas Canada has submitted information to only the IRCS and National Registration Number fields (**Table 10**). It is worth highlighting however that the US has provided power information for less than 5% and gear information for only 3% of its fleet within the Global Record (**Annex 3**).

**Table 10: Information submitted by partnership countries to the vessel details information module going beyond the minimum mandatory information as of 5 January 2022\***

Country	Initial Engagement?	IRCS	Power	Gear (Vessel Type)	Owner Name	Operator/ Manager	Beneficial Owner	MMSI	Regional Body Identifier	National Registration No.
Canada	Yes	Yes	No	No	No	No	No	No	No	Yes
China	Yes	No	No	No	No	No	No	No	No	No
Japan	No									
Republic of Korea	Yes	No	No	No	No	No	No	No	No	No
Thailand	Yes	No	No	No	No	No	No	No	No	No
USA	Yes	Yes	Yes	Yes	No	No	No	No	No	Yes

\* It is important to note that for the non-mandatory vessel details information fields Beneficial Owner Name, MMSI, Regional Body Identifier and National Registration Number a random sample was used to determine data presence (see **Annex 1** for further details). If at least one vessel in this random sample was uploaded by a given country with the corresponding information, data presence was confirmed (i.e. the country was given a 'Yes' designation in this table).

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## Frequency of data upload

### EU Member States

Information submitted by EU Member States to the Global Record is relatively up to date when compared to other countries within the Global Record (see Annex 4). The Global Record Informal Open-Ended Technical and Advisory Working Group (GRWG) recommends that all countries update information on the Global Record at least every quarter (3 months). No EU Member States have uploaded any information on the Global Record within the last 3 months [as of 5 January 2022] (Table 2). Only six Member States to have submitted information on vessel details have done so within the last year of this report's publication and all remaining Member States have uploaded information to the vessel details information module within the last 2 years. While it is feasible that some fleets may not have had additional vessels constructed or adopting their flag since the last data upload, there are identifiable instances of vessel information not being updated. For example, the trawler 'CAP BLANC' (IMO: 8814665) is reported on the EU fleet register as adopting the Dutch flag on 25/11/2020, however it does not appear on the country's registered vessels on the Global Record. Much of the utility of this database is dependent on the frequent upload of up-to-date and accurate information, and EU Member States must be proactive in keeping records current. Spain is the only country to have submitted information within the information modules of historical data, authorisation details and port entry denials, but none of these have been updated within the last 2 years.

### EU International Partners

#### Carded and formerly carded countries

The information submitted by both currently carded and previously carded countries varies in its timeliness (Table 3). Vessel detail information has been updated within the last year by five of the twelve carded/previously carded countries to have submitted information to the Global Record, similar to the timeliness of the information submitted in this information module by the majority of EU Member States. The remaining carded countries have submitted information within the last two years, aside from the Philippines and Republic of Korea.

Sri Lanka, Philippines, Panama, Ghana and Ecuador have all submitted information to the authorisation details information module of the Global Record, but none have uploaded information within the past year. Panama and Sri Lanka have uploaded information within the last two years, but Ecuador, Ghana and the Philippines haven't uploaded information for over two years. Ghana, for example, hasn't updated information on authorisation details since July 2016.

Ecuador is the only carded country to have submitted information to the historical details information module and Panama is the only country to have submitted information to the inspection and surveillance information module. Neither country has uploaded updated information for these information modules within the last year.

#### SFPAs

The timeliness of information submitted by five of the countries with either an in force or dormant SFPAs with the EU is also varied (Table 4). The Seychelles, for example, has uploaded information to the vessel details information module, but has not updated this for over two years. The Cook Islands, Gambia and Liberia, however, have uploaded vessel details information within the last year.

#### Partnerships

The timeliness of uploaded information among the countries with which the EU has alternative partnerships is similarly mixed. All countries that have submitted information within the vessel details information module have done so within the last year, with the exception of China and the Republic of Korea. China has updated vessel details information within the last two years, whereas the Republic of Korea hasn't updated the vessel details information module since November 2019. **Further details on the dates of most recent uploads to the Global Record are available in Annex 4.**

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## Analysis of the findings

A well-populated, accurate and up-to-date Global Record has the potential to be a vital tool in the fight against IUU fishing, providing a free-to-access, centralised database of vessel information, both current and historic, that can be used by stakeholders across the industry and support the implementation of global agreements such as the PSMA. By removing the barriers to important information such as vessel identifications, former names and whether vessels have previously been denied entry to port, the Global Record can help countries that may otherwise lack capacity can ensure that IUU-caught fish does not enter their supply chains, and that vessels suspected of IUU fishing do not join their fleet.

At present, there are 11,847 vessels registered on the Global Record, from 66 countries, across 7 regions. This is a promising start, but there remains much work to be done in order for the platform to reach its full potential. While the addition of more countries and vessels is vital, the most notable absence is the lack of completed information modules submitted by nations, with the vast majority simply uploading vessels data and ports information. This dearth of information severely hampers the ability of fisheries stakeholders to make informed decisions based on the Global Record, ultimately undermining its effectiveness as an anti-IUU fishing tool.

The EU must work with international partners, including the FAO, to identify and remove any technical barriers that are preventing the full and timely upload of information. The fact that less than 50% of fishing vessels with IMO numbers globally have been uploaded to the Global Record is of concern, and more should be done to address this. The most recent meeting of the GRWG in 2019 alluded to some of these barriers – citing “legal, technical and capacity constraints, as well as issues of accessibility due to low internet connectivity” as issues that arose from some participants. Furthermore, the meeting suggested that obtaining an IMO number was difficult for a number of participants, particularly non-English speaking States.<sup>55</sup>

This analysis sought primarily to provide an overview of the performance of EU Member States and the EU’s key international partners on whether, and to what extent, they have engaged with the FAO Global Record. While all EU Member States with a fishing fleet (with the exception of Slovenia) have entered at least the mandatory minimum information for vessel details, significant gaps were found to exist in the comprehensiveness and timeliness of the data – mirroring patterns seen more broadly on the platform. Barring Spain, all other participating Member States have submitted only vessel and port information, with instances of some vessels’ information missing due to infrequent data upload. Despite the observed discrepancies between Member States, all EU Member States to have submitted information to the vessel details information module have submitted information going **beyond the mandatory minimum requirements**, demonstrating a commitment towards achieving transparency within the EU fishing fleet. By allowing open access to this information through the Global Record, the EU demonstrates its commitment to traceability and transparency within the fishing industry and its commitment to tackling IUU fishing. **Vessel ownership information, however, (Owner Name, Operator/ Manager Name and Beneficial Owner Name) has not been uploaded to the Global Record by any EU Member State (aside from Spain, which has submitted only Operator/Manager Names for a number of vessels). This information is crucial in improving transparency and holding actors accountable, so its inclusion should be prioritised for future uploads.**

With regards to the frequency of data upload, **no EU Member States have submitted any new information to the Global Record within the last quarter** (as recommended by the GRWG).<sup>56</sup> Although many EU Member States may not have had any changes within their fleet (thereby justifying the lack of upload), many have failed to update information on the Global Record within the last year. If the data within the Global Record is to be relied upon for risk assessment and used in decisions made by port authorities, for example, it must be up-to-date. Although Spain is a leader when it comes to the comprehensiveness of data, information uploaded to 4 of the 5 information modules hasn’t been updated within the last 2 years (historical data, authorisation details, port entry denials, ports).

Likewise, EU partners still have considerable work to do, with only 12 of 27 carded countries, 5 of 20 countries that have either an active or dormant SFPAs, and 5 of 6 partnership countries having submitted any information to the Global Record. **For example, Japan is absent from the Global Record, despite its significance in**

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<sup>55</sup> FAO (2019). Fifth meeting of the Global Record informal open-ended technical and advisory working group. Available at: <https://www.fao.org/global-record/resources/en/>

<sup>56</sup> As of 5 January 2022.

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**global fisheries as both a flag and market State.** It should be noted that none of these arrangements include an explicit requirement to engage with the Global Record. However, given EU's broader policy priorities and commitment to fighting IUU fishing, this could be seen as an underused or missed opportunity by the EU to fully utilise its partnerships and – through them – actively encourage these countries to improve their engagement with the Global Record. Again, comprehensiveness and timeliness of information is lacking, with vessel and port details representing the vast majority of the information modules submitted among all partners. As with EU Member States, a number of international partners have submitted information to non-mandatory fields within the vessel details information module, important information for the fight against IUU fishing. However, there are still several EU partners that are yet to submit any non-mandatory information, notably China, the Republic of Korea and Thailand.



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# Recommendations

The EU fleet is arguably one of the most transparent in the world. Much of the information on the EU fleet that is currently absent from the Global Record can be found elsewhere. For example, the EU Fleet Register includes some historical vessel information, even if ownership or beneficial ownership information is lacking. In addition, fishing authorisations of the EU fleet in external waters are documented online as a part of the SMEFF Regulation.<sup>57</sup> This does not however alleviate the need to upload accurate, comprehensive and current information to the Global Record, which remains an important centralised database of fishing vessels. The ability of the EU to advocate for the international fishing community to engage fully with the Global Record is diminished while there are such significant data gaps among its own fleets.

Therefore, moving forward, the EU IUU Fishing Coalition recommends that the **European Commission:**

- Encourages the FAO to expand the scope of mandatory information fields within the Global Record, prioritising the inclusion of Authorisation Details, Beneficial Owner details and Gear (Vessel Type) in the Global Record as mandatory fields. Furthermore, and in light of the recent work of the joint FAO/IMO/ILO ad hoc working group, the European Commission should encourage FAO to explore the addition of new relevant fields, such as details on labour onboard fishing vessels;
- Encourages Member States to submit information across all information modules of the Global Record<sup>58</sup> and to ensure that the information submitted is frequently updated (e.g. every three months) so as to ensure that the data provided is recent and relevant;
- Encourages Member States to provide information on Owner Name, Operator/Manager Name and Beneficial Owner Name to the Global Record, and to prioritise this information for future uploads;
- Seeks to develop a better understanding of the barriers preventing Member States and international partners from uploading the relevant data to all fields of the Global Record;
- Works with the above-mentioned non-EU international partner countries to encourage full and timely upload of information to the Global Record and the uptake of IMO numbers on relevant fishing vessels. This could include specific references in the future texts of Sustainable Fisheries Partnership Agreements (SFPAs), as well as encouraging these countries to mandate IMO numbers for their eligible fleet. Furthermore, the European Commission could consider where transparency measures such as these may form part of other trade relationships: e.g. free trade agreements, the EU Generalised Scheme of Preferences Plus and the Post Cotonou Agreement;
- Offers financial and/or technical support to non-EU countries (where required and appropriate) to update their national systems to facilitate mechanisms for regular information submission to the Global Record.<sup>59</sup> Within SFPAs this could be included within the sectoral support provided by the EU to its partner countries;
- Takes engagement with the Global Record into account during bilateral dialogues undertaken in the context of the carding process. The European Commission should provide assistance as needed to ensure registry data collected by non-EU countries is up to the standards required by the Global Record. Throughout these dialogues, the European Commission should advocate for alignment of national registries with all fields of the Global Record, mandatory and voluntary. As a first step, submission of the minimum-required fields in the Global Record could be included within the EU's Listing/Delisting criteria;
- Encourages the FAO to develop automatic information-sharing mechanisms so that countries can update information more easily. In particular, to develop the pending functionality for automatically submitting information to the database as soon as possible. This should include implementation of the UN/CEFACT FLUX standard for information exchange;<sup>60</sup>
- Offers the FAO assistance as a test partner for any information-sharing mechanism added to the Global Record.

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57 European Commission. 'Fishing outside the EU'. Available at: [https://ec.europa.eu/oceans-and-fisheries/fisheries/international-agreements/fishing-outside-eu\\_en](https://ec.europa.eu/oceans-and-fisheries/fisheries/international-agreements/fishing-outside-eu_en)

58 Under the SMEFF Regulation, EU Member States must provide details on all fishing authorisations to the European Commission. As this information is readily available, upload to the Global Record would be greatly facilitated.

59 These initiatives could be promoted at meetings of the Global Record Working Group and/or PSMA Technical Working Group on Information Exchange (usually taking place in Europe)

60 United Nations Economic Commission for Europe (UNECE) (2016). 'UN/CEFACT adopts the FLUX Standard for sustainable fisheries management'. [online] Available at: <https://unece.org/trade/press/uncefact-adopts-flux-standard-sustainable-fisheries-management>. Accessed 10.11.21.



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# Annex 1: Further information on the methodology used in this study

The **exact number** of vessels to have been submitted with the following information (for each country of interest to the EU IUU Fishing Coalition) was extracted using the Global Record information system's advanced search tool:

- **Length Overall (LOA)** – adding 1 to the 'min' box and 5,000,000 to the 'max' box (to find all vessels submitted with LOA information)
- **Power** – by adding 1 to the 'min' box and 5,000,000 to the 'max' box (to find all vessels submitted with power information). Unit kept as the default '--'.

To determine whether **any vessels** have been submitted with the following information (for each country of interest to the EU IUU Fishing Coalition) was extracted using the Global Record information system's advanced search tool:

- **Owner Name** – In checking whether a given country had submitted Owner Name details within the vessel details information module, a manual search from 'a' to 'z' and from 'A' to 'Z' in the search field was required. The 'Including historical data' box was not ticked.
- **Operator/Manager Name** – In checking whether a given country had submitted Operator/Manager details within the vessel details information module, a manual search from 'a' to 'z' and from 'A' to 'Z' in the search field was required. The 'Including historical data' box was not ticked.

A random sample<sup>61</sup> of 20 vessels<sup>62</sup> (from each country of interest to the EU IUU Fishing Coalition) was used to determine data presence for information fields that are not filterable through the Global Record's Advanced Search tool:

- **Maritime Mobile Service Identity (MMSI) number**
- **Regional Identifiers**
- **National Registration Number**
- **Beneficial Owner Name** – At the time of data collection [5 January 2022], the Advanced Search tool for Beneficial Owner Name was not functioning. The same process, described above, that was used for Owner Name and Operator/Manager Name would have been possible if the search tool was functioning as intended. As the search tool wasn't working correctly, data presence for Beneficial Owner Name was determined using the random sampling process described above.

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61 A random sample size of 20 vessels from each country was used due to time constraints. The vessels were chosen at random using the website <https://www.random.org>.

62 For flag States with fewer than 20 vessels uploaded to the Global Record, all vessels were checked.

## Annex 2: Statistics on the proportion of vessels within the EU fleet to have completed information for non-mandatory vessel details fields [as of 5 January 2022]

EU Member States	Initial Engagement?	Total No. Vessels on GR	No. vessels with IRCS information	% Fleet with IRCS information	No. vessels with Power information	% Fleet with Power information	No. vessels with Gear (Vessel Type) information*	% Fleet with Gear (Vessel Type) information
Austria	No							
Belgium	Yes	49	49	100	49	100	0	0
Bulgaria	Yes	11	11	100	11	100	0	0
Croatia	Yes	103	102	99.03	103	100	0	0
Cyprus	Yes	19	19	100	19	100	0	0
Czech Republic	No							
Denmark	Yes	53	53	100	53	100	25	47.17
Estonia	Yes	30	30	100	30	100	3	10
Finland	Yes	19	19	100	19	100	16	84.21
France	Yes	360	356	98.89	360	100	26	7.22
Germany	Yes	67	67	100	67	100	9	13.43
Greece	Yes	317	317	100	317	100	125	39.43
Hungary	No							
Ireland	Yes	184	184	100	184	100	184	100
Italy	Yes	155	155	100	155	100	0	0
Latvia	Yes	43	43	100	43	100	0	0
Lithuania	Yes	31	31	100	31	100	0	0
Luxembourg	No							
Malta	Yes	47	47	100	47	100	46	97.87
Netherlands	Yes	255	252	98.82	255	100	101	39.61
Poland	Yes	57	57	100	57	100	34	59.65
Portugal	Yes	181	181	100	181	100	8	4.42
Romania	Yes	3	3	100	3	100	0	0
Slovakia	No							
Slovenia	Yes – but not Vessel Details							
Spain	Yes	985	969	98.38	985	100	1	0.10
Sweden	Yes	50	50	100	50	100	2	4

\* The number of vessels submitted to the Global Record to have submitted specific Gear details to the Global Record (instances in which 'Fishing vessel not specified', 'Non-fishing vessel nei' and blanks were submitted to this information module have been excluded from this figure).

## Annex 3: Statistics on the proportion of vessels within the fleets of international partner countries to have completed information for non-mandatory vessel details fields [as of 5 January 2022]

Currently Carded Countries	Initial Engagement?	Total No. Vessels on Global Record	No. vessels with IRCS information	% Fleet with IRCS information	No. vessels with Power information	% Fleet with Power information	No. vessels with Gear information*	% Fleet with Gear information
Cambodia	No							
Cameroon	No							
Comoros	No							
Ecuador	Yes	133	133	100	0	0	133	100
Ghana	Yes	70	70	100	0	0	69	98.57
Liberia	No	10	0	0	0	0	8	80
Panama	Yes	261	261	100	261	100	234	89.66
Sierra Leone	No							
St Kitts and Nevis	No							
St Vincent and the Grenadines	No							
Trinidad and Tobago	Yes	24	3	12.50	24	100	24	100
Vietnam	No							

Previously Carded Countries	Initial Engagement?	Total No. Vessels on Global Record	No. vessels with IRCS information	% Fleet with IRCS information	No. vessels with Power information	% Fleet with Power information	No. vessels with Gear information*	% Fleet with Gear information
Belize	Yes	65	0	0	0	0	23	35.38
Curacao	No							
Fiji	No							
Guinea	Yes	8	8	100	8	100	8	100
Kiribati	No							
Republic of Korea	Yes	250	0	0	0	0	0	0
Philippines	Yes	96	0	0	0	0	78	81.25
Papua New Guinea	No							
Solomon Islands	No							
Sri Lanka	Yes	12	11	91.67	12	100	12	100
Taiwan	No							
Thailand	Yes	15	0	0	0	0	0	0
Togo	No							
Tuvalu	No							
Vanuatu	Yes	95	93	97.89	93	97.89	88	92.63

Countries with Active SFPAs	Initial Engagement?	Total No. Vessels on Global Record	No. vessels with IRCS information	% Fleet with IRCS information	No. vessels with Power information	% Fleet with Power information	No. vessels with Gear information*	% Fleet with Gear information
Cabo Verde	No							
Cook Islands	Yes	24	24	100	0	0	17	70.83
Côte D'Ivoire	No							
Gabon	No							
Greenland	No							
Guinea-Bissau	No							
Mauritania	No							
Mauritius	No							
Morocco	No							
São Tomé e Príncipe	No							
Senegal	No							
Seychelles	Yes	74	74	100	0	0	1	1.35
The Gambia	Yes	10	0	0	4	40	0	0

Countries with Dormant SFPAs	Initial Engagement?	Total No. Vessels on Global Record	No. vessels with IRCS information	% Fleet with IRCS information	No. vessels with Power information	% Fleet with Power information	No. vessels with Gear information*	% Fleet with Gear information
Equatorial Guinea	No							
Kiribati	No							
Liberia	Yes	10	0	0	0	0	8	80
Madagascar	No							
Micronesia	No							
Mozambique	Yes	48	48	100	21	43.75	45	93.75
Solomon Islands	No							

Partnerships	Initial Engagement?	Total No. Vessels on Global Record	No. vessels with IRCS information	% Fleet with IRCS information	No. vessels with Power information	% Fleet with Power information	No. vessels with Gear information*	% Fleet with Gear information
Canada	Yes	114	65	57.02	0	0	0	0
China	Yes	1529	0	0	0	0	0	0
Japan	No							
Republic of Korea	Yes	250	0	0	0	0	0	0
Thailand	Yes	15	0	0	0	0	0	0
USA	Yes	3491	3043	87.17	161	4.61	106	3.04

\* The number of vessels submitted to the Global Record to have submitted specific Gear details to the Global Record (instances in which 'Fishing vessel not specified', 'Non-fishing vessel nei' and blanks were submitted to this information module have been excluded from this figure).

## Annex 4: Further details on the most recent data uploads to the Global Record information modules by EU Member States and International Partners [as of 5 January 2022]

Country	Information modules submitted to the Global Record (date of most recent upload in brackets)
<b>EU Member States</b>	
<b>Austria</b>	<b>No information submitted</b>
<b>Belgium</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Bulgaria</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Croatia</b>	Vessel details (1.6.2021), Ports (29.3.2018)
<b>Cyprus</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Czech Republic</b>	<b>No information submitted</b>
<b>Denmark</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Estonia</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Finland</b>	Vessel details (25.2.2021), Ports (29.3.2018)
<b>France</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Germany</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Greece</b>	Vessel details (4.2.2021), Ports (4.4.2018)
<b>Hungary</b>	<b>No information submitted</b>
<b>Ireland</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Italy</b>	Vessel details (2.3.2021), Ports (29.3.2018)
<b>Latvia</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Lithuania</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Luxembourg</b>	<b>No information submitted</b>
<b>Malta</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Netherlands</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Poland</b>	Vessel details (4.2.2021), Ports (29.3.2018)
<b>Portugal</b>	Vessel details (31.7.2020), Ports (29.3.2018)
<b>Romania</b>	Vessel details (3.2.2021), Ports (29.3.2018)
<b>Slovakia</b>	<b>No information submitted</b>
<b>Slovenia</b>	Ports (29.3.2018)
<b>Spain</b>	Vessel details (31.7.2020), Historical data (5.11.2019), Authorisation details (8.7.2019), Port entry denials (7.7.2016), Ports (29.3.2018)
<b>Sweden</b>	Vessel details (31.7.2020), Ports (29.3.2018)

Country	Information modules submitted to the Global Record (date of most recent upload in brackets)
<b>Currently Carded Countries</b>	
<b>Cambodia</b>	<b>No information submitted</b>
<b>Cameroon</b>	<b>No information submitted</b>
<b>Comoros</b>	<b>No information submitted</b>
<b>Ecuador</b>	Vessel Details (14.9.2021), Historical Details (23.6.2020), Authorisation Details (25.7.2019)
<b>Ghana</b>	Vessel Details (22.4.2020), Authorisation Details (4.7.2016), Ports (25.5.2016)
<b>Liberia</b>	Vessel Details (1.6.2021)
<b>Panama</b>	Vessel Details (28.8.2021), Authorisation Details (21.1.2020), Inspection and Surveillance (21.7.2020), Ports (29.4.2021)
<b>Sierra Leone</b>	<b>No information submitted</b>
<b>St Kitts and Nevis</b>	<b>No information submitted</b>
<b>St Vincent and the Grenadines</b>	<b>No information submitted</b>
<b>Trinidad and Tobago</b>	Vessel Details (15.7.2020), Ports (22.6.2020)
<b>Vietnam</b>	<b>No information submitted</b>
<b>Previously Carded Countries</b>	
<b>Belize</b>	Vessel Details (24.6.2021)
<b>Curacao</b>	<b>No information submitted</b>
<b>Fiji</b>	<b>No information submitted</b>
<b>Guinea</b>	Vessel Details (16.7.2019), Ports (3.4.2018)
<b>Kiribati</b>	<b>No information submitted</b>
<b>Rep of Korea</b>	Vessel Details (18.11.2019), Ports (11.6.18)
<b>Philippines</b>	Vessel Details (6.10.2019), Authorisation Details (31.5.2016)
<b>PNG</b>	<b>No information submitted</b>
<b>Solomon Islands</b>	<b>No information submitted</b>
<b>Sri Lanka</b>	Vessel Details (19.6.2020), Authorisation Details (23.6.2020), Ports (9.6.2020)
<b>Taiwan</b>	<b>No information submitted</b>
<b>Thailand</b>	Vessel Details (5.2.2021)
<b>Togo</b>	<b>No information submitted</b>
<b>Tuvalu</b>	<b>No information submitted</b>
<b>Vanuatu</b>	Vessel Details (24.6.2020)

Country	Information modules submitted to the Global Record (date of most recent upload in brackets)
<b>Countries with an active SFPA</b>	
Cabo Verde	<b>No information submitted</b>
Cook Islands	Vessel Details (12.8.2021), Ports (16.11.2018)
Côte D'Ivoire	<b>No information submitted</b>
Gabon	<b>No information submitted</b>
Greenland	<b>No information submitted</b>
Guinea-Bissau	<b>No information submitted</b>
Mauritania	<b>No information submitted</b>
Mauritius	<b>No information submitted</b>
Morocco	<b>No information submitted</b>
São Tomé and Príncipe	<b>No information submitted</b>
Senegal	<b>No information submitted</b>
Seychelles	Vessel Details (10.4.2018), Ports (26.3.2018)
The Gambia	Vessel Details (7.5.2021), Ports (13.6.2019)
<b>Countries with a dormant SFPA</b>	
Equatorial Guinea	<b>No information submitted</b>
Kiribati	<b>No information submitted</b>
Liberia	Vessel Details (1.6.2021)
Madagascar	<b>No information submitted</b>
Micronesia	<b>No information submitted</b>
Mozambique	Vessel Details (4.8.2020), Ports (24.10.2019)
Solomon Island	<b>No information submitted</b>
<b>Partnerships</b>	
Canada	Vessel Details (20.5.2021), Ports (30.3.21)
China	Vessel Details (10.12.20)
Japan	<b>No information submitted</b>
Rep of Korea	Vessel Details (18.11.2019), Ports (11.6.18)
Thailand	Vessel Details (5.2.21)





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