



SIOFA | APSOI

Southern Indian Ocean Fisheries Agreement  
*Accord relatif aux Pêches dans le Sud de l'Océan Indien*

**Report of the 7<sup>th</sup> Meeting of  
the Working Group to  
Support the Establishment of the  
Southern Indian Ocean Fisheries Agreement  
Vessel Monitoring System  
(VMSWG-07)**

Virtual

25 September 2025

<b>Agenda item 1 – Opening of Session .....</b>	<b>4</b>
<b>Agenda item 2 – Administrative Arrangements .....</b>	<b>4</b>
a. Adoption of Agenda .....	4
b. Meeting Documents .....	4
c. Appointment of rapporteurs .....	4
<b>Agenda item 3 – Review of the <i>Proposal for the SIOFA Vessel Monitoring System (VMS) Pilot Phase</i> .....</b>	<b>4</b>
<b>Agenda item 4 – Evaluation Panel for the Procurement of the SIOFA VMS Service.....</b>	<b>5</b>
<b>Agenda item 5 – Planning of future work and meetings .....</b>	<b>6</b>
<b>Agenda item 6 – Other Business .....</b>	<b>6</b>
<b>Agenda item 7 – Close of Meeting .....</b>	<b>6</b>
<b>Annex A – List of meeting participants.....</b>	<b>7</b>
<b>Annex B – Agenda of the 7th Meeting of the SIOFA Vessel Monitoring System Working Group - SIOFA VMS WG07 .....</b>	<b>13</b>
<b>Annex C – List of meeting documents .....</b>	<b>14</b>
<b>Annex D – Proposal for the SIOFA VMS Pilot Phase.....</b>	<b>15</b>

## **List of Annexes**

- Annex A List of meeting participants
- Annex B Agenda
- Annex C List of meeting documents
- Annex D Proposal for the SIOFA Vessel Monitoring System (VMS) Pilot Phase

## **Agenda item 1 – Opening of Session**

1. The Chair, Ms Fiona Harford (European Union (EU)), opened the 7<sup>th</sup> Meeting of the Working Group (WG) to Support the Establishment of the Southern Indian Ocean Fisheries Agreement Vessel Monitoring System (SIOFA VMS; VMSWG-07) and welcomed the participants.
2. The list of meeting participants is included in Annex A.

## **Agenda item 2 – Administrative Arrangements**

### **a. Adoption of Agenda**

3. The agenda was adopted (Annex B).

### **b. Meeting Documents**

4. The Chair outlined the list of meeting documents as presented in VMSWG-07-ADM-02-Rev1 (Annex C).

### **c. Appointment of rapporteurs**

5. The VMS WG agreed to appoint Mr Alexander Meyer (Urban Connections, Tokyo) as rapporteur.

## **Agenda item 3 – Review of the *Proposal for the SIOFA Vessel Monitoring System (VMS) Pilot Phase***

6. The Compliance Officer, Mr. Johnny Louys, presented the *Proposal for the SIOFA VMS Pilot Phase* (VMSWG-07-01-Rev1) for the VMS WG's review. The proposal outlined the objectives, scope, and practical arrangements for the implementation of the pilot phase. The pilot phase is intended to test the system's technical and procedural aspects, ensure compatibility with current CMMs and policies, ensure CCPs' and the Secretariat's capacity to receive, process and transmit VMS position reports, respectively, and provide an opportunity to refine operational modalities for the receipt and processing of those reports. It will also enable the identification and resolution of operational challenges. The intended outcome of the pilot is to ensure that the system is fit for purpose before its full entry into operation.
7. The VMS WG conducted a section-by-section review of the proposal.
8. The EU emphasized, based on its experience, the importance of participation in the pilot phase, pointing out that this phase is essential for identifying and resolving issues that may be small and technical but could nevertheless be very disruptive if they are left unaddressed.
9. Australia stated that, based on its experience, a 6-month timeframe for the pilot phase is highly ambitious and called for flexibility to accommodate a potentially longer timeline if necessary for addressing unforeseen issues.
10. The Chair recognised the ambitious nature of the 6-month timeframe and explained that the intention is to make as much progress as possible by the next Compliance Committee (CC) meeting and Meeting of the Parties (MoP) in 2026 and that the timeframe had to be condensed to take into account the deadline for the submission of documents to those meetings.
11. The VMS WG noted that MoP13 could decide to extend the pilot phase if necessary.
12. The VMS WG agreed that position reports provided during the pilot phase should not be used for compliance purposes.
13. The VMS WG noted that the duration of Stage 3 (Live Position Reports Transmission Trials) Task 9 (Selected vessels transmit data) is currently only from March through April. The VMS WG agreed to extend the duration of this task through to the end of the pilot phase.

14. The VMS WG noted that the Secretariat plans to recruit a part-time IT officer who may also provide relevant IT support.
15. The VMS WG requested that, as additional mitigations for the risk of limited participation in the pilot phase, the Secretariat send a reminder to CCPs for the submission of ALC details before the deadline of the 31<sup>st</sup> of December 2025 and also a general Circular informing CCPs about the start of the pilot phase, highlighting the importance of their participation and encouraging them to make the necessary preparations internally.
16. Australia explained that with respect to direct reporting by their vessels under paragraph 6.b) of Conservation and Management Measure (CMM) 16(2023) (Vessel Monitoring System), Australia pointed out that not all VMS service providers can process direct data from all types of units and that it would be an issue for Australia if one of its unit types could not be used for direct reporting.
17. The Chair and the Compliance Officer recalled that the VMS WG had previously discussed whether or not to develop a list of approved units for vessels reporting directly to the SIOFA VMS when drafting the SIOFA VMS Standards, Specifications and Procedures (SSPs). Ultimately, while the VMS WG agreed to finalise the SSPs without developing such a list or an approval process, the SSPs do provide for the potential adoption of such a list by the MoP.
18. The VMS WG noted two potential approaches to addressing this issue. The first, preferred option would be for the Secretariat to urgently request CCPs to inform the Secretariat whether or not they intend to have their vessels report directly to the SIOFA VMS under paragraph 6.b) of CMM 16(2023) and if so, what unit types their vessels use. The Secretariat would then compile an inventory of these unit types and provide them to interested service providers before the close of the window for submission of bids on 31 October. The second, fallback option would be to have the supplier that is contracted through the tender process provide a list of ALC units that it can support and to require vessels reporting directly to the SIOFA VMS to use only these units. In either case, only units that meet the minimum standards set out in Annex 1 of of CMM 16(2023) are acceptable.
19. The VMS WG revised the proposal based on the above discussions and endorsed the revised proposal (Annex D).
20. In summary, the VMS WG requested the Secretariat to:
  - a. Inform CCPs of the start of the SIOFA VMS pilot phase and encourage their participation in it.
  - b. Remind CCPs to provide their ALC details.
  - c. Urgently request CCPs to inform the Secretariat of their chosen option for the reporting of VMS position reports by their vessels under paragraph 6 of CMM 16(2023) and, if their intention is to have their vessels report directly to the SIOFA VMS, what unit types their vessels use, and to provide a list of such unit types to interested service providers.

#### **Agenda item 4 – Evaluation Panel for the Procurement of the SIOFA VMS Service**

21. The Compliance Officer reminded the VMS WG that MoP12 adopted a High-Value Procurement Policy and Procedures for SIOFA, which is being applied for the procurement of the SIOFA VMS and includes the establishment of an evaluation panel made up of subject matter experts, either from CCPs or externally, who are experienced in the operation and procurement of a VMS.
22. The VMS WG encouraged CCPs to consider potential nominees and requested the Secretariat to send the call for potential nominations for the panel earlier than initially

planned by the Secretariat, possibly in combination with the communication envisioned in paragraph 20a.

### **Agenda item 5 – Planning of future work and meetings**

23. The VMS WG agreed to schedule its next meeting on 27 November 2025, to take stock of progress in the tender for the SIOFA VMS, take stock of progress in the implementation of the pilot phase, and discuss the potential automation of entry/exit reporting using the SIOFA VMS and additional actions that this would require.

### **Agenda item 6 – Other Business**

24. The Compliance Officer informed the VMS WG that he will conduct another VMS scoping mission, this time to the South Pacific Regional Fisheries Management Organisation (SPRFMO), in the first week of November and that he will share any relevant findings at VMS WG-08.

### **Agenda item 7 – Close of Meeting**

25. The meeting was closed at 08:55 a.m. UTC, 25 September 2025.
26. The report was adopted via correspondence on 17 October 2025.

## Annex A – List of meeting participants

Delegation	First name	Last name	Title	Position (e.g. Designated Representative , Alternate, etc.)	Organisation	Email
VMS WG Chairperson	Harford	Fiona	Ms	VMS WG Chairperson	SIOFA	fiona.harford@ec.europa.eu
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<b>Delegation</b>	<b>First name</b>	<b>Last name</b>	<b>Title</b>	<b>Position (e.g. Designated Representative , Alternate, etc.)</b>	<b>Organisation</b>	<b>Email</b>
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## **Annex B – Agenda of the 7th Meeting of the SIOFA Vessel Monitoring System Working Group - SIOFA VMS WG07**

- 1) Opening of Session
- 2) Administrative Arrangements
  - a) Adoption of Agenda
  - b) Meeting Documents
  - c) Appointment of rapporteurs
- 3) Review of the *Proposal for the SIOFA Vessel Monitoring System (VMS) Pilot Phase*
- 4) Evaluation Panel for the Procurement of the SIOFA VMS Service
- 5) Planning of future work and meetings
- 6) Other Business
- 7) Close of Meeting

## Annex C – List of meeting documents

Code	Document Title	Agenda Item
<i>Administration and Meeting organisation</i>		
VMSWG-07-ADM-01	Provisional Agenda	2. a.
VMSWG-07-ADM-02_Rev1	List of Meeting Documents (This)	2. b.
VMSWG-07-ADM-03	Registration Template - VMSWG-07	N/A
VMSWG-07-ADM-04	List of Registered Participants - VMSWG-07	N/A
<i>Working Papers</i>		
VMSWG-07-01_Rev1	Proposal for the SIOFA Vessel Monitoring System (VMS) Pilot Phase	3

## **Annex D – Proposal for the SIOFA VMS Pilot Phase**



# Pilot Phase for the SIOFA Vessel Monitoring System

## 1. Objectives of the Pilot Phase

The pilot phase of the SIOFA Vessel Monitoring System (VMS) aims to ensure CCPs and Secretariat readiness for the entry into operation of the SIOFA VMS, in particular as regards the transmission (CCPs) and receipt (Secretariat) of VMS position reports. In line with this aim, the objectives of the pilot phase are as follows:

1. Commissioning and post-deployment testing of the SIOFA VMS
2. Facilitate CCPs' initial setup and successful transmission of VMS position reports to the SIOFA VMS
3. Verify compatibility of the various data formats expected by the SIOFA VMS, particularly for CCPs transmitting position reports pursuant to paragraph 6(b) of CMM 16 (2023) on Vessel Monitoring System<sup>1</sup> (i.e. simultaneously by the vessel to its FMC and the Secretariat)
4. Identify any additional infrastructure requirements
5. Develop the Secretariat's technical and operational capacity to receive, manage, and analyze VMS position reports effectively
6. Develop the Secretariat's capacity to provide technical support to CCPs when the SIOFA VMS becomes fully operational
7. Identify and address any unforeseen technical, confidentiality, security, or policy risks prior to the entry into operation of the SIOFA VMS

## 2. Scope and duration of the Pilot Phase

The pilot phase will run for a period of six (6) months, followed by reporting to CC10 and MoP13. The scope of the pilot phase will align with the scope as defined by paragraph 3 of CMM 16 (2023) on Vessel Monitoring System.<sup>2</sup> The 13<sup>th</sup> Meeting of the Parties to SIOFA (MoP13) may extend the pilot phase if deemed necessary.

Participation of CCPs in the pilot phase is essential as it will ensure that individual CCPs are ready for the entry into operation of the SIOFA VMS, and that both reporting modalities specified in paragraph 6 of CMM 16 (2023) are effectively tested. Position reports provided during the pilot phase will not be used for compliance purposes.

Nevertheless, to minimize the burden of the pilot phase, CCPs may opt to include their entire fleet, or only a portion thereof, noting that once the SIOFA VMS enters into operation CCPs will have to ensure that all vessels flying their flag that are within the scope of paragraph 3 of CMM 16 (2023) must report VMS position reports automatically while they are operating in the Agreement to the Secretariat via their FMC or simultaneous to both their FMC and the Secretariat.

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<sup>1</sup> Effective 3 October 2025, CMM 16 (2025) on Vessel Monitoring System supersedes CMM 16 (2023) on Vessel Monitoring System.

<sup>2</sup> "The SIOFA VMS shall apply to all fishing vessels flying the flag of a Contracting Party, cooperating non-Contracting Party or participating fishing entity (CCP) that are entered onto the SIOFA Record of Authorised Vessels and operating in the Agreement Area, as defined in Article 3 of the Agreement."



### 3. Activities and Outputs

Table 1: Pilot Phase Activities and Expected Outputs for the SIOFA VMS

Objectives	Activity(ies)	Expected Outputs
<b>Commissioning and post-deployment testing of the SIOFA VMS</b>	<ul style="list-style-type: none"> <li>• Finalize system configuration and deployment;</li> <li>• Conduct functionality tests against the agreed technical specifications;</li> <li>• Document system performance and error logs and report to the service provider, with the aim of resolving them in accordance with agreed service delivery terms</li> </ul>	<ul style="list-style-type: none"> <li>• SIOFA VMS platform fully deployed and operating up to agreed specifications;</li> <li>• System test reports and issue tracking logs;</li> </ul>
<b>Facilitate CCPs’ initial setup and successful transmission of VMS position reports to the SIOFA VMS</b>	<ul style="list-style-type: none"> <li>• Provide data submission guidelines (with the technical support of the service provider);</li> <li>• Test real-time and batch position reports submissions from CCPs</li> </ul>	<ul style="list-style-type: none"> <li>• Successful VMS position reports received from pilot CCPs under the various expected scenarios</li> </ul>
<b>Verify compatibility of the various data formats expected by the SIOFA VMS, particularly for CCPs transmitting data pursuant to paragraph 6(b) of CMM 16 (2023) on Vessel Monitoring System</b>	<ul style="list-style-type: none"> <li>• Comprehensive review of the processing capacity of the VMS system against VMS position reports received from CCPs</li> </ul>	<ul style="list-style-type: none"> <li>• List of format-specific issues, if any, resolved</li> </ul>
<b>Identify any additional infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Identify needs related to analytics, redundancy, confidentiality and security;</li> <li>• Draft procurement or upgrade plan, with estimated costs for approval by MoP13</li> </ul>	<ul style="list-style-type: none"> <li>• Infrastructure needs included in the end-of-pilot evaluation report.</li> <li>• Additional costs, if any, are included in the draft 2027 budget</li> </ul>

Objectives	Activity(ies)	Expected Outputs
<b>Develop the Secretariat’s technical and operational capacity to receive, manage, and analyze VMS position reports effectively</b>	<ul style="list-style-type: none"> <li>• Train Secretariat staff on the use of the VMS interface;</li> <li>• Develop Standard Operating Procedures (SOPs) for position reports processing</li> </ul>	<ul style="list-style-type: none"> <li>• Secretariat staff trained</li> <li>• SOPs developed and validated</li> </ul>
<b>Develop the Secretariat’s capacity to provide technical support to CCPs when the SIOFA VMS becomes fully operational</b>	<ul style="list-style-type: none"> <li>• Train Secretariat staff on providing technical support to CCPs, including basic troubleshooting of the system.</li> <li>• Develop SOPs for technical assistance and incident response</li> </ul>	<ul style="list-style-type: none"> <li>• Secretariat staff trained</li> <li>• SOPs developed and validated</li> </ul>
<b>Identify and address any unforeseen technical, confidentiality, security, or policy risks prior to the entry into operation of the SIOFA VMS</b>	<ul style="list-style-type: none"> <li>• Monitor and record issues during the VMS pilot phase</li> <li>• Develop and compile recommendations based on observed issues</li> </ul>	<ul style="list-style-type: none"> <li>• Observation log capturing technical, confidentiality, security, and policy issues encountered during the pilot.</li> <li>• Formal risk report summarizing observed issues and proposed mitigation measures</li> </ul>

## 4. Methodology

The pilot phase will be implemented in a staged approach to ensure systematic testing, troubleshooting and readiness assessment before the SIOFA VMS enters into operation.

### Stage 1 – Preparation and Setup

- Implement necessary internal infrastructure modifications in anticipation of the acquisition of the SIOFA VMS
- Complete Secretariat system acquisition and configuration in collaboration with the selected service provider.
- Conduct Secretariat trainings and relevant capacity building
- Confirm participation of CCPs and their selected vessels
- Provide CCPs with technical guidelines and configuration instructions for position report submission.

### Stage 2 – Connectivity and Format Verification

- CCPs transmit initial test position reports (both real-time and batch submissions) to verify connectivity.
- Secretariat reviews incoming reports for compliance with required data formats and reporting standards
- Identify and resolve formatting or transmission errors in coordination with CCPs and the service provider.

### Stage 3 – Live Position Report Transmission Trials

- Selected vessels transmit operational position reports over an agreed period to be determined by the VMS WG.
- Secretariat verifies completeness, timeliness, and accuracy of received position reports.
- Performance metrics (e.g., delivery time, success rate) documented for each CCP.
- Conduct security and confidentiality checks in line with agreed policies.

### Stage 4 – Feedback

- Collect feedback from CCPs on their experience and challenges during the pilot.
- Conduct final Secretariat staff training and finalize Standard Operating Procedures (SOPs) for position report management and technical support.

### Stage 5 – Review and Reporting

- Secretariat prepares a consolidated pilot report, including technical performance results, identified risks, and any additional infrastructure or procedural requirements.
- End-of-pilot report submitted to the VMS WG for review, with recommendations for adjustments before the operational launch, to be reviewed by CC10 and approved by the MoP13.



## 5. Roles and Coordination

The SIOFA Secretariat will be the lead implementor of the project, with the support of the selected Service provider and the participation of CCPs. The VMS WG will have oversight responsibility for the implementation of the project.

Within the Secretariat, the Compliance Officer will be the project manager for the pilot phase, supported by the Data Officer. He will have the responsibility for:

- Implementing the activities foreseen by this project proposal
- Informing the Executive Secretary of any administrative and budgetary matters that relate to the implementation of the project, and that may impact the outcome of the project
- Being the lead contact point between the Service Provider and the Secretariat. And
- Providing periodic updates on the progress of the pilot phase to the VMS WG, including via the WG Chair.

The Data Officer will support the Compliance Officer with matters relating to data management. A part-time IT officer will also provide relevant IT support throughout the process.

CCPs shall be responsible for the transmission of position reports from their FMC and/or vessels to the SIOFA VMS, including the necessary configurations required for their national VMS and/or ALCs deployed on vessels flying their flag. For this purpose, the Secretariat shall contact the VMS Point of Contact designated by the CCP pursuant to paragraph 11 of CMM 16 (2023).

The pilot phase of the VMS is not expected to incur any resource or financial requirements beyond those already covered by the grant supporting the establishment of the SIOFA VMS and the 2026 budget approved by MoP12.

## 6. Risk Management

This risk management aims to identify potential challenges that could hinder the successful implementation of the pilot phase of the SIOFA VMS and to propose mitigation measures that reduce their likelihood or impact. Risks have been assessed in terms of probability and potential consequences for project objectives, timelines, and resources. The key risk categories are *Technical risks*, *Operational risks* and *Institutional risks*.

Mitigation measures have been developed for each identified risk, prioritising proactive actions to prevent risks from occurring and contingency plans to address them if they arise. The Secretariat is responsible for monitoring risk trends and escalating critical issues to the SIOFA Working Group and Meeting of the Parties as appropriate.

This systematic approach will ensure that the VMS pilot phase remains on track, with identified risks addressed in a timely and coordinated manner, thereby increasing the likelihood of a smooth transition to full operational deployment.

The risks below are ranked from high to low, based on a risk matrix combining likelihood (probability) and potential impact. This approach will allow the Secretariat to prioritize resources and attention on the most critical risks that could affect the successful implementation of the pilot phase of the SIOFA VMS, while ensuring that contingency measures are in place for lower-priority risks. By systematically assessing both the probability of occurrence and the severity of consequences, the Secretariat can focus on proactive mitigation and timely response, thereby increasing the likelihood of a smooth transition to full operational deployment.

Table 2: Identified Risks, Probability, Impact, Risk Priority, and Mitigation Measures for the SIOFA VMS Pilot Phase

Risk	Probability	Impact	Risk Priority	Mitigation
<b>Technical incompatibilities between SIOFA VMS and CCP systems</b>	Medium	High	High	Conduct compatibility checks during the pilot phase, and provide technical support to CCPs
<b>Pilot phase incurs delays.</b>	Medium	Low	Medium–High	Plan project timeline carefully, monitor progress regularly, and solicit MoP13 approval for delayed entry into operation if needed.
<b>Policy misalignment (CMM, Confidentiality, and Security)</b>	Low	Medium-High	Medium–High	Continuous review of CMMs, if necessary, identify any modifications required and flag them to propose changes to MoP13 in line with the ROP, and ensure the draft ISSP aligns with the VMS.
<b>Limited participation in the voluntary pilot phase.</b>	Medium	Medium	Medium-High	Engage CCPs early, provide clear guidance and benefits of participation, and offer technical support where possible. Secretariat to send a reminder for the submission of ALC details before the deadline. Send an email to inform the CCPs of the commencement of the pilot phase and further encourage the CCPs' participation in it.
<b>Change of personnel at the Secretariat or position reclassification and restructuring during the pilot phase</b>	Low	Medium	Low-Medium	Maintain detailed documentation and handover notes, and ensure cross-training of staff.

## 7. Monitoring and Evaluation

The purpose of the Monitoring and Evaluation (M&E) process is to provide a systematic and evidence-based approach to track the progress of the pilot phase of the VMS, assess whether its stated objectives are being achieved, assess performance against predefined output indicators, and identify areas for improvement. This will ensure that lessons learned during the pilot phase are applied to optimize the system's effectiveness, functionality, and readiness prior to the entry into operation of the SIOFA VMS. The M&E Report will provide the SIOFA VMS WG and the Meeting of the Parties with an evidence-based assessment of the SIOFA VMS's readiness prior to its entry into operation. It will be included as part of the end-of-pilot evaluation report.

Progress reporting will be conducted systematically to the VMS WG through its Chair. The Secretariat will provide periodic updates to the VMS WG Chair, with the frequency and format to be agreed upon between the Secretariat and the Chair. These updates will detail performance against objectives, highlight significant findings, and offer targeted recommendations. Upon conclusion of the pilot phase, an end-of-pilot evaluation report will be submitted, presenting an overall assessment of the system's readiness for full deployment, documenting lessons learned, and proposing an improvement plan to address any identified gaps.

### Data Collection Methods

Data for the M&E will be gathered through a combination of automated and manual processes. The VMS platform will automatically generate system logs, providing continuous technical performance data. Structured test scenarios will produce formal test reports, ensuring that the system is assessed under controlled conditions. Feedback from CCPs and the Secretariat will also be collected, enabling qualitative input on user experience. In addition, a simple incident tracking spreadsheet will be maintained to log issues, resolutions, and response times throughout the pilot phase.

### Evaluation Criteria

The pilot phase will be assessed against the following evaluation criteria:

- **Effectiveness** – the extent to which the pilot achieved its stated objectives.
- **Efficiency** – whether activities were delivered on schedule and within the allocated resources.
- **Sustainability** – the readiness of the system for ongoing operation and long-term support.
- **Scalability** – the feasibility of expanding the pilot to full-scale deployment across all CCPs, therefore allowing the entry into operation of the SIOFA VMS.

Table 3: M&E Framework Table

Objective	Output	Indicators	Means of Verification	Responsible
<b>Commissioning and post-deployment testing of the SIOFA VMS</b>	<ul style="list-style-type: none"> <li>• SIOFA VMS platform fully deployed and operating up to agreed specifications;</li> <li>• System test reports and issue tracking logs;</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of VMS system functions tested and verified as operational</li> </ul>	<ul style="list-style-type: none"> <li>• Acceptance Certificate or similar document</li> </ul>	<ul style="list-style-type: none"> <li>• SIOFA Secretariat</li> <li>• VMS Service Provider</li> </ul>
<b>Facilitate CCPs' initial setup and successful transmission of VMS position reports to the SIOFA VMS</b>	<ul style="list-style-type: none"> <li>• Successful VMS position reports received from pilot CCPs under the various expected scenarios</li> </ul>	<ul style="list-style-type: none"> <li>• Percentage of VMS position reports received successfully across all expected scenarios</li> </ul>	<ul style="list-style-type: none"> <li>• Technical test results</li> </ul>	<ul style="list-style-type: none"> <li>• SIOFA Secretariat</li> <li>• VMS Service Provider</li> <li>• CCPs</li> </ul>
<b>Verify compatibility of the various data formats expected by the SIOFA VMS, particularly for CCPs transmitting data pursuant to paragraph 6(b) of CMM 16 (2023) on Vessel Monitoring System</b>	<ul style="list-style-type: none"> <li>• List of format-specific issues, if any, resolved</li> </ul>	<ul style="list-style-type: none"> <li>• Number of format-specific data issues identified versus number resolved within pilot timeline</li> </ul>	<ul style="list-style-type: none"> <li>• Technical test results</li> </ul>	<ul style="list-style-type: none"> <li>• SIOFA Secretariat</li> <li>• VMS Service Provider</li> <li>• CCPs</li> </ul>
<b>Identify any additional Infrastructure requirements</b>	<ul style="list-style-type: none"> <li>• Infrastructure needs included in the end-of-pilot evaluation report.</li> <li>• Additional costs, if any, are included in the draft 2027 budget</li> </ul>	<ul style="list-style-type: none"> <li>• Documented infrastructure requirements and recommendations in the End of pilot evaluation report (Yes/No)</li> <li>• Number and estimated value of additional cost items incorporated into the draft 2027 budget</li> </ul>	<ul style="list-style-type: none"> <li>• End of pilot evaluation report</li> <li>• Draft 2027 budget document with line items clearly indicating additional costs related to the project</li> </ul>	<ul style="list-style-type: none"> <li>• SIOFA Secretariat</li> <li>• VMS Service Provider</li> </ul>



Objective	Output	Indicators	Means of Verification	Responsible
<b>Develop the Secretariat's technical and operational capacity to receive, manage, and analyze VMS position reports effectively</b>	<ul style="list-style-type: none"> <li>• Secretariat staff trained</li> <li>• SOPs developed</li> </ul>	<ul style="list-style-type: none"> <li>• Number of Secretariat staff trained</li> <li>• Standard Operating Procedures finalized</li> </ul>	<ul style="list-style-type: none"> <li>• Mission report/ Training Certificates</li> <li>• Finalized SoPs</li> </ul>	<ul style="list-style-type: none"> <li>• SIOFA Secretariat</li> <li>• VMS Service Provider</li> </ul>
<b>Develop the Secretariat's capacity to provide technical support to CCPs when the SIOFA VMS becomes fully operational</b>	<ul style="list-style-type: none"> <li>• Secretariat staff trained</li> <li>• SOPs developed</li> </ul>	<ul style="list-style-type: none"> <li>• Number of Secretariat staff trained</li> <li>• Standard Operating Procedures finalized</li> </ul>	<ul style="list-style-type: none"> <li>• Mission report/ Training Certificates</li> <li>• Finalized SoPs</li> </ul>	<ul style="list-style-type: none"> <li>• SIOFA Secretariat</li> <li>• VMS Service Provider</li> </ul>
<b>Identify and address any unforeseen technical, confidentiality, security, or policy risks prior to the entry into operation of the SIOFA VMS</b>	<ul style="list-style-type: none"> <li>• Observation log capturing technical, confidentiality, security, and policy issues encountered during the pilot.</li> <li>• Formal risk report summarizing observed issues and proposed mitigation measures</li> </ul>	<ul style="list-style-type: none"> <li>• Observation log completed</li> <li>• Risk report finalized and included in the end of pilot evaluation report</li> </ul>	<ul style="list-style-type: none"> <li>• End of pilot evaluation report</li> </ul>	<ul style="list-style-type: none"> <li>• SIOFA Secretariat</li> </ul>

## **8. Conclusion**

The pilot phase of the SIOFA VMS will ensure that both the Secretariat and participating CCPs are fully prepared for the system's entry into operation. Through systematic testing, monitoring, and evaluation, the pilot phase will verify technical functionality, data compatibility, and operational readiness while identifying and addressing any unforeseen technical, security, confidentiality, or policy issues. Regular reporting will ensure that lessons learned during the pilot phase inform the final operational procedures and support long-term sustainability.

The pilot phase will provide a controlled environment to validate system performance, strengthen institutional capacity, and ensure that the SIOFA VMS can be deployed reliably and efficiently. The findings and recommendations from this phase will form the basis for a smooth and fully informed transition to full operational deployment, enhancing compliance monitoring and contributing to the sustainable management of fisheries under SIOFA.