



TECHNICAL AND COMPLIANCE COMMITTEE
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ANNUAL REPORT ON WCPFC TRANSHIPMENT REPORTING

WCPFC-TCC18-2022-RP03
19 September 2022

Paper prepared by the Secretariat

Purpose

1. This paper summarises transshipment activities for 2021 and for 2022 (for stated periods) from data held by the Secretariat. The management and reporting arrangements for the reported transshipments relate mostly to high seas transshipment activities in accordance with the Conservation and Management Measure on the Regulation of Transshipment (CMM 2009-06).

Background

2. The WCPFC Convention (the Convention) states that:
- “fishing means any operations at sea directly in support of, or in preparation for, any activity described in subparagraphs (i) to (iv), including transshipment (Article 1 (d) (v));
 - “fishing vessel” means any vessel used or intended for use for the purpose of fishing, including support ships, carrier vessels and any other vessel directly involved in such fishing operations (Article 1 (e)); and
 - “transshipment” means “the unloading of all or any of the fish onboard a fishing vessel to another fishing vessel either at sea or in port” (Article 1 (h)).
3. Article 29 (1) of the Convention further states as a general rule, “in order to support efforts to ensure accurate reporting of catches, the members of the Commission shall encourage their fishing vessels, to the extent practicable, to conduct transshipment in port.” Consequently, the Commission adopted CMM 2009-06 which sets out the different requirements for transshipments for purse seine vessels and for other vessels (longline, troll and pole and line). This CMM prevents transshipment on the high seas for all vessels. However, there is provision for exemptions¹ where a CCM has determined² that it is impracticable for certain vessels to operate without being able to tranship out of a port and where the CMM has advised the Commission of this and followed the process set out.

¹ Paragraphs 25 and 34 of CMM 2009-06

² Paragraphs 26-31 (purse seine) and 37 (other vessels) of CMM 2009-06 sets out the guidelines for determining an exemption which include the need for written requests to be submitted to the Executive Director by 1 July each year.

4. CMM 2009-06 also operationalizes several of the Convention's Article 29 requirements including:
- iterating Article 29(2) by confirming that transshipment at a port or in an area within the waters under the national jurisdiction of a member of the Commission, shall take place in accordance with national laws (CMM 2009-06, paragraph 4);
 - elaborating on procedures prefaced in Article 29(3) by establishing reporting procedures for CCMs to submit data on the quantity and species transhipped in port and at sea (CMM 2009-06 paragraph 10 -12);
 - establishing terms and conditions for transshipments in areas beyond national jurisdiction (Convention Article 29(4) and Annex III (4)) including the required reporting and the requirement for an observer from the regional observer programme to monitor and verify high seas transshipments (CMM 2009-06, para 14 – 17 and 35);³ and
 - establishing procedures in accord with Article 29(5) to support the Commission's adoption of specific exemptions for existing operations from the prohibition on transshipment at sea by purse seine vessels (CMM 2009-06 25 – 32).
5. The decisions of the Commission taken in response to COVID-19 which suspended observer coverage requirements involved in transshipments were lifted from 15 June 2022. From 27 May 2020 to 15 June 2022 the intersessional decisions of the Commission (refer: <https://www.wcpfc.int/covid19>) temporarily affected several transshipments requirements under CMM 2009-06 which are reported on in this annual report i.e.:
- a. Without prejudice to the provision that “transshipment at sea by purse seine vessels shall be prohibited” as stipulated by CMM 2009-05 25, if it is not feasible for a purse seine vessel to tranship in port despite best efforts due to port closures and relevant access restrictions related to the prevention of COVID-19, that particular vessel may tranship at sea in an area under the jurisdiction of a Port State”. It also provides that the flag state CCM of any such authorised purse seine vessel is to notify the Executive Director that the vessel is authorised to engage in transshipment outside of port;
 - b. The requirements to have an observer on board either the carrier vessel or the fishing vessel to observe transshipments were temporarily suspended with CCMs encouraged to implement additional MCS measures and follow-up applicable transshipments through inspection or observation or electronic monitoring during the period at sea transshipment observer coverage was suspended.

Scope of this paper

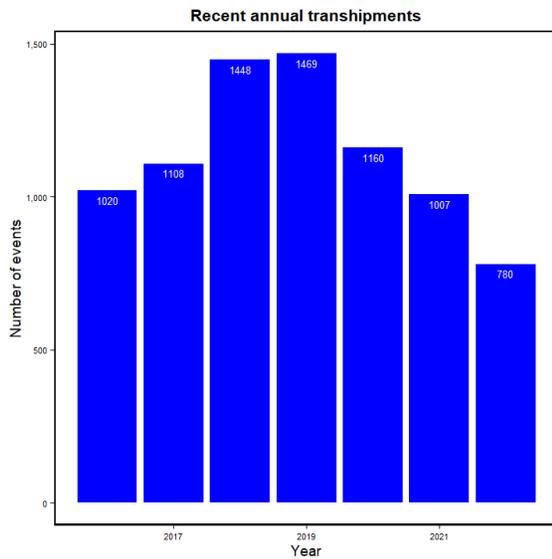
6. The summary of transshipment activities covers the following areas:
- Summary of key points from this report;
 - Overview of vessels on the RFV authorised to tranship on the high seas;
 - Consideration of COVID-19 related Commission decisions on transshipment activities;

³ All general transshipment reporting inquiries and reporting submissions should be directed to the email address: Transshipment@wcpfc.int

- Review of high seas pre-transshipment notifications and post-transshipment declarations in 2020 and 2021 (as of September 2022);
- Review of CCM monitoring;
- Cross-verification of high seas transshipment activity and monitoring of high seas transshipment reporting; and
- Implementation of transshipment related CMMs (2009-06 and 2010-02 06);

SUMMARY OF KEY POINTS FROM THIS REPORT

- In 2021, 62 % of vessels from 9 CCMs were listed on the RFV as authorised to tranship in the high seas, 85% of which are longliners.
- The 1,007 transshipment events reported to WCPFC in 2021 is 87% of the transshipments in 2020 and 69% of the transshipments in 2018/2019.

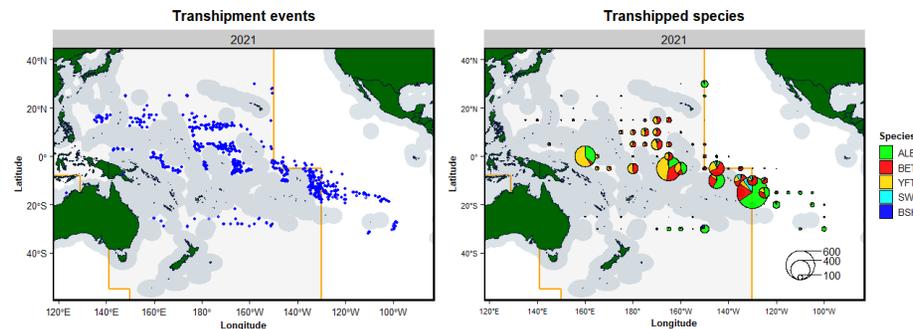


- Commission Intersessional Decisions to suspend the prohibition on transshipment at sea by purse seine vessels except in respect of exemptions granted by the Commission for the circumstances set out in paragraph 25 of CMM 2009-06 from 20 April 2020 expired on 15 March 2022. In practice, most flag and port states had not suspended this obligation.

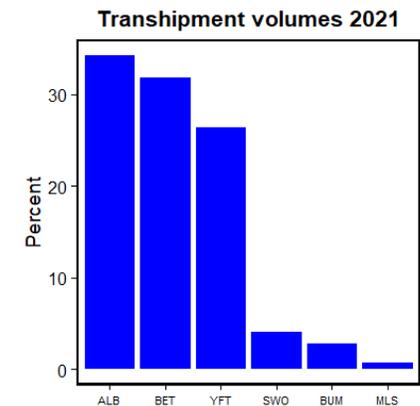
- The Commission intersessional decisions also suspended the requirement to have an observer on board either the carrier or the fishing vessel to observe transshipments from 27 May 2020 to 15 June but with a transitional period from 15 June – 31 December 2022 during which time CCMs should make best efforts to embark observers following agreed guidelines. In 2021, the level of unobserved transshipments increased to 88% in 2021.

- Bigeye and yellowfin tuna make up the bulk of species transhipped representing respectively, 34% and 28% of the 2021 provisional longline catch.

- Information on the location and species mix of transshipments shows distinct changes over the last 6 years with transshipments now more focused in the central and east Pacific.



- Comparison of transshipment locations with catch per unit effort data indicates a potential relationship with higher areas of bigeye effort.



Year	ALB	BET	YFT	SWO	BUM	MLS
2016	29.77	42.94	16.05	5.99	4.35	0.91
2017	30.82	42.10	16.48	6.36	3.68	0.56
2018	33.10	38.26	17.35	6.89	3.74	0.67
2019	35.81	33.48	22.43	4.23	3.42	0.63
2020	40.58	30.81	20.03	4.02	3.71	0.85
2021	34.22	31.79	26.40	4.08	2.74	0.77
2022	26.86	37.04	28.08	5.34	2.12	0.57

Extracted from the WCPFC high seas transshipment database

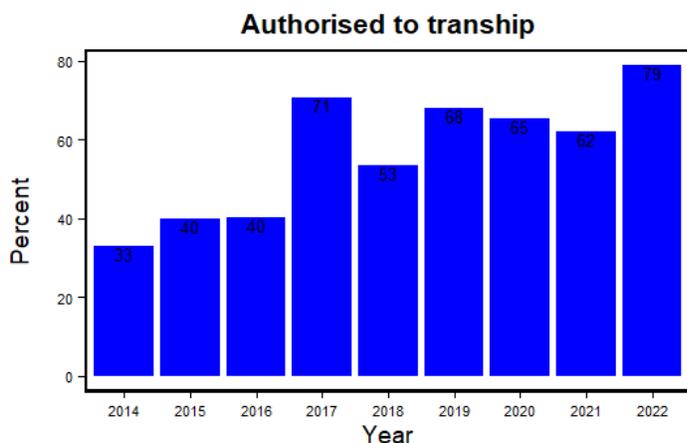
- There were no new cases of alleged violations of Compliance CMM2009-06 in 2021 or 2022.
- Secretariat analytical processes to identify possible issues with reporting of transshipments e.g. comparisons across datasets are proving useful but resource constraints in 2020 and 2021 have limited further refinement.

Overview of vessels on the RFV authorised to tranship on the high seas

7. In 2021, 62% of vessels on the RFV were listed by nine (9) CCMs as authorised for high seas transhipment (refer **Figure 1** below). Of these, 85% are longliners (81% in 2020), 9% carriers (9% in 2020) and 3% (pole and line vessels (4% in 2020). The number of vessels authorised for transhipment has declined since 2019.

8. While the number of vessels on the RFV and those authorised to tranship varies depending on the point in time data is reviewed, overall there has not been frequent large fluctuations in the proportion of vessels authorised to tranship.

Figure 1: Summary of the percentage of vessels listed in the WCPFC RFV that flag CCMs show as authorised to tranship on the high seas (as at September 2022)



9. Further details relating to vessels authorised to transhipment is in the **Annual Report on the RFV (WCPFC-TCC18-2022-RP05)**.

10. TCC13 recommended that, where CCMs have made a determination of impracticability (under CMM 2009-06 paragraph 34 relating to transhipments from fishing vessels other than purse seine vessels), those CCMs responsible for reporting against both the offloading and

receiving vessels shall 'submit to the Commission a plan detailing what steps it is taking to encourage transhipment to occur in port in the future' as specified under paragraph 35(a)(v) of the transhipment measure (TCC13 Summary Report paragraph 199).

11. To date, Secretariat papers for TCC's consideration have reviewed CCMs responses to CMM 2009-06 paragraphs 34 and 35(a)(ii) and considered draft guidelines for determination of circumstances where it is impracticable for certain vessels to tranship in port or in waters under national jurisdiction pursuant to paragraph 37 of CMM 2009-06.⁴ **Annex 1** (pages 21-23) summarises CCM responses to these CMM 2009-06 obligations in the 2022 Annual Report Part 2 (AR Pt 2) covering 2021 activities. Reporting by CCMs was encouraged by the Commission to be reported in 2022 Annual Report Part 2 covering 2021 activities, so was less complete than what CCMs reported in 2021 covering 2020 activities. However, as the temporary suspension of some transhipment related obligations remained in effect, responses provided by CCMs for 2020 activities have been included at the end of **Annex 1**.

⁴ Refer to **WCPFC-TCC12-2016-15_rev2** and **WCPFC-TCC9-2013-17**

Consideration of COVID-19 related Commission decisions on transshipment activities

In-port transshipment by purse seine vessels

12. Transshipment at sea by purse seine vessels is prohibited except in respect of exemptions granted by the Commission for the circumstances set out in paragraph 25 of CMM 2009-06. The process for managing applications for exemptions for vessels that meet stated conditions is set out in paragraphs 26-31 of that CMM. Notwithstanding this exemption, purse seine vessels may not tranship on the high seas in the Convention area.⁵

13. As noted above (paragraphs 5. a), given the effect of COVID-19 the Commission's intersessional decisions suspended this prohibition where it was not feasible for a purse seine vessel to tranship in port despite its best efforts from 20 April 2020 however, this suspension expired on 15 March 2022. (**Circular 2022/11**)

14. A review of information in the RFV in mid-2021 showed there were 46 purse seine vessels flagged to two (2) CCMs that were authorised for at-sea transshipment. Of these, 15 were authorised after the Commission decision took effect in late May 2020. Notifications of individual out of port transshipments were received from another three (3) CCMS.

15. Further information for 2020/2021 was available from AR Pt 2 responses to the specific COVID-19 related questions (refer **Annex 1, pages 22-23**) which indicated that, in practice, most flag and port states had not suspended this obligation, retaining the prohibition from at-sea transshipments for their purse seine fleets although some had required transshipments to take place in designated areas such as territorial or archipelagic waters or within port boundaries.

Observer coverage of transshipments

16. As noted above (paragraph 5 b.), given the effect of COVID-19 the Commission intersessional decisions also temporarily suspended the requirement to have an observer on board either the carrier or the fishing vessel to observe transshipments from 27 May 2020.

17. Observer deployments declined during the later part of 2020 due to potential health risks. At the same time during 2020 and into 2021, ROP observers previously deployed on vessels were able to be safely disembarked at their home port or somewhere where it was possible to obtain safe passage home.

18. As a consequence, in 2020, 16% of longline transshipments were not observed however, for the period between 27 May 2020 and 31 December 2020, 29% did not carry an ROP observer on either the fishing vessel or the carrier. As would be anticipated, the level of unobserved transshipments increased to 88% in 2021.

19. This suspension expired on 15 June 2022 but with a transitional period from 15 June to 31 December 2022 during which time CCMs should make best efforts to embark observers following guidelines agreed at the Special Session of the Commission held on 9 June 2022 (*Provisional Outcomes Document WCPFC-SS4-2022-Outcomes; Circular 2022-40*). A report on the transitional process and notifications provided to the Secretariat since 15 June 2022 where it is not feasible to place an observer will be provided to the 19th Regular Session of the Commission in December 2022. However, a preliminary review shows that, for January to mid-September 2022, 82% of transshipments were unobserved although the majority of the unobserved trips from June to August occurred on trips that

⁵ paragraph 32 of CMM 2009-06

commenced prior to or immediately after the decisions of the Special Session of the Commission. It is encouraging that the Secretariat has received some communications demonstrating the collaborative efforts of observer providers and flag CCMs to embark observers, and that the outcome of these efforts is that some placements have recommenced on carrier vessels involved in transhipments.

Review of high seas pre-transhipment notifications and post-transhipment declarations in 2020 and 2021 (as of September 2022)

Numbers of transhipment events

20. WCPFC has received 11,306 reports for high seas transhipment events since June 2010, when CMM 2009-06 was implemented. The annual count of transhipments since that time is shown in **Table 1** (below). It should be noted that reporting related to the 2021 year is under review through the CMS process and until its review in 2023, should be considered provisional.

Table 1. Summary of High Seas Transhipments Reported to the WCPFC from June 2010 – 6 Sep 2022⁶

	Number of reported transhipment events (including events in IATTC waters)	Number of receiving vessels	Number of offloading vessels
Jun – 31 Dec 2010	229	17	159
2011	656	22	288
2012	526	19	237
2013	593	20	296
2014	554	25	301
2015	756	28	304
2016	1020	25	353
2017	1108	27	450
2018	1448	32	515
2019	1469	26	503
2020	1160	30	469
2021	1007	22	419
(to 6 Sep) 2022	780	22	256
	11,306		

21. More details of annual transhipment events for each CCM's offloading and receiving vessels reported to WCPFC between 2016 – 5 Sep 2022 are in **Annex 2. Table 2** below breaks down the provisional 2021 transhipment events reported through Annual Report Part 1 (ARPt 1). A comparison of ARPt 1 reports with transhipment reports provided to the Secretariat was undertaken as part of the analysis for the Compliance Monitoring Report (dCMR). Where there were discrepancies, the Secretariat worked with CCMs to identify the issues, and most have been resolved.

22. The number of reported high seas transhipments for 2021 was 1,007 (down from 1,160 in 2020). The 2021 figure continues the decline in the number of transhipments reported during the years COVID-19 was impacting vessel operational activity with transhipment events in 2020 and 2021.

23. The highest levels of transhipments reported to WCPFC occurred in 2019 (1,469) and 2018 (1,448). The 2021 transhipments were around 60% of the 2018/ 2019 level and 2020 was 80%. Figures for 2022 to 6 September 2022 are incomplete and monthly transhipment event information for 2021-2022 suggests this may not provide an indication of the potential number of transhipments for this year (refer **Annex 3** which includes information on monthly transhipment events and **Annex 4** with a further breakdown of transhipment reporting from ARPt 1).

⁶ Data for 2010 and 2011 should be considered provisional and may include transhipment events that occurred within EEZ areas.

Table 2. Provisional summary of transhipments events reported to WCPFC through annual reports for the RY2021 as of 6 September 2022, which includes CCMs updates provided as part of the dCMR process

	Count of vessels in reports received		Count of reported transhipment events			
	As receiving vessels	As offloading vessels	Receiving vessel	Offloading vessel	advance notifications received CMM 09-06 35 a iii)	declarations received CMM 09-06 35 a iv)
China	2	125	106	232	106 232	106 232
Japan	1	6	1	7	1 7	1 7
Republic of Korea	5	77	86	120	86 120	86 120
Panama	10		555		550	555
Chinese Taipei	3	171	242	572	242 572	242 572
Vanuatu	1	40	15	76	15 76	15 76
Receiving vessels	22		1005		1000	1005
Offloading vessels		419		1007	1007	1007

Location and volumes of species transhipped

24. The main species transhipped in 2021 was bigeye and albacore which represented 34.3 % and 27.5% of the provisional longline catch estimates for that year. In 2020, these species represented 31% of the catch. Information for 2019 has also been included as the comparison prior to any effect from COVID-19 (refer **Tables 3 a. to 3 c.** below).

Table 3 a. Summary comparison of the reported quantities of highly migratory fish stocks reported to have been transhipped in 2021 (including events reported to WCPFC that took place in IATTC area) with the 2021 provisional longline catch estimates for the WCPFC Statistical Area

	ALB	BET	YFT	BUM	MLS	SWO
Reported quantities on WCPFC high seas Transhipment Declarations (Mt)	18,314	17,017	14,133	1,465	413	2,184
2021 provisional longline catch estimates in WCPFC Statistical Area (Mt) ⁷	66,475	49,511	71,847	7,015	3,091	12,863
Reported quantities of high seas transhipments as a % of total provisional catch estimates	27.5%	34.3%	19.7%	20.9%	13.4%	17%

⁷ Table 3: Longline catches in WCPFC Statistical Area, by species, and Table 18: Commercial catches of billfish in the WCPFC Statistical Area by gear type and species ([SC18-2022-ST-IP01](#) *Estimates of annual catches in the WCPFC statistical area*)

Table 3 b. Summary comparison of the reported quantities of highly migratory fish stocks reported to have been transhipped in 2020 (including events reported to WCPFC that took place in IATTC area) with the 2020 provisional longline catch estimates for the WCPFC Statistical Area

[ALB = albacore, BET = bigeye, YFT = yellowfin, BUM = blue marlin, MLS = striped marlin, SWO = swordfish]

	ALB	BET	YFT	BUM	MLS	SWO
Reported quantities on WCPFC high seas Transhipment Declarations (Mt)	25,045	19,017	12,361	2,288	524	2,484
2020 provisional longline catch estimates in WCPFC Statistical Area (Mt)	78,470	60,762	75,797	8,429	3,033	13,669
Reported quantities of high seas transhipments as a % of total provisional catch estimates	31.9%	31.3%	16.3%	27.1%	17.3%	18.2%

Table 3 c. Summary comparison of the reported quantities of highly migratory fish stocks reported to have been transhipped in 2019 (including events reported to WCPFC that took place in IATTC area) with the 2019 provisional longline catch estimates for the WCPFC Statistical Area

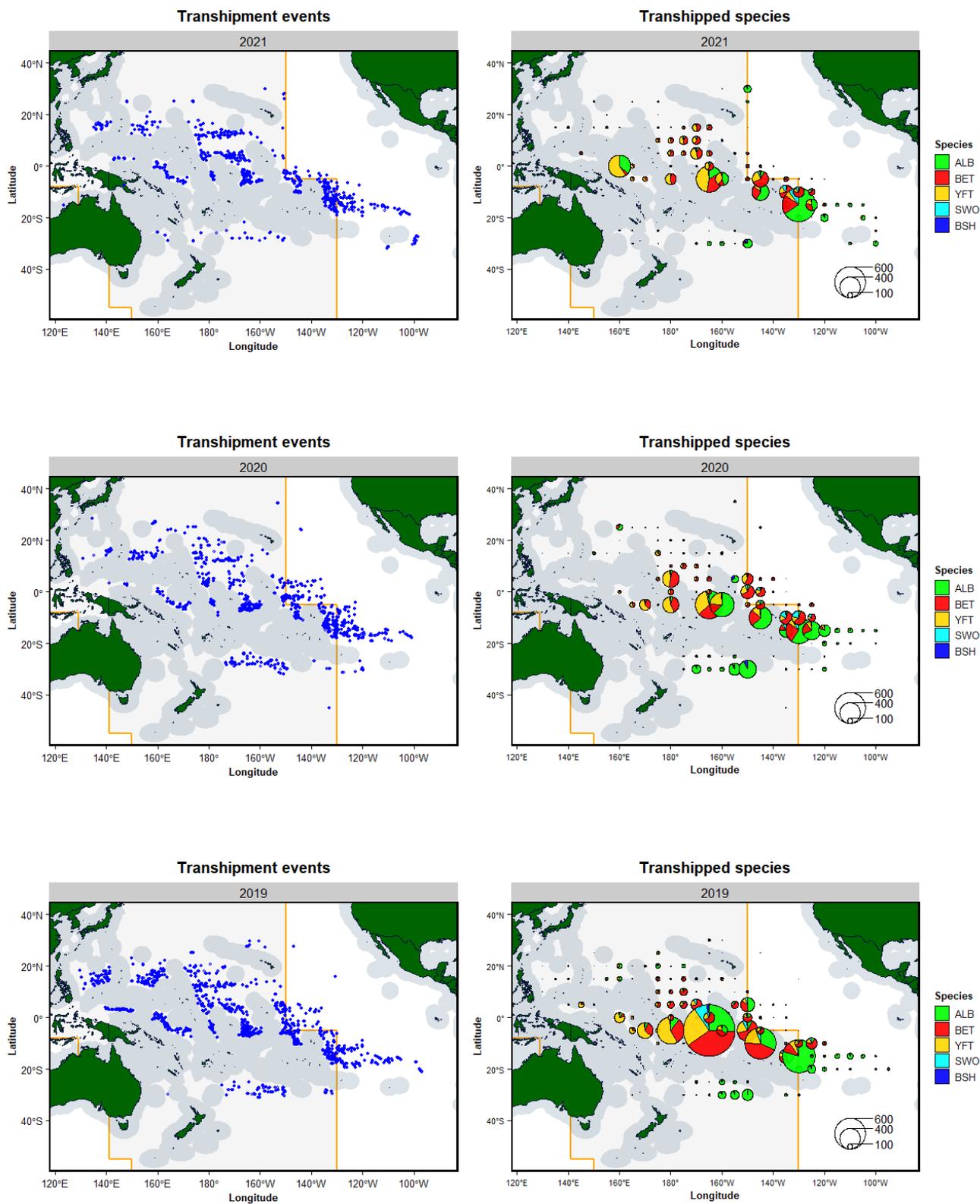
[ALB = albacore, BET = bigeye, YFT = yellowfin, BUM = blue marlin, MLS = striped marlin, SWO = swordfish]

	ALB	BET	YFT	BUM	MLS	SWO
Reported quantities on WCPFC high seas Transhipment Declarations (Mt)	25,534	23,336	15,595	2,732	441	2,983
2019 provisional longline catch estimates in WCPFC Statistical Area (Mt) ¹¹	95,280	68,371	104,440	12,583	3,136	14,673
Reported quantities of high seas transhipments as a % of total provisional catch estimates	26.8%	34.1%	14.9%	21.7%	14.1%	20.3%

25. Monthly reported figures for the amounts of species transhipped during 2021 and 2020 are shown in **Annex 3**.

26. More detail on the location and relative catch by species is shown in the following sequence of figures in **Figure 2** for 2021 to 2016. This information shows changes in the locations and volumes of species transhipped over this period as well as the reduced number of transhipments that occurred in 2020 and 2021 when compared to 2018 and 2019.

Figure 2: Map of the location of transhipments and the relative proportions of species transhipped 2021-2016



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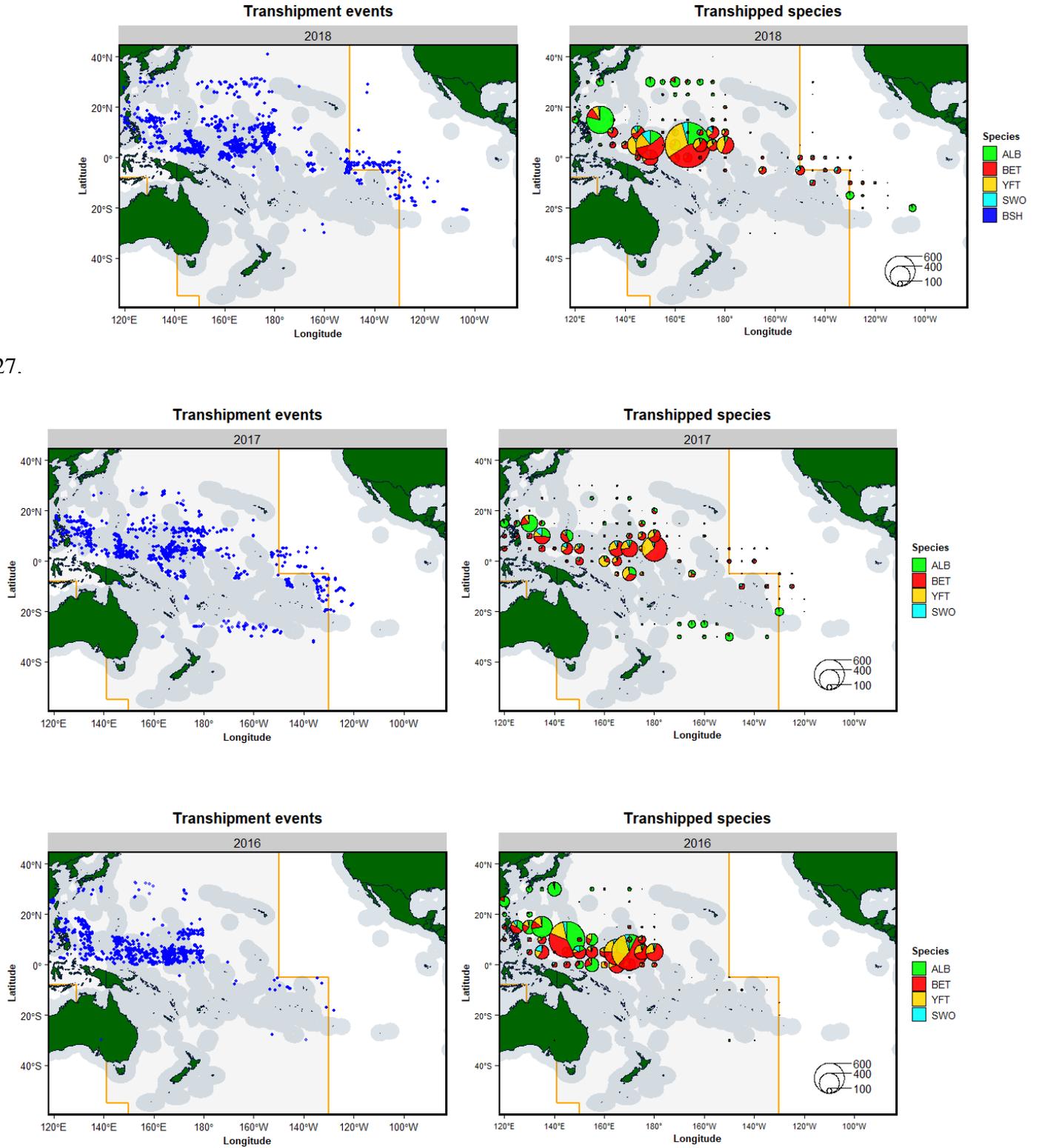


Figure 2 above for 2021 transshipment location and species information can be compared with **3 a-c** below which shows the catch per unit effort (CPUE) for bigeye, South Pacific albacore and yellowfin

tuna⁸. It is interesting to note that the locations of transshipments appear to have a stronger relationship with the areas of greatest effort for bigeye tuna. More specific analysis would be required to identify if this was typical.

Figure 3 a: Distribution of 5⁰ x 5⁰ longline effort (represented by circle size) and bigeye tuna CPUE (represented by colour) for 2021. Note the differences in scale between plots. The WCPFC-CA is outlined in red. Catch data for the EPO in 2021 are incomplete. (Source: [WCPFC-TCC18-2022-IP07](#))

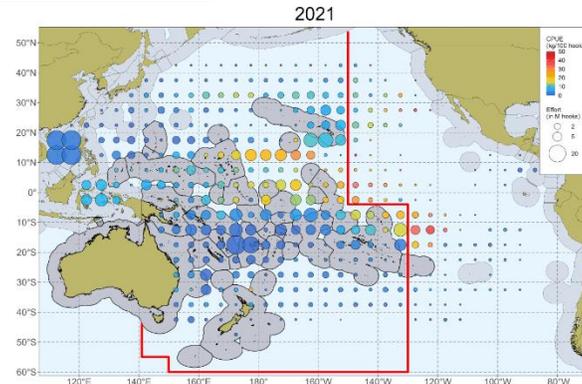


Figure 3 b. Distribution of 5⁰ x 5⁰ longline effort (represented by circle size) and South Pacific albacore tuna CPUE (represented by colour) for 2021. Note the differences in scale between plots. The WCPFC-CA is outlined in red. Catch data for the EPO in 2021 are incomplete. (Source: [WCPFC-TCC18-2022-IP07](#))

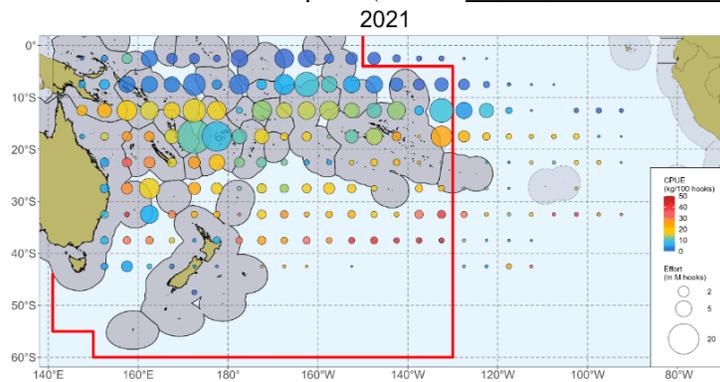
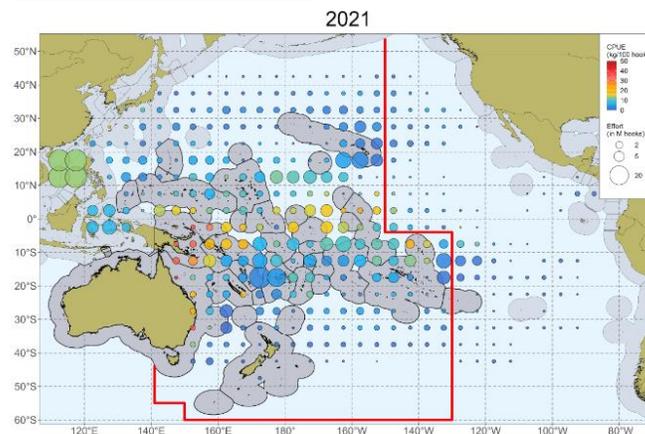


Figure 3 c. Distribution of 5⁰ x 5⁰ longline effort (represented by circle size) and yellowfin tuna CPUE (represented by colour) for 2021. Note the differences in scale between plots. The WCPFC-CA is outlined in red. Catch data for the EPO in 2021 are incomplete. (Source: [WCPFC-TCC18-2022-IP07](#))



⁸ WCPFC-TCC18-2022-IP07: A compendium of fisheries indicators for target tuna stocks in the WCPFC Convention Area

Observer coverage of transhipments

28. The percentage of longline catches of albacore (28-32%) and bigeye (31-33%) and other species from the WCPFC statistical area that are reported in transhipment declarations emphasises the need for effective monitoring to support CCM verification of catch estimates and Commission decisions on optimal harvest strategies and management obligations in conservation and management measures (refer **Table 3 a.** and **3 c.** above).

29. The observer coverage of transhipments was significantly affected by the pandemic and the implementation of protocols and requirements by CCMs for the protection of both vessel and shore based crews as well as observers. Paragraphs 16-19 of this Annual Report provide summary information on the observer and unobserved transhipments.

Review of CCM Monitoring

30. Cases relating to CMM 2009-06 are in the Compliance Case File System. Cases since 2016 and their status are shown in **Table 4** below. Since 2016 there have been 21 cases which, except for one ‘New Case’ in 2018, have all been completed. Most cases relate to paragraphs 13, 35 a. iii. and 35 a. iv. which are, respectively, a requirement that vessels are responsible for carrying ROP observers to observe transhipments, and the timeframe within which prior notifications of transhipment and transhipment declarations must be notified to the Executive Director. Completed investigations in 11 of the 21 cases have been designated as ‘No infraction’ by the investigation CCM.

Table 4: Article 25 (2) Compliance Case File System records relating to CMM 2009-06

Count of Obligations	NEW CASE		Investigation COMPLETED			Investigation COMPLETED Total	Grand Total
	NEW CASE	Investigation COMPLETED	No infraction	Infraction - no sanction	Infraction - warning		
Activity related requirement	1	9	1	1	4	15	16
CMM 2009-06 25	1	3	0	0	0	3	4
2018	1	2	0	0	0	2	3
2019	0	1	0	0	0	1	1
CMM 2009-06 35 a (iii)	0	2	1	0	2	5	5
2016	0	1	1	0	2	4	4
2019	0	1	0	0	0	1	1
CMM 2009-06 35 a (iv)	0	4	0	1	1	6	6
2016	0	0	0	1	0	1	1
2018	0	2	0	0	0	2	2
2019	0	2	0	0	1	3	3
CMM 2009-06 35 a (v)	0	0	0	0	1	1	1
2018	0	0	0	0	1	1	1
Observer activity related requirement	0	2	1	0	2	5	5
CMM 2009-06 13	0	2	1	0	2	5	5
2016	0	1	1	0	2	4	4
2017	0	1	0	0	0	1	1
Grand Total	1	11	2	1	6	20	21

Cross-verification of high seas transhipment activity and monitoring of high seas transhipment reporting

Secretariat process updates

31. While there are requirements for observers to monitor transhipments, as reported in the Annual Report on the ROP (**WCPFC-TCC18-2022-RP02, pages 3- 4**), there was very little observer coverage for ROP trips in 2020 and particularly in 2021, affecting the coverage of fishing vessels and also carriers (noting that at times, the observer on the fishing vessel acts to monitor the receiving vessel). This report also indicates work by SPC and FFA to consider a set of minimum data fields for Pacific Island observer

programmes to collect whilst deployed on carriers operating in the Conventions Area, including when involved in high seas and in-port transshipments.

32. There are currently no WCPFC requirements for, or definition of, useful monitoring information for transshipments by observers or established e-reporting. Similarly there are no electronic monitoring programmes established in the region at this time. The Transshipment Intersessional Working Group (TS-IWG) has a paper to consider progressing ROP reporting of transshipments to WCPFC (**WCPFC-TCC18-2022-20**)

33. To assist in monitoring compliance with transshipment requirements, the Secretariat implemented additional routine internal processes to cross check information relating to vessels involved in transshipments. As of March 2021, when a transshipment notification is received by email or is directly entered into TSER by the relevant CCM, the VMS reporting status of the offloading and receiving vessels are checked. Where either vessel is showing as not reporting, an MTU issue is raised for resolution. Between 11 March and 20 August 2021, there were 99 such instances (refer to the Commission VMS Annual Report (**WCPFC-TCC17-2021-RP01**, page 13 and Table 10). For the period August 2021 to 31 July 2022, there were 54 (refer to the Commission VMS Annual Report (**WCPFC-TCC18-2022-RP01**, page 17 and Table 12). The Secretariat notes that these issues are now occurring less frequently.

34. It is now routine business for the Secretariat to provide detailed supporting documentation to CCMs who are involved in high seas transshipment activities, advising of gaps in data and the timeliness of submissions of transshipment required reports. This information was provided to all applicable CCMs during the first half of 2022. The Secretariat has worked towards making such information on transshipment reporting gaps available more routinely to relevant CCMs. Since April 2020, the Secretariat has provided online access to Authorised Flag CCM users⁹ to their high seas transshipment notifications and declarations as received by WCPFC, including those reports that have been submitted using the WCPFC High Seas Transshipment E-Reporting System APP.¹⁰ This process allows CCMs to routinely assess identify and any issues with their transshipment reporting within their own timeframes.

35. The Secretariat has noted there has been continual improvement in the reporting of transshipments with a significant reduction in the reporting gaps that were able to be resolved quickly, improving the WCPFC holdings of reported transshipment events. This may be due to several factors including the assessment of this CMM under the Compliance Monitoring Scheme, the work that the Secretariat does with CCMs to inform of any reporting gaps early in the year, and CCM familiarity with the reporting requirement. The Republic of Korea and Chinese Taipei have been voluntarily using the WCPFC High Seas Transshipment E-reporting Application (TSER) since February 2020 and September 2019 respectively. In 2021, the Secretariat demonstrated and gave TEST access to the TSER e-reporting system to two other flag state CCMs and intends to follow this up with members later in 2022 and 2023. It is believed that this system will enable CCMs to better manage their reporting.

36. This process has now supported a review of ARPt 1 transshipment information to ensure consistency with the transshipment records confirmed with CCMs. Where this was not the case, the Secretariat liaised with CCMs to assist, where possible, in identifying and resolving differences.

⁹ Authorised flag CCM users only have access to the submissions made by or on behalf of their vessels, and not those submitted by another CCM.

¹⁰ This is available to authorized flag CCM users at link <https://www.wcpfc.int/ccm-transshipment>

37. As noted in the Annual Report on the Administration of the WCPFC Data Access Rules and Procedures (**WCPFC-TCC18-2022-RP08, pages 2 and 3**), there has again been an increase in the number of requests for non-public domain data to support MCS operations in 2021 which has continued into 2022. Consideration is being given to how to more simply produce transshipment information which currently is a largely manual process.

WCPFC Transshipment Analysis Tool

38. In 2019, the Secretariat developed a WCPFC Transshipment Analysis Tool (the analysis tool) that uses WCPFC VMS data to detect potential high seas incidents. This analysis tool shows where reported WCPFC VMS positions for two vessels indicated they were within 250 metres of each other for at least 4 hours.

39. This represents a preliminary approach to improve the use and analysis of reported data. This will be of significant benefit to both flag CCMs and the Secretariat by improving the ability to validate reported data on transshipments. It will also allow the Secretariat to better support flag CCMs with information to assist in monitoring their fleet’s activities and compliance with aspects of CMMs. The tool will also provide the Secretariat with better information with which to detect potential errors/gaps in reported data, to identify potential trends in activity in the WCPFC area over time, and to identify potential issues of non-compliance for the attention of the relevant CCMs. This approach reflects the importance of validating reported data on transshipments as a critical part of monitoring the flow of catch within the WCPFC area and improving the quality of information used to support Commission management decisions.

40. **Table 5 a** below shows the number of incidents of individual vessels being within 250m of another vessel for at least 4 hours that were detected in 2018, 2019, 2020 and January – July 2021.

Table 5 a: Main features from preliminary analysis of the number of vessels within 250m of each other for at least 4 hours with some criteria for focusing in on vessels for further analysis

	Year			1 Jan -31 July 2021
	2018	2019	2020	
Total number of times one (1) vessel was within 250m of another vessel* for at least 4 hours in Convention Area in waters covered the WCPFC VMS^	2108	2058	2655	1904
# of instances where at least one (1) vessel was a carrier in Convention Area in waters covered the WCPFC VMS^	190	273	479	410
Event in high seas of Convention Area where two vessels were matched to a reported high seas transshipment declaration	315	407	419	220
Event could not be matched to a reported high seas transshipment declaration	32	36	26	

*Either another fishing vessel, a carrier or a bunker vessel

^ Waters covered by the WCPFC VMS, includes high seas some areas under national jurisdiction covered by WCPFC VMS

41. The majority of reported high seas transshipment reports (notifications and declarations) received by the Secretariat involved a carrier vessel as the receiving vessel and a longliner as the offloading vessel. There are rare instances of reported transshipment events involving another vessel type that are often due

to serious mechanical breakdown which are provided for in CMM 2009-06 paragraphs 23 and 24. For this reason, the Secretariat’s preliminary analysis focused on matching the potential high seas incidents detected by the WCPFC Transshipment Analysis Tool involving a carrier and a longline vessel. **Table 5 b** shows the number of vessel combinations involved in events occurring in the high seas of the Convention Area where no match could be made to a reported high seas transshipment declaration received by the Secretariat.

Table 5 b: Vessel combinations occurring in the high seas of the Convention Area where there is no match to a reported high seas transshipment declaration

Vessel combinations with no match to reported high seas transshipment declaration	2018	2019	2020
Carrier - carrier	4	7	3
Carrier - bunker	6	5	5
Carrier - longline	22	23	16
Carrier – purse seiner	0	1	2
Total	32	36	26

42. Further work is required to refine the analysis tool and the way in which data is selected for analysis across the VMS and other datasets. The information in **Tables 5 a and b** above shows that there were more individual events involving two vessels that were detected through VMS than match with TSER reports. Analysis to assess those events identified in **Table 5 b** is needed to identify whether further validation can be achieved by the Secretariat or the relevant flag CCM.

43. It should be noted that the system providing the reports shown in **Tables 5 a and b** are ones that the Secretariat is refining to ensure the quality and usefulness of reporting as resources allow.

44. An additional area of analysis undertaken compares the variance in location between Transshipment Event (TEV) reports and the closest corresponding VMS report. This analysis for 2021 (2020 figure in brackets) shows discrepancies of more than 100km for 59 (67) Transshipment Events (TEVs) associated with 57 (67) fishing vessels and for 221 (139) TEVs associated with 18 (20) carriers.

45. The range of variance is more than 100km up to, in one instance, over 17,000km although most are less than 300kms for fishing vessels and less than 400km for carriers. In 2021, all fishing vessels have associated TEVs with two vessels having multiple instances of variance. For carriers all carriers have associated TEVs.

46. The information available through existing data sources can already provide more insights into transshipment trends and activities and which will further assist the Intersessional Working Group to Review CMM 2009-06 (TS-IWG) the current transshipment CMM. The work to incorporate IT solutions that verify high seas transshipment reporting through VMS analysis and how this might assist members is still work in progress and remains a priority for the Secretariat to however, progress has been constrained by competing priorities although some work is underway on an analysis of transshipment data held by WCPFC that the Secretariat is tasked to provide for the TS-IWG.

Implementation of Transshipment related CCMs (2009-06 and 2010-02 06)

Reporting through Annual Report Part 2 and Annual Report Part 1 covering 2020 activities

47. CCMs continue to report on their implementation of CMM 2009-06 in the 2021 AR Pt 2 covering 2020 activities which are summarised in **Annex 1** (on page 19-21). This information includes responses to specific questions in relation to the implementation of COVID-19 decisions (also refer to pages 7-8 above) which were to be reviewed in the CMR process in 2021. (**WCPFC17 Summary Report** – Issued 3 May 2021 paragraph 371)

48. As per previous years, CCMs were required to report against all transshipment activities covered by CMM 2009-06 (including transshipment activities that occur in ports and in EEZs) in the 2021 AR Pt1 covering 2020 activities (CMM 2009-06 paragraph 11). The report is to be in accordance with the guidelines in Annex II to CMM 2009-06 and to be submitted based on the template that was approved at WCPFC15. In addition, paragraph 11 says that “In doing so, CCMs shall take all reasonable steps to validate and where possible, correct information received from vessels undertaking transshipment using all available information such as catch and effort data, position data, observer reports and port monitoring data.”

49. Since 2015, the Secretariat has progressively expanded its annual transshipment report to include a summary of the information on transshipment activities that CCMs reported annually through AR Pt 1 (CMM 2009-06 paragraph 11) in aggregate form¹¹. Table 2 above (page 8) and **Annex 4** (pages 27-38) summarise CCMs responses from their 2020 AR Pt1 in relation to all transshipment activities covered by CMM 2009-06.

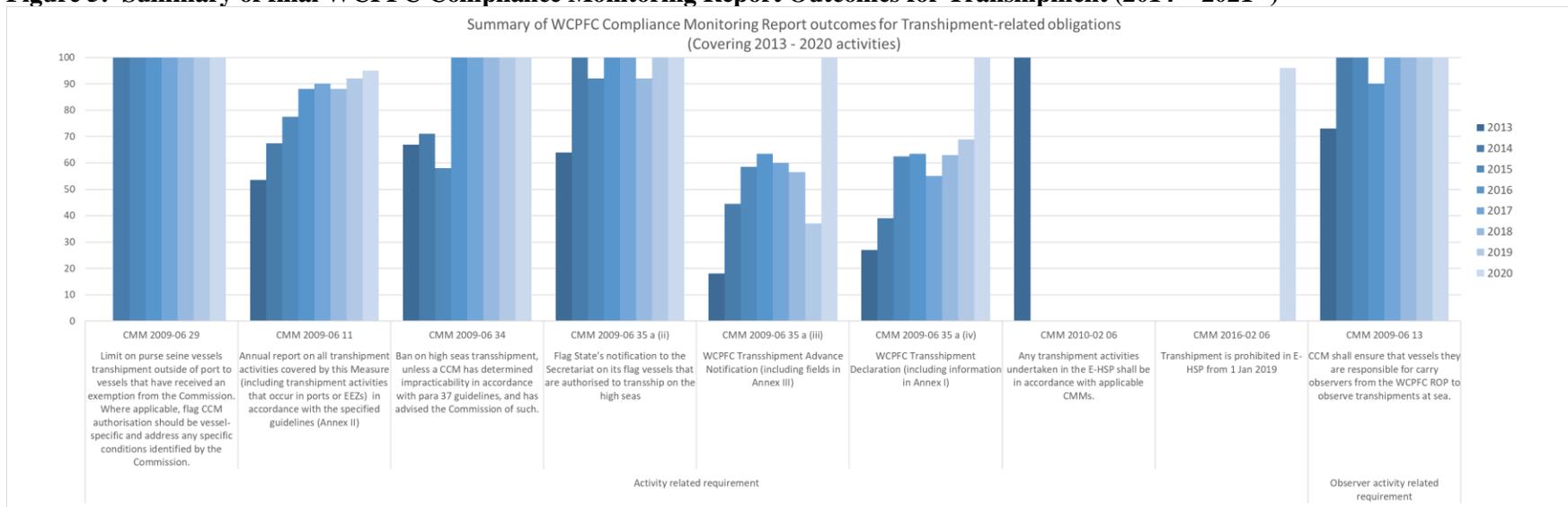
Review of final transshipment implementation under the Compliance Monitoring Scheme

50. Figure 5 below provides an overview of the outcome of the evaluation of CMM 2009-06 under the Compliance Monitoring Scheme (CMS) over recent years. CMM 2009-06 was evaluated annually from 2014 to 2021. There has been a marked improvement in implementation of most requirements by applicable CCMs in response to required reporting. However, meeting deadlines for CMM 2009-06 reporting requirements (section vii for CMM 2009-06) remained an implementation challenge for some CCMs.

51. As part of this validation process, the Secretariat has needed to clarify the basis on which the timeliness of transshipment reports is noted in CMR reviews as ‘Not received, deadline passed’ or ‘Received past deadline’. The Secretariat applies the criteria of +/- two days when comparing the estimated transshipment date reported on the pre-transshipment notification (OVN or RVN) to the actual transshipment date reported on the post-transshipment declaration (OVD or RVD). If this criterion is met, the date of receipt of the notification is compared to the actual date of the transshipment to check it is at least 36 hours before the transshipment takes place. Some CCMs have raised questions in relation to the application of the +/- 2 days requirement in the CMM that applies to the time within which notifications of transshipments are to be provided where changes to key data fields for example a date or a vessel name, require the cancellation of a notification. The original notification may have been provided within the required timeframe, but the new notification may be outside this requirement and therefore not meet the required timeline in the CMM.

¹¹ This was as tasked by TCC, refer TCC10 Summary Report para 191

Figure 5: Summary of final WCPFC Compliance Monitoring Report Outcomes for Transhipment (2014 – 2021¹²)



Recommendation

52. TCC18 is invited to consider and note the information contained in the Annual Report on WCPFC Transhipment Reporting.

¹² RY2021 data included in 2023 once final decisions on the CMR are made at WCPFC20

Summary of CCMs responses in Annual Report Part 2 covering 2021 activities

Relevant CMM to be implemented	<i>CCM Responses from Annual Report Part 2</i>	
	CCM response on whether CMM is implemented (Yes/No/N/A)	Summary of the information provided by CCMs in AR Pt 2
CMM 2009-06 11 (Annual report on all transshipment activities covered by this Measure (including transshipment activities in ports or EEZs) in accordance with the specified guidelines (Annex II))	21 Yes	Refer to Annual Report Part 1 for information on transshipments carried out/ transshipments occurred in port or designated area
	17 N/A	No flagged vessels/No flagged vessels fished in 2020/Had flagged vessels in 2020 but none were authorised or did tranship in high seas in 2020.
CMM 2009-06 13 (CCM shall ensure that vessels they are responsible for carry observers from the WCPFC ROP to observe transshipments at sea)	20 Yes	Implemented through national legislation/regulation/license terms and conditions / No flagged vessels transhipped in 2020/100% observer coverage
	18 N/A	No flagged vessels/No flagged vessels fished in 2020/Had flagged vessels in 2019 but none were authorised or did tranship in high seas in 2020.
CMM 2009-06 29 (only authorise those purse seine vessels that that have received an exemption by the Commission to engage in transshipment outside of port. Where applicable, flag CCM authorisation should be vessel-specific and address any specific conditions identified by the Commission.	9 Yes	Implemented through national legislation/regulation/license terms and conditions / All transshipments happened in port except those approved for at sea during the COVID-19 period / Do not permit transshipment for purse seine
	28 N/A	No flagged purse seiners fished in 2020 / Had flagged purse seine vessels in 2020 but none granted an exemption to tranship out of port.
	1 NO	
CMM 2009-06 34 & 35 a. (ii) (Ban on high seas transshipment, unless a CCM has determined impracticability in accordance with para 37 guidelines and has advised the Commission of such.)	13 Yes	Have notified the Secretariat that it is impracticable for flagged longliners to operate without being able to tranship on the high seas; Vessels authorised to tranship in the high seas is indicated in the RFV
	27 N/A	One CCM provided a detailed response on the basis for their determination of impracticability
CMM 2009-06 35 a(iii) & a (iv) (reporting prior to high seas transshipment and declaration after transshipment event)	10 Yes	No flagged vessels in 2020/No flagged vessels fished in 2020/Had flagged vessels in 2020 but none were authorised or did tranship in high seas in 2020
	28 N/A	Required reports submitted to the Secretariat or activities were not allowed/CCM does not allow high seas transshipment/No transshipment activities occurred/Regulated under national legislation
	1 NO	No flagged vessels/No flagged vessels fished in 2020/Had flagged vessels in 2020 but none were authorised to, or did, tranship in high seas in 2020

Summary of CCMs responses in Annual Report Part 2 covering 2020 activities (No COVID-19 related reporting was required in 2021)		
COVID-19 B. 01 (1) and 01 (2) (commencing 20 April 2020, suspend obligation to prohibit transshipment at sea by purse seine vessels and clarify that vessels are still expected to follow Port State requirements and other WCPFC requirements for monitoring and verification)	15 Yes	<ul style="list-style-type: none"> • Fully implemented • Prohibited from transshipment at sea by licensing condition or other form of legal mechanism • Additional MCS measures eg electronic clearing of online with all port control requirements/ conducted verification of catch and effort and logbooks and VMS data; • Temporary measures for transshipment within a designated area of national jurisdiction/within archipelagic waters • Observers deployed and health protocols followed • Port state monitoring of transshipments/seeking members to ratify port state measures agreement for efficient port related operations
	22 N/A	<ul style="list-style-type: none"> • No purse seine vessels or no purse seine activity in 2020 • Vessels not authorised or permitted to tranship
COVID-19 B. 02 (3) (notification requirements for purse seine vessels authorised to tranship at sea under the COVID-19 decision)	14 Yes	<ul style="list-style-type: none"> • Fully implemented/implemented through specific legal mechanism stated in member responses • Approved vessels to temporarily suspend obligation/notified vessels authorised for at-sea transshipment
	24 N/A	<ul style="list-style-type: none"> • No purse seine vessels or no purse seine activity in 2020 • Vessels not authorised to tranship
COVID-19 B. 02 (encouragement to implement additional MCS measures and follow-up applicable transshipments through inspection or observation or electronic monitoring during the period that the prohibition on at-sea transshipments by purse seine vessels was suspended)	12 Yes	<ul style="list-style-type: none"> • Not permitted to tranship outside port • IATTC observers on board/continued to deploy own observers • Implemented through specific legal mechanism stated in member responses/physical monitoring suspended • Electronic clearing within specific area of territorial sea • Monitor though VMS, logbook data, transshipment reports, landing data, catch and effort and logbook
	25 N/A	<ul style="list-style-type: none"> • No purse seine vessels or no purse seine activity in 2020 • Vessels not authorised to tranship
COVID-19 C. 01 (1) (commencing 28 May 2020, suspend obligation for at-sea transshipment observer coverage and clarify reporting requirements for vessels)	13 Yes	<ul style="list-style-type: none"> • Observers on own carriers/vessels in 2020/ 100% monitored • Tranship in port • Implemented through specific legal mechanism and supporting information stated in member responses/notify Commission of vessels

authorised to tranship in the high seas under the COVID-19 decision)	23 N/A 1 No	<ul style="list-style-type: none"> • No flagged vessels or no vessels authorised to tranship/no transhipments conducted • No observers or not responsible for repatriation of observers
COVID-19 C. 01 (2) and 01 (3) (commencing 28 May 2020, suspend obligation for at sea transhipment observer coverage and clarify that vessels are still expected to follow WCPFC requirements, and where applicable coastal State requirements for monitoring and verification)	15 Yes	<ul style="list-style-type: none"> • Implemented/No at sea transhipments occurred • Observers on own carriers/vessels in 2020/ 100% monitored/ verification of catch and effort and logbook and VMS and AIS, landing and transhipment data in absence of observers or EM/ER • Tranship in port/designated areas • Implemented through specific legal mechanism and supporting information stated in member responses/notify Commission of vessels
	21 N/A 1 No	<ul style="list-style-type: none"> • No flagged vessels or no vessels authorised to tranship/no transhipments conducted/not a port state
COVID-19 C. 02 (encouragement to implement additional MCS measures and follow-up applicable transhipments through inspection or observation or electronic monitoring during the period at-sea transhipments observer coverage was suspended)	16 Yes	<ul style="list-style-type: none"> • Not permitted to tranship outside port • Monitored by own observers/encouraged to have observers • Transhipments in designated waters • Monitoring for verification using all available tools/ use catch and effort and logbook and VMS and AIS, landing and transhipment data
	20 N/A 1 No	<ul style="list-style-type: none"> • No flagged vessels or no vessels authorised to tranship/no transhipments conducted/not a port state

Number of Transhipment Events Reported by CCMs during 2016 – 5 Sep 2022 by Offload and Receiving Vessels

A - Number of Transhipment Events Reported by CCMs: by Offload Vessels							
Reporting CCM	2016	2017	2018	2019	2020	2021	2022
CHN	343	282	355	336	283	232	171
COK	1	0	0	0	0	0	0
JPN	29	28	38	5	4	7	0
KOR	87	90	115	127	111	120	114
PAN	0	0	0	0	0	0	1
TWN	306	534	800	873	667	572	443
VUT	254	174	140	128	95	76	51

Transhipping data - As at 6th September 2022 which includes CCMs updates provided as part of the dCMR process. Catch data source Tuna Fishing Year Book.

B - Number of Transhipment Events Reported by CCMs: by Receiving Vessels							
Reporting CCM	2016	2017	2018	2019	2020	2021	2022
CHN	0	29	93	153	154	106	118
JPN	0	1	0	0	0	1	0
KOR	102	202	231	203	123	86	105
LBR	239	253	144	156	41	0	0
PAN	275	284	532	407	411	557	291
TWN	113	204	360	511	395	242	265
VUT	291	135	88	39	36	15	1

Transhipping data - As at 6th September 2022 which includes CCMs updates provided as part of the dCMR process. Catch data source Tuna Fishing Year Book.

ANNEX 3

A. Reported quantities (kgs) of high seas transshipments of highly migratory fish stocks by species by month by year, based on reports received by WCPFC Secretariat from 2021 – Aug 2022 under CMM 2009-06 para 35 a iv)*

Year/Month	ALB	BET	SWO	YFT	OTHERS	Grand Total
2021	18,314,092	17,016,792	2,184,260	14,132,727	3,353,641	55,001,512
1	3,302,218	1,450,112	451,268	432,874	490,963	6,127,435
2	1,504,196	1,988,701	261,718	1,618,664	364,158	5,737,437
3	1,431,005	1,072,851	101,474	810,756	220,190	3,636,276
4	624,038	412,380	28,354	695,860	207,012	1,967,644
5	1,643,992	1,763,127	313,449	1,270,811	610,792	5,602,171
6	655,379	1,798,423	91,700	1,349,707	213,536	4,108,745
7	1,898,684	956,277	112,646	1,553,430	151,331	4,672,368
8	1,720,339	806,861	38,670	1,461,998	225,380	4,253,248
9	1,710,005	1,900,414	109,900	1,771,467	307,366	5,799,152
10	2,268,975	1,189,898	69,674	1,489,391	177,791	5,195,729
11	558,733	1,774,128	114,036	680,554	46,247	3,173,698
12	996,528	1,903,620	491,371	997,215	338,875	4,727,609
2022	11,403,249	15,705,260	2,264,565	11,791,579	2,165,326	43,329,979
1	1,186,976	1,549,854	205,138	1,259,462	361,734	4,563,164
2	864,926	2,907,856	621,793	1,440,822	304,735	6,140,132
3	401,497	2,676,273	295,145	1,218,555	263,600	4,855,070
4	1,004,411	1,551,913	199,790	600,702	223,733	3,580,549
5	1,803,092	2,096,984	513,072	1,545,606	444,207	6,402,961
6	2,023,676	1,337,206	129,947	1,695,858	132,734	5,319,421
7	2,496,058	1,452,814	190,264	1,448,570	259,738	5,847,444
8	1,622,613	2,132,360	109,416	2,582,004	174,845	6,621,238
Grand Total	29,717,341	32,722,052	4,448,825	25,924,306	5,518,967	98,331,491

* included events reported to WCPFC that took place in IATTC area

B. Reported quantities (kgs) of high seas transshipments of highly migratory fish stocks by species by month by year, based on reports received by WCPFC Secretariat from 2020 – Aug 2021 under CMM 2009-06 para 35 a iv)

Year/Month	ALB	BET	SWO	YFT	OTHERS	Grand Total
2020	25,044,637	19,017,141	2,484,083	12,360,930	4,164,770	62,530,030
1	2,085,917	1,955,109	205,103	1,145,287	414,969	5,806,385
2	1,996,460	1,689,295	172,428	941,181	467,244	5,266,608
3	1,640,923	2,721,413	640,340	1,236,974	318,022	6,557,672
4	421,320	1,866,577	107,109	1,169,810	272,073	3,836,889
5	776,901	1,965,686	153,756	1,476,015	140,018	4,512,376
6	3,071,066	871,079	60,067	807,078	232,844	5,042,134
7	3,764,204	1,558,071	63,762	1,351,523	366,896	7,104,456
8	3,248,946	235,453	28,576	601,701	530,949	4,104,094
9	2,063,375	2,436,258	513,590	1,290,635	362,617	6,666,475
10	2,154,182	1,538,304	227,324	899,952	296,968	5,116,730
11	2,899,251	301,696	63,130	483,003	399,237	4,146,317
12	922,092	1,878,200	248,898	957,771	362,933	4,369,894
2021	10,982,062	9,273,638	1,353,335	7,396,731	2,224,502	31,230,268
1	3,254,218	1,450,112	451,268	432,874	484,037	6,072,509
2	1,552,196	1,988,701	261,718	1,618,664	374,966	5,796,245
3	1,431,005	1,072,851	101,474	810,756	220,190	3,636,276
4	624,038	412,380	28,354	695,860	207,012	1,967,644
5	1,643,992	1,763,127	313,449	1,270,811	610,792	5,602,171
6	655,379	1,798,423	91,700	1,349,707	213,536	4,108,745
7	1,819,483	787,365	105,005	1,214,782	113,112	4,039,747
8	1,751	679	367	3,277	857	6,931
Grand Total	36,026,699	28,290,779	3,837,418	19,757,661	4,389,272	65,653,056

A: Summary of CCM reporting of 2022 on the number of annual transshipments events as reported in Annual Report Part 1 2022 covering the 2021 calendar year¹³ based on reports submitted to WCPFC. Note may not include CCM replies in 2022 through feedback on the dCMR.

Reporting CCM	Vessel type	Number of transshipments by location of catches		Total	Number of transshipments by location of transshipment					
		Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial seas	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
China	Carrier			151		45		51		55
Curacao	Carrier	11		11		11				
Kiribati	Carrier	116		116		116				
Korea	Carrier	504	0	504		492	12	0		0
Liberia	Carrier									
Chinese Taipei	Carrier			292		50		242		
Panama	Carrier			966		966				
Philippines	Carrier	128		128		128				
Vanuatu	Carrier			117				36		81
Australia	LL	0		0		0	0			
China	LL			283			12	131		140
FSM	LL	175		175		175				
Fiji	LL	12		12	12					
Japan	LL	1	4	5		0		3		2
Kiribati	LL	23		23		23				
Korea	LL	94	26	120				100		20
Samoa	LL	42		42		42				

¹³ Includes data from 2020 Annual Report Part 1 covering 2019 activities for transshipment reports where the reported information fit into the above template. Some CCMs including those not listed above may have provided a partial report in 2020 Annual Report Part 1, but this was not able to be included in the above table owing to data gaps, designation of confidential data or the use of a format that doesn't transfer easily into the above template (eg gear types were combined or not specified).

Solomon Is	LL	108		108		108				
Chinese Taipei	LL			627		55		558		14
Vanuatu	LL			107		10	2	95		
EU	PS/LL									
El Salvador	PS									
FSM	PS	201		201		201				
Kiribati	PS	382		382		382				
Korea	PS	209		209		150	59			
Nauru	PS									
New Zealand	PS									
Philippines	PS	145		145		143	2			
PNG	PS	552		552		552				
RMI	PS	95		95		95				
Solomon Is	PS	99		99		99				
Chinese Taipei	PS	301		301		301				
Tuvalu	PS	48		48		18				
USA	PS	7				7				

B: Summary of CCM reporting of the quantity of fish from annual transhipments offloaded from longline vessels as reported in 2022 Annual Report Part 1 covering the 2021 calendar year based on reports submitted to WCPFC as at 12 August 2022. Note may not include CCM replies in 2022 through feedback on the dCMR.

Reporting CCM	Vessel type		Quantity of transhipments by location of catches (Mt)		total	Quantity of transhipments by location of transhipment (Mt)					
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC : at sea
Australia	LL	BET	0		0			0			
Australia	LL	YFT	0		0			0			
Australia	LL	ALB	0		0			0			
Australia	LL	OTH	0		0			0			
Australia	LL	SWO	0		0			0			
Australia	LL	MLS	0		0			0			
European Union	LL	SHK									
China	LL	ALB	4309	5049	9358				4602		4756
Fiji	LL	ALB	45.59		45.59	45.59					
Kiribati	LL	ALB	34		34		34				
Korea	LL	ALB			524.932						
Solomon Is	LL	ALB	1561		1561		1561				
Chinese Taipei	LL	ALB			5332		17		5194		121
Vanuatu	LL	ALB			3639.4						
China	LL	BET	1136	547	1683				1081		602
FSM	LL	BET	290366		290366		290366				
FIJI	LL	BET	10.47		10.47	10.47					
Japan	LL	BET	44.9	164.2	209.1				175.7		33.4
Kiribati	LL	BET	103.54		103.54		103.54				
Korea	LL	BET			9087.105						

Reporting CCM	Vessel type		Quantity of transhipments by location of catches (Mt)		total	Quantity of transhipments by location of transhipment (Mt)					
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC : at sea
PNG	LL	BET									
Solomon Is	LL	BET	214		214		214				
Chinese Taipei	LL	BET			5756		554		4460		532
Vanuatu	LL	BET			4208.4						
China	LL	BUM	54	13	67				50		17
Chinese Taipei	LL	BUM			911		138		770		3
Fiji	LL	BUM	.56		.56	.56					
Korea	LL	BUM			584.075						
Vanuatu	LL	BUM			111.1						
China	LL	MLS	60	75	135				64		71
FIJI	LL	MLS	.48		.48	.48					
Kiribati	LL	MLS	.30		.30		0.30				
Korea	LL	MLS			68.891						
Chinese Taipei	LL	MLS			177				164		13
Vanuatu	LL	MLS			100.8						
China	LL	OTH	691	1011	1702				899		803
Fiji	LL	OTH	2.42		2.42	2.42					
Kiribati	LL	OTH	1.19		1.19		1.19				
FIJI	LL	LEC	.12		.12	.12					
FIJI	LL	DOL	.77		.77	.77					
FIJI	LL	WAH	2		2	2					
FIJI	LL	BLM	.05		.05	.05					
Japan	LL	OTH	25.7	65.8	91.5				74.5		17.0

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)					
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC : at sea
Korea	LL	OTH			529.618						
Chinese Taipei	LL	OTH			1387		162		1163		62
Vanuatu	LL	OTH			583.7						
China	LL	SHK	13	0	13				13		0
Chinese Taipei	LL	SHK			683		26		657		
Korea	LL	SHK			112						
Vanuatu	LL	SHK			311.5						
FSM	LL	SKJ	6005		6005		6005				
Fiji	LL	SKJ	3.07		3.07	3.07					
Kiribati	LL	SKJ	0		0		0				
Korea	LL	SKJ			59.781						
PNG	LL	SKJ									
Solomon Is	LL	SKJ	34		34		34				
Chinese Taipei	LL	SKJ			179		1		172		6
China	LL	SKJ	1	8	9				0		9
Vanuatu	LL	SKJ			5852.4						
EU	LL/PS	SWO									
China	LL	SWO	228	223	451				309		142
FIJI	LL	SWO	.41		.41	.41					
Japan	LL	SWO	2.7	20.3	23				22.1		.9
Korea	LL	SWO			442.619						
Chinese Taipei	LL	SWO			1071		18		855		198
Vanuatu	LL	SWO			1233.4						

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)					
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC : at sea
China	LL	YFT	2837	251	3088				2558		530
FSM	LL	YFT	261193		261193		261193				
Fiji	LL	YFT	72.48		72.48	72.48					
Japan	LL	YFT	152.9	57.0	209.9				58.2		151.7
Kiribati	LL	YFT	72.13		72.13		72.13				
Korea	LL	YFT			6185.461						
PNG	LL	YFT									
Solomon Is	LL	YFT	1274		1274		1274				
Chinese Taipei	LL	YFT			5715		1255		4405		54
Vanuatu	LL	YFT			2278.3						
Vanuatu	LL	OIL			36.6						
Vanuatu	LL	BSH			455.1						
Vanuatu	LL	WAH			6.8						
Vanuatu	LL	LAG			31.2						
Vanuatu	LL	LEC			60.6						
Vanuatu	LL	SFA			.1						

C: Summary of CCM reporting of the quantity of fish from annual transhipments offloaded from purse seine vessels as reported in Annual Report Part 1 2022 covering the 2021 calendar year ¹⁴ based on reports submitted to WCPFC as at August 2022. Note may not include CCM replies in 2022 through feedback on the dCMR.

Reporting CCM	Vessel type		Quantity of transhipments by location of catches (Mt)		Total (Mt)	Quantity of transhipments by location of transhipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC:in port	Outside WCPFC:at sea
European Union	PS	BET								
El Salvador	PS	BET								
China	PS	BET	69		69	69				
FSM	PS	BET	3567		3567	3567				
Kiribati	PS	BET	5207.47		5207.47	5207.47				
Korea	PS	BET			3252					
Nauru	PS	BET								
New Zealand	PS	BET								
Philippines	PS	BET	8772		8772	8772				
PNG	PS	BET	5564		5564	5564				
RMI	PS	BET	422		422	422				
Solomon Is	PS	BET	197		197	197				
Chinese Taipei	PS	BET	5131		5131	4674	457			
Tuvalu	PS	BET	814.691		814.691	814.691				
USA	PS	BET	74		74	74				
European Union	PS	SKJ								
China	PS	SKJ	26028		26028	26028				

¹⁴ Includes data from 2020 Annual Report Part 1 covering 2019 activities for transhipment reports where the reported information fit into the above template. Some other CCMs not listed above may have provided a partial report in 2020 Annual Report Part 1, but this was not able to be included in the above table owing to data gaps, designation of confidential data or the use of a format that doesn't transfer easily into the above template (eg gear types were combined or not specified).

Reporting CCM	Vessel type		Quantity of transhipments by location of catches (Mt)		Total (Mt)	Quantity of transhipments by location of transhipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC:in port	Outside WCPFC:at sea
El Salvador	PS	SKJ								
FSM	PS	SKJ	120263		120263	120263				
Kiribati	PS	SKJ	287301.90		287301.90	287301.90				
Korea	PS	SKJ			166.563					
Nauru	PS	SKJ								
New Zealand	PS	SKJ								
Philippines	PS	SKJ	49185		49485	49485				
PNG	PS	SKJ	258663		258663	258663				
RMI	PS	SKJ	75738		75738	75738				
Solomon Is	PS	SKJ	12926		12926	12926				
Chinese Taipei	PS	SKJ	170275		170275	147298	22977			
Tuvalu	PS	SKJ	27839.23		27839.23	27839.23				
USA	PS	SKJ	2150		2150	2150				
China	PS	YFT	4356		4356	4356				
European Union	PS	YFT								
El Salvador	PS	YFT								
FSM	PS	YFT	18681		18681	18681				
Kiribati	PS	YFT	31898		31898	31898				
Korea	PS	YFT			38936.500					
Nauru	PS	YFT								
New Zealand	PS	YFT								
Philippines	PS	YFT	17344		17344	17344				
PNG	PS	YFT	82943		82943	82943				
RMI	PS	YFT	5293		5293	5293				
Solomon Is	PS	YFT	3177		3177	3177				

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		Total (Mt)	Quantity of transshipments by location of transshipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC:in port	Outside WCPFC:at sea
Chinese Taipei	PS	YFT	33965		33965	28358	5607			
Tuvalu	PS	YFT	6236.951		6236.951	6236.951				
USA	PS	YFT	2447		2447	2447				
Korea	PS	ALB								
Korea	PS	BUM								
Korea	PS	SWO								
Korea	PS	MLS								
Philippines	PS	ALB								
PG	PS	ALB								
Kiribati	PS	OTH	4.358		4.358	4.358				
RMI	PS	OTH	7050		7050	7050				
Philippines	PS	OTH	6068.70		6068.70	6068.70				

D: Summary of CCM reporting of the quantity of fish in annual transshipments received by carriers as reported in 2022 Annual Report Part 1 covering the 2021 calendar year¹⁵ based on reports submitted to WCPFC as at August 2022. Note may not include CCM replies in 2021 through dCMR.

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC : EEZ	WCPFC : high seas	Outside WCPFC: in port	Outside WCPFC: at sea
China	Carrier	BET	441	160	601			331		270
China	Carrier	YFT	913	177	1090			821		267
China	Carrier	SWO	44	95	139			55		84
China	Carrier	MLS	40	51	91			40		51
China	Carrier	ALB	1912	3600	5512			2202		3310
China	Carrier	OTH	366	800	1166			505		661
Curacao	Carrier	SKJ	9023		9023	9023				
Curacao	Carrier	YFT	217		217	217				
Japan	Carrier	BET	11.0		11.0	11.0				
Japan	Carrier	YFT	22.0		22.0	22.0				
SKJ	Carrier	SKJ	2667.0		2667	2667				
Kiribati	Carrier	SKJ	236122.62		236122.62	236122.62				
Kiribati	Carrier	YFT	21760.06		21760.06	21760.06				
Kiribati	Carrier	ALB	10.00		10.00	10.00				
Kiribati	Carrier	OTH	87602.44		87602.44	87602.44				

¹⁵ Includes data from 2021 Annual Report Part 1 covering 2020 activities for transshipment reports where the reported information fit into the above template. Some CCMs including those not listed above may have provided a partial report in 2021 Annual Report Part 1, but this was not able to be included in the above table owing to data gaps, designation of confidential data or the use of a format that doesn't transfer easily into the above template (eg gear types were combined or not specified).

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC : EEZ	WCPFC : high seas	Outside WCPFC:in port	Outside WCPFC:at sea
Korea	Carrier	ALB			7					
Korea	Carrier	BET			549.940					
Korea	Carrier	BUM			8					
Korea	Carrier	MLS			0					
Korea	Carrier	OTH			112					
Korea	Carrier	SKJ			15453.802					
Korea	Carrier	SWO			1					
Korea	Carrier	YFT			1469.904					
Korea	Carrier	SHK			0					
LR	carrier	BET								
LR	Carrier	YFT								
LR	Carrier	SWO								
LR	Carrier	MLS								
LR	Carrier	ALB								
LR	Carrier	OTH								
Panama	Carrier	ALB			747831					
Panama	Carrier	BET			10558582.50					
Panama	Carrier	BUM			14601					
Panama	Carrier	MLS			1121469					
Panama	Carrier	SKJ			1170074103.50					
Panama	Carrier	SWO			4803854					
Panama	Carrier	YFT			161657200.50					
Panama	Carrier	OTH			495455					

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC : EEZ	WCPFC : high seas	Outside WCPFC:in port	Outside WCPFC:at sea
Chinese Taipei	Carrier	BET				227		1128		
Chinese Taipei	Carrier	ALB				17		924		
Chinese Taipei	Carrier	YFT				1167		2525		
Chinese Taipei	Carrier	SKJ				1		90		
Chinese Taipei	Carrier	SWO				18		346		
Chinese Taipei	Carrier	BUM				138		396		
Chinese Taipei	Carrier	MLS						47		
Chinese Taipei	Carrier	SHK				26		329		
Chinese Taipei	Carrier	OTH				4		522		
Philippines	Carrier	SKJ	49185.00		49185	49185				
Philippines	Carrier	YFT	17344		17344	17344				
Philippines	Carrier	BET	8772		8772	8772				
Philippines	Carrier	OTH			0	0				