TECHNICAL AND COMPLIANCE COMMITTEE
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Annual Report on Transhipment Reporting

WCPFC-TCC22-2026-RP03
3 July 2026

Submitted by the Secretariat

Purpose

1. This paper summarises transhipment activities for 2025, with a focus on high seas activities. This report was produced earlier than prior years to respond to a request by the Commission at WCPFC22. As a result, some 2025 data were either not available or incomplete, including observer, and catch and effort data.[1] Some data and reporting for 2024 is included in this report, for reference.

Key messages

a. Reported high seas transhipment activity has declined since the 2019 peak but remains significant. In 2025, reported high seas transhipments were around 60% of the 2019 peak, with longline vessels continuing to dominate high seas transhipment activity.

b. Authorisation to tranship remains broader than actual use. In 2025, 56% of RFV-listed vessels were authorised to tranship on the high seas, while around 28% of authorised vessels were involved in reported high seas transhipment activity.

c. High seas transhipment volumes remain concentrated in albacore, bigeye, and yellowfin tuna. These species make up the bulk of reported longline transhipment volumes, with 2025 transhipments more focused in the central and eastern Pacific Ocean.

d. A substantial proportion of key longline catch is transhipped, reinforcing the importance of effective monitoring and verification. In 2025, an estimated 25% of longline albacore catch, 33% of bigeye catch, and 37% of yellowfin catch from the WCPFC Convention Area were transhipped, together with a proportion of other species.

e. Reporting completeness has improved through quarterly reconciliation, wider use of TSER, and improved access for coastal CCMs. The Secretariat's quarterly reconciliation process, electronic reporting tools, and

[1] ARPt1 for RY2025 is due 7 July 2026, ARPt2 was due 15 July 2026, and the Secretariat's review of information is currently ongoing.

provision of information to coastal CCMs on fish caught in their waters are improving the completeness and timeliness of transhipment reporting.

f. Observer reporting for transhipments is not yet sufficiently complete to support verification. Preliminary information comparing carrier declarations with observer reports indicates that a significant number of reported high seas transhipments do not yet have a corresponding observer report available to the Commission. This may reflect gaps in observer deployment, report submission, data entry or the ability to link observer reports to transhipment declarations. Initial reporting can, however, be used to support the ROP-IWG review of interim observer transhipment data fields and other issues associated with the implementation of reporting by observers.

g. Monitoring and verification remain key challenges. Risks relating to unreported transhipments and inaccurate reporting of species, quantities, locations and event-report discrepancies continue to require attention, particularly where catch, landings, observer reporting, VMS, and transhipment declarations cannot be easily linked.

h. Observer reporting and analytical tools across multiple data sets are becoming increasingly important to verification. Observer transhipment reporting, future electronic monitoring, and Secretariat and CCM analytical tools for proximity, location discrepancies, and event-report discrepancies can strengthen the Commission's ability to verify transhipment activity.

i. Further Commission decisions are needed to strengthen the transhipment regulation framework. Priority areas include guidance on impracticability, refinement of observer transhipment data fields, improved coverage and quality of transhipment observer reporting, and clearer monitoring and verification arrangements under CMM 2009-06.

Introduction

2. The management and reporting arrangements for transhipments in the WCPFC Convention Area are established through the WCPF Convention and CMM 2009-06 on the Regulation of Transhipment.

3. WCPF Convention Articles 1(h) and 29 set out the scope and management of transhipments, including:

   a. the different requirements for transhipments for purse seine vessels and for other vessels (longline, troll and pole and line);

   b. a prohibition on transhipments at sea for purse seine vessels, and for other vessels, no transhipments except where a CCM has determined that transhipment in port is impracticable in accordance with guidelines[2];

   c. operational requirements[3]:

      i. reporting procedures for submitting data on the quantity and species transhipped in port and at sea; and

[2] Paragraphs 37 and 38 of CMM 2009-06 set out matters relating to the guidance on the determination of impracticability.
[3] Paragraphs 25 and 35 of CMM 2009-06.

ii. requirements for observer coverage to monitor and support Commission verification of transhipments.

4. To support accurate reporting of catches, members are to encourage their fishing vessels to tranship in port to the extent practicable. The Convention also enables the development of procedures to obtain and verify data on the quantity and species transhipped both in port and at sea.

Review of CMM 2009-06

5. In 2024, the Transhipment Intersessional Working Group (TS-IWG) was disestablished with CCMs unable to reach agreement on core elements of its work. Instead, the Commission directed that further work be progressed in 2025[4] as follows:

   a. the ROP-IWG was tasked to discuss adding non-fish transfers to the observer minimum data fields for monitoring transhipment[5]. This work continued in 2026, with recommendations expected at TCC22 and WCPFC23 on the potential adoption of "non-catch" observer data fields[6];

   b. the Commission tasked TCC, commencing in 2025, to use WCPFC-TCC20-2024-DP07 as a reference to continue the work required to strengthen the transhipment measure. This was further considered at TCC21 in WCPFC-TCC21-2025-DP12 on the review and assessment of paragraph 37 of CMM 2009-06; and

   c. where the geographic location of the highly migratory fish stock catches from the EEZ of a CCM is reported in Annexes I or III of CMM 2009-06, the Commission tasked the Secretariat to provide the relevant CCM with the transhipment declaration and notices for verification purposes in accordance with all data rules and procedures of the Commission.

Secretariat response to its taskings

6. Since mid-2025, the Secretariat has provided relevant coastal CCMs with quarterly information on transhipments of fish and fish products reported in declarations as having been caught in their national waters.

7. An Application Programming Interface (API) has been developed for use by the Compliance and MCS Team to generate reports from transhipment event data in the Transhipment E-Reporting (TSER) system. These reports show transhipment declaration details, as well as species and product information for catch reported as taken from a CCM's EEZ. Data on other species and products are not included. This approach was assessed as meeting the purpose of the tasking to the Secretariat and as being consistent with the WCPFC Data Rules and Procedures. In particular, the Framework for Access to Non-Public Domain Data in Appendix 3 provides that a CCM may have access to non-public domain data types relating to vessels fishing in waters under its national jurisdiction.

8. To supplement this, a system improvement was made to allow coastal CCM users to have routine electronic access to the same information through the TSER E-reporting facility. The Secretariat can provide support to CCMs that need assistance to view this information.

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[4] WCPFC21 Summary Report, paragraphs 510 - 513.

[5] Refer to WCPFC-TCC21-2025-17, Update on ROP-IWG Taskings.

[6] Relevant documents from ROP-IWG meetings in 2025 and 2026 are available on the WCPFC meeting webpage.

9. In 2025, the Commission tasked the Secretariat to publish and maintain a list of vessels that engaged in high seas transhipment activities by year. The list of offloading and receiving vessels is available to CCMs only through the Transhipment Regulation Scheme webpage as a secure Excel file and will be updated quarterly[7]. Once CCMs have confirmed the final format and access arrangements for this information, a more automated list can be developed.

Determination of impracticability

10. Paragraph 37 of CMM 2009-06 outlines requirements where CCMs involved in transhipments have determined it is impracticable for fishing vessels other than purse seiners to tranship in port. CCMs making this determination are required to submit a plan to the Commission detailing the steps being taken to encourage transhipments to occur in port in the future.

11. To date, transhipments on the high seas for vessels other than purse seiners have been carried out based on historical practices with flag CCMs noting their consideration of, for example, the costs associated with in-port transhipment. These practices have continued in parallel with intersessional work to review CMM 2009-06, during which discussions towards strengthening the monitoring and regulation of at-sea transhipment activities did not reach agreement.

12. Until the Commission has completed work on guidance to assess impracticability (paragraph 5.b, above), TCC's discussion of submissions of impracticability has been through consideration of a proposed framework to evaluate the economic hardship implications of high seas transhipment activities (i.e. WCPFC-TCC20-2024-DP07) and through Secretariat papers:

    a. reviewing CCMs responses to CMM 2009-06 paragraph 34, which prohibits high seas transhipment unless a CCM has determined impracticability in accordance with paragraph 37 guidelines and advised the Commission accordingly;

    b. reviewing CCMs responses to CMM 2009-06 paragraph 35(a)(ii), concerning flag CCM notification to the Secretariat of its flagged vessels authorised to tranship on the high seas; and

    c. considering 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.[8]

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

13. In 2025, there were 888 high seas transhipment events reported to the Commission (**Figure 1**) and 56% of the 3,143 vessels on the Record of Fishing Vessels (RFV) were listed as authorised for high seas transhipments (**Figure 2**):

    a. 83.8% longline vessels

    b. 13% carrier vessels

    c. 1.4% pole and line vessels

[7] See WCPFC22 Summary Report, paragraph 516.
[8] WCPFC-TCC12-2016-15_rev2 and WCPFC-TCC9-2013-17

d. < 3% other vessel types

14. These proportions are consistent with those observed in previous years[9]. **Table 1** shows 495 vessels involved in reported high seas transhipments, comprising 32 receiving vessels and 463 offloading vessels. This indicates that around 28% of vessels authorised to tranship on the high seas were involved in reported high seas transhipments.

15. Albacore, bigeye, and yellowfin tuna make up the bulk of species transhipped on the high seas, representing 21.81%, 32.43% and 40.61%, respectively, of the 2025 longline transhipment volumes (**Figure 3**). Information on the location and species mix of transhipments shows distinct changes over the last six years, with transhipments now more focused in the central and eastern Pacific Ocean (**Figure 4** and **Figure Ad - 1** to **Figure Ad - 7**).

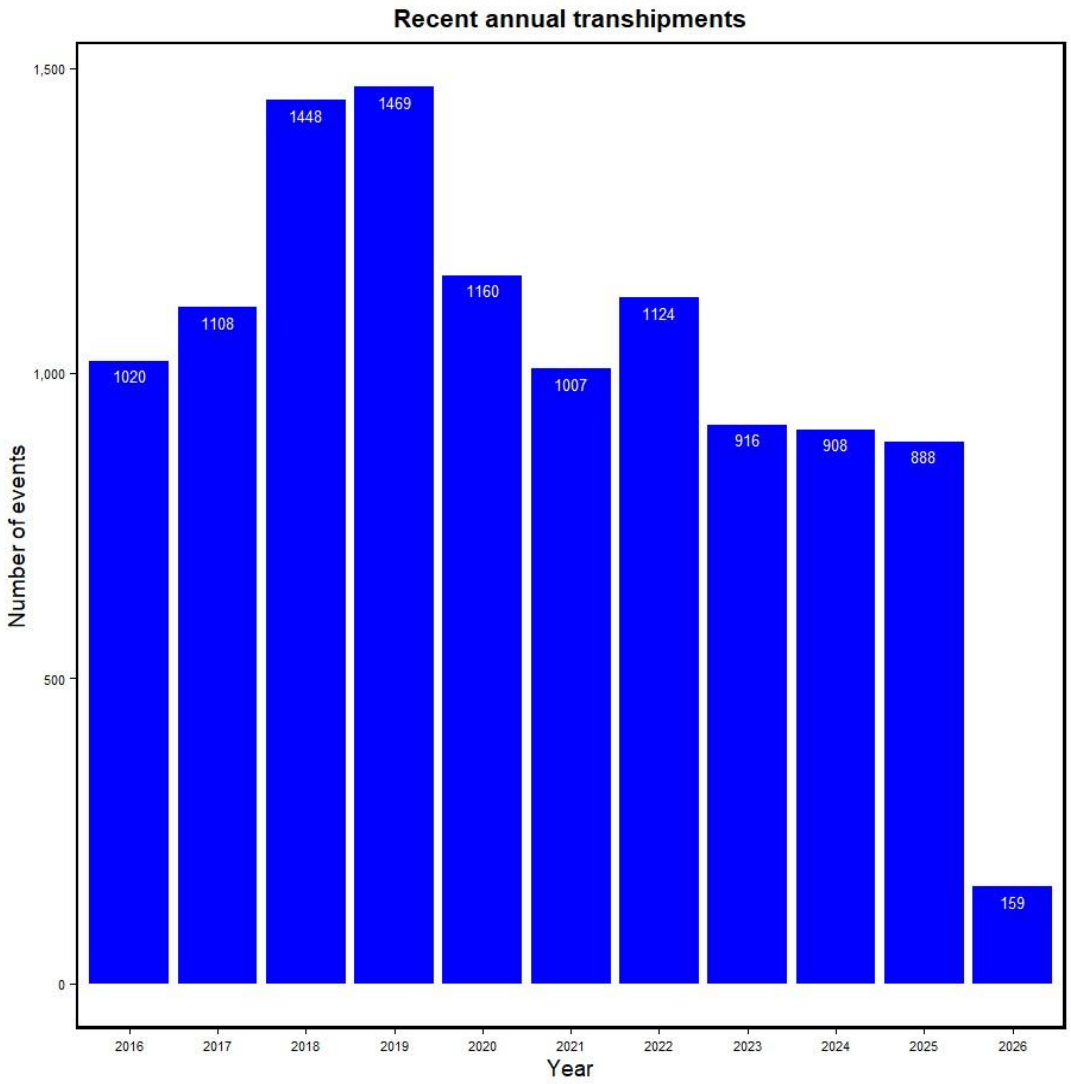


Figure 1: The provisional number of annual transhipment events from 2016-2025 within the WCPFC.

[9] WCPFC-TCC20-2024-RP05-Rev01 Annual Report on the Record of Fishing Vessels, paragraphs 33-34.

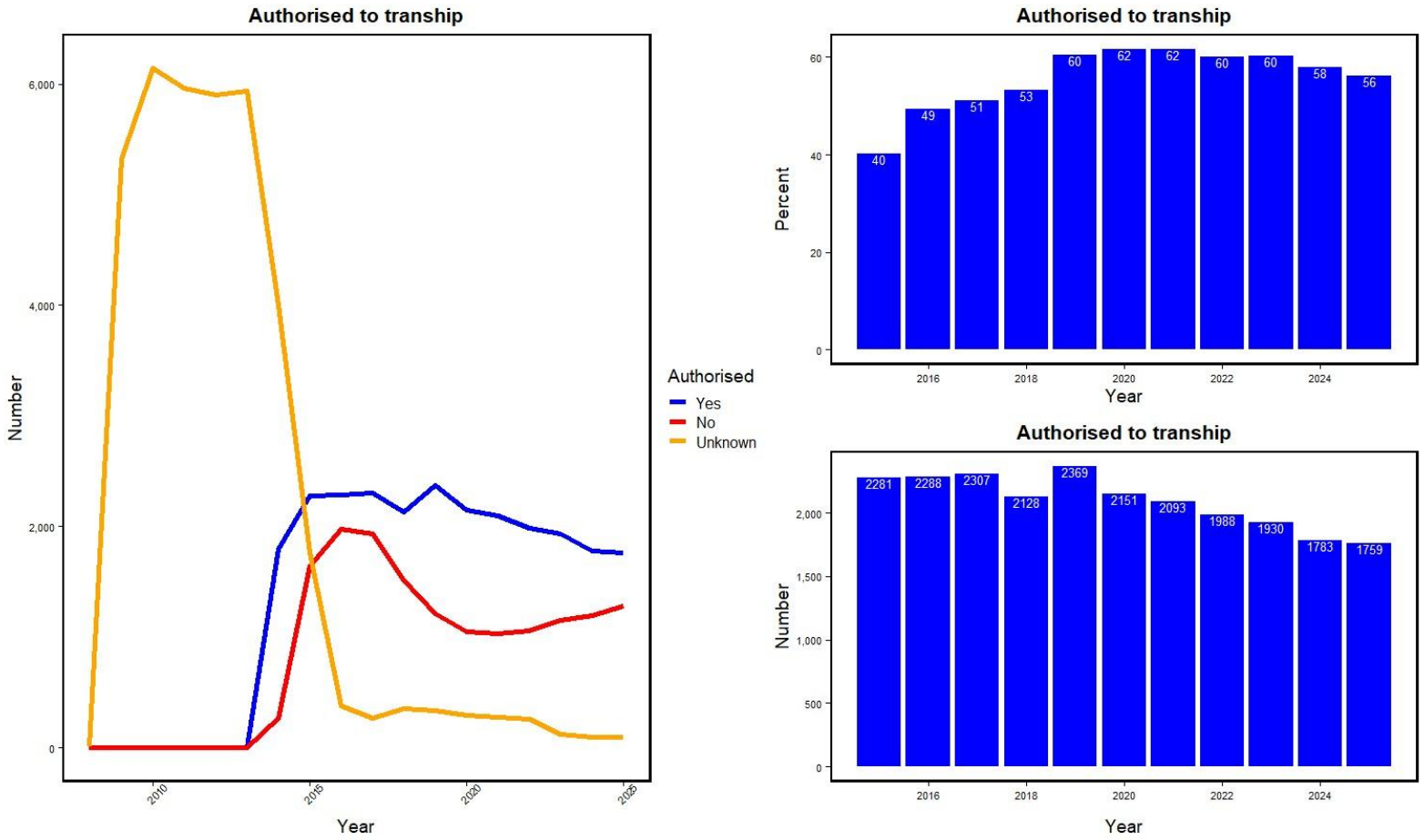
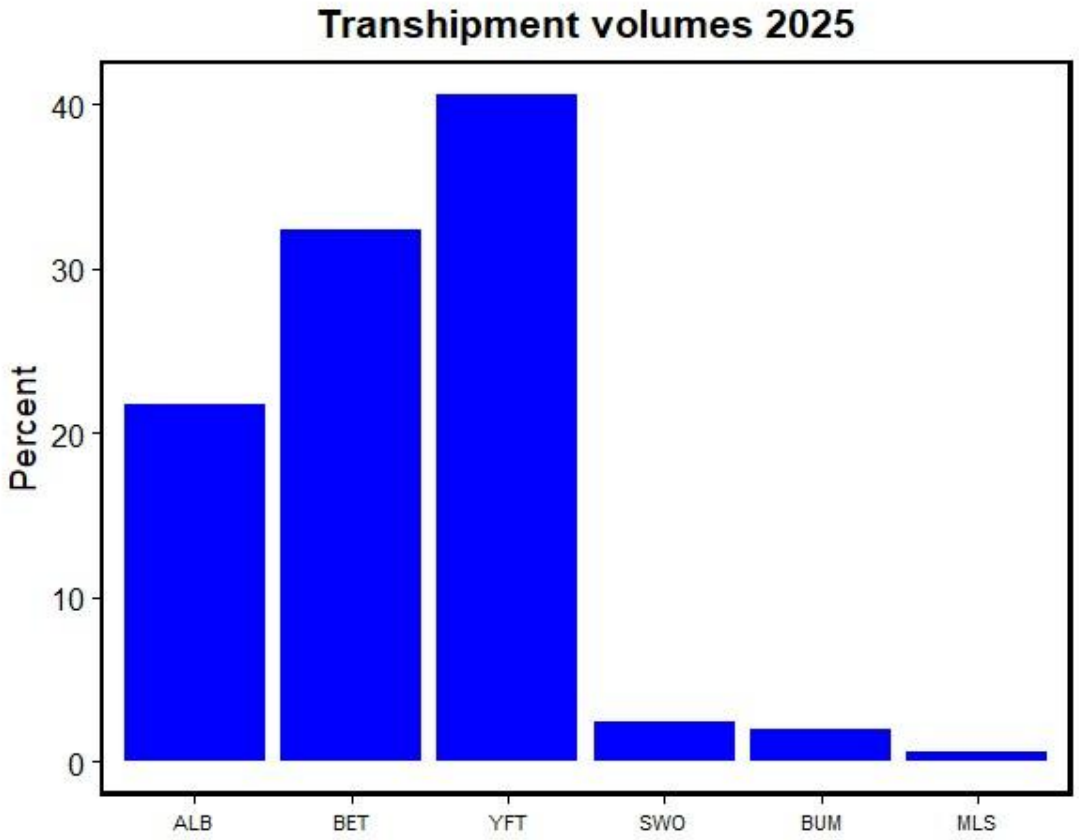


Figure 2: The vessels authorised to tranship within the WCPFC Convention area showing the authorisation status (left), the percent of vessels in the vessel record that have an authorisation (top right) and the overall number of authorised vessels (bottom right).



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	29.20	35.37	27.26	5.30	2.24	0.62
2023	32.68	33.87	26.38	3.92	2.42	0.74
2024	24.86	32.71	36.85	2.00	2.88	0.70
2025	21.81	32.43	40.61	2.44	2.05	0.65
2026	24.82	40.27	29.23	3.74	1.36	0.58

Figure 3: The longline transhipment volumes by species as a percentage of total catch from 2016-2026 (YTD) within the WCPFC Convention area.

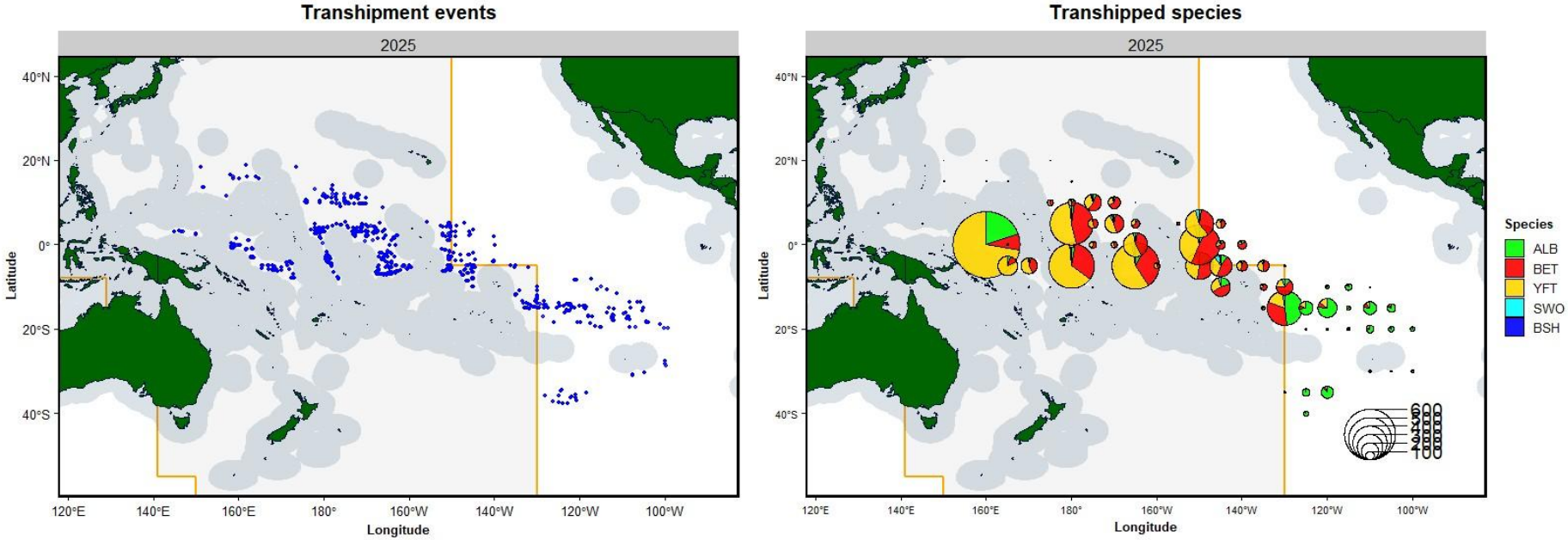


Figure 4: The transhipment events (left) and species transhipped (right) in 2025 within the WCPFC Convention area.

Review of high seas transhipment notifications and declarations

Transhipment events

16. The count of high seas transhipment events reported to the Commission since June 2010 when CMM 2009-06 took effect, is shown in **Table 1**. Additional information on CCM reporting for 2018 to 2026 is shown in **Table 2** and **Table 3**.

17. The Secretariat compares ARPt1 reporting with the submitted transhipment declarations as part of the analysis for the Compliance Monitoring Report (CMR) and works with CCMs to resolve any differences. On completion of reviews of ARPt1 reporting for RY2025, an update will be provided for TCC22. For reference, no differences were identified in ARPt1 reporting for RY2024.

Table 1: Summary of High Seas Transhipments Reported to the WCPFC from June 2010 including all data submitted before 2nd April 2026. Data for 2010 and 2011 may include transhipment events that occurred within EEZ areas.

Year	Number of reported transhipment events (including events in IATTC waters)	Number of receiving vessels	Number of offloading vessels
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	211	16	185
2019	1463	44	674
2020	1160	38	578
2021	1006	34	489
2022	1126	37	505
2023	916	30	529
2024	905	39	495
2025	872	32	463
2026	101	15	99

Table 2: Number of Transhipment Events Reported by CCMs during 2018 - 2026 by Offloading Vessels.

Reporting CCM	2018	2019	2020	2021	2022	2023	2024	2025	2026
CN	355	336	283	232	251	284	359	299	67
CK	0	0	0	0	0	0	0	0	0
JP	38	5	4	7	1	0	3	3	2
KR	115	127	111	120	137	124	183	161	34
TW	800	873	667	572	659	473	336	393	45
VU	140	128	95	76	76	35	27	32	11

Table 3: Number of Transhipment Events Reported by CCMs during 2018 - 2026 by Receiving Vessels.

Reporting CMM	2018	2019	2020	2021	2022	2023	2024	2025	2026
CN	93	153	154	106	172	175	242	138	17
JP	0	0	0	1	0	0	0	40	12
KR	231	203	123	86	148	200	246	244	55
LR	144	156	41	0	0	0	0	0	0
PA	532	407	411	557	389	239	131	142	74
TW	360	511	395	242	415	302	289	324	1
VU	88	39	36	15	0	0	0	0	0

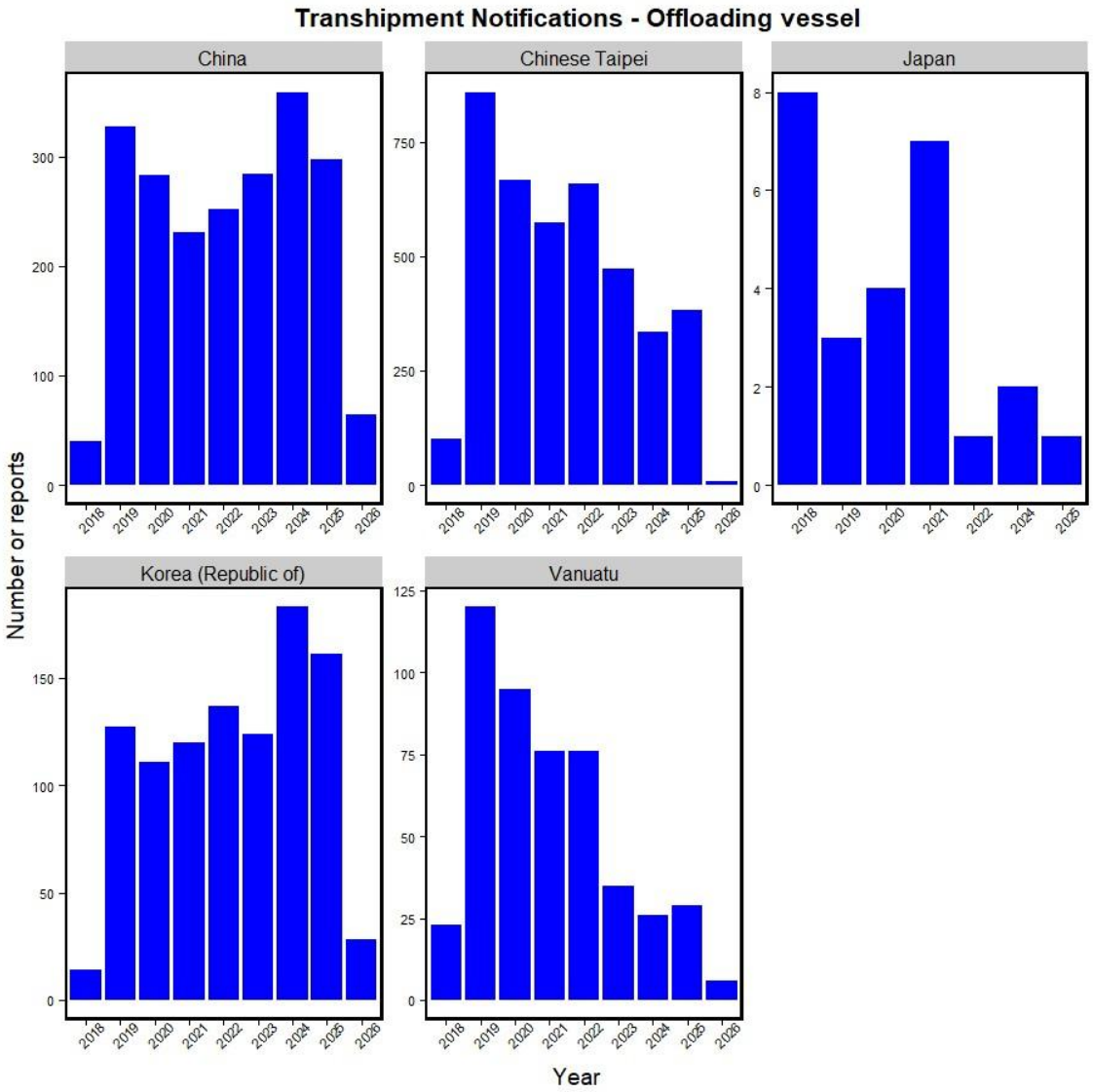


Figure 5: Transhipment notifications from offloading vessels from 2018-2025 by vessel CCM flag.

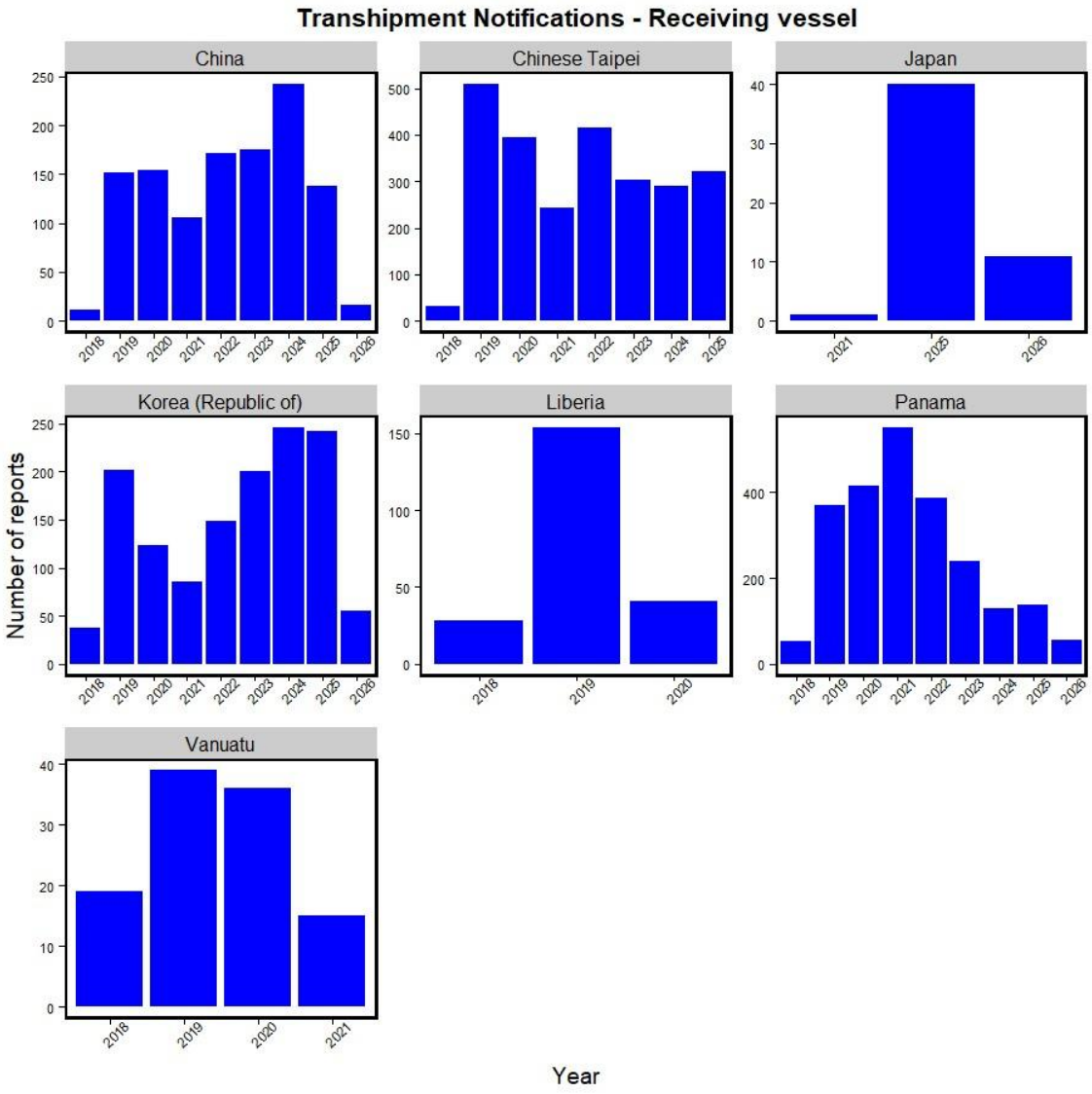


Figure 6: Transhipment declarations from receiving vessels from 2018-2025 by receiving vessel CCM flag.

18. The number of reported high seas transhipments peaked in 2019 at more than 1,400 events. Since that time, the number of transhipments has generally declined. In 2025, there were 888[10] transhipments, representing approximately 60% of the 2019 peak of 1,469 transhipment events. This figure is based on the transhipment event dataset and differs slightly from **Table 1**, which is based on offloading vessel declaration data. **Figure Ad - 1** shows the locations of transhipments and species transhipped in 2024 and **Figure Ad - 2** to **Figure Ad - 7** shows the locations of transhipments from 2018-2024.

19. Information on the number of notifications and declarations for each CCM involved in high seas transhipments is shown in **Figure 5** to **Figure 8**. These figures indicate general consistency in reporting by offloading and receiving vessels. The volumes transhipped are shown in **Figure Ad - 8** to **Figure Ad - 11**.

20. The relationship between the flag CCMs of offloading and receiving vessels for 2018 to 2026 is shown in **Figure Ad - 12**. Vessels flagged to China, Korea, and Chinese Taipei mainly tranship with their own flagged vessels, while vessels flagged to Vanuatu mainly tranship to carriers flagged to Panama. **Figure Ad - 13** to **Figure Ad - 17** show the breakdown of this product flow for each of the main species transhipped.

[10] Note: Figure 1 is based on the transhipment event dataset, while Table 1 is based on fishing vessel declaration data. As these datasets are reconciled through different processes, small differences may occur.

Information on product type transhipped by each offloading flag CCM's vessel in 2025 is shown in **Figure Ad - 18** and **Figure Ad - 19**.

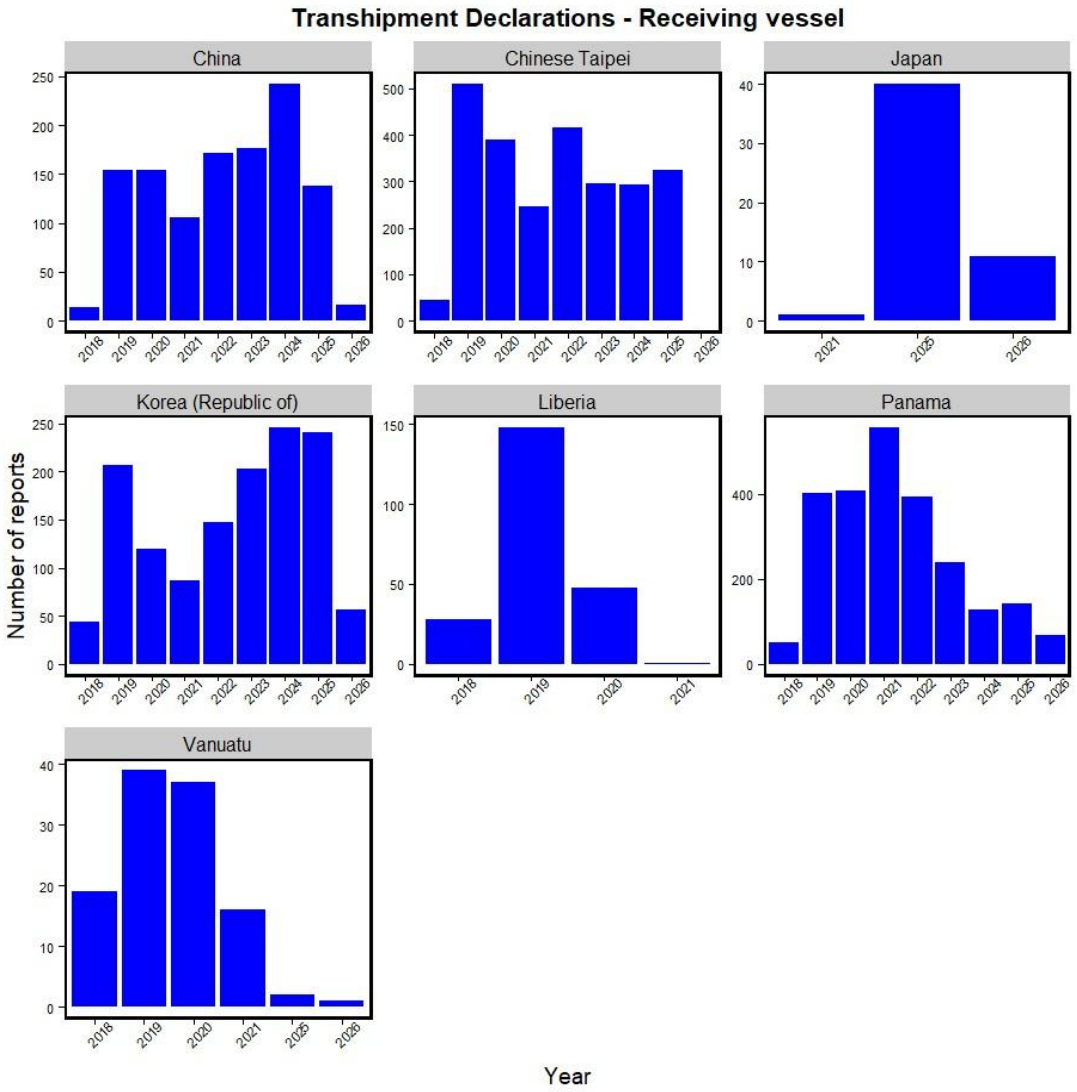


Figure 7: Transhipment declarations from receiving vessels from 2018-2025 by receiving vessel CCM.

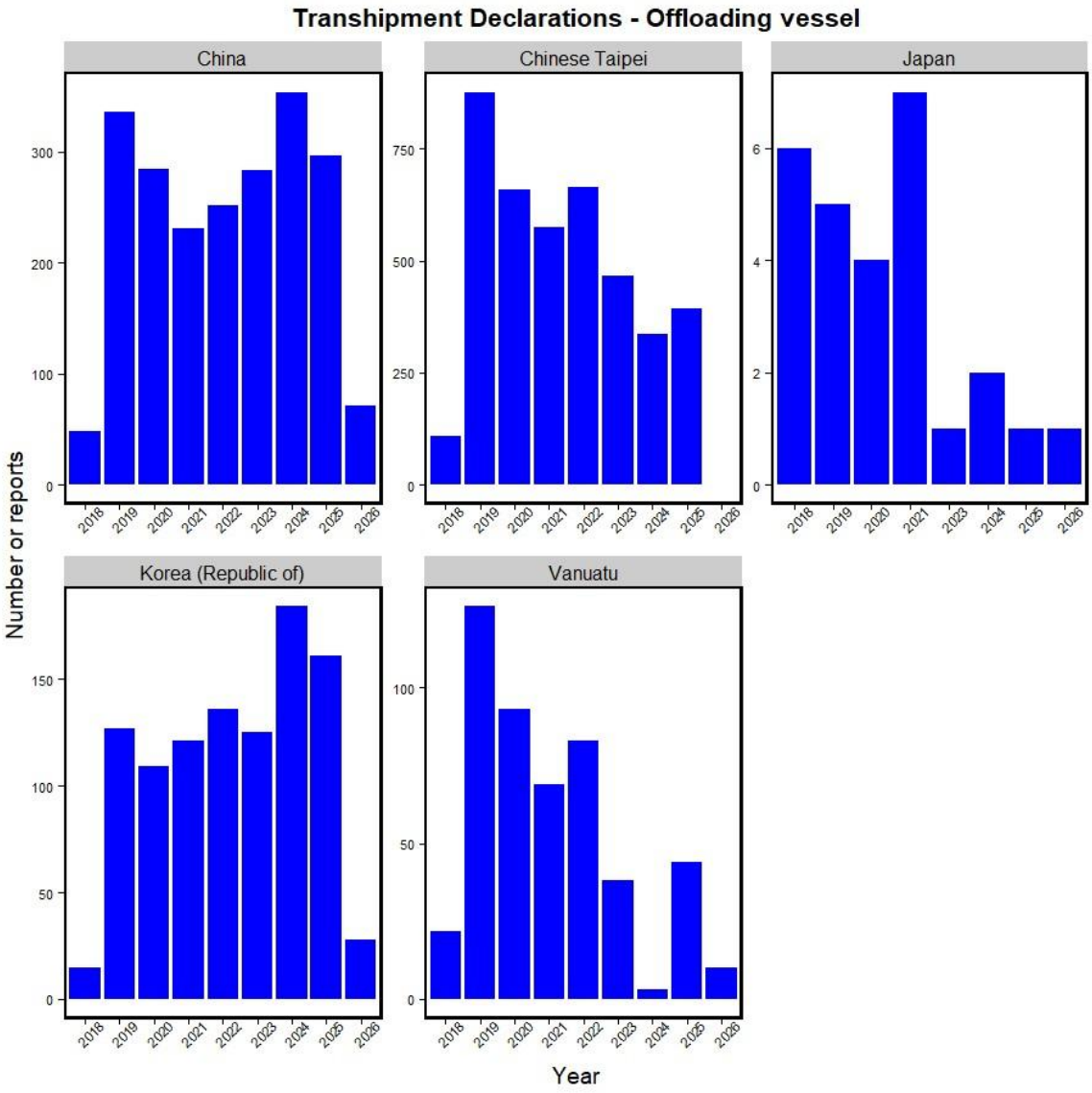


Figure 8: Transhipment declarations from offloading vessels from 2018-2025 by receiving vessel CCM.

High seas transhipment declaration data

21. The following information relates solely to longline catch offloaded to carriers on the high seas that is self-reported on transhipment declarations:

    a. The main species transhipped on the high seas in 2025 were yellowfin, bigeye, and albacore, based on reported transhipment declarations. In 2024, yellowfin and bigeye represented 32% and 46%, respectively, of the raised longline catch estimates for those species. In 2023, these species represented 18% and 34%, respectively, of the raised longline catch estimates (**Figure 3**). The relative volumes transhipped within a year are shown in **Table 5**. Additional data on the reported quantities of species transhipped by month by year between 2021 and 2025 is in **Annex I – 1: A**, **Annex I – 2: B**, and **Annex 1 – 3: C**

b. No information is available on landings, and catch cannot be easily linked to transhipment reporting time. Daily catch and effort reporting (relating to paragraph 3 of CMM 2022-06 would assist in monitoring the correct reporting of transhipment events)[11].

c. Details of the location and relative catch by species is shown in **Figure 4** to **Figure Ad - 7** for 2018-2025. This information shows changes in the location and species composition of transhipments over the period, including shifts in activity to the west and east, changes in species volumes, and fewer transhipment events during 2020 to 2024 compared with 2018 and 2019.

d. The 2025 transhipment location and species information (**Figure 4**) can be compared with **Figure Ad - 20** to **Figure Ad - 23** which show the catch rate, expressed as catch per unit effort (CPUE), for albacore, bigeye, yellowfin, and swordfish. The locations of transhipments appear to have a stronger relationship with the areas of higher bigeye catch rate and to a lesser extent yellowfin. They do not appear to be strongly influenced by albacore or swordfish catch rates. Further analysis of historical data, including more detailed evaluation at the flag CCM level or through more regular analysis, would be required to determine whether this pattern is consistent over time.

e. The total catch by species reported as taken from CCMs national waters and transhipped on the high seas is shown in **Table 6**.

Table 4: Provisional summary of transhipment events reported to WCPFC in ARPt1 for RY2024 used as CMM reporting for the dCMR for notifications and declarations in accord with CMM 2009-06 35a (iii) and CMM 2009-06 35a (iv).

CCM	ARPt1 receiving vessels	ARPt1 offloading vessels	TSER receiving vessels	TSER offloading vessels	Advance notifications	Declarations
China	4	NA	39	NA	39	39
	NA	81	NA	108	108	108
Japan	NA	NA	NA	NA	NA	NA
	NA	2	NA	2	2	2
Korea	4	NA	102	NA	102	102
	NA	56	NA	63	63	63
Panama	3	NA	61	NA	61	61
Chinese Taipei	4	NA	101	NA	101	101
	NA	86	NA	163	163	163
Vanuatu	NA	NA	NA	NA	NA	NA
	NA	5	NA	9	9	9

[11] CMM 2022-06 Conservation and Management Measure on Daily Catch and Effort Reporting, paragraph 3 requires that the master of each vessel fishing in the Convention Area provides required information to its national authority within 15 days of the end of a trip or transhipment event.

Total number of receiving vessels	19	NA	345	NA	345	345
Total number of offloading vessels	NA	230	NA	345	345	345

Table 5: Summary comparison of the preliminary reported quantities of highly migratory fish stocks reported as transhipped in 2020-2025 (including events reported to WCPFC that took place in IATTC area) with the raised longline catch estimates for the WCPFC Statistical Area. Note: at the time of the data extract the WCPFC public domain catch data were not complete for 2025.

Year	Transhipment-Catch	ALB	BET	YFT	BUM	MLS	SWO
2025	Reported transhipped	12929	19237	24126	1194	322	1392
	Raised catch estimated	NA	NA	NA	NA	NA	NA
	Percent transhipped	NA	NA	NA	NA	NA	NA
2024	Reported transhipped	15984	21051	23694	1838	396	1236
	Raised catch estimated	99510	45394	75323	10759	3701	8740
	Percent transhipped	16.1	46.4	31.5	17.1	10.7	14.1
2023	Reported transhipped	17501	18156	14141	1285	342	2059
	Raised catch estimated	84202	53402	79728	5897	2529	10389
	Percent transhipped	20.8	34	17.7	21.8	13.5	19.8
2022	Reported transhipped	16611	20143	15510	1245	277	2964
	Raised catch estimated	80108	54315	93334	6968	2353	10863
	Percent transhipped	20.7	37.1	16.6	17.9	11.8	27.3
2021	Reported transhipped	18311	17005	14119	1441	347	2137
	Raised catch estimated	65722	53173	76772	6087	2292	11099
	Percent transhipped	27.9	32	18.4	23.7	15.1	19.3
2020	Reported transhipped	25034	19003	12338	2254	471	2435
	Raised catch estimated	74822	55862	75927	6072	2453	10824
	Percent transhipped	33.5	34	16.2	37.1	19.2	22.5

Table 6: Species and volumes of catch transhipped on the high seas where the declaration reported the catch as taken from the national waters of a coastal CCM.

Species	Year	Weight (t)
Albacore Tuna	2024	3124.994
	2025	2280.721
Bigeye Tuna	2024	2080.069
	2025	2128.263
Black Marlin	2025	2.035
Blue Marlin	2024	140.669
	2025	199.139
Escolar	2024	0.018
	2025	7.367
Mahi mahi	2025	0.044
Oilfish	2024	0.132
Opah/Moonfish	2025	0.493
Other (Unspecified)	2024	1422.967
	2025	523.221
Sailfish (Indo-Pacific)	2024	1.289
	2025	2.534
Skipjack Tuna	2024	58.897
	2025	63.511
Striped Marlin	2024	28.259
	2025	26.036
Swordfish	2024	111.961
	2025	97.599
Wahoo	2025	6.026
Yellowfin Tuna	2024	6115.736
	2025	7636.088

Observer coverage and reporting of transhipments

22. In 2025, an estimated 25% of the longline catch of albacore, 33% of bigeye, and 37% of yellowfin from the WCPFC Convention Area were transhipped on the high seas, together with a proportion of other species. These levels emphasise the importance of effective monitoring to support CCM verification of catch estimates and to inform Commission decisions on optimal harvest strategies and related management obligations.

23. In 2022, the Commission at WCPFC19 agreed to implement, from 1 April 2023, reporting by observers monitoring transhipments and agreed initial ROP minimum data fields[12]. Refinements of these data fields to improve the ability to verify reporting are included in the Regional Observer Programme IWG (ROP-IWG) workplan. Work on this tasking has not yet commenced however, sufficient records are needed before a meaningful review of the data fields and reporting arrangements can be undertaken.

24. Observer reporting established through national programmes in Kiribati and Vanuatu, together with observer reporting approaches used by the other tuna RFMOs, has informed initial ROP protocols for reporting. SPC and FFA have also considered a set of minimum data fields for Pacific Island observer programmes to collect when observers are deployed on carriers operating in the Convention Area and monitoring high seas or in-port transhipments. The Secretariat will compile information from CCMs on the status of implementation and will initiate analysis of observer transhipment reports to support the ROP-IWG once work on this task commences.

25. SPC is supporting FFA CCM observer programmes with their implementation of observer reporting from carrier vessels. SPC also provides a routine report to the Science Committee on the number of transhipments reported by observers deployed on offloading vessels[13].

26. Further consideration of current observer deployments for monitoring high seas longline-to-carrier transhipments is required in relation to the requirements of CMM 2009-06 paragraphs 13 (b) and 13(c). A preliminary review of information available to the Secretariat, together with anecdotal reports, indicates that improvements could be made to the data fields and protocols used by observers when reporting on transhipments. For example, while some observers make independent observations, they may at times rely heavily on the vessel's record of transhipped fish. In addition, there are instances where an observer from the offloading vessel may act as the carrier observer during a transhipment. In such cases, reporting from the same observer on both the offloading and receiving vessel raises concerns regarding the independence and robustness of the data collected and the implementation of paragraphs 13 (b) and (c) of CMM 2009-06.

27. Table 7 provides preliminary information on the extent of implementation of observer transhipment reporting. It compares the number of observer transhipment reports from carrier vessels by month for 2024 and 2025 with the number of carrier declarations reported to the Commission for the same period. Not all observer reports received have yet been entered; however, the available information indicates that a significant number of reported high seas transhipments may not yet have a corresponding observer report available to the Secretariat. This may reflect cases where no observer was deployed, where an observer report has not yet been submitted or entered, where there was no report completed, or where reporting cannot yet be linked reliably to the relevant transhipment declaration.

[12] Minimum Data Fields for Observer Transhipment monitoring - 2023

[13] WCPFC-SC21-2025/ST-IP-05 - paragraph 32 and Table 9

Table 7: Monthly comparison of carrier transhipment declarations reported in TSER and observer transhipment reports from carriers held by SPC for 2024 and 2025. Data particularly after July 2025 are incomplete because the observer records have not yet been received or have not yet been entered.

Year	Month	TSER - Carrier	SPC - Observer	Percent Observed
2024	Jan	38	3	7.89
	Feb	72	0	0
	Mar	66	4	6.06
	Apr	65	3	4.62
	May	89	0	0
	Jun	111	2	1.8
	Jul	56	3	5.36
	Aug	106	2	1.89
	Sep	76	1	1.32
	Oct	76	3	3.95
	Nov	74	1	1.35
	Dec	79	3	3.8
2025	Jan	54	0	0
	Feb	51	2	3.92
	Mar	75	0	0
	Apr	118	2	1.69
	May	62	1	1.61
	Jun	105	1	0.95
	Jul	66	0	0
	Aug	46	0	0
	Sep	85	0	0
	Oct	108	0	0
	Nov	51	0	0
	Dec	65	0	0

Review of Transhipment Cases in the Compliance Case File System (CCFS)

28. Since 2016, there have been 24 cases in the CCFS relating to CMM 2009-06 (**Table 8**). All but one of these cases have been completed or cancelled. Most of the 24 cases relate to paragraphs 13 and 35 (a)(iii) (iv), which require that vessels carry ROP observers to observe transhipments, and specify the timeframe within which transhipment notifications and declarations must be submitted to the Executive Director. Of the 24 cases, 11 investigations were concluded as "No infraction", while six were concluded as "Infraction - Sanction". In 2025, there was one new case, which remains under investigation.

29. From 2024 to 2026, there have been ongoing concerns about the potential risks of unreported transhipments and inaccurate reporting of transhipped species and quantities due to limited monitoring. This has contributed to increased scrutiny during MCS operations. In addition, the Secretariat has been refining prototype analytical tools to assist CCMs in identifying and investigating anomalies in reported transhipments. In parallel, some CCMs have also undertaken their own analyses of transhipment notifications and declarations accessed through data requests.

Table 8: Article 25 (2) Compliance Case File System records relating to CMM 2009-06.

Activity related requirement	Event year	Investigation status	Investigation outcome	Number of events
CMM 2009-06 35 a (iii)	2016	Investigation COMPLETED	4	2
CMM 2009-06 13	2016	Investigation COMPLETED	4	2
CMM 2009-06 35 a (iii)	2016	Investigation COMPLETED	1	1
CMM 2009-06 13	2016	Investigation COMPLETED	1	1
CMM 2009-06 35 a (iii)	2016	Investigation COMPLETED	2	1
CMM 2009-06 13	2016	Investigation COMPLETED	2	1
CMM 2009-06 35 a (iv)	2016	Investigation COMPLETED	3	1
CMM 2009-06 13	2017	Investigation COMPLETED	1	1
CMM 2009-06 35 a (iv)	2019	Investigation COMPLETED	1	2
CMM 2009-06 35 a (iii)	2019	Investigation COMPLETED	1	1

CMM 2009-06 25	2019	Investigation COMPLETED	1	1
	2018	Investigation COMPLETED	1	2
		Investigation NOT COMPLETED	8	1
CMM 2009-06 35 a (iv)	2018	Investigation COMPLETED	1	2
	2019	Investigation COMPLETED	4	1
CMM 2009-06 35 a (v)	2018	Investigation COMPLETED	4	1
CMM 2009-06 32	2022	Case Cancelled	No recorded outcome	1
CMM 2009-06 02	2022	Case Cancelled	No recorded outcome	1
		Investigation COMPLETED	4	1
CMM 2009-06 04	2025	NEW CASE	No recorded outcome	1

Managing high seas transhipment reporting, monitoring, and verification

30. Limited sources of data and the Secretariat's analytical capacity have meant that reporting of various transhipment limits and reporting obligations had historically been only partially verified. The Secretariat has been implementing new tools to improve this and notes further discussions on transhipment monitoring by the Commission could also add improvements to the overall monitoring and verification framework for transhipment activities[14].

Managing reported transhipment notifications and declarations

31. Current Secretariat transhipment processes for handling individual notifications and declarations include:

    a. receiving and storing reports for those CCMs that submit copies by email;

    b. entering data from emailed reports where the CCM does not directly enter the data into the WCPFC High Seas Transhipment E-Reporting System (TSER) application;

[14] WCPFC-TCC21-2025-15 Available data for verifying compliance.

c. maintaining the TSER system which allows both CCMs and the Secretariat to enter reported data, and which includes a TEST setting to enable CCMs, their vessel operators and masters to practice entering data. This system fulfils the WCPFC E-reporting requirements for transhipment data;

d. providing access to SPC to support scientific data analysis; and

e. selecting and releasing transhipments data for approved data requests.

32. In line with established practice, transhipment reports entered by the Secretariat are recorded in Pohnpei time (UTC+11). Reports entered directly by a CCM, however, reflect either their applicable time zone or UTC, depending on their entry procedures. CCMs have raised concerns about the inconsistency and deadline issues created through the application of Pohnpei time depending on the time zone in which the relevant reports were provided. The Secretariat notes that prior to its disestablishment, the TS-IWG proposed standardising the time of record to UTC and improving the precision of reporting deadlines, however, no agreement was reached.

33. Starting in late 2024, the Secretariat transitioned to working with CCMs on a quarterly basis to reconcile high seas transhipment reporting issues. This has reduced reliance on annual reporting processes[15] and greatly reduced the number of reporting gaps. Since 2025, quarterly reporting to coastal CCMs on catch reported as taken from their EEZs and transhipped on the high seas has been aligned with this process.

Monitoring transhipments

34. When a transhipment notification is received, the Secretariat checks the VMS reporting status of both vessels notifying their intent to tranship. If a vessel is not providing position reports, an MTU issue is raised with the flag CCM to ensure that reporting is established prior to the transhipment taking place. It is now uncommon for a vessel notifying a transhipment to not be reporting correctly to the Commission VMS.

35. Under WCPFC's Pacific VMS specifications, FFA VMS data are transferred into the Commission VMS for the high seas of the Convention Area, including the overlap area between WCPFC and IATTC, and for CCMs who have elected to receive data from the Commission VMS on vessels entering their EEZ where those vessels are not reporting to the FFA VMS. However, FFA VMS data are not transferred to the Commission VMS when vessels are operating in the IATTC Convention Area. This creates a monitoring gap that limits the Secretariat's ability to use WCPFC VMS data to monitor and verify reports of at sea transhipments of WCPFC-caught fish occurring in the IATTC Convention Area.

36. Each year the Secretariat works with CCMs to ensure receipt of the four required reports for each transhipment. The only exception arises where a CCM operating in the overlap area with IATTC has chosen to apply IATTC requirements. The Commission at WCPFC20 tasked the Secretariat with establishing data exchange arrangements with IATTC and other RFMOs to improve the monitoring and verification of transhipment activity on the high seas[13]. Work to progress data exchange arrangements with CCSBT and IATTC is underway, as resources permit.

37. Since April 2020, an e-reporting tool has provided authorised flag CCM users with online access to routinely review the transhipment reports received by WCPFC for their vessels. This system enables flag CCMs to routinely identify and address missing reports and to submit amended reports where necessary. The introduction of quarterly reports will further support CCM reviews of transhipment reporting issues. As of 2025, this mechanism also allows coastal CCMs to view relevant parts of transhipment declarations for transhipped fish and fish products reported as caught in their national waters. The Secretariat has observed continual improvements in the reporting of at-sea transhipments. Gaps and missing reports are

[15] Circular No. 2025/32 of 5 June 2025 on Updates on Annual Reporting and Processes to Reconcile Transhipment and VMS Reporting Gaps

[13] WCPFC20-_Rev01 Summary Record paragraph 596.

generally resolved quickly, thereby improving the completeness of WCPFC's holdings of reported transhipment events.

38. Korea and Chinese Taipei have been voluntarily using TSER since February 2020 and September 2019, respectively. Three additional flag CCMs are interested in direct reporting into TSER, and in late 2024 they provided additional information on how this could potentially be achieved through their national systems and approval processes. However, further CCM system development is required to support direct reporting in a way that enables national fisheries authorities to validate transhipment event reports before they are submitted to the Commission.

39. As noted in the 2025 Annual Report on the Administration of the WCPFC Data Access Rules and Procedures (WCPFC-TCC22-2026-RP08), there has been a high volume of data requests for non-public domain data to support MCS operations since 2022. The Secretariat is currently exploring the feasibility of developing a web-based user interface and workflow tool to improve the process and efficiency of receiving, reviewing, and implementing requests for data access. Since 2023, progress has also been made in providing approved transhipment data through an API, which streamlines extraction of relevant data and allows different applications to communicate more efficiently.

Verification of Transhipments

Transhipment Analysis Tools

40. The Secretariat is continuing its development of analytical tools to make better use of available transhipment, VMS, and related data, to support the verification of quantity and species transhipped in port and at sea.

41. Prototype Transhipment Analysis Tools were first developed in 2019 to use VMS data to identify potential transhipment-related issues. These included:

    a. **close proximity**, where VMS positions indicate that two vessels were within 100 metres of each other for at least eight hours; and

    b. **location discrepancies**, where the VMS position closest in time to a reported transhipment differs significantly from the location reported through TSER.

42. Since 2022, increased analytical capacity in the Secretariat has enabled significant refinement of these tools. Selected outputs are now being trialled with CCMs alongside quarterly reporting reconciliations in 2026. The aim is to support improved data quality, identify potential gaps or errors, and provide better information on transhipment activity and trends for individual flag CCMs and the Commission.

43. This work is intended to strengthen verification of reported transhipment data and improve the quality of information available to support Commission management decisions. It will also help the Secretariat support future assessment of the effectiveness of relevant conservation and management measures.

44. A third analytical tool is also nearing completion. This tool is intended to identify discrepancies across reports submitted for a single transhipment event, including differences between advance notifications and declarations and between reports submitted by offloading and receiving vessels. It will be introduced to CCMs as part of the quarterly reporting process to help identify issues requiring resolution.

45. Additional data sources will be important to further strengthen verification. Observer transhipment monitoring reports and, in future, electronic monitoring information could improve the ability to verify transhipment reporting. However, the current e-reporting standards for observer reporting do not yet include the interim transhipment monitoring data fields, and any update will need to follow completion of the Commission's review of those fields.

Proximity alert

46. The proximity alert tool analyzes vessel combinations to detect instances where they have been in close proximity. The tool has been designed to automatically exclude situations where other information indicates there was not a potentially unreported transhipment or where the risk of transhipment is likely to be low. Examples include cases where a TSER record exists, or where the proximity relates to the Philippines HSP1 group seining activities. The tool can also identify potential spatial issues, including in areas where transhipment is prohibited, such as in the Eastern High Seas Pocket - Special Management Area.

47. **Figure 9** is a sample of the results of a proximity analysis supplied to CCMs with their recent quarterly reports.

48. Further refinement of this tool will consider how additional data sources can help better target assessments and assist CCMs in monitoring their vessels' activities. This information could form the basis for future Secretariat and CCM workflows, building on current work to support annual reporting and quarterly reconciliation.

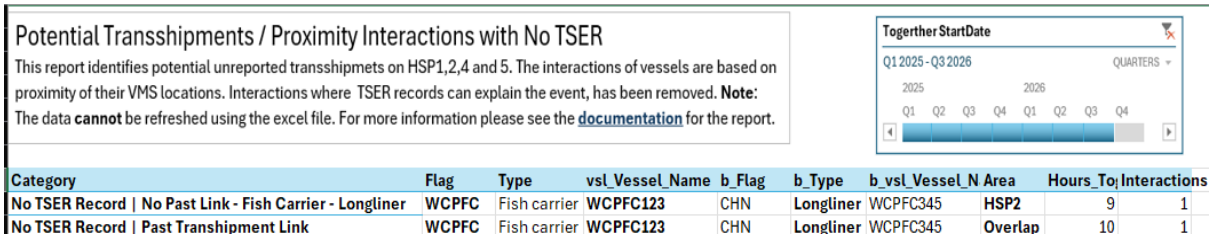


Figure 9: Proximity analysis tool screenshot.

Location discrepancies

49. The location discrepancies tool identifies cases where VMS-derived vessel positions are more than 100km from the reported transhipment location. Other distances can also be selected. For 2025 and 2026, the analysis identified that:

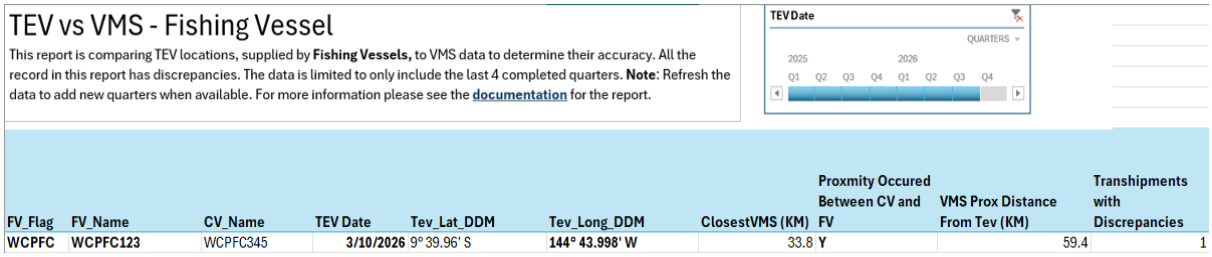
    a. one carrier vessel reported a transhipment event occurring 193 km from its nearest VMS position, and there were no issues for offloading vessels; and

    b. 44 carrier vessels and 17 offloading vessels reported transhipment events occurring 50 - 99.9 km from their nearest VMS position.

50. **Figure 10** is a sample of the TEV vs VMS table location discrepancies that has been supplied to CCMs with their recent quarterly reports.

51. Further refinements may be needed to account for known reporting issues, such as MTU swaps between vessels where the Secretariat has not yet been notified or has not yet completed the deletion/reactivation process. This tool will also support Secretariat workflows with CCMs to help resolve MTU-related reporting discrepancies.

52. Preliminary information indicates that approximately 9% of carriers (15 carriers) involved in high seas transhipments reported disparate locations for some events. The Secretariat is making this information available to relevant CCMs in 2026 as part of the quarterly reconciliation report. These findings will contribute to the Commission's understanding of specific VMS issues and inform future consideration.



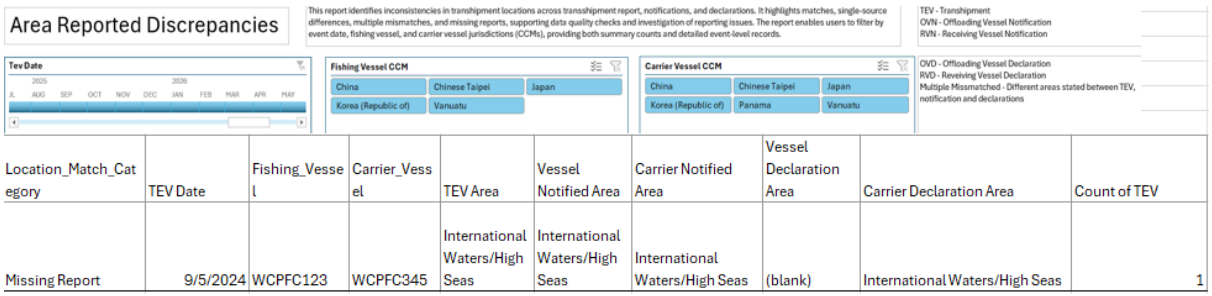
FV_Flag	FV_Name	CV_Name	TEV Date	Tev_Lat_DDM	Tev_Long_DDM	ClosestVMS (KM)	Proxmity Occured Between CV and FV	VMS Prox Distance From Tev (KM)	Transhipments with Discrepancies
WCPFC	WCPFC123	WCPFC345	3/10/2026	9° 39.96' S	144° 43.998' W	33.8	Y	59.4	1

Figure 10: TEV - VMS analysis tool screenshot.

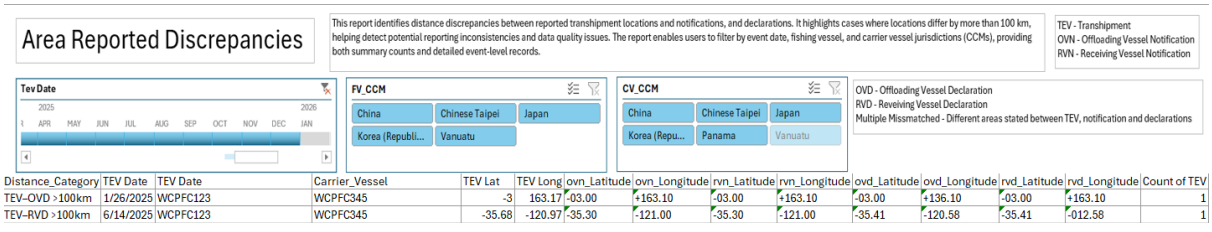
Discrepancies across transhipment event reports

53. A further analytical tool is being developed to identify discrepancies across the reports submitted for a single transhipment event. This will support more systematic identification of differences between notifications and declarations, and between reports submitted by offloading and receiving vessels. Once testing and further refinement are complete, the tool will be aligned with the two tools above already released and trialled through quarterly reconciliation reports provided to CCMs.

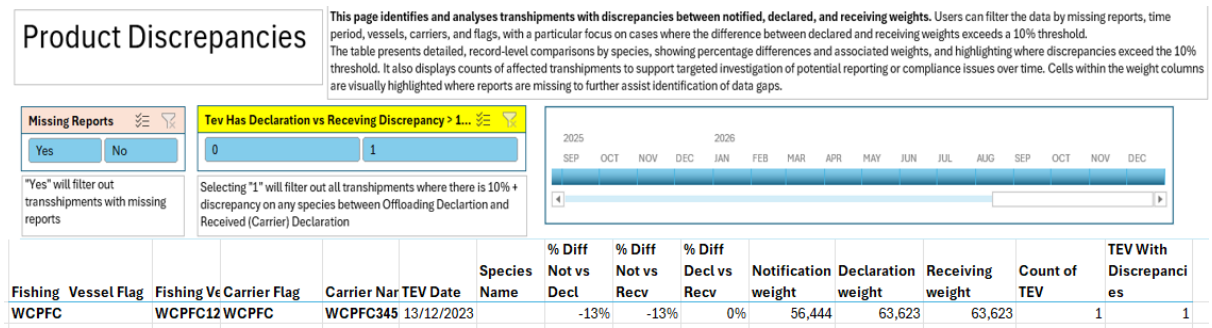
54. There are four focus areas for discrepancy views which complement the proximity and TEV versus VMS tools. These are location and distance discrepancy graphs, and weight and species discrepancy graphs (**Figure 11**).



Location_Match_Category	TEV Date	Fishing_Vessel	Carrier_Vessel	TEV Area	Vessel Notified Area	Carrier Notified Area	Vessel Declaration Area	Carrier Declaration Area	Count of TEV
Missing Report	9/5/2024	WCPFC123	WCPFC345	International Waters/High Seas	International Waters/High Seas	International Waters/High Seas	(blank)	International Waters/High Seas	1



Distance_Category	TEV Date	TEV Date	Carrier_Vessel	TEV Lat	TEV Long	ovn_Latitude	ovn_Longitude	rvn_Latitude	rvn_Longitude	ovd_Latitude	ovd_Longitude	rvd_Latitude	rvd_Longitude	Count of TEV
TEV–OVD >100km	1/26/2025	WCPFC123	WCPFC345	-3	163.17	-03.00	+163.10	-03.00	+163.10	-03.00	+136.10	-03.00	+163.10	1
TEV–RVD >100km	6/14/2025	WCPFC123	WCPFC345	-35.68	-120.97	-35.30	-121.00	-35.30	-121.00	-35.41	-120.58	-35.41	-012.58	1



Fishing	Vessel Flag	Fishing Ve	Carrier Flag	Carrier Nar	TEV Date	Species Name	% Diff Not vs Decl	% Diff Not vs Recv	% Diff Decl vs Recv	Notification weight	Declaration weight	Receiving weight	Count of TEV	TEV With Discrepancies
WCPFC		WCPFC12	WCPFC	WCPFC345	13/12/2023		-13%	-13%	0%	56,444	63,623	63,623	1	1

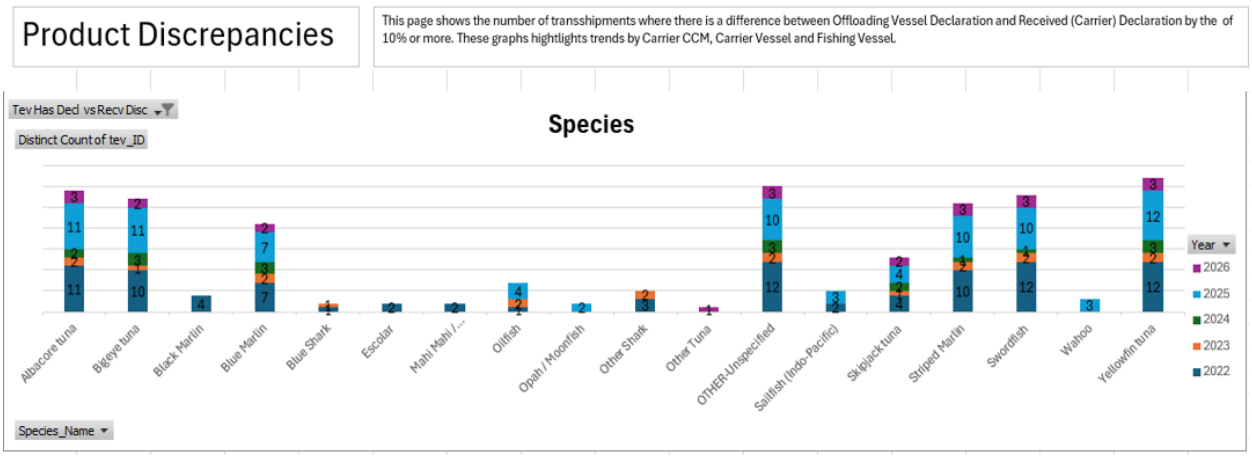


Figure 11: Location, distance, area and product discrepancies screenshot.

Implementation of Transhipment related CMMs (2009-06 and 2010-02 06)

55. Updated information for this section was not available at time of writing (see paragraph 1). Pending review of ARPt1 and ARPt2 reporting and any significant changes to 2024 information, an updated report will be issued prior to TCC22.

Review of transhipment implementation under the Compliance Monitoring Scheme

56. CMM 2009-06 was evaluated annually from 2014 to 2025. Evaluations covering RY2023 were completed in 2024. There has been a marked improvement in the implementation of most requirements by applicable CCMs in response to required reporting.

Tracking species and product transhipment

57. The movements of transhipped fish between offloading vessels and carriers for albacore, bigeye, yellowfin, swordfish, and blue sharks are shown in **Figure Ad - 13** to **Figure Ad - 17**. The data reflect high volumes of catch continuing to be transhipped on the high seas by several CCMs, and the different carrier arrangements used for key species.

58. **Figure Ad - 18** and **Figure Ad - 19** illustrate the product state of fish transhipped between flag CCMs. They show clear differences in product form by species; albacore is predominantly transhipped whole; bigeye and yellowfin are most often gilled and gutted, or gilled, gutted, and tailed; and swordfish is generally dressed.

59. Transhipments were tracked between offloading and carrier vessels (**Figure Ad - 9** (2025) and **Figure Ad - 12 (**2018 – 2025)). These data indicate that most albacore caught on vessels flagged to China were transhipped to their own flagged carrier vessels, with most of the remaining catch transhipped to vessels flagged to Panama. Bigeye were primarily transhipped to carrier vessels flagged to China, Korea and Panama. Vessels flagged to Korea transhipped mostly bigeye and yellowfin carriers flagged to Korea, with a smaller proportion transhipped to carriers flagged to Panama. Vessels flagged to Chinese Taipei offloaded to their own carriers and to carriers flagged to Panama and, to a lesser extent, carriers flagged to Vanuatu. Across most years, albacore, bigeye and yellowfin are transhipped in the highest volumes, with smaller volumes of swordfish, blue marlin and sharks (**Figure Ad - 12**).

60. In 2025, carriers flagged to China received primarily albacore, while carriers flagged to Korea and Chinese Taipei received primarily yellowfin and bigeye (**Figure Ad - 9**). Vessels flagged to Korea, Panama, and Chinese Taipei received mostly bigeye, with these fleets also receiving the widest range of species. By contrast, offloading vessels flagged to China retained a greater proportion of bycatch species, mainly blue shark.

61. In 2025, offloading vessels mainly transhipped albacore and bigeye to carriers flagged to Korea, Chinese Taipei, and Vanuatu. This reflects a change from 2022, when vessels flagged to Chinese Taipei and Vanuatu were the main carriers of higher volumes of albacore (**Figure Ad - 10**).

Changes in species transhipped during different periods of 2025

62. Transhipments do not show a consistent species mix across the year, which may reflect the seasonality in catch composition and fishing activity. For albacore, the highest volume of transhipments occurred between offloading and carrier vessels flagged to China in all quarters of the year (**Figure Ad - 13**). Vessels flagged to Chinese Taipei mostly transhipped to carriers flagged to Panama, although in the fourth quarter, most albacore was transhipped to their own flagged carriers. Vanuatu also showed a different pattern in the third quarter when their flagged vessels transhipped albacore to Panama-flagged carriers.

63. Bigeye transhipments are relatively consistent through the year both in volume and in transhipment pattern (**Figure Ad - 14**). The notable exception was the third quarter when offloading vessels flagged to China and, to a lesser extent vessels flagged to Vanuatu, reported fewer transhipments.

64. Yellowfin transhipments were also generally consistent across the year with higher volumes in the third quarter (**Figure Ad - 15**). During that period, a higher proportion of vessels flagged to China transhipped yellowfin to carriers flagged to Panama and Korea.

65. Swordfish transhipments varied in pattern and volume across the year (**Figure Ad - 16**). The largest volume was recorded in the first quarter, mostly from vessels flagged to Korea transhipping to their own carriers. In the second quarter, swordfish transhipments were again dominated by vessels flagged to Korea transhipping to their own carriers and by vessels flagged to China transhipping to their own carriers. In the third quarter, vessels flagged to China transhipped the largest share of swordfish to their own flagged carriers, although the overall volume was the lowest of the year. Overall, most of the transhipment of swordfish catch is between offloading and carrier vessels flagged to Korea.

66. Blue shark transhipments occur primarily between vessels flagged to Chinese Taipei (**Figure Ad - 17**). Most blue shark catch was transhipped in the second half of the year.

67. In terms of the product state, almost all albacore was transhipped whole round, while bigeye and yellowfin were generally gilled and gutted across most fleets (**Figure Ad - 18** and **Figure Ad - 19**). Fishing vessels flagged to Chinese Taipei also transhipped bigeye and yellowfin as gilled, gutted, and tailed. Swordfish was almost entirely transhipped as dressed (gutted, headed, and tailed). Blue sharks were recorded as gutted, headed, and tailed, with some also recorded as "Other - unspecified". Most catch was transhipped frozen (**Figure Ad - 18**).

68. No information is currently available on landings, and catch cannot yet be easily linked to transhipment reporting. Proposals to improve the ability to better link catch and transhipment related information were considered through the TS-IWG process and SC and TCC meetings during 2023 and 2024.[16] These efforts will also be informed by CCM discussions on the Secretariat's reporting of obligations lacking independently verifiable data, and on potential data sources that could support independent verification. Consideration of the availability of data to independently verify reported information is now a standing agenda item for TCC. (Refer to Part 3 of TCC21-2025-15 Available data for verifying compliance in the Compliance Monitoring Scheme.)

[16] Agenda Item 9.7 Scientific data gaps and relevant SC20 outcomes

Additional Figures

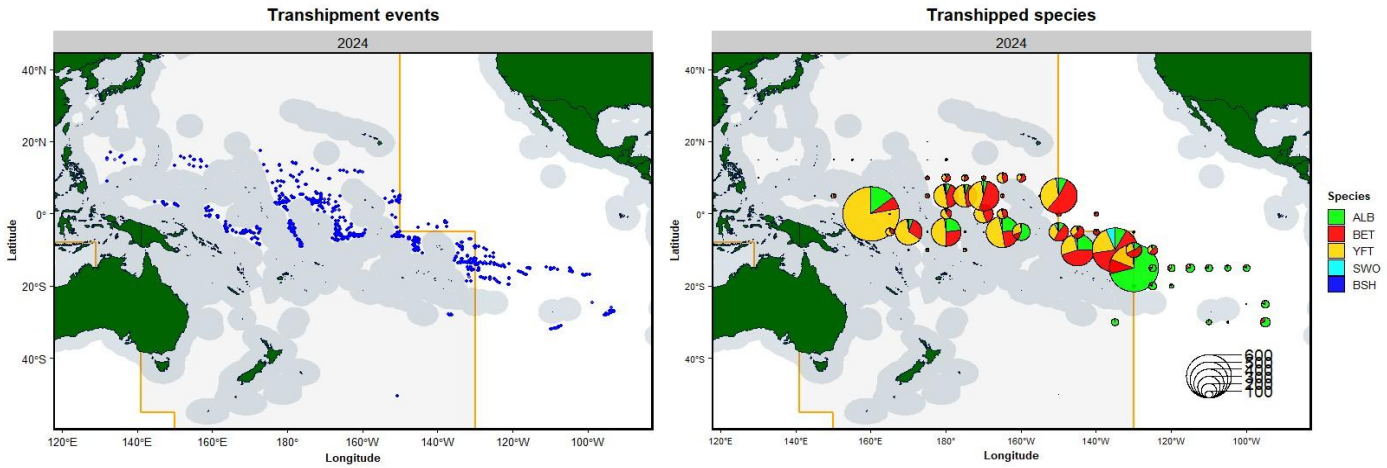


Figure Ad - 1: The transhipment events (left) and species transhipped (right) in 2024 within the WCPFC Convention area.

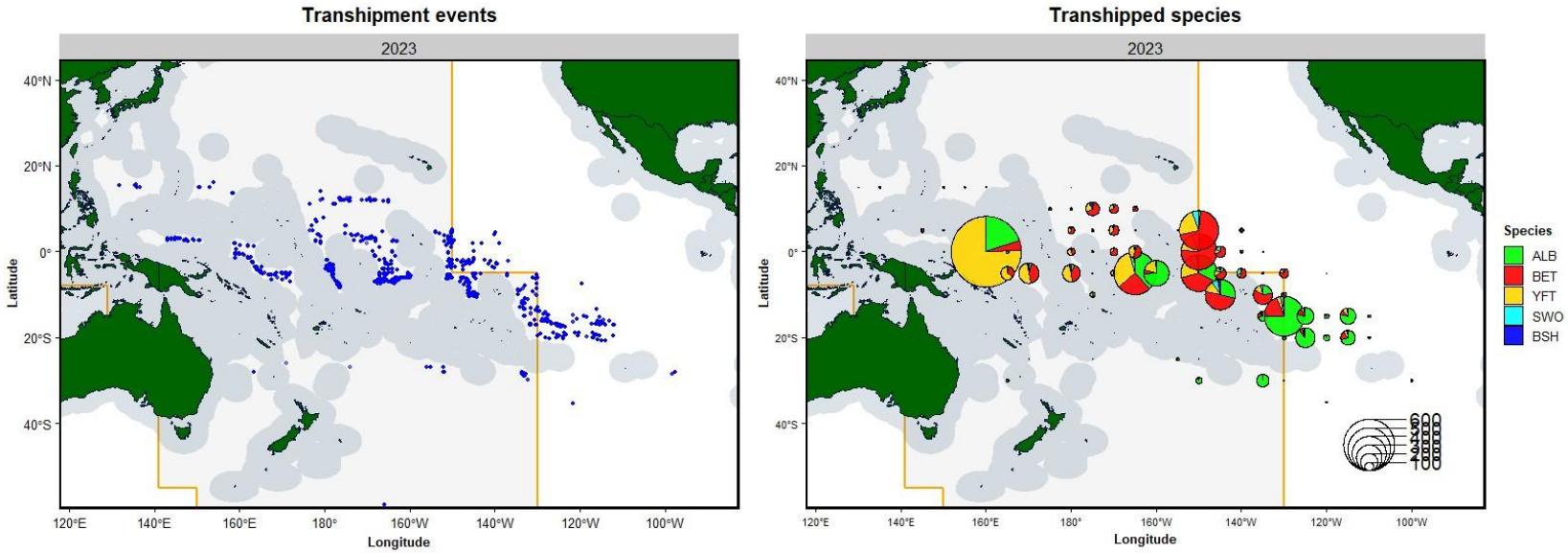


Figure Ad - 2: The transhipment events (left) and species transhipped (right) in 2023 within the WCPFC Convention area.

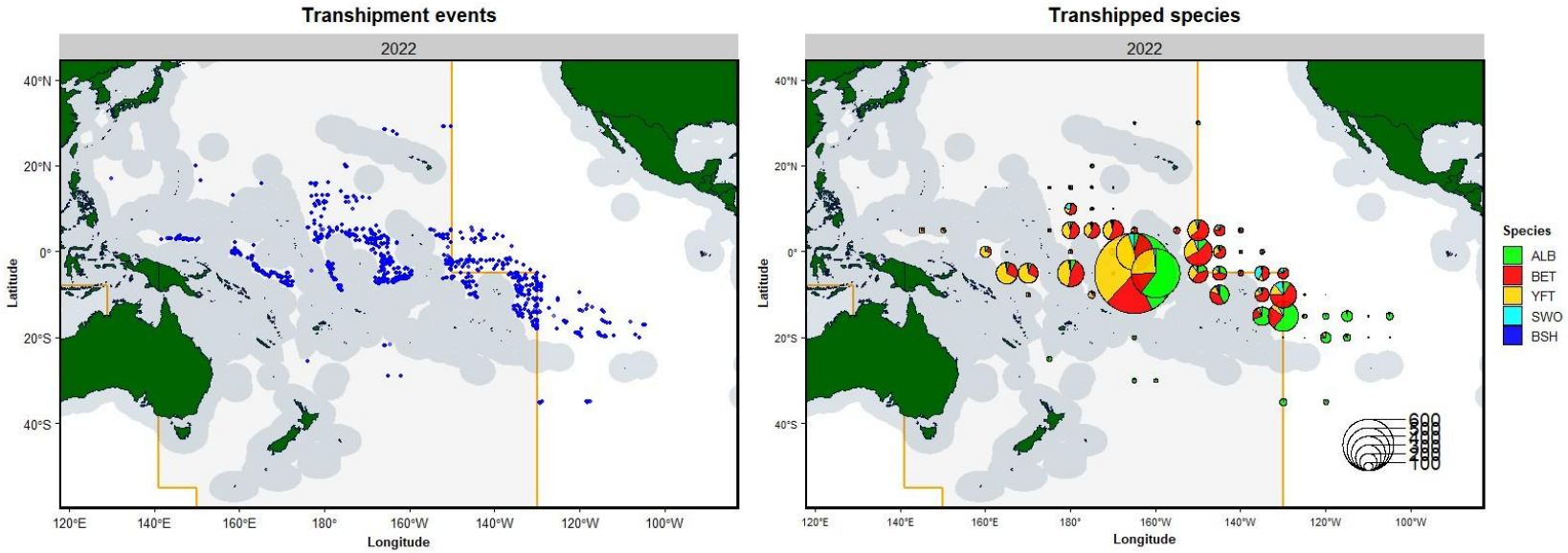


Figure Ad - 3: The transhipment events (left) and species transhipped (right) in 2022 within the WCPFC Convention area.

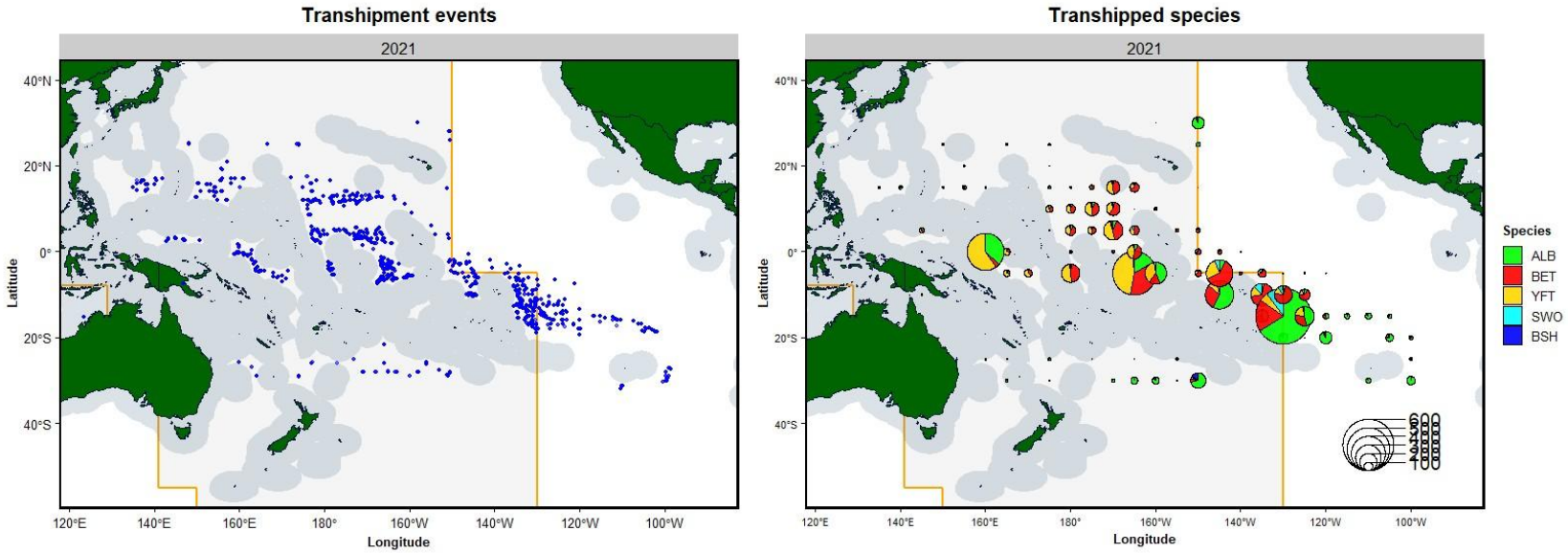


Figure Ad - 4: The transhipment events (left) and species transhipped (right) in 2021 within the WCPFC Convention area.

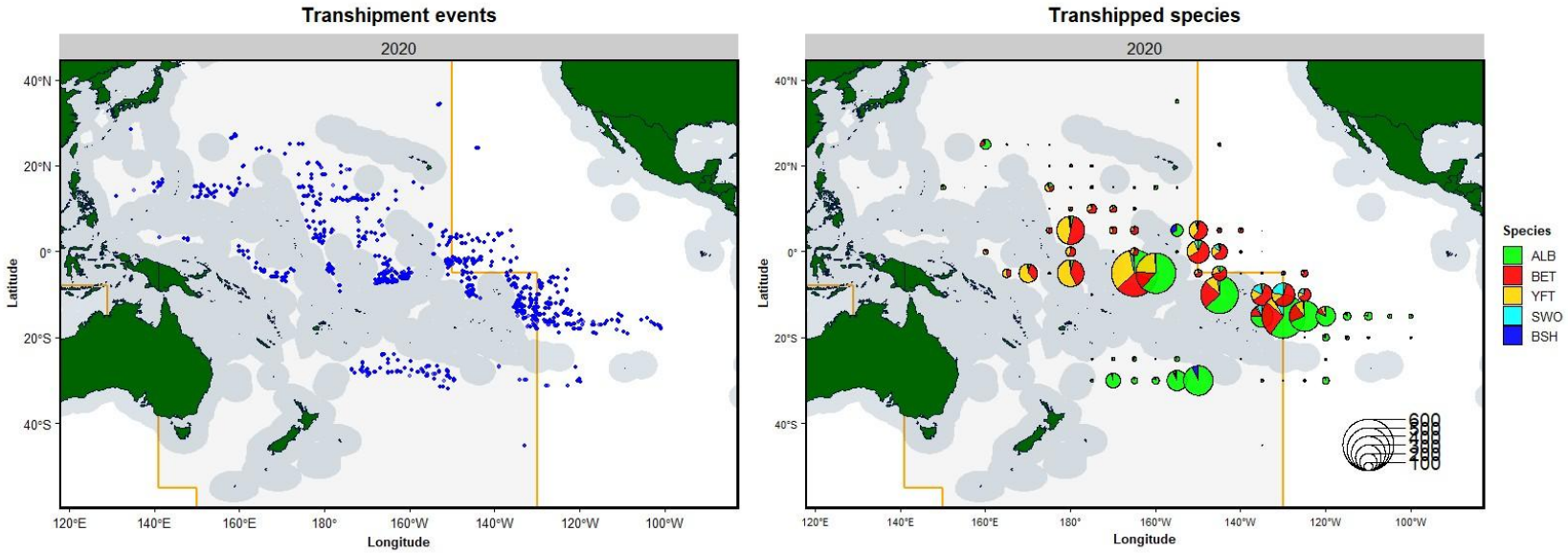


Figure Ad - 5: The transhipment events (left) and species transhipped (right) in 2020 within the WCPFC Convention area.

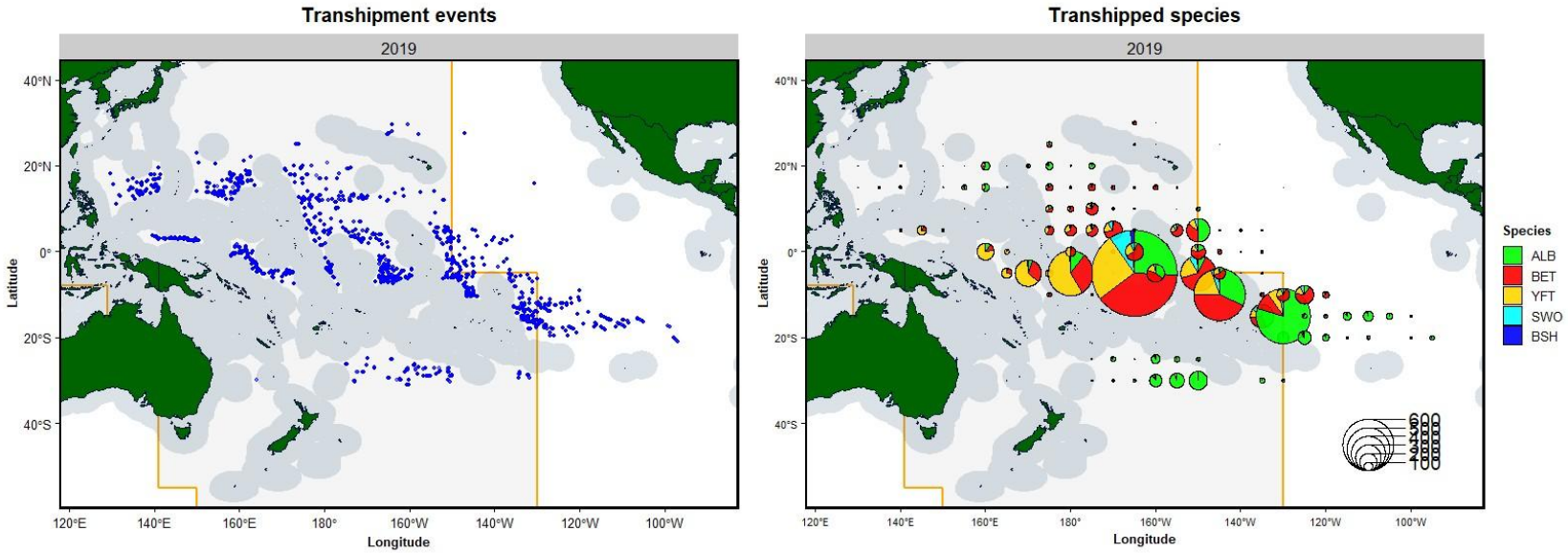


Figure Ad - 6: The transhipment events (left) and species transhipped (right) in 2019 within the WCPFC Convention area.

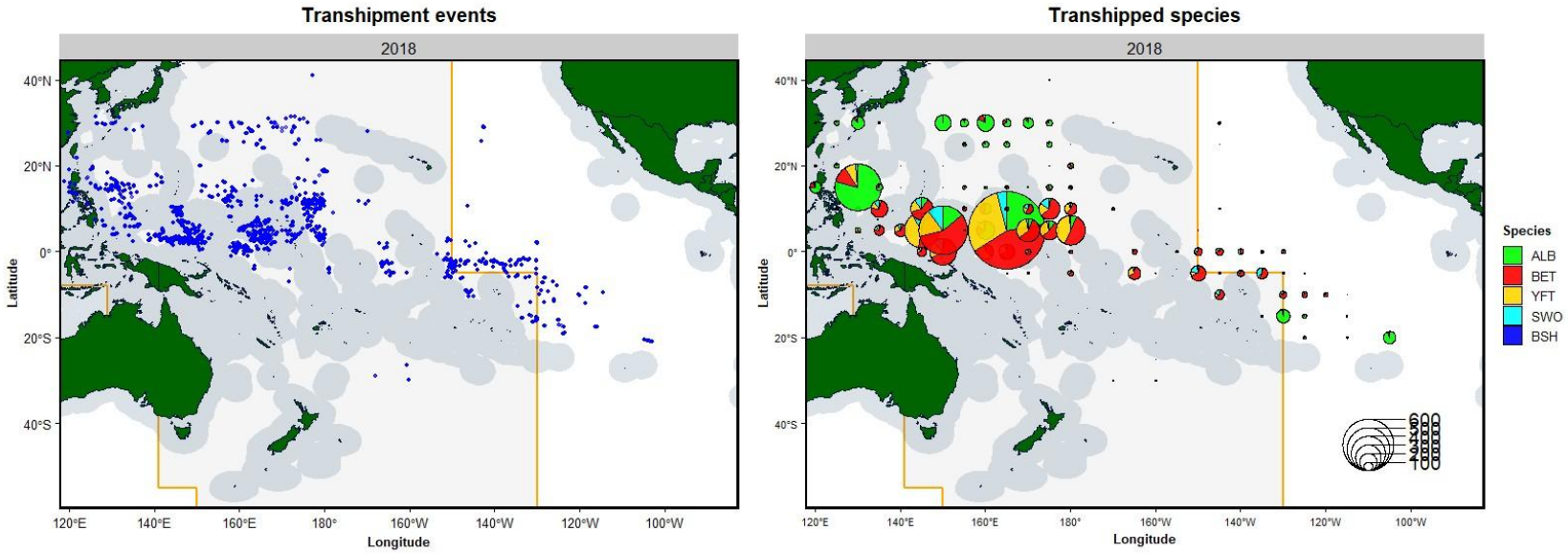


Figure Ad - 7: The transhipment events (left) and species transhipped (right) in 2018 within the WCPFC Convention area.

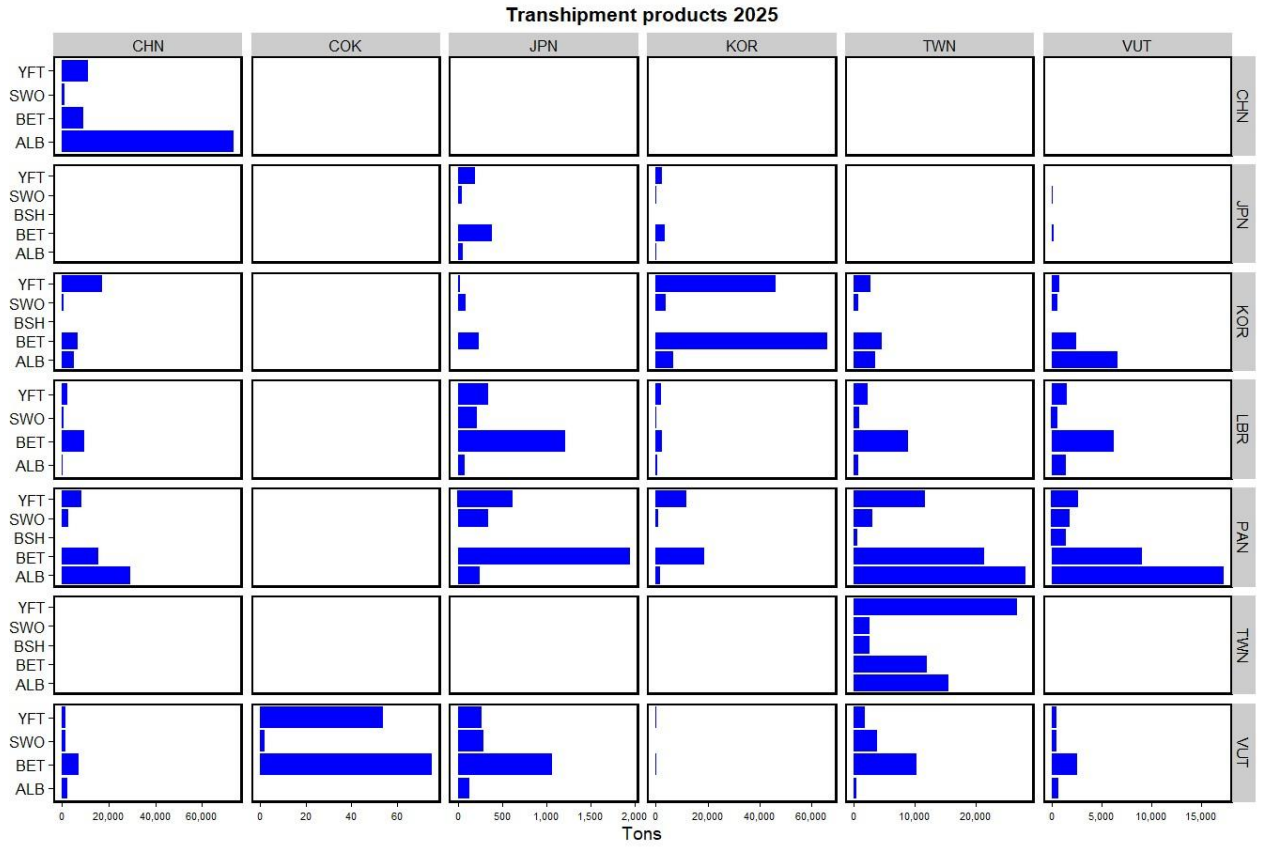


Figure Ad - 8: Volume of fish transhipped between vessels, showing the receiving vessels (vertical axis) and the offloading vessels (horizontal axis).

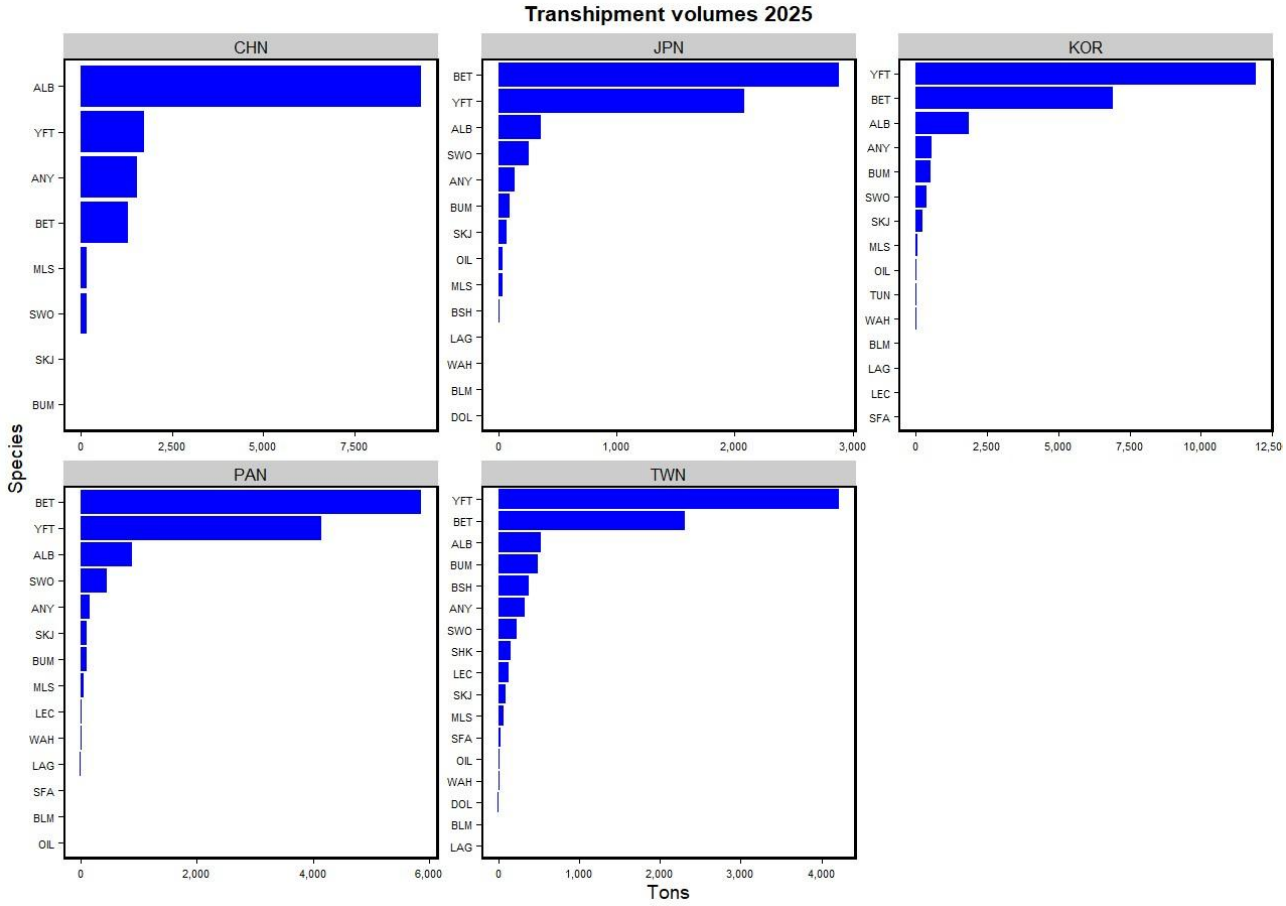


Figure Ad - 9: Volumes of fish transhipped to receiving vessels in 2024 by receiving vessels.

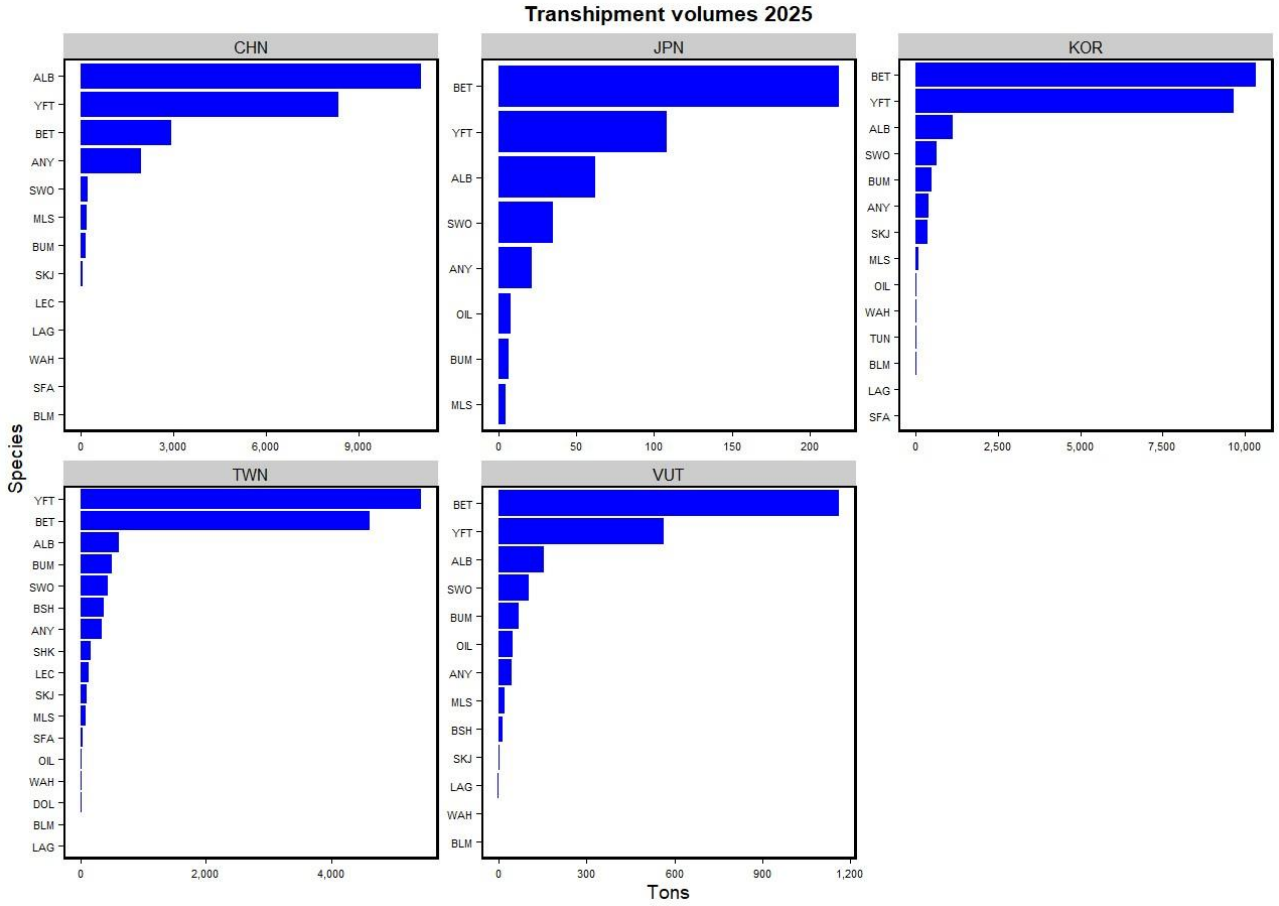


Figure Ad - 10: Overall volumes in 2023 by offloading vessels.

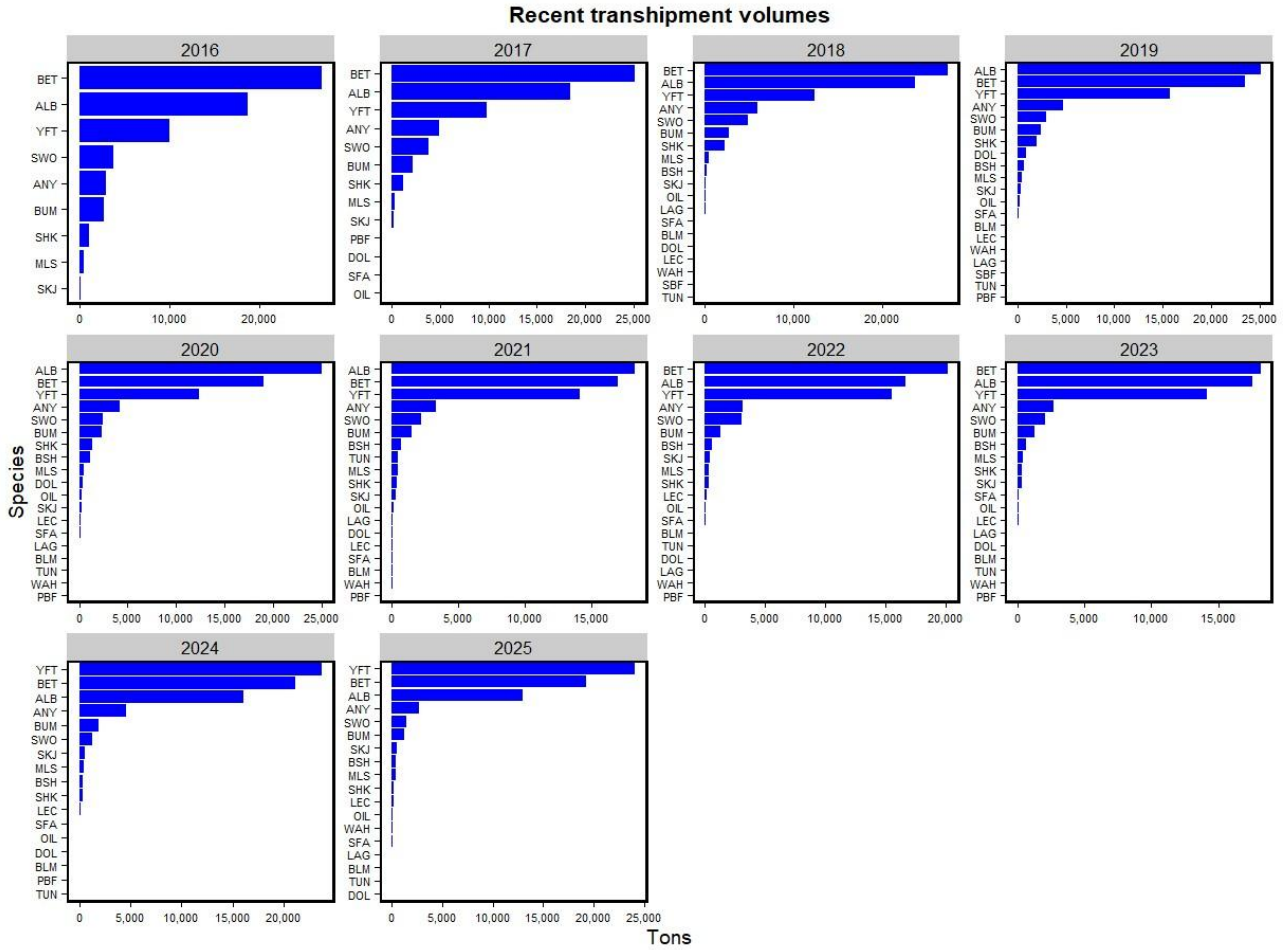


Figure Ad - 11: Overall transhipment volumes by year, all flag CCMs combined from 2018-2025.

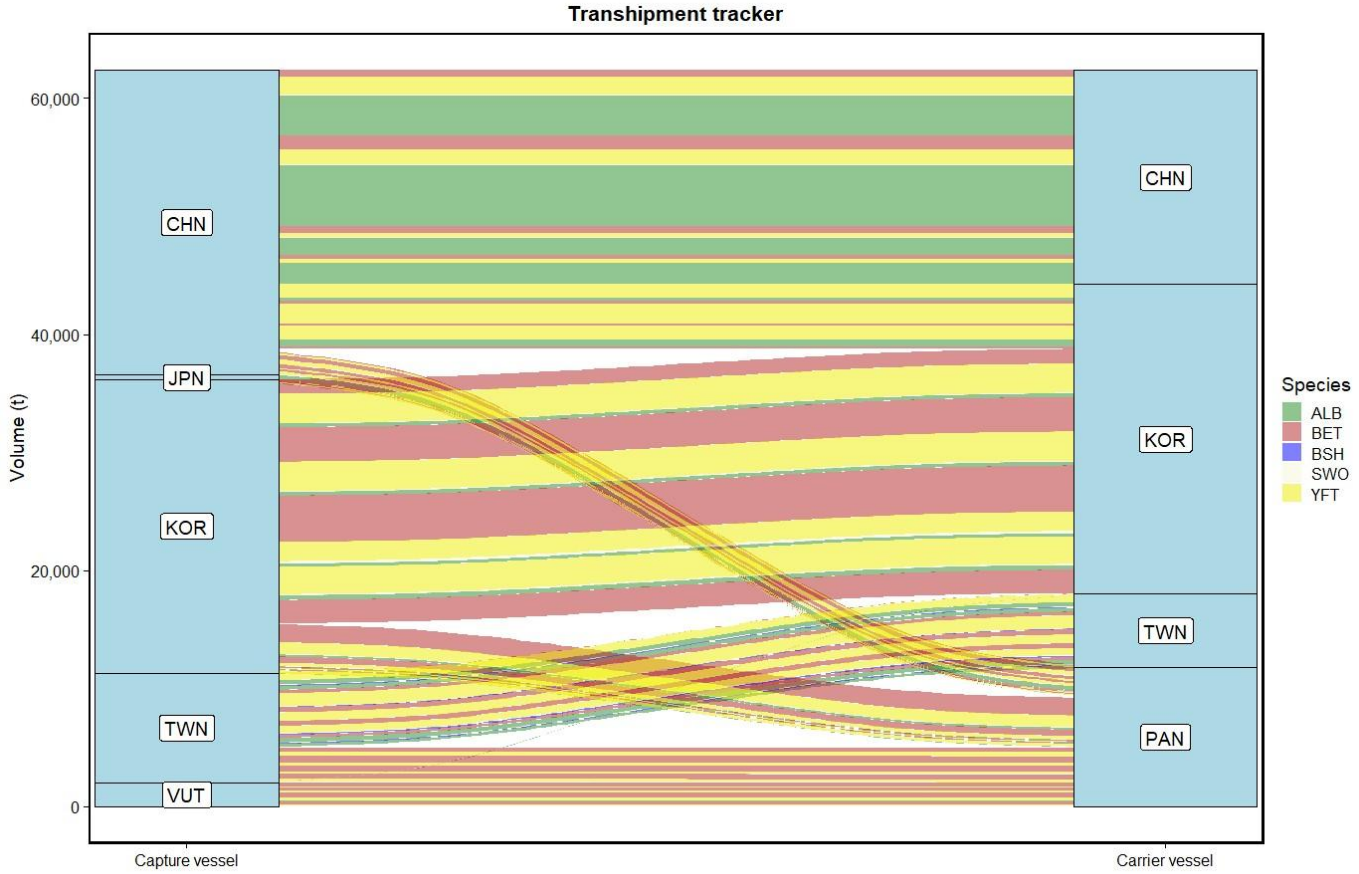


Figure Ad - 12: Transhipment from offloading to carrier vessels by species for all years combined (2018-2026).

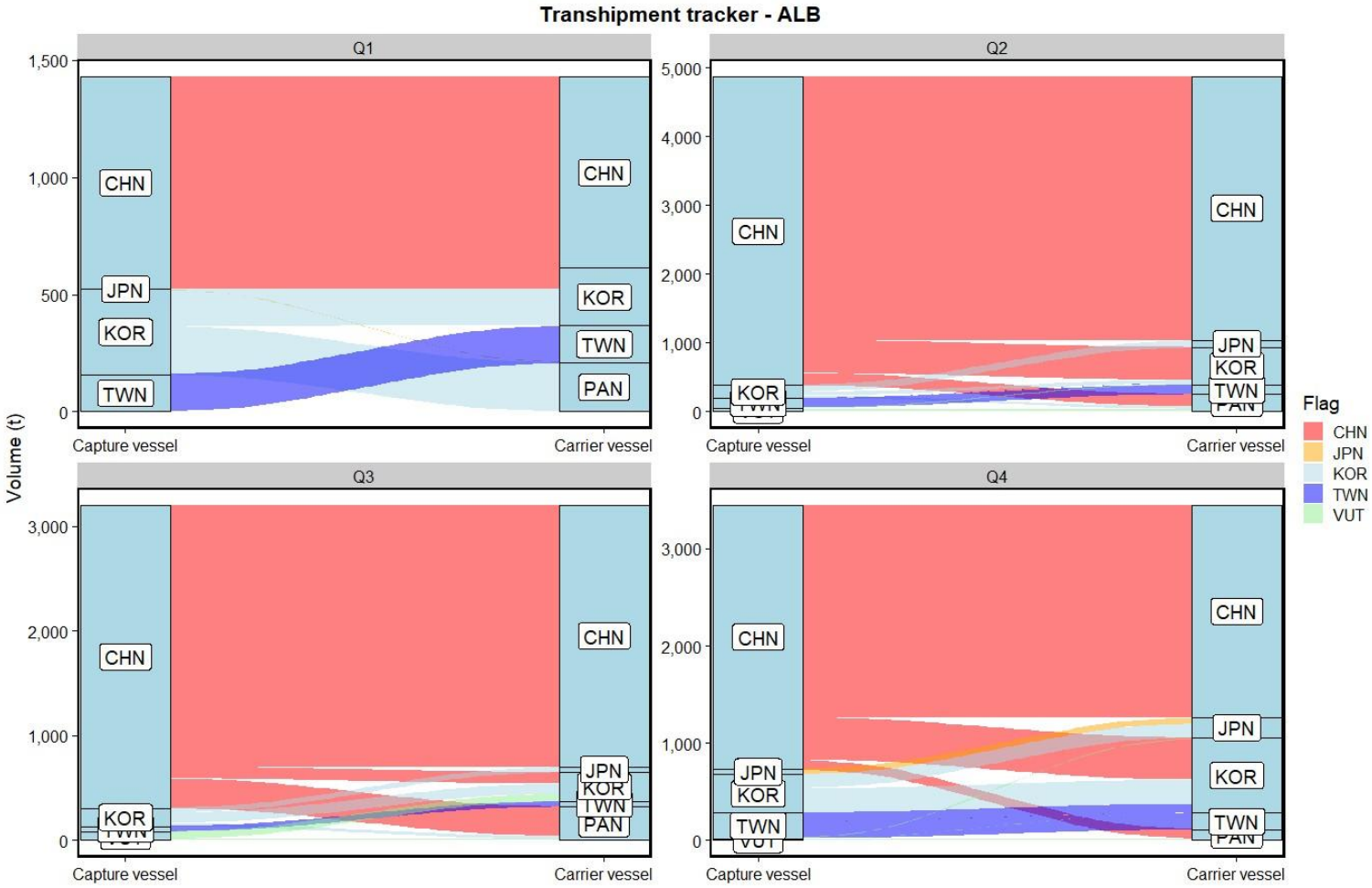


Figure Ad - 13: Transhipments from offloading to carrier vessels for albacore for all years combined (2018-2024) by quarter of the year.

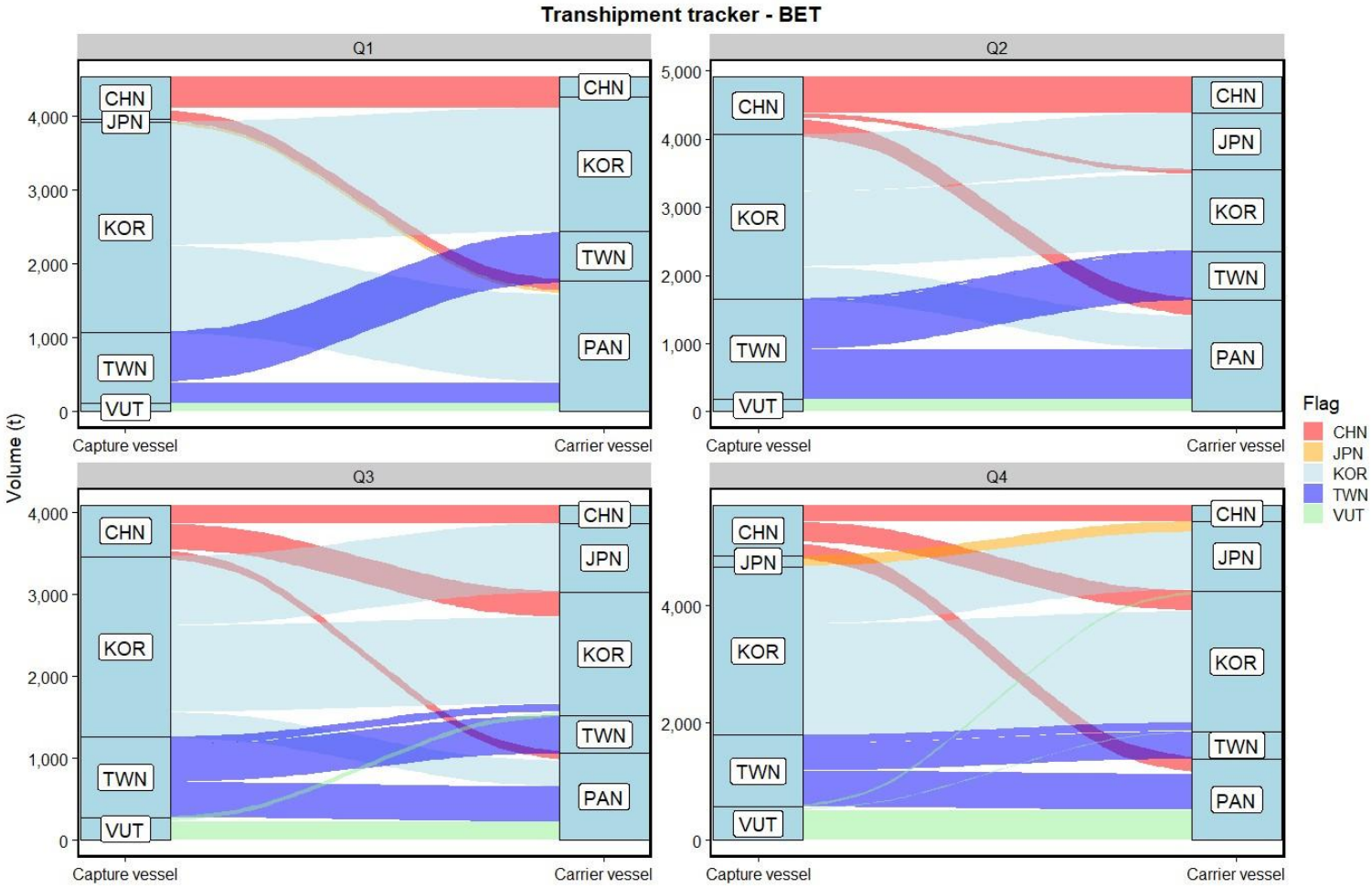


Figure Ad - 14: Transhipments from offloading to carrier vessels for bigeye tuna for all years combined (2018-2024) by quarter of the year.

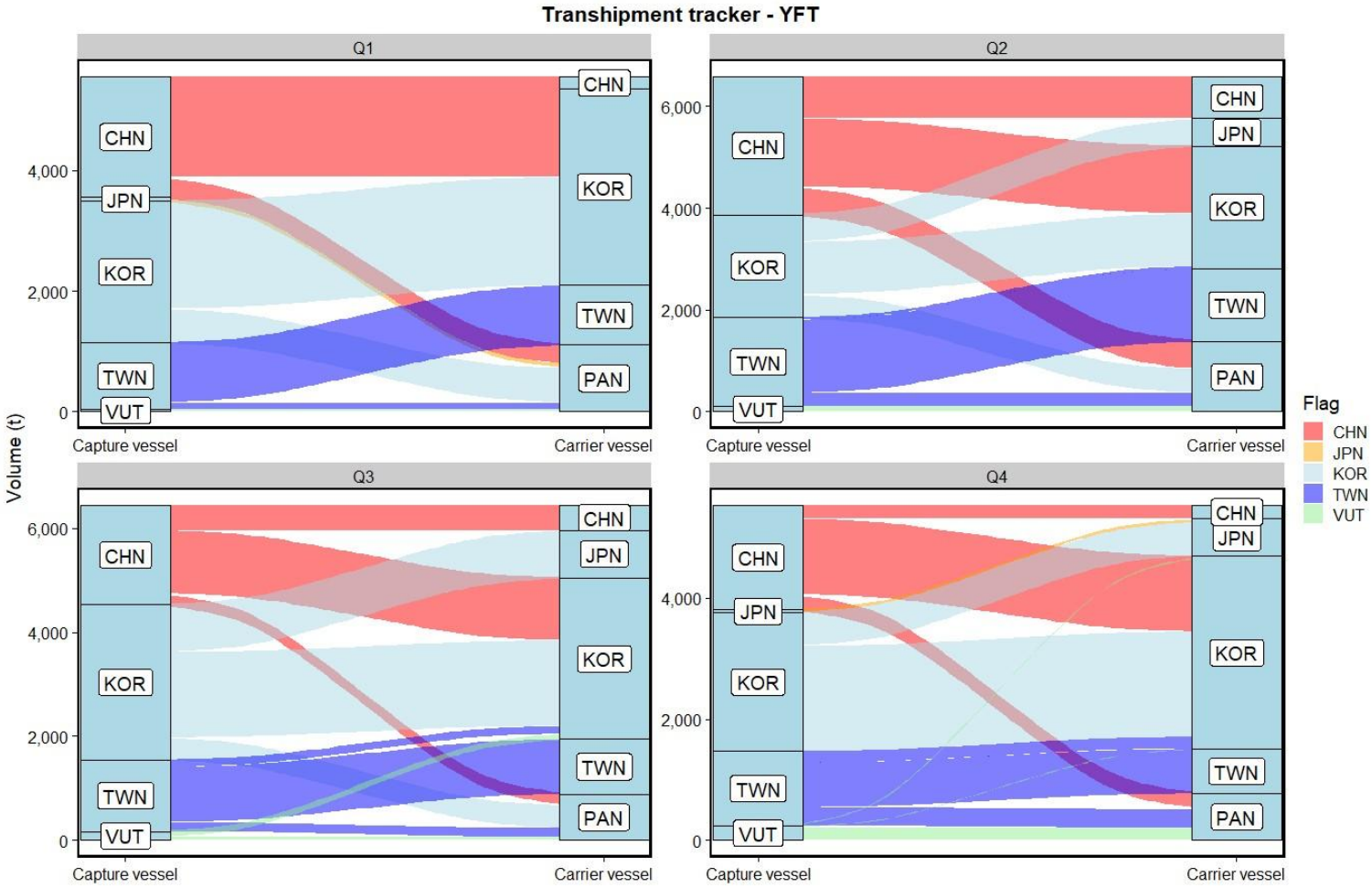


Figure Ad - 15: Transhipments from offloading to carrier vessels for yellowfin for all years combined (2018-2024) by quarter of the year.

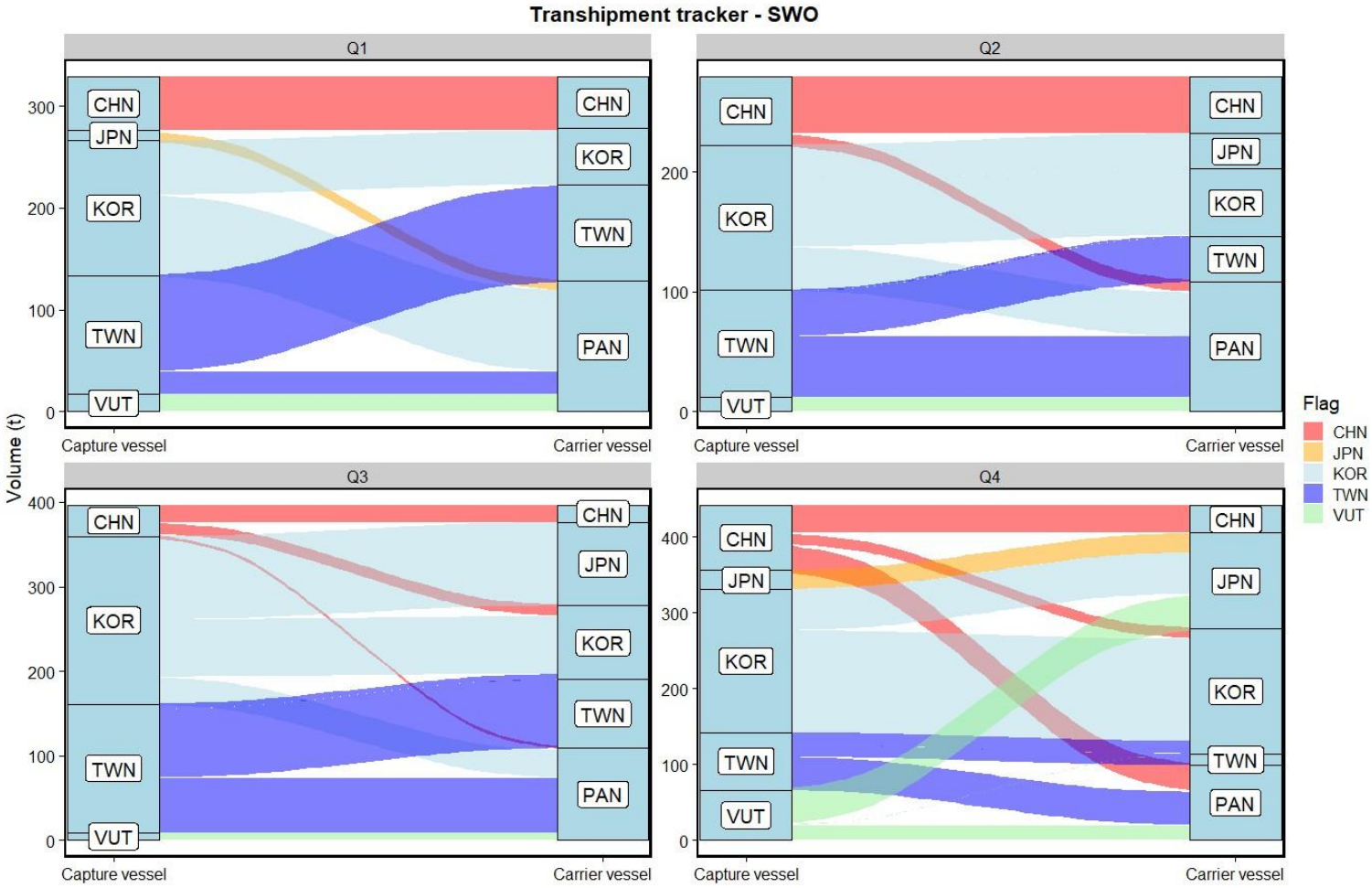


Figure Ad - 16: Transhipments from offloading to carrier vessels for swordfish for all years combined (2018-2024) by quarter of the year.

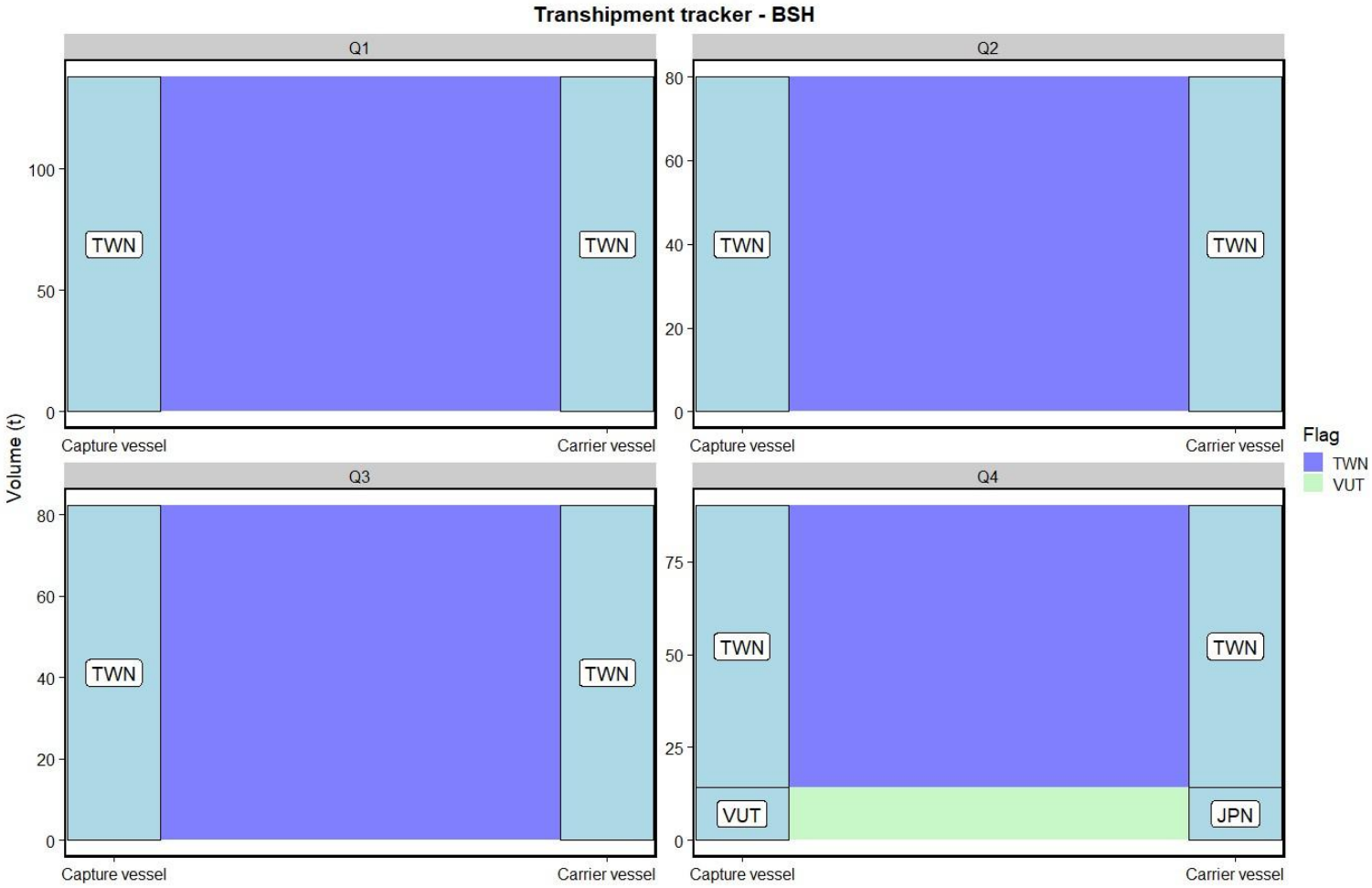


Figure Ad - 17: Transhipments from offloading to carrier vessels for blue shark for all years combined (2018-2024) by quarter of the year.

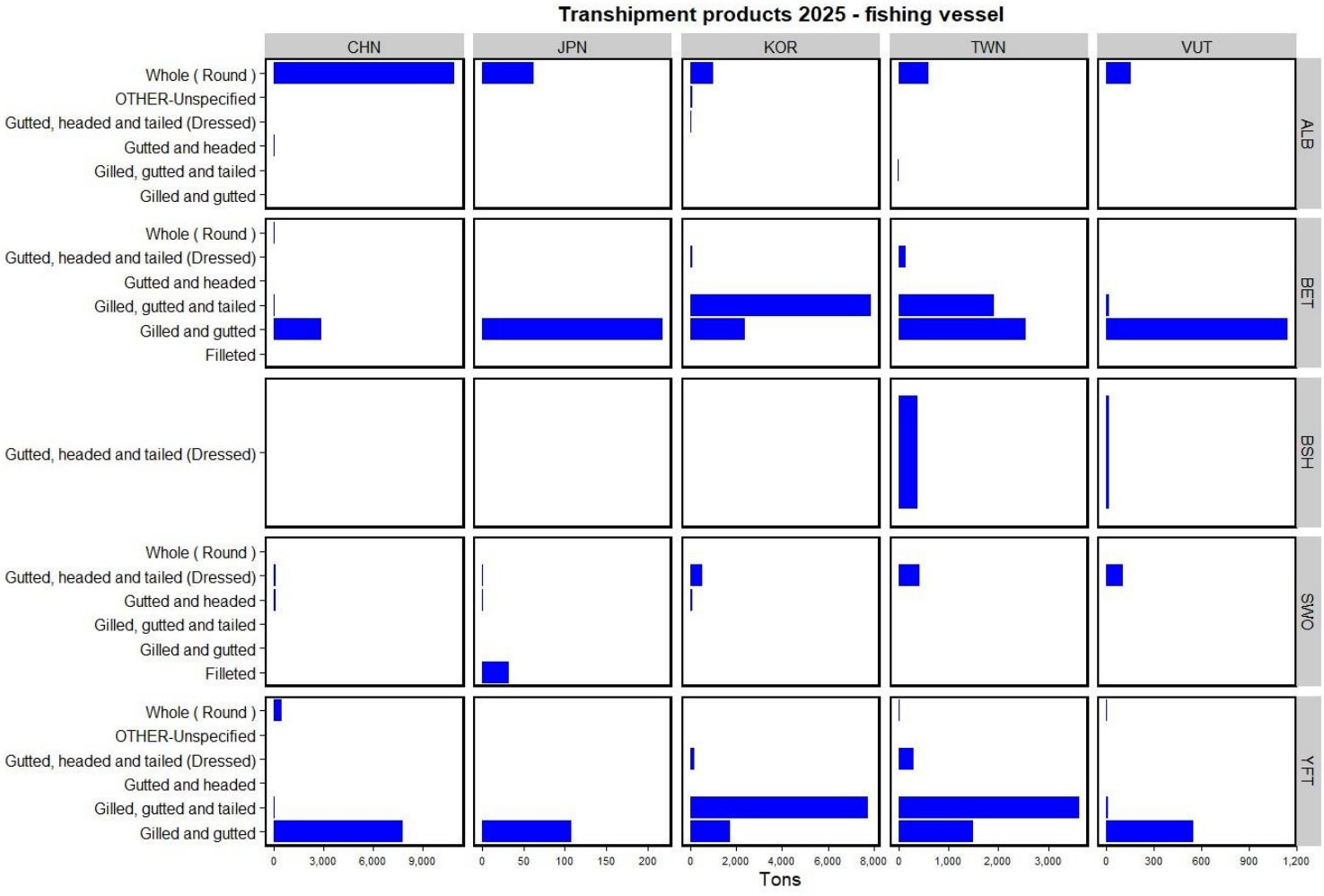


Figure Ad - 18: Transhipped species by offloading vessel flag and by product state.

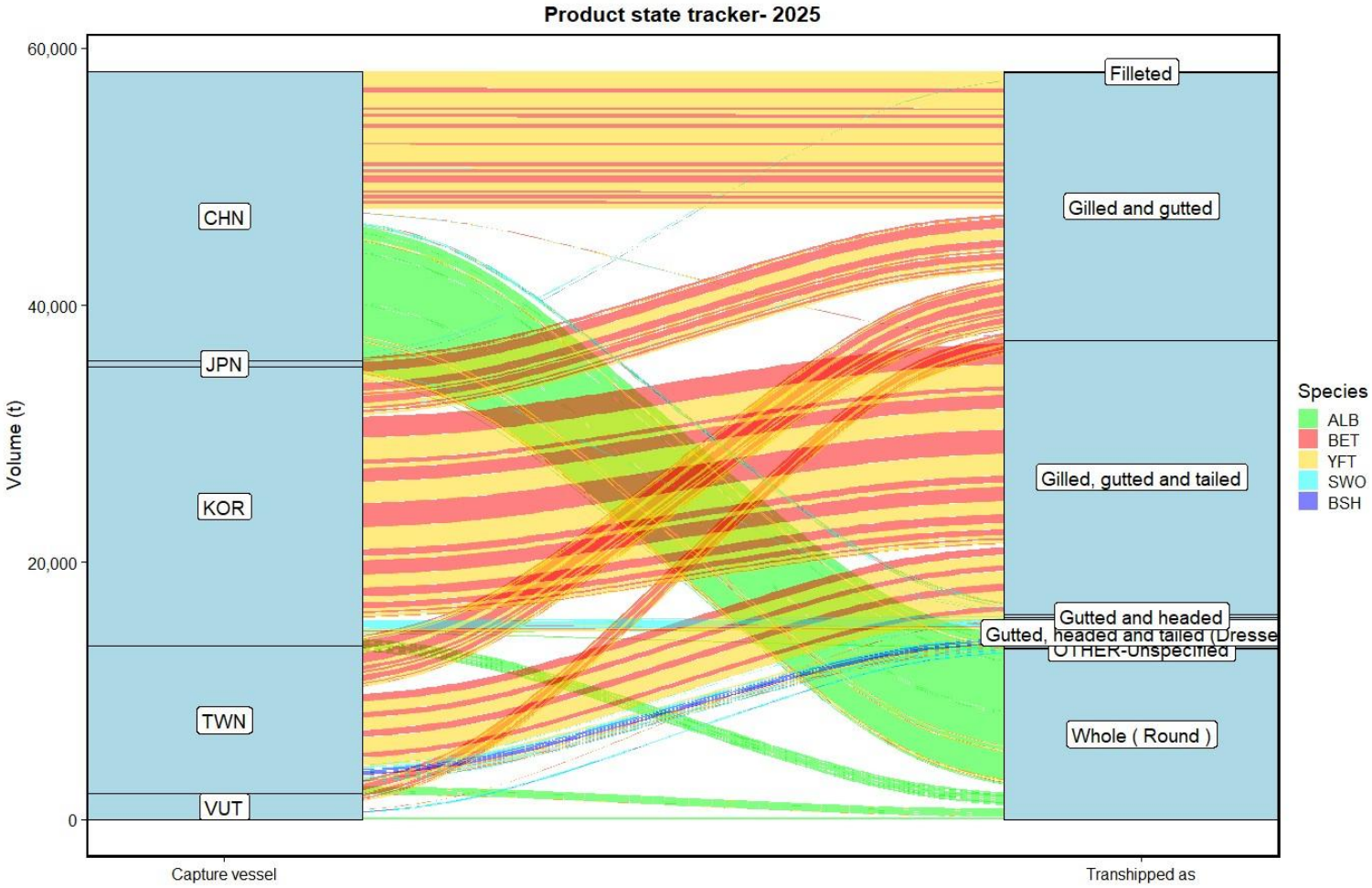


Figure Ad - 19: Overall transhipped product state by flag.

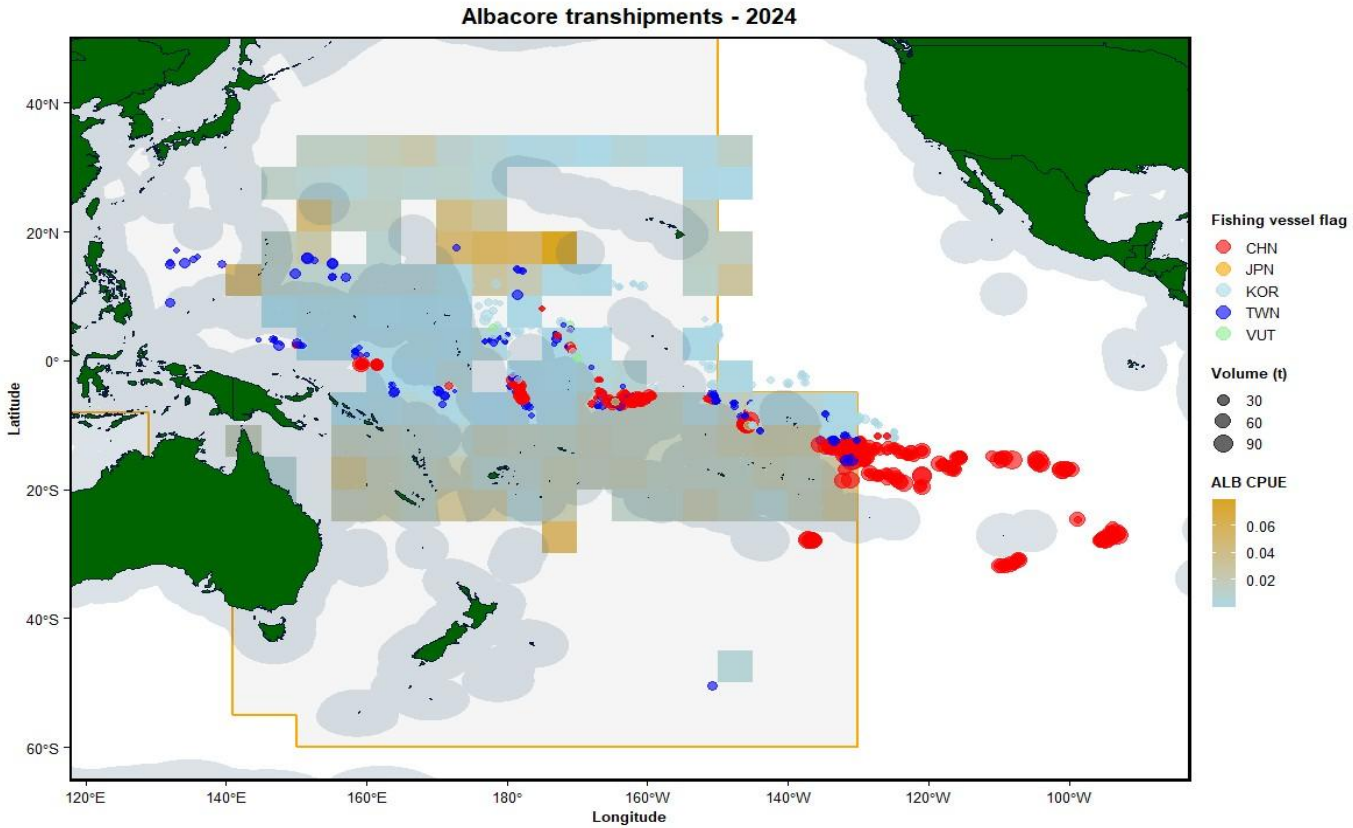


Figure Ad - 20: Catch per unit effort (CPUE) of albacore tuna at a 5x5 scale for longline fishing (represented by squares) and albacore tuna transhipments by flag in 2024. Note the finalised provisional data were not complete for 2024 at the time of the final analysis.

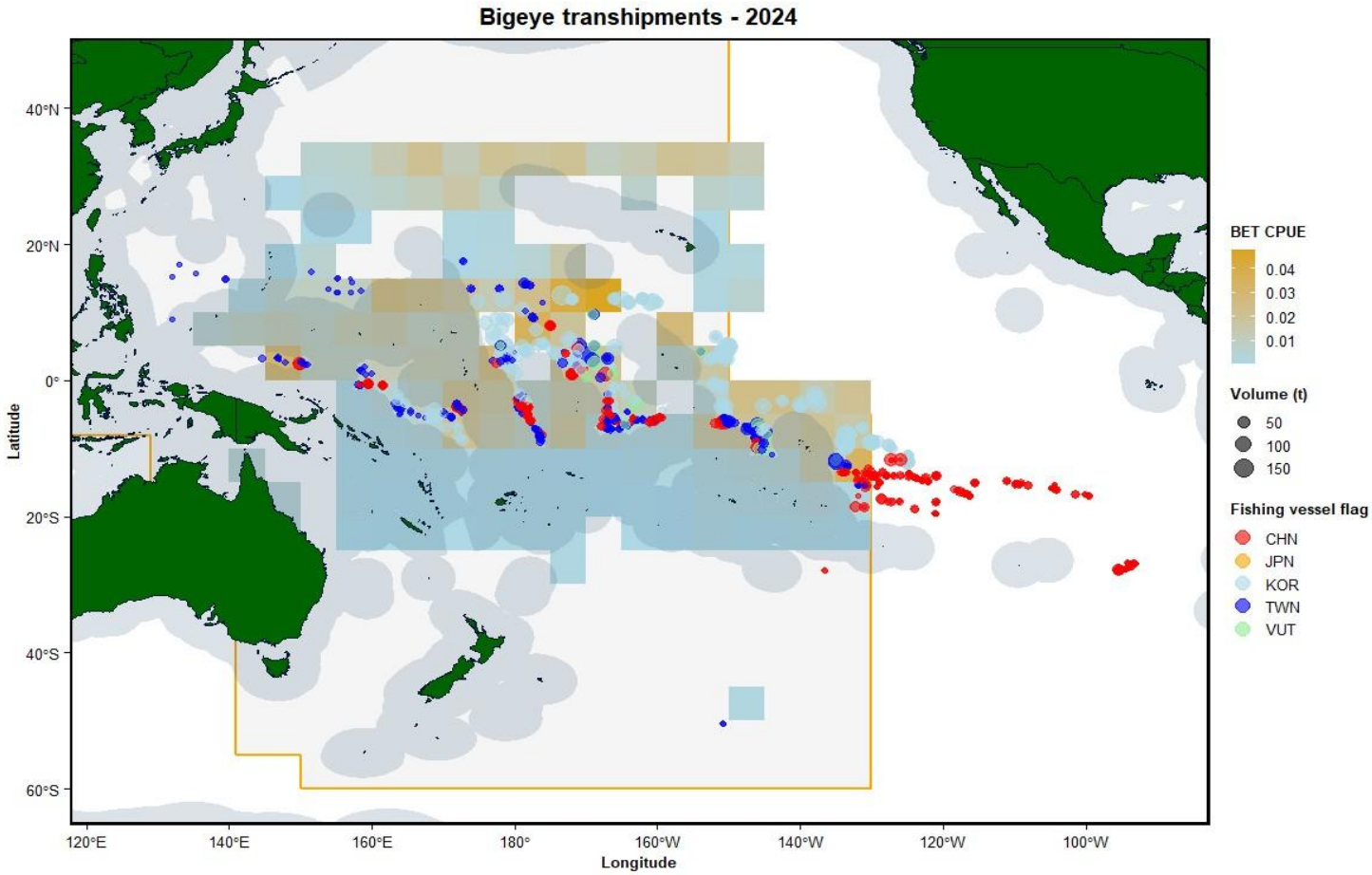


Figure Ad - 21: Catch per unit effort (CPUE) of bigeye tuna at a 5x5 scale for longline fishing (represented by squares) and bigeye tuna transhipments by flag in 2024. Note the finalised provisional data were not complete for 2024 at the time of the final analysis.

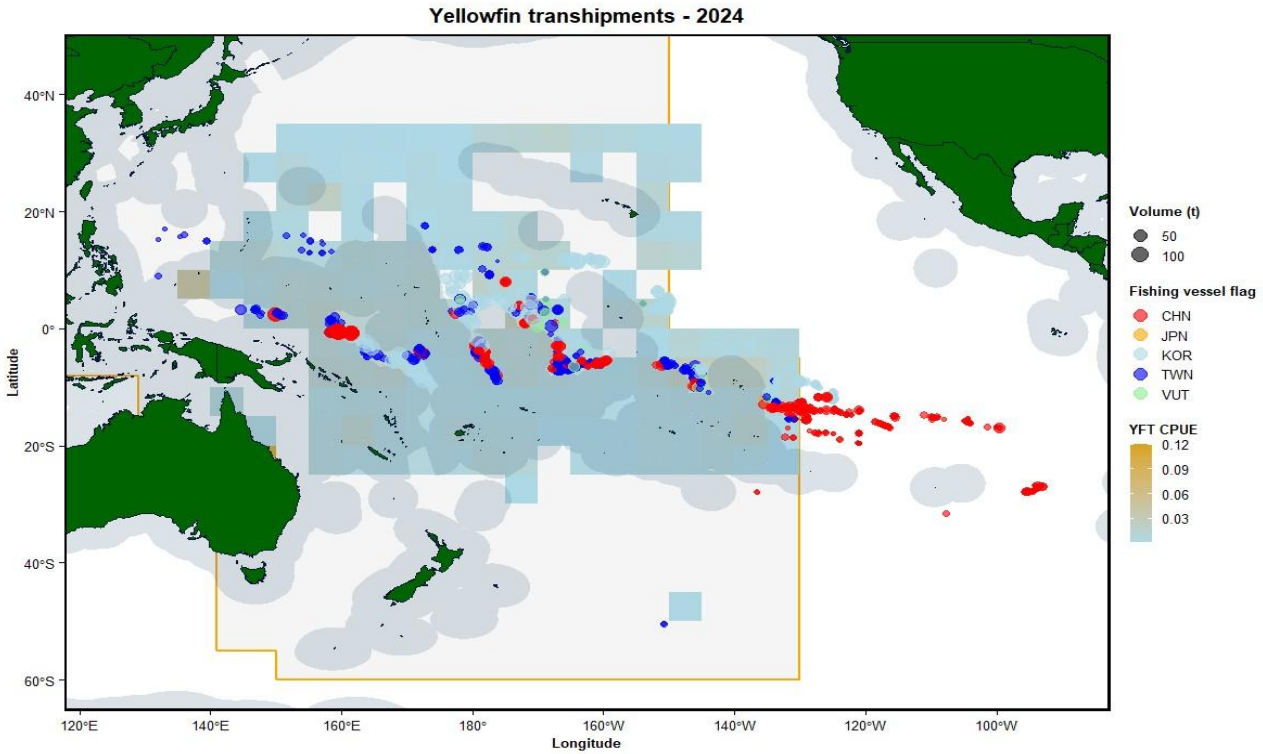


Figure Ad - 22: Catch per unit effort (CPUE) of yellowfin tuna at a 5x5 scale for longline fishing (represented by squares) and yellowfin tuna transhipments by flag in 2024. Note the finalised provisional data were not complete for 2024 at the time of the final analysis.

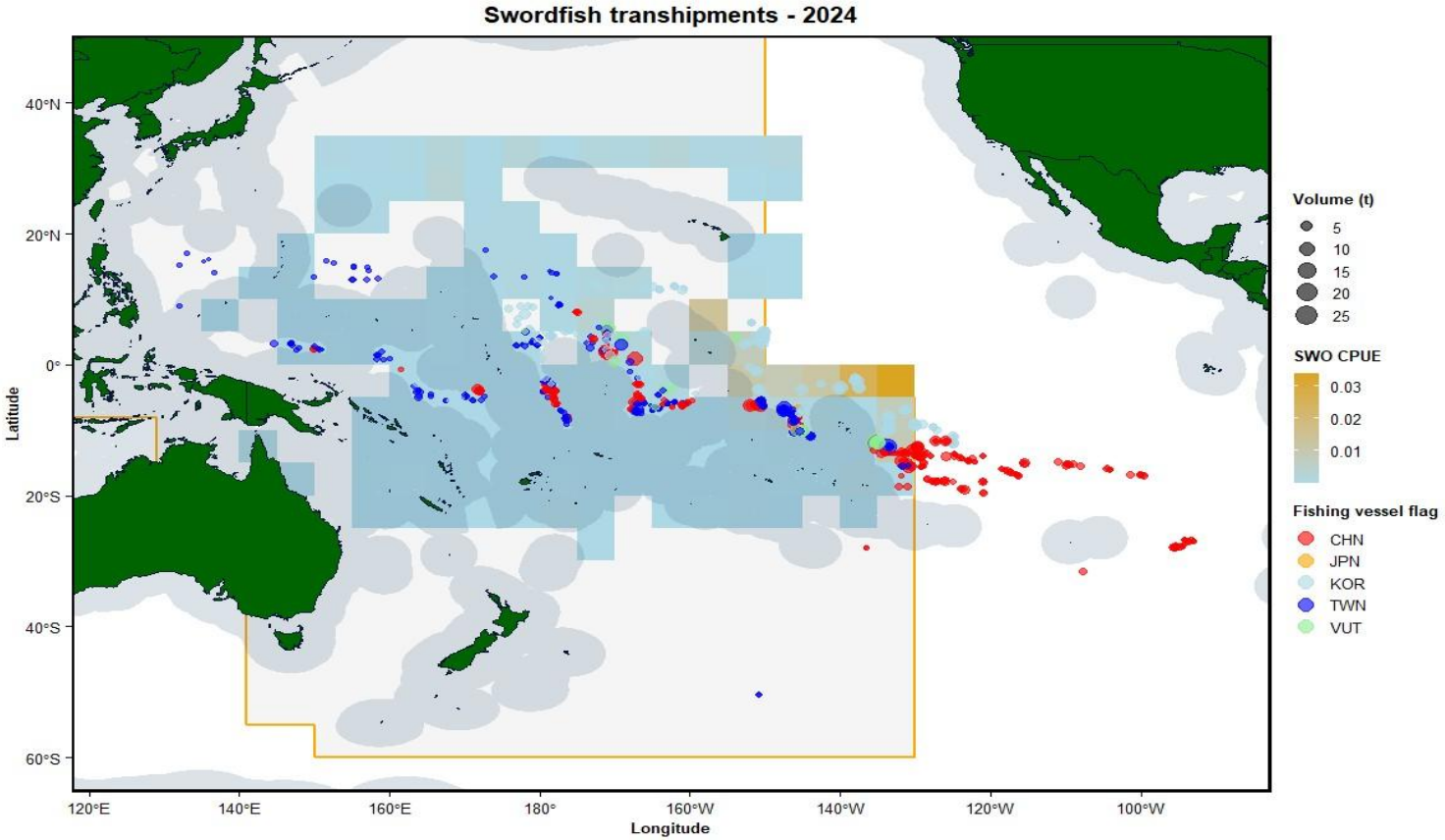


Figure Ad - 23: Catch per unit effort (CPUE) of swordfish at a 5x5 scale for longline fishing (represented by squares) and swordfish transhipments by flag in 2024. Note the finalised provisional data were not complete for 2024 at the time of the final analysis.

Annex I

Table Annex I - 1: A. Reported quantities (kgs) of high seas transhipments of highly migratory fish stocks by species by month by year, based on reports received by WCPFC Secretariat for 2021 and 2022 under CMM 2009-06 para 35 a iv), including events reported to WCPFC that took place in IATTC area.

Year-Month	ALB	BET	YFT	SWO	Other	Total
Total - 2021	18314	17016	14133	2184	7334	58983
01	3302	1450	433	451	790	6426
02	1504	1989	1619	262	634	6008
03	1431	1073	811	101	472	3888
04	624	412	696	28	370	2131
05	1644	1763	1271	313	801	5793
06	655	1798	1350	92	430	4325
07	1899	956	1553	113	423	4944
08	1720	807	1462	39	413	4441
09	1710	1900	1771	110	971	6463
10	2269	1190	1489	70	833	5851
11	559	1774	681	114	354	3481
12	997	1904	997	491	843	5232
Total - 2022	16632	20150	15529	3021	6584	61915
01	1187	1550	1259	205	618	4819
02	865	2908	1441	622	663	6498
03	401	2638	1198	290	630	5158
04	1004	1552	601	200	290	3647
05	1723	2045	1532	431	792	6523
06	1962	1269	1635	128	402	5395
07	2445	1417	1348	189	455	5853

08	1810	2186	2785	113	449	7343
09	664	474	672	47	214	2072
10	2229	1278	1348	164	584	5602
11	1137	1334	922	313	884	4590
12	1205	1499	788	319	603	4415
Grand Total	34946	37166	29662	5205	13918	120898

Table Annex I - 2: B. Reported quantities (kgs) of high seas transhipments of highly migratory fish stocks by species by month by year, based on reports received by WCPFC Secretariat 2023 and 2024 under CMM 2009-06 para 35 a iv), including events reported to WCPFC that took place in IATTC area.

Year-Month	ALB	BET	YFT	SWO	Other	Total
Total - 2023	17524	18162	14151	2102	6016	57951
01	132	405	328	27	200	1092
02	3052	2515	1713	776	956	9011
03	2089	1329	933	193	713	5257
04	221	291	263	48	100	923
05	1128	2291	2083	206	329	6037
06	1616	1221	1104	169	223	4333
07	3375	2086	1557	112	636	7766
08	952	2086	1991	80	607	5715
09	965	556	869	34	602	3025
10	1275	3549	1089	279	544	6735
11	565	993	1600	60	333	3551
12	2154	840	621	118	773	4506
Total - 2024	16003	21052	37871	1289	8314	70376
01	175	1631	1139	78	233	3255
02	685	2804	2137	168	543	6337
03	1486	2328	1328	154	696	5992
04	750	2139	1750	66	593	5297
05	1111	1655	1890	84	882	5623
06	2492	2408	3325	162	1135	9522
07	1820	795	1427	38	545	4625
08	1817	1004	2771	50	832	6473
09	2190	1958	2000	127	564	6840
10	1776	1211	2355	49	730	6121

11	701	1202	2112	63	585	4663
12	1000	1917	1486	250	976	5628
Grand Total	33527	39214	37871	3391	14330	128327