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**PROPOSED STANDARDS, SPECIFICATIONS AND PROCEDURES (SSPS) FOR UNLOADING DATA
(TUNA FISHERIES)**

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1. Executive Summary

This paper highlights key considerations for members on the use of unloading data to provide independent and precise catch information for monitoring South Pacific albacore catch limits and allocation, and outlines draft Standards, Specifications and Procedures (SSPs) for unloading data with that aim. This framework could be expanded beyond the albacore fishery to include other gears and fisheries. For albacore, our understanding of the objectives include:

- i. verification of catch quantities (with a focus on albacore) landed by longline and troll fishing vessels, by fishing zone (e.g., EEZ);
- ii. comparison of unloading catch estimates to logbook-reported catches; and
- iii. an ability to compare these catch quantities against agreed catch limits.

In terms of **catch validation**:

- Partial unloadings- where part of the catch is either transhipped at sea prior to unloading in port, or catch is not fully unloaded at port – requires careful tracking.
- At-sea transhipment has occurred for approximately 25% of the albacore catch (in 2024). While the WCPFC has a strong reporting mechanism for this process (e.g. the WCPFC TSER application), these data are solely managed by the WCPFC Secretariat currently.
- Determination of the catch location (e.g. EEZ) from landed/transhipped catch is challenging.
- We seek member guidance on the proposed data field, specifically including:
 - If partial unloadings are a frequent occurrence, should additional data fields be included to disaggregate those catches from catches from subsequent trips?
 - With respect to area of catch, how will this information be validated during an unloading? Should this information be derived directly from logbooks, or VMS data where applicable?
 - What information is needed regarding the catch destination (country of destination, specific markets, etc.)?

In terms of **data collection**, approaches that leverage existing data collection tools to mitigate duplication of effort and unnecessary manual data entry are appropriate:

- The existing Tufman2 unloading module can be used to record unloadings data.
 - Manual data entry from paper forms via the web-based interface already exists.
 - Submission of standardised unloading forms (as CSV files), potentially prepared by industry, via email which can be automatically processed into Tufman2 (this is currently implemented as a bespoke option; could easily be adapted to a standardized approach for all parties).
- A dedicated unloadings application has been requested. This is feasible, but additional guidance is needed on:
 - How will these data be collected and managed, e.g., will the data be collected in the field by a fisheries officer or will these data be collected by industry and data entered in an office setting? If the data collection is envisioned to be done at the port during the unload, a mobile application may be a suitable solution; however, if these data will primarily be obtained through unloading receipts that are entered into Excel spreadsheets, or obtained through another software program, a desktop-based module (e.g., Tufman2 module) may be more practical.
 - If there are existing tools or systems collecting the same, or similar, information (e.g., ePSM), could those systems be leveraged for this purpose to avoid multiple tools/systems collecting the same information? Perhaps expansion of existing tools could offer a simple solution to address multiple objectives.
- If none of the options proposed above are suitable, we seek guidance from CCMs on the type of approach that would best suit the objectives and requirements.

Three practical areas are also raised:

- What is the scope of application (all ports and vessels to report unloadings)? In thinking about future needs, will carrier vessel unloadings be monitored or just unloading events from fishing vessels? If the interest in unloading data were to be expanded to other gear types or beyond albacore, are these data fields robust enough to expand this data collection with minimal impact to data collectors and associated systems?
- Are CCMs currently using another tool/approach for reporting unloading information?
- With respect to monitoring and compliance, it would be worth beginning to think on which entities will be responsible for managing, analyzing, and reporting on these data, how these data will be monitored, and on what timeframes (e.g., annually at TCC or something more real-time)?

We invite SC22 to:

- NOTE this paper to develop SSPs and data standards for unloading data within the WCPFC;
- If unloadings data are to be considered under WCPFC SciData, we seek the SC's guidance on specific proposed data fields and collection details including:
 - Identification of partial unloadings and guidance on how trip-level catches will be disaggregated from catches from subsequent trips;
 - How area of catch will be validated during an unloading;
 - What information is needed regarding the catch destination (country of destination, specific markets, etc.?) ;
 - Defining the scope of application (e.g., all ports and vessels; limited to Pacific Island countries and territories);
 - Will carrier vessel unloadings be monitored or just unloading events from fishing vessels;
 - Is there interest in unloading data beyond monitoring South Pacific albacore, and if so, are these data fields robust enough to expand this data collection with minimal impact to data collectors and associated systems?
- If unloadings data are to be considered under WCPFC SC and TCC processes, we seek the SC's guidance on how monitoring and compliance with respect to unloadings is envisioned (e.g., Which entities will be responsible for managing, analyzing, and reporting on these data? How will these data be monitored and on what timeframes (e.g., annually at TCC or something more real-time)?)

2. Background and objectives

An allocation framework for albacore catches is being developed as part of the South Pacific albacore conservation and management measure development. As part of this framework, the independent verification of catches is a critical component. To ensure accurate monitoring of albacore catches from the Western and Central Pacific Fisheries Commission (WCPFC) Convention Area, there is increased attention on the collection of unloading data. Unloading data represent verified species-level retained catch quantities at the point where fish are offloaded from the fishing vessel and can be used as a valuable source of information to compare against the potentially less precise visual estimates reported by fishers in their logbook data. Unloadings can happen at-sea via transshipments or in port. This document focuses on land-based unloadings in-port, but it should be recognized that at-sea transshipments are a critical component of unloading data.

This document outlines draft Standards, Specifications and Procedures (SSPs) for unloading data with the purpose of providing independent and precise catch information for monitoring South Pacific albacore (hereafter albacore) catch limits and allocation, but this framework could be expanded beyond the albacore fishery to include other gears and fisheries. As with any data collection programme, fully specifying the requirements of the programme in advance is critical to success. With respect to unloading data collection, for albacore, some of these key considerations include:

- What are *all* of the objectives for this data collection programme?
- How will these data be collected (in a practical sense; e.g., by industry, fisheries agents, etc.)?
- How will these data be evaluated against the objectives and by whom?

Our understanding of the objectives, include:

- i. verification of catch quantities (with a focus on albacore) landed by longline and troll fishing vessels, by fishing zone (e.g., EEZ);
- ii. comparison of unloading catch estimates to logbook-reported catches; and
- iii. an ability to compare these catch quantities against agreed catch limits.

This document, therefore, proposes data collection standards to achieve those objectives, but also highlights key uncertainties and decision points that should be considered by the SC.

Table 1. Brief overview of the pros and cons (or limitations) of unloading data

PROS	CONS
Precise (electronic scales) reported weights of all unloaded catch, at the species level	Data may not be impartial – e.g., selective reporting, errors, omission of species (e.g., to align with sustainability claims)
Verification of species ID and catch composition	No record of fish that are discarded at sea (discards/bycatch)
Cross-validation of other data sources (e.g., logbook)	Operational level data not captured (e.g., precise catch location)
Broad coverage of vessels unloading in monitored ports	Coverage gaps in distant ports (e.g., distant-water longline transshipments not monitored)

3. Scope

The proposed draft SSPs for unloading data detailed in this document applies to longline and troll vessels unloading directly to fish processing and export docks in ports. The vessels may be domestic vessels flagged to the home state or foreign vessels fishing within the WCPFC. Noting that transshipment data represent a key component of total unloadings; however, those data are already captured through the WCPFC TSER application, and therefore, will not be captured under the data collection framework detailed below.

4. Unloading Data Standards

The SPC/FFA [Data Collection Committee](#) (DCC) has already developed unloading forms that are in use by several Pacific Island countries. Those forms serve as the basis for these SSPs. Unloading forms document the total weight by species

of fish offloaded by a vessel during each full or partial unloading, and record key information to be able to link an unloading event to the logbook trip for cross-validation of catch information. In some cases, additional information about the final destination of the catch is provided. One of the key challenges with the mapping of unloading data to logbook (or other data sources) is when only a portion of the catch is unloaded (i.e., a partial unloading event). Partial unloadings can happen for a variety of reasons but primarily relates to market demand and processing infrastructure at a given port location. There may also be situations where part or all of the catch from a trip is transhipped at-sea. The WCPFC has a strong reporting mechanism for monitoring transshipment activities, but these data are solely managed by the WCPFC Secretariat at this time.

Table 2. Data fields for collection as interim Minimum Standard Data Fields, with some additions to meet the monitoring objectives (indicated with an *)

Vessel Information		
Data Field	Description/Instruction	Notes
Name of Vessel	Provide the name of the vessel as shown in the RFV- which is the name of the fishing vessel as indicated on flag State registration, in UPPER CASE.	Can be sourced from the RFV once you know the RFV VID.
Flag of the fishing vessel	Provide the flag of the fishing vessel as shown in the RFV.	Can also be sourced from the RFV.
International Radio Call Sign (IRC)	Provide the IRCS assigned to the vessel, as shown in the RFV.	Can also be sourced from the RFV.
WCPFC RFV VID	Provide the vessel's RFV VID.	This number is generated automatically by the RFV upon inclusion of a vessel.
Gear code*	Standard gear code for the primary fishing gear used on the trip	L = longline T = troll S = purse seine P = pole-and-line

Trip and Unloading Event Information		
Data Field	Description	Notes
Trip Information		
Date of departure	PROVIDE DATE and TIME of departure for this trip (UTC).	Format: YYYY-MM-DD HH:MM:SS (24 hr format) <i>The start of a trip is defined to occur when a vessel (a) leaves port after unloading part or all of the catch to transit to a fishing area or (b) recommences fishing operations or transits to a fishing area after transshipping part or all of the catch at sea (when this occurs in accordance with the terms and conditions of article 4 of Annex III of the Convention, subject to specific exemptions as per article 29 of the Convention).” See Section 1.2 of Annex 1. in the Scientific Data to be provided to the Commission</i>
Date of arrival	PROVIDE DATE and TIME of arrival for this trip (UTC).	Format: YYYY-MM-DD HH:MM:SS (24 hr format)
Unloading location*	Indication of whether a fishing vessel unloads to a carrier in-port or to an unloading facility	C = carrier vessel P = in-port
Port/place of departure	PROVIDE the Port/place of Departure for this trip	Use WCPFC port list of harbour names in table
Unloading Information		
Unloading ID	Unique record identifier	Assigned by the SSP system
Date and time of START of unloading	PROVIDE DATE and TIME of START of unloading or indicate TIME for the TRANSHIPMENT AT SEA (UTC)	Format: YYYY-MM-DD HH:MM:SS (24 hr format)
Date and time of END of unloading	PROVIDE DATE and TIME of END of unloading or indicate TIME for the TRANSHIPMENT AT SEA (UTC)	Format: YYYY-MM-DD HH:MM:SS (24 hr format)
Port/place of unloading	PROVIDE the Port of Return for Unloading or indicate TRANSHIPMENT AT SEA	Where possible, please provide a standardised Port location code through the following facility https://unece.org/trade/cefact/unlocode-code-list-country-andterritory
Full / Partial Unloading	Indicate whether this is a full or partial unload from a trip. Partial unloadings are where any significant	1 = Full unloading 2 = Partial Unloading

	amount is left in the hold for a later unloading or transport to another port [	3 = Unknown
Agent for unloading	PROVIDE the name of the Agent for the Unloading	Name or business name of the agent managing the vessel unloading

Catch Information																											
Data Field	Description	Notes																									
Species	For each species, PROVIDE the SPECIES CODE according to the 3-letter FAO standard species code list																										
Number	PROVIDE the unloaded NUMBER OF INDIVIDUAL FISH in the catch, by species	The number of individual fish by species																									
Weight	PROVIDE the unloaded CATCH WEIGHT by species and processed/dressed state	Reported in metric tonnes to three decimal places																									
Process state	There are two fields in the T2 system: fresh or frozen	FR = not frozen in a frozen state FZ = landed in frozen state XX = Unknown																									
Weight Code	The processed condition of the catch associated with the reported weight. This is a key field to convert to whole weight accurately.	<table><tr><th colspan="4">WEIGHT CODES</th></tr><tr><td>WW</td><td>WHOLE WEIGHT</td><td>GX</td><td>GUTTED, HEADED, TAILED</td></tr><tr><td>GH</td><td>GUTTED, HEADED</td><td>GO</td><td>GUTTED ONLY , NOT GILLED</td></tr><tr><td>GG</td><td>GILLED & GUTTED</td><td>SF</td><td>SHARK FINS</td></tr><tr><td>GT</td><td>GILLED, GUTTED, TAILED</td><td>NM</td><td>NOT MEASURED</td></tr><tr><td>LW</td><td>LOINED WEIGHT</td><td></td><td></td></tr></table>		WEIGHT CODES				WW	WHOLE WEIGHT	GX	GUTTED, HEADED, TAILED	GH	GUTTED, HEADED	GO	GUTTED ONLY , NOT GILLED	GG	GILLED & GUTTED	SF	SHARK FINS	GT	GILLED, GUTTED, TAILED	NM	NOT MEASURED	LW	LOINED WEIGHT		
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Catch location*	Fishing area (i.e., EEZ or high seas area) from which landed catch was harvested	How will this be independently verified at the unloading? This may be best obtained through logbook data. There should be clear guidelines on the reporting conventions for EEZs and high seas areas (including a map).																									
Market destination	An indication of the destination of the catch	C = Cannery E = Export L = Local market K = Consumed by crew O = Other																									
Catch Destination	Country of destination if landed/exported	2-letter country/territory code																									
Catch remaining onboard*	This is a binary field to indicate whether the catches reported refer to unloaded catch or catch remaining onboard during a partial unloading	0 = NO; catch is unloaded 1 = YES; catch is remaining onboard the fishing vessel This field would only be a 1 during a partial unload. If this field is 1, the catch destination would not be applicable.																									

4.1 Data Collection Considerations

In order to support the objective of full catch accounting, all avenues for unloading retained catches must be monitored and those data must be able to be combined for complete analysis of information to support the management objectives. Here, we provide a proposed monitoring framework that would be possible through this data collection programme and a few scenarios for the SC to consider and provide guidance on. Here, the coverage rate for logbook data will inform the 'raising' factor to best estimate catches when logbook coverage is less than 100%. The unloading data can be used to cross-validate the logbook data, and adjust as appropriate (e.g., cases when the logbook catches represent an underestimate relative to the unloading data).

The combination of these data sources may enhance the understanding and confidence around these catch estimates and help to identify where key data gaps may exist.

Table 3. Assessment of information to monitor and evaluate the objectives

	Level	VMS	Logbook	Unloadings	
				In-port	Transshipments*
Trips monitored (100% coverage?)	Fleet	Best estimate of fishing trips	Compare trips to VMS	Compare trips covered to logbook + VMS	Compare trips covered to logbook + VMS
Catch cross-validation	Trip	Not applicable	Trip catch data available	Compare to logbook	Compare to logbook

The framework laid out in Table 3 identifies two objectives, at different levels. This simple catch validation approach will produce an estimate of the logbook and unloading coverage for all trips, identified using VMS, and will provide a cross-validation of catches from different data sources assuming that these data sources can be linked and compared at the appropriate level (e.g., a trip).

This approach could be sufficient to evaluate catches with respect to the allocation, but there are some nuances to be aware of. If SPC were to be tasked with summarizing these data to support the WCPFC with respect to catch validation, we would not currently be able to do so, as we do not receive transshipment data, which accounted for approximately 25% of the provisional albacore catch estimate from 2024 ([WCPFC-TCC21-2025-RP03](#); para 9). This could present a key data gap to presenting the full picture around catch monitoring. SPC receives observer reports of transshipment activities for carrier vessels; however, without information on transshipment events themselves, we are unable to assess the coverage of all transshipment events represented by these reports (i.e. we won't know if we are missing reports). The accuracy and independence of observer catch reporting for transshipment events remains unclear, as there are well-documented challenges during the transshipment operations of accurately identifying the catch by species given bulk transfers of frozen fish, and extended duration of transshipment events.

There may be challenges mapping catches from logbook data to an unloading, in the event of partial unloadings. For example, if some catch is retained onboard from unloading A and the vessel continues to fish afterward eventually resulting in unloading B, how will the unloading data distinguish the remaining catch from the trip prior to unloading A from the catch following that event? Do we need to attempt to keep these catches separate and add additional data fields for characteristics of trip A (e.g., departure and unload dates) for those catches only? If this is practical, that would help to close the loop on some of these loose ends, but if not, will those catches be lumped into the catches reported between unloading events A and B? Does this matter, if so?

If these details are important for the implementation of the albacore measure and associated allocation framework, the SSP could prepare some data explorations to evaluate how often some of these complex situations are happening and what the impact on the overall monitoring objectives might be. Some proposed explorations may include, but are not limited to:

- Assessing the proportion of longline and troll trips for which we have unloading data (and potentially identify trips with unloading data and no submitted logbook);
- Cross-validating the catch estimates for key tunas from logbook, unloading, and observer transshipments, where applicable, at the trip-level;
- Assessing how often partial unloadings happen; and
- Analysis of transshipment catch enumeration relative to logbook data other unloading activities.

5. Data Exchange Protocols

5.1 Existing Data Exchange Pathways

Standardized protocols for the transfer of unloading data does not yet exist; however, the Data Collection Committee (DCC) unloading data collection form is currently used by SPC-member countries. The principal source of unloading data is currently the fishing company or fishing agent in port. This information is recorded by the fishing company at the end of each trip, offering an independent estimate of the trip's total catch. This information is crucial for validating

the data reported in logsheets and provides essential catch records for vessels that may not submit logsheets (a situation that is increasingly rare).

The current approaches for fishing agents to submit their data currently include:

- i. either sending the unloading data directly to the national fisheries agency via email; or
- ii. bespoke application (French Polynesia, Marshall Islands).

For most ports, the national fisheries agency port sampler will collect the unloading receipt from the fishing company or agent and then transcribe it onto the DCC Unloading Form and the Unloading Destination Form (both as paper forms). These are then entered into Tufman2.

As noted above, the SSP would not be able to include transshipment data into analyses and monitoring efforts relating to unloadings and catch verification, as it does not currently receive transshipment information. How these data are evaluated, relative to other data sources, should be considered. The data collection described in this document would apply to all longline and troll catches unloaded in port. When an unloading cannot be reported, any information that can be recovered including the vessel information, unload date, etc. could be entered into the data collection system agreed upon, with a comment as to the issue resulting in loss of data.

Tufman2 has an unloading module that can be used to record unloading data from the main fishing gear types targeting tunas. Data can be integrated into Tufman2 via manual entry of paper forms or submission of data via two methods described below (and in more detail in the following subsections):

- i. manual data entry from paper forms into the Tufman2 web-based interface; and
- ii. submission of standardized unloading forms (uploaded into Tufman2 e.g., via csv files, which are automatically processed and loaded into the database).

5.1.1 Manual data entry into the Tufman2 web-based interface

This data entry option is currently available and accessible to all CCMs. The use of Tufman2 assumes the users are primarily national fisheries authority staff or dedicated port samplers. If the decision is for a wider user group (e.g., fishing companies) to submit their unloading data, there may need to be consideration around alternative submission approaches, where data modifications are restricted once the data has been submitted.

This option requires industry users to be trained in the use of the Tufman2 system.

5.1.2. Electronic submission of standardized documents to Tufman2

This approach has the advantage of letting industry users work within their existing tools and workflows, while enabling more efficient and automated data integration into Tufman2. This approach generally involves extraction of data from an existing system, into a standardized format, and submitting via email or through a data submission portal.

Key advantages include:

- reduced manual data entry and duplication of effort;
- lower risk of transcription errors; and
- potential for full automation of the submission and processing workflow.

Two electronic submission options are proposed:

a. Submission to Tufman2 via an electronic protocol

This option is a technical solution that is typically suited to companies or organizations with existing internal data management systems. Other regional systems, such as electronic port state measures (E-PSM), also fall within this category. This approach requires a code-based solution where data from an existing system is formatted (e.g., as JSON files) and submitted via an API.

Tufman2 currently supports data submission via a REST API, allowing unloading data to be submitted in standardized, machine-readable formats:

- **JSON:** Preferred format; well suited for single unloading document submission; supports multiple submissions via repeated API calls
- **CSV:** Allows multiple unloading records within a single file; may require specific attention to formatting and structure to ensure compatibility with Tufman2's processing requirements

b. Submission to Tufman2 via email

This option is intended for companies that:

- Do not have an internal data management system;
- Do not have the capacity to develop the electronic submission to Tufman2; or
- Rely on spreadsheet software (e.g., Excel/CSV)

In this case, unloadings data would be submitted to Tufman2 via email, using a standardized, machine-readable document sent to a designated mailbox with defined headers and formatting rules. To minimise errors and support consistency, this option would benefit from a standardized template, for example a CSV document with pre-defined headers (similar to the approach used for the [WCPFC SciData](#)).

Lastly, another possibility within this option could be to allow the submission of the existing SPC/DCC Excel unloading form, but this would require additional processing to convert the data into a format compatible with Tufman2 and may be more prone to errors due to the flexibility of Excel formatting (which can pose challenges to automated data processing).

5.2 Potential Unloadings Data Entry/Submission Processes

5.2.1 Development of a dedicated unloadings e-reporting application

One potential solution, and one that has been requested by CCMs, is to develop a dedicated unloading application. This could be a mobile application, potentially merged with the OnShore port sampling app as a separate module or as a stand-alone application. There has been some initial development, but additional guidance and specifications are required before development can proceed, and testing of such an application can be carried out.

This solution would first identify the target user group (e.g., industry, fisheries officers, regulatory bodies, etc.) as that will influence development decisions. It would also require users (i.e., those collecting the unloadings data) to be able to access a mobile device such as a tablet, be trained in how to use the e-reporting application, and to regularly submit these data to Tufman2. The key consideration here is whether an app is the option that is most fit-for-purpose (e.g., will users prefer to enter data on a laptop, are data accessible in another software program or in a spreadsheet, etc.). Are there other existing data collection tools (e.g., for ePSM) that could be leveraged to meet these monitoring objectives, before developing a new tool? Avoiding duplication of effort and unnecessary complexity is always desirable, where practical.

Practical considerations around resourcing another application should be considered, as the initial development time is one component of the required investment, which will require training, user support, maintenance, and annual upgrades to meet app store requirements and software upgrades.

6. Recommendations and Considerations

We encourage CCMs to consider an approach that leverages existing data collection tools to mitigate duplication of effort and unnecessary manual data entry, if possible. If none of the options proposed above are suitable, we seek guidance from CCMs on the type of approach that would best suit the objectives and requirements.

We seek SC guidance on the proposed data fields, with particular attention to several in particular. Specifically, if partial unloadings are a frequent occurrence, should additional data fields be included to disaggregate those catches from catches from subsequent trips? With respect to area of catch, how will this information be validated during an unloading? Should this information be derived directly from logbooks, or VMS data where applicable? What information is needed regarding the catch destination (country of destination, specific markets, etc.)?

What is the scope of application (e.g., specifically focused on monitoring of South Pacific albacore, or something more broad)? In thinking about future needs, will carrier vessel unloadings be monitored or just unloading events from fishing vessels? If the interest in unloading data were to be expanded to other gear types or beyond South Pacific albacore, are these data fields robust enough to expand this data collection with minimal impact to data collectors and associated systems?

With respect to monitoring and compliance, which entities will be responsible for managing, analyzing, and reporting on these data? How will these data be monitored and on what timeframes (e.g., annually at TCC or something more real-time)? These are just a few points to consider, noting that the implementation and compliance around this monitoring effort will likely require much greater consideration from CCMs and the Commission.

Annex 1

Table A1.1. List of Unloading data fields in Tufman2 versus fields included in the two DCC longline unloading forms: Unloading Form and Destination Form.
Where a given field is not available, the cells are left blank.

Tufman2 Fields				Current DCC Forms – Unloading) Form (U), Destination Form (D)		
Data level	Unloading data field	Description	Format	Form	Form Field	Instructions to Sampler
				U	COMPLETED BY	The first and last name of the person who completed the form.
				U	YEAR	The calendar year (e.g. 2026).
				U	MONTH	The month during which each unloading began
				U	PAGE OF	The <u>PAGE</u> number of this form <u>OF</u> the total number of pages used for the month
Vessel	vesselname	Vessel name	text	U	NAME	Full name of the longliner, including number if it has one (e.g., Catchit No. III).
				D	VESSEL NAME	Write in the full name of the vessel as recorded on the country registration certificate.

Vessel	flag_code	Vessel flag-state	2-letter code for flag-state under which the vessel is operating	U D	FLAG FLAG:	The vessel nationality or country of registration (sometimes a flag of convenience) The name of the country issuing the registration certificate
				U D	REG. No. REGISTRATION NUMBER	Registration number issued by the country of registration (flag country) of the longliner N.B.: this is not the fishing permit or license number and not usually the radio call sign. The vessel's registration number as written on the county registration certificate.
				U	WIN No	Print the number issued by the Flag State.
Vessel	ircs	Vessel's international radio call sign				
Vessel	ffa_vid	FFA VID		U D	FFA VID FFA VESSEL REGISTER NUMBER {FFA VID}	Print the number issued by the Forum Fisheries Agency. Print the number issued by the Forum Fisheries Agency.
Vessel	imo	IMO number	7-digit number			

				D	WCPFC IDENTIFICATION NUMBER {WIN NO}	Print the number issued by the Flag State
				D	(CARRIER) VESSEL NAME	Write in the full name of the vessel as recorded on the country registration certificate.
				D	[CARRIER] FLAG	, The name of the country issuing the registration certificate.
				D	[CARRIER]: REGISTRATION NUMBER	The vessel's registration number as written on the county registration certificate.
				D	[CARRIER]: FFA VESSEL REGISTER NUMBER {FFA VID}	Print the number issued by the Forum Fisheries Agency.
				D	[CARRIER]: WCPFC IDENTIFICATION NUMBER {WIN NO}	Print the number issued by the Flag State
Trip	depart_date	Date of departure (UTC)	YYYY-MM-DD	D	FIRST DATE ON LOGSHEET	The first date that appears on the logsheet for the most recent trip (corresponding to this unloading).
				D	LAST DATE ON LOGSHEET	The last date that appears on the logsheet for the most recent trip (corresponding to this unloading)
Trip	depart_port	Port/place of departure				
Unloading event	unload_id	Assigned by SSP	guide			
Unloading event start	unload_startdate	Date of the start of the unload (UTC)	YYYY-MM-DD	U	UNLOADING DATE	Place the first date of unloading here. Write the date as dd / mm / yy
				D		The first date that fish were unloaded from the vessel.

					FIRST DAY OF UNLOADING																									
Unloading event end	unload_enddate	Date of the end of the unload (UTC)	YYYY-MM-DD		LAST DAY OF UNLOADING	The last date that fish were unloaded from the vessel.																								
Unloading event	port_id			U	PORT	The port of unloading.																								
Unloading event	unload_type_code	Indicate whether this is a full or partial unload from a trip. 1 = Full unload; 2 = Partial unload; 3 = Unknown	single letter code	D	FULL//PARTIAL UNLOADING	Indicate (F or P) whether the vessel unloaded all catch (F) or the vessel return to fish without unloading all of its catch (P).																								
Unloading event	unload_agent			U D	AGENT COMPANY OR AGENT	The agent for the longliner, who is usually based in the port of unloading The full name of the company or agent handling the unloading.																								
Catch	sp_code	species unloaded	3-letter FAO species code	D	SPECIES																									
Catch	sp_n	number of individual fish of a given species unloaded	integer vale	U	No.	Number of fish.																								
Catch	sp_kg	weight of a given species unloaded in kg		U	Wt.	Total weight of fish in kilograms.																								
Catch	fish_state	FR = not frozen in a frozen state; FZ = landed in frozen state	2-letter code	D	FRESH or FROZEN (FR / FZ	Mark the code (FR) if the unloaded fish are not frozen (i.e. in a “fresh” state), or mark the code (FZ) if the unloaded fish are frozen.																								
Catch	weight_code	<table><tr><th colspan="4">WEIGHT CODES</th></tr><tr><td>WW</td><td>WHOLE WEIGHT</td><td>GX</td><td>GUTTED, HEADED, TAILED</td></tr><tr><td>GH</td><td>GUTTED, HEADED</td><td>GO</td><td>GUTTED ONLY, NOT OILED</td></tr><tr><td>GO</td><td>OILED & GUTTED</td><td>SF</td><td>SHARK FINS</td></tr><tr><td>GT</td><td>GILLED, GUTTED, TAILED</td><td>NM</td><td>NOT MEASURED</td></tr><tr><td>LW</td><td>LOINED WEIGHT</td><td></td><td></td></tr></table>	WEIGHT CODES				WW	WHOLE WEIGHT	GX	GUTTED, HEADED, TAILED	GH	GUTTED, HEADED	GO	GUTTED ONLY, NOT OILED	GO	OILED & GUTTED	SF	SHARK FINS	GT	GILLED, GUTTED, TAILED	NM	NOT MEASURED	LW	LOINED WEIGHT			2-letter code corresponding to the reference table	D	WEIGHT CODE	Indicate the state of the fish when unloaded, use these weight codes.
WEIGHT CODES																														
WW	WHOLE WEIGHT	GX	GUTTED, HEADED, TAILED																											
GH	GUTTED, HEADED	GO	GUTTED ONLY, NOT OILED																											
GO	OILED & GUTTED	SF	SHARK FINS																											
GT	GILLED, GUTTED, TAILED	NM	NOT MEASURED																											
LW	LOINED WEIGHT																													

Catch	dest_code	Destination of unloaded catch		U	Export (No./Wt.)	Fish that are being transhipped for export.
				D	Local (No./Wt.)	Fish that are rejected or not needed for export and unloaded for the local market.
				D	FOREIGN MARKET DESTINATIONS	Use these columns if the unloaded fish are exported from the country or transported by carrier for the fresh or frozen sashimi-grade market
				D	LOCAL, CANNERY or other PROCESSING MARKETS	Use these columns if the fish are sold locally, or processed locally for other export markets, for example, canneries, loining etc. Cannery: For fish sent to canneries please state the name and the country of the cannery.

[illegible]

Notes on LONGLINE UNLOADING FORM

The Longline Unloading Form records how much fish is unloaded from longliners at end of each trip.

On each form, or forms if necessary, only record data for unloadings that begin in the same month.

GENERAL INFORMATION

PORT The port of unloading.

YEAR The calendar year (e.g. 1999).

MONTH The month during which each unloading began.

COMPLETED BY The first and last name of the person who completed the form.

PAGE OF The PAGE number of this form OF the total number of pages used for the month.

UNLOADING DATE

Place the first date of unloading here. Write the date as dd / mm / yy.

INFORMATION ON THE VESSEL

NAME Full name of the longliner, including number if it has one (e.g., *Catchit No. III*).

FLAG The vessel nationality or country of registration (sometimes a flag of convenience).

AGENT The agent for the longliner, who is usually based in the port of unloading.

REG. No. Registration number issued by the country of registration (flag country) of the longliner
N.B.: this is not the fishing permit or license number and not usually the radio call sign.

FFA VID Print the number issued by the Forum Fisheries Agency.

WIN No Print the number issued by the Flag State.

HOW MUCH FISH IS GOING WHERE ?

Export Fish that are being transhipped for export.

Local Fish that are rejected or not needed for export and unloaded for the local market.

No. Number of fish.

Wt. Total weight of fish in kilograms.

SOME COMMON SPECIES CODES (Check your FAO species codes list for others.)

YFT Yellowfin tuna, *Thunnus albacares*

BET Bigeye tuna, *Thunnus obesus*

ALB Albacore tuna, *Thunnus alalunga*

BFT Bluefin tuna, *Thunnus thynnus*

BUM Blue marlin, *Makaira mazara*

BLM Black marlin, *Makaira indica*

MLS Striped marlin, *Tetrapturus audax*

SWO Broadbill swordfish, *Xiphias gladius*

SFA Indo-Pacific sailfish, *Istiophorus platypterus*

BIL Marlins, sailfish and spearfishes (unidentified)

SKH Unspecified sharks

OTHER Other species (please write in the code for the other species)

If a vessel is known to have unloaded, but the amounts are not available, then the first date of unloading, the vessel name, registration, flag and agent should still be recorded.

[illegible]

Notes on the LONGLINE UNLOADING DESTINATION FORM

The Longline Unloading Destination Form records the amount of fish unloaded from a longline vessel as well as the final destination of the unloaded fish. All fish unloaded from the vessel should be accounted for.

Fill in a form for every unloading. Use more than one form if required.

GENERAL INFORMATION

LOCATION	The name of the port where the unloading took place, or the latitude/longitude position if the unloading took place at sea.
FIRST DAY OF UNLOADING:	The first date that fish were unloaded from the vessel.
LAST DAY OF UNLOADING:	The last date that fish were unloaded from the vessel.
COMPANY OR AGENT:	The full name of the company or agent handling the unloading.

FISHING VESSEL INFORMATION

VESSEL NAME:	Write in the full name of the vessel as recorded on the country registration certificate.
FLAG:	The name of the country issuing the registration certificate.
REGISTRATION NUMBER:	The vessel's registration number as written on the county registration certificate.
FFA VESSEL REGISTER NUMBER {FFA VID}:	Print the number issued by the Forum Fisheries Agency.
WCPFC IDENTIFICATION NUMBER {WIN NO}:	Print the number issued by the Flag State.
FIRST DATE ON LOGSHEET:	The first date that appears on the logsheet for the most recent trip (corresponding to this unloading).
LAST DATE ON LOGSHEET :	The last date that appears on the logsheet for the most recent trip (corresponding to this unloading).
FULL//PARTIAL UNLOADING	Indicate (Y or N) whether the vessel unloaded all catch (Y) or the vessel return to fish without unloading all of its catch (N).

CARRIER VESSEL INFORMATION (if not unloading to an on-shore facility)

(CARRIER) VESSEL NAME:	Write in the full name of the vessel as recorded on the country registration certificate.
FLAG:	The name of the country issuing the registration certificate.
REGISTRATION NUMBER:	The vessel's registration number as written on the county registration certificate.
FFA VESSEL REGISTER NUMBER {FFA VID}:	Print the number issued by the Forum Fisheries Agency.
WCPFC IDENTIFICATION NUMBER {WIN NO}:	Print the number issued by the Flag State.

SPECIES UNLOADED AND DESTINATION

SPECIES: On the same line as the species name (or species code) show the final destination of the fish by placing the total number and the total weight unloaded under the appropriate final destination columns. *Both* the weight and the number should be stated. See the example above. Use the FAO species codes when known.

FRESH or FROZEN (FR / FZ) : Mark the code (FR) if the unloaded fish are not frozen (i.e. in a "fresh" state), or mark the code (FZ) if the unloaded fish are frozen.

SPECIES CODES			
YFT	YELLOWFIN	SWO	SWORDFISH
BET	BIGEYE	SFA	SHORT BILLED - SPEARFISH
ALB	ALBACORE		
BUM	BLUE MARLIN	WAH	WAHOO
MLS	STRIPED MARLIN	DOL	MAHI MAHI
BLM	BLACK MARLIN	LAG	OPAH

WEIGHT CODE : Indicate the state of the fish when unloaded, use these weight codes.

WEIGHT CODES			
WW	WHOLE WEIGHT	GX	GUTTED, HEADED, TAILED
GH	GUTTED, HEADED	GO	GUTTED ONLY, NOT GILLED
GG	GILLED & GUTTED	SF	SHARK FINS
GT	GILLED, GUTTED, TAILED	NM	NOT MEASURED
LW	LOINED WEIGHT		

No. : Record the total number of the species sent to this destination.

Kg / lb: Record the total weight of the species sent to this destination. *Circle* the appropriate unit of weight. Kg for kilograms and lb for pounds.

FOREIGN MARKET DESTINATIONS:

Use these columns if the unloaded fish are exported from the country or transported by carrier for the fresh or frozen sashimi-grade market. You may also use the two blank fields to fill in a country name if any fresh sashimi-grade exports are sent to countries other than Japan and USA.

LOCAL, CANNERY or other PROCESSING MARKETS:

Use these columns if the fish are sold locally, or processed locally for other export markets, for example, canneries, loining etc.

Cannery: For fish sent to canneries please state the name and the country of the cannery.

Other: Fill in the name of any other final destination for unloaded fish which are not for the sashimi markets and canneries.