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**REVIEW OF THE WCPFC TRANSHIPMENT REPORTING FORM FOR
COLLECTING DATA FOR SCIENTIFIC PURPOSES**

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1. INTRODUCTION

The Statistics Specialist Working Group (ST-SWG) of the 3rd Regular Session of the Scientific Committee (SC), met in Honolulu, Hawaii, 13-24 August 2007, and recommended, *inter alia*, that:

“ ...

- (b) *The current unloadings data forms used in the region, and the proposed WCPFC transshipment reporting form, be reviewed by the Commission’s scientific service provider to determine their adequacy for scientific purposes, especially for obtaining size frequency information and species identification. It was noted that obtaining such data from this source can be even more effective than observer programme.”*

The purpose of this document is to -

1. Briefly describe the existing regional standard unloadings data collection forms used by SPC/FFA member countries.
2. Highlight the differences between the WCPFC transshipment reporting forms and the existing regional standard unloading forms, with respect to their adequacy for scientific purposes.
3. Present a new form which better covers the WCPFC requirements for a general unloading form.

2. TERMINOLOGY

The following information is provided to clarify what we refer to as “*transshipment*” and “*unloading*”. The Merriam-Webster online dictionary provides the following definitions:

Transship – “...to transfer for further transportation from one ship to another...”

Unload – “...to take off: deliver (2): to take the cargo from <unload the vessel> ...”

In the context of the WCPFC tuna fisheries, the “*unloading*” process occurs from a fishing vessel to one, or several, of the following receivers:

- carrier vessel(s)
- other fishing vessel(s)
- unloading facility(ies) in port, where catch may then be transferred to air freight (i.e. further transport), on-shore processing plants (e.g. canneries and loining plants), to a local market or simply taken home by the crew.

Therefore, “*Transshipment*” is a sub-set of the possible “*Unloading*” options since “transshipment” occurs from vessel to vessel, while “unloading” includes “transshipment” but also covers the transfer of catch to on-shore facilities.

3. BACKGROUND

Summary unloadings data are compiled by fishing companies, carrier vessels, fishing agents, etc., and provided to National Fisheries Divisions, often through port sampling officers at ports where vessels transfer their catch to either, carriers, air transport, canneries, cold stores or other receivers. The summary unloadings data should cover the entire unloaded catch in weight (and number of fish for longline vessels), by species, from a vessel trip. This information is usually provided by the agents/fishing companies involved in the transferring or receiving process, and therefore an independent estimate of the trip catch (this information is usually not provided by the fishing vessel).

Fleets licensed to fish in the waters of Pacific-Islands countries are usually required to provide 100% coverage of summary unloadings data as a condition of the licence, although in some countries, domestic fleets may only be required to provide these data on a voluntary basis.

Summary unloadings data provide an independent estimate of the trip catch, which can be used to verify the logsheet data. Unloadings data must be identified to the “vessel trip” to ensure that useful comparisons to other types of data (e.g. logsheets and observer data) are possible. Summary unloadings data are important since they may provide catch totals for vessels that do not provide logsheets. Also, for vessels fishing in the fresh sashimi-target longline fishery for example, unloadings data represent the actual measured weights of fish unloaded, and are therefore a better source of the trip catch (in weight) than weights recorded on the logsheet, which are typically visual estimates.

Summary unloadings data collection, as referred to above, is designed to provide very accurate indications of the species composition of the primary species in the longline fishery which is used to determine catch estimates used for scientific purposes. The summary unloadings data collection described above is not designed to provide the size composition data that can be used for scientific purposes. Summary unloading data collection in the purse seine fishery provides less precise indications of species composition.

Individual fish weights are collected by fishing companies/agents managing the unloading of fresh sashimi-target longline vessels through “Packing lists” and “Reject lists” – **these data are fundamental for scientific purposes.**

Size and species composition data fundamental for scientific purposes are collected during the unloading process by trained port samplers or at-sea samplers [depending on whether the unloading is in port or at sea, respectively – “at-sea samplers” are usually also be referred to as “observers” monitoring the unloading process]. These size and species composition “sampling” data are collected using a different set of data collection forms [i.e. regional “port sampling” forms, and not the regional “unloading” forms].

4. FORMS AVAILABLE FOR COLLECTING UNLOADINGS DATA

The following sections briefly describe the current data collection forms used in SPC/FFA member countries for collecting summary unloadings data.

4.1 SPC / FFA Regional Longline Unloading Form

This form (see ANNEX 1) is completed by the agent or fishing company responsible for the unloadings operation. It is used to record how much fish is unloaded from longliners at the end of each trip.

This form has been specifically designed to record unloadings data from the “offshore” category of longline vessels targeting the fresh sashimi markets and fleets operating in the south Pacific albacore fishery. This form is essentially a summary of the export packing list data, the reject (local market) list data and the list of cannery-bound fish.

This form could potentially be used to record the transshipment of longline catch from one vessel to another, or from a fishing vessel to a carrier, either in port or at sea, although the form was not originally designed to cater for these situations.

4.2 SPC / FFA Regional Longline Destination Unloading Form

This form (see ANNEX 2) is essentially an extension of the *SPC/FFA Regional Longline Unloading Form*, designed to capture important national economic information related to the market destination of the catch, and more detail on the retained bycatch species.

4.3 SPC / FFA Regional Unloading Form for PURSE SEINE and POLE-AND-LINE VESSELS

This form (see ANNEX 3) is completed by the receiver of the [unloaded] catch from a fishing vessel, which is typically a carrier vessel (in port or at sea) or a cannery (in port). This form caters for the receipt of catch from more than one purse seine or pole-and-line vessel over a period of time which, for a carrier vessel, typically corresponds to the period it remains in port to receive the unloaded catch from one or more fishing vessels [until the time it leaves that port].

4.4 Other potential forms not yet available

The transshipment of frozen catch from the distant-water longline vessels operating in the WCPFC Convention Area has not been specifically covered by regional data collection forms at this stage. The transshipment of frozen tuna catch from distant-water longline vessels does not typically involve the weighing of the catch but this information is typically available from the weighing of the catch at sea. Other aspects of the unloading operation for these fleets suggests that it is closer to the operation of purse seine vessels offloading to carrier vessels, than the unloading operation for fresh sashimi-target offshore longline fleets.

So, while unloadings data from transshipments of frozen catch from distant-water longline vessels could be obtained using the form describe in 4.1, the differences in the unloading operation probably warrants a review to consider a new dedicated form to collect data from this category.

5. REVIEW OF THE WCPFC TRANSHIPMENT DECLARATION FORM

The following are observations resulting from a review of the WCPFC Transshipment Declaration Form (ANNEX 4) in comparison to current unloadings forms used by SPC/FFA member countries:

1. The WCPFC form only covers “transshipment” (vessel to vessel) but could be modified to also cover any on-shore (receiving) facility (air freight preparation, cannery, loining plant, cold store, etc.).
2. The WCPFC form does not cater for recording the “destination” of the carrier (receiving) vessel. For example, this information is very important in tracking tagged fish, which were recovered in a cannery that was supplied by a carrier vessel, back to the catcher vessel. The “destination” of the carrier vessel is therefore very important for scientific purposes.
3. The WCPFC form does not cater for the recording of the number of fish by species which is, for example, fundamental in the longline fishery for verifying the catch on logsheets. The number of fish is not required for purse seine transshipments.
4. The WCPFC form does not cater for species other than the main tuna species, while current longline unloading forms cater for all unloaded species.
5. One WCPFC form is required to be completed each time one fishing vessel transships fish to one carrier vessel. This means that there will be several WCPFC forms completed to cover a vessel’s trip-catch which has been unloaded to several carrier (receiving) vessels. Also, there may be several WCPFC forms completed to cover a carrier’s visit to a port to receive fish from several different fishing vessels. This type of data collection is simpler and could be considered more flexible than the current purse seine unloading form used by SPC/FFA member countries, although it would be more difficult to reconcile the total unloadings to a carrier vessel.
6. The WCPFC form has the provision for recording detailed information (attributes) on both the vessel transshipping from and the vessel transshipping to.
7. The WCPFC form does not cater for a period of transshipment [between vessels] that extends more than one day (i.e. transshipment day “from” and transshipment day “to”).
8. It is not clear whether the “departure” and “return” dates on the WCPFC form is for the transshipping vessel (i.e. dates for the fishing trip) or the receiving vessel (dates in port for loading). Since the WCPFC form will be used to record one transshipment event (see point 5. above), the date of departure for the carrier vessel may not be known at the time of completion of the form which may be problematic.
9. The WCPFC form does not cater for recording whether the carrier vessel already had catch on-board prior to accepting the fishing vessel’s unloading. The current purse seine unloading forms used by SPC/FFA member countries cater for recording the catch on-board prior to receiving catch.
10. The WCPFC form has provision for entering more than one “Port Name” and “Latitude/Longitude” position against each species group. If one WCPFC form covers one transshipment event, then you wouldn’t expect there to be more than one expected to Port or position, so these columns should be removed and addition of only one field each for port name, latitude and longitude should appear above the lower table.
11. The WCPFC form caters for the recording of unloaded weight by **category of processing** (which is relevant to longline unloadings). Rather than having columns for each perceived category, perhaps a specific column should be added to record the “processing code”, then simply the weight (this enhancement is planned for the form described in 4.2 above - see ANNEX 2).
12. The current regional forms used by SPC/FFA member countries should cater for the recording of the processed state of the catch with respect to the weight recorded [for each species].
13. The WCPFC form does not cater for the breakdown of unloaded catch by market destination (for example, covering the broad “Export” and “local market” categories, which is used for the fresh sashimi-target longline vessels unloading in port) which provides important economic information obtained for the longline fishery.
14. The WCPFC form does not cater for a mix of species that are often record from purse seine transshipments (see ANNEX 3).
15. The WCPFC form could be improved in a number of places with respect to formatting. For example, it is recommended that fields to be filled in have a minimum [Excel] row height of 20 and adequate “length” is provided for what needs to be recorded.

The first four observations [at least] listed above are critical and need to be addressed to ensure the form is adequate for collecting information for scientific purposes; consideration of the remaining observations/suggestions would improve the collection of unloading data. It is therefore strongly recommended that the WCPFC form is updated to take into account these suggestions.

6. PROPOSAL FOR A NEW WCPFC UNLOADINGS FORM

An attempt was made to produce a more appropriate form that would better cover the requirements of the WCPFC for a general unloading form and this is presented in ANNEX 5, including an example of what a completed form might resemble.

Notes on **LOGLINE 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 <u>PAGE</u> number of this form <u>OF</u> 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

<u>NAME</u>	Full name of the longliner, including number if it has one (e.g., <i>Catchit No. III</i>).
<u>REG. No.</u>	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.
<u>FLAG</u>	The vessel nationality or country of registration (sometimes a flag of convenience).
<u>AGENT</u>	The agent for the longliner, who is usually based in the port of unloading.

HOW MUCH FISH IS GOING WHERE ?

<u>Export</u>	Fish that are being transhipped for export.
<u>Local</u>	Fish that are rejected or not needed for export and unloaded for the local market.
<u>No.</u>	Number of fish.
<u>Wt.</u>	Total weight of fish in kilograms.

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

YFT	Yellowfin tuna, <i>Thunnus albacares</i>
BET	Bigeye tuna, <i>Thunnus obesus</i>
ALB	Albacore tuna, <i>Thunnus alalunga</i>
BFT	Bluefin tuna, <i>Thunnus thynnus</i>
BUM	Blue marlin, <i>Makaira mazara</i>
BLM	Black marlin, <i>Makaira indica</i>
MLS	Striped marlin, <i>Tetrapturus audax</i>
SWO	Broadbill swordfish, <i>Xiphias gladius</i>
SFA	Indo-Pacific sailfish, <i>Istiophorus platypterus</i>
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.

Notes on the **LONGLINE UNLOADING DESTINATION FORM**

The Longline Economic 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

- VESSEL NAME:** Write in the full name of the vessel as recorded on the country registration certificate.
COMPANY OR AGENT: The full name of the company or agent handling the unloading.
PORT: The name of the port where the unloading took place.
COMPLETED BY: The name of the person who has filled in this form.
PAGE : If more than one page is required for one unloading mark down the page numbers.
REGISTRATION NUMBER: The vessel's registration number as written on the county registration certificate.
COUNTRY OF REGISTRATION: The name of the country issuing the registration certificate.
RETURN TO PORT DATE: The date the vessel first returned to port and tied up at the dock.
OFFLOADING DATE: The date of the first day of unloading.

SPECIES UNLOADED AND DESTINATION

SPECIES	FRESH EXPORT								LOCAL, CANNERY OR OTHER PROCESSING MARKETS						
	JAPAN		USA		OTHER		OTHER		LOCAL MARKET		CANNERY		OTHER		
	NO.	KG / LB	NO.	KG / LB	NO.	KG / LB	NO.	KG / LB	NO.	KG / LB	NO.	KG / LB	NO.	KG / LB	
Yellowfin	12	345								2	30				
BET	4	120													
ALB												28	392		

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. You may use the FAO species codes instead of the name. Some of these are noted below.

- 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.

➤ **FRESH EXPORTS:**

Use these columns if the unloaded fish are exported from the country for the fresh 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 exported as non-fresh exports, for canneries 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 fresh exports.

Some common species codes.

FAO Species Codes			
YFT – yellowfin	SKJ – skipjack	MLS – striped marlin	WAH – wahoo
BET – bigeye	BUM – blue marlin	SWO – swordfish	DOL – mahi mahi
ALB – albacore	BLM – black marlin	SFA – sailfish	LAG – moonfish

Notes on UNLOADING FORM FOR PURSE SEINE AND POLE-AND-LINE VESSELS

- Use this Unloading Form to record amounts of fish delivered to canneries, cold stores or carrier vessels from purse seine or pole-and-line boats. Use one (or more) page per MONTH for each carrier vessel, coolstore or cannery.
- All dates should be recorded using the first three letters of the month, e.g. 26 Jul or Jul 26.

<u>HEADER INFORMATION</u>	
PORT	The port of unloading
COMPLETED BY	The first and last name of the person who was mainly responsible for filling out this form
MONTH	The month during which unloading took place
YEAR	The calendar year
PAGE ? OF ??	? = The page number and ?? = the total number of pages for the month
<u>LOADINGS (in to a Carrier Vessel, Coolstore or Cannery)</u>	
<u>LOADING DATES</u>	The day the carrier, cannery or coolstore (that is named in this section) started loading and FIRST / LAST DAYS the day they finished loading fish from all the unloading vessels that are listed on this form
<u>NAME OF CARRIER, COOL STORE OR CANNERY</u>	Full name with no abbreviations
<u>CARRIER VESSEL'S DETAILS</u>	
FLAG	The county that the vessel is registered in (also called Vessel Nationality)
REGISTRATION No.	The registration number of the fishing vessel given by the FLAG country
SHIPPING COMPANY	The name of the shipping company that owns or charters the carrier to load fish
CAPTAIN	The full name of the Captain of the carrier vessel
PERMIT No.	The number of the permit under which the carrier is allowed to tranship fish in this port
DESTINATION	The final destination for the fish on board the carrier
<u>FISH ON BOARD or FISH FROM COOL STORE</u>	
Answer YES or NO to both question 1. and 2. (If the answer is yes then complete rest of information in that row)	
PORT OF LOADING / COOLSTORE NAME	Name of port where the fish that is already on carrier was picked up or Name of the coolstore that is loading fish on to the carrier in this port
LOADING DATES START / END	(of fish that were loaded at another port or were loaded from a coolstore at this port) The day the carrier started and the day it finished loading fish in the previous port or The day the cool store started and the day it finished loading fish on to the carrier at this port.
<u>WEIGHT OF EACH SPECIES (mT)</u>	
SKJ, YFT, BET	The amount (metric tonnes) of skipjack, yellowfin and bigeye already on board when carrier arrived in this port, or that the carrier loaded from a cool store in this port
YFT / BET, SKJ / YFT / BET	- Use only when separate weights (mT) of each of YFT and BET on board are not known.
OTHER Sp.	The amount (metric tonnes) of any other species already on board or loaded from cool store. Write the name of the species (or FAO 3-letter code) at the top of each of this column.
TOTAL	The total amount (metric tonnes) of fish previously on board or being loaded from cool store
<u>DETAILS OF VESSEL UNLOADINGS TO CARRIER, COOL STORE or CANNERY</u>	
<u>UNLOADING DATES</u>	First day is the day fish first start moving onto the carrier from this fishing boat.
FIRST / LAST DAYS	The last day is the last day that any fish were moved from this fishing boat onto the carrier
<u>DETAILS OF UNLOADING VESSELS (purse seiners and pole-and-line boats)</u>	
NAME	The name of the unloading vessel
FLAG	The county that the unloading vessel is registered in (also called Vessel Nationality)
REGISTRATION No.	The registration number of the unloading vessel given by the FLAG country
TRIP DATES	START Start of the fishing trip that has just finished catching fish for this unloading END End of fishing trip that has just been completed (day of arrival in this port)
<u>WEIGHT OF EACH SPECIES (mT)</u>	
SKJ, YFT, BET	The amount (metric tonnes) of skipjack, yellowfin and bigeye loaded on to the carrier vessel.
YFT / BET, SKJ / YFT / BET	- Use only when the separate weights of unloaded YFT and BET species are not known.
OTHER Sp.	The amount (metric tonnes) of each other species being loaded on to carrier. Write the name of the species (or FAO 3-letter code) at the top of this column.
TOTAL	The total amount (metric tonnes) loaded on to carrier vessel
FULL OR PART UNLOADING	If fishing vessel unloads all fish write "FULL" unloading If fishing vessel only unloads some of its catch write "PART" unloading
<ul style="list-style-type: none"> - Each line represents a single port of call by a vessel. If a vessel unloads all its catch in one day, then the first day and last day are the same. If a vessel takes more than one day to unload you should still record total amounts unloaded. - Vessel registration should be completed whenever possible (particularly important for identifying Taiwanese vessels). - If a vessel is known to have unloaded, but the amounts unloaded are not available, the dates, vessel name, registration number and nationality should still be recorded on the form. 	

ANNEX 4.

WCPFC TRANSHIPMENT DECLARATION

Information Required	Fishing (Transshipping) Vessel	Carrier (Receiving) Vessel
Name of vessel in English		
Vessel Flag		
International Radio Call Sign		
Flag State Registration Number		
Flag State Authorization Number		
WCPFC Identification Number (WIN)		
Name and Address of Vessel Owner		
Name and Nationality of Vessel Master		

	Day	Month	Hour	Year	20	Agent's name :	Fishing Vessel Master's name :	Carrier Vessel Master's name :
Departure				from				
Return				to		Signature :	Signature :	Signature :
Transshipment								

Indicate the weight in metric tonnes: ||| mt

Indicate whether transshipping is **full** or **partial** (Please circle one)

Species Name	Port Name	At-Sea Location		Type of Product	Type of Product	Type of Product	Type of Product	Type of Product	Type of Product	Type of Product
		Latitude (dd°.mm.mmm')	Longitude (ddd°.mm.mmm')	Whole Weight	Gilled and Guttled	Guttled and Headed	Gilled, Guttled and Tailed	Guttled, Headed and Tailed	Guttled Only	Filletts Weight
YFT										
BET										
ALB										
SKJ										

If transshipment is effected at-sea, WCPFC Observer Name and Signature : _____

