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ANNUAL REPORT ON WCPFC TRANSHIPMENT REPORTING

WCPFC-TCC17-2021-RP03

19 September 2021

Paper prepared by the Secretariat

Purpose

1. This paper summarises transshipment activities for 2020 and for 2021 up to 31 July 2021 from data held by the Secretariat. The management and reporting arrangements for the reported transshipments relate mostly to high seas transshipment activities in accordance with the Conservation and Management Measure on the Regulation of Transshipment (CMM 2009-06).

Background

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

¹ Paragraphs 25 and 34 of CMM 2009-06

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

4. CMM 2009-06 also operationalizes several of the Convention’s Article 29 requirements including:
 - iterating Article 29(2) by confirming that transshipment at a port or in an area within the waters under the national jurisdiction of a member of the Commission, shall take place in accordance with national laws (CMM 2009-06, paragraph 4);
 - elaborating on procedures prefaced in Article 29(3) by establishing reporting procedures for CCMs to submit data on the quantity and species transhipped in port and at sea (CMM 2009-06 paragraph 10 -12);
 - establishing terms and conditions for transshipments in areas beyond national jurisdiction (Convention Article 29(4) and Annex III (4)) including the required reporting and the requirement for an observer from the regional observer programme to monitor and verify high seas transshipments (CMM 2009-06, para 14 – 17 and 35);³ and
 - establishing procedures in accord with Article 29(5) to support the Commission’s adoption of specific exemptions for existing operations from the prohibition on transshipment at sea by purse seine vessels (CMM 2009-06 25 – 32).
5. Intersessional decisions of the Commission described in the paper COVID-19 Related Intersessional Decisions (**WCPFC17-2020-08** and most recently in **WCPFC-TCC17-2021-14**), temporarily affect several transshipments requirements under CMM 2009-06 which are reported on in this annual report i.e.:
 - a. Without prejudice to the provision that “transshipment at sea by purse seine vessels shall be prohibited’ as stipulated by CMM 2009-05 25, if it is not feasible for a purse seine vessel to tranship in port despite best efforts due to port closures and relevant access restrictions related to the prevention of COVID-19, that particular vessel may tranship at sea in an area under the jurisdiction of a Port State”. It also provides that the flag state CCM of any such authorised purse seine vessel is to notify the Executive Director that the vessel is authorised to engage in transshipment outside of port;
 - b. The requirements to have an observer on board either the carrier vessel or the fishing vessel to observe transshipments has been temporarily suspended with CCMs encouraged to implement additional MCS measures and follow-up applicable transshipments through inspection or observation or electronic monitoring during the period at sea transshipment observer coverage was suspended.
6. These intersessional decisions currently remain in effect until 15 December 2021.

Scope of this paper

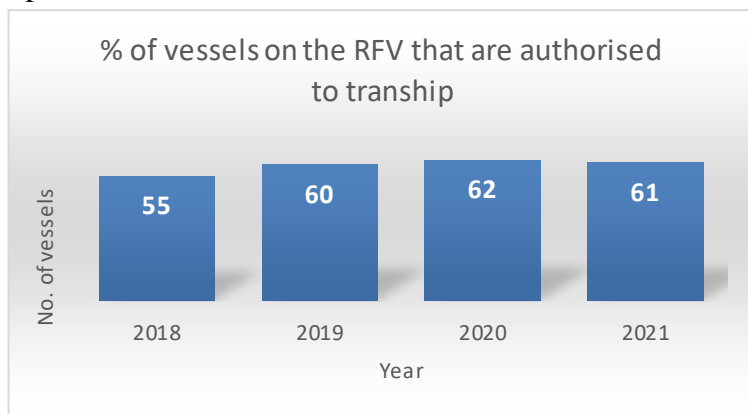
7. The summary of transshipment activities covers the following areas:
 - Summary of key points from this report
 - Overview of vessels on the RFV authorised to tranship on the high seas;
 - Consideration of COVID-19 related Commission decisions on transshipment activities;

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

- Review of information reported on high seas pre-transshipment notices and post-transshipment declarations, with a focus on 2020 and the first six months of 2021;
- Review of CCM monitoring;
- Cross-verification of high seas transshipment activity and monitoring of high seas transshipment reporting;
- Review of CCM implementation; and
- Secretariat Administrative notes

SUMMARY OF KEY POINTS FROM THIS REPORT

- 61 % of vessels from 9 CCMs are listed on the RFV as authorised to tranship in the high seas (as at 1 July 2021) with 1,160 transhipment events reported to WCPFC in 2020, which is fewer than in 2019 and 2018.



	No. of reported transhipment events (including in IATTC waters)	No. of receiving vessels	No. of offloading vessels
Jun–31 Dec 2010	229	17	159
2011	656	22	288
2012	526	19	237
2013	593	20	296
2014	554	25	301
2015	756	28	304
2016	955	25	353
2017	1091	27	450
2018	1447	32	515
2019	1472	26	503
2020	1160	30	469
to June 24 2021	425	17	258

- Secretariat information on transhipment activity since the COVID-19 related intersessional decisions took effect shows:
 - Most members reported in their AR P 2, that they did not suspend the prohibition on high seas transhipments for purse seiners; 2 CCMs authorised 15 of their 46 purse seine vessels on the RFV for this activity; 3 CCMs sent notifications of individual out of port transhipments;
 - Some CCMs reported additional monitoring such as additional checking of catch/effort reports were implemented but the extent is not clear.

% of high seas transshipment catches to WCPO provisional longline estimates for 2019 and 2020

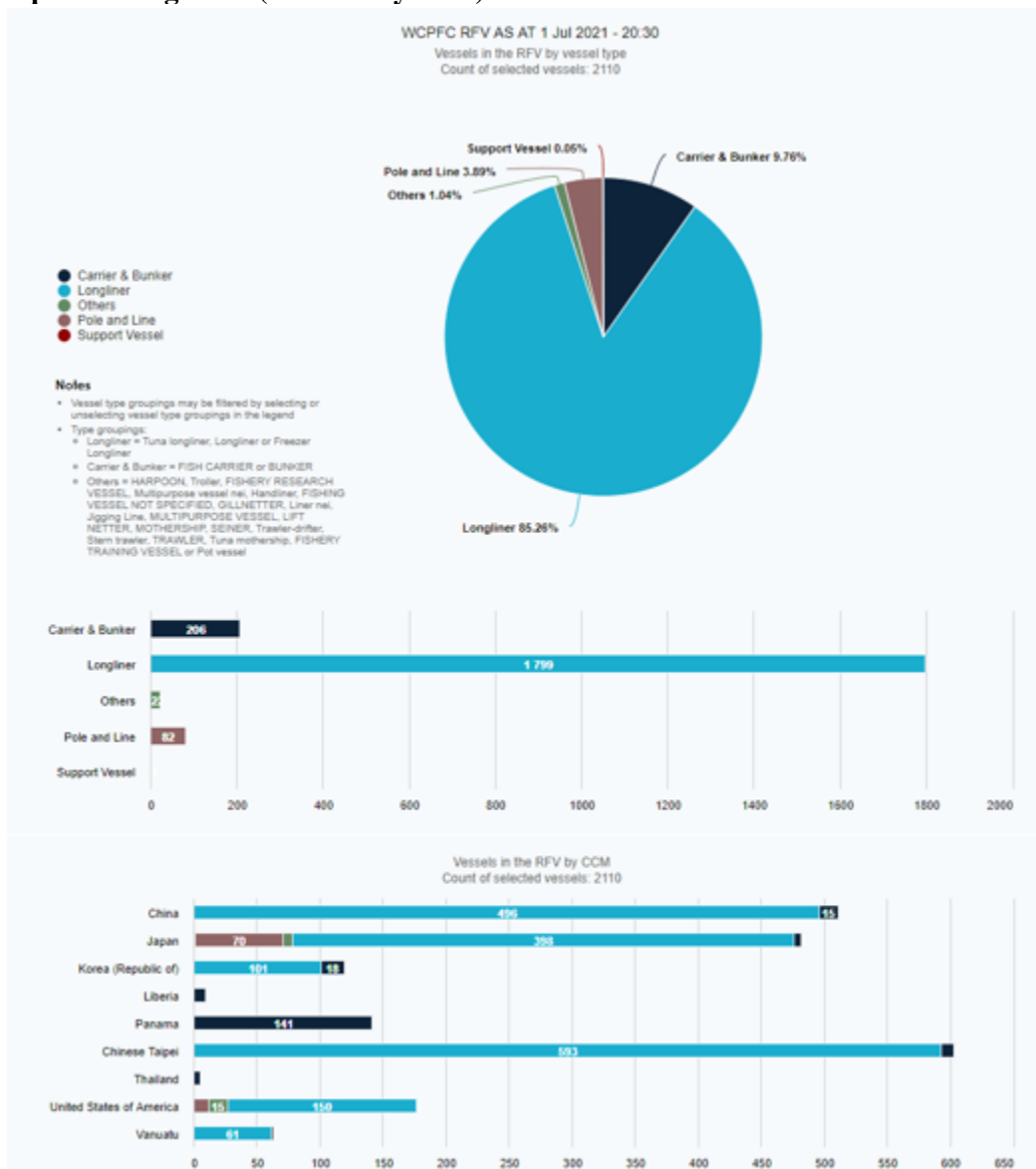


- In 2020, 16% of transshipments were unobserved but considering only 27 May - December 2020, after COVID-19 interseasonal decisions took effect, 29% of transshipments did not have any ROP observer. The percentage of unobserved transshipments increased to 85% in 2021.
- Higher proportions of longline catches of albacore, yellowfin, blue marlin and striped marlin were reported as transhipped in 2020 than in 2019.
- All except one of the 21 compliance case files (2016-2020) for alleged infringements of CMM 2009-06 have been completed.
- Secretariat analytical processes to identify possible issues with reporting of transshipments e.g. comparing reported transshipment information with VMS and escalating resolution of VMS reporting issues for vessels with missing reports, are proving useful although in 2020, resource constraints limited further refinements.
- There were significantly less issues of missing reports and timeliness issues for 2020 transshipments that required resolution with CCMs.

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

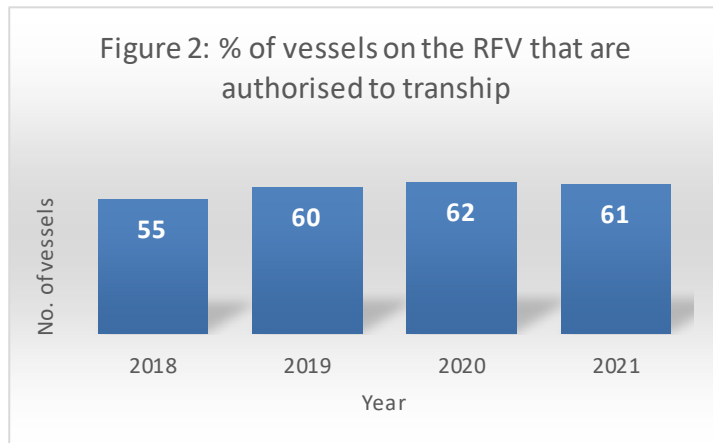
8. As at 1 July 2021, there were 3,435 vessels on the RFV with 2,110 (61%) vessels from nine (9) CCMs listed as authorised to tranship in the high seas in accordance with CMM 2014-03.⁴ By implication, the remaining vessels are understood to be notified as not authorised to tranship on the high seas. Most of the vessels are longliners (85%) followed by carriers/bunkering vessels (10%). (refer to **Figure 1** below). Further details relating to vessels authorised to transshipment is shown in the **Annual Report on the RFV (WCPFC-TCC17-2021-RP05)**.

Figure 1: Summary of the vessels contained in the WCPFC RFV that flag CCMs show as authorised to tranship on the high seas (as at 1 July 2021)



⁴ CMM 2014-03 states that the CCM has entered “YES” in RFV “Authorised to tranship on the high seas” to indicate an affirmative determination under para 37 of CMM 2009-06 and that the vessel is authorized to be used for transshipping on the high seas in the Convention Area.

9. Over the last three (3) years, the proportion of vessels on the RFV that are authorised to tranship has stayed at about the same level (refer to **Figure 2**).



10. TCC13 recommended that, where CCMs have made a determination of impracticability (under CMM 2009-06 paragraph 34), those CCMs responsible for reporting against both the offloading and receiving vessels shall 'submit to the Commission a plan detailing what steps it is taking to encourage transhipment to occur in port in the future' as specified under paragraph 35(a)(v) of the

transhipment measure (TCC13 Summary Report paragraph 199).

11. To date, Secretariat papers for TCCs consideration have reviewed CCMs responses to CMM 2009-06 paragraph 34 and 35(a)(ii) and considered draft guidelines for determination of circumstances where it is impracticable for certain vessels to tranship in port or in waters under national jurisdiction pursuant to paragraph 37 of CMM 2009-06.⁵ A summary of CCMs responses to CMM 2009-06 paragraph 34 and 35(a)(ii) in this year's Annual Report Part 2 (AR Pt 2) (covering 2020 activities) is provided in **Annex 1** (refer pages 19-21 of this paper).

Consideration of COVID-19 related Commission decisions on transhipment activities

In-port transhipment by purse seine vessels

12. Transhipment at sea by purse seine vessels is prohibited except in respect of exemptions granted by the Commission for the circumstances set out in paragraph 25 of CMM 2009-06. The process for managing applications for exemptions for vessels that meet stated conditions is set out in paragraphs 26-31 of that CMM. Notwithstanding this exemption, purse seine vessels may not tranship on the high seas in the Convention area.⁶

13. As noted in paragraph 5 a. above, Commission intersessional decisions considered the effect of COVID-19 and suspended this prohibition if it is not feasible for a purse seine vessel to tranship in port despite its best efforts.

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

15. Further information was available from AR Pt 2 responses to the specific COVID-19 related questions. Most flag and port states did not seek to suspend this obligation, retaining the

⁵ Refer to **WCPFC-TCC12-2016-15_rev2** and **WCPFC-TCC9-2013-17**

⁶ paragraph 32 of CMM 2009-06

prohibition from at-sea transshipments for their purse seine fleets although three (3) CCMs required transshipments to take place in designated areas; one in territorial waters, one in archipelagic waters and one in areas within port boundaries. Two CCMs advised their flagged vessels did not engage in transshipment at sea within the Convention Area in 2020. Two CCMs also advised they had undertaken verification of catch and effort, logbook and VMS data for transshipments in 2020.

Observer coverage of transshipments

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

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

18. As a consequence, in 2020, 16% of longline transshipments were not observed however, for the period between 27 May 2020 and 31 December 2020, 29% did not carry an ROP observer on either the fishing vessel or the carrier. As would be anticipated, the level of unobserved transshipments has increased to around 83% in 2021.

Review of high seas pre-transshipment notifications and post-transshipment declarations in 2020 and 2021 (as at 24 June 2021)

19. WCPFC has received 9,662 reports for high seas transshipment events since June 2010, when CMM 2009-06 was implemented. The annual count of transshipments since that time is shown in **Table 1** (below). It should be noted that reporting related to the 2020 year is under review through the CMS process and 2021 should be considered provisional estimates.

Table 1. Summary of High Seas Transshipments Reported to the WCPFC from June 2010 – June 2021⁷

	Number of reported transshipment events (including events in IATTC waters)	Number of receiving vessels	Number of offloading vessels
Jun – 31 Dec 2010	229	17	159
2011	656	22	288
2012	526	19	237
2013	593	20	296
2014	554	25	301
2015	756	28	304
2016	955	25	353
2017	1091	27	450
2018	1447	32	515
2019	1472	26	503
2020	1160	30	469
(to June 24) 2021	425	17	258
	9,662		

⁷ Data for 2010 and 2011 should be considered provisional and may include transshipment events that occurred within EEZ areas.

20. More details of annual transshipment events for each CCM's offloading and receiving vessels reported to WCPFC between 2013 – 2020 are in **Annex 2. Table 2** below breaks down the provisional 2020 transshipment events reported through Annual Report Part 1 (AR Pt1). A comparison of AR Pt1 reports with transshipment reports provided to the Secretariat was undertaken as part of the analysis for the Compliance Monitoring Report. Where there were discrepancies, the Secretariat worked with CCMs to identify the issues and all were resolved.

21. The number of reported high seas transshipments for 2020 is 1,160 which is less than the highest levels of transshipments reported to WCPFC in 2019 (1,472) and 2018 (1,447). Figures for 2021 to 24 June do not provide a useful indication of the potential number of transshipments for this year. This is because July to October is typically when there are higher levels of transshipments (refer **Annex 3** which includes information on monthly transshipment events and **Annex 4** with a further breakdown of transshipment reporting from AR Pt1).

Table 2. Provisional summary of transshipments events reported to WCPFC through annual reports for the 2020 calendar year as at 24 June 2021, which includes CCMs updates provided as part of the dCMR process

	Count of vessels in reports received		Count of reported transshipment events			
	As receiving vessels	As offloading vessels	Receiving vessel	Offloading vessel	advance notifications received CMM 09-06 35 a iii)	declarations received CMM 09-06 35 a iv)
China	2 -	- 140	154 -	- 283	154 283	154 283
Japan		4		4	4	4
Republic of Korea	7 -	- 76	123 -	- 111	123 111	123 111
Liberia	2		41		41	41
Panama	13		411		411	411
Chinese Taipei	5 -	- 211	395 -	- 667	395 667	395 667
Vanuatu	1 -	- 38	36 -	- 95	36 95	36 95
Receiving vessels	30	-	1160	-	1160	1160
Offloading vessels	-	469	-	1160	1160	1160

22. The main species transhipped are albacore and bigeye with the aggregated transshipment locations and proportional catch levels of all species in 2020 are shown the heat map below in **Figure 3** with blue shades representing fewer transshipments through to red representing higher densities. High seas transshipment activities were reported within most of the high sea's pockets, especially in HSP1 and HSP2, as well as in the more southern part of the Convention Area during 2020/2021.

23. Comparable information for 2021 to 2017 is shown in more detail in **Annex 3** and highlights the reduced number of transshipments that occurred in 2020 when compared to 2018 and 2019.

Figure 3: Heat map of the location of transshipments and the relative proportions of species transhipped in 2020.

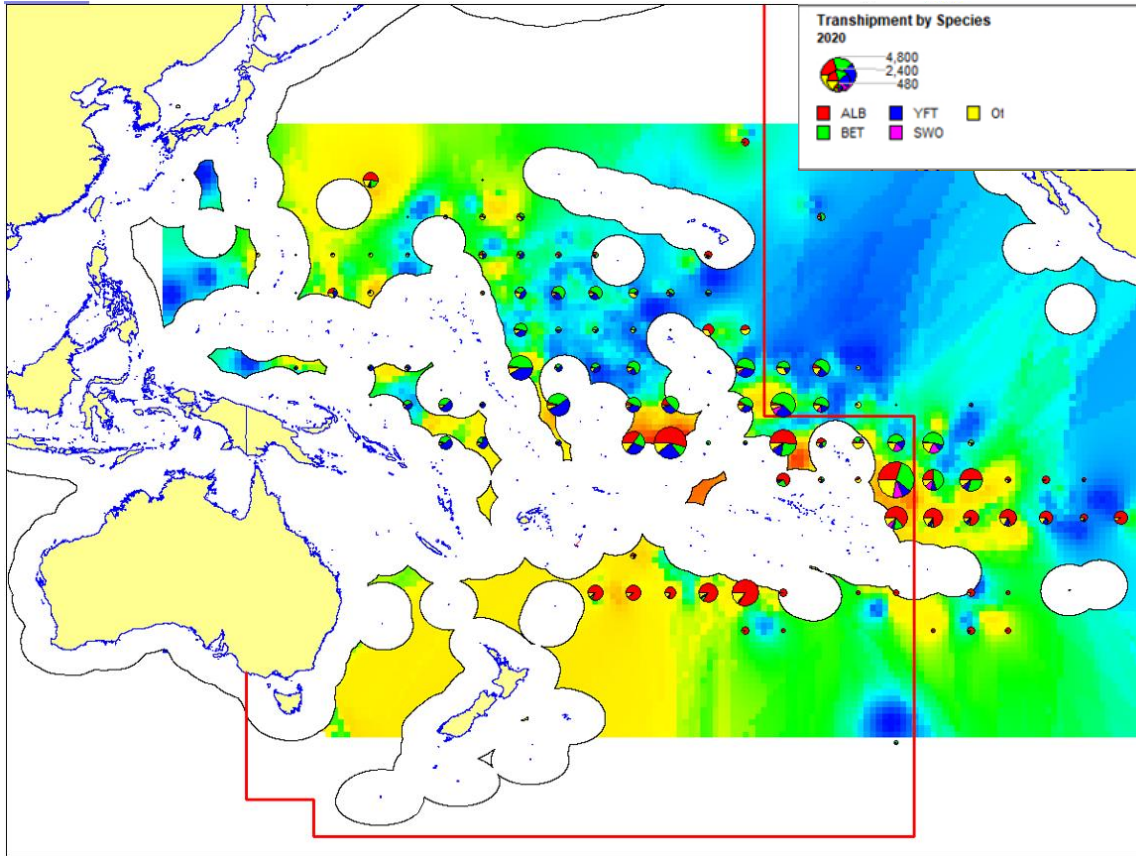


Table 3. Summary comparison of the reported quantities of highly migratory fish stocks reported to have been transhipped in 2020 (including events reported to WCPFC that took place in IATTC area) with the 2020 provisional longline catch estimates for the WCPFC Statistical Area

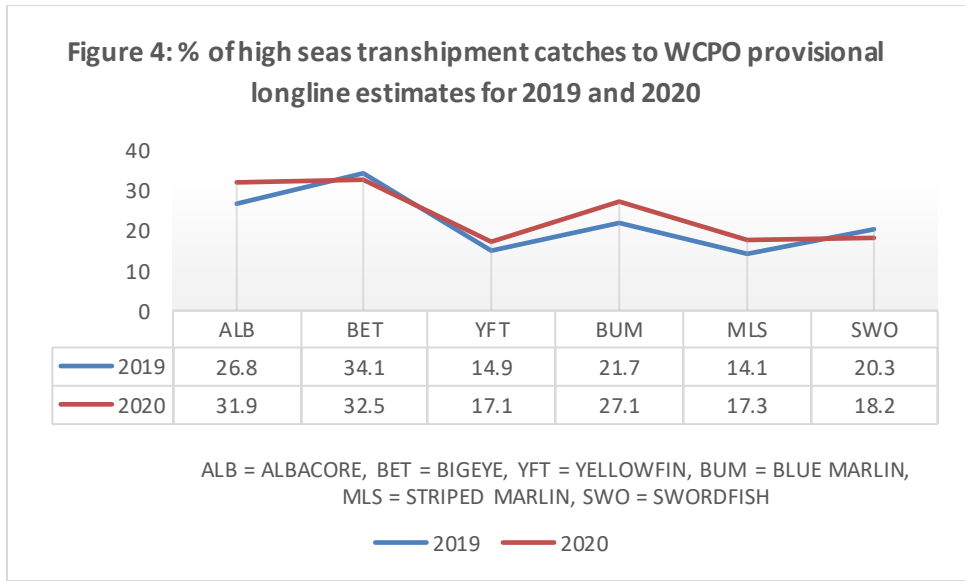
[ALB = albacore, BET = bigeye, YFT = yellowfin, BUM = blue marlin, MLS = striped marlin, SWO = swordfish]

	ALB	BET	YFT	BUM	MLS	SWO
Reported quantities on WCPFC high seas Transhipment Declarations (Mt)	25,045	19,017	12,361	2,288	524	2,484
2020 provisional longline catch estimates in WCPFC Statistical Area (Mt)	78,470	58,560	72,357	8,429	3,033	13,669
Reported quantities of high seas transshipments as a % of total provisional catch estimates	31.9%	32.5%	17.1%	27.1%	17.3%	18.2%

24. The percentage of longline catches of albacore (32%) and bigeye (33%) from the WCPFC statistical area that are reported in transshipment declarations emphasises the need for effective monitoring to support CCM verification of catch estimates and Commission decisions on optimal harvest strategies and management obligations in conservation and management measures (refer

Table 3 above). Monthly reported figures for the amounts of species transhipped during 2020 and 2021 are shown in **Annex 4**.

25. This is reinforced by information relating to the increasingly low levels of observer coverage of transhipments and when comparing information in Table 3 above with the figures for 2019 when there was no impact from COVID-19. This comparison shows that a higher proportions of longline catches of albacore, yellowfin, blue marlin and striped marlin were reported as transhipped in the high seas in 2020 than in 2019 (refer to Figure 4 below).



Review of CCM Monitoring

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

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

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

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

Secretariat process updates

27. While there are requirements for observers to monitor transshipments, as reported in the Annual Report on the ROP (**WCPFC-TCC17-RPO2_rev1, page 4**), there was very little longline observer coverage for ROP trips in 2020 affecting the coverage of fishing vessels and there are currently no WCPFC requirements for, or definition of, useful monitoring information for transshipments by observers or established e-reporting. Similarly there are no electronic monitoring programmes established in the region at this time.

28. To assist in monitoring compliance with transshipment requirements, the Secretariat implemented additional routine internal processes to cross check information relating to vessels involved in transshipments. As of March 2021, when a transshipment notification is received by email or is directly entered into TSER by the relevant CCM, the VMS reporting status of the offloading and receiving vessels are checked. Where either vessel is showing as not reporting, an MTU issue is raised for resolution. Between 11 March and 20 August 2012, there were 99 such instances (refer to the Commission VMS Annual Report (**WCPFC-TCC17-2021-RP01**, page 13 and Table 10). The Secretariat notes that these issues are now occurring less frequently.

29. It is now routine business for the Secretariat to provide detailed supporting documentation to CCMs who are involved in high seas transshipment activities, advising of gaps in data and the timeliness of submissions of transshipment required reports. This information was provided to all applicable CCMs during the first half of 2021. The Secretariat continues to work towards making such information on transshipment reporting gaps available more routinely to relevant CCMs (e.g. through the quarterly report). However, since April 2020, the Secretariat has provided online access to Authorised Flag CCM users⁸ to their high seas transshipment notifications and declarations as received by WCPFC, including those reports that have been submitted using the

⁸ Authorised flag CCM users only have access to the submissions made by or on behalf of their vessels, and not those submitted by another CCM.

WCPFC High Seas Transshipment E-Reporting System APP.⁹ This process allows CCMs to routinely assess any issues with their transshipment reporting within their own timeframes.

30. The Secretariat has noted there has been continual improvement in the reporting of transshipments with a significant reduction in the reporting gaps that were, during 2020, able to be resolved quickly, improving the WCPFC holdings of reported transshipment events. This may be due to several factors including the assessment of this CMM under the Compliance Monitoring Scheme, the work that the Secretariat does with CCMs to inform of any reporting gaps early in the year, and CCM familiarity with the reporting requirement. As noted in the Annual Report on the performance of the E-reporting Standards (**WCPFC-TCC17-2021-RP10, page 5**), the Republic of Korea and Chinese Taipei have been voluntarily using the WCPFC High Seas Transshipment E-reporting Application (TSER) since February 2020 and September 2019 respectively. In 2021, the Secretariat has also demonstrated and given TEST access to the TSER e-reporting system to two other flag state CCMs. It is believed that this system will enable CCMs to better manage their reporting.

31. This process has now supported a review of AR Pt1 transshipment information to ensure consistency with the transshipment records confirmed with CCMs. Where this was not the case, the Secretariat liaised with CCMs to assist, where possible, in identifying and resolving differences.

32. As noted in the Annual Report on the Administration of the WCPFC Data Access Rules and Procedures (**WCPFC-TCC17-2021-RP08, pages 2 and 3**), there has been an increase in in the number of requests for non-public domain data to support MCS operations in 2021. Consideration is being given to how to more simply produce transshipment information which currently is a largely manual process (refer to the paper Preliminary consideration of anticipated forecast of Secretariat work commitments for TCC 2022/2023, Priority area 2. Enhancing the Secretariats analytical capability during 2022-2023 b. **WCPFC-TCC17-2021-17**).

WCPFC Transshipment Analysis Tool

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

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

⁹ This is available to authorized flag CCM users at link <https://www.wcpfc.int/cm-transshipment>

35. Table 5 a below shows the number of incidents of individual vessels being within 250m of another vessel for at least 4 hours that were detected in 2018, 2019, 2020 and January – July 2021. It should be noted that reporting related to the 2020 year is under review and should be considered provisional.

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

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

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

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

36. The majority of reported high seas transshipment reports (notifications and declarations) received by the Secretariat involved a carrier vessel as the receiving vessel and a longliner as the offloading vessel. There are rare instances of reported transshipment events involving another vessel type that are often due to serious mechanical breakdown which are provided for in CMM 2009-06 paragraphs 23 and 24. For this reason, the Secretariat’s preliminary analysis focused on matching the potential high seas incidents detected by the WCPFC Transshipment Analysis Tool involving a carrier and a longline vessel. Table 5 b shows the number of vessel combinations involved in events occurring in the high seas of the Convention Area where no match could be made to a reported high seas transshipment declaration received by the Secretariat.

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

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

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

38. An additional area of analysis undertaken compares the variance in location between Transshipment Event (TEV) reports and the closest corresponding VMS report. This analysis shows discrepancies of more than 100km for 67 Transshipment Events (TEVs) associated with 67 fishing vessels and for 139 TEVs associated with 20 carriers. The range of variance is more than 100km up to, in one instance, over 4,000km although most are less than 200kms for fishing vessels and less than 500km for carriers. In 2021, 39 fishing vessels have 40 TEVs with a variance that, for most is less than 300kms with 2 instances of several thousand kms. For carriers, 13 carriers relating to 105 TEVs with the variance for most less than 500kms with one instance of several thousand kms.

39. The information available through existing data sources can already provide more insights into transshipment trends and activities which could further assist the Intersessional Working Group to Review CMM 2009-06 (TS-IWG) with their review of the current transshipment CMM. The work to incorporate IT solutions that verify high seas transshipment reporting through VMS analysis and how this might assist members is still work in progress and remains a priority for the Secretariat to however, progress has been constrained by competing priorities (refer to the paper Preliminary consideration of anticipated forecast of Secretariat work commitments for TCC 2022/2023, Table 1. D - **WCPFC-TCC17-2021-17**).

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

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

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

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

42. Since 2015, the Secretariat has progressively expanded its annual transshipment report to include a summary of the information on transshipment activities that CCMs reported annually through AR Pt 1 (CMM 2009-06 paragraph 11) in aggregate form¹⁰. Table 2 above (page 9) and

¹⁰ This was as tasked by TCC, refer TCC10 Summary Report para 191

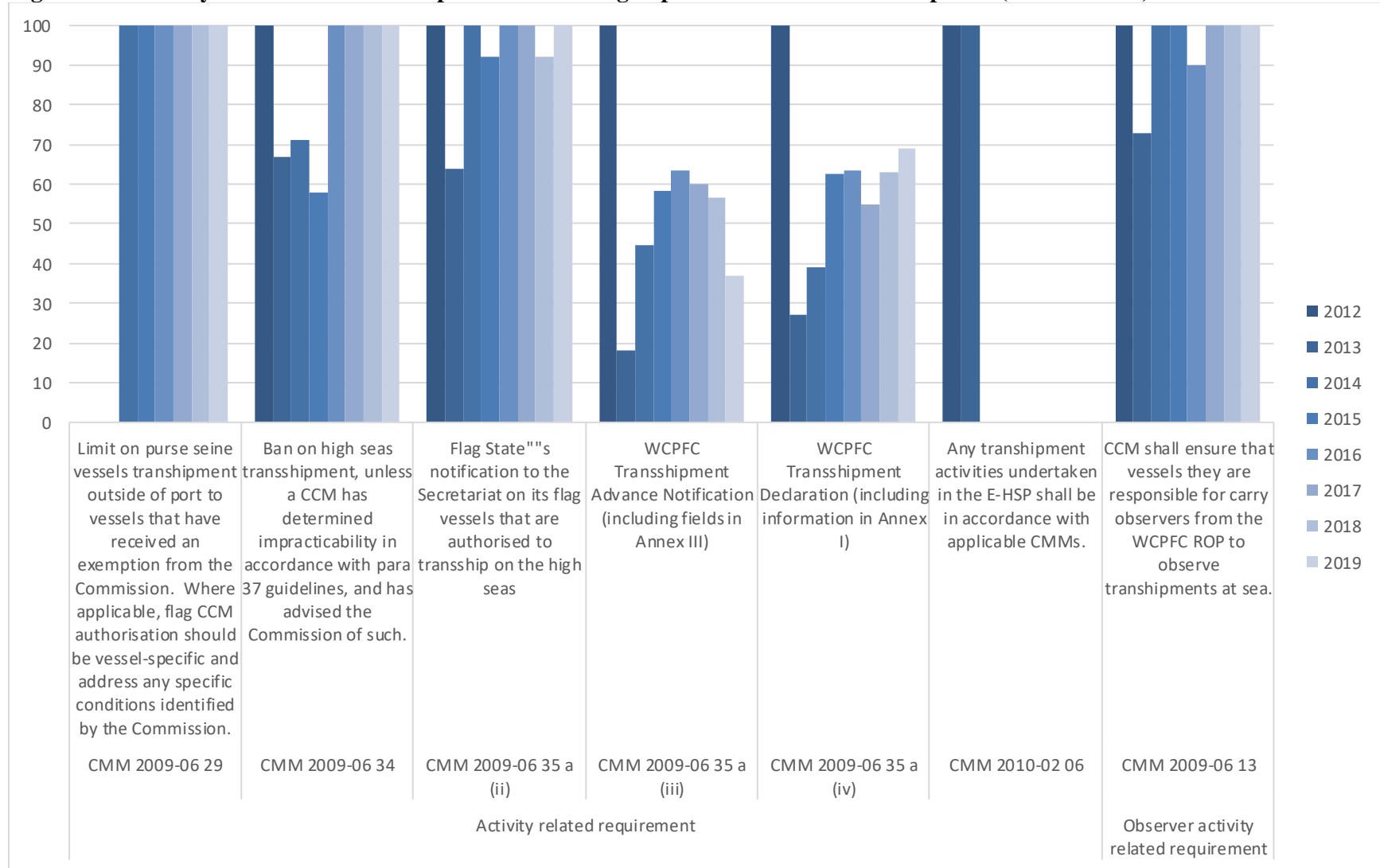
Annex 4 (pages 30-40) summarise CCMs responses from their 2020 AR Pt1 in relation to all transshipment activities covered by CMM 2009-06.

Review of final transshipment implementation under the Compliance Monitoring Scheme

43. Figure 5 below provides an overview of the outcome of the evaluation of CMM 2009-06 under the Compliance Monitoring Scheme (CMS) over recent years. CMM 2009-06 was evaluated annually from 2013 to 2019. There has been a marked improvement in implementation of most requirements by applicable CCMs in response to required reporting. However, meeting deadlines for CMM 2009-06 reporting requirements (section vii for CMM 2009-06) remained an implementation challenge for some CCMs.

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

Figure 5: Summary of final WCPFC Compliance Monitoring Report Outcomes for Transshipment (2013 – 2019¹¹)



¹¹ RY2020 data included in 2021 once final decisions on the CMR are made at WCPFC18

Recommendation

45. TCC17 is invited to consider and note the information contained in the Annual Report on Transshipment.

Summary of CCMs responses in Annual Report Part 2 covering 2020 activities

Relevant CMM to be implemented	CCM Responses from Annual Report Part 2	
	CCM response on whether CMM is implemented (Yes/No/N/A)	Summary of the information provided by CCMs in AR Pt 2
CMM 2009-06 11 (Annual report on all transshipment activities covered by this Measure (including transshipment activities in ports or EEZs) in accordance with the specified guidelines (Annex II))	20 Yes	Refer to Annual Report Part 1 for information on transshipments carried out/ transshipments occurred in port or designated area
	18 N/A	No flagged vessels/No flagged vessels fished in 2020/Had flagged vessels in 2020 but none were authorised or did tranship in high seas in 2020.
CMM 2009-06 13 (CCM shall ensure that vessels they are responsible for carry observers from the WCPFC ROP to observe transshipments at sea)	19 Yes	Implemented through national legislation/regulation/license terms and conditions / No flagged vessels transhipped in 2020/100% observer coverage
	18 N/A	No flagged vessels/No flagged vessels fished in 2020/Had flagged vessels in 2019 but none were authorised or did tranship in high seas in 2020.
CMM 2009-06 29 (only authorise those purse seine vessels that that have received an exemption by the Commission to engage in transshipment outside of port. Where applicable, flag CCM authorisation should be vessel-specific and address any specific conditions identified by the Commission.	10 Yes	Implemented through national legislation/regulation/license terms and conditions / All transshipments happened in port except those approved for at sea during the COVID-19 period / Do not permit transshipment for purse seine
	27 N/A	No flagged purse seiners fished in 2020 / Had flagged purse seine vessels in 2020 but none granted an exemption to tranship out of port.
	1 NO	
CMM 2009-06 34 & 35 a. (ii) (Ban on high seas transshipment, unless a CCM has determined impracticability in accordance with para 37 guidelines and has advised the Commission of such.)	13 Yes	Have notified the Secretariat that it is impracticable for flagged longliners to operate without being able to tranship on the high seas; Vessels authorised to tranship in the high seas is indicated in the RFV
	25 N/A	One CCM provided a detailed response on the basis for their determination of impracticability No flagged vessels in 2020/No flagged vessels fished in 2020/Had flagged vessels in 2020 but none were authorised or did tranship in high seas in 2020
CMM 2009-06 35 a(iii) & a (iv) (reporting prior to high seas transshipment and declaration after transshipment event)	12 Yes	Required reports submitted to the Secretariat or activities were not allowed/CCM does not allow high seas transshipment/No transshipment activities occurred/Regulated under national legislation
	26 N/A	No flagged vessels/No flagged vessels fished in 2020/Had flagged vessels in 2020 but none were authorised to, or did, tranship in high seas in 2020

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

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

ANNEX 2

Number of Transshipment Events Reported by CCMs during June 2010 – 24 June 2021¹²: by Offload and Receiving Vessels

A - Count of events by offloading vessel

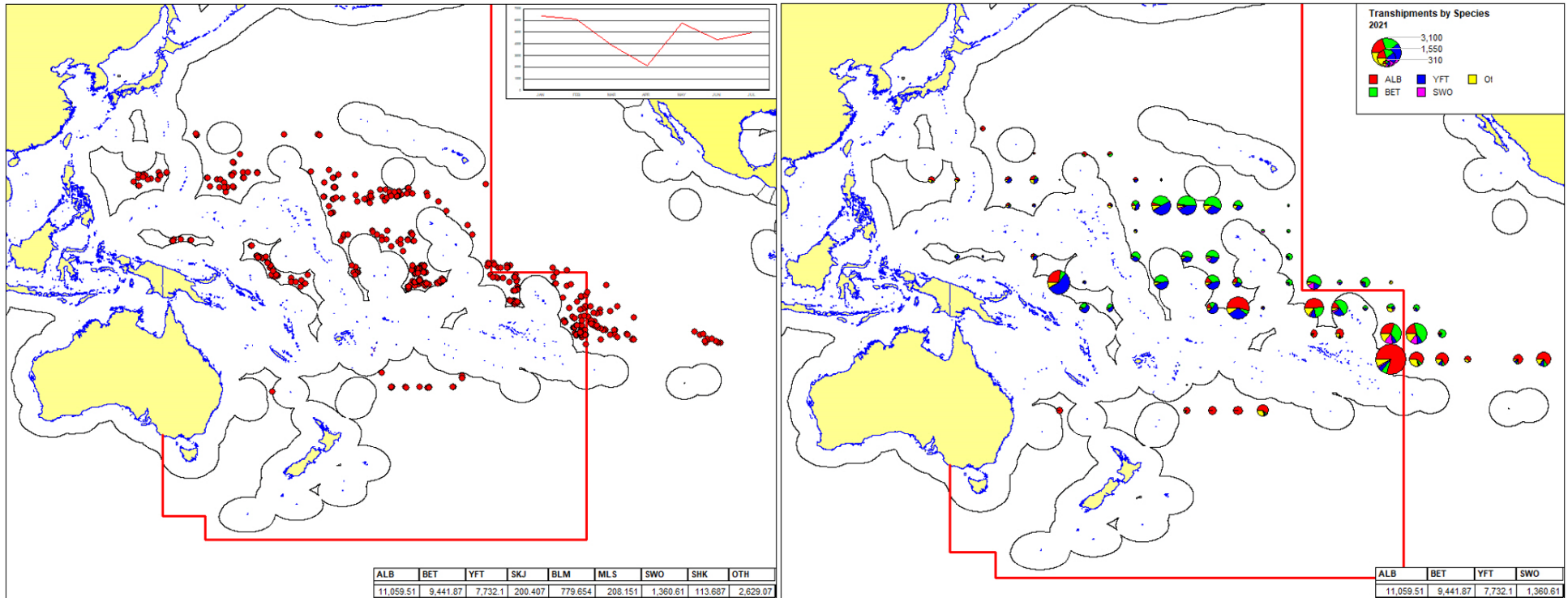
Reporting CCM	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Belize	1	5	2	3								
China	102	231	188	186	184	242	313	272	353	356	283	96
Indonesia	6	21	20	11	3							
Japan	13	40	44	58	31	29	28	28	38	6	4	
Kiribati				5								
Korea (Republic of)	19	23	28	43	60	88	79	90	115	125	111	47
Philippines	5	14	7	4	2							
Solomon Islands			1									
Chinese Taipei	49	263	182	137	174	189	288	530	802	855	667	262
United States of America				1								
Vanuatu	34	59	54	145	100	208	247	170	139	130	95	16
	229	656	526	593	554	756	955	1091	1447	1472	1160	425

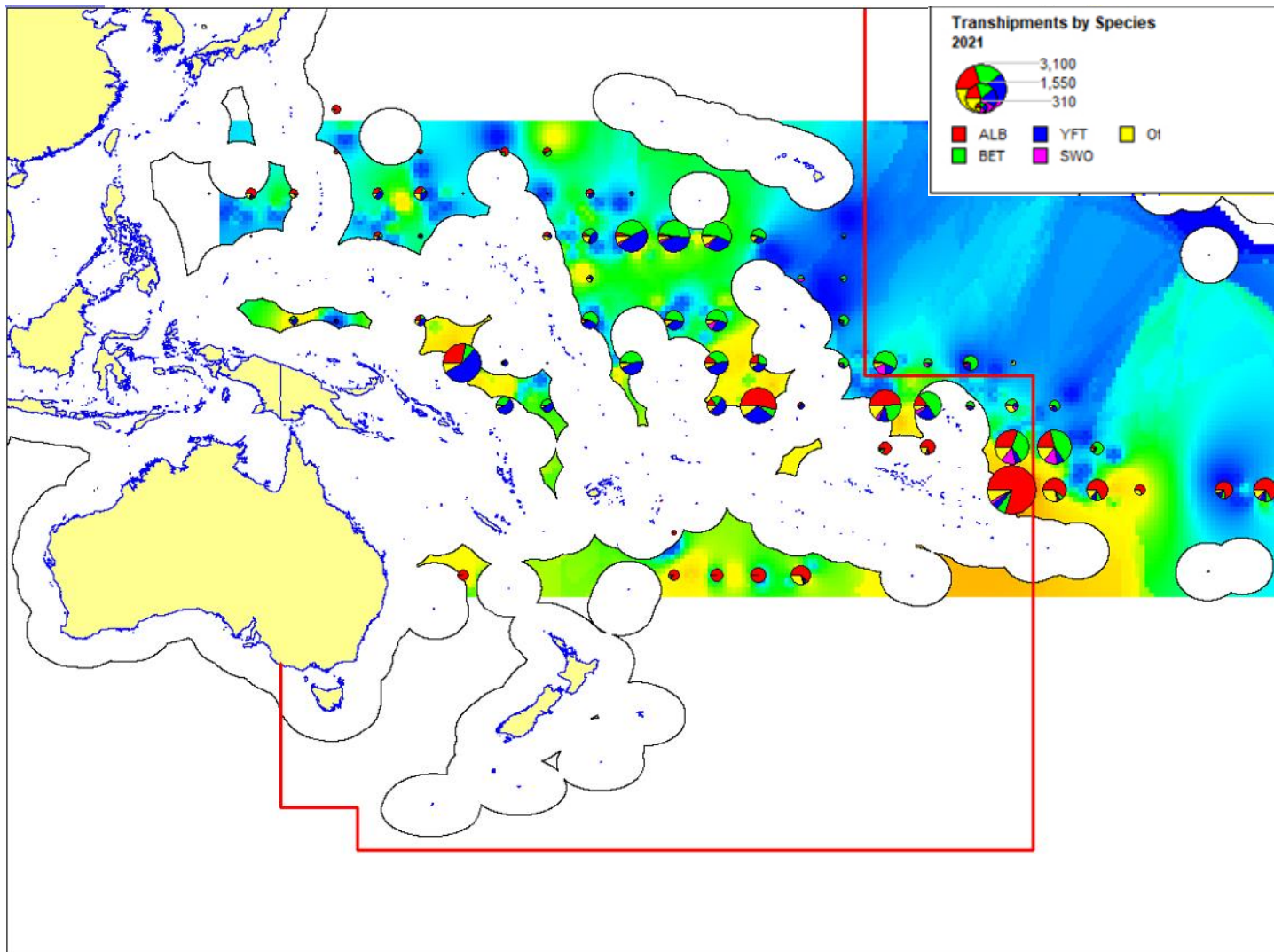
B: Count of events by receiving vessel

Reporting CCM	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Belize				41	16							
China					23			29	93	153	154	63
Japan	40	70	34					1				
Kiribati	4	52	38	40	134	68						
Korea (Republic of)			18	21	45	83	93	202	232	201	123	20
Liberia						1	190	247	144	154	41	
Panama	6	183	106	52		57	275	279	530	427	411	247
Papua New Guinea	3											
Chinese Taipei	16	18	20			56	113	204	361	498	395	80
United States of America				1								
Vanuatu	160	333	310	438	336	491	281	129	88	39	36	15
	229	656	526	593	554	756	955	1091	1447	1472	1160	425

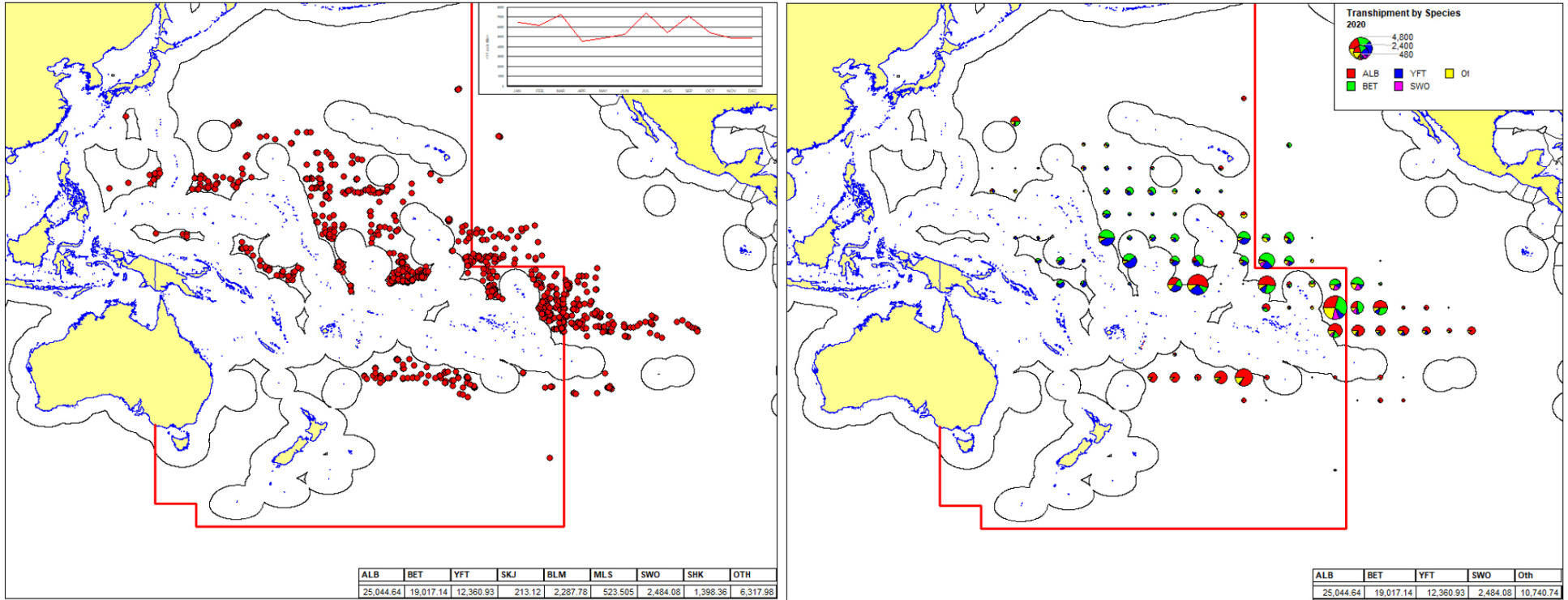
¹² Tables 2 – 5 include high seas transshipment events that occurred in the IATTC Convention Area.

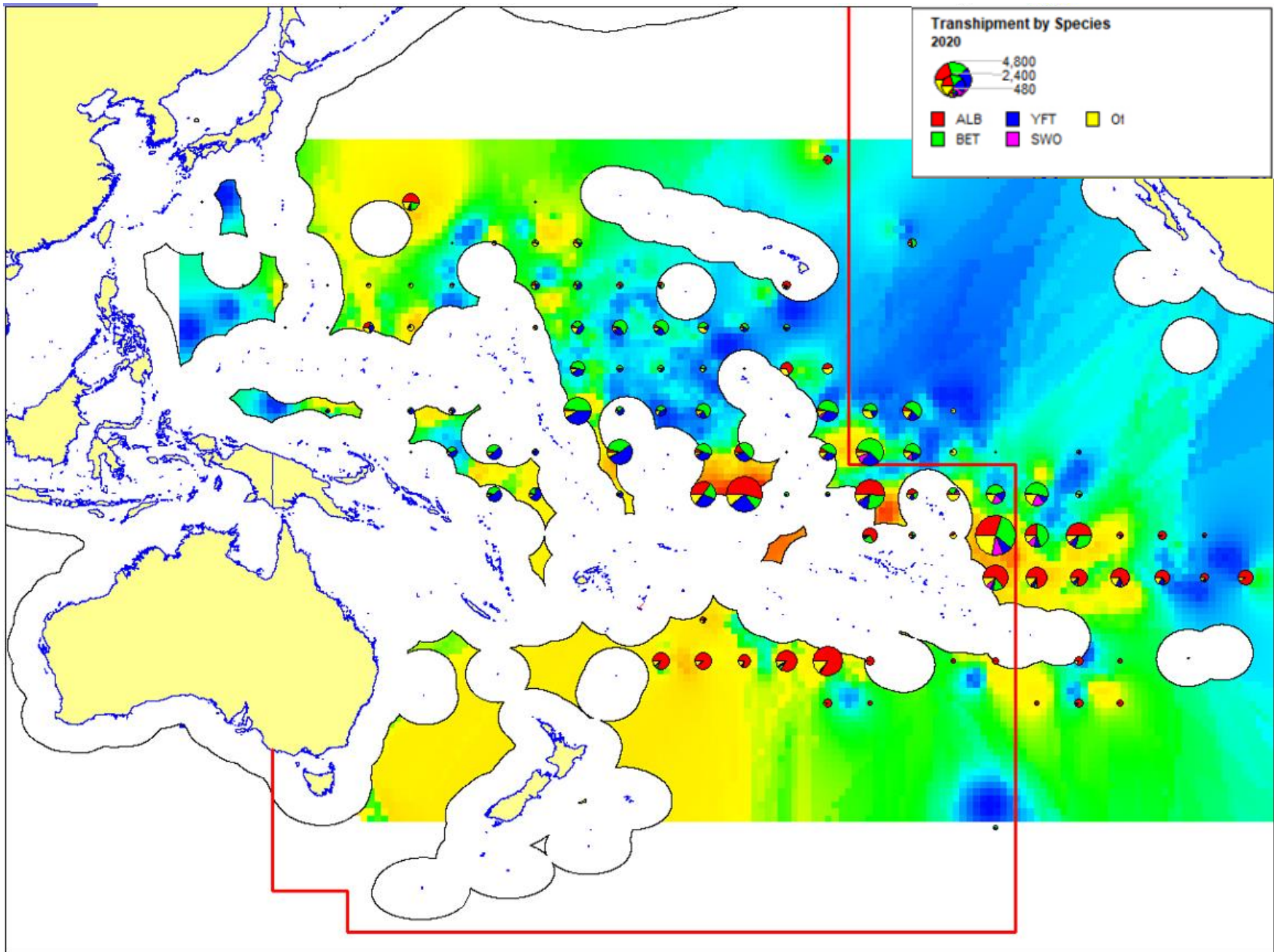
A: The first map plots positions of transhipments of highly migratory fish stocks for 2021 (as at 14 August 2021) based on reports to WCPFC (CMM2009-06 paragraph 35 a iv). The top right inset shows the number of transhipments by month, and the tables at bottom right show the total annual quantities (Mt) of highly migratory fish stocks by species or grouping based on reports received by WCPFC as at 14 August 2021. The second map shows the distribution of the species (BET, YFT, ALB, SWO and Others) being transhipped within a 5° x 5° grid for the same period. The third map shows a heat map of transhipment locations overlaid with the species transhipped data where blue represents few or no transhipments through to orange representing most transhipments.



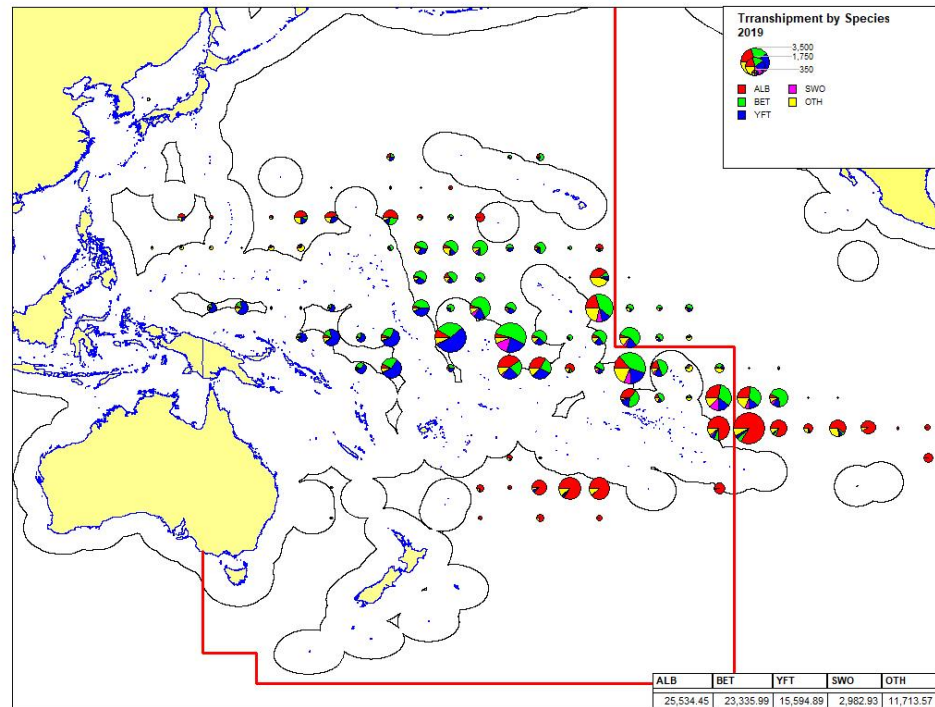
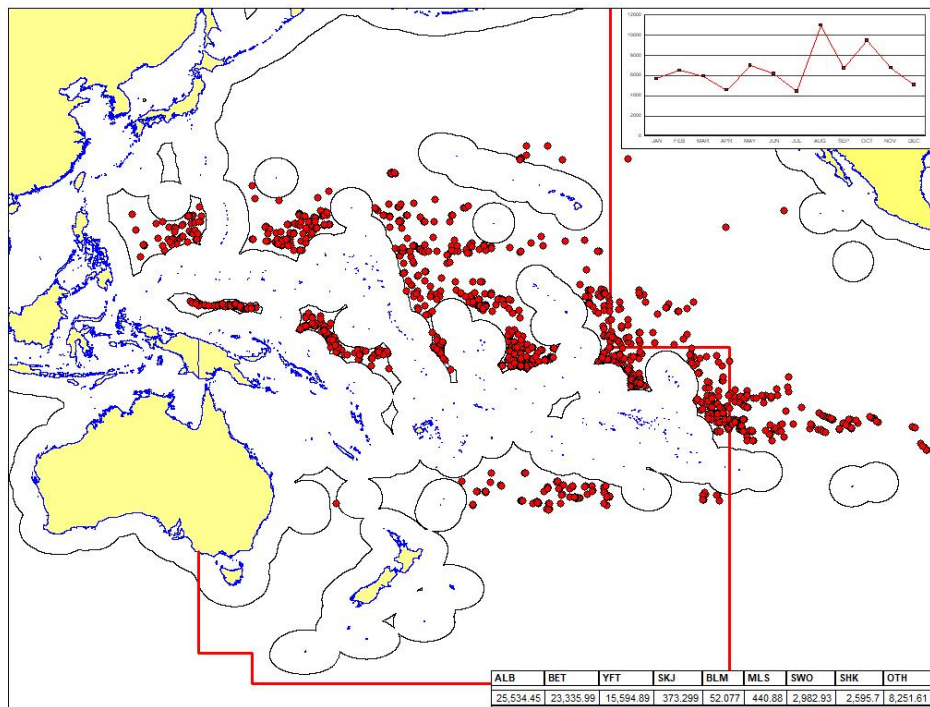


B: The first map plots positions of transhipments of highly migratory fish stocks for 2020 (as at 14 August 2021) based on reports to WCPFC (CMM2009-06 paragraph 35 a iv). The top right inset shows the number of transhipments by month, and the tables at bottom right show the total annual quantities (Mt) of highly migratory fish stocks by species or grouping based on reports received by WCPFC as at 14 August 2021. The second map shows the distribution of the species (BET, YFT, ALB, SWO and Others) being transhipped within a 5° x 5° grid for the same period. The third map shows a heat map of transhipment locations overlaid with the species transhipped data where blue represents few transhipments through to dark orange/red representing most transhipments.



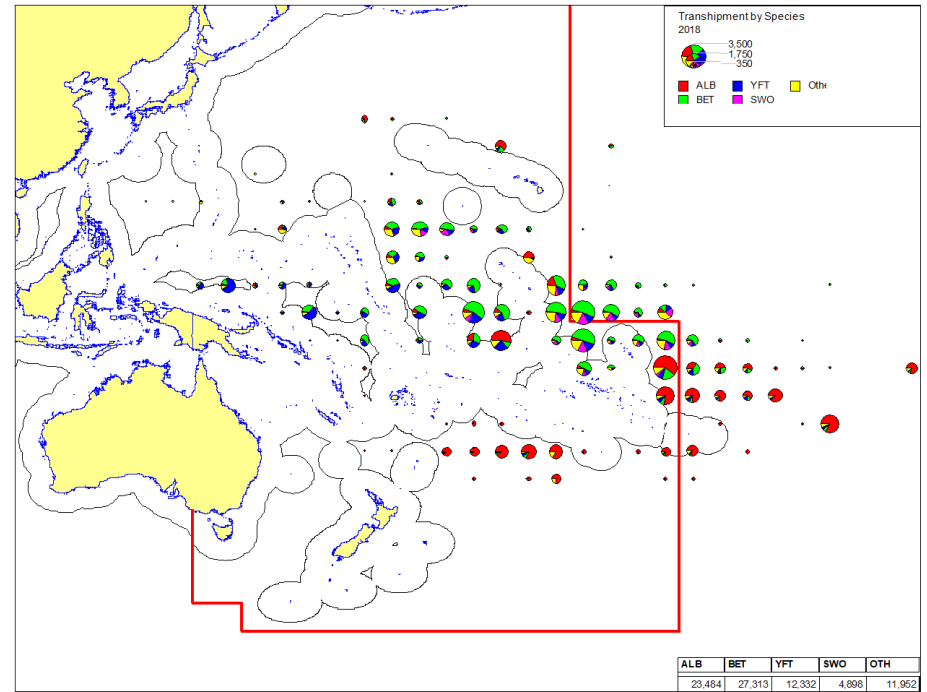
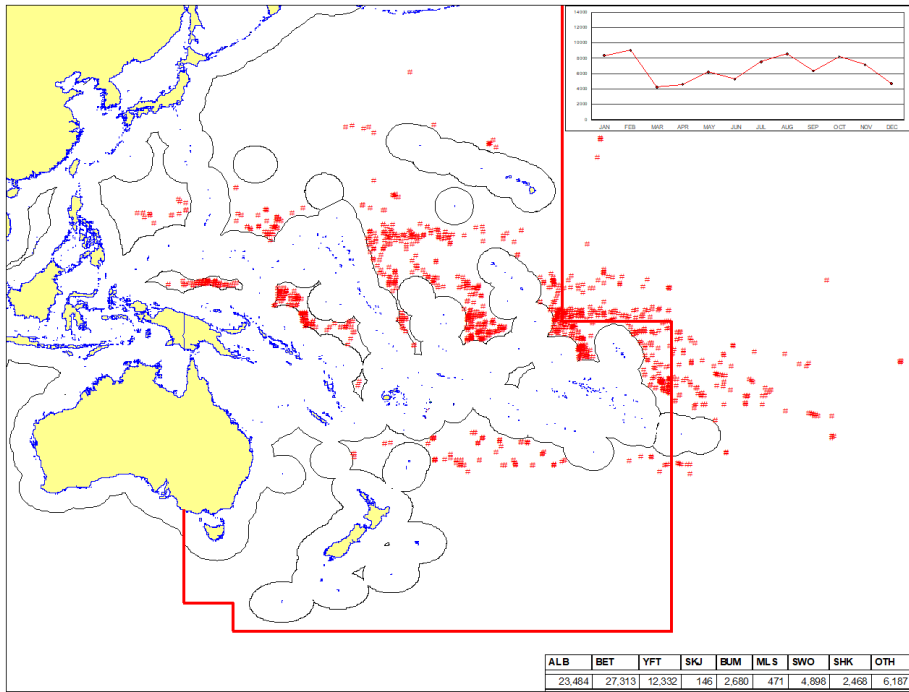


C: Map plotting positions of transshipments of highly migratory fish stocks for 2019, based on reports to WCPFC under CMM 2009-06 paragraph 35 a iv). The top right insert shows the number of transshipments by month, and the bottom right insert shows the total annual quantities (Mt) of highly migratory fish stocks by species or grouped for 2019, as at August 2020. The second map shows the distribution of the species being transhipped for 2019. Reported sums of species (kg) transhipped (BET, YFT, ALB, SWO and Others) are within a 5° x 5° grid for the year based on reports received by WCPFC for 2019 under CMM 2009-06 para 35 a iv).

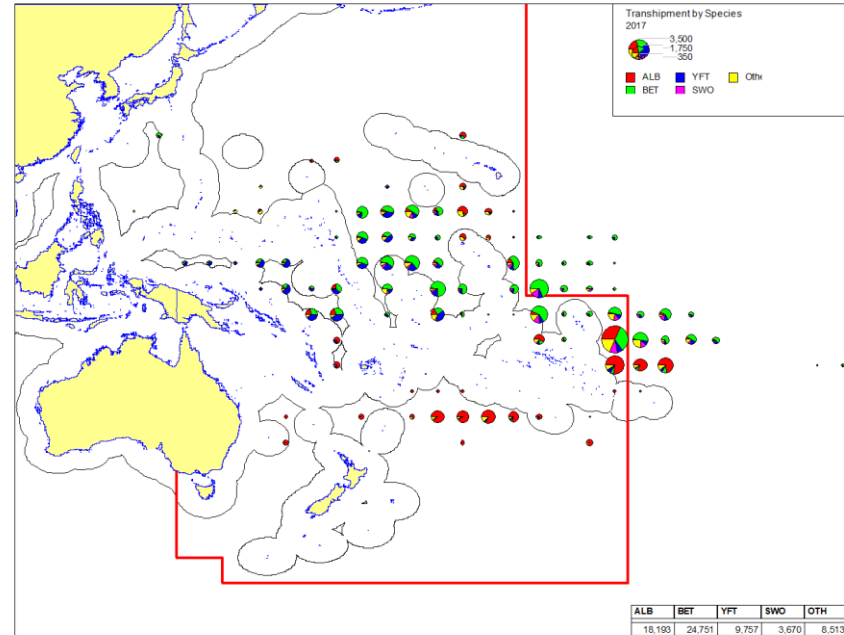
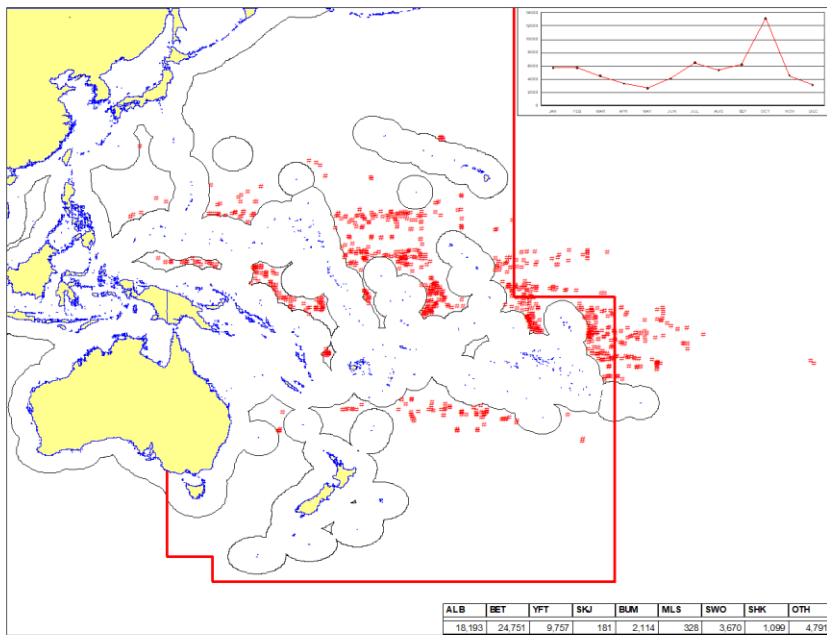


Transshipment by Species (2019)

D: Map plotting positions of transshipments of highly migratory fish stocks for 2018, based on reports to WCPFC under CMM 2009-06 paragraph 35 a iv). The graph at top right shows the number of transshipments by month, and the tables at bottom right show the total annual quantities (Mt) of highly migratory fish stocks by species or grouped. The second map shows the distribution of the species being transhipped for the same period.



E: Map plotting positions of transshipments of highly migratory fish stocks for 2017, based on reports to WCPFC under CMM 2009-06 paragraph 35 a iv). The graph at top right shows the number of transshipments by month, and the tables at bottom right show the total annual quantities (Mt) of highly migratory fish stocks by species or grouped. The second map shows the distribution of the species being transhipped for the same period.



ANNEX 4

A: Breakdown of CCM reporting of 2020 number of annual transhipments events as reported in Annual Report Part 1 2021 covering 2020 calendar year¹³ based on reports submitted to WCPFC. Note this includes CCM responses in 2021 to discussions during preparation of the dCMR.

Reporting CCM	Vessel type	Number of transhipments by location of catches		Total	Number of transhipments by location of transhipment					
		Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial seas	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
China	Carrier			154				75		79
Kiribati	Carrier	18		18		18				
Korea	Carrier	607	25	632		388	121	95		28
Liberia	Carrier			41						
Chinese Taipei	Carrier			478		83		368		27
Panama	Carrier			1144		733		411		
Philippines	Carrier	81		81		81				
Vanuatu	Carrier			38				36		2
Australia	LL	4		4			4			
China	LL			283			12	131		140
FSM	LL	175		175		175				
Fiji	LL	10		10	10					
Japan	LL	2	4	6		2		4		
Kiribati	LL	30		30		30				
Korea	LL	90	21	111				89		22
Samoa	LL	40		40		40				
Solomon Is	LL	48	33	81		48				33

¹³ Includes data from 2021 Annual Report Part 1 covering 2020 activities for transhipment reports where the reported information fit into the above template. Some CCMs including those not listed above may have provided a partial report in 2021 Annual Report Part 1, but this was not able to be included in the above table owing to data gaps, designation of confidential data or the use of a format that doesn't transfer easily into the above template (eg gear types were combined or not specified).

Chinese Taipei	LL			667				608		59
Vanuatu	LL			107		10	2	95		
EU	PS/LL									
El Salvador	PS									
FSM	PS	201		201		201				
Kiribati	PS	112		112		112				
Korea	PS	303		303		303				
Nauru	PS	107		107		107				
New Zealand	PS	1		1		1				
Philippines	PS	279		279		279				
PG	PS	247		247		247				
RMI	PS	93		93		93				
Solomon Is	PS	79		79	71	8				
Chinese Taipei	PS	257		257		48	209			
Tuvalu	PS	10		10		10				
USA	PS	75				75				

B: Summary of CCM reporting of the quantity of fish from annual transshipments offloaded from longline vessels as reported in 2021 Annual Report Part 1 covering the 2020 calendar year¹⁴ based on reports submitted to WCPFC as at 12 August 2021. Note may not include CCM replies in 2021 through feedback on the dCMR.

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)					
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
Australia	LL	BET	1.56		1.56			1.56			
Australia	LL	YFT	8.41		8.41			8.41			
Australia	LL	ALB	.265		.265			.265			
Australia	LL	OTH	.15		.15			.15			
Australia	LL	SWO	1.27		1.27			1.27			
Australia	LL	MLS	.38		.38			.38			
European Union	LL	SHK									
China	LL	ALB	7,101	5,006	12,107				5,028		7,079
Fiji	LL	ALB	15.66		15.66	15.66					
Kiribati	LL	ALB	0		0		0				
Korea	LL	ALB			592.811						
Solomon Is	LL	ALB	251.055		251.055		251.055				
Chinese Taipei	LL	ALB			7646	97		7,549			
China	LL	BET	2,683	610	3,293				2,219		1,074
FSM	LL	BET	47,476		47,476		47,476				
FIJI	LL	BET	13.73		13.73	13.73					
Japan	LL	BET	7	317	324		246		73		5
Kiribati	LL	BET	55.544		55.544		55.544				

¹⁴ Includes data from 2021 Annual Report Part 1 covering 2020 activities for transshipment reports where the reported information fit into the above template. Some other CCMs not listed above may have provided a partial report in 2021 Annual Report Part 1, but this was not able to be included in the above table owing to data gaps, designation of confidential data or the use of a format that doesn't transfer easily into the above template (e.g. gear types were combined or not specified).

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)					
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
Korea	LL	BET			8,361.641						
PNG	LL	BET									
Solomon Is	LL	BET	201.088		201.088		201.088				
Chinese Taipei	LL	BET			5,533		259		3,958		1,316
Vanuatu	LL	BET			420						
China	LL	BUM	59	11	70				53		17
Chinese Taipei	LL	BUM			1,212		145		899		168
Fiji	LL	BUM	.03		.03	.03					
Korea	LL	BUM			936.777						
Vanuatu	LL	BUM			90.6						
China	LL	MLS	104	62	166				83		83
FIJI	LL	MLS	.03		.03						
Korea	LL	MLS			50.419						
Chinese Taipei	LL	MLS			179		3		151		25
Vanuatu	LL	MLS			32.7						
China	LL	OTH	1,032	856	1,888				682		1,206
Fiji	LL	OTH	1.198		1.198	1.198					
Kiribati	LL	OTH	1.068		1.068		1.068				
FIJI	LL	LEC	.04		.04	.04					
FIJI	LL	DOL	.588		.588	.588					
FIJI	LL	WAH	1.484		1.484	1.484					
Japan	LL	OTH	43	45	88		25		23		40
Korea	LL	OTH			426.961						

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)					
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
Chinese Taipei	LL	OTH			2,550		281	1,924			345
Vanuatu	LL	OTH			200						
China	LL	SHK	97	134	231				15		216
Chinese Taipei	LL	SHK			1,577		74	1,199			304
Korea	LL	SHK			112						
Vanuatu	LL	SH			199						
Fiji	LL	SKJ	.745		.745	.745					
Kiribati	LL	SKJ	0		0		0				
Korea	LL	SKJ			66.969						
PNG	LL	SKJ									
Solomon Is	LL	SKJ	53.619		53.619		53.619				
Chinese Taipei	LL	SKJ			103		5	95			3
Vanuatu	LL	SKJ			50						
EU	LL/PS	SWO									
China	LL	SWO	179	172	351				96		255
FIJI	LL	SWO	.375		.375	.375					
Japan	LL	SWO	9	30	39		13		25		1
Korea	LL	SWO			421.161						
Chinese Taipei	LL	SWO			1,433		99	934			400
Vanuatu	LL	SWO			416						
China	LL	YFT	1,738	215	1,953				1,297		656
FSM	LL	YFT	12,597		12,597		12,597				
Fiji	LL	YFT	1,246.62		1,246.62	1,246.62					

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)					
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: in archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
Japan	LL	YFT	47	183	230			147	40		43
Kiribati	LL	YFT	131.608		131.608		131.608				
Korea	LL	YFT			6,063.415						
PNG	LL	YFT									
Solomon Is	LL	YFT	1,160.354		1,160.354		1,160.354				
Chinese Taipei	LL	YFT			5,059		1,329	3,316			414
Vanuatu	LL	YFT			1,752						

C: Summary of CCM reporting of the quantity of fish from annual transshipments offloaded from purse seine vessels as reported in Annual Report Part 1 2021 covering the 2020 calendar year¹⁵ based on reports submitted to WCPFC as at August 2021. Note may not include CCM replies in 2021 through dCMR.

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		Total (Mt)	Quantity of transshipments by location of transshipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
European Union	PS	BET								
El Salvador	PS	BET								
FSM	PS	BET	3,567		3,567	3,567				
Kiribati	PS	BET	705.50		705.50	705.50				
Korea	PS	BET			3,406.694					
Nauru	PS	BET	2,166		2,166	2,166				

¹⁵ Includes data from 2020 Annual Report Part 1 covering 2019 activities for transshipment reports where the reported information fit into the above template. Some other CCMs not listed above may have provided a partial report in 2020 Annual Report Part 1, but this was not able to be included in the above table owing to data gaps, designation of confidential data or the use of a format that doesn't transfer easily into the above template (eg gear types were combined or not specified).

Reporting CCM	Vessel type		Quantity of transhipments by location of catches (Mt)		Total (Mt)	Quantity of transhipments by location of transhipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC:in port	Outside WCPFC:at sea
New Zealand	PS	BET								
Philippines	PS	BET	329.30		329.30	329.30				
PNG	PS	BET	365		365	365				
RMI	PS	BET	724		724	724				
Solomon Is	PS	BET	133		133	133				
Chinese Taipei	PS	BET	4,862		4,862	3,864	998			
Tuvalu	PS	BET	378		378	378				
USA	PS	BET	1,746		1,746	1,746				
European Union	PS	SKJ								
El Salvador	PS	SKJ								
FSM	PS	SKJ	120,263		120,263	120,263				
Kiribati	PS	SKJ	78,789.00		78,789.00	78,789.00				
Korea	PS	SKJ			149,706.680					
Nauru	PS	SKJ	75,077		75,077	75,077				
New Zealand	PS	SKJ	877		877	877				
Philippines	PS	SKJ	101,041.18		101,041.18	101,041.18				
PNG	PS	SKJ	61,631		61,631	61,631				
RMI	PS	SKJ	73,180		73,180	73,180				
Solomon Is	PS	SKJ	19,511		19,511	19,511				
Chinese Taipei	PS	SKJ	151,110		151,110	120,499	30,611			
Tuvalu	PS	SKJ	8,456		8,456	8,456				
USA	PS	SKJ	43,371		43,371	43,371				
European Union	PS	YFT								
El Salvador	PS	YFT								

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		Total (Mt)	Quantity of transshipments by location of transshipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC:in port	Outside WCPFC:at sea
FSM	PS	YFT	18,681		18,681	18,681				
Kiribati	PS	YFT	17,531.11		17,531.11	17,531.11				
Korea	PS	YFT			34,360.458					
Nauru	PS	YFT	12,947		12,947	12,947				
New Zealand	PS	YFT	41		41	41				
Philippines	PS	YFT	67,249.28		67,249.28	67,249.28				
PNG	PS	YFT	51,617		51,617	51,617				
RMI	PS	YFT	6,437		6,437	6,437				
Solomon Is	PS	YFT	11,980		11,980	11,980				
Chinese Taipei	PS	YFT	25,886		25,886	20,718	5,168			
Tuvalu	PS	YFT	551		551	551				
USA	PS	YFT	5,627		5,627	5,627				
Korea	PS	ALB			7.825					
Korea	PS	BUM			33.657					
Korea	PS	SWO			5.929					
Korea	PS	MLS			.476					
Philippines	PS	ALB	1		1	1				
PG	PS	ALB	105		105	105				
Philippines	PS	OTH	171.16		171.16	171.16				

D: Summary of CCM reporting of the quantity of fish in annual transshipments received by carriers as reported in 2021 Annual Report Part 1 covering the 2020 calendar year¹⁶ based on reports submitted to WCPFC as at August 2021. Note may not include CCM replies in 2021 through dCMR.

¹⁶ Includes data from 2021 Annual Report Part 1 covering 2020 activities for transshipment reports where the reported information fit into the above template. Some CCMs including those not listed above may have provided a partial report in 2021 Annual Report Part 1, but this was not able to be included in the above table owing to data gaps, designation of confidential data or the use of a format that doesn't transfer easily into the above template (eg gear types were combined or not specified).

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
China	Carrier	BET	522	84	606			435		171
China	Carrier	YFT	634	65	699			446		253
China	Carrier	SWO	44	22	66			22		44
China	Carrier	MLS	64	18	82			58		24
China	Carrier	ALB	5,258	2,804	8,062			3,486		4,576
China	Carrier	OTH	787	429	1,216			533		683
Kiribati	carrier	SKJ	78,789		78,789	78,789				
Kiribati	carrier	YFT	17,531.1		17,531.1	17,531.1				
Kiribati	carrier	BET	705.50		705.50	705.50				
Kiribati	carrier	OTH								
Korea	carrier	ALB			1,210.945					
Korea	carrier	BET			13,358.240					
Korea	carrier	BUM			570.785					
Korea	carrier	MLS			48.689					
Korea	carrier	OTH			577.858					
Korea	carrier	SKJ			249,518.688					
Korea	carrier	SWO			570.785					
Korea	carrier	YFT			72,617.733					
Korea	Carrier	SHK			112					
LR	carrier	BET			1,354,956			1,354,956		
LR	Carrier	YFT			608,917			608,917		
LR	Carrier	SWO			139,889			139,889		
LR	Carrier	MLS			22,023			22,023		
LR	Carrier	ALB			51,501			51,501		

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transshipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC: at sea
LR	Carrier	OTH			38,259			38,259		
Panama	Carrier	ALB			12,710.595	1,313.322		11,397.273		
Panama	Carrier	BET			17,121.013	10,802.765		6,318.248		
Panama	Carrier	BUM			690.908	10.877		680.031		
Panama	Carrier	MLS			158.183	17.045		141.138		
Panama	Carrier	SKJ			398,504.912	398,389.151		115.761		
Panama	Carrier	SWO			25,569.487	25,014.105		555.382		
Panama	Carrier	YFT			83,883.647	80,120.000		3,763.647		
Panama	Carrier	OTH			4,421.79	1,260.676		3,161.114		
Chinese Taipei	Carrier	BET				320		1,090		1
Chinese Taipei	Carrier	ALB				94		2,642		34
Chinese Taipei	Carrier	YFT				1,819		3,460		1
Chinese Taipei	Carrier	SKJ				3		78		
Chinese Taipei	Carrier	SWO				40		155		19
Chinese Taipei	Carrier	BUM				200		821		84
Chinese Taipei	Carrier	MLS				3		45		5
Chinese Taipei	Carrier	SHK				72		623		130
Chinese Taipei	Carrier	OTH				357		1,503		185
Philippines	Carrier	SKJ	37,768.30		37,768.30	37,768.30				

Reporting CCM	Vessel type		Quantity of transhipments by location of catches (Mt)		total	Quantity of transhipments by location of transhipment (Mt)				
			Catches in WCPFC area	Catches outside of WCPFC area		WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC:in port	Outside WCPFC:at sea
Philippines	Carrier	YFT	21,072.00		21,072.00	21,072.00				
Philippines	Carrier	BET	170.00		170.00	170.00				
Philippines	Carrier	OTH	34.83		34.83	34.83				

ANNEX 5

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

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

Table 8 included events reported to WCPFC that took place in IATTC area.

