Report of field surveys on unloading from a cargo vessel and sorting process at the site of canneries at Bangkok

Summary

- Field survey was conducted at landing site and two canneries in Bangkok on 16/17 August.
- Sorting and weighing practices by species/size are not implemented in unloading operations at port, but at each cannery before fish goes into cold storage of the company.
- Each cannery compiles those size/species data with associated information such as name of the fishing vessel and carrier vessels, date of transshipped and landed.
- On the other side, both canneries acknowledged the difficulty in selecting juvenile bigeye from yellowfin and the possibility substantial amount of bigeye is overlooked and counted as yellowfin.
- At least two major canneries, those products account for about 60% of total export of Thailand's canned tuna, seem to be ready to cooperate for data provision if any kind of formal arrangement is established with WCPFC.

Suggestions

- The Commission should consider establishing cooperative mechanisms with Thailand canneries in (a) data provision, (b) capacity building for increase sorting accuracy, and (d) endorsement of those data.
- For this purpose, WCPFC should:
 - 1. Request canneries for data provision;
 - 2. Appoint surveyors to verify data;
 - 3. Establish cost bearing scheme among players to support data provision;
 - 4. Request SC to implement sampling surveys to obtain mixture rate.

Recommendation from TCC5

Para.346: Japan presented two papers regarding port sampling and the canneries in Thailand (WCPFC-TCC5-2009/IP-06 and WCPFC-TCC5-2009/IP-07). TCC5 recommended that a full range of monitoring measures including consideration of Thai and other canneries need to be taken into account in the future.

Unloading, sorting and weighing process in Bangkok



Picture 1

- 1. Fish are unloaded directly to a truck from a carrier.
- 2. At this stage, no sorting or weighing by species is conducted.

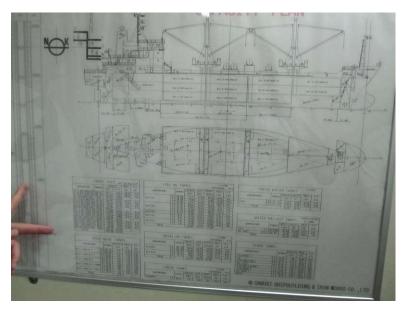


Picture 2

- 1. Same practice observed from the carrier.
- 2. One truck can carry about 18 tons of fish.



- 1. Fish are carried from hold to a truck with a net.
- 2. Since one net can carry about 2 tons of fish, a truck is filled by 9-net operation. (2 tons/net x 9 nets = 18 tons).
- 3. It takes 40 to 60 minutes for the 9-net operation.



- 1. Chart of the carrier.
- 2. There are 11 fish holds (3-3-3-2) and 4 hatches and 2 cranes.
- 3. Capacity of each hold is about 300 tons. Total capacity is more than 3,000 tons.



Picture 5

- 1. Labor in a fish hold.
- 2. Workers carry fish to the net. How tough the labor depends on the size composition of fish. If fish are bigger, labor is tougher.
- 3. Temperature in the hold is minus 18 degree.



Picture 6

1. When enough fish are piled, the crane lifts the net.



- 1. Fish in the hold.
- 2. Variety of size and species are observed.



Picture 8

Yellowfin? Bigeye? Bigeye?



$Picture \ 9$

1. Skipjack and (?)

(Note: The young man right side is looking for a partner, not fish!)



- 1. Every truck with full of fish moves to the truck scaling office.
- 2. Scaling is carried out by TJ land Co. Ltd authorized by the Thai Government.
- 3. Scaled figure is compiled for government statistics. (Total weight only, no specification by species)
- 4. After scaling, the truck goes to a cannery contracted.



Picture11

- 1. Scaling result above is 28.4 tons.
- 2. Actual fish weight is derived by subtracting track weight scaled in advance.



- 1. When the truck arrives at the cannery, fish are sorted by species and size, and scaled.
- 2. Pictures from 12 to 21 are examples of Company A.
- 3. Specific procedures differ in companies.



1. Fish are offloaded to the sorting line.



Picture 14

- 1. Fish are moved to the conveyor for sorting and scaling by species and size.
- 2. Workers pick up fish by size and species and throw them into suitable metal boxes.



- 1. End of the conveyor, the total length is about 10m.
- 2. Since sorting is carried out by truck basis (max volume 18 t), huge facilities are not required.

5 25	ปลา YFN	-	9-15 15-120	28
	0 -1.4	01	30	27 10
	1.4 - 1.8	02	30ก.กงิ่น	17
1	3.4-5	05		
	5-9	08		

- 1. Numbers applied to sorting of Yellowfin and Bigeye.
- 2. Left column (for example, 0-1.4) indicate weight, and right column indicate designated numbers corresponding to the weight.



Pictures 17

1. Continued numbers from Picture 16.



- 1. Bar-code tag sealed backside of
- 2. This tag indicate Yellow fin No.2 $(1.4-1.8\ \mathrm{kg})$
- 3. Individual words right side indicate information of Purse Seiner that caught fish.

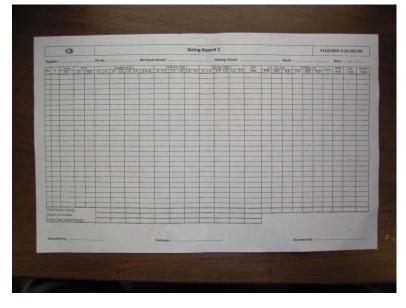


- 1. Fish in the can of the Picture 18.
- 2. Very difficult to say "no bigeye in the can"



Picture 20

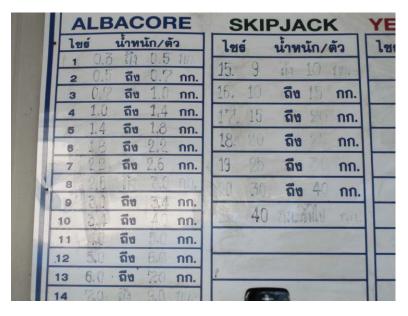
- 1. Yellowfin in other can.
- 2. Workers told us "there is not bigeye, today."
- 3. After scaling, each can is carried to the frozen storage.



- 1. Scaled figures are compiled in the Sizing Report, which required weight by species and size, name of supplier, name of merchant vessel, and date of sorting.
- 2. Each cannery has its own system to record those information.



- 1. Following 5 pictures are examples of the Company B.
- 2. When visited, bigeye more than 10kg were sorted and scaled.
- 3. Basic procedures are as same as those in the Company A.
- 4. However, sorting classification and shape of cage are different.



Picture 23

1. Size classification commonly applied to all fish: 21 categories.



- 1. Scaling
- 2. Scaled weight is 872.5kg. Weight of the cage is 125kg. Net fish weight is 647kg.



- 1. Tag for cage.
- 2. "9up" in red figure indicates fish bigger than 9kg.
- 3. BEIT981-PGin blue print is broken-down to:"BE" = bigeye,"IT" = Itochu (merchant),"981" = year 09, month 8, 1st shipment in the month.



Picture 26

1. After scaling, each cage is stored in frozen storage.