



**TECHNICAL AND COMPLIANCE COMMITTEE**  
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**ANNUAL REPORT ON WCPFC TRANSHIPMENT REPORTING**

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WCPFC-TCC16-2020-RP03\_rev1<sup>1</sup>  
10 December 2020

**Paper prepared by the Secretariat**

**Purpose**

1. This paper summarises transshipment activities from 1 January 2019 to 30 June 2020 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), ‘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)). Article 29 (1) of the Convention 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, the CMM does provides for exemptions<sup>2</sup> where a CCM has determined<sup>3</sup> 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.

3. CMM 2009-06 also operationalizes several of the Convention’s Article 29 requirements including:

- iterating Article 29(2) and 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);

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<sup>1</sup> Rev1 replaces the original version posted on 31 August 2020 and includes an editorial corrections in paragraph 11, 14 and Table 1.

<sup>2</sup> Paragraphs 25 and 34 of CMM 2009-06

<sup>3</sup> Paragraphs 26-31 (purse seine) and 37 (other vessels) of CMM 2009-06 sets out the guidelines for determining an exemption

- 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 transhipments 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 transhipments (CMM 2009-06, para 14 – 17 and 35);<sup>4</sup> and
- establishing procedures in accordance with the Convention’s Article 29(5) to support the Commissions adoption of specific exemptions for existing operations, from the prohibition on transhipment at sea by purse seine vessels (CMM 2009-06 25 – 32).

### **Scope of this paper**

4. The summary of transhipment activities covers the following areas:
  - Authorisations to tranship on the high seas;
  - Consideration of COVID-19 related Commission decisions on transhipment activities;
  - Review of information reported on high seas pre-transhipment notices and post-transhipment declarations, with a focus on 2019 and the first six months of 2020;
  - Review of CCM implementation;
  - Cross-verification of high seas transhipment activity and monitoring of high seas transhipment reporting; and
  - Secretariat Administrative notes

### **Authorisations to tranship on the high seas**

5. As at 30 June 2020, 2187 out of 3503 vessels (62 %) on the Record of Fishing Vessels (RFV) flagged to 9 CCMs are authorised to tranship in the high seas in accordance with CMM 2014-03.<sup>5</sup> By implication, the remaining vessels are understood to be notified as not authorised to tranship on the high seas. Most vessels authorised to tranship on the high seas are longliners/tuna longliners along with carriers, troll vessels, as well as support vessels and some purse seine vessels.

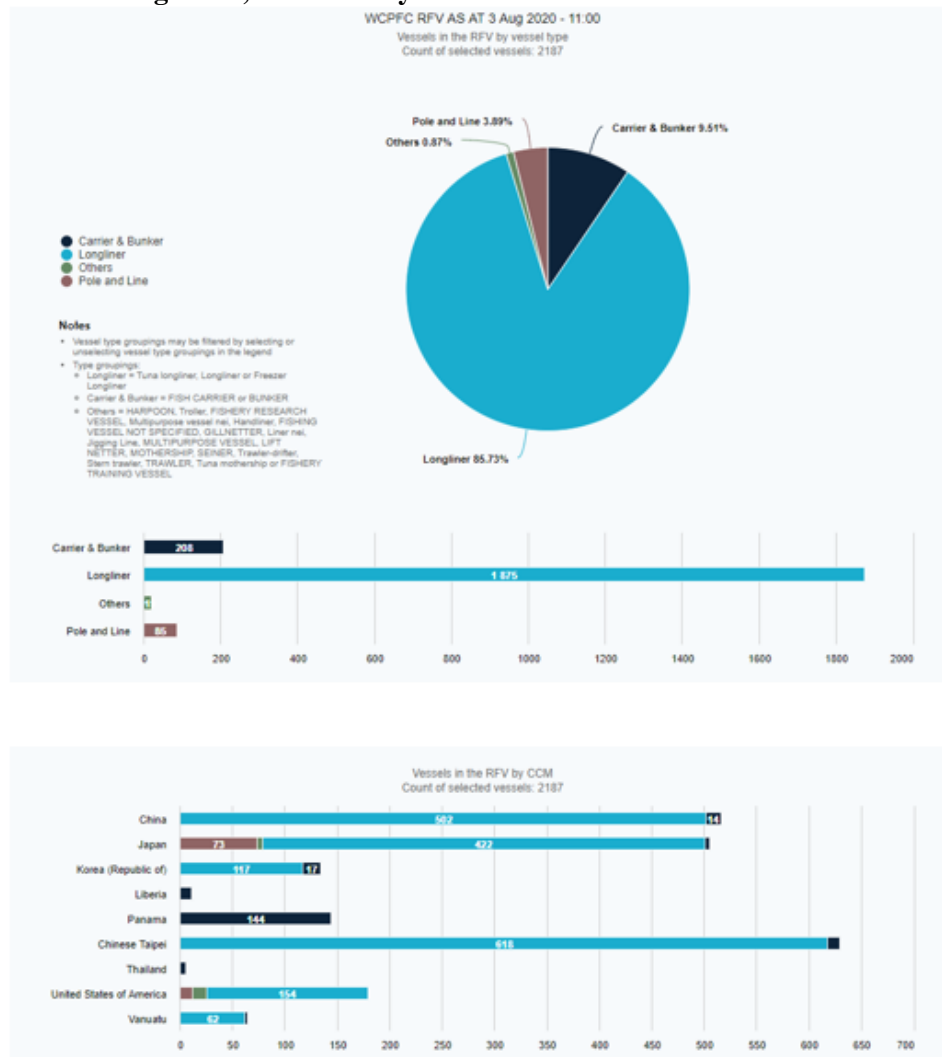
6. A summary of the vessels that are authorised to tranship in the high seas as contained in the WCPFC RFV as at 31 July 2020 is provided in Figure 1 below.

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<sup>4</sup> All general transhipment reporting inquiries and reporting submissions should be directed to the email address: [Transshipment@wcpfc.int](mailto:Transshipment@wcpfc.int)

<sup>5</sup> 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 transhipping on the high seas in the Convention Area.

**Figure 1. Summary of the vessels contained in the WCPFC RFV with positive determinations by their flag CCM of authorization to tranship in the high seas, as at 31 July 2020**



7. 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).

8. To date, the Secretariat has prepared papers for TCCs consideration that have among others 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.<sup>6</sup> A summary of CCMs responses to CMM 2009-06 paragraph 34 and 35(a)(ii) in this year’s

<sup>6</sup> Refer to WCPFC-TCC12-2016-15\_rev2 and WCPFC-TCC9-2013-17

Annual Report Part 2 (covering 2019 activities) is provided in **Annex 1** (refer page 14 of this paper).

### **Consideration of COVID-19 related Commission decisions on transshipment activities**

#### *In-port transshipment by purse seine vessels*

9. Transshipment 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.<sup>7</sup>

10. On 20 April 2020 a Commission intersessional decision notified in Circular No.:2020/28<sup>8</sup> was issued. This Circular provided that until May 31, 2020, and without prejudice to the provision that ‘transshipment at sea by purse seine vessels shall be prohibited’ as stipulated by paragraph 25 of CMM 2009-06, if it is not feasible for a purse seine vessel to tranship in port despite its 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’. A range of general understandings as to how this would operate were associated with this temporary arrangement.

11. Flag State CMMs must notify the Executive Director of each purse seine vessel authorised to engage in transshipment outside of port. As at 31 July 2020, information in the Record of Fishing Vessels (RFV) show there were 56 purse seine vessels flagged to 2 CCMs that were authorised for at-sea transshipment. However, only one of those vessels was a new authorisation in the RFV made after the date of the Commission decision, which is valid for several years. But this information does not provide the full picture of how the temporary arrangement is being interpreted and applied which is not consistent across CCMs. Two CCMs have updated their vessel entries in the RFV to show those purse seine vessels they authorise for at sea transshipments, e two others applied that authority on a case by case basis as part of the notification of the transshipment and one provided a list of those vessels subject to the exemption.

#### *Observer coverage of transshipments*

12. Circular No.:2020/24 and 2020/38 released on 8 April 2020 set out the Commission intersessional decision to suspend the requirements for observer coverage on purse seine vessels and during transshipments at sea from purse seine vessels, as well as from any transshipments on the high seas. (CMM 2018-05 paragraph 6, CMM 2009-06 paragraph 13-16 inclusive) until 31 May 2020. Subsequent decisions extended the date of effect until 31 July 2020 (Circular No.:2020/46) and then 31 October 2020 (Circular No.:2020/71).

13. Of the 409 reported transshipments that took place between 1 April and 18 August 2020, only 11 (around 3 %) were not observed on any of the participating vessels. Initially at least, this shows there has been a limited effect on the level of coverage. Undoubtedly over time this is likely

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<sup>7</sup> paragraph 32 of CMM 2009-06

<sup>8</sup> Circular No.20/28 entitled [Commission Decision in response to COVID-19 related to purse seine transshipment activities until 31 May 2020](#). This Circular was subsequently updated to extend the application of this decision until 31 July 2020 (Circular No.2020/46) and 31 October 2020 (Circular No.2020/71)

to change as ROP observers remaining on trips during the initial months of the COVID-19 outbreak are able to be safely disembarked at their home port or somewhere where it is possible to obtain safe passage home. The uncertainty will remain as to when other observers could be deployed.

**Review of information reported on high seas pre-transshipment notices and post-transshipment declarations, with a focus on 2019 and the first six months of 2020**

14. WCPFC has received reporting for around 9,004 high seas transshipment events since June 2010, when CMM 2009-06 was implemented. The annual counts of transshipments since the introduction of CMM 2009-06 is shown in **Table 1** (below). It should be noted that reporting related to the 2019 year is under review through the CMS process and 2020 should be considered provisional estimates. Data collected during the initial implementation of the new CMM in 2010 and 2011 remain provisional.

**Table 1. Summary of High Seas Transshipments Reported to the WCPFC from June 2010 – 30 June 2020<sup>9</sup>**

	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
( to 30 June) 2020	725	22	368
	<b>9,004</b>		

15. Details of the high seas transshipment reported to WCPFC for the 2013 – 2020 period are summarized in **Tables 2 – 4** (below), and **Table 7** and **Figures 3 – 7** (refer to **Annexes 2 and 3** on pages 15 – 20 of this paper). Key points for 2019 and the first 7 months of 2020 based on the information in these tables and figures include:

- a. The number of reported high seas transshipments for 2019 is 1472, which exceeds the previous high of 1447 seen in 2018. Reporting for 2020 shows the number of transshipments is likely to be similar.
- b. The preliminary number of reported high seas transshipment events in annual reports that provide data for the dCMR (**Table 2**) was lower than that shown in the Secretariat database of individually notified transshipment events (**Tables 3 a and b**).

<sup>9</sup> It should be noted that reporting related to the 2019 year is under review through the CMS process and 2020 should be considered provisional estimates. Data for 2010 and 2011 should be considered provisional and may include transshipment events that occurred within EEZ areas, and is subject to change

- c. Reasonable proportions of the catch of some species in the WCPFC statistical area are transhipped for example, 34% of bigeye and 27% of albacore emphasizes the need for effective monitoring to support reliable catch estimates as the basis for conservation and management measures.
- d. 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 2019/2020;
- e. Despite relatively similar numbers of transshipment events reported in 2018 and 2019, the estimated quantities of longline catch of albacore, bigeye and yellowfin tuna, swordfish and 'other' species were reported as transhipped on the high seas were significantly reduced in 2019 for example, 45% of the 2018 volume of albacore was transhipped in 2019. By comparison, 2017 reports show more catch of the main species transhipped during fewer transshipments than in 2019. (**Tables 3 a and b** below and **Annex 3 Figures 3 – 7, pages 16-20**);
- f. During 2019, in more western high seas areas of the WCPO there was a greater proportion of albacore reported by quantity transhipped, which transitioned to bigeye and yellowfin in more central areas, and mainly albacore in more eastern and southern areas. Initial indications from 2020 data shows a similar trend to 2019. In 2018 and 2017 the species distribution in transshipments was similar except for the more prevalent presence of albacore in western areas;
- g. The first six months of 2020, is comparable in distribution and reported quantities to the 2019 levels of high seas transshipment events in the high seas;
- h. The list of vessels which CCMs have advised WCPFC of having positive determinations of impracticability in accordance with paragraph 34 of CMM 2009-06 (through the Record of Fishing Vessels), now reflects the majority of vessels that are reported to be involved in high seas transshipments;
- i. Reporting of high seas transshipment events by CCMs has continued to improve. This may be due to a number of factors including the assessment of this obligation 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, but gaps remain in WCPFC holdings of reported transshipment events; and
- j. The Secretariat notes that there has been the need to clarify the timeliness of several transshipments reports that are noted in CMR reviews as 'Not received, deadline passed' or 'Received past deadline'. This arises when 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). This criterion takes into account CMM 2009-06 requirements and the time zones across the WCPO. If this criterion is met, the data 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.

**Table 2. Provisional summary of transhipments events reported to WCPFC through annual reports for the 2019 calendar year as at August 2020, which may not include CCMs updates provided as part of the dCMR process**

	Count of vessels in reports received		Count of reported transhipment 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	137	120	293	120 293	120 293
Japan		3		3	2	3
Republic of Korea	7	71	187	113	177 107	186 110
Liberia	3		146		146	146
Panama	8		380		318	377
Chinese Taipei	45	233	489	825	466 780	489 811
Vanuatu	1	42	31	122	31 117	31 122
<b>Receiving vessels</b>	<b>66</b>		<b>1353</b>		<b>1258</b>	<b>1349</b>
<b>Offloading vessels</b>		<b>486</b>		<b>1356</b>	<b>1299</b>	<b>1339</b>

**Table 3 a and b. Number of Transhipment Events Reported by CCMs during June 2010 – 30 July 2020<sup>10</sup>: by Offload and Receiving Vessels**

**Table 3 a - Count of events by offloading vessel**

Reporting CCM	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Belize	1	5	2	3							
China	102	231	188	186	184	242	313	272	353	356	163
Indonesia	6	21	20	11	3						
Japan	13	40	44	58	31	29	28	28	38	6	2
Kiribati				5							
Korea (Republic of)	19	23	28	43	60	88	79	90	115	125	72
Philippines	5	14	7	4	2						
Solomon Islands			1								
Chinese Taipei	49	263	182	137	174	189	288	530	802	855	446
United States of America				1							
Vanuatu	34	59	54	145	100	208	247	170	139	130	42
	<b>229</b>	<b>656</b>	<b>526</b>	<b>593</b>	<b>554</b>	<b>756</b>	<b>955</b>	<b>1091</b>	<b>1447</b>	<b>1472</b>	<b>725</b>

<sup>10</sup> Tables 2 – 5 include high seas transhipment events that occurred in the IATTC Convention Area.

**Table 3 b: Count of events by receiving vessel**

Reporting CCM	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Belize				41	16						
China					23			29	93	153	95
Japan	40	70	34					1			
Kiribati	4	52	38	40	134	68					
Korea (Republic of)			18	21	45	83	93	202	232	201	60
Liberia						1	190	247	144	154	42
Panama	6	183	106	52		57	275	279	530	427	228
Papua New Guinea	3										
Chinese Taipei	16	18	20			56	113	204	361	498	283
United States of America				1							
Vanuatu	160	333	310	438	336	491	281	129	88	39	18
	<b>229</b>	<b>656</b>	<b>526</b>	<b>593</b>	<b>554</b>	<b>756</b>	<b>955</b>	<b>1091</b>	<b>1447</b>	<b>1472</b>	<b>725</b>

**Table 4. Summary information comparing the reported quantities of highly migratory fish stocks which were reported to have been transhipped in 2019 (which includes events reported to WCPFC that took place in IATTC area) with the 2019 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
<b>Reported quantities on WCPFC high seas Transhipment Declarations (Mt)</b>	25,534	23,336	15,595	2,732	441	2,983
<b>2019 provisional longline catch estimates in WCPFC Statistical Area (Mt)<sup>11</sup></b>	95,280	68,371	104,440	12,583	3,136	14,673
<b>Reported quantities of high seas transhipments as a % of total provisional catch estimates</b>	<b>26.8%</b>	<b>34.1%</b>	<b>14.9%</b>	<b>21.7%</b>	<b>14.1%</b>	<b>20.3%</b>

16. Monitoring of cases in relation to CMM 2009-06 has occurred since 2015. **Table 5** (below) shows 31 alleged violations of the provisions of this CMM were noted between 2015 and 2019. Investigations of all except two of these have been completed. Most of these cases relate to paragraphs 35 a. ii. and 35 a. iii which are, respectively, the timeframe within which prior notifications of transhipment and transhipment declarations must be notified to the Executive Director.

<sup>11</sup> Table 4: Longline catches in WCPFC Statistical Area, by species, and Table 18: Commercial catches of billfish in the WCPFC Statistical Area by gear type and species ([SC16-2020/ST-IP-01](#) *Estimates of annual catches in the WCPFC statistical area*)



**Table 5: Article 25 (2) Compliance Case File System records relating to CMM 2009-06**

Row Labels	Flag CCM Notified	Flag CCM Investigation Completed			Grand Total
		Infraction - no sanction	Infraction - sanction	Infraction - warning	
☒ CMM 2009-06 13		1	2		5
2016		1	2		4
2017				1	1
☒ CMM 2009-06 25	1				3
2018	1				2
2019				1	1
☒ CMM 2009-06 34		2			2
2015		2			2
☒ CMM 2009-06 35 a (iii)		3	2		4
2015		2			2
2016		1	2		1
2019				1	1
☒ CMM 2009-06 35 a (iv)	1	2		1	6
2015		2			2
2016				1	1
2018					2
2019	1				2
☒ CMM 2009-06 35 A (V)			1		1
2018			1		1

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

*Reporting through Annual Report Part 2 and Annual Report Part 1 covering 2019 activities*

17. CCMs continue to report on their implementation of CMM 2009-06 in the 2020 Annual Report Part 2 covering 2019 activities.

18. Twenty three (23) CCMs reported in their fished/did not fish report that they had flagged vessels fishing beyond areas of national jurisdiction and eight (8) of these CCMs had flag vessels involved in high seas transshipment activities in 2019. **Annex 1** (on page 14) provides a summary of CCMs responses in Annual Report Part 2 related to CMM 2009-06 implementation in 2019.

19. TCC13 recommended that CCMs report observer coverage achieved for their carrier vessels conducting transshipment at sea, in line with the vessel specifications outlined in paragraph 13 of CMM 2009-06, in their Annual Report Part 2 (TCC13 Summary Report paragraph 200). **Annex 1** (on page 14) provides a summary of CCMs responses against CMM 2009-06 paragraph 13 in Annual Report Part 2. The majority of CCMs who were involved in high seas transshipment in 2019 seemed to affirm that all high seas transshipments conducted in 2019 were 100% covered by observers.

20. 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 2020 Annual Report Part 1 covering 2019 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

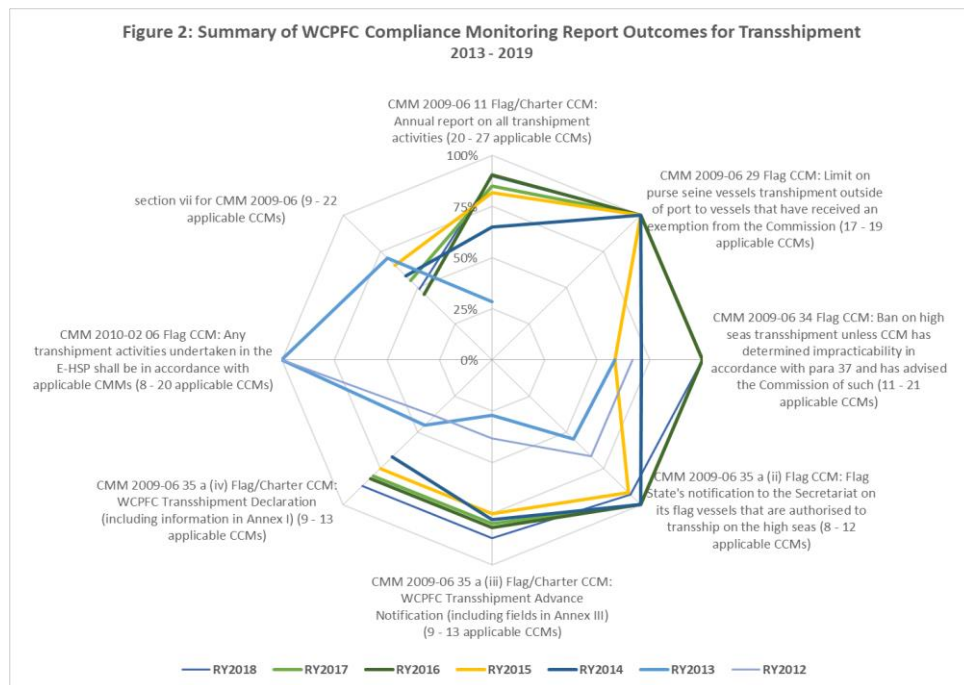
on the template that was approved at WCPFC15. In addition, paragraph 11 says that “In doing so, CCMs shall take all reasonable steps to validate and where possible, correct information received from vessels undertaking transshipment using all available information such as catch and effort data, position data, observer reports and port monitoring data.”

21. 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 Annual Report Part 1 (CMM 2009-06 paragraph 11) in aggregate form<sup>12</sup>. **Tables 8A-8D** in **Annex 4** (pages 21-30) summarise CCMs responses from their 2020 Annual Report Part 1 in relation to all transshipment activities covered by CMM 2009-06.

*Review of final transshipment implementation under the Compliance Monitoring Scheme*

22. **Figure 2** 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 2017 (for Reporting Years 2012 (RY2012) to RY2016). There is an improvement in implementation by applicable CCMs in response to required reporting set out in CMM 2009-06. For example, in RY2013, 30% of the applicable CCMs were assessed as having fully implemented CMM 2009-06 paragraph 11 by providing the required annual report. This improved to 65% for RY 2014, 81% for RY 2015 and 90% for RY 2016. However, meeting deadlines for CMM 2009-06 reporting requirements (section vii for CMM 2009-06) remained an implementation challenge for some CCMs.

**Figure 2: Summary of final WCPFC Compliance Monitoring Report Outcomes for Transshipment (2013 – 2019)**



<sup>12</sup> This was as tasked by TCC, refer TCC10 Summary Report para 191

23. **Annex 5** (pages 31-33) provides a more detailed look at each obligation/paragraph that were assessed and how CCMs have performed under the CMS over the years. These results reflect approved during relevant years' WCPFC Commission meetings.

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

24. In 2019, the Secretariat developed a preliminary 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.

25. This represents a very 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.

26. **Table 6 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 and January – July 2020. It should be noted that reporting related to the 2019 year is under review through the CMS process and 2020 reporting should be considered provisional estimates.

**Table 6 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		
	2018	2019	1 Jan – 31 July 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	1505
# of instances where at least one (1) vessel was a carrier in Convention Area in waters covered the WCPFC VMS^	190	273	251
Event in high seas of Convention Area where two vessels were matched to a reported high seas transshipment declaration	315	407	278
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

27. 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 paragraph 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 6 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 6 b: Vessel combinations occurring in the high seas of the Convention Area where there is no match to a reported high seas transshipment declaration**

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

28. There is further work 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 3 a and b** above (pages 7-8) shows that there were more individual events involving two vessels than were detected through VMS. Further analysis is required to assess those events identified in **Table 6 b** to identify whether further validation can be achieved by the Secretariat or the relevant flag CCM.

29. The work to incorporate IT solutions that verify high seas transshipment reporting through VMS analysis is still work in progress and remains a priority for the Secretariat to however, progress has been constrained by competing priorities.

30. An additional analysis undertaken compares the variance in location between Transshipment Event (TEV) reports and the closest corresponding VMS report. This analysis shows discrepancies of 100km or more for 100 TEV’s associated with 86 fishing vessels and 249 TEVs associated with 23 carriers. The range of variance is 100km up to, in a few cases, several thousand kilometers with 8 instances where the variance exceeds 1,000kms and 20 instances for carriers. There are some reasons why some variance would be expected given the VMS reporting timeframe however, further analysis is required assess the potential causes.

#### **Secretariat Administrative notes**

31. 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 in

April 2020, and updates are provided in the draft Compliance Monitoring Reports released in late July/August. 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).

32. Since April 2020, the Secretariat has provided online access to Authorised Flag CCM users to their high seas transshipment notifications and high seas transshipment declarations as received by WCPFC, including those reports that have been submitted using the WCPFC High Seas Transshipment E-Reporting System APP.<sup>13</sup> 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.

33. Use of analytical reporting tools available to the Secretariat make it simpler to identify and progressively review and reconcile transshipment notifications and declarations, with assistance from CCMs for clarification where necessary. As a result, reviews to validate data from reported transshipments for 2019 and 2020 (year to date) have been completed, along with a historical review of data for 2018.

34. 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.

## **Recommendation**

35. TCC16 is invited to consider and note the information contained in the Annual Report on Transshipment.

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<sup>13</sup> This is available to authorized flag CCM users at link <https://www.wcpfc.int/ccm-transshipment>

**Summary of CCMs responses in Annual Report Part 2 covering 2019 activities**

Relevant CMM to be implemented	<i>CCM Responses from Annual Report Part 2</i>	
	CCM response on whether CMM is implemented (Yes/No/N/A)	Summary of further information provided by CCM in AR Pt 2
<b>CMM 2009-06 11</b> (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))	21 Yes	Refer to Annual Report Part 1 for information on transshipments carried out/ there were no transshipment activities in 2019
	16 N/A	No flagged vessels/No flagged vessels fished in 2019/Had flagged vessels in 2019 but none were authorised or did tranship in high seas in 2019.
<b>CMM 2009-06 13</b> (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 2019/100% observer coverage
	18 N/A	No flagged vessels/No flagged vessels fished in 2019/Had flagged vessels in 2019 but none were authorised or did tranship in high seas in 2019.
<b>CMM 2009-06 29</b> (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.	13 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
	23 N/A	No flagged purse seiners fished in 2019 / Had flagged purse seine vessels in 2019 but none granted an exemption to tranship out of port.
	1 NO	
<b>CMM 2009-06 34 35(ii)</b> (Ban on high seas transshipment, unless a CCM has determined impracticability in accordance with para 37 guidelines and has advised the Commission of such.)	11 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
	24 N/A	One CCM provided a detailed response on the basis for their determination of impracticability
	2 No	No flagged vessels in 2019/No flagged vessels fished in 2019/Had flagged vessels in 2019 but none were authorised or did tranship in high seas in 2019
<b>CMM 2009-06 35 a(iii) &amp; a (iv)</b> (reporting prior to high seas transshipment and declaration after transshipment event)	23 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
	10 N/A	No flagged vessels/No flagged vessels fished in 2019/Had flagged vessels in 2019 but none were authorised to, or did, tranship in high seas in 2019
	4 No	

## ANNEX 2

**Table 7. 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 2019 – July 2020 under CMM 2009-06 para 35 a iv)**

Year/Month	ALB	BET	SWO	YFT	OTHERS	Grand Total
<b>2019</b>	<b>25,534,450</b>	<b>23,335,994</b>	<b>2,982,934</b>	<b>15,594,885</b>	<b>11,713,567</b>	<b>79,161,830</b>
1	1,468,219	1,965,055	384,703	721,264	1,128,700	5,667,941
2	2,828,244	1,605,253	193,136	892,136	974,171	6,492,940
3	718,635	3,065,121	179,564	1,199,402	771,637	5,934,359
4	302,417	1,852,326	570,365	1,139,372	694,407	4,558,887
5	1,983,756	2,402,817	252,434	1,480,025	881,689	7,000,721
6	2,791,478	1,001,597	148,862	1,390,446	822,190	6,154,573
7	1,546,154	1,212,511	116,202	965,181	569,597	4,409,645
8	3,845,655	3,200,775	167,925	2,817,067	928,836	10,960,258
9	2,919,678	1,747,893	104,593	1,358,291	565,433	6,695,888
10	3,228,227	2,024,259	333,225	1,790,343	2,076,790	9,452,844
11	2,610,512	1,482,532	241,885	1,046,282	1,368,082	6,749,293
12	1,291,475	1,775,855	290,040	795,076	932,035	5,084,481
<b>2020</b>	<b>12,891,659</b>	<b>12,645,751</b>	<b>1,434,503</b>	<b>8,046,038</b>	<b>5,803,336</b>	<b>40,821,287</b>
1	2,094,301	2,014,392	208,447	1,247,861	1,124,137	6,689,138
2	1,999,099	1,737,978	172,428	974,009	1,312,355	6,195,869
3	1,658,102	2,832,776	674,979	1,274,008	995,098	7,434,963
4	446,533	1,871,040	107,257	1,177,311	969,660	4,571,801
5	784,052	2,033,473	155,322	1,533,569	516,475	5,022,891
6	3,132,783	871,079	60,067	808,420	456,737	5,329,086
7	2,776,789	1,285,013	56,003	1,030,860	428,874	5,577,539
<b>Grand Total</b>	<b>38,426,109</b>	<b>35,981,745</b>	<b>4,417,437</b>	<b>23,640,923</b>	<b>17,516,903</b>	<b>119,983,117</b>

*Table 7 included events reported to WCPFC that took place in IATTC area.*

Figure 3. Map plotting positions of transshipments of highly migratory fish stocks for January to July 2020, 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, as at August 2020, based on reports received by WCPFC. 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.

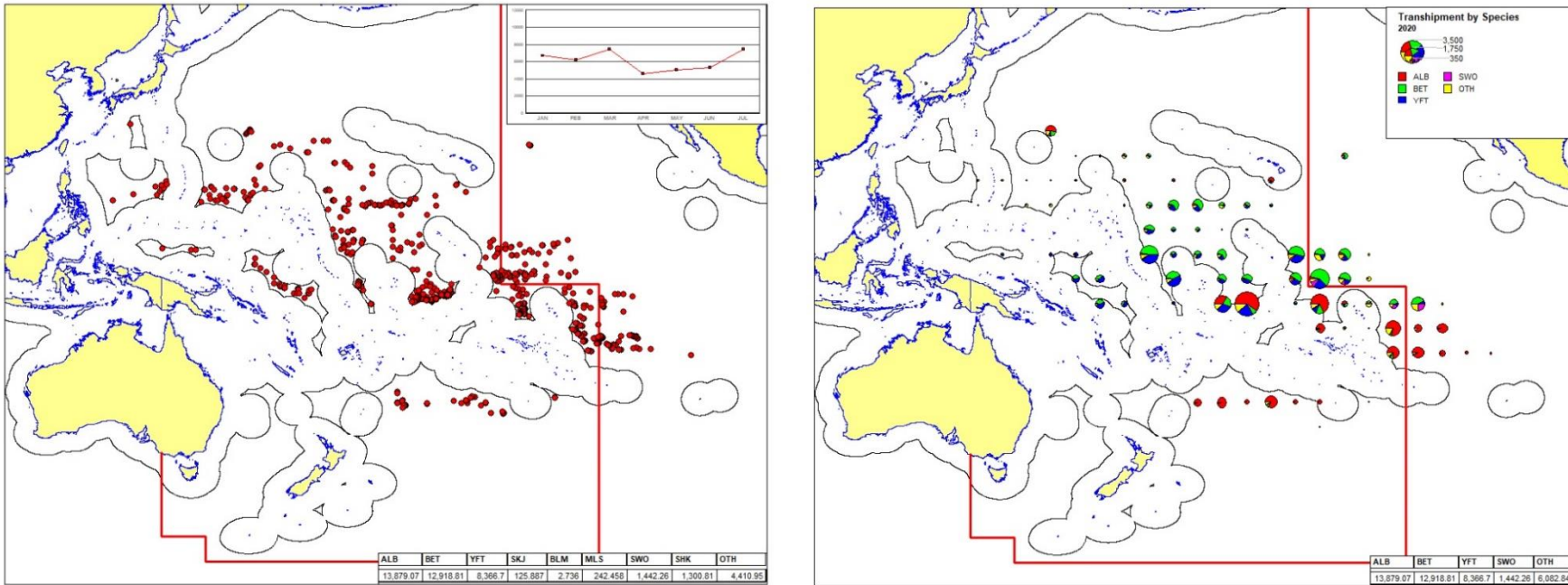




Figure 4. Map plotting positions of transshipments of highly migratory fish stocks for 2019, based on reports to WCPFC under CMM 2009-06 paragraph 35 a iv). The top right insert shows the number of transshipments by month, and the bottom right insert shows the total annual quantities (Mt) of highly migratory fish stocks by species or grouped for 2019, as at August 2020.

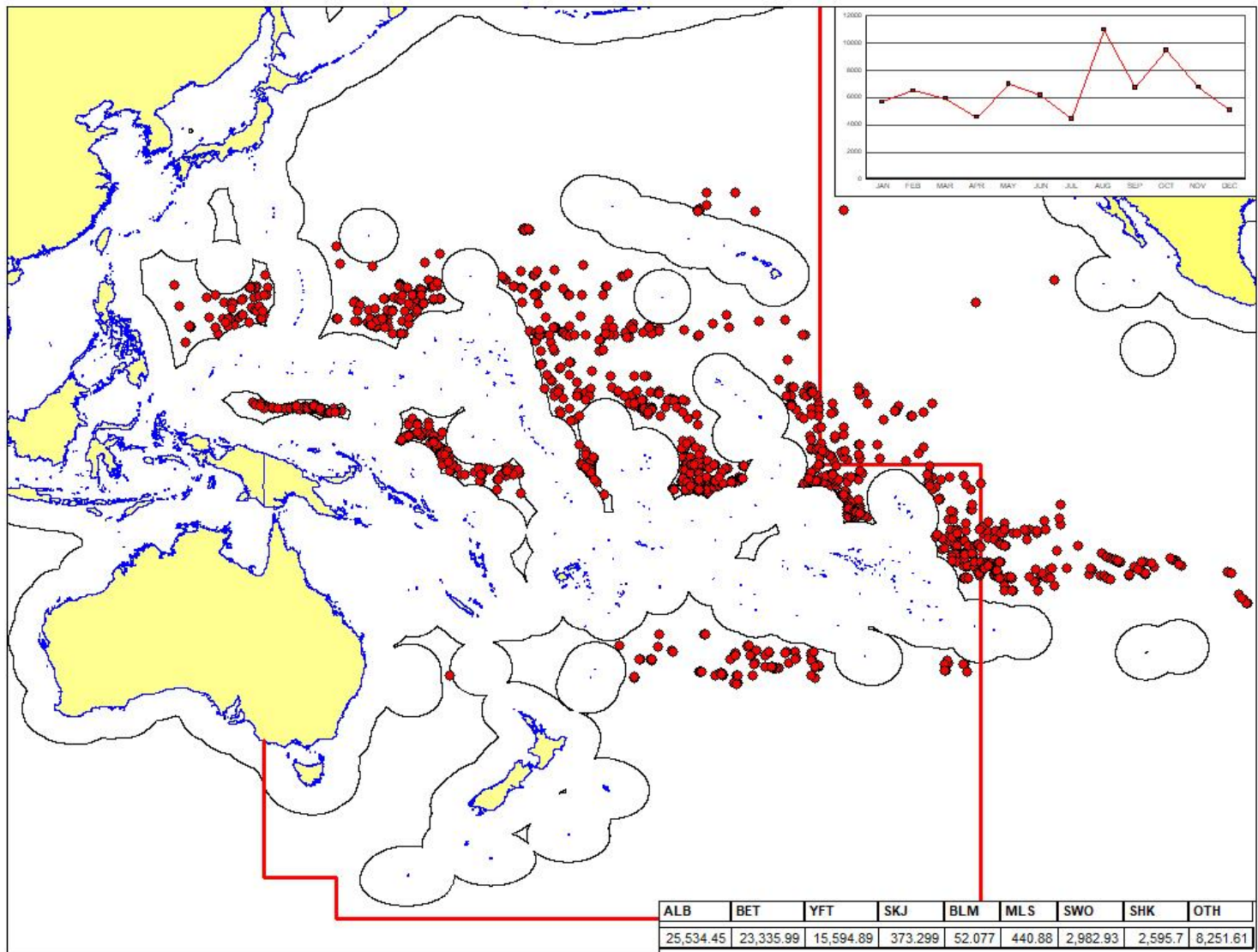


Figure 5: Map shows the distribution of the species being transhipped for 2019. Reported sums of species (kg) transhipped (BET, YFT, ALB, SWO and Others) are within a 5° x 5° grid for the year based on reports received by WCPFC for 2019 under CMM 2009-06 para 35 a iv.

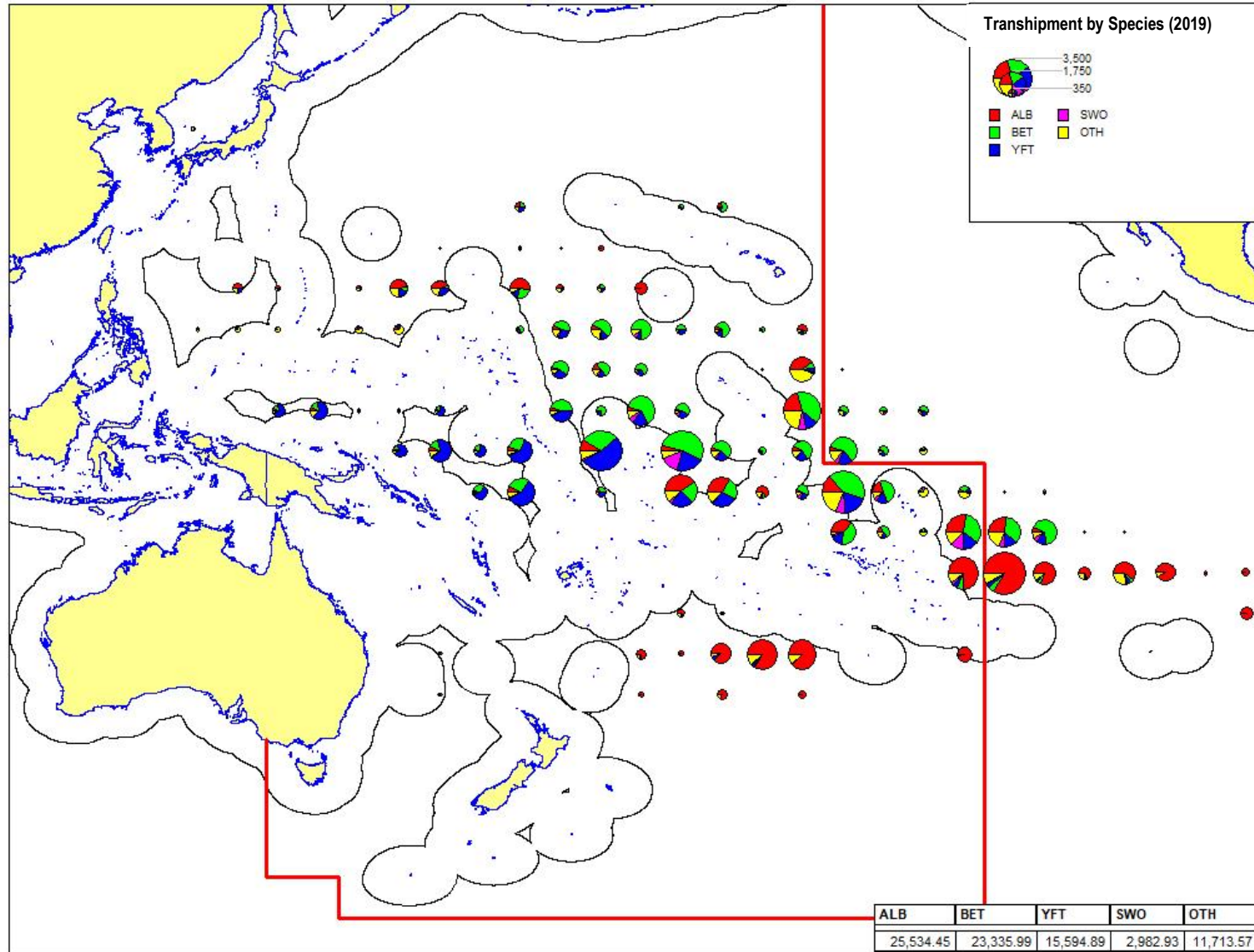


Figure 6. Map plotting positions of transshipments of highly migratory fish stocks for 2018, based on reports to WCPFC under CMM 2009-06 paragraph 35 a iv). The graph at top right shows the number of transshipments by month, and the tables at bottom right show the total annual quantities (Mt) of highly migratory fish stocks by species or grouped. The second map shows the distribution of the species being transhipped for the same period.

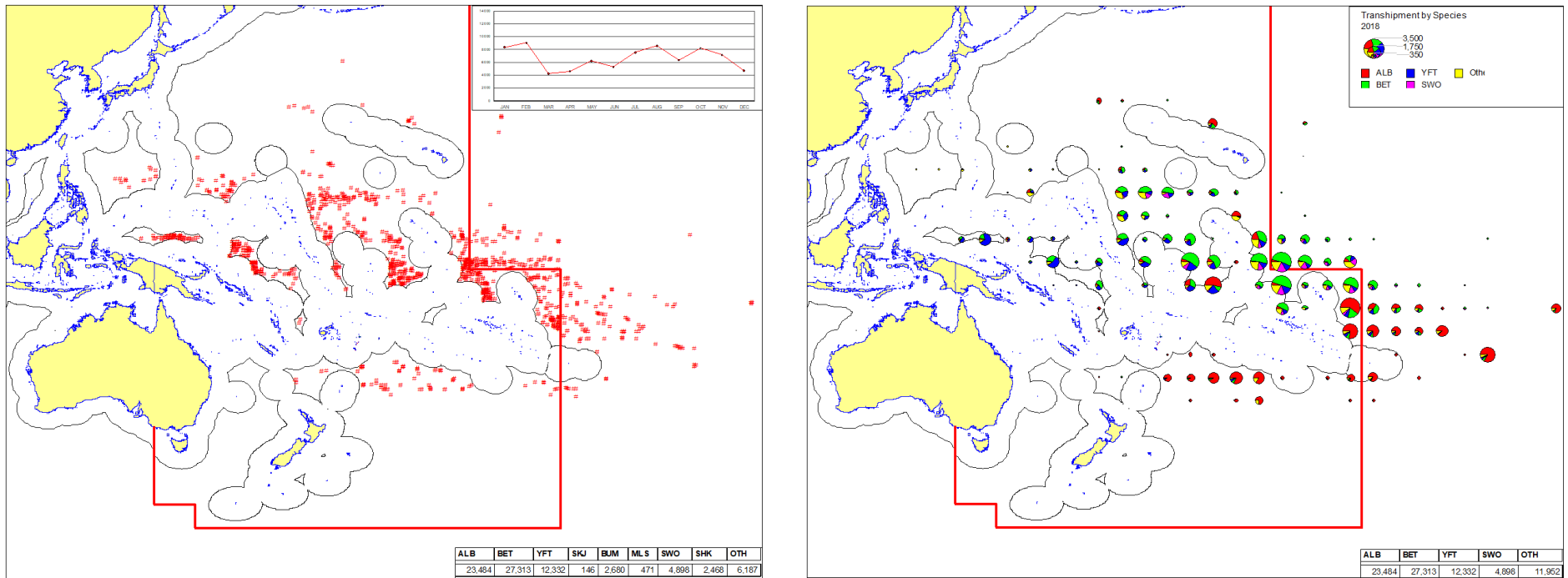
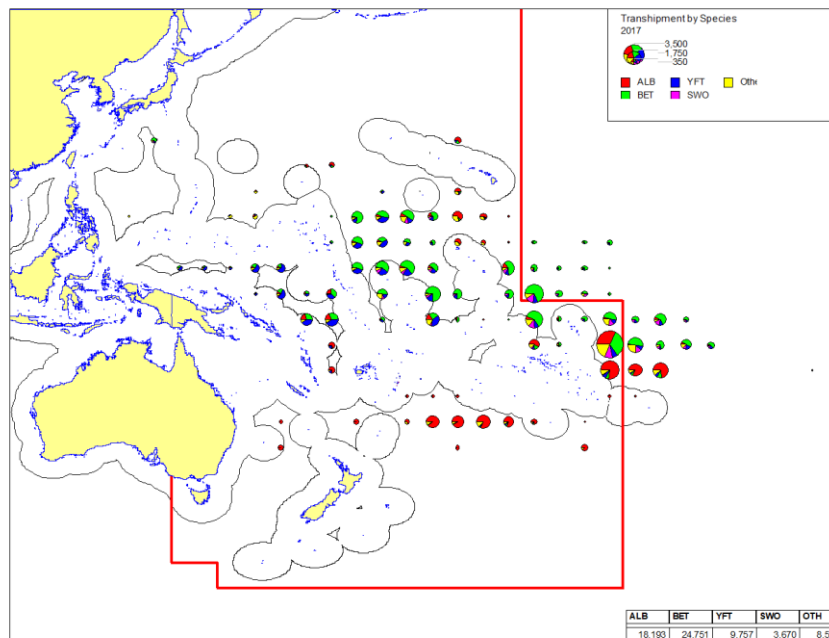
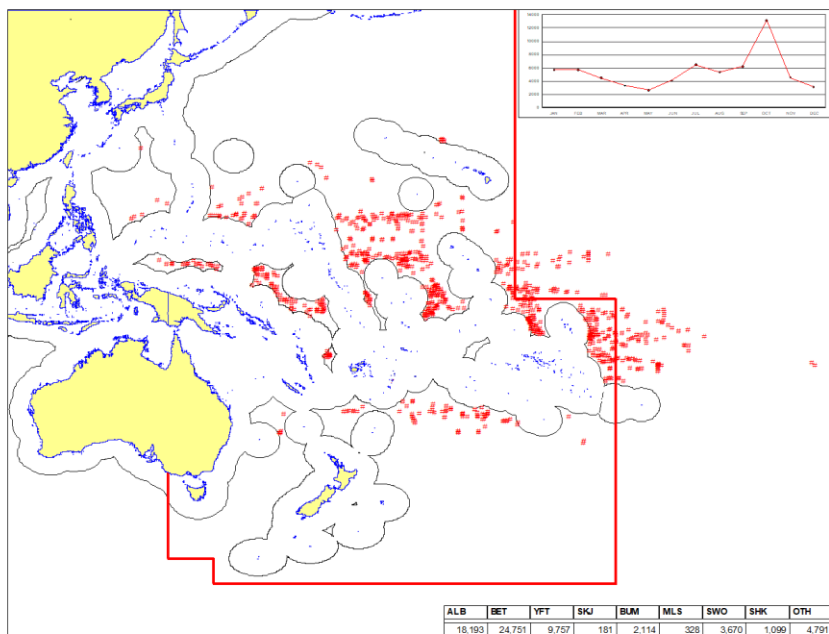


Figure 7. Map plotting positions of transshipments of highly migratory fish stocks for 2017, based on reports to WCPFC under CMM 2009-06 paragraph 35 a iv). The graph at top right shows the number of transshipments by month, and the tables at bottom right show the total annual quantities (Mt) of highly migratory fish stocks by species or grouped. The second map shows the distribution of the species being transhipped for the same period.



**ANNEX 4**

**Table 8A: Summary of CCM reporting of 2019 number of annual transhipments events as reported in Annual Report Part 1 2020 covering 2019 calendar year<sup>14</sup> based on reports submitted to WCPFC. Note may not include CCM replies in 2020 through feedback on 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			117			80			37
Kiribati	Carrier	11		11		11				
Korea	Carrier	614	48	678		459		203		17
Liberia	Carrier			147						
Chinese Taipei	Carrier			628		117		500		11
Panama	Carrier			1604		1205		399		
Philippines	Carrier	10		10		10				
Australia	LL	3		3		0	3			
China	LL			299			3	243		53
FSM	LL	221		221		16		205		
Fiji	LL	8		8						
Japan	LL	249		249						249
Kiribati	LL	109		109		109				
Korea	LL	106	23	129		2		127		14
PG	LL									
Solomon Is	LL	73		73	70	3				
Chinese Taipei	LL			1,015		142		831		42
Vanuatu				423		26	16	190		191

<sup>14</sup> Includes data from 2020 Annual Report Part 1 covering 2019 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 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).

<b>EU</b>	<b>PS/LL</b>									
<b>El Salvador</b>	<b>PS</b>									
<b>FSM</b>	<b>PS</b>	133		<b>133</b>		43	6	84		
<b>Kiribati</b>	<b>PS</b>	391		<b>391</b>		391				
<b>Korea</b>	<b>PS</b>	303		<b>303</b>		303				
<b>Nauru</b>	<b>PS</b>	25		<b>25</b>		22	3			
<b>New Zealand</b>	<b>PS</b>	1		<b>1</b>		1				
<b>Philippines</b>	<b>PS</b>	159		<b>159</b>		159				
<b>PG</b>	<b>PS</b>	318		<b>318</b>	302	16				
<b>RMI</b>	<b>PS</b>	112		<b>112</b>		112				
<b>Solomon Is</b>	<b>PS</b>	113		<b>113</b>	91	22				
<b>Chinese Taipei</b>	<b>PS</b>	307		<b>307</b>		307				
<b>Tuvalu</b>	<b>PS</b>	9		<b>9</b>		9				
<b>USA</b>	<b>PS</b>	148	4	<b>152</b>		152				

**Table 8B: Summary of CCM reporting of the quantity of fish from annual transshipments offloaded from longline vessels as reported in 2020 Annual Report Part 1 covering the 2019 calendar year <sup>15</sup> based on reports submitted to WCPFC as at August 2020. Note may not include CCM replies in 2020 through feedback on the dCMR.**

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		total	Quantity of transshipments by location of transhipment (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	3.51		<b>3.51</b>			3.51			
Australia	LL	YFT	2.02		<b>2.02</b>			2.02			
Australia	LL	ALB									
Australia	LL	OTH	1.63		<b>1.63</b>			1.63			
European Union	LL	SHK									
China	LL	ALB			<b>6,875</b>		71	5,749			1,037
FSM	LL	ALB	2.07		<b>2.07</b>		2.07				
Fiji	LL	ALB	2.25		<b>2.25</b>	2.25					
Kiribati	LL	ALB	46.700		46.700		46.700				
Korea	LL	ALB			<b>1356.054</b>						
Solomon Is	LL	ALB	792.003		<b>792.003</b>	746.7109	45.2921				
Chinese Taipei	LL	ALB			<b>7646</b>	97		7,549			
China	LL	BET			<b>6,339</b>			33	6,096		210
FSM	LL	BET	24.99		<b>24.99</b>		6.79		18.2		
Japan	LL	BET			<b>187</b>						
Kiribati	LL	BET	457.200		457.200		457.200				
Korea	LL	BET			<b>8,357.475</b>						

<sup>15</sup> Includes data from 2019 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 (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
PNG	LL	BET									
Solomon Is	LL	BET	317.1061		<b>317.1061</b>	312.5443	4.5618				
Chinese Taipei	LL	BET			<b>7,168</b>		470		5923		775
Vanuatu	LL						12,016.764		29,651.064		27,254.198
China	LL	BUM			<b>183</b>				174		9
Chinese Taipei	LL	BUM			<b>1,250</b>		6		1,137		107
Korea	LL	BUM			<b>893.252</b>						
China	LL	MLS	178	3	<b>181</b>			1	177		3
Korea	LL	MLS			<b>41.924</b>						
Chinese Taipei	LL	MLS					3		172		19
China	LL	OTH			<b>3,028.842</b>						
Fiji	LL	OTH	0.09		<b>0.09</b>	0.09					
FIJI	LL	DOL	.01		<b>.01</b>	.01					
FIJI	LL	WAH	.01		<b>.01</b>	.01					
Japan	LL	OTH			<b>36</b>						
Korea	LL	OTH			<b>348.769</b>						
Chinese Taipei	LL	OTH			<b>3,311</b>		358	2,616			337
Chinese Taipei	LL	SHK			<b>1,388</b>		72	1,168			148
Fiji	LL	SKJ									
Kiribati	LL	SKJ	3.157		<b>3.157</b>		3.157				
Korea	LL	SKJ			<b>107.420</b>						
PNG	LL	SKJ									



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 archipelagic & territorial sea	WCPFC: In port	WCPFC: EEZ	WCPFC: high seas	Outside WCPFC: in port	Outside WCPFC : at sea
Solomon Is	LL	SKJ	30.5127		<b>30.5127</b>	.9017	29.611				
Chinese Taipei	LL	SKJ					3	145			144
EU	LL/PS	SWO									
China	LL	SWO	821	29	<b>870</b>		6	815			29
Japan	LL	SWO			<b>5</b>						
Korea	LL	SWO			<b>446.264</b>						
Chinese Taipei	LL	SWO					42	1,113			144
China	LL	YFT	2,101	119	2,220			20	2081		119
FSM	LL	YFT	37.7		37.37		11.6		26.1		
Fiji	LL	YFT	3.31		<b>3.31</b>	3.31					
Japan	LL	YFT			<b>21</b>						
Kiribati	LL	YFT	421.520		421.520		421.520				
Korea	LL	YFT			<b>6,765.222</b>						
PNG	LL	YFT									
Solomon Is	LL	YFT	998.7599		<b>998.7599</b>	969.3945	29.3654				
Chinese Taipei	LL	YFT					2373	6136			175

Table 8C: Summary of CCM reporting of the quantity of fish from annual transshipments offloaded from purse seine vessels as reported in Annual Report Part 1 2020 covering the 2019 calendar year <sup>16</sup> based on reports submitted to WCPFC as at August 2020. Note may not include CCM replies in 2020 through dCMR.

Reporting CCM	Vessel type		Quantity of transshipments by location of catches (Mt)		Total (Mt)	Quantity of transshipments 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
European Union	PS	BET								
El Salvador	PS	BET								
FSM	PS	BET	1424		<b>1424</b>	539	83	802		
Kiribati	PS	BET	1688		<b>1688</b>	1688				
Korea	PS	BET			<b>3,548.300</b>					
Nauru	PS	BET	117		<b>117</b>	117				
New Zealand	PS	BET								
Philippines	PS	BET	276		<b>276</b>	276				
PNG	PS	BET	517.27		517.27	517.27				
RMI	PS	BET	287		<b>287</b>	287				
Solomon Is	PS	BET	191.5		<b>191.5</b>	191.5				
Chinese Taipei	PS	BET	<b>2,242</b>		<b>2,242</b>	<b>2,242</b>				
Tuvalu	PS	BET	7		<b>7</b>	7				
USA	PS	BET	1,117		1,117	1,117				
European Union	PS	SKJ								
El Salvador	PS	SKJ								
FSM	PS	SKJ	85,501.3		<b>85,501.3</b>	24,449.4	4838.5	56,213.4		
Korea	PS	SKJ	272,804.500		272,804.500	272,804.500				
Nauru	PS	SKJ	19,694		19,694	19,694				

<sup>16</sup> 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	SKJ	942.2		<b>942.2</b>	942.2				
Philippines	PS	SKJ	61,998		<b>61,998</b>	61,998				
PNG	PS	SKJ	131,623.45		131,623.45	131,623.45				
RMI	PS	SKJ	75,874		<b>75,874</b>	75,874				
Solomon Is	PS	SKJ	40,487.36		40,487.36	40,487.36				
Chinese Taipei	PS	SKJ	187,892		187,892	187,892				
Tuvalu	PS	SKJ	7,015		7,015	7,015				
USA	PS	SKJ	87,377		87,377	87,377				
European Union	PS	YFT								
El Salvador	PS	YFT								
FSM	PS	YFT	13,702.2		<b>13,702.2</b>	4,905	668.5	8,128.7		
Kiribati	PS	YFT	10,849		<b>10,849</b>	10,849				
Korea	PS	YFT			30,531.500					
New Zealand	PS	YFT	10.1		<b>10.1</b>	10.1				
Philippines	PS	YFT	29,659		<b>29,659</b>	29,659				
PNG	PS	YFT	44,044.24		44,044.24	44,044.24				
RMI	PS	YFT	8,152		<b>8,152</b>	8,152				
Solomon Is	PS	YFT	14,060.09		<b>14,060.09</b>	14,060.09				
Chinese Taipei	PS	YFT	26,179		<b>26,179</b>	26,179				
Tuvalu	PS	YFT	237		237	237				
USA	PS	YFT	14,289		14,289	14,289				
Chinese Taipei	PS	ALB	1		<b>1</b>	1				
Philippines	PS	ALB	1		<b>1</b>	1				
Kiribati	PS	OTH	8,022		<b>8,022</b>	8,022				

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
Philippines	PS	OTH	65		65	65				

Table 8D: Summary of CCM reporting of the quantity of fish in annual transhipments received by carriers as reported in 2020 Annual Report Part 1 covering the 2019 calendar year<sup>17</sup> based on reports submitted to WCPFC as at August 2020. Note may not include CCM replies in 2020 through dCMR.

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
China	Carrier	BET	571	1	572			534		38
China	Carrier	YFT	435	7	452			388		54
China	Carrier	SWO	40	3	43			40		3
China	Carrier	MLS	32		32			31		1
China	Carrier	ALB	4425	182	4,607			3,676		931
China	Carrier	OTH	468	20	488			393		95
Kiribati	carrier	SKJ	11,438		11,438	11,438				
Kiribati	carrier	YFT	489		489	489				
Kiribati	carrier	BET								
Kiribati	carrier	OTH								
Korea	carrier	ALB			1,878.878					
Korea	carrier	BET			11,892.582					
Korea	carrier	BUM			706.783					

<sup>17</sup> Includes data from 2020 Annual Report Part 1 covering 2019 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 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 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
Korea	carrier	MLS			67.118					
Korea	carrier	OTH			5,173.716					
Korea	carrier	SKJ			259,432.645					
Korea	carrier	SWO			779.759					
Korea	carrier	YFT			43,035.949					
LR	carrier	BET			5,310,584			5,310,584		
LR	Carrier	YFT			2,661,129			2,661,129		
LR	Carrier	SWO			448,210			448,210		
LR	Carrier	MLS			42,397			42,397		
LR	Carrier	BUM			92,436			92,436		
LR	Carrier	ALB			328,486			328,486		
LR	Carrier	SKJ			22,613			22,613		
LR	Carrier	OTH			63,821			63,821		
Panama	Carrier	ALB	10,657		10,657	1,109		9,548		
Panama	Carrier	BET	14,926		14,926	4,730		10,196		
Panama	Carrier	BUM	9,168		9,168	148		9,020		
Panama	Carrier	MLS	5,214		5,214	2,876		2,338		
Panama	Carrier	SKJ	662,076		622,076	614,076		48,000		
Panama	Carrier	SWO	14,117		14,177	9,168		4,949		
Panama	Carrier	YFT	133,732		133,732	81,783		51,949		
Panama	Carrier	OTH	91,475		91,475	8,895		82,580		
Chinese Taipei	Carrier	BET				320		1,090		1
Chinese Taipei	Carrier	ALB				94		2,642		34

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
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	56,217		<b>56,217</b>	56,217				
Philippines	Carrier	YFT	25,067		<b>25,067</b>	25,067				
Philippines	Carrier	BET	249		<b>249</b>	249				
Philippines	Carrier	OTH	57		<b>57</b>	57				

Result of the assessment of the Transshipment CMM (2009-006) under the CMS over the years after Commission review

