Commission VMS Standard Operating Procedures (SOPs)

1. Version notes

Version	WCPFC decision reference	Description of updates	Effective date
1.0	WCPFC6	Approved by the Commission, as per requirement of VMS SSPs section 6.9	Feb 19 2010
2.0	WCPFC15	Updates made to include versioning and to streamline and improve the focus of the SOPs and better reflect current Secretariat practices including reference to the present VMS service provider/s	Feb 13 2019
3.0	WCPFC18	Updates made to provide details on recent and ongoing Secretariat software upgrades to improve capacity to monitor manual reports and monitor / address MTU non-reporting. Also clarifies procedures for activating MTUs and specific gateways, and current procedures for MTU testing (including new MTU testing checklist) prior to Commission decisions on approval or de-listing.	Feb 08 2022
4.0	WCPFC21	Updates to reflect technological updates, processes and enhancements to address current VMS data gaps or procedural issues. Also includes edits to Annex B agreed at TCC20 and adopted at WCPFC21.	Feb 01 2025
5.0	WCPFC22	Updates to reflect process updates and enhancements to address current VMS data gaps or procedural issues.	Feb 01 2026

2. Overview

The WCPFC operates a Vessel Monitoring System (Commission VMS) to assist in the management and conservation of highly migratory fish stocks in the Western and Central Pacific Ocean.

In December 2008, a Service Level Agreement (SLA) was formalized with FFA for the provision of the WCPFC VMS services. The contracted system that provides VMS information to the FFA VMS and the

WCPFC VMS systems is referred to as the "Pacific VMS". The WCPFC VMS came into operation on April 1, 2009.

The approved structure of the WCPFC VMS allows vessels to report to the WCPFC through two ways: i) directly to the WCPFC VMS, or ii) to the WCPFC through the FFA VMS. In respect of the latter, it is recognized that there may be additional requirements for VMS reporting which arise from FFA requirements and national VMS requirements that are relevant.

The WCPFC currently has more than 3,000 WCPFC vessels on the Record of Fishing Vessels (RFV)[1] that report to the WCPFC VMS through the Pacific VMS. In addition, the WCPFC VMS receives, through the SLA with FFA, high seas VMS information relating to FFA-registered vessels.

The Commission VMS requires the use of Mobile Transceiver Units (MTUs)/Automatic Location Communicators (ALCs) that are on the Commission's approved list of MTU/ALC[2]. This list is based on the Secretariat's assessments of ALCs against minimum standards for the Commission VMS. These standards are set out in Annex 1 of CMM 2014-02 (or its successor measure) and WCPFC SSPs. In particular, the Secretariat provides a recommendation about whether the make and model of an ALC has the capability to successfully report to the Commission VMS.

2.1   Purpose of these Standard Operating Procedures

These standard operating procedures (SOPs) have been developed to provide uniform guidance for Commission personnel in the management and operation of the Commission VMS.

2.2   Specific Commission Decisions and Guidelines governing the Commission VMS and access to VMS data

a) Rules and Procedures for the Protection, Access to, and Dissemination of Data Compiled by the Commission (2007 Data RaP) – December 2007;

b) Service Level Agreement (SLA) with FFA for the provision of the WCPFC VMS services – December 2008 (WCPFC VMS came into operation on April 1, 2009);

c) Rules and Procedures for the Protection, Access to, and Dissemination of High Seas Non-Public Domain Data and Information Compiled by the Commission for the Purpose of Monitoring, Control or Surveillance (MCS) Activities and the Access to and Dissemination of High Seas VMS Data for Scientific Purposes. (Rules and Procedures for Protection Access to and Dissemination of High Seas Non-Public Domain Data 2009) – December 2009;

d) WCPFC Standards Specifications and procedures (VMS SSPs) for the fishing vessel monitoring system (VMS) of the Western and Central Pacific Fisheries Commission (WCPFC) – December 2021 (or its update);

e) WCPFC Agreed Statement describing Purpose and Principles of the WCPFC VMS – December 2011 (suppl_CMM 2014-02-1);

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[1] **The Record of Fishing Vessels (RFV) is hosted at** **https://vessels.wcpfc.int/**
[2] The terms "ALC", "MTU", "ALC/MTU", and "MTU/ALC" are used interchangeably in this document.

f) WCPFC9 decision regarding application of Commission VMS to national waters of Members (WCPFC9 Summary Report paragraph 238) – December 2012 (suppl_CMM 2014-02-3);

g) Conservation and Management Measure for the Commission VMS – CMM 2014-02 (or its replacement CMM) – December 2014;

h) WCPFC VMS Reporting Requirement Guidelines – May 2018 (or its update) (VMS Reporting Requirements Guidelines); and

i) The last update of the list of approved MTU/ALCs (MTU/ALC Type Approval List - 6 Feb 2024).

2.3 General Information Security Policy and Administrative Procedures for the Secretariat

The WCPFC Secretariat's Information Security Policies and Guidelines, as well as Administrative Procedures apply to the administration of and access to the Commission VMS.

2.4 Update of these SOPs

VMS SSPs 6.9 states: "*A set of Standard Operating Procedures, elaborated by the Secretariat, and subject to approval by the Commission on the recommendation of the TCC, will be developed to deal with all operational anomalies of the VMS, such as interruption of position reports, downloading of DNIDs and their equivalent and responding to reports providing incoherent data (e.g. vessel on land, excessive speed, etc.).*"

3. VMS Software Applications

3.1 Trackwell

The Trackwell VMS user interface is implemented as a suite of web modules selectable from the main menu.

The main modules are:

a) Monitoring – Secretariat and CCM VMS operator's main view;

b) Vessel – the vessel registry database synchronized with the Record of Fishing Vessels (RFV)

c) Events and Actions – used to define the events to be monitored and the actions to be taken when an event occurs;

d) Reports – provide a list of pre-programmed reports for Secretariat and CCM VMS operators eg. A count of position reports per day by area per month or a date range;

e) Live Map – An interactive map display showing vessels' position and zones in near real-time; and

f) Map history - this module contains tools to display historical trails of one or more vessels in a graphical map interface. The user can then define a date and time range to see the trail history of the selected vessels.

The Monitoring View is the operator's main view. All important events and alerts handled by the system are listed in this view as issues. An operator can select an "Issue" to work on or record actions taken in relation to the selected issue until it is closed.

3.2 Software to Automate Integration of Manual Position Reports into the Commission VMS

Vessels are expected to report their positions automatically. The Secretariat had set up a mailbox arrangement with TrackWell to facilitate automatic integration of VMS manual reports based on the common North Atlantic Format (NAF). This mailbox has been phased out since April 2025 and is no longer available. VMS manual reports are now submitted by CCMs by direct upload to the Commission VMS. Correctly formatted data received are automatically integrated into the Commission VMS. These positions are clearly identifiable as manually generated reports (e-MAN) and can be distinguished from non-manually generated VMS positions.[3]

3.3 VMS Reporting Status Tool (VRST)

Since 2020, through the development of the VMS Reporting Status Tool (VRST), the Secretariat provides a fully automated report for each CCM to review, in more detail, the reporting status for all their vessels. The reporting status provides a daily snapshot of whether[4] each vessel on the RFV is meeting its Commission VMS requirements, including whether each vessel is reporting directly to WCPFC VMS. These requirements are met by direct reporting to the Commission VMS or through reporting via the FFA VMS (based on FFA Good Standing List). For any vessel not reporting, the daily snapshot should assist to indicate whether WCPFC has completed the necessary steps to activate its MTU to report to the Commission VMS, and if so, the VRST provides a generic current vessel status (e.g., "OK" or "STOP") for each of their vessels and a daily VMS-reporting status (how many position reports are transmitted by each vessel each day for the past 31 days)[5]. The data can be exported to a file in CSV format for each report.

The VRST was enhanced in 2021 giving flag CCMs the ability to update VRST data to inform the status for their non-reporting vessels. An additional enhancement in 2025 allows VMS manual reports to be submitted online by CCMs using the Upload Manual Positions facility in the VRST.

3.4 Software for online registration of MTUs and reporting of MTU/ALC Audits

Since 2023, through the development of the upgraded Record of Fishing Vessels (RFV) online system, the Secretariat has provided CCMs with an online facility that facilitates the submission of necessary vessel tracking data for each fishing vessel required to report directly to the Commission VMS. The RFV allows each flag CCM to update their registration of MTUs, track progress of their MTU Activations/Deactivations, and provides an alert when MTU Activation has failed. This same web portal is also used for CCM data entry, review, and reporting of MTU Audit Inspection results.

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[3] See further details in section 3.3 and 4.5 below.
[4] Based on available data and information.
[5] That VRST's display of CCMs' most recent month's vessel-level VMS-reporting status does not impose any additional monitoring obligations on flag CCMs or the Secretariat.

4. Operational Procedures

This section contains ten (10) subsections:

- a) Access to WCPFC VMS Tools

- b) Vessel Tracking Data to be submitted by CCMs;

- c) MTU/ALC Activation Procedure for WCPFC VMS;

- d) VMS Reporting Status Tool (VRST);

- e) Manual Position Reporting;

- f) Routine Reports from the Secretariat on VMS reporting anomalies and WCPFC VMS;

- g) Secretariat processes to identify and follow-up on VMS reporting issues;

- h) Proposals for Inclusion of Additional ALC makes and models on the Approved MLC/ALC List;

- i) Removal of ALC/MTU from the Approved ALC/MTU List; and

- j) Commission VMS Helpdesk.

4.1   Access to WCPFC VMS Tools

Since late 2023, the Secretariat has provided a Single-Sign-On (SSO) facility to WCPFC's online systems, which includes WCPFC's Trackwell VMS. Access to WCPFC VMS related systems is visible and managed by Party Administrators who may grant permissions to users through assigning one of the following roles: VMS Viewer or VMS Editor. More information on managing roles can be found in the Party Administrator Guide on the WCPFC Support Helpdesk.

4.2   Vessel Tracking Data to be submitted by CCMs

The flag CCM **submits** all necessary data to complete its data file in WCPFC's database, in respect of all vessels authorized to operate in the WCPFC Convention area. In accordance with the VMS SSPs, this data will include the name of the vessel, unique vessel identification number (UVI) [* if and when adopted by the Commission], radio call sign, length, gross registered tonnage, power of engine expressed in kilowatts/horsepower, types of fishing gear(s) used as well as the make, model, unique network identifier (user ID) and equipment identifier (manufacturer's serial number) of the ALC that vessel will be using to fulfil its Commission VMS reporting requirements.

To facilitate the submission of necessary vessel tracking data for each fishing vessel required to report directly to the Commission, the Secretariat has introduced online registration of MTUs through the upgraded RFV. Vessel tracking data for vessels already reporting to FFA VMS will not be activated and may not need to be provided but if submitted, can be filed in case the vessel needs to have the ALC activated to report to WCPFC VMS system (should the vessel no longer report to the FFA VMS system).

When an MTU Update request has been submitted by a flag CCM, the Secretariat will proceed with activation/deactivation procedures in Section 4.3.

4.3   MTU/ALC Activation Procedure for WCPFC VMS

Vessels not listed on the FFA Good Standing List will be activated to report directly to WCPFC VMS once information required under Paragraph 2.9 of the Commission VMS SSPs is provided in full.

The online registration of MTUs through the RFV online system ensures that the following details are provided for all MTU activation requests:

1. Vessel Name

2. Reg No

3. IRCS

4. Vessel Type

5. Flag

6. Approved MTU Type

7. Equipment ID

8. Network ID

WCPFC VMS has gateways for the following services:

a) Faria Watchdog

b) Halios – CLS MTUs using the Iridium service

c) Inmarsat BGAN – for iFleetONE MTUs

d) Inmarsat C and D+

e) Iridium – for insight X2 EMTU (Nautic Alert)

f) Iridium (mini LEO) - for BB3 & BB5 MTUs (SASCO)

g) Iridium SBD – for iTrac II (MetOcean Telematics) and RomTrax Wifi (Rom Communications)

h) ORBCOMM – currently operational for Australian vessels using IDP-690

i) PTSOG Chinese Taipei

j) SkyMate

k) SRT VMS 100Si

The Secretariat will follow the activation procedure that is specific to the gateway for the MTU/ALC (see Notes on Secretariat Process for each Gateway in Annex A).

1. If activation was successful, the Secretariat will update the status of the MTU Update request in RFV online system to show that the MTU is Active. [6]

2. If a deactivation request was successful, the Secretariat will update the status of the MTU Update request in RFV online system to show that the MTU is Inactive.[7]

3. If activation was not successful, the Secretariat will update the status of the MTU Update request in RFV online system to show that Activation Failed. The Secretariat will also request the CCM official to check the vessel's MTU/ALC, rectify any anomalies with the MTU/ALC or VTAF data and to resubmit the MTU Update Request. If the MTU/ALC activation fails on the second attempt, the Secretariat will notify the CCM and draw to the CCM's attention that vessel position reports shall be provided by the vessel on a manual basis, as required by the Commission VMS SSPs.

4.4   VMS Reporting Status Tool (VRST)

The VRST provides the authorized CCM contact with a daily snapshot of whether each CCM vessel on the RFV is meeting its Commission VMS requirements. The VRST is updated each day at 1am UTC. CCMs are also able to download a copy of the relevant report in CSV format. There are currently five parts to the VRST:

- The "Information" tab provides explanatory information about the VRST.

- The "All Vessels" tab is in response to the WCPFC12 task and provides the latest WCPFC VMS reporting status for every vessel on the Record of Fishing Vessels (RFV).

- The "CCM Vessels" tab lists only RFV vessels flagged to the CCM, viewable only by the CCM's authorized contact. It provides CCMs with a daily snapshot of information whether each of their vessels on the RFV is meeting its Commission VMS requirements. If a vessel is not on the FFA Good Standing List, the VRST provides an indication of whether WCPFC has completed the necessary steps to activate the vessels MTU to report to the Commission VMS; if so, the VRST provides a generic current vessel status (e.g., 'OK' or 'STOP') for each of their vessels, and a daily VMS-reporting status (how many position reports are transmitted by each vessel each day for the preceding 31 days). Since June 2025, an email alert to all flag CCM users with VMS Editor access permissions lists all their flagged vessels that show "STOP" status for their attention and action to re-establish normal reporting as soon as possible. For vessels that are not on FFA Good Standing List, the VRST will display the following status to the vessels based on reporting and CCMs advice.

a) 'ACTR' – VTAF info received and in the process of activation by the Secretariat.

b) 'In Port' – based on advice from CMMs that the vessel is in port and MTU is powered down.

c) 'OK' – the vessel's MTU is reporting correctly to WCPFC VMS. No action required.

d) 'Outside the WCPFC Convention Area' – based on advice from flag CCM, the vessel is operating outside of the Convention area and is not reporting to WCPFC VMS.

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[5] The success of their vessels' MTU/ALC activations will also be evident in the VRST to CCMs.
[5] The success of their vessels' MTU/ALC activations will also be evident in the VRST to CCMs.

e) 'Within flag CCM EEZ' – based on advice from flag CCM, the vessel is within the flag CCM's EEZ and is not reporting to WCPFC VMS.

f) 'STOP' – The vessel has stopped reporting. Secretariat staff to work with Flag CCM to resolve the non-reporting issue.

- The "Non-Reporting Vessels" tab is a subset of the CCM Vessels tab list, providing a list of vessels from which the expected VMS data are not being received. For each vessel that is not reporting to the WCPFC VMS, authorized CCM users are able to update the status to 'In Port' or 'Outside the Convention Area' or 'Within flag CCM EEZ', and the date the status took effect. When VMS data are received by the WCPFC VMS, the status is automatically reset to 'OK'.

- The "Manual Reports" tab provides a report on the number of manual reports by vessel submitted and processed by VMS.

4.5   Manual Position Reporting

Since 1 March 2013, the Commission has agreed reporting timeframes for manual reporting in the event of ALC malfunction and a standard reporting format for these manual reports (see WCPFC SSPs – December 2021 (or its update) (VMS SSPs).

From April 2025, CCMs upload their manual reports in the NAF format, using the "Upload Manual Positions" facility in the VRST. NAF strings are copied into the facility and automatically validated against system rules. Any sections of the NAF format with errors are highlighted. Once validation confirms the correctly formatted data, the system will allow the upload to Trackwell where it is integrated into the Commission VMS. These positions are clearly identifiable on the WCPFC Trackwell map as manually generated reports (e-MAN) and they can be distinguished from non-manually generated VMS positions.

See **Annex B** for NAF format message for a manual report.

CCM vessels that fail to report to the Commission VMS must commence manual reporting not later than the time specified in the SSPs unless the CCM contact point has provided an appropriate and accurate update of the MTU status (via the VRST directly, or by email to the Secretariat VMS staff).

The vessel may re-commence fishing on the high seas only when the MTU/ALC has been confirmed as operational by the WCPFC Secretariat following the flag CCM informing the Secretariat that the vessel's automatic reporting complies with the regulations established in the Commission VMS Standards, Specifications and Procedures (SSPs).

4.6   Routine Reports from the Secretariat on VMS reporting anomalies and WCPFC VMS

As was explained in Section 4.4, the VRST tool, which is accessible by authorized CCM users, provides CCMs with a daily snapshot of whether each of their vessels on the RFV is meeting Commission VMS requirements.

The following reports are provided to TCC annually:

- Annual Report on the Commission VMS;

- Annual Report on the administration of the data rules and procedures;

- WCPFC Information and Network Security Framework.

The Secretariat also provides periodic detailed reports to each flag CCM to support the draft Compliance Monitoring Report preparation and review process. During 2025, the Secretariat will begin the transition to providing monthly VMS reporting gaps to CCMs. This will supplement the VRST daily snapshot and "STOP" email alerts, supporting CCM's earlier identification and resolution of reporting issues.

Ad hoc reports may be generated on request and following necessary approvals in accordance with the data rules and administrative procedures.

4.7   Secretariat processes to identify and follow-up on VMS reporting issues

The Secretariat will routinely check on the VMS reporting status of vessels when there is a change to their listing on FFA Good Standing List and take appropriate action:

a) If a vessel that has its MTU activated to report directly to WCPFC VMS is subsequently listed on the FFA Good Standing List, WCPFC Secretariat VMS staff will take necessary steps to deactivate the MTU and update WCPFC records to show that the vessel is expected to be reporting to WCPFC VMS through the FFA VMS.

b) If a vessel that was on the FFA Good Standing List is de-listed, VMS staff will take necessary steps to activate the most recent VTAF received for direct reporting.

c) Flag CCMs may receive relevant updates through the VRST about whether their vessel is on the FFA Good Standing List and if a MTU is in the process of activation by the Secretariat (refer to Section 4.4).

The Secretariat routinely checks the following issues:

a) That a vessel is not showing as 'STOP' in VRST, when:

- a high seas transhipment notification is received by the Secretariat.

- a notification is received that a vessel will be or has been inspected through the High Seas Boarding and Inspection Scheme.

- a charter notification is received by the Secretariat.

- a notification in accordance with para. 3, Attachment 2 of CMM 2023-01 (or subsequent CMM) is received by the Secretariat.

- a notification is received that a vessel will be or has been inspected in Port.

- upon request by an authorized CCM contact.

b) For all vessels that have a vessel status 'STOP' in the VRST, a workflow process will document actions taken by the VMS staff to resolve non reporting.

c) Flag CCMs may receive relevant updates through the VRST about whether their vessel is on the FFA Good Standing List, if a MTU is in the process of activation by the Secretariat, if a vessel is In Port or outside the Convention Area, and if the vessel is reporting normally or has stopped reporting to the Commission VMS. (refer to Section 4.4).

The following procedures are to be followed by the Secretariat when a VMS non-reporting is identified:

1. Create a workflow record that the vessel has stopped reporting and proceed with the process of getting the MTU to resume reporting.

2. Check with the flag CCM to confirm that the MTU is switched on and reporting to the CCM's VMS. If so:

   a) Confirm with the flag CCM that the MTU Register information is accurate;

   b) For Inmarsat C MTUs, a re-download of DNID and polling might be required;

   c) For other MTU types, the Secretariat will contact the MCSP to verify the MTU's status, and VMS staff to follow up with Trackwell or MCSP where appropriate, to ensure the data is being received by the WCPFC VMS.

3. If the flag CCM indicates that the MTU has been replaced, remind the CCM contact of their responsibility to register MTU information with the Secretariat, and proceed with normal activation process (refer to Section 4.3 above).

4. Failure of the MTU to properly report requires the flag CCM to ensure that the vessel provides manual reports as per manual reporting requirements (refer Section 4.5 above).

4.8   Proposals for Inclusion of Additional ALC makes and models on the Approved MTU/ALC List

Commission VMS SSPs require that the Secretariat assess proposals for inclusion of additional ALC makes and models on this list from both CCMs and equipment manufacturers. VMS SSPs 2.7 states "*The Secretariat shall include the ALC/MTU make or model being proposed on this list, if no CCM objects in writing within 30 days of the Secretariat circulating notice of its intent to all CCMs, and, if in the Secretariat's assessment, the ALC/MTU make or model meets the minimum standards for the Commission VMS as set out in Annex 1 of CMM 2014-02 (or its successor measure), the WCPFC SSPs, as relevant, by determining that the ALC/MTU make and model has the ability to successfully report to the Commission VMS, and by using the methodology established by the FFA with expenses for type approval processing.*"

The Secretariat is to assess proposals for the inclusion of additional MTU/ALC units and their communication / satellite service provider / gateway, against the MTU/ALC type approval checklist (appended in **Annex C**). The following procedures are to be followed by the Secretariat when a proposal from MTU manufacturers, CCMs, and service providers is received seeking the inclusion of additional ALC makes and models on the Approved MTU/ALC List:

a) Application received with sufficient[8] supporting technical documentation.

b) Secretariat checks application information and verifies it against minimum standards in Annex 1 of the CMM 2014-02 (or its successor).

c) Submit request for testing to Trackwell. Trackwell will liaise with the ALC/MTU applicant to conduct physical[9] testing to ensure the gateway created is able to receive error-free position reports as per Annex 1 of CMM 2014-02 (or its successor).

d) Trackwell will provide a complete test report to the Secretariat for final assessment.

e) As part of the assessment, the Secretariat VMS staff shall detail how each step on the checklist was or was not satisfied for the ALC/MTU proposed for listing.

Where the Secretariat concludes in its assessment that a proposed ALC/MTU make or model <u>does </u>meet these requirements, the Secretariat will follow the existing approval process and timelines outlined above (from VMS SSPs 2.7). Additionally, the Secretariat shall provide CCMs with details on how each step on the checklist was satisfied for the ALC/MTU, along with any other documentation provided by the flag CCM or vendor, to better inform CCM's consideration.

Where the Secretariat concludes in its assessment that a proposed ALC/MTU make or model <u>does not</u> meet these requirements, or if a CCM objects in writing to the Secretariat's proposal to approve a new ALC/MTU make or model, the Secretariat shall make recommendations in the annual report to TCC regarding the proposed ALC/MTU make or model for TCC's consideration. The Secretariat shall provide CCMs with details on how each step on the checklist was satisfied for each unit, along with any other documentation provided by the flag CCM or vendor, to better inform CCM's consideration.

4.9 Removal of ALC/MTU from the Approved ALC/MTU List

The Secretariat will recommend to TCC as needed, the removal of units currently on the list of approved ALC/MTU makes and models that no longer meet the minimum standards set out in Annex 1 of CMM 2014-02 (or successor measure), or that do not have the ability to successfully report to the Commission VMS. As part of the assessment, the Secretariat VMS staff shall detail how each step on the checklist in **Annex C** was, or was not, satisfied for each MTU/ALC unit proposed for removal from the Approved ALC/MTU List.

4.10 Commission VMS Helpdesk Support

The Secretariat is committed to developing online self-service support options via the WCPFC Support Knowledgebase, and additional VMS help topics are in being developed.
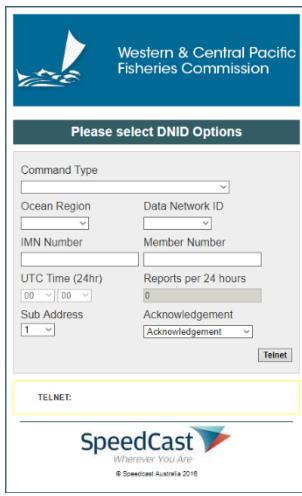
Requests for support on the Commission VMS can be sent via email to VMS@wcpfc.int.

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[8] For example, full technical specifications of all MTU/ALC hardware that will be installed on vessels, citations of any previous domestic or RFMO type approvals of the proposed MTU/ALC, data/results from previous domestic or other testing of the equipment, or images depicting the hardware components.

[9] Tests of successful position reporting to the Commission VMS by the relevant MTU hardware that is physically located within the Convention Area.

Annex A

Notes on Secretariat's Activation Process for MTU/ALC by VMS Gateway as of December 2024

VMS Gateway	Notes on Secretariat's Activation Process
Faria Watchdog	Email sent to SpeedCast (support.mss.apac@speedcast.com) A request to provide Faria 4-digit unique MTU Id made on activation.
Halios – CLS MTUs *using the Iridium service*	Email sent to CLS-OCEANIA (hspencer@groupcls.com). MTU reporting status may also be verified through the CLS portal application - https://mydata.cls.fr/iwp/Main.do.
Inmarsat BGAN *for iFleetONE MTUs*	Email sent to Addvalue (weehong.ng@addvalue.com.sg).
Inmarsat C and D+	For Inmarsat C MTUs, activation is done at the Secretariat using a web application developed by SpeedCast. If activation was not successful, the Secretariat to advise CCM Official of why the activation was unsuccessful, which may include: a) Unknown mobile number b) Mobile logged out c) Mobile is not in the Ocean Region d) DNID sent to vessel, but vessel did not send acknowledgement to Commission VMS; e) Program sent to vessel but vessel did not send acknowledgement to Commission VMS; or f) Start Command sent to vessel but vessel did not send acknowledgement to Commission VMS
Iridium *for insight X2 EMTU (Nautic Alert)*	Email sent to Nautic Alert (nfvelado@nauticalert.com)
Iridium (mini LEO) *for BB3 & BB5 MTUs (SASCO)*	Email sent to SASCO email: (chuck@sasco-inc.com)
Iridium SBD	Email sent to MetOcean Telematics (service@metocean.com).

VMS Gateway	Notes on Secretariat's Activation Process
for iTrac II (MetOcean Telematics)	
Iridium SBD *for RomTrax Wifi (Rom Communications)*	Email sent to Rom Communications (michael@romcomm.net).
ORBCOMM *currently operational for Australian vessels using IDP-690*	The flag CCM's mobile communications service provider (MCSP) for the MTUs establishes a reporting channel / account for the vessels that are required to report to the Commission VMS.
PTSOG *currently operational for Chinese Taipei*	If other CCMs authorize their vessels to use Orbcomm MTUs, consultation with WCPFC and TrackWell is necessary to establish communication channel arrangements between the CCM's Orbcomm service provider and WCPFC's VMS service provider (TrackWell), before the vessels can be activated to report to the WCPFC VMS.
SkyMate	Email sent to Skymate (williamricaurte@navcast.com).
SRT VMS 100Si	Email sent to SRT-UK office (support@srt-marinesystems.com) and cc to Dino Escano (based in PH) (dino.escano@srt-marine.com)

NAF format message for a manual report – as of Dec 2024

The following table specifies the elements of the NAF format message for a manual report.

Field-code	Data-element	Syntax	Contents	Examples
SR	Start record	No data	No data	//SR//

TM	Type of message	Char*3	POS
			
			Or
			
			MAN
				//TM/POS//
				
				Or
				
				//TM/MAN//

SQ	Sequence number	Num*6	1-999999	//SQ/001//
ID	Vessel ID	Num*7	WCPFC Vessel ID	//ID/12054/
NA*	Vessel Name	Char*50	Vessel Name	//NA/YUN RUN 7//
LT	Latitude (decimal)	Char*7	+(-)DD.ddd	//LT/45.544// or //LT/-23.743//
LG	Longitude (decimal)	Char*8	(-)DDD.ddd	//LG/-044.174// or //LG/+166.000//
DA	Date	Num*8	YYYYMMDD	//DA/20210825//
TI	Time	Num*4	HHMM	//TI/1555//
AD (optional)	Address destination	Char*	WCPFC	//AD/WCPFC//
ER	End record	No data	No data	//ER//

Sample strings:
 	
//SR//TM/POS//SQ/1//ID/11285//LT/29.863//LG/122.506//DA/20221011//TI/0600//ER//
 	
Or
 	
//SR//TM/MAN//SQ/889//ID/11230//NA/JINXIANG12//LT/-13.812//LG/-171.753//DA/20240919//TI/0600//AD/WCPFC//ER//
 	
Or
 	
//SR//TM/POS//SQ/1//ID/11285//NA/YUN RUN 7//LT/29.863//LG/122.506//DA/20221011//TI/0600//AD/WCPFC//ER//				

Request for MTU/ALC type approval checklist

Item	Description	Requirements	Evidence Provided (YES or NO)	Secretariat Assessment
		ALC/MTU testing checklist		
		Documents to be provided on application		
1	Submit application	Letter of application.		
		Supporting technical reference documentation.		
		Provide proof of Type Approval received for the ALC/MTU.		
		Assessment against Annex 1 of CMM 2014-02		
2	The ALC/MTU shall automatically and independently of any intervention on the vessel communicate.	ALC/MTU static unique identifier.		
		the current geographical position.		
		UTC date and time.		
3	Data shall be obtained from a satellite-based positioning system.	Indicate satellite service provider.		
4	ALC/MTU fitted to fishing vessel must be capable of transmitting data.	hourly intervals.		
5	The data shall be received by the Commission VMS under normal operating conditions.	within 90 minutes of being generated by the ALC/MTU.		
6	ALC/MTU fitted to fishing vessel must be protected.	Tamper proof.		
7	Storage of information within the ALC/MTU under normal conditions.	safe, secure and integrated.		
8	It must not be reasonably possible for anyone other than the monitoring authority to alter any of authority's data stored in the ALC/MTU.	Secure DNIDs and reporting parameters.		
9	Any features built into the ALC/MTU or terminal software to assist with servicing shall not allow unauthorised access to any areas of the ALC/MTU.	ALC/MTU software access should be password protected.		
10	The ALC/MTU shall be installed on the vessel in accordance with their manufacturer's specification and applicable standards.	The ALC/MTU shall be installed on the vessel in accordance with their manufacturer's specification and applicable WCPFC requirements.		
11	Under normal satellite navigation operating conditions, positions derived from the data forwarded must be accurate to within 100 square metres Distance Root Mean Square (DRMS).	98% of the positions must be within this range.		
12	The ALC/MTU and/or forwarding service provide must be capable to support the ability for data to be sent to multiple independent destinations.	capable for direct simultaneous reporting.		
13	The satellite navigation decoder and transmitter shall be fully integrated and housed in the same tamper-proof physical enclosure.	GPS and transmitter module be fully integrated and housed in the same tamper-proof physical enclosure.		
		TrackWell testing		
14	Gateway / Communications channel.	Gateway / Channel setup and capable of receiving positions reports in either PUSH or PULL method.		
15	Position transmission.	Positions received without errors.		
16	Latency.	Positions received with 90 minutes of being generated by the ALC/MTU.		
17	Test report.	test completion report provided to the Secretariat		

The Secretariat has assessed the Application and deemed that the << insert ALC/MTU type name>> has **PASSED / FAILED** the requirements to be included in the WCPFC Approved List of ALC / MTU