



MINISTRY of FISHERIES & MARINE RESOURCES DEVELOPMENT

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Kiribati Port State Measures

Policy and Implementation Manual



*Prepared by MFMRD
Acknowledging assistance from PROP*

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Acronyms and Abbreviations

1982 UN Convention	United Nations Convention on the Law of the Sea of 10 December 1982
1993 FAO Compliance Agreement	Agreement to Promote Compliance and International Conservation and Management Measures by Fishing Vessels on the High Seas
1995 UN Fish Stocks Agreement	Agreement for the Implementation of the United Nations Convention on the Law of the Sea of 10 December 1982 relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks
ACP	Asia, Caribbean and Pacific
AG	Attorney General
IATTC	Inter-American Tropical Tuna Commission
ALC	Automatic Location Communicator
AMC	Australian Maritime College
ANCORS	Australian National Centre for Oceanic Resources and Security
CA	Competent Authority
CAE	Compliance Analysis Engine
CC	Catch Certificate
CCM	Member, Cooperating non-Member and Participating Territory
CCRF	Code of Conduct for Responsible Fisheries
CDS	Catch Documentation Scheme
CEA	Cost Efficiency Analysis
CITES	Convention on International Trade in Endangered Species
CNM	Cooperating Non Members
CMM	Conservation and Management Measure
COFI	FAO Committee on Fisheries
DWFN	Distant Water Fishing Nation
DWLL	Distant Water Longline
DWPS	Distant Water purse seine
EDH	Environmental Health Division
EEZ	Exclusive Economic Zone
EU	European Union
FAD	Fish Aggregation Device
FAO	Food and Agriculture Organization
FFA	Pacific Islands Forum Fisheries Agency
FSM	Federated States of Micronesia
FOC	Flag of Convenience
GDP	Gross Domestic Product
FIMS	Fisheries Information Management System
ILO	International Labour Organisation

IMO	International Maritime Organization
IPOA-IUU	International Plan of Action to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing
JDP	Joint Deployment Plan
KPA	Kiribati Ports Authority
KSR	Kiribati Ship Registry
KSVA	Kiribati Seafood Verification Agency
LLVDS	Longline Vessel Days Scheme
MCS	Monitoring, Control and Surveillance
MCTTD	Ministry of Communications, Transport and Tourism Development
MFMRD	Ministry of Fisheries and Marine Resources Development
MOV	Means of Verification
MTCs	Minimum Terms and Conditions for Fishing Access
MTU	Mobile Transceiver Units
Niue Treaty	1991 Regional Treaty on Cooperation in Fisheries Surveillance and Law Enforcement
NPOA-IUU	National Plan of Action to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing
NTMDP	National Tuna Management and Development Plan
OVI	Objectively Verifiable Indicators
PNA	Parties to the Nauru Agreement
PNG	Papua New Guinea
PROP	Pacific Islands Regional Oceanscape Program
PSMA	Port State Measures Agreement
PSVDS	Purse Seine Vessel Days
RIMF	Regional Information Management Facility
RFMOs	Regional Fisheries Management Organizations
RMI	Republic of the Marshall Islands
ROP	Regional Observer Programme
RoV	Record of Vessels
SIDS	Small Island Developing State
SOPs	Standard Operating Procedures
SPC	Secretariat of the Pacific Community
SPREP	Secretariat of the Pacific Regional Environment Programme
TAC	Total Allowable Catch
TCC	Technical and Compliance Committee of the WCPFC
TUBS	TUFMAN Observer Module
TUFMAN	SPC Tuna Fisheries Database Management System

UNCED	United Nations Conference on Environment and Development
USMLT	United States Multilateral Treaty
USP	University of the South Pacific
VMS	Vessel Monitoring System
VOGS	Vessels of Good Standing
Vol	Vessel of Interest
WCPFC	Western and Central Pacific Fisheries Commission
WCPO	Western and Central Pacific Ocean

Executive Summary

Port State Measures (PSM) are requirements established or interventions undertaken by which a foreign fishing vessel must comply with or is subjected to as a condition for using ports within a state.

This PSM document is developed as an operational document to be consistent with the Fisheries Act, the documentation mentioned above and sub-regional, regional obligations and trading requirements.

Kiribati already operates a designated port system for purse seine transshipments, with the significant ports being Tarawa and Christmas Island. MFMRD officers review all documents, including the mate's receipt and logbook, and will also review the transshipment document. Log sheets and the mate's receipt are checked and reconciled with observer reports, weekly reports and VMS records.

Kiribati aims to increase its role as a transshipment port state in the Pacific; hence, strengthening its PSM practices is considered a priority in its role as a responsible Port state.

MFMRD PSM already includes requirements related to prior notification of port entry, use of designated ports, restrictions on port entry and landing/transshipment of fish, restrictions on supplies and services, documentation requirements and port inspections, as well as related measures, such as IUU vessel listing, trade-related measures and sanctions.

The MFMRD PSM system is being strengthened with the support of the Kiribati PROP programme and aligned with the FFA Regional Port State Framework¹.

The MFMRD PSM system is not explicitly aimed at acceding to the FAO PSMA. Instead, it seeks to implement arrangements consistent with all its objectives. The decision to become a party to the PSMA is being considered, and a description of the administrative process to deposit the ascension document is being evaluated.

Operationally, the compulsory notification of a fishing vessel's arrival at Kiribati ports initiates a sequence of events and requirements that must be understood, managed and controlled until the vessel's departure. This sequence is what we describe as PSM procedures in this document.

Every incoming fishing vessel (including Kiribati flagged) will undergo a risk assessment that creates the Arriving Vessel Intelligence Report (AVIR).

The intelligence analysis and risk determination allow for the identification of risks in three different categories corresponding to three steps in the analysis, including

- (i) identity – whether the vessel is who it says it is,
- (ii) manoeuvring – the vessel's activity and operations and whether these were adequately reported, and
- (iii) licensing – whether the vessel is allowed to be in the location it was.

MFMRD officers will perform risk analyses on fishing vessels to assess the legality of the catch and on carriers' activities not directly related to transshipments.

Procedures for intelligence analysis and determination of port use are based on assessing the vessel's trip information based on information available to the Compliance officers through FFA RIMF and iFIMS. This info check includes, among others, FFA Vol, risk index and VMS track, FIMS Licensing for the areas fished, eForms information (when available) and eObs when available (in particular Gen 3) data.

The arrival is then approved in the port arrival system, which communicates the approval back to the agent, and the boarding is scheduled, and the boarding logistics set up.

¹ <https://tunapacific.ffa.int/2020/08/05/ffc-adopts-the-ffa-regional-psm-framework-media-release/>

The boarding party will bring the details of any investigation they want to pursue on the vessels and follow the SOP.

Standard Operating Procedures (SOPs) are available for:

- Vessel Arrival Notification and Approval
- Boarding and Inspection
- Landing and transshipment monitoring for fishing vessels and carriers
- Departure and clearance

The inspection benchmark is 100% of all PS and gradually ascending to 25% annually of all LL vessels calling to the port of landing or transshipping fish.

Port state controls and the principles ruling them will be promoted on dedicated pages on MFMRD's website.

The procedure will be the same for Tarawa and Kiritimati, albeit the IATTC PSM Resolution (C-21-07)² and data availability omit some elements in the FFA system and PSM best practices.

This publication is complemented by the MCS Practitioners Guides to Inspection of Purse Seiners, Longliners, Pole and Line and Carriers, as well as a guide to principles of Inspection of Industrial Fishing Vessels as produced and published by the International MCS Network/TMT in 2022. Digital copies were provided to all the VMS and boarding officers.

² <https://www.iattc.org/getattachment/f68ac134-db13-4463-b4d6-fe7d902c987b/C-21-07%20Port%20State%20measures>

1 Purpose and Scope

1.1 Purpose

This PSM policy and Implementation Plan aim to continue guiding Kiribati in its role as a responsible port state. Kiribati aims to increase its role as a transshipment port state in the Pacific; hence, it is a priority for MFMRD to strengthen its PSM practices.

The MFMRD PSM system is being strengthened with the support of the Kiribati PROP programme and aligned with the FFA Regional Port State Framework³.

As PSM Policies and SOPs must evolve to remain relevant and appropriate, this document is poised to evolve with time.

1.2 Scope

This document provides MFMRD with the required guidance and operating procedures (SOPs) for port state control inspections that are undertaken under the remit of the FFA Regional Port State Framework and FAO PSMA.

While Kiribati's role as a port State will only grow in importance, and these SOPs are one of the operational elements that will ensure that MFMRD can honour its duties and responsibilities in this domain.

From the PSM perspective, only two ports are designated for commercial and foreign-flagged fishing vessels: Betio in the Tarawa Atoll for the Gilberts group and Kiritimati in the Line Group.

2 Policy Guidance

2.1 Legislative Support

Fisheries management in Kiribati is governed by the Fisheries Act 2010 and the Fisheries Amendment Act 2015, 2017 and 2021., supported by the 2014 Tuna Fisheries Management Plan.

The basic fisheries law of Kiribati is the **2010 Fisheries Act⁴, as amended in 2015⁵, 2017⁶, and 2021⁷**, which aims to conserve, manage and develop sustainable fisheries in Kiribati to ensure long-term sustainable use of “fisheries resource” for the benefit of the people of Kiribati. The concept of “fisheries resources is, however, not defined. The concept of “fish” for the purposes of this Act includes aquatic animals such as turtles. Other relevant definitions include: “authorised officer”, “driftnet”, “driftnet fishing activities”, “explosive”, “fishery”, “fishing”, “Kiribati waters”, “licensing officer”, “local fishing vessel”, “low-tide elevation”, “nautical mile”, “observer”, “operate”, “operator”, “scheduled treaty”, “territorial sea”.

The Act provides for implementing regional and international obligations to which Kiribati is a party, empowers the Minister to appoint a Chief Fisheries Officer and licensing officers to carry out the provisions of the Act, and vests the President, acting per the advice of the Cabinet, with wide powers to make regulations relating, *inter alia*, to the licensing of foreign fishing vessels, the conditions to be observed by foreign fishing vessels, the conservation and protection of all species of fish, prohibited fishing gear and methods and the organisation and regulation of marketing, distribution and export from Kiribati of fish and fish products.

³ <https://tunapacific.ffa.int/2020/08/05/ffc-adopts-the-ffa-regional-psm-framework-media-release/>

⁴ Fisheries Act (No. 6 of 2010), 03 September 2010, [LEX-FAOC109024](#).

⁵ Fisheries (Amendment) Act 2015 (No. 1 of 2015), 21 April 2015, [LEX-FAOC190370](#).

⁶ Fisheries (Amendment) Act 2017 (No. 5 of 2017), 01 January 2017, [LEX-FAOC177396](#).

⁷ Fisheries (Amendment) Act 2021 (No.22 of 2021), 21 December 2021, [LEX-FAOC208088](#)

The **2015 amendments** expanded the scope of the Act, clarifying that while it has an extraterritorial effect, the application of Conservation and Management Measures (CMMs) in the internal waters of Kiribati, including archipelagic waters and territorial sea, requires Kiribati's express consent. Several definitions were amended, and others were added to address new developments, including "authorised officer", "fish aggregating device" (FAD), "fishing gear", "fishing master", "fishing vessel", "foreign fishing vessel", "Kiribati fishing vessel", "net sharing", "owner", "related activities", "transhipment", "vehicle" and "vessel".

The **2017 amendments** seek to address limitations in the fight against IUU fishing and to incorporate Kiribati's responsibilities under international law. These amendments added the following definitions to Sec. 3: "Director of Fisheries", "Illegal fishing", "Unreported fishing", "Unregulated fishing", "International CMMs", and "Serious fishing violation". In addition, the following provisions were amended: fisheries management to comply with international and regional rules applying to the conservation and management of fishing resources (new Sec. 7B); increase the penalties of the following reference values; adds new provisions on giving effect to scheduled treaties (listed in the principal Act) (new Sec. 7A) and international CMMs (new Sec. 7B); and provide for new provisions on port entry (new Sec. 21(A)), being this article the key legislative basis of Kiribati's PSM procedures.

The **2021 amendments** seek to implement government mandates conveyed to the Ministry of Fisheries and Marine Resources Development (MFMRD), a concept to maximise social and economic returns from the fisheries and other marine resources to benefit the increasing populace. It is an implementation of the outcome of the three working groups from MFMRD engaged in assessing and analysing the potential application of the concept and the gaps identified that require work inclusive of this Amendment. Section 4 of Part 2 of the Act is amended substantially to include other marine resources on the heading and repeal section 4 in its entirety and replaced with a more detailed list of guiding principles recognised under international, regional, sub-regional and domestic instruments and to be applied as appropriate by the Minister responsible when executing responsibilities under the Act. Another major amendment is the insertion of Part 2A. Part 2A covers Conservation, Management and Sustainable use of marine biological diversity. This part extensively covers Marine Protected Area, Marine Protected Species, and integrated ocean management approaches.

The Fisheries Act specifies compliance with various international treaties, including WCPFC CMMs, the Nauru Agreement, the Niue Treaty on Cooperation in Fisheries Surveillance and Law Enforcement (the Niue Treaty) and UNCLOS. These are binding and are implemented into law following agreements at international (WCPFC) and regional (PNA) levels. PNA Implementation Arrangements are underwritten by Ministerial Memoranda of Understanding and transposed into the licensing conditions.

Performance against the implementation of the WCPFC measures is assessed annually by the Technical and Compliance Committee (TCC) of WCPFC under the conditions of WCPFC 2011-06 (CMM 2010-03/2011-06). Notably, Kiribati is compliant in applying all CMMs annually at the WCPFC Technical and Compliance Committee.

The Ministry undertakes an annual review and updating of license conditions for the following year to reflect newly adopted WCPFC CMMs. PNA implementation arrangements are also implemented in Kiribati through specific regulations and licence conditions.

As a condition of the license to fish in Kiribati and in line with PNA measures, all purse seine vessels have 100% observer coverage while in Kiribati and PNA waters. Coverage of longliners has fallen to below 5% and is to be increased to be consistent with the WCPFC benchmark (WCPFC CMM 2008-01) and may increase further if required. Kiribati's national observer program is an authorised observer provider under the WCPFC's Regional Observer Programme (ROP).

Observers from the WCPFC Regional Observer Programme (ROP) are required on vessels that operate in more than one coastal State jurisdiction and on the high seas.

The observer group comprises a pool of trained observers with senior observers and debriefers. The scheme is supported by an ongoing training programme in place to make up for observer attrition.

All Pacific Island observers are required to complete comprehensive training modules developed by SPC and FFA and are subject to training, debriefing and performance review procedures. Observers debrief on disembarkation and then enter the data into the SPC TUFMAN2 Observer Module (TUBS).

The VMS system used is the FFA Trackwell supplemented by the Regional Surveillance Picture in Google Earth. They are two separate stations, one at MFMRD and the other at Sea Patrol, that allow tracking through a Google interface via a traffic light system associated with the FFA compliance index, with red for Vessels of Interest (VoI).

Furthermore, with the financial support of FFA, MFMRD has access to the NZ-developed and hosted Staboard.nz platform to support its PSM work but also for general EEZ surveillance analysis.

The regional organisations that provide management services to the Pacific Island countries are the Party to the Nauru Agreement Office (PNAO), which monitors Party members VDS uptake and advises the parties on sub-regional management measures; the Forum Fisheries Agency (FFA) based in the Solomon Islands which provides technical support and training in management and compliance.

Kiribati implements both WCPFC management measures and PNA Implementation Arrangements. The measures are implemented through minimum terms and conditions applied on each license and apply to all vessels fishing within the EEZ and Kiribati vessels when fishing throughout PNA waters.

Authorised officers with specified powers vested upon them are to investigate activities, gather evidence, and detect and report breaches of legislation, as well as describe potential penalties.

The National Plan of Action – Illegal, Unregulated and Unreported Fishing (NPOA IUU) and the National Tuna Management Plan sets out priority policies of the Kiribati Government with the MFMRD as the responsible Agency to implement.

Furthermore, the knowledge gained through the FFA IUU quantification studies in 2016 and 2021, underreporting and misreporting of catches are the main IUU issues in our region, and transshipping is the last opportunity to measure the level of catch reporting before the fish are transported to the processing destination.

This PSM document is developed as an operational document to be consistent with the Fisheries Act, the above-mentioned documentation and sub-regional, regional obligations and trading requirements. These obligations include:

- MFMRD Fisheries Licensing conditions
- FFA Harmonised Minimum Terms and Conditions (HMTTC)
- PNA Implementation Arrangements
- VDS/VMS monitoring requirements.
- WCPFC CMMs and FFA Port State Measures Framework and FAO PSMA Principles
- EU Catch Certification Scheme

2.2 Institutional Arrangements

MFMRD enforces Kiribati's national fisheries legislation, incorporating regional and sub-regional regulations and measures. It also aligns itself with other member countries through multilateral and bilateral MCS treaties and agreements like the NTSA, FFA regional operations and the smaller bilateral surveillance operations.

With Tarawa and Kiritimati being key tuna transshipment ports, day-to-day MCS operations include an overview of vessel arrivals to ensure legal fishing practices of fishers before and during port use. Transshipping vessels are monitored for catch verification and certification.

National EEZ surveillance is also a vital MCS practice. Kiribati is not only a coastal state; the country's EEZ is part of a highway for vessels crossing to and from Asian countries. MFMRD incorporates and utilises the FFA and PNA Fisheries Information Monitoring System (FIMS) tools to monitor these activities, including effort allocations and limits.

2.2.1 Police Maritime Unit

Surface surveillance, including fisheries inspections beyond the port, is the responsibility of the Kiribati Police Maritime Unit (PMU), which operates the Guardian-class patrol boat RKS *TEANOAI II* supported through the Australian-funded **Pacific Maritime Security Program** (PMSP) with the presence of MFMRD officers as part of the crew. If needed, MFMRD works jointly with PMU to arrest a vessel.

2.2.2 Ministry of Justice.

The Ministry of Justice is nominated as the responsible line ministry for controlling and enforcing laws, regulations and conservation and management measures. The Ministry is responsible for drafting legal statutes, and the application of the law. Through the MFMRD legal officers, it is proactively engaged in supporting the compliance functions and implementing criminal and civil actions.

2.2.3 The Kiribati Ports Authority (KPA)

The main role of the Kiribati Ports Authority is to facilitate the safe passage of cargo (and sometimes people) from overseas vessels through the port and at the same time, facilitate border control and statutory processing.

This applies to the 2 ports-of-entry: Betio, Tarawa for the Gilberts group, and Kiritimati for the Line Group⁸. To perform this function effectively, KPA is also responsible as the Harbourmaster for the safe and efficient functioning of Shipping and Port navigation facilities, Berthing, and the use of shore-based facilities.

It's governed by the Kiribati Ports Authority Act 1990 (as amended in 1999). It has no enforcement role from the fisheries perspective, but is informed, if required of any detentions, and requires notification that vessels have been released from the necessary authorities, including MFMRD and Maritime Police.

⁸ Only Tarawa and Kiritimati are designated ports for industrial and foreign fishing vessels.

3 The overall structure of the Kiribati PSM

3.1 Interagency Collaboration

MFMRD PSM operates under strong interagency cooperation, including clear and effective liaison and communications between the MFMRD, and authority, customs, and immigration, with common approaches to enforcement and legal matters.

It is clear to all agencies that entry into the port and use of the port by fishing vessels and support vessels (carriers of fish that have yet to be landed, supply, refuelling, etc.) can only occur with MFMRD decision or approval.

3.2 Training of Inspectors

Boarding officers and VMS operators are trained under FFA's Certificate IV in Fisheries Enforcement and Compliance qualification, which provides them with the technical and practical skills and knowledge expected of a competent MCS Officer.

The programme covers curricula that comply with standards of competency related to demonstrating knowledge of the Western and Central Pacific Ocean (WCPO) Fishery, MCS concepts and legal frameworks. This programme also helps students to apply MCS tools to effective fisheries management and contribute to effective MCS activities as well as operational planning and coordination. In addition, students can contribute to regional cooperation in MCS activities and Occupational Health and Safety (OHS) requirements.

All officers have access to specific publications such as the MCS Practitioners Guides to Inspection of Purse Seiners, Longliners, Pole & Line and Carriers, as well as a guide to principles of Inspection of Industrial Fishing Vessels as produced and published by the International MCS Network/TMT in 2022, for specific support.

Furthermore, specific PSM support is provided on an ongoing basis by support programmes for regional and international donor agencies.

3.3 Application of the FFA Regional Risk Assessment Process

The FFA Regional PSM Framework was adopted at FFC114 in June 2020. The Regional PSM Framework supports the development of a risk assessment process and provides the minimum data and information required to support PSM risk assessments that⁹;

1. incorporates agreed regional minimum assessment criteria, will provide a basis on which to decide to permit port entry or deny port entry, and
2. commences when a request to enter port is received by the FFA Member, and the risk assessment will continue to support targeted port inspection processes and decisions on the use of port services;
3. relies on data and information to inform the assessment of risk, and
4. If any information required to support the risk assessment needs to be included, port entry will only be permitted once the port State receives and assesses all required information.

The level one risk analysis criteria would apply to all vessels seeking entry to an FFA Members port.

- provide the basis for FFA Members to make decisions as they relate to port entry requests;
- pose high-level questions about a vessel and its activities (Risk Analysis Question);
- requires specific data and information to be provided and/or available for risk analysis question to be answered (Required Data and/or Information);

⁹ Towards an FFA Regional PSM Risk Assessment Criteria (RAC) –RMPW4/WP2-RAC

- response to the risk analysis question will impact the level of risk a vessel may present in relation to undertaking IUU activities (Response and Impact) and;
- this in turn informs an FFA Member's decision making as it relates to port State measures.

The level two risk analysis criteria are used to inform port use decisions and in-port responses and interventions (e.g., inspections or port monitoring).

Figure 1 below provides a simple flow diagram demonstrating how the MFMRD risk assessment processes align with FFA's regionally agreed PSM decision points and risk assessment processes.

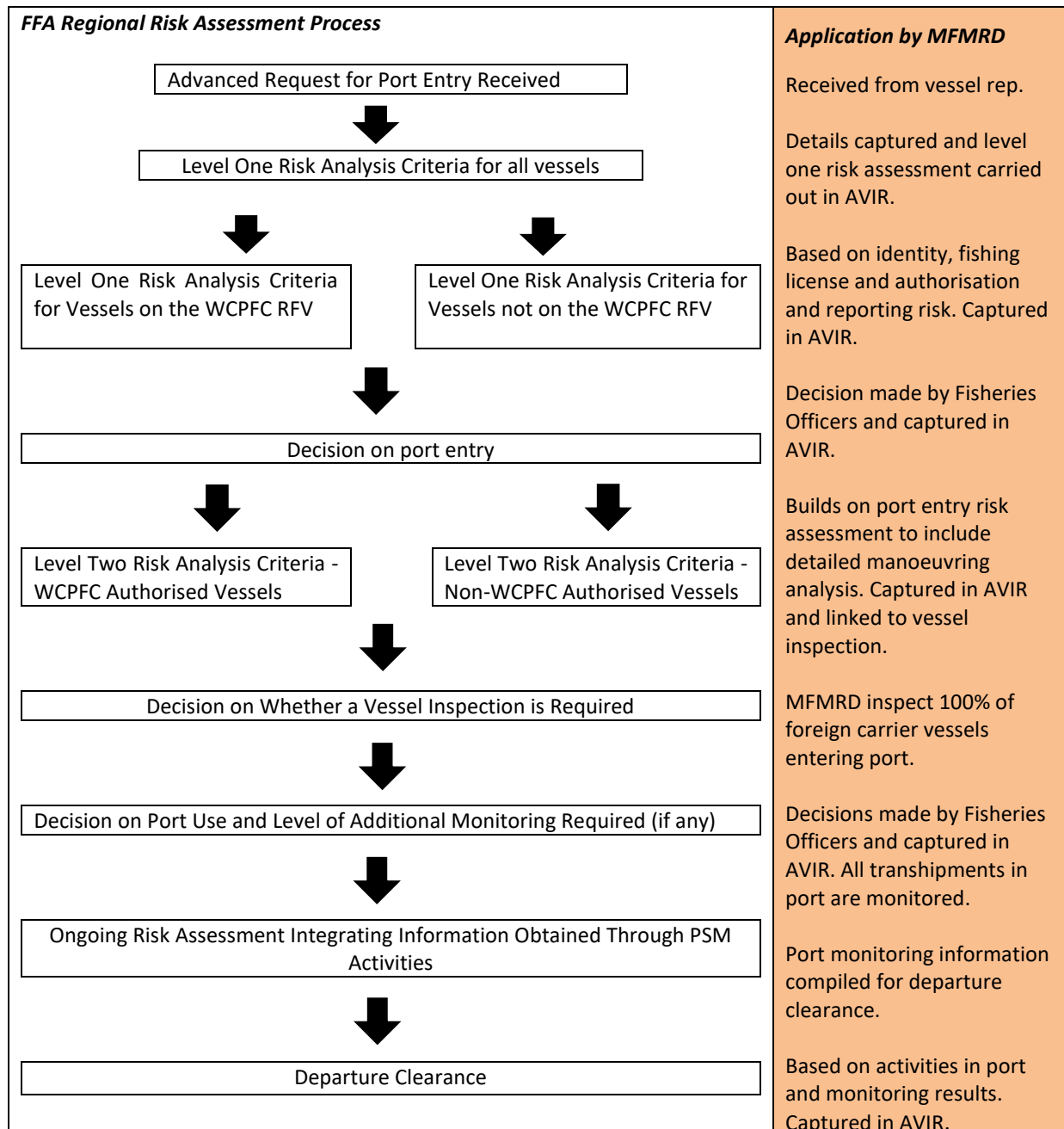


Figure 1: MFMRD risk assessment processes alignment with FFA's agreed PSM Framework

3.4 Operational Structure

3.4.1 Using FFA ePSM Web App

The development of FFA's e-PSM system web-based portal assist FFA Members in adhering to the Regional Port State Measures Framework (RPSMF) consistently and, as such, address the PSM needs MFMRD entirely.

The FFA e-PSM will facilitate a managed workflow throughout the lifecycle of a fishing vessel port visit, from the point of the Advance Request for Entry into Port (AREP) through risk assessment, port entry decision, inspection, port use decision, port monitoring, and departure clearance.

The system has two roles: one for agents and one for the fisheries authorities, including a fisheries PSM focal point and boarding inspectors. These are under group-based access control rules to ensure that information is only visible and editable by appropriate users at each port state.

Under the FFA e-PSM system

- The Vessel Representative user will be associated with an agency and be able to submit Advance Requests for Entry into Port (AREP) on behalf of vessels they are responsible for and have access to interact with AREP files submitted by others within the agency.
- Fisheries Official covers both Fisheries Focal Point and Fisheries Officer personnel. Both roles have similar permissions, but Fisheries Focal Points have higher permissions around user management.
 - The Fisheries Focal Point user at MFMRD will have all the same permissions as Fisheries Officer users. However, it can also manage (create, update, block) user accounts for all users associated with their country.
 - The Fisheries Officer users at MFMRD can view and work on all vessel-port files where the vessel has requested entry into a port within the jurisdiction of Kiribati. Additionally, it will be able to manage agency records and vessel representative user accounts. Furthermore, the system includes an onboard inspection that could be easily operated from a tablet with internet access.

As such, using the FFA e-PSM is strongly recommended, as the officers have already been trained. In the meantime, the process is explained below.

3.4.2 Using the paper-based procedure

3.4.2.1 Vessel arrival notification

Presently, vessel arrival notification follows two separate flows of information into MFMRD. Arriving vessels communicate with MFMRD via email with minimal and non-standardised information while dealing with the vessel agent in port to deal with all other incoming requirements.

Currently, vessel agents support vessel entry into port to other line agencies that work in parallel but complement MFMRD's role in PSM, particularly around notification of vessel arrival. This double flow of information and operation needs to be formalised as it can lead to inefficiencies in the MFMRD PSM process.

This need has led other countries in the region and the FFA to formalise the role and requirements of agents in the PSM framework by requiring them to

- Register with MFMRD;
- Comply with the minimum information to be provided;
- Established requirements for communication with the fisheries administrations.

For this to be effective, the agents should only request the port entry via a regional web portal/IMS such as the FFA ePSM that links to the port, coastal and flag State and also uses regional standardised data fields or one to be developed locally.

In these cases, the vessel's agent would be required to input the data and upload the required information on behalf of the vessel so that MFMRD can act upon the provided information.

3.4.2.2 *Port Entry*

Once information on incoming vessels is received, MFMRD grants port entry to vessels on the FFA Vessels of Good Standing List, the WCPFC Record of Fishing Vessel, and the AITTC Vessels Register.

Vessels not in the above registers are assessed case-by-case, and port entry is not guaranteed. The basis of the port entry analysis is of equivalent measures to the vessels whose entry is granted.

However, MFMRD still requires notification of port entry for these vessels, which allows to work on the risk analysis before the vessel's port entry, which the boarding officer will use for inspection. As such, MFMRD is focused on port use rather than access to a port.

RFMO-related IUU listing can be assessed on the links below:

RFMO	Web Link
WCPFC	https://www.wcpfc.int/wcpfc-iuu-vessel-list
IATTC:	http://www.iattc.org/VesselRegister/IUU.aspx?Lang=en
IOTC:	http://www.iotc.org/English/iuu/search.php
CCAMLR:	https://www.ccamlr.org/en/compliance/illegal-unreported-and-unregulated-iuu-fishing
NEAFC:	http://www.neafc.org/blist
Combined black list	http://www.fiskeridir.no/english/fisheries/norwegian-black-list

Table 1: IUU listing by key RFMOs

When a vessel is denied port entry, MFMRD will immediately notify the vessel of such a decision and communicate the decision to the vessel's flag State, relevant coastal States, the WCPFC or IATTC as required, relevant international organisations, and other relevant States that may have been influential in the decision.

All incoming vessels must request port entry through an Agent, but they must also contact MFMRD alone.

The vessels must submit a prior notification of port entry 24 hours in advance. However, an arrival notification 48 hours in advance is a minimum, is recommended.

Force Majeure and humanitarian reasons are the only exemptions to these time frames. If it is agreed to allow port entry, the vessel must proceed to a designated area, and MFMRD will board or require evidence from the agent or master to verify the force majeure or distress. The vessel must be prohibited from using the port for any reason other than that claimed for force majeure, e.g. landings, crew exchange, provisioning or repairs, or other related activities.

Once the vessel is authorised for port entry, a big part of port operations and PSM is knowing what, when, where, and who is doing what.

The arrivals, vessels in port, and departing vessels need to be accounted for and managed. To deal with these planning and logistics issues, MFMRD set up a port operations whiteboard (see below) where arriving vessels are scheduled, boarding planned boarding and logistics set up. The maintenance of the board is the combined responsibility of the VMS and boarding officers.

Arrival	In Port (19/11)		Departures
	PS	Carriers	
Nanmandol ETA 20/8 9am	Kirikori 88	Golden Wash 888	Sea Glory 23/8 6pm
Kurpaiti 88 ETA 20/8 11 am	Itaibate 69	Dolores 745	
Golden Ocean 888 ETA 21/8 6 pm	Zhong Tai 9	Tairua Waiting	Sea Breeze Estimated 24/8
	Sea Breeze (repairs)		

The whiteboard is a low-cost but helpful tool that provides a snapshot of what is happening in the port to everyone in the operations office.

3.4.2.3 Port Use Assessment

Every incoming fishing vessel listed in the arriving section of the whiteboard (including Kiribati-flagged vessels) undergoes a risk assessment that creates the Arriving Vessel Intelligence Report (AVIR).

The intelligence analysis and risk determination allow for the identification of risks in three different categories, including

- identity – whether the vessel is who it says it is,
- manoeuvring – the vessel's activity and operations and whether these were adequately reported and
- licensing – whether the vessel is allowed to be in the location it was.

3.4.2.3.1 Identity Analysis

The analysis begins with a clear picture of the vessel's identity, including the captain's name and nationality. The boarding officers/VMS officers perform this risk analysis and continue with obtaining the date and last port of departure.

It includes whether the vessel can be found on various registered vessel lists mentioned above, including the relevant RFMOs list (WCPFC / AITTC in most cases), the FFA Good Standing list, and/or the PNA list of Registered Vessels with corresponding IMO numbers.

The information communicated in the arrival notification is verified against these lists. In addition, if available, the officers verify the FFA Vessel Compliance Index, which allows them to prioritise vessels with a lower ranking in a situation where more than one vessel is coming to port simultaneously.

3.4.2.3.2 Manoeuvring Analysis

The second step of the analysis concerns manoeuvring analysis of the vessel's fishing patterns.

MFMRD uses VMS data as the FFA shares near real-time VMS data among its members on all foreign-flagged vessels licensed to fish within its members' collective waters and the WCPFC VMS in the Pacific Ocean.

MFMRD also has access to a novel AIS/VMS data platform (Starboard.nz) that offers highly advanced algorithms specifically designed for fishing vessels analysis and use it if granularity in the data is of better definition than VMS data.

Furthermore, MFMRD can superimpose weather (wind & wave height) and oceanographic data on the Starboard.nz platform to finetune their analysis.

Thanks to the combination of VMS/AIS data analysis, MFMRD can analyse a vessel's voyage to identify where the vessel was fishing and corresponding vessel movement patterns depending on the fishery (activity consistent with fishing patterns and occurring at a certain time of day depending on the targeted species).

MFMRD's officers analyse the vessel's pattern for carrier vessels to identify any events indicating an undeclared transshipment. Once on board, the inspectors can verify whether the vessel declared rendezvous with other vessels during these patterns.

3.4.2.3 Licensing Analysis

Following the manoeuvring analysis, MFMRD verifies whether the vessel coming to port has the licenses, fishing authorisations, transshipment authorisations and other permits corresponding to its reported operations and the pattern detected on the VMS track analysis. That information is verified on the PNA FIMS e-Reporting system), FFA RSP and MFMRD's local database.

3.4.2.4 Port Use Determination

Kiribati's foreign vessel visits are mainly divided between fishing vessels coming to tranship their catch on carrier vessels in port and empty carrier vessels coming to load catch from fishing vessels. As such, the risk analysis performed by MFMRD is focused on fishing vessels to assess the legality of the catch and does not allow "port use" if the vessel's operators cannot prove legality.

The advantage MFMRD disposes of for their risk analysis is their access to FFA's tools, including FFA VMS, RSP and Good Standing List detailed above. Thanks to these, they do not rely on requesting information from flag States or RFMOs, as they often dispose of more information than the flag States themselves.

This risk analysis leads to a complete Arrival Vessel Intelligence Report (AVIR) that is communicated to the boarding officers and includes recommended boarding investigations with identified risks and targeted recommended verifications (including log sheets, logbook, and temperature records, as relevant).

This overall risk analysis focuses on the vessel's activity since the last time it left port. If the intelligence analysis shows no associated risks, MFMRD's inspectors still go on board to check the logbook at a minimum and verify situations on board, if nothing is found, confirm that they are authorised for transshipment operations by signing and stamping the logbook.

While port entry is granted when the vessel is on the WCPFC or FFA registries, port use remains subject to clearance following on-board inspections.

The risk assessment for vessels arriving in both Tarawa and Kiritimati takes place in Tarawa, and the AVIR is then passed to the boarding officers.

3.4.2.5 Vessels Inspection at Port

MFMRD maintains a rate of 100% inspection on all foreign vessels, including fishing and carrier vessels. The only exemptions are foreign longliners operating under charter to local fishing companies as long as they have not operated in other coastal states.

Trained fisheries inspectors go on board to look for specific issues identified by the intelligence analysis. Boarding and inspection operations are prioritised based on compliance risks identified in the AVIR.

The fisheries boarding officers arrive on pilot boats and board, having with them the details of any investigation they want to pursue on the vessels and know where to gather any evidence.

Inspectors inspect both fishing vessels and carriers at port arrival and authorise port use on whether the identified risks or issues are cleared, thanks to intelligence and inspection results. The rule that is applied in the MFMRD is that no fish can leave the donor vessels before officers clear it.

There is a strong economic incentive for vessels to cooperate with MFMRD's risk analysis and investigation, as port entry or port use will be delayed until receipt of the necessary information, which can result in high costs for the vessel operators.

Port use will be delayed when information regarding a vessel's activities is not forthcoming or when no clear explanation is given.

Boarding officers are fundamental to MFMRD's responsibilities as a responsible Port State. In case of identified noncompliance and potentially illegal behaviour, they oversee seizing evidence, including master/captain vessel's documents and catching gear and vessel.

3.4.2.6 Authorisation to Tranship or Unload.

Transshipping and unloading are the main forms of port use in Kiribati very seldom do crew changes, fuelling or reprovision take place since there is the availability of bunkers at sea in the region, and carriers provide the provisions and parts. Furthermore, there are no drydocking facilities for industrial fishing vessels in Kiribati.

Authorisation to tranship or unload is only given against full compliance from the vessels to the issue found by the pre-arrival intelligence analysis of issues found on board during the inspection.

Once satisfied with overall compliance and results of their investigations, transshipment and/or unloading are authorised in the inspection forms and signed and stamped in the logbook on the vessel's bridge.

3.4.2.7 Handling of Violations and Offences Detected on Vessels in Port

- a. In the event of any detected violation, the Officer should ensure they take time to establish the potential offences that may have occurred and ensure that all evidence that may be onboard the vessel is seized and secured.
- b. After discovering the alleged offending, the Fisheries Officer should contact the head of compliance and the legal advisor as soon as possible. They should also contact other relevant port authorities to ensure that any response is coordinated and supported.
- c. Suppose a more detailed vessel search is required to secure all evidence of the offending. In that case, the Fisheries Officer should instruct the vessel master that no catch, documentation, records, equipment or other items be transferred onto or off the vessel until or unless authorised by MFMRD. This directive should also be reinforced in writing where possible. To support this the Fisheries Officer can note the directive in the vessel deck logbook.
- d. Where the Fisheries Officer has probable cause to believe that an offence has been committed, they can seize anything onboard the carrier vessel that they believe might be used as evidence in any proceeding under Kiribati fisheries legislation. This includes fish, documents and equipment onboard the vessel.
- e. All items seized from the vessel should be documented and photographed. This should include what the item is, where it was found and when.
- f. A written receipt should be generated for all items seized from the carrier vessel, and this needs to include the grounds (reason) for the seizure.

3.4.3 Guide to completion of the Arriving Vessel Intelligence Report (AVIR)

The details of all information and processes required to support PSM decisions made by MFMRD Fisheries Officers is captured in a single AVIR form. This ensures that the PSM processes are continuous, and all previous analysis and verification is available to support subsequent PSM activities and decisions.

The AVIR is broken into seven sections that support the three different stages of the PSM process and these are described in the table below.

PSM Decision Points	AVIR Sections
Whether to permit port entry by individual fishing vessels and carriers seeking entry to Kiribati ports;	Part 1: Arrival Notification Part 2: Intelligence Analysis and Risk Determination
Whether to permit port use by individual fishing vessels and carriers granted entry to Kiribati ports; and	Part 3: Manoeuvring Analysis Part 4: Recommended Boarding Investigation Part 5: Other Boarding verifications Part 6: Boarding party and authorisation
Clearance for departure from Kiribati ports.	Part 7: Departure Clearance

Table 2: PSM Decision Points

The text on the left side of the page includes a detailed explanation of each process step to support the completion of the AVIR in support of MFMRD risk assessment processes. The section in orange running down the right edge of the page is intended to be a quick reference for officers to reinforce key risk assessment considerations.

3.4.3.1 Part 1: Arrival Notification

Arriving Vessel Intelligence Analysis Report

Part 1: Arrival Notification			
FV Name: TAIHO MARU	Flag: Panama	IRCS: 3FSL8	Type: Carrier
Flag state Registration # 51220-20	FFA Vessel Reg # 36061	WCPFC /IATTC VID# 4469	IMO# 9459591
WCPFC Flag State Authorisation # 04-105-4444-223-1249		WCPFC Flag State Authorisation Expiry Date: 19 Mar 2025	
Other RFMO Flag State Authorisation # IATTC #: 14341		Other RFMO Flag State Authorisation Expiry Date: N/A	
Master's name Hsiao Umetani	Nationality Japan	Port and Date of last Departure 30/12/2022 Busan	
Activity: ☐ Tranship ☐ Unload ☐ Receive fish (carrier) ☒ Operational Port Call			
Has the vessel entered Kiribati port before?	☒ yes ☐ no		If yes, note last dates: 26 Nov 2022
ETA of Vessel: 6 Feb		Responsible Agent: Romeo Bravo	

AVIR Part One: Arrival Notification – This section contains information about the vessel, the arrival details and requested port activities, and the authorisations held by the vessel. All fields in this section are automatically

Arrival Notification
Flag State
Authorisation

completed based on the AREP information submitted by the vessel agent, with the exception of the following four fields:

- a. **WCPFC Flag State Authorisation # and Expiry Date** – This information is obtained from the [WCPFC Record of Fishing vessels \(RFV\)](#) or [ICCAT Record of Vessels](#) for the vessel. Presence in the Registers triggers port entry (in following section)
- b. **Other RFMO Flag State Authorisation # and Expiry Date** – Based on the areas that the vessel has operated, checks should be made of the RFV for that RFMO to ensure the vessel was authorised by the flag State to operate in that area. For carrier vessels this will most commonly be the Inter-American Tropical Tuna Commission (IATTC). Note that the IATTC requires members to notify a time period for authorisation of transshipping but does not currently display this on its RFV records.
- c. **Has the vessel entered Tarawa or Kiritimati port before?** – The previous port visits by carrier vessels can be found in the departure record information on the MFMRD Fisheries Information System. If the vessel has been into port \ before then the previous port record (including analysis and inspection results) should be viewed to ensure risks previously identified are understood and considered.

Regional and sub-regional vessel records and vessel monitoring data maintained by WCPFC, FFA and PNA will be central to this verification. It is important to verify details such as port and date of last departure as this is when the last inspection should have been completed. Any inconsistencies in details submitted should be noted in the form for verification prior to approving port entry or during the vessel inspection.

Additional information should be requested, as required, from vessels not on the WCPFC RFV to ensure the AVIR can be completed in full.

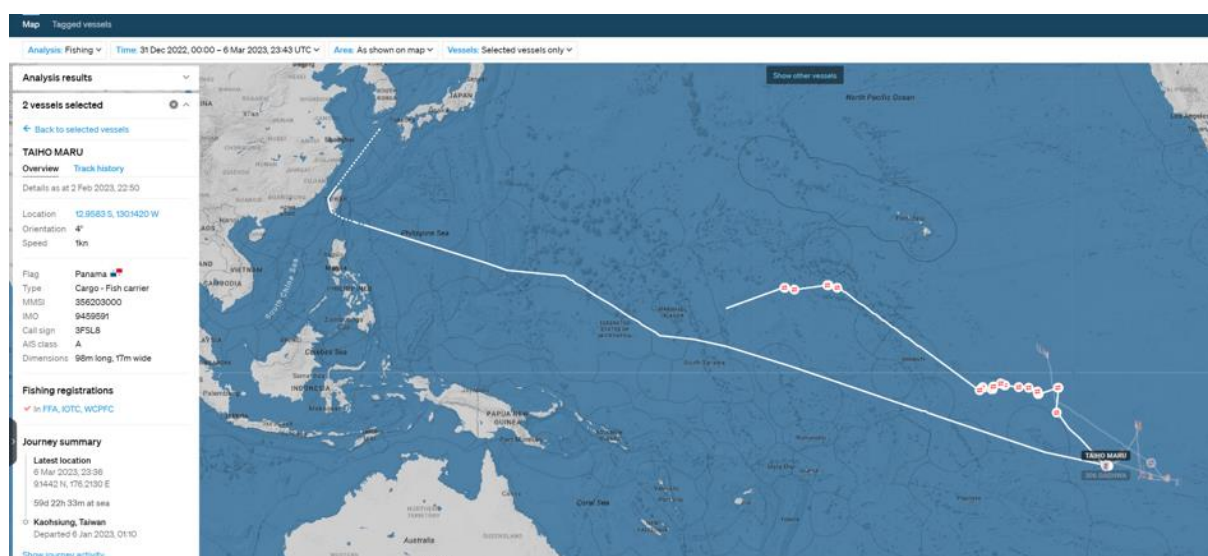
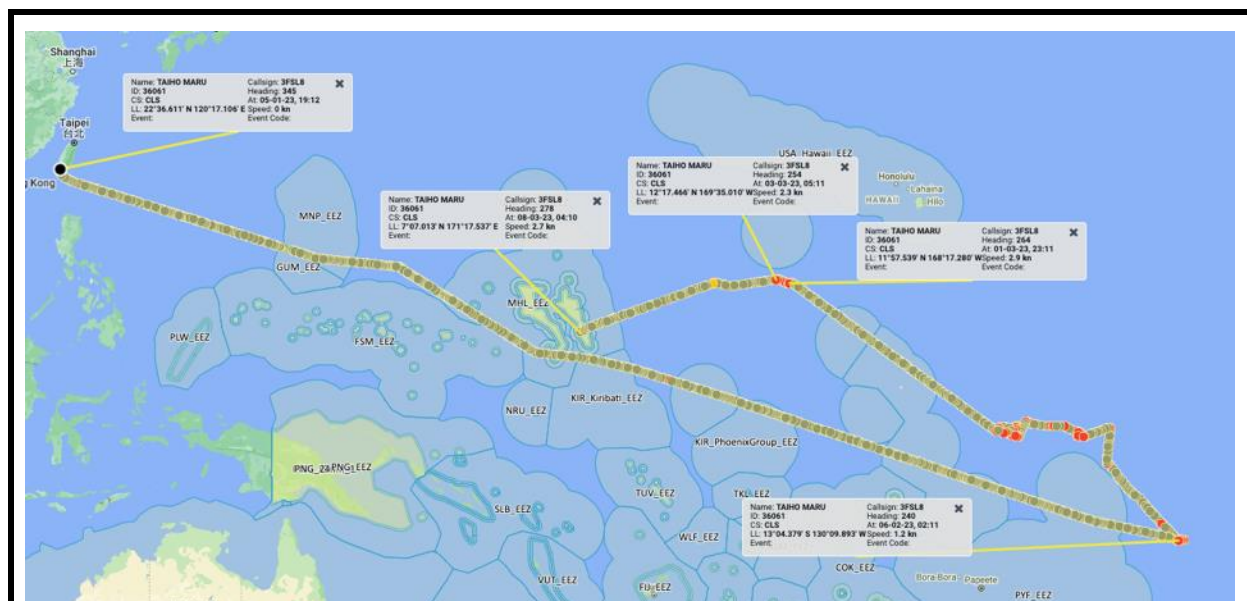
Flag States need to authorise their vessels to operate in areas beyond national waters and within in RFMO waters. This authorisation is captured in the RFMO record of fishing vessels and needs to be checked to confirm the vessel is authorised

Previous Port Entry

If the vessel has entered port in Kiribati before then the last AVIR completed for this port entry is an important record to inform risk assessment.

3.4.3.2 Part 2: Intelligence Analysis and Risk Determination

Part 2: Intelligence Analysis and Risk Determination		
Is the vessel on any IUU list? ☐ Yes ☒ No	FFA Vessel Compliance Index: -3	Comment: Historical compliance index record from when the vessel was transiting in an EEZ in which it was not licensed.
VMS / AIS data available for the entire current trip?	☒ yes ☐ no If no, then note reporting gaps during current trip:	
VMS Track (screenshot)		



Areas active during the current trip based on VMS data

High Seas IATTC
High Seas WCPFC

Licensing and reporting for Vessel (from FIMS or provided by vessel)

Country of Licence	Licence #	Valid From	Valid To
N/A			
FSMA Arrangement	N/A		
Has the vessel only conducted fishing related activities in the WCPFC?	☐ yes ☒ no	Are activities consistent with licences held and flag State authorisation?	☒ yes ☐ no

Is the reported catch onboard consistent with reported vessel activities?	X yes ☐ no	Explain any discrepancies:	
Identity Risk:	LOW: Vessel identity confirmed FFA, WCPFC and IMO.		
Fishing License and Authorisation Risk:	LOW: Flag State authorisation confirmed.		
Reporting Risk:	LOW: Vessel has provided stowage plan that identifies vessels, dates and quantities transhipped. To confirm transshipment declarations onboard.		
Port Entry Recommendation (only for non WCPFC/ IATTC) vessels:			

AVIR Part Two: Intelligence Analysis and Risk Determination – This section conducts a preliminary risk assessment of the vessel and ensures that it was authorised to carry out the activities it is undertaken during the current trip. All fields in this section are completed by the MFMRD Fisheries Officer as explained below. Is the vessel on any IUU list? – Checks should be made to ensure that the vessel is not on any IUU list. This check is undertaken during licensing and registration processes for all vessels that hold a licence to fish in RMI waters and for all vessels in Good Standing on the FFA Regional Vessel Register. Therefore, independent checks need only be completed for vessels that are not licensed to fish in Kiribati waters nor on the FFA Regional Vessel Register. a. FFA Vessel Compliance Index – The vessel compliance index rating for each vessel is noted in the FFA Regional Surveillance Picture (RSP). This includes a comment on the reason for the rating assigned to the vessel and this should be captured in the AVIR also. If the vessel does not have compliance index rating, then the officer should enter -5 with a comment that the vessel does not appear in the RSP. b. VMS data available for the entire current trip? – VMS data is available in the Trackwell System for vessels that are on the FFA RFV. If the vessel is not on the RFV, then sources for AIS data (such as Starboard) should be used to examine the available vessel positional data for the entire current trip. Note in the AVIR any gaps in the positional reporting by the vessel for further examination. c. VMS Track (screenshot) – Insert a screenshot of the available VMS or AIS data for the vessel for the current trip. d. Areas active during current trip based on VMS data – Based on the VMS or AIS data for the vessel for the current trip list the areas (States and high seas areas by RFMO) in which the vessel has conducted fishing related activities.	Intelligence Analysis and Risk Determination (As Much as Possible Examine) Is the Carrier on any IUU list? What is the compliance Index rating of the vessel? VMS and/or AIS data should be available for the entire current trip. Screenshot vessel movements during the trip as shown in VMS/AIS data. Identify the areas the vessel has been active during the current trip (national and RFMO).
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e. Licensing and reporting for Vessel (from FIMS or provided by vessel) – Not all vessel licences for other FFA Member States are currently available electronically. If the vessel has been conducting fishing in the EEZs or transshipments in the ports of other FFA members prior to requesting port entry in Kiribati, then copies of the licences (or transshipment authorisations) for these FFA Members should be requested from the vessel prior to endorsing port entry. f. Has the vessel only conducted fishing related activities in the WCPFC or IATTC? – Vessels that have conducted activities outside of the WCPFC present an increased risk due to their being less available information and knowledge on these activities. The actual risk presented will depend on the area of operation and the activities conducted. g. Are activities consistent with licences held and flag State authorisation? – Compare the areas where VMS/AIS data indicate that activities (transshipment or bunker activity) were carried out and confirm that licences or authorisations were held for these activities. If there are doubts then this should be confirmed onboard the vessel during the inspection, or in more serious cases port entry decisions can be deferred until this is confirmed. h. Is the reported catch onboard consistent with reported vessel activities? – Catch onboard, as reported in the hatch plan (or other documents provided by the vessel) should be compared with what was reported in the AREP supporting documents. The MFMRD Fisheries Officer should assess if this matches the activities that have been identified in the VMS/AIS data, especially where there are slow speed or drift events. This is just an initial examination to inform the port entry recommendation, and a more detailed analysis is undertaken as part of the manoeuvring analysis undertaken to inform the inspection and subsequent port use decisions. Note any discrepancies that you notice. If port entry is endorsed, then any discrepancies should be examined in more detail as part of the manoeuvring analysis and followed up during the vessel inspection. i. Identity Risk – Based on a comparison of the information provided by the vessel agent and information in national, sub-regional and regional registers, assess the risk that the vessel has falsified any component of its identity. The identity risk should be assessed as low, medium or high risk based on analysis of the available information. Briefly explain the reasons for your assessment. If the vessel is not authorised to operate in the WCPFC, then identity risk should be recorded no lower than medium risk and more stringent identity checks should be completed during the inspection. j. Fishing License and Authorisation Risk – Has the vessel demonstrated that it has authorisations for all the activities (potential or actual transshipments or bunker activities) that it has carried out during the current trip? Do all the donor and support vessels that the carrier vessel has had encounters with during the	Check the authorisation and licences held permit the vessel operations as indicated in VMS and/or AIS data in the areas of operation. Check the catch onboard consistent with reported activities. For carriers: Check the vessels hold licences and authorisations during the trip prior to transshipment. Check there are not any gaps in donor vessel reporting where potential non-compliant fishing or related activities could have occurred. Assess the identity risk for the vessel. Assess the fishing licence and authorisation risk for the vessel.
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current trip have authorisations for the fishing and other activities they have carried out? The Fishing License and Authorisation Risk should be assessed as low, medium or high risk based on analysis of the available licence and authorisation information and a comparison with the areas the vessel has operated in the current trip. Briefly explain the reasons for your assessment. k. Reporting Risk – Conduct an initial assessment of whether the vessel may have conducted any unreported transshipment activities. This is based on analysis of the reported catch onboard and vessels that it has interacted with during the current trip. If catch records are available for the donor vessels, then confirm the reported catch aligns with the record of species quantity transhipped. The Reporting Risk should be assessed as low, medium or high risk based on analysis of the information reported by the vessel, compared with the AIS/VMS picture obtained. l. Port Entry Recommendation – If the vessels is not on the WCPFC register, then based on the assessed Identity, Fishing Licence and Authorisation and Reporting risks, make a recommendation on port entry. If the vessel is seeking port entry in situations of force majeure (vessel or crew safety) then port entry must be endorsed. This recommendation can be either ‘Endorse Port Entry’ or ‘Do Not Endorse Port Entry’. In the case that port entry is endorsed, no further action is required. In all cases where there is sufficient resourcing to manage the risk associated with the vessel, MFMRD will seek to allow port entry to facilitate in port inspections and effective action in relation to suspected cases of IUU. • If the port entry recommendation is ‘Do Not Endorse Port Entry’, then the Fisheries Officer communicates this as soon as possible to Ports Authority and vessel agent. MFMRD will also notify the flag State, the FFA Regional Fisheries Surveillance Centre (RFSC), other neighbouring port States and any coastal States within which the vessel has operated during the trip. The following steps in the AVIR process will not be required to be completed. • If the port entry recommendation is to ‘Endorse Port Entry’ then the Fisheries Officer will continue with the following AVIR steps. No further action is required and the Ports Authority will continue with arranging port entry for the vessel.	Assess the reporting risk for the carrier vessel. Make a port entry recommendation. If the recommendation is ‘Do Not Endorse Port Entry’ commence notification processes. If the recommendation is ‘Endorse Port Entry’ carry on with AVIR processes. If the vessel is not authorised to operate within the WCPFC, then more stringent checks should be completed during the vessel inspection.
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3.4.3.3 Part 3: Manoeuvring Analysis

Part 3: Manoeuvring Analysis
Does an assessment of areas of operation, slow speeds, drifting events, speed and distance between events, and proximity analysis identify any vessel activities, unreported port calls and manoeuvring that is not compliant with vessel authorisations, licences or permits?
Encounters – 2 February (High Seas IATTC). 3 February, 4 February, 5 February, 6 February, 8 February (High Seas IATTC/WCPFC Overlap). 9 February, 10 February, 11 February, 13 February, 14 February, 15 February, 16 February, 17 February, 21 February, 22 February, 23 February, 24

February (High Seas IATTC). 1 March 2023, 2 March 2023, 3 March 2023, 4 March 2023, 5 Mar 2023 (WCPFC High Seas).	
Unexplained Slow Speeds – 1 February and 6/7 February (High Seas IATTC/WCPFC Overlap). Check vessel logbook and engineers logbook.	
Screenshots of Operations of Interest During Current Trip (Concentrate on those that do not align with reported activities or that indicate possible non-compliance)	
<i>Manoeuvring Analysis Compliance Risk:</i>	Medium: Unexplained Slow Speeds – 1 February and 6/7 February (High Seas IATTC/WCPFC Overlap). Check vessel logbook and engineers' logbook.

AVIR Part Three: Manoeuvring Analysis – Following a recommendation to endorse port entry, a more detailed analysis of the vessel movements and activities during the current trip should be undertaken. The Manoeuvring Analysis is a detailed analysis to ensure that the activities undertaken in the current trip were compliant with the requirements of coastal States (for any activities in any EEZ) and the vessel's flag State (including RFMO requirements for any activities on the high Seas). ✓ The Manoeuvring Analysis should <u>examine the areas of operation during the current trip</u> to identify any potential unreported port calls or operations in closed or other areas where the vessel may not be authorised to operate. ✓ For Fishing Vessels: depending the gear, is relatively easy to identify fisheries manoeuvring based on track and speeds. ✓ For Carriers: Depending on their size and sea conditions, carrier vessels generally transit at speeds between 8kn and 12kn. They will generally transit to an area to conduct transshipments and fishing vessels will generally move to the carrier vessel (almost always in port) once the carrier vessel is in the area. However, for at sea transshipments, the carrier may also move closer to fishing vessels with transshipments generally occurring in groups. This movement between individual vessels or groups of vessels will generally be at normal transit speed. So, the manoeuvring analysis should look for and examine periods of slow speed (less than 2kn) or periods of drift (movement consistent with existing currents and wind), as these are speeds at which transshipments and other interactions can occur. ✓ The manoeuvring analysis should also assess if there are any concerns with regards the accuracy of the positional data reported by the vessel during the current trip. Look for anomalies in the reported positional data, do all	Manoeuvring Analysis (As Much as Possible Examine) Examine Areas of Operation Possible Port Calls Pattern of Behaviour Slow Speed Drifting Proximity Analysis Unreported Encounters Donor Vessels Examine Areas of Operation Fishing Events Drifting
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reported positions across different data sources (AIS/VMS) align and make sense? ✓ Proximity analysis should be undertaken at the time of the identified slow speed events to identify any vessels in the vicinity that the vessel may have interacted with. Fishing and other vessels identified through the proximity analysis should be cross checked with the hatch plan or other documentation submitted by the carrier vessel to identify any potential unreported transshipments or other interactions. ✓ Any identified periods of slow speed or drifting that do not align with vessel interactions reported by the carrier vessel should be noted for further investigation during the inspection. ✓ Where possible, the activities of the fishing vessels that have interacted with the carrier vessel (both reported and identified through manoeuvring analysis) should be examined to ensure the legality of the catch transhipped. A similar analysis should be undertaken to look for periods of slow speeds or drifting at which possible encounters may occur as well as analyse speed at which fishing activities can occur. ✓ During the manoeuvring analysis the MFMRD Fisheries Officers should also examine the carrier vessel transit speeds to identify any transits that would require speeds in excess of its normal transit speeds. These may indicate some manipulation of vessel positional reporting. ✓ If the fishing vessels are PNA authorised, then Fisheries Officers may be able to examine the vessels e-Logs on the PNA FIMS database. Where this information is available then Officers should compare the logsheets of the donor vessels with the reported transhipped catch to ensure consistency and accuracy of reporting.	Slow Speed Other Encounters Electronic Logsheets (if e-reporting) Observer reports (if e-reporting) Does the Manoeuvring Analysis highlight any potential unreported or unauthorised activities by the vessel or any vessels it has interacted with?
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3.4.3.4 Part 4: Recommended Boarding Investigation

Part 4: Recommended Boarding Investigation		
Risk	Recommended Checks	Investigation Results
Identity:	Confirm Vessel Markings (Consistent with Identity) Confirm Captain name and nationality.	
Fishing License and Authorisation:	Verify licences onboard and/or flag State Authorisation (high seas permit including conditions)	
Reporting:	Potential interaction with LUNG SOON No212 16 Feb 2023 not reported.	

	Potential interaction with LUNG SOON No116 16 Feb 2023 not reported. Both less than 3 hours. Check deck logbook and establish the purpose of the interactions.	
Manoeuvring Analysis Compliance Risk:	Unexplained slow speeds on 1 February and 6/7 February 2023. Check deck logbook for noted vessel activities. Check engineer's logbook for any temperature deviation in the holds that could indicate catch coming onboard.	

AVIR Part Four: Recommended Boarding Investigation – Based on the assessed Identity, Fishing Licence and Authorisation, Reporting and Manoeuvring Analysis Compliance Risks identified in earlier sections, transfer any issues identified and recommend specific checks that should be completed onboard the vessel during the carrier vessel inspection. - In the case of risks associated with vessel identity, checks should be undertaken of vessel records, most of which will be found on the bridge of the vessel. On many vessels the captain will have an office attached to or near their quarters, which may also contain other documents that can help confirm identity and activities. Checks should also be made of the vessel markings to ensure these comply with requirements and Fisheries Officers should look for any sign that the identifiers may have been altered. The IRCS is required to be displayed on the vessel's hull or superstructure, on both port and starboard and is required to be no less than 1.0 metre high on all vessels over 25 metre length. The name of a vessel must also be marked and be clearly visible on the exterior of both bows and on the stern of the vessel. - For risks associated with the fishing license and/or authorisation, physical copies of the licences and authorisations produced with the AREP should be verified while onboard the vessel. Ensure the details match the vessel details submitted with the AREP and found on national, sub-regional and regional registers and confirm any conditions attached to the licences and authorisations. If available onboard, Fisheries Officers should also verify licences or authorisation details of any donor vessels. These will generally be kept with the transshipment declarations for the interactions with each vessel. - With any reporting risks, check and ensure that the carrier vessel has transshipment declarations for all reported transshipments and any potential transshipments identified through pre-boarding analysis. These can be compared with other records maintained onboard, such as mate's receipts that	Recommended Boarding Investigation <i>This takes the results of the analysis undertaken in response to the AREP and considers the checks required, and evidence available, onboard the carrier vessel.</i> Key records onboard the vessel include: - Physical copies of licences, authorisations confirming vessel identity details are correct. - Physical markings on the vessel and identity details on documents onboard vessels. - Records of transshipment declarations onboard. - Hatch plans and mate's receipts for transshipments. - Deck logbook that notes activities at sea and records routine navigational information for the vessel. - Chief Engineers logbook and other hold/well
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will record the agreed quantities. These will generally be kept on the bridge. For suspected unreported transhipments, the bridge logbook and the chief engineer's logbook are two key sources of information that should be checked. The bridge logbook provides a useful summary of activities at sea and records routine navigational information and meteorological information. There may also be other logbooks and records maintained on the deck of the vessel and in the captain's quarters. The chief engineer's logbook records hold temperature records at set intervals so can be a useful indication of when the holds are open. This logbook is generally kept in the main control space of the engine room on the vessel.

- d. For risks identified in the Manoeuvring Analysis, periods of interest (based on events like unexplained slow speed or drift events) should be examined in records kept onboard the vessel. Transhipment records should be examined and the level of verification of these records undertaken should be dictated by the level of risk identified in the pre-boarding analysis. Again, key records to examine onboard include the bridge logbook and the chief engineer's logbook, but also look for other records that may be kept onboard the vessel. Activities recorded in the bridge logbook during periods of interest should be examined and compared with the activities identified in the Manoeuvring Analysis. Similarly, the chief engineer's logbook can be examined for any identified periods of interest with particular attention paid to increases in temperature during these periods that could indicate the receipt of fish that has not been declared or reported.

temperature records that can indicate catch being moved into, or out of the holds/wells.

- *The GPS chart plotter, VMS Mobile Transmitter Unit (MTU) and other positional data records available onboard the carrier vessel.*

These records can be checked and compared.

3.4.3.5 Part 5: Other Boarding verifications

Part 5: Other Boarding verifications				
Element	Requirement	Yes	No	Comments
Vessel Exterior Markings	<i>Markings visible</i>			
	<i>Markings consistent with details provided</i>			
Catch Log Sheet (if not using e-log)	<i>Approved format and version used</i>			
	<i>Captains name correspond to the vessel crew list</i>			
Hatch/Stowage plan	<i>Stowage plan is in line with log sheet or for carrier vessels is consistent with other</i>			

	documentation onboard.			
Carrier Specific	Estimated quantity links to provider FV's logsheets.			
Any other issues identified on Board?				

AVIR Part Five: Other Boarding Verifications – This section records any specific issues that the Fisheries Officer identifies onboard. The catch log sheet section is specific to fishing vessels so is not completed for carrier vessel inspections.

- a. **Vessel Exterior Markings** – Specific checks are carried out on the vessel exterior markings to ensure they are clearly visible. For carrier vessels this examination is best started in the boarding boat before you board the carrier, where you can examine and photograph vessel bow and stern markings to ensure they are clearly visible and comply with requirements. The results of this visual inspection is recorded in this section of the AVIR.
- b. **Hatch/Stowage plan** – The hatch/stowage plan should be compared with other records onboard, such as transshipment declarations, mates' receipts and other logbooks and reports onboard to ensure that the quantities and records of catch onboard are consistent. This can also be compared with logbooks and other records, such as the bridge logbook, that note vessel activities and manoeuvring. The results of this comparison are recorded in this section of the AVIR.
- c. **Estimated quantity links to provider FV's logsheets** – Where e-Logs are available for donor vessels then this information should be recorded or accessed during the inspection and used to verify records onboard the carrier vessel. The accuracy of the reported quantities should be recorded in this section of the AVIR. Note any suspected issues with reporting for verification by port monitors.
- d. **Any other issues identified on Board?** While onboard the vessel, the Fisheries Officer should be aware of any potential offending and associated evidence that can support proving this. Make note of any potential issues and photograph or obtain copies of as many records as they can onboard for further analysis post-inspection. Any other issues (real or potential) can be recorded in this section of the AVIR.

Other Boarding Verifications

- When checking vessel exterior markings, so may be easiest to examine from the boarding boat before embarking.
- The **hatch plan** and other documents submitted with the AREP can be compared with vessel records onboard, such as transshipment declarations, mate's receipts and other activity records maintained onboard.
- If any donor vessels are **electronic reporting** in PNA FIMS then this catch and effort data can be used to verify quantities in the hatch plan.
- One of the most important information sources that can help inform inspections is the **assessments of the inspectors during previous inspections**. Try to note where there may be areas of high risk of non-compliance onboard the vessel to inform any subsequent vessel inspections.

3.4.3.6 Part 6: Boarding party and unloading authorisation

Part 6: Boarding party and unloading authorisation			
Officer/s			Captain:
Date / Time			
Port Use authorised			
Yes	Transhipping to:	1 st	2 nd

AVIR Part Six: Boarding party and authorisation – Following the completion of the inspection, if the Fisheries Officer is reasonably satisfied that there is no evidence of any IUU fish onboard the vessel or that any IUU activities have been carried out by the carrier vessel, then they should authorise port use. The Officer and vessel captain will sign the **Boarding party and authorisation** section of the form. The form is dated, and then port use can commence. MFMRD monitors one hundred per cent of transhipments, so these activities should only be authorised once the port monitoring activities have been arranged.

- ✓ Port Use is only authorised after inspection. Any transhipments to the carrier vessel can only commence once port monitors have been planned and deployed, and each donor vessel cleared.
- ✓ The Fisheries Officer will also sign the deck logbook onboard the carrier vessel if port use is authorised.
- ✓ Suppose the Fisheries Officer believes there is evidence of IUU fish onboard the vessel or that IUU activities have been carried out by the vessel. In that case, they will not authorise port use. The officer should secure as much evidence as possible (photographs and physical evidence) and instruct the carrier vessel master that no catch will be unloaded. No records will be removed from the vessel pending further instruction from MFMRD. Where possible, an MFMRD or Maritime Police officer should remain onboard the carrier vessel to ensure this directive is complied with while all evidence is secured. The MFMRD Fisheries Officer should liaise with the MFMRD Legal Counsel on the next steps. The MFMRD Fisheries Officer should note all actions and statements made onboard.

Where Fisheries Officer believes that there is evidence of IUU fish onboard the vessel, or that IUU activities have been carried out by the vessel:

- Secure all evidence of potential or alleged offending. This could include catch onboard, vessel reports, documents and other records, and crew and observer statements.
- The Fisheries Officer should issue a verbal directive that no records, documents or catch shall be removed from the vessel without the authorisation of MFMRD.
- Make sure any evidence is documented (where it was found, when it was found, what is is) and photographs are taken of evidence where it was discovered.

Notify MFMRD Legal Counsel as soon as possible.

3.4.3.7 Part 7: Departure Clearance

Part 7: Departure Clearance		
Departure advised with 24 hrs Notice?		
Date of departure:		
Observer on board	Name	Trip Details
	Safety briefing	No alcohol policy
	Briefing of master	Accommodation up to standards

Estimated Quantities of species to be retained on board (or negative report if no catches)		
Species	Estimated total weight (kg)	Presentation of fish / Frozen / Discard

Captain / Master

Name	Nationality / ID #	Signature
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For official use only

Cleared to depart	Yes
	No Reasons
Name of officer	
Date and Stamp	

Part Seven: Departure Clearance – Once the carrier has completed its approved activities in port and has notified departure, a departure clearance (inspection) must be completed.

- ✓ The vessel is required to provide 24 hours' notice of departure to allow for the inspection to occur. This notification should be accompanied by copies of the cargo manifest, full hatch plan or equivalent documents. If the vessel has not given 24 hours' notice, or not provided the required information then the MFMRD Fisheries Officer can issue a directive that the vessel remain in port until all information is provided and the departure clearance has been completed.
- ✓ Details of any Observer embarked onboard the vessel should be noted, along with the briefings provided. The Fisheries Officer should also check and ensure that the Observer accommodation is up to standard (officer level accommodation) and ensure adequate food and medical facilities are onboard.
- ✓ Records of the estimated quantities of species onboard the carrier vessel should be recorded and compared with the port monitoring records, transshipment declarations and mates' receipts to confirm accuracy.
- ✓ If all checks during the departure clearance are okay, then the Fisheries Officer authorises vessel departure. This is noted on the AVIR and by signing in the carrier vessel deck logbook.
- ✓ If there are any concerns related to the checks carried out during the departure clearance in relation to:
 - 1.1. Catch retained onboard;
 - 1.2. Any activities carried out in port, or
 - 1.3. The safety of the observer already, or being, embarked on the carrier vessel;

The officer will not authorise port departure until such time as they are satisfied that the issues have been resolved, or appropriate action has been taken by MFMRD. A directive should be issued by the MFMRD Fisheries officer that the vessel shall not leave port until the departure clearance has been received. The officer should notify the MFMRD Legal Counsel and Ports Authority of the decision.

Departure Clearance

- *The purpose of the departure clearance is to confirm the quantities and legality of any catch onboard the carrier vessel before it leaves port.*
- *It also supports observer safety by ensuring key checks are made, and briefings given before the vessel leaves port.*
- *For Carriers: A copy of the cargo manifest, full hatch plan or equivalent document should be checked against documentation onboard the vessel.*

If there are any concerns with any of the checks undertaken, then the vessel should not be allowed to depart port until these have been resolved to the satisfaction of MFMRD officers.

4 Standard Operating Procedures

4.1 SOP1: Vessel's arrival notification and port entry

4.1.1 Using FFA ePSM tool

Log in and follow the instructions in the Web App

4.1.2 Manual Procedure

Responsibilities: Intelligence Analysis VMS team

Step	Action	Vessel	Agent	MFMRD
1	Agent/Vessels advices to MFMRD with at least 48 hours prior to the port arrival of the vessel	X	X	
2	MFMRD acknowledges reception and starts the process.	X	X	X
3	MFMRD checks on WCPFC or IATTC portals, as well as VMS / FIMS portal and assesses the legality of the vessel via the described analysis and a report is made under the template 1 – Arriving Vessel Intelligence Report			X
4	If MFMRD finds reasons to deny port entry (i.e. vessel in IUU list or other cases). It communicates this as soon as possible to Flag state, Line Agencies and Agent			X
5	MFMRD authorises port entry, and advice the Agent. <i>Port Use is only authorised after inspection and against the presence of monitors.</i>			X

4.1.2.1 Intelligence Analysis Report Template



Arriving Vessel Intelligence Analysis Report

Part 1: Arrival Notification			
FV Name:	Flag:	IRCS:	Type:
Flag state Registration #	FFA Vessel Reg #	WCPFC #	IMO#
Master's name	Nationality	Port and Date of last Departure	
Activity: ☐ Tranship ☐ Unload ☐ Receive fish (carrier) ☐ Operational Port Call			
Timeframe required: ☐ 48 hrs ☐ 72 hrs		Application complete: ☐ yes ☐ no	Need to re-submit?
ETA of Vessel: 6 Feb		Responsible Agent:	
ETA of Fisheries Boarding Party			

Part 2: Intelligence Analysis and Risk Determination			
FFA Vessel of Interest ☐ Yes ☐ No	FFA Good Standing ☐ Yes ☐ No	FFA Vessel Compliance Index	
Identity Risk:	LOW: Vessel identity confirmed FFA, WCPFC and IMO		
MTU is functioning	☐ Yes	☐ No	Manual Record should be available and updated
VMS Track (screenshot)			

FIMS licensing and reporting			
Country of Licence	Licence #	Valid From	Valid To
FSMA arrangement			
Fishing License and Authorisation Risk:	Low, Medium, High:		

Reporting Risk:	Low, Medium, High:
Manoeuvring Analysis. (sets determinations, Drifting, Speeds, courses, distances travelled in between set, etc)	
Screenshots of identified Operations	
Operations Compliance Risk:	Low, Medium, High::

Part 3: Recommended Boarding Investigation		
Risk	Recommended Checks	Investigation Results
Identity:		
Fishing License and Authorisation		
Operations compliance		
Reporting:		

S

Part 4: Other Boarding verifications				
Element	Requirement	Yes	No	Comments
Vessel Exterior Markings	Markings visible			
	Markings consistent with details provided			
Catch Log Sheet (if not using e-log)	Approved format and version used			
	Captains name correspond to the vessel crew list			
Hatch/Stowage plan	Stowage plan is in line with log sheet			
Carrier Specific	Estimated quantity links to provider FV's logsheets			

Any issues other issues identified on Board?

Part 5: Boarding party and authorisations		
Officer/s		Captain:
Date / Time		
Port Use authorised		

Yes	Transshipping to:	1 st	2 nd
	Landing to:	1 st	2 nd
No	Summary Reasons		

Part 6: Departure Clearance		
Departure advised with 24 hrs?		
Date of departure:		
Observer on board	Name	Trip Details
	Safety briefing	No alcohol policy
	Briefing of master	Accommodation up to standards

Estimated Quantities of species to be retained on board (or negative report if no catches)		
Species	Estimated total weight (kg)	Presentation of fish / Frozen / Discard

Captain / Master

Name	Nationality / ID #	Signature
------	--------------------	-----------

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Cleared to depart	Yes
	No Reasons
Name of officer	
Date and Stamp	

4.2 SOP 2: Boarding, Inspection and Port Use approval

4.2.1 Using FFA ePSM tool

Log in and follow the instructions in the Web App

4.2.2 Manual Procedure

Responsibilities: *Boarding team*

Step	Action	Vessel	Agent	MFMRD
1	Based on the intelligence provided by SOP 1 the boarding and inspection would be targeted under the results		X	X
2	Boarding Officer gets the Intelligence Analysis Report , the Inspection Checklist (standard) or a future App			X
3	Agent advices of ETA for boarding party and either officer join them or go on their own boat (preferred)		X	X
4	Officers board the vessels and conducts vessel arrival inspection using the Intelligence Analysis Report , the inspection form			X
5	Based on findings MFMRD either: a) Authorises unloading (landing/transshipment) or b) deny it.			X
5.a	If a) Authorises, then maintains a copy of the i. filled form ii. the logsheet iii. the hatch plan iv. Other documentation v. returns to office and files documentation vi. advice MFMRD monitors to be deployed to control transshipment volumes			X
5.b	If b) it denies it, it communicates immediately to MFMRD legal, starts report and communicates to maritime Police			X
6	If landing/transshipment is authorised, MFMRD monitors are deployed to control transshipment volumes			X

4.3 SOP 3: Monitoring in Port

4.3.1 Transhipments

Step	Action	Vessel	Agent	MFMRD
1	Agent provides copies of: a. Mates receipt b. Hatch Plans of carrier prior and after the transhipment	X	X	
2	MFMRD Monitors function are: a. Record estimates of catch volume and composition b. Record the presence of species of interest c. Record potential MARPOL contraventions d. Provide the data to the compliance unit			X
2	MFMRD Compliance a. Crosscheck for general consistency with log-sheet volumes b. Crosscheck for general consistency with monitors data c. Receives and stamps original documentation for approval. d. Returns to office and files documentation. e. If needed, sends copy to Flag State			X

4.3.2 *Landing for containerisation*

Step	Action	Vessel	Agent	MFMRD
1	Vessel/Agent provides copies of: a. Summary of volumes landed per species per day b. Summary of volumes and species per container including container ID c. Empty and full weight per container from port scale and weight limits by the shipping line. If no port scales not working then winch scales is to be used for best estimates	X	X	
2	MFMRD monitors function are: a. Confirm catch volume and composition from scales b. Record the presence of species of interest c. Record potential MARPOL contraventions d. Provide the data to the compliance unit			X
3	MFMRD Compliance a. Crosscheck for general consistency with log-sheet volumes b. Crosscheck for general consistency with MFMRD monitors data c. Receives and stamps original documentation for approval. d. Returns to office and files documentation e. If needed, sends copy to Flag State f. Prior to authorising loading in container vessel request copy o Bill of lading and confirms weights per container			X

4.3.3 *Landing for processing*

Step	Action	Processor	MFMRD
1	Company provides copies of: a. "Weight in" records per species per day b. If containers are used for temporary storage, then empty and full weight per container c. Summary of received volumes per specie per vessel	X	
2	MFMRD monitors function are: a. Confirm catch volume and composition from scales b. Record the presence of species of interest c. Gets copy of processor stowage plan d. Provide the data to the compliance unit		X
3	MFMRD Compliance a. Crosscheck for general consistency with log-sheet volumes b. Crosscheck for general consistency with MFMRD monitors data c. Receives and stamps original documentation for approval. d. Returns to office and files documentation e. If needed, sends copy to Flag State		X

4.4 SOP 4: Vessels Departure Clearance

4.4.1 Using FFA ePSM tool

Log in and follow the instructions in the Web App

4.4.2 Manual Procedure

4.4.2.1 Fishing Vessels Departure Clearance Process

Step	Action	Vessel/Agent	MFMRD
1	Vessel/Agent advises to MFMRD with at least 24 hours prior to port departure of the fishing vessel	X	
2	MFMRD a. Boards the fishing vessel with the AVIR and inspects wells and dry lockers for catch retained and records species and estimated volumes based on masters appraisal b. Gets captain signature on the form c. Returns to office and files documentation d. If needed, sends copy to Flag State		X

4.4.2.2 Carriers Departure Clearance Process

Step	Action	Vessel/Agent	MFMRD
1	Vessel/Agent advice MFMRD with at least 24 hours prior to port departure of the carrier. Provides copies of cargo manifest, full hatch plan or equivalent document	x	
2	MFMRD a. Finds the mates receipts for each of the Fishing Vessels that had transhipped to that carrier and the post transshipment carrier's hatch plan collected under part 2 of this SOP b. Crosscheck randomly the information in those documents with the carriers cargo manifest, full hatch plan c. In case of differences officer investigates the reasons and if those are not fully explained, it communicates with Port authority and stops the departure of the carrier until the differences are cleared d. Returns to office and files documentation e. If needed, sends copy to Flag State		X

5 Annexes

5.1 Time Zones

A time zone is a region on Earth that has a uniform standard time for legal, commercial, and social purposes. On some vessels all the times relate to the zone time of their flag State or company headquarters.

When inspecting logbooks and fishing event times, check or query the time zone that the vessel was working in and if the vessel changed time during its trip. This would have to be considered when comparing fishing times at different positions. Greenwich Mean Time (GMT), now called Coordinated Universal Time (UTC) is the time at the Prime Meridian through Greenwich which establishes a common standard for time of events, e.g. VMS times of positions are in UTC which can then be converted to local time using the time zone calculations.

5.2 Basic nautical terms

TERM	GENERAL MEANING
Starboard	The right hand side of the vessel when looking forward.
Port	The left hand of the vessel when looking forward.
Forward	The forward part of the vessel (that is, towards the bow).
Aft	The after or rear part of the vessel (that is, towards the stern).
Midships	In the middle section of the vessel. The middle line across the vessels from port to starboard.
Aloft	Usually referring to going up the superstructure or the mast.
Bridge	The compartment or position from which command of the vessel is normally exercised by the master. The bridge provides a clear view ahead and to the side of the vessel and often a 360 degree view.
Deck	Any 'floor' you can walk on inside or outside the vessel. In the open air these are generally referred to as the Upper Deck.
Chart	Is a marine map showing coastline with prominent coastal features that may be used for coastal navigation. A marine chart also shows the depth of water with accurate depth contours used for marine navigation.
Nautical Mile (nm)	A nautical mile by definition is equal to one minute (1/60 of a degree) of latitude along any line of longitude. In conventional distance this is equal to approximately 2020 yards or 1.85 kilometres. The standard measurement of distance in all sea and air navigation because it is based on latitude. Due to the projection of a Mercator chart distance can be measured on the latitude scale on the side of a chart and should be taken as close as possible to where the distance is being recorded.
Knot (kt)	One Knot = 1 Nautical Mile per hour. It is a speed not a distance.
Gyro Compass	A compass based on a highly stable, true north-seeking gyroscopic wheel. Gives True bearings and courses.
Magnetic Compass	A compass that seeks the Magnetic North Pole. Subject to errors from Variation and Deviation.
Vessel's Logbook	An accountable document which is the responsibility of the master. It is a legal document and can be used as evidence, including in court

	proceedings. It records all activities of the vessel along with navigational records and calibrations of key equipment. It is an offence to alter or forge Log entries. There also the engineer's logbook that is kept in the engine room and is very helpful to verify all alleged mechanical failures, receiving of parts or temperature changes in holds
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5.3 Insights on inspection of carriers.

The purpose of this Section is to support MFMRD Fisheries Officers with conducting effective port State inspections on carrier vessels, as they are different to most fishing vessels and have specific issues and documents that may not be found on other vessels.

5.3.1 *Carrier Arriving with Fish Onboard.*

Where possible, port inspections of carrier vessels should include a physical inspection of the cargo holds to confirm that the volume and species onboard estimations are accurate. Due to the quantities of catch onboard these vessels and depending on how full the holds are, it may not be possible to obtain a detailed estimate based on an initial inspection of the holds. However, a physical inspection can provide an initial indication of the accuracy of the records of the fish already onboard the carrier vessel that was provided as part of the AREP.

Carrier vessels are expected to maintain very detailed documentation of the fish received onboard. This needs to detail the species and volume estimates and the stowage area used for each specific transshipment of fish received (noting a single donor vessel's catch may be split between different holds or stowage areas). As the carrier vessel is transporting other vessel's fish (that generally has not been fully paid for yet), both the donor vessel operators and the future buyer will have a strong interest in the quantities, management and stowage of the fish transhipped.

Furthermore, commercial insurance companies will use detailed information collected on board to settle claims in case of losses or damage related to catch onboard, either via accidents or, more usually, failures in the refrigeration systems onboard the carrier. Carriers are required to maintain detailed temperature records in the cargo holds, not only for insurance purposes, but also for seafood safety-related requirements arising from their approval status with the EU, and for due diligence in the prevention of histamine.

For product to enter the EU market, the vessels (both donor and carrier) need to be included on the list of approved vessels and establishments for that country.¹⁰

The conditions of EU approval require a series of infrastructure requirements, such as continuous temperature recording devices for all holds. These are typically located in the main control space of the engine room, and the temperatures are registered as well in the chief engineer's logbook. These documents can be a useful source of information to help identify possible transshipment activity, and this is discussed later in the job aid.

Temperature records are maintained in the Chief Engineers Logbook and in the case of EU-approved vessels continuous temperature recorders are located in the main control space of the engine room.

Any suspected transshipment activity can be further corroborated by sudden increases in the recorded cargo hold temperatures. This can often indicate the hatch covers being opened to receive or transfer fish.

¹⁰ See list of countries and establishments here:

https://webgate.ec.europa.eu/tracesnt/directory/publication/establishment/index#!/search?classificationSectionId=FISHERY_PRODUCTS&sort=country.translation

5.3.2 Carrier vessel specific documents to be on board.

5.3.2.1 Stowage Plan

A stowage plan or a hatch plan is an important document that is fundamental to carrier vessel safety and stability. For commercial reasons, the stowage plan also outlines the distribution of the contents of all cargo holds and the outlines the quantities of fish stored on board in each hold or cargo area, and the vessels it was received from. Catch from a single vessel can often be stored across different hold or cargo areas depending on the capacity at the time of receipt and to ensure carrier vessel stability. The document can also detail the port of discharge for the fish onboard.

The stability of a carrier vessel changes throughout its voyage depending on the amount of catch onboard and its stowage location. Fish product loaded in a carrier vessel's cargo holds located on different deck levels or in different locations fore and aft on the carrier vessel can also help – or reduce – vessel stability. Other factors that can alter carrier vessel stability can include such things as taking fuel on^or a carrier vessel having conducted partial fish unloading at a port.

It can be important for port inspectors to consider the carrier vessel stability during the trip and assess if the storage location (and time taken onboard) makes sense. Stowage or hatch plans should therefore be considered alongside other records of transshipment and activities including transshipment declarations (do quantities, species and donor vessels align?), recorded details in the deck logbook (do the dates of vessel encounters align with how the catch is stored onboard?), activities recorded in the AREP supporting documents (do quantities, species and donor vessels align?), and mates' receipts (do quantities, species and donor vessels align?).

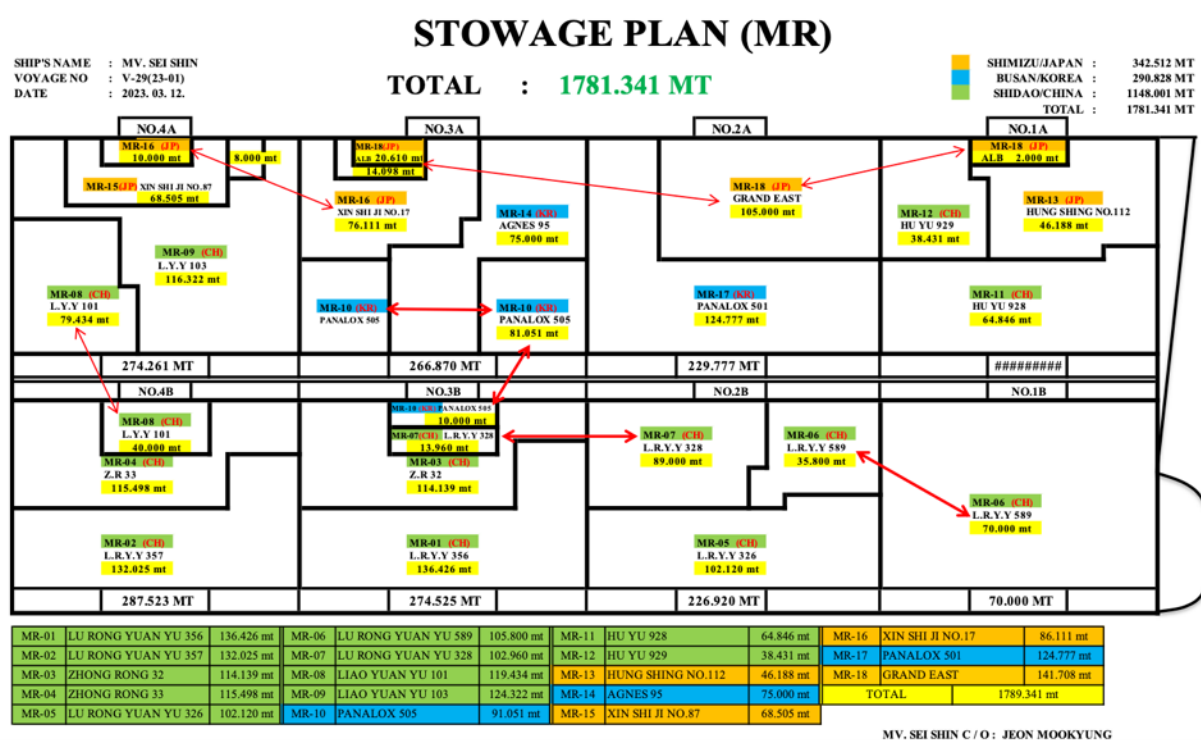


Figure 2: Example carrier vessel stowage plan.

5.3.2.2 Mates Receipt

When fish is transhipped between vessels, the masters of both vessels typically sign a document called a mates' receipt that signifies agreement as to the values, amount, and species transhipped. The mates' receipt is an important document as it can often be the basis of financial transactions. In this way it can be compared to an official receipt, like that given received in any other financial transaction.

MATE'S RECEIPT

(NON NEGOTIABLE)

SSN-2301-17
M/R NUMBER

SILLA CO., LTD SHIPPER _____ TO ORDER OF SHIPPER CONSIGNEE _____ TO ORDER OF SHIPPER NOTIFY PARTY _____ TO ORDER OF SHIPPER PORT OF DISCHARGING _____	MV. SEI SHIN VESSEL NAME _____ F/V PANALOX 501 SUPPLIER/PROCESSER _____ AT SEA PORT OF LOADING _____ Lat : 11° 50' N / Long : 166° 04' W POSITION OF LOADING _____
--	--

SAID TO BE CASE COUNT	SAID TO CONTAIN COMMODITY	NET M/T	GROSS M/T
IN BULK	BIG EYE		68.183 M/T
"	YELLOW FIN		37.932 M/T
"	STRIPED MARLIN		0.212 M/T
"	SWORD FISH		2.595 M/T
"	BLUE MARLIN		2.219 M/T
"	SKIP JACK		5.538 M/T
"	ALBACORE		4.591 M/T
"	OTHER		3.507 M/T
TOTAL COUNT		TOTAL WEIGHT	124.777 M/T

LOADED ON BOARD FROM : 2023/03/10 06:45 LT TO : 2023/03/10 14:10 LT
(DATE & TIME) (DATE & TIME)

STOWAGE : No. 2 A

REMARK

- 01. Said to be weight and quantity, carrier N/R for condition of contents.
- 02. Pulp Temperature : -51.2°C ~ -51.3°C during loading operation.
- 03. Some of fish deformed, damaged there for carrier N/R for this cargo at port of discharging.
- 04. No.1 Hold : No.2 Hold : -51.3°C No.3 Hold : -51.3°C

Note the inclusion of “non-negotiable” at the top of the document, indicating the details are agreed between vessel masters and these details cannot be later negotiated.

When any goods or supplies are transferred between vessels, the masters of both vessels typically sign a document that signifies agreement as to the amount and nature of goods transferred. This document is important when encounters are detected where there is no transshipment declared. If it is claimed that an encounter between the carrier vessel and donor vessel was only to transfer good or supplies, and not to tranship fish, then there should be a delivery receipt to verify this exchange.

證 繼 引 受 品 送 託

DATE : 2023/02/16 LT

NAME OF SHIP : MV. SEI SHIN

VOYAGE NO : V29(23-01)

FISHING VESSEL : LU RONG YUAN YU 789

POSITION : 00° 25 4' S 159° 52 0' E

[illegible]

* Remarks

上記物品在運搬船一切引受完了。

All Items Received Correctly & Good In Condition From MV. SEI SHIN



引受船舶名: FV LU RONG YUAN YU 789

CAPT: LIAN ZHANJUN

Figure 4: Example goods or supply receipt.

5.3.2.4 Transshipment Declaration

Transshipment Declarations are a common requirement for vessels fishing within RFMO areas. They may also be a requirement of some national transshipment control schemes. The transshipment declaration will need to include information as defined in related conservation and management measures (or similar mechanism of the RFMO¹¹), national legislation (for transshipments in EEZs) or in other conditions.

¹¹ IATTC requirements are captured in Resolutions and Decisions rather than conservation and management measures.

The transshipment declaration must be completed by both the donor and receiving vessel for each transshipment that takes place within an RFMO's area of competence, and/or each transshipment of fish that was caught within an RFMO area of competence, regardless of where this transshipment occurs. This document must be on board and the volumes and species found in all transshipment declarations must be consistent with those found in both the stowage plan and the mates' receipts.

WCPFC Transshipment Declaration

Carrier vessel Name of vessel and radio call sign Country Flag Flag State authorization number National Register Number WCPFC Identification Number (WIN)		SEI SHIN / DSCPS REPUBLIC OF KOREA JIR-000905 DSCPS		Fishing vessel (Owner / Lessee) Name of the vessel and radio call sign Country Flag Flag State authorization number National Register Number WCPFC Identification Number (WIN)		GRAND EAST / YILQ6 VANUATU VAN 21-ATF-21 2386 YILQ6	
Departure Date: 01/2/2013 Time: 09:30 From: SHIMMU		Agent's name Signature: [Signature]		Master / Skipper of carrier Signature: [Signature]		WCPFC ROP Observer Name (***) WAN FELTRICK Signature: [Signature]	
Return Date: 01/3/2013 Time: 01:15 To: SHIMMU		Signature: [Signature]		Signature: [Signature]		Signature: [Signature]	
Transshipment Date: 01/3/2013 Time: 12:00		Signature: [Signature]		Signature: [Signature]		Signature: [Signature]	

LOCATION OF TRANSSHIPMENT
 Latitude: N 11° 49' Longitude: W 169° 00' (High Seas / within a EEZ) / Port / outside the area of competence
 Port name: TOTAL WEIGHT IN KILOGRAMS: 141,788 (Total amount of the all cases)

QUANTITY OF PRODUCT TO BE TRANShipPED

Species (*)	Geographic location (**) (***)	Type of Product	Type of Product							Total
			Whole	GC	Draw	Fillet	Grain	Other		
BIG EYE	WCPFC HIGH SEA	Whole	87,035							87,035
YELLOW FIN	WCPFC HIGH SEA	Whole	25,962							25,962
STRIPED MARLIN	WCPFC HIGH SEA	Whole			5,735					5,735
SKIP JACK	WCPFC HIGH SEA	Whole	22,610							22,610
ALBACORE	WCPFC HIGH SEA	Whole								
SHARK	WCPFC HIGH SEA	Whole								
SHARK FIN	WCPFC HIGH SEA	Whole								
OTHER	WCPFC HIGH SEA	Whole								
Total (KGs)			22,610	113,093	5,735	0	0	0	0	141,788

Indicate the weight in kilograms or the unit used (e.g. box, bucket) and the boxed weight in kilograms of ... kilograms.
 (*) Indicate the species, (**) High Seas or (**) EEZ or Port or outside the area of competence (indicated separately). (***) Indicate the port or outside the area of competence as indicated in the customs document.

QUANTITY OF PRODUCT ALREADY ON BOARD THE RECEIVING VESSEL (Tonnage)

Species	Quantity of Product				TOTAL
	WCPFC	WCPFC	WCPFC	WCPFC	
BIG EYE	18,833		295,939		313,759
YELLOW FIN	6,506		1,030,484		1,037,000
STRIPED MARLIN	0		675		675
SKIP JACK	0		16,220		16,220
ALBACORE	0		133,436		133,436
SHARK	0		0		0
SHARK FIN	0		0		0
OTHER	0		49,835		49,835
Total	0	0	1,614,309	0	1,614,309

Figure 5: Example transshipment declaration