Implementation and lessons learned of Thailand for MCS (PSMA) activities for combating IUU fishing





Outlines

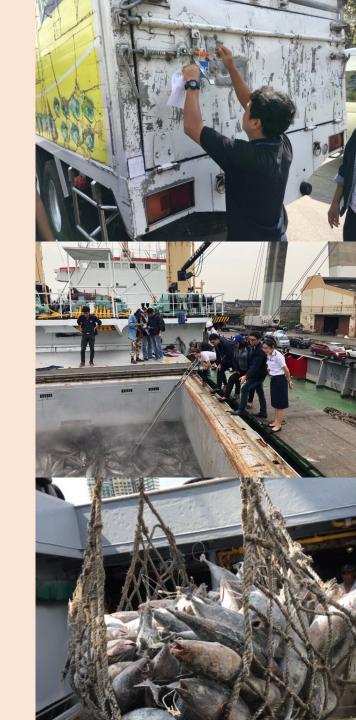


		1	Background				
	2		PSMA Implementation in Thailand				
	3	3	Risk assessment				
	4	S	uccessful cases				
	5	Cha	allenges				



Background

- Thailand is the biggest market for processed and canned tuna
- Tuna is highly migratory specie which is conserved and managed by regional and International
- Thailand imports approximately 800,000 tonnes of Tuna each year
- 80% of imported tunas transported through foreign refrigerated cargo vessels (94.4% Pacific Ocean and 5.6% Indian Ocean)
- Thailand fully implemented PSMA for controlling and inspecting foreign-flagged vessel and its tuna



Intention on PSMA Implementation in Thailand



Yellow Card From EU in 2014

Established national
Policies and Plan for
Tackling IUU

- Thailand NPOA-IUU

Marine FisheriesManagement Plan (FMP)

- Royal ordinance on Fisheries A.D. 2015 and it amendment A.D. 2017

- Sub-ordination Law

- IUU Free Thailand Policy

Accession to be PSMA Parties

- Accession to be PSMA Parties in May 2019

- Established mechanisms for PSMA implementation

Sustainability Responsibility and Creditability

- SDGs

- International Instruments including voluntary and legallybinding

- Traceability System

- Market-based Measures

Adherence with



Sustainable use of

living marine

resources and marine

ecosystems

Development of PSMA Implementation in Thailand



Oct 2014	Pilot Project with FAO at Phuket Port
Oct 2015	Voluntary Implemented of PSMA
Nov 2015	Established Royal Ordinance on Fisheries A.D. 2015
Jan 2016	Established 1) Designated Ports for foreign-flagged vessels, 2) Period for submit Advance Request For Port Entry (AREP), 3) AREP form, 4) Required documents
May 2016	Accession to be PSMA Party
May 2017	Enforced to apply Thailand e-PSM system
Jun 2017	Amended Royal Ordinance on Fisheries A.D. 2015 and Established Royal Ordinance on Fisheries A.D. 2017
Jun 2018	Fully Enforced to apply Electronic Traceability System known as PSM linked and Processing Statement System (PPS)
Jun 2021	Amended 1) Designated Ports for foreign-flagged vessels, 2) Period for submit Advance Request For Port Entry (AREP), 3) AREP form, 4) Required documents
May 2022	Applied PSMART Platform to be tool for investigation and analysis vessel behavior by AIS system

The 4 key Mechanisms of Thailand to implement PSMA



1. Policies and Legal Framework

2. Monitoring Control and Surveillances (MCS) Scheme

- 3. Electronic Traceability System for imported fish and fishery products
- 4. Cooperation with inter-agencies, third countries, RFMOs and international Organizations

Policies and Legal Framework



National Policies for Tackling IUU Fishing

- Thailand NPOA-IUU
- Thailand NPCI-IUU
- **G** FMP
- IUU Free ThailandPolicy

Legal Framework

- **Royal Ordinance on Fisheries A.D. 2015**
- Royal Ordinance on Fisheries A.D. 2017 (Amendment)
- Department of Fisheries Notification on a non-Thai fishing vessel that has undertaken illegal, unreported and unregulated fishing
- Notification of Ministry of Agriculture and Cooperatives On Advance Data Reporting, and Determining Ports for Non-Thai fishing vessel wishing to enter the Kingdom
- Notification of Ministry of Agriculture and Cooperatives On Determination of Practice on Notification for Entry the Kingdom of Thailand of Fishing Vessel Operating Artisanal Fishing in Waters of Neighboring Countries Connecting to the Kingdom A.D. 2018

MCS Schemes and PSMA Inspection Procedures





1. Before port entry



2. Vessel inspection at port



3. Offloading control

Before port entry



Behavior risk based



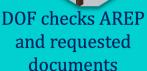
Ship agent submitted AREP and required document via PPS before 72 hrs

Marine Department

Customs Department

Ship agent

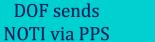














PSMART and other tools

for risk assessment

DOF issues **NOTI**



Law

Royal Ordinance of **Fisheries**

> **Section 94** 95 and 97

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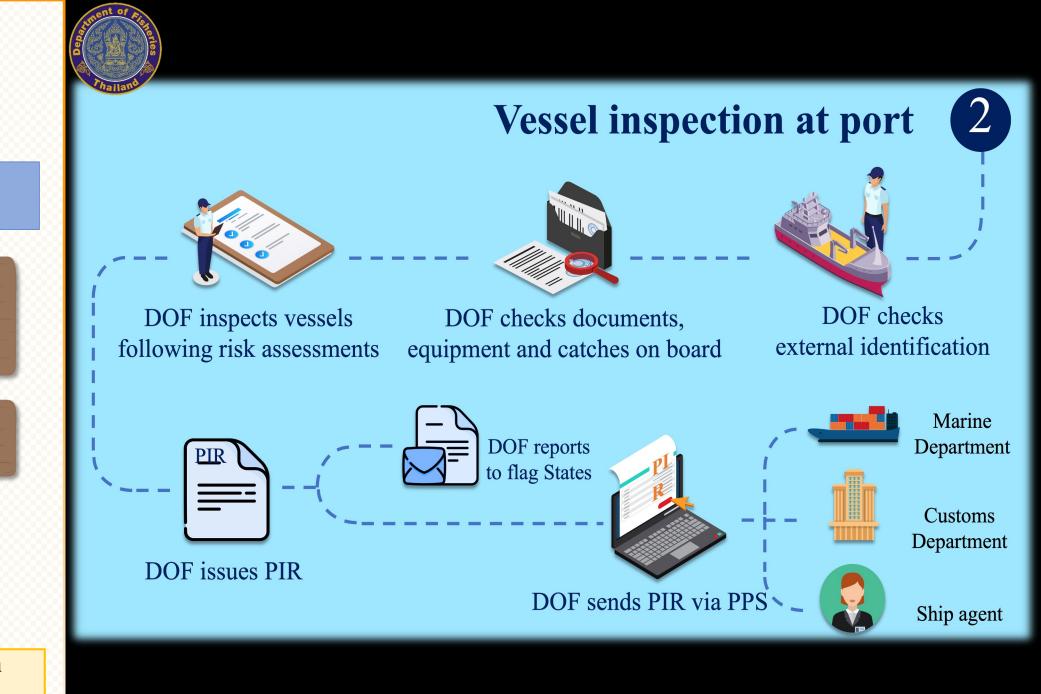
LAW

Royal Ordinance of Fisheries

> Section 96 and 102 (4)



Port Inspection Report (PIR)





Offloading control



DOF controls offloading



DOF seals truck







DOF monitors sizing at factory



Importer reports actual weight



DOF issues IMD



DOF approves actual weight



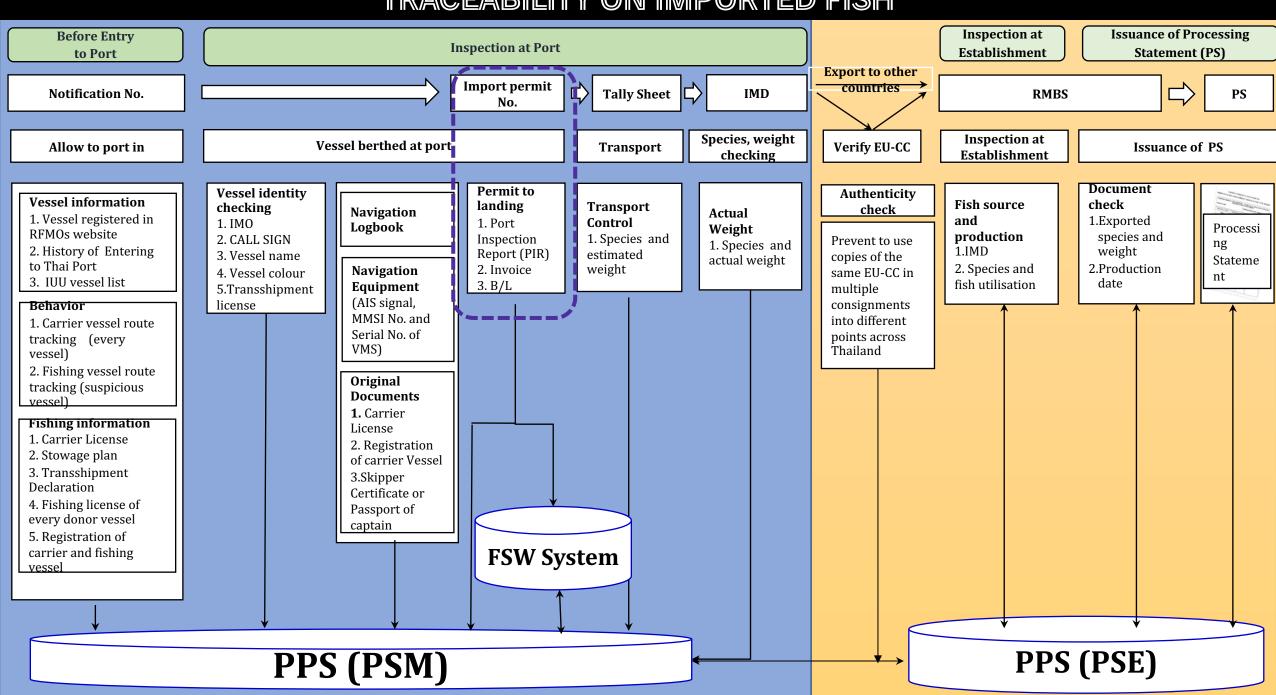


Royal **Ordinance** of **Fisheries**

> **Section 96** and 102 (4)

> > Section 102 (2)

TRACEABILITY ON IMPORTED FISH



Cooperation with inter-agencies, third countries, RFMOs and international Organizations



Inter-agencies

- **MOU** with Marine Department
- MOA withCustoms Department
- MOU with
 Thailand Maritime
 Enforcement
 Command Center
 (Thai-MECC)

Third Countries

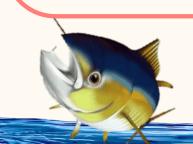
- **●** MOU with <u>Third</u>
 <u>Countries including</u>
 PNG Myanmar
 Cambodia Korea Fiji
 Philippines Japan in
 pipe line with
 Malaysia
- Training by
 Australia and USA

RFMOs and regional Bodies

- **FFA**
- IOTC
- SIOFA
- **SEAFDEC**
- ASEAN

International Organizations

- OceanMind Global
 Fishing Watch and
 Pew Charitable
 Trusts
- **FAO**
- IMCS Network







3.1 Profile Risk Based

3.2 Behavior Risk Based







RFMOs list (authorized list and IUU list)

IMO number

Recent change of vessel flag or ownership

History of suspected or IUU of vessel and owner

First time or First Flag coming

Connection for assessment of profile risk



based



VESSEL



Company of Ship agent and vessel



Vessel in the same company



Assess the profile risk

3.2 Behavior risk based by AIS Tracking via PSMART



5. Challenges

- Capacity building on AIS analysis of FADs activities and new pattern to follow the fishermen
- Unclear Law Regulation and CMMs
- Changing pattern of Fishers to avoid some activities
- Non Transmission AIS
- Cooperation on information exchange for verification fishing activities



Thank You for your Attention









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