



NOAA
FISHERIES

Office of Law
Enforcement

OLE and the PSMA Overview

The Regional Training on PSM Implementation
in Southeast Asia
Bangkok, Thailand

20-23 February 2018

NOAA OLE

- Headquarters in Silver Spring, MD
- Five Divisions co-located with Regional Offices
- 53 field offices throughout the U.S. and territories
- 71 Special Agents
- 62 Enforcement Officers
- 62 Support Staff



U.S. Primary Jurisdiction



- 3.36 million square miles of open ocean
- More than 95,000 miles of U.S. coastline
- 13 National Marine Sanctuaries and 4 National Marine Monuments
- High seas and international trade relating to U.S. treaties and international law

Primary Laws OLE Enforces



- Magnuson-Stevens Fishery Conservation and Management Act
- Endangered Species Act
- Marine Mammal Protection Act
- Lacey Act
- Port State Measures Agreement Act of 2015 (PSMA)
- National Marine Sanctuaries Act

Law Enforcement Operations

- Patrols & Inspections
- Investigations
- 28 State Cooperative Enforcement Partnerships
- Cooperation with U.S. Coast Guard
- Federal Partnerships (USFWS, CBP)
- Compliance Assistance & Education
- Nationwide Satellite based Vessel Monitoring System (VMS)
- Prosecution Partnership
 - NOAA Office of General Counsel Enforcement Section
 - U.S. Department of Justice



Using VMS, NOAA Enforcement monitors more than 4,500 vessels to ensure compliance and provides data to the U.S. Coast Guard, State and Territory partners, NOAA scientists, and fisheries managers.



Law Enforcement – International

- Investigations of Illegal Unreported & Unregulated (IUU) fishing activity and trafficking in IUU fish & fish products
- Fisheries enforcement technical assistance to combat IUU fishing
- Engagement in bilateral and multilateral arrangements to combat IUU fishing
- Port State Measures and other IUU-related agreements & legislation
- Coordination with international organizations (e.g. INTERPOL, International MCS Network)
- Presidential Task Forces on Wildlife Trafficking & IUU Fishing/Seafood Fraud



OLE Analyst Team

Three Full-time Analysts:

- *Diverse intelligence backgrounds and experience*
- *Access to a variety of law enforcement and open source systems*
- *Experienced in the use of multiple analytical tools and methodologies*



Analytical Team Mission and Support

Provide research and analysis in support of OLE enforcement mission:

- *Investigative operations support*
- *Compliance monitoring*
- *International Agreements and Policies*
- *Congressional reporting requirements*



Partnerships – US Government

Established:

- *Coast Guard*
- *Customs and Border Protection*
- *Commercial Targeting and Analysis Center – CTAC*
- *Navy*
- *INTERPOL*
- *U.S. Fish and Wildlife Service*
- *Immigration Customs Enforcement (ICE)*

The Port State Measures Agreement

- Requires commitment to exercising existing authorities.
- Cost-effective tool to fight IUU fishing by:
 - Closing “ports of convenience.”
 - Denying IUU fish and fish products from entering global markets.



Objective

To prevent, deter and eliminate IUU fishing through the implementation of effective port State measures, and thereby to ensure the long-term conservation and sustainable use of living marine resources and marine ecosystems.



What are “Port State Measures”?



Measures taken by a country pursuant to its sovereign authority over its internal waters, including its ports.

“Port State” authority provides a basis for actions to be taken against foreign-flagged vessels, as distinguished from a country’s “flag State” authority over its own vessels.

What Measures May a Port State Take?

Restriction of:

- Entry into port
- Use of port
- Access to port services
- Inspection
- Other enforcement activities



Port States have broad authority to take such measures, subject to certain limitations, including *force majeure*.

Scope of the PSMA

Primary obligations apply to foreign-flagged vessels seeking entry to, or in, the port of a Party.



(with exceptions for artisanal vessels and container ships)

Scope of the PSMA

- Fish –means all species of living marine resources, whether processed or not.
- Vessel – any vessel, ship of another type or boat used for, equipped to be used for, or intended to be used for, fishing or fishing-related activities.



Scope of the PSMA

- Fishing-Related Activities – any operation in support of, or in preparation for, fishing, including the landing, packaging, processing, transshipping or transporting of fish that have not been previously landed at a port, as well as the provisioning of personnel, fuel, gear and other supplies at sea.



Key Obligations

- Designation of ports
- Advanced request for port entry
- Denial of entry into port and access to port services
- Inspections
- Flag State control
- Information sharing
- Capacity building





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Pre-Arrival Activities and Conducting IUU Fishing Risk Assessments

The Regional Training on PSM Implementation in SE Asia
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Collection and Evaluation of Annex A Information

Advance Request for Port Entry

The advanced notice is used to initiate assessments on whether to allow or deny a vessel port entry.

- Many RFMO's have port inspection requirements that require an advanced screening of vessels.
- This is a requirement of the PSMA (collection and evaluation of Annex A information)

Advance Request for Port Entry

- It is recommended that flag States consider creating regulations (if not already in place) that require that this information be submitted at least 24 hours in advance.
- Information to be provided:
 - Vessel Identification
 - Purpose of visit
 - Fishing authorizations
 - Transshipment information
 - Catch onboard



Advanced Request for Port Entry

1. Intended port of call
2. Port State
3. Estimated date and time of arrival
4. Purpose(s)
5. Port and date of last port call
6. Name of the vessel
7. Flag State
8. Type of vessel
9. International Radio Call Sign
10. Vessel contact information
11. Vessel owner(s)
12. Certificate of registry ID
13. IMO ship ID, if available
14. External ID, if available
15. RFMO ID, if applicable

Advanced Request for Port Entry

16. VMS		No	Yes: National	Yes: RFMO(s)	Type:			
17. Vessel dimensions		Length		Beam		Draft		
18. Vessel master name and nationality								
19. Relevant fishing authorization(s)								
<i>Identifier</i>	<i>Issued by</i>	<i>Validity</i>	<i>Fishing area(s)</i>	<i>Species</i>	<i>Gear</i>			
20. Relevant transshipment authorization(s)								
<i>Identifier</i>		<i>Issued by</i>		<i>Validity</i>				
<i>Identifier</i>		<i>Issued by</i>		<i>Validity</i>				
21. Transshipment information concerning donor vessels								
<i>Date</i>	<i>Location</i>	<i>Name</i>	<i>Flag State</i>	<i>ID number</i>	<i>Species</i>	<i>Product form</i>	<i>Catch area</i>	<i>Quantity</i>
22. Total catch onboard						23. Catch to be offloaded		
<i>Species</i>	<i>Product form</i>	<i>Catch area</i>	<i>Quantity</i>			<i>Quantity</i>		

Advanced Request for Port Entry

Advanced Request for Port Entry

- Who is responsible for submitting the advanced request for port entry?
- Who receives requests for port entry from foreign-flagged vessels' and how far in advance?
- Who receives PSMA Annex A information and how far in advance is this information received prior to vessel entry?
- In what format is the request received?
- How is this request transmitted?
- Do you require updates from the vessel if it does not arrive within a designated window (i.e. if vessel will arrive more than 6 hours before or after its declared time it must submit an updated port entry request).*

**This point is valuable for operational implementation but is not a requirement of the PSMA. It is important to have accurate information regarding a vessel's arrival and a requirement to update this information if significant changes occur is important to include in regulations / national law.*



Investigation of Vessels and their Owners: Preliminary Steps

Step 1: Notification

- USCG Ship Arrival Notification System
- Access via cooperative arrangement with U.S. Coast Guard
- Pre Arrival information: Ports, dates, crew, cargo description, other details

Screening of Advanced Notice of Arrival Information

A prior-notice of arrival is received.



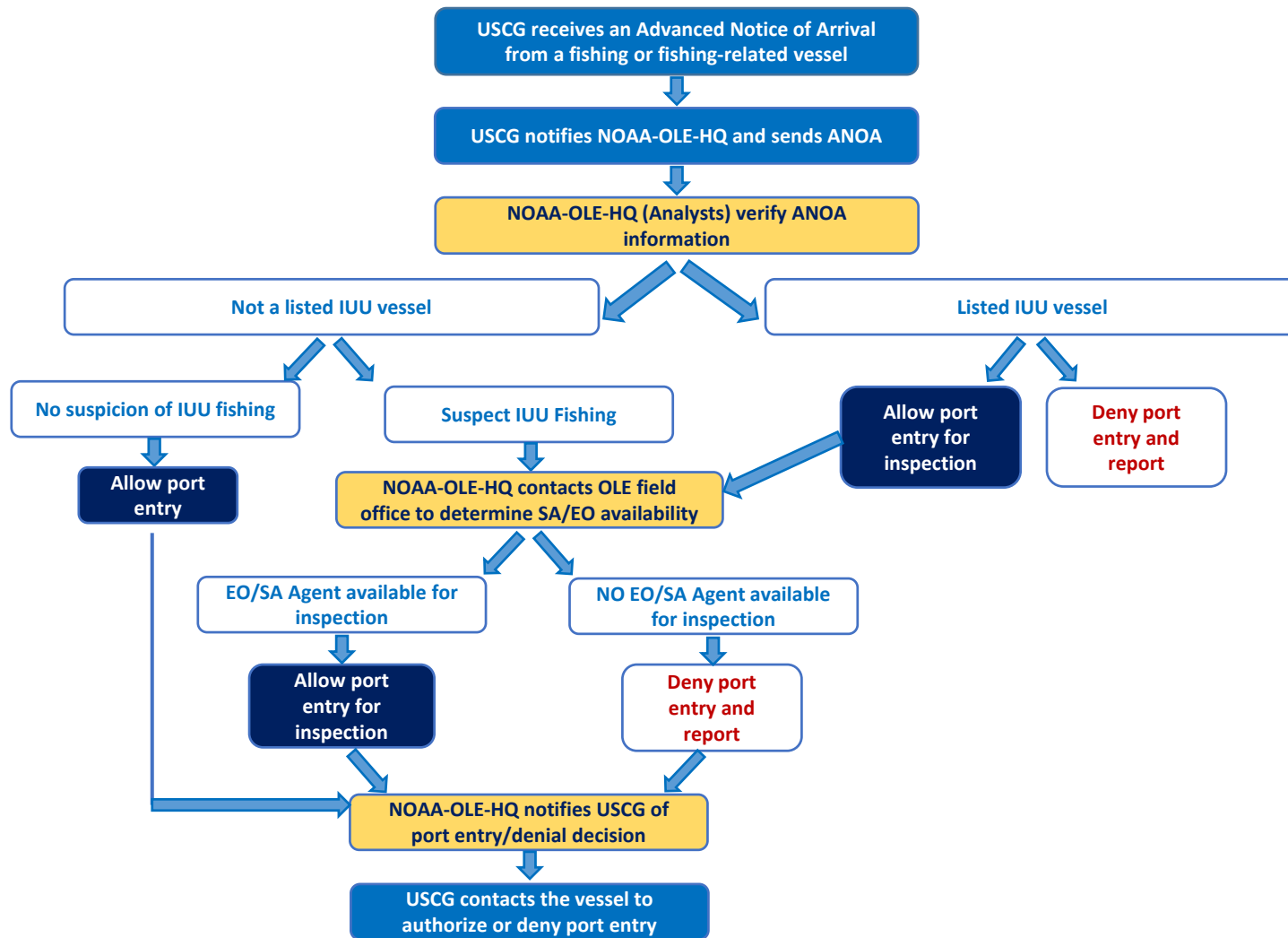
This information is communicated to relevant authorities responsible for pre-screening the vessel.



The vessel is screened for involvement in IUU fishing and fishing-related activities



1. Advanced notice of arrival procedures:



Investigation of Vessels and their owners

Step 2: Assessment

- Why was this vessel flagged?
- Is this notification in error?
 - e.g., Cargo vs Landing Issues, for instance “fish oil”
 - Vessel/Firm Name Similarity to:
 - Known IUU Vessels
 - Other terms that trip notifications

Advanced Request for Port Entry (Continued)

Vessel Screening

- Who examines the advanced request for evidence of IUUF?
- How is intelligence regarding IUUF shared among authorities?
- Who receives such information (including requests for inspection) from other parties?
- How are the results of the pre-arrival screening shared and with whom?

Port State Measures vs. Other Types of Vessel/Entity Research

For NOAA OLE PSMA is a task that:

- Mandated by International Agreement
- Requires a reaction plan for Vessels of Interest or Listed IUU vessels in our ports

Investigation of Vessels and their Owners

Two broad areas:

- **Regional Fisheries Management Organizations (RFMOs) and other International Agreements** - research of vessels & related entities in connection with U.S. participation
- **Port State Measures** – due diligence re: U.S. monitoring of foreign fishing vessel arrivals in its ports

Vessel Information Sources & Methods

Vessel Information Sources & Methods

Defining the Challenge:

Verification of vessel identity, history, ownership, location and activity in a global environment where various factors combine to inhibit this knowledge

Vessel Information Sources & Methods

Suspicion of IUU fishing-related activities:

- Information from previous boardings
- National intelligence
- Intel from another country
- Information from an international organization (e.g., RFMO, INTERPOL Purple notice)



Vessel Information Sources - Internal

- U.S. Coast Guard
 - Ship Arrival Notification System
 - Vessel Reports
- U.S. Customs – Satellite Based AIS
- NOAA OLE
 - Case Database
 - Reports from OLE Regions



RFMO IUU Vessel Lists

- CCAMLR
(<https://www.ccamlr.org>)
- IATTC
(<https://www.iattc.org/>)
- ICCAT
(<https://www.iccat.int/en/>)
- IOTC
(<http://www.iotc.org>)
- NAFO
(<http://www.nafo.int>)
- RPOA
(<http://rpoa-iuu.org/>)
- SPRFMO
(<https://www.sprfmo.int>)
- WCPFC
(<https://www.wcpfc.int/>)



Other Useful Information from RFMOs

Vessel Listings

- Ownership Details/Changes
- Crew Details
 - Crew size/Vessel
 - Gear Type
- Vessel Pictures & Specifications
- Permissions

Example: WCPFC Vessel Listing Fields

- Owner Name:
- Owner Address:
- Master Name:
- Master Nationality:
- Reg Port:
- Built in Country:
- Built in Year:
- Crew:
- Length:
- Length Units:
- Length Type:
- Moulded Depth:
- Moulded Depth Units
- Beam:
- Beam Units:
- Tonnage:
- Tonnage Type:
- Engine Power:
- Power Units:
- Freezer Types:
- Freezing Capacity:
- Freezing Capacity Units:
- Number of Freezers:
- FishHold Capacity
- FishHold Cap Units:
- Communication Details:
- Fishing Methods:
- Flag:
- Registration Number:
- IRCS:
- Vessel Type:
- WIN:
- IMO-LR:
- VID:
- Submitted by CCM:

IUU Vessel Lists by NGOs

- Greenpeace

<http://www.greenpeace.org/international/en/campaigns/oceans/pirate-fishing/Blacklist1>

- Official Blacklist
- Greenpeace Blacklist
- Trygg Mat Combined IUU Vessel List
<http://www.tm-tracking.org/>

The Positives of International IUU Vessel Lists

International IUU Vessel Lists Do A Good Job of:

- Identifying High Profile Problem Vessels for an International Community of Interest
- Making difficult for offending parties to conduct normal business operations once they are on the list
- Establishing Consensus

Limitations to IUU Vessel Lists

A Problem of Scale:

- Global Motorized Fishing Vessels = 2 million +
- (Source: UN FAO – 2006)
- IUU Combined Vessel List = Approximately 250 Vessel

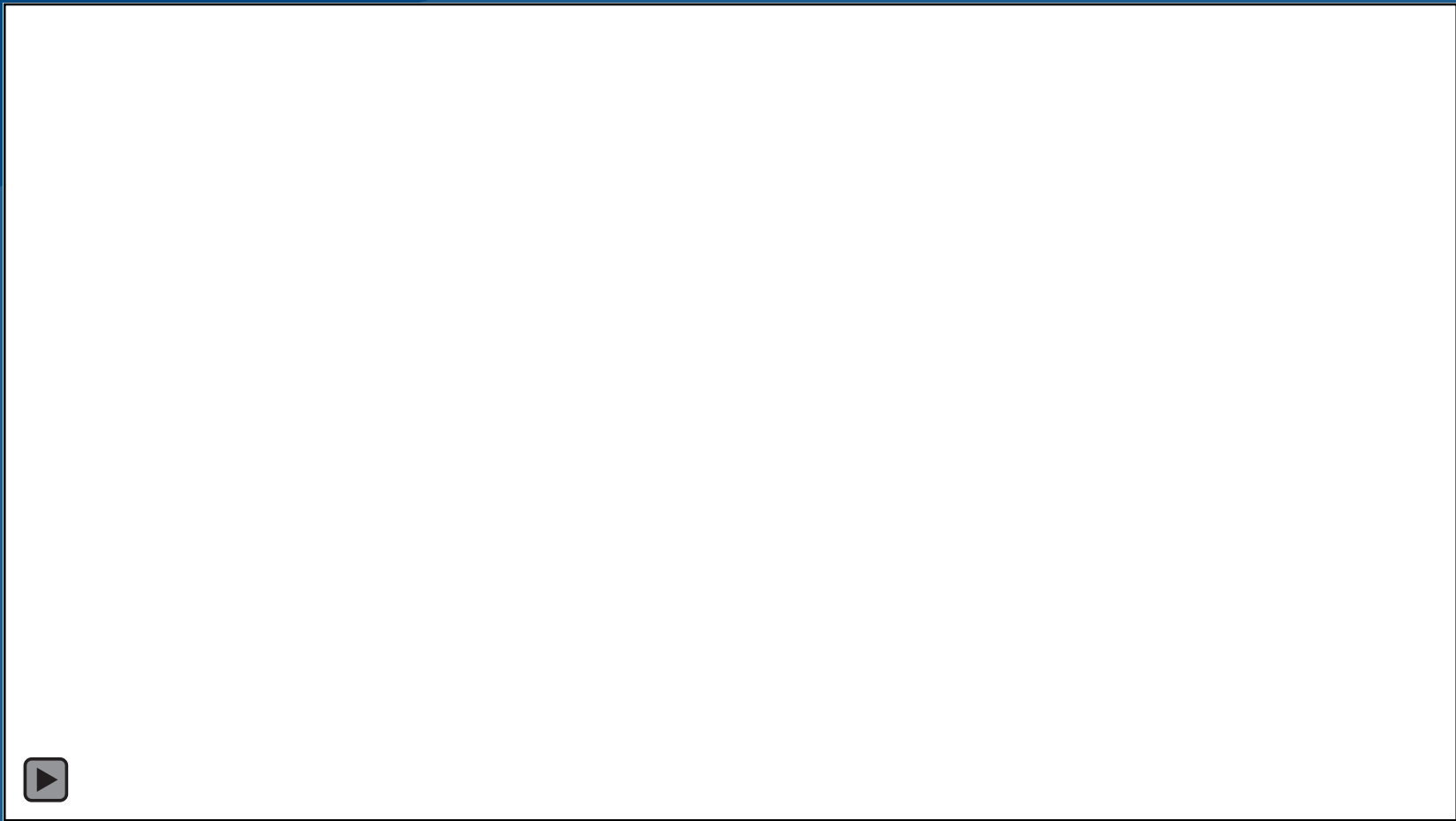
Subject to Political Factors

- Consensus of RFMO Members

Limitations to IUU Vessel Lists

Countermeasures:

- Vessels are Difficult to tie to Owner (e.g., shell companies)
 - Problem Encountered? New Company!
 - Enabling Parties: Law Firms, Vessel Licensing firms, Crewing agencies, Certain flagging nations
- Name/Identity Changes
- Dispose and Replace – same operators, different vessel



External Sources

UN – FAO Fishing Vessel Finder

(<http://www.fao.org/figis/vrmf/finder/search/#.WQxYxBPyupo>)

- Large Database with Impressive controls
- Continuing Development

Tokyo MOU – Port State

(http://www.Tokyo-mou.org/inspections_detentions/psc_database.php)

- 20 Asia/Pacific Members (Including ROK)
- Records of Labor/Safety Inspections/Violations/Detentions, rather than IUU
- Useful: Vessel location & Conditions

External Sources – NGOs

NGO Studies – may be inclusive of:

- Lists of vessels thought to be involved in Illegal Fishing
- Lists of Vessels in Areas where IUU Activity is Prevalent
- Accounts of Incidents in which select FVs were involved



External Sources – NGOs

Positives:

- Often contain exhaustively researched and very specialized information

Negatives:

- Not a consistent source of data
- May contain bias

Vessel Crewing & Hobbyist Sites

For Example:

- SHIPSPOTTING.COM
- SHIP JOBS
(<http://crewdata.com/index.php>) - Russian
Employment Related site
- MyShip.Com

Commercial Vessel Databases

For Example:

- Lloyd's MIU (Sea Searcher) -
<http://www.lloydslistintelligence.com/lint/index.htm>
- Lloyd's Fairplay (Seaweb) -
http://www.sea-web.com/seaweb_welcome.aspx
- Equasis –
http://www.sea-web.com/seaweb_welcome.aspx



Commercial Vessel Databases

Strengths:

- Comprehensive - most vessels with IMO #s
- International Standards
- Specialized Info:
 - Safety violations
 - Overhauls
 - Engine specs & other equipment data
 - Dead vessels
 - Flagging history



Commercial Vessel Databases

Limitations:

- Best Info is for legitimate vessels
- Subscription is very expensive
- Globally, most FVs lack IMO #s
- Info from dodgy operators accepted:

ABC Shipping 35A Regent Street, Jasmine Court, Suite 101, P.O. Box 1777. Belize City, Belize

- Company officers?
- Affiliated firms?
- Incorporation documentation?

Vessel Information Sources & Methods

Commercial Vessel Industry Sources

El barco Detalla

Categoría Principal Fishing Vessels Send Your Mail
Envíe el Tipo Trawler
Ship Name ***** Construyó Año 1967
Capacidad 688 GRT Valore la Idea ***** Million USD
LOA / B / D
LOA 56.2 M Breadth 8.53 M Depth 5.18 M
la Ubicación del Barco ***** Scrap NO
Descripción repleta
Built: **1967 Norway**, Hatl©^a Verksted, Ulsteinvik
Conversions: 1987 Lengthened
1988 gear/prop. changed
Class: Hinship (Former DNV +1A1, Fishing vessel S)
Tonnage: 688 GT 302 NT
Dimensions: Loa 56.20 x Beam 8.53 x Depth 5.18 m
Main engine: **1710 BHP** MWM, installed 1978

Source: <http://www.marinedigital.com>



National Vessel Registries

Russia: <http://www.rs-class.org/en/>

Korea: <http://www.krs.co.kr/eng/main/main.aspx>

Strengths:

- May include info which doesn't show-up readily on generalized Internet Searches
- May include records of violations, suspensions and other regulatory records

Limitations - Most Nations do not keep online

Commercial AIS Sites

- EBHAYI
- IMO: -
- MMSI: 601105000
- Call Sign: ZR6825
- Flag: South Africa [ZA]
- AIS Vessel Type: Fishing
- Gross Tonnage: -
- Deadweight: -
- Length Overall x Breadth Extreme:
36m × 8m
- Year Built: -
- Status: Active
- For Example:
<http://www.marinetraffic.com/>



Commercial AIS Sites

Advantages

- Free
- Often Current
- Inclusive of FVs with Maritime Mobile Service Identity #s,
- MMSI#s but without IMO #s
- Sometimes reveal otherwise unannounced changes in
- Identification

Limitations

- AIS Can be Turned off
- Vessel Identities may not be verified
- Anonymity Permitted in at least some areas/Circumstances



Foreign Legal Sources

Advantages:

- May Provide:
 - Names of Company officers
 - Ongoing legal infractions in which a particular vessel or its owners are involved
 - Company addresses or other particulars

Limitations

- Very Rare

Example of Foreign Legal Documentation

Decree number 5-1010 / 2015 dated 14 August 2015, case number 5-1010 / 2015

[Petropavlovsk-Kamchatsky city court \(Kamchatka Krai\)](#) - Administration

Case number 5-1010 / 2015

Petropavlovsk-Kamchatsky CITY COURT , Kamchatka Krai

683009, Kamchatka region, Petropavlovsk-Kamchatsky, <address>

DECISION

«14» August 2015 Petropavlovsk-Kamchatsky

Judge Petropavlovsk-Kamchatsky city court Kamchatka Territory Loshakov Taras

Nikolaevich when Secretary FIO7 examined the case on an administrative offense under Part 2 of Article 8.17 of the Code of Administrative Offences in respect of:

foreign FIO3 "FIO2 » (« Sonos Investment Ltd ») , situated Whitfield Tower, 3rd floor, 4792 Coney Drive, PO box 1777, <address>, Belize (Withfield Tower, 3rd floor, 4792 Coney Drive, PO box 1777, Belize City, Belize),



Verification of Vessel Identifiers

International Maritime Organization Numbers (IMO)

- IMOs: One Means of Verification: IMO # Formula
- 6 Sequential Digits followed by a control number.
- Control Formula Example: IMO 9074719 ← Control Number

Vessel Information Sources & Methods

Control Formula Example: IMO 9074719 ← Control Number



First, identify each number's position in the number sequence from right to left, leaving out the control number.

For example, the digit 1 in 9074719, is the 2nd number from the right.

Vessel Information Sources & Methods

Control Formula Example: IMO 9074719 ← Control Number

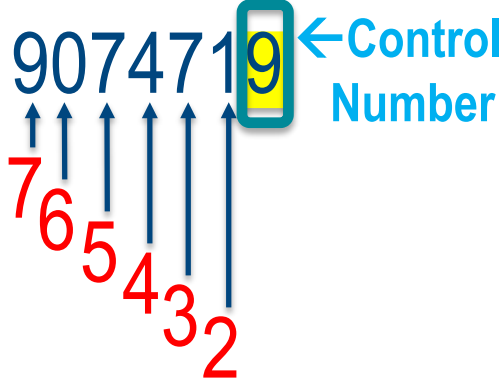


Multiply each digit by its position in the sequence and take the sum:

$$(9 \times 7) + (0 \times 6) + (7 \times 5) + (4 \times 4) + (7 \times 3) + (1 \times 2) = \underline{137}$$

Vessel Information Sources & Methods

Control Formula Example: IMO 9074719 ← Control Number

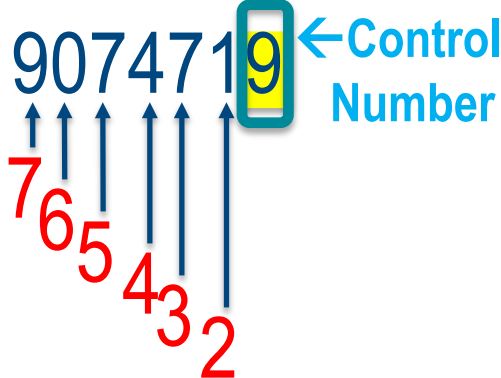


Compare the last digit of the IMO number to the last digit of the sum:

$$(9 \times 7) + (0 \times 6) + (7 \times 5) + (4 \times 4) + (7 \times 3) + (1 \times 2) = 137$$

Vessel Information Sources & Methods

Control Formula Example: IMO 9074719 ← Control Number



Compare the IMO Check Number to the last digit of the sum:
 $(9 \times 7) + (0 \times 6) + (7 \times 5) + (4 \times 4) + (7 \times 3) + (1 \times 2) = 137$

Do they match??

Vessel Information Sources & Methods

MMSI - Realize prefixes are based on region, country,

Examples:

- 2 Europe (For example Italy = 247)
- 3 North & Central America, Caribbean (CND = 316)
- 4 Asia (PRC: 412, 413, and 414)
- 5 Oceania (New Zealand =512)
- 6 Africa (Eritrea = 625)
- 7 South America (Peru =760)

Summary: Vessel Information Sources

General Observations

- Need for prioritization – Identify Factors:
 - That indicate a routine, low priority vessel
 - That signal a need for initial scrutiny
 - Identify factors that require further scrutiny
- No Single “Magic” Source
 - Need to check info from multiple sources
 - Need to combine information to reveal new insights

Investigation of Vessels and their owners

Step 3: Prioritization of Identified Fishing Vessels

- Known Vessel?
- Known Vessel Pattern of Activity?

Conducting Risk Assessments and Boarding Prioritizations



Information to be provided in advance by vessels requesting port entry

Advanced Request for Port Entry

AGREEMENT
 ON PORT STATE MEASURES TO PREVENT, DETER
 AND ELIMINATE ILLEGAL, UNREPORTED AND
 UNREGULATED FISHING

ACCORD
 RELATIF AUX MESURES DU RESSORT DE L'ÉTAT
 DU PORT VISANT À PRÉVENIR, CONTRECARRENER ET ÉLIMINER
 LA PÊCHE ILLICITE, NON DÉCLARÉE ET NON RÉGLEMENTÉE

ACUERDO
 SOBRE MEDIDAS DEL ESTADO RECTOR DEL PUERTO DESTINADAS
 A PREVENIR, DESALENTAR Y ELIMINAR LA PESCA ILEGAL,
 NO DECLARADA Y NO REGLAMENTADA

1. Intended port of call									
2. Port State									
3. Estimated date and time of arrival									
4. Purpose(s)									
5. Port and date of last port call									
6. Name of the vessel									
7. Flag State									
8. Type of vessel									
9. International Radio Call Sign									
10. Vessel contact information									
11. Vessel owner(s)									
12. Certificate of registry ID									
13. IMO ship ID, if available									
14. External ID, if available									
15. RFMO ID, if applicable									
16. VMS		No		Yes: National		Yes: RFMO(s)		Type:	
17. Vessel dimensions			Length		Beam		Draft		
18. Vessel master name and nationality									
19. Relevant fishing authorization(s)									
<i>Identifier</i>		<i>Issued by</i>		<i>Validity</i>		<i>Fishing area(s)</i>		<i>Species</i>	
20. Relevant transshipment authorization(s)									
<i>Identifier</i>		<i>Issued by</i>		<i>Validity</i>					
<i>Identifier</i>		<i>Issued by</i>		<i>Validity</i>					
21. Transshipment information concerning donor vessels									
<i>Date</i>	<i>Location</i>	<i>Name</i>	<i>Flag State</i>	<i>ID number</i>	<i>Species</i>	<i>Product form</i>	<i>Catch area</i>	<i>Quantity</i>	
22. Total catch onboard							23. Catch to be offloaded		
<i>Species</i>		<i>Product form</i>		<i>Catch area</i>		<i>Quantity</i>		<i>Quantity</i>	

Risk and Risk Analysis

- Risk - Probability of a fisheries non-compliance to occur
- Risk analysis - The process of gathering, assessing and grading data, information and intelligence in order to identify and quantify individual risks
- Risk management - The systematic identification of risks and the implementation of measures necessary to limit the occurrence of these risks



Foreign Vessel Seeking Entry into a U.S. Port:

Not a listed IUU vessel

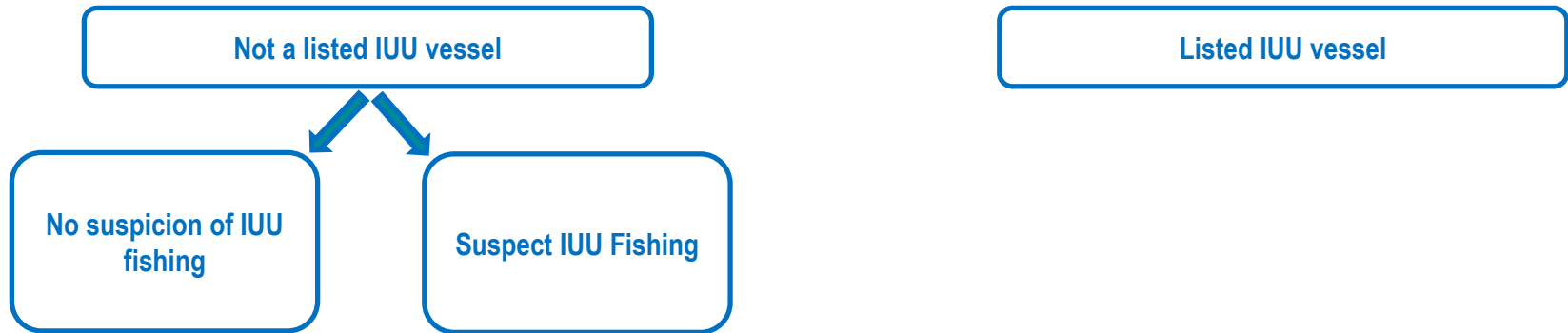
Listed IUU vessel

Prescreening of Vessels

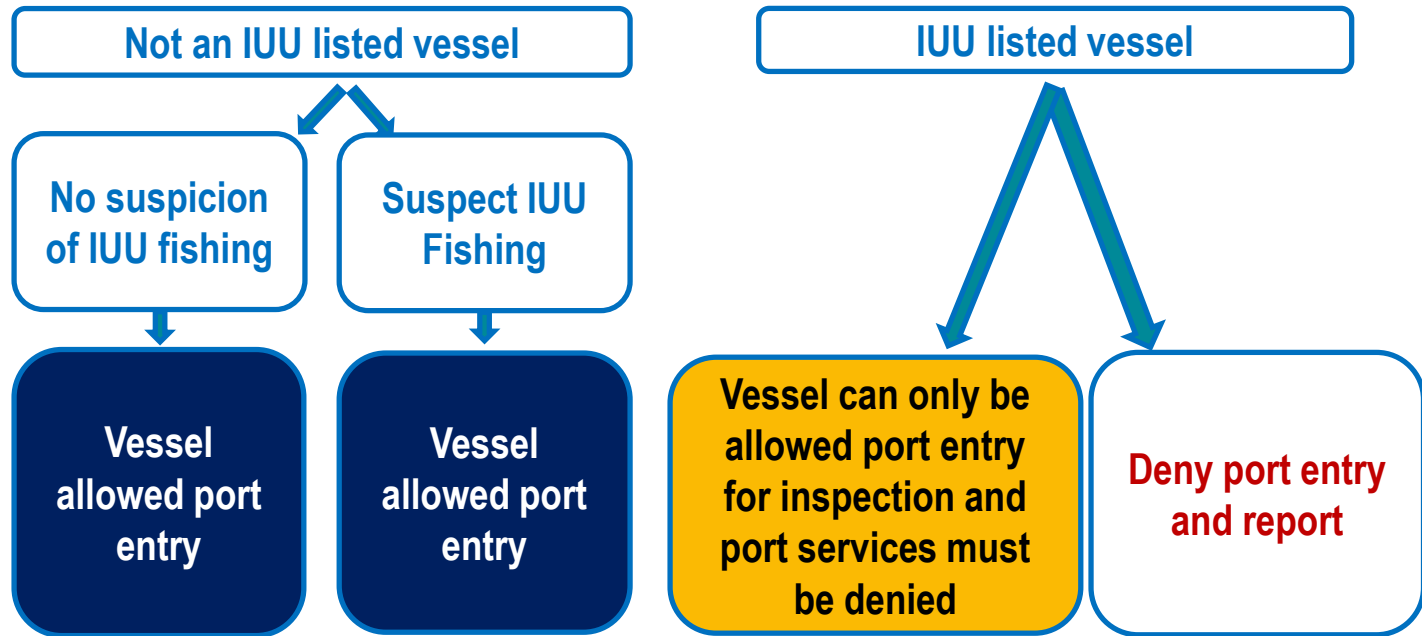
Suspicion of IUU fishing-related activities:

- Information from a previous boarding
- National intelligence
- Intel from another country
- Information from an international organization (e.g., RFMO, INTERPOL Purple notice)

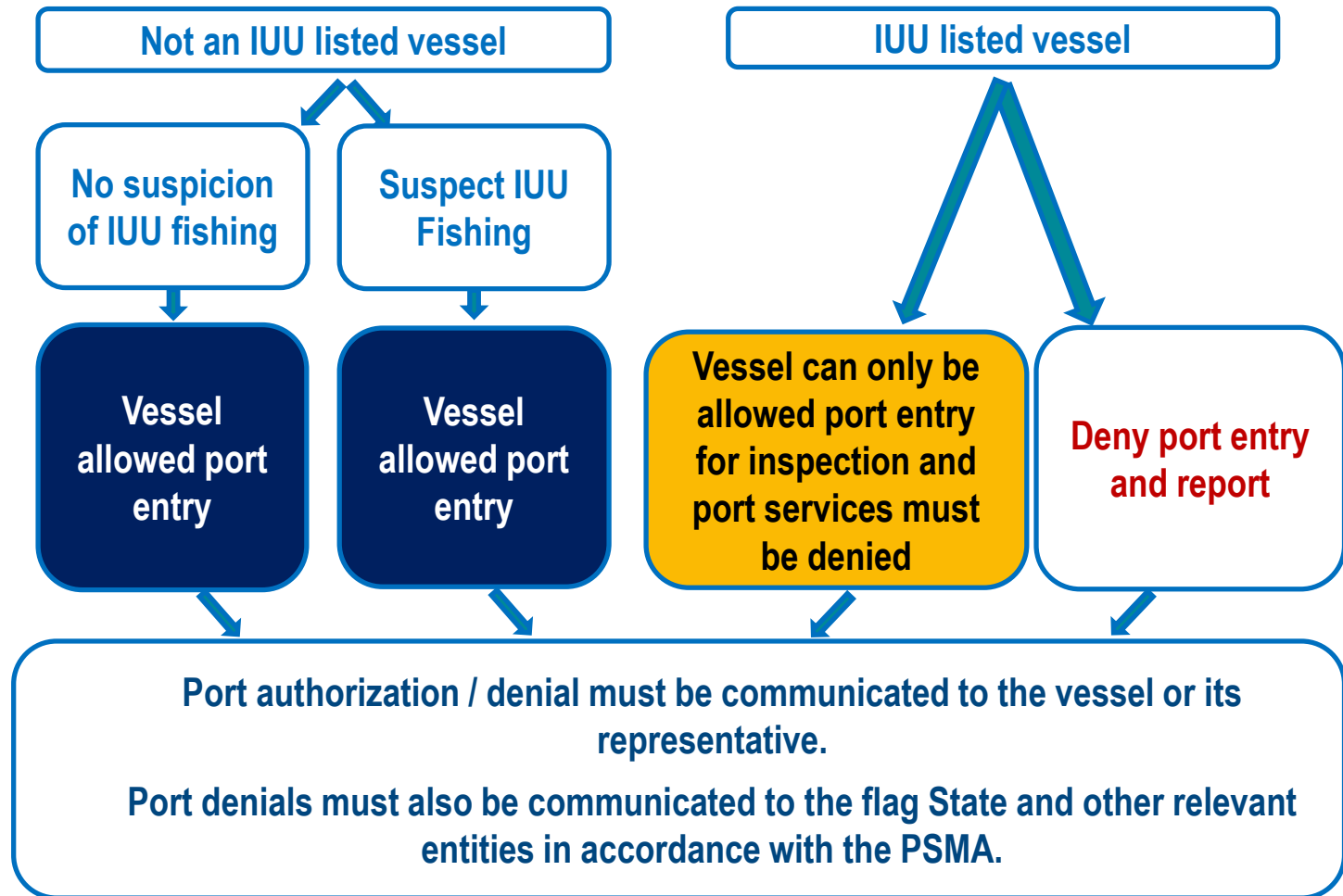
Foreign Vessel Seeking Entry into a U.S. Port:



Results of Advanced Arrival Screening



Results of Advanced Arrival Screening



Prioritizing Inspections

- Vessels denied entry or port use
- Requests from other relevant Parties, States, or RFMOs
- Clear grounds for suspecting IUU fishing or fishing-related activities



Sample Risk Matrix (NEAFC)

RISK	5	4	3	2	1
Flag State	FS 1 FS 2	FS 6 FS 7	Other FS	FS 8 FS 9	FS 3 FS 4 FS 5
Species	Tuna 1 Tooth fish	Mackerel Tuna 2	Shark 1 Tuna 3	Other tunas Other sharks	Other species
Fishing grounds	HS no RFMO Unknown	CS 1, 2, 3 RFMO 1	CS 4 RFMO 2	CS 5, 6	CS 7, 8 RFMO 3, 4
Tracking equipment	No VMS eq. No AIS eq.	AIS/VMS eq. but no data	AIS data	Limited VMS data	VMS data
Vessel information	No data or information available	Data from prev. insp. w/ infring.	Data from prev. insp. no infring.	Basic data from FS	Data from FS and prev. insp. no infring.

Sample Risk Matrix

- 5 to 10 = inspection not a priority
- 11 to 15 = moderate priority
- 16 to 20 = high priority
- 21 to 25 = mandatory inspection

Sample Risk Matrix

	Vessel 1	Vessel 2	Vessel 3
Flag State	Country 2 5	Country 5 1	Others 3
Species	Tooth fish 5	Other sharks 2	Mackerel 4
Fishing grounds	Unknown 5	CS 6 2	RFMO 2 3
Tracking equipment	No AIS/VMS 5	VMS data 1	AIS data 3
Vessel information	No data nor information 5	Basic data from FS 2	Data insp. w/ infring. 4
Risk total	25	8	17

e-PSM Application

Purpose: Develop an information system to implement PSM and train industry (agents)/port State competent authorities in the use of the e-PSM.

<http://iotc.org/compliance/port-state-measures>



Food and Agriculture
Organization of the
United Nations



IOTC e-PSM application

User Manual
for Vessel
representatives



Food and Agriculture
Organization of the
United Nations



IOTC e-PSM application

User Manual
for the Port State
Competent Authority



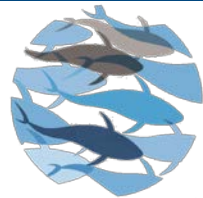
IOTC e-PSM application

User Manual
for Vessel
representatives



IOTC e-PSM application

User Manual
for the Port State
Competent Authority



iotc ctoi

e-PSM

- e-PSM forms and processes
- Includes IOTC vessels register, IOTC designated ports, contact of port States and flag States (Users),
- IOTC vessels/port calls at AREP step
- IOTC reference tables (gear type, vessel type, species, ATF issuing authorities, VMS type, etc.),
- e-PSM library
- Publication of AREP/PIR, sharing of inspection reports
- Flag State & port State contacts
- e-PSM reporting
- Standard reports generated for flag State and port State

VESSEL FILE DASHBOARD



CAP SAINT VINCENT

France (EU)

Type of vessel : Purse seiners

Types of gear :

IRCS : FIPP

IOTC id :

IMO id : 9225536

External id :

Certificate of registry id : 911289

Length : 67.3

Beam :

Draft :

[Update vessel identity](#)

EPSM File N°Arc2_CAP SAINT VINCENT_FRA_201506159_13

Created on **lun. 08/06/15 10:45 UTC** by [COMPAGNIE FRANCAISE DU THON OCEANIQUE](#)

OPEN PRIVATE

[Modify file status](#)

Vessel activity in port of call

Estimated date and time of arrival:

lun. 08/06/15 10:00 UTC

Port of call:

Archipelagic Fishing Port Palabuhanratu-West Java

Purposes:

Change Crew, Inspection

Vessel Activity Intelligence Report (VAIR)

Vessel listed in IOTC Record of Authorized Vessels: YES

Vessel listed in current IUU list: YES

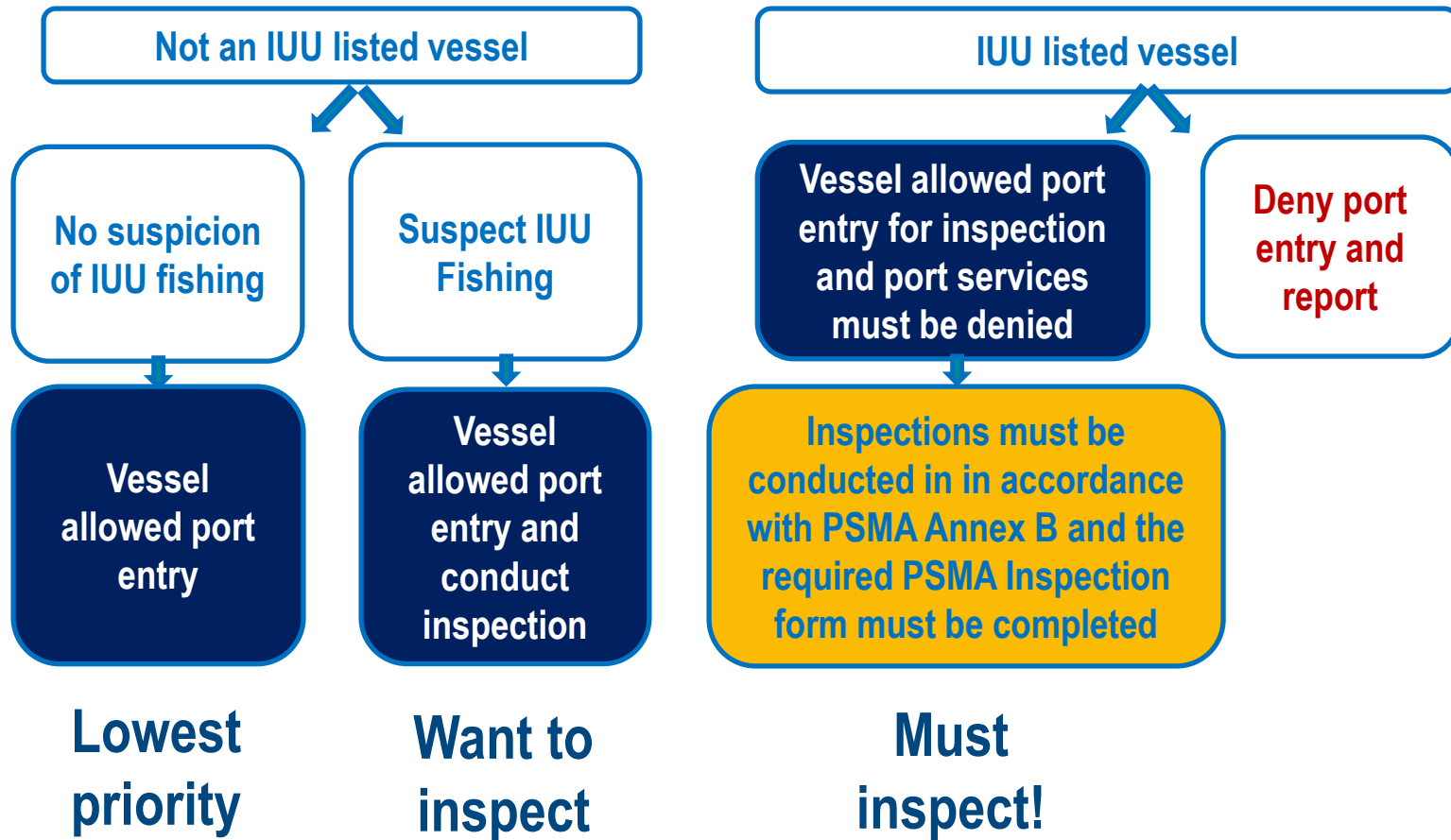
Owner listed in current IUU list: NO

[See the complete report](#)

Vessel photographs

Photo	Description	Photographer Name	Photo upload time	Tag	Action
	Photograph taken on 15/05/2015, vessel leaving home port	Jon Lansley	2015-06-09	Photograph of vessel - whole	

Example: Prioritizing Inspections



Boarding Prioritizations

Information Sharing

- How are advanced requests for entry shared with fisheries inspectors prior to boarding?

Boarding Prioritization

- How are advanced requests for entry shared with fisheries inspectors prior to boarding?
- Who prioritizes inspections and what factors are used in making this determination?



Questions?



NOAA FISHERIES