

**NOAA
FISHERIES**

Office of Law
Enforcement

PSMA Overview, U.S. Implementation, and Pre-arrival Activities

SEAFDEC Regional PSM Inspector Training
Bangkok, Thailand

22-26 July 2019

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.



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)

Container Ship



Carrier / Transshipment
Fishing-support Vessel



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



Article 7 – Designation of Ports

Designate and publicize the ports vessels may request entry to.



Ensure, to the greatest extent possible, sufficient capacity to conduct inspections in designated ports.

U.S. PSMA Designated Ports

- All U.S. ports (as identified by CBP as ports for foreign vessel entry) have been designated PSMA ports.
- However, landings of *non-previously landed* product should only occur in U.S. territories in accordance with the *Nicholson Act*, unless there is a treaty exemption (e.g., The United States - Canada Albacore Treaty).

Port Designation

Designated PSMA Ports

- Per the PSMA, which ports are designated for entry of foreign fishing vessels and vessels carrying fish that have not previously been landed?
- Do your laws also make it illegal for vessels to enter non-designated ports?*
- This information must be provided to FAO. How else are designated ports publicized and to whom?

**This point is valuable for operational implementation but is not a requirement of the PSMA.*

Pre-Arrival Activities

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.
- Collection and evaluation of Annex A information prior to a vessel's entry is a requirement of the PSMA

Advanced Request for Entry into Port (AREP)

Article 8 –
Advanced
Request for Port
Entry

PSMA Annex A
information

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

AREP Continued

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>		

AREP Recommendations for Consideration

- 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



Foreign Vessel Seeking Entry into a U.S. Port

USCG receives an Advanced Notice of Arrival (ANOVA) from a fishing or fishing-related vessel



USCG notifies NOAA-OLE-HQ and sends ANOVA



NOAA-OLE-HQ (Analysts) verify ANOVA information

Advanced Requests for Port Entry

- Advanced notice of arrivals (ANOA) from incoming foreign vessels are currently received through the USCG Ship Arrival Notice System (SANS).
- There are currently two main filters in place within SANS that:
 - 1) Screen all ANOAs against RFMO IUU vessel lists.
 - 2) Filter ANOAs for fisheries-related products and activities, which are then sent to OLE HQ for secondary screening.

Advanced Requests for Port Entry

- The OLE HQ Analyst team screens all received ANOAs for indications of IUU fishing activity, and alerts the field when there are vessels of interest.
- Example intel sources:
 - Information from a previous boarding
 - National intelligence
 - Intel from another country
 - Information from an international organization (*e.g.*, RFMO, INTERPOL Purple notice)



AREP SOP Development Recommendations

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.*

Review and Assessment of the AREP

A prior-notice of arrival is received.



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



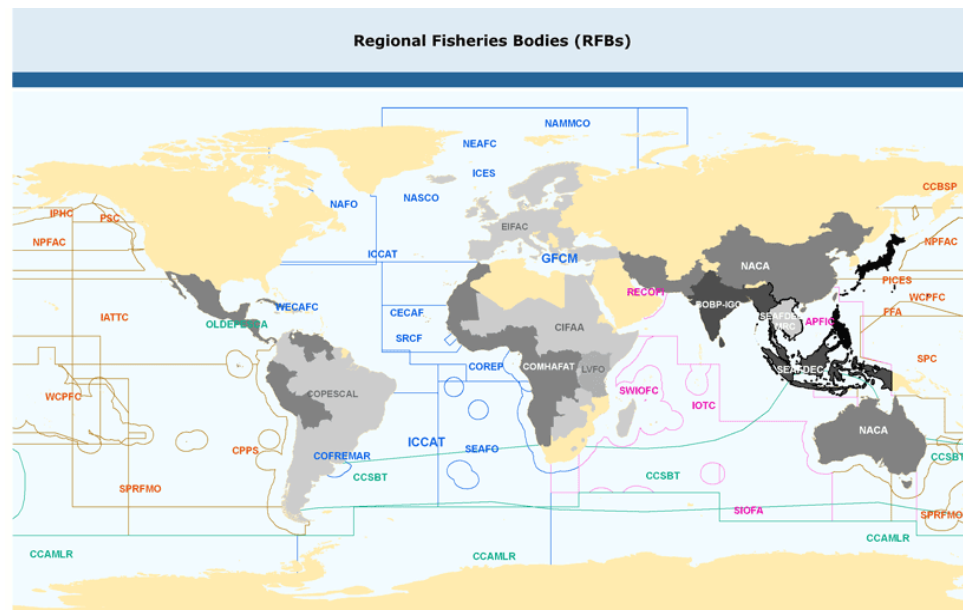
The vessel is screened for involvement in IUU fishing and fishing-related activities



Validate the Advanced Notice of Arrival by comparing it to:

Regional Fisheries Management Organizations (RFMOs)

- List of Registered Vessels
- IUU Vessel Lists



IUU Vessel Lists

RFMOs maintain or share lists of vessels that have been found to carry out or support IUU fishing within their own or adjacent convention areas.

- Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR)
- Inter-American Tropical Tuna Commission (IATTC)
- International Commission for the Conservation of Atlantic Tunas (ICCAT)
- Indian Ocean Tuna Commission (IOTC)
- Northwest Atlantic Fisheries Organization (NAFO)
- North East Atlantic Fisheries Commission (NEAFC)
- North Pacific Fisheries Commission (NPFC)
- South East Atlantic Fisheries Organization (SEAFO)
- Western and Central Pacific Fisheries Commission (WCPFC)
- South Pacific Regional Fisheries Management Organization (SPRFMO)

INTERPOL member states also issue Purple Notices to request or provide information regarding fishing vessels that are wanted for illegal activities

If a vessel is an authorized to fish / participate in fishing-related activities in more than one RFMO, verification of the vessel's information in each RFMO's Record of Vessels is necessary.

Validate the Advanced Notice of Arrival by comparing to...

IATTC

Vessel search - Enter your criteria

Vessel Name:

Gear:
 Carrier vessel
 Gillnet
 Handline

Flag:
 Argentina
 Belize
 Bermuda

Call Sign:

Length(m): Min: Max:

Carrying Capacity(t): Min: Max:

Fish Hold Volume(m3): Min: Max:

Confirmation date: With Without Both

Internal Password(optional):

ICCAT Record of Vessels

Filtering Options

Record of Vessels: All

Reporting Flag: All

Current Flag: All

Vessel Name: Contains All

International Radio Call Sign: Contains All

Registry Number: Contains All

ICCAT List Number: Contains All

Vessel Type: All

Order by: , Records per Page:

WCPFC Record of Fishing Vessels

RFV Summary Statistics

Flag: Submitted by CCM: Vessel Type:

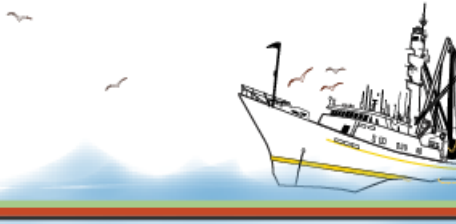
Vessel Name: IRCS: WIN:

VID: IMO-LR: Authorisation to tranship on the high seas:

Fishing Methods:

Vessel Name	Flag	Registration Number	Auth Period	Vessel Type	IRCS	WIN	VID
AMANDA LOUISE	Australia	XZY	1 Mar 2016 - 28 Feb 2017	Handliner	UNKNOWN	XZY	11094
ANGELICA	Australia	LFB12748	1 Mar 2016 - 28 Feb 2017	Longliner	VHN7847	LFB12748	5104
ASSASSIN	Australia	LFB12904	1 Mar 2016 - 28 Feb 2017	Longliner	VMQ9627	LFB12904	9805

RFMO Record of Vessel Databases



Sample Vessel Information

Vessel details data

Fu Yuan Yu 066
Authorized to fish
Active

<i>IATTC Vessel Number:</i>	7153	
<i>Flag:</i>	China	
<i>Gear:</i>	Longline	
<i>Registration number:</i>	Y080A00024.0108	
<i>Call sign:</i>	412678070	
<i>Dimensions(m)</i>	<i>Length:</i>	35.12
	<i>Beam:</i>	
	<i>Depth:</i>	
<i>Technical characteristics</i>	<i>Fish hold volume (m³):</i>	
	<i>Fish hold volume confirmation date:</i>	
	<i>Carrying capacity (t):</i>	
	<i>Gross tonnage:</i>	274
	<i>Engine power (HP):</i>	
<i>Year built:</i>	2000	
<i>Shipyard:</i>		
<i>Company:</i>	Fuzhou Deep Sea Fishing Company	
<i>Business Address:</i>	No. 2 Guohuo Building Guohuodonglu, Fuzhou China	

Same Vessel, looking at the WCPFC listing

FU YUAN YU 866

Owner Name: Fujian Lianjiang Pelagic Fishiery Co.,Ltd

Owner Address: Beijiao Tailu Lianjiang,Fuzhou

Master Name: Chen Hua Jin

Master Nationality: China

Reg Port: Fuzhou

Built in Country: China

Built in Year: 2009

Crew: 17

Length: 37.91

Length Units: Meters

Length Type: Overall

Moulded Depth: 3.30

Moulded Depth Units: Meters

Beam: 6.90

Beam Units: Meters

Tonnage: 282.00

Tonnage Type: GT

Engine Power: 400

Power Units: KW

Freezer Types: ICE

Freezing Capacity: 300

Freezing Capacity Units: CuM

Number of Freezers: 2

FishHold Capacity: 416

FishHold Cap Units: CuM

Communication Details:

Inmarsat C: 412440038

Flag: China

Registration Number: (MIN)CHUANDENG(JI)(2014)FT-100004

IRCS: BZ4UT

Vessel Type: Longliner

WIN: BZ4UT

IMO-LR: 8685600

VID: 11122

Submitted by CCM: China

Attachments:



Check RFMO IUU Lists

IATTC

Current IUU Vessel List

Regional Vessel Register	Active Purse-Seine	Inactive and Sunk Purse-Seine	Authorized Large Longline	IUU Vessels	Search
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This list of vessels presumed to have carried out illegal, unreported, and unregulated fishing activities in the eastern Pacific Ocean that amended and replaced the previous one.

	IATTC Vessel Number	Name	Gear	Flag
1	15579	Xin Shi Ji 16	LL	FJI
2	14613	Neptune	LL	GEO
3	12290	Bhaskara No. 10	LL	UNK
4	12291	Bhaskara No. 9	LL	UNK
5	9407	Camelot	LL	UNK
6	125	Chia Hao No. 66	LL	UNK
7	6163	Dragon III	LL	UNK
8	6591	Goldau Ruey No. 1	LL	UNK
9	9505	Jyi Lih 88	LL	UNK
10	11369	Orca	LL	UNK
11	95	Reymar 6	LL	UNK
12	9405	Ta Fu 1	LL	UNK
13	13568	Tching Ye No. 6	LL	UNK
14	129	Wen Teng No. 688	LL	UNK

Names and registration numbers change! Tracking the sale of vessels and the use of photographs and vessel characteristics can make the difference in identifying an IUU vessel



WCPFC IUU VESSEL LIST FOR 2016

(Effective from 7 February 2016: WCPFC12 agreed to maintain the WCPFC IUU list for 2015 as the WCPFC IUU list for 2016)

Note: Information provided in this list is in accordance with CMM 2010-06 para 19

Current name of vessel (previous names)	Current flag (previous flags)	Date first included on WCPFC IUU Vessel List ¹	Flag State Registration Number/ IMO Number	Call Sign (previous call signs)	Owner/beneficial owners (previous owners)	Notifying CCM	IUU activities
Neptune	unknown (Georgia)	10 Dec. 2010	M-00545	unknown (4LOG)	Space Energy Enterprises Co. Ltd.	France	Fishing on the high seas of the WCPFC Convention Area without being on the WCPFC Record of Fishing Vessels (CMM 2007-03-para 3a)
Fu Lien No 1	unknown (Georgia)	10 Dec. 2010	M-01432 IMO No 7355662	unknown (4LIN2)	Fu Lien Fishery Co., Georgia	United States	Is without nationality and harvested species covered by the WCPFC Convention in the Convention Area (CMM 2007-03, para 3h)
Yu Fong 168	Chinese Taipei	11 Dec. 2009		BJ4786	Chang Lin Pao-Chun, 161 Sanmin Rd., Liouciuo Township, Pingtung County 929, Chinese Taipei	Marshall Islands	Fishing in the Exclusive Economic Zone of the Republic of the Marshall Islands without permission and in contravention of Republic of the Marshall Islands's laws and regulations. (CMM 2007-03, para 3b)

Bookmark the websites and check online to ensure the lists are up to date.

UN FAO Vessel Search

Provides Vessel Data:

- Name,
- Flag,
- Call sign,
- Type,
- Physical characteristics,
- Historic information,
- RFMO Authorizations

The screenshot displays the 'Details for vessel SHIN JAAN SHIN NO. 102 [UID #000015667]' page. The interface includes a 'DATA COLLECTION' button at the top left. Below the title, there are tabs for 'Current details', 'Historical details', 'Timeline', 'Pictures', 'Tracks', and 'Infringements'. A 'Display' dropdown is set to 'combined', and there are controls for 'Colored rows' (ON/OFF) and 'Empty attributes' (HIDE/SHOW). The main content area is divided into several sections, each with a collapse icon and a record/source count:

- SHIN JAAN SHIN NO.102 [SHIN JAAN SHIN 102]** [Src: WCPFC - Ref: 2011-10-27]
- XIN ZHAN XIN NO.102 [XIN ZHAN XIN 102]** [Src: WCPFC - Ref: 2011-08-19]
- MING HORNG YU NO.123 [MING HORNG YU 123]** [Src: WCPFC - Ref: 2011-08-18]
- MING HORNG YU NO.123 [MING HORNG YU 123]** [Src: WCPFC - Ref: 2011-02-18]

Flags: [3 records / 2 sources]

- Taiwan Province of China [TW / TWN] [Src: IATTC - Ref: 2012-01-29]
- Taiwan Province of China [TW / TWN] [Src: WCPFC - Ref: 2011-02-18]
- Taiwan Province of China [TW / TWN] [Src: WCPFC - Ref: 2011-02-18]

Types: [2 records / 2 sources]

- Tuna longliners - LLT - 07.2.1 [CLAV / LLT] [Src: IATTC - Ref: 2012-01-29]
- Tuna longliners - LLT - 07.2.1 [CLAV / LLT] [Src: WCPFC - Ref: 2011-02-18]

Gears: [4 records / 2 sources]

Callsigns: [2 records / 2 sources]

Registrations: [2 records / 2 sources]

Physical dimensions: [2 records / 2 sources]

- Length Overall: 26.2 m (meters) [Src: IATTC - Ref: 2012-01-29]
- Length Overall: 26.2 m (meters) [Src: WCPFC - Ref: 2011-02-18]

Tonnages: [1 record / 1 source]

- Gross Registered Tonnage: 95.6 mt (metric tons) [Src: WCPFC - Ref: 2011-02-18]

Authorizations: [10 records / 3 sources]

- CLAV #IATTC_14681 - Type: CLAV default [From: 2012-05-17] [Src: CLAV - Ref: 2012-05-17]
- IATTC #14681 - Type: IATTC default [Src: IATTC - Ref: 2012-05-17]
- CLAV #IATTC_14681 - Type: CLAV default [To: 2012-01-29] [Src: CLAV - Ref: 2012-01-29]
- Terminated on: 2012-01-29 - Reason: EXPIRATION OF AUTHORIZATION [Src: CLAV - Ref: 2012-01-29]
- IATTC #14681 - Type: IATTC default [Src: IATTC - Ref: 2012-01-29]
- Terminated on: 2012-01-29 - Reason: EXPIRATION OF AUTHORIZATION [Src: IATTC - Ref: 2012-01-29]
- CLAV #WCPFC_8795 - Type: CLAV default [From: 2011-10-27] [Src: CLAV - Ref: 2011-10-27]
- WCPFC #8795 - Type: WCPFC default [Src: WCPFC - Ref: 2011-10-27]
- CLAV #WCPFC_8795 - Type: CLAV default [From: 2011-06-19 To: 2011-06-19] [Src: CLAV - Ref: 2011-06-19]

Jump to: [Choose a section]

Other Potential Useful Sources of Information

- Prior History in Enforcement Database
- RFMO or domestic enforcement boarding and sighting data
- Fishery Observer Records
- VMS / AIS positional data
- Flag State web-based vessel registration queries
- Other sources

AREP SOP Development Recommendations

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?



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

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

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

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



The diagram shows the IMO number 9074719. The digits 907471 are highlighted in yellow. The digit 9 is enclosed in a box and labeled as the Control Number. Below the digits, red numbers 7, 6, 5, 4, 3, 2 are shown, with blue arrows pointing upwards from each weight to its corresponding digit in the sequence.

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

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

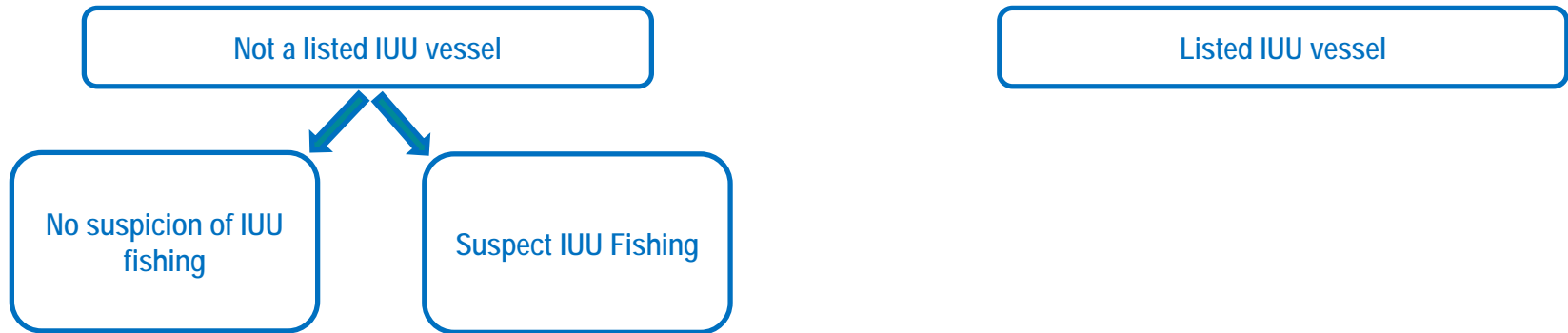
Listed IUU vessel

Prescreening of Vessels

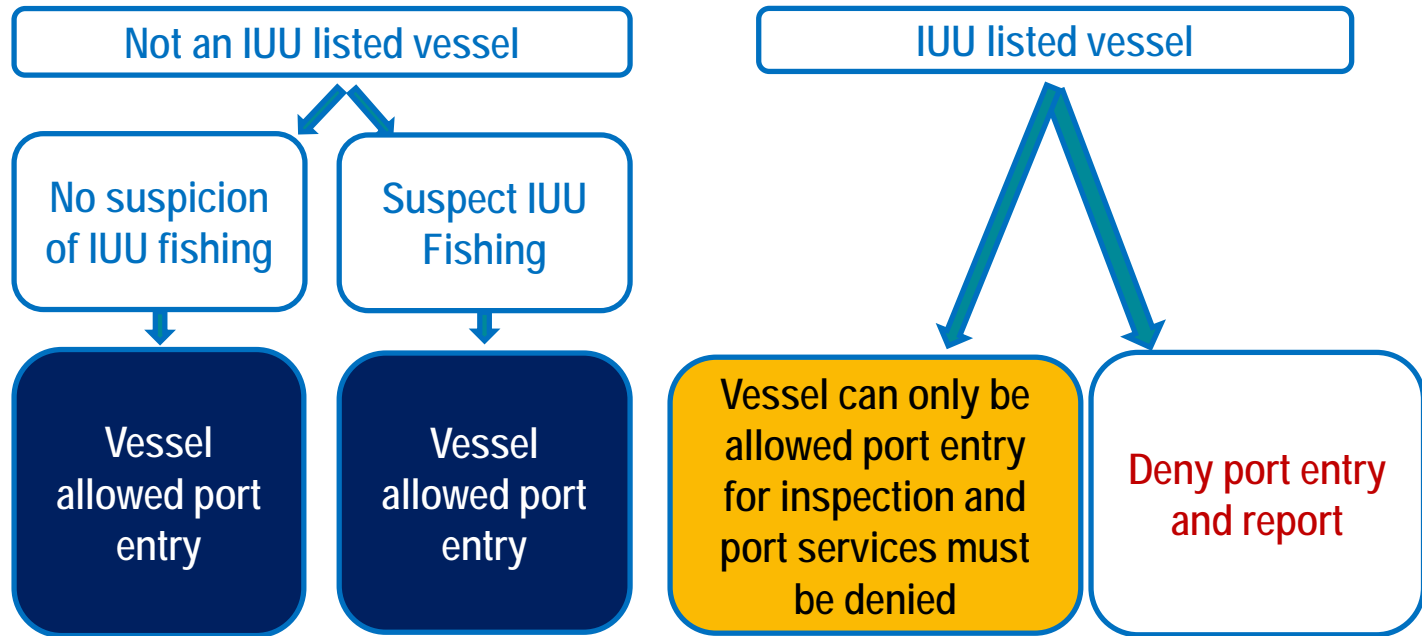
Suspicion of IUU fishing-related activities:

- 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



Article 9 – Port Entry

- Communicate authorization or denial of port entry to the vessel or its representative.
- Vessel master or representative presents authorization.



May Allow Entry for Enforcement Purposes

Inspection or other appropriate actions which are at least as effective as denial of port entry for eliminating IUU fishing.

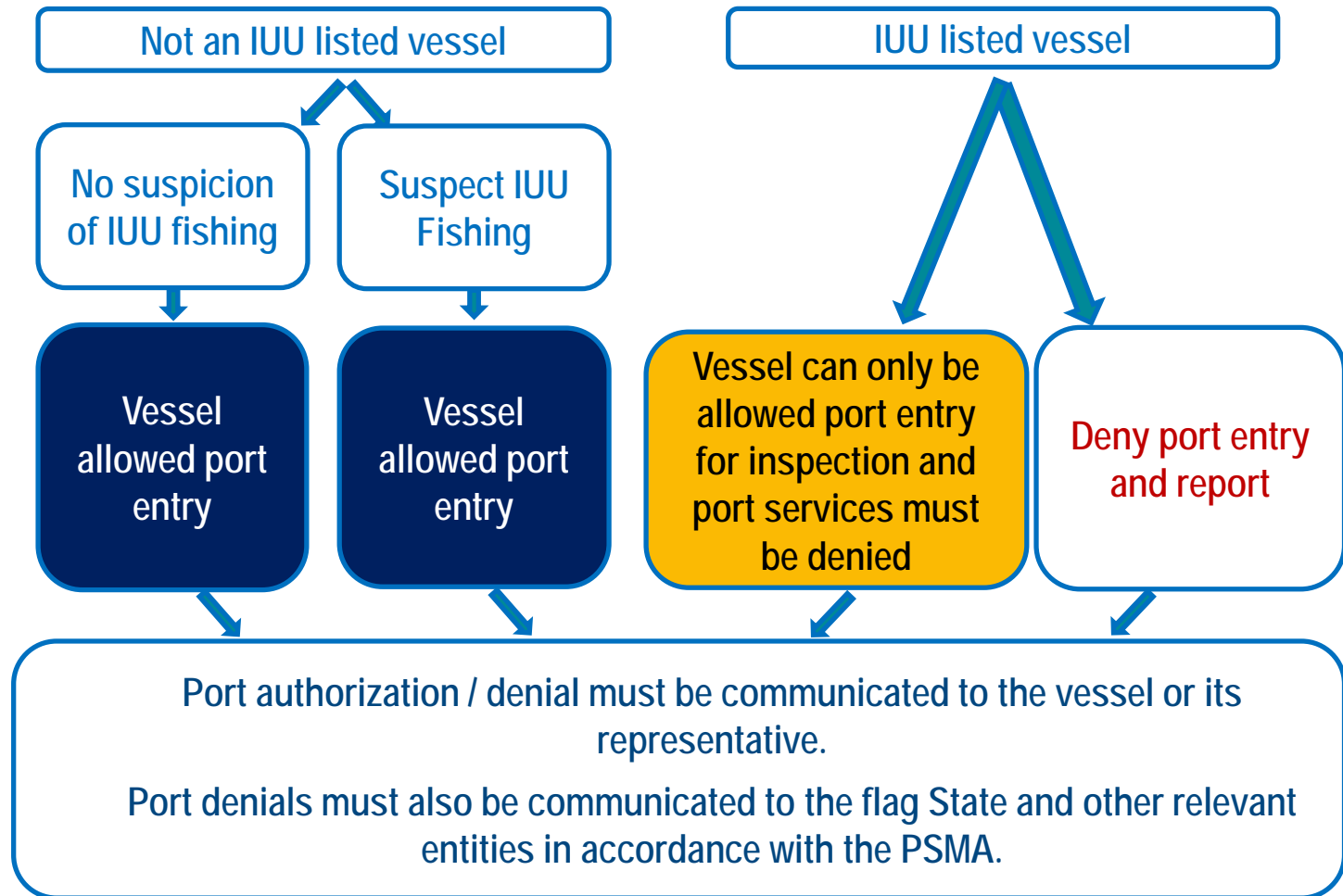


However...

Where a vessel that should have been denied port entry is in port for any reason it must be denied the use of port for landing, transshipping, packaging and processing of fish and access to port services.



Results of Advanced Arrival Screening



Port Denial Notification

- Promptly notify the flag State.
- As appropriate, notify:
 - Relevant Coastal States
 - RFMOs
 - Relevant International Organizations



Authorization or Denial of Port Entry

Port Entry Authorization

- Who has the authority to deny/authorize port entry?
- How is the decision to authorize port entry communicated to other relevant authorities?
- How are port entry authorizations communicated to the vessel?
- Will a confirmation code/number be issued to the vessel for verification by the inspector that they filed a pre-arrival notice?

Port Entry Denial

- How is the decision to deny port entry communicated to other relevant authorities?
- How is the decision to deny port entry communicated to the vessel?
- Who is responsible for communicating port entry denials to the flag State and other relevant entities in accordance with the PSMA?

Article 12 - Priority

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



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

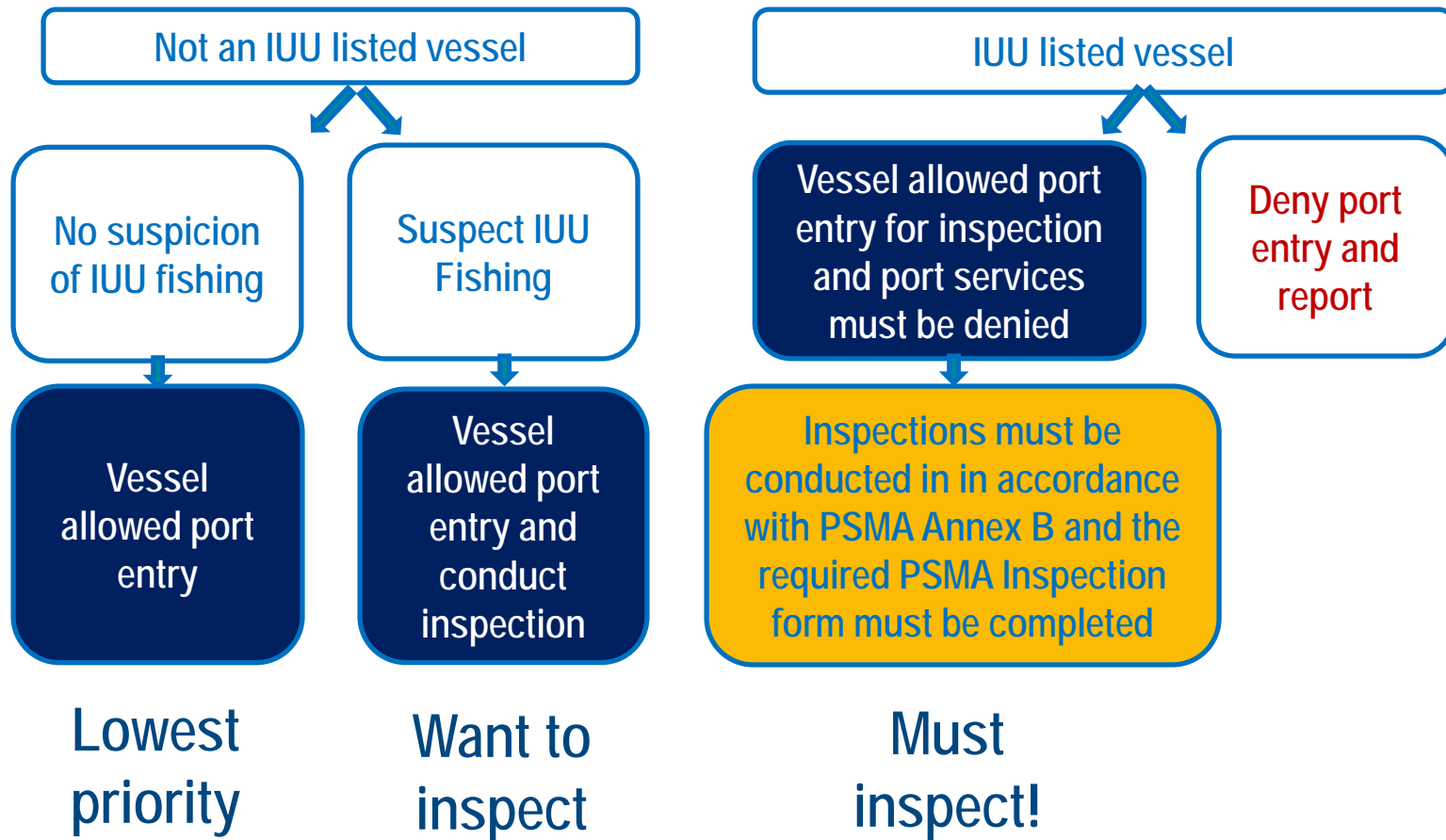
- 5 to 10 = inspection not a priority
- 11 to 15 = moderate priority
- 16 to 20 = high priority
- 21 to 25 = mandatory inspection

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



Example: Prioritizing Inspections



Boarding Prioritization and Port Inspections

Port Inspections

- Who prioritizes inspections and what factors are used in making this determination?
- Who has authority to conduct inspections of foreign-flagged fishing and support vessels in port?

Interagency Coordination

- What authorities may be involved in a PSMA inspection?
- Are the roles for carrying out PSMA inspections clear, including primary responsibilities and secondary support roles?
- Which authorities can take enforcement actions for infringements found during an inspection?

Questions?

