



REPORT OF THE REGIONAL MEETING ON THE REGIONAL FISHING VESSEL RECORD (RFVR) FOR 24 METERS IN LENGTH AND OVER AS A MANAGEMENT TOOL TOWARD COMBATING IUU FISHING IN ASEAN

12-13 December 2018

SEAFDEC/TD, Samut Prakan, Thailand



REGIONAL FISHING VESSELS RECORD (RFVR)
24 METERS IN LENGTH AND OVER



LOGIN FORM

USERNAME :

PASSWORD :

Please enter the code in the box below

[Contact Webmaster](#)

VESEL TYPE :

REGISTRATION NUMBER :

IRCS :

ITEMS PER PAGE :

VESEL TYPE	OWNER NAME	IRCS
COURSE SENER	KAMARUDDIN BIN TAMPA	-
VESEL	VECH CHOON CHEK	-
VESEL	ANG SWEE HIN	-
VESEL	MOO SEW KONG	-
VESEL	TAN KENG HAI	-
VESEL	BAK LAI	-
VESEL



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TRAINING DEPARTMENT

SOUTHEAST ASIAN FISHERIES DEVELOPMENT CENTER

TD/RP/204

April 2019

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I. OPENING OF THE MEETING

The “Regional Meeting on the Regional Fishing Vessel Record (RFVR) for 24 meters in length and over as a Management Tool toward Combating IUU Fishing in ASEAN” was convened from 12-13 December 2018 at the SEAFDEC Training Department (TD), Samut Prakan, Thailand. The Meeting was attended by representatives from Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, Singapore, Thailand and Viet Nam. In addition, representatives from the Food and Agriculture Organization of the United Nations (FAO) in Rome, Italy and in Bangkok, Thailand, SEAFDEC Training Department (TD) and Secretariat, and the members of SEAFDEC Regional Fisheries Policy Network (RFPN) from Cambodia, Indonesia, Lao PDR, Myanmar, and the Philippines were also attended the Meeting. The list of participants appears as **Annex 1**.

The Deputy Secretary-General of SEAFDEC, *Mr. Akito Sato* welcomed the participants and thanked everyone for attending this meeting. In his remarks, he emphasized on the negative impact of Illegal, Unreported and Unreported (IUU) fishing on the economic, social and ecological aspects, especially on diminishing fish stocks, damaging ecosystems as well as loss of livelihoods and state revenues. The SEAFDEC in support of the initiatives of the Member Countries to reduce IUU fishing, has been implementing the Project on “Promotion of countermeasures to reduce IUU fishing,” with financial support from the Japanese Trust Fund (JTF). One of the activities of the Project is to promote the Regional Fishing Vessel Record (RFVR).

He mentioned that the RFVR for 24 meters in length and over (RFVR-24m) and its database system were developed through a series of Experts Meetings and regional technical consultations from 2011-2015, and launched in April 2015, during the Forty-seventh SEAFDEC Council Meeting. The RFVR-24m includes the 28 Key Data Elements (KDEs) as basic information required to be effective, powerful and concrete tools in support of the fishing vessel inspections by Port State for the IUU fishing vessels entry into port.

Further, he encouraged all participants to share valuable information, in terms of the progress and management of database from ASEAN Member States (AMSs) that could further enhanced the implementation of the project. In that note, he declared the Meeting open. The Opening Remarks appears as **Annex 2**.

II. INTRODUCTION OF THE MEETING

The Training and Information Section Head of the SEAFDEC Training Department, *Mr. Kongpathai Saraphaivanich* briefed on the background, objectives and expected outputs of the Meeting. He emphasized that this Meeting was organized under the Project on “Promotion of Countermeasures to Reduce IUU Fishing” which has been implementing since 2011. As a result of the series of meetings and consultations, the establishment of RFVR was approved by the SEAFDEC Council during its Forty-fifth Meeting in April 2013 in the Philippines, and the Special Senior Officials Meeting of the

Thirty-fifth Meeting of the ASEAN Ministers on Agriculture and Forestry (Special SOM-35th AMAF) also supported the establishment of RFVR as a tool to combat IUU fishing in the Southeast Asian region.

Furthermore, he mentioned that in the extent of practicing Illegal, Unregulated and Unreported (IUU) fishing in the region, SEAFDEC assists AMSs in combating IUU fishing through the “Promotion of Sustainable Fisheries and IUU Fishing-related Countermeasures in Southeast Asia.” He also informed the Meeting that the expected outputs are: 1) Situations from AMSs to reduce IUU fishing through the updated numbers of fishing vessels by size (categories) and by types of fishing; 2) Way forward for AMSs and SEAFDEC to prevent, deter and eliminate IUU fishing through the utilization of RFVR; and 3) Suitability of the length for fishing vessel less than 24 meters for the development of RFVR Database in the next step.

Moreover, he informed the Meeting about the suggestion from the Council requesting SEAFDEC for amending the Protocol for assessing the RFVR Database System taking into consideration the recommendations from the Council, and again submitting the revised Protocol for consideration by the Council *ad referendum*. And also, the suggestions and comments from the Forty-first Program Committee Meeting (PCM) held in November 2018 that RFVR should be linked with and serve as inputs to the FAO Global Record. The presentation appears as **Annex 3**.

III. ADOPTION OF THE AGENDA AND ARRANGEMENTS OF THE MEETING

The agenda which appears as **Annex 4** was adopted.

IV. PROGRESSION AND SITUATION ON UTILIZATION OF RFVR DATABASE

4.1. Agreement on implementation of RFVR Database from last consultation

The Information Technology Officer of SEAFDEC/TD, *Ms. Namfon Imsamrarn* presented the “Progression and Situation on Utilization of RFVR Database” from the last year’s consultation. In her presentation, she described the short history and background of SEAFDEC to promote the countermeasures on IUU fishing in the region, which is referred by the current meeting. There are two previous meetings related to the initiative, as follows: 1) First Meeting of Regional Core Expert, where the procedures for fishing licensing and boat registration in the Southeast Asian region, that stipulated the minimum requirement for obtaining fishing license and boat registration certificate; 2) Second Meeting of Regional Core Expert in 2012, where a principle agreement on the last of required data and information reached by Member Countries (MCs) for sharing the data of vessels with 24 meters in length and over. The results of this agreement was then presented and agreed at the SEAFDEC Council Meeting in 2013. Later on, the concept proposal was supported by the Special SOM-34th to establish RFVR-24m as a tool to combat IUU fishing in the region of ASEAN.

The rationale for strengthening the RFVR implementation in Southeast Asia other than the management tool, have been described as: 1) Enhancing the collaboration initiative among AMSs through the information sharing on vessel data; 2) Providing AMSs with a reliable and rapid tool to share information on vessels engaging with international fishing operations; 3) Practical tool for the related authorities of AMSs in eliminating IUU fishing in the region; and 4) Facilitating AMSs to take coordination countermeasures with IUU fishing.

4.2. Situation on utilization and updating of RFVR Database

The representative from SEAFDEC/TD, *Ms. Namfon Imsamrarn* informed the Meeting on situation on the utilization and updating of the RFVR Database. She said that the activities to promote the implementation of RFVR-24m were continued in the expert and consultation meeting in 2014 and then it was launched at the Forty-seventh SEAFDEC Council meeting in 2015. Based on the recommendations, SEAFDEC continued to update the RFVR Database in the next Regional Technical Consultation (RTC) in 2015, came up with the evaluation of RFVR in the RTC meeting with resulting Policy Recommendation, Strategies and Way Forward for AMSs and SEAFDEC to prevent, deter and eliminate IUU fishing through the utilization of RFVR-24m Database for the consideration by the 18th FCG/ASSP.

Furthermore, in 2016, the updating of information on RFVR Database was continued in collaboration with relevant MCs. The recommendation for KDEs required for RFVR, initially 26 KDEs in 2014, and then became 28 KDEs, after the RTC on RFVR: Use and Way Forward of RFVR Database as a management tool to reduce IUU fishing in the Southeast Asian region in 2015, with the additional International Maritime Organization (IMO) number obligatory. Moreover, she discussed the important consideration related to issues on vessel recording, as the follows: 1) type of fishing gear; 2) error data on engine power; 3) neglect of data submission by some countries. The complete 28 KDEs and data submissions of MCs.

4.3. Number of fishing vessels and carrier vessels by size (Categories)

The representative from SEAFDEC/TD, *Ms. Namfon Imsamrarn* informed the Meeting that there were eight (8) countries listed and submitted their data to SEAFDEC, namely: Brunei Darussalam, Indonesia, Malaysia, Myanmar, Philippines, Singapore, Thailand and Viet Nam. Almost all data elements were summarized and filled up by MCs. She added that some data fields were non-applicable for Myanmar, Philippines, Singapore and Thailand. The presentation appears as **Annex 5**.

V. THE NEED FOR MANDATORY IMO NUMBERS FOR FISHING VESSELS AND CAPE TOWN AGREEMENT OF 2012

The SEAFDEC Technical Expert, *Mr. Sutee Rajruchithong* briefed on “The Need for Mandatory IMO Numbers for Fishing Vessels and Cape Town Agreement of 2012.” In his presentation, he expressed the need for mandatory IMO numbers for vessels catching seafood for the European Union (EU) market. By the latest end of 2017, a catch certificate accompanying products for importing to the EU must include the vessel’s IMO number. The requirement should apply to vessels of 15 meters Length Overall (LOA) and above fishing outside of waters under the national jurisdiction, and vessels of 24 meters LOA (or 100 GT) and above fishing within waters under the national jurisdiction. Furthermore, he also explained how IMO numbers combat IUU fishing.

He informed the Meeting of the Cape Town Agreement 2012, a diplomatic conference held in October 2012 in Cape Town, South Africa, adopted the “Cape Town Agreement of 2012 on the Implementations of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1997.” In ratifying this agreement, the Parties agreed to the amendments to the provisions of the 1993 Protocol, so they can come into force as soon as possible thereafter. Finally, he informed the Meeting that the Marine Department gave the information to the fishing boat owners and must have the IMO numbers. In terms of export and import of fish and

other fishery products, a fishing vessel must get the document and the IMO number in the future. In Thailand, a fishing boat not more than 30 Gross Tonnages is not covered by Vessel Monitoring System (VMS). The presentation appears as **Annex 6**.

VI. THE FAO GLOBAL RECORD

The Head, Fishing Operations and Technology Branch, FAO Headquarters in Rome, Italy, *Dr. Matthew Camilleri* explicitly discussed the importance of the Global Record information system - a tool which aims to fight IUU fishing through increased transparency, where everyone can consider as “one-stop shop” of a certain fishing vessel. He informed the Meeting that the Global Record is used for verification of information, risk assessment or history of the vessel; traceability, which can traced the origin of the catch; and can be used as public dissemination of information, where consumers and industry can be kept abreast on the status of the vessel. In his presentation, he highlighted that all the data information on the Global Record are certified, reliable and up-to-date coming from official sources (States/countries), and it is the responsibility of the State to keep updated several times a day.

For the vessel details, he mentioned the five (5) important field requirements, as following: a) Unique Vessel Identifier or UVI (IMO number); 2) Current flag; 3) Vessel name; 4) Length overall (LOA); and 5) either Gross Tonnage (GR) or Gross Registered Tonnage (GRT). The International Marine Organization (IMO) information on database is very systematic as comparing to fishing vessels. Currently, IMO number is voluntary; however, very soon it would become a requirement. The presentation appears as **Annex 7**.

VII. OTHER RELATED MANAGEMENT TOOLS OF RELEVANCE TO COMBAT IUU FISHING

For other related and relevant management tools, *Dr. Matthew Camilleri* briefed on the international instrument and complementary tools to combat IUU fishing. At first, he put the remaining information to all delegates, that mostly the members of FAO, about historical processes of global concern toward marine fisheries. After the United Nations Convention on the Law of the Sea (UNCLOS 1982), there is the Compliance Agreement to promote complying with international concerns and management measures by fishing vessels on the high sea, which was approved by FAO in 1993 and entered into force in 2003. The next instruments following the Agreement included the Fish Stock Agreement in 1995, IPOA-IUU in 2001 and Rome Declaration in 2005. The Port State Measures (PSM) is one of the agreements that were binding for the Parties, which ratified such agreement.

In consequence, of all United Nations members which ratify such agreement have to comply with the instruments. The Global Record is a tool to strengthen the effort to combat IUU fishing. The flag State will have support when enforcing the fishing activities; the Port State will detect easier the possible suspect of IUU fishing-related vessels before entering the port.

Previously after the Port State Measure Agreement (PSMA) declaration, some voluntary guideline (VG) as a general principle to follow, published by FAO such as VG-Flag State Performance, VG-Catch Data Scheme, VG-Marked Fishing Gear. The tools for implementing instruments included:

- (1) Global Record of Fishing Vessels, Refrigerated Transport vessel and Supply Vessels
- (2) Technical Guideline on methodologies and indicator for estimation of magnitude and impact of IUU fishing

- (3) Guideline for regulating, monitoring and controlling transshipment
- (4) Global capacity development

Furthermore, the Global Record is closely related to PSMA as a cost effective means to combat IUU fishing by preventing the foreign vessels from using port and landing fishery products from IUU fishing operations. In the PSMA operations, the information of vessels from the Global Record could be used by both the vessels and the inspectors to show up the risk level. In the record, the historical data on landing of the vessels and its acceptance could be traced. The Global Record network would facilitate the information exchange.

He informed the Meeting that PSMA is a binding agreement, into action started with the Parties meeting in Oslo, Norway, in 2017, continued by the Technical Working Group (TWG) meeting on information exchange. The second meeting of the Parties will be held in Chile in 2019. In the TWG meeting, they concluded that the Global Record should be in line with PSMA. As an information system, the Global Record became a single access point for each vessel. The identification of vessel by the Global Record will increase transparency and traceability. FAO wants to create the UVI but IMO already established it.

The other important aspect of recording is IUU fishing estimation, to estimate how much the landed fish come from IUU fishing. Many data differ substantially due to different perspectives, methods and assumptions in making estimation. It needs a similar approach and technique how to estimate the catch from IUU fishing. The presentation appears as **Annex 8**.

VIII. SUMMARY OF QUESTIONNAIRE ON RFVR AND FISHING VESSEL INFORMATION FROM AMS

The Training and Extension Officer of SEAFDEC/TD, *Mr. Krit Phuririmongkol* presented on the Conclusion of the Questionnaires on RFVR and Fishing Vessel Information submitted by AMSs. He emphasized on internal and external issues; the obstacles on data collecting and the possible solutions and suggestions to submit RFVR data. He also informed the Meeting of the benefit of RFVR Database as well as the suggestions to improve the RFVR Database. The conclusions of the questionnaires are as follows;

- A) *The issues and obstacles on data collecting and submit the RFVR's data by identifying solutions and suggestions on these issues.*

Issues and Obstacles	Solutions and Suggestions
Brunei Darussalam	
Some of the items of the basic information requirement cannot be gathered and provided by the owner of the fishing vessel as requested by Department of Fisheries.	Allowing the items to be left blank or not available to avoid the submission delayed and hence will be updated or submitted later once the information of the items available.
Cambodia	
Data on fishing boats is not regular updated	Improve data on fishing boats by regular update
Marine fishing database has not developed yet	Develop marine fishing boat database

Issues and Obstacles	Solutions and Suggestions
Lack of resources both human resources and financial resources.	Capacity building and financial support
Indonesia	
Some of vessel data in our Fishing Vessel Registration Database are still contain error and inconsistency	<ul style="list-style-type: none"> • Regular maintenance and development of Management Information System of Fishing Vessel Registration is essential to revise and correct data error on the Database • Need to create manual database as back up
Some of the registered vessel data contain blank information	Need to conduct data validation in order to fill up the blank data
Registered Vessels are often not eligible to be operated in Indonesia due to the change of policy (<i>ie.</i> Moratorium of foreign-made vessels, prohibition of group purse- seiner, <i>etc.</i>)	Need to determine exact decision whether to keep or to remove ineligible registered vessel from the Database of Fishing Vessel Registration
Fishing vessel registration in Provincial level is still not properly implemented (most of Fishing vessel less than 24 m, especially 30 GT and below, are authorized by provincial government)	Need to increase the awareness of Provincial government on registering fishing vessel within their authority
Malaysia	
DOF Malaysia has already established and frequently updating the e-licensing system which includes Malaysian Fishing Vessel Record (MFVR). This MFVR Database applies the same concept of RFVR but with higher data inputs requirements and covers all Malaysian fishing vessels (from small scale fisheries to high seas fishing vessel). This database will generate all the required information needed under RFVR.	
Philippines	
Fishing vessels are not included in the database	Updating the list of fishing vessels in the database
Singapore	
Does not face any issues or obstacles due to small fleet and close cooperation with vessel owner(s).	
Thailand	
Our data can prepare after 31 March and these data can continue use for 2 years	Update data must be done after 31 March in the first time and more frequency for update
The more update data, the data more reliable	Each country can data upload by himself and be

Issues and Obstacles	Solutions and Suggestions
	proved by SEAFDEC before available
Viet Nam	
There is no comprehensive survey data on fishing vessels by length and fishing gears	Building the project of surveying data of fishing vessels by length and fishing gears in Viet Nam and the region
There is a general regulation and annual report on fishing vessel database for all members	This regulation is enforced by all members of SEAFDEC

B) *The number of fishing vessels 24 meters in length and over each category*

Number of fishing vessels 24 meters in length and over					
Country	Total	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others
Brunei Darussalam	10	9	-	-	1
Cambodia	-	-	-	-	-
Lao PDR	-	-	-	-	-
Indonesia	2796	2468	328	-	-
Malaysia	225	225	-	-	-
Philippines	2169	1280	737	13	139
Singapore	1	-	-	1	-
Thailand	335	315	20	-	-
Viet Nam	2485	2007	239	-	239
Total	8021	6304	1324	14	379

Remark: Others mean skip boat and etc.

C) *The number of fishing vessel less than 24 meters in length each category*

	Number of vessels less than 24 meters in length											
	<15 m.				15-17.99 m.				18-23.99 m.			
Country	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others
Brunei Darussalam	-	-	-	6	4	-	-	-	27	-	-	-
Cambodia	-	-	-	-	-	-	-	-	-	-	-	-

	Number of vessels less than 24 meters in length											
	<15 m.				15-17.99 m.				18-23.99 m.			
Country	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others
Lao PDR	-	-	-	-	-	-	-	-	-	-	-	-
Indonesia	177	2	-	-	714	28	-	-	3969	236	-	-
Malaysia	24280	-	-	-	1562	-	-	-	2102	-	-	-
Philippines	1086	64	-	632	1177	82	-	389	1934	144	-	315
Singapore	1	-	-	-	2	-	-	-	5	-	-	-
Thailand	3730	29	-	-	2670	18	-	-	3429	20	-	-
Viet Nam	77343	1189	-	5	19280	763	-	20	7315	129	-	10
Sub total	106617	1284	-	643	25409	891	-	409	18781	529	-	325
Grand total	108544				26709				19635			

D) The number of fishing vessel less than 24 meters in length (in total)

Country	Total number of vessels less than 24 meters in length		
	<15 m.	15-17.99 m.	18-23.99 m.
Brunei Darussalam	6	4	27
Cambodia	-	-	-
Lao PDR	-	-	-
Indonesia	179	742	4205
Malaysia	24280	1562	2102
Philippines	1782	1684	2393
Singapore	1	2	5
Thailand	3759	2688	3449
Viet Nam	78537	20063	7454

E) The information on the laws or regulations to install Vessel Monitoring System (VMS)

Country	No	Yes	Yes, with the Explanation
Brunei Darussalam	✓		
Cambodia	✓		

Country	No	Yes	Yes, with the Explanation
Lao PDR	✓		
Indonesia		✓	It is mandated in Ministry of Marine Affairs and Fisheries Regulation No. 42 of 2015 regarding Fishing Vessel Monitoring System, article 12. VMS are mandatory to be installed on Fishing Vessel over 30 GT
Malaysia		✓	All Malaysia deep sea fishing vessels (C2 zone) will need to install and activate the MTU to operate in C2 Zone of the Malaysia Fishing Waters, while for Trawler Vessels operating in B Zone, it is a requirement to install AIS. The MTUs and AISs are being monitored using the VMS system. Legal obligations regarding VMS are established as an annex to the fishing license covered under Section 10 (1) of the Fisheries Act 1985. All Malaysian deep-sea fishing vessels equipped with Vessel Monitoring System (VMS) are required to have the system active for at least 80 % for any given year as a condition for license renewal. Section 8 (b) of the Fisheries Act 1985 provides the authority to take actions if any person who undertakes any fishing activity, operates, or allows to be operated, in Malaysian fisheries waters any local fishing vessel for the purpose of fishing are in contravention of any condition in the license issued in respect of such vessel.
Myanmar		✓	DoF has issued the Notification No.5/2018 for the installation of VMS in offshore fishing vessels in accordance with the Myanmar Marine Fisheries Law.
Philippines		✓	The country has required the installation of Vessel Monitoring System (VMS) to commercial Philippine-flagged fishing vessels targeting straddling and highly migratory fish stocks.
Singapore		✓	All vessels plying and entering Singapore port limits must be installed with AIS transponders. These transponders must be switched on at all times whenever the vessels are underway.
Thailand		✓	For vessel 30 GT and over and vessel less than 30 GT operate trawler, Push net and Anchovies fishing gears
Viet Nam		✓	According to Vietnamese regulations (Fisheries Law 2003), it is not compulsory to set up a VMS device. However, as new Fisheries Law 2018 from January 1, 2019 all vessels over 24 meters must install a VMS device using satellite technology, ships of 15 - 23.9 meters must be set up a VMS device using HF.

F) *The information on the vessel marking.*

Country	The Explanation
Brunei Darussalam	Registration number of fishing vessel should be marked at both side by the

Country	The Explanation
	owner of the fishing vessel for the purpose of vessel identification under the jurisdiction of Maritime and Ports Authority of Brunei Darussalam.
Cambodia	The marking of marine fishing vessels has been made by the Ministry of Public Work and Transport, FiA is licensing for fishing operation only.
Lao PDR	-
Indonesia	It is mandated in Ministry of Marine Affairs and Fisheries Regulation No. 23 of 2013 regarding Fishing Vessel Registration and Marking, article 17. It consists of mandatory marking from Ministry of Transportation and Fishing Vessel Marking required from MMAF.
Malaysia	<p>Vessel marking in Malaysia is characterized by the introduction of local fisheries vessels as follows:</p> <ul style="list-style-type: none"> • Code of vessel registrations by state; • Colour of the steering wheel of the country by state; • Installation of tin plate and marker pulley on the bow of the vessel; • White crossbar at the steering wheel for trawlers; • Vessel engine number; • The size of the load of the vessel through the vessel's measurement.
Myanmar	The Vessel Marking System has been practiced since 1996. There are four fishing grounds in Myanmar namely- Rakhine, Ayeyarwady, Mon and Tanintharyi. The fishing vessel must have the vessel marking system for four fishing ground.
Philippines	Philippine-flagged fishing vessels are required to comply with the vessel markings painted/embossed on the starboard and port side of the vessel pursuant to FAO 198, and its amendments.
Singapore	All vessels must have the vessel license number / name clearly carved out and/or painted on the outside of the forward-end of the vessel on each side. The dimensions for such markings are as specified in the terms and conditions for the vessel license.
Thailand	For instance, TL475B which T mean Fishing Ground (Gulf of Thailand), L mean Large size of fishing vessel (60-150 GT), 475 mean number of vessel size L, and B mean Fishing Gear (Purse Seine)
Viet Nam	<p>At present, Vietnamese fishing vessels carry out fishing vessel marking in accordance with the Fisheries Law 2003 as follows:</p> <ul style="list-style-type: none"> • Marking offshore fishing vessels: For fishing vessels with a main engine capacity of 90 HP or more operating in offshore fishing, painting two vertical lines in the middle of the two sides of the cabin, painting all cabin height; each painted line is 20-30 cm wide; The distance of two paint lines is 30-40 cm apart; The color of the painted line is reflective orange (the cabin should not be painted with the same color of the marked line).

Country	The Explanation
	<ul style="list-style-type: none"> • For ships without cabin, paint two lines on the side of the ship after the registration number, 30 cm apart from the registration number, the height of the paint line is 2 times higher than the height of the registration number; width of 20-30cm, the distance between the two paint lines is 30-40 cm and the color of the paint line is reflective yellow orange. • Marking of inshore fishing vessels: For fishing ships with main engine capacity of between 20 HP and under 90 HP, fishing in the catchment area 01, painting a vertical line on both sides of the cabin. Paint line is 20-30 cm wide; painting all cabin height; The color of the painted line is reflective orange (the cabin should not be painted with the same color of the marked line). • For ships without cabin, paint two lines on the side of the ship after the registration number, 30 cm apart from the registration number, the height of the paint line is 2 times higher than the height of the registration number; width of 20-30cm, the distance between the two paint lines is 30-40 cm and the color of the paint line is reflective yellow orange. • For fishing vessels with less than 20 HP or non-engineered fishing vessels, it is not necessary to mark the vessel, but not to paint the cabin in line with the above regulations. <p>However, Viet Nam is developing a draft circular on fishing vessel marking under Fisheries Law 2017 and will apply from 01 January 2019 as follows:</p> <ul style="list-style-type: none"> • For fishing vessels with the maximum length of from 06 meters to under 12 meters: the cabin must be painted in blue. In case there is no cabin, it must be painted in blue all the ship's dry side. • For fishing vessels with the maximum length of between 12 meters and under 15 meters: the cabin must be painted in yellow. In the case of a vessel without cabin, the whole of the ship's dry section should be painted in yellow. • For fishing vessels with the maximum length of 15 meters or more, the whole cabin must be painted with bright colors. In case there is no cabin, it must be painted with bright grey on the whole of the dry side of the ship.

G) *The information on the vessel photo record and vessel photo update data.*

Country	No	Yes	Yes, with the explanation
Brunei Darussalam		✓	Each of the fishing vessel photo is recorded for reference purposes by Department of Fisheries and other related enforcement agencies of Brunei Darussalam.
Cambodia	✓		

Country	No	Yes	Yes, with the explanation
Lao PDR	✓		
Indonesia		✓	Vessel photo and its changes are recorded in our database called SIPALKA
Malaysia		✓	All Malaysian fishing vessels has its image recorded on the license book for identification. As of now we are improving the database in the e-Licensing system and MFVR to include this feature.
Myanmar		✓	The vessel photos of four views (Front, West, Right side and Left) and these photos have been attached license.
Philippines		✓	All fishing vessel has a photo recorded in the database. It is part of the regulatory requirements prior to the issuance of commercial fishing license provided under country's fishery laws and regulations.
Singapore		✓	All photo records are maintained and updated during the license application and renewal processes. A picture of the vessel showing its broadside with the vessel license number on the outside forward end will be affixed to the license issued.
Thailand		✓	Before request fishing license, the owner of fishing vessels must have sanitary certification. Their vessels must be inspected and take photos
Viet Nam		✓	Currently, Viet Nam is building a national fisheries database. Data on fishing vessels in the provinces are still stored in hard copies and stored in the form of word or excel. Every month, local fisheries sub-departments send general data on fishing vessels to D-Fish.

H) The information on the fishing vessel length and GT/ GRT.

Country	The Explanation
Brunei Darussalam	From the fishing vessel's details recorded inside the Registration of Fishing Vessel Certificate under the jurisdiction of Maritime and Ports Authority of Brunei Darussalam. GR or GRT for fishing vessel is computed with the formula used by the Maritime and Ports Authority of Brunei Darussalam.
Cambodia	FiA is now classifying marine fishing boat by horse power, and we are discussing how to classify marine fishing vessel by total length class and/or GT/GRT class. FiA will make decision how to classify after marine fishing vessel census data is completed. FiA, is now looking for assistant on how to calculated GT/GRT from SEAFDEC or Asian member countries. FiA of Cambodia collect data from fishing boats for calculation.

Country	The Explanation
Lao PDR	-
Indonesia	Regarding vessel tonnage measure, MMAF rely only to the document issued by Ministry of Transportation (<i>ie</i> : Tonnage Certificate, <i>etc</i>)
Malaysia	<p>The DOF has set the calculation method for all the vessels that have different designs. The calculation of the vessel is measured in the Metric system. Each vessel shall be measured in Length (L), Width (B) and Depth (D) according to specified instructions.</p> <p>GRT is Gross Registered Tonnage is a measurement for determining the classification of zones on every fishery vessel to be licensed. The calculation method is based on the following formula:</p> $GRT = \frac{L \times B \times D \times 0.8}{2.83}$ <p>Hint: L = The length of the vessel B = Width of the vessel D = Depth of the vessel 0.8 = Factors used by country 2.83 = Conversion factor</p>
Myanmar	All vessels must have vessel registration which is issued by Department of Marine Administration. In the vessel Registration, it is expressed the LOA, GT and GRT and Net Tonnage of vessel. The formula is calculated by DMA in accordance with Rules and Regulation of IMO.
Philippines	The Maritime Industry Authority (MARINA) has a mandate on the registration and obtaining the length and formula on the how to compute the GT/GRT of commercial fishing vessels with 3GT and above.
Singapore	<p>Before the first issuance of the fishing license to a vessel, the physical dimensions of the vessel are measured. Gross tonnage is then calculated based on internationally adopted formulation. The gross tonnage of the vessel will be reflected on the vessel license.</p> <p>Formula for GT is $GT = KV$ where $K=0.2+0.02\text{Log}10$ and $V=\text{Total volume of all enclosed spaces of the ship in cubic metres (The block co-efficient for calculating volume of mould below deck shall be 0.51)}$</p>
Thailand	<ul style="list-style-type: none"> • Database from Marine Department • Formula from Marine Department $GT = (Length \times Width \times Depth \times C) / 2.83$ <p>C = constant (= 0.75 if made of wood, = 0.90 if made of steel and = 0.85 if made of other)</p>
Viet Nam	Under the new Fisheries Law of Viet Nam 2017, fishing vessels are managed by the length of the fishing vessel, by method of fishing and area of activity. GT / GRT is also included in the registration dossier but is not used for management based on method of fishing, fishing grounds and production.

Country	The Explanation
	<p>Length is the design length of the fishing vessel or the maximum dimension of the fishing vessel. In Viet Nam's Fisheries Law 2017, the maximum length is important; It is the main indicator for managing the operation of fishing vessels in the seas and by method of fishing.</p> <p>GT / GRT is a function of the volume of all enclosed spaces of the vessel measured outside the hull frame. The value for the GT of the ship is always less than the value of the gross tonnage (GRT). The gross tonnage, therefore, is a type of performance indicator used to rank a ship for the purposes of determining manning, safety and other statutory requirements and is as simple as GT, a unit entity, although it derives from the volume integral.</p>

I) *The information on how to inspect the fishing vessels before and after going to the sea, and how much of size for inspection.*

Country	The explanation
Brunei Darussalam	The captains of fishing vessels are required to request to port-out or port-in, from or to the Fish Landing Complex of the Department of Fisheries, before and after going to the sea and the authorized staff of the Fish Landing Complex will record all the information inside the log-book of port-out and port-in of fishing vessels.
Cambodia	FiA of Cambodia has not yet implemented the inspection on port/landing site. The FiA Cantonments (FiACs) inspectors and Marine FiA inspectorate are regularly inspect fishing operation at sea every month.
Lao PDR	-
Indonesia	<p>Fishing vessel inspection conducted in two ways. First is inspection to obtain Fishing Vessel Registration Book (FVRB) or to extend the fishing permit, conducted by fishing vessel inspector. This inspection includes checking vessel dimension (Loa), number of fish hold, vessel engine manufacturer and its serial number, and primarily the specification of fishing gear and ensure its similarity to the identity stated in the document issued by Ministry of Transportation.</p> <p>Second is inspection right before fishing in order to obtain Port Clearance, conducted by harbor master. This inspection mainly focuses on checking navigation and safety equipment of vessel and whether the fishing gear used is suitable with the fishing permit document.</p>
Malaysia	<p>Full inspection is conducted for specific purposes:</p> <ul style="list-style-type: none"> a) Annual inspection for license renewal (validity period of any Malaysia fishing license is one year); b) Registration of new vessels; c) Transfer of property (fishing vessel) or vessel base; and d) If the vessel had gone through any modification such as replacing the vessel's cover and engine <p>The inspection of the fishing vessel before and after going to the sea is</p>

Country	The explanation
	conducted as part of the Vessel Operating Report (LOV) to record the catch data before and after a fishing trip). Random inspection is also conducted by the enforcement agencies during operation at sea as part of the MCS management.
Myanmar	All offshore fishing vessels have to be inspected before and after going to the sea. One Stop Service inspected all fishing vessel.
Philippines	All fishing vessels are inspected to verify compliance with the requirements prior to the issuance of license. The fisheries officer verifies the veracity of the documentary requirements submitted by the fishing operator/company prior to departure and subsequently issued a Certificate of Clearance (CoC). Likewise, fishing vessels coming from sea to avail the port services in any authorized landing fish port are also inspected.
Singapore	All Singapore-licensed fishing vessels are inspected annually as part of the vessel license renewal process.
Thailand	Using Port-in Port-out control center (PIPO) 30 GT and over will be inspected
Viet Nam	<p><i>Decision No 27/QD-BNN-TCTS, 5th January 2018 on promulgation of guiding document for the development of fisheries inspection and control plan following the guidance of the European Commission</i></p> <p>The Department of Agriculture and Rural Development (DARD) shall assume the prime responsibility for coordinating and taking responsibility for elaborating inspection and examination plans and organizing the effective implementation of this plan. The Fisheries Sub-Department shall advise the DARD to make plan on inspection and control of fisheries; Organize the agency to inspect and control the fisheries at the fishing port (referred to as the Fisheries Control Office). The Fisheries Control Office at the port including the fisheries force (The Fisheries Sub-Department, Fisheries Inspection Agency / Port Management Board, etc.) and Border Guards are the coordinating agencies. The Fisheries Control Office is responsible for organizing the fishery activities, inspecting and controlling fishing vessels landing or leaving as basis for certifying the origin of capture products according to regulations.</p> <p>The DARD shall select and decide on the assignment of tasks to the head of the representative office and its members. The port's representative office is authorized to use the agency's seal (the person assigned to head the representative office to inspect and supervise the fishery at the port) in accordance with the law. The head of the Office is responsible for advising, coordinating and coordinating with the relevant agencies to efficiently carry out the inspection and examination activities according to the plan and according to the provisions of law.</p> <p>The DARD shall work out the regulations on coordination with concerned forces to control the fishery in the locality and submit it to the provincial People's Committee for promulgation in order to: check the vessels prior to departure, (ii) check fishing vessels landing, fishing, (iii) inspecting, monitoring and supervising the operation of fishing vessels while fishing at sea; To issue the working regulations of the representative office. It clearly assigns tasks and</p>

Country	The explanation
	<p>responsibilities; Information, reporting and handling of ships violated.</p> <p>D-Fish: Direct the Departments to deploy the tasks according to their assigned functions and tasks in coordination with the Border Guard Command, the Naval Command, the Marine and Coast Guard Command. the Department of Animal Health, the Department of Agro-Forestry-Fisheries Quality Assurance and the relevant units in guiding and directing the implementation of the plan on checking, inspection and control of the operation of ships fishing at sea and at ports; Carrying out inspections of supervisory activities at ports of representative offices and responsibilities of related agencies.</p>

J) *The benefit of RFVR Database*

	Benefit of RFVR Database for 24 length	Benefit of RFVR Database for less than 24 length
Brunei Darussalam		
<i>Country</i>	Easy online reference on the details of respective size fishing vessels when required. Department of Fisheries is able to focus those fishing vessels to be monitored and to keep informed the owner of the fishing vessels to operate fishing within the EEZ maritime area.	The details of the respective size fishing vessels would be easily referred and accessible online. Department of Fisheries would gain the benefit in the management, monitoring and surveillance aspects of those fishing vessels to operate fishing within the designated fishing zones inside the EEZ maritime area.
<i>Region</i>	Easy online reference on the details of respective size fishing vessels of other countries in the region when required especially when the foreign fishing vessels found conducting IUU fishing activities in Brunei Darussalam's EEZ maritime area.	The details of the respective size fishing vessels of other countries would be easily referred and accessible online when required especially when foreign fishing vessels found conducting IUU fishing activities in Brunei Darussalam's EEZ maritime area.
Cambodia		
<i>Country</i>	FiA of Cambodia has not yet implemented RFVR for 24 meters in length and over because there is no fishing vessel 24 meters in length and over.	<ul style="list-style-type: none"> • Easy to manage fishing vessels and fishing related activities. • Can identify IUU fishing vessels and take appropriate actions against IUU Vessels. • Useful to make a good plan for fisheries management. • Can improve fishing license and fishing vessels registration. • Can share information and other

	Benefit of RFVR Database for 24 length	Benefit of RFVR Database for less than 24 length
		relevant data to relevant institutions and stakeholders.
<i>Region</i>	<ul style="list-style-type: none"> • Provide AMSs with reliable and rapid tools to share information on vessels engaging in international fishing operation (fishing operations in foreign country's EEZ or in high sea) • Facilitate AMSs to take coordinated countermeasures against IUU fishing vessels. 	<ul style="list-style-type: none"> • Provide AMSs with reliable and rapid tools to share information on vessels engaging in international fishing operation (fishing operations in foreign country's EEZ or in high sea) • Facilitate AMSs to take coordinated countermeasures against IUU fishing vessels.
Indonesia		
<i>Country</i>	<ul style="list-style-type: none"> • It will prevent the use of registered fishing vessel from other AMS to apply fishing permit in Indonesia, thus prevent IUU Fishing. It also can be used to identify the origin of Illegal Fishing Vessel that caught by the authorized officer. • However, Indonesia has not use RFVR Database on assessing fishing vessel, rather we use our own Management Information System of Fishing Vessel Registration called SIPALKA. 	<ul style="list-style-type: none"> • It will prevent the use of registered fishing vessel from other AMS to apply fishing permit in Indonesia, thus prevent IUU Fishing. It also can be used to identify the origin of Illegal Fishing Vessel that caught by the authorized officer. • However, Indonesia has not use RFVR Database on assessing fishing vessel, rather we use our own Management Information System of Fishing Vessel Registration called SIPALKA.
<i>Region</i>	<ul style="list-style-type: none"> • It will prevent the use of registered fishing vessel from other AMS to apply fishing permit in Indonesia, thus prevent IUU Fishing. It also can be used to identify the origin of Illegal Fishing Vessel that caught by the authorized officer. • However, Indonesia has not use RFVR Database on assessing fishing vessel, rather we use our own Management Information System of Fishing Vessel Registration called SIPALKA 	<ul style="list-style-type: none"> • It will prevent the use of registered fishing vessel from other AMS to apply fishing permit in Indonesia, thus prevent IUU Fishing. It also can be used to identify the origin of Illegal Fishing Vessel that caught by the authorized officer. • However, Indonesia has not use RFVR Database on assessing fishing vessel, rather we use our own Management Information System of Fishing Vessel Registration called SIPALKA

Malaysia		
<i>Country</i>	<p>For the purpose of fishing vessels licensing management, the DOF has developed e-licensing system that updates all information and data regarding the status of all Malaysian fishing vessels (from small scale to high seas vessels). Through this e-licensing system, fishing vessel data will be generated and updated to our MFVR as well as the RFVR system.</p> <p>MFVR is used by all fisheries related enforcement agencies in Malaysia to know the current status of the specific Malaysian fishing vessel during inspection or for gathering intelligence. Since MFRV covers all fishing vessels (from small scales to high seas vessels) and its data is always up to date, MFVR is highly reliable and it is used as main reference since it also includes violations and penalties histories of each fishing vessels.</p> <p>It envisages for RFVR to be used as one of the main reference by all fisheries related enforcement agencies in Southeast Asia to find out the current status of a specific foreign fishing vessel. One of the major concerns (for Malaysia) is to find out whether the fishing vessel is an IUU vessels and whether they are officially registered or deregistered by a Flag State. Internationally, any foreign vessels are required to submit request to enter port 48 hours before the date of entry, so RFVR Database is important preliminary information while waiting for the Flag States to give their official response.</p> <p>However, as of now, since many Member Countries have issues in updating the RFVR Database, Malaysia did not rely on this database as one of the main references when conducting investigation or collecting intelligence.</p>	<p>Malaysia has database of all its fishing vessels from small scale fisheries to high seas as part our efforts in managing our fishing capacity for sustainable fisheries management. To have a regional database for fishing vessels for less than 24 meters in length is highly desirable because of all the issues that have been highlighted earlier (for 24 meters length and over).</p> <p>However, since many major fishing countries in Southeast Asia did not licensed its small-scale fisheries or traditional fisheries, as such no official records, so it is rather pointless to proceed with the database for less than 24 meters in length. There is also no agreed definition for small scale fisheries for Southeast Asia if we want to exclude this type of fishing vessels from the database for less than 24 meters in length.</p>

<i>Region</i>	<p>It envisages for RFVR to be used as one of the main references by all fisheries related enforcement agencies in Southeast Asia to find out the current status of a specific foreign fishing vessel. However, as of now, since many Member Countries have issues in updating the RFVR Database, Malaysia do not rely on this database as one of the main references when conducting investigation or collecting intelligence.</p> <p>RFVR (if complete and actively activated) can also be used to analyze the level of fishing capacity (as a baseline information) when conducting stock assessments on shared stocks between countries.</p>	<p>It envisages for RFVR to be used as one of the main references by all fisheries related enforcement agencies in Southeast Asia to find out the current status of a specific foreign fishing vessel.</p> <p>RFVR (if complete and actively activated) can also be used to analyze the level of fishing capacity (as a baseline information) when conducting stock assessments on shared stocks between countries.</p>
Philippines		
<i>Country</i>	RFVR database could be useful in Port State control, catch documentation and traceability system and strengthen to deter IUU fishing.	
<i>Region</i>	RFVR database could be useful in Port State control, catch documentation and traceability system and strengthen to deter IUU fishing.	
Singapore		
<i>Country</i>	The RFVR could be useful in helping to identify the Flag State of the fishing vessel and if the vessel is authorized to be fishing/operating outside of their waters. Details of the fishing vessels, including its relevant licenses and authorized activities, contained in the RFVR will facilitate the coastal State monitoring and surveillance as well as port State measure assessments.	
<i>Region</i>	In addition to the benefits mentioned in Q9, the RFVR could be useful in combatting IUU fishing as it helps to identify vessels that fish illegally in more than one AMS, as such vessels could also be involved in double-flagging activities.	

Thailand		
<i>Country</i>	<ul style="list-style-type: none"> • Use as a tool for support Port State Measure and also cross check in the Catch Documentation. • Having the data of fishing vessel in neighboring countries and also in the South East Asia. • Database of RFVR 24 meters in length and over, some vessels can also use for submit to FAO Global Record. 	<ul style="list-style-type: none"> • Use data for surveillance on neighboring countries fishing vessels poaching through Thai waters. • Use as a tool for support Port State Measure and also cross check in the Catch Documentation. • Having the data of fishing vessel in neighboring countries and also in the South East Asia.
<i>Region</i>	<ul style="list-style-type: none"> • Use as a tool for support Port State Measure and also cross check in the Catch Documentation. • Having the data of fishing vessel in neighboring countries and also in the South East Asia. • Database of RFVR 24 meters in length and over some vessels can also use for submit to FAO Global Record. • Strengthen on combating IUU fishing in the South East Asia. • Got a credit on IUU free from trading countries. 	<ul style="list-style-type: none"> • Use data for surveillance on neighboring countries fishing vessels poaching through Thai waters. • Use as a tool for support Port State Measure and also cross check in the Catch Documentation. • Having the data of fishing vessel in neighboring countries and also in the South East Asia. • Strengthen on combating IUU fishing in the South East Asia. • Got a credit on IUU free from trading countries.
Viet Nam		
<i>Country</i>	<p>Management of Fishing Vessels by Lengths as of January 1, 2019, according to the Fisheries Law 2017, data on fishing vessels over 24m are essential in the management of fisheries in Viet Nam. It is one of the conditions required to be active in certain waters.</p> <p>According to the general trend of regional and international fisheries management organizations; Take part in fishing activities in international waters when licensed.</p> <p>To provide equipment for ensuring safety of fishing ships operating in sea areas according to Vietnamese and international regulations.</p>	<ul style="list-style-type: none"> • Develop planning and strategy for development of fishing fleet for 10 years, 20 years and 30 years; • License for quota-based exploitation by fishing methods and species based on the plan of aquatic resource exploitation • Manage capture fisheries activities from the granting of a license.
<i>Region</i>	<ul style="list-style-type: none"> • Unified management of capture 	<ul style="list-style-type: none"> • Database for research resources,

	<p>fisheries in the area by length. Introduce mandatory regulations that unify the management of fishing vessels with member countries of SEAFDEC. Issue licenses for fishing vessels engaged in fishing in sea areas under the management of SEAFDEC or the world Fisheries Management Organizations.</p> <ul style="list-style-type: none"> • Having the first database and researching and evaluating the resources, reserves and the possibility of exploiting them in the sea areas. 	<p>reserves and the ability to allow exploitation;</p> <ul style="list-style-type: none"> • Provide recommendations for the fisheries of member countries of regional fisheries management organizations.
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K) The information on how the country detect for foreigner illegal fishing vessels

Country	No	Yes	Yes, with the explanation		
			How many foreign illegal vessels?	What is the flag of foreigner illegal vessel?	The tool to use for detecting foreigner illegal vessel?
Brunei Darussalam		✓	In 2017, five (5) fishing vessels from Viet Nam and three (3) fishing vessels registered with Malaysia, all less than 24 metres in length, have been found conducting illegal fishing activities in Brunei Darussalam's EEZ maritime waters.	Viet Nam and Malaysia.	Department of Fisheries received complaints from the local fishermen and by the enforcement agencies especially the Royal Brunei Navy of the Royal Brunei Armed Forces who's conducting regular maritime patrol throughout the 200-nautical miles of the Brunei Darussalam's EEZ maritime area.
Cambodia		✓	17 fishing boats	Foreigner illegal fishing vessels are from Cambodian neighboring countries.	<ul style="list-style-type: none"> • Fishermen networking • Cooperation with marine police and navy
Indonesia		✓	483 vessels (November 2014 - August 2018)	Vietnam, Philippines, Malaysia,	Foreign illegal fishing vessel usually detected through inspection patrol and report from

Country	No	Yes	Yes, with the explanation		
			How many foreign illegal vessels?	What is the flag of foreigner illegal vessel?	The tool to use for detecting foreigner illegal vessel?
				Thailand, China, PNG, and Belize	local fishermen Some instruments are used to ensure illegal fishing vessel, mainly by checking its Vessel Document, registration document, and License Document available on board, Crew list, etc
Malaysia		✓	Arrest case of 2017 = 148 vessels Arrest case of 2018 = 19	There are various flags.	Tools that our country used for detecting illegal foreigner fishing vessels are through inspection of vessels during operation (at port or at sea), monitoring of VMS, and through intelligence received from other enforcement agencies (national level and international level).
Philippines		✓	Eight (8) foreign fishing vessels		In detecting foreign illegal fishing vessels, Fisheries Law Enforcement Officer strengthen the sea borne patrol operation, boarding and inspection of fishing vessels in collaboration with other government enforcement agencies.
Singapore		✓			All vessels operating in Singapore waters are required to have transponders. This allows for detection of illegal vessels. There is close coordination and sharing of information between all security and enforcement agencies on the vessel traffic movement within Singapore port limits. In addition, there is also close coordination between shipping agents and enforcement agencies, which include the advance notification

Country	No	Yes	Yes, with the explanation		
			How many foreign illegal vessels?	What is the flag of foreigner illegal vessel?	The tool to use for detecting foreigner illegal vessel?
					of foreign vessel with details of vessel identification as well as current and intended activities.
Thailand		✓	less than 10	Somalia, Spain, Honduras, Bolivia	Communication network from RFMOs, RPOA-IUU
Viet Nam	✓				

L) *Suggestions*

Country	The suggestion
Brunei Darussalam	<ul style="list-style-type: none"> All member countries should strengthen their respective national fisheries legislations in terms of not allowing foreign fishing vessels operate fishing activities within their respective EEZ maritime area to avoid the issues of IUU fishing activities. All member countries should keep informed and advised regularly their respective fishing vessels not to operate beyond their respective EEZ maritime area to avoid being caught by the enforcement agencies of other countries as well to reduce or avoid the issues of IUU fishing activities in the region as a whole.
Cambodia	-
Lao PDR	-
Indonesia	<ul style="list-style-type: none"> The accessibility of the AMS to RFVR database must be ensured in order to provide alternative consideration and tools on assessing fishing vessel toward registration or fishing permit application. The submission of the vessel data in the RFVR Database should be able to be done or controlled by AMS officer (national focal point). The report of SAFDEC's RFVR (planning, progress, development and its impact) should be officially conveyed to AMS in order to raise concern of each AMS government/related ministry.
Malaysia	Overall the RFVR Database is a good regional cooperation platform for data sharing. To increase its effectiveness, Malaysia would like to propose for RFVR to include a list of revoked or cancelled license / blacklisted fishing vessels by the country of origin in the database.
Singapore	-

Country	The suggestion
Thailand	<ul style="list-style-type: none"> • RPOA-IUU would like to have RFVR data for their member therefore we should have a solution in this item cause Laos PDR and Myanmar are not RPOA-IUU member. The RPOA-IUU has a meeting once a year on November. In this year the meeting held at Indonesia on 12-15 November. In this meeting the progress of sub-region Gulf of Thailand will be reported by Thailand's participant. The Gulf of Thailand will be supported by SEAFDEC-SIDA and had appointment for meeting on 1-2 November 2018 at Chonburi province. If possible, I would like to suggest to have a RFVR meeting before RPOA-IUU meeting. • SEAFDEC should encourage AMS to get benefit from RFVR Database system. Let's them know how to use it for support PSMA and also cross check their catch document and so on. • SEAFDEC should have more often on meeting related to update RFVR Database system • Global Record is also fishing vessel database system of global support by FAO. SEAFDEC should linkage or encourage AMS to cooperate meeting and data sharing too.
Viet Nam	-

IX. DISCUSSION ON STRATEGIES AND WAY FORWARD OF THE RFVR DATABASE FOR 24 METERS IN LENGTH AND OVER TO PREVENT, DETER AND ELIMINATE IUU FISHING IN THE REGION

With regards to Key Data Elements (KDEs), *Mr. Kongpathai Saraphaivanich* highlighted that some of the elements must be retained. Submission of information must include fishing vessel, carrier vessel and refrigeration vessel. He also informed the Meeting that the Timeframe of data submission is two (2) times per year. And also, the procedures to request for the submission of information on RFVR database were as follows: SEAFDEC will send an official letter to MC and c.c. to the National Coordinator and RFVR National Focal Point before one (1) month of period to submit, RFVR team will follow and remind to request for the information via RFVR National Focal Point, and the progress of updating will be presented to the SEAFDEC mechanism via FCG/ASSP and Council Meeting. Furthermore, he also gave the list of RFVR National Focal Points in MCs.

9.1. Updating of Key Data Elements: KDEs for the RFVR Database

The Meeting strongly agreed to keep all 28 KDEs; mark 5 KDEs as the Global Record. These elements were very important to combat IUU fishing and to prevent the duplication of using the vessel.

9.2. Submission/ Updating of RFVR Database

The representative from SEAFDEC/TD, *Mr. Kongpathai Saraphaivanich* requested the MC delegates to evaluate the submission of all updating data, its frequency and timetable. They need the information in the countries to follow-up the preparation schedule by SEAFDEC whenever they need

to send a reminding letter to each country usually one month before updating. The agreement of each country's representatives was shown below:

No.	Country	Frequency	Schedule
1.	Brunei Darussalam	Agreed two times per year	January and October
2.	Indonesia	Agreed two times per year	January and July
3.	Malaysia	Agreed two times per year	January and July
4.	Myanmar	Agreed two times per year	April and November
5.	Philippines	Agreed two times per year	April and October
6.	Singapore	Agreed two times per year	January and July
7.	Thailand	Agreed two times per year	April and October
8.	Viet Nam	Agreed two times per year	April and October

Furthermore, the procedures to request for submission could be prepared as standard operating procedure. The National Focal Point should be determined by the country and SEAFDEC will provide User ID and password. User ID is needed by each MC.

X. INITIATION ON DEVELOPMENT OF FISHING VESSELS DATABASE LESS THAN 24 METERS

The representative from SEAFDEC/TD, *Mr. Kongpathai Saraphaivanich* briefed on the "Initiation on Development of Fishing Vessels Database Less Than 24 Meters." He informed the Meeting of the suggestion from the Forty-first Program Committee Meeting (PCM) held in November 2018. There were initiative activities of the RFVR Database less than 24 meters which appropriate range of vessel length to reduce IUU fishing in the region. Furthermore, for the mechanism, he informed the Meeting that the results and recommendations from the RFVR Meeting will be reported to the Council Meeting in March 2019 and implemented in collaboration with AMSs in 2020. He also presented the total number of fishing vessels less than 24 meters in length. Finally, he emphasized that 18 m-23.99 m is a suitable range for the length of vessel less than 24 meters.

For the next step to develop the RFVR Database less than 24 meters in length, it was agreed and supported by the country participants. SEAFDEC will find a way to secure funds next year, as funds had already allocated for the next year's activity. The activity for RFVR Database less than 24 meters in length will start in the year 2020.

XI. CLOSING OF THE MEETING

The SEAFDEC Special Advisor, *Mr. Masanami Izumi* expressed his sincere gratitude and appreciation to all the participants especially the two representatives from FAO for their knowledge, active participation and cooperation during the Meeting. He also thanked the representatives from MCs for sharing information on the progress and situation on the utilization of RFVR Database to reduce IUU fishing in their respective country and the region as well as those who work hard for the smooth arrangements of the Meeting. In that note, he declared the Regional Meeting closed and wished participants a safe journey back home. His Closing Remarks appears as **Annex 9**.



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OPENING REMARKS

Mr. Akito Sato
SEAFDEC Deputy Secretary- General

Distinguished Delegates from the ASEAN-SEAFDEC Member Countries;

My Colleagues from SEAFDEC, Ladies and Gentlemen, Good Morning!

It is indeed an honor for me and for SEAFDEC to welcome you all to this “Regional Meeting on the Regional Fishing Vessel Record (RFVR) for 24 meters in length and over as a Management Tool Toward Combating IUU Fishing in ASEAN.”

We are all aware that IUU fishing brings about negative impacts on the economic, social and ecological attributes of fisheries that affect food security. Specifically, IUU fishing has contributed to the reduction in food supply, lost livelihoods and state revenues, diminishing fish stocks, and damaging ecosystems with the most devastating effects concentrated in developing countries due to their greater vulnerability. Therefore, it is not a simple issue, and we see various forms of IUU fishing within Southeast Asian Region.

In order to support the efforts of SEAFDEC Member Countries to combat IUU fishing, SEAFDEC has been working on projects for Promotion of countermeasures to reduce IUU fishing, with funding and technical support by the Japanese Trust Fund (JTF). One of the activities under this project is Promotion of Regional Fishing Vessel Record (RFVR).

The RFVR-24m and its database system were developed through the harmonization from series of Experts Meeting and regional technical consultation during a period from 2011-2015. The basic requirements of the RFVR, and RFVR for vessels 24 meters in length were officially launched in April 2015 during the Forty-seventh SEAFDEC Council Meeting. Currently, the RFVR-24m includes the 28 Key Data Elements as basic information required in effective tools to support the fishing vessel inspection by Port State to reduce the IUU fishing vessels entry into port.

However, I would like to reiterate that RFVR 24m is just a powerful and concrete tool to combat IUU fishing in the region and we have already applied practical strategies about how we will actually combat IUU fishing. For this reason, we are gathered here to share information from Asian Member States (AMS), for how far we are now in terms of progress and situation on the management of RFVR database.

Furthermore, we need to manage and update our RFVR Database to combat IUU fishing in the region, therefore SEAFDEC Training Department (TD) proposes to convene this two-day Regional Meeting on the Regional Fishing Vessel Record (RFVR) for 24 meters in length and over as a Management Tool Toward Combating IUU Fishing in ASEAN.

Finally, I would like to express my deepest appreciation to those who have supported this Regional Meeting including all SEAFDEC Member Countries (MCs). Your best experience in your home countries, expertise and readiness to share your knowledge and ideas are highly valuable and necessary to sustain the discussions during the Meeting. I therefore, wish that we will have a fruitful deliberations

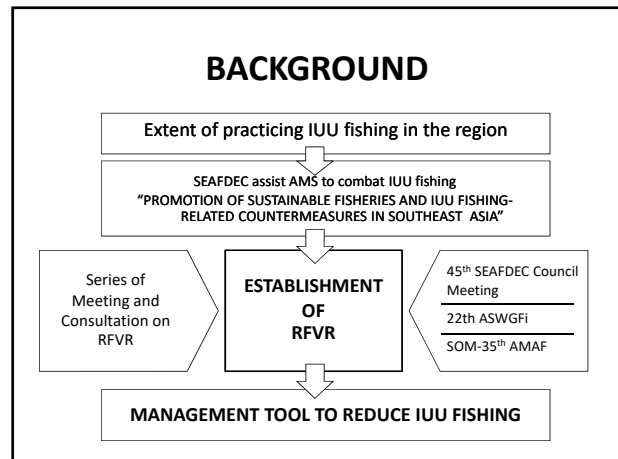


and discussions during the Meeting. I sincerely believe that this Meeting will serve as a valuable opportunity to solve many problems of IUU fishing in our region.

Ladies and Gentlemen, without further ado, let me welcome you again to the Regional Meeting on the Regional Fishing Vessel Record for 24 meters in length and over as a Management Tool Toward Combating IUU Fishing in ASEAN and I now declare this Meeting open. Thank you and have a very good day!

THE REGIONAL MEETING ON
THE REGIONAL FISHING VESSEL RECORD (RFVR)
FOR 24 METERS IN LENGTH AND OVER
AS A MANAGEMENT TOOL TOWARD COMBATING IUU FISHING IN ASEAN

12-13 December 2018
Samut Prakan, Thailand



- ### OBJECTIVES
- Management and updating of the RFVR Database for 24 meters in length and over;
 - Sharing information on fishing vessels in AMS; and
 - Initiative activities of the RFVR Database less than 24 meters which appropriate range of vessel length to reduce IUU fishing in the region.

- ### EXPECTED OUTPUTS
- Situation from AMS to reduce IUU fishing through update number of fishing vessels by size (categories) and by type of fishing
 - Way forward for AMSs and SEAFDEC to prevent, deter and eliminate IUU fishing through utilization of RFVR
 - Suitability of length for fishing vessel less than 24 meters for the development of RFVR Database in next step

- ### Suggestion on RFVR from 50th Council Meeting in March 2018
- The Council requested SEAFDEC to amend the Protocol for Accessing the RFVR Database System, taking into consideration the recommendations of the Council, and submit the revised Protocol for consideration by the Council again ad referendum

- ### Suggestion and comment from 41st PCM in November 2018
- Support to extend the project after its completion in 2019. *(The future activities on combating IUU fishing for consideration by SEAFDEC, could include: 1) capacity building on fisheries surveillance to combat IUU fishing; and 2) regional capacity building on investigation and inspection techniques, and fisheries law enforcement to combat IUU fishing)*
 - Expanding the RFVR to cover vessels less than 24 meters in length
 - RFVR should be linked with and serve as inputs to the FAO Global Record

Agenda 2

AGENDA & TIMETABLE

12 DECEMBER 2018

08.30-09.00	Registration
09.00-09.30	<ul style="list-style-type: none"> Opening of the Meeting Introduction of the Meeting Adoption of the agenda and arrangements of the Meeting
09.30-10.30	Progression and situation on utilization of RFVR Database (by Ms.Namfon) <ul style="list-style-type: none"> Agreement on implementation of RFVR database from last consultation Situation on utilization and updating of RFVR Database Number of fishing vessels and carrier vessels by size (Categories)
10.30-11.00	Refreshment
11.00-12.00	The need for mandatory IMO numbers for fishing vessels and Cape Town Agreement of 2012 (by Mr. Sutee)
12.00-13.30	Lunch
13.30-14.30	The FAO Global Record (including importance of the IMO number and possible role of the RFVR) (by FAO/HQ)
14.30-15.00	Refreshment
15.00-16.00	Other related management tools of relevance to Combat IUU fishing (by FAO/HQ)
18.30-21.00	Reception Dinner

13 DECEMBER 2018

09.00-10.30	Summary of questionnaire on RFVR and fishing vessel information from AMS (by Mr.Krit)
10.30-11.00	Refreshment
11.00-12.00	Discussion on strategies and way forward of the RFVR Database for 24 meters in length and over to prevent, deter and eliminate IUU fishing in the region. <ul style="list-style-type: none"> updating of Key Data Elements: KDEs for the RFVR Database submissions/ updating of RFVR Database
12.00-13.30	Lunch
13.30-14.30	Initiation on development of fishing vessels database less than 24 meters <ul style="list-style-type: none"> discussions on suitability length of fishing vessel less than 24 meters way forward of the RFVR Database less than 24 meters
14.30-15.00	Refreshment
15.00-15.45	Conclusion on the strategies to improve RFVR, and way forward
15.45-16.00	Closing of the Meeting

Agenda 2

THANK YOU

PROVISIONAL AGENDA

1. Opening of the Meeting
2. Introduction of the Meeting
3. Adoption of the agenda and arrangements of the Meeting
4. Progression and situation on utilization of RFVR Database
 - 4.1. Agreement on implementation of RFVR Database from last consultation
 - 4.2. Situation on utilization and updating of RFVR Database
 - 4.3. Number of fishing vessels and carrier vessels by size (Categories)
5. The need for mandatory IMO numbers for fishing vessels and Cape Town Agreement of 2012 (by Mr. Sutee Rajruchithong)
6. The FAO Global Record (including importance of the IMO number and possible role of the RFVR) (by FAO/HQ)
7. Other related management tools of relevance to combat IUU fishing (by FAO/HQ)
8. Summary of questionnaire on RFVR and fishing vessel information from AMS
9. Discussion on strategies and way forward of the RFVR Database for 24 meters in length and over to prevent, deter and eliminate IUU fishing in the region.
 - 9.1 Updating of Key Data Elements: KDEs for the RFVR Database
 - 9.2 Submissions/ updating of RFVR Database
10. Initiation on development of fishing vessels database less than 24 meters
 - 10.1 Discussions on suitability length of fishing vessel less than 24 meters
 - 10.2 Way forward of the RFVR Database less than 24 meters
11. Conclusion on the strategies to improve RFVR, and way forward
12. Closing of the Meeting

TIMETABLE

12 December 2018

0830-0900	Registration
0900-0930	<ul style="list-style-type: none">• Opening of the Meeting (<i>by Mr. Akito Sato, SEAFDEC/Secretariat</i>)• Introduction of the Meeting• Adoption of the agenda and arrangements of the Meeting
0930-1030	Progression and situation on utilization of RFVR Database (<i>by Ms. Namfon Imsamrarn, SEAFDEC/TD</i>) <ul style="list-style-type: none">• Agreement on implementation of RFVR Database from last consultation• Situation on utilization and updating of RFVR Database• Number of fishing vessels and carrier vessels by size (Categories)
1030-1100	<i>Refreshment</i>
1100-1200	The need for mandatory IMO numbers for fishing vessels and Cape Town Agreement of 2012 (<i>by Mr. Sutee Rajruchithong, SEAFDEC/TD</i>)
1200-1330	<i>Lunch</i>
1330-1430	The FAO Global Record (including importance of the IMO number and possible role of the RFVR) (<i>by Mr. Matthew Camilleri, FAO/HQ</i>)
1430-1500	<i>Refreshment</i>
1500-1600	Other related management tools of relevance to combat IUU fishing (<i>by Mr. Matthew Camilleri, FAO/HQ</i>)
1800-2100	<i>Reception Dinner</i>

13 December 2018

0900-1030	Summary of questionnaire on RFVR and fishing vessel information from AMS (<i>by Mr. Krit Phuririmongkol, SEAFDEC/TD</i>)
1030-1100	<i>Refreshment</i>
1100-1200	Discussion on strategies and way forward of the RFVR Database for 24 meters in length and over to prevent, deter and eliminate IUU fishing in the region. <ul style="list-style-type: none">• Updating of Key Data Elements: KDEs for the RFVR Database• Submissions/ updating of RFVR Database
1200-1330	<i>Lunch</i>
1330-1430	Initiation on development of fishing vessels database less than 24 meters <ul style="list-style-type: none">• Discussions on suitability length of fishing vessel less than 24 meters



- Way forward of the RFVR Database less than 24 meters

1430-1500

Refreshment

1500-1545

Conclusion on the strategies to improve RFVR, and way forward

1545-1600

Closing of the Meeting (by *Mr. Masanami Izumi, SEAFDEC/Secretariat*)

Agenda 4

PROGRESSION AND SITUATION ON UTILIZATION OF REGIONAL FISHING VESSELS RECORD (RFVR) FOR 24 METERS IN LENGTH AND OVER DATABASE

BACKGROUND

Regional Core Experts Meeting on Fishing License, Boats Registration and Information Gathering on Export of Fisheries Products in Southeast Asia

2011

2012

Expert Group Meeting on Fishing licensing and Boats Registration

ESTABLISHMENT OF REGIONAL FISHING VESSEL RECORD (RFVR) FOR 24 METERS IN LENGTH AND OVER

RATIONALES OF RFVR ESTABLISHMENT

- Management tool to reduce IUU fishing
- Enhancing collaboration initiative among AMSs, through the information sharing on fishing vessels data/information
- Providing AMSs with reliable and rapid tools to share information on vessels engaging in “International Fishing Operations”
- A practical tool for related authorities of AMSs elimination of IUU fishing in the region
- Facilitation AMSs to take coordinated countermeasures against IUU fishing

ACTIVITIES ON RFVR

2014

Technical Workshop on RFVR Database Development and Management in Southeast Asia

26 KDEs

2015

The Regional Technical Consultation on RFVR : Use and Way Forward of RFVR Database as a Management Tool to Reduce IUU Fishing in Southeast Asian Region

28 KDEs

ACTIVITIES ON RFVR

2017

The Regional Technical Consultation on Evaluation of Implementation and Utilization of the RFVR 24 meters in Length and Over to Reduce IUU Fishing in ASEAN
12-14 September 2017
Bangkok, Thailand

28 KEY DATA ELEMENTS

1. Name of vessel	15. International Radio Call sign
2. Vessel Registration Number	16. Engine Brand
3. Owner Name	17. Serial number of engine
4. Type of fishing method/gear	18. Hull material
5. Fishing License number	19. Date of registration
6. Expiration date of fishing licenses	20. Area (country) of fishing operation
7. Port of registry	21. Nationality of vessel (flag)
8. Gross tonnage (GRT/GT)	22. Previous name (if any)
9. Length (L)	23. Previous flag (if any)
10. Breadth (B)	24. Name of captain/master (If available)
11. Depth (D)	25. Nationality of captain/master (If available)
12. Engine Power	26. Number of crew (max/min) (If available)
13. Shipyard/Ship Builder	27. Nationality of crew (If available)
14. Date of launching/Year of built	28. IMO Number (If any)

KDEs	BN	ID	MY	MM	PH	SG	TH	VN
1. Name of vessel	✓	✓	-	✓	✓	✓	✓	S
2. Vessel Registration Number	✓	✓	✓	✓	✓	✓	✓	S
3. Owner Name	✓	✓	✓	✓	✓	✓	✓	N/A
4. Type of fishing method/gear	✓	✓	✓	✓	✓	✓	✓	Carrier
5. Fishing License number	✓	✓	✓	✓	✓	✓	✓	-
6. Expiration date of fishing licenses	✓	✓	✓	✓	✓	✓	✓	-
7. Port of registry	✓	✓	✓	✓	✓	✓	✓	✓
8. Gross tonnage (GRT/GT)	✓	✓	✓	✓	✓	✓	✓	✓
9. Length (L)	✓	✓	✓	✓	✓	✓	✓	✓
10. Breadth (B)	✓	✓	✓	✓	✓	✓	✓	✓
11. Depth (D)	✓	✓	✓	✓	✓	✓	✓	✓
12. Engine Power	✓	✓	✓	✓	✓	✓	✓	✓
13. Shipyard/Ship Builder	✓	✓	-	-	S	✓	✓	✓
14. Date of launch/year of built	S	✓	-	-	✓	✓	✓	✓
15. International Radio Call sign	S	✓	-	-	S	✓	✓	✓
16. Engine Brand	✓	✓	✓	✓	✓	✓	✓	✓
17. Serial number of engine	✓	✓	✓	✓	S	✓	✓	S
18. Hull material	✓	✓	✓	✓	✓	✓	✓	✓
19. Date of registration	✓	✓	✓	✓	✓	✓	✓	S
20. Area (country) of fishing operation	✓	✓	✓	✓	✓	✓	✓	✓
21. Nationality of vessel (flag)	✓	✓	✓	✓	✓	✓	✓	✓
22. Previous name (if any)	-	S	-	-	-	-	-	S
23. Previous flag (if any)	S	S	-	-	-	-	-	S
24. Name of captain/master (if available)	✓	S	-	-	-	-	N/A	S
25. Nationality of captain/master (if available)	✓	S	✓	✓	✓	✓	✓	✓
26. Number of crew (maximum/minimum) (if available)	✓	S	✓	✓	✓	✓	✓	✓
27. Nationality of crew (if available)	✓	S	-	-	-	-	-	-
28. IMO Number (if any)	-	-	-	-	-	-	-	-


SUMMARY DATA SUBMISSION FROM 28 KDES
 ✓ = All vessel have data
 S = Some vessel have data
 - = No data
 N/A = Not Available

FISHING GEAR CLASSIFICATION



Fishing gear name follow the International Standard Classification of Fishing Gear (ISSCFG Rev 1) by FAO (revision 21 October 2010)

TIMEFRAME FOR DATA SUBMISSION



2 TIMES/YEAR

Country	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
INDONESIA												
MALAYSIA												
MYANMAR												
SINGAPORE												
THAILAND												
VIET NAM												

Remark : BRUNEI DARUSSALAM did not attend the meeting.

SUMMARY OF THE DATA SUBMISSION FROM MEMBER COUNTRIES INTO THE RFVR-24M SINCE 2015

Country	BN	MY	PH	SG	TH	MM	ID	VN
Number of Vessels in 2015	1	125	997	-	250	664	-	445
Number of Vessels in 2016	1	332	-	1	402	-	380	-
Number of Vessels in 2017	1	-	1007	1	420	698	435	-
Number of Vessels in 2018	9	225	waiting	1	335	waiting	waiting	waiting
Total of Fishing Vessels in RFVR database system	3,155							

SIZE RANGE OF FISHING VESSELS FROM MEMBER COUNTRIES

Country	FISHING VESSEL SIZE		CARRIER VESSEL SIZE		Year Updated
	Range of Vessel in length (m)	Number of Vessel	Range of Vessel in length (m)	Number of Vessel	
BN	24.30 - 35.10	9	-	-	2018
MY	24.00 - 51.90	225	-	-	2018
PH	24.00 - 226.00	509	24.08 - 334.00	498	2017
SG	-	-	134.15	1	2018
TH	24.00 - 46.40	315	24.70 - 37.52	20	2018
MM	24.02 - 58.72	698	-	-	2017
ID	24.00 - 24.99	435	-	-	2017
VN	24.00 - 34.66	445	-	-	2015
Total	2,636		519		

NUMBER OF ACCESS TO DATABASE (2015-2018)

Country	Number of Accounts	Number of Registers	Number of access (2015-2017)	Number of access In 2018
Brunei Darussalam	12	4	8	2
Cambodia	12	2	3	0
Indonesia	12	1	2	0
Lao PDR	10	1	1	0
Malaysia	12	8	45	7
Myanmar	12	0	0	0
Philippines	12	1	10	0
Singapore	12	3	14	0
Thailand	12	3	23	9
Viet Nam	12	2	3	0
Total	118	23	109	18

LIST OF RFVR NATIONAL FOCAL POINT

Country	Name of National Focal Point
BRUNEI DARUSSALAM	1. Mr. Irwan Hj Mohd Noor 2. Mr. Alamshah Hj Tamin
CAMBODIA	Mr. Chhuon Kim Chhea
INDONESIA	-
LAO PDR	Ms. Somphou Phasulath
MALAYSIA	1. Mr. Bakri bin Miswan 2. Ms. Mazidah binti Ab. Hamid (Alternate NFP)
MYANMAR	1. Mr. Aung Nyi Toe 2. Ms. Nilar Kywe (Alternate NFP)
PHILIPPINES	-
SINGAPORE	1. Mr. Teh Kihua 2. Mr. Adrian Lim Yeong Hun (Alternat NFP)
THAILAND	Dr. Kamonpan Awaiwanont
VIET NAM	Mr. Pham Hung

SUMMARIZED ISSUES FOR CONSIDERATION

1 TYPE OF FISHING GEAR

THAILAND : APS, AFCN, SFCN category do not have in the ISSCFG list.

2 ERROR DATA (ENGINE POWER)

Port of registry	Gross tonnage (GRT)	Length (m)	Breadth (m)	Depth (m)	Engine Power (HP)	Shipyard / Ship Builder	Date of launching/Year of built	International Radio Call Sign
CHENDERING	152.27	27.04	6.86	2.87	430	N/D	11/2/2006	NED
ENDAU	229.71	25.26	8.06	3.94	600	N/D	24/6/2004	NED
ENDAU	229.26	25.5	8.06	3.86	600	N/D	24/6/2004	NED
KUALA PERLIS	151.54	24.5	7.25	2.82	3710/040	N/D	7/5/1985	NED
KUALA PERLIS	115.18	24.77	6.52	2.52	450	N/D	12/7/1985	NED
TIG MANNIS	263.71	28.66	7.93	4.1	642	N/D	26/5/2011	NED
TOK BALI	197.31	25.58	7.27	3.5	642	N/D	12/2/1985	NED
CHENDERING	158.41	25.24	6.82	3.35	750	N/D	5/12/2010	NED
TOK BALI	127.86	24.36	6.82	2.8	1125/271	N/D	31/10/2007	NED
TIG MANNIS	108.44	24.12	6.11	2.4	600	N/D	13/6/2011	NED
TOK BALI	200.43	25.73	7.5	3.67	600	N/D	25/9/2005	NED

SUMMARIZED ISSUES FOR CONSIDERATION

3 DATA SUBMISSION

Philippines, Indonesia, Myanmar and Viet Nam did not submit the RFVR data

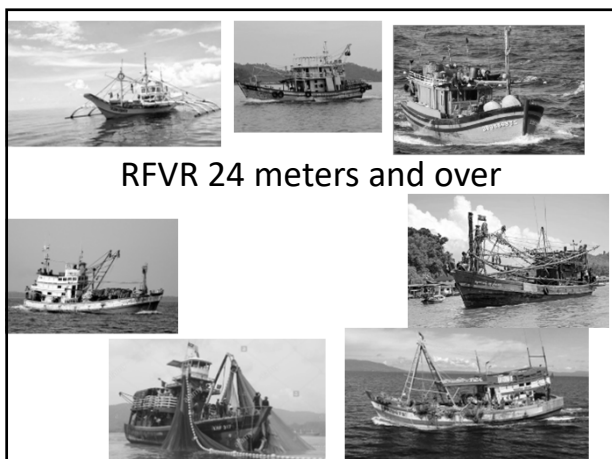


Agenda 4



THANK YOU





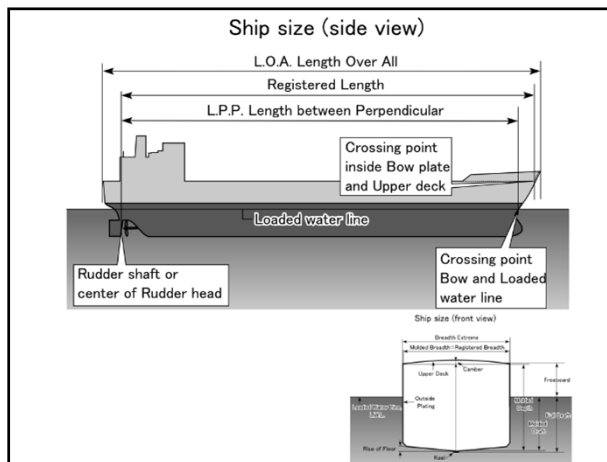
SEAFDEC's member

Table 3: Updated number of fishing vessels 24 meters in length and over

Country	Total	Less than 24 meters	24 meters and over
Brunei Darussalam	2,427	2,421	6
Cambodia	7,034	7,034	Nil
Indonesia	570,827	569,105	1,722
Malaysia	54,235	54,169	66
Myanmar	30,349	Powered 14,222 Non Powered 15,463	664
Philippines	473,400	472,804	596
Singapore	36	36	Nil
Thailand	40,742	39,995	747
Vietnam	123,125	122,812	312

What kind of Length of vessel in RFVR 24 meters and over in database 2015

Information on fishing vessels	Information on fishing vessels
1. Name of Vessel	15. International Radio Call sign
2. Vessel Registration Number	16. Engine Brand
3. Owner Name	17. Serial Number of Engine
4. Type of Fishing Method/Gear	18. Hull Material
5. Fishing License Number	19. Date of Registration
6. Expiration Date of Fishing Licenses	20. Area (country) of Fishing Operation
7. Port of Registry	21. Nationality of Vessel (flag)
8. Gross Tonnage (GRT/GT)	22. Previous Name (if any)
9. Length (L)	23. Previous Flag (if any)
10. Breadth (B)	24. Name of Captain/Master (if available)
11. Depth (D)	25. Nationality of Captain/Master (if available)
12. Engine Power	26. Number of Crew (maximum/minimum)
13. Shipyard/Ship Builder	27. Nationality of Crew (if available)
14. Date of launching/Year of Built/Year of Purchase	28. IMO Number (if any)



Code of Safety for fishermen and fishing vessels 2005 Part A : FAO-IMO-ILO

- Length = L = should be taken as 96% on the waterline at 85% of the least depth measured from the keel line, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with rake of keel, the waterline on which this length is measured should be parallel to the designed waterline.

ILO Work in Fishing convention 188 (C 188)

- Length = L = should be taken as 96% on the waterline at 85% of the least depth measured from the keel line, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with rake of keel, the waterline on which this length is measured should be parallel to the designed waterline.
- Length overall =LOA= shall be taken as the distance in a straight line parallel to the designed waterline between the foremost point of the bow and the aftermost point of the stern

- A. a gross tonnage of 75 gt shall be considered equivalent to a length (L) of 15 meters or a length overall (LOA) of 16.5 meters;
- B. a gross tonnage of 300 gt shall be considered equivalent to a length (L) of 24 meters or a length overall (LOA) of 26.5 meters;
- C. a gross tonnage of 950 gt shall be considered equivalent to a length (L) of 45 meters or a length overall (LOA) of 50 meters;

CapeTown Agreement 2012

- Shall enter into force after the date on which not less than 22 states the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas

(2) For the purpose of this Protocol¹, the Administration may decide to use the following gross tonnage in place of length (L) as the basis for measurement for all chapters:

- (a) a gross tonnage of 300 shall be considered equivalent to a length (L) of 24 m;
- (b) a gross tonnage of 950 shall be considered equivalent to a length (L) of 45 m;
- (c) a gross tonnage of 2,000 shall be considered equivalent to a length (L) of 60 m; and
- (d) a gross tonnage of 3,000 shall be considered equivalent to a length (L) of 75 m.

- Length = L = should be taken as 96% on the waterline at 85% of the least depth measured from the keel line, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with rake of keel, the waterline on which this length is measured should be parallel to the designed waterline.

UVI


- Unique Vessel Identifiers is a key tool in preventing and combatting IUU fishing. A UVI is a permanent number that stays with a vessel from construction through to disposal, regardless of the vessel's flag or where it operates. This is essential for the effective and reliable monitoring of a vessel's activity and for the tracking of compliance throughout a vessel's lifespan

IMO number

- Forms of vessel identification, such as a vessel's name, flag or all sign, can be quickly and easily changed, allowing vessels to disguise their identity when engaged in IUU fishing activities. Unique vessel identifiers (UVI) is a key tool in preventing and combating illegal, unreported and unregulated fishing. IMO number is a kind of UVI

IMO number

- "The **IMO number** is made of the three letters 'IMO' followed by the seven-digit number assigned to all ships by IHS (**Information Handling Services**) Fairplay when constructed. This is a unique seven digit number that is assigned to propelled, sea-going merchant ships of 100 GT and above. It serves to identify ships and is not changed when the ship's owner, country of registry or name changes."



- **IHS Markit Ltd** is a London-based global information provider that was formed in 2016 when IHS Inc. and Markit Ltd. merged.

- In Dec. 2013, IMO allowing fishing vessels of 100 GT or greater into get IMO number on a voluntary basis.
- In Aug. 2016, through Circular letter No. 1886/Rev 6 the scheme was further expanded to cover all motorized inboard fishing vessels of less than 100 GT down to a size limit of 12 meters LOA, in addition, non steel hull vessels weight at least 100 GT

The need for mandatory IMO numbers for vessels catching seafood for the EU market

- By the latest end-2017, which states that catch certificates accompanying products for import to the EU must include the vessel's IMO number. The requirement should apply to vessels of 15 meters LOA and above fishing outside of waters under national jurisdiction (provide they are eligible under the IMO ship identification Number scheme), and vessels of 24 meters LOA (or 100 GT) and above fishing within waters under national jurisdiction.

- In August 2016, through Circular Letter No. 1886/Rev6, the scheme was further expanded to cover all motorized inboard fishing vessels of less than 100 GT down to a size limit of 12 meters LOA that are authorized to operate outside of waters under national jurisdiction. In addition, non-steel hull vessels- such as those made from wood or fiberglass- are now eligible if they weigh at least 100 GT

- The 31st session of the FAO committee on Fisheries (COFI) agreed that the IMO number should be used as the UVI for Phase I of the Global record of the Global Record of Fishing Vessels, refrigerated transport vessel and supply vessels

How IMO numbers help combat IUU fishing

- Allow flag states to consistently and accurately manage vessels under their authority
- Give national authorities information to help them police their waters more effectively
- Bring clarity, consistency, and accuracy to regional fisheries management organization (RFMO) records to determine whether vessels were authorized to fish in their waters.
- Help port authorities ensure that they are accepting only legally caught fish
- give sellers and seafood buyers accurate information about the vessels catching and landing their fish

Pew advocate worldwide system of mandatory IMO numbers for fishing vessels and recommends the following

- All RFMOs should require that every eligible vessel authorized to fish in their waters have an IMO number
- Coastal states should mandate that all eligible foreign-flagged ships have IMO numbers as a condition of license before being authorized to fish in their waters
- Flag states should mandate that all vessels have IMO numbers
- Port and market states should require that all eligible foreign fishing vessels that come into their ports have IMO numbers
- Banks financing the purchase or repair of larger fishing vessels should require IMO numbers
- Companies that insure larger fishing vessels should make IMO numbers a condition for issuance of policies, and the insurance coverage should be void for any vessel that is successfully prosecuted for illegal fishing
- States should promptly ratify the 2012 Capt Town Agreement, which establishes international rules on fishing vessel safety
- Seafood buyers and sellers should require that all eligible supply vessels have IMO numbers

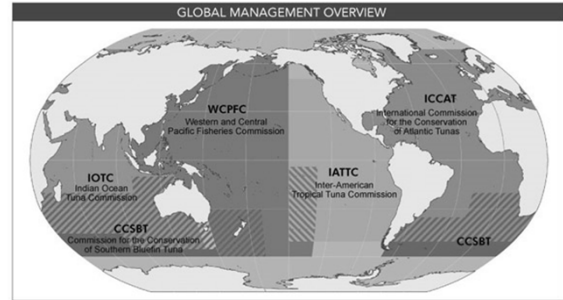


Table 1: IMO number requirements adopted by the major RFMOs

RFMO	Resolution	Scope of IMO number requirement	Implementation deadline
CCAMLR	Resolution 10-02 (2013)	All fishing vessels	November 2013
CCSBT	Resolution on a CCSBT Record of Vessels Authorised to fish for Southern Bluefin Tuna	All fishing vessels (if available)	1 January 2017
GFCM	GFCM/33/2009/6*	All fishing vessels > 15 m in length	*See note
IATTC	Resolution C-14-01	All fishing vessels >100 GT/GRT	1 January 2016
ICCAT	Recommendation 13-13	All fishing vessels >20 m in length	1 January 2016
IOTC	Resolution 15/05	All fishing vessels >24 m in length	1 January 2016
NAFO	NAFO/FC.Doc.14/09	All eligible fishing vessels	1 January 2016
NEAFC	Resolution A.1078(28)	All eligible fishing vessels	1 January 2017
SEAFO	SEAFO System (Art. 4.1, 4.2)	All fishing vessels >100 GT	December 2016
SPRFMO	CMM 2.05	All fishing vessels >100 GT/GRT	1 January 2016
WCPFC	Resolution 2013-10	All fishing vessels >100 GT/GRT	1 January 2016



The Global Record gathers and disseminates certified, unequivocal information about vessels and vessel-related activities provided by the official State authorities responsible for it. It also gathers and provides historical information, such as data on vessels not currently holding any fishing authorization.

This means, for example, that:

PORT INSPECTORS
can refer to the Global Record when carrying out risk analysis to determine which vessels to inspect;

PORT STATE ADMINISTRATIONS
can rely on the Global Record when deciding whether to allow foreign-flagged vessels to land their catches in their ports;

FLAG STATE ADMINISTRATIONS
can use the Global Record to check a vessel's history before issuing a flag, which can avoid double flagging or flag hopping – which are often used in IUU fishing;

NGOs AND THE GENERAL PUBLIC
can use the Global Record – which is accessible to all – when there are questions about the current or past status of a vessel and its fishing-related operations.

Phased implementation of the Global Record

The Global Record is incorporating vessels in phases according to vessel size, in gross tonnage (GT or GRT) or vessel length.

- PHASE 1**
all vessels of 100 gross tonnage, or 24 m, and above
- PHASE 2**
all vessels between 50 and 100 gross tonnage, or between 18 and 24 m
- PHASE 3**
all vessels between 10 and 50 gross tonnage, or between 12 and 18 m

Once Phase 1 is in operation, the Global Record will conduct a feasibility study to assess the most effective ways to move into Phases 2 and 3.

Need RFVR less than 24 meters ?

- Less than 12 meters
- 12 meters and over
- 15 meters to 24 meters
- 18 meters to 24 meters
- August, 2014 data

Country	Total	Less than 24 meters	24 meters and over
Brunei Darussalam	2,424	2,421	3
Cambodia	7,034	7,034	Nil
Indonesia	571,040	569,105	1,935
Malaysia	57,095	56,926	169
Myanmar	30,349	Power 14,222 Non Power 15,463	664
Philippines	474,568	472,894	1,764
Singapore	36	36	Nil
Thailand	44,029	43,204	825
Vietnam	118,789	118,416	373

Country	Number of vessels less than 24 meters in length											
	<15 m				15-17.99 m				18-23.99 m			
	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others
Brunei	-	-	-	6	4	-	-	-	27	-	-	-
Cambodia	-	-	-	-	-	-	-	-	-	-	-	-
Malaysia	24280	-	-	-	1562	-	-	-	2102	-	-	-
Singapore	1	-	-	-	2	-	-	-	5	-	-	-
Thailand	3730	29	-	-	2670	18	-	-	3429	20	-	-
Vietnam	77543	1189	-	5	19280	763	-	20	7315	129	-	10
Sub-total	105354	1218	-	11	23518	781	-	20	12878	149	-	10
Grand total				106583				24319				13037

Captown Agreement 2012

- A diplomatic conference held in October 2012 in Cape Town, South Africa, adopted the "Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977".
-
- In ratifying the agreement, Parties agree to amendments to the provisions of the 1993 Protocol, so that they can come into force as soon as possible thereafter.
-
- The Cape Town Agreement of 2012 will enter into force 12 months after the date on which not less than 22 States the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas is not less than 3,600 have expressed their consent to be bound by it.

• Application

Unless expressly provided otherwise, the provisions apply to new vessels.

With regards to the implementation of certain provisions, Administrations may, in accordance with a plan, progressively implement the provisions of chapter IX (Radiocommunications) over a period of no more than 10 years; and the provisions of chapters VII (Life-saving appliances and arrangements), VIII (Emergency procedures, musters and drills) and X (Shipborne navigational equipment and arrangements) over a period of no more than five years.

• Exemptions

The Cape Town Agreement of 2012 allows for Administrations to exempt any vessel entitled to fly its flag from any of the requirements of this annex if it considers that the application is unreasonable and impracticable in view of the type of vessel, the weather conditions and the absence of general navigational hazards, provided:

-
- (a) the vessel complies with safety requirements which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the vessel and persons on board;

- (b) the vessel is operating solely in:
- (i) a common fishing zone established in adjoining marine areas under the jurisdiction of neighboring States which have established that zone, in respect of vessels entitled to fly their flags, only to the extent and under the conditions that those States agree, in accordance with international law, to establish in this regard; or
- (ii) the exclusive economic zone of the State of the flag it is entitled to fly, or, if that State has not established such a zone, in an area beyond and adjacent to the territorial sea of that State determined by that State in accordance with international law and extending not more than 200 nautical miles from the baselines from which the breadth of its territorial sea is measured; or
- (iii) the exclusive economic zone, a marine area under the jurisdiction of another State, or a common fishing zone, in accordance with an agreement between the States concerned in accordance with international law, only to the extent and under the conditions that those States agree to establish in this regard; and
- (c) the Administration notifies the Secretary-General of the terms and conditions on which the exemption is granted under this paragraph.



REGULATIONS FOR THE CONSTRUCTION AND EQUIPMENT OF FISHING VESSEL(10 Chap)

- CHAPTER I : GENERAL PROVISIONS
- CHAPTER II: CONSTRUCTION, WATERTIGHT INTEGRITY AN EQUIPMENT
- CHAPTER III: STABILITY AND ASSOCIATED SEAWORTHINESS
- CHAPTER IV : MACHINERY AND ELECTRICAL INSTALLATIONS AND PERIODICALLY UNATTENDED MACHINERY SPACES
- CHAPTER V : FIRE PROTECTION, FIRE DETECTION, FIRE EXTINCTION AND FIRE FIGHTING

- CHAPTER VI: PROTECTION OF THE CREW
- CHAPTER VII: LIFE-SAVING APPLIANCES AND ARRANGEMENT
- CHAPTER VIII: EMERGENCY PROCEDURES, MUSTERS AND DRILLS
- CHAPTER IX: RADIOCOMMUNICATIONS
- CHAPTER X: SHIPBORNE NAVIGATIONAL EQUIPMENT AND ARRANGEMENT

Thank you

The FAO Global Record:
- The importance of the IMO number
- Possible role of the RFVR

SEAFDEC, 12-13 December 2018

Matthew Camilleri, PhD
Head
Fishing Operations and Technology Branch

Contents

Concept
UVI
State of affairs
Public version
Data sharing mechanisms
Connecting to regional registers
Links to PSMA

Concept

A global information system to fight IUU fishing through increased transparency and traceability

- 'Single access point' for vessel and vessel-related info used for
 - Verification of information (FS, PS, CS, MS)
 - Risk assessment (PS, CS, MS)
 - Public dissemination of information (consumers, industry...)
- Certified, relevant & up-to-date information
- Fishing vessels + transport + supply
- More than a list of authorized vessels



➤ The Five Required Fields (Vessel Details)



1. Unique Vessel Identifier or UVI (IMO number)
2. Current flag
3. Vessel name
4. Length overall (LOA)
5. Either Gross Tonnage (GR) or Gross Registered Tonnage (GRT)

➤ Information modules (101 data fields)

- Vessel details (52 fields)
- Inspections and surveillance (18 fields)
- Historical information (8 fields)
- Port entry denials (6 fields)
- Authorisations (13 fields)
- IUU lists (4 fields)

➤ Phases

- Phase 1: 100 GT (or 24 m) and above
- Phase 2: between 50 and 100 GT (18-24 m)
- Phase 3: between 10 and 50 GT (12-18 m)



GISIS
Global Integrated Shipping Information System
(34 data modules)

Global Record
Of Fishing Vessels, Refrigerated Transport Vessels
and Supply Vessels
(6 data modules)

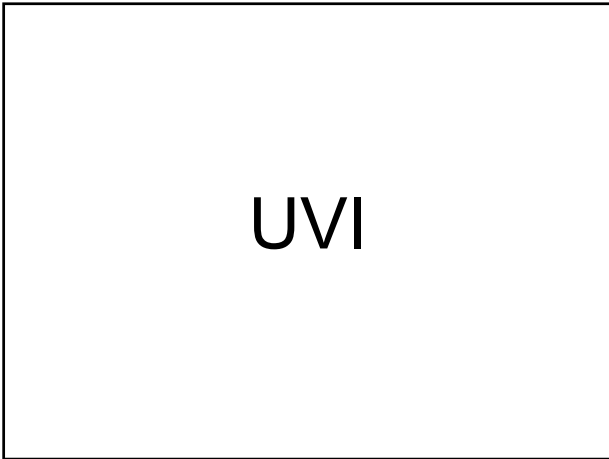


MOUs
Paris, Tokyo, Viña del Mar...

RFBs
NEAFC, IOTC, ICCAT...
SEAFDEC?


States


States



component: UVI – Unique Vessel Identifier

- IMO number for >100 GT or >24m LOA (COFI 32)
- 2017 **IMO Resolution A.1117(30)** to include all fishing vessels of 12 m and above that are authorized to operate in waters outside national jurisdiction and vessels above 24 m of wooden hull
- Stays with the vessel despite changes of flag, name, ownership, etc. Numbers are not reassigned, even after sinking or decommission
- Linkage of information modules, systems and instruments
- Traceability of fish products
- ~ 23 000 fishing vessels
- Free






Resolution A.1117(30)
Adopted on 8 December 2017
(Agenda item 8)
Original: ENGLISH

IMO SHIP IDENTIFICATION NUMBER SCHEME

Application
The Scheme applies to ships of 100 gross tonnage and above, including **fishing vessels of steel and non-steel hull construction**; passenger ships of less than 100 gross tonnage, high-speed passenger craft and mobile offshore drilling units engaged on international voyages (SOLAS regulation V/19-1); and to all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) authorized to operate outside waters under the national jurisdiction of the flag State.
<http://imnumbers.ihms.com>



REQUEST FOR IMO SHIP IDENTIFICATION NUMBER

IMO Number & Type: _____

Country: _____

Owner: _____

Flag: _____

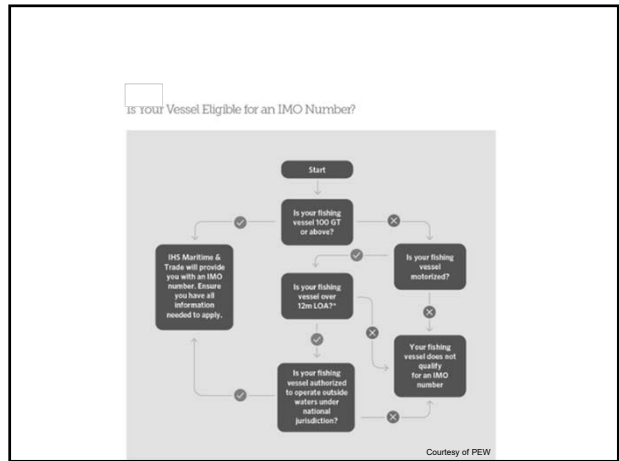
Length (m): _____

Net Tonnage (GT): _____

IMO Type: _____


Signature: _____

Date: _____



State of affairs

- Since 2015 - 4 **Global Record Working Group** meetings and 1 **Specialized Core Working Group (GRCGs)** meeting on Data Requirements
Data Exchange
Third Parties
- Dec 2016 - **pilot version** with 11 countries
- 21 April 2017 - launch of **first working version** (countries access only)
 - Strong search functionalities
 - Visualization of individual vessels
 - Upload of data by countries
- Apr 2017 - New **website** in 6 languages
<http://www.fao.org/global-record/en/>
- Jan 2018 - Call for official designation of **National Focal Points (NFPs)**
- July 2018 - Launch of public version
- 5th GRWG - Republic of Korea in April 2019



GRGW4 – London 11-13 April 2018

- Welcome increased **participation** → need to broaden submission prior to COFI 33
- Strengthen involvement of **RFMOs** through linkages with Global Record & visibility
- Need to align national **laws** and regulations (IMO number, interagency coordination)
- Focus on **vessel details**, as well as authorizations and history (verification, risk analysis)
- Need to broaden discussions on ISSCFV and ISSCFG, particularly for **non-fishing vessel** categories (States to take it up in RFMOs)
- Encourage the use of **automatic information exchange** mechanisms being implemented by the Global Record (improved frequency, quality, sustainability & simplification of processes)
- Reiterated the importance of a timely **release** to support PSMA implementation (verification)

Public version

MA(1)

Totals countries & vessels

- 1/3 of global eligible fleet
- All sizes (even below 12 m LOA)
- Transport vessels and supply (around 1/3 of global fleet)
- Mainly vessel details, but not only
- Almost 1/3 of countries with fleets (North America, Latinamerica, Europe)

Eligible fishing fleet



■ Global Record fleet
□ Global fishing fleet with IMO

Totals countries & vessels

Region	Number of Countries	Number of Vessels	% of Vessels	Average Length (m)	Total GT	Average GT
Africa	4	326	4	42.87	100,358	308
Asia	5	376	4	54.85	327,323	871
Europe	26	3,433	39	33.25	1,506,526	439
Latin America & Caribbean	11	1,016	12	56.24	1,299,778	1279
Near East	0	0	0	0	0	0
North America	2	3,495	40	27.28	453,580	130
Pacific	3	130	1	45.62	0	0
GLOBAL	52	8,776	100	45.24	3,694,100	420

- Asia region: Philippines, Republic of Korea, Indonesia, Thailand and Singapore. (Sri Lanka have requested credentials)

06/12/2018)

(As of

Fisheries vs transport & supply vessels

- Transport vessels (transshipment) and supply: about 1/3 of the global fleet)

	Number
Fishing vessels	8,167
Transport and Supply vessels	240

Data sharing mechanisms

4 Data sharing mechanisms

Manual data submission mechanisms	Automated data submission mechanisms
Input through a web form	<i>Fisheries Language for Universal eXchange (FLUX)</i>
CSV File upload through website (currently in use)	<i>RFBs, IHSM data links</i>

Automatic data exchange (FLUX)

FLUX (Fisheries Language for Universal eXchange)

- **Data Standard** (format) used: XML Schema designed by UN/CEFACT (open to all UN Members). CSV and XML files can also be sent.
- **Transportation layer** over web services (open source, free)
 - providing an envelope that can contain a business message
 - and a software which serves as infrastructure to transport the envelopes
- **Customizable protocol** for data exchange

Status

- Fisheries domains available: Vessel Details and Authorizations (Compliance domain under development).
- Status: in use by Thailand, NEAFC & European countries; Under consideration: Norway, Faroe Islands, Greenland, GFCM, ICCAT, NAFO, SEAFO, WCPFC...
- Implementation in Global Record foreseen for the first-second quarter of 2019.

FLUX in brief:

<http://www.fao.org/fi/static-media/MeetingDocuments/GlobalRecord/GRWG4/Inf12e.pdf>

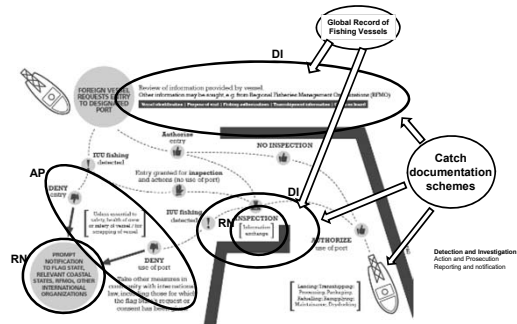
Role of regional vessel registers

Connection from a Regional Vessel Register

1. One-time connection from a regional register to the Global Record
 - Use a common language (FLUX – Fisheries Language for Universal eXchange, UN/CEFACT)
 - Setup a physical connection through transportation layer (open source software)
2. Countries define data sharing protocol and validate exchange
 - Define what information fields will be shared with GR through RVR
 - Validate information exchange at a click within GR system
 - Eligible vessels automatically shared (minimum 5 required data fields)
 - ✓ IMO number, current flag, vessel name, length overall and GT / GRT
 - Live adjournment of information
 - ✓ Changes to relevant/eligible vessels in regional register automatically transferred

Links to PSMA

Overview of the PSMA requirements and operations



Support to PSMA implementation

- ✓ Linkage vessel & inspection information
- ✓ Verification of information & risk analysis
 - Vessel, historical & authorization details - Annex A (request of entry into port)
 - Historical details, compliance information
- ✓ Lessons learnt
 - Process: GRWG → PSMA TWG-IE
 - Standards, formats (Annex D)
 - Information exchange mechanism (FLUX)
- ✓ Possibly non-parties
- ✓ Other surveillance information (Coastal State)

Thank you

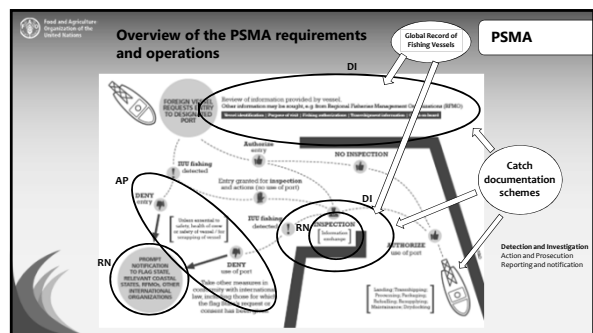
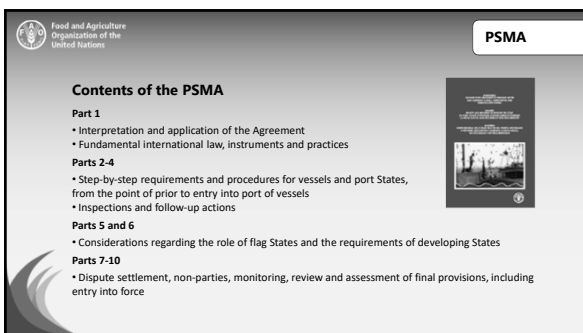
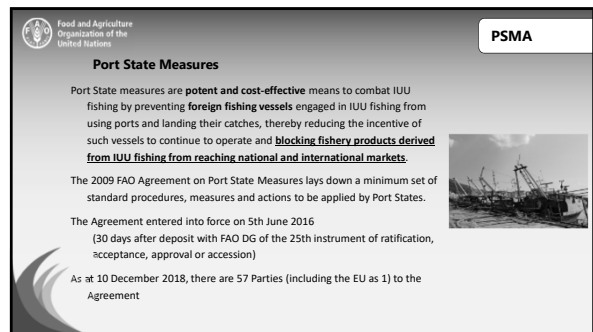
Contacts are welcome

Fishing Operations and Technology
Fisheries and Aquaculture Policy and Resources Division
Fisheries and Aquaculture Department
Food and Agriculture Organization of the United Nations (FAO)
Viale delle Terme di Caracalla
00153 Rome, Italy



DONORS

FI-Global-Record@fao.org
www.fao.org/global-record



PSMA

Putting the PSMA into action

First Meeting of the Parties to the PSMA
Oslo, Norway 29-31 May 2017

- Review of requirements for the implementation of the PSMA
- Transmittal, electronic exchange and publication of information
- Requirements of developing States
- Monitoring, review and assessment of implementation of the Agreement

PSMA Open-Ended Technical Working Group on Information Exchange
1st meeting: London, United Kingdom, 16 April 2018 – 18 April 2018
2nd meeting: Korea, 2019 (tbd)

PSMA Part 6 Working Group
Oslo, Norway, 1-2 June 2017
Rome, Italy, 5 – 6 July 2018

Second Meeting of the Parties to the PSMA
Chile, 2019 (tbd)

VG-Flag State Performance

Provide guidance to strengthen and monitor compliance by flag States with their international duties and obligations regarding the flagging and control of fishing vessels

cover the relevant responsibilities of flag States on the basis of elements contained in international law, including binding and non-binding international fisheries instruments

adopted by COFI in 2014

VG-Flag State Performance

Central components

General

Fisheries management

Information, registration and records

Authorisations

Monitoring, control and surveillance, and enforcement

Cooperation between flag States and coastal States

Encourage self-assessment of performance, examples can be found on FAO webpage

VG-Catch Documentation Schemes

Catch Documentation Scheme: a system with the primary purpose of helping determine throughout the supply chain whether fish originate from catches taken consistent with applicable national, regional and international conservation and management measures, established in accordance with relevant international obligations.

VGCDs adopted by FAO Conference in July 2017 after extensive negotiations

Objective is to provide assistance to States, RFMOs, IGOs in developing and implementing CDS

VG-Catch Documentation Schemes

Basic Principles and Applications

- Conformity with international Law (WTO Agreements, UNCLOS and Code of Conduct for Responsible Fisheries).
- CDS should not create Technical Barriers to Trade.
- CDS could be recognised as equivalent for the purpose of achieving the objectives of the guidelines if they result in equivalent outcomes.
- Only be implemented in the situation when they could be an effective means to prevent IUU fish entering the value chain, should be implemented from within the context of an effective fisheries management regime. Should be designed and implemented based on proper risk assessment.
- To ensure accurate and verifiable information along the supply chain.

VG-Marking of Fishing Gear

Objective:
To assist states in meeting their existing obligations
Contribute towards sustainable fisheries by helping to:

- Support responsible fishing gear ownership and management
- Prevent ALDFG and its harmful impacts including environmental impacts, navigational hazards and economic, biodiversity and fish stock impacts of 'ghost fishing'.
- Aid the detection and ability to address IUU fishing activities

VG-Marking of Fishing Gear

Key provisions

- Global in scope and apply to all fishing gear types
- A gear marking system should enable identification of the ownership, and where relevant the position, of fishing gear, and its link with the vessel(s) and/or operators undertaking the fishing operations.
- A gear marking system should also provide for the reporting, recovery and disposal of gear
- Gear marking should be considered in the context of broader fisheries management measures including those which address ALDFG
- Gear marking should, as appropriate, be a condition of fishing authorisation or licence.
- When gear is associated with a registered fishing vessel the mark for the gear should match vessel registration details e.g. port letters, IMO number, if available.

Global Record

A global information system to fight IUU fishing through increased transparency and traceability

- 'Single access point' for vessel and vessel-related info **used for**
 - Verification of information (FS, PS, CS, MS)
 - Risk assessment (PS, CS, MS)
 - Public dissemination of information (consumers, industry...)
- Certified, relevant & up-to-date information from official sources (States)
- Fishing vessels + transport + supply
- More than a list of authorized vessels

Global Record

Key component: UVI – IMO number

2017 IMO Resolution A.1117(30) to include all fishing vessels of 12 m and above that are authorized to operate in waters outside national jurisdiction and vessels above 24 m of wooden hull

Stays with the vessel despite changes of flag, name, ownership, etc. Numbers are not reassigned, even after sinking or decommission

Linkage of information modules, systems and instruments

Traceability of fish products

Current Status

- 1/3 of global eligible fleet
- All sizes (even below 12 m LOA)
- Transport vessels and supply (around 1/3 of global fleet)
- Mainly vessel details, but not only
- Almost 1/3 of countries with fleets (North America, Latin America, Europe)

Eligible fishing fleet

Global Record

Sharing mechanisms

Manual data submission mechanisms	Automated data submission mechanisms
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CSV File upload through website (currently in use)	RFBs, IHSM data links

Connection from a Regional Vessel Register

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- Countries define data sharing protocol and validate exchange
Define what information fields will be shared with GR through RVR
Validate information exchange at a click within GR system

IUU fishing estimations

Technical guidelines to support systematic studies

Guidelines to apply consistent, robust and systematic approaches to IUU fishing estimation

Strengthen quality and consistency of studies, irrespective of methodology used or nature/scale of study

Improve comparability between studies, tracking of IUU fishing

Recognise that individual studies will differ substantially

- Scale of investigation
- Types of I, U and U being estimated
- Type and quality of information/data available
- Expertise of study team

IUU fishing estimations

Technical Guidelines: a suite of products


- **Review** ("study of studies") of the most **comprehensive IUU studies for guidance on specific technical aspects of studies**
- **Principles and approaches** for producing **comprehensive, robust IUU studies**
- **A practical guide** for practitioners
- **A set of case studies** applying the Technical Guidelines
- **A guide for producing and using indicators** of IUU fishing

Transshipment

State of affairs

COFI32 – Global study on Transshipment
Regulations, Practices and Monitoring and control

Work carried out
Regulation review
Cases Studies
Global Stakeholder Survey
States (90+EU), RFMOs (14), NGOs (4) and Private sector (3)
Expert Workshop




Transshipment

Main conclusions so far

- Transshipment at-sea might be a loophole to IUU fishing if not adequately controlled
- Overall good regulations but nature and extent of illicit transshipment still unknown
- Ineffective control

Next steps
A more in-depth study (quantitative) at global level, as the basis for work on developing guidelines




Global Capacity Development Portal

A common portal for all capacity development work to combat IUU fishing
International institutions, Countries, IGOs, NGOs...

Aims to:


- Disseminate information
- Raise awareness on existing initiatives
- Promote collaboration between different actors
- Avoid duplication

Currently in early phases of development



FAO websites on combatting IUU fishing

IUU Fishing **PSMA** **Global Record**



Thank you for your attention

CLOSING REMARKS

*Mr. Masanami Izumi
Special Advisor
SEAFDEC Secretariat*

Distinguished Delegates from the ASEAN-SEAFDEC Member Countries, Dr. Matthew Camilleri from FAO-HQs in Rome, Dr. Simon Nicol from FAO Regional Office for Asia and the Pacific in Bangkok, colleagues from SEAFDEC Secretariat and Training Department, and Ladies and Gentlemen.

On behalf of SEAFDEC (Secretary-General who is on overseas mission this week and Deputy Secretary-General who left Bangkok this morning for his mission to Indonesia), I would like to extend my sincere gratitude and appreciation to all the participants for making the two-day Regional Meeting on Regional Fishing Vessel Record (RFVR) a great success.

Herewith, I have a set of thanks. First, I would like to thank all, particularly Kongpathai and his team members, who have worked hard and efficiently for all the arrangements and organizing the meeting. Thank you very much.

Further, I would like to extend my sincere thanks to the Representatives from SEAFDEC Member Countries for sharing information on the progress and situation on the utilization of RFVR Database as part of our continued efforts to combat IUU fishing in the region and their respective country. Your inputs had indeed led to the management of RFVR Database for 24 meters in length and over to the next step through updating the number of fishing vessels by size (categories) and by type of fishing and the way forward for the Asian Member States (AMS) and SEAFDEC to prevent, deter and eliminate IUU fishing through the utilization of RFVR.

Further more, thank you Dr. Matthew as my friend and my former colleague for coming all the way from FAO-HQs in Rome, Italy, to meet with us in Bangkok and for your presentations on the FAO Global Record and other related management tools for combating IUU fishing. It is believed that your presence here in Bangkok shows us the importance of our close partnership between SEAFDEC and FAO as well as the responsibilities of FAO for supporting its member countries in Southeast Asia. We look forward to FAO's continued support to the countries in the region and further strengthening our partnership for combating IUU fishing. See you again in Bangkok and in the region. Thank you, Matthew.

Dr. Simon, thank you very much for your participation in the meeting while you have been very busy to settle in Bangkok. On behalf of all the participants, it was the great opportunity to meet with you as newly-recruited FAO Senior Fishery Officer at the FAO Regional Office in Bangkok. I believe that all the member countries are welcoming you and looking forward to working with you. For your information, SEAFDEC is 51 years old now. So, you can imagine that we have a long partnership history particularly with the FAO Regional Office in Bangkok. Let's continue to work together for the countries and the region. Look forward to seeing you often. Thank you, Simon.

With the presence of our Regional Fisheries Policy Network's staff from the Philippines, Myanmar, Lao PDR, Indonesia and Cambodia, since you will finish your One-year assignments at the end of this month and return to your respective countries and governments, thank you very much for your



services. In your countries, you will be in the position to support SEAFDEC and its activities. Look forward to working with you and see you again. Safe travel back to your countries.

Ladies and Gentlemen, it is my role now to declare this Regional Meeting closed.

I wish you all a safe journey to your respective countries. Look forward to seeing you again in near future.

Merry Christmas and a Happy New Year.

Thank you.



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