



## Report of

# Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing

1–3 April 2025

SEAFDEC/TD, Thailand



## **PREPARATION AND DISTRIBUTION OF THIS DOCUMENT**

Report of the Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing, from 1 to 3 April 2025, was prepared by the Training Department for participants of the Training course. The report is distributed to the Sustainable Management of Fisheries, Marine Living Resources and Their Habitats in the Bay of Bengal Regional for the Benefit of Coastal States and Communities (BOBLME II) project.

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# **The Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing**

1–3 April 2025, SEAFDEC/TD, Thailand.

## **I. Introduction**

The project “Sustainable Management of Fisheries, Marine Living Resources and their Habitats in the Bay of Bengal Region for the Benefit of Coastal States and Communities (BOBLME II) has been implemented from 2024 to 2028. The main objective is to contribute to the sustainable management of fisheries, marine living resources, and their habitat in the Bay of Bengal region, reduce environmental stress, and improve environmental status for the benefit of coastal states and communities. This will be accomplished through five interlinked components 1) Sustainable Management of Fisheries, 2) Restoration and conversation of critical marine habitat and conservation of biodiversity, 3) Management of coastal and marine pollution to improve ecosystem health, 4) Improve livelihoods and enhanced resilience of BOBLME, and 5) Regional mechanisms for planning, coordination, and monitoring of BOBLME. SEAFDEC as the executing agency in Southeast Asia, will lead the sub-regional coordination, provide technical advice, and support capacity building on fisheries-related issues under components 1, 3, and 5 for participating countries, namely: Indonesia, Malaysia, and Thailand.

According to responsibility in component 1, SEAFDEC/TD organized the “Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing” from 1 to 3 April 2025 at SEAFDEC/TD, Thailand. The training aimed to build up the capacity of participants to better understand the PSM, and increase the knowledge, skill, and experience of participants for inspection to support PSM and port control implementation. In addition, this training has 30 participants including 13 participants from each country namely Indonesia, Malaysia, and Thailand including 4 resource persons, 8 observers from RFPN and SEAFDEC secretariat, and 5 SEAFDEC/TD staff attended the Training. The list of participants is in **Annex 1**.

## **II. Opening of the Training**

Dr. Tomoko Nakazato, Deputy Secretary-General and Deputy Chief of the Training Department, addressed the participants at the Regional Training Course by highlighting the major international issue of Illegal, Unreported, and Unregulated (IUU) Fishing, and emphasizing the importance of cooperation and collaboration among related organizations. She also outlined SEAFDEC’s ongoing activities under the BOBLME II Project, particularly in enhancing participants' capacities for sustainable fisheries management. Her full opening remarks appear in **Annex 2**.

## **III. Lecture, Practice Session, and Study Visit**

The Training compounded lectures, practice sessions, and study visits. Moreover, the resource persons and subjects have details as follows

*The Overview of the 2009 FAO Agreement / Status on PSM, Ratification, Accession, and Implementation in the Region*

This subject was presented by Ms. Angela Lentisco, the resource person from FAO/RAP. She provided an overview of the 2009 FAO Agreement on Port State Measures (PSMA), which was established by Food and Agriculture Organization of the United Nations (FAO) to combat illegal, unreported, and unregulated (IUU) fishing globally. She explained that the FAO aimed to reduce IUU fishing activities by 20% through supporting countries with training and workshops. PSMA requires port states to inspect foreign fishing vessels seeking entry into their ports to ensure compliance with legal fishing practices and to prevent illegally caught fish from entering international markets. Fishing in unauthorized waters constitutes a violation of international fisheries laws and falls under IUU fishing.

By implementing port inspections, the agreement strengthens monitoring and enforcement mechanisms to eliminate illegal fishing activities.

She further highlighted that IUU fishing is often connected to other serious crimes, such as human trafficking, drug smuggling, and arms trafficking. She pointed out that several factors contribute to the prevalence of IUU fishing, including failures in fisheries management, limited enforcement efforts, political and commercial interference, increasing market demand for seafood products, and socio-economic pressures impacting community welfare. These challenges emphasize the urgent need for effective implementation of PSM across various countries.

At the conclusion of the session, Ms. Angela facilitated an interactive discussion and Q&A session with participants, providing an opportunity to clarify key points and deepen their understanding of PSM procedures. This engagement also highlighted the broader significance of combating IUU fishing in the context of strengthening global fisheries governance. Her presentation is provided in **Annex 3**.

#### *Implementation and Supporting MCS for Combating IUU Fishing in Southeast Asia*

This subject was presented by Mr. Kongpathai Saraphaivanich, Head of the Training and Information Section and Project Leader for Combating IUU Fishing Activities of SEAFDEC. He introduced the overview and responsibilities of SEAFDEC under the Resolution and Plan of Action on Sustainable Fisheries for Food Security for the ASEAN Region Towards 2030 (RES&POA-2030). He emphasized three key strategies implemented by SEAFDEC strengthening coordination through the Regional Fishing Vessels Record (RFVR), which facilitates port inspections and information exchange among ASEAN Member States (AMSs) and international organizations by increasing MCS capacity and awareness through regional training programs and developing the electronic ASEAN Catch Documentation Scheme (eACDS) to enhance traceability of fish and fishery products.

He further presented outcomes from the Regional Workshop on the Project End of Strengthening Regional Cooperation and Enhancing National Capacities to Eliminate IUU Fishing in Southeast Asia held in March 2024, where discussions focused on nine priority areas for future actions to combat IUU fishing. However, SEAFDEC has placed particular emphasis on four areas: strengthening MCS for commercial-scale, small-scale, and community-based fisheries enhancing AMS and regional cooperation on IUU, information sharing, strengthening traceability of fish and fishery products, and developing national and regional estimations of IUU losses.

Finally, He outlined SEAFDEC's plans for project implementation during 2024–2029, which include the Sustainable Management of Fisheries, Marine Living Resources, and their Habitats in the Bay of Bengal Region for the Benefit of Coastal States and Communities (BOBLME II), and the Enhancement of Regional Cooperation and Human Resource Development to Eliminate IUU Fishing.

This session provided a comprehensive understanding of SEAFDEC's ongoing efforts and strategic approaches to combating IUU fishing in Southeast Asia. Participants gained insights into the utilization of key regional tools essential for improving port inspections and regional data sharing. The session also highlighted the critical importance of strengthening MCS capacity and fostering regional cooperation to support effective fisheries governance. His presentation is in **Annex 4**.

#### *Implementation of the Port State Measures Agreement (PSMA) in Thailand*

This subject was presented by Mr. Thira Rodchevid, Fishery Biologist, Professional Level from the Department of Fisheries, Thailand. He provided an overview of key international instruments addressing IUU fishing, including legally binding agreements such as the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the 1995 UN Fish Stock Agreement (UNFSA), the 1993 FAO Compliance Agreement, and the 2009 FAO Port State Measures Agreement (PSMA), which is the first treaty directly combating IUU fishing by restricting port access for offending vessels. In addition, he highlighted non-binding but widely recognized tools such as the 1995 FAO Code of

Conduct, related International Plans of Action (IPOA), and the 2023 FAO Voluntary Guidelines on Transshipment.

Regarding the PSMA implementation in Thailand, Mr. Thira explained that after receiving a yellow card from the European Union (EU) in 2014, Thailand reformed its fisheries legal framework to comply with various international instruments promoting sustainable use of marine resources and ecosystem protection. Thailand acceded to the PSMA in May 2019 to strengthen its measures against IUU fishing. He presented the development of PSMA implementation in Thailand, starting from the pilot project with FAO in Phuket in 2014, and progressing to the application of the Port State Measures Analytical and Reporting Tool (PSMART) platform as a tool for investigating and analyzing vessel behavior. Furthermore, Thailand established four key mechanisms for PSMA implementation, namely policies and legal frameworks, the Monitoring, Control, and Surveillance (MCS) scheme, an electronic traceability system for imported fish, and cooperation with international agencies, third parties, Regional Fisheries Management Organizations (RFMOs), and international organizations.

Mr. Thira elaborated that Thailand's best practices for PSMA implementation are aligned with key articles of the PSMA, particularly Article 7 on designated ports, Article 8 on advance request for port entry, and Article 9 on port entry authorization or denial. He shared a successful case of enforcement involving nine vessels falsely claiming Bolivian registration and using fake documents. Thai inspectors verified the illegality by coordinating with the Bolivian government, seized the vessels and evidence, and listed them under the Indian Ocean Tuna Commission (IOTC) IUU Vessel List. Additionally, the Thai Maritime Enforcement Coordinating Center (MECC) system enhanced cooperation among relevant agencies, particularly for port-in and port-out measures, ensuring thorough document checks for all vessels seeking port access.

Thailand officially implemented PSM through the Royal Ordinance on Fisheries B.E. 2558 (A.D. 2015) as part of its national action plan. Currently, there are 24 designated ports, including 18 for international vessels and six for vessels from neighboring states. Thailand also developed an electronic system called the PSM Linked Processing Statement System (PPS), which assists officers in analyzing submitted forms and documents from foreign fishing vessels requesting port entry. The process is categorized based on vessel types, each requiring different documents, and foreign vessels must submit all required documents 72 hours before arrival. Authorities must report the outcome of document analysis to the flag states regardless of whether port entry is granted or denied.

Moreover, vessel inspections and offloading controls have been strictly enforced to prevent illegal catches from entering the market. Despite notable progress, challenges remain, particularly in conducting accurate risk assessments and maintaining updated watchlists of suspicious vessels. Mr. Thira emphasized that continuous collaboration, regular evaluation, and capacity building are essential to address these challenges and reinforce Thailand's commitment to combating IUU fishing.

He also emphasized that although Thailand has made significant progress in PSM implementation, several challenges persist. These include limited experience in gathering sufficient data for legal or enforcement action, difficulties in international cooperation due to time zone differences and lack of communication channels, and inconsistent enforcement caused by variations in legal knowledge among domestic agencies. Addressing these issues requires ongoing capacity building, the development of harmonized Standard Operating Procedures (SOPs), and stronger international collaboration. His presentation is in **Annex 5**.

#### *Implementation of PSM in Thailand – Inspection Before Entry to Port*

This subject was presented by Ms. Jitpisut Sanboonpeng, a Fisheries Biologist from the Department of Fisheries, Thailand. She presented the implementation of the Port State Measures (PSM) in Thailand, focusing on the inspection procedures for foreign fishing vessels before entry to the port. She explained that the 2009 FAO Agreement on Port State Measures (PSMA) requires several key measures, including the designation of ports, advance requests for port entry, port entry authorization,

and port denial. These provisions have been incorporated into Thailand's legal framework through the Royal Ordinance on Fisheries, adopting the necessary legal instruments in compliance with PSMA standards. Specifically, advance request entry into port (AREP) is mandated under Section 97 of the Royal Ordinance.

During the inspection process, Ms. Jitpisut explained that Thai inspection officers coordinate closely with multiple agencies to ensure thorough verification. The Marine Department provides initial verification results regarding the authenticity of vessels, while the Customs Department collaborates in joint inspections where fishery officers and customs officers board together to check documentation and cargo. If any suspicious activities are detected during the review of documents, such as irregularities in Vessel Monitoring System (VMS) data or Automatic Identification System (AIS) tracking, the Flag State is contacted for further verification. Moreover, inter-agency communication of inspection and verification results is shared electronically among the Marine Department, Customs Department, and other relevant authorities to ensure comprehensive scrutiny before granting port entry permission to foreign vessels.

To enhance compliance with Port State Measure regulations, Thailand implements a comprehensive approach that includes pre-entry documentation review, risk assessment, inter-agency verification, strict entry authorization procedures, continuous monitoring, and enforcement under a strong legal framework. The primary objective of this system is to ensure that no fish products derived from IUU fishing vessels are allowed to enter Thailand's ports.

In addition to that, her lecture facilitated a group exercise where participants, divided into three groups, analyzed a scenario related to Advance Request Entry into Port (AREP). All groups found inconsistencies between the information provided by shipping agents and the documents of foreign fishing vessels. It was recommended that additional documents be submitted and coordination with the Flag State be conducted for further verification. During the exercise, participants highlighted the importance of cross-referencing documents, verifying information through sources like Western and Central Pacific Fisheries Commission (WCPFC) and IOTC websites, and establishing digital verification tools and communication protocols with Flag States and shipping agents. Her presentation is in **Annex 6**.

#### *Implementation of PSM in Thailand – Inspection at Port*

Mr. Thira Rodchevid presented best practices for risk assessment and port control measures implemented in Thailand to combat illegal, unreported, and unregulated (IUU) fishing. As Thailand is a major tuna market that imports significant volumes annually, mainly through foreign-flagged refrigerated vessels, PSMA is fully enforced. Mr. Thira discussed the procedures before port entry, during vessel inspections, and for offloading controls. Risk assessment is conducted based on vessel profiles and behavior by utilizing systems such as PSMART for AIS tracking to effectively inspect foreign vessels. Preparation before port entry and onboard inspections involves careful planning, validating risk assessment results, and collecting necessary documents and evidence to ensure compliance with port state measures and enhance effective implementation. All participants in the working group were divided into three groups. Each group was given a scenario to review AREP for completeness and conduct further verification on the foreign-flagged fishing vessel, including the reported activities. Mr. Thira led the discussion. Each group reported similar findings and actions regarding the foreign-flagged vessel. They validated the submitted documents, checked AIS tracking records, cross-referenced vessel information with multiple sources such as RFMO websites and IUU vessel listings, and reviewed the vessel's operational history and compliance status. Information was also shared with relevant government agencies to ensure comprehensive verification. As a result of validation, the foreign-flagged vessel was allowed to enter the port for further investigation. The outcomes of the investigation would be submitted to the relevant Flag State, Coastal State, international organizations, RFMOs, FAO, and the State of nationality of the vessel's master. His presentation is in **Annex 7**.

In addition, Mr. Thira provided each group with an exercise on identifying challenges in the implementation of the Port State Measures Agreement (PSMA), proposing solutions, and forecasting possible outcomes. The group discussions were summarized as follows:

Group 1 identified challenges such as language barriers during inspections and difficulties in analyzing data and acquiring vessel information from relevant flag States. To address these issues, they proposed enhancing communication systems, improving data analysis through the adoption of new technology, and strengthening boarding inspection skills through capacity-building initiatives. To improve information exchange, they recommended developing Memorandums of Agreement or bilateral cooperation agreements between countries, which would facilitate easier access to information and documents related to PSMA implementation.

Group 2 focused on challenges such as the lack of floating assets and limited personnel competency, the need for effective standard operating procedures (SOPs) and policies, the integration of new technologies, and complications caused by the involvement of too many agencies in information exchange. They proposed that governments should enhance regulatory harmonization, improve operational efficiency through better information sharing, and promote the use of advanced technologies similar to big data analysis systems to achieve more positive outcomes.

Group 3 reported key challenges including difficulties in understanding and navigating different legal frameworks, financial constraints and lack of resources for investigating foreign-flagged vessels, and limitations in the information-sharing database. They suggested creating specialized working groups, developing shared databases among relevant agencies, and strengthening capacity building. Additionally, they proposed seeking support from international organizations such as FAO and National Oceanic and Atmospheric Administration (NOAA) for budget allocation and training resource persons to support PSMA implementation.

#### *Observation of Bangkok Fishing Port and Inspection Activities*

Mr. Thira Rodchevid provided participants with an opportunity for a study visit at Phra Pradaeng Port, Bangkok, on 3 April 2025. The visit was organized as part of the capacity-building program to strengthen participants' understanding of Thailand's implementation of Port State Measures (PSM). Participants observed the actual port inspection process conducted on a foreign-flagged fishing vessel, including document verification, risk assessment, physical inspection of fishing gear and catch, and crew interviews. Mr. Thira emphasized the importance of multi-agency coordination involving the Department of Fisheries, Marine Department, Customs, Immigration, and other relevant authorities.

This hands-on experience allowed participants to better understand the practical challenges and operational procedures of port inspections. They observed the application of risk-based inspection strategies and inter-agency collaboration. The study visit not only reinforced the concepts discussed during the training sessions but also showcased Thailand's efforts to combat IUU fishing through effective port controls. Participants gained valuable insights in promoting sustainable fisheries and supporting regional cooperation in addressing IUU fishing.

#### **IV. The Evaluation of the Regional Training Course**

The evaluation of the Regional Training Course on Port State Measures (PSM) Inspection to Combat IUU Fishing, held by SEAFDEC/TD from 1–3 April 2025, reflected a strong level of participant

satisfaction. The content was seen as relevant and aligned with both professional responsibilities and national needs. Key topics included the 2009 FAO Agreement on Port State Measures (PSMA), regional implementation practices, electronic monitoring tools such as AIS, VMS, etc., and inspection procedures. Participants confirmed that the training met its objectives and provided useful, applicable knowledge. The organization of the course including materials, venue, and time management was considered appropriate. Recommendations included extending the course to five days and adding sessions on traceability systems, open-source intelligence (OSINT), and practical inspection exercises. Overall, the training was well-received and regarded as effective and professionally conducted. The evaluation of this training is in **Annex 8**.



## LIST OF PARTICIPANTS

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1–3 April 2025  
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## OPENING REMARKS

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The Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing  
SEAFDEC/TD Samut Prakan, Thailand  
1–3 April 2025

Greetings, distinguished delegates from Indonesia, Malaysia, Thailand, SEAFDEC staff, resource persons, ladies, and gentlemen!

I am delighted to welcome you to the "Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing."

Illegal, Unreported, and Unregulated (IUU) fishing remains a significant global challenge impacting fisheries worldwide and poses a threat to sustainable fisheries management. In this regard, SEAFDEC, together with the Bay of Bengal Program Inter-Governmental Organization (BOBP-IGO) and International Union of Conservation of Nature (IUCN), will be executing the project "The Bay of Bengal Large Marine Ecosystem Project Phase II" (BOBLME II project) which is an initiative of the Food and Agriculture Organization of the United Nations (FAO) and the Global Environment Facility (GEF), being implemented in seven countries, comprising Bangladesh, India, Indonesia, Malaysia, Maldives, Sri Lanka, and Thailand.

The Project's main objective is to contribute to the sustainable management of fisheries, marine living resources, and their habitat in the Bay of Bengal region, reduce environmental stress, and improve environmental status for the benefit of coastal states and communities. This will be accomplished through five interlinked components 1) Sustainable Management of Fisheries, 2) Restoration and conservation of critical marine habitat and conservation of biodiversity, 3) Management of coastal and marine pollution to improve ecosystem health, 4) Improve livelihoods and enhanced resilience of BOBLME, and 5) Regional mechanisms for planning, coordination, and monitoring of BOBLME.

SEAFDEC, as the executing agency in Southeast Asia, will be leading the sub-regional coordination, providing technical advice, and supporting capacity building on fisheries-related issues under components 1, 3, and 5 for participating countries, namely Indonesia, Malaysia, and Thailand.

To enhance participants' knowledge, skills, and experience, foster information sharing, and strengthen regional cooperation in combating IUU fishing for sustainable fisheries and marine resource management, the Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing is organized under Component 1: Sustainable Management of Fisheries.

I would like to express appreciation to FAO and GEF for their support for this Training. Additionally, I extend my gratitude to the Department of Fisheries (DOF) of Thailand for your kind cooperation and support as a resource person and study visit place.

In this regard, ladies and gentlemen, I am pleased to declare this Training officially open.

Thank you very much, and I hope you will have productive days ahead!

Food and Agriculture Organization of the United Nations

14 LIFE BELOW WATER

Overview of the 2009 Port State Measures Agreement (PSMA)  
Status on PSMA Ratification, Accession and Implementation in the Region

Ms. Angela Lentsico  
Fishery and Aquaculture Officer, FAO Regional Office for Asia and Pacific

- The 2009 Food and Agriculture Organization (FAO) Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated (IUU) Fishing, commonly known as the **Port State Measures Agreement (PSMA)**, represents a significant international effort to combat illicit fishing activities.
- The PSMA provides the first legally binding international framework specifically designed to prevent, deter, and eliminate IUU fishing through targeted port controls.
- Its significance lies in establishing a set of minimum standards that signatory states agree to implement.
- The PSMA contributes to fisheries conservation and management globally by preventing the trade of illegally caught fish and protecting marine ecosystems and livelihoods.
- While the PSMA is a significant step in combating IUU fishing, challenges remain in its full implementation, such as the need for robust monitoring, control, and surveillance measures, as well as the development of effective information exchange systems.

Illegal, Unreported and Unregulated (IUU) Fishing

- I** Fishing and fishing-related activities conducted in contravention of national and international law, including other international obligations
- U<sub>rp</sub>** Non-reporting, misreporting or under-reporting of information on fishing operations and their catches
- Fishing by "Stateless" vessels
- Fishing in convention areas of RFMOs by non-party vessels
- Fishing activities which are not regulated by States
- U<sub>rg</sub>** Fishing in areas or for fish stocks for which there are no conservation or management measures

What forms of IUU fishing do we have in the Asian region?

Typical IUU activities – with focus on "illegal" or 'non-compliance' dimension

- Vessel/operational documentation
  - Fishing without a license, with falsified license
  - Falsified vessel registration
  - Duplicate (dual flag), falsified registrations
- Catch reporting
  - Non-reporting, misreporting, under-reporting of catch
- Landings and transshipment
  - Unauthorized landing of fish, or landing other than authorized port
  - Unauthorized transshipment
  - Transshipping to country port of beneficial ownership
- Use of destructive fishing gears and methods (e.g cyanide/ blast-fishing)
- Catching of prohibited/protected species (e.g. grouper, reef fish, coral etc.) non compliance (shark finning)

IUU fishing between Asian countries

- Fishing in waters without permission, or in areas where fishing is restricted/prohibited
  - Large -scale/commercial vessels operating in restricted (e.g. SSF/nearshore zone)
  - SSF vessels 'straying' across borders
  - Deliberate or accidental encroachment across maritime boundaries, or fishing in areas of disputed or uncertain jurisdiction
- Access arrangements with neighboring countries are now increasingly rare
  - Access arrangements may be established at sub-national level between adjoining provinces/jurisdictions
- Poor coordination between national and provincial regulatory mechanisms

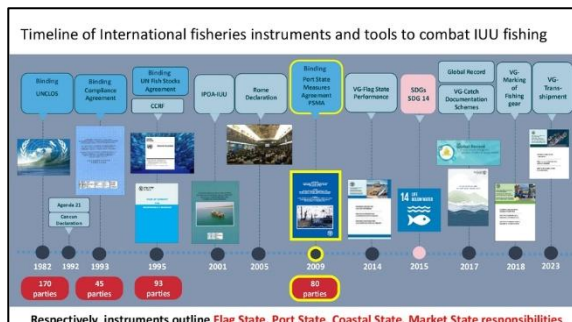
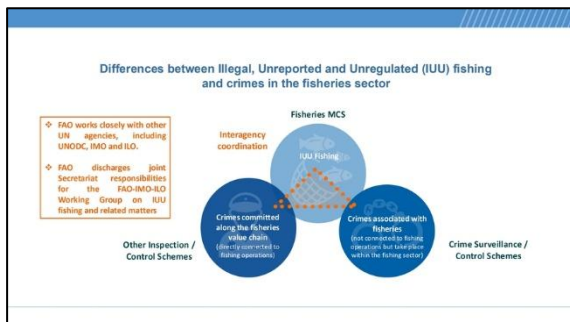
### What has driven these different forms of IUU?

- Expansion of effort & capacity
  - Post 1945 expansion
  - 1970's intensification (trawling & motorization of SSF)
  - 1990's improved technology & globalization of markets
- Led to over-capacity in fisheries & processing
- Enormous numbers of vessels in the region (> 1.9 million, 80% <12m)
- General failure of centralized fisheries management measures
  - Limitations on capacity to regulate
  - Political or commercial interference
  - Inappropriate, inflexible measures




### IUU fishing is opportunistic as well as calculated/deliberate

- Taking a risk for economic opportunity (LSF)
- Taking a risk for likelihood of income against the likelihood of penalty or capture (SSF)
  - partly driven by a need to make a basic income
- Opportunity of uncertain maritime boundaries in the region
  - most coastal fisheries have limited MCS
  - risk of capture/fines are relatively low
- Limited number of successful prosecutions (low deterrence)
  - Even if caught, limited prosecution
  - IUU not viewed as a serious criminal activity (not worth paperwork)
  - How to get evidence to the courts?
  - Hard to prosecute across provincial boundaries

### 2009 – Port State Measures Agreement




Adoption of effective port State measures as a means to ensure the long-term conservation and sustainable use of living marine resources.

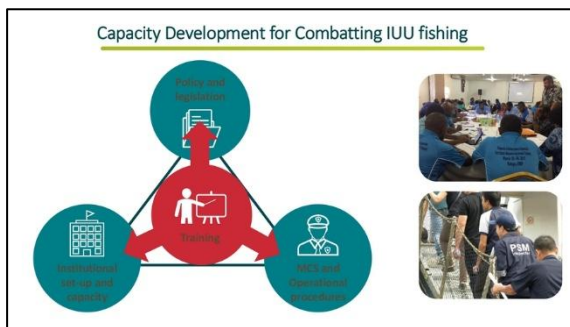
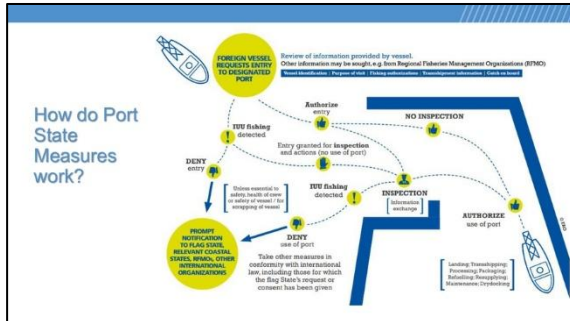
Applied to:

- foreign vessels when seeking entry to port entry or when they are in the port –
- Exceptions include:
  - artisanal fishing vessels of neighboring countries, provided the port State and the flag state cooperate to ensure not engaged in IUU fishing or related activities.
  - containers vessels that are not carrying fish, and if they are, it has been previously landed, and no suspecting they are involved in IUU fishing or related activities.

### Key responsibilities of Parties



- Deny access to port, except for inspection purposes, to foreign flagged vessels involved in IUU fishing activities.
- Deny use of port to foreign flagged vessels for which inspection results provide clear grounds to believe that the vessel has been engaged in IUU fishing.
- Exchange information with flag and relevant coastal states, RFMOs, FAO and other international organizations.
- Apply equally stringent measures to national vessels.



### Overview of SEAFDEC countries PSMA and FAO's Capacity Development Programme

	Party to PSMA	National Strategy and Roadmap	Legal and/or policy assistance	MCS assistance	International training
Brunei D.	-	-	-	-	-
Cambodia	✓	-	✓	-	Fisheries law and port inspections
Indonesia	✓	✓	✓	✓	Fisheries law and port inspections
Lao PDR	-	-	-	-	-
Malaysia	-	-	✓	-	Port inspections
Myanmar	✓	✓	-	-	-
Philippines	✓	✓	✓	-	Fisheries law and port inspections
Singapore	-	-	-	-	-
Thailand	✓	✓	-	-	Port inspections
Viet Nam	✓	-	-	-	Port inspections

### Overview of BOBLME-SEA countries PSMA and FAO's Capacity Development Programme

	Party to PSMA	National Strategy and Roadmap	Legal and/or policy assistance	MCS assistance	International training
Indonesia	✓	✓	✓	✓	Fisheries law and port inspections
Malaysia	-	-	✓	-	Port inspections
Thailand	✓	✓	-	-	Port inspections

Participants	Signature	Ratification: RAT, Acceptance: ACP, Approval: APP, Accession: ACS, Other means: OM	Mode of consent when by "Other Means"
Indonesia	2009-11-22	2016-06-23 RAT	-
Malaysia	-	-	-
Thailand	-	2016-05-06 ACS	-

- **Ratification (RAT):**
  - The country's legislative body formally approves the treaty after signing it.
- **Acceptance (ACP):**
  - The country agrees to the treaty through a legal process that does not require full ratification.
- **Approval (APP):**
  - Similar to acceptance, it signifies a formal agreement without the need for legislative ratification.
- **Accession (ACS):**
  - The country was not an original signatory but later decided to join the treaty.
- **Other means (OM):**
  - Any other legally recognized method of commitment.

- **Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels**
  - Combat IUU fishing by gathering and sharing certified information about the world's fleet of fishing (and related) vessels.
  - It closes the global information gap on vessels involved in IUU fishing
  - Promotes **transparency, traceability and dissemination** of on the global fishing fleet and its operations

VG  
Marking of Fishing Gear

- Address issues related to **abandoned, lost or otherwise discarded fishing gear (ALDFG)** and facilitating the identification and recovery of such gear.
- Assist fisheries management and help address IUU fishing activities

VG  
Catch Documentation Schemes

- System to help determine throughout the supply chain whether **fish originate** from "legal and sustainable" catches

### 2023 – VG for Transshipment

VOLUNTARY GUIDELINES FOR TRANSSHIPMENT  
DIRECTIVES VOLONTARIES RELATIVES AU TRANSBORDONNEMENT  
DIRECTRIZES VOLUNTARIAS PARA LOS TRANSBORDOS

**In short:**

- The Voluntary Guidelines provide minimum international standards for transshipment operations.
- They establish definitions, processes and responsibilities for transshipment activities to be regulated, monitored and controlled.
- They consider specific needs of developing States in view of transshipment activities.
- States and RFMOs can transpose the guidelines into national and regional regulations.

2023 – Global Information Exchange System - <https://psma-gies.fao.org/> (only for accredited users)

### The Bay of Bengal Large Marine Ecosystem Programme 2 (BOBLME II)

7 participating countries  
6 international partners

**BOBLME II project targets on IUU fishing**

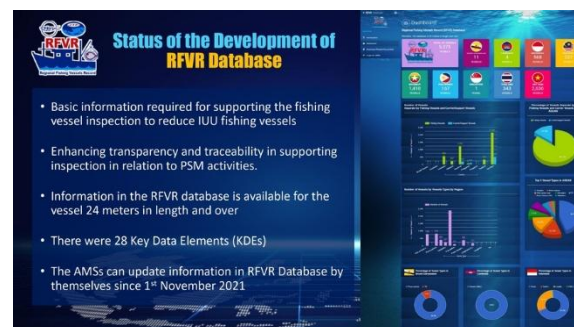
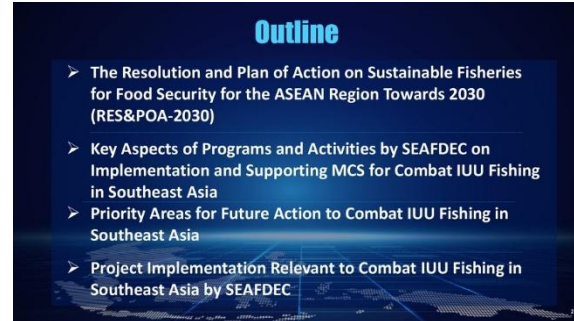
- 20% reduction in IUU fishing
- RPOA-IUU endorsed
- NPOA-IUU being implemented in 7 countries
- Regional training platform(s) operational

7 participating countries  
6 international partners

**FAO Websites on combatting IUU Fishing**

Thank you

For further information please contact:  
Angela.Lentisco@fao.org





**28 KDEs IN THE RFVR DATABASE**

Name of Vessel	Vessel Registration Number	Owner Name
Type of Fishing Method/Gear	Fishing License Number	Expiration Date of Fishing License
Port of Registry	Gross Tonnage	Length
Breadth	Depth	Engine Power
Shipyard/Ship Builder	Date of Launching/Year of Built	International Radio Call Sign
Engine Brand	Serial Number of Engine	Hull Material
Date of Registration	Area of Fishing Operation	Nationality of Vessel
Previous Name	Previous Flag	Name of Captain
Nationality of Captain	Number of Crew	Nationality of Crew
IMO Number		

**5,326 Vessels**

**NUMBER OF VESSELS IN THE RFVR DATABASE**

Country	Fishing Vessels	Carrier Vessels/Supporting Boats/Processing Vessels	Total	Data Updated
Brunei Darussalam	11	-	11	9 May 2024
Cambodia	4	-	4	4 Oct. 2024
Indonesia	471	5	476	6 Jan. 2025
Lao PDR	-	-	-	-
Malaysia	219	-	219	26 Mar. 2025
Myanmar	1,238	199	1,437	18 Feb. 2025
Philippines	57	146	203	14 Jan. 2025
Singapore	-	1	1	1 Nov. 2021
Thailand	325	14	339	31 Jul. 2024
Viet Nam	2,144	492	2,636	1 Nov. 2021

Remarks: Information from the Database of the Regional Fishing Vessels Record updated on 16 March 2025

**SEAFDEC Share Link of International Organization on Combating IUU Fishing**

**1. Strengthening Coordination and Cooperation among AMs and Other Agencies (cont.)**

Providing regional instruments for developing a common approach to combating IUU fishing in the region such as

- ASEAN Guidelines for Preventing the Entry of IUU Fish and Fishery Product into the Supply Chain
- Regional Guidelines in Traceability System for Aquaculture Products in the ASEAN Region
- ASEAN Catch Documentation Scheme for Marine Capture Fisheries

**1. Strengthening Coordination and Cooperation among AMs and Other Agencies (cont.)**

Coordination and cooperation with national/regional/international agencies such as FAO, USAID, IMCS, NOAA, AFMA, etc.

**2. Increase Capacity and Awareness on MCS to Combat IUU Fishing**

A series of capacity-building programs for AMs to enhance their ability on MCS to combat IUU fishing

- 2016: The Regional Training on Port State Measures Implementation in Southeast Asia
- 2018: Workshop on Regional Cooperation for Implementation of Port State Measures to Improve Fisheries Management and Reduce IUU Fishing in Southeast Asia
- 2019: Online Regional Training Course on Implementation of Port State Measures for Inspection
- 2021: The Regional Training on Port State Measures Implementation for Inspectors in Southeast Asia

### 2. (cont.) Increase Capacity and Awareness on MCS to Combat IUU Fishing

A series of capacity-building programs for AMSs to enhance their ability on MCS to combat IUU fishing

Regional Training Course on Port State Measures (PSM) Inspection in Focus of Shipping Container for Fish and Fisheries Product

The Workshop on the Project End of Strengthening Regional Cooperation and Enhancing National Capacities to Eliminate IUU Fishing in Southeast Asia

2022

2022

2023

2024

The Regional Workshop on Monitoring Control and Surveillance for Combating IUU Fishing in Southeast Asia

Regional Training Course on the United Nations Convention on the Law of the Sea 1982 (UNCLOS 1982) in Fisheries Perspective

### 2. (cont.) Increase Capacity and Awareness on MCS to Combat IUU Fishing

Promotion of the implementation of sustainable fisheries resources by assisting the countries in defining the harvest reference points

- Training courses on stock assessment, and other related works undertaken through Scientific Working Group on neritic tunas.
- Training Course with appropriate model e.g. R-program, Data collection for stock assessment, fish population dynamic for poor data model etc.

### 3. Support Implementation of Effective MCS Measures

Development and promotion of electronic ASEAN Catch Documentation Scheme (eACDS) application as prototype for traceability of fish and fishery products

Electronic ASEAN Catch Documentation Scheme

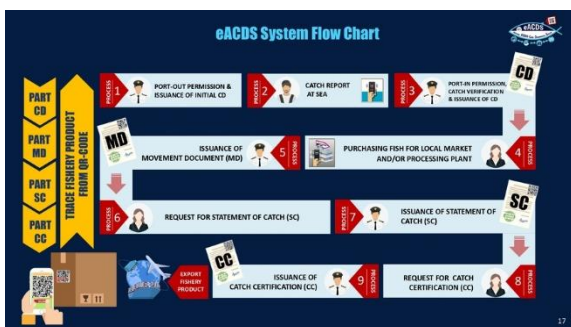
### eACDS Applications

**eACDS on Web-based Application**

- Vessel Owner/Fishing Master**
  - Request Port-out and Port-in
- Processor**
  - Request Statement of Catch
  - Request Catch Certificate Document
- Officer**
  - Approve Port-out / Port-in and Verify Weight
  - Issuance Catch Declaration (CD)
  - Issuance Movement Document (MD)
  - Issuance Statement of Catch (SC)
  - Issuance Catch Certificate Document (CC)
  - View Reports and Manage XDEs

**eACDS on Mobile Application**

- eACDS-Catch Report App.**
  - Fishing Master/ Vessel Owner
- eACDS-Market App.**
  - Seller and Buyer



### Starting Implementation of eACDS

Year	Country	Fishing Ports	Vessels
2017	Brunei Darussalam	1	50
2018	Yangon, Myanmar	3	100
2018	Dinh Thuan, Viet Nam	4	50
2019	Malaysia	2	30
2022	Koh Kong, Cambodia	1	0



### ACHIEVEMENT OF IMPLEMENTATION ON eACDS

- Training and demonstration on the practical eACDS application for trainers to the effective implementation of eACDS and transfer their knowledge and understanding to relevant stakeholders.
- Participating countries trial on the use of eACDS application and successfully installed the application on its server.
- Viet Nam developed its electronic catch documentation and traceability (eCDT) based on the eACDS demonstration.



### Priority Areas for Future Action to Combat IUU Fishing in Southeast Asia

The Regional Workshop on the Project End of Strengthening Regional Cooperation and Enhancing National Capacities to Eliminate IUU Fishing in Southeast Asia  
20-21 March 2024



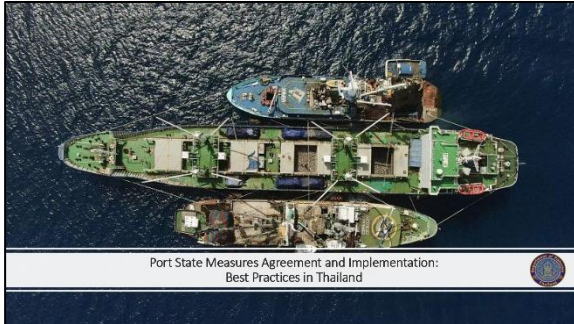
### Project Implementation Relevant to Combat IUU Fishing in Southeast Asia by SEAFDEC

2024 - 2027	ASEAN-JICA Capacity Building Project on IUU Fishing Countermeasures in Southeast Asia
2024 - 2028	Sustainable Management of Fisheries, Marine Living Resources and their Habitats in the Bay of Bengal Region for the Benefit of Coastal States and Communities (BOBLME II)
2025 - 2029	Enhancement of Regional Cooperation and Human Resource Development to eliminate IUU Fishing

### THANK YOU

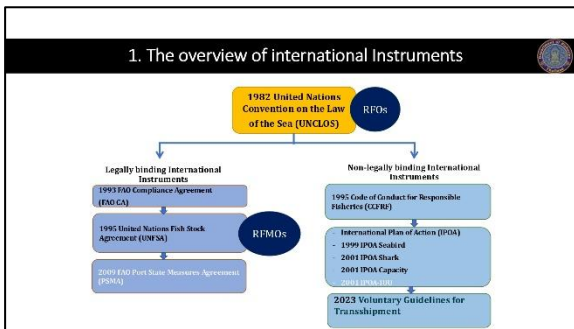
Mr. Kongpathai Saraphaivanich  
Training and Information Section Head, and Project Leader for Combating IUU Fishing Activities  
SEAFDEC/TD  
kongpathai@seafdec.org

For more information, please visit: [www.seafdec.or.th](http://www.seafdec.or.th)



### Outlines

	<b>1</b>	<b>Overview of International Instruments regarding IUU Fishing</b>
	<b>2</b>	<b>PSMA Implementation in Thailand</b>
	<b>3</b>	<b>Successful cases</b>
	<b>4</b>	<b>Challenges</b>



### UNCLOS ANNEX I. HIGHLY MIGRATORY SPECIES

1. *Alopias vulpinus*; *Thunnus albacarus*;
2. *Scomber japonicus*; *Thunnus thynnus*;
3. *Scomber* spp.; *Thunnus* spp.;
4. *Skipjack* spp.; *Thunnus* spp.;
5. *Yellowfin* spp.; *Thunnus* spp.;
6. *Little Tuna*; *Thunnus* spp.;
7. *Blackfin*; *Thunnus* spp.;
8. *Scoutfish*; *Thunnus* spp.;
9. *Bigeye*; *Thunnus* spp.;
10. *Patagonian* spp.;
11. *Mahi-mahi*; *Coryphaena hippurus*; *Trachurus* spp.;
12. *Sailfin*; *Isopisthus* spp.;
13. *Wahoo*; *Alopias* spp.;
14. *Sea Wahoo*; *Alopias* spp.;
15. *Striped*; *Coryphaena hippurus*;
16. *Opah*; *Lampris* spp.;
17. *Chilean*; *Family* spp.;

### UNCLOS and PSMA

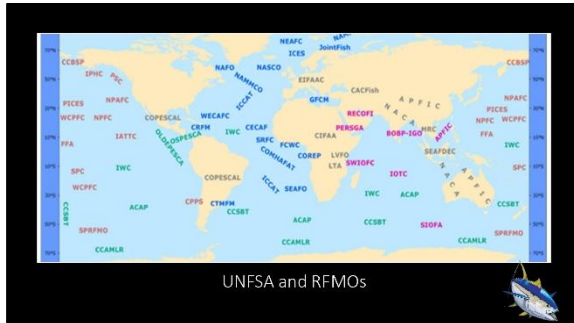
**Article 11 Ports**  
For the purpose of delimiting the territorial sea, the outermost permanent harbour works which form an integral part of the harbour system are regarded as forming part of the coast. Off-shore installations and artificial islands shall not be considered as permanent harbour works.

**Article 218 Enforcement by port States**  
2. No proceedings pursuant to paragraph 1 shall be instituted in respect of a discharge violation in the internal waters, territorial sea or exclusive economic zone of another State unless requested by that State, the flag State, or a State damaged or threatened by the discharge violation, or unless the violation has caused or is likely to cause pollution in the internal waters, territorial sea or exclusive economic zone of the State instituting the proceedings.


### UNFSA and PSMA

In 2006, the “ports of convenience” was raised up in the 2006 session of the 1995 UN Fish Stocks Agreement (UNFSA) Review Conference.

The Parties to UNFSA believed that the Port State is able to play an important role as the frontline to support Flag State to control the operation of their Flag vessels in conformity of international law.




### Development of PSMA




- The process of the development of Port State Measures continued on draft a legally binding instrument on Port State Measures in September 2007 by FAO Expert Consultation. This legally binding instrument was in accordance with the IPOA-IUU and the 2005 FAO Model Scheme which is drafted by experts.
- The last draft of the draft legally binding Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing was approved on November 22, 2009
- PSMA fully entered into force on 5 June 2019 (International Day for the Fight Against Illegal, Unreported and Unregulated Fishing or IUU DAY)

### Agreement on Port State Measures (PSMA)

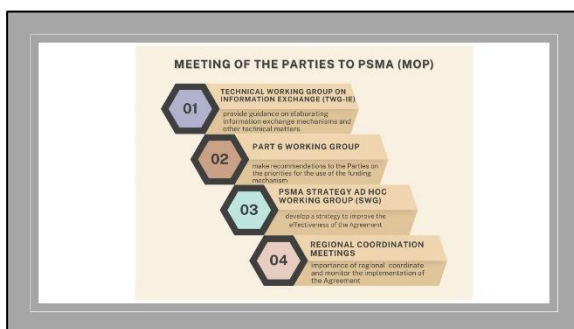


- Agreement on Port State Measures (PSMA) is under the umbrella of UNCLOS
- The first international instrument aims to prevent deter and Eliminated Illegal Unreported and Unregulated Fishing (IUU Fishing)
- Increasing cost for the vessel and their products related to IUU Fishing
- Supporting flag States Responsibility for the enforcement of IUU vessel
- Extending the global communication on IUU Fishing

### The current Parties total 79 States and 1 European Union = 80 Parties



PSMA parties	Non PSMA Parties but comply with IOTC Resolution 10/11 and 10/16
Bangladesh	
Indonesia	
Maldives	
Sri Lanka	India
Thailand	Malaysia





### Technical Working Group on Information Exchange (TWG-IE)

- The TWG-IE is a working group established by the Parties to the PSMA to provide guidance on elaborating information exchange mechanisms and other technical matters, in the implementation of the Agreement. The TWG-IE is in charge of guiding the implementation of the Global Information Exchange System (GIES).
- The fifth meeting convened a total of 87 technical experts from States, 3 regional fisheries management organizations, 1 RFB, and 2 non-governmental organizations.
- Every year meeting



**Part 6 Working Group**

- The Part 6 Working Group was established pursuant to Article 21 (6) of the PSMA and it is mandated with reporting and making recommendations to the Parties on the priorities for the use of the funding mechanism as well as the identification of donors to contribute to the funding mechanism.
- Every 2 years



**PSMA Strategy ad hoc Working Group (SWG)**

- Every 2 years meeting
- SWG was established by Parties during MOP3 in Brussels, Belgium to develop a strategy to improve the effectiveness of the Agreement
- Monitoring the effective of PSMA under Bali Strategy

**Regional Coordination Meetings**

The Parties to the PSMA agreed on the importance of convening regional meetings to coordinate and monitor the implementation of the Agreement, and to follow up on the implementation of the "Bali Strategy" adopted at the Fourth meeting of the Parties.

The meeting will specifically:

1. Take stock of the status of the PSMA and its application in the region
2. Address the challenges in implementation of the PSMA in the region
3. Address the usage of the PSMA Global Information Exchange System
4. Discuss regional port State measures implementation strategies, including through relevant Regional Fishery Bodies
5. Draw up recommendations, including on improving the effectiveness of the PSMA, for consideration by the PSMA Strategy and Monitoring Working Group.



**Fourth Meeting of the Parties**  
Bali, Indonesia  
8–17 May 2022



**A Strategy To Improve The Effectiveness Of PSMA "Bali Strategy"**

- Increasing adherence to and participation in the psma
- Fulfillment of responsibilities of the parties for effective implementation of the psma
- Mechanisms for implementation of part 9 (monitoring, review and assessment)
- Ensuring efficient and sustainable functioning of the agreement
- Monitoring and review of the strategy

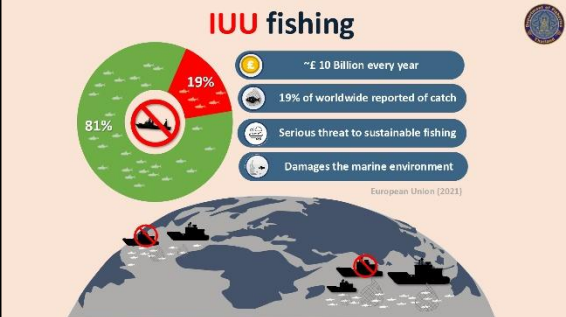
See more at <https://openknowledge.fao.org/items/0d4611eb-e931-4e71-8ce5-53e08daa6942>

**Meeting of the Parties to PSMA (MOP)**

The Parties of the PSMA have agreed to meet biennially to discuss matters relevant to the implementation of the Agreement.

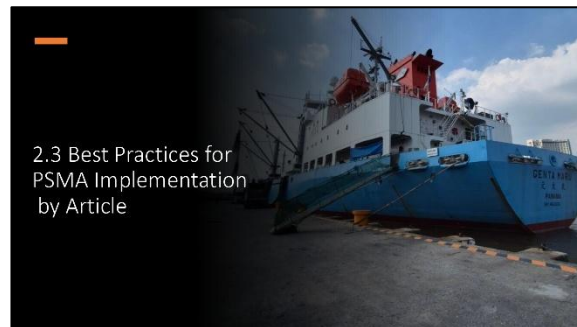
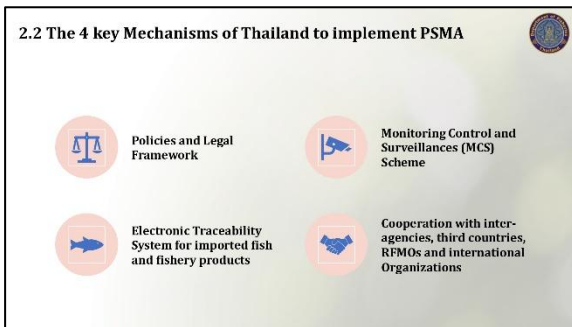
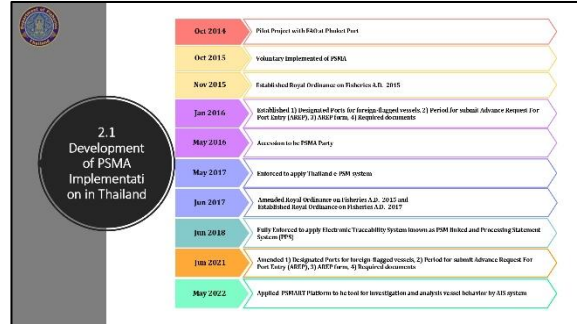
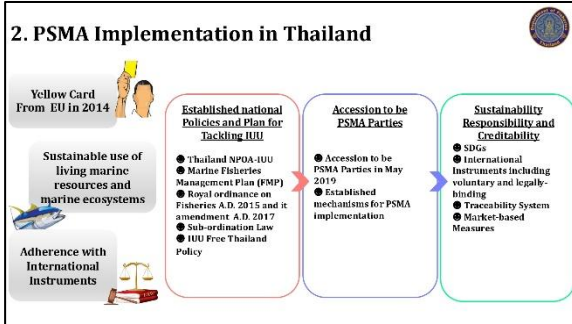
Review conferences are scheduled to be held every four years from the entry into force of the Agreement to review its implementation and assess the progress in achieving its objectives.

**IUU fishing**



- ~£ 10 Billion every year
- 19% of worldwide reported of catch
- Serious threat to sustainable fishing
- Damages the marine environment

European Union (2021)



### PSMA

#### Article 1 Use of terms

##### Main Definitions

(b) "fish" means all species of living marine resources, whether processed or not;

(c) "fishing" means searching for, attracting, locating, catching, taking or harvesting fish or any activity which can reasonably be expected to result in the attracting, locating, catching, taking or harvesting of fish;

(d) "fishing related activities" means any operation in support of, or in preparation for, fishing, including the landing, packaging, processing, transshipping or transporting of fish that have not been previously landed at a port, as well as the provisioning of personnel, fuel, gear and other supplies at sea;

### PSMA

#### Article 1 Use of terms

##### Main Definitions

(e) "illegal, unreported and unregulated fishing" refers to the activities set out in paragraph 3 of the 2001 FAO International Plan of Action to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, hereinafter referred to as "IUU fishing";

(g) "port" includes offshore terminals and other installations for landing, transshipping, packaging, processing, refuelling or resupplying;



(i) "vessel" means any vessel, ship or other type or boat used for, equipped to be used for, or intended to be used for, fishing or fishing related activities.

**PSMA**  
Article 2 Objective




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

**PSMA**  
Article 3 Application

Each Party shall, in its capacity as a port State, apply this Agreement in respect of vessels not entitled to fly its flag that are seeking entry to its ports or are in one of its ports, except for:

- vessels of a neighboring State that are engaged in artisanal fishing for subsistence, provided that the port State and the flag State cooperate to ensure that such vessels do not engage in IUU fishing or fishing related activities in support of such fishing; and
- container vessels that are not carrying fish or, if carrying fish, only fish that have been previously landed, provided that there are no clear grounds for suspecting that such vessels have engaged in fishing related activities in support of IUU fishing.

**Thailand PSMA Implementation**  
Article 3




**1. Neighboring State artisanal vessels**

- Bilateral cooperation such as cooperation with Cambodia and Myanmar
- Control by section 97 of Royal Ordinance on Fisheries

**2. Container vessel and its catches**

- Control by section 92 of Royal Ordinance on Fisheries (Only Import control)
- Request documents to confirm legality and landing

**PSMA**  
Article 4 Relationship with international law and other international instruments



Nothing in this Agreement shall prejudice the rights, jurisdiction and duties of Parties under international law. In particular, nothing in this Agreement shall be construed to affect:


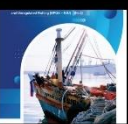
(a) the sovereignty of Parties over their internal, archipelagic and territorial waters or their sovereign rights over their continental shelf and in their exclusive economic zones;

(b) the exercise by Parties of their sovereignty over ports in their territory in accordance with international law, including their right to deny entry thereto as well as to adopt more stringent port State measures than those provided for in this Agreement, including such measures adopted pursuant to a decision of a regional fisheries management organization.

**Thailand PSMA Implementation**  
Article 4 Relationship with international law and other international instruments

Established national Policies and Plan for Tackling IUU

- Thailand NPOA-IUU
- Marine Fisheries Management Plan (FMP)
- Royal ordinance on Fisheries A.D. 2015 and its amendment A.D. 2017
- Sub-ordination Law
- IUU Free Thailand Policy

**PSMA**  
Article 5 Integration and coordination at the national level



- integrate or coordinate fisheries related port State measures with the broader system of port State controls;
- take measures to exchange information among relevant national agencies and to coordinate the activities of such agencies in the implementation of this Agreement.



### Thailand PSMA Implementation

Article 5 Enhance cooperation with inter-agencies

พระราชบัญญัติ  
การคุ้มครองผลประโยชน์  
ทางทะเล พ.ร.บ. ๒๕๖๒  
NATIONAL MARITIME  
INTERESTS PROTECTION ACT  
B.E. 2562 (2019)  
สำนักงานศาลปกครองกลาง

### PSMA

The PSMA Global Information Exchange System

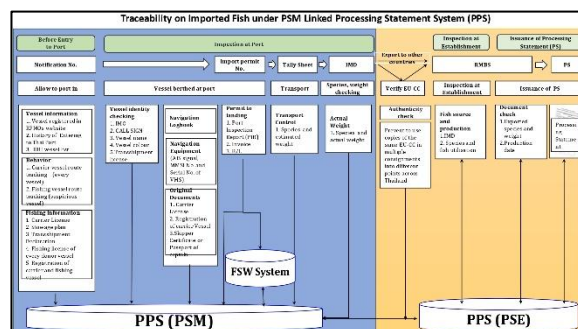
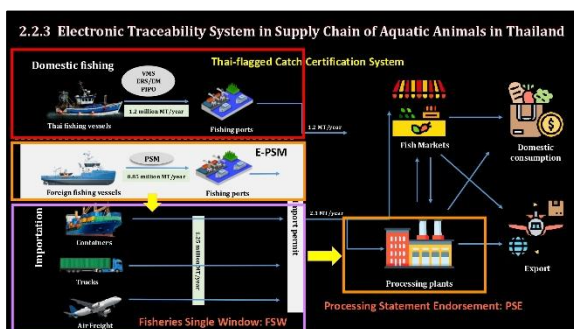
Article 6 Cooperation and exchange of information

- Parties shall cooperate and exchange information with relevant States, FAO, other international organizations and regional fisheries management organizations, including on the measures adopted by such regional fisheries management organizations in relation to the objective of this Agreement.
- Parties shall cooperate, at the subregional, regional and global levels, in the effective implementation of this Agreement including, where appropriate, through FAO or regional fisheries management organizations and arrangements.

### Thailand PSMA Implementation


Article 6 Cooperation and exchange of information

- National: PSM Linked Processing Statement System (PPS)
- Regional: IOTC e-PSM, RFVR
- International: Global Information Exchange System and Global Record



### PSMA

#### Article 7 Designated port



- Each Party shall designate and publicize the ports to which vessels may request entry pursuant to this Agreement. Each Party shall provide a list of its designated ports to FAO, which shall give it due due publicity.
- Each Party shall, to the greatest extent possible, ensure that every port designated and publicized in accordance with paragraph 1 of this Article has sufficient capacity to conduct inspections pursuant to this Agreement.

### Designated Ports

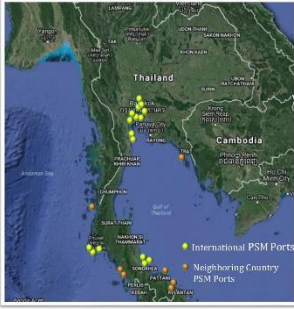
- Article 95 of Royal Ordinance on Fisheries B.E. 2558 (2015) and its amendment regulates that the foreign-flagged vessel shall enter to designated ports by announcing through Ministry Notification.

- Currently, we have announced 24 designated ports

**24 ports**

**International ports:**  
18 ports

**Neighboring Countries ports:**  
6 ports



### PSMA

#### Article 8 Advance request for port entry

- Each Party shall require, as a minimum standard, the information requested in Annex A to be provided before granting entry to a vessel to its port.
- Each Party shall require the information referred to in paragraph 1 of this Article to be provided sufficiently in advance to allow adequate time for the port State to examine such information.

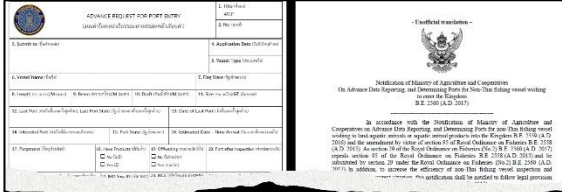
ANNEX A

Information to be provided in advance to vessels requesting port entry

1. Scheduled port of call	
2. Ship type	
3. Name, address and name of port of origin	
4. Purpose	
5. Expected date of first port call	
6. Name of the vessel	
7. Flag State	
8. Type of vessel	
9. Representative Name- Call Sign	
10. Vessel's home port	
11. Number of masters	
12. DWT (dry bulk) or capacity	
13. Number of crew	
14. Number of fish on board	
15. No. of fish on board	
16. Fish species	
17. Vessel's home port	
18. Vessel's home port and nationality	
19. Recipient fishing authorization	
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### Notification of Ministry of Agriculture and Cooperatives

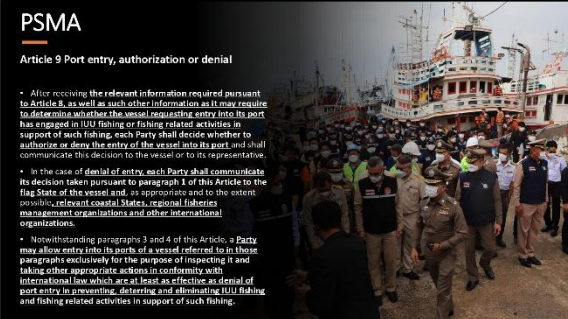
On Advance Data Reporting, and Determining Ports for Non-Thai Fishing vessel wishing to enter the Kingdom B.E. 2560 (A.D. 2017) under section 95 of Royal Ordinance on Fisheries No. 2 B.E. 2558 (A.D. 2015) which is amended by the Royal Ordinance on Fisheries (No.2) B.E. 2560 (A.D. 2017)



### PSMA

#### Article 9 Port entry, authorization or denial

- After receiving the relevant information required pursuant to Article 8, as well as such other information as it may require to determine whether the vessel requesting entry into its port has engaged in IUU fishing or fishing related activities in support of such fishing, each Party shall decide whether to authorize or deny the entry of the vessel into its port, and shall communicate this decision to the vessel or to its representative.
- In the case of denial of entry, each Party shall communicate its decision taken pursuant to paragraph 1 of this Article to the flag State of the vessel and, as appropriate and to the extent possible, relevant coastal States, regional fisheries management organizations and other international organizations.
- Notwithstanding paragraphs 2 and 4 of this Article, a Party may allow entry into its ports of a vessel referred to in these paragraphs exclusively for the purpose of inspecting it and taking other appropriate actions in conformity with international law which are at least as effective as denial of port entry in preventing, deterring and eliminating IUU fishing and fishing related activities in support of such fishing.



### Port State Measures Procedures

1. Before port entry
2. Vessel inspection at port
3. Offloading control





### PSMA

**Article 10 Force majeure or distress**

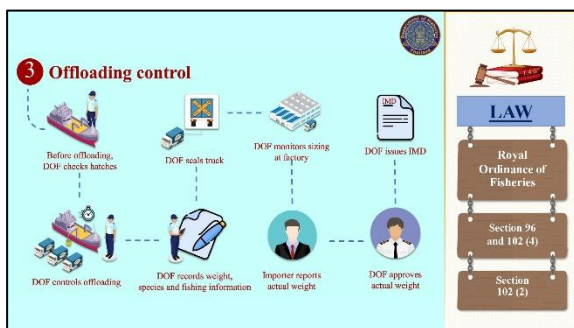
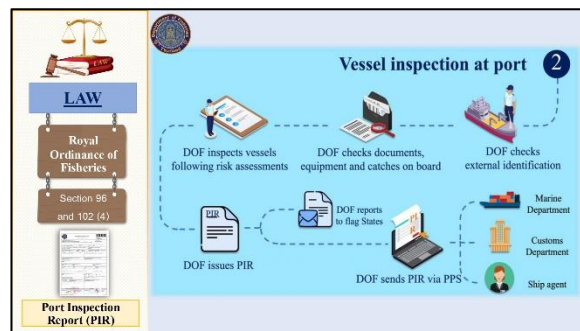
Nothing in this Agreement affects the entry of vessels to port in accordance with **international law for reasons of force majeure or distress** or prevents a port State from permitting entry into port to a vessel exclusively for the purpose of rendering assistance to persons, ships or aircraft in danger or distress.

### PSMA

**Article 11 Use of ports**

Where a vessel has entered one of its ports, a Party shall deny, pursuant to its laws and regulations and consistent with international law, including this Agreement, that vessel the use of the port for landing, transshipping, packaging and processing of fish that have not been previously landed and for other port services, including, but not limited to, refueling and resupplying, maintenance and drydocking, if:

- the vessel does not have a valid and applicable authorization to engage in fishing or fishing related activities required by its flag State;
- the vessel does not have a valid and applicable authorization to engage in fishing or fishing related activities required by a coastal State in respect of areas under the national jurisdiction of that State;
- the Party receives clear evidence that the fish on board was taken in contravention of applicable requirements of a coastal State in respect of areas under the national jurisdiction of that State;
- the flag State does not confirm within a reasonable period of time on the request of the port State, that the fish on board was taken in accordance with applicable requirements of a relevant regional fisheries management organization taking into account paragraphs 2 and 3 of Article 4; or
- in the case of provision of personnel, fuel, gear and other supplies at sea, that the vessel that was provisioned was not, at the time of provisioning, a vessel referred to in paragraph 4 of Article 5.



### PSMA (INSPECTIONS AND FOLLOW-UP ACTIONS)

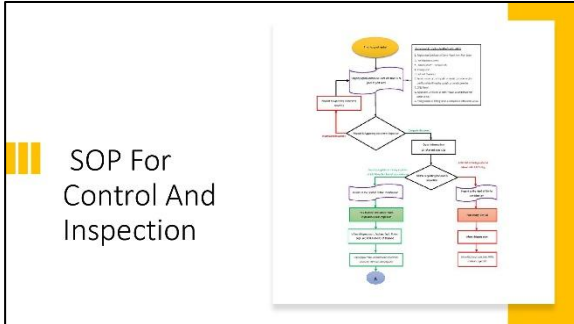
**Article 12 Levels and priorities for inspection**

shall inspect the number of vessels in its ports required to reach an annual level of inspections sufficient to achieve the objective of the Agreement.

shall give priority to: (a) (b) (c) vessels that have been denied entry or use of a port in accordance with this Agreement; requests from other relevant Parties, States or regional fisheries management organizations that particular vessels be inspected, particularly where such requests are supported by evidence of IUU fishing or fishing related activities in support of such fishing by the vessel in question; and other vessels for which there are clear grounds for suspecting that they have engaged in IUU fishing or fishing related activities in support of such fishing.

**Article 13 Conduct of inspections**

Each Party shall ensure that its inspectors carry out the functions set forth in Annex B as a minimum standard.



### PSMA (INSPECTIONS AND FOLLOW-UP ACTIONS)

**Report of the results of the inspection**

1. Inspection number	2. Flag State
3. Name of vessel inspected	4. Date of inspection
5. Name of port of inspection	6. Name of inspecting authority
7. Name of inspecting officer	8. Name of vessel's master
9. Name of vessel's owner	10. Name of vessel's operator
11. Name of vessel's charterer	12. Name of vessel's agent
13. Name of vessel's crew member	14. Name of vessel's crew member
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**Article 14 Results of inspections**  
Each Party shall, as a minimum standard, include the information set out in Annex C in the written report of the results of each inspection.

**Article 15 Transmittal of inspection results**  
Each Party shall transmit the results of each inspection to the flag State of the inspected vessel and, as appropriate, to those States for which there is evidence through inspection that the vessel has engaged in IUU fishing or fishing related activities in support of such fishing within waters under their national jurisdiction and vessel's master is a national relevant regional fisheries management organizations (RFMOs) and other relevant international organizations

**Article 16 Electronic exchange of information**  
Each Party shall designate an authority that shall act as a contact point for the exchange of information under this Agreement. Each Party shall notify the pertinent designation to FAO (GIES)

### Operationalization of FAO Global Information Exchange System (GIES)

- Thailand has reported 234 Port Inspection Reports (PIR) through GIES since 18 December 2023
- Thailand received technical support from FAO for assessment of GIES Connection with National System

### PSMA (INSPECTIONS AND FOLLOW-UP ACTIONS)

**Guidelines for the training of inspectors**

1. Purpose of training program
2. Objectives
3. Eligibility and selection criteria
4. Curriculum content and duration
5. Training methods and materials
6. Assessment and evaluation
7. Monitoring and reporting
8. Certification and accreditation
9. Cooperation and information exchange
10. Review and update
11. Budget and resources
12. Address to be used for reporting

**Article 17 Training of inspectors**  
Each Party shall ensure that its inspectors are properly trained taking into account the guidelines for the training of inspectors in Annex E. Parties shall seek to cooperate in this regard.

### PSMA (Role of flag States)

**Article 20 Role of flag States**  
Each Party shall require the vessels entitled to fly its flag to cooperate with the port State in inspections carried out pursuant to this Agreement.

### Conclusions

- 1) Port State
  - Law and regulation
  - Inter-agency integration and cooperation
  - Inspection scheme
  - Bilateral and international cooperation on sharing information
- 2) Flag State
  - Enhance flag state responsibility and cooperation

### 3. Successful cases

9 Vessels that claimed to be Bolivian flag and used fake documents (All 9 vessels have been listed in IOTC IUU Vessels List)

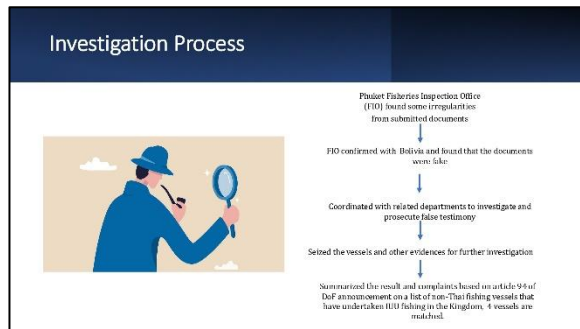
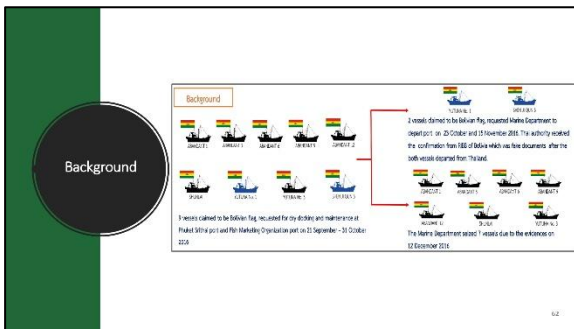
Rejection of the 46 containers which contained fish from the 4 IOTC IUU fishing vessels (Rejected 1,310 tonnes of IUU catches)

The Wisdom Sea Reefer which illegally transhipped fish (Wisdom Sea Reefer has been listed in IOTC IUU Vessels List and delisted due to complete scrapping)

Denied to port entry of 1 Carrier vessel according to insufficient information to prove FADs activities



The investigation on Fishing Vessels Claimed To Be "Bolivian Flag"



1.1 Supplies receipt with Chinese characters 运输 6 which was a stamp from Yi Hong Fishery Co., Ltd

品名	规格	数量	单位	品名	规格	数量	单位
冻肉	冻肉	1	箱	冻肉	冻肉	1	箱
冻鱼	冻鱼	2	箱	冻鱼	冻鱼	2	箱
冻虾	冻虾	3	箱	冻虾	冻虾	3	箱
冻蟹	冻蟹	4	箱	冻蟹	冻蟹	4	箱
冻贝	冻贝	5	箱	冻贝	冻贝	5	箱
冻扇	冻扇	6	箱	冻扇	冻扇	6	箱
冻鱿	冻鱿	7	箱	冻鱿	冻鱿	7	箱
冻墨	冻墨	8	箱	冻墨	冻墨	8	箱
冻魷	冻魷	9	箱	冻魷	冻魷	9	箱
冻鱼	冻鱼	10	箱	冻鱼	冻鱼	10	箱
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冻贝	冻贝	19	箱	冻贝	冻贝	19	箱
冻扇	冻扇	20	箱	冻扇	冻扇	20	箱

1.2 The comparison of documents between ABUNDANT 1 and YI HONG 6 indicated that the Call sign of ABUNDANT 1 was similar to YI HONG 6

1.3 Diesel Fuel receipt of Semangat Teguh Trading (SA-0132906-P) No. 0000829 indicated **YI HONG 06**

1.4 Passport suspected to be from Indonesia which specify **YH 6**

1.5 The investigation of ABUNDANT 1 indicated the engine brand COMMINs No. 37289268 when removed paint around end of vessel hull, it showed **YI HONG 06**



2.1 Supplies receipt with Chinese characters indicated **16**

2.2 The comparison of documents between ABUNDANT 3 and YI HONG 16 showed that the Call sign of ABUNDANT 3 was similar to YI HONG 16

2.3 The investigation of ABUNDANT 3 indicated the engine brand COMMINS with unclear number when removed paint around end of vessel hull showed YI HONG 16



### Investigation summary of evidences

Group	Content	Current name	Flag	Previous name	Flag	Action
1	Inform Marine Department for leaving Thailand	YUTUNA No.1	Bolivia	-	-	Royal Thai Police informed Interpol to add these FVs in Purple notice
		SIHENG II QUN 3	Bolivia	-	-	
2	Previous name is in the IOTC IUU vessel list and DoF announcement	ABUNDANT 1	Bolivia	YI HONG 6	Bolivia	Complaint of in compliance with article 94 of Royal Ordinance on Fisheries.
		ABUNDANT 3	Bolivia	YI HONG 16	Bolivia	
		ABUNDANT 9	Bolivia	YI HONG 116	Bolivia	
		ABUNDANT 12	Bolivia	YI HONG 106	Bolivia	
3	Previous name is not in the IOTC IUU vessel list and DoF announcement	YUTUNA No.3	Bolivia	IRUNG SHENG No.166	Taiwan	In process of inquiry officer
		ABUNDANT 6	Bolivia	YI HONG 86	Bolivia	
		SHUNLAI	Bolivia	HSIN JYI WANG NO. 6	Taiwan	

\*The DoF Announcement on a list of non-Thai fishing vessels that have undertaken IUU fishing based on the lists of IUU fishing vessels B.L. 2015

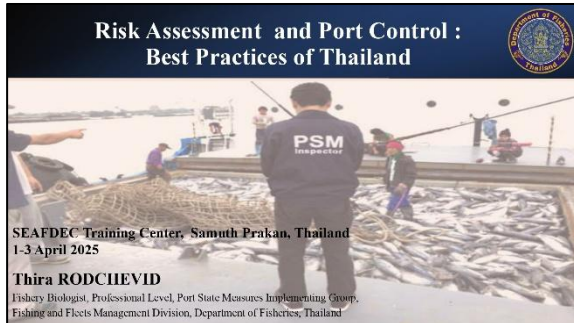
## 4. Challenges

1. Experiences for collective data to build case file
2. Cooperation among inter-agencies and other States such as national contact points, time zone, and lack of MCS
3. Understanding of law/regulations and procedures of each agency (Harmonized SOP)



## Q&A





**Outlines**

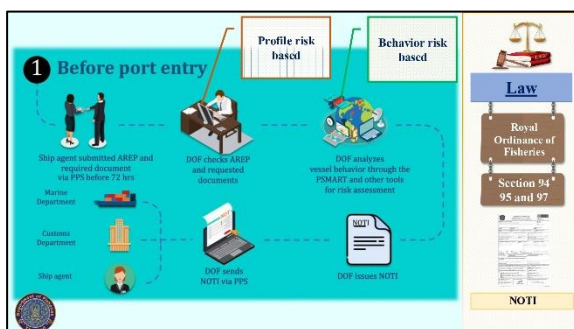
	1	Background
	2	Port State Measures Procedures
	3	Risk assessment
	4	Chain of Documents
	5	Challenges

**Background**

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

**2. Port State Measures Procedures**

1. Before port entry
2. Vessel inspection at port
3. Offloading control



**3. Risk Assessment**


- 3.1 Profile Risk Based
- 3.2 Behavior Risk Based

### 3.1 Profile based

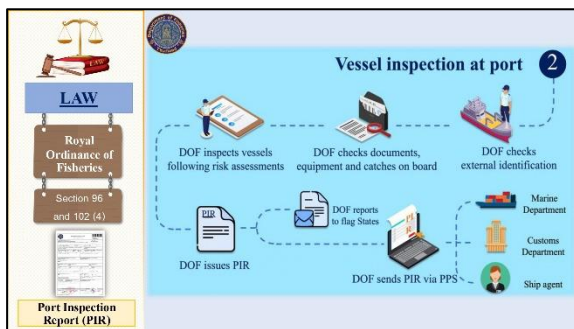
- RFMOs list
- IMO number
- Recent change of vessel flag or ownership
- History of suspected or IUU of vessel and owner
- First time coming Thailand



### 3.2 Behavior based by AIS Tracking via PSMART




AIS track between 12May2023-10Jul2023



### Preparation for Onboard Inspection

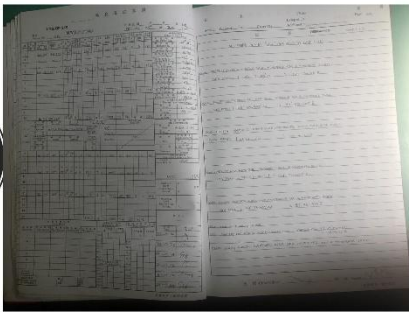
- Planning: What? Where? When? Why?
- Checking: risk assessment from AREP Analysis
- Assessing: risks (High Medium Low)
- Preparing: Documents including required documents
- Listing: Documents and Evidences to prove each risks
- Issuing: Port Inspection Report

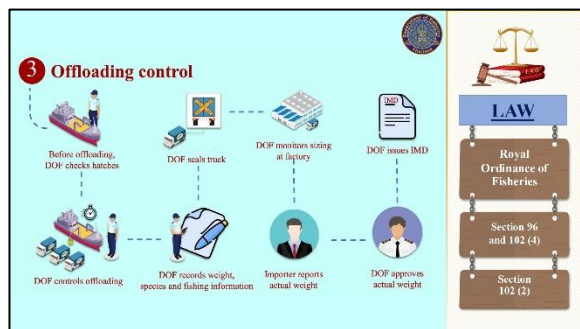
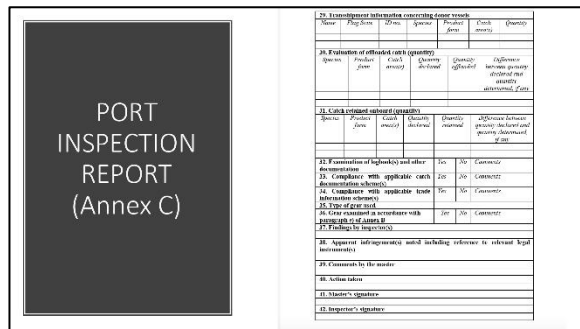
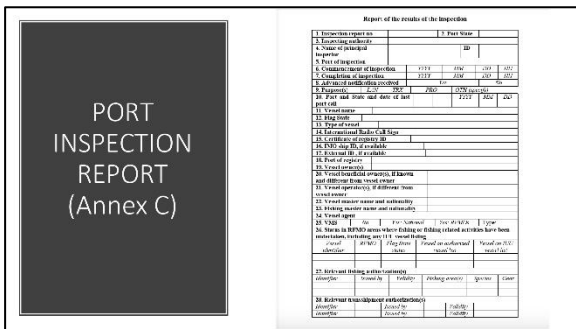


### Material and Evidences

- Logbook (Fishing and Navigation)
- Hatch Temperature Logbook
- Transshipment Declaration
- MTU Certificate of FFA
- VMS AIS devices
- Hatch sealing
- Other risk compartment

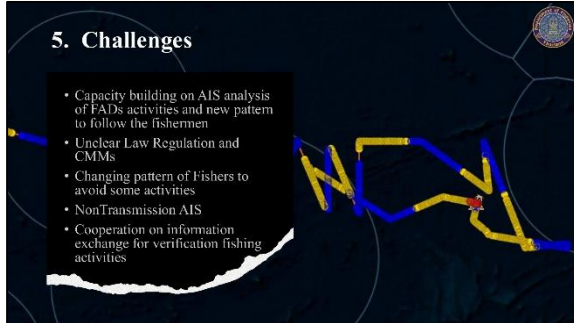
### PORT INSPECTION REPORT (Annex C)





### 5. Challenges

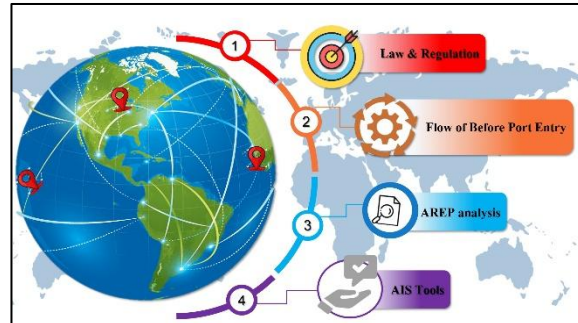
- Capacity building on AIS analysis of FADs activities and new pattern to follow the fishermen
- Unclear Law Regulation and CMMs
- Changing pattern of Fishers to avoid some activities
- NonTransmission AIS
- Cooperation on information exchange for verification fishing activities



Thank You for your Attention

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thirar.dof@gmail.com  
thirar@fisheries.go.th





Agreement on Port State Measures (PSMA)	
<p><b>Article 7</b> Designation of ports</p> <p>1. Each Party shall designate and publicize the ports to which vessels may request entry pursuant to this Agreement. Each Party shall provide a list of its designated ports to FAO, which shall give it due publicity.</p> <p>2. Each Party shall, to the greatest extent possible, ensure that every port designated and publicized in accordance with paragraph 1 of this Article has sufficient capacity to conduct inspections pursuant to this Agreement.</p>	<p><b>Article 8</b> Advance request for port entry</p> <p>1. Each Party shall require, as a minimum standard, the information requested in Annex A to be provided before granting entry to a vessel to its port.</p> <p>2. Each Party shall require the information referred to in paragraph 1 of this Article to be provided sufficiently in advance to allow adequate time for the port State to examine such information.</p>

Agreement on Port State Measures (PSMA)	
<p><b>Article 9</b> Port entry, authorization or denial</p> <p>1. After receiving the relevant information required pursuant to Article 8, as well as such other information as it may require to determine whether the vessel requesting entry into its port has engaged in IUU fishing or fishing related activities in support of such fishing, each Party shall decide whether to authorize or deny the entry of the vessel into its port and shall communicate this decision to the vessel or to its representative.</p> <p>2. In the case of authorization of entry, the master of the vessel or the vessel's representative shall be required to present the authorization for entry to the competent authorities of the Party upon the vessel's arrival at port.</p> <p>3. In the case of denial of entry, each Party shall communicate its decision taken pursuant to paragraph 1 of this Article to the flag State of the vessel and, as appropriate and to the extent possible, relevant coastal States, regional fisheries management organizations and other international organizations.</p>	<p>4. Without prejudice to paragraph 1 of this Article, when a Party has sufficient proof that a vessel seeking entry into its port has engaged in IUU fishing or fishing related activities in support of such fishing, in particular the inclusion of a vessel on a list of vessels having engaged in such fishing or fishing related activities adopted by a relevant regional fisheries management organization in accordance with the rules and procedures of such organization and in conformity with international law, the Party shall deny that vessel entry into its ports, taking into due account paragraphs 2 and 3 of Article 4.</p> <p>5. Notwithstanding paragraphs 3 and 4 of this Article, a Party may allow entry into its ports of a vessel referred to in those paragraphs exclusively for the purpose of inspecting it and taking other appropriate actions in conformity with international law which are at least as effective as denial of port entry in preventing, deterring and eliminating IUU fishing and fishing related activities in support of such fishing.</p> <p>6. Where a vessel referred to in paragraph 4 or 5 of this Article is in port for any reason, a Party shall deny such vessel the use of its ports for landing, transshipping, packaging, and processing of fish and for other port services including, inter alia, refueling and re-supplying, maintenance and cryodocking. Paragraphs 2 and 3 of Article 11 apply <i>mutatis mutandis</i> in such cases. Denial of such use of ports shall be in conformity with international law.</p>

Royal Ordinance on Fisheries	
<p><b>Section 95</b></p> <p>A non-Thai fishing vessel wishing to import aquatic animals or aquatic animal products into the Kingdom shall notify in advance the competent official by no less than the period prescribed by the Minister. However, the Minister may not issue a notification requiring such advance notification longer than ninety-six hours before the fishing vessel arrives at a port. Such fishing vessel shall notify the information and enter the port as prescribed by the Minister.</p> <p>The competent official shall verify the data pursuant to paragraph one and notify the master of the vessel within the time period prescribed by the Minister, which shall be no longer than twenty four hours after having been notified of the request for a berthing or before the vessel will enter the Kingdom, whichever is earlier.</p> <p>A fishing vessel which has submitted a notification but has not received a reply from a competent official under paragraph two shall be deemed permitted to enter a port.</p>	<p><b>Section 95 (Con.)</b></p> <p>In the case where a non Thai vessel fails to comply with the rules under paragraph one, or where there is a cause for suspicion that the fishing vessel in question has undertaken an IUU fishing or has been involved in an IUU fishing, the competent official may deny the requested berthing or allow the requested berthing only in case of force majeure or distress relating to the safety of seamen or the fishing vessel, or for the purpose of inspecting the vessel and taking actions at least as effective against IUU fishing as denying the requested berthing.</p> <p>Paragraphs one, two, three and four shall apply, <i>mutatis mutandis</i>, to fishing vessels which do not bring any aquatic animals or aquatic animal products into the Kingdom but wish to enter the Kingdom."</p>

Royal Ordinance on Fisheries
<p><b>Section 97</b></p> <p>"The Minister may issue a notification to prescribe that a fishing vessel of a flag state which shares a border with the Kingdom of Thailand undertaking artisanal fishing does not have to comply with all or certain provisions under section 95 and section 96. In this regard, the Minister shall also have the power to determine a guideline for such vessels to comply with in order to prevent IUU fishing."</p>

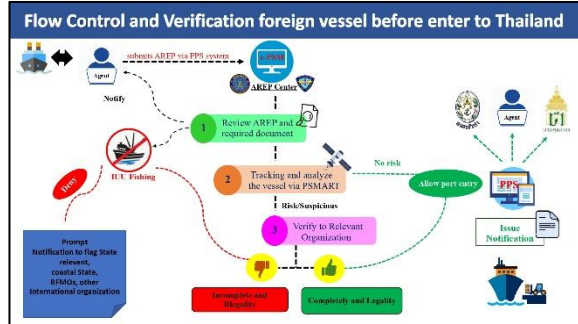


### Royal Ordinance on Fisheries (RO) section 97

# Neighboring country fishing vessel in size of less than Ten Gross Tonnage #

Submit either one of these documents:

1. Copy of the not expired vessel registration certificate.
2. Copy of the not expired fishing license.
3. Copy any other document is presented proving that such aquatic animals are not caught from IUU fishing issued by flag State.



### Agreement on Port State Measures : Annex A

Information to be provided in advance by vessels requesting port entry

1. Intended port of call
2. Port State
3. Estimated date and time of arrival
4. Purpose(s)
5. Port and date of last port call
6. Name of the vessel
7. Flag State
8. Type of vessel
9. International Radio Call Sign
10. Vessel contact information
11. Vessel owner(s)
12. Certificate of registry, if available
13. IMO ship ID, if available
14. External ID, if available
15. RFMO, if applicable
16. VMS: No Yes National Yes BEMOs Type
17. Vessel dimensions: Length, Beam, Draft
18. Vessel master name and authority
19. Relevant fishing authorizations:
 

Authority	Issued by	Activity	Fishing gear(s)	Species	Gear
20. Relevant transshipment authorizations:
 

Authority	Issued by	Particulars
21. Transshipment information concerning Annex A vessels:
 

Port	Location	Name	Flag	Species	Product	Quantity
22. Total catch onboard
23. Catch to be offloaded:
 

Species	Product	Catch on board	Quantity	Quantity

### Advance Request to Enter Port: AREP

### Advance Request to Enter Port: AREP

Vessel No.	Denominating Vessel Name	Flag State	Registration No.	IMO Ship ID

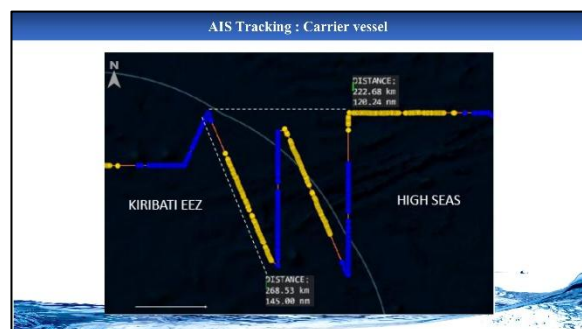
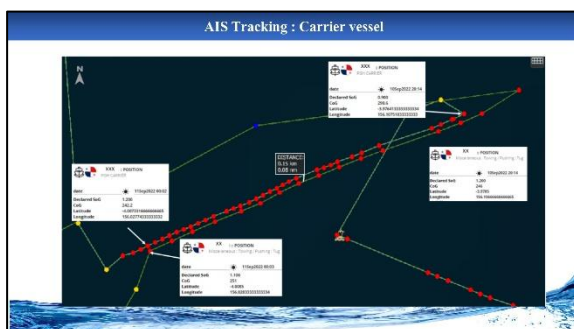
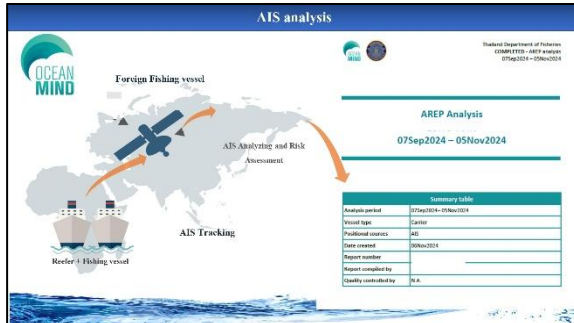
### Authorization

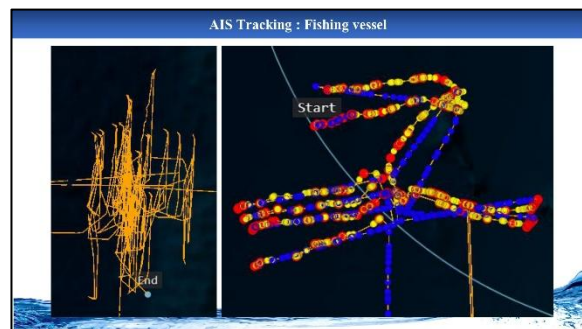
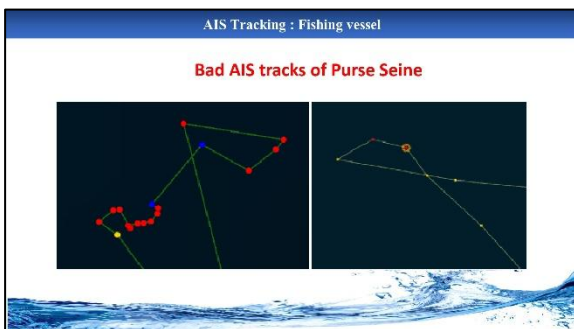
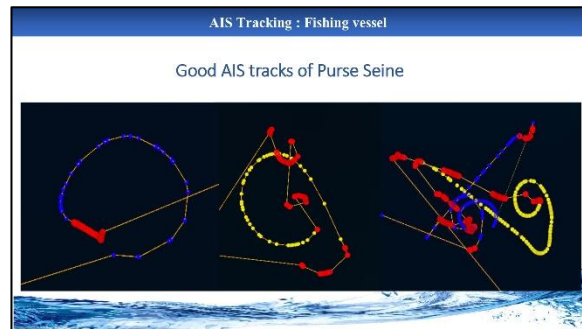
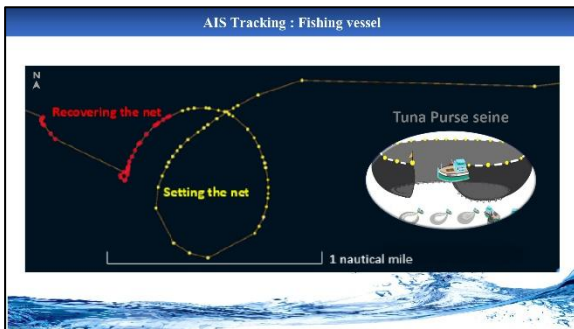
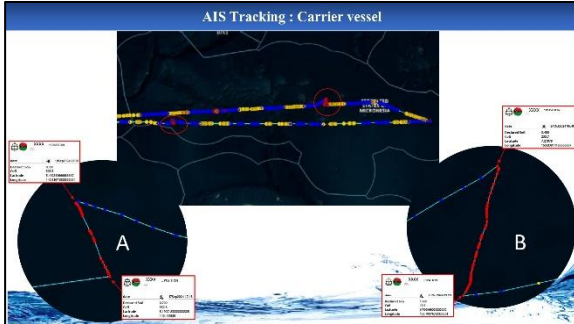
**IUU Vessel list**

- IOTC <https://iuv-vessels.org/Home/Search>
- IOTC <https://rav.iotc.org/fe/record>
- WCPFC <https://vessels.wcpfc.int/>

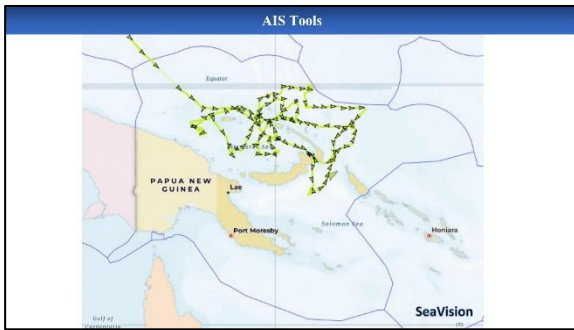
**RFMOs Vessel list**

- FFA <https://vessel-register.ffa.int/>
- ICCAT <https://www.iccat.int/en/vesselsrecord.asp>
- IATTC <https://www.iattc.org/en-US/Management/vessel-register>
- SEAFO <http://www.seafo.org/Management/Authorized-Vessel-List>









## The Evaluation of Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing

From 1-3 April 2025, SEAFDEC Training Department (SEAFDEC/TD), Thailand

### Part 1: General Information

The evaluation results for the training included 20 respondents: 10 females, representing 50%, and 10 males, representing 50%. The age group with the highest number of respondents was 31-40 years, with 9 individuals, accounting for 45%. This was followed by the 41-50 age group, with 6 respondents, and another group aged 21-30, also with 4 respondents, each accounting for 20%. The 51-60 age group with 1 respondent, accounting for 5%.

#### Sex

20 responses

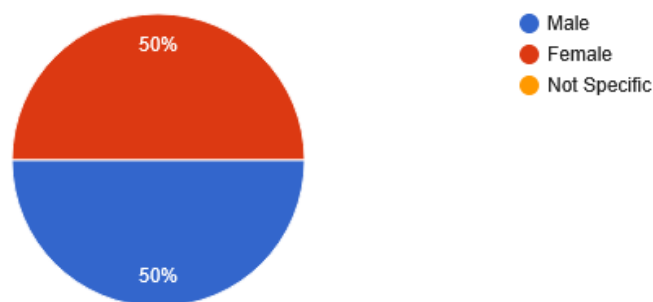


Figure 1: Gender

#### Age

20 responses

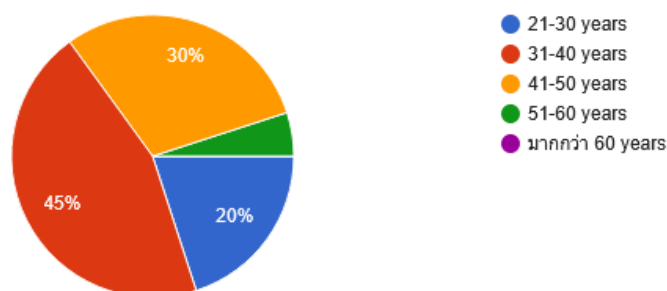
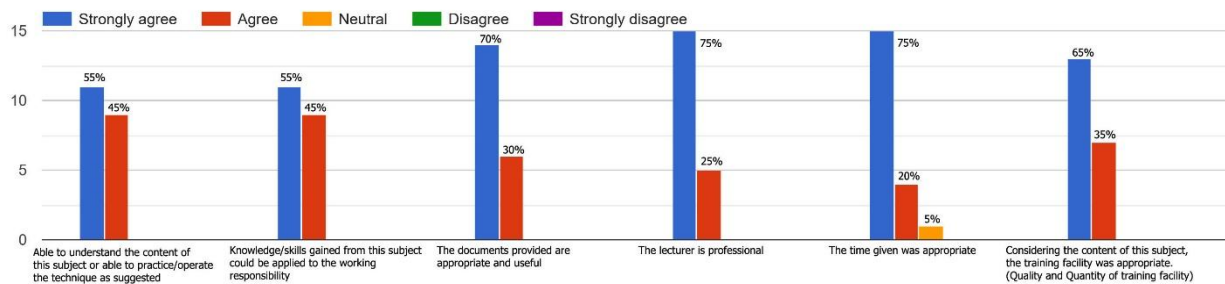


Figure 2: Age

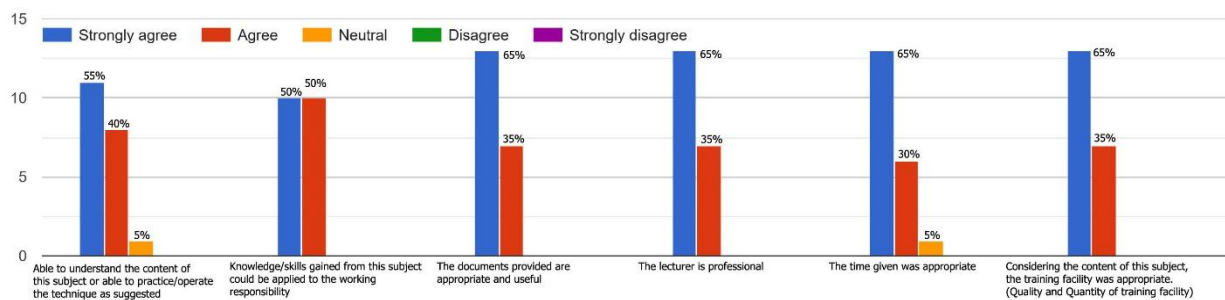
## Part 2: Evaluation of the Contents

Evaluation of the course content, overall participants expressed satisfaction with the curriculum that was prepared for the training, as detailed in each subject.

### Subject 1: Overview of the 2009 FAO Agreement / Status on PSM, Ratification, Accession, and Implementation in the Region



### Subject 2: Implementation and supporting MCS for combating IUU fishing in Southeast Asia



### Subject 3:

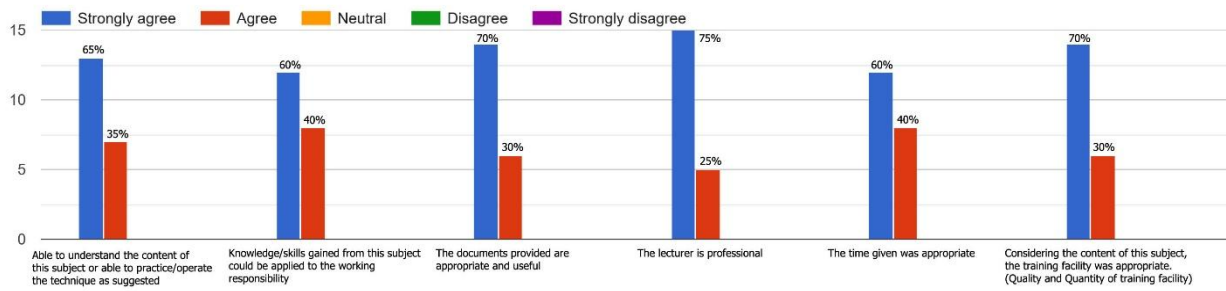
#### Implementation of PSM in Thailand

- International instruments related to IUU Fishing

#### Inspection scheme for foreign flag vessels under PSMA

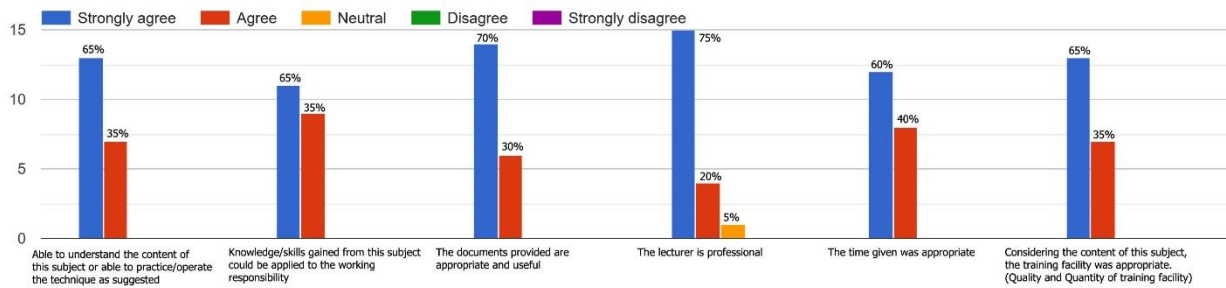
- Legal framework
- Designated ports
- Inspection scheme
- Cooperation
- Flag State responsibility

#### Checklist for PSMA implementation



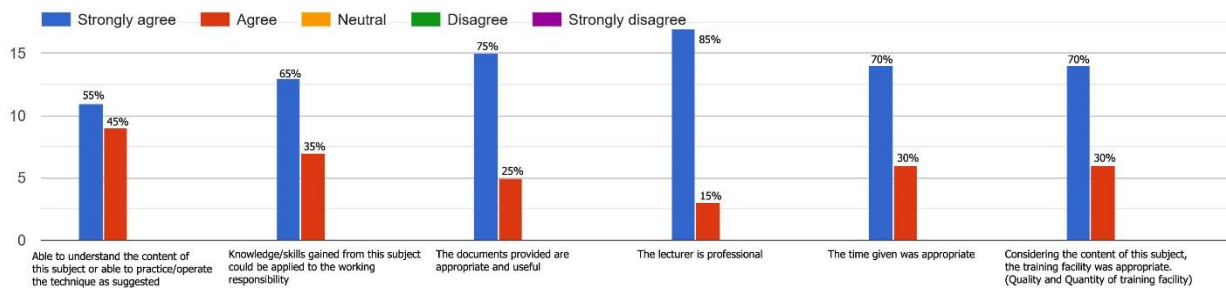
#### Subject 4: Inspection before entry to the port

- Electronic system includes AIS and VMS analysis (Fishing, Transshipment, and FADs)
- AREP analysis and risk assessment (lecture)



#### Subject 5: Inspection at port (How to prepare onboard inspection)

- Risk further mitigates by onboard inspection
- Offloading control

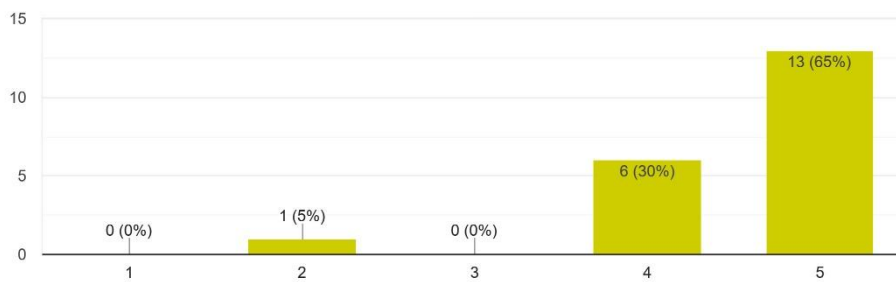


### Part 3: Overall Evaluation of the Training Course

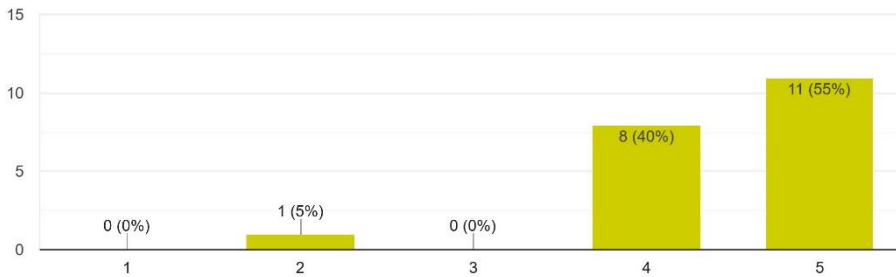
According to the evaluation results, most participants expressed satisfaction with the training course, particularly regarding its objectives, comprehensive content, and relevance to their countries' needs. The content of each topic was considered appropriate and directly related to their current work responsibilities.

In addition, participants were satisfied with the training materials, the suitability of the training venue, meals, accommodation, and the time allocation, which was considered appropriate.

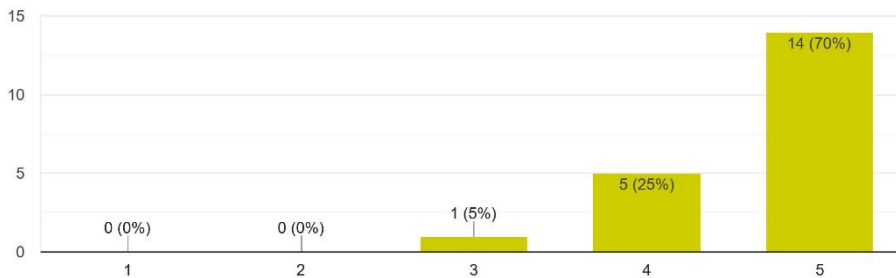
#### 3.1 The objective of the course is one of the priority needs and your concerns



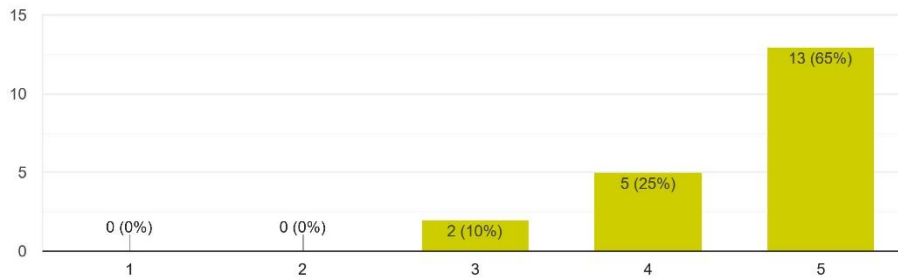
#### 3.2 The content of the course meets the needs of my country



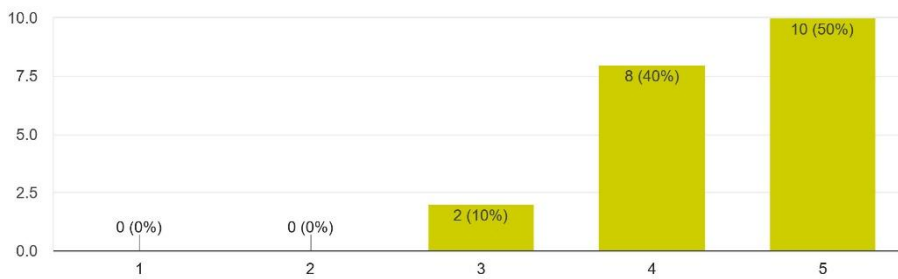
#### 3.3 Participants were able to achieve the following objectives of this course



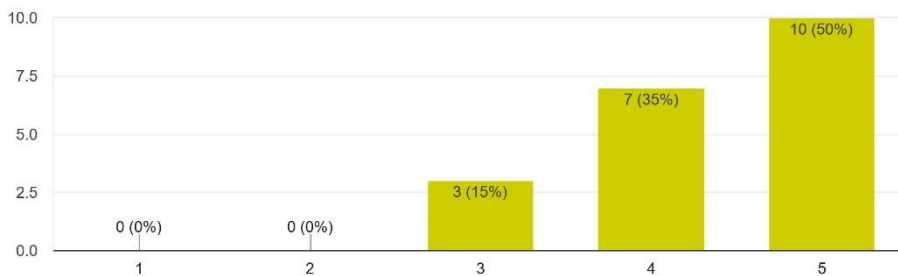
### 3.4 The course contents were related to any present or future work



### 3.5 This course covered all the subjects that I expected



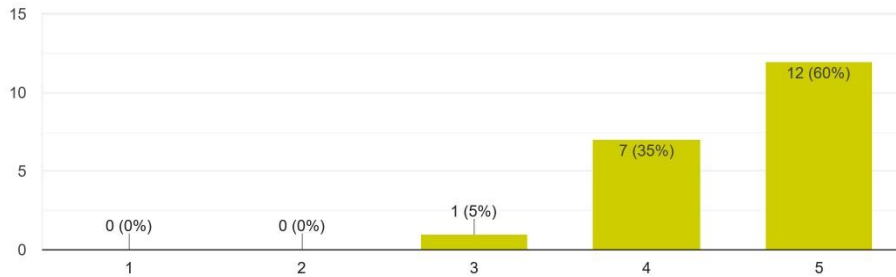
### 3.6 Time allocation is appropriate



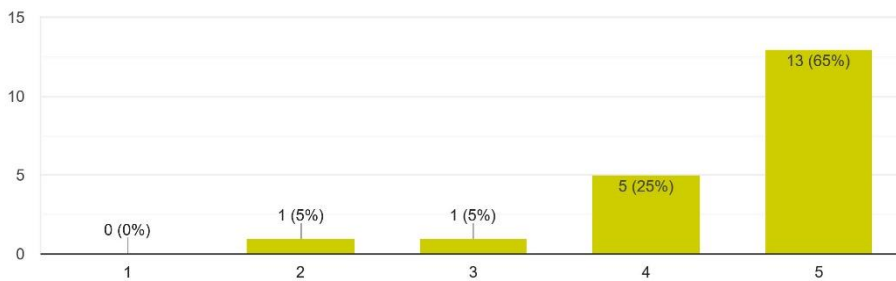
### Suggesting

- Suggesting 5 days course
- Need 1 more day training on online data analysis

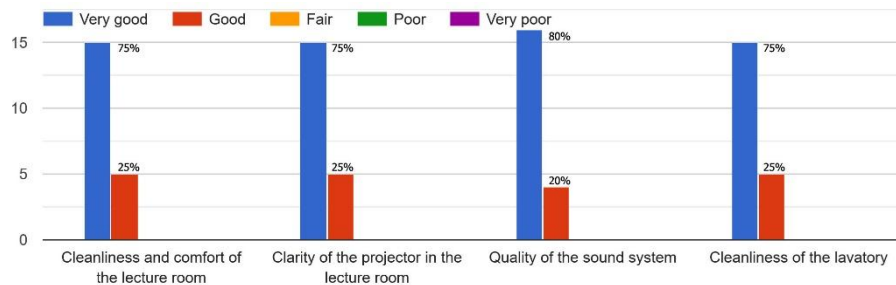
### 3.7 The sequence of each topic was appropriate



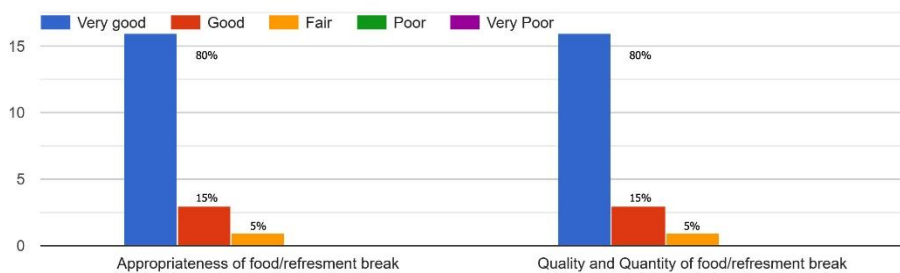
### 3.8 The training materials provided were sufficient and useful



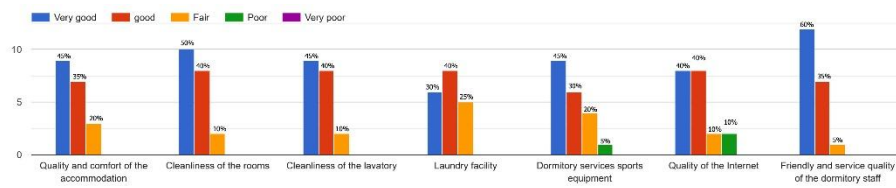
### 3.9 The training facility was appropriate



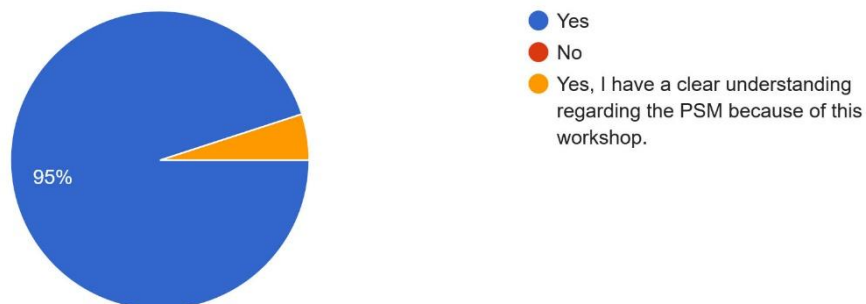
### 3.10 Food and Coffee Breaks



### 3.11 Accommodation



Do you think you have gained additional knowledge and experience after completing the training?



What topics do you think should be added to improve the course?

- MCS in PSMA Implementation
- Fisheries intelligence matters from open-source intelligence (OSINT)
- Traceability system
- AIS data
- MCS
- A summary of each country’s laws/regulations related to fisheries
- Boarding and inspection
- Challenging practices in PSM implementation
- Include more exercises on inspection analysis



## Course Curriculum

### The Regional Training Course on Enhancing Capacity Development for Implementing Port State Measures (PSM) Inspection to Combat IUU Fishing

#### The Bay of Bengal Large Marine Ecosystem Project Phase II (BOBLME II) Project: GCP/RAS/305/GFF

1–3 April 2025

SEAFDEC Training Department (SEAFDEC/TD), Thailand

Global marine fishery production has been declining, with Illegal, Unreported, and Unregulated (IUU) fishing identified as a critical challenge to sustainable fisheries. This illicit activity undermines fisheries management at both national and international levels by circumventing established legal frameworks, leading to the rapid depletion of fish stocks and threatening marine biodiversity. Port State Measures (PSM) have emerged as a pivotal tool in combating IUU fishing by enforcing controls such as pre-arrival notifications, designated port use, vessel inspections, and restrictions on landing and transshipment of fish. These measures enhance the capacity of Port States to detect and deter non-compliant fishing activities, bridging the enforcement gaps often left by flag States. For Southeast Asian region, strengthening PSM is essential to protecting fisheries resources, fostering regional cooperation, and promoting sustainable fisheries management. Effective implementation of PSM not only curbs IUU fishing but also ensures fair practices for responsible fishers while supporting broader conservation efforts across the region.

In response, SEAFDEC, along with the Bay of Bengal Programme Inter-Governmental Organization (BOBP-IGO) and the International Union for Conservation of Nature (IUCN), will be executing the Sustainable Management of Fisheries, Marine Living Resources, and Their Habitats in the Bay of Bengal Region for the Benefit of the Coastal States and Communities (BOBLME II) project, implemented by the Food and Agriculture Organization of United Nations (FAO) under the Global Environment Facility (GEF), in seven countries, namely Bangladesh, India, Indonesia, Malaysia, Maldives, Sri Lanka, and Thailand.

The principal objective of the project is to contribute to the sustainable management of fisheries, marine living resources, and their habitats in the Bay of Bengal region, thereby reducing environmental stress and enhancing environmental status for the benefit of coastal states and communities. This will be accomplished through five interlinked components: 1) Sustainable Management of Fisheries, 2) Restoration and Conservation of Critical Marine Habitats and Conservation of Biodiversity, 3) Management of Coastal and Marine Pollution to Improve Ecosystem Health, 4) Improved Livelihoods and Enhanced Resilience of BOBLME, and 5) Regional Mechanism for Planning, Coordination, and Monitoring of BOBLME. SEAFDEC, as Executing Agency (EA), will lead Southeast Asia sub-regional coordination, provide technical advice, and enhance capacity building on related fishery issues under components 1, 3, and 5, which will be implemented in Indonesia, Malaysia, and Thailand from 2024 to 2028.

In addition, the building capacity for Port State Measures (PSM) is an implementation activity for participating countries. SEAFDEC/TD will host a regional training program on key PSM topics for participants from Indonesia, Malaysia, and Thailand. The training is designed to improve participants' knowledge and skills, encourage the sharing of best practices, and strengthen regional collaboration to combat IUU fishing while supporting sustainable fisheries and marine resource management.

## OBJECTIVES

Capacity Building: Enhance the knowledge of fisheries officers of three countries on the following by

1. To build up the capacity of participants to better understand the PSM
2. To increase the knowledge, skill, and experience of participants for inspection to support PSM and port control implementation

## EXPECTED OUTPUTS

1. A comprehensive understanding of the implementation and practical application of Port State Measures (PSM) to address IUU fishing effectively.
2. Enhanced capacity to apply Port State Measures (PSM) to combat IUU fishing activities and foster improved fisheries management within participating countries.

## PARTICIPANTS

Fisheries officers (junior staff) from Indonesia, Malaysia, and Thailand are responsible or relative for PSM and port control activities along the Sub-Andaman Sea area. All genders are welcome.

## DATE AND VENUE

The regional training will be held on 1–3 April 2025 (3 days) in SEAFDEC/TD, Samut Prakan, Thailand.

## TIMETABLE (TENTATIVE)

*Remark: The timetable of the subject might be changed depending on the suitable and available resource person*

### 1 April 2025

Time	Subject	Resource person
09:00-09:20	<ul style="list-style-type: none"> <li>• Statement by FAO/RAP</li> <li>• Opening ceremony</li> <li>• Group photo</li> </ul>	
09:20-10:50	Overview of the 2009 FAO Agreement / Status on PSM, Ratification, Accession and Implementation in the Region	Ms. Angela Lentisco FAO/RAP
10:50-11:00	<i>Refreshment/Coffee break</i>	
11:00-12:00	Implementation and Supporting MCS for Combating IUU Fishing in Southeast Asia	Mr. Kongpathai Saraphaivanich SEAFDEC/TD
12:00-13:30	<i>Lunch</i>	
13:30-16:30	Implementation of PSM in Thailand <ul style="list-style-type: none"> <li>• International instruments related to IUU Fishing</li> <li>• Inspection scheme for foreign flag vessels under PSMA               <ul style="list-style-type: none"> <li>○ Legal framework</li> <li>○ Designated ports</li> </ul> </li> </ul>	Mr. Thira Rodchevid DOF, Thailand



Time	Subject	Resource person
	<ul style="list-style-type: none"><li>○ Inspection scheme</li><li>○ Cooperation</li><li>○ Flag State Responsibility</li><li>● Checklist for PSMA implementation</li></ul>	
17:00-20:00	<i>Reception Dinner</i>	

## 2 April 2025

Time	Subject	Resource person
09:00-12:00	Inspection Before Entry to Port <ul style="list-style-type: none"><li>● Electronic system includes AIS and VMS analysis (Fishing, Transshipment, and FADs)</li><li>● AREP analysis and risk assessment (lecture)</li></ul>	Ms. Jitpisut Sanboonpeng DOF, Thailand
12:00-13:30	<i>Lunch</i>	
13.30-14.30	Inspection at Port (How to prepare onboard inspection) <ul style="list-style-type: none"><li>● Risk further mitigates by onboard inspection</li><li>● Offloading control</li></ul>	Mr. Thira Rodchevid DOF, Thailand
14.30-14.45	<ul style="list-style-type: none"><li>● <i>Refreshment/Coffee break</i></li></ul>	
14.45-17.45	Group Exercise and Discussion (The participants will be separated into 3 groups) <ul style="list-style-type: none"><li>● Table Top Exercise to practice on vessel inspection (prior port entry and vessel inspection)</li><li>● Discussion on Challenges regarding PSMA implementation</li><li>● Brief for Bangkok fishing port and inspection activities</li></ul>	Mr. Thira Rodchevid, and Ms. Jitpisut Sanboonpeng DOF, Thailand

## 3 April 2025

Time	Subject	Resource person
09:00-16:00	Observation of Bangkok Fishing Port and Inspection Activities	DOF, Thailand



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