Marshall Islands Marine Resources Authority

Fishing Vessels Inspection Plan

Prepared by MIMRA 2026

Acknowledging assistance from NZMFAT

Cite as:
Marshall Islands Marine Resources Authority - Vessels Inspection Plan – v12

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1 Acronyms and abbreviations

1882 UN Convention	United Nations Convention on the Law of the Sea of 10 December 1982
1993 FAO Compliance	Agreement to Promote Compliance and International Conservation and Management Measures by Fishing Vessels on the High Seas
1995 UN Fish Stocks Agreement	Agreement for the Implementation of the United Nations Convention on the Law of the Sea of 10 December 1982 relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks
ALC	Automatic Location Communicators
CA	Competent Authority
CC	Catch Certificate
CCM	Contracting Member, Cooperating Non-Member
CCRF	Code of Conduct for Responsible Fisheries
CDS	Catch Documentation Scheme
CITES	Convention on International Trade in Endangered Species
CNM	Cooperating Non-Members
CMM	Commission Management Measure
COFI	FAO Committee on Fisheries
EEZ	Exclusive Economic Zone
EU	European Union
FAD	Fish Aggregation Device
FAO	Food and Agriculture Organisation
FFA	Pacific Islands Forum Fisheries Agency
FSM	Federated States of Micronesia
FSMA	FSM Arrangement
FOC	Flag of Convenience
GDP	Gross Domestic Product
IMS	Information Management Systems
IPOA-IUU	International Plan of Action to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing
IRI	International Registry Inc
LL VDS	Longline Vessel Days Scheme
MCS	Monitoring, Control and Surveillance
MIMRA	Marshall Islands Marine Resources Authority
MIRC	Marshall Islands Revised Code
MISP	Marshall Islands Sea Patrol
MTCs	Minimum Terms and Conditions for Fishing Access
MTU	Mobile Transceiver Units
Niue Treaty	1991 Regional Treaty on Cooperation in Fisheries Surveillance and Law Enforcement
NPOA-IUU	National Plan of Action to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing
PNA	Parties to the Nauru Agreement
PNG	Independent State of Papua New Guinea

PSMA	Port State Measures Agreement
RIMF	Regional Information Management Facility
RFMOs	Regional Fisheries Management Organizations
RMI	Republic of the Marshall Islands
RMIPA	Republic of the Marshall Islands Ports Authority
ROP	Regional Observer Programme
RoV	Record of Vessels
SIDS	Small Island Developing State
SPC	Secretariat of the Pacific Community
TUBS	TUFMAN Observer Module
TUFMAN	SPC Tuna Fisheries Database Management System
TCC	Technical Compliance Committee
UN	United Nations
USP	University of the South Pacific
UST	US Tuna Treaty
VMS	Vessel Monitoring System
VOGS	Vessels of Good Standing
VOI	Vessel of Interest
WCPFC	Western and Central Pacific Fisheries Commission
WCPO	Western and Central Pacific Ocean

2 Background

The Marshall Islands Marine Resources Authority (MIMRA) is responsible for the efficient and effective enforcement of the Marshall Islands Fisheries Legislation and enforcement measures adopted at the regional level to which the Marshall Islands is a party.

This inspection plan is prepared for authorised officers designated under the Marshall Islands Marine Resources Act and is the 12th version since the original in 2017.

Notwithstanding the powers available to an Authorised Officer under the MIMRA Act, this plan sets out the processes that will apply to our vessel's inspection framework, resulting in targeted actions.

This plan has been designed with the RMI IUU NOPA 2026-2031 in mind. It is supported by a set of standard operating procedures developed and further developed with NZ MFAT support.

The Compliance Team is responsible for collecting and analysing inspection and observer data, and for providing inspection data and reports as required by the Director of MIMRA. This data is entered into the Fisheries Integrated Management System (FIMS) and MCS TUFMAN II (SPC Tuna Fisheries Database Management System). The team also inputs and analyses all company data and forwards appropriate intelligence to the Compliance Unit within the MCS information and monitoring system.

FIMS contains details of licensed activity (catch, VMS, vessel days, and observer reports), and MCS TUFMAN II contains the details of inspections at sea, at transhipment, and at offloading.

FIMS provides for access and interrogation of data over time and stores the history of fishing vessel activity in the RMI EEZ and FSMA. This system can be used to monitor compliance levels across all fleets covering VMS, fishing days, catch, observer reporting, transhipment, and reporting obligations and when required, analyse fishery compliance levels in real-time. This information is incorporated into the FFA Regional Fisheries Surveillance Centre's (RFSC) electronic tracking system.

This plan also describes MIMRA's PSM Framework, the basic requirements for the catch documentation scheme, and applicable certifications.

The PNA Vessel Day Scheme (VDS) is a fisheries effort-capping measure that has operated in the purse seine fishery since 2007 and in the LL fishery since 2018. Industry inputs non-fishing days (NFDs) into the integrated Fisheries Information Monitoring System (iFIMS) database, and compliance staff assess them against catch position and e-log data.

This plan aims to be consistent with regional and international measures by which the Marshall Islands is a party. Importantly, it supports the established national, sub-regional and regional legislative and policy frameworks that are in place.

3 Objective and goals

The overall objective of this Inspection Plan is to:

- Contribute to strengthening fisheries compliance and enforcement processes.

The specific goals are:

- To monitor and control IUU fishing in RMI.
- To improve the inspection procedure consistently and apply national, sub-regional and national measures as implicit in the national fisheries law, regulations, and licensing conditions.
- To improve data storage and information sharing within MIMRA and with other allied authorities.

4 Policy guidance

4.1 Legislative support

The provisions of the MIMRA Act and relevant policies form the basis for decision-making on applying this inspection plan.

Title 51 of the Marshall Islands Revised Code (MIMRA Act) is the principal legislative instrument with underlying regulation and conditions that establish the authority for management and control application for any inspection, export permit and clearance for any establishment and vessels.

Part II of Chapter 5 of the MIMRA Act provides clear guidance regarding the powers available to Authorised Officers. A penalty for each offence is set out in the relevant section of the Act.

Authorised officers with specified powers vested in them are to investigate activities, gather evidence, detect and report breaches of legislation, and describe potential penalties.

The National Plan of Action – Illegal, Unregulated and Unreported Fishing (NPOA IUU), the National Tuna Management Plan, and the Corporate Strategy set out the priority policies of the RMI Government, with the MIMRA as the responsible Agency for implementation.

This plan is developed as an operational document to ensure consistency with the MIMRA Act, the above-mentioned documentation, and sub-regional and regional obligations and trading requirements. These obligations include:

- RMI Fisheries Licensing conditions
- FFA Harmonised Minimum Terms and Conditions (HMTC)
- VDS/VMS monitoring requirements.
- WCPFC CMMs and Port State Measures Principles
- FAO PSMA
- EU Catch Certification Scheme

4.2 2026 IUU NPOA

The 2026 National Plan of Action (NPOA) – Illegal, Unregulated and Unreported fishing sets out a priority policy for MIMRA as the responsible Agency to implement effective MCS actions.

The NPOA provides 15 action points that guide this Inspection plan, of which 10 are related to operations and inspection, namely:

Action	Description	Responsibility	Timeframe
1	MIMRA to maintain implementation, through supporting compliance actions, WCPFC CMMs and PNA IAs as and when these are amended	MIMRA	Ongoing
2	MIMRA to maintain the effective application of the Marshall Islands Revised Code.	MIMRA	Ongoing
4	MIMRA to maintain the standardised monitoring of all RMI flagged vessels when fishing within the 200-mile zone, outside territorial waters, and PNA parties with the assistance of FFA	MIMRA	Ongoing
5	RMI to maintain the use of the provisions for administrative penalties to ensure IUU activities are sanctioned	MIMRA	Ongoing
6	MIMRA to coordinate regular effectiveness review and forward planning with representatives of key national agencies involved in IUU mitigation	MIMRA	Annually
7	MIMRA to maintain the practice of biannual self-evaluation MCS needs, as to inform revision and updating of operational documents if required.	MIMRA	Annually
8	MIMRA to revise the present NPOA-IUU periodically, and no less than every six years.	MIMRA	As required
10	MIMRA to maintain and expand publicity of IUU cases and prevention activities	MIMRA	As required
11	MIMRA to maintain supporting its officers through the FFA Certificate level IV Fisheries Enforcement and Compliance.	MIMRA and partner agencies	Ongoing
12	MIMRA to maintain the PSMA inspection benchmarks (100% PS and Carriers, 25% LL) and make the PSMA controls and principles available on its website	MIMRA	Ongoing
14	MIMRA to maintain its SOP associated with the verification of legality in the importation of fish for processing	MIMRA	Ongoing

4.3 2024 NPOA-Sharks

This National Plan of Action on Sharks (NPOA-Sharks) for RMI responds to the need to manage shark utilisation in its waters in line with the Regional Plan of Action on Sharks (RPOA-Sharks), to meet the CMMs adopted by the WCPFC and the objectives of the International Plan of Action for the Conservation and Management of Sharks (IPOA-Sharks).

The IPOA—Sharks is a voluntary instrument and one of four IPOAs that fit within the FAO Code of Conduct framework for Responsible Fisheries (as envisaged by Article 2 (d)), which COFI also adopted in 1995.

This Plan was developed to accompany RMI's Fisheries Act Part IV-Prohibition on Shark, §229 Prohibition of Commercial Shark Fishing and §230 Prohibition of taking of sharks, possession, sale and trade.

This Plan's core components include a brief introductory section, critical issues, a summary of the present condition of shark populations, and a management structure with necessary measurements and activities. An implementation timetable outlines precise measures and actions over five years.

The NPOA-Sharks also recognises and relies on a high level of cooperation with regional and global partners such as the FFA, SPC, PNA, FAO, WCPFC, market states and industry.

The NPOA-Sharks aligns with transparency, cooperation, integration, and sharing of information and assets within the RMI Government.

RMI will continue to work with regional and international partners to ensure the conservation and long-term sustainable use of highly migratory and straddling stocks and the general protection of the marine environment.

4.4 2020 FFA IUU Quantification Study

FFA commissioned successive studies to quantify IUU fishing in its region of operation in 2016 and then and updated them in 2021[1]. The studies concluded that the main priorities for strengthening MCS are in the longline sectors across both the tropical tuna and southern longline fisheries.

The key issue is strengthening catch monitoring/validation throughout the supply chain. A range of possible measures include greater use of analytical tools to cross-verify logsheet reporting and active follow-up of discrepancies, increased observer coverage and utilisation of electronic monitoring, and a focus on the rollout of Catch Documentation Schemes (CDS).

There is also a need to strengthen transhipment monitoring and control and build the capacity to validate declarations and activity independently. This includes focusing on better monitoring offloading vessels, both in port and at sea and promoting electronic monitoring or 100% observer coverage as a condition of high-seas transhipment.

We need to keep being proactive in reviewing CMM 09 – 06 on transhipment and properly define the application of 'impractical' in allowing for high seas transhipment for longline vessels, promoting longline transhipment in designated ports, and enforcing measures to validate transhipment reporting and records.

The study confirms that the purse seine sector is generally subject to robust MCS. The primary needs are to ensure sound systems are in place to validate catch composition and that effective control of FAD usage, registration, and tracking is in place.

The study also confirmed the critical priority of ensuring that systems were in place across the region to ensure the ongoing and enhanced monitoring and analysis of key metrics to support more real-time analysis of key risks and trends. This will require systematic collection, analysis, and understanding of MCS data in support of the agreed-upon MCS continuous improvement framework.

4.5 FFA Regional Monitoring Control and Surveillance Strategy (RMCSS) 2024- 2029

The **FFA Regional Monitoring, Control and Surveillance Strategy (RMCSS) 2024 – 2029**, endorsed by FFC133 and adopted by FFCMIN23

The Strategy aims to ensure authorised vessels fish in FFA Member waters, provide accurate information on fishing activities, uphold compliance with license conditions, verify the legality of catch, align high seas MCS with in-zone

[1] The Quantification of IUU Fishing in the Pacific Islands Region – a 2020 Update. https://mragasiapacific.com.au/projects/quantification-of-iuu-pacific-islands-region/

measures, and equip FFA Members with tools for effective MCS.

The document outlines six Objectives and specific Activities under each, covering areas like vessel registration, monitoring systems, surveillance programs, compliance measures, and capacity building. The Scope includes MCS for tuna fisheries in FFA member EEZs and the high seas in the WCPFC Convention Area, emphasising collaboration with regional agencies and partners.

Objective 1: Only vessels we authorise fish in FFA Member waters

Ensuring only authorised vessels fish in FFA Member waters is essential to maintaining the integrity of fisheries management frameworks (and the generation of fisheries revenue), but is also central to maintaining and defending FFA Members' national sovereignty.

This objective will be primarily achieved by maintaining and implementing:

- clear vessel register and licensing systems at national, sub-regional and regional levels,
- effective monitoring systems to track the position of authorised vessels; and
- targeted remote sensing and surveillance systems to detect and respond to any suspected unauthorised fishing.

Objective 2: FFA Members have accurate information on all catch, effort and other fishing activity in our waters

Accurate information on catch, effort and other fishing activity is a fundamental cornerstone of effective fisheries management. Both the 2016 and 2021 IUU Quantification studies identified misreporting as the primary IUU fishing risk in the Pacific Islands region, emphasising the need to strengthen monitoring and compliance arrangements in the longline sector in both EEZs and the high seas.

The objective of having accurate information on catch, effort and related fishing activity will primarily be achieved by having strong, harmonised vessel reporting requirements (e.g. logsheets) in place for all vessels fishing in FFA Members' waters, supported by effective mechanisms to independently verify vessel reported catch and activity.

These systems will be supported by analytical tools to facilitate cross-checking of independent data sources and increased focus from Members on investigating discrepancies.

Key activities to be undertaken under this Objective, include the following:

- Maintaining the obligation on all licensed vessels to submit timely, complete and accurate records of all fishing activity in FFA Member waters, including transitioning to 100% electronic reporting (ER);
- Ensuring processes, procedures and tools are in place to independently verify the completeness and accuracy of fisher reporting, tailored to the operational characteristics and management arrangements of each sector.

Objective 3: Authorised fishing vessels comply with all license conditions

Access to FFA Member waters by tuna fishing vessels is conditional on meeting licensing and regulatory obligations designed to meet Members' national, sub-regional and regional fisheries conservation, management and development objectives. Failure to comply with licence conditions undermines the integrity of fisheries management frameworks and compromises FFA member interests.

The most cost-effective MCS systems are those where everyone complies voluntarily. To that end, optimising the level of compliance with licensing conditions will be achieved by having a mix of measures in place to encourage voluntary compliance as well as an effective framework of measures to detect and deter non-compliance.

In practice, many MCS tools used to achieve Objectives 1, 2 and 4 will also achieve Objective 3 (e.g. VMS, aerial/surface surveillance, observer reporting, port State measures).

Objective 4: Systems are in place to monitor and verify the legality of catch through the supply chain

An important objective for the development aspirations of many FFA Members is to ensure that processes, procedures and tools are in place to be able to demonstrate that catch taken by their vessels and/or landed/transhipped in their ports has been legally caught, and there is no opportunity for IUU-derived catch to enter supply chains.

This will be achieved by having measures in place to verify the legality of catch as it enters port or is transhipped inside an FFA Member EEZ, and having instruments in place to verify the provenance and legality of catch as it moves through the supply chain.

Members recognise that having systems in place to demonstrate the legality of catch can be important for export market access and can add value to domestic industries.

In practice, many of the MCS tools used to achieve Objectives 1, 2, and 3 will also achieve Objective 4 (e.g. VMS, aerial/surface surveillance, observer reporting, vessel reporting).

Key activities to be taken under this Objective 4 include the following:

- Ongoing implementation of the FFA PSM Framework and the application of the Regional Risk Assessment Criteria (RAC), including dockside/port inspections in national port State processes;
- Developing and implementing a Regional e-PSM system to improve port entry efficiency, facilitate effective port State exchange of information and interagency cooperation and coordination;
- Providing Secretariat support to Members in the implementation of international port State obligations to which they are a party; and
- Agreeing a preferred path forwards on a Regional e-CDS system consistent with Member objectives (market access, fisheries management).

Objective 5: MCS arrangements in the high seas do not undermine, and are compatible with, strong MCS arrangements in FFA Member waters

Tuna fisheries in the FFA region are based on stocks that straddle both in- zone and high seas areas. Activities that occur on the adjacent high seas can have a significant influence on the achievement of FFA Member conservation and development objectives. In that context, it is essential that strong in zone MCS arrangements are complemented by compatible measures of equivalent or stronger effectiveness on the high seas.

Primary responsibility for controlling fishing vessels on the high seas rests with the flag State. In that context, arrangements are required to ensure flag States maintain effective monitoring and control over the high seas fishing activities of their fleets and compliance is capable of being independently verified.

Key activities to be taken under Objective 5 include the following:

- Continuing to advocate through the WCPFC for the strengthening of MCS arrangements applying to fishing activity in the high seas to ensure compatibility with strong in-zone MCS measures. Priorities in the period of the Strategy include strengthening monitoring of catch and fishing activity in high seas longline fisheries as well as agreeing a revised measure covering transhipments on the high seas;
- Together with partners, continuing to be active participants in the WCPFC High Seas Boarding and Inspection (HSBI) Scheme, particularly through existing bilateral or multilateral arrangements such as the NTSA and shiprider agreements; and
- Continuing to provide FFA Secretariat support to ensure FFA Members who authorise their flag vessels to fish on the high seas can implement and demonstrate compliance with all relevant WCPFC (and other relevant RFMO) requirements.

Objective 6: FFA Members have the tools and skills necessary to implement effective, intelligence-driven MCS

The achievement of the overarching goal of this strategy, together with the other objectives, relies on FFA Members having the tools and skills necessary to implement efficient, effective and targeted MCS systems. 'Tools and skills' in this context should be seen broadly and include the information, processes, training and resources to achieve MCS objectives.

Key activities to be taken under Objective 6 include the following:

Legal frameworks

- Providing ongoing Secretariat support to Members to ensure that their national legal frameworks support all relevant MCS tools, including emerging technologies, as well as allowing Members to discharge national, regional and international obligations;

Information Management Systems

- Continuing to maintain and develop an effective RIMF as a means to provide data analysis, information sharing and intelligence support to national, sub-regional and regional MCS operations;
- Promoting integration and inter-operability between relevant IMSs including RIMF, FIMS, TUFMAN2 and national IMSs where it improves efficiency and usefulness to Members;
- Strengthening sharing of MCS data amongst Members and relevant external partners for the purpose of improved risk-assessment and targeting of MCS resources;

MCS Data analysis

- Strengthening the FFA Secretariat's resourcing commitment to MCS data analysis to support IUU fishing risk assessment and planning, as well as building capacity for MCS data analysis at the national level;

Training/capacity building

- The FFA Secretariat continues to work with Members to identify key national-level MCS training and capacity-building needs, and opportunities to address those needs, including through ongoing practical and theoretical MCS training.

Resourcing

- FFA Members continue to promote the importance of adequate funding for MCS activities in national budgeting processes, including through the application of cost recovery to deliver MCS services, consistent with national financial frameworks.
- The FFA Secretariat and Members continue to engage with external funding partners to support initiatives to strengthen national and regional MCS capacity and systems consistent with this RMCSS and national MCS priorities.

POI/VOI

- Members recognising the importance of POI and VOI information sharing to support risk-based MCS activities.

NTSA

- Promoting and supporting cooperative surveillance activities and information sharing using the Niue Treaty Subsidiary Agreement (NTSA) between Parties, as well as maintaining the Niue Treaty Information System (NTIS) as a platform to receive requests for support notifications and share fisheries data.

Emerging Technology

- The FFA Secretariat and Members engaging with potential emerging technology partners, consistent with the FFA Emerging Technology Engagement Policy approved by the 126th FFC (May 23), on FFA member MCS priorities.

4.6 Our collaborations

Collaborations are essential for influential MCS.

4.6.1 *Regional Agreements*

RMI has reciprocal information-sharing agreements with most FFA members, including VMS, compliance details of vessels on the FFA Register, and inspection details. RMI, through FFA, shares specific data to target the aerial and water surveillance activities of the Quadrilateral Surveillance Providers (Australia, France, New Zealand and USA) to FFA.

RMI is a signatory to the Niue Treaty on Cooperation in Fisheries Surveillance and Law Enforcement (NTSA), which allows for cooperation in enforcement activities, including hot pursuit of offending vessels through the EEZ of participating countries.

RMI has entered into an agreement with the Micronesian nations of Palau and FSM. A specific focus will be on strengthening links with other countries where RMI vessels are active, particularly Nauru and PNG, which have significant interdependent activity with RMI. Special attention will be paid to observer reporting, joint operations, intelligence sharing, and IT systems integration.

RMI is active in international treaties and agreements and in the WCPFC. These arrangements provide public information on RMI fishing vessels, promote international cooperation in the conservation and management of fisheries, and support efforts to combat IUU fishing.

4.6.2 *Bilateral Agreements*

RMI also pursues several bilateral agreements with states where there may be additional needs for cooperative data sharing, surveillance, enforcement activities, and other forms of cooperation, such as aligning national fishery management approaches.

A recent MCS implementation is an MoU between the RMI and Thailand's fisheries authorities. This MoU enables collaboration between the RMI, a port state, and Thailand, a key tuna-processing state, to improve traceability and

provide accurate catch figures in exchange for complete PSM data. MIMRA is seeking to expand this MoU with other tuna-processing countries and is currently in discussions with Ecuador.

There are also evolving needs within MIMRA MCS, which will only be addressed through effective PSM and CDS development. These developments will further increase the need for industry knowledge, forensic accounting, data analysis, and intelligence analysis skills. Mentoring in these industry-specific areas has been the focus of much of the work of the NZ MFAT-supported Offshore Fisheries Advisor attached to MIMRA operations.

4.6.3 *Technology Providers and Compliance Networks*

National EEZ surveillance is also a vital MCS practice. RMI is not only a coastal state; the EEZ is part of a highway for vessels crossing to and from Asian countries. MIMRA incorporates and utilises tools provided by FFA, PNA Fisheries Information Monitoring System (FIMS) and the NZ-based *Starboard.nz* platform to monitor these activities, including effort allocations and limits.

MIMRA signed an MoU with the Starboard.nz platform to provide access to and further enhance the capabilities of its analytical tools, which we are currently using, and to provide joint analytical capacities bilnd research.

As members of the iMCS Network, we developed a specific Inspectors Job Aid for carrier vessels with the financial support of the Canada Fund for Local Initiatives (CFLI).

Regarding financial resources, the MIMRA annual budget provides the basic financial resources needed to implement the NPOA-IUU. This is supplemented from time to time by small grants from various sources, including regional organisations, RFMOs, bilateral development partners, and industry cost recovery.

5 Port State Measures

Majuro is one of the busiest transhipment ports in the Pacific, ranking second in the number of foreign vessel visits after Busan, South Korea. Under normal circumstances, Majuro receives 1168 foreign vessel visits a year, including about 400 to 450 transhipments. However, this number fell to around 100 during the COVID-19 pandemic. The port of Majuro is busy because of its strategic position in the Pacific and its services and facilities.

Majuro also ranked first in the foreign fishing vessel hold size and 7th in the foreign carrier vessel hold size in 2017. Because of the number of transhipments in the port, Majuro is an essential port in the fight against IUU fishing.

The Marshall Islands have gradually implemented Port State Measures (PSM) since 2017 as an FAO PSMA non-party. And since July 2024, as a Party to FAO PSMA.

PSM are a fundamental element of its overall port operations system here at MIMRA.

The approaches and systems developed specifically in RMI, in line with Title §506, Port State Measures, of the RMI's Fisheries Enforcement Act, were later incorporated into the FFA PSM Framework.

MIMRA PSM includes requirements for prior notification of port entry, use of designated ports, restrictions on port entry and use regarding the landing or transhipment of fish, restrictions on supplies and services, documentation requirements and port inspections, as well as related measures, such as IUU vessel listing, trade-related measures and sanctions.

The figure below presents a visual map of the PSM operations in Majuro, identifying distinct operational groups both inside and outside the MIMRA structure. All inspection data is entered into the MIMRA IMS.

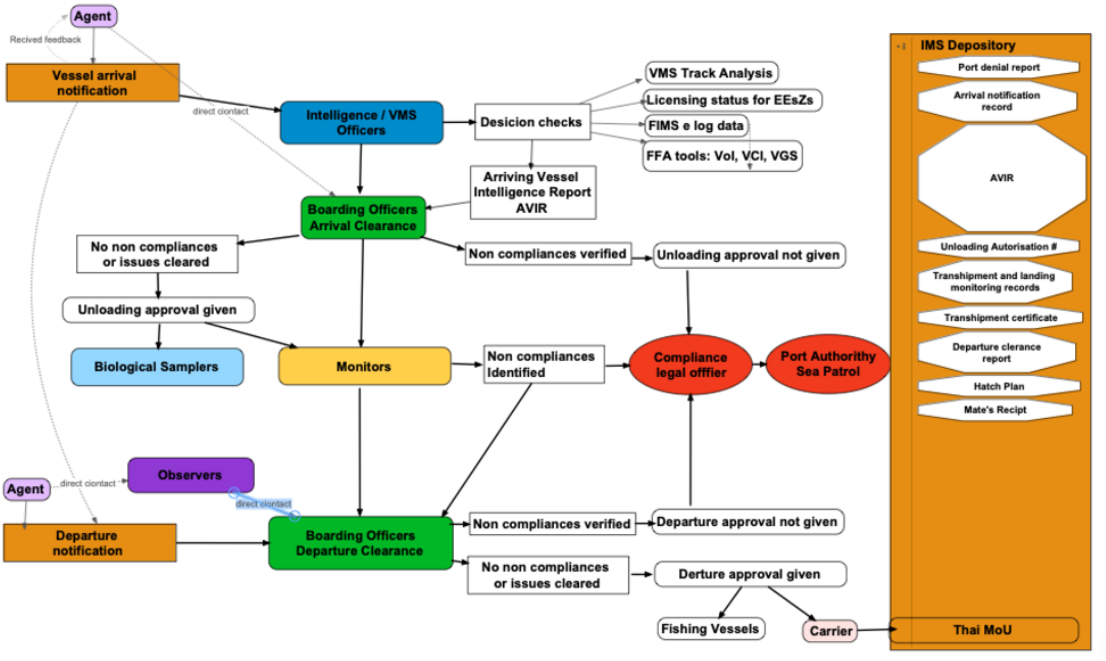


Figure 1: Visual map of the PSM operations in Majuro

- IMS (Orange)
- Intelligence / VMS (Blue)
- Boarding (Green)
- Biological Sampling (Light Blue)
- Monitors (Yellow)
- Observers (Purple)
- Legal/Enforcement (Red).
- Agents (as an external group)

Measures are in place to share port-to-port information among Pacific Island flag states. A Data Sharing Agreement among most PNA members supports these principles. Issues not covered by this agreement are addressed under the FFA Niue Treaty and its subsidiary.

5.1 Port Entry

MIMRA's procedure is to grant port entry to vessels on the FFA Vessels of Good Standing List and the WCPFC Record of Fishing Vessel.

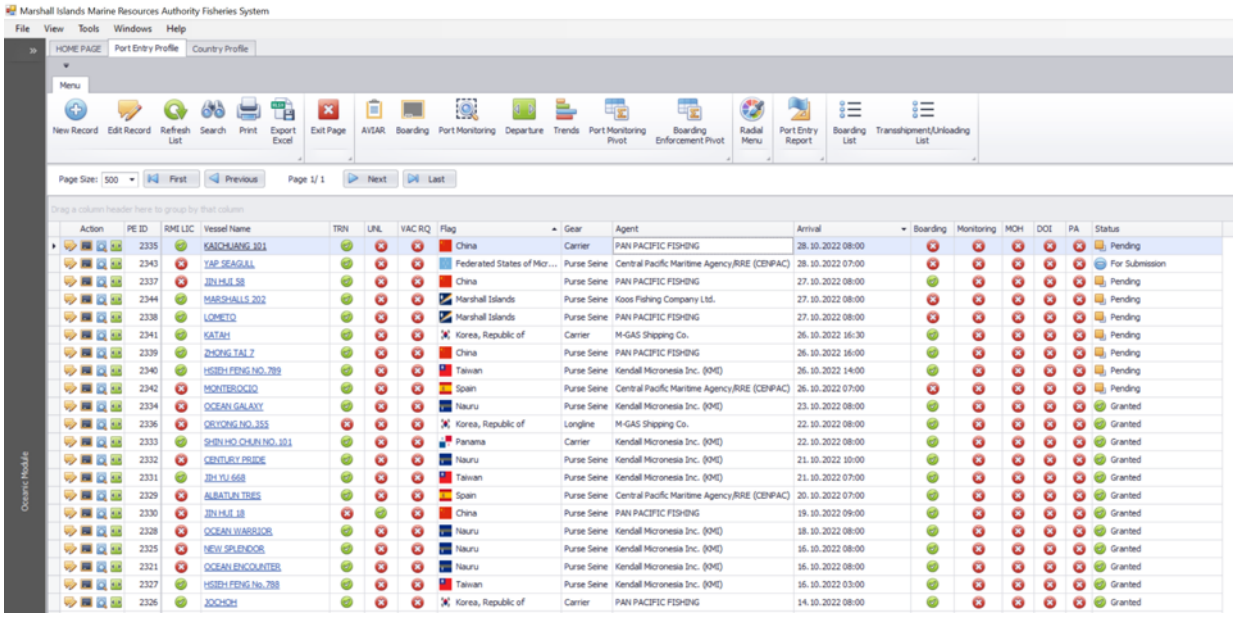
Vessels not in the WCPFC register are assessed on a case-by-case basis, and port entry is not guaranteed. The basis of the port entry analysis measures equivalent to those applied to vessels whose entry is granted.

However, MIMRA still requires a notification of port entry for these vessels, which allows us to conduct risk analysis before the vessel's port entry. The boarding officer will use this analysis for inspection. As such, our focus, MIMRA, is on port use rather than access to the port. Otherwise, we will offload the vessels with issues onto neighbouring countries that may have fewer resources.

The Marshall Islands require an agent to request port entry, and we worked on formalising that process and interaction through a website application called the MIMRA Web App, on which all agents log and submit port entry requests.

For a vessel not in the WCPFC register, the vessel's agent must submit a 72-hour advance notification of port entry.

For vessels on the FFA Vessels of Good Standing List and the WCPFC Record of Fishing Vessel, the minimum time is 48 hours. Port entry is granted, and the MIMRA assessment focuses on port use. For licensed FVs fishing in RMI waters, the minimum is 24 hrs, yet 48 is preferable.



The MIMRA Web App feeds MIMRA's database and automatically sends an email notification when a port entry request has been submitted. This application allows for sharing information and documents with all line agencies.

5.2 Port Use

Every incoming fishing vessel (including RMI-flagged) goes through a risk assessment that creates the Arriving Vessel Intelligence Report (AVIR).

5.2.1 *Arriving Vessel Intelligence Report (AVIR)*

The intelligence analysis and risk determination allow for the identification of risks in three different categories corresponding to three steps in the analysis, including (i) identity – whether the vessel is who it says it is, (ii) manoeuvring – the vessel's activity and operations and whether these were adequately reported, and (iii) licensing – whether the vessel is allowed to be in the location it was.

MIMRA produces its risk analysis using FFA tools, including FFA VMS, RSP, Good Standing List, PNA FIMS, e-Reporting system, Starboard, and others, as detailed below. Thanks to these tools, they rely on sources other than requesting information from flag States or RFMOs, as these sources often have more detail than the flag States themselves.

5.2.1.1 Identity analysis

The analysis begins with a clear picture of the vessel's identity, including the captain's name and nationality. The boarding officers perform this risk analysis and continue to obtain the date and last port of departure. It includes whether the vessel can be found on various registered vessel lists mentioned above, including the relevant RFMOs list (WCPFC in most cases), the FFA Good Standing list, and/or the PNA list of Registered Vessels with corresponding IMO numbers.

The information in the arrival notification is verified against these lists. In addition, the officers verify the FFA Vessel Compliance Index, which allows them to prioritise vessels with a lower ranking when more than one vessel is arriving at the port simultaneously.

5.2.1.2 Manoeuvring analysis

The second step of the analysis concerns manoeuvring analysis of the vessel's fishing patterns.

MIMRA uses VMS data as the FFA shares near real-time VMS data among its members on all foreign-flagged vessels licensed to fish within its members' collective waters and the WCPFC VMS in the Pacific Ocean.

MIMRA also has access to the AIS/VMS data platform (Starboard.nz), which offers highly advanced algorithms specifically designed for fishing vessel analysis. It uses it if the granularity of the data is better than that of VMS data. Furthermore, MIMRA can superimpose weather (wind and wave height) and oceanographic data on the Starboard.nz platform to fine-tune their analysis. It is important to note here that MIMRA works with the platform to provide developers with the capabilities of their analytical tools.

Thanks to the combination of VMS/AIS data analysis, MIMRA can analyse a vessel's voyage to identify where the vessel was fishing and the corresponding vessel movement patterns, depending on the fishery (activity consistent with fishing patterns and occurring at a particular time of day, depending on the targeted species).

MIMRA's officers analyse the vessel's pattern for carrier vessels to identify any events indicating an undeclared transhipment. Once on board, the inspectors can verify whether the vessel declared rendezvous with other vessels during these patterns.

5.2.1.3 Licensing analysis

Following the manoeuvring analysis, MIMRA verifies whether the vessel arriving at port holds the licences, fishing authorisations, transhipment authorisations and other permits corresponding to its reported operations and the pattern detected in the VMS track analysis. That information is verified using the PNA FIMS, e-Reporting system, FFA RSP and MIMRA's local database.

5.2.2 *Analysis Results*

Majuro's foreign vessel visits are mainly divided between fishing vessels coming to tranship their catch onto carrier vessels in port and empty carrier vessels coming to load catch from fishing vessels. As such, the risk analysis performed by MIMRA focuses on fishing vessels to assess the legality of the catch and does not allow "port use" if the vessel's operators cannot prove the catch is legal.

This risk analysis leads to a complete Arrival Vessel Intelligence Report (AVIR) prepared by the boarding officers. The report includes recommended boarding investigations, identified risks, and targeted verifications (including log sheets, logbooks, and temperature records, as relevant).

This overall risk analysis focuses on the vessel's activity since its last departure from port. If the intelligence analysis shows no associated risks, MIMRA's inspectors still go on board to check the logbook at a minimum and verify conditions on board. If nothing is found, they confirm that the vessel is authorised for transhipment operations by signing and stamping the logbook.

While port entry is granted when the vessel is on the WCPFC or FFA registries, port use remains subject to clearance following on-board inspections.

5.3 Vessels Inspection at Port

MIMRA maintains a 100% inspection rate for all foreign vessels, including fishing and carrier vessels.

Trained fisheries inspectors go on board to look for specific issues identified by the intelligence analysis. Boarding and inspection operations are prioritised based on compliance risks identified in the AVIR.

When the fisheries boarding officers arrive on their boats, they bring with them the details of any investigation they want to pursue on the vessels. They also know where to gather any evidence.

Boarding officers inspect fishing vessels and carriers on arrival and authorise port use to determine whether identified risks or issues are resolved. The rule is that no fish can leave the vessels before offloading (both landing and transhipment), which is authorised by boarding officers.

There is a strong economic incentive for vessels to cooperate with MIMRA's risk analysis and investigation, as port entry or port use will be delayed until the necessary information is received, which can result in high costs for vessel operators.

Port use is delayed when information about a vessel's activities is not forthcoming or when no clear explanation is given.

Boarding officers are fundamental to MIMRA's responsibilities as a responsible Port State. In cases of identified non-compliance and potentially illegal behaviour, they oversee the seizure of evidence, including the master/captain's vessel documents, catching gear, and the vessel.

5.4 Monitoring of Transhipments and Landings

Monitoring port activities (both for transhipment and unloading) is a critical element of our port operations and a foundation for future CDS development. This practice is designed to effectively monitor transhipped volumes and provide general oversight of operations in the context of national port state measures.

For this type of work, when the monitors are contracted, qualified observers, they report to the boarding officers, not the Observers Unit. Their role is to:

1. Estimate catch volume and composition and compare it with what is reported.
2. Record the presence of species of interest.
3. Provide the data and information collected to the compliance unit.

Their work is based on “observing” the whole transhipment and estimating the weight in the “slings” passing from the FV to the carrier. Their presence on board also acts as a deterrent for vessels to conduct illegal activities.

The recorded weights are "estimated weights” based on the weight estimates in the “slings” passing from the FV to the carrier. Furthermore, these are usually classified as mixed in terms of species, even if pre-sorting is done below deck by species.

Since a Purse Seiner catches and carries between 800 and 2400 metric tons, depending on its size and age, the transhipment is a slow process that can take up to a week. It involves placing the frozen catch in nets (slings) and hoisting it from the catching vessel into the carrier with a crane.

Based on the knowledge gained from the 2016 and 2021 FFA IUU quantification studies, underreporting and misreporting of catches are the main IUU issues in our region. Transhipping is the final opportunity to assess the level of catch reporting before the fish are transported to the processing destination. MIMRA has decided to address this issue as part of our operations.

Advances in technology have enabled us to substantially improve the monitoring process and record accurate weight data for the entire transhipment using hanging crane-type scales (called dynamometers) with wireless remote weight displays attached to the hooks of the cranes used during the operation. This provides an opportunity to record accurate transhipment weight data and eliminate the challenges and issues associated with estimates.

5.4.1 ***Specifics on using hanging scales for monitoring.***

Using the resources available to FFA under the PEUMP programme, an activity was developed to trial hook-type crane scales in November 2019. The technology has been used since then.

Yet their deployment by monitors requires some pre-conditions, as discussed below.

5.4.1.1 <u>Full support of the masters and crew</u>

Until the “weight in” is recorded (*mainly at the cannery, yet increasingly at containerisation at some wharves*), all reported volumes are based on educated estimates during fishing. While generally accurate, these estimates are not independently validated, and figures are often agreed upon. Furthermore, there is usually a delay between the fish leaving the vessels and being weighed.

Catch figures translate into money in fisheries, so it is no surprise that transhipment volumes are a source of conflict between the PS masters and the Carriers, since those “agreed” volumes have ramifications for liability, insurance, payments, etc.

Furthermore, volumes are fundamental to vessel management, as captains and chief engineers are usually paid only on catch shares. At the same time, crew receive salaries based on catch shares, and in most cases a variable percentage of catch shares based on rank. Vessel managers and agents also want to receive accurate data, as it determines early figures for trip profitability, insurance values, etc.

The fact that the transhipped volumes are evaluated “independently” by the “fisheries authority” is generally welcomed by both vessel masters and crew (if done correctly), as it removes the perceived bias among interested parties.

Provided that record weights are transparently shared, operators generally agree to have the monitors on board, even if the transhipment takes a bit longer, since each lifted sling needs to be stabilised for an estimated 5 to 10 seconds to obtain the weight reading.

5.4.1.2 Tare of scale

The scale's tare was a relatively minor challenge, as readers had a tare function that zeroed the weight once the tare weight was defined. Most vessels have a transhipment “sling” made of one of two pieces of chain (around 2 to 2.5 m long) with a hook at each end from which the netted fish hangs, as shown in Photo 1.

Photo 1: Transshipment Sling Structure

As the weights of the cargo nets are relatively standard, the prevailing procedure is to weigh the chain and net combination before the commencement of the transhipment operation and zero the reader to that weight.

When only the empty net is hoisted, the tare is negative, so when the fish is transferred, the recorded weight is only for the fish in the net.

5.4.1.3 Weight stabilisation

Two main variables are identified regarding the time it takes for weight stabilisation to give the most accurate reading. These are:

5.4.1.3.1 Sling geometry.

The long chain to the nets makes the nets “pendulum” and affects the time it takes to stabilise the weight for reading. The long chains are needed because the crane taking the fish on board the carrier can be “double cabled” (*see Photo 1 on the right*).

One cable lifts the nets above the purse seiner up the height of the carriers, then the other cable moves the sling on board the carrier and gradually takes the listing role when getting the nets into the carriers’ fish hold. The roles get reversed when the empty nets return to the Purse Seiner.

When two nets are hoisted (as in the picture), stability decreases, and it takes a bit longer to read the weights. Operationally, the chains are needed, so changing this setup is impossible.

5.4.1.3.2 Weather

It is a fact of life that weather influences all fishing activities, including transhipment. Wind and swell impact the stability of the slings and the vessels (even when in "protected anchorages"). Therefore, there may be a wider margin of error while transhipping in adverse weather because 100% stabilisation is complex. Furthermore, rain disrupts transhipments because the freshwater "glaze" on the frozen fish causes the fish to stay together when refrozen inside the carrier, making carrier unloading extremely difficult.

5.4.1.4 Operational constraints

Although the crew's interest has been discussed before, the reality is that the faster the turnaround of the vessels, the better it is for everyone. Many crews get a bonus if the unloading takes less than an agreed number of days (i.e. 4 to 6 based on size); therefore, the monitors don't want to take up too much time, so the best procedure is to read the most stable number in a period of 10 to 15 seconds maximum and let the sling go. In general terms, the estimated margin of error can be around 10 kg per ton.

5.4.1.5 Setting up scales and reading interruptions

Well-sized and adjusted shackles are sufficient for the scales, but the smaller they are, the more straightforward their installation. In all cases, it is recommended that the crew controls the tightness of the shackles after every break. Some weight readers may show an error code once the scale is out of the line of sight when entering the carrier's hold, but it is easy to recover the reading once it emerges and comes back into the line of sight.

6 Core compliance Resources.

6.1 The Compliance Unit

These compliance analysts and inspectors assess fishing activities using various tools (VMS, Google SmartTrak, FIMS) to ensure compliance with national laws and licensing conditions. Their duties are:

1. Coordinate and execute:
    a. Analyse and assess VMS and FIMS data for vessel non-compliance.
    b. Communicate effectively with the licensing unit on licence conditions.
    c. Communicate effectively with the FFA Regional Surveillance Centre.
    d. Communicate effectively with the FFA VMS for technical assistance.
    e. Communicate effectively with fishing operators and vessel agents regarding any issues.
    f. Communicate regularly and effectively with other Pacific Island countries on joint intelligence issues.
    g. Using FIMS/VMS alert systems detects possible offences against licence conditions.
2. Provide analytical support to authorised officers in conducting investigations.
    a. Undertake logbook verifications, liaise with data entry officers, and jointly review catch logsheet data and vessel logbooks to determine compliance.
    b. Provide support when preparing case reports.
3. Prepare case reports and make recommendations to the legal officer for the prosecution.
4. Apprehend vessels suspected of non-compliance with relevant national legislations, license conditions and CMMs.
5. Compile annual reports on inspections (transhipment, offloading and at sea), offences detected, and offences successfully prosecuted and post the results on the MIMRA website.

6.1.1 ***Surveillance, boarding and inspection.***

The target compliance team functions in three specific areas.

6.1.1.1 Port Entry, Use and Exit

Their duties are to ensure that all vessel entries and use of port are duly authorised, vessel boarding for inspection, unloading authorisations issued, transhipments/landings are monitored for volume estimations and that vessels are cleared for departure.

Their functions are:

1. Respond to Vessel arrival notifications and plan boarding.
2. Analyse and assess intelligence information received.
3. Supervise day-to-day management of MCS operations (transshipping and offloading inspections)
4. Communicate effectively with the observer coordinator in advance of transhipments or offloads and respond to GEN 3 alerts as and when required.
5. Verify, validate and collect relevant documents from fishing vessels for MCS aspects.
6. Supervise the data entry and prepare a monthly report.
7. Seize evidence, including master/captain vessel's documents and catch, gear and vessel and issue receipts if required.
8. Provide support and liaise with the Catch Documentation tasks.

6.1.1.2 Catch Unloading Monitoring

The functions are:

1. Record estimates of catch volume and composition
2. Record the presence of species of interest.
3. Record potential MARPOL contraventions.
4. Provide the data to the compliance unit.

6.1.1.3 Certifications and Documentation

The Certification and Documentation functions are taken with support from the unloading monitors. The functions are:

1. Create documentation for each unloading, including detailed records of vessel, and their estimated unloading by species and weights;

2. Maintaining professional relationships with the fishing companies.

There are, at present, only four certificates provided by MIMRA, which are presented in section 9

Transhipment Certificate

Attest that, as the Fisheries Authority of RMI, all fisheries products under this certificate were transhipped legally and under supervision.

Export

Attest that, as the Fisheries Authority of RMI, all fisheries products under this certificate were landed legally and handled under supervision.

6.1.2 *Sea Patrol / Aerial Surveillance*

When required, an officer of the compliance team will join the Sea Patrol and/or Aerial Surveillance Assets. Their duties are to ensure that monitoring and observing of fishing vessels at sea to ensure fishing activities are in compliance with the national legislation and license conditions and gather data for MCS. The functions on are:

1. Communicate effectively with the MCS operational units within MIMRA
2. Communicate effectively with Sea Patrol for fisheries patrol programmes in EEZ, including attendance at all Sea Patrol coordination meetings
3. Participate in the EEZ policing programmes at sea monitoring and observing fishing activities
4. Work with the compliance analysis team in reviewing appropriate vessel intelligence and provide specific feedback on vessel behaviour which might change a vessels compliance rating
5. Develop, in cooperation with FFA and the boarding and inspection team, boarding and inspection procedures

6.1.3 *Coordinated Joint Deployment under the Regional Surveillance Centre*

Annual regional multilateral fisheries surveillance operations support the MCS tools and communications of Pacific Island countries. Four of the surveillance operations conducted annually in the region are planned and coordinated by the RFSC.

The FFA Surveillance Operations Officer (SOO) is responsible for coordinating the surveillance assets provided by the QUAD nations in support of national and multilateral fishing surveillance and response activities. The SOO, and thus the RFSC, is in many cases the conduit between the QUAD nations and FFA members.

All FFA members have access to the FFA RSP covering both their respective EEZ's and the high seas. The three information sources (FFA VMS, WCPFC VMS and AIS) correlate additional sighting reports from QUAD and FFA member assets, potentially highlighting 'dark' vessel contacts not polling on VMS or AIS. These are referred to individual nations for further management. The RSP is linked to the extensive FFA secure databases containing a range of fisheries information that are designed to assist national MCS officers in assessing the relative level of compliance of all vessels on the FFA VMS.

6.2 Observers Unit

The Observer Unit is comprised of approximately 60 persons, with a National Observer Coordinator, one Observer Debriefer/ placement Office, one Observer Compliance Officer, and one Observer Data Officer. Their duties are to ensure that observers are deployed on:

- All foreign licensed vessels fishing by purse seine within the Marshall Islands EEZ and where required in other EEZ in conformity with the Regional Observer Programme (Bilateral, FSMA and FFA)
- All domestic purse seiners fishing by purse seine within the Marshall Islands EEZ and
- Aim to 5% coverage for all longline (foreign and domestic).

The specific duties of the senior staff need to include:

1. Better integration and communicate effectively with the MCS operational units within MIMRA
2. Coordinate and maintain the deployment of observers at a rate of 100% for all purse seine vessels and 5% for longliners.
3. Supervise the debriefing of observers.
4. Foster the integration of FIMS Observer Ops Module with OPM and MIMSYS using observer details, including their deployment.
5. Respond to GEN 3 alerts when required

6. Communicate GEN 3 alerts to the Chief Fishery Officer
7. Support investigations in cooperation with the Surveillance officer and CFO
8. Assist the Chief Fishery officer in preparing annual budgets based on day-to-day activities and task operations

The Duties of all observers deployed follow the Pacific Islands Regional Fishery Observer Standards.

Currently, all data are scanned and sent to SPC for data entry. FIMS platform is currently used for Observer details, tracking Observers, and provides 2 way comms.

Data is only submitted to SPC once validated by a certified debriefer.

A monthly report is prepared by PFO-compliance (observer coordinator) and provided to CFO-compliance for management meetings.

7 Compliance risks

Risk assessment is a key part of MCS activity; decisions on which vessels to inspect, licence, flag, or allow port access to are based on the likelihood of noncompliance, as indicated by available information.

Established approaches to compliance risk assessment and responses characterise the high-risk, deliberate offenders as the few, with fewer offenders committing offences opportunistically.

A recent (2020) FFA report on the quantification of IUU found that vessel gear type differentiates risk very well. Hence, it is worth using this analysis as a basis for the risk analysis to drive better use of MIMRA resources. Furthermore, our risk assessment process involves managers, compliance officers, fishery observers, regional sources of information, and advisors.

This Inspection Plan is a formal and transparent process for staff to carry out defined compliance tasks to monitor, inspect, and regulate compliance risks for each high-risk activity in a fishery, ensuring they are at an acceptable and manageable level.

7.1 IUU Fishing-Specific Risks

A risk analysis matrix used for the identification and scoring of these risks is presented below with the rational in Annex 1

7.1.1 ***Purse Seiners:***

High risk
• Reporting Violations (under and misreporting)
Medium risk
• Setting on FADs during closures • Retaining fish on board and not reporting it • Bribery of observers
Low risk
• Unauthorised transhipment in lagoon (pre inspection) • Unauthorised fishing/poaching in the EEZ • Delayed and non submission of logbook • Misreporting of catch position • Failure to report non-tuna species • Unauthorised Landing in foreign ports • Registration of IUU vessels • Processors receiving illegally caught fish caught within the EEZ

7.1.2 ***LongLiners:***

High risk
• Reporting Violations (under and misreporting) • Non-authorised landings in MIFV wharf
Medium risk

• Transhipping at sea • Non-compliance with other conditions (metal tracers, protected species, sharks, etc.) • Failure to report endangered species, interactions with and the application of ETP management measures • Unauthorised fishing/poaching in the EEZ • Bribery of observers • MARPOL Violations
Low risk
• Delayed and non submission of logbook • Misreporting of catch position • Failure to report non-tuna species • Unauthorised Landing in foreign ports • Registration of IUU vessels • Processors receiving illegally caught fish caught within the EEZ

7.2 Operational Risks

The following operational risks, based on historical and regional evidence, are also identified, and measures are in place to drive compliance.

1. Bribery of observers / Abuse of Observers
2. Delayed and non-submission of logsheet (LL).
3. Failure to report endangered species.

8 Performance evaluation

MIMRA will be responsible for monitoring the performance of each deployment action against the risks identified. Data from MCS TUFMAN will be extracted to verify the number of contacts, relevant noncompliance information and outcomes, including tracking court proceedings and the penalties imposed..

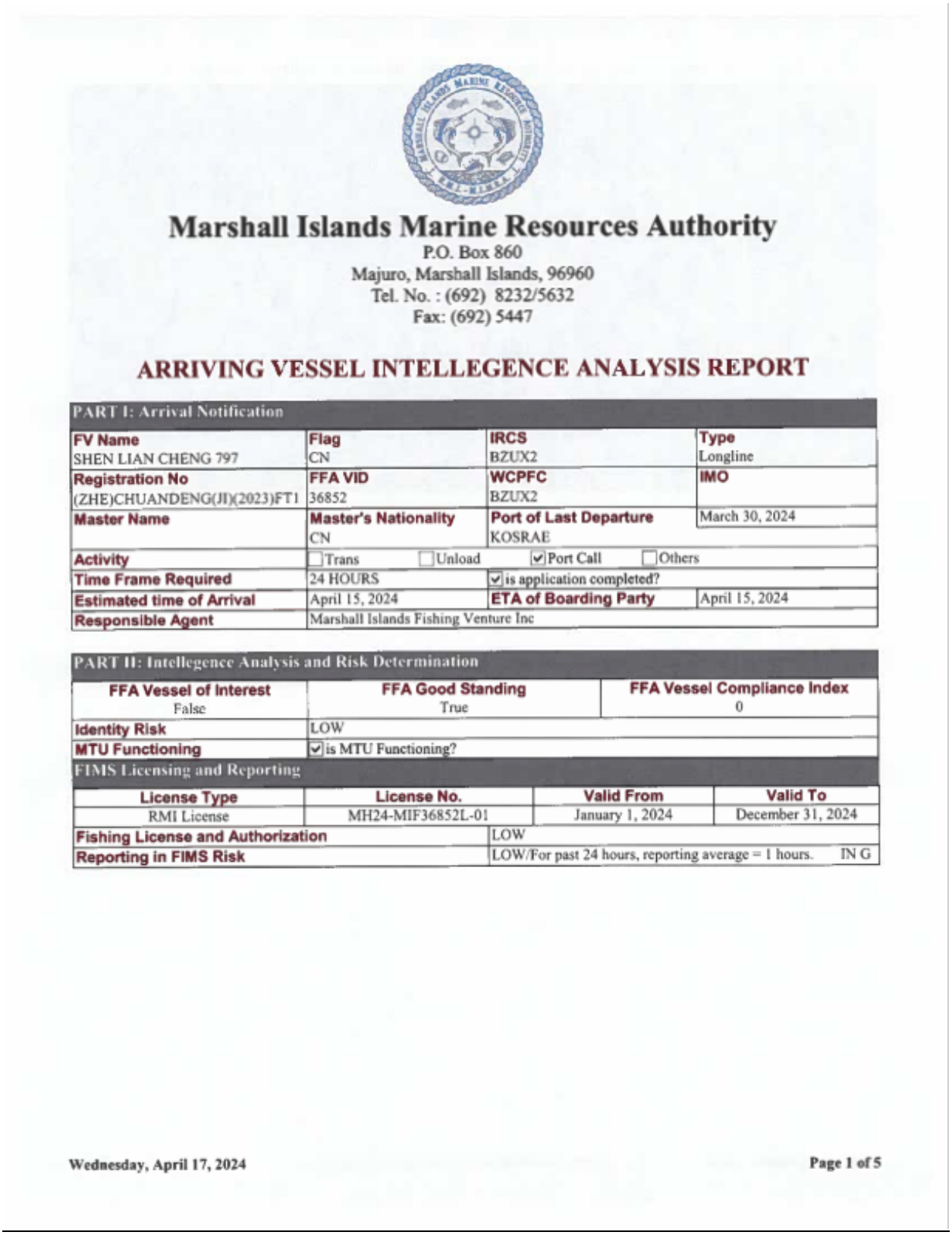
9 Standard Operating Procedures

9.1 SOP1: Vessel arrival notification and port entry

Responsibilities: *Intelligence Analysis*

Step	Action	Agent	MIMRA
1	Agent advices to MIMRA via a Notification for a RMI Port Entry MIMRA App For a vessel not in the WCPFC register, the vessel's agent must submit a 72-hour advance notification of port entry. For vessels on the FFA Vessels of Good Standing List and the WCPFC Record of Fishing Vessel, the minimum time is 48 hours. Port entry is granted, and the MIMRA assessment focuses on port use. For licensed FVs fishing in RMI waters, the minimum is 24 hrs, yet 48 is preferable	X	
2	MIMRA System acknowledges reception and starts process.	X	X
3	MIMRA follows the procedures in section 5.2.1, and a report is made under the template 1 – Arriving Vessel Intelligence Report		X
4	If MIMRA finds reasons to denies port entry (i.e. vessel in IUU list or other cases). It communicates this as soon as possible to RMI PA and Agent		X
5	MIMRA authorises port entry, and advice the Agent. ***Port Use is only authorised after inspection and against the presence of monitors.***		X

9.1.1 ***Intelligence Analysis Report Template***



Marshall Islands Marine Resources Authority

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Majuro, Marshall Islands, 96960
Tel. No. : (692) 8232/5632
Fax: (692) 5447

ARRIVING VESSEL INTELLEGENCE ANALYSIS REPORT

PART I: Arrival Notification

FV Name SHEN LIAN CHENG 797	**Flag** CN	**IRCS** BZUX2	**Type** Longline
Registration No (ZHE)CHUANDENG(JI)(2023)FT1	**FFA VID** 36852	**WCPFC** BZUX2	**IMO**
Master Name	**Master's Nationality** CN	**Port of Last Departure** KOSRAE	March 30, 2024
Activity	☐ Trans ☐ Unload ☑ Port Call ☐ Others		
Time Frame Required	24 HOURS	☑ is application completed?	
Estimated time of Arrival	April 15, 2024	**ETA of Boarding Party**	April 15, 2024
Responsible Agent	Marshall Islands Fishing Venture Inc		

PART II: Intellegence Analysis and Risk Determination

FFA Vessel of Interest	**FFA Good Standing**	**FFA Vessel Compliance Index**
False	True	0
Identity Risk	LOW	
MTU Functioning	☑ is MTU Functioning?	

FIMS Licensing and Reporting

License Type	**License No.**	**Valid From**	**Valid To**
RMI License	MH24-MIF36852L-01	January 1, 2024	December 31, 2024
Fishing License and Authorization	LOW		
Reporting in FIMS Risk	LOW/For past 24 hours, reporting average = 1 hours. IN G		

Wednesday, April 17, 2024 **Page 1 of 5**

MANOEURING ANALYSIS (sets determination, drifting, speed, course, distance travelled in between nets, etc.)

Operation Compliance Risk

NO COMPLIANCE ISSUE.

PART III: Recommended Boarding Investigation	
RISK	INVENTIGATION RESULT
Identity	THE IDENTITY OF THE VESSEL IS CLEAR AND THE EXTERIOR MAKINGS ARE ALSO CLEAR AND VISIBLE.
Fishing License and Authorization	THE RMI LICENSE ON BOARD IS VALID AND UP TO DATE. THE RMI LICENSE IS ALSO POSTED ON BOARD THE VESSEL
Operation Compliance	THE VESSEL OFFICIALS ARE LOGGING ACTIVITIES ANS IS COMPLIANT.
Reporting	THE VESSEL IS COMPLIANT AND IS REPORTING.

PART IV: Other Boarding Verification	
Element	**Requirement**
Vessel Exterior Markings	☑ Marking Visible
	☑ Marking consistent with details provided
Catch Logsheet (if not using e-log)	☑ Approved format and version used
	☑ Captain's name correspond to the vessel crew list
Hatch/Storage Plan	☐ Storage plan is in line with logsheet
Carrier Specific	☐ Estimated quantity links to provide FV's logsheets
Comment	

PART V: Boarding Party and Authorizations			
Officer	Stevenson Graham	**Captain**	ZHANG,ZHISHENG
Date / Time	April 15, 2024 12:00 AM		
☑ is Port use Authorized?			
Summary			

Marshall Islands Marine Resources Authority

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Boarding Checklist

FV Name SHEN LIAN CHENG 797				
Arrival Date 15 April, 2024 9:00 AM			**International Call Sign** BZUX2	
Activity	☐ Trans	☐ Unload	☑ Port Call	☐ Others
Agent	Marshall Islands Fishing Venture Inc			

☐ Original RMI License on board and is still effective?

☐ FFA / VMS Certificate on board ans still effective?

☐ RMI License number displayed on both sides of the vessel and is easily identified?

☐ All supporting crafts, speed boats, net boat, clearly identified in english

Catch logsheet

☐ All heading filled out (i.e. vessel name, date, port of unloading, agent, call sign and etc.

☐ Catch details all filled out (position, catch, sets, time {GMT} including discard etc.

☐ Well plan provided and matches the logsheet information.

☐ Unloading information filled out.

☐ Signed, stamped and dated by vessel captain.

Should vessel fail to answer YES to all of the above transhipment is not commence and catch log is to be returned to CAPTAIN/MASTER to correct and fill out COMPLETELY

Carrier	Sampler	Boarding Officer Signature

I declare that the information provided here signed by me is true. I understand that I will provide a MATE's RECEIPTS after EACH transshipment to MIMRA via the vessel agent. I further understand that I am to notify the MIMRA of the vessel date and time of departure 24hours in advance.

I have read, understand and agree to the above statements.

Vessel Captain's Signature	Date

9.2 SOP 2: Boarding, Inspection and Port Use Approval

Responsibilities: *Boarding team*

The following table presents the actions and distribution of responsibilities associated with monitoring transhipments.

Step	Action	Agent	MIMRA
1	Based on the intelligence provided by SOP 1 the boarding and inspection would be targeted under the results of decision tree		X
2	Boarding Officer gets the **Intelligence Analysis Report**, the Inspection Checklist (standard) or a future App		X
3	Agent advices of ETA for boarding party and either officer join them or go on their own boat (preferred)	X	
4	Officers board the vessels and conducts vessel arrival inspection using the **Intelligence Analysis Report,** the inspection form or App.		X
5	Based on findings MIMRA either: a) Authorises unloading (landing/transhipment) or b) denies it.		
5.a	If a) Authorises, then maintains a copy of the i. filled form ii. the logsheet iii. the hatch plan iv. Other documentation v. returns to office and files documentation vi. advice MIMRA monitors to be deployed to control transhipment volumes		X
5.b	If b) it denies it, it communicates immediately to MIMRA legal, starts report and communicates to SeaPatrol		X
6	If landing/transhipment is authorised, MIMRA monitors are deployed to control transhipment volumes		X

9.3 SOP 3: Monitoring in Port

9.3.1 *Transhipments*

The following table presents the actions and distribution of responsibilities associated with monitoring transhipments.

Step	Action	Agent/Vessel	MIMRA
1	Port Use has been authorised following an inspection by boarding officer and documented in the PSM system		X
2	**MIMRA** Monitoring officers have: a. Assign observer port monitors to transhipping vessels. b. Provided all equipment used for port monitoring purposes. (Tablets, life jackets and hook scales.)		X
3	Agent or Carrier Captain provides copies of: a. Mates receipt b. Hatch Plans of carrier prior and after the transhipment	X	
4	MIMRA monitors stays on board for the entire duration of the transhipment and a. Record estimates of catch volume and composition b. Record the presence of species of interest. c. Record potential MARPOL contraventions. d. Complies the data to be provided to the compliance unit		X

5	On Transhipment completion monitors return to office and enter/sync (if/when with tablets) completed port monitoring forms into the IMS.		X
6	Monitoring Officers then a. Assess completed port monitoring forms and investigate discrepancies across relevant documents. b. Crosscheck for general consistency with log-sheet volumes. c. Receives and stamps original documentation for approval. d. Generate port monitoring payment forms monitors successfully finishing their functions and submitting for payment		X
7	In case of detected non compliances, these are reported to compliance officers		X
8	External reporting of monitoring data, If needed, copies are sent to Vessel, Agent and Flag State	X	X
9	Record of transhipment monitoring and loaded into the IMS system as to clear later on the vessel for departure		X

9.3.2 ***Landing for containerisation***

The following table presents the actions and distribution of responsibilities associated with monitoring landings for containerisation.

Step	Action	Agent/Vessel	MIMRA
1	Port Use has been authorised following an inspection by boarding officer and documented in the PSM system	X	X
2	**MIMRA** Monitoring officers have: a. Assign observer port monitors to transhipping vessels. b. Provided all equipment used for port monitoring purposes. (Tablets, life jackets and hook scales.)		X
3	Agent or Captain provides: a. Summary of volumes landed per species per day b. Summary of volumes and species per container including container ID c. Empty and full weight per container from port scale and weight limits by the shipping line. If no port scales not working, then winch scales is to be used for best estimates	X	
4	MIMRA monitors function are: a. Confirm volumes per container from port scales. b. Record the presence of species of interest. c. Provide the data to the compliance unit		X
5	On landing completion monitors return to office and enter/sync (if/when with tablets) completed port monitoring forms into the IMS.		X
6	Monitoring Officers then a. Assess completed port monitoring forms and investigate discrepancies across relevant documents. b. Crosscheck for general consistency with log-sheet volumes c. Receives and stamps original documentation for approval. d. Generate port monitoring payment forms monitors successfully finishing their functions and submitting for payment		X

7	In case of detected non compliances, these are reported to compliance officers		X
8	External reporting of monitoring data, if needed, copies are sent to Vessel, Agent and Flag State	X	X
9	Record of containerisation monitoring loaded into the IMS system as to clear later on the vessel for departure		X
10	Prior to authorising loading in container vessel MIMRArequest copy of Bill of lading and confirms weights per container		X

9.3.3 *Landing for processing*

The following table presents the actions and distribution of responsibilities associated with monitoring landings for direct processing.

Step	Action	Processor	MIMRA
1	Company provides of: a. "Weight in" records per species per day b. If containers are used for temporary storage, then empty and full weight per container c. Summary of received volumes per specie per vessel	X	
2	MIMRA monitors function are: a. Confirm catch volume and composition from "weight in" scales. b. Record the presence of species of interest. c. Provide the data to the compliance unit		X
5	On landing completion monitors return to office and enter/sync (if/when with tablets) completed port monitoring forms into the IMS.		X
6	Monitoring Officers then a. Assess completed port monitoring forms and investigate discrepancies across relevant documents. b. Crosscheck for general consistency with log-sheet volumes c. Receives and stamps original documentation for approval. d. Generate port monitoring payment forms monitors successfully finishing their functions and submitting for payment		X
7	In case of detected non compliances, these are reported to compliance officers		X
8	External reporting of monitoring data, if needed, copies are sent to Vessel, Agent and Flag State	X	X
9	Record of transhipment monitoring and loaded into the IMS system as to clear later the vessel for departure		X
3	MIMRA Compliance a. Crosscheck for general consistency with log-sheet volumes b. Crosscheck for general consistency with MFRD monitors data c. Receives and stamps original documentation for approval. d. Files documentation. e. If needed, sends copy to Flag State		X

9.4 SOP 4: Vessels Departure Clearance

Fishing Vessels Departure Clearance

Step	Action	Agent	MIMRA
1	Agent advices to NMIMRA with at least 24 hours prior to port departure of the fishing vessel	X	
2	MIMRA a. Boards the fishing vessel with Form 2 and inspects wells and dry lockers for catch retained and records species and estimated volumes based on masters appraisal b. Gets captain signature on the form c. Returns to office and files documentation d. If needed, sends copy to Flag State		X

Container Vessels

Step	Action	Agent	MIMRA
1	Agent advices to MIMRA with at least 24 hours prior to port departure of the container vessel. Provides copies of Bill of Lading (BoL)	X	
2	MIMRA a. Finds the Summary for the Fishing Vessels (under part 2) of volumes and species per container including container ID b. Request a copy of the BoL for the container vessels and crosscheck randomly the information in the summary and the BoL of at least 10 containers. c. In case of differences, officer investigates the reasons and if those are not fully explained, it stops the loading of the container with issues. d. Returns to office and files documentation		X

Carriers

Step	Action	Agent	MIMRA
1	Agent advices to MIMRA with at least 24 hours prior to port departure of the carrier. Provides copies of cargo manifest, full hatch plan or equivalent document	x	
2	MIMRA a. Finds the mates receipts for each of the Fishing Vessels that had transhipped to that carrier and the post transhipment carrier's hatch plan collected under part 2 of this SOP b. Crosscheck randomly the information in those documents with the carriers cargo manifest, full hatch plan c. In case of differences officer investigates the reasons and if those are not fully explained, it communicates with Port authority and stops the departure of the carrier until the differences are cleared d. Returns to office and files documentation e. If needed, sends copy to Flag State		X

9.5 SOP 5: Imports of fishery products

Applies to imports from
1) By carriers (not loaded in Majuro) to be a) reprocess or b) for temporary storage
2) By refrigerated container to be a) reprocess or b) for temporary storage
3) By airfreight to be reprocess

9.5.1 *By carriers (not loaded in Majuro)*

Step	Action	Importer / Agent	MIMRA
1	Request permission 48 hrs prior to unloading, and provides Provides: 1) Details of harvesting vessel 2) Details of volumes and species to be unload 3) Logsheets for the fishing periods 4) Proof of authorisation for transhipment by the port state 5) Hatch plan of the carrier	X	
2	Based on the information provided and its analysis MIMRA either: a) Authorises unloading b) requests for more information or c) denies it (all in writing)		X
2.a	If a) Authorises, then MIMRA 1) maintains a copy of the documentation, 2) coordinates with agent and advices monitors on vessels ETA 3) Advice CA		X
2.b	If b) requests for more information in regards any document provided. No unloading is to take place until information is assessed and then either 2.a or 2.c applies	X	X
2.c	If c) it denies it, it communicates immediately to MIMRA legal, starts report and communicates to RMI stakeholders, last port state and flag state		X
3	If authorised, then:		
3.a	<u>For Reprocessing</u>: Importer / Agent provides authorisation to processor to include on their traceability systems	X	
3.b	<u>For temporary storage in containers:</u> MIMRA officers check for: 1. Records seals condition and ID for each containers loaded in secure storage area 2. Secures with Port Authority not release for re-loading of containers if seals condition and ID for each container are not the same		X

9.5.2 ***By refrigerated container***

Step	Action	Importer / Agent	MIMRA
1	Request permission 72 hrs prior to loading in port of origin. Provides: 1) Details of harvesting vessel 1) Details of volumes and species to be imported 2) Logsheets for the fishing periods 3) Proof of authorisation for unloading by the port state 4) Proof of authorisation export by the port state 5) Draft or final Bill of Lading	X	
2	Based on the information provided and its analysis MIMRA either: a) Authorises import b) requests for more information or c) denies it (all in writing)		X
2.a	If a) Authorises, then MIMRA 1) maintains a copy of the documentation, 2) coordinates with customs and local import agent 3) Advice CA		X
2.b	If b) requests for more information in regards any document provided. No loading is to take place until information is assessed and then either 2.a or 2.c applies	X	X
2.c	If c) it denies it, it communicates immediately to importer, MIMRA legal, starts report and communicates to RMI stakeholders (customs / port authority), last port state.		X
3	If authorised, then:		
3.a	<u>For Reprocessing</u>: Importer / Agent provides authorisation to processor to include on their traceability systems	X	
3.b	<u>For temporary storage:</u> MIMRA officers check for: 1. Records seals condition and ID for each containers arrived in secure storage area 2. Secures with Port Authority not release for re-loading of containers if seals condition and ID for each container are not the same		X

9.5.3 ***By airfreight to be reprocess***

Step	Action	Importer / Agent	MIMRA
1	Request permission 48 hrs prior to loading in port of origin. Provides: 1) Details of harvesting vessel 2) Details of volumes and species to be imported 3) Logsheets for the fishing periods 4) Proof of authorisation for unloading by the port state 5) Proof of authorisation export by the port state 6) Draft or final Bill of Lading	X	
2	Based on the information provided and its analysis MIMRA either: a) Authorises import b) requests for more information or c) denies it (all in writing)		X
2.a	If a) Authorises, then MIMRA 1) maintains a copy of the documentation, 2) coordinates with customs and local import agent 3) Advice CA		X
2.b	If b) requests for more information in regards any document provided. No loading is to take place until information is assessed and then either 2.a or 2.c applies	X	X
2.c	If c) it denies it, it communicates immediately to importer, MIMRA legal, starts report and communicates to RMI stakeholders (customs / port authority), last port state.		X
3	For Reprocessing: Importer / Agent provides authorisation to processor to include on their traceability systems.	X	

9.6 Certificates of MIMRA

9.6.1 *Export*

EXPORT CERTIFICATE

Marshall Islands Marine Resource Authority
PO BOX 860 – Majuro
+692 625 8262

Export certificate ID no.	EC - [2017] – MIFV – 0001	Date	24 July 2017

Section 1. Fishing vessel identity

Vessel name	***Flag state***	***Fishing Authorization***	***Fishing licence validity***	***Licenced fishing areas***	***FFA Vessel Reg #***
PACIFIC JOURNEY 1	Papua New Guinea	RA36601PG-2017-049	31/12/2017	PNA / WCPFC	36601
Port of Unloading	***Date of Unloading***	***WCPFC ID #***	***Vessel IRCS****	***Vessel IMO no.***	***Type***
Majuro	9/7/2017	11154	P2V5601	9720550	Purse Seiner

Section 2. Fishing dates & zones

Fishing zone(s)	*Period (from-to)*
FAO 71 / PNA / WCPFC	22/05/2017 to 7/7/2017

Section 3. Products Exported

Landed and containerised

Line #	*Species*	*Product type*	*Product weight in kg*	*Containers ID*
1	*Skipjack*	*Whole Round*	*21201* *19954* *25600*	*SZLU9805668* *SZLU9807969* *SZLU9806134*
2				
3				
4				
Totals			***66755***	*Number of containers* *3*

Transport details

Export destination	***Consignee***	***Bill of lading***	***Name of Agent / Exporter***
Philippines	*FoodSphere, INC 560 West Service Rd Valenzuela City*	*MAJ17001217* *MAJ17001222* *MAJ17001223*	*Marshall Islands Fishing Ventures*
Port of Origin	***Port of Destination***	***Port of transfer***	***Contact Details***
Majuro, RMI	*Batangas, Phil*		*POBox 437, Majuro Marshall Islands*
Container Vessel name	***Shipping Company***	***Vessel IMO no***	***Attestation:*** As the Fisheries Authority of RMI we attest that all fisheries products under this certificates were landed legally and handled under supervision.
MAX CENTAUR / V303N	Mariana Express Lines Pte Ltd	9374117	

Section 4. Port State validation		*Stamp*
Certifying MIMRA Officer Name	*Validation date*	

9.6.2 ***Hygienic Handling***

HYGIENIC HANDLING CERTIFICATE

Marshall Islands Marine Resource Authority
PO BOX 860 – Majuro
+692 625 8262

Export certificate ID no.	HHC - [2017] – MIFV – 0001	Date	24 July 2017

Section 1. Fishing vessel identity

Vessel name	Flag state	Fishing Authorization	Fishing licence validity	Licenced fishing areas	FFA Vessel Reg
PACIFIC JOURNEY 1	Papua New Guinea	RA36601PG-2017-049	31/12/2017	PNA / WCPFC	36601

Section 2. Products Exported

Line #	Species	Product type	Product weight in kg	Containers ID or Bulk Carrier
1	*Skipjack*	*Whole Round*	*21201* *19954* *25600*	*SZLU9805668* *SZLU9807969* *SZLU9806134*
2				
3				
4				
Totals			***66755***	*Number of containers* *3*

Section 2. *Consignment details*

Export destination	***Consignee***	***Contact Details***	***Date of exportation***
Philippines	*FoodSphere, INC*	*560 West Service Rd* *Paso de Blas /* *Valenzuela City*	*24 July 2017*
Port of exportation	***Consignor***	***Contact Details***	***Name of container vessel or carrier***
Majuro, RMI	*Marshall Islands* *Fishing Ventures*	*POBox 437, Majuro* *Marshall Islands*	*MAX CENTAUR / V303N*

Section 3 Attestation

It is hereby certified that the above captioned product:

a) Containerized product: The frozen fish was unloaded from the refrigerated cargo hold of a fishing vessel and landed, placing the frozen fish out of reach of any freestanding water, dirt and oil contamination. The frozen loose fish was immediately sorted and loaded into the above-identified pre cooled containers that were found to be sound, clean and free of odours prior to loading.

~~*b) Bulk Carrier: The frozen fish was unloaded from the refrigerated cargo hold of a fishing vessel and immediately transferred to the refrigerated cargo hold of a carrier*~~

c) The product has been handled according to the standard Good Manufacturing Practices (GMP) for frozen seafood.

Section 4. Port State validation		*Stamp*
Certifying MIMRA Officer Name	*Validation date*	

9.6.3 ***Transhipment Certificate***

TRANSHIPMENT CERTIFICATE

Marshall Islands Marine Resource Authority
PO BOX 860 – Majuro
+692 625 8262

Export certificate ID no.	[XX] – FCC – _ _ _ _ _ _ _ _ _ _	_ _ _	_ _ _

Section 1. Fishing vessel identity

Vessel name	**Flag state**	**Fishing Authorization**	**Fishing licence validity**	**Licenced fishing areas**	**FFA Vessel Reg**
Name of Master	Master Nationality	WCPFC ID #	Vessel IRCS*	Vessel IMO no.	FFA *ID*

Section 2. Fishing dates & zones

Fishing zone(s)	*Period (from-to)*

Section 3. Products Exported

Transhipped

Line #	*Species*	*Product type*	*Product weight in kg*
1			
2			
3			
4			
Totals			

Carrier Details

Name	***Flag State***	***Name and nationality of master***	*Name of Agent / Importer*
IRCS	***FFA ID***	***IMO #***	*Contact Details*
Port of Transhipment	***Transhipment period***	***Port of destination***	***Attestation:*** As the Fisheries Authority of RMI we attest that all fisheries products under this certificates were transhipped legally and under supervision.

Section 4. Port State validation

Certifying MIMRA Officer Name	*Validation date*	*Stamp*

9.6.4 ***Catch certificate***

Republic of the Marshall Islands

CATCH CERTIFICATE

Oceanic Division xxx@mimra.com

Catch certificate ID no.	[XX] – CC – _ _ _ _ _ _ _ _ _ _	_ _ _	_ _ _

Section 1. RMI Fishing vessel identity

Name of Master	*Master's licence no.*	*Master Nationality*	*Vessel IRCS**	*Vessel IMO no.*	WCPFC ID #
Vessel registration no.	*Vessel name*	*Fishing licence no.*	*Fishing licence validity*	*Licenced fishing areas*	FFA Vessel Reg #

Section 2. Fishing dates & zones

Fishing zone(s)	*Period (from-to)*

Section 3. Catch table

Fish to be unloaded from FV.

Line #	*Species*	*Product type*	*Product weight (est.) in kg*	*Product weight (verified.) in kg*
1				
2				
3				
4				
Totals				

Section 4. Transhipment

Name of Master	*Master's licence no.*	*Reefer flag*	*Reefer IMO no.*	*Reefer RFMO ID no.*
Reefer registration no.	*Reefer name*	*Licence no.*	*Licence validity*	*Licenced operating areas*
Reefer IRCS	*Transhipment coordinates & name of port*		*Transhipment period (from-to)*	*Name of observer*

Section 5. Flag State validation

Certifying MIMRA Officer Name	*Validation date*	*Stamp*

Transport details (international trade only)				
Export destination (country)	*Bill of lading / airway bill no.*	*Consignment weight*	*Name of agent*	*Company address*
Date of exportation	*Port of exportation*	*Port of destination*		
Carrier Vessel name and flag	*Vessel IMO no*		*Container number(s) if applicable*	

9.6.5 ***EU Catch certificate***

MIMRA

EUROPEAN UNION CATCH CERTIFICATE

Document number: *********		**Validating authority:** **MIMRA – Marshall Islands Marine Resources Authority**			
1. Name:		**Address:** P.O. Box 860, Delap Village, Majuro, MH, 96960		**Fax number: N/A** **Email: *reports@mimra.com*** **Telephone number** **(692) 625-8262**	
2. Fishing vessel name:		**Flag:** **Home port:** **Registration number:**		**Call sign:**	**IMO and/or UVI**
Fishing licence no. – *valid to until*		**Mobile Satellite service number:** **Telefax number**			
Fishing Gear		**Telephone number:** **E-mail address:**			
3. Description of product:		**Type of processing authorized on board:**		**4. Reference of applicable conservation and management measures:**	
Species	**Product code:**	**Catch area(s) and dates: (from-to)**	**Estimated weight to be landed (kg):**	**Net Catch weight landed in kgs**	**Verified weight landed (net catch weight in kgs)**
TOTAL					
5. Name of master of fishing vessel or of fishing licence holder			**Sign:**		
6. Declaration of transhipment at sea Name of Master of Fishing Vessel		**Signature:** **Date:**			
Transhipment: N/A					

Date	Area	Position	Estimated Weight (kg)	
				Master of receiving vessel:
				Signature:
				Vessel Name:
				Call Sign:
				IMO and/or UVI

7. Transhipment and/or landing authorisation within a port area:

Name:	**Authority:**	**Signature:**	
Address:	**Port of landing (as appropriate)**	**Date of landing (as appropriate**	**Seal: (Stamp)**
	Port of transhipment (as appropriate)	**Date of transhipment (as appropriate)**	**Seal (stamp)**
Telephone number:	**Name and registration number of receiving vessel**	**IMO and/or UVI**	
8. Name and address of exporter:	**Signature:**	**Date:**	**Seal:**

9. Flag State authority validation:

Name/Title	**Signature:**	**Seal: (Stamp)**
	Date	

10. Transport details: See Appendix

11 Importer declaration:

Company, name, address, EORI (4) number and contact details of importer (specify details)	**Signature**	**Date**	**Seal**
Company, name, address, EORI (4) number and contact details of representative of the importer (specify details)	**Signature**	**Date**	**Seal**
Product description	**Product CN code**	**Net weight in kg**	**Net fishery product weight in kg**
Document under Article 14(1) of Regulation (EC) No 1005/2008	**Yes / no (as appropriate)**	**References**	
Document under Article 14(2) of Regulation (EC) No 1005/2008:	**Yes / no (as appropr iate)**	**References (Processing statement document number(s)):**	
Member State and office of import			
Means of transport upon arrival (airplane, vehicle, ship, train)	**Transport document reference**		**Estimated time of arrival** *(if submission under Article 12(1) of Regulation (EC) No 1005/2008)*
Customs declaration number (if issued)	**CHED (5) number (if available)**		
12. Import control: Authority	**Place**		
Customs declaration (if issued)	**Importation authorised (6*)**	**Importation suspended (*6)**	**Verification requested – date**
	Number	**Date**	**Place**

13. Refusal of catch certificate		
Catch certificate refused on the basis of the following provision of Regulation (EC) No 1005/2008: (6*)		
Article 18 (1), point (a)		**Article 18 (2), point (a)**
Article 18 (1), point (b)		**Article 18 (2), point (b)**
Article 18 (1), point (c)		**Article 18 (2), point (c)**
Article 18 (1), point (d)		**Article 18 (2), point (d)**
Article 18 (1), point (e)		
Article 18 (1), point (f)		
Article 18 (1), point (g)		

1. *Code to be used in accordance with the International Standard Statistical Classification of Fishing Gear.*
2. *Catch area:*
    a. *FAO area(s);*
    b. *exclusive economic zone(s) and/or high seas; and*
3. *relevant regional fisheries management convention area(s).*
4. *To be filled in only if verified in the context of an official inspection.*
5. *Economic Operators Registration and Identification.*
6. *Common Health Entry Document.*
7. *Tick as appropriate.*

Appendix Transport details [1]

1. Country of exportation **Port/airport/other-point of departure**	**2. Exporter signature**		**3. Point of destination**	
Vessel name and flag **Flight number/ airway bill number** **Truck nationality and registration** **Number Railway bill number** **Freight bill number** **Other transport documents (e***.g. bill of lading, CMR* [2]*, air waybill)*	**Container number(s)** **List attached**	**Name**	**Address**	**Signature**

1. *In case of use of multiple modes of transport or multiple shipments, the information related to the transport has to be provided for each mode of transport used for each shipment.*
2. *Contract for the International Carriage of Goods by Road*

9.6.5.1 EU Catch certificate – Processing Statement

Processing Statement

Statement under Article 14(2) of Council Regulation (EC) No …/2008 of 29 September 2008 establishing a Community system to prevent, deter and eliminate illegal, unreported and unregulated fishing

I confirm that the processed fishery products: … (Product description and Combined Nomenclature code) have been obtained from catches under the following catch certificate(s):

Document Number:						
Catch Certificate number	Vessel name(s) and flag(s)	Validation date(s)	Catch description	Total landed weight (kg)	Catch processed (kg)	Processed fishery product (kg)

Name and address of the processing plant:

. . . . . .

. . . . . .

. . . . . .

Name and address of the exporter (if different from the processing plant):

. . . . . .

. . . . . .

. . . . . .

Approval number of the processing plant:

. . . . . .

Health certificate number and date:

. . . . . .

Responsible Person of the Processing Plant	Signature	Date	Place)

Endorsement by the competent authority:

Name/Title	Signature	Date	Seal (Stamp)

9.6.5.2 EU Catch certificate – Non-Processing Statement

Non-Processing Statement

Statement under Article 14 -1[b(ii)] of Council Regulation (EC) No.1005/2008 of 29 September 2008 establishing a community system to prevent, deter and eliminate illegal, unreported and unregulated fishing

To whom it may concern

We state that the following fishery products did not undergo operations other than unloading, reloading or any other operation designed to preserve them in good and genuine condition, and remained under the surveillance of the competent authorities while in the Fiji Islands.

Document Number:					
Foreign Catch Certificate Document Number (If applicable)	Port and Date of Landing	Type of fishery product	Product Weight (KG)	Catcher name, IRCS and flag	Carrier name, flag, IMO, IRCS

Date reloading	Port / place of reloading	Reloaded onto: Vessel name, flag or other means of transport used	Total product weight reloaded (KG) per specie	

If product was stored prior to re-loading: Name and address of storage facilities	Condition of Storage: *(Stored frozen/ fresh)*

Name and address of exporter	Signature	Date

Declaration of Competent Authority Validation

Name/Title	Signature	Date	Seal (Stamp)

10 Appendix 1: Risk determination and management table

Risk General MCS requirements	Group interest & Assigned risk	Occurrence in last year	Action	Support tools	Primary Responsibility * Support Role *		
					MIMRA	PNA	FFA/SPC
Fisheries Licensing	All fleets	Regional issue	Licence validation, cross checking and registration (PNA/WCPFC)	iFIMS and Vessel Registers	*	*	*
Fisheries Inspection: Compliance analysis	All fleets	Regional issue	Vessel inspections and pre licensing checks	Risk Assessment / Compliance Analysis /VMS	*	*	*
Fisheries Inspection: Inspection	All fleets	Regional issue	Intelligence analysis	On board inspection / SOPs and IMS / MCS TUFMAN	*		*
Data reporting & monitoring	All fleets	Regional issue	Transhipment and unloading Monitors	SOPS / IMS	*		*
Certification	All fleets	Regional issue	Verification by officers	FIMS /e-logbooks	*	*	
Observer deployment	All fleets	Regional issue	Regional Observer Programme	FIMS / Observer registry	*	*	
Training	All fleets	Regional issue	Identified training centres / mentoring / in country training	Training courses / online access to mentors	*		*
Targeted requirements							
Reporting Violations (under and misreporting)	Purse seine	Regional issue	Intelligence analysis - VMS / Monitors with hook scales / Dynamometers / Feedback from Thailand - MoU	Observer Apps, e-reporting (FIMS) & Boarding procedures /carrier clearance reconciliations /	*	*	*
	Longline	Regional issue	Port Inspection / landing data analysis / export reconciliation	Port Sampling routine / Observer Apps, e-reporting / export reconciliations / EM	*	*	*
Non-authorised landings in MFV wharf	Longline	>5	Unloading authorisation as part of PSM/ Targeted inspection	Port Sampling routine / export reconciliations	*		*

Unauthorised operations/ fishing/poaching in the EEZ	Longline	1	Regional surveillance centre / Joint Operations / PSM operations	On board inspection/ Aerial surveillance/AIS/ MPU	*		*
	Purse seine	Regional issue	Regional surveillance centre / Joint Operations / PPB	Aerial surveillance/AIS/PPB	*	*	*
	Carrier/Bunker	Regional issue	Regional surveillance centre / Joint Operations / PPB	Aerial surveillance/AIS/ PPB	*	*	*
Non-compliance with FAD closure	Purse seine	<5	Intelligence and manoeuvring analysis - VMS / On board inspection / Observer coverage	On board inspection / VMS / FIMS FAD Tracking	*	*	*
Retaining fish on board and not reporting it	Purse seine	Regional issue	Transhipment Monitoring / Departure clearance	Port to Port information sharing	*		*
Transhipping at sea	Purse seine	Regional issue	Intelligence and manoeuvring analysis - VMS / On board inspection / Joint Operations	VMS (RSC algorithms)/ Aerial surveillance/AIS/PPB	*	*	*
	Longline	Regional issue	Intelligence and manoeuvring analysis - VMS / On board inspection / Joint Operations	On board inspection / VMS (RSC algorithms)/ Aerial surveillance/AIS/PPB	*	*	*
	Carrier/Bunker	Regional issue	Intelligence and manoeuvring analysis - VMS / On board inspection / Joint Operations	On board inspection / VMS/ Aerial surveillance/AIS/PPB	*		*
Bribery of observers	All fleets	Regional issue	Bribery Reporting Incentives	Observer apps / Observer debriefing	*	*	*
Failure to report endangered species, interactions with and the application of ETP management measures	All fleets	Regional issue	Observer data / On board inspection / Unloading and transhipment Monitoring	Observer apps / E-monitoring	*		*
Non-compliance with other conditions (metal tracers, etc.)	Longline	Regional issue	Observer data / On board inspection / Unloading and transhipment Monitoring	E-monitoring	*		*
MARPOL Violations	Longline	Regional	Observer data / On board	E-monitoring	*		*

		issue	inspection / Unloading and transhipment Monitoring				
Delayed and non-submission of logbook	All fleets	Regional issue	E-reporting (FIMS)	FIMS & Data entry	*	*	*
Misreporting of catch position	All fleets	Regional issue	Google Track / FIMS support	VMS, e-reporting (FIMS), and inspectors	*	*	*
Failure to report non-tuna species	All fleets	Regional issue	Observer/Port inspection	Observer Apps & E-monitoring	*	*	*
Under-reporting of fishing days as against non-fishing days	All fleets	PNA issue	E-reporting (FIMS)	FIMS & Data clerks	*	*	
Unauthorised Landing in foreign ports	All fleets	No cases	Intelligence and manoeuvring analysis - VMS / MoU with foreign PIPs	Niue Treaty and joint inspections	*		*
Registration of IUU vessels	All fleets	No cases	MoU MIMRA & IRI (Int. Registry)	Licensing & Registration/iFIMS/FFA and PNA Registry	*		*
Processors receiving illegally caught fish caught within the EEZ	All fleets	No cases	PSM procedure / Intelligence and manoeuvring analysis - VMS	On board inspection / SOPS & FIMS	*		*
Unauthorised transhipment in lagoon (pre inspection)	Purse seine	No cases anymore	PSM procedure	On board inspection	*		