



Marshall Islands Marine Resources Authority

Fishing Vessels Inspection Plan



*Prepared by MIMRA 2024
Acknowledging assistance from NZMFAT*

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Table of contents

1	Acronyms and abbreviations	4
2	Background	6
3	Objective and goals	6
4	Policy guidance	6
4.1	Legislative support	6
4.2	2020 IUU NPOA	7
4.3	2020 FFA IUU Quantification Study	7
4.4	2016 FFA Regional MCS Evaluation	8
4.5	Our collaborations	8
5	Port State Measures	9
5.1	Port Entry	10
5.2	Port Use	11
5.2.1	Arriving Vessel Intelligence Report (AVIR)	11
5.2.1.1	Identity analysis	11
5.2.1.2	Manoeuvring analysis	11
5.2.1.3	Licensing analysis	12
5.2.2	Analysis Results	12
5.3	Vessels Inspection at Port	12
5.4	Monitoring of Transhipments and Landings	12
5.4.1	Specifics on using hanging scales for monitoring.	13
5.4.1.1	Full support of masters and crew	13
5.4.1.2	Tare of scale	14
5.4.1.3	Weight stabilisation	14
5.4.1.3.1	Sling geometry.	14
5.4.1.3.2	Weather	14
5.4.1.4	Operational constraints	14
5.4.1.5	Setting up scales and reading interruptions	14
6	Core compliance Resources.	15
6.1	The Compliance Unit	15
6.1.1	Surveillance, boarding and inspection.	15
6.1.1.1	Port Entry, Use and Exit	15
6.1.1.2	Catch Unloading Monitoring	15
6.1.1.3	Certifications and Documentation	15
6.1.2	Sea Patrol / Aerial Surveillance	16
6.1.3	Coordinated Joint Deployment under the Regional Surveillance Centre	16
6.2	Observers Unit	16
7	Compliance risks	17
7.1	IUU Fishing-Specific Risks	17
7.1.1	Purse Seiners:	17
7.1.2	LongLiners:	17
7.2	Operational Risks	18
8	Performance evaluation	18
9	Standard Operating Procedures	19
9.1	SOP1: Vessel arrival notification and port entry	19
9.1.1	Intelligence Analysis Report Template	20
9.2	SOP 2: Boarding, Inspection and Port Use Approval	25
9.3	SOP 3: Monitoring in Port	25
9.3.1	Transhipments	25

9.3.2	Landing for containerisation	26
9.3.3	Landing for processing	27
9.4	SOP 4: Vessels Departure Clearance	28
9.5	SOP 5: Imports of fishery products	29
9.5.1	By carriers (not loaded in Majuro)	29
9.5.2	By refrigerated container	30
9.5.3	By airfreight to be reprocess	31
9.6	Certificates of MIMRA	32
9.6.1	Export	32
9.6.2	Hygienic Handling	33
9.6.3	Transshipment Certificate	34
9.6.4	Catch certificate	35
10	Appendix 1: Risk determination and management table	37

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.

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, leading to targeted actions.

This plan has been designed considering the RMI IUU NOPA 2020-2025. It is supported by a set of standard operating procedures developed and will continue to be developed with NZ MFAT support.

The Compliance Team is responsible for collecting and analysing inspection and observer data and providing inspection data and reports when 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). This team is also responsible for inputting and analysing all company data and passing on appropriate intelligence to the Compliance Unit into 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 transshipment, 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, transshipment, 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 for 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 assesses 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 the application of this inspection plan.

Title 51 of the Marshall Islands Revised Code (MIMRA Act) is the principal legislative instrument with underline regulation and conditions that establishes 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 provided under the relevant section of the Act.

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

The National Plan of Action – Illegal, Unregulated and Unreported fishing (NPOA IUU), the National Tuna Management Plan, and the Corporate Strategy sets out priority policies of the RMI Government with the MIMRA as the responsible Agency to implement.

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

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

4.2 2020 IUU NPOA

The 2014 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:

1. MIMRA to maintain implementation through supporting compliance actions, WCPFC CMMs and PNA IAs as and when these are amended.
2. MIMRA to maintain the practical application of the Marshall Island Revised Code.
3. 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.
4. RMI to maintain the use of the provisions for administrative penalties to ensure IUU activities are sanctioned.
5. MIMRA to coordinate and host an annual effectiveness review and planning with representatives of key national agencies involved in IUU mitigation.
6. MIMRA will maintain the annual self-evaluation of MCS, which needs to inform the revision and updating of operational documents if required.
7. MIMRA to maintain and expand publicity of IUU cases and prevention activities.
8. MIMRA will continue to support its officers through the FFA Certificate level IV Fisheries Enforcement and Compliance and the mentoring provided by the NZ MFAT OFA.
9. MIMRA to maintain the PSM inspection benchmarks (100% PS, 25% LL) and make the PSM controls and principles available in its website.
10. MIMRA to standardise and adopt its SOP associated with verification of legality in the importation of fish for processing.

4.3 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 2021¹. 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 to continue to strengthen 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 transshipment monitoring and control and build the capacity to validate transshipment declarations and activity independently. This includes a focus on better monitoring of offloading vessels, both in port and at sea and promoting electronic monitoring or 100% observer coverage as a condition of high-seas transshipment.

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/>

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

4.4 2016 FFA Regional MCS Evaluation

The FFA 2016 Evaluation of the Regional FFA MCS Framework², identifies the weakness that most transactions and reports required of industry are dependent on paper-based forms and are often held in databases with non-standardised formats for information exchange and analysis. The associated time delays and input errors prevent transparency and analysis of data to detect IUU.

Subsequently, unreported, and misreported data needs to be noticed and with sanction.

Stock assessments and authorisations relating to fishing access, transshipments, and port access need to be more informed, compromising revenues and access arrangements.

Digitisation has threats related to data security, complex data sharing rules, varying data security standards and varying IT platforms in use. Many national and regional legal instruments have slowly recognised electronic data transactions and meet associated evidentiary standards.

There is a high level of operational MCS baseline information, which requires strategic alignment for the MCS Framework to self-evaluate its impact on the objective of preventing, deterring, and eliminating IUU.

These weaknesses are also recognised to an extent in RMI and, therefore, incorporated into the design of this plan.

Furthermore, we adopt the following recommendations:

- 100% e-reporting of logsheet fishing trips.
- 100% e-reporting of transshipment notification.
- 100% e-reporting of port and landing notifications.
- 100% e-reporting of EEZ entry and exit notifications.

4.5 Our collaborations

Collaborations are essential for influential MCS. As such, RMI has reciprocal information-sharing agreements with most of the FFA membership, 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 formulated an agreement with Micronesian nations Palau and FSM. An area of specific attention will be developing stronger links with other countries where RMI vessels are active, most specifically Nauru and PNG, which see a significant amount of interdependent activity with RMI. Special attention is paid to observer reporting, joint operations, intelligence sharing, and IT systems integration.

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

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

² McEachan F. (2016) Evaluation of the Regional FFA MCS Framework, FAWT Group PTY LTD of the ACT, Australia.

national fishery management approaches.

A recent MCS implementation is an MoU between the RMI and Thailand fisheries authorities. This MoU allows for collaboration between RMI, a port state, and Thailand, a key tuna processing state, to improve traceability and devolve accurate catch figures in exchange for complete PSM data. MIMRA is looking to expand this MoU with other tuna-processing countries and is currently communicating with Ecuador.

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.

There are also changing needs in MIMRA MCS, which will only be further exacerbated through effective PSM and CDS development. These developments will further increase the need for more industry knowledge, forensic accountancy, 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.

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 and 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 transshipment ports in the Pacific, ranking second in the number of foreign vessel visits after Busan, South Korea.³ Under normal circumstances, Majuro receives 1168 foreign vessel visits a year including about 400 to 450 transshipments annually. It should be noted, however, that this number decreased 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 transshipments in the port, Majuro is an essential port in the fight against IUU fishing.

The Marshall Islands have gradually implemented PSMs since 2017 as PSMA non-party. And PSM are a fundamental element of its overall port operations system.

In the implementation of PSM measures, the Marshall Islands received assistance through joint initiatives from the Pacific Island Fisheries Forum Agency (FFA) and the New Zealand Ministry of Foreign Affairs and Trade (NZ MFAT), which have an Offshore Fisheries Advisor detailed to MIMRA's office in Majuro 100 days a year.

As such, the approaches and systems developed specifically in RMI are being adapted to several island states via the FFA PSM Framework to assist in implementing and strengthening PSM.

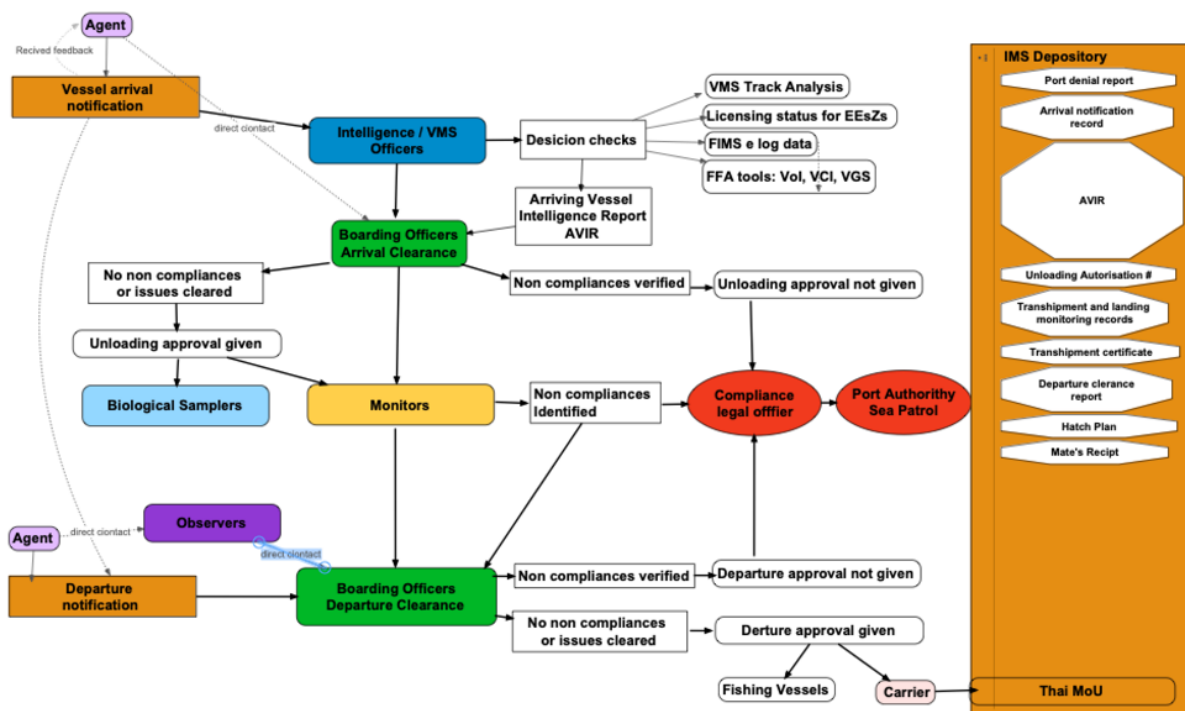
This key role is enhanced by the recent (Dec 2017) WCPFC PSM CMM, which will guide the operation of MIMRA's PSM operational scheme under title §506 Port State Measures of the Act.

MIMRA PSM already includes requirements related to prior notification of port entry, use of designated ports, restrictions on port entry and port use in terms of landing/transshipment 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 objective of MIMRA's PSM system is not specifically to implement the PSMA. Rather, it seeks to implement arrangements that are consistent with its goals.

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

³ G. Hosch, B. Soule, M. Schofield, T. Thomas, C. Kilgour, Any port in a Storm: Vessel Activity and the Risk of IUU-Caught Fish Passing through the World's Most Important Fishing Ports, *Journal of Ocean and Coastal Economics* (2019) Available at: <https://cbe.mis.edu/cgi/viewcontent.cgi?article=1097&context=jocoe>



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

Figure 1: Visual map of the PSM operations in Majuro

Measures are in place to share port-to-port information between Pacific Island flag states. A Data Sharing Agreement among most PNA members supports these principles. Issues not covered under this agreement are dealt with 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 case-by-case, and port entry is not guaranteed. The basis of the port entry analysis is measures equivalent to those of the vessels whose entry is granted.

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

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

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 screenshot displays the 'Marshall Islands Marine Resources Authority Fisheries System' interface. It features a menu bar with options like 'New Record', 'Edit Record', 'Refresh List', 'Search', 'Print', 'Export Excel', 'Exit Page', 'AVIR', 'Boarding', 'Port Monitoring', 'Departure', 'Trends', 'Port Monitoring Pivot', 'Boarding Enforcement Pivot', 'Radial Menu', 'Port Entry Report', 'Boarding List', and 'Transshipment/Unloading List'. Below the menu is a table with columns: Action, PE ID, RMI LIC, Vessel Name, TRN, LNE, VAC RQ, Flag, Gear, Agent, Arrival, Boarding, Monitoring, MCH, DOI, PA, and Status. The table lists various vessels such as KANCHANG 301, YAP SEAGALL, JIN HUI SE, MARSHALLS 202, LOMETO, KATANI, ZHONG TALZ, HSIH FENG NO. 788, MONTEROCCO, OCEAN GALAXY, OEVONG NO. 355, SHIN HO CHUN NO. 101, CENTURY PRIDE, JIN YU 668, ALBATON 1885, JIN HUI SE, OCEAN WARRIOR, NEW SPANCOOR, OCEAN ENCOUNTER, HSIH FENG NO. 788, and ZOCHSH.

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, which are detailed below. Thanks to these, they rely on something other than requesting information from flag States or RFMOs, as they often dispose of more details 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 communicated 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 in a situation where more than one vessel is coming to 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 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 transshipment. 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 coming to port has the licenses, fishing authorisations, transshipment authorisations and other permits corresponding to its reported operations and the pattern detected on the VMS track analysis. That information is verified on 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 on carrier vessels in port and empty carrier vessels coming to load catch from fishing vessels. As such, the risk analysis performed by MIMRA is focused on fishing vessels to assess the legality of the catch and does not allow "port use" if the vessel's operators cannot prove legality.

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

This overall risk analysis focuses on the vessel's activity since the last time it left 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 situations on board, if nothing is found, confirm that they are authorised for transshipment 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 rate of 100% inspection on 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 at arrival and authorise port use to determine whether the identified risks or issues are cleared. The rule applied is that no fish can leave the vessels before offloading (both landing and transshipment), 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 receipt of the necessary information, which can result in high costs for the vessel operators.

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

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

5.4 **Monitoring of Transshipments and Landings**

Monitoring port activities (both for transshipment and unloading) is a critical element of our port operations and a base for future CDS development. This practice is designed to effectively monitor the 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, they 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 transshipment 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 weights recorded are “estimated weights” based on the weight estimations 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 about 800 to 2400 metric tons, depending on its size and age, the transshipment is a slow process that can take up to a week. It involves putting the frozen catch in nets (slings) and hoisting it from the catching vessel into the carrier with a crane.

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

New technology advances have allowed us to substantively improve the monitoring process and record accurate weight data for the entire transshipment based on 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 transshipment weight data and eliminate the challenges and issues relating to 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 the use of 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 Full support of masters and crew

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, they 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 to money in fisheries, so it is no surprise that transshipment volumes are a source of conflict between the PS masters and the Carriers since those “agreed” volumes have ramifications on liability, insurance, payments, etc.

Furthermore, volumes are fundamental for vessel management, as captains and chief engineers are usually paid only on catch shares. At the same time, crew get a salary 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 since it determines early figures around trip profitability, insurance values, etc.

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

Providing that record weights are transparently shared, operators generally agree to have the monitors on board, even if the transshipment takes a bit more time since each lifted sling needs to be stabilised for an estimated 5 to 10 seconds for 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 transshipment “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.

As the weights of the cargo nets are relatively standard, the prevailing procedure is to weigh the chain and net combo before the commencement of the transshipment operation and zero the reader on 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 as 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 transshipment. 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 transshipping in adverse weather because 100% stabilisation is complex. Furthermore, rain disrupts transshipments 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.



Photo 1: Transshipment Sling Structure

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 assess 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 effectively regularly with other Pacific Island countries on joint intelligence issues.
 - g. Using FIMS/VMS alerts systems detect possible offences against licence conditions.
2. Provide analytical support to authorised officers in the conduct of investigations.
 - a. Undertake logbook verifications, liaise with the data entry officers, and collectively examine catch logsheet data and vessel logbooks to determine compliance.
 - b. Provide support when preparing case reports.
3. Prepare case reports and make recommendations for the prosecution to the legal officer.
4. Apprehend vessels suspected of non-compliance with relevant national legislations, license conditions and CMMs.
5. Compile annual reports on inspections (transshipment, 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 fully authorised, vessel boarding for inspection, unloading authorisations issued, transshipments/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 transshipments 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 on 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

Transshipment Certificate

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

Export

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

6.1.2 **Sea Patrol / Aerial Surveillance**

When required 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 compliance with the national legislations 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 region are planned and coordinated by the RFSC.

The FFA Surveillance Operations Officer (SOO) has the responsibility for facilitating the coordination of 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 Debriefing/ 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 forms 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 from 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 the type of vessel gear very well differentiates the risks. Hence, it is worth using this analysis as a base for the risk analysis to drive the better use of MIMRA resources. Furthermore, our risk assessment process involves the participation of managers, compliance officers, fishery observers, regional support 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 the compliance risks to each high-risk activity in a fishery, confirming 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 in below with the rational in annex 1

7.1.1 *Purse Seiners:*

High risk
<ul style="list-style-type: none"> • Reporting Violations (under and misreporting)
Medium risk
<ul style="list-style-type: none"> • Setting on FADs during closures • Retaining fish on board and not reporting it • Bribery of observers
Low risk
<ul style="list-style-type: none"> • Unauthorised transshipment 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
<ul style="list-style-type: none"> • Reporting Violations (under and misreporting) • Non-authorized landings in MIFV wharf

Medium risk
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • 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.

The plan will incorporate risk-based performance monitoring with quantitative metrics via the IMS to monitor and evaluate the impact of MCS activities.

9 Standard Operating Procedures

9.1 SOP1: Vessel arrival notification and port entry

Responsibilities: *Intelligence Analysis*

Step	Action	Agent	MIMRA
1	<p>Agent advises to MIMRA via a <u>Notification for a RMI Port Entry</u> MIMRA App</p> <p>For a vessel not in the WCPFC register, the vessel's agent must submit a 72-hour advance notification of port entry.</p> <p>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.</p> <p>For licensed FVs fishing in RMI waters, the minimum is 24 hrs, yet 48 is preferable</p>	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	<p>MIMRA authorises port entry, and advice the Agent.</p> <p><i>Port Use is only authorised after inspection and against the presence of monitors.</i></p>		X



Marshall Islands Marine Resources Authority

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ARRIVING VESSEL INTELLIGENCE 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	<input type="checkbox"/> Trans <input type="checkbox"/> Unload <input checked="" type="checkbox"/> Port Call <input type="checkbox"/> Others		
Time Frame Required	24 HOURS	<input checked="" type="checkbox"/> 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: Intelligence Analysis and Risk Determination			
FFA Vessel of Interest False	FFA Good Standing True	FFA Vessel Compliance Index 0	
Identity Risk	LOW		
MTU Functioning	<input checked="" type="checkbox"/> is MTU Functioning?		
FIMS Licensing and Reporting			
License Type RMI License	License No. MH24-MIF36852L-01	Valid From January 1, 2024	Valid To December 31, 2024
Fishing License and Authorization	LOW		
Reporting in FIMS Risk	LOW/For past 24 hours, reporting average = 1 hours. IN G		

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



Operation Compliance Risk

<p>NO COMPLIANCE ISSUE.</p>

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	<input checked="" type="checkbox"/> Marking Visible
	<input checked="" type="checkbox"/> Marking consistent with details provided
Catch Logsheet (if not using e-log)	<input checked="" type="checkbox"/> Approved format and version used
	<input checked="" type="checkbox"/> Captain's name correspond to the vessel crew list
Hatch/Storage Plan	<input type="checkbox"/> Storage plan is in line with logsheet
Carrier Specific	<input type="checkbox"/> 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		
<input checked="" type="checkbox"/> is Port use Authorized?			
Summary			



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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	<input type="checkbox"/> Trans <input type="checkbox"/> Unload <input checked="" type="checkbox"/> Port Call <input type="checkbox"/> Others
Agent	Marshall Islands Fishing Venture Inc

- Original RMI License on board and is still effective?
- FFA / VMS Certificate on board and 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 transshipment 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>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>		
<i>I have read, understand and agree to the above statements.</i>		
Vessel Captain's Signature	Date	

Wednesday, April 17, 2024

Page 5 of 5

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 advises 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 transshipping 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 MIMRA request 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 transshipment 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 advises 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 advises 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 advises 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 transshipment 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 transshipment 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	<u>For Reprocessing:</u> 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	Licensed 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:		
MAX CENTAUR / V303N	Mariana Express Lines Pte Ltd	9374117	As the Fisheries Authority of RMI we attest that all fisheries products under this certificates were landed legally and handled under supervision.		
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
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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	<i>Skipjack</i>	<i>Whole Round</i>	21201 19954 25600	SZLU9805668 SZLU9807969 SZLU9806134
2				
3				
4				
Totals			66755	<i>Number of containers</i> 3

Section 2. Consignment details

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

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 *Transshipment 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	Licensed fishing areas	FFA Vessel Reg
Name of Master	Master Nationality	WCPFC ID #	Vessel IRCS[®]	Vessel IMO no.	FFA ID
Section 2. Fishing dates & zones					
<i>Fishing zone(s)</i>			<i>Period (from-to)</i>		
Section 3. Products Exported					
Transhipped					
<i>Line #</i>	<i>Species</i>	<i>Product type</i>		<i>Product weight in kg</i>	
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				Stamp	
<i>Certifying MIMRA Officer Name</i>		<i>Validation date</i>			

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					
<i>Name of Master</i>	<i>Master's licence no.</i>	<i>Master Nationality</i>	<i>Vessel IRCS*</i>	<i>Vessel IMO no.</i>	<i>WCPFC ID #</i>
<i>Vessel registration no.</i>	<i>Vessel name</i>	<i>Fishing licence no.</i>	<i>Fishing licence validity</i>	<i>Licensed fishing areas</i>	<i>FFA Vessel Reg #</i>
Section 2. Fishing dates & zones					
<i>Fishing zone(s)</i>			<i>Period (from-to)</i>		
Section 3. Catch table					
<i>Fish to be unloaded from FV.</i>					
<i>Line #</i>	<i>Species</i>	<i>Product type</i>	<i>Product weight (est.) in kg</i>	<i>Product weight (verified.) in kg</i>	
1					
2					
3					
4					
Totals					
Section 4. Transshipment					
<i>Name of Master</i>	<i>Master's licence no.</i>	<i>Reefer flag</i>	<i>Reefer IMO no.</i>	<i>Reefer RFMO ID no.</i>	
<i>Reefer registration no.</i>	<i>Reefer name</i>	<i>Licence no.</i>	<i>Licence validity</i>	<i>Licensed operating areas</i>	
<i>Reefer IRCS</i>	<i>Transshipment coordinates & name of port</i>		<i>Transshipment period (from-to)</i>	<i>Name of observer</i>	
Section 5. Flag State validation					
<i>Certifying MIMRA Officer Name</i>		<i>Validation date</i>	<i>Stamp</i>		

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

10 Appendix 1: Risk determination and management table

Risk	Group interest & Assigned risk	Occurrence in last year	Action	Support tools	Primary Responsibility *		
					Support Role *		
General MCS requirements					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	Transshipment 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-authorized 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	Transshipment Monitoring / Departure clearance	Port to Port information sharing	*		*
Transshipping 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 transshipment Monitoring	Observer apps / E- monitoring	*		*
Non-compliance with other conditions (metal tracers, etc.)	Longline	Regional issue	Observer data / On board inspection / Unloading and transshipment Monitoring	E-monitoring	*		*
MARPOL Violations	Longline	Regional	Observer data / On board	E-monitoring	*		*

		issue	inspection / Unloading and transshipment 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 transshipment in lagoon (pre inspection)	Purse seine	No cases anymore	PSM procedure	On board inspection	*		

