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# **The Fundamental Role of PSM as Part of MCS Tools**

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**INTERAGENCY PORT STATE  
MEASURES AGREEMENT  
AWARENESS WORKSHOP**

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# PSM as Part of MCS

- What is MCS?
- What are the Component parts of MCS?
- Why is PSM important to our MCS responses?
- Regional and national MCS responses to support PSM.
- Effective PSM as part of MCS.
- Industry and PSM.



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# What is MCS?

- Monitoring
  - the continuous requirement for the measurement of fishing effort characteristics and resource yields involving the collection, measurement and analysis of fishing activity including, but not limited to; catch, species composition, fishing effort, bycatch, discards and area of operation.
- Reporting what is taken from the fishery and how and the processes that support this.





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# What is MCS?

- Control

- the regulatory framework under which fishing activities may be conducted and provide the basis for which fisheries management arrangements, via MCS, are implemented.

- The legislation, Regulations, agreements, licence conditions that provide the boundaries (restrictions) vessels must operate within.



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# What is MCS?

- **Surveillance**
  - the degree and types of observations required to maintain compliance with the regulatory framework imposed on fishing activities.
- The actions we take to oversee and examine activities and detect non-compliance or IUU.



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# What is MCS?



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# What is the Target of MCS?

- **IUU Fishing.**
  - Illegal – fishing that violates rules established for the area in which the fishing activity occurs.
  - Unreported - fishing that has not been reported or has been misreported.
  - Unregulated – fishing conducted by vessels without nationality or inconsistent with State responsibilities under international law.
- **PSM activities should also seek to detect, deter and eliminate IUU fishing activities.**



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# MCS Components

- vessel licensing/authorisation/registration
- marking of fishing vessels and gear
- records of fishing vessels
- IUU vessel lists
- catch and effort monitoring
  - e-reporting (logsheets)
- monitoring of vessel movements and transshipments/unloading





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# MCS Components

- schemes of observation
  - e-monitoring (observers)
- air and sea surveillance
- at-sea boarding and inspections
- vessel monitoring system (VMS)
- catch documentation schemes
- port State measures (PSM)



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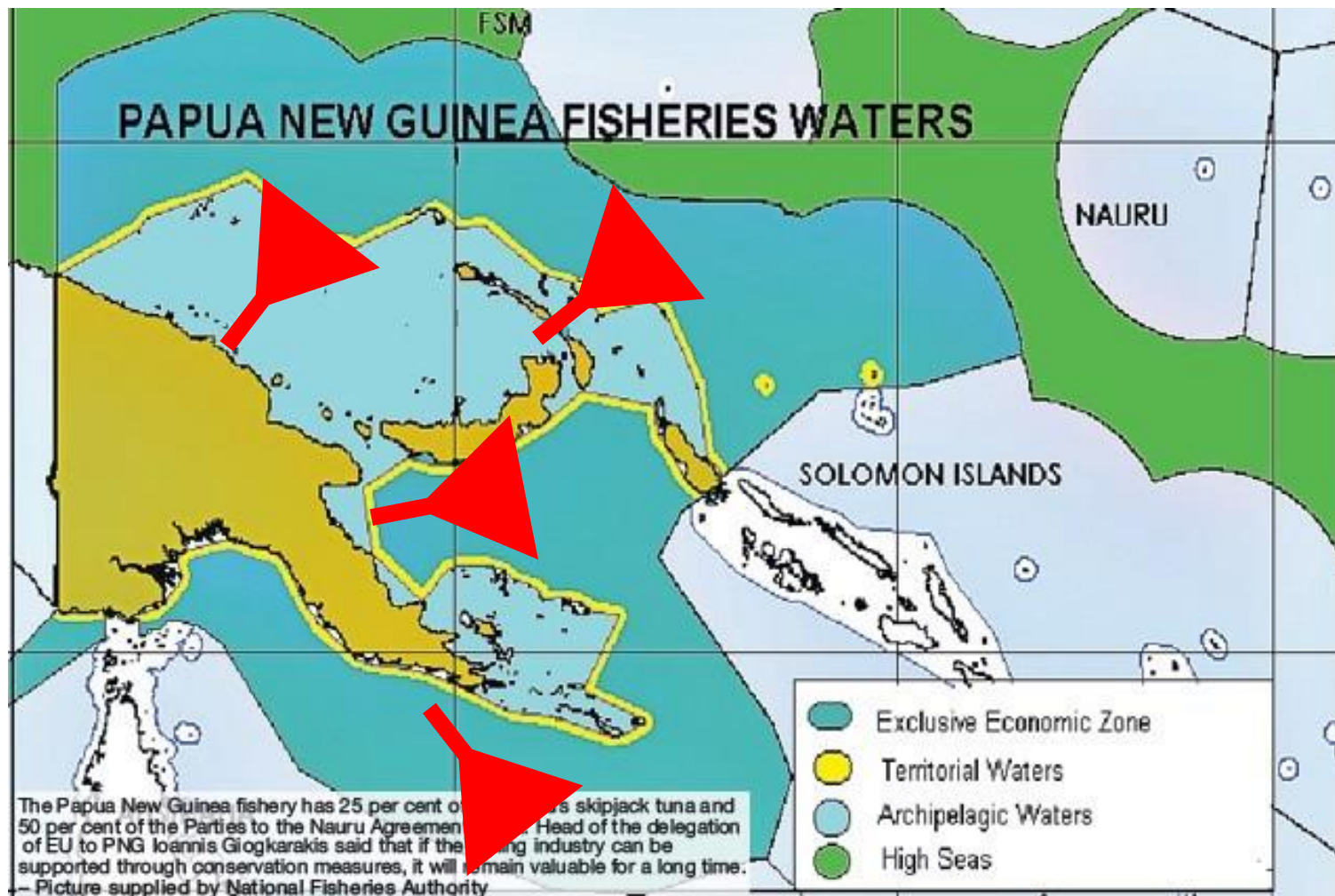
# PSM as Part of Our MCS

- MCS are our activities that seek to detect, deter and eliminate IUU activities.
- MCS activities carried out while vessels are in port provide a powerful and cost effective means of preventing, deterring and eliminating IUU.
- The port is the gateway to the market.
- Consideration should also be given to other importations of fish and fishery products.



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# PSM as Part of Our MCS







# Effective PSM as Part of our MCS

- We specify where vessel land by designating ports.
- We are informed of what fishing vessels are coming to port and when.
- We assess risk and decide how we respond based on the level of risk
- Vessel risk is considered for port entry and we only authorise port use when we are satisfied, to the extent possible, that the vessel has not conducted IUU activities.
- We ensure we have trained and informed officers.
- We share information and collaborate/work together.



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# Pacific Regional Cooperation

- FFA Members cooperate at a regional and sub-regional level to ensure the effective management of fisheries resources.
  - PNA Vessel Day Scheme
  - FFA Register of Vessels in Good Standing
  - FFA VMS
  - FFA Regional Fisheries Surveillance Centre
  - Regional observer programmes



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# Effective PSM as Part of our MCS

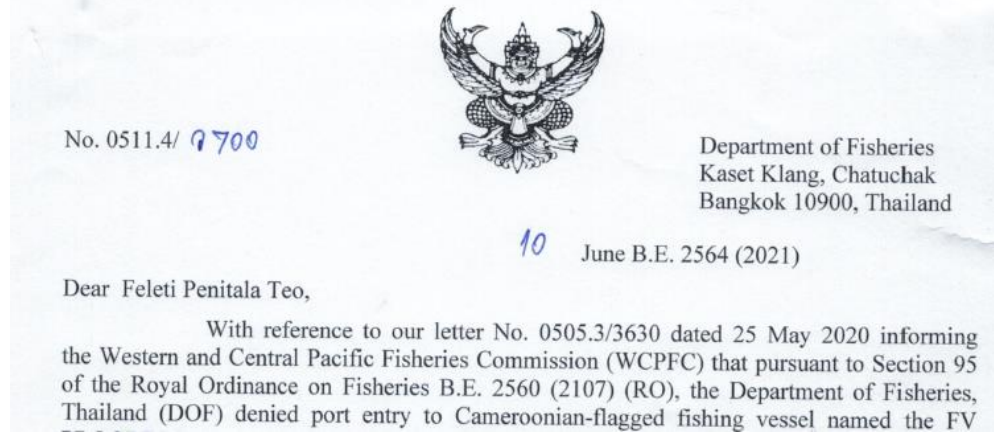
- Our MCS and PSM both need to be targeted and well informed.
  - Assessment of risk
- Requires cooperation
  - Between national agencies
    - “Coordinated inspections”
    - “Data Sharing and Security Policy”
  - Between States
    - “port State, coastal State and flag State shall cooperate and exchange information “





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# Effective PSM as Part of MCS



- Thailand DOF declined port entry to a vessel due to it being on the IUU vessel list IOTC.
- This was based on an advance request for port entry for the purpose of vessel maintenance.
- Thailand assessed risk and the best way to respond.
- Decided to decline port entry and notified this decision accordingly.
- This action is only effective if other ports take similar action.



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# Effective PSM as Part of our MCS

- Integration is vital.
  - PSM as part of our broader MCS.
  - Alignment of PSM and port State control.
  - Alignment of PSM with other national requirements.
- Port State control and national requirements have broader considerations, such as:
  - Safety and Security
  - Illegal imports and duties
  - Environmental protection
  - Crew welfare
  - Health (both food and persons)



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# PSM and Industry

- Work with industry where possible and seek voluntary compliance.
  - “make all possible efforts to avoid unduly delaying the vessel to minimize interference and inconvenience”.
  - “ensure there is an efficient system in place supporting industry”
- Effective PSM can provide incentives to comply.
  - Low risk vessels can be inspected less frequently.





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# Summary

- PSM are an important part of our broader MCS responses.
- Integration of PSM in to our MCS framework is vital.
- Both PSM and MCS need to be informed and targeted:
  - Our broader MCS responses inform and support our PSM, and our PSM should inform and support our broader MCS responses.
- Coordination and alignment is key.
  - National and regional
  - But don't forget internal



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Questions?