



Pacific Transshipment Risks

What we see from RMI

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Analysis: Fishing

Time: 1 May 2023, 00:00 – 22 Jul 2023, 07:53 UTC

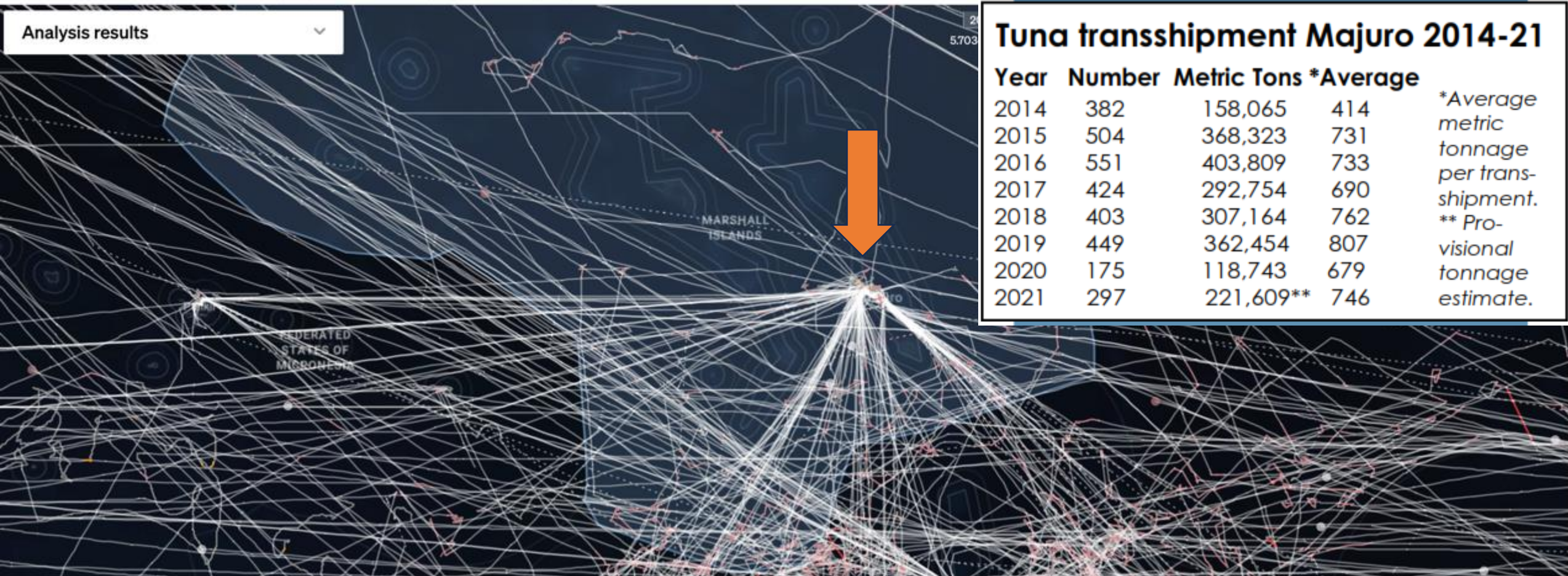
Area: Vessels in Marshall Islands EEZ

Vessel activity: Port or anchorage visit

Add filter

Vessel type: Fishing - Purse seiner or Fishing - Seiner or 1 other

Analysis results



Tuna transshipment Majuro 2014-21

Year	Number	Metric Tons	*Average	
2014	382	158,065	414	*Average metric tonnage per transshipment. ** Provisional tonnage estimate.
2015	504	368,323	731	
2016	551	403,809	733	
2017	424	292,754	690	
2018	403	307,164	762	
2019	449	362,454	807	
2020	175	118,743	679	
2021	297	221,609**	746	

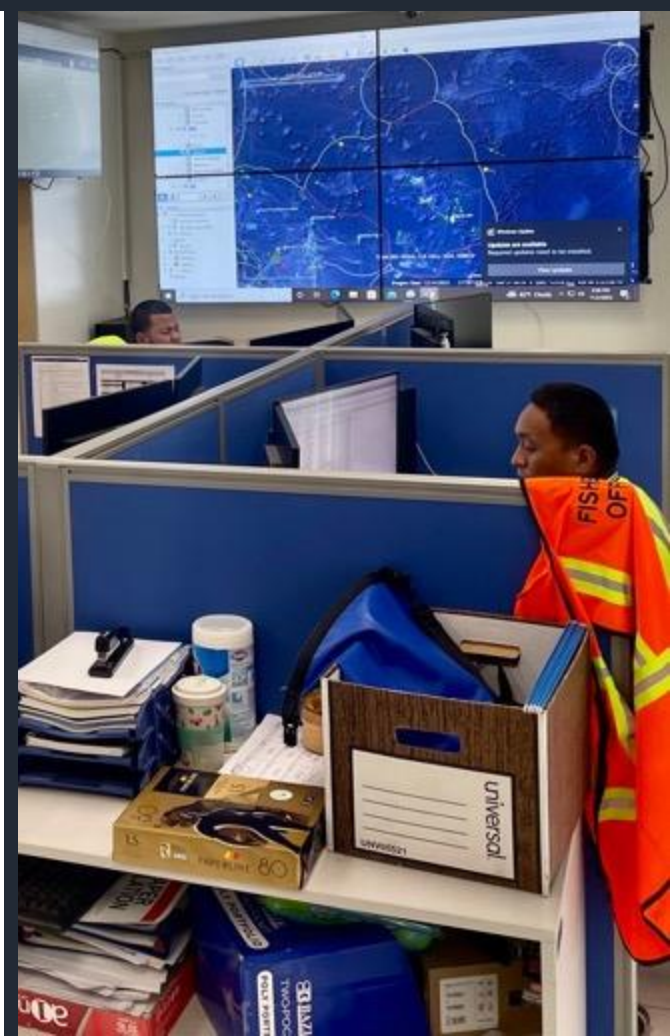
Transshipments are crucial to us and are the basis of our PSM

This is the traffic we have had from PS and Carriers coming through Majuro since 1 May 2023.

The Importance of the right people technology and equipment



- Our PSM system is based on evaluating the identity, manoeuvrings and licensing of **all** incoming vessels, followed up by 100% boarding and inspection prior to authorising port use.
- We have a very well-equipped MCS room with access to what we needed, based on FFA's shared tools (RSP, VMS, Good Standing List, & Compliance Index), plus PNA FIMS and from last year onwards, Starboard.nz capabilities.
- We designed and commissioned two boarding vessels specifically to our needs.
- Two boarding officers are ex-observers (and one is an ex-policeman as well)
- A very experienced CFO plus an MCS officer (both former boarding officers), and now an IT/data support officer.



The job that is many jobs

- Two different worlds collide on us for our Arriving Vessels Intelligence Report (AVIR)
 - Purse seiners
 - Carriers
- Traditionally the focus has been on Purse Seiners, partly because they are more numerous, and because we have more experience with them (ex-observers and ex-fishers in our staff)
- Yet carriers (as discussed), have not had the same level of attention on them, and that needed to change.
- We learned to divide the type of analysis on those serving the Purse Seine Fleet in port and the Longline Fleet in the HS as they are very different operational risks associated with them.
- And this is a whole seminar on itself



The job that is many jobs

- Our PSM focuses on “port use” authorisation and, when granted, links to:
 - Transshipment monitoring
 - Biological sampling
- Then once transshipments are finished:
 - Observer placements
 - Departure Clearance
- We see all of these as part of the transshipments controls and such part of a more holistic PSM.
- And we are fully transparent on how we work with it.





Port Entry



MIMRA PSM system

The Marshall Islands have gradually implemented Port State Measures since 2017 as PSMA non-party. And PSM is a fundamental element of its overall port operations system. As such, the approaches and systems developed specifically in RMI are consistent with the FFA PSM Framework. This key role is enhanced by the recent (Dec 2017) WCPFC PSM CMM that will guide the operation of MIMRA's PSM operational scheme, in line with title §506 Port State Measures of the Act.

The minimum time of request for a vessel not in the WCPFC register is 72 hr. Vessels not in the WCPFC register are assessed on a case by cases basis, and port entry is not guaranteed. The basis of the port entry analysis is of equivalent measures to the vessels whose entry is granted. For vessels in the FFA Vessels of Good Standing List and the WCPFC Record of Fishing Vessel, the minimum time is 48hr. 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.

Force Majeure and humanitarian reasons are the only exemptions to these time frames



Port Use

Every incoming fishing vessel (including RMI flagged) goes through a risk assessment that creates the 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. The risk analysis performed by MIMRA is focused on fishing vessels to assess the legality of the catch and on carriers' activities not directly related to transshipments.

Vessels Inspection at Port

MIMRA maintains a rate of 100% inspection on all foreign vessels, including fishing and carrier vessels, and port use is conditional to having a formal authorisation by the MIMRA officer. Port use will be delayed when information regarding 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 case of



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/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 objective of MIMRA's PSM system is not specifically aimed at implementing the PSMA. Rather it seeks to implement arrangements that are consistent with the objectives of the PSMA. The decision to ratify the PSMA, is being considered once reporting requirements are finalised. The system described below is to be followed by any foreign-flagged and domestic fishing vessels and carriers requiring port entry in Majuro, our only designated port for FV.



Port Entry

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

Company	Contact	Email
Kendall Micronesia Inc.	Kingsley Aloka	kmifva(at)yahoo.com.tw
Kendall Micronesia Inc.	Angella Yen	kmifva(at)yahoo.com.tw

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Vessels In Port

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Vessel Name	Vessel Type	Flag	St
JIH YU 868	Purse Seine	TW	In Transit
PACIFIC JOURNEY 101	Purse Seine	FM	In Port
PACIFIC JOURNEY 8	Purse Seine	FM	In Port
NEW SPLENDOR	Purse Seine	NR	In Port

Transshipment Monitoring

Monitoring is done by qualified fisheries observers that are on board during the length of transshipment:

1. Estimate catch volume and composition and compare it with what is reported
 - We tested with SPC & FFA various models, on strength and accuracy
 - We are integrating the selected one to the onboard monitoring app & tablets
2. Record the presence of species of interest
3. Provide the data and information collected to the PSM unit.



After Transshipment

- We coordinate with the Observer Unit for placements of observers (*100% coverage*) on Purse Seiners if needed.
- Clear the carrier for departure by mass balancing all fish on board from each donor vessel, with monitoring estimates and any fish that came on board if applicable.
- We bundle all the AVIR and inspection results for each PS that is in that carrier, and we have it available for the next port of call on request.



PSM is our daily routine

- Yet it is hard not feeling that we are taking on many responsibilities of much richer and developed DWFNs.
- *According to UNCLOS, the Compliance Agreement, Flag State Performance guidelines, ICJ advisory opinions, etc... the Flag State is primarily responsible for conducting due diligence for its vessels.*
- Why don't they do all this prior to authorising unloading? And we, as Port State, verify and support their work.
- As a Port state, we get way more scrutiny than the Flag States involved in HS transshipments.
- We should not be the easy target ambulance at the bottom of the cliff.





Thank you
Komol tata

We have an open-door policy for any other agency that would like to spend a few weeks with us and share knowledge and experiences.