Carrier Vessel Risk Assessment – From Transshipment Port to Landing Port





Outlines

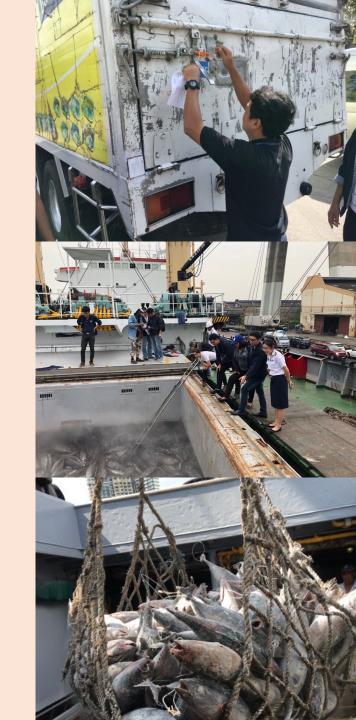


| | 44 | | 1 | | Background | | | | |
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| | | | 2 | | Port State Measures Procedures | | | | |
| | | | 3 | | Risk assessment | | | | |
| | LAW | | 4 | Su | ccessful cases | | | | |
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Background

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



Intention on PSMA Implementation in Thailand



Yellow Card From EU in 2014



Sustainable use of living marine resources and marine ecosystems

Adherence with International Instruments



Established national Policies and Plan for Tackling IUU

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

Accession to be PSMA Parties

Accession to be
 PSMA Parties in May 2019
 Established mechanisms
 for PSMA implementation

Sustainability Responsibility and Creditability

- SDGs
- International Instruments including voluntary and legallybinding
- Traceability System
- Market-based Measures

2. Port State Measures Procedures





1. Before port entry



2. Vessel inspection at port



3. Offloading control

1 Before port entry



Behavior risk based



Ship agent submitted AREP and required document via PPS before 72 hrs

Marine Department

Customs Department

Ship agent



DOF checks AREP and requested documents



DOF analyzes
vessel behavior through the
PSMART and other tools
for risk assessment



DOF sends NOTI via PPS



DOF issues **NOTI**





Law

Royal
Ordinance of
Fisheries

Section 94 95 and 97

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LAW

Royal Ordinance of Fisheries

Section 96

and 102 (4)

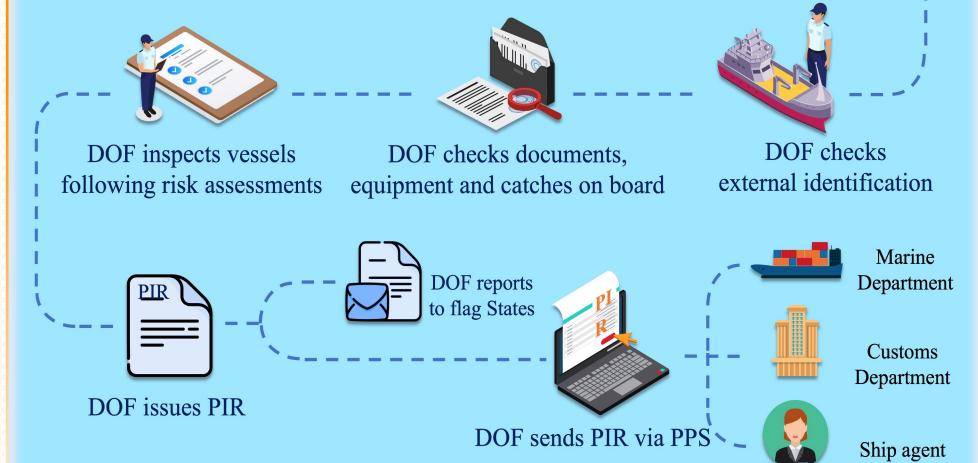


Port Inspection Report (PIR)



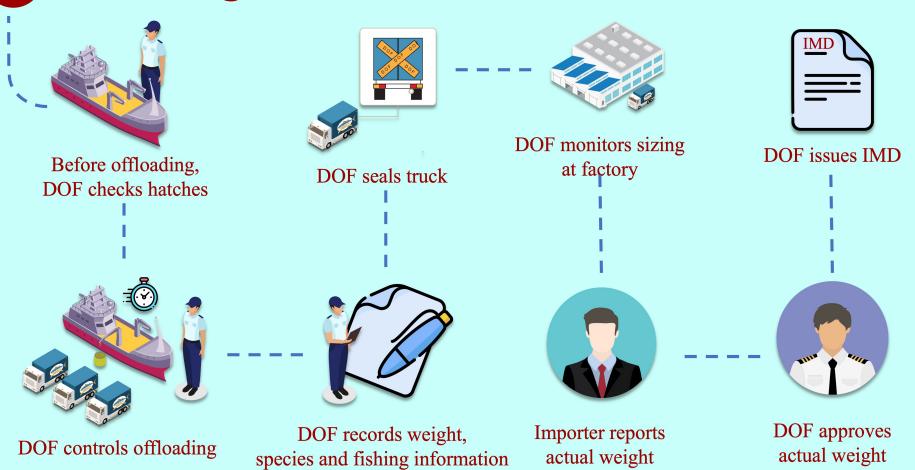
Vessel inspection at port



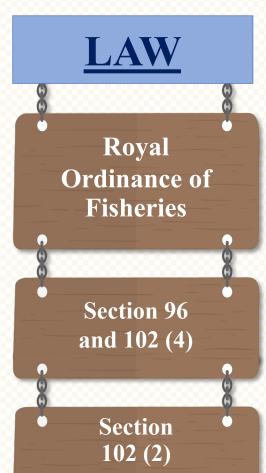




3 Offloading control







3. Risk Assessment

- 3.1 Profile Risk Based
- 3.2 Behavior Risk Based



3.1 Profile based



RFMOs list

IMO number

Recent change of vessel flag or ownership

History of suspected or IUU of vessel and owner

First time coming Thailand





3.2 Behavior based by AIS Tracking via PSMART

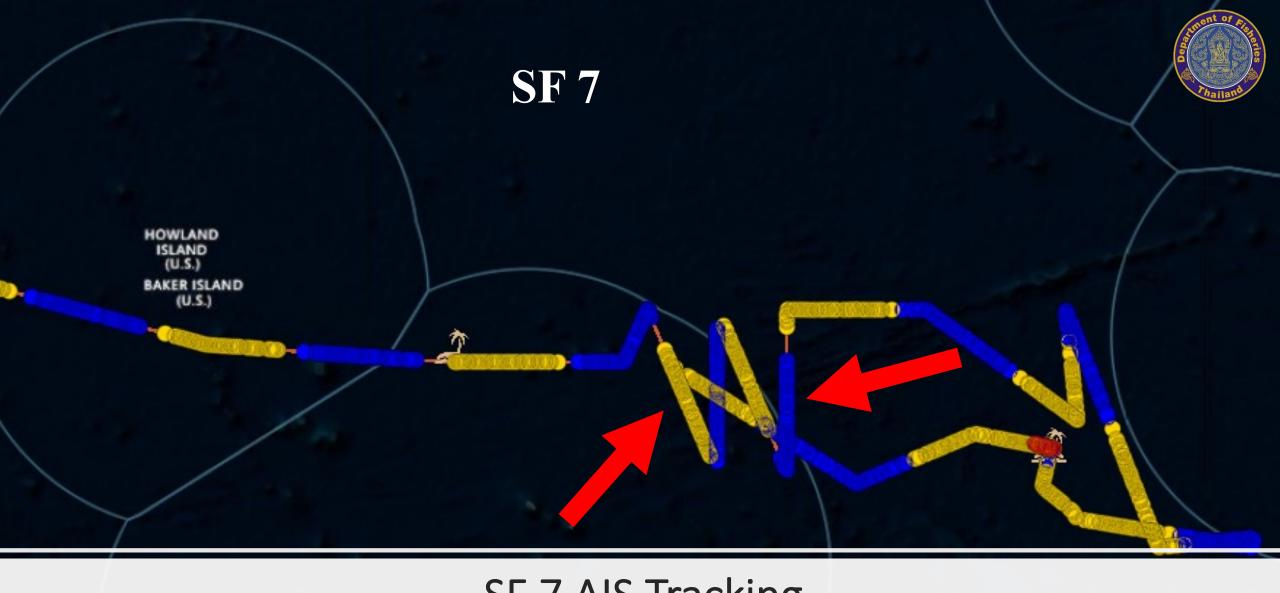








4. Successful cases



SF 7 AIS Tracking



OCEANKING





PROGRESSO

5. Challenges

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



Thank You for your Attention









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