



# Carrier Vessel Risk Assessment – From Transshipment Port to Landing Port



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Halifax, Canada**

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# Outlines



1

**Background**



2

**Port State Measures Procedures**



3

**Risk assessment**



4

**Successful cases**



5

**Challenges**



# 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 Fisheries Management Plan (FMP)
- Royal ordinance on Fisheries A.D. 2015 and its 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 Credibility**

- SDGs
- International Instruments including voluntary and legally-binding
- 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



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

Profile risk based

Behavior risk based



DOF checks AREP and requested documents



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

Marine Department



Customs Department



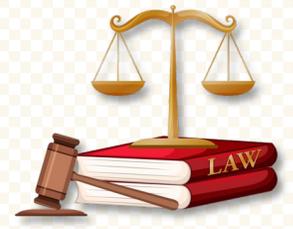
Ship agent



DOF sends NOTI via PPS



DOF issues NOTI



Law

Royal Ordinance of Fisheries

Section 94 95 and 97



NOTI





**LAW**

**Royal Ordinance of Fisheries**

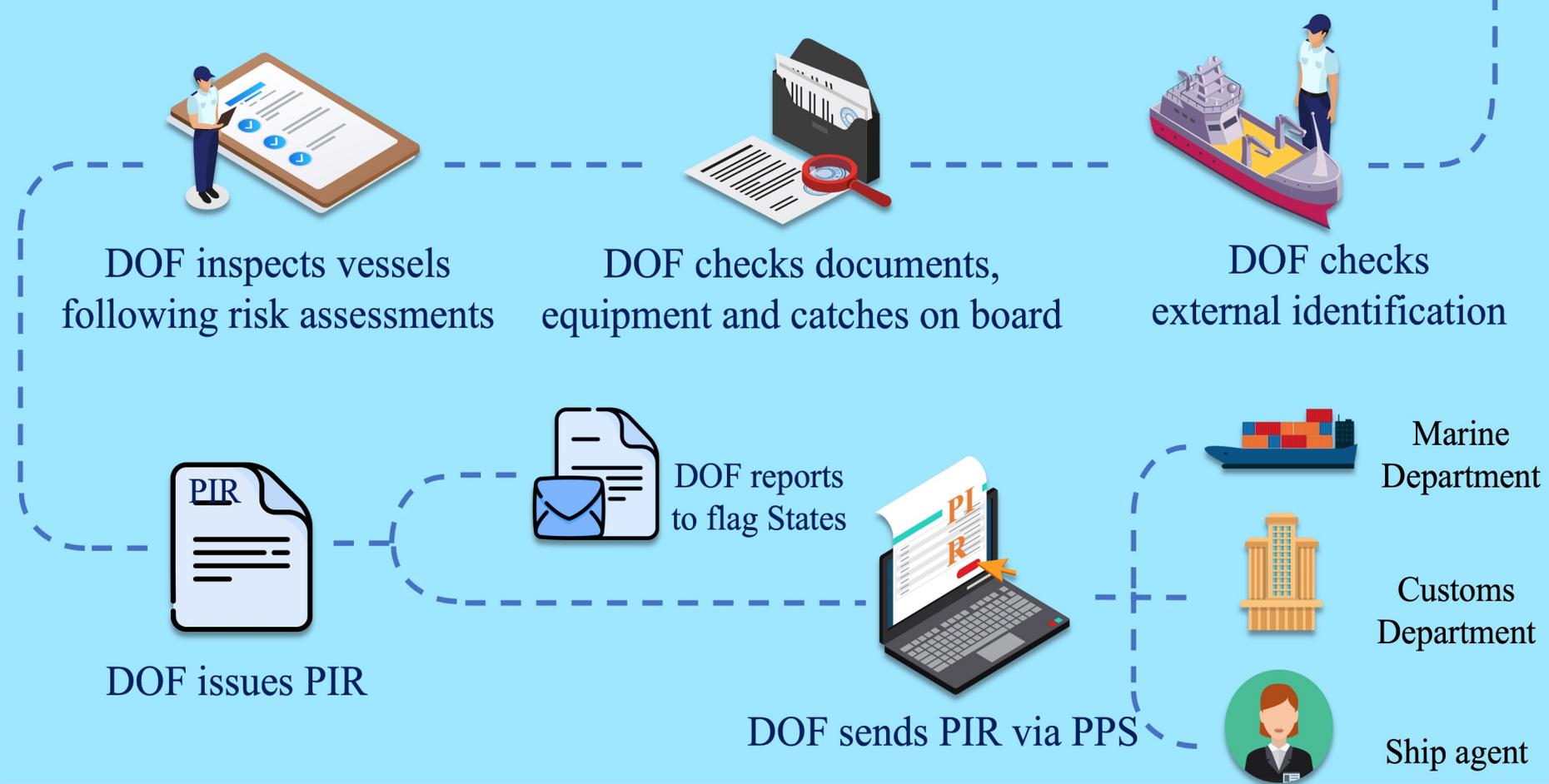
**Section 96 and 102 (4)**



**Port Inspection Report (PIR)**

# Vessel inspection at port

2



DOF inspects vessels following risk assessments

DOF checks documents, equipment and catches on board

DOF checks external identification

DOF issues PIR

DOF reports to flag States

DOF sends PIR via PPS

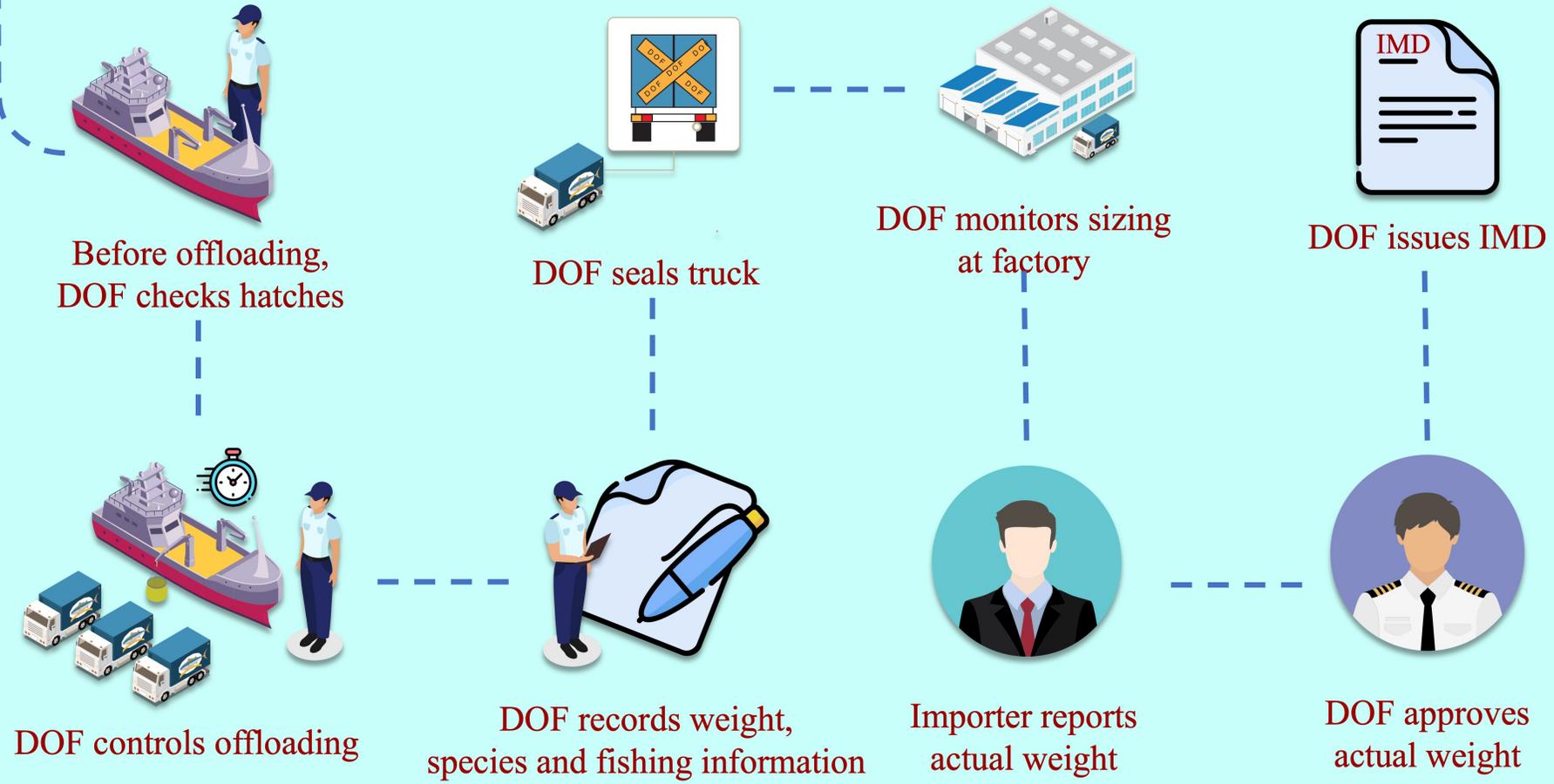
Marine Department

Customs Department

Ship agent



# 3 Offloading control



## LAW

Royal Ordinance of Fisheries

Section 96 and 102 (4)

Section 102 (2)

## 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

Carrier vessel AIS track



AIS track between 12May2023– 10Jul2023



## 4. Successful cases

# SF 7



## SF 7 AIS Tracking

Source: PSMART between 15 Nov 2022 – 26 Nov 2022



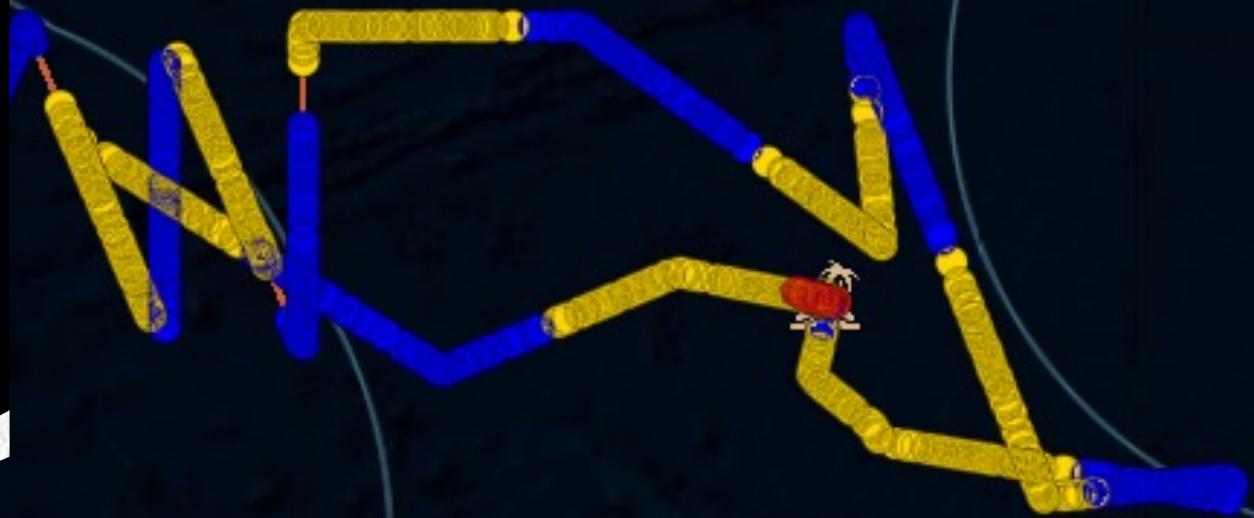
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**PROGRESSO**

# 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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