



TECHNICAL AND COMPLIANCE COMMITTEE

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HARMONISED PORT STATE STANDARDS (REVISED)

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Paper prepared by the Secretariat

I Introduction

1. Article 27 of the Convention recognizes the rights and duties of port States to take measures, in accordance with international law, to promote the effectiveness of sub-regional, regional and global conservation and management measures. Article 27 of the Convention further empowers Members of the Commission to “adopt regulations empowering the relevant national authorities to prohibit landings and transshipments where it has been established that the catch has been taken in a manner which undermines the effectiveness of conservation and management measures adopted by the Commission.”

2. The First Regular Session of the Technical and Compliance Committee (TCC1) in 2005 noted the importance of port State measures and port inspections in meeting the objectives of the Convention, increasing cooperation and coordination, addressing illegal, unreported and unregulated (IUU) fishing activity, and ensuring compliance with conservation and management measures adopted by the Commission. TCC1 also recognized the benefits of developing a harmonized approach to port State measures among WCPFC members. TCC1 recommended:

- a) that the 2005 FAO Model Scheme on Port State Measures to Combat Illegal, Unreported and Unregulated Fishing serve as the basis for developing a Commission Port State Scheme;
- b) that Members and Cooperating Non-Members (CNMs) provide a report to the Commission, in advance of TCC2, that describes their existing port State and/or port inspection schemes, as appropriate, and how these schemes correspond with the FAO Model Scheme. Members and CNMs are further requested to provide copies of their existing schemes as part of this report. The Secretariat is requested to compile these reports, compare the information received with the FAO Model Scheme and identify any gaps; and
- c) that Members and CNMs, in their annual report to the Commission, provide information on inspections undertaken in their ports and any violations detected.

3. Consistent with these recommendations, among the TCC’s Programme of Work for 2006/07, approved by the Commission at its Second Regular Session (WCPFC2), included the development of a WCPFC Harmonised Port State Scheme.

4. The low level of response to the Commission request meant it was not possible for TCC2 to make recommendations on a port State scheme to the Third Regular Session of the Commission (WCPFC3) in December 2006.

5. WCPFC3 agreed as follows:

157. In relation to port State measures, the Commission endorsed TCC2's request that all CCMs provide outstanding information on existing port State and/or port inspection schemes to the Secretariat by 1 February 2007 to allow the Secretariat to undertake a gaps analysis for existing measures relative to the FAO Guidelines and to develop draft harmonized port State standards to be discussed at TCC3.

II The FAO Model Scheme

6. The FAO Model Scheme recommends that port States designate ports for access to foreign vessels that are "adequately prepared for inspections", and requires vessels to provide prior notice for port access, which should include minimum information in order to facilitate inspections (e.g. vessel identification, fishing licence, vessel monitoring systems, information on catch and fishing trip). The FAO Model Scheme also sets out standards for port inspections, which include communication with the flag State and the sharing of port inspection information among States.

7. Since its adoption, the FAO Model Scheme has served as the basis for the development of harmonized regional schemes on port State control. For example, both the South East Atlantic Fisheries Organization (SEAFO) and the North East Atlantic Fisheries Commission (NEAFC) have recently approved harmonized port State schemes for their members, based on the FAO Model Scheme.

8. TCC3 is invited to note that the UN General Assembly, in its 2005 Sustainable Fisheries resolution (60/31) urged States to cooperate, in particular at the regional level, and through regional and sub-regional fisheries management organizations and arrangements to apply the model scheme on port State measures endorsed by the Food and Agriculture Organization of the United Nations Committee on Fisheries at the national and regional levels, and to promote its application through regional fisheries management organizations, and arrangements and bodies. In 2006 the UN General Assembly further called for action on this issue in its resolution 61/105:

42. *Recognizes* the need for enhanced port State controls to combat illegal, unreported and unregulated fishing, and urges States to cooperate, in particular at the regional level and through subregional and regional fisheries management organizations and arrangements, to adopt all necessary port measures, consistent with international law taking into account article 23 of the Agreement, particularly those identified in the Model Scheme on Port State Measures to Combat Illegal, Unreported and Unregulated Fishing, adopted by the Food and Agriculture Organization of the United Nations in 2005, and to promote the development and application of minimum standards at the regional level.

9. Furthermore, the Twenty-seventh Session of the FAO Committee on Fisheries (COFI) held in March 2007 agreed to develop a legally binding instrument on port State measures through an Expert Consultation (scheduled for September 2007 in Washington, DC) followed by a Technical Consultation (scheduled for the first half of 2008). The text of the agreement will be presented to the Twenty-eighth COFI Session in 2009. The process to develop a port State agreement may usefully inform the WCPFC and its membership as it considers how to apply the FAO Model Scheme regionally, as well as to develop minimum standards.

III Gaps analysis of CCM port control measures

10. Nineteen CCMs¹ have complied with the request by the Commission to provide information on their port State measures to the Secretariat. Based on the information provided to the Secretariat by CCMs, a gaps analysis of existing port control requirements against the key operational provisions of the FAO Model Scheme was undertaken. The gaps analysis is included as **Attachment A** to this paper.

11. The analysis identified four key areas where a gap exists between national port schemes and the FAO Model Scheme. They are listed below:

- a) a lack of available information about designated ports and associated conditions of access;
- b) a lack of information about conducting port inspections and preparing port inspection reports;
- c) the lack of a framework for exchange of port inspection information; and
- d) the lack of specific requirements tailored to verifying compliance with conservation and management measures of other RFMOs.

12. Although “d” above will, to a large degree, be the subject of the FAO process to develop a legally binding instrument on port State measures, the TCC may wish to consider developing a WCPFC-specific port State scheme, similar to the approach adopted by other RFMOs such as SEAFO and NEAFC.

IV Draft WCPFC Harmonized Port State Standards

13. The Secretariat has drafted harmonized Port State Standards (**Attachment B**) for TCC3’s consideration. This draft draws on similar schemes recently developed by SEAFO and NEAFC. This draft is also guided by the requirements of Article 27 of the Convention and deliberations on this issue during WCPFC3, particularly paragraph 158 of the WCPFC3 Summary Report:

158. New Zealand, on behalf of FFA members, stressed that the harmonized port State standards to be developed must not undermine a port State’s sovereignty, and that they should only seek to set out minimum standards to be adopted in port. Such standards would not preclude a CCM from adopting more stringent national measures. In essence, the Commission’s scheme would become a code for WCPFC port States ensuring harmonized and consistent standards are being utilized within the WCPFC. Strengthened port State measures will seriously hinder those who seek to engage in IUU fishing in the WCPFC Convention Area, both in areas under national jurisdiction and on the high seas.

V Conclusion

14. TCC3 is invited to note the analysis (**Attachment A**) and consider the draft recommendations (**Attachment B**) prepared by the Secretariat regarding adopting harmonized port State standards.

¹ Australia, Canada, Cook Islands, Federated States of Micronesia, Fiji, Japan, Kiribati, Marshall Islands, Nauru, New Zealand, Niue, Palau, Papua New Guinea, Samoa, Solomon Islands, Tokelau, Tonga, Tuvalu, United States of America and Vanuatu.

GAPS ANALYSIS OF CCMS' PORT STATE MEASURES

FAO Model Scheme Elements	Gaps Analysis of WCPFC CMM Requirements
<p>General Port State Measures</p> <p>Under the Model Scheme, a port State should:</p> <ul style="list-style-type: none"> • Maintain an effective system of port State control for foreign fishing vessels calling at its port [para. 2.2]. • Designate and publicise ports to which foreign fishing vessels may be permitted access [para.2.3] • Ensure that designated ports have the capacity to conduct port State inspections [para. 2.3]. • Require that foreign vessels provide a reasonable advance notice prior to entering its port or its EEZ for the purpose of port access and provide specific information related to <i>inter alia</i> the vessel, fishing trip and catch [para. 2.4 and Annex A]. • Consult, cooperate and exchange information with other States in order to facilitate the implementation of the Model Scheme [para. 2.9]. • Implement measures in a fair, transparent and non-discriminatory manner [para. 12].² <p>Regarding restriction of port State access, a port State should:</p> <ul style="list-style-type: none"> • Not allow a vessel to use its ports for landing, transhipping or processing fish unless the vessel can establish that the catch was taken in a manner consistent with the relevant conservation and management measures, if: <ul style="list-style-type: none"> • the vessel which caught the fish is entitled to fly the 	<p>Designation of ports of access: Most CCMS that have responded to the request to provide information on their port State measures have requirements to designate ports of access by foreign vessels generally or by foreign fishing vessels. Three approaches are discernible: (a) some CCMS specify ports of entry in legislation; (b) others provide for access in their fishing permits and (c) Some make provision in legislation for broad discretionary powers to make a determination on a case by case basis. The information provided does not disclose a widespread practice of publicizing ports to which access can be permitted. Requirements for access to port by foreign vessels are stipulated either in fisheries or customs/ports legislation.</p> <p>Conditions of access: Most CCMS have requirements on advance notice prior to entry. However, majority of CCMS have no provisions addressing vessels associated with IUU activities or non-compliance with the regional fisheries management organisation's conservation and management measures.</p>

² Paragraph 9 of the Model Scheme states that nothing in the scheme should prevent any fishing vessel from being allowed port access in accordance with international law for reasons of *force majeure* or distress or for rendering assistance to persons, ships or aircraft in danger or distress. Paragraph 10 further states that nothing in the Model Scheme affects the exercise by States of their sovereignty over ports in their territory in accordance with international law.

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	<p>flag of a State that is not a contracting or cooperating party of an RFMO; or</p> <ul style="list-style-type: none"> • the vessel has been sighted as being engaged in, or supporting, IUU fishing activities in the area of that particular RFMO or in the waters under the jurisdiction of a relevant coastal State, [para. 2.5]. • Refuse to allow a fishing vessel to use its port for landing, transhipping, refuelling or re-supplying where there are clear grounds for believing that a fishing vessel has engaged in or supported IUU fishing in waters beyond the limits of its jurisdiction [para. 2.6]. • Not allow a vessel to use its ports for landing or transshipment where it has been established that the vessel is identified by an RFMO as engaging in, or supporting, fishing activities in contravention with its conservation and management measures [para. 2.7]. • Implement measures in a fair, transparent and non-discriminatory manner [para. 12].³ 	
<p>Inspection of fishing vessels and inspection procedures</p>	<p>A port State should:</p> <ol style="list-style-type: none"> a) Ensure inspections take place in accordance with procedures outlined in the Model Scheme and obtain during the inspections a basic level of information [para. 2.8, Annex B, and Annex C]. b) Carry out inspections of foreign fishing vessels in its ports for the purpose of monitoring compliance with relevant conservation and management measures [para. 3.1]. c) Ensure that inspections are carried out by properly qualified persons authorised for that purpose and that inspector training programs include a set of basic elements [para. 3.2 and Annex D]. d) Ensure that, prior to an inspection, inspectors are required to present to the master of the vessel an appropriate identity document [para. 3.3]; e) Ensure that an inspector can examine any areas of the fishing vessel that is required, the catch, the nets and any other gear, equipment, and any document which the inspector deems necessary to verify compliance with relevant conservation and management measures [para. 3.4]. f) Ensure that the master of the vessel is required to give the 	<p>Port Inspections: Very few CCMs have requirements for port inspection inspections that reflect the requirements of the FAO Model Scheme. The CCMs that have these provisions do not list the specific things to be observed while carrying out the inspections; neither do they require all the tasks outlined in the Model Scheme to be done during port inspections.</p> <p>Inspection Procedures: In all CCMS, foreign vessels are subject to inspection upon arrival in port, but in most cases, the reasons are not specific to verification of compliance with conservation and management measures of RFMOs or detecting IUU fishing. Other CCMs give broad discretionary powers to inspecting officers and do not limit them to specific information.</p> <p>Training of Port Inspectors: Few CCMs have provided any information on the training of Port Inspectors. Some CCMs provide that inspections must be carried out by qualified personnel for the purpose of compliance but a majority do not specify the training programs of its port inspectors.</p>

	<p>inspector all necessary assistance and information [para. 3.5].</p> <p>g) Invite the flag State to participate in the inspection, subject to appropriate arrangements [para. 3.6].</p> <p>h) Make all possible efforts to avoid unduly delaying a vessel and ensure that the vessel suffers the minimum interference and inconvenience and that degradation of the quality of the fish is avoided [para. 3.7].</p> <p>i) Ensure that an inspector is accompanied, where possible and where needed, by an interpreter of the language of the inspected foreign fishing vessel [para. 3.8].</p> <p>j) Ensure that inspections are not conducted in a manner that would constitute harassment of any fishing vessel [para. 3.9].</p> <p>k) Ensure that the result of a port inspection is presented to the master of the vessel and that the report is completed and signed by the inspector and the master. The master should be given the opportunity to add any comment to the report and to contact the relevant authorities of the flag State, in particular when (s)he has serious difficulties in understanding the contents of the report [para. 3.10].</p>	
Actions	<p>Following an inspection, a port State should:</p> <ul style="list-style-type: none"> • Promptly notify the flag State of the vessel and, where appropriate, the relevant coastal States and RFMO, when there is reasonable evidence for believing that a foreign fishing vessel has engaged in, or supported, IUU fishing activities [para. 4].⁴ • Take due note of any reply or any actions proposed or taken by the flag State of the inspected vessel [para. 5]. • Unless satisfied that the flag State has taken or will take adequate action, not allow the vessel to land or tranship fish in its ports [para. 5]. 	<p>No CCMs that have responded have provided any information for this component.</p>

⁴ These IUU fishing activities include, but are not limited to: a) fishing without a valid licence, authorisation or permit issued by the flag State or the relevant coastal State; b) failing to maintain accurate records of catch and catch-related data; c) fishing in a closed area, fishing during a closed season or without, or after attainment of a quota; d) directed fishing for a stock which is subject to a moratorium or for which fishing is prohibited; e) using prohibited fishing gear; f) falsifying or concealing the markings, identity or registration of the vessel; g) concealing, tampering with or disposing of evidence relating to an investigation; h) conducting multiple violations which together constitute a serious disregard of relevant conservation and management measures; i) failure to comply with Vessel Monitoring Systems (VMS) requirements; and j) taking or landing undersized fish in contravention with relevant conservation and management measures.

	A port State may take other actions with the consent of, or upon the request of, the flag State [para. 5].	
Reporting of information	<p>A port State should:</p> <ul style="list-style-type: none"> a) Report on the results of its inspections under the Model Scheme to the flag State of the inspected vessel, and other relevant States, and to relevant RFMOs [para. 6]. b) Establish a communication mechanism that allows for direct, computerised exchange of messages between relevant States, entities and institutions, with due regard to appropriate confidentiality requirements [para. 7]. c) Handle this information in a standardised form [para. 8 and Annex D]. d) Ensure the inspection reports include specific types of information obtained during the inspections [para. 2.8 and Annex C]. 	<p>Reporting of information: The requirements for the exchange of information collected from port State inspections varied widely among CCMs.</p> <p>Inspection Reports: Very few CCMs have requirements on reporting of port State inspection information to the flag States of the vessel and other relevant States.</p>

Draft WCPFC Conservation and Management Measure on Harmonized Port State Standards

The Western and Central Pacific Fisheries Commission (the Commission):

Noting Article 27 of the Convention on the Conservation and Management of the Highly Migratory Fish Stocks in the Western and Central Pacific Ocean (the Convention);

Recognizing that harmonized port State measures are essential to ensure the effective implementation of the conservation and management measures adopted by the Commission;

Recalling that the Commission, at its Third Regular Session in December 2006, agreed to develop harmonized port State measures based on the FAO Model Scheme on Port State Measures to Combat Illegal, Unreported and Unregulated Fishing;

Recalling further that the United Nations General Assembly, in its 2005 Sustainable Fisheries resolution (60/31) urged States to cooperate, in particular at the regional level and through regional and subregional fisheries management organizations and arrangements to apply the FAO Model Scheme at the national and regional levels and to promote its application through regional fisheries management organizations and arrangements and bodies;

Noting that the Twenty-seventh Session of the FAO Committee on Fisheries held in March 2007 agreed to develop a legally binding instrument on port State measures;

Adopts, in accordance with Article 10 of the WCPF Convention, the following Conservation and Management Measures.

General Provisions

1. These measures provide minimum standards to be applied by Commission Members, Cooperating Non Members and Participating Territories (CCMs) in their ports and offshore installations in accordance with Article 27 of the Convention on the Conservation and Management of Highly Migratory Fish Stocks in the Western and Central Pacific Ocean (Convention);
2. Nothing in these measures affect the exercise by CMMs of their sovereignty over their ports in accordance with international law.

Scope of Application

3. In accordance with their duties under Article 27 of the WCPF Convention, CMMs shall maintain an effective system of port State control for foreign fishing vessels calling at their ports and offshore installations.⁵

⁵ A relevant issue for TCC consideration is whether the WCPFC Port State measures should apply to all vessels or to only foreign fishing vessels. Note: the FAO Model Scheme applies to foreign fishing vessels [see paragraphs 2.2, 2.3 and 2.4]; the UN Fish Stocks Agreement applies to all fishing vessels.[see Art. 23(3)]; the WCPF Convention applies its provisions relating to port inspections to vessels carrying the flags of Members of the Commission¹ see Art. 27(2)]; the International Plan of Action to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing, applies to all fishing vessels.[see paragraphs 52-64]; and the FAO Code of Conduct for Responsible Fisheries implies application to foreign fishing vessels [see Article 8.3]. Consistent with the FAO Model Scheme, these draft Measures apply to foreign fishing vessels. However, TCC may wish to consider their application to all fishing vessels.

4. Nothing in these measures shall prevent a CCM from applying the measures to all fishing vessels, including national fishing vessels, in accordance with its domestic laws.

Designation of Ports

5. CCMs shall designate and publicize ports to which foreign fishing vessels may be permitted access to land catch, conduct transshipment operations or undertake any activities in support of their fishing operations.

6. CCMs shall, to the greatest extent possible, ensure that designated ports under paragraph 5 of these measures have sufficient capacity to conduct inspections to ensure the effective implementation of the conservation and management measures adopted by the Commission.

Notification of Designated Ports and Conditions of Access

7. CCMs shall notify the Secretariat of all ports in their jurisdiction designated in accordance with paragraph 5 of these Measures and the associated conditions of entry, including the period of advance notice and information required from the vessel prior to it entering a CCM's port, EEZ or both. The minimum standard of information CCMs may require foreign fishing vessels to provide prior to entry into their ports shall be as set out in **Annex A**.⁶ Any subsequent changes to the requirements shall be notified to the Secretariat at least [**specify period**] before the change becomes effective.

Prohibition of landings and transshipment

8. CCMs shall prohibit landings, transshipment and commercial transactions in tuna and tuna products that are positively identified as originating from fishing activities that contravene any element of the Commission's conservation and management measures.⁷

9. Nothing in paragraphs 7 and 8 of these Measures shall derogate from the rights of a CCM, in accordance with international law and national law, to permit vessels to enter its ports or offshore installations under *force majeure* or for other humanitarian and emergency reasons.

WCPFC Register of Ports

10. The Secretariat shall establish a register of all ports submitted to it by CCMs and the accompanying information, including associated conditions of entry and the period of notice required. This register shall be published, and updated as required, on the Commission's website.

Port Inspections

11. CCMs shall ensure that inspections of foreign fishing vessels in their ports are carried out at least in accordance with the procedures set out in **Annex B**.⁸

12. CCMs shall ensure that inspections of foreign fishing vessels in their ports are carried out by authorized inspectors trained and familiar with the Convention and relevant conservation and management measures adopted by the Commission and that their inspector training programmes at least include the minimum standards set out in **Annex C**.⁹

⁶ Reproduced from Appendix A of the FAO Scheme

⁷ Based on paragraph 10 of Conservation and Management Measure for Bigeye and Yellowfin Tunas in the Western and Central Pacific Ocean (CCM 2006-01)

⁸ Reproduced from Appendix B of the FAO Scheme

⁹ Reproduced from Appendix D of the FAO Scheme

13. CCMs shall ensure that their inspectors make all possible efforts to avoid unduly delaying a vessel and that the vessel suffers the minimum interference and inconvenience, and that degradation of the quality of the fish is avoided.

Port State Inspection Reports

14. CCMs shall obtain, in the course of port inspections, an inspection report, to a standard which contains at least the information set out in **Annex D**.¹⁰

15. CCMs shall cooperate and exchange information on port State measures and inspections with the flag State and other CCMs in order to give greatest effect to this measure. To this effect, inspection reports shall be forwarded to the WCPFC Secretariat and the flag State of the vessel concerned within [**specify time period**] following the completion of the inspection.

¹⁰ Reproduced from Appendix C of the FAO Scheme

Information to be provided in advance by foreign fishing vessels

1. Vessel identification

- i) Name of the vessel;
- ii) External Identification Number;
- iii) International Radio Call Sign;
- iv) Flag State;
- v) Vessel owner (name and address of the vessel owner);
- vi) Type of VMS required by the Flag State; and
- vii) Previous Names (s) and Flag State(s), if any.

2. Purpose of access to port

3. Fishing authorization (licenses/permits)¹¹

- i) The vessel's authorization(s) to fish;
- ii) State(s) issuing the authorization(s);
- iii) Areas, scope and duration of the authorization(s);
- iv) Species and quota authorized; and
- v) Fishing gear authorized.

4. Trip information

- i) Date trip commenced (date when the current trip started);
- ii) Areas visited (entry and exit from different areas);
- iii) Ports visited (entry into and exit from different ports); and
- iv) Date trip ended (date when the current trip ended).

5. Species information

- i) Fish species and fishery products onboard, particularly those to be landed;
- ii) Areas of capture;
- iii) Presentation (product form);
- iv) Processed weight; and
- v) Equivalent live weight.

¹¹ For support ships, carrier vessels and any other similar vessels, information required may vary.

Port State Inspection Procedures of Foreign Fishing Vessels

1. Vessel identification

The port inspector(s) should:

- a) verify that the official documentation onboard is valid, if necessary, through appropriate contacts with the flag State or international records of fishing vessels;
- b) be assured that the flag, the external identification number (and IMO ship identification number when available) and the international radio call sign are correct;
- c) examine whether the vessel has changed flag and, if so, note the previous name(s) and flag(s);
- d) note the port of registration, name and address of the owner (and operator if different from the owner) and the name of the master of the vessel, including the unique ID for company and registered owner if available; and
- e) note name(s) and address(es) of previous owner(s), if any.

2. Authorization(s)

The port inspector(s) should verify that the authorization(s) to fish or transport fish and fishery products are compatible with the information obtained under paragraph 1 and examine the duration of the authorization(s) and their application to areas, species and fishing gear.

3. Other documentation

The port inspector(s) should review all relevant documentation¹² which may include various logbooks, in particular the fishing logbook, as well as stowage plans and drawings or descriptions of fish holds if available. Such holds or areas may be inspected in order to verify whether their size and composition correspond to these drawings or descriptions and whether the stowage is in accordance with the stowage plans. Where available, this documentation should also include catch documents issued by any regional fisheries management organization, trade documents or, if applicable, CITES documents.

4. Fishing gear

- a) The port inspector(s) should verify that the fishing gear on board is in conformity with the conditions of the authorization(s). The gear may also be checked to ensure that the mesh size(s) (and possible devices), length of nets, hook sizes etc. are in conformity with applicable regulations and that identification marks of the gear correspond to those authorized for the vessel.
- b) The port inspector(s) may also search the vessel for any fishing gear stowed out of sight.

¹² It is understood that documentation includes documents in electronic format.

5. Fish and fishery products

- a) The port inspector(s) should, to the greatest extent possible, examine whether the fish and fishery products on board are harvested in accordance with the conditions set out in the authorization. In doing so, the port inspector(s) should examine the fishing logbook, reports submitted, including those resulting from a vessel monitoring system (VMS), as appropriate.
- b) In order to determine the quantities and species which are fresh on ice, frozen but not packed, processed, packed or in bulk, the port inspector(s) may examine the fish in the hold or during the landing. In doing so, the port inspector(s) may open cartons where the fish has been pre-packed and move the fish or cartons to ascertain the integrity of fish holds.
- c) If the vessel is unloading, the port inspector(s) may, to the greatest extent possible, verify the species and quantities landed. Such verification may include presentation (product form), live weight (quantities determined from the logbook) and the conversion factor used for calculating processed weight to live weight. The port inspector(s) may also examine any possible quantities retained onboard.
- d) If the port inspector(s) has reasonable grounds to believe that a vessel has engaged in, or supported IUU fishing, the port inspector(s) should as soon as possible contact the flag State authorities to verify whether the fish and fishery products have been harvested or collected in the areas as recorded in the relevant documents. To this effect, the port inspector(s) may also review the quantity and composition of all catch onboard, including by sampling.

6. Report

The result of the port State inspection should be presented to the master of the vessel and a report should be completed, signed by the inspector and the master. The master should be permitted the opportunity to add any comments to the report.

Training of Port State Inspectors¹³

Elements of a training programme of port State inspectors should at least include the following:

- 1) Training in inspection procedures
- 2) Provision of information on relevant conservation and management measures, as well as relevant laws and regulations and applicable rules of international laws;
- 3) Information sources, such as log books and other electronic information that may be useful for the validation of information given by the master of the vessel;
- 4) Fish species identification and measurement calculation;
- 5) Catch landing monitoring, including determining conversion factors for the various species and products;
- 6) Vessel boarding/inspection, hold inspections and calculation of vessel hold volumes; gear measurements and inspections;
- 7) Collection, evaluation and preservation of evidence;
- 8) Range of measures available following the inspection; and
- 9) Training in relevant languages, particularly English.

¹³ More extensive criteria should be developed for the qualification (e.g. skills and knowledge) of port State inspectors. The skills and knowledge listed below are minimum requirements.

Results of Port State Inspections

Results of port State inspections shall include at least the following information:

1. Inspection references

- i) inspecting authority (name of inspecting authority or the alternate body nominated by the authority);
- ii) name of inspector;
- iii) port of inspection (place where the vessel is inspected); and
- iv) date (date the report is completed).

2. Vessel identification

- i) name of the vessel;
- ii) type of vessel;
- iii) external identification number (side number of the vessel) and IMO-number (if available) or other number as appropriate;
- iv) international Radio Call Sign;
- v) MMSI-number (Maritime Mobile Service Identity number), if available;
- vi) flag State (State where the vessel is registered);
- vii) previous name(s) and flag(s), if any;
- viii) whether the flag State is party to a particular regional fisheries management organization;
- ix) home port (port of registration of the vessel) and previous home ports;
- x) vessel owner (name and address of the vessel owner);
- xi) vessel operator responsible for using the vessel if different from the vessel owner;
- xii) name(s) and address(es) of previous owner(s), if any; and
- xiii) name and certificate(s) of master.

3. Fishing authorization (licenses/permits)

- i) the vessel's authorization(s) to fish;
- ii) State(s) issuing the authorization(s);
- iii) areas, scope and duration of the authorization(s);
- iv) species and fishing gear authorized; and
- v) transshipment records and documents¹⁴ (where applicable).

¹⁴ The transshipment records and documents must include the information provided for in paragraphs 1-3 of this Annex B.

4. Trip information

- i) date trip commenced (date when the current trip started);
- ii) areas visited (entry to and exit from different areas);
- iii) areas where fish and fishery products were captured or collected;
- iv) ports visited (entry into and exit from different ports); and
- v) date trip ended (date when the current trip ended).

5. Result of the inspection on discharge

- i) start and end (date) of discharge;
- ii) fish species;
- iii) presentation (product form);
- iv) live weight (quantities determined from the log book);
- v) relevant conversion factor;
- vi) processed weight (quantities landed by species and presentation);
- vii) equivalent live weight (quantities landed in equivalent live weight, as “product weight multiplied with the conversion factor”); and
- viii) intended destination of fish and fishery products discharged.

6. Quantities retained on board the vessel

- i) fish species;
- ii) presentation (product form);
- iii) relevant conversion factor;
- iv) processed weight; and
- v) equivalent live weight.

7. Results of gear inspection

- i) details of gear type inspected and attachments, if any.

8. Conclusions

- i) conclusions of the inspection including identification of the violations presumably committed and reference to the rules which have been presumably not complied with.