Application of Port State Measures

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Introduction to Port State Measures

Purpose of Learning Outcomes 1-3:

1. To understand the uses, purposes and benefits of port State measures
2. To understand the intentions and principles of the FAO Port State Measures Agreement
3. To understanding the need for regional cooperation and related information requirements

This lecture combines all three learning outcomes.
Reason for PSM

The international community has developed PSM to combat IUU fishing because of the inability or unwillingness of flag States to control their vessels beyond areas of national jurisdiction.

Flag State and Port State

The **flag State** of a vessel is the State under whose laws the vessel is registered or licensed. The flag State has the authority and responsibility to enforce regulations over vessels registered under its flag, including those relating to inspection, certification, and issuance of safety and pollution prevention documents.

The **port State** is the State in which a port is situated and therefore the State which has jurisdiction over that port.
Main elements of PSM

Control port entry
Deny use of port facilities
Inspection of vessels
Interagency integration and information systems

All foreign vessels must request permission to enter port
Vessels involved in IUU fishing or on IUU lists are denied entry
If uncertain, vessel will be inspected
All foreign vessels subject to random inspections

Deny use of port facilities
Inspection of vessels
Interagency integration and information systems
Main elements of PSM

Control port entry
Deny use of port facilities
   Port State may prohibit the sale, trade, purchase, export and import of IUU caught fish
   This includes: landing
                  transhipping
                  processing
                  packaging

Inspection of vessels
Interagency integration and information systems

Implementation of port State measures
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Main elements of PSM

Control port entry
Deny use of port facilities
Inspection of vessels
  minimum standards used for inspection and reporting
Interagency integration and information systems
Objective of PSM

To prevent, deter and eliminate IUU fishing through the implementation of effective controls, and therefore to ensure the long-term conservation and sustainable use of living marine resources and marine ecosystems.

Benefits of PSM

Denying port entry and access to facilities has potential to be one of the most forceful and least dangerous compliance tools for combating IUU fishing, and certainly among the most cost-effective.

PSM can mean real economic hardship and criminal proceedings for IUU vessel operators.
Linkages to other MCS processes

PMS should be integrated into existing MCS activities and strategies, e.g.
- Documentation
- Databases and information systems
- VMS
- Observer programmes
- Human capacity
FAO PSMA

Many national or regional PSM agreements or resolutions are based on the FAO PSM Agreement. For example, the IOTC PSMR is almost an exact copy of the FAO PSMA, but with specific terms relating to tuna in the Indian Ocean. Fortunately, the PSMA is short, clear and concise, logical and generally avoids legal jargon, so it is easy to understand.

PSMA Framework

Part 1: General provisions
Based on general international law and practice. It lays the groundwork for the Agreement.

Useful background but not overly important for this course

Parts 2 to 4: Entry into port, use of ports, inspections and follow-up actions
Parts 5 and 6: Role of flag States, requirements of developing States
Parts 7 to 10: General provisions
PSMA Framework

Part 1: General provisions

Parts 2 to 4: Entry into port, use of ports, inspections and follow-up actions
Logical, step-by-step requirements and procedures for vessels and port States from before a vessel enters into port.
Applies to entry into port, the use of ports, inspections and follow-up actions by the port State.

Parts 5 and 6: Role of flag States, requirements of developing States

Parts 7 to 10: General provisions
**PSMA Framework**

**Part 1: General provisions**

**Parts 2 to 4: Entry into port, use of ports, inspections and follow-up actions**

**Parts 5 and 6: Role of flag States, requirements of developing States**

These are important complementary actions to broaden and strengthen the implementation of port State measures, including the role of flag States.

**Parts 7 to 10: General provisions**

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**Provisions relating to dispute settlement, non-parties, monitoring and review**

*Standard stuff found in many international instruments – not important (for this course)*
PSMA Framework

Part 1: General provisions
Parts 2 to 4: Entry into port, use of ports, inspections and follow-up actions
Parts 5 and 6: Role of flag States, requirements of developing States
Parts 7 to 10: General provisions

Provisions relating to dispute settlement, non-parties, monitoring and review
Standard stuff found in many international instruments — not important (for this course)

Regional and international cooperation

IUU fishing is truly global and needs a global response

Port visits by IUU vessels, 2004-2009
425 visits to 140 ports in 71 countries
Regional PSMs

A review of the port State measures of 10 RFMOs found:
- They are not sufficiently comprehensive to cover all IUU fishing activity.
- They are not effective enough to deter the activities of IUU operators.
- They do not ensure proper transparency and information sharing among all concerned authorities.

Regional PSMs

The FAO PSMA provides a minimum standard for PSM and provides a unique opportunity to harmonise and strengthen port State controls across the globe. All States and RFMOs are being advised to give high priority to aligning their measures with those of the PSMA.
Regional information sharing

All data regarding IUU vessels should be made available to neighbouring States, RFMOs and international organisations (e.g. FAO and IMO).
Sharing data is an important provision of PSMA; without it IUU vessels cannot be tracked and denied port access.
Out of date IUU vessel information means that vessels often cannot be identified.
Publicising IUU activities, and especially actions taken against them, is key to making PSM work.

RFMOs and PSM

RFMOs have an important coordinating role to play in standardising the actions of their member countries, including:
- IUU vessel lists
- Authorised vessel lists
- VMS
- Observer programmes
- Catch certification and trade documentation schemes.
This also leads to more effective national MCS.
RFMOs are also important for coordinating information sharing.
IUU vessel lists

IUU vessel lists record all vessels known to have been involved in IUU fishing that should be automatically denied entry to a PSM port.

The list should include fishing vessels and support-vessels, like reefer and supply ships.

Each State or RFMO can compile its own list or use other lists (e.g., SEAFO).

Lists should be publicly available.

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CCAMLR IUU Vessel List

<table>
<thead>
<tr>
<th>Current name</th>
<th>Current flag</th>
<th>Lloyd's IMO no.</th>
<th>Nature of activity</th>
<th>Date of incident</th>
<th>Year listed</th>
<th>Ownership history</th>
<th>Previous names</th>
<th>Previous flag(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aidastra</td>
<td>Tanzania</td>
<td>7424591</td>
<td>Fishing in Dv. 58 4.4b</td>
<td>10/11/2006</td>
<td>2007</td>
<td>Faray Shipping</td>
<td>Omaia</td>
<td>Honduras</td>
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<tr>
<td>Amorinn</td>
<td>Unknown</td>
<td>7036345</td>
<td>Inside Dv. 58 4.2</td>
<td>23/01/2004</td>
<td>2003</td>
<td>Cribell Securities</td>
<td>Noemi</td>
<td>To go</td>
</tr>
<tr>
<td>Challenge</td>
<td>Panama</td>
<td>66022462</td>
<td>Fishing in Dv. 58 4.3b</td>
<td>14-Feb-06</td>
<td>2006</td>
<td>Sctic Business S.A.</td>
<td>Noemi</td>
<td>To go</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HO5351</td>
<td>Inside Dv. 58 4.3b</td>
<td>22-Mar-06</td>
<td></td>
<td>Lome</td>
<td></td>
<td>To go</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Inside Dv. 58 4.3b</td>
<td>10-Dec-06</td>
<td></td>
<td>Sold</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Inside Dv. 58 4.3b</td>
<td>06-Feb-08</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kiki</td>
<td>Unknown</td>
<td>66027666</td>
<td>Fishing in Dv. 58 4.3b</td>
<td>12-Jan-06</td>
<td>2006</td>
<td>Arionlatitude Fish Proc.</td>
<td>Isla Graciosa</td>
<td>South Africa</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Fishing in Dv. 58 4.2</td>
<td>18-Feb-07</td>
<td></td>
<td>Antarctica</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Fishing in Dv. 58 4.3b</td>
<td>24-Mar-07</td>
<td></td>
<td>Nariaza S.A.</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Fishing in Dv. 58 4.3b</td>
<td>29-Jan-09</td>
<td></td>
<td>Constant</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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# NEAFC IUU Vessel List

<table>
<thead>
<tr>
<th>Name</th>
<th>IMO Number</th>
<th>Previous Names</th>
<th>Flag</th>
<th>Current IRCS</th>
<th>Last Known Situation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alboran II</td>
<td>7306570</td>
<td>White Enterprise</td>
<td>Panama</td>
<td>Unknown</td>
<td>Gibraltar (31 March 2009)</td>
</tr>
<tr>
<td>Dolphin</td>
<td>8422852</td>
<td>Ognevka</td>
<td>unknown</td>
<td></td>
<td>Murmansk, Russian Federation (October 2007)</td>
</tr>
<tr>
<td>Eros Dos</td>
<td>8604668</td>
<td>Furabulos</td>
<td>Panama</td>
<td>HO-5115</td>
<td>St. Eugenia de Ribeira, Spain (05 March 2009)</td>
</tr>
<tr>
<td>Goclen</td>
<td>6710419</td>
<td>Gran Sol</td>
<td>Unknown</td>
<td>Unknown</td>
<td>La Coruna, Spain (September 2007)</td>
</tr>
<tr>
<td>Ianna I</td>
<td>7332218</td>
<td>Unknown</td>
<td>HO3374</td>
<td></td>
<td>Indian Ocean (2007)</td>
</tr>
</tbody>
</table>

# What have you learnt?

This lesson covered the first 3 chapters of the PSM manual. We’ve learnt about:

- The concept of PSM
- The Framework of the FAO PSMA
- The regional and international aspects of PSM
- IUU vessel lists
The end

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Implementing Port State Measures

Purpose of Learning Outcome 4 (2nd lesson):

Objective: Provide an outline to assist States and RFMOs in preparing for implementation of the FAO PSMA

This lesson will look at achieving sufficient institutional capacity to implement PSM.

Capacity needs assessment will be discussed, including human and institutional capacity.

Based on this, capacity-building plans will then be examined.

Some thoughts on training of PMS inspectors.

National and international responsibilities

Clarify responsibilities of different national institutions, including information transmission.

Integrate and coordinate these responsibilities.

Ensure communication procedures with regional and international bodies are clearly set out for all institutions.

Political will and commitment to implement, not just to sign protocols/agreements/resolutions.
National and international responsibilities

Clarify responsibilities of different national institutions, including information transmission

Integrate and coordinate these responsibilities

Ensure communication procedures with regional and international bodies are clearly set out for all institutions

Political will and commitment to implement, not just to sign protocols/agreements/resolutions

Capacity needs assessment

Effectiveness of implementation depends on all institutions performing functions effectively and efficiently

Assessment must include all agencies

Capacity of human resources important

Assessment to engage all stakeholders
Capacity needs assessment

Step 1

Ensure capacity needed to implement PSMA are suitable for your country, including:

- Human resources, e.g.
  - senior fisheries staff
  - port management staff
  - legal drafters
  - fisheries inspectors

Institutional capacity requirements, e.g.
- organised and well-staffed port inspection service
- information exchange system
- appropriate legal authority
- access to adequate monitoring technology and equipment
**Human resources strategy**

Is a smaller well-trained work-force better than less competent larger one?

Training should be officially acknowledged

Vocational training preferred

In-house training courses must have quality criteria

**Capacity building plans (CBP)**

Use the capacity needs assessment to identify capacity-building needs.

Maybe use a virtual learning environment (an internet-based system).

Use specialists to design courses, relevant course materials and to assist in institutional reform or development where needed.

Once the CBP has been implemented and has been in place for some time, review whether the system is working and identify any outstanding capacity-building needs.
Training

Training of PSM inspectors should include:
- Ethics
- Health, safety and security issues
- National and international laws and regulations, conservation and management resolutions
- Collection, evaluation and preservation of evidence
- General inspection procedures
- Analysis of data for the validation of vessel information

Training (cont.)

Training of PSM inspectors should include:
- Vessel boarding and inspection
- Verification and validation of information related to landings, etc.
- Identification of fish species and measurements
- Identification of vessels and gear and inspection
- Equipment and operation of VMS and other tracking systems
- Actions after inspection
What have you learnt?

We’ve looked at assessing whether there is sufficient human and institutional capacity to implement PSM.

This includes reviewing the capacity of all the institutions that will be involved in PSM.

Finally, we’ve discussed some important aspects of training to ensure competent PSM inspectors.
Operational Aspects of Implementing Port State Measure

Purpose of Learning Outcome 5 (1st lesson):

Objective: To understand the operational requirements to implement PSM in accordance with the PSMA, or the equivalent regional or State PSM regulations.

Previous lessons gave you the background to implementing PSM.

This lesson, and Lesson 5, will look at the operational aspects of implementing PSM.

This lesson covers the process of denying or allowing a vessel entry into a port.

Provisions of PSM

Many States and RFMOs have, or will soon have, PSM regulations that closely resemble the FAO PSMA.

We will follow the framework of the FAO PSMA, which you should be able to easily adapt to your own PSM regulations.

Let's review the parts of the FAO PSMA that are relevant to operational aspects.
Provisions of Parts 2 & 3

PART 2 – ENTRY INTO PORT
Designation of ports
Advanced request for port entry
Port State, authorisation or denial
Force majeure or distress

PART 3 – USE OF PORTS
Use of ports

Provisions of Part 4

PART 4 – INSPECTIONS AND FOLLOW-UP ACTIONS
Levels and priorities of inspection
Conduct of inspections
Results of inspections
Transmittal of inspection results
Electronic exchange of information
Training of inspectors
Port State actions following inspection
Information on recourse in the port State
Part 2 - Port entry

The State needs to decide which ports will be used for PSM. Need to consider things like:
- Port facilities
- Ability to conduct inspections

Once decided, the list of designated ports must be advertised

Part 2 - Port entry

Need to set a minimum time limit for advance notice
Must be sufficient to allow checks on vessel to be made, for example:
- Any previous suspicions of IUU fishing
- On any IUU vessel lists
- Are current fishing activities suspicious
Operational aspects of implementing port State measures

Example of pre-entry information

1. Intended port of call
2. Port State
3. Estimated arrival date & time
4. Purpose(s)
5. Port & date of last port call
6. Name of the vessel
7. Flag State
8. Type of vessel
9. International Radio Call Sign
10. Vessel contact information
11. Vessel owner(s)
12. Certificate of registry ID
13. IMO/LR-F ship ID, if available
14. External ID, if available
15. RFMO ID, if applicable
16. VMS
17. Vessel dimensions
18. Master name and nationality
19. Relevant fishing authorisation(s)
20. Relevant transhipment authorisation(s)
21. Transhipment donor vessels
22. Total catch onboard

Example of form in manual

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Operational aspects of implementing port State measures

Decision-making process

**Vessel before entering port:**
Must request entry to designated port.
Must provide the information required by the PSMA.

**Fisheries/port authorities — Procedures prior to entry**
Review information from vessel.
May seek other information, e.g. from RFMO, FAO, IMO.

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Decide on port entry

Once information processed, you have three choices:
1. Allow routine port entry
2. Allow port entry exclusively to inspect
3. Deny entry into port
Decide on port entry

Once information processed, you have three choices:
1. Allow routine entry
2. Entry \textit{may be allowed} exclusively for inspection and taking other actions that are at least as effective as denial of entry in combating IUU fishing and related activities. There should be sufficient proof that the vessel has been involved in IUU fishing or related activities, e.g. listed as an IUU vessel.
3. Deny entry into port
Decision-making process

Entry denied
Communicate denial to vessel or representative.
Notify:
  Flag State,
  Appropriate coastal States.
  Relevant RFMOs and international organisations.
Deny use of port, take any other measures available under national law.

Entry authorised
Communicate authorisation to the vessel or its representative.
Upon port entry, vessel or representative must present authorisation.
Decision-making process

Force majeure or distress
May allow entry for force majeure or distress, exclusively for rendering assistance to persons, ships or aircraft in danger or distress.

Scraping of vessel
Even an IUU vessel may be allowed entry to a port if it is to be scrapped.

What have you learnt

This lesson has worked through the provisions of the FAO PSMA that deal with foreign vessels requesting entry into a port and the decision-making process of whether to deny or allow entry.

The next lesson gives more details on the circumstances of denial of entry and the process of inspecting vessels under PSM.
Purpose of Learning Outcome 5

Objective: To understand the operational requirements to implement PSM in accordance with the PSMA, or the equivalent regional or State PSM.

This lesson, and the previous one, looks at the operational aspects of implementing PSM.

This lesson covers:
- more details on the denial of port entry
- the process of inspecting foreign fishing vessels
- what to do with the results.

Decision tree

Let’s review the decision-making process discussed in previous lesson (lesson 4).
Operational aspects of implementing port State measures

**Denial of entry**

The use of a port (and its facilities) must be denied if any of the following apply:
- Vessel does not have authorisation from flag State
- Vessel does not have authorisation from port State
- Clear evidence that fish caught contrary to coastal State laws
- Flag State does not confirm within a reasonable time that the fish was taken according to appropriate requirements.
Denial of entry

The use of port (and its facilities) must be denied if any of the following apply:

There are reasonable grounds to believe that the vessel was engaged in IUU fishing or related activities, unless the vessel can establish that it was:

- acting in a manner consistent with relevant laws
- in the case of provisioning at sea, the vessel that was provisioned, at the time of provisioning, was not a vessel that had been engaged in IUU fishing

Denial of entry - exceptions

Port services must not be denied:

- When they are essential to the health of the crew or the safety of the vessel, provided that these needs are duly proven.
- When appropriate, for the scrapping of the vessel.
Denial of entry - notification

Prompt notification of denial of use of port must be given to:
- vessel or representative
- the flag State
- relevant coastal States
- relevant RFMOs
- relevant international organisations

Withdrawal of denial of entry

Denial of port entry may be withdrawn if there is sufficient proof that the original grounds for denying were inadequate or erroneous or no longer apply.

Notification of withdrawal must be given to those notified above.
Inspections

Inspections need to be carried out - “Sufficient to achieve the objectives of this Agreement”

The objectives were “to prevent, deter and eliminate IUU fishing”

The following vessels should always be inspected:

- Vessels that have previously been denied entry or use of a port
- Vessels as requested by other relevant Parties, States or RFMOs
- Other vessels where there are clear grounds for suspecting IUU fishing or fishing related activities.
**Inspection rate**

A sampling strategy for other vessels should be defined:
- Some authorities require a minimum proportion are sampled, e.g. 10% per year
- Should not be fixed, e.g. every 10\textsuperscript{th} vessel
- Should be randomised - choose random numbers and sample those, e.g. of the next 50 vessels sample 3\textsuperscript{rd}, 15\textsuperscript{th}, 18\textsuperscript{th}, 38\textsuperscript{th} and 41\textsuperscript{st} to come in
- Use some stratification – vessels more likely to have been IUU fishing are sampled more frequently (e.g. 25%), others less frequently (e.g. 5%)

**Inspections**

- Must have a minimum standard for inspections
- Avoid unnecessarily delaying vessel
- Must observe entire offloading or transhipment
- Invite inspectors from other relevant States where appropriate, e.g. flag State


Operational aspects of implementing port State measures

Inspection procedures

- Verify vessel identification documentation is true, complete and correct.
- Verify that vessel’s flags and markings are consistent with the documentation.
- Verify that authorisations for fishing are true, complete, correct and consistent.
- Review all other relevant documentation and records held onboard.

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Operational aspects of implementing port State measures

Inspection procedures

- Examine all relevant fishing gear on board, including stowed gear.
- Determine if the fish was caught in accordance with the applicable authorisation.
- Examine the fish on board to determine its quantity and composition.
- Evaluate whether there is clear evidence that a vessel has engaged in IUU fishing or related activities.
- Provide the master of the vessel with the inspection report.
- Arrange for translation of relevant documents.

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Obligations of State

Ensure that inspectors are qualified and authorised. Ensure that inspectors present appropriate identification. Ensure that inspectors examine all relevant areas of the vessel, fish, nets and other gear, equipment and documents. Require the master of a vessel to give inspectors all necessary assistance. Where relevant invite flag State to participate in inspection. Avoid unduly delaying the vessel.

Facilitate communication with the master or senior crew members of the vessel. Ensure inspections are conducted in a fair, transparent and non-discriminatory manner. Do not interfere with the ability of a master to communicate with the authorities of the flag State.
**Inspection report**

The results of the inspection must be compiled as a report. An example is in the manual. This report should contain the following information as a minimum:

- vessel name
- VMS onboard
- vessel’s status in relevant RFMOs
- authorisations for fishing or transhipment
- catch, gear, etc.
- findings by the inspector and apparent infringements

The report must be signed by both the captain and inspector.

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**Transmission of report**

These results should be sent to:

- The master
- The flag State
- The flag State of vessel that transhipped the catch to the inspected vessel (if this is a carrier vessel)
- Other relevant States, RFMOs and international organisations (e.g. FAO),
- States where there is evidence that vessel had conducted IUU fishing or related activities their waters
- The State of which the vessel’s master is a national
Information systems

Each State should:
- Establish computerised communications
- Establish websites to publicise the list of ports designated
- Identify each inspection report by a unique number
- Utilise the international coding system

International coding system

Countries: ISO-3166 3-alpha Country Code
Species: ASFIS 3-alpha code (known as FAO 3-alpha code)
Vessel types: ISSCFV code (known as FAO alpha code)
Gear types: ISSCFG code (known as FAO alpha code)
What have you learnt?

This lesson has shown you some of the important operational issues when implementing PSM, building on the previous lesson.

In this lesson we have learnt more about the circumstances when a vessel may be denied entry into a port, the process of inspecting the vessel, the information that should be collected and the communications that need to be undertaken once an inspection is completed.
Purpose of Learning Outcome 6:

To understand the relationship between aspects of governance and the success of PSM as a tool to improve compliance.

Learning tasks:

- Understand fisheries governance and how it affects fisheries management
- Why is fisheries governance so important and what is effective fisheries governance?
- Understand the impact of good and bad governance in relation to IUU fishing
- Challenges of corruption and conflict of interest

What do we mean by governance?

Governance is... the whole array of processes whereby elements in society (both government and non-government) wield power and authority and influence policies and decisions concerning public life and economic and social development.

Applied to the fisheries sector, the concept of governance recognises:

- authority in relation to fisheries management is broader and more diverse than just a government department
- the importance of stakeholder participation
- governance includes a wide range of interested parties
Who is involved in governance?

“Stakeholders” includes anyone with any interest in fisheries including:
- group of wealthy business people
- a fishing community
- a trade union
- an association of fish processors

Some might even be illegal (e.g. through bribery), although this is not a real governance of supply to ensure sustainable management of fisheries resources.

How is ‘fisheries management’ different?

Fisheries management is the “process of information gathering, analysis, planning, consultation, decision-making, allocation of resources and formulation and implementation, with enforcement as necessary, of regulations or rules which govern fisheries activities....”

“fisheries management” is just a part of fisheries governance
Why is good governance important?

Effective fisheries governance will:
- optimise benefits from fisheries resources in the long term
- meet certain standards of efficiency, legitimacy and fairness
- ensure provision of livelihoods and food security
- ensure the generation of foreign exchange through trade

Effective fisheries governance must balance trade-offs such as:
- decisions to limit catch when it may affect people’s livelihoods
- decisions to prioritise small-scale fisheries against industrial fishing
- balancing domestic food supply against the value of exports

Fisheries governance systems must be seen as reasonable and fair or it is likely to be resisted and ineffective. Stakeholders participation is vital.

Features of good and bad governance

Bad governance is often associated with:
- poor transparency
- distortion of government budgets
- corruption
- conflict of interest
- unbalanced growth
- social exclusion
- lack of trust in authorities

Good governance is:
- transparent
- accountable
- comprehensive
- inclusive
- representative
- informed
- empowered
Impact of good and bad governance on IUU fishing

- Weak fisheries governance
- Poor transparency
- Limited enforcement
- Lack of MCS

Increase in IUU fishing

Challenges of unprofessional behaviour

- Poor governance
- Poor fisheries management
- Unprofessional behaviour

Conflict of interest
- Corruption
- Nepotism
Corruption

"Corruption is a major cause of poverty as well as a barrier to overcoming it."

Examples of corruption:
1. willingness to act dishonestly in return for money or personal gain
2. soliciting or accepting bribes in exchange for not reporting illegal fishing activities
3. financial benefits, other personal gains, or career advancement in exchange for not pursuing an investigation or arrest
4. accepting bribes in exchange for not reporting illegal fishing activities

Conflict of interest

Corruption arising from the conflict between the actions of an MCS official and the public interest.

You should make decisions without considering personal gain. Your personal preferences should not affect your decision making.

Examples of conflict of interest:
1. MCS official having a financial interest (e.g., shares in a fishing company) which may benefit from an official's decision or action
2. Future opportunity to take a job in the private sector with a firm which an officer has dealings with as a public official
What have you learnt?

- You have learnt about governance and how this affects MCS and the successful implementation of PSM.
- You’ve seen what good governance is and why it is important. If PSM is to make a difference in your country.
- We have discussed the issues of conflict of interest, corruption and nepotism to encourage you to think about what is and isn’t acceptable behaviour for a fisheries officer.

'Carry out your duties with professionalism and inspire those around you. Make it possible for fisheries to bring growth and prosperity to the region. Good luck!'
What have you learnt?

- You have learnt about governance and how this effects MCS and the successful implementation of PSM.
- You’ve seen what good governance is and why it is important if PSM is to make a difference in your country.
- We have discussed the issues of conflict of interest, corruption and nepotism to encourage you to think about what is and isn’t acceptable behaviour for a fisheries officer.

*Carry out your duties with professionalism and inspire those around you. Make it possible for fisheries to bring growth and prosperity to the region. Good luck!*

Monitoring Control & Surveillance
A Training Programme from SmartFish
La bonne gouvernance et de la gestion des pêches et de l'aquaculture permettent d'améliorer la contribution du secteur à la sécurité alimentaire, au développement social, à la croissance économique et au commerce régional ; ceci en assurant par ailleurs une protection renforcée des ressources halieutiques et de leurs écosystèmes.

La Commission de l'Océan Indien (COI) ainsi que la COMESA (Common Market for Eastern and Southern Africa), l'EAC (East African Community) et l'IGAD (Inter-Governmental Authority on Development) ont développé des stratégies à cette fin et se sont engagés à promouvoir la pêche et l'aquaculture responsable.

SmartFish supporte la mise en œuvre de ces stratégies régionales en mettant l'accent sur le renforcement des capacités et des interventions connexes visant à :

- la mise en œuvre d'un développement et d'une gestion durables des pêcheries ;
- le lancement d'un cadre de gouvernance pour les pêcheries durables dans la région ;
- le développement d'un suivi-contrôle-surveillance efficace pour les ressources halieutiques transfrontalières ;
- le développement de stratégies commerciales régionales et la mise en œuvre d'initiatives commerciales ;
- l'amélioration de la sécurité alimentaire à travers la réduction des pertes post-capture et la diversification.

SmartFish est financé par l'Union Européenne dans le cadre du 10ème Fond Européen de Développement.

SmartFish est mis en œuvre par la COI en partenariat avec la COMESA, l'EAC et l'IGAD et en collaboration avec la SADC. Une collaboration étroite a également été développée avec les organisations régionales de pêche de la région. L'assistance technique est fournie par la FAO et le consortium Agrotec SpA.

By improving the governance and management of our fisheries and aquaculture development, we can also improve food security, social benefits, regional trade and increase economic growth, while also ensuring that we protect our fisheries resources and their ecosystems.

The Indian Ocean Commission (IOC), the Common Market for Eastern and Southern Africa (COMESA), the East African Community (EAC) and the Inter-Governmental Authority on Development (IGAD) have developed strategies to that effect and committed to regional approaches to the promotion of responsible fisheries and aquaculture.

SmartFish is supporting the implementation of these regional fisheries strategies, through capacity building and related interventions aimed specifically at:

- implementing sustainable regional fisheries management and development ;
- initiating a governance framework for sustainable regional fisheries ;
- developing effective monitoring, control and surveillance for trans boundary fisheries resources ;
- developing regional trade strategies and implementing regional trade initiatives ;
- contributing to food security through the reduction of post-harvest losses and diversification.

SmartFish is financed by the European Union under the 10th European Development Fund.

SmartFish is implemented by the IOC in partnership with the COMESA, EAC, and IGAD and in collaboration with SADC. An effective collaboration with all relevant regional fisheries organisations has also been established. Technical support is provided by Food and Agriculture Organization (FAO) and the Agrotec SpA consortium.

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