The Comprehensive Global Record of Fishing Vessels, Refrigerated Transport Vessels and Supply Vessels

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State of the World's Fish Stocks

About 80% are fully exploited or overfished-

- FAO State of World Fisheries and Aquaculture 2008

82 million tonnes were produced from marine global captures in 2006 (FAO) v
11-26 million tonnes lost to IU (MRAG study)
Why have a ‘Global Record’

- IUU fishing is a complex, persistent problem at local, national, regional and global levels (attributable losses are $10-23 billion annually) (FAO estimates that global capture fisheries represented about $92 billion USD in 2006)
- Vessels, fleets, owners are deliberately mobile and deliberately non-transparent
- No globally-based tool is effectively bridging information gaps and this has been exploited
- Limit the operating environment and opportunities currently available to IUU operators
- MCS is too costly to conduct in the absence of reliable and timely information

Fig. 1. Number of incriminated vessels for fishing illegally between 1980 and 2003. Source: Based on Sea Around Us IUU database; www.seaaroundus.org.
Why the Global Record also includes transport and supply vessels

Any vessel, ship of another type, boat and other craft used for, equipped to be used for, or intended to be used for, fishing or fishing related activities

Fishing related activities means any operation in support of, or in preparation for, fishing including the processing, transhipment or transport of fish that have not been previously landed and offloaded at a port as well as the provision of personnel, fuel, gear and other supplies at sea.
THE 2005 ROME DECLARATION ON ILLEGAL, UNREPORTED AND UNREGULATED FISHING

To develop a comprehensive global record of fishing vessels within FAO, including refrigerated transport vessels and supply vessels, that incorporates available information on beneficial ownership, subject to confidentiality requirements in accordance with national law,
COFI supported the convening of an Expert Consultation to further develop the concept of a comprehensive global record of fishing vessels as described in FAO’s feasibility study.

Notwithstanding the formidable task of developing the Global Record, the Global Record should aspire to include all vessels (excluding recreational vessels) as defined in the draft port State measures agreement using a phased approach.

-A future programme of work was supported that should include assessing user needs, including the needs of developing countries, convening a broad based Steering Committee, designing and implementing a pilot project and preparing a comprehensive technical report which could lead to a Technical Consultation on the Global Record.

- COFI 2007 – Initial Consideration
- EC-GR (Feb 2008) – a meeting of experts broadly considers the viability of the Global Record and makes recommendations
- COFI 2009 – The current work elements approved
What is the Global Record?

A central **record** of vessel related information

**identify the vessel**
- The engine room
  - capacity and capability
  - owners and associated interests
  - fishing authorizations
  - history of its *port visits and inspections*
  - other inspections
  - *infractions* and detentions
  - provide any other relevant and available data (Torremolinos & SOLAS)
Principles Underpinning The Global Record

The Global Record:
- provide the over-arching global picture
- international database
- public access to relevant information
- neutral /user judges
- transparency and traceability of vessels
- no commercial purpose
- encourage data exchange
- user friendly
The Global Record is NOT

✓ A Global Black List
✓ A Register

Vessel registration is a State function as it confers legal status on a vessel.
Phases and Implementation

1. Scope
2. Criteria: GT, LOA, region, fishery, risk, implications
   - Developed States
   - Progressive implementation of other States with development support as required
User Needs / Gap Analysis

- Initial Assessments Undertaken
  SEAFDEC
  OSPESCA

- Proposed Workshops
  OSPESCA
  PAF (Africa)

SEAFDEC Countries (possible)
Any other identifiable opportunities

- Electronic Survey
Unique Vessel Identifier (UVI)

Agreement on need
Meaning?
Options?

Is the LR-F(IMO) numbering scheme an appropriate standard for the development of a Global Record UVI?
LR-F(IMO) UVI Scheme

- In line with COFI’s direction to make best use of existing resources and avoid duplication, the LR-F IMO numbering system offers a logical starting point:
  - It is internationally recognised and accepted
  - It already contains about 26,000 fishing vessels (out of a total world fleet of about 70,000 >100GT)
  - It fits with a logical risk assessment profile that a phased implementation approach for the GR ought to consider

- In its current form, the LR-F(IMO) UVI can only be applied to vessels greater than 100 gross tonnes and LR-F not supportive of extending it.
  - This means that a framework for a parallel numbering scheme will need to be developed for smaller vessels.
LR-F(IMO) UVI Scheme

The LR-F(IMO) UVI standard requires all of the following information to be supplied before a UVI can be assigned.

<table>
<thead>
<tr>
<th>Information</th>
<th>Information</th>
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<tbody>
<tr>
<td>Registered Owner</td>
<td>Moulded Depth</td>
</tr>
<tr>
<td>Parent Company Registered Owner</td>
<td>Beam</td>
</tr>
<tr>
<td>Ship Manager</td>
<td>Gross Register Tonnage</td>
</tr>
<tr>
<td>Bareboat / Demise Charter</td>
<td>GT</td>
</tr>
<tr>
<td>Flag State</td>
<td>Power of Main Engine or Engines</td>
</tr>
<tr>
<td>MMSI Number</td>
<td>Net Tonnage</td>
</tr>
<tr>
<td>Flag State Identification Number (Official No.)</td>
<td>Dead Weight</td>
</tr>
<tr>
<td>Name of Fishing Vessel</td>
<td>Ship Builder</td>
</tr>
<tr>
<td>Registration Number (Fishing No.)</td>
<td>Nationality of Shipbuilder</td>
</tr>
<tr>
<td>Previous Vessel Names</td>
<td>Parallel-in Ships True Ownership Registration Details</td>
</tr>
<tr>
<td>Port of Registry</td>
<td>Parallel-out Ships True Owner Details</td>
</tr>
<tr>
<td>Address of Owner or Owners</td>
<td>Date Entered onto Flag State Register</td>
</tr>
<tr>
<td>Previous Flag or Flags (if any)</td>
<td>Date Ship De-registered (by the previous flag State, if applicable)</td>
</tr>
<tr>
<td>International Radio Call Sign</td>
<td>Parallel Flag (if applicable)</td>
</tr>
<tr>
<td>Where and When Built</td>
<td>Commercial Operator (if applicable: Charterer)</td>
</tr>
<tr>
<td>Type of Vessel</td>
<td></td>
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<tr>
<td>Length</td>
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Norwegian proposal

“The IMO number constitutes the only secure identifier of a vessel and will never change, even if the vessel is sold or changes flag, etc”
Work with NEAFC

- size - fewer than 1000
- status of national registries
- high percentage with LR-F(IMO) numbers
- reefers
- RFMO leader, proactive, advanced
- Secretariat interested

photo credit NEAFC B list
Pilot Programme

Current & Potential Partners

- The Joint t-RFMOs (18,100 vessels)
- OSPESCA
- SEAFDEC
- PAF / NEPAD
- with service providers IMO, EQUASIS and LR-F
THE END
Thank you