



RFVR 24 meters and over



# SEAFDEC's member

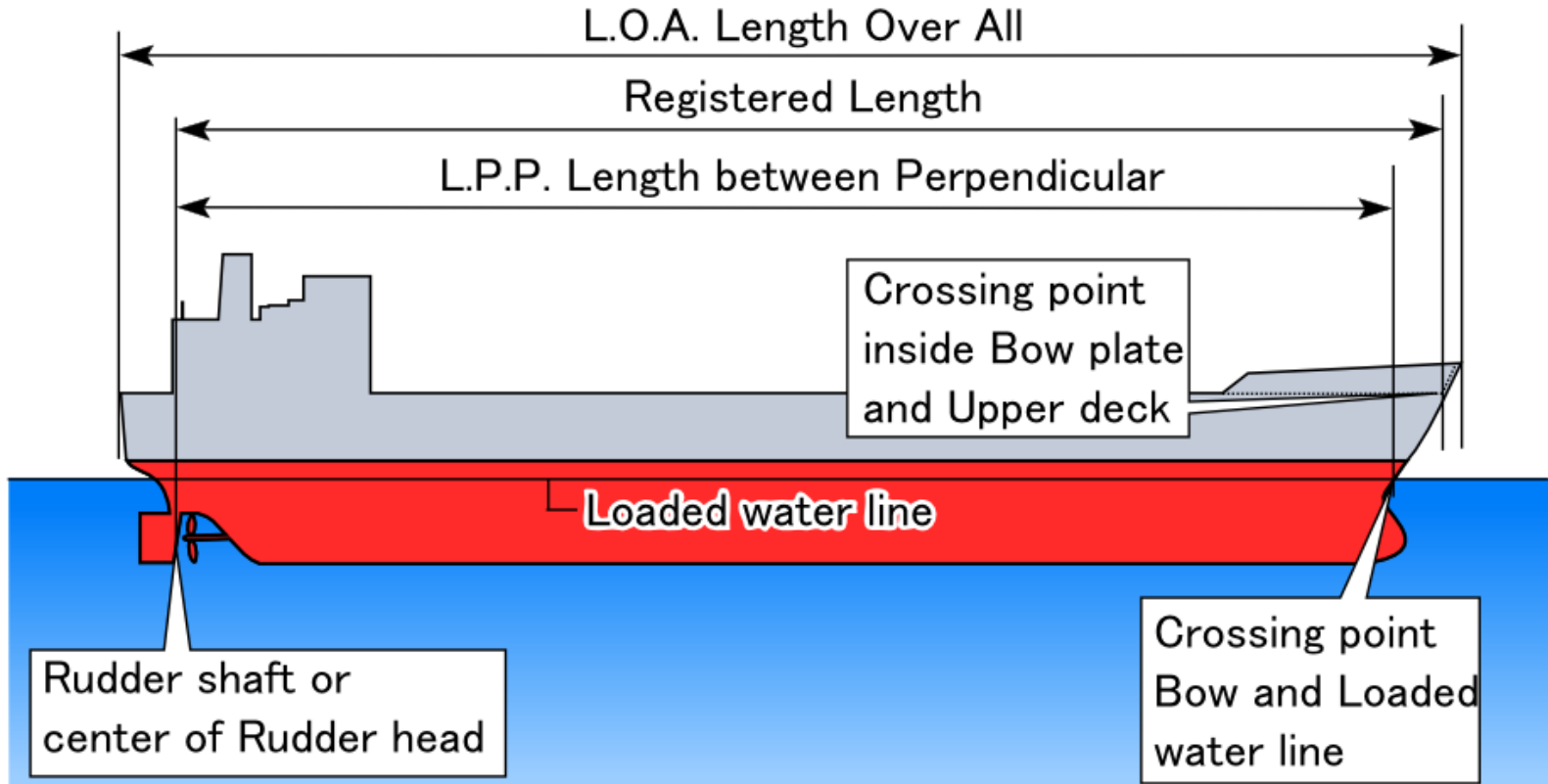
**Table 3: Updated number of fishing vessels 24 meters in length and over**

<b>Country</b>	<b>Total</b>	<b>Less than 24 meters</b>	<b>24 meters and over</b>
Brunei Darussalam	2,427	2,421	6
Cambodia	7,034	7,034	Nil
Indonesia	570,827	569,105	1,722
Malaysia	54,235	54,169	66
Myanmar	30,349	Powered 14,222 Non Powered 15,463	664
Philippines	473,400	472,804	596
Singapore	36	36	Nil
Thailand	40,742	39,995	747
Vietnam	123,125	122,812	312

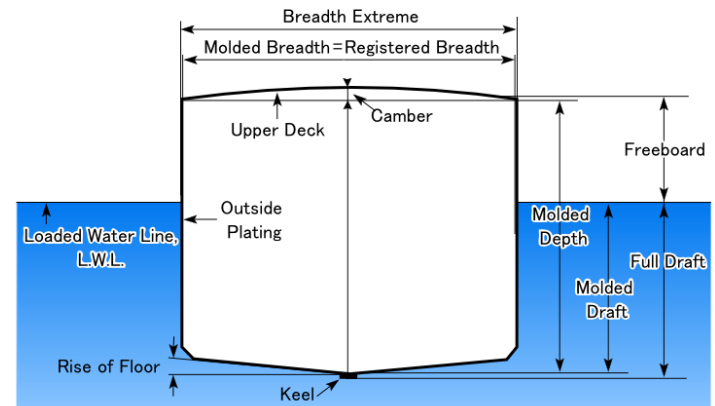
# What kind of Length of vessel in RFVR 24 meters and over in database 2015

1. Name of Vessel	15. International Radio Call sign
2. Vessel Registration Number	16. Engine Brand
3. Owner Name	17. Serial Number of Engine
4. Type of Fishing Method/Gear	18. Hull Material
5. Fishing License Number	19. Date of Registration
6. Expiration Date of Fishing Licenses	20. Area (country) of Fishing Operation
7. Port of Registry	21. Nationality of Vessel (flag)
8. Gross Tonnage (GRT/GT)	22. Previous Name (if any)
9. Length (L)	23. Previous Flag (if any)
10. Breadth (B)	24. Name of Captain/Master (if available)
11. Depth (D)	25. Nationality of Captain/Master (if available)
12. Engine Power	26. Number of Crew (maximum/minimum)
13. Shipyard/Ship Builder	27. Nationality of Crew (if available)
14. Date of launching/Year of Built/ Year of Purchase	28. IMO Number (If any)

# Ship size (side view)



Ship size (front view)



# Code of Safety for fishermen and fishing vessels 2005 Part A : FAO-IMO-ILO

- Length =  $L$  = should be taken as 96% on the waterline at 85% of the least depth measured from the keel line, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with rake of keel, the waterline on which this length is measured should be parallel to the designed waterline.

# ILO Work in Fishing convention 188 (C 188)

- Length =  $L$  = should be taken as 96% on the waterline at 85% of the least depth measured from the keel line, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with rake of keel, the waterline on which this length is measured should be parallel to the designed waterline.
- Length overall =LOA= shall be taken as the distance in a straight line parallel to the designed waterline between the foremost point of the bow and the aftermost point of the stern

- A. a gross tonnage of 75 gt shall be considered equivalent to a length (L) of 15 meters or a length overall (LOA) of 16.5 meters;
- B. a gross tonnage of 300 gt shall be considered equivalent to a length (L) of 24 meters or a length overall (LOA) of 26.5 meters;
- C. a gross tonnage of 950 gt shall be considered equivalent to a length (L) of 45 meters or a length overall (LOA) of 50 meters;



# CapeTown Agreement 2012

- Shall enter into force after the date on which not less than 22 states the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas

(2) For the purpose of this Protocol<sup>1</sup>, the Administration may decide to use the following gross tonnage in place of length (L) as the basis for measurement for all chapters:

- (a) a gross tonnage of 300 shall be considered equivalent to a length (L) of 24 m;
- (b) a gross tonnage of 950 shall be considered equivalent to a length (L) of 45 m;
- (c) a gross tonnage of 2,000 shall be considered equivalent to a length (L) of 60 m; and
- (d) a gross tonnage of 3,000 shall be considered equivalent to a length (L) of 75 m.



- Length =  $L$  = should be taken as 96% on the waterline at 85% of the least depth measured from the keel line, or as the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In vessels designed with rake of keel, the waterline on which this length is measured should be parallel to the designed waterline.

# UVI

- Unique Vessel Identifiers is a key tool in preventing and combatting IUU fishing. A UVI is a permanent number that stays with a vessel from construction through to disposal, regardless of the vessel's flag or where it operates. This is essential for the effective and reliable monitoring of a vessel's activity and for the tracking of compliance throughout a vessel's lifespan

# IMO number

- Forms of vessel identification, such as a vessel's name, flag or call sign, can be quickly and easily changed, allowing vessels to disguise their identity when engaged in IUU fishing activities. Unique vessel identifiers (UVI) is a key tool in preventing and combating illegal, unreported and unregulated fishing. IMO number is a kind of UVI

# IMO number

- “The **IMO number** is made of the three letters ‘IMO’ followed by the seven-digit number assigned to all ships by **IHS (Information Handling Services)** Fairplay when constructed. This is a unique seven digit number that is assigned to propelled, sea-going merchant ships of 100 GT and above. It serves to identify ships and is not changed when the ship’s owner, country of registry or name changes.”



- **IHS Markit Ltd** is a [London](#)-based global information provider that was formed in 2016 when IHS Inc. and [Markit](#) Ltd. merged.

- In Dec. 2013, IMO allowing fishing vessels of 100 GT or greater into get IMO number on a voluntary basis.
- In Aug. 2016, through Circular letter No. 1886/Rev 6 the scheme was further expanded to cover all motorized inboard fishing vessels of less than 100 GT down to a size limit of 12 meters LOA, in addition, non steel hull vessels weight at least 100 GT

# The need for mandatory IMO numbers for vessels catching seafood for the EU market

- By the latest end-2017, which states that catch certificates accompanying products for import to the EU must include the vessel's IMO number. The requirement should apply to vessels of 15 meters LOA and above fishing outside of waters under national jurisdiction (provide they are eligible under the IMO ship identification Number scheme), and vessels of 24 meters LOA (or 100 GT) and above fishing within waters under national jurisdiction.



- In August 2016, through Circular Letter No. 1886/Rev6, the scheme was further expanded to cover all motorized inboard fishing vessels of less than 100 GT down to a size limit of 12 meters LOA that are authorized to operate outside of waters under national jurisdiction. In addition, non-steel hull vessels- such as those made from wood or fiberglass- are now eligible if they weigh at least 100 GT

- The 31<sup>st</sup> session of the FAO committee on Fisheries (COFI) agreed that the IMO number should be used as the UVI for Phase I of the Global record of the Global Record of Fishing Vessels, refrigerated transport vessel and supply vessels

# How IMO numbers help combat IUU fishing

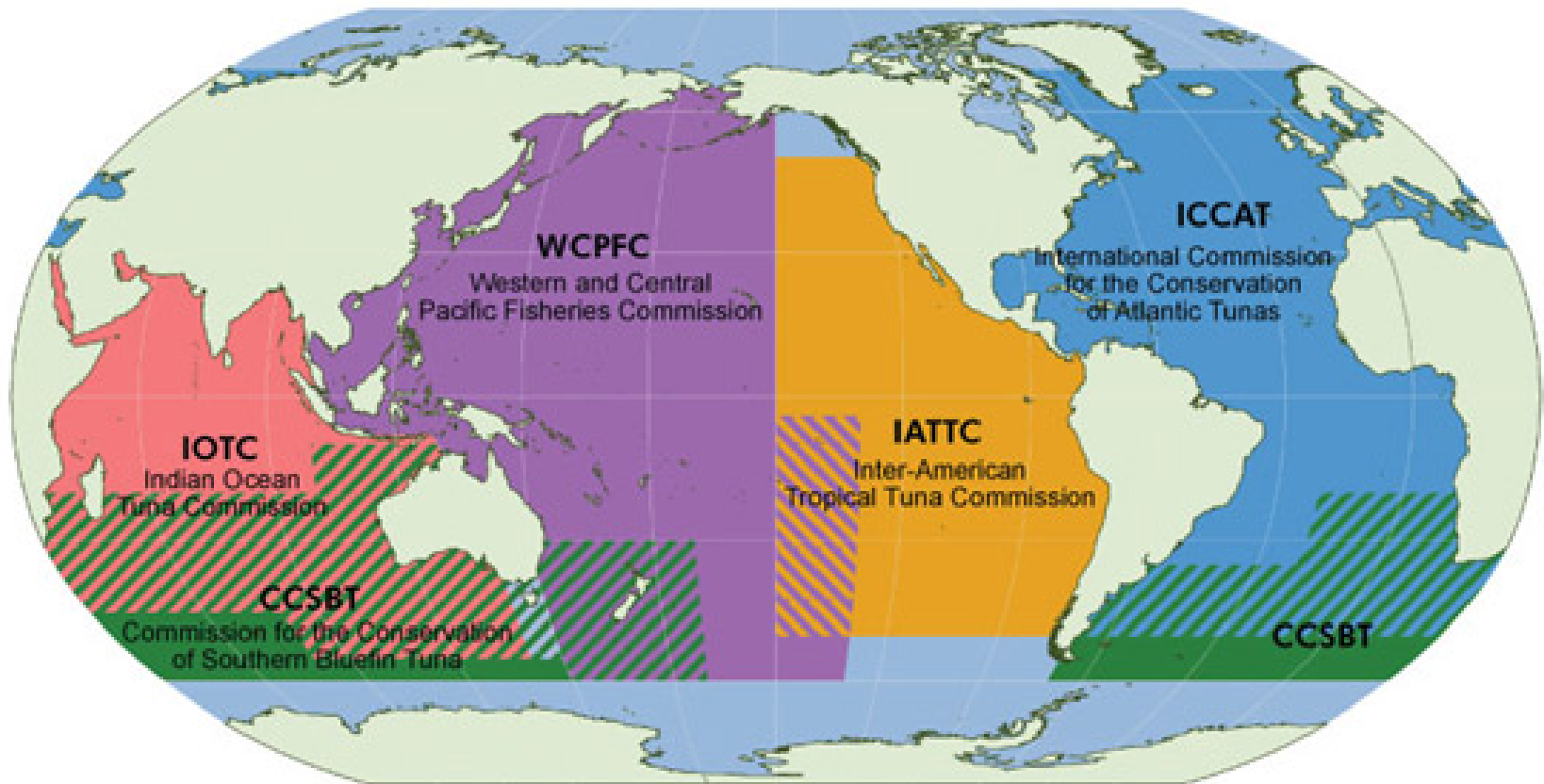
- Allow flag states to consistently and accurately manage vessels under their authority
- Give national authorities information to help them police their waters more effectively
- Bring clarity, consistency, and accuracy to regional fisheries management organization (RFMO) records to determine whether vessels were authorized to fish in their waters.
- Help port authorities ensure that they are accepting only legally caught fish
- give sellers and seafood buyers accurate information about the vessels catching and landing their fish



## Pew advocate worldwide system of mandatory IMO numbers for fishing vessels and recommends the following

- All RFMOs should require that every eligible vessel authorized to fish in their waters have an IMO number
- Coastal states should mandate that all eligible foreign-flagged ships have IMO numbers as a condition of license before being authorized to fish in their waters
- Flag states should mandate that all vessels have IMO numbers
- Port and market states should require that all eligible foreign fishing vessels that come into their ports have IMO numbers
- Banks financing the purchase or repair of larger fishing vessels should require IMO numbers
- Companies that insure larger fishing vessels should make IMO numbers a condition for issuance of policies, and the insurance coverage should be void for any vessel that is successfully prosecuted for illegal fishing
- States should promptly ratify the 2012 Capt Town Agreement, which establishes international rules on fishing vessel safety
- Seafood buyers and sellers should require that all eligible supply vessels have IMO numbers

## GLOBAL MANAGEMENT OVERVIEW



**Table 1: IMO number requirements adopted by the major RFMOs**

RFMO	Resolution	Scope of IMO number requirement	Implementation deadline
CCAMLR	Resolution 10-02 (2013)	All fishing vessels	November 2013
CCSBT	Resolution on a CCSBT Record of Vessels Authorised to fish for Southern Bluefin Tuna	All fishing vessels (if available)	1 January 2017
GFCM	GFCM/33/2009/6*	All fishing vessels > 15 m in length	*See note
IATTC	Resolution C-14-01	All fishing vessels >100 GT/GRT	1 January 2016
ICCAT	Recommendation 13-13	All fishing vessels >20 m in length	1 January 2016
IOTC	Resolution 15/05	All fishing vessels >24 m in length	1 January 2016
NAFO	NAFO/FC.Doc.14/09	All eligible fishing vessels	1 January 2016
NEAFC	Resolution A.1078(28)	All eligible fishing vessels	1 January 2017
SEAFO	SEAFO System (Art. 4.1, 4.2)	All fishing vessels >100 GT	December 2016
SPRFMO	CMM 2.05	All fishing vessels >100 GT/GRT	1 January 2016
WCPFC	Resolution 2013-10	All fishing vessels >100 GT/GRT	1 January 2016



Food and Agriculture  
Organization of the  
United Nations



# THE Global Record

*of* Fishing Vessels, Refrigerated  
Transport Vessels and Supply Vessels





The Global Record gathers and disseminates certified, unequivocal information about vessels and vessel-related activities provided by the official State authorities responsible for it. It also gathers and provides historical information, such as data on vessels not currently holding any fishing authorization.

This means, for example, that:



**PORT INSPECTORS**

can refer to the Global Record when carrying out risk analysis to determine which vessels to inspect;



**PORT STATE ADMINISTRATIONS**

can rely on the Global Record when deciding whether to allow foreign-flagged vessels to land their catches in their ports;



**FLAG STATE ADMINISTRATIONS**

can use the Global Record to check a vessel's history before issuing a flag, which can avoid double flagging or flag hopping - which are often used in IUU fishing;



**NGOs AND THE GENERAL PUBLIC**

can use the Global Record - which is accessible to all - when there are questions about the current or past status of a vessel and its fishing-related operations.

# Phased implementation of the Global Record

The Global Record is incorporating vessels in phases according to vessel size, in gross tonnage (GT or GRT) or vessel length.



all vessels of 100 gross tonnage, or 24 m, and above



all vessels between 50 and 100 gross tonnage, or between 18 and 24 m



all vessels between 10 and 50 gross tonnage, or between 12 and 18 m

Once Phase 1 is in operation, the Global Record will conduct a feasibility study to assess the most effective ways to move into Phases 2 and 3.

# Need RFVR less than 24 meters ?

- Less than 12 meters
- 12 meters and over
- 15 meters to 24 meters
- 18 meters to 24 meters
- August,2014 data

Country	Total	Less than 24 meters	24 meters and over
Brunei Darussalam	2,424	2,421	3
Cambodia	7,034	7,034	Nil
Indonesia	571,040	569,105	1,935
Malaysia	57,095	56,926	169
Myanmar	30,349	Power 14,222 Non Power 15,463	664
Philippines	474,568	472,804	1,764
Singapore	36	36	Nil
Thailand	44,029	43,204	825
Vietnam	118,789	118,416	373

	Number of vessels less than 24 meters in length											
	<15 m.				15-17.99 m.				18-23.99 m.			
Country	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others	Operation fishing vessels	Carrier vessels	Refrigeration vessels	Others
Brunei	-	-	-	6	4	-	-	-	27	-	-	-
Cambodia	-	-	-	-	-	-	-	-	-	-	-	-
Malaysia	24280	-	-	-	1562	-	-	-	2102	-	-	-
Singapore	1	-	-	-	2	-	-	-	5	-	-	-
Thailand	3730	29	-	-	2670	18	-	-	3429	20	-	-
Vietnam	77343	1189	-	5	19280	763	-	20	7315	129	-	10
Sub total	105354	1218	-	11	23518	781	-	20	12878	149	-	10
Grand total	106583				24319				13037			

# Captown Agreement 2012

- A diplomatic conference held in October 2012 in Cape Town, South Africa, adopted the “Cape Town Agreement of 2012 on the Implementation of the Provisions of the 1993 Protocol relating to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977”.
- 
- In ratifying the agreement, Parties agree to amendments to the provisions of the 1993 Protocol, so that they can come into force as soon as possible thereafter.
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- The Cape Town Agreement of 2012 will enter into force 12 months after the date on which not less than 22 States the aggregate number of whose fishing vessels of 24 m in length and over operating on the high seas is not less than 3,600 have expressed their consent to be bound by it.

- **Application**

Unless expressly provided otherwise, the provisions apply to new vessels.

With regards to the implementation of certain provisions, Administrations may, in accordance with a plan, progressively implement the provisions of chapter IX (Radiocommunications) over a period of no more than 10 years; and the provisions of chapters VII (Life-saving appliances and arrangements), VIII (Emergency procedures, musters and drills) and X (Shipborne navigational equipment and arrangements) over a period of no more than five years.

- **Exemptions**

The Cape Town Agreement of 2012 allows for Administrations to exempt any vessel entitled to fly its flag from any of the requirements of this annex if it considers that the application is unreasonable and impracticable in view of the type of vessel, the weather conditions and the absence of general navigational hazards, provided:

- 
- (a) the vessel complies with safety requirements which, in the opinion of that Administration, are adequate for the service for which it is intended and are such as to ensure the overall safety of the vessel and persons on board;



- (b) the vessel is operating solely in:
- (i) a common fishing zone established in adjoining marine areas under the jurisdiction of neighboring States which have established that zone, in respect of vessels entitled to fly their flags, only to the extent and under the conditions that those States agree, in accordance with international law, to establish in this regard; or
- (ii) the exclusive economic zone of the State of the flag it is entitled to fly, or, if that State has not established such a zone, in an area beyond and adjacent to the territorial sea of that State determined by that State in accordance with international law and extending not more than 200 nautical miles from the baselines from which the breadth of its territorial sea is measured; or
- (iii) the exclusive economic zone, a marine area under the jurisdiction of another State, or a common fishing zone, in accordance with an agreement between the States concerned in accordance with international law, only to the extent and under the conditions that those States agree to establish in this regard; and
- (c) the Administration notifies the Secretary-General of the terms and conditions on which the exemption is granted under this paragraph.

# REGULATIONS FOR THE CONSTRUCTION AND EQUIPMENT OF FISHING VESSEL(10 Chap)

- CHAPTER I : GENERAL PROVISIONS
- CHAPTER II: CONSTRUCTION, WATERTIGHT INTEGRITY AND EQUIPMENT
- CHAPTER III: STABILITY AND ASSOCIATED SEAWORTHINESS
- CHAPTER IV : MACHINERY AND ELECTRICAL INSTALLATIONS AND PERIODICALLY UNATTENDED MACHINERY SPACES
- CHAPTER V : FIRE PROTECTION, FIRE DETECTION, FIRE EXTINCTION AND FIRE FIGHTING

- CHAPTER VI: PROTECTION OF THE CREW
- CHAPTER VII: LIFE-SAVING APPLIANCES AND ARRANGEMENT
- CHAPTER VIII: EMERGENCY PROCEDURES, MUSTERS AND DRILLS
- CHAPTER IX: RADIOCOMMUNICATIONS
- CHAPTER X: SHIPBORNE NAVIGATIONAL EQUIPMENT AND ARRANGEMENT

Thank you

- A consistent means of identifying fishing vessels, through the carrying of Unique Vessel Identifiers (UVI), is a key tool in preventing and combating illegal, unreported and unregulated (IUU) fishing.
- A UVI is a permanent number that stays with a vessel from construction through to disposal, regardless of the vessel's flag or where it operates. This is essential for the effective and reliable monitoring of a vessel's activity and for the tracking of compliance throughout a vessel's lifespan. Other forms of vessel identification, such as a vessel's name, flag or call sign, can be quickly and easily changed, allowing vessels to disguise.

- The international Maritime Organization (IMO) Ship Identification Number Scheme is widely recognised as the best available UVI for the global fishing fleet. To date, 11 of the major Regional Fisheries Management Organisations (RFMO) have mandated that vessels above a certain size of tonnage wishing to fish within their jurisdictions obtain and report IMO numbers.

*Table 1: Updated basic information requirements for RFVR database for vessels 24 meters in length and over*

Information on fishing vessels	Information on fishing vessels
1. Name of vessel	14. Engine Brand
2. Vessel Registration Number*	15. Serial number of engine
3. Owner Name*	16. Hull material
4. Type of fishing method/gear	17. Date of registration
5. Port of registry	18. Area (country) of fishing operation
6. Gross tonnage (GRT/GT)	19. Nationality of vessel (flag)
7. Length (L)	20. Previous name (if any)
8. Breadth (B)	21. Previous flag (if any)
9. Depth (D)	22. Name of captain/master
10. Engine Power	23. Nationality of captain/master
11. Shipyard/Ship Builder	24. Number of crew (maximum/minimum)
12. Date of launching	25. Nationality of crew
13. International Radio Call Sign	26. IMO Number (If available)*

\*Addition Items



- ***Fairplay*** is a weekly [news magazine](#) devoted to the international [merchant shipping](#) industry, delivering “content tailored for its core audience of ship owners, managers, operators and charterers.”<sup>[1]</sup> It was founded by Thomas Hope Robinson in 1883 and has been in continual publication ever since.<sup>[2]</sup> Since 2011, Fairplay's publishing company ***IHS Fairplay*** is a division of [IHS Markit](#)