

Risk Assessment and Port Control : Best Practices of Thailand

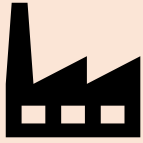


SEAFDEC Training Center, Samuth Prakan, Thailand
1-3 April 2025

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Fishing and Fleets Management Division, Department of Fisheries, Thailand

Outlines



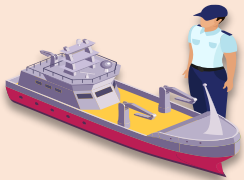
1

Background



2

Port State Measures Procedures



3

Risk assessment



4

Chain of Documents



5

Challenges



Background

- Thailand is the biggest market for processed and canned tuna
- Tuna is highly migratory specie which is conserved and managed by regional and International
- Thailand imports approximately 800,000 tonnes of Tuna each year
- 80% of imported tunas transported through foreign refrigerated cargo vessels (94.4% Pacific Ocean and 5.6% Indian Ocean)
- Thailand fully implemented PSMA for controlling and inspecting foreign-flagged vessel and its tuna



2. Port State Measures Procedures



1. Before port entry



2. Vessel inspection at port



3. Offloading control

1 Before port entry

Profile risk based

Behavior risk based



Law

Royal
Ordinance of
Fisheries

Section 94
95 and 97

NOTI



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

Marine Department



Customs Department



Ship agent



DOF checks AREP and requested documents



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



DOF sends NOTI via PPS



DOF issues NOTI



3. Risk Assessment

3.1 Profile Risk Based

3.2 Behavior Risk Based



3.1 Profile based



RFMOs list

IMO number

Recent change of vessel flag or ownership

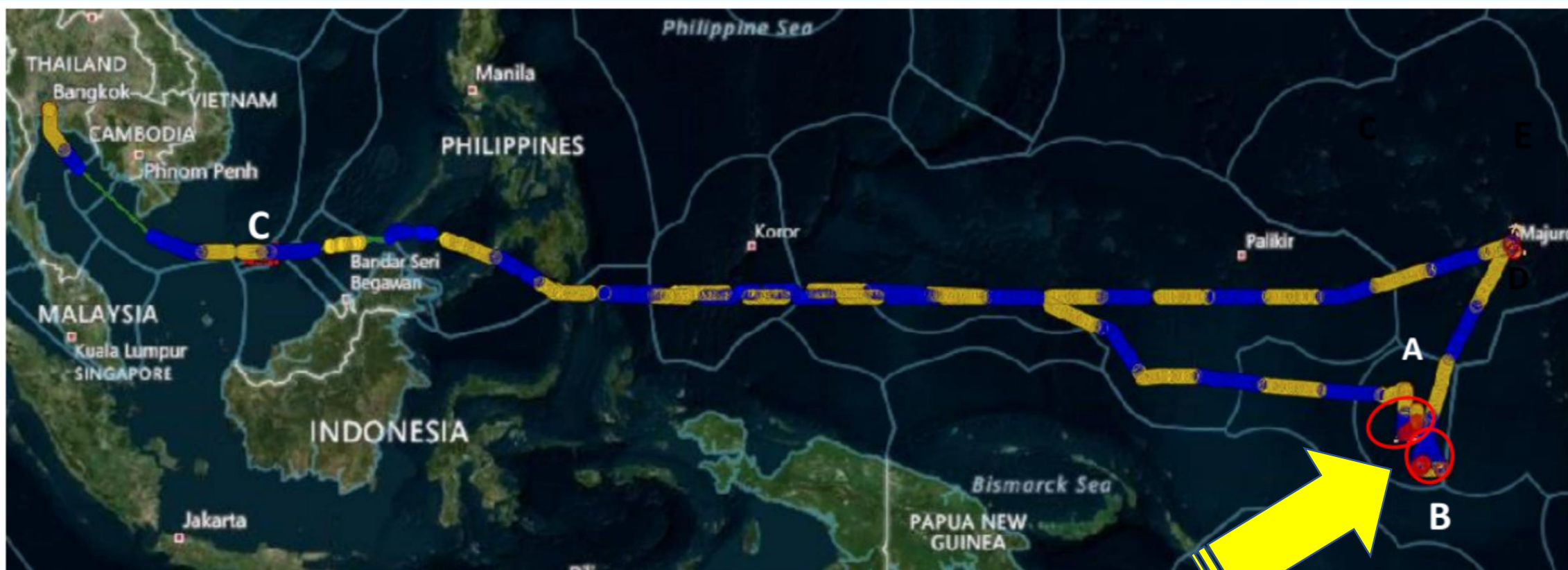
History of suspected or IUU of vessel and owner

First time coming Thailand



3.2 Behavior based by AIS Tracking via PSMART

Carrier vessel AIS track



AIS track between 12May2023– 10Jul2023



LAW

Royal
Ordinance of
Fisheries

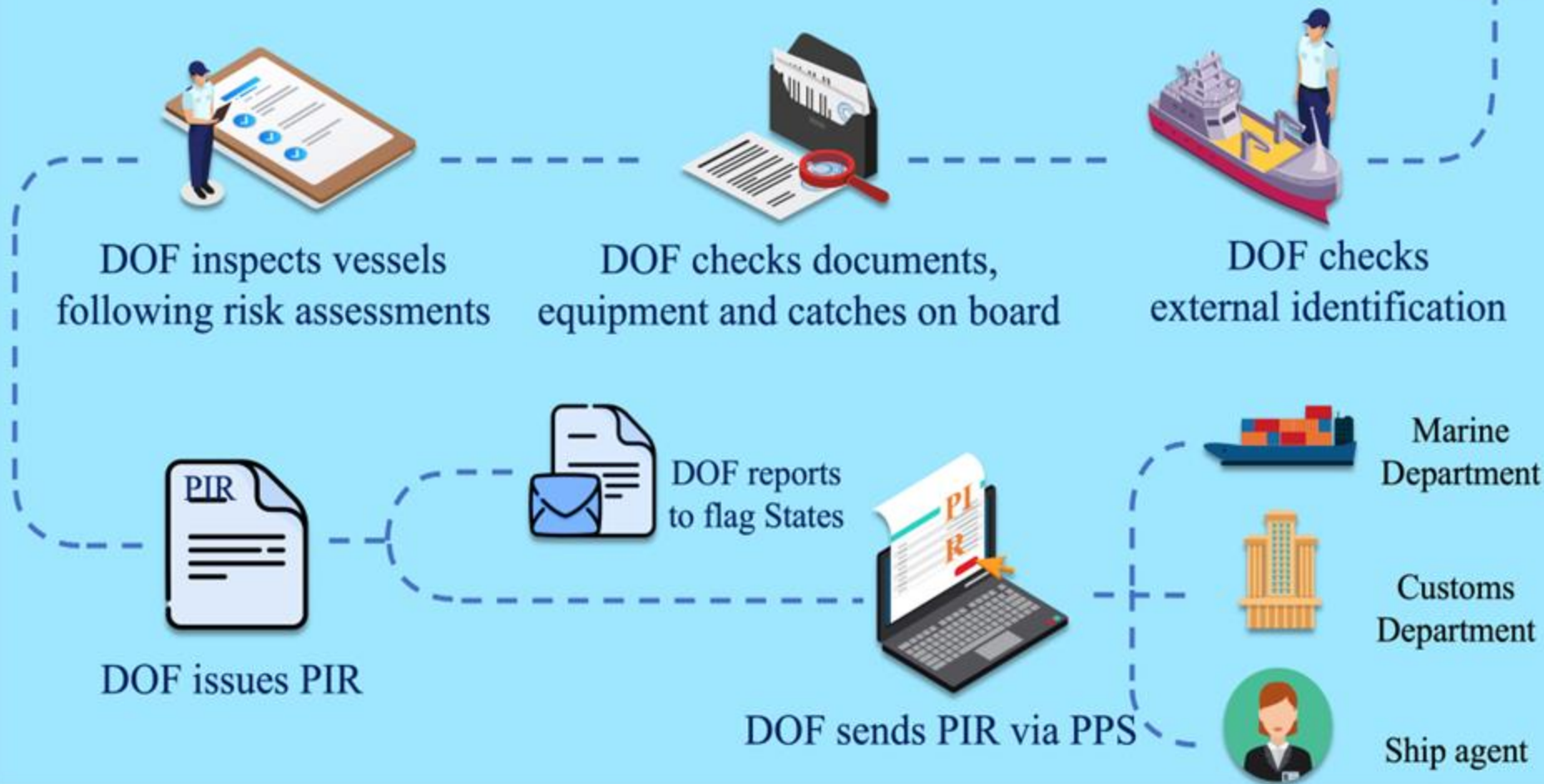
Section 96
and 102 (4)

**Port Inspection
Report (PIR)**



Vessel inspection at port

2



Preparation for Onboard Inspection

- Planning: What? Where? When? Why?
- Checking: risk assessment from AREP Analysis
- Assessing: risks (High Medium Low)
- Preparing: Documents including required documents
- Listing: Documents and Evidences to prove each risks
- Issuing: Port Inspection Report



A large orange circle is positioned on the left side of the slide, partially cut off by the edge. It contains the text 'Material and Evidences' in white.

Material and Evidences

Logbook (Fishing and Navigation)

Hatch Temperature Logbook

Transshipment Declaration

MTU Certificate of FFA

VMS AIS devices

Hatch sealing

Other risk compartment

PORT INSPECTION REPORT (Annex C)

輪 航 海 記 事 簿

中華民國 年 月 日 星期
FRI day 05 of JAN 2023

LOG OF S/S M/V EIMARU

航次 Voyage No. 1150

時間 Hour	經度 Longitude	緯度 Latitude	風向 Wind Dir	風力 Wind Fm	浪高 Wave Hgt	浪向 Wave Dir	浪速 Wave Spd	浪級 Wave Cls	浪向 Wave Dir	浪速 Wave Spd	浪級 Wave Cls	浪向 Wave Dir	浪速 Wave Spd	浪級 Wave Cls	浪向 Wave Dir	浪速 Wave Spd	浪級 Wave Cls	浪向 Wave Dir	浪速 Wave Spd	浪級 Wave Cls
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12	130° 118'	125° 125'	Ely	7	60	100	28'	27'	4	2	187									

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Master Interview



An aerial photograph of a large port facility. In the foreground and middle ground, numerous shipping containers are stacked in neat rows. The containers are various colors, including red, blue, yellow, and white, with some featuring logos like 'SITC' and 'MAERSK'. Several large orange and white gantry cranes are positioned along the waterfront, ready for loading and unloading ships. A large white building with a blue roof is visible on the right side of the image. The water is a calm, light blue color. The overall scene depicts a busy and organized port environment.

PORT INSPECTION REPORT (Annex C)

PORT INSPECTION REPORT (Annex C)

Report of the results of the inspection

1. Inspection report no		2. Port State	
3. Inspecting authority			
4. Name of principal inspector		ID	
5. Port of inspection			
6. Commencement of inspection		YYYY	MM DD HH
7. Completion of inspection		YYYY	MM DD HH
8. Advanced notification received		Yes	No
9. Purpose(s)	LAN TRX	PRO	OTH (specify)
10. Port and State and date of last port call		YYYY	MM DD
11. Vessel name			
12. Flag State			
13. Type of vessel			
14. International Radio Call Sign			
15. Certificate of registry ID			
16. IMO ship ID, if available			
17. External ID , if available			
18. Port of registry			
19. Vessel owner(s)			
20. Vessel beneficial owner(s), if known and different from vessel owner			
21. Vessel operator(s), if different from vessel owner			
22. Vessel master name and nationality			
23. Fishing master name and nationality			
24. Vessel agent			
25. VMS	No	Yes: National	Yes: RFMOs Type:
26. Status in RFMO areas where fishing or fishing related activities have been undertaken, including any IUU vessel listing			
Vessel identifier	RFMO	Flag State status	Vessel on authorized vessel list
27. Relevant fishing authorization(s)			
Identifier	Issued by	Validity	Fishing area(s) Species Gear
28. Relevant transshipment authorization(s)			
Identifier	Issued by	Validity	
Identifier	Issued by	Validity	

PORT INSPECTION REPORT (Annex C)

29. Transshipment information concerning donor vessels						
Name	Flag State	ID no.	Species	Product form	Catch area(s)	Quantity

30. Evaluation of offloaded catch (quantity)					
Species	Product form	Catch area(s)	Quantity declared	Quantity offloaded	Difference between quantity declared and quantity determined, if any

31. Catch retained onboard (quantity)					
Species	Product form	Catch area(s)	Quantity declared	Quantity retained	Difference between quantity declared and quantity determined, if any

32. Examination of logbook(s) and other documentation	Yes	No	Comments
33. Compliance with applicable catch documentation scheme(s)	Yes	No	Comments
34. Compliance with applicable trade information scheme(s)	Yes	No	Comments
35. Type of gear used			
36. Gear examined in accordance with paragraph e) of Annex B	Yes	No	Comments
37. Findings by inspector(s)			
38. Apparent infringement(s) noted including reference to relevant legal instrument(s)			
39. Comments by the master			
40. Action taken			
41. Master's signature			
42. Inspector's signature			

Global Information Exchange System (GIES)

Food and Agriculture Organization
of the United Nations

Global Information Exchange System
Agreement On Port State Measures

English ▾

 GIES Webpage

Overview

- Dashboard**
- Logout

Reporting

- Live chat
- Port Denials >
- Port Inspections >
- Advance request >

NCP & DP

- National Contact Po... >
- Designated Ports >

Settings

- Account
- Theme

About GIES

- Legal Disclaimer
- System info

Dashboard

Parties to the PSMA around the world



202 10 States

Source: United Nations Geospatial 2020. Map geodata (shapfiles), New York, USA, United Nations, modified by the authors.
The boundaries and names shown and the designations used on these maps do not imply the expression of any opinion whatsoever on the part of FAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers and boundaries. Dashed lines on maps represent approximate border lines for which there may not yet be full agreement. Dotted line represents approximately the Line of Control in Jammu and Kashmir agreed upon by India and Pakistan. The final status of Jammu and Kashmir has not yet been agreed upon by the parties. Final boundary between the Sudan and South Sudan has not yet been determined.

 ดูบน YouTube

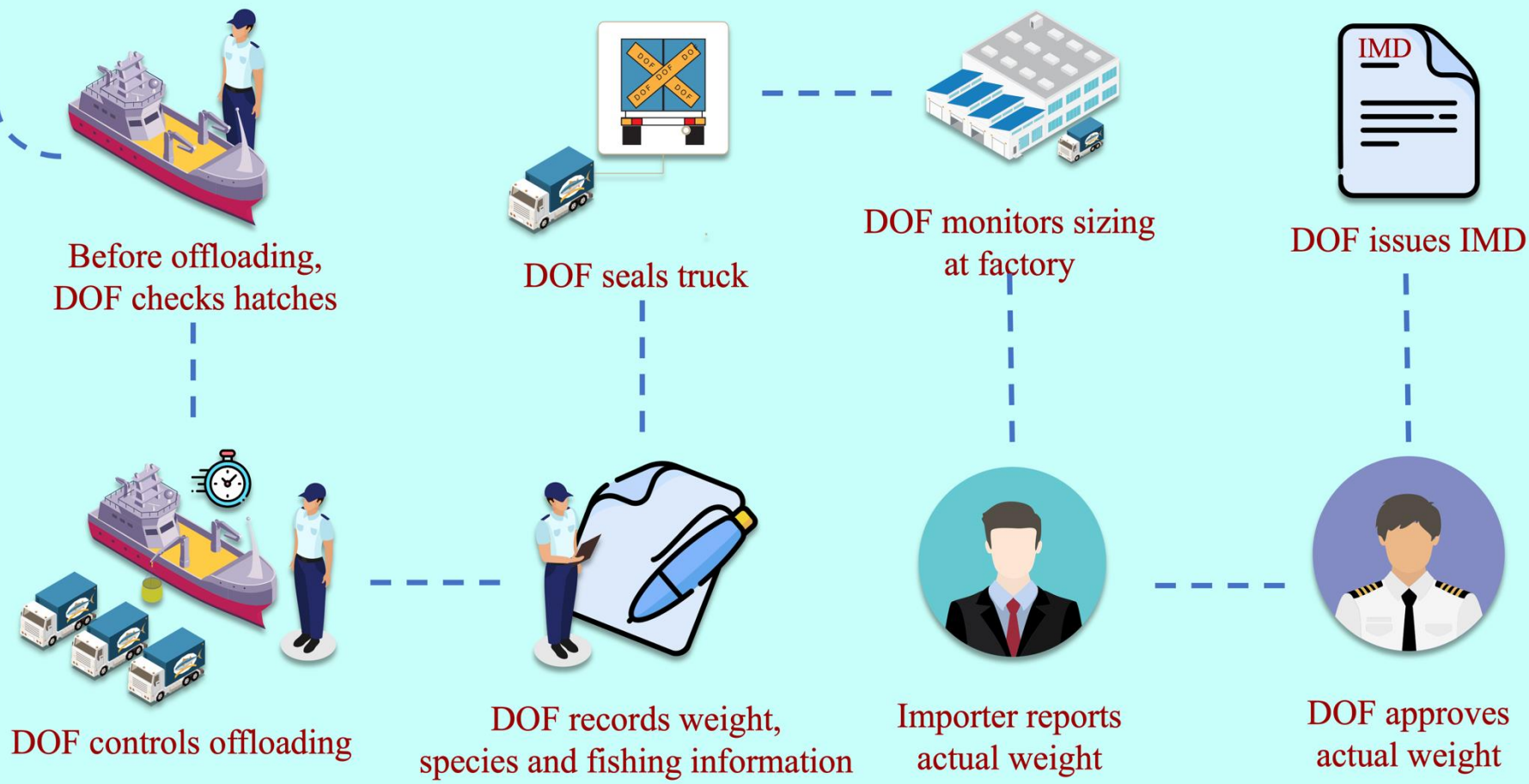
 ดูภายหลัง

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Welcome to the Global Information Exchange System (GIES) as foreseen under Article 16(2) of the 2009 FAO Agreement on Port State Measures to



3 Offloading control



LAW

Royal
Ordinance of
Fisheries

Section 96
and 102 (4)

Section
102 (2)

5. Challenges

- Capacity building on AIS analysis of FADs activities and new pattern to follow the fishermen
- Unclear Law Regulation and CMMs
- Changing pattern of Fishers to avoid some activities
- NonTransmission AIS
- Cooperation on information exchange for verification fishing activities





Thank You for
your Attention

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