



REPUBLIEK SURINAME
REPUBLIC OF SURINAME



Food and Agriculture Organization
of the United Nations



IDB Technical assistance for sustainable fisheries practices (RG-T3162)

Report

of a training workshop in

Fisheries Port Inspection



9 – 13 May 2022

Paramaribo, Suriname

Preparation of this document

This report documents the delivery of a Fisheries Port Inspection Training, which was executed as part of the activities conducted under the 'Technical assistance for sustainable fisheries practices', a Technical Cooperation (TC) funded under the regional sustainable fishery project (RG-T3162) of the Inter-American Development Bank (IDB). The TC is executed through the Food and Agriculture Organization of the United Nations (UN-FAO), which provided technical support to the Suriname Fisheries Department (FD) of the Ministry of Agriculture, Animal Husbandry and Fisheries (MAAHF-LVV).

Report compiled by Mr. Tomas Willems, who greatly acknowledges all inputs received from the FAO trainers (Ms. Louize Hill and Mr. Glenn Quelch), the LVV Fisheries Department staff (in particular Ms. Tania Rampersad) and all the training participants.

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List of abbreviations

AIS	Automatic Identification System
AREP	Advance Request for Entry into Port
CEVIHAS	Centrale Visaanvoer Haven Suriname
CMM	Conservation and Management Measures
ERS	Emergency Response Service
FAO	Food and Agriculture Organization of the United Nations
FD	Fisheries Department
GDP	Gross Domestic Product
GIES	Global Information Exchange System
GR	Global Record
IUU	Illegal, Unreported and Unregulated
IDB	Inter-American Development Bank
MAAHF	Ministry of Agriculture, Animal Husbandry and Fisheries
MAS	Maritime Authority of Suriname
MCS	Monitoring, Control and Surveillance
MoU	Memorandum of Understanding
NPOA	National Plan of Action
PSMA	Agreement on Port State Measures to prevent, deter and eliminate illegal, unreported and unregulated fishing
PSMs	Port State Measures
RFMO	Regional Fisheries Management Organization
SAIL	Suriname American Industries Limited
SCG	Suriname Coast Guard
SOP	Standard Operating Procedure
SWOT	Strengths, Weaknesses, Opportunities and Threads
TC	Technical Cooperation
UNCLOS	United Nations Convention on Law of the Sea
UNFSA	United Nations Fish Stock Agreement
VGFS	Voluntary Guidelines for Flag State Performance
VMS	Vessel Monitoring System
VKI	Vis Keurings Instituut
WWF	World Wildlife Fund

Background

Illegal, unreported and unregulated (IUU) fishing constitutes a pressing problem that negatively impacts legitimate fishers, undermines fisheries management and food security and puts marine ecosystems and biodiversity at risk. Its effects can be severe, particularly for developing coastal States and Small Island Developing States whose gross domestic product (GDP) may be highly dependent on the fisheries sector.

In 2007, the Committee on Fisheries of the Food and Agriculture Organization of the United Nations (FAO) recognized the need for a legally binding instrument on port State measures (PSMs) to prevent, deter and eliminate IUU fishing. In 2009, the FAO Conference approved the Agreement on Port State Measures to prevent, deter and eliminate illegal, unreported and unregulated fishing (PSMA). The PSMA aims to prevent fish caught through IUU fishing entering national and international markets by prohibiting the entry into and use of ports by foreign vessels engaged, or suspected of having engaged, in IUU fishing or fishing related activities in support of such fishing. The Agreement entered into force on 5 June 2016 and is an important tool to achieve Sustainable Development Goal 14 “Conserve and sustainably use the oceans, seas and marine resources for sustainable development” of the 2030 Agenda for Sustainable Development. Presently there are 70 Parties to the Agreement¹. Suriname is not yet a Party to the PSMA.

At the request of the Fisheries Department (FD) of the Ministry of Agriculture, Animal Husbandry and Fisheries of Suriname (MAAHF) the FAO, with funding provided by the FAO/Inter-American Development Bank (IDB) Cooperation Programme: “Technical assistance for sustainable fisheries practices (RG-T3162)”, has provided support to Suriname under its *Global Programme to support the implementation of the FAO Agreement on Port State Measures (PSMA) and complementary international instruments*. Under this programme, FAO has been supporting the Suriname Fisheries Department in various activities, including:

- (1) The execution of a needs assessment of Suriname’s capacity to implement the PSMA, complementary international instruments and regional mechanisms to prevent, deter and eliminate IUU fishing;
- (2) The development of a National Strategy and Roadmap that aims to identify the necessary steps to fulfil these international requirements to combat IUU fishing;
- (3) The drafting of an interagency MoU to formalize the cooperation between the various national authorities engaged in the fight against IUU fishing;
- (4) The revision of the national fisheries legislation.

As a final activity in the FAO/IDB cooperation programme, an in-country fisheries port inspection training course was delivered to participants of all national authorities involved in the fight against IUU fishing. The training objectives were as follows:

- Ensure that participants are familiar with the national legal framework as well as PSMA and complementary international instruments and regional mechanisms to prevent, deter and eliminate IUU fishing – in particular with regards to inspection procedures (Article 13-19 and Annexes A-E of PSMA);

¹ The updated status of Parties to the PSMA is available at the following link: <http://www.fao.org/treaties/results/details/en/c/TRE-000003/>

- Enable inspectors to plan and prepare for inspection activities, including verification and cross checking of information, risk assessment and pre-inspection procedures;
- Review inspection activities, including protocols, information gathering and develop SOPs. Reinforce this learning with practical exercises including in the port;
- Present participants with the actions to be taken post-inspection including reporting, case building and information sharing (interagency, regionally and internationally).

Training report

Overview

The port inspection training course took place from 9 to 13 May, 2022, at the Torarica Resort in Paramaribo, Suriname. The training was attended by 33 participants from the following organizations (Annex A):

- Fisheries Department (MAAHF)
- Maritime Authority of Suriname (MAS)
- Suriname Coast Guard (SCG)
- Labour Inspection Division
- Navy
- Maritime Police
- Customs
- CEVIHAS and SAIL (fishing ports)
- Fishing Inspection Institute (VKI)
- Havenbeheer N.V. (Port Authority)

In addition, observers from the World Wildlife Fund (WWF) and the US Embassy in Paramaribo attended the training.

The training consisted of theoretical sessions, as well as fieldwork and interactive sessions (see training agenda, Annex B).

Daily reports

Day 1 – Legal and policy context; Inspection preparation

Opening

The training started with remarks by Mr. Tomas Willems, who provided the context in which the training was organized, as well as mentioning some housekeeping rules. The FAO trainers (Ms. Louize Hill and Mr. Glenn Quelch) were introduced. Thereafter, the Deputy Director of Fisheries Management, Mr. Zojindra Arjune, made opening remarks, and declared the workshop as officially opened. A round of introduction of all the participants was held.

Suriname National Legal Framework on Fisheries – Ms. Muriel Wirjodirjo (FD – MAAHF)

Suriname's legal context: laws, rules and regulations that apply to marine fisheries in Suriname.

Introduction to Managing Fisheries Sustainably

Sound fisheries management guarantees the long-term conservation and sustainable use of fisheries resources, maintaining their diversity and availability for present and future generations

- SDG14

- link between management and MCS
- RFMOs + CMMs

Policy, Legal and Institutional Frameworks

- National policy to manage fisheries
- Fisheries Management Plans and the fisheries management process
- National policy to fight IUU fishing – NPOA-IUU
- Institutional framework for fisheries management including interagency cooperation

IUU Fishing

- What is IUU fishing?
- What are the Impacts of IUU fishing?
- Who fights IUU fishing? State responsibilities
- What we need to fight IUU fishing?

Preventing, Deterring and Eliminating IUU Fishing through the PSMA and Complementary International Instruments and Tools

- International framework to fight IUU – from UNCLOS to PSMA and other instruments
- PSMA – objectives and Parties, global capacity development program
- Brief intro to tools to implement PSMA (Apps, GR, GIES), and where they are used when implementing PSMA

Introduction to the PSMA

- PSMA – breakdown of structure, articles and key considerations including scope and requirements

Introduction to MCS

- What is MCS?
- International obligations for MCS in international instruments
- Regional commitments for MCS including RFMO CMMs
- How do national MCS systems meet these obligations? Needs and components

Review and analysis of day's sessions – questions and recommendations

Introduction to exercise 1 and discussion (Annexe C)

Day 2 – Inspection preparation

Introduction to MCS Information Types and Sources

- Data vs. information
- Why do we need information? Evaluation and assessment of stocks as well as management measures and MCS activities
- Different types of information – biological, socio-economic and environmental
- Where can we find this information? Fisheries dependent and independent data
- Using data to cross-check and verify

Introduction to MCS Information Uses

- Compiling and making information accessible through databases
- Using data for risk assessment
- Basic introduction to risk assessment and risk management

Entry and Use of Ports

- PSMA – designation of ports, advance request for entry (AREP), port entry authorisation or denial, force majeure
- Risk analysis for PSMA decision making

Interagency Coordination, Cooperation and Exchange of Information

- What do we mean by cooperation and coordination?
- Why is cooperation and coordination necessary? Efficiency, pooling of assets, implementation of different mandates, etc.
- How can cooperation be formalized? MOU and working group
- How can formal cooperation be implemented? Introduction to SOPs

Introduction to MCS Technology

- Existing MCS technology such as VMS, AIS, radar, ERS, etc
- Emerging MCS technologies – cameras, drones, etc.

Introduction to PSMA Inspections

- general principles of inspection
- inspection teams
- how many inspections
- risk assessment for inspections
- inspection procedures outline

Planning and Preparation

- Inspection planning and MCS considerations – efficiency and deterrent, roles, legal basis, objectives, etc.
- Control and inspection plans including SWOT analysis
- Inspection procedures – Annexe B of PSMA
- Link to SOPs and risk analysis

Conduct of Inspections

- Preparation of inspection
- Basic principles governing the conduct of the inspection
- Steps of a port inspection
- Post-inspection actions

Data Integration, Analysis and Strategic Application

- Review of data vs. information
- Strategic use of data for increased efficiency and effectiveness

Introduction to MCS Assets

- Surface, terrestrial and aerial assets
- Cost effectiveness of MCS operations

Introduction to Enforcement

- What is enforcement and link to MCS
- IUU and fisheries crimes
- Legal framework for enforcement
- introduction to the idea of serious infringements

Types of Fisheries Non-Compliance

- Types of compliance
- UNFSA and details on serious infringements
- Inspecting and flag State obligations

Fisheries Associated and Related Crimes

- Definitions of fisheries associated and fisheries related crimes
- Non-compliance including fisheries associated and related crimes
- Broad law enforcement approach – national, bilateral, regional and international cooperation
- Other international organisations involved in tackling fisheries related and associated crimes

Review and analysis of day's sessions – questions and recommendations

Day 3 – Inspection procedures and port visit

Field visit briefing

Practical exercise (port visits) (ANNEX D)

Day 4 – Post-Inspection procedures and follow-up

Debrief on port inspection and interactive session with SWOT analysis of port inspection capabilities (ANNEX E)

Post-Inspection Actions and Follow-up Actions

- Implementation of the PSMA including inspection report
- Result of inspection and transmission of report
- Evidence of IUU fishing after inspection at port
- Notification – Denial of the use of ports – Other actions
- Cooperation and exchange of information

Discussion on enforcement, with input from different agencies and interactive session with SWOT analysis of enforcement procedures (ANNEX F)

Review and analysis of day's sessions – questions and recommendations

Day 5 – Post-Inspection procedures and follow-up

Post-Inspection Actions cont'd; Follow-Up Actions cont'd

Electronic Exchange of Information;

- The importance of information sharing
- Introduction to PSMA tools including PSMA Apps, GIES and GR

Role of Flag States in Port State Measures

- Flag State responsibilities
- Cooperation and information exchange
- Link to VGFSP

Inspector training

- What is required of inspectors and on what basis?
- PSMA guidelines for training

Interactive session: Development of draft SOPs (ANNEX G)

Outstanding questions, final quiz (ANNEX H) and evaluation of the training (ANNEX I)

Closing of the training and handover of training certificates

Conclusions and next steps

The training was extremely successful. After two years of waiting to be able to hold an in-person training session, it was great to be able to finally organise this and have all the relevant authorities together. This not only ensured they benefited from the training itself but strengthened interagency understanding and exchanges that should facilitate future interagency cooperation to fight IUU fishing, and hopefully the signing of the MoU which has stalled in recent months.

In terms of the training, participants received a broad theoretical basis, ensuring everyone had the same understanding of the issue of IUU fishing and the tools available to fight it nationally and internationally. This theory was then put into practice during the port visit and the interactive sessions over the next 2 days, and participants were able to contribute to the development of preliminary draft tools to guide the implementation of the PSMA.

The current project has built significant capacity with all agencies involved in the fight against IUU fishing, while strengthening inter-agency cooperation. This was possible through the facilitation and technical support by FAO, the mediation by the Fisheries Department and the financial support provided by IDB. While this training concluded the activities under the current project, a strong relationship has been built between the agencies and with the FAO experts. The FD is committed to keep the momentum that the project has created, by undertaking the following next steps:

- The FD will take the lead in proposing the ratification by Suriname of the PSMA in the near future; in the margin of the training, the FAO trainers have provided clarity on the steps to be taken towards ratification

- The FD will continue to bring together the different agencies through the Fisheries Advisory Committee, which should prepare the signing of an inter-agency MoU to fight IUU and implement the provisions of the PSMA
- The FD has reached out to the FAO requesting continued support under the PSMA global capacity development program. This should allow FAO to continue the support to Suriname provided that funding is available

Annexes

ANNEX A. List of participants

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8.	Wikash Jodha	Directorate of Fisheries/ Directoraat Visserij	Fisheries Inspector	
9.	Santusha Koendjiharie	Directorate of Fisheries/ Directoraat Visserij	Fisheries Inspector	
10.	Sushant Biere	Directorate of Fisheries/ Directoraat Visserij	Fisheries Data Collector	
11.	Rohit Mungroop	Directorate of Fisheries/ Directoraat Visserij	Sea-going observer	
12.	Rishi Barhoe	Directorate of Fisheries/ Directoraat Visserij	Sea-going observer	

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ANNEX B. Training agenda

Suriname port inspection training

Paramaribo – 9-13 May 2022

	Topics	FAO module	Whom	Comments
Day 1 - Legal/policy context/Inspection preparation				
8:30-9:00	Registration			
9:00-9:30	Welcome and introductions Course objectives Tour de table		FAO/IDB/LVV FAO - LH All	
9:30-10:30	National legal framework		LVV	Suriname legal context
	Introduction to Managing Fisheries Sustainably	FM102	FAO - LH	
10:30-11:00	Break			
11:00-13:00	Policy, Legal and Institutional Frameworks	FM102	FAO - GQ	
	IUU fishing	FM102	FAO - GQ	
	Preventing, Deterring and Eliminating IUU Fishing through the PSMA and Complementary International Instruments and Tools / Introduction to the PSMA	FM102 PSMA 101	FAO - LH	
13:00-14:00	Lunch			
14:00-15:45	Introduction to MCS Introduction to MCS Information Types Introduction to MCS Information Sources Uses	MCS107	FAO – GQ 1, 2/LH 3, 4	Include risk assessment
15:45-16:00	Break			
16:00-16:30	Review and analysis of day's sessions – questions and recommendations		All	
Day 2 - Inspection preparation				
9:00-10:00	Entry and Use of Ports Interagency Coordination, Cooperation and Exchange of Information	PSMA101	FAO – GQ/LH	
10-10:30	Introduction to MCS Technology	MCS106	FAO - GQ	
10:30-11:00	Break			

11:00-13:00	Introduction to PSMA Inspections Planning and Preparation Conduct of Inspections	PSMA101	FAO – LH 1/GQ 2, 3	SOPs – first considerations Pre-inspection procedures – briefings, team composition and roles, etc
13:00-14:00	Lunch			
14:00-15:00	Data Integration, Analysis and Strategic Application Introduction to MCS Assets	MCS106	FAO - GQ	
15:00-15:45	Introduction to Enforcement Types of Fisheries Non-Compliance Fisheries Associated and Related Crimes	ENF101	FAO - LH	Introduce concept of serious infringements
15:45-16:00	Break			
16:00-16:30	Review and analysis of day's sessions – questions and recommendations		All	
Day 3 - Inspection procedures/port visit				
08:00-09:00	Conduct of Inspections cont'd	PSMA101	FAO - GQ	Explanation of planned exercise Health and safety, etc.
	Evidence Collection and Handling	ENF101	FAO - LH	Checklist for inspection
10:00-13:00	Practical exercise – port visit (documentary, physical inspection, wrap up) – 3 x groups of 10	MCS106 PSMA101	FAO/LVV	Inspection procedures (PSMA Annex B) SOPs – fine tuning and development
13:00-14:00	Lunch			
14:00-16:00	Practical exercise – port visit	MCS106 PSMA101	FAO/LVV	Inspection procedures (PSMA Annex B) SOPs – fine tuning and development
16:00-16:30	Review and analysis of day's sessions – questions and recommendations		All	
Day 4 - Inspection procedures/follow up				
9:00-10:30	Debrief on port inspection		All	
10:30-11:00	Break			

11:00-13:00	Detection Post-Inspection Actions	ENF101	FAO – LH/GQ	Case building/evidence collection
13:00-14:00	Lunch			
14:00-15:45	Follow-Up Actions	PSMA101	FAO - GQ	Case building/evidence collection
15:45-16:00	Break			
16:00-16:30	Review and analysis of day's sessions – questions and recommendations		All	
Day 5 - Inspection follow up				
9:00-10:30	Post-Inspection Actions cont'd Follow-Up Actions cont'd	ENF101 PSMA101	FAO - GQ	Case building/evidence collection
10:30-11:00	Break			
11:00-13:00	Electronic Exchange of Information Role of Flag States in Port State Measures Inspector Training	PSMA101	FAO – LH 1, 2, GQ 3	Information sharing – including GIES
13:00-14:00	Lunch			
14:00-15:30	Outstanding questions Final quiz Review and close		All FAO/LVV	Next steps Training evaluation
15:30-16:00	Break			

ANNEX C. Training exercise

Exercise 1.	
Context:	Port State measures
Scenario:	You have received the following notification from a vessel agent. The vessel is scheduled to arrive in less than 24 hours. Referring to the relevant provisions of the Port State Measures Agreement, describe how you would proceed.
Agent:	Zwan BV, Atlantic Wharf.
Vessel:	Yellowfin 3, longliner
Flag:	Venezuela
Fish onboard:	1 750 kilos of tuna
ETA:	10 May, 06:00 local time
Considerations:	<ul style="list-style-type: none"> ➤ Identify the range of information required to assess the legality of the fish onboard the vessel and where that information can be sourced; ➤ What additional information should the vessel agent have provided (refer AREP, PSMA Article 8, Annex A); ➤ Comment upon whether the period of notice was long enough for due diligence to be undertaken by all relevant agencies; ➤ Describe the steps to be taken to arrive at a final decision on whether the vessel can be authorised to enter port.

ANNEX D. Port visit trainers brief

Steps	Stage in the inspection	Questions to the participants	Correct answers looked for by the trainer
Assumptions: Risk assessment has been carried out. A briefing has been held.			
1	Arrival at the vessel	What are the first things which we need to do and consider when the inspection team arrives at the vessel?	Safety – is it safe to board? Ask to see the skipper/master of the vessel. Identify yourself to the skipper of the vessel (ID). Explain to the skipper/master you want to board to undertake a routine inspection of the vessel under the authority of... Ask if the skipper/master has any objections and point out that you are obliged to report any refusal to cooperate.
2	Boarding / embarkation	Whilst boarding and once aboard, what should be considered and done?	Safe boarding. Inspection team to proceed immediately to the bridge or wheelhouse.
3	Documentation checks	Once in the bridge/wheelhouse, what procedures do we need to apply	Identification of the skipper/master. Identify the vessel owner. Look for evidence of beneficial ownership and cross-check with information collected during the risk assessment. Take a copy of the crew list. Cross-check vessel documents with any external marks on the vessel Examine licenses and authorisations. Verify that the vessel is licenced / authorised to retain the catches which are onboard and check for authorised fishing gears. This includes any RFMO information. Examine logbooks, cross-check with other sources of information (e.g. VMS, mandatory catch reports, transshipment reports). Note if logbook catch data is in liveweight or processed weight. Examine hold plans and stowage plans if any.

			Examine any relevant CITES documentation which may be required.
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Steps	Stage in the inspection	Questions to the participants	Correct answers looked for by the trainer and / or elaborated upon by the trainer
4	Physical inspection	During the physical inspection of the vessel, what procedures do we need to apply?	<p>Fish hold – assess catches onboard (box counts, volumetric calculations) by species and product form for cross-check with the logbook. Take care with processed catches and those with ice in boxes which can cause estimate errors</p> <p>Note findings for later cross-check with logbooks.</p> <p>Inspect all physical spaces where catches or fisheries products may be stored or hidden.</p> <p>Inspect machinery and fishing gear on deck. Cross check actual fishing gear with that noted in the vessel’s licences / authorisations. Measure any gear dimensions to verify compliance with any applicable rules (trawl mesh sizes, gillnet mesh sizes and material, longline hook size and type (J or circle), the use of wire traces (indicator of shark bycatches).</p> <p>Examine decks for evidence of bycatches and juveniles.</p>

Steps	Stage in the inspection	Questions to the participants	Correct answers looked for by the trainer and / or elaborated upon by the trainer
4.1	Landing inspection	If inspecting a landing of catches or fisheries products, what procedures should we apply?	<p>Have the process under control. As catches or fisheries products are removed from the vessel and sorted / weighed, monitor this process, recording weights landed by species and product form. If the catches are not weighed, count boxes and take average box weight minus an agreed percentage deducted to account for ice or water where appropriate. For catches which are processed (gutted, headed etc.) ask the skipper or master for conversion factors to calculate liveweight. For tuna landings, use hook scales.</p> <p>When the landing is completed, return again to the hold or fishroom to check that no catches remain onboard. If catches remain onboard, verify that this fact is recorded in the logbook and that the landing declaration reflects actual catches landed.</p>
5	Return to bridge	Upon completion of the physical inspection of the vessel, what do we need to do next?	<p>Return to the bridge or wheelhouse. Complete the inspection form. Assess findings including comparing the results of the physical inspection with information in logbooks, authorisations, the advance request for entry to port etc.</p> <p>Advise the skipper/master of the results of the inspection – in particular be very specific about any apparent infraction noted.</p> <p>Secure evidence in accordance with national laws.</p>

			Ask skipper/master to sign the inspection form. He/she is not obliged to. Signature does not constitute acceptance of the report content, only the receipt of a copy. Give the master a copy of the inspection form.
Steps	Stage in the inspection	Questions to the participants	Correct answers looked for by the trainer and / or elaborated upon by the trainer
6	Disembark	Upon deciding to disembark, what are the considerations?	Safety. Has anything been forgotten (paperwork, equipment, evidence, personnel)?
7	Post-inspection	Once the inspection has been completed, what are the follow-up steps?	Debriefing. Dissemination of the inspection report. Communication with flag State. Initiation of infringement proceedings if applicable. Handover of evidence (chain of custody etc.)

ANNEX E. SWOT analysis summarising group discussion on port inspection capabilities

Strengths	Weaknesses
<ul style="list-style-type: none"> • Draft MoU for PSMA implementation already exists • Informal cooperation exists between agencies • Agencies are aware of their mandates and the legal basis for these • VMS in place for industrial fleet • MAS already received AREP before vessels come to port • Knowledge of licenced fleet and good working relationships • Well trained fisheries inspectors – training manual • LVV provided training in fisheries inspections to CG, Navy, MP 	<ul style="list-style-type: none"> • Poor interagency cooperation and communication in inspections – not formalised • Lack of clarity of roles and responsibilities of different agencies (police vs maritime police) • Timing for information exchange not defined • Standard inspection procedures missing for port inspections • <i>VMS installed but not yet activated on CG patrol vessels</i> • MAS AREP not PSMA compliant • Language spoken and in documentation on different fleet segment vessels
Opportunities	Threats
<ul style="list-style-type: none"> • Relevant tools already exist in different agencies (MoU, SOPs) that can inform fisheries tools • Revised fisheries law will cover all provisions of PSMA • Development of risk-based approach to information-based management system • Clear national commitment to ratify PSMA 	<ul style="list-style-type: none"> • Prosecutors not involved in training/are not familiar with fisheries issues • Vessels involved in IUU fishing can be sold then re-enter into the fishery • <i>CG and MP assets not aligned with size of EEZ for controls (range and autonomy)</i>

ANNEX F. SWOT analysis summarising group discussion on fisheries enforcement procedures

Strengths	Weaknesses
<ul style="list-style-type: none"> • Fisheries Department will soon have more authorized officers (BAVPers; 9) • A specialized police department for maritime enforcement • Fisheries Dept. can take administrative sanctions without the need to involve other authorities • MAS and CG has authorized officers (BAVPers) • Clear understanding with CG and Maritime Police on area of competency • Clear legal framework + yearly updates (fishing license conditions) • Fisheries Act provides for interagency Fisheries Advisory Committee 	<ul style="list-style-type: none"> • Lack of seagoing capability for enforcement • Difficulty in carrying out surprise controls at sea • Not enough interagency cooperation/communication on cases relating to fishing vessels and other fisheries activities • No SOPs for fisheries enforcement • Penalties are not in proportion to the violations and therefor not always dissuasive • FAC not officially installed in recent years • No good registration of fisheries violations (need for shared interagency database)
Opportunities	Threats
<ul style="list-style-type: none"> • Simplified arrangements in place in other agencies to get cases to the AG (e.g. VKI) → can this be applied to IUU-fisheries? • Direct link to AG is in place in CG Act → same procedure in updated Fisheries Act? • Different police departments responsible for IUU-related cases (on the water → maritime police vs. moored vessels → local police station) • Two officers at AG are responsible for violations of Fisheries Act (efficient feedback) • Implementation of Calipso Database at LVV 	<ul style="list-style-type: none"> • Weak understanding on fisheries issues in the judiciary system • Language issues/barriers (communication, interrogation, translation of documents, etc.) • Increased violence at sea (piracy, use of weapons,...) • Fleet overcapacity • Many steps for cases to reach relevant authorities → risk that cases will not receive follow-up • Close relationship between some fishery operators and some political decision makers • Socio-economic situation can increase likelihood of corruption

ANNEX G. Results of group exercise drafting preliminary Standard Operating Procedures (SOPs). For PSMA implementation

SOP1 AREP reception and circulation

Objectives

- To ensure that every agency receives the relevant information
- To ensure the legal entrance of F/V into Suriname in compliance with PSMA

Roles and responsibilities

- MAS – lead agency for AREP, must inform all other stakeholders/ responsible for communicating with the vessel
- LVV – lead agency for PSMA implementation
- Customs
- CG/Navy/Maritime Police – to know vessel is authorised in waters to use port
- All other agencies – to allow them to be on standby

Legal bases

- Maritime Authorities Act
- Maritime Security Act
- Sea Fisheries Act
- Interagency MoU
- RFMO rules and recommendations
- PSMA

Assets needed

- Shared platform

Procedures

Step	Action	Timeframe
1	MAS receive AREP from foreign flagged fishing or fishing related vessel – AREP should include as a minimum PSMA Annexe A information but also other complementary information relevant for other agencies (checklist)	72h before arrival
2	MAS uploads AREP information to shared platform accessible to other agencies	Immediately
3	MAS process AREP information regarding maritime issues	Within MAS obligatory timeframe
4	LVV receives alert of new AREP in shared platform via email to IUU functional mailbox	Immediately
5	Other agencies receive alert of new AREP in shared platform	Immediately

6	LVV makes preliminary analysis of AREP to ensure all mandatory information is provided in line with Annexe A of PSMA	24h
7	All other relevant agencies inform LVV if they identify concerns with the vessel based in their preliminary analyses	24h
8a	LVV informs all relevant agencies there is problem with AREP	Immediately after analysis
8b	LVV informs all relevant agencies AREP is in order – proceed with pre-arrival analysis	Immediately after analysis
10		

SOP2- AREP processing and decision making

Objectives

- The AREP information will be verified within the national acts and international acts
- The ship will be given permission to enter for further inspection.

Follow-up action

- More information should be requested at the agent or the flag state
- This information might be obtained from the internet, e.g. the global record and GIES

Positive decision

After all agencies have done their due diligence and have responded positively, permission is granted for the vessel to enter the designated port.

Negative decision

In case some deficiencies are found by any authority or by the flag state, the ship will initially be refused permission to enter port.

In case permission is granted, it will be subject to further inspection.

Information sharing

After analysis of the AREP, all information is continuously shared with the other authorities. This is so that the working group that will carry out the inspection is prepared for a targeted inspection.

Verification of further information can be obtained from the Global record and GIES sites.

The final analysis and the result of the inspection will be shared with all authorities and uploaded to the aforementioned sites.

For Suriname there will have to be a platform of information that is accessible to all Surinamese authorities.

Division of tasks

In Suriname, LVV will have the lead role. This body will obtain the necessary assistance from the other bodies (MAS; LABOR INSPECTION; CUSTOMS; NAVY; COASTGUARD;

MARITIME POLICE and OM) that will give substance to all other irregularities that are detected. The MAS will have to grant permission in the future in consultation with the LVV. The Public Prosecution Service will also have to belong to this group.

Legal framework

All national legislations will serve as a legal basis during and for the inspection.

In addition, the international laws of the various flag states will be included.

SOP3 – Inspection procedures

Competent authorities

1. Customs (customs clearance)

- Last port(s) of clearance
- Weapons/ammunition (nihil ammunition list)
- Provision list
- Crew list
- Passports
- Health documents + physical state of crew
- Crew effect list
 - ⇒ After clearance from customs, other authorities can come in
 - ⇒ If certain documents are not OK, other relevant authorities are contacted

2. Customs checks whether vessel has permission from LVV to offload catches

- ➔ Yes
- ➔ No
- ➔ Yes, but only after LVV data collectors/inspectors have arrived (random

3. During offloading of catches, VKI checks fish quality

4. MAS inspection

- ➔ In case of new vessel: 100% inspection
- ➔ In case of returning vessel: random checks
- Customs clearance manifest (incl. crew list, vessel document, ...)
- MAS records vessel in database

5. LVV inspection

- ➔ In case of new vessel: 100% inspection
- ➔ In case of returning vessel: random checks

- LVV prepares permission to offload catches (if all documents are OK – in 100% of case):
 - Valid Fishing license from flag state
 - Registration with ICCAT
 - Check if they are on IUU list of RFMOs
 - Permission from flag state that there is no objection for offloading catches in Suriname

- Permission is sent to Customs, VKI and Cevahas (Port)
- Permission is shared with other departments in LVV
 - o Statistics Division
 - o Licence Division
 - o Inspection Division
 - o VMS Division

6. Checklist LVV inspection

- VMS division must check whether fishing activities have taken place in EEZ vs. high seas. In case of EEZ fishing activity: vessel must have Suriname fishing licence
- Check documents:
 - o High seas license
 - o (Surinamese license)
 - o Registration documents (MAS or from foreign state)
 - o Logbook
- Fishing gear inspection

⇒ It would be good to combine this inspection with MAS inspection

F/V operator/agent

- ➔ Full cooperation in inspections
- ➔ Making documents available

For Venezuelan vessels: Cevahas N.V. is agent

For Tuna vessels: Suvveb N.V. is agent

- ➔ Agent prepares all documents for customs and MAS

ANNEX H. Final quiz: Questions and answers

1. Which vessels should measures in line with the PSMA be applied to?

Foreign fishing and fishing related vessels- although a country can apply the same standards to their own vessels also

2. According to the PSMA, how far in advance should the advance request for port entry be submitted to the port State?

PSMA does not specify, but it should be to allow time to consider and assess the information submitted and establish if the vessels is suspected of IUU.

3. Is the processing of the AREP the responsibility of a single national agency?

No.

4. When assessing risk, what components of risk need to be considered for any given risk?

Probability of occurrence and impact (both)

5. When arriving at a vessel in a port with the intention of making an inspection, what is the very first consideration?

Safety and security.

6. In which order should you carry out the different steps of a port inspection?

Introduction, documentation, physical inspection, wrap-up and report.

7. What parts of the inspection present the greatest challenges (several answers possible)?

Languages, catch assessment, securing evidence, communicating suspected violations to the Captain, coordinating with other relevant agencies.

8. Does the Captain's signature on the inspection form indicate agreement with its contents?

No. Signature acknowledges only receipt of a copy.

9. Post-inspection, to which parties should the inspection report be circulated(several answers possible)?

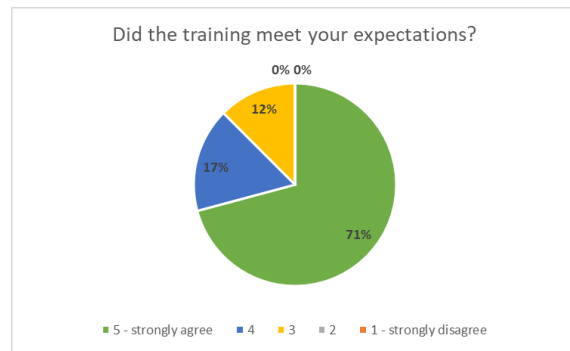
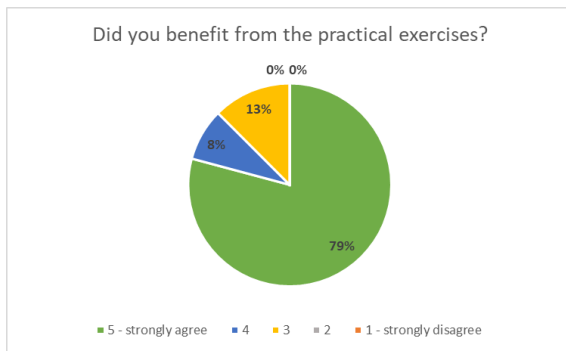
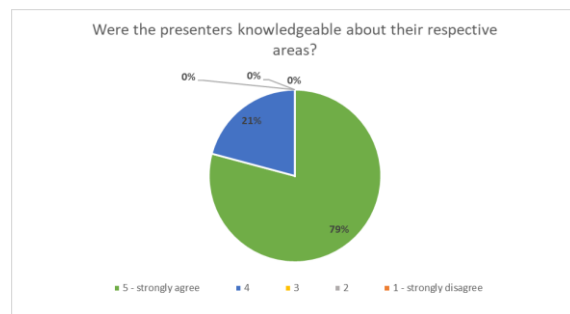
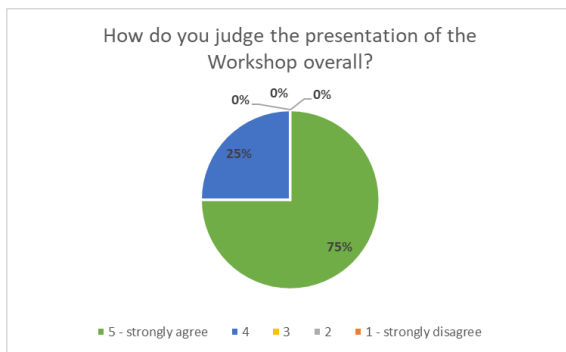
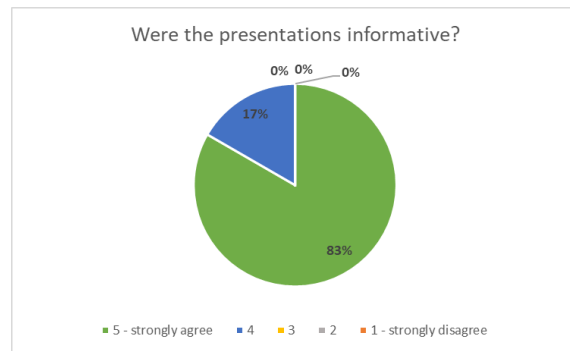
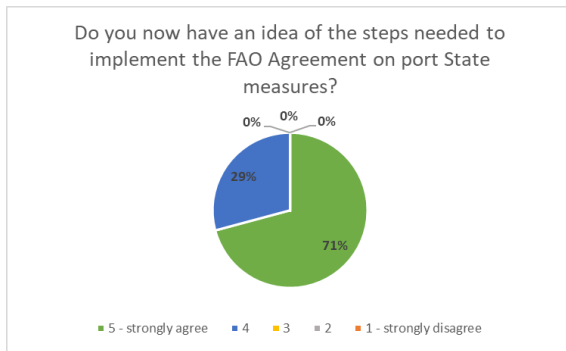
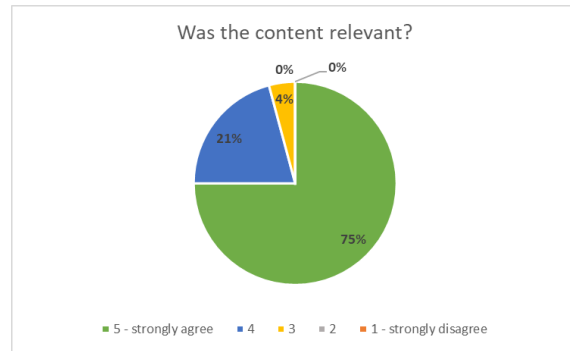
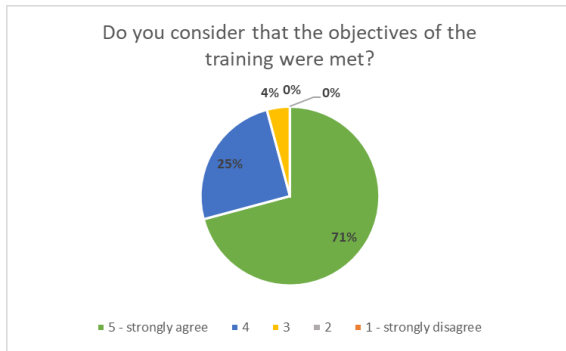
Flag State, State of which Captain is a national, other coastal States, RFMOs and others, FAO.

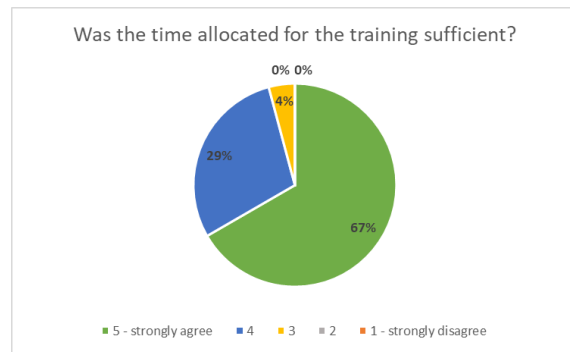
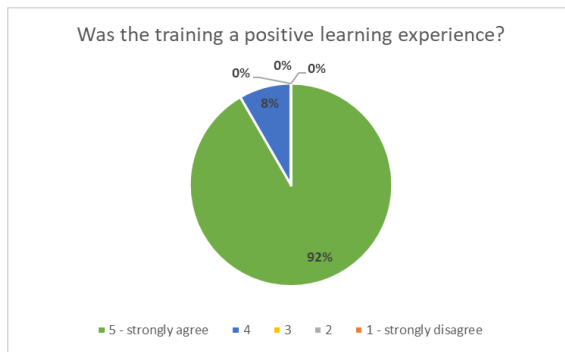
10. Should fisheries inspectors receive training on ethics?

Yes. Point 1 of Annex E PSMA.

ANNEX I. Training evaluation by participants

24 participants completed an online training evaluation. For each question, a rating from 0 to 5 was given. The results are displayed below.





Please provide any additional comments to assist in the evaluation of this training:

- More group assignments
- What I think will be more effective that after the training each and every agency put there contribution against IUU fishing and that this collaboration of all agency always communicates with each other
- Good start, continuation will be important
- Great
- We need more of this training for upgrade our knowledge.
- Everything was clear, my compliments and thank you very much
- I think that this workshop must be a bit longer that you can go in depth with some exercises
- We need the proper information and the right person on the right place for beter performance
- The training was very useful.
- More partice training
- We need to be provided with more of such a training like this
- 1. To be independent of the internet connection locally, ready-downloaded video's could help in the presentations. 2. Literature availability was a very good point for the team. 3. Language was not a barrier (for me): it was clear and grammatically correct. 4. More questions on the quiz should be evaluated. Thank you Louise & Glenn.
- Super goed. Was heel inspirerend
- It was a great experience and wish you all best of luck
- This training needs follow-up e.g specific training in risk management (to perform a risk analysis and how to set out preventive measures and include them in policy. There's also a big need in supporting programs to accomplish maximum outcome