

**Report of the Workshop on Fishing Vessel Record and Inventory
27-29 July 2009, Satun Province, Thailand**

I. INTRODUCTION

1. Southeast Asian Fisheries Development Center (SEAFDEC) with funding support from the Swedish International Development Cooperation Agency (Sida) organized the Workshop on Fishing Vessel Record and Inventory from 27 to 29 July 2009 in Satun province, Thailand. The Workshop was attended by delegates from ASEAN Member States, namely: Cambodia, Indonesia, Malaysia, Myanmar, the Philippines, Thailand, and Vietnam as well as non ASEAN Member state, Papua New Guinea. The Workshop was also attended by representatives from international organizations from the Food and Agriculture Organization (FAO), International Maritime Organization (IMO) and International Collective in Support of Fishworkers (ICSF) as well as senior officials from SEAFDEC Secretariat and the Training Department. The list of participants appears as **Annex 1**.

2. The Secretary-General of SEAFDEC, Dr. Siri Ekmaharaj welcomed all participants to the Meeting. He informed the Workshop on the Expert Meeting on Fishing Vessel Registration organized in 2008 and the need of this Workshop as a follow up on recommendations made in the 2008 Meeting. He urged all participants to put utmost effort in deliberation during the Meeting. His statement appears as **Annex 2**.

3. Satun Provincial Permanent Secretary, Mr. Chuavarit Uthairat welcomed the representatives from ASEAN Member States, other States and all participants to the Meeting. He also noted the importance of fisheries in contributing to the local and national economy as well as the need for this Workshop that could contribute to the management of fishing capacity. He expressed appreciation to the regional/international organizations including FAO, IMO, ICSF and SEAFDEC for their representation at this Meeting. After the remarks, he declared the Workshop open. His statement appears as **Annex 3**.

II. BACKGROUND AND INTRODUCTION OF THE MEETING

4. The Workshop was informed on the need for this workshop in follow up to the recommendations made at the Expert Meeting on Fishing Vessel Registration held in 2008 on matters such as the possibility of information sharing in the region on records and/or registers of fishing vessels. The main objectives of the Workshop were to get clear feedback on the draft "Fishing Vessel Record and Inventory Forms" together with a schedule/indication on responses to be provided to SEAFDEC in order to build up a regional "vessel record and inventory" with the longer term aim to improve registration of fishing vessels and to improve the regional cooperation of information sharing in the ASEAN region. The Workshop adopted the Agenda, appears in **Annex 4**.

III. UPDATE ON INTERNATIONAL AGREEMENTS AND CONVENTIONS

For the update information of the international agreements and conventions, the representatives from FAO, IMO and ICSF provided the useful references and information to the Workshop as follow:

5. The representative from FAO, Mr. Shaun Driscoll made his presentation on the proposed “Comprehensive Global Record of Fishing Vessels, Refrigerated Transported Vessels and Supply Vessels”. He started with a highlight of the need for a Global Record and why the record also should include the transport and supply vessels. He explained that the “Global Record” is an International response to the growing Illegal, Unregulated and Unreported (IUU) catastrophe and was designed to enhance the existing Monitoring, Control and Surveillance (MCS) tools and available strategies. A comprehensive global record would limit the opportunities currently available to the IUU fishing vessels. The project was launched at the COFI Meeting in 2007. To assess the viability of the Global Record, an Expert Consultation on the Development of a Global Record (EC-GR) was held in February 2008 and recommendation was provided during the Expert Meeting. A further programme of work to develop and test the options for a Global Record was approved during the COFI Meeting in 2009.

6. He further explained that one of the fundamental elements necessary for the success of the Global Record is the concept of a ‘unique vessel identifier’ (UVI). The idea is that every vessel in the Record will be allocated a unique identifier which will stay with the vessel for life, regardless of changes in ownership or flag. He also stated that the development of the initiative on a regional vessel record by SEAFDEC is an important step in moving towards improved records of fishing vessels. FAO on their side will be keen to examine opportunities to assist the process initiated in Southeast Asia, including Papua-New Guinea. The summary of the presentation appears in **Annex 5**.

7. Discussions/questions following the presentation were quite varied but some points that came out was that FAO would need to work with the countries around the world and regional organizations such as SEAFDEC. It was emphasized that national records will have to be the foundation for the Global Record. Any Global or regional record cannot get better than the inputs from the countries allow it to be. Seen in another way: national records is, and will remain, the corner stone in fisheries management. To be successful FAO would, as would SEAFDEC, benefit to further develop the cooperation as the objectives in developing global and regional records are matching. To maintain the momentum SEAFDEC should talk with FAO/RAP in Bangkok to see how best the SEAFDEC initiative could be developed and supported thereby facilitate inputs from this region to Global Record.

8. The representative from IMO, Ms. Pimentel in her presentation mainly emphasized the importance to address safety and safety at sea. She specifically informed the Workshop on the three instruments which deal with safety of fishing vessels, namely the Torremolinos Protocol (1993), International Convention on Standards of Training, Certification and Watch-keeping for Fishing Vessel Personnel, STCW-F, 1995 and the ILO/FAO/IMO Document for Guidance on Training and Certification of Fishing Vessel Personnel. Her presentation appears as **Annex 6**. During the presentation she encouraged participants to attend the Regional Seminar on the Torremolinos Protocol which will be delivered by IMO/FAO in Bali, Indonesia in October, 2009.

9. After a presentation on the chapters and content of the Torremolinos Protocol, she briefly explained that STCW-F Convention is mainly intended for basic safety training for all fishing vessel personnel with respect to the vessel and equipments. ILO/FAO/IMO Document for Guide on Training and Certification of Fishing Vessel Personnel (published in 1985) provides guidance on training and certification of fishermen. The Workshop was also

informed that the Guide was revised in 2000 and Guidelines and Recommendations for the training and certification of personnel working on the fishing vessels >12meters but <24 meters. The Guide also includes the concept of function skills training and demonstration of competency.

1. Questions and discussions circled around the extent to which IMO Conventions are applicable to fishing vessels and specifically small vessels. A general note to bear in mind is that to be implemented conventions and agreements need to be incorporated in national law – and doing so countries can (like Vietnam) choose to draft the national law to cover vessels of smaller size as what it required in the convention (in doing so the text can be adjusted to national needs). Many of the IMO Conventions are more shipping oriented but one important convention that is also applicable to the (all) fishing vessels is MARPOL. In this connection, she pointed out that one of the most deadly (to marine life and birds) forms of marine litter is that of lost or discarded fishing gear. With regards to IMO's safety standards and small scale fishing boats, it was suggested that this region need to develop regional standards that are applicable to the Southeast Asian region. The point was also made matters of safety should be incorporated when defining what to include in the “fishing record and inventory”.

2. The representative from International Collective in Support of Fishworkers (ICSF), Mr. Sebastian Mathew made his presentation on the “Small-scale Fishers: Realizing Rights and Performing Duties”. He emphasized that fishing vessel registration is very important for the region to be able to manage fisheries. The presentation provided some responses to earlier questions on how the small-scale fisheries could comply or fit into the picture in that the presentation built upon the rights and duties of smaller communities. The presentation drew the attention to some of the rights of fishing communities and fish workers that are defined in different international legal instruments such as the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the 1995 United Nations Fish Stocks Agreement (UNFSA), the ILO Work in Fishing Convention, 2007, (WFC) and the FAO 1995 Code of Conduct for Responsible Fisheries (CCRF). The important message is that even agreements like the UNFSA that in the global discussions have had a high seas/large scale profile should actually also be seen in the context of securing the rights of “artisanal and subsistence” fishermen.

3. The Workshop was also informed on the small-scale fisheries group articulated their rights at the 4SSF Conference. This included demands to “guarantee access rights of small-scale and indigenous fishing communities” and to “ensure the integration of traditional and indigenous knowledge and customary law in fisheries management decisions”. The 4SSF Conference was jointly organized by FAO, the Royal Government of Thailand, SEAFDEC and WorldFish Center. A general notion is that the comments by SSF Group to a large extent reflected the “rights framework” recognized or expressed by the instruments referred to by Mr. Sebastian. His presentation appears as **Annex 7**.

4. During questions and discussion, and also during the field trip the day before, one central question related to the actual benefit to the small-scale fishermen and fisher-folk of have their vessels and gear registered and/recorded. A basic benefit is to help assert, maintain and claim fishing rights in relation to time, space and resources as well as to negotiate with other sectors in protecting fishing rights. The group in La-Ngu district were also clear that they saw several benefits of having vessels and registered at the district and province and they emphasised that they now had much better access to government support services.

Another benefit that could be explored is that if the village would be threatened by other developments would then the fact that they have vessels, gear and other assets registered by the authorities also strengthen their rights to maintain their village

V. LEGAL AND INSTITUTIONAL RESPONSIBILITIES – THE ESTABLISHMENT OF AN INSTITUTIONAL RESPONSIBILITY “FLOW CHART”

To clarify legal aspects and institutional responsibilities at various stages of the process (to give permission) to build a boat for fishing purposes; inspection of safety and sea-worthiness; registration as vessel; certificate of ownership, secure fishing license/gear license; and international fishing license (if applicable) references were made through presentations on the practices in Malaysia, the Philippines, Japan as well as a “hypothetical flowchart” or “summary model”. The presentations focused on the flow of institutional responsibilities. The summary of the presentation were as follow:

Model of Malaysia institutional flow chart

5. The whole sequence of fishing vessel registration and the process to issue fishing licenses is under responsible of the Department of Fisheries in Malaysia. The fishing vessel registration and fishing licensing are processed in a continued flow based on one application. For the registration of new fishing vessels, relevant application forms have to be submitted to the State Fisheries Department together with a proposal on the intended operation of the vessel, General Agreement (GA) (*with DOF to build/buy new vessel*), financial capacity of the applicant and experiences in fisheries and the fishing industry. Fishing licenses is only issued by the Department of Fisheries Malaysia to those who are qualified.

6. The Fishing Vessel Register that is maintained by The DOF of Malaysia with the details of the vessel including completed inspections is a basis for the steps to process issuance of a fishing license. The Register is also kept as an up to date registers/records/inventory Fisheries Information Network System (FINS). Under the Fisheries (Maritime) Regulations 1985 Act 1985 The Director General shall maintain and keep a register or records showing particulars of all licenses that has been issued to local fishing vessels (provisions on Licensing of Local Fishing Vessel). A number of registers/records are kept by the Department of Fisheries Malaysia containing details of fishermen identity, fishing vessels, fishing gears, and crew and engine capacity. The summary of the Malaysian presentation appears in **Annex 8**.

Model of the Philippines institutional flow chart

7. The representatives from the Philippines informed the workshop that there are two categories of fishing vessels, the first be commercial fishing vessels which should operates in waters open to commercial fishing beyond 15 kilometres. Commercial vessels are basically vessels of more than 3 gross tons. The other category is municipal fishing vessel. Municipal fishing involves the fishing vessels of three gross tons or less and is allowed to operate within a distance of 15 kilometres from the shoreline. All type of vessels which are classified as "fishing vessels", which include commercial municipal, fish-carriers, light-boats, sonar-boats, tankers and other supporting vessels, should have a license. There are two key responsible institutions with regards to commercial fisheries, namely BFAR (commercial vessel and gear licenses) and MARINA (register the vessel, certificate of ownership, vessel safety

certificate). For municipal fisheries the responsibility for registration and licensing rests with the Local Government Unit (LGU). The details of the presentation are shown in **Annex 9**.

Model of Japanese institutional flow chart

8. The construction and registration of Japanese fishing vessels have since 1950 been regulated by the “Fishing vessel law”. The ship owners/fishermen who are going to build the powered-fishing vessel of $\geq 10\text{m}$ length should file an application for permission to build to the administrator that issued their fisheries license. In the case of fishing vessels of 20 gross tons and above the permission have to be obtained from the Minister of Agriculture, Forestry and Fisheries. For fishing vessels less than 20 gross tons, the permit should be obtained by the governor of the prefecture. Small fishing vessels ($\geq 10\text{m}$) do not need to have a fisheries license and owners of small non-powered vessel (less than 1 gross ton) should apply to have the fishing vessel registered with governor of the prefecture. The detail appears in **Annex 10**.

Summary model for a fisheries registration and licensing institutional flow chart

9. A first draft of a summary or “hypothetical” model of a fisheries registration and licensing institutional flow chart were presented to show what kind of the steps, with institutional responsibilities that would be expected or required to build and register a fishing vessel and to acquire licenses to fish with respect to vessel, gear and crew members. The aim of this flow chart is to provide a clear set of summary information on what institutions that would be involved at various stages in the process. The model will be further developed, by the SEAFDEC-Sida project, based on a full set of “flow charts” for countries around Southeast Asia. The legal references will, at different stages, be included. The presentation appears in **Annex 11**.

VI. DISCUSSION ON THE FISHING VESSEL RECORD AND INVENTORY FORMS

Prior to the Workshop, participants had received two draft “vessel record and inventory survey” forms, one for large-scale fisheries and one for small-scale fisheries (**Annex 12**). The forms have been circulated with the aim to find out what type of information on numbers and type of vessels that is available and can be shared within the region and globally. Taking note of the different arrangements available for the two sub-sectors the participants were, under this Agenda, divided into two working groups based on their experiences for discussion and brainstorming on the forms within each groups. The groups, having summarized their discussions, provided feedback to the meeting on their view on the “vessel record and inventory forms”. Points made during group presentation and discussion is reflected below:

a. Large Scale Fisheries

10. To follow up on the items that would be needed to be addressed in a vessel record, and the availability of the information in each of the countries, the group decided to go country by country to check the available information relative to criteria/entries identified as needed to develop the FAO Global Record. The results will by SEAFDEC be assessed in relation the forms earlier produced. To facilitate the work the “large scale” group prepared a matrix. The matrix included the criteria or entries identified by the FAO Global Record on the vertical axis and the names of participating countries on the horizontal axis. The information provided gave an indication on what data that would be available among ASEAN

and RPOA Member Countries. In summary, it was shown that most of the participating countries would have some data that could be shared that would match the FAO defined entries for the Global Record. The indication, thus provided, that initial information would be available in the region to launch the Global Record project.

11. However, for the common purpose of both SEAFDEC and FAO, it is important to assess how large part of the available vessels that is actually covered by existing registers and records (this in follow up to comments made under other session that the “rate of implementation” is uncertain and even Vietnam, that seem to have a good coverage said that they might have a 90% coverage). The matrix produced by the group appears in **Annex 13**.

b. Small Scale Fisheries

12. The results of small scale fisheries group appear in **Annex 14**. In comparison to larger scale fisheries, there is a broader variety among countries, and within countries, in ways that near coastal fisheries is addressed and the Group indicated that certain issues need to be further discussed and clarified. A main issue pointed out by the Group is that the definition of the concepts “registration” “record” and “inventory” would be different when compared among participating countries. Furthermore, it was pointed out that coastal fisheries of smaller scale would be referred to differently among the countries (the point was further discussed and the discussion will be described in a separate section below). The group also suggested that an informal fishing record is needed for smaller scale fisheries in and should be initiated. Besides that, the group has recommended to develop a cost-effective, transparent and participatory mechanism to provide timely and reliable information to meet the objectives of this workshop.

c. Plenary discussion “record and inventory”

13. During the plenary discussion, representative from FAO, Mr. Driscoll suggested that ASEAN’s member countries should set up their vessel inventory from the requirements in presented matrix which basically are the minimum requirements for the Global Record and that also related to IMO’s standards. To move ahead, it was noted that it is important to establish, or further define, some minimum requirements for the region that would be needed in order to collect information for a first draft record of fishing boats information in the region. The workshop members agreed to go ahead with the process and suggested to have further discussions on how to implement and work with the Global Record in the Southeast Asian region and how that could draw upon and support the SEAFDEC Regional Initiative.

14. Safety issues, as an important element in the process of vessel registration and licensing, was frequently referred to and discussed during the Workshop. The representative from IMO, Mrs. Pimentel suggested that in developing a Regional Standard for vessel inventory, safety requirements would be useful information to include. This information could be referred to when addressing prevention of accidents and rescue schemes. Furthermore, training of fishermen in safety at the sea should be incorporated in capacity building programs.

15. Definition/no-definition of small-scale fisheries 1: Throughout the workshop, references were made to how “small-scale fisheries” were referred to by various countries and the need for some kind of comparative reference for the regional “vessel record”. In general, the term “small-scale fisheries” was not used in the national records. Instead other

expressions were used, such as traditional fisheries, municipal fisheries, family fisheries, etc. This report will make further reference to the discussions and recommendations on “small-scale” by the end of Section VII.

VII. BUILDING UP REGIONAL COOPERATION FOR INFORMATION SHARING, RECOMMENDATIONS AND FOLLOW UP

16. Each of the participating countries has their own national processes of collecting and sharing information on fishing vessels. The levels of ability to cover all fishing vessels operating in their own national waters are also differing from one country to another. The countries were encouraged to explore ways that information could be channelled to regional, sub-regional and global level partners/institutions. This could provide a basis for information sharing in support of the process to build up regional cooperation on vessel records among ASEAN and RPOA countries. Finding the ways would also imply an opportunity to provide the Global Record with updated information.

17. It was generally recognised by the workshop that good cooperation between the authorities/agencies involved in the process of registration and licensing is essential to provide the information needed for effective fisheries management. The Workshop recommended that SEAFDEC should consult with participating countries to explore if there is any indication of facilitation needed such as a small seminar to bring agencies together that are involved in the process of registration and licensing. Such a seminar could also be requested to provide inputs (numbers of vessels) to the regional (and global) record.

18. There are plenty of challenges ahead in moving forward with the regional process. Countries were, earlier, required, to explore ways of sharing information and to provide information on the type of information that is available. The SEAFDEC/Sida project explained to the meeting that the project will see that the process is continued and that cooperation with FAO (FAO/RAP and the Global Record) and the RPOA is maintained along the way.

19. The Workshop was informed that Malaysia will organize national consultation on issues related to safety standards for fishing vessel. Furthermore, Malaysia would like to seek assistance from IMO for support and advises to the consultation. In response IMO informed Malaysia, and other participating countries, that it would be possible but interested countries provide IMO with a formal request for support.

20. It is important to emphasise the positive responses from participants in expressing their wish to work together and to share information to develop a regional vessel record to improve cooperation on fishing vessel registration and fishing licenses. The process would also be able to provide information to the Global Record. However, it was mentioned that the countries would need some more information and support from the project and FAO Global Record and further discuss with the countries on their inputs to the vessel record.

21. Representative from FAO suggested that ASEAN and RPOA member countries could use the requirements as stated in the matrix (Annex 12) that sets out the minimum requirements of as defined by the Global Record (GR) and the IMO’s standard when developing their own vessel inventory forms. In follow up to the workshop SEAFDEC, with

partners, will see how to match Form 1 with the Group 1 matrix and with participating countries start to add information, numbers of vessels, etc.

22. The workshop agreed to establish the Regional Standard as the process undertaken by the large-scale group showed that there were similar items in fishing vessel inventories among ASEAN and RPOA member countries. In setting up the standards and inventory, SEAFDEC and participating countries should also assess how these standards and the inventory could be a practical tool and instrument for countries in the region in preparing themselves for the requirements of the FAO port state measure and EU traceability standards.

23. Representative from IMO informed in developing the Regional Standard of vessel inventory, safety issues should be incorporated for the sake of prevention against accidents and rescue purpose. Furthermore, training of fishermen in safety at the sea should be addressed.

24. In response to suggestion from Malaysia that SEAFDEC should develop a framework for participating countries on information needed to improve the licensing systems in the region SEAFDEC will coordinate with IMO and FAO and others as relevant to prepare a framework on information needed. Similarly SEAFDEC will coordinate with IMO, FAO and others in following up on the suggestion that SEAFDEC should look into the recommendations raised during the expert consultation in 2008 that called for the harmonisation of certain information for example on how to calculate Gross Tonnage all countries in a way that can be used by all countries.

25. **With regard to Definition/no-definition of small-scale fisheries 1 (Para24):** The issue on definition of what is covered when referring to small-scale fisheries were raised by many participants asking for clarifications. As mentioned, most countries in the region do not refer to small-scale when talking about their near shore fisheries – and all countries have established zone along the coasts reserving the area for coastal fisheries (with smaller vessels) and/or excludes large vessels. It was also pointed that discussions on definitions were done globally in fora such at WTO and the purpose of those discussion were to find out how large a small-scale vessel could be and a concern were raised that if moving ahead with a definition here that might obstruct the WTO discussions. There seemed to be an understanding that for the time being it was needed to have a common definition as countries would need to refer to their existing terminology and based on that some further categories could perhaps be developed at a later stage. To prepare for continued discussion of a record of smaller vessels, a “glossary” should be developed based on reference to legal framework of each country to describe the differences, and similarities, of each ASEAN and RPOA member country member definition of smaller vessels – or vessels that receives preferential treatment. Furthermore, the objectives may need to change a little bit to comply with each countries regulation. In follow up to the concerns from Malaysia, changes will be made to the heading of Form number 2 – a suggested **new title could be “Coastal (inland) Fishing Vessels”**. **Responses and comments to the new title are welcomed.** “Coastal” would be defined as the coastal zones where fishing by trawlers and other larger vessels is excluded.

26. A short note on the report from this meeting: Firstly, the report will indicate matters discussed and the outcome of the meeting with indications on continued steps to be taken. Secondly, the report should be an “inter-active” document and participants are asked to provide comments and suggestions on additional information that could be included or

shared. Thirdly, the report could be used as basis for consultations within each of participating countries to share information from the workshop and then based on the consultations provide information on what you would like to see in terms of facilitation among responsible agencies in order to provide information to the regional (and global record).

27. The result of the workshop will be reported to FAO/RAP Bangkok, FAO Rome, ASEAN, SEAFDEC and the RPOA to further develop the momentum, broaden the cooperation and to get feedback on and support to suggested actions. The Workshop was also informed that recommended actions and related matters with respect to vessel record and inventory will be on the agenda at the forthcoming sub-regional event on the Andaman Sea, 20 – 22 October 2009. In preparation for that event, SEAFDEC will try, with the help of the RFPN, to come with information and “numbers” from the countries around the Andaman Sea.

VIII. EXPERIENCES FROM THE STUDY TRIP

28. In the morning of the first day of the Workshop, participants visited the Satun Fishing Port. The fishing port was one of the fishing parts managed by the Fish Marketing Organisation (FMO). After the fishing port visits were made to Satun Provincial Fisheries office and Satun Marine Fisheries Station. Information were provided on routines for landing at the FMO port and the Satun Provincial Fisheries Office provided information on steps to be taken for registration of vessels larger than 14 Metres and those smaller than 14 Metres, respectively. They also informed on licenses for the smaller vessels. While at the FMO fishing port was also informed that in some way boats in Satun and the neighbouring state Malaysian state of Perlis there were vessels with a double set of fishing licenses. Another piece of information from the FMO was that on the Thai side boats were free to chose any of the fishing ports on the Thai side, basically allowing the skipper to check the price before deciding where to land. The registration and license do not “confine” the boat to any specific harbour.

29. In La-Ngu district, participants visited in the afternoon the Satun Small-scale Fishery Association. The representative of the Association provided information regarding their activities, how they shared responsibilities and on the initiative of community to have their (small) fishing boats registered with district/province and seeking licenses for the gears of members of the Association. The initiative was started in follow up to tsunami so that the Association would be able to provide assistance to members in terms of natural hazards. The Association also informed that, apart from being better organised, they had noticed that since registering with the district/province they were better recognised as an entity and had an improved access to government service. In the community the participants also visited the centre of Mangrove Conservation Group (Kok Payom Village) and community-based fish landing sites. The Centre of the mangrove group was also used by the local school to create better understanding of mangroves and the links to habitats and fisheries. The community also indicated the valuable support they had received from the Save Andaman NGO in terms of basic skills, such as book keeping, etc. They also recognised the inputs provided by a group of volunteers (German, Irish and Thai) based in the village that specifically contributed to help with teaching in the local schools.

30. The field trip provided valuable information and a good background to the meeting for all participants. Many good lessons were learnt and the workshop appreciated the way they shared their views and experience. Much of the information that where provided could be the basis for a good start of community organisation programmes in other area in ASEAN and RPOA countries, or even elsewhere in Thailand. The summary details of the filed trip appear in **Annex 15**.

IX. CLOSING OF THE WORKSHOP

31. Dr. Magnus Torell expressed his appreciation to all participants for their active participation. Then, Dr. Siri Ekmaharaj, Secretary-General of SEAFDEC thanked you all participants on their valuable contribution, which enable the Workshop to come up with fruitful outcomes and recommendations. He therefore declared the Workshop close.

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WELCOME REMARKS

By Dr. Siri Ekmaharaj
SEAFDEC Secretary-General

Satun Provincial Permanent Secretary, Mr. Chuavarit Uthairat, experts and resources persons, Distinguished participants, Ladies and gentlemen, good morning.

On behalf of SEAFDEC and the SEAFDEC-Sida project, please allow me to welcome you all to this Workshop on Fishing Vessel Record and Inventory. SEAFDEC is proud to host this important workshop, and we hope that your time here proves to be both memorable and productive. We thank you for travelling to Thailand, and for the valuable work you will undertake over the next two days. Your valuable inputs on regionally important issues related to fishing vessel record and inventory, would be very much appreciated.

Ladies and gentlemen,

Allow me to call to mind our Expert Meeting on Fishing Vessel Registration held in Phuket, Thailand in July 2008. During that Meeting, we agreed to have a follow-up forum to fill up the missing information especially as regards the number of vessels and the people involved in fishing in the region.

This workshop is therefore conducted to address such concern, and as a sequential event, focus would also be on the local systems and initiatives as well as the legal requirements in registration and listing of boats and gear. You have noted from your field visit of the local communities in Satun Province yesterday, their initiatives and their system of recording small scale fishing boats. This workshop could perhaps take their systems as examples and during our discussions we could explore the possibility of aggregating their systems to provide national and even regional accounts. Therefore, I really hope you will take active part in the discussions and share opinions based on our experience from the field trip as well as from the countries' experiences.

Ladies and Gentlemen,

We recognize that in our region, we need effective vessel registration systems and licensing. However, there are no clear recommendations that could link such systems to small-scale fisheries. Hopefully, this workshop could also serve as a forum to gain ideas on possible solutions and recommendations for future actions to be undertaken in relation to small-scale fisheries.

Before I end my statement, on behalf of the organizers, I would like to express our gratitude to the Honorable Chuangchai for taking his valuable time to be here with us at the opening of this Workshop.

Finally, I hope that this workshop will be very fruitful and will contribute to the promotion of sustainable fisheries in our region. I wish you all the best and have a pleasant stay here in Satun. Thank you and good day.

OPENING REMARKS

By Mr. Chuavarit Uthairat
Satun Provincial Permanent Secretary

The Secretary General of the Southeast Asian Fisheries Development Center (SEAFDEC),
Dr. Siri Ekmaharaj;
Representatives from FAO, IMO and ICSF;
Representatives from the ASEAN countries and Papua New Guinea;
Distinguished Guests;
Ladies and Gentlemen!

It gives me great pleasure to welcome you to the workshop on “Fishing vessel record and inventory” conducted by SEAFDEC from the 27th to 29th July 2009 at the Sinkiatthani Hotel here in Satun Province. As you can see, Satun is the border province in the southern part of Thailand in the Andaman Coast. There are many islands that include Adang-Rawi and Sa-Rhai. Most of the local people in this province are fishermen, engaged in both large- and small-scale fisheries, playing important roles to the socio-economic structure of Satun Province.

However, depletion of the natural resources and the natural disaster still affect the fishermen. If you can recall, Satun Province was one of the provinces affected by the Tsunami in 2004. Such phenomenon had greatly affected the fishermen’s assets and income. Therefore, cooperative programs for fisheries management and rehabilitation of the fisheries resources were implemented. These programs were supported by the Satun provincial government and several organizations.

On behalf of the provincial government of Satun, I could say that we are really very pleased to serve as host of this Workshop. I hope that the results from this Workshop especially in the area of making an inventory of fishing vessels will be beneficial not only to the local fishermen but also to the fishermen in other provinces as well. This process would help speed up the efforts in providing assistance to the fishermen at the time when the natural disaster such as tsunami occurs.

On behalf of the Governor of Satun Province and being the representative of the people of Satun, I would like to welcome all the participants to this Workshop. I hope that all the participants would be very comfortable throughout the event. Now, I would like to formally open this Workshop.

Thank you very much and have a pleasant stay in our province!

AGENDA

- Agenda 1 Opening of the Workshop
- Agenda2 Background of the Workshop and adoption of agenda and arrangement of the Workshop
- Agenda 3 Update on international agreements and conventions (by FAO, IMO and ICSF)
- Agenda 4 Legal and institutional responsibilities – the establishment of an institutional responsibility “flow chart”
- Agenda 5 Discussion on the fishing vessel record and inventory forms
 - 5.1 Large Scale Fisheries
 - 5.2 Small Scale fisheries
- Agenda 6 Discussion on the process of building up regional cooperation for information sharing
- Agenda 7 Wrap-up and recommendations
- Agenda 8 Closing of the Workshop

**PROPOSED “COMPREHENSIVE GLOBAL RECORD OF FISHING VESSELS,
REFRIGERATED TRANSPORTED VESSELS AND SUPPLY VESSELS”**

Shaun Driscoll

Project Manager (Global Record)

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Abstract

The outlines of the presentation are ;a) the International Context; b) Purpose and Description; c) the potential implementation of the Global Record toward the Unique Vessel Identifier(UVI) and ;d) implications for SEAFDEC and its member States and how FAO/SEAFDEC might work together to their mutual advantages.

Illegal, Unregulated and Unreported (IUU) fishing with an estimated amount of US\$ 10 -23billion globally each year is a complex and persistent problem at local, national, regional and global levels. Lack of Global information picture is difficult to support the risk assessment, decision making and also difficult to the effectiveness of the MCS measures. The Global Record is an International response to the growing IUU catastrophe and designed to enhance the existing MCS tools and strategies and then limited the opportunities currently available to the IUU fishers. Its development is consistent with the Law of the Sea and other International instruments and initiatives and also parallels with the development of a legally-binding instrument on Port State Measures and guidelines to assess Flag State Performance.

The Global Record project was lunched at COFI Meeting in 2007 and meeting of Experts to assess the viability of the Global Record and recommendation was preceded in The Expert Consultation on the Development of a Global Record (EC-GR) in February 2008. It will be approved in COFI 2009 Meeting. One element of the Global Record that is seen as fundamental to its success is the concept of a ‘unique vessel identifier’ (UVI). The idea is that every vessel in the Record will be allocated a unique identifier which will stay with the vessel for life, regardless of changes in ownership or flag. Options for the development of a UVI regime are yet to be considered but the existing standard established for the allocation of an IMO number for merchant vessels is a likely model.

Allocation of an IMO number is managed by Lloyd’s Register-Fairplay (LR-F) on behalf of IMO. It is a free service and can be completed online; however, the specific data required for the allocation of the number provides an idea minimum standard for States in establishing their national vessel register. Consideration should also be given to collecting comprehensive ownership and vessel management data in addition to this minimum standard.

SEAFDEC has taken an important step in seeking to develop a Regional Vessel Record, and FAO will be keen to examine opportunities to assist the development process. The major challenge will be to align the quality of National Vessel Registers so that the required information can be supplied to the Regional Record. The same information will also be needed in order to acquire a UVI from LR-F. If this was a path that SEAFDEC felt it would like to pursue, FAO might be able to facilitate the display of the information through a pilot project and would be keen to explore this possibility further.

SAFETY OF FISHING VESSELS

Brenda V. Pimentel

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Abstract

With safety matters, there are three instruments which deal with safety of fishing vessels are Torremalinos Protocol(1993),STCW-F and ILO/FAO/IMO Document for Guidance on Training and Certification of Fishing Vessel Personnel.

The objective of the Torremalinos Convention, agreed in 1977 is a Safety Regime for fishing vessels of 24 meters or above. And then in 1993, now known as Torremalinos Protocol was adopted. As of covering so many technical matters, such as Machinery, electrical and so on, Protocol is subject to ratify by a lot of countries at present, but when exploring the Fishing Vessel Registration, safety is also a condition for taking into account.

The development of STCW-F Convention is mainly intended for training and equipments. The safety matter should not be left while actively emphasis on the matter of Record keeping.

The two documents mentioned above are intended for the Human Resource and the third one is a Guide, namely ILO/FAO/IMO Document for Guide on Training and Certification of Fishing Vessel Personnel. The Guide published in 1985 provides guidance on training and certification of fishermen. The Workshop was also informed that the Guide was revised in 2000 and Guidelines and Recommendations for the training and certification of personnel working on the fishing vessels >12meters but <24 meters. The Guide also includes the concept of function skills training and demonstration of competency. The presentation was concluded by inviting that to participate in Regional Seminar for Torremalinos Protocol which will be delivered by IMO/FAO in Bali, Indonesia in October, 2009.

**SMALL-SCALE FISHERS:
REALIZING RIGHTS AND PERFORMING DUTIES**

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Abstract

Small Scale Fisheries is a major sector in region wide and ASEAN is also contributing about 40% of global fishery products trading, so fishing vessel registration is very important for the region. Some of the rights of fishing communities and fish workers that are recognized under different international legal instruments such as the 1982 United Nations Convention on the Law of the Sea (UNCLOS), the 1995 United Nations Fish Stocks Agreement (UNFSA), the ILO Work in Fishing Convention, 2007, (WFC) and the FAO 1995 Code of Conduct for Responsible Fisheries (CCRF).

The UNCLOS, for example, asks for taking into account the economic needs of coastal fishing communities while undertaking conservation and management of fish stocks in the exclusive economic zone. The UNFSA draws attention to the interests of artisanal and subsistence fishers and calls upon developing countries to avoid adverse impacts on and to ensure access to fisheries by subsistence, small-scale and artisanal fishers and women fish workers and indigenous people while undertaking fisheries conservation and management measures.

The FAO CCRF highlights the importance of protecting the rights of fishers and fish workers in small-scale and artisanal fisheries to a secure and just livelihood as well as preferential access to traditional fishing grounds and resources in the waters under national jurisdiction. The WFC has the objective of ensuring that fishers have decent conditions of work on board fishing vessels with regard to minimum requirements for work on board; conditions of service; accommodation and food; occupational safety and health protection medical care and social security.

It is noted that how the rights as articulated by the small-scale fishers at the 4SSF Conference, jointly organized by FAO and the Royal Government of Thailand, were very much within the rights framework recognized by the above instruments. The realization of rights would be contingent on performing duties and taking up responsibilities at different levels. This involved adopting proper conservation and management measures, ensuing environmental sustainability and conservation of biodiversity, matching fishing capacity to fisheries resources, and establishing effective mechanisms to monitor and control the activities of fishing vessels; avoidance of conflicts; ensuring safety of fishing operations and proper reporting of accidents; minimizing environment impact of fishing operations by improving efficiency of engine, reducing emissions, etc; providing adequate facilities for fishing vessels such as safe havens, drinking water, waste disposal systems, etc.

Developing fishing vessel record, it was argued, could be an effective tool in realizing rights of fishers and in helping them to performing their duties/obligations. It was concluded that: fishing vessel record would be:

- Basic to help assert, maintain and claim fishing rights in relation to time, space and resource, as well as to negotiate with other sectors in protecting fishing rights;
- An important determinant in matching capacity to resources to ensure sustainable fisheries;
- Crucial for adopting measures to improve safety of fishing operations, working and living conditions;
- Beneficial to fishers under arrest and detention for fishing/drifted in foreign waters; and
- Useful in seeking compensation (and insurance claim) when accidents occur while fishing, including collision with other vessels, or when exposed to natural calamities.

FISHING VESSEL REGISTRATION IN MALAYSIA

Muhammad Danial bin Abdullah

Licensing and Resources Management Division, Department of Fisheries Malaysia

Since 1982 there was no issuance of new fishing licenses for coastal fisheries in order to reduce fishing pressure. The ownership of coastal fishing vessels are restructured with the aim of allocating the area to owner-operators into A zone, B zone, C zone which are also separated in C2 zone and C3 zone (Figure 1). The A zone is available for traditional gears i.e. Trap, Hook-and-line, Drift net or gill net, Seine net, Hand lift net, Bag net or stow net and Barrier net which are the most group of fishermen while B zone and C zone are available for commercial fishing vessel i.e. Trawl nets, Purse-seine nets and Traditional appliance operated using vessels 40 GRT and above in different sizes. However every fisherman is also registered.

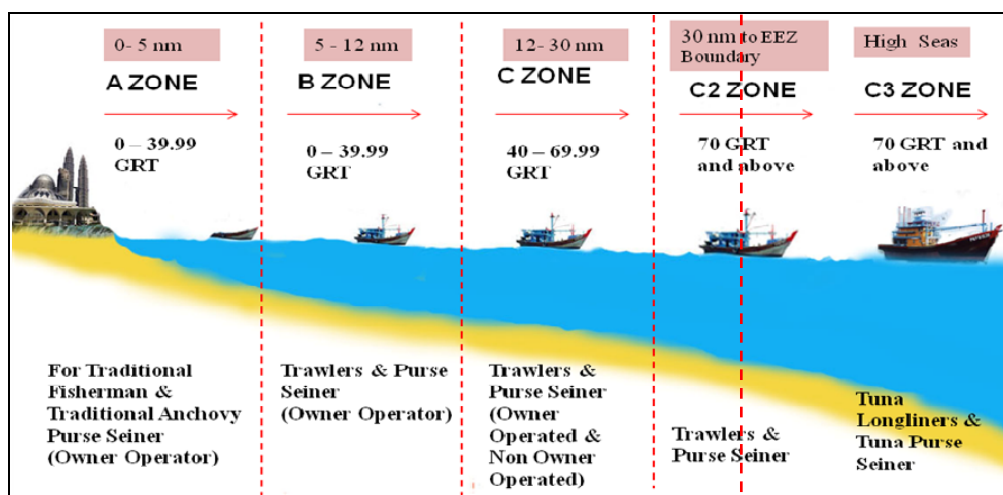


Figure 1. Fishing zone in Malaysia

The fishing vessel registration system is solely under responsible of the Department of Fisheries Malaysia which Fishing vessel registration and fishing licensing are applied parallel. Fishing registration is used as an efficient tool to regulate fishing capacity by keeping a control on the number of vessels that are available for fishing. For the registration of new fishing vessels, relevant application forms have to be submitted to the State Fisheries Department together with proposal of vessel operation, General Agreement, financial capacity and experiences in the fishing industries. Fishing license is only issued by the Department of Fisheries Malaysia to those who are really qualified.

Fishing Vessel Register that is maintained by the Department of Fisheries Malaysia used to process licensing application and as an up to date registers/records/inventory Fisheries

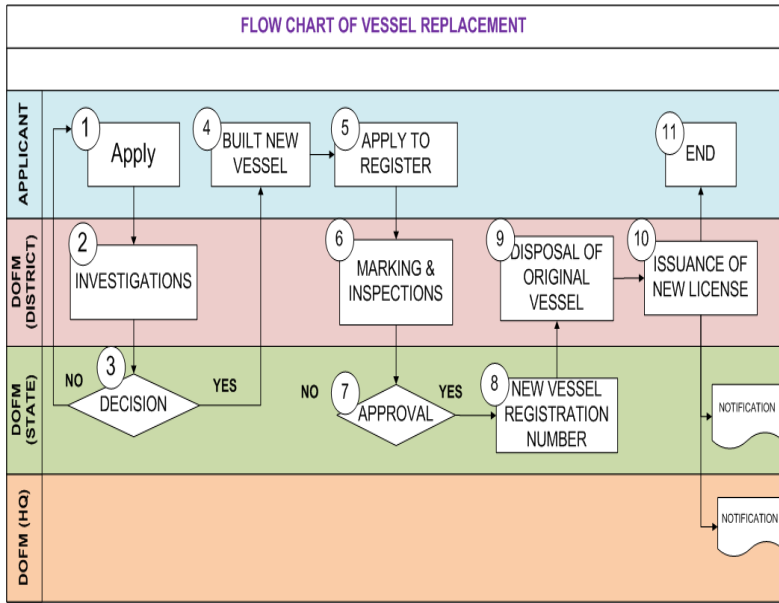


Figure 3. Registration procedure of vessel replacement

**PROCEDURAL/INSTITUTIONAL FLOW: REGISTRATION AND LICENSING
OF FISHING VESSELS/BOATS**

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In Philippines, there are 2 categories in fishing registration. Commercial fishing vessel which operates in area beyond 15 kilometers from the shoreline is open to commercial fishing, basically with vessels of more than 3 gross tons. The other is municipal fishing vessel. Municipal fishing involves the fishing vessels of three gross tons or less and is allowed to operate within a distance of 15 kilometers from the shoreline. All type of vessels which are classified as "fishing vessels" and should have a license.

For commercial fishing vessel, Bureau of Fisheries and Aquatic Resources (BFAR) has responsible in following aspects i.e. secure construction clearance or clearance to import fishing vessel, registration of fishing gear license and Secure International Fishing Permit (IFP) in case of that fishing vessel intends to operate in international waters. The fishing gear license should cover the vessels gear and the fishermen associated with the vessel. Philippine Labor Code and Social Security System to Guarantee that fishermen entitled to privileges in accordance with Philippine Labor Code and Social Security System. For registration, Maritime Industry Authority (MARINA) has authority in registration vessel under Philippines flag.

Municipal fishing vessels have to register and/or record the fishing vessel at the municipality to be eligible for a municipal fishing licenses i.e. the Local Government Unit (LGU) or city or municipality and MARINA will issue the following Certificates after submission of documentary requirements and admeasurements. Commercial vessels might operate within 15 kilometers if concerned LGU have authorized the vessel to fish in municipal waters. Concerned LGU shall maintain up to date records of fishing boats 3 gross tons and below and regularly submit to the MARINA Central Office or Regional Offices concerned. However as the rule is new thus there are scant information on the available number of registered and licensed municipal vessels.

MODEL OF JAPANESE INSTITUTIONAL FLOW CHART

Hideki TSUBATA and Tadahiro KAWATA
Japanese Trust Fund

Building and registration of Japanese fishing vessels have been regulated by the “Fishing vessel law” since 1950. The ship owners who are going to build the powered-fishing vessel of $\geq 10\text{m}$ length should file an application for building permission to the administrator who issued their fisheries license. In case of Fishing vessels of 20 gross tonnage and above should be permitted by the Minister of Agriculture, Forestry and Fisheries and fishing vessels less than 20 gross tonnage should be permitted by the prefectural governor except fishing vessels ($\geq 10\text{m}$) do not need to the fisheries license and non-powered vessel less than 1 gross tonnage should apply for fishing vessel registration to the prefectural governor. The administrator will check whether the completed vessel meets requirements or not, when the vessel construction is completed. Fishing vessels except non-powered vessels less than 1 gross tonnage will be allowed to engage in fisheries after the prefectural governor. The prefectural governor who has jurisdiction over the base station of the vessel owner should check whether the each item in ‘the fishing vessel registration certificate’ coincides with the existing vessel every five years. The ship owner should display the registration number indicated in ‘the fishing vessel registration certificate’ by making it on the side of the vessel superstructure.

The fishing registration will expire if the following cases occur

- a) The fishing vessels no longer engage in fishing
- b) The fishing vessels are sunken or wrecked.

The number of such fishing vessels is checked by the coastal fisheries groups such as fisheries cooperative voluntary, whereas such fishing vessel are outside of the scope of Registration system. Ships more than 20GT in general need to acquire the Japanese nationality. Institutional Flow of the building permission and registration of Japanese Fishing vessels is seen in Figure. 4

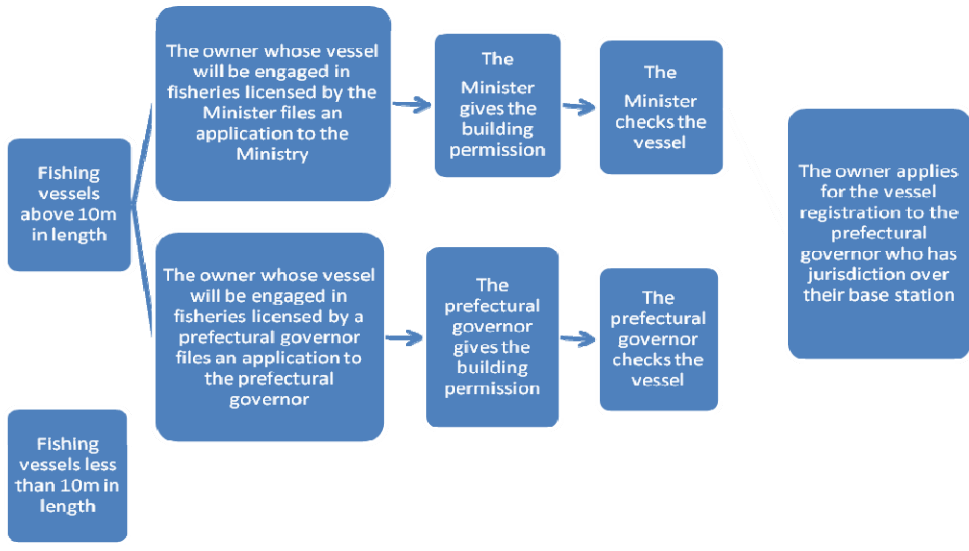


Figure 4 Vessel registration procedures in Japan

Procedural/Institutional flow:
Registration and Licensing of fishing vessels/boats

Summary Model

Commercial Fishing Vessels: Provide some information on the type of vessels that should follow these steps:

| Steps to follow | Responsible agency | Legal reference | Questions | Notes |
|--|--------------------|--|---|---|
| 1. Secure construction clearance (if to be constructed) or Clearance to Import Fishing Vessel (if to be imported) | | Based on fisheries law, if requirement is available | | Some countries require a note from fisheries before new vessels can be built or imported |
| | | | | |
| 2. Register the fishing vessel under National flag | | Shipping law (and fishing law) | | If DOF has the mandate there is probably a reference to the shipping laws |
| 3. Secure Certificate of Ownership (CO) and Fishing Vessel Safety Certificate (FVSC) | | Shipping law (and fishing law) | | If DOF has the mandate there is probably a reference to the shipping laws |
| | | | | |
| 4. Secure (Commercial) Fishing Vessel/Gear License (CFVGL) | | | The license should cover the vessel the gear and the fishermen associated with the vessel | New and Renewal of licenses in the Administrative regions and/or centrally depending on country specific regulations |

| | | | | |
|--|--|---|--|---|
| | | Labour Code and Social Security System Tax regulations | | Guarantee/affidavit that fishermen entitled to privileges in accordance with National Labour Laws and Social Security System. Tax ID number |
| 5. Secure International Fishing Permit (IFP) (if vessel intends to operate in international waters) | | Fishing Laws and/or Laws on engagement outside of the country | | NOTE: If fishing area by a RFMO and /or waters of other countries is intended that would imply specific permits |

Municipal Fishing Vessels/Boats: Provide some information on the type of vessels that should follow these steps:

| Steps to follow | Responsible agency | Legal reference | Questions | Notes |
|--|---|--|--|--|
| 1. Register/record the fishing vessel at the municipality or district for local fishing license (any certificate from this registry?) | The Local Government Unit (LGU), or city or district/commune | Executive Orders, Fishing Laws, etc | If the rules refer to a record at municip /district? | As the rule often is new there scant info on the available number of registered and licensed municipal or district vessels – as for the rate of implementation |
| | | | | Note: Commercial vessels might in Philippines operate within 15 kilometres if concerned LGU have authorised the vessels to fish in municipal waters |
| 2. Secure/apply for municipal /district fishing license | The Local Government Unit (LGU) or city or district/commune | Executive Orders, Fishing Laws, etc | | |
| | | Any reference to laws of E.O's, etc or maybe the same one? | | Note: In Philippines Clearance needed from Philippine National Police – Maritime Group (PNP-MG) |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |

ISSUES AND PROBLEMS

While preparing for a common set of general issues and problems relevant for the region as a whole the points below is derived from a Philippines document presented 2008

Commercial Fishing

1. Lack of harmonized database of registered and licensed fishing vessels between BFAR and MARINA.
2. Lack of stringent measures on registration of fishing vessels resulting to name switching of similarly-looking fishing vessels.
3. There is a significant number of commercial fishing vessels that are not registered for inventory (an inventory was planned for 2004 of both licensed and un-licensed vessels).
4. Undervalued license and permit fees which does not reflect the appropriate resources rents.
5. False declarations of actual gross tonnage to disguise as municipal fishing vessel in order to fish within municipal waters.
6. Shifting of fishing vessels to other regions where there is a more relaxed licensing procedure.
7. Recording of small boats (less than three tons) being moved by carriers to fish outside of 15 kilometers

Municipal Fishing

1. Lack of centralized database or register of all municipal fishing vessels.
2. Lack of comprehensive fisheries ordinance, technical capacity and understanding to regulate fishing activities in LGUs.
3. Territorial jurisdiction, delineation of municipal waters.
4. Inadequate budgetary support for fisheries management at local level.
5. Overlapping institutional functions.
6. Lack of oversight committee that would constantly oversee the implementation of E.O. 305 in the national level

RECOMMENDATIONS

Commercial Fishing

1. Establishment of a harmonized database or register of all fishing vessels (both commercial and municipal fishing vessels) in the Philippines.

2. Re-establish the inventory of commercial fishing vessels to cover those which were not able to register for inventory.
3. Amend the Fisheries Administrative Order No. 198 or the Rules and Regulations Governing Commercial Fishing in the Philippines and increase the license and permit fees that reflect the resource rents based on best available studies.
4. Strengthen the coordination between the BFAR Central Office and Regional Offices to avoid shifting of licensing by some fishing vessel to regions where there is more relaxed procedure.
5. Provision of fines and penalties that reflect the true cost of violating the law.

Municipal Fishing

1. Policy advocacy and capability building in the local level.
2. Delineation of municipal waters
3. Outline specific duties and responsibilities of institutions
4. Establish an inter-agency committee or body that would oversee the implementation of E.O. 305 in the national level.

**VESSEL RECORD AND INVENTORY SURVEY FORM:
LARGER REGISTERED FISHING VESSELS**

Introduction:

As a first step to sub-regional and regional records of fishing vessels and available fishing capacity this draft survey form to initiate a vessel record and inventory. The aim is to assess the extent of available information in each country around the Gulf of Thailand that could be used for regional information sharing. Ideally and hopefully a vessel record and inventory can be developed that is based on a standard format for the data collection with a network established for the Gulf of Thailand with agreed reporting mechanism to facilitate sharing of information.

At a small “drafting” meeting held at SEAFDEC TD the suggestion was made that at this stage it would be better to have one form for larger vessels and one form for smaller boats and vessels. Any references to schemes to record “non-licensed” vessels at various levels should be noted, at either form where it would fit, and in the form for smaller vessels it is hoped that information would be provided on specific systems to indicate and record smaller and small-scale vessels/boats.

This form is for the larger vessels and it is important to distinguish between vessels registered in accordance with IMO standards – listed in a (fishing) vessel register – and vessels/boats that are recorded based on other criteria, be it in connection with licensing, taxation, or other reasons.

To provide the information on available data, please, complete inputs to the following items:

1. Registration number

Registration number of vessel (former registration number), reference number for vessels not formally registered (according to IMO rules), identification code/reference, special local references, etc as applicable

Please identify any differences in registration and/or recording practices at central, province and district levels

2. Name of vessel

Name (former name), other “names” of recognition “the boat of Mr. XY”, or just the “number”, etc., as applicable

3. Port of registration for fishing vessel or other references to where the boat has its home-base

Registration often includes references to a “port of origin“, sometimes indications are provided in the registration number. However, with few, centralised, registration ports that might be other indications on where (which harbour/landing place/province) the vessel is supposed to land and/or look for repairs, fill up with ice, etc – maybe this information is connected to the license, or records for individual harbours/landing places

4. Name of owner

5. Address of owner (if applicable)

6. Place built

7. Date built

8. Type of vessel (in shore/off shore)

This “type of vessel” could indicate the category of vessel (fishing vessel, supply vessel, transport vessel, etc) and/or the range of operation (inshore/offshore, zone A, B or C, long distance, etc). There might be some varieties and central, provincial and district/municipal levels

9. Type of materials in the hull

Material that has been used in building the vessel, such as wood, fiber-glass, steel, etc)

10. Type of fishing methods/Gear types employed

Different countries might have different routines, with possible local varieties in the countries. A special problem is when multiple gear are employed where perhaps only the major gear is recorded, but again their might be local varieties on how this is recorded (or solved...)

The size of the vessels

11. Length (m)

12. Breadth (m)/ Width (m)

13. Depth (m)

14. Gross Tonnage

Definition see below

15. Net tonnage

Definition see below

16. Fish storage capacity/loading capacity

Energy consumption/power

17. Source of power

18. Power of engines (kilowatt/horsepower/no engine)

Other entries

19. Nationality of flag

20. Number of crews (all people in the vessel)

Given emerging focus on social and labour aspects as well as the importance of livelihoods (especially for smaller and small-scale operators) this information would be of interest – even if only indicative.

21. Former vessel name (if applicable)

22. Former vessel owner (if applicable)
23. Former nationality flag (if applicable)

Definitions of tonnage – from Wikipedia

Gross Register Tonnage (GRT) represents the total internal [volume](#) of a vessel, with some exemptions for non-productive spaces such as crew quarters; 1 gross register ton is equal to a volume of 100 [cubic feet](#) (2.83 [m³](#)), which volume, if filled with water, would weigh around 2,800 kg or 2.8 [tonnes](#). -It- is always smaller than *volume* measured in [m³](#). This calculation is complex; a hold can, for instance, be assessed for [grain](#) (accounting for all the air space in the hold) or for [bales](#) (exempting the spaces between structural frames). Gross register tonnage was replaced by *gross tonnage* in 1994 under the Tonnage Measurement convention of 1969, but is still a widely used term in the industry.

Net Register Tonnage (NRT) is the volume of cargo the vessel can carry; ie. the Gross Register Tonnage less the volume of spaces that will not hold [cargo](#) (e.g. [engine](#) compartment, [helm](#) station, [crew](#) spaces, etc., again with differences depending on which [port](#) or [country](#) is doing the calculations). It represents the volume of the ship available for transporting [freight](#) or [passengers](#). It was replaced by *net tonnage* in 1994, under the Tonnage Measurement convention of 1969.

Gross Tonnage (GT) is a function of the volume of all ship's enclosed spaces (from [keel](#) to [funnel](#)) measured to the outside of the hull framing. The numerical value for a ship's GT is always smaller than the numerical values for both her *gross register tonnage* and the GRT value expressed equivalently in cubic meters rather than cubic feet, for example: 0.5919 GT = 1 GRT = 2.83 [m³](#); 200 GT = 274 GRT = 775 [m³](#); 500 GT = 665 GRT = 1,883 [m³](#); 3,000 GT = 3,776 GRT = 10,692 [m³](#), though by how much depends on the vessel design (volume). There is a sliding scale factor. So GT is a kind of capacity-derived index that is used rank a ship for purposes of determining manning, safety and other statutory requirements and is expressed simply as GT, which is a unitless entity, even though its derivation is tied to the cubic meter unit of volumetric capacity.

Tonnage measurements are now governed by an IMO Convention (International Convention on Tonnage Measurement of Ships, 1969 (London-Rules)), which applies to all ships built after July 1982. In accordance with the Convention, the correct term to use now is GT, which is a function of the moulded volume of all enclosed spaces of the ship.

It is calculated by using the formula : $GT = K \cdot V$, where V = total volume in [m³](#) and K = a figure from 0.22 up to 0.32, depending on the ship's size (calculated by : $K = 0.2 + 0.02 \cdot \log_{10} V$), so that, for a ship of 10,000 [m³](#) total volume, the gross tonnage would be 0.28 x 10,000 = 2,800 GT. GT is consequently a measure of the overall size of the ship.

Net tonnage (NT) is based on a calculation of the volume of all cargo spaces of the ship. It indicates a vessel's earning space and is a function of the moulded volume of all cargo spaces of the ship.

A commonly defined measurement system is important; since a ship's registration fee, harbour dues, safety and manning rules etc, are based on its gross tonnage, GT, or net tonnage, NT.

The **Panama Canal/Universal Measurement System (PC/UMS)** is based on *net tonnage*, modified for Panama Canal purposes. PC/UMS is based on a mathematical formula to calculate a vessel's total volume; a **PC/UMS net ton** is equivalent to 100 **cubic feet** of capacity.^[3]

Thames measurement tonnage is another volumetric system, generally used for small vessels such as **yachts**; it uses a formula based on the vessel's length and beam.

Many people in many countries, including those professional people working in maritime industries for many years or even in their lifetime, often confuse "Tonnage" and "Ton". Please note that "Tonnage" refers to the unit of a ship's volume in measurement for registration and "Ton" refers to the unit of weight. They are totally different in concept

**VESSEL RECORD AND INVENTORY SURVEY FORM:
SMALL SCALE FISHING VESSELS/BOATS**

Introduction:

As a first step to sub-regional and regional records of fishing vessels and available fishing capacity this draft survey form to initiate a vessel record and inventory. The aim is to assess the extent of available information in each country around the Gulf of Thailand that could be used for regional information sharing. Ideally and hopefully a vessel record and inventory can be developed that is based on a standard format for the data collection with a network established for the Gulf of Thailand with agreed reporting mechanism to facilitate sharing of information.

At a small “drafting” meeting held at SEAFDEC TD the suggestion was made that at this stage it would be better to have one form for larger vessels and one form for smaller boats and vessels. Any references to schemes to record “non-licensed” vessels at various levels should be noted, at either form where it would fit, and in the form for smaller vessels it is hoped that information would be provided on specific systems to indicate and record smaller and small-scale vessels/boats.

This form is for the smaller vessels/boats and assuming that no central record is available information would probably have to be gathered from local sources province or district level, from fishermen’s associations, community fisheries, people’s committees, etc.

To provide the information on available data and other information, please, complete inputs to the following items:

1. Identification code/reference number

It would, as feasible, worth while to look for information that would be provided on specific systems to indicate and record smaller and small-scale vessels/boats – it could

be part of district records, community fisheries records, etc. Finding out the reference code will have to be organized based on available sets of document

2. Name of vessel/boats

Name (former name), other “names” of recognition as smaller boats might just be referred by indicating the owner “the boat of Mr. XY”, or by other references

3. District, community (fisheries) location or other reference to from where the fishing effort originates – and where the record of boats and gear are likely to be kept (if any available)

There could be a range of ways in which reference to the location of also small vessels could be done but as they are, in general, less mobile than the larger vessels a likely reference could be to the “home” village or district (start of the fishing and landing would often be close by)

4. Name of owner/name of community member

5. Address of owner

Would probably be the same as the community – unless there are some “distant” owners

6. Place built

7. Date built/or tentative age of the vessel/boat

8. Type of vessel

“Type of vessel” for smaller boats could indicate categories such inboard, outboard, sail or rowing type of vessel and/or the range of operation (inside or outside community fisheries; zone A, B or C., etc). There might be some varieties and central, provincial and district/municipal levels – and between districts and provinces

9. Type of materials in the hull/or in the boat as such

Hull materials should indicate materials that has been used in building the vessel, such as wood, fiber-glass, plastic or steel. Some indications on distinction between traditional and more modern types could be drawn from the material used

10. Type of fishing methods/Gear employments

There are likely to be some variety in how the gear/gears for smaller boats/vessels are categorised, if categorised at all – there might be a range of ways in which this is solved

The size of the vessels/boat

The information on the items below might be quite limited for smaller boats/vessels and if they could report the “numbers” that would be very nice – but the section is kept for the time being until first round of feedback is received

11. Length (m)
12. Breadth (m)/ Width (m)
13. Depth (m)
14. Gross Tonnage – *probably not applicable*
15. Net tonnage – *probably not applicable*
16. Fish storage capacity/loading capacity

Energy consumption/power

17. Source of power

This section is in various ways relevant to smaller boats/vessels as it gives an indication of the fishing capacity as there would be differences between outboard engines, inboard engines, sail powered boats or “manpowered” boats (rowing boats)

18. Power of engines (kilowatt/horsepower/no engine)

In some local fisheries information on this may be available.....

19. Nationality of “flag”

This one is kept as there might be instances were a boat from a neighbouring country is “borrowed”, or that a person have moved across a border and temporarily settle – with his boat

20. Number of crews (all people in the vessel)

Given emerging focus on social as well as the importance of livelihoods (especially for smaller and small-scale operators) an information on how many people that would be engaged per boat would be of interest – even if only indicative.

21. Former vessel name (if applicable)

22. Former vessel owner (if applicable)

23. Former nationality flag (if applicable)

Result of working Group 1

| | IMO/LRF | GR | SEAFDEC | PNG | Cambodia | Indonesia | Japan | Malaysia | Myanmar | Philippines | Thailand | Vietnam |
|---|---------|----|---------|-----|----------|-----------|-------|----------|---------|-------------|----------|---------|
| Registered Owner | X | X | X | X | X | X | X | X | X | X | X | X |
| Parent Company Registered Owner | X | X | | X | X | X | | X | | | | |
| Ship Manager | X | X | | X | | X | | X | X | | | X |
| Bareboat / Demise Charter | X | X | | X | | X | X | X | X | X | | X |
| Flag State | X | X | X | X | X | X | X | X | X | X | X | |
| MMSI Number | X | X | | X | | X | | X | | | | |
| Flag State Identification Number (Official No.) | X | X | | X | X | X | | X | | X | | |
| Name of Fishing Vessel | X | X | X | X | X | X | X | S | X | X | X | |
| Registration Number (Fishing No.) | X | X | X | X | X | X | X | X | X | X | X | X |
| Previous Vessel Names | X | X | X | X | | X | X | S | | X | X | |

| | IMO/LRF | GR | SEAFDEC | PNG | Cambodia | Indonesia | Japan | Malaysia | Myanmar | Philippines | Thailand | Vietnam |
|---------------------------------|---------|----|---------|-----|----------|-----------|-------|----------|---------|-------------|----------|---------|
| Port of Registry | X | X | X | X | X | X | X | X | X | X | X | X |
| Address of Owner or Owners | X | X | X | X | X | X | X | X | X | X | X | X |
| Previous Flag or Flags (if any) | X | X | X | X | X | X | | X | | X | X | |
| International Radio Call Sign | X | X | | X | X | X | | X | X | X | | |
| Where and When Built | X | X | X | X | X | X | X | X | X | X | | X |
| Type of Vessel | X | X | X | X | X | X | X | X | X | X | X | X |
| Length | X | X | X | X | X | X | X | X | X | X | X | X |
| Moulded Depth | X | X | X | X | X | X | X | X | X | X | X | X |
| Beam | X | X | X | X | X | X | X | X | X | X | X | X |
| Gross Register Tonnage | X | X | | X | X | X | X | X | X | | X | |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| GT | X | X | X | X | X | X | X | | X | X | | X |
| Power of Main Engine or Engines | X | X | X | X | X | X | X | X | X | X | X | X |
| Net Tonnage | X | X | | X | X | X | | | | X | X | |
| Dead Weight | X | X | | X | X | | | | | | X | |
| Ship Builder | X | X | | X | | X | X | S | X | X | X | X |
| Nationality of Shipbuilder | X | X | | X | | X | | S | X | X | X | |
| Parallel-in Ships True Ownership Registration Details | X | X | | | | | | | | | | |
| Parallel-out Ships True Owner Details | X | X | | | | | | | | | | |
| Date Entered onto Flag State Register | X | X | | X | X | | | | | X | X | |
| Date Ship De-registered (by the previous flag State, if applicable) | X | X | | X | X | X | S | X | | | X | X |
| Parallel Flag (if applicable) | X | X | | X | X | X | X | X | | X | | X |
| Commercial Operator (if applicable: | X | X | | X | | X | X | X | X | X | | X |

| | | | | | | | | | | | | |
|--|---|---|---|---|---|---|---|---|---|---|---|---|
| Charterer) | | | | | | | | | | | | |
| Type of materials in the hull | X | X | X | X | X | X | X | X | X | X | X | X |
| Types of fishing methods/Gear types employed | X | X | X | X | X | X | X | X | X | X | X | X |
| Source of Power | X | X | X | X | | X | | | X | X | X | |
| Number of Crews (all) | X | X | X | X | X | X | | X | | X | X | X |
| Former vessel owner | X | X | X | X | X | X | X | X | | X | X | |

Result of working Group 2 (small Scale Fishing boats)

Definition: Need to clarify meaning of Registration, Record, and Inventory; Use national definition of SSF.

Proposed Term: Informal Fishing Record Form?

Objectives for developing a fishing vessel record:

- To undertake conservation and management;
- To improve allocation regimes in fisheries, including diversification of fishing grounds;
- to reduce conflicts between different gear groups;
- To better plan providing adequate facilities for fishing fleet
- to generate an authentic record for recognition of movable fishing assets;
- To help provide financial assistance to fishers during disasters and natural calamities;

Principles for Consideration: To develop a cost-effective, transparent, and participatory mechanism to provide timely and reliable information to meet the above objectives.

Scope of informal fishing vessel Record: (information requirement)

The elements proposed in Form 2 are more or less covered, except for net tonnage; nationality of flag, fish storage capacity; former vessel name, former vessel owner and former nationality of flag, in almost all countries.

Current systems for preparing small-scale fishing vessel record (instead of ‘small-scale’ Malaysia uses ‘traditional fishing’):

- 1) **Myanmar:** Two systems for vessel registration: one for non-mechanized and another for mechanized fishing vessels; collection of data is centralized and under the aegis of DOF.
- 2) **Indonesia:** Vessel registration at two levels for smaller vessels: at the district level for vessels less than 10GT; at the provincial level for vessels between 10 and 30GT.
- 3) **Malaysia:** Dual system: at the provincial and Federal/Central levels by the fisheries dept
- 4) **Thailand:** Centralized system under dual jurisdiction
 - a) after construction the vessel should be registered under the Marine Department, boat classification (inshore/offshore) will be done by the Marine Dept.

b) Fishing licenses will be issued by DOF/Thailand. Vessel registration is for the whole life of the vessel, but safety certificate should be issued every year. Fishing licensing need to be issued annually up to district level.

- 5) **Cambodia:** Dual system: Engines over 33Hp to be registered by the Fisheries Administration at the Central level; fishing vessels less than 33 Hp are registered by local/provincial governments. Non- motorized vessels are not registered.
- 6) **The Philippines:** >3GT is commercial vessel, less than 3 GT is classified as small scale or 'municipal'.

7) Suggestions for improving the scope of fishing vessel record:

- a) Include different **kinds of gear used by vessels** according to fishing season;
- b) Include information on **fishing areas** as appropriate.

(Noted: Malaysia has a **self-declaration system** for reporting area of fishing operation. It is based on cash incentives and fuel price subsidies),.

ABOUT SATUN PROVINCE

Satun is a small and peaceful province in the South of Thailand that borders Malaysia, facing the Andaman sea with approximately 2,479 km². The province possesses renowned picturesque islands with verdant forests and mountainous land. The majority of the locals are Muslim. The Satun coastline is 144.8 km which composed of 83 islands. There are 4 of 6 districts have a border to the Coast. The major occupation of Satun is concerning agricultures that are oil-palm, rubber, and rice farming. Satun earned incomes from fishery such as sea product, coastal hatchery, and freshwater hatchery. Most people in Satun earn their living by fishing along the coast which is fertile with aquatic animals, some of them produce local handicrafts from natural raw material. fishermen’s local wisdom, developed from natural condition. Moreover, fishermen in Satun have developed raising fishes in floating baskets which brings them good incomes.

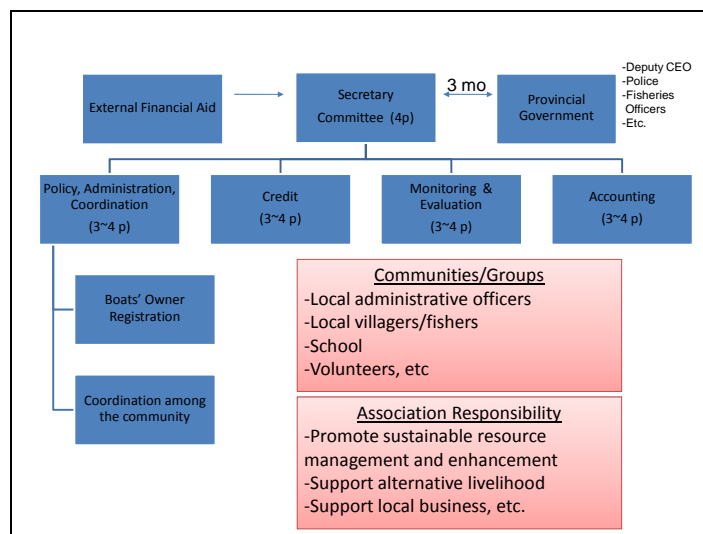


Satun Small-scale Fishery Association

The Satun Small-Scale Fishery Association is composed of 75 villages, which divided into three categories, as following:



- 20 villages has function for resource management and profession
- 34 villages has function for resource management and saving
- 11 villages has function for resource management and saving and profession.



The activities that under the Association are establishment of the groups for resources management/enhancement, coordination with other relevant agencies in the province and support the villages to: establish sub-groups; alternative livelihood; community shops/business/fish landing; etc. (under framework and regulation of the association).



This Association has success in implementation of vessels registration and information collection. As Satun is one of province affected from Tsunami – 26 December 2004, this Association has important role improved of the information collection and boats' owner registration.

Moreover, this Association provided assistance principle for Tsunami affected member by collecting information on the damages and coordination with other agencies for assistance, provided assistance in term of facilities such as houses, boats, engine, etc. to members and support the fishing communities/groups (circulating funds, 60%) and improved sustainability of the community as well as Establishment of the radio communication center.

Post-Tsunami

- Out of 3,200 fishing boats 1,600 fishing boats registered (695 boats are the members of the Association)
- Reliability of information on boats registration improved
- The system to strengthen collaboration/coordination with governmental agencies established
- Set of information collected by the association for sustainable management and conservation: (1) owner name, (2) boat name, (3) boat size, engine, and (4) fishing gear and operation (type, fishing ground, fishing season, target catch, etc.). This information will be updated every year during November to December, to be shared to the provincial office.
- Provincial central bank managed by the Association

Mangrove Conservation Group (Kok Payom Village)

Kok Payom(moo 18), is located in La-Ngu district, Satun province, with population at 666 from 132 households. A majority of population are muslim (80%). The major occupations are agriculture, fisheries, employee and business. People in community have engaged to mangrove for long times.



Six main visions of this village are aim to obtain fully supplies of natural resources, uphold religions, art and culture, moral in living, promote economic sufficiency strategy, develop as source of knowledge-based and harmony community.

After the cancellation of Mangrove concession in 1995, there was a formulation of goat farming in the Mangrove area. The community realized the degradation of mangrove forest in this area and its impact. Hence, people in the village formulated and joined in the forest restoration. Therefore, the Mangrove Conservation Group later was established.

After the separation of villages in La Ngu district in 2003, the Mangrove conservation Group established and formulated of fishing groups who engaged in fish cages and later they had impacted from Tsunami 2004. Many organization provided assistance to the Group for e.g. Had Yai University, Satun Provincial Fisheries Office and the Bureau of Agriculture. Many activities have continuously implemented.

As the Mangrove Conservation Group implemented many activities with the participation of villagers, has become well known. Many visitors visited the Group. Currently, the Mangrove Conservation Group has been also implementing the ecotourism activities with support funds by Thailand Research Fund (TRF.) under Research for Local Section. The objectives of the project are to study information of environment, community, community organizations and attractive places, to develop learning potential of villager and organization member, to figure out the practical ecotourism style in accordance with community's way of life, culture and resource management and to study carrying capacity of the area.

Community-based Fishing Port (Khon-Klan Village)

Khon-Klan village (Moo 3, Tung Wa district, Satun province) have population at 525 from 127 households. The major occupations are fisheries and agriculture.



Over the past 25 years, mangrove concession was cancelled as a result of mangrove degradation. Many people turned to engage in fisheries sector, however, they had faced of the monopoly fish buyer. This buyer provided loaning to fishermen in term of fishing gears, boats, fuel, etc but fishermen had to sell their catches to this buyer. However, this buyer holds down the price of fishes, caused most of fishermen got into

debt. To solve these low price problems, the idea of the establishment of “the community fishing port” was initiated among local fisheries in order that they can gain more prices of the catches.

La Ngu Bay local fishermen network was settled in the mid of 1997 (2540) and later lifted up at provincial level, “Satun Small Scale Fishery Association”. Khon-Klan village joined the network in 1999 (2542) with aiming to rehabilitate the marine resources in the Andaman Sea. In 2000 (2543), the Saving group was formed in Khon-Klan village.



Since the establishment of the Saving Group of Khon-Klan village is a network of Satun Small Scale Fishery Association, they wanted to be free from the debt, therefore, they created the concept of community-based fish market. After getting funding support, they constructed the building as landing site and also provided services as these following:

1. To buy catches from members (local fishermen) and daily transport to market
2. To sell gasoline for fishing operation
3. To arrange in buying Fishing gears for the members

In the mid of 2005 (2548), the group agreed on the long term work plan for livelihood improvement of fishermen, which are composed of 1) set up a central fish market for local fishermen 2) assist fishermen in providing fishing gears and to serve as a hub of welfare shop 3) for long term plan, help out fishermen to discharge debt and leads to the central fish market concept.

The idea of central fish market, which was formulated from combining 4 groups of community fish market to be a central network namely: 1) Khon-Klan moo 3 community fishing port; 2) 2,000 fishing port; 3) Ban Klong Du-kang Fishing port; 4) Saving Fishing port. The profit from the community fishing port is divided by percentage and allocated to:

1. The central fishing port’s shop for administrative expense, charity fund, fishing gears and circulating incomes
2. The central fishing port for management of the port
3. The group members
4. Individual member to stimulate the outsider in cooperate with the central market
5. Administration committee bonus
6. Welfare of community fish markets
7. Coastal resources restorations such as fingerling releasing, mangrove reforestation.