

## GUIDANCE FOR SEAFOOD COMPANIES

Improving vessel monitoring and transparency is an important step towards encouraging a legal seafood supply. For seafood companies interested in improving vessel transparency, actions can be taken with vessel owners, through sourcing and supply chain practices, and through engagement with governments and RFMOs. While the recommendations identified in this paper focus on industrial-size vessels,\* many of the actions and guidelines (including the implementation of vessel monitoring systems) can be applied to smaller vessels as well.

### Taking action on the water

*The following actions are recommended for vessel owners to take with their direct policies and personnel.*

- Encourage State administrations to contribute publicly available vessel data to initiatives such as The Global Record and WhoFishesFar
- Participate in voluntary public vessel lists, such as the ISSF ProActive Vessel Register, when applicable
- Require operational vessel monitoring systems onboard vessels, especially those participating in at-sea transshipment, and provide data to the relevant authorities in near real-time
- Invest in AIS, EM, or backup reporting systems to supplement VMS data
- Request an IMO number and register all applicable fishing and carrier vessels with [IHS Markit](#)
  - Verify that vessels are educated on IMO display best practices and monitor to ensure compliance<sup>38</sup>
- Meet the standards outlined in key international agreements, or implement practices that lead to vessels being compliant with these agreements, including the following:
  - Agreement on Port State Measures to Prevent, Deter, and Eliminate Illegal, Unreported, and Unregulated Fishing
  - ILO Work in Fishing Convention No. 188
  - Convention on Standards of Training, Certification, and Watchkeeping for Fishing Vessel Personnel
  - Cape Town Agreement

### Taking action through sourcing and supply

*The following actions are recommended for companies sourcing from fishing vessels.*

- Support and incentivize transparent practices
  - Adopt sourcing policies that require all supplier fishing vessels (as well as transshipment or carrier vessels) to have IMO numbers and be registered with [IHS Markit](#)
  - Require vessel monitoring systems to be installed on all applicable vessels in the supply chain, and verify by periodically requesting evidence of position reporting
  - Request that supply chains implement global standards that align with key international agreements, such as ILO 188, Cape Town Agreement, and STCW-F, as well as the [Fisheries Transparency Initiative \(FITI\)](#) standards
  - Require fishing vessels in the supply chain to implement practices which would support PSMA compliance
- Verify sourcing information by collecting key data elements (KDEs) about the source of each product, such as location of fishing or farming, flag of the vessel, IMO number, method of fishing, and monitoring systems used
  - Prioritize products and suppliers for a more in-depth review if transparent sourcing data cannot be collected
  - Identify where further improvements may be needed and work with suppliers to develop a corrective action plan to address gaps

### Taking action through advocacy

*The following actions are recommended for companies to take by engaging with outside agencies or initiatives.*

- Encourage data transfer to the public vessel lists like the Global Record and the ISSF PVR
- Request that sourcing countries consider ratifying ILO 188, PSMA, Cape Town Agreement, and STCW-F, and assess the value of joining FITI
  - Write or sign on to advocacy letters in support of improvements to vessel transparency
  - Participate in RFMO or government meetings in order to support the adoption of international agreements and increased monitoring and transparency
  - Learn more about barriers to implementation

**For seafood companies interested in improving vessel transparency, actions can be taken with vessel owners, through sourcing and supply chain practices, and through engagement with governments and regional fisheries management organizations.**

\* "Industrial sized" includes vessels which are > 12 meters in length or > 100 gross tonnage in weight.

<sup>38</sup> FAO: <http://www.fao.org/3/a-i7783e.pdf>

