



SEAPAC-Kingfisher Monitoring Briefing

Area of Interest (AOI):	Gulf of Thailand and Andaman Sea
Analysis Period:	01Jan2019 – 30Jun2019
Positional Sources:	VMS, AIS
Submitted To:	SEAPAC-Kingfisher Holdings Ltd.
Date Submitted:	19 th August 2019
Report Number:	19-347
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Vessel Activity Summary

During the 6-month period from January through to June 2019 OceanMind carried out fisheries compliance monitoring of 13 Thai-flagged fishing vessels that regularly supply to SEAPAC-Kingfisher Holdings Ltd and agreed to be monitored under this programme.

In total, OceanMind provided SEAPAC-Kingfisher Holdings Ltd 6 monthly monitoring reports documenting the activity of vessels supplying SEAPAC-Kingfisher. The purpose of the monitoring is to identify any potential illegal activity by these vessels that can then be further investigated by the Department of Fisheries and to provide SEAPAC-Kingfisher with recommendations to follow-up with vessel owners and operators. During the 6-month monitoring period all Potential Non-Compliances (PNCs) found from VMS monitoring of purse seine fishing vessels supplying tuna were reported and have been investigated by SEAPAC-Kingfisher and acceptable, therefore all the PNCs in notification reports have been settled and are considered closed.

This report details 6 months of monitoring of the 13 vessels which are grouped in two fleets and listed below in tables 2 and 3 respectively.



The majority of fishing trips made by these vessels flagged no major compliance issues resulting in both fleets showing very high levels of compliance. Most of the PNCs were due to technical difficulties from VMS units, which were investigated and if confirmed defective VMS units were replaced. Where appropriate, the OceanMind monitoring, control and surveillance (MCS) advisor working in the Department of Fisheries (DOF) supported further investigations of these vessels, including review of vessel logbooks to determine if there was evidence of non-compliant activity.

The monitoring programme has proven to be successful in close cooperation with both SEAPAC-Kingfisher and the Thai Department of Fisheries and the monitored vessels showed a good level of cooperation. The overall trend suggested the fleet’s compliance with fisheries regulations has increased through time since monitoring began in 2017.

The Thai fisheries regulation compliance issues identified by OceanMind can be classified into 3 event categories explained in the table below, describing each risk category and summarising cases identified and risk management.

Event Category	Event Description	Monitoring Summary
Possible fishing inside foreign EEZs	The vessel showed behaviour that indicates possible fishing activity inside the EEZ of neighbouring countries without authorisation Further investigation of logbooks and PIPO records was recommended	Events identified - 2 Vessels involved - 2
VMS Gaps	Gaps in VMS transmissions of over 2 hours Reporting of these events directly to the DOF and VMS unit upgrades were recommended	Events identified - 40 Vessels involved - 13

Table 1 - Thai fisheries regulation compliance issues identified between 01Jan2019 - 30Jun2019

Fishing Vessels of Interest

Fleet 1

A total of 9 fishing vessels were analysed during the monitoring period.

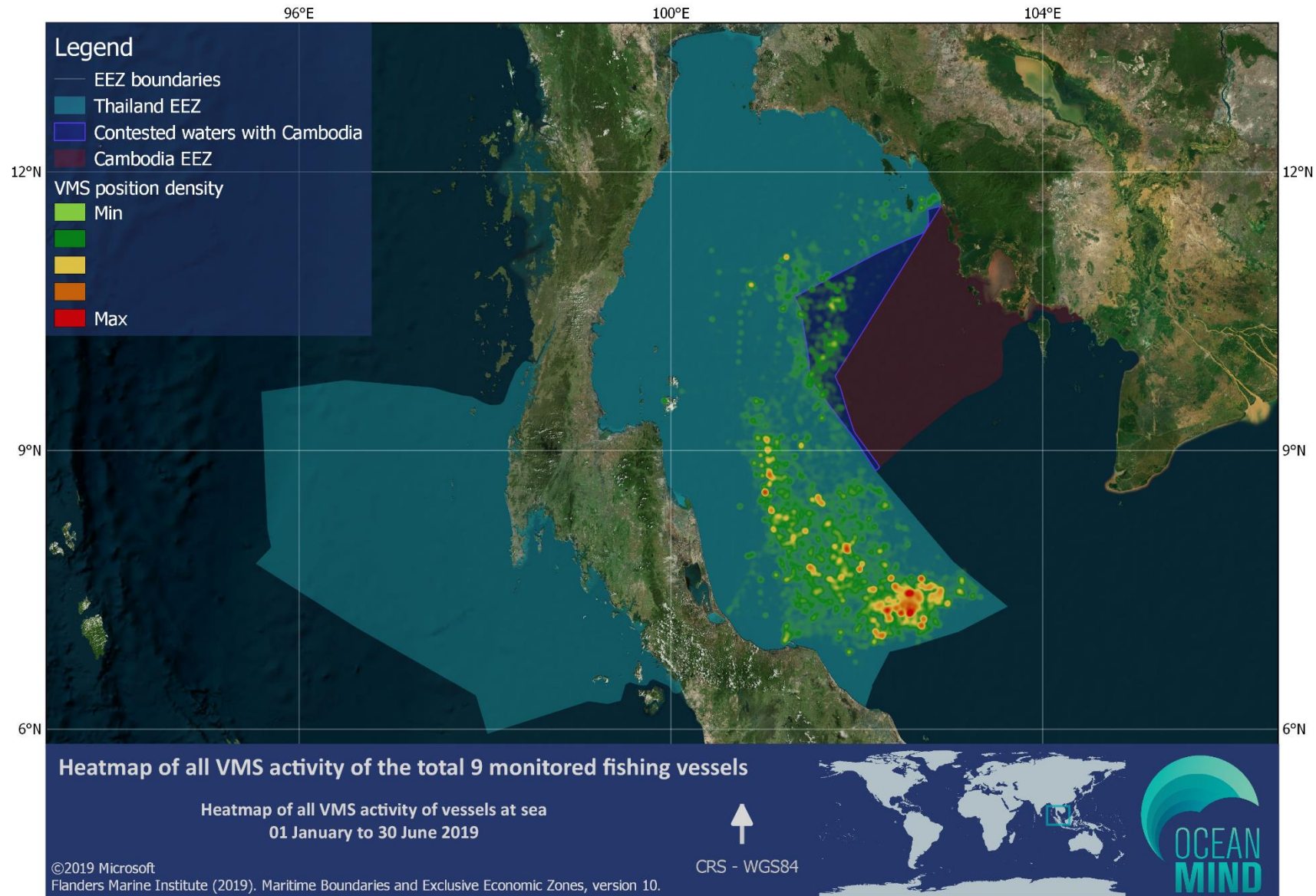
Fishing Vessel ID	Fishing Ground	Compliance Record – Risks repeatedly identified and reported to SEAPAC-Kingfisher	# Port visits January to June 2019	% of maximum fishing days used between April to June 2019*
1	Gulf of Thailand	None	4	21
2	Gulf of Thailand	None	10	29
3	Gulf of Thailand	None	10	29
4	Gulf of Thailand	Four reports with gaps in VMS transmission	5	35
5	Gulf of Thailand	Four reports with gaps in VMS transmission	10	28
6	Gulf of Thailand	Five reports with gaps in VMS transmission	6	33
7	Gulf of Thailand	Three reports with gaps in VMS transmission	9	34
8	Gulf of Thailand	Four reports with gaps in VMS transmission	4	35
9	Gulf of Thailand	Three reports with gaps in VMS transmission	12	33
*Number of fishing days is calculated as number of days the vessel is out of port. This is the same method used by the Department of Fisheries				

Table 2 - Fleet 1 summary of the 6 months monitoring activity



The vessels with IDs 2, 3, 6, 7 and 9 repeatedly fished in contested areas. The vessels with IDs 1, 4, 5 and 8 occasionally fished in contested waters. This behaviour likely complies with Thai regulations however, it is worth noting for future monitoring which vessels regularly operate in this area.

Below is a heatmap of all VMS activity of all vessels part of this fleet, showing only days at sea transmissions during the monitoring period between 01 January to 30 June 2019.



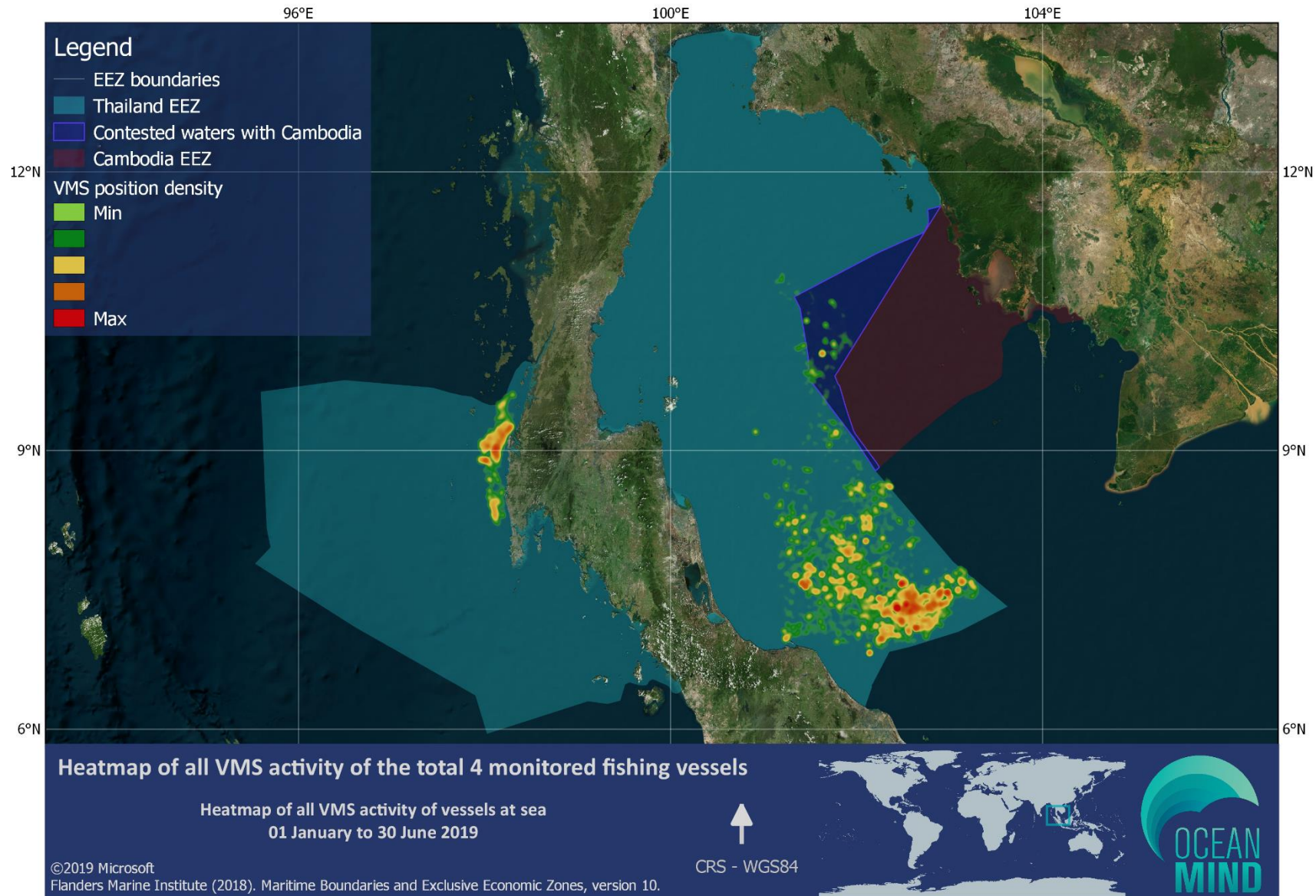
A total of 4 fishing vessels were analysed during the monitoring period.

Fishing Vessel ID	Fishing Ground	Compliance Record – Risks repeatedly identified and reported to SEAPAC-Kingfisher	# Port visits January to June 2019	% of maximum fishing days used between January to June 2019*
10	Gulf of Thailand	Three reports with gaps in VMS transmission	4	35
11	Gulf of Thailand	Five reports with gaps in VMS transmission	6	37
12	Gulf of Thailand	Three reports with gaps in VMS transmission	5	11
13	Andaman sea	Three reports with gaps in VMS transmission	108	1
*Number of fishing days is calculated as number of days the vessel is out of port. This is the same method used by the Department of Fisheries				

Table 3 - Fleet 2 summary of the 6 months monitoring activity

The vessels with IDs 10, 11, 12 and 13 repeatedly fished in contested areas. This behaviour likely complies with Thai regulations, however, it is worth noting for future monitoring which vessels regularly operate in this area.

Below is the heatmap of all VMS activity of the vessels part of this fleet, showing only days at sea transmissions during the monitoring period between 01 January to 30 June 2019.





Vessel days at sea

Days at sea were calculated using a similar methodology to the one that the Department of Fisheries (DOF) uses based on port-in/port-out (PIPO) declarations; a fishing trip starts 3 hours after the vessel leaves port and stops 3 hours before the vessel enters port. The number of hours in an individual fishing trip were calculated and rounded up or down to the nearest day for each trip. This calculation gives a conservative estimate of days at sea because OceanMind calculates when a vessel is no longer in port using VMS positional data, rather than when the vessel declared to Port Out or Port In to the PIPO. Therefore, the following days at sea are likely an over or underestimation of those of the DOF would produce.

The graphs below shows the total number of days at sea Thai-flagged fishing vessels that currently supply SEAPAC-Kingfisher (Fleet 1 and 2) have spent for the period between 01Apr2018 – 31Mar2019 (Figure 1) and 01Apr2019 – 30Jun2019 (Figure 2) using VMS positional data compared with the total allowance of days at sea.

This analysis shows that for the period between April 2018 and March 2019 the vessels with IDs 3 (223 total fishing days), 4 (227 total fishing days), 6 (240 total fishing days), 7 (232 total fishing days), 9 (227 total fishing days), 11 (230 total fishing days) and 12 (257 total fishing days) may have fished more days than the maximum days at sea allowed for fishing vessels operating in the Gulf of Thailand (220). However, PIPO allows vessels to trade days at sea so the final allowance can vary.

It is recommended to discuss the number of fishing days they have used for the current fishing year between April 2019 to March 2020 with the vessel owner and captain, so that they are aware of their fast burn rate (the speed at which the vessel uses up fishing days) and so they can use their days at sea at a more sustainable rate in the future.

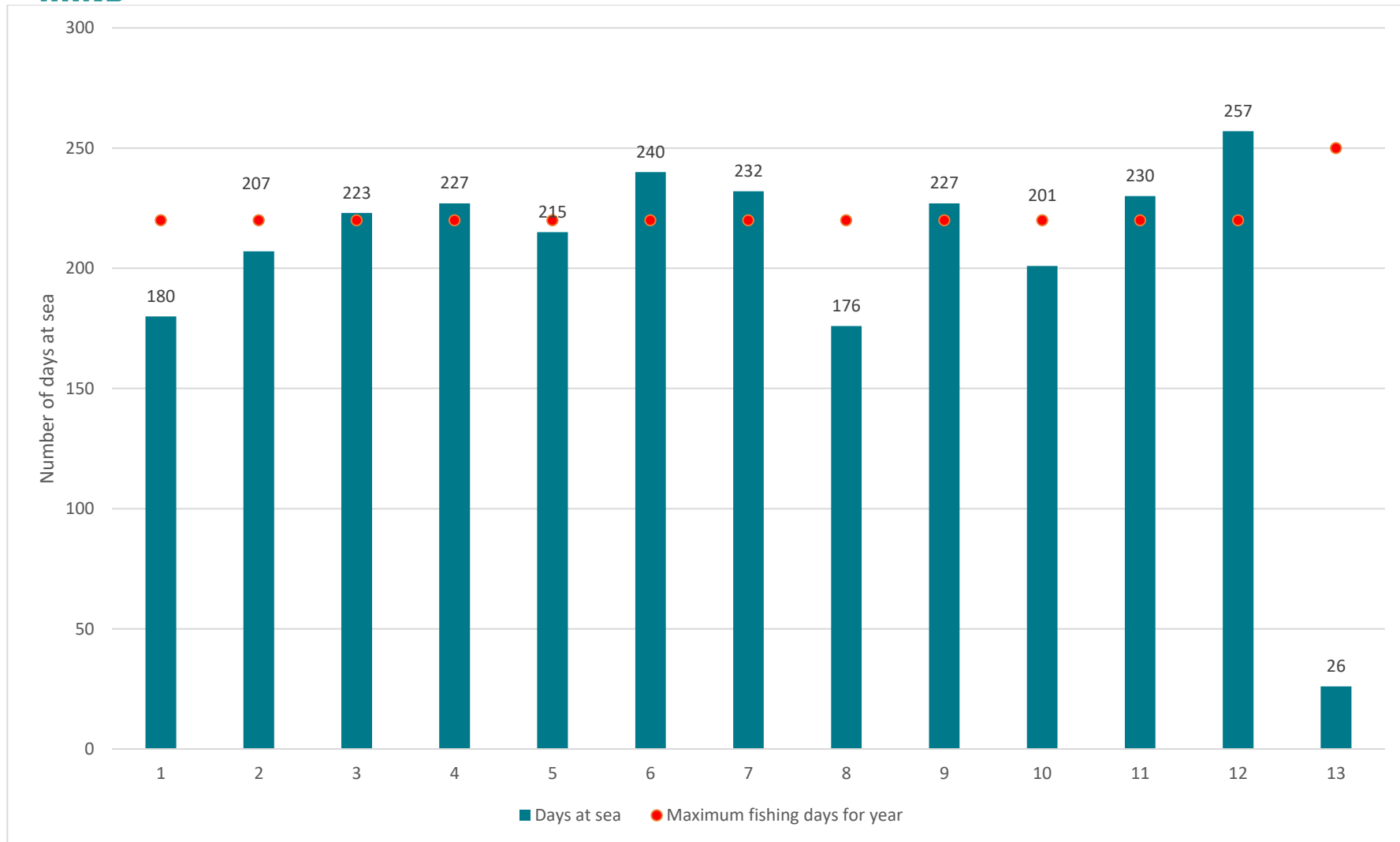


Figure 1 - Total number of days at sea between 01Apr2018 – 31Mar2019 of Thai-flagged fishing vessels that currently supply SEAPAC-Kingfisher (Fleet 1 and 2)

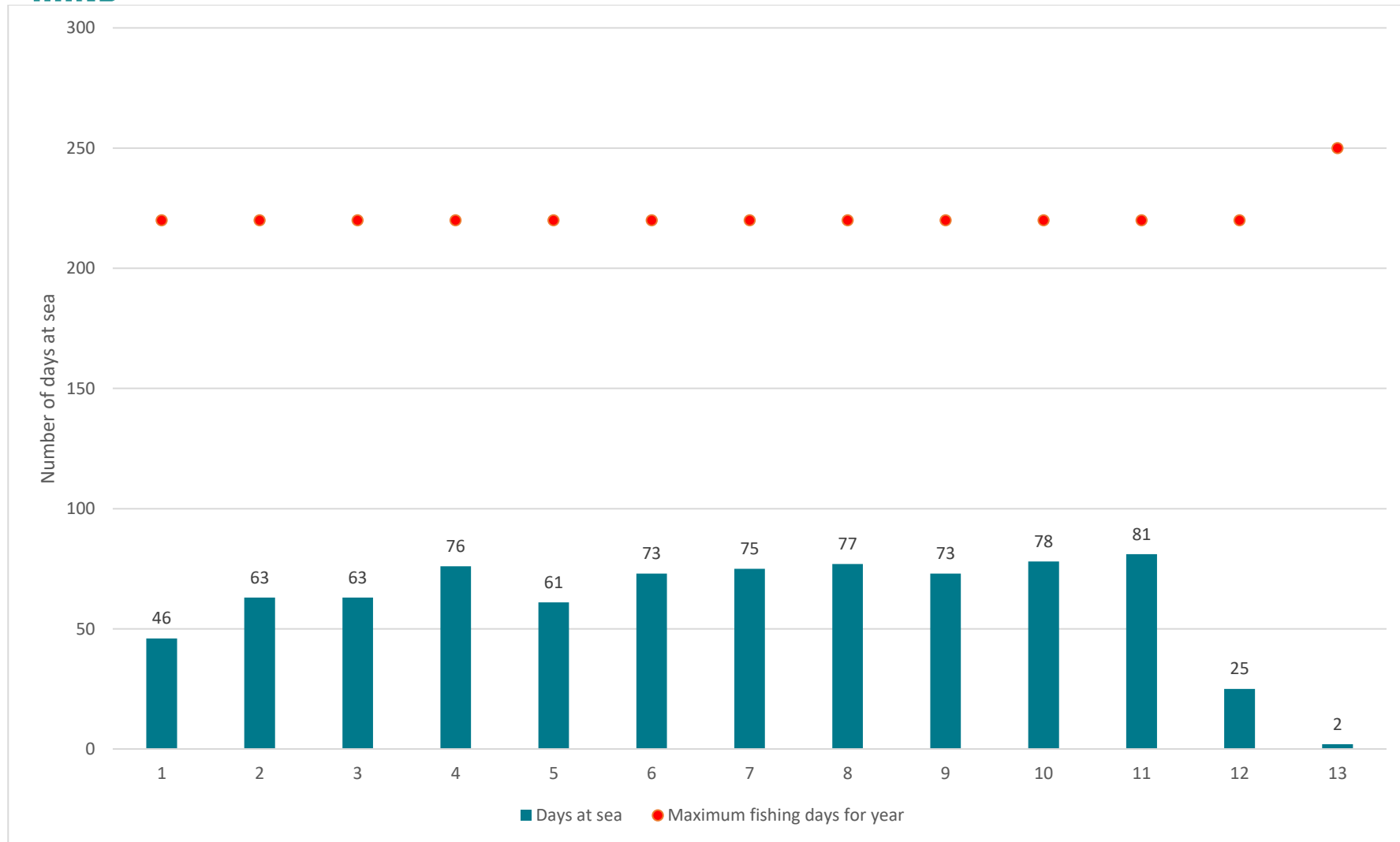


Figure 2 - Total number of days at sea between 01Apr2019 – 30Jun2019 of Thai-flagged fishing vessels that currently supply SEAPAC-Kingfisher (Fleet 1 and 2)



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