FIA PNG

Shark Finning Policy FIAPNG 005 - v1.0
Fishing Industry Association | November 2026



Source: Seafoodmatter

FIA PNG

Policy Information

This Shark finning policy has been prepared
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FIA PNG tuna fleet's historical commitment to shark finning ban

1. Background

FIA PNG aims to improve the FIA PNG tuna purse seiner fleet fishing practices in the Exclusive Economic Zone, Archipelagic Water, and the Western Central Pacific Ocean Waters.

Shark finning is a wasteful and abhorrent practice; it is the mutilation of live sharks for commercial use of fins, the retention of fins, and the discard of the remaining carcass at sea

In **2009**, the Commission adopted the action plan for the conservation and management of sharks (EU-POA Sharks) that was endorsed by the EU Council. This plan was inspired by the International Action plan for the Conservation and Management of Sharks (IPOA SHARKS) adopted by the United Nations Food and Agriculture Organization (FAO) in 1999.

In **2010**, the WCPFC prohibited this practice under CMM2010-07 by introducing the concept of a 5% fins-to-carcass ratio, but the measure permits alternative technical approaches and did not prescribe how CCMs should demonstrate compliance. The measure requires that its implementation and effectiveness be reviewed on the basis of advice from the Scientific Committee, the Technical and Compliance Committee, and the Commission.

In **2012** a shark finning prohibition become a requirement under the Western Central Pacific Commission WCPFC, Conservation Management Measures (CMM), CMM 2010-07 02

In **2012**, the International Seafood Sustainability Foundation (ISSF) launched Resolution 3.1 (c) Prohibition of transactions with companies in the tuna value chain without a public policy Prohibiting Shark finning.

In **2016**, the WCPFC addressed the effectiveness and implementation of the CMM2010-07

In September **2020**, The MSC fishery standard included a requirement that any company or fisher convicted of shark finning, and any vessel implicated in conviction, will not be eligible for MSC certification for at least two years. In addition, if evidence of shark finning is detected during an audit or assessment, a fishery will face suspension unless it can show the offending vessel has been expelled from the certificate. This provides fisheries with a mechanism to take action against the unacceptable practice.

In **2020**, The Global Tuna Alliance (GTA) called the tuna purse seiner global industry for **a *policy requiring the landing of all sharks with fins naturally attached is the most rigorous approach to ensuring that shark finning is not occurring.*** The GTA calls for any fisheries interacting with sharks as primary, secondary, or ETP species to have a Fins Naturally Attached (FNA) policy with no exemptions. The fishery must **demonstrate compliance** with the policy with a level of monitoring and surveillance proportionate to the risk of finning occurring in that specific fishery.

In **June 2022**, the MSC Board of Trustees approved the new MSC Fisheries Standard (version 3.0), consequently, The new requirement will increase confidence that shark finning does not take place on ***MSC-certified fishing trips by requiring sharks to be landed with their fins naturally attached (FNA).*** This new policy follows an extensive review of the best practices already in place within fisheries to prevent shark finning.

In **June 2024**, FIA PNG include shark finning requirement in the Marine litter and Fishing gear audit checklist to be used by member in internal audits and by FIA PNG office during annual second party audits

2. Shark finning prohibition

FIA PNG is aware and supports international regulations, including:

I. The United Nations Food and Agriculture Organization Code of Conduct for Responsible Fisheries and its International Plan of Action for the Conservation and Management of Sharks.

II. The resolutions of a number of other international marine bodies, all of which call for minimizing waste and discards.

III. Shark-related conservation and management measures of the regional fisheries management organizations (RFMOs) that restrict finning, regardless of fishing vessel gear type, through a proviso that the weight of fins landed cannot exceed 5% of the total shark catch on board

IV. The National legislation of several countries requires that fins remain naturally attached to shark bodies

As a responsible member of the fishing community of wild-caught tuna, fully supportive of RFMO management measures and the conservation of the marine ecosystem, FIA PNG:

1. Condemns the practice of shark finning as defined above.

2. Calls on RFMO's to improve their management of shark fisheries by prohibiting shark finning, requiring full retention of shark species (excepting those prohibited or released alive), and adopting the mandatory reporting of shark catches by species.

3. Prohibits the practice of shark finning onboard its own vessels and those of its subsidiary companies.

4. Will not transact business with any vessel that has been identified by an RFMO or national authority to have practised shark finning. Such a ban shall continue for a period of two consecutive years from the date of the relevant finding by the RFMO or national authority.

5. With effect from September 1st, 2012, will not transact business with any company that has no public policy prohibiting shark finning

6. In the exceptional case that Sharks are landed, the FIA PNG policy requiring the landing of all sharks with fins naturally attached (FNA) is obligatory to ensure that shark finning is not occurring

3. Responsibility of FIA Office

The FIAO will ensure the full implementation of this FIA PNG shark finning ban policies by the participants in the FIA PNG MSC scheme in accordance with the FIA policy & procedures, NFA regulatory requirements, and WCPFC CMM.

The FIAO will audit in annual basis FIA fishing company members and fishing vessels. The FIAO will randomly audit fishing vessels against the FIA PNG shark finning ban policy.

The audit will be part of the marine litter and fishing gear audit; the outcomes will be shared with the FIA fishing company and the FIAO management. FIA PNG members shall provide access to documented evidence for traceability and reporting onboard.

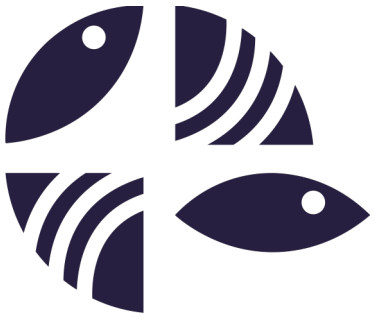
4. Recording and 100% observer coverage onboard

Our tuna fleet is under the monitoring of the National Fishery Authority (NFA) which places observers onboard to supervise each FIA PNG MSC trip. Observers are fully responsible for recording, and reporting of activities onboard our fleet and direct reporting to the NFA.

5. History of Revision

Revision No	Date	Reasons/Details
0.1	July 2022	Creation of the Shark finning policy by FIA PNG Sustainability Director
0.2	26th August 2022	Full document review by FIA PNG TWG
0.3	September 2026	Format and audit specifications. M. Hidalgo & TWG

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