FIA PNG

Traceability Transhipment Procedure FIAPNG 001-v1.0
Fishing Industry Association | November 2026



FIA PNG

Procedure Information

This traceability procedure has been prepared with the support of the Fishing Industry Association members (FIA) of Papua New Guinea (PNG).
This is a live document that will be reviewed on annual basis. The content of this report may not be reproduced, in whole or in part, without explicit reference to the source.
Citation: PNG FIA (2019). 07. PNG FIA Traceability transhipment Procedure - Report produced by PNG FIA
Responsible: Fishing Industry Association of Papua New Guinea
Version: Final (v5.0)
Report ref: 082018-FIA/M/02
Date issued: November 2019 (updated and published by PNG FIA in April 2023).
Photo credit: Fishing Industry Association, Papua New Guinea

FIA PNG

CONTENTS

1. Introduction	4
2. Scope	4
3. Purpose	4
4. Definitions	4
5. Transhipment best practices	5
Unloading of Transshipped FIA PNG MSC fish at Overseas Ports	6
Role of Observers Monitoring programmes	6
Responsibility of the Operator	6
Operators (Carriers and/or Fishing company) shall provide to the fish receiver the following documents to ensure traceability coming from the PNG fishery	7
6. Force Majeure or Serious Mechanical Breakdown	7
7. Monitoring, tracking, and Vessels Monitoring System VMS sharing	7
8. Responsibility of FIA Office	8
9. Recording	8
10. History of revision	9
11. References	9

1. Introduction

The importance of accountability and transparency in global tuna trade is becoming highly emphasized.

The call for full proof of traceability processes and procedures in the tuna catch and production supply chain aims to serve this purpose.

It is also a measure to counter illegal, unreported, and unregulated (IUU) fishing.

Under the MSC CoC standard, the PNG tuna fishery represents a low risk because all gear types and species are certified, which means in fishing trips the different sets and catches are MSC tuna certified. This was reached because the entire fishery was comprehensively assessed, and it is in healthy status.

Since this fishery scenario has a low risk and knowing that the FIA PNG fishery responsibility finished at the point of:

1. Unloading or discharging the fish from a purse seiner to a processing facility and,
2. When the PNG MSC tuna is transshipped from a purse seiner to a fish carrier in the designated ports.

FIA PNG requests operators and receivers to follow this guide to ensure that the tuna caught in PNG waters are identified, segregated, and separated at all the time, and also to show traceability from the offload of the carriers at their dock but back to the fishing vessel offload (at the transhipment port) to demonstrate that the fish actually came from a certified fishery.

FIA aims to set up a baseline procedure that should be improved for each FIA fishing company member and FIA fishing company's partner or buyer for a traceability process of the PNG FIA MSC-certified tuna transhipment and transport.

2. Scope

This document applies to FIA PNG fishing companies, tuna processing members, and buyers.

3. Purpose

This document delineates the approach, control, containment, prevention, and verification of permissible transhipment actions and processes for the PNG FIA MSC fishery certification.

4. Definition

4.1. Transhipment – Transfer of fish from the catcher's vessel into a refrigerated cargo vessel (reefer carrier)

4.2. Declared Ports- Under the scope of the PNG FIA MSC fishery certification are:

4.2.1. For direct loading of tuna: Wewak, Madang, Lae, Rabaul and Port Moresby in Papua New Guinea; also General Santos in the Philippines.
4.2.2. For transshipment of tuna: The Parties to the Nauru Agreement – PNA tuna transshipment Ports

Where FIA MSC fishery certification transshipment activity is permitted.

4.3. Pacific Island Regional Fisheries Observer (PIRFO) - A program that accredits MSC Observer Training and Accreditation Standards.

4.4. Observers **-** Specially trained officers of the National Fisheries Authority (NFA) Observer program who are certified with MSC PIRFO, who travel on the fishing and associated vessels with FIA MSC trip numbers and report independent information on fishing catches and methods.

4.5. Corrective Action - An action to eliminate the detected non-conformity of transshipment.

4.6. Preventive Action- Refers to the actions discussed, investigated, and amended by the operations group to hamper future occurrence of potential product and/or process non-conformities/deviations.

5. Transhipment best practices

5.1. The PNG FIA MSC Scheme procedure for transshipment is that there will be NO at-sea transhipment of FIA MSC-certified tuna.

5.2. Transhipment operations, directly from purse seiners to carriers, must occur in any of the PNA transhipment ports as per the Conformity Assessment Body's MSC outcome determination. No transhipment is allowed to take place at sea.

5.3. Each operator chartering carrier vessel to receive MSC-certified fish at transshipment shall notify the PNG FIA of such vessel, identifying it following required measures by submitting electronically, where possible, the following information: a) name of the fishing vessel; b) WCPFC Identification Number (WIN); c) name and address of the owner(s); d) name and address of the charterer; e) the duration of the charter arrangement

5.4. Each Carrier used for transporting FIA PNG-certified tuna shall be registered in the Information Fisheries Integrated Management System (iFIMS)

5.5. All transshipped loads are verifiable by the NFA observer onboard during the FIA MSC fishing trip, the FIA representative, and the NFA or PNA port entry supervisor, i.e., a port coordinator or an NFA catch documentation scheme (CDS) officer.

5.6. FIA MSC-certified tuna transferred into carrier vessel holds are weighed on departure and arrival and are separated with cargo netting (Tuna fish from FIA PNG fishery with double netting) and are appropriately identified, labeled, separated (double net), and tracked. The shipping manifest also includes cargo weight.

5.7. FIA fishing companies' members will verify that carriers used to transport FIA PNG MSC-certified tuna is on the FFA Regional Vessel Register and complies with the FFA requirements.

Unloading of Transshipped FIA PNG MSC fish at Overseas Ports;

5.8. It is expected that there will be several carriers loaded with FIA PNG MSC-certified fish landed outside PNG ports. Monitoring and preserving the traceability processes on carriers and their ultimate landing at designated overseas ports is critical.

Role of Observers Monitoring programmes;

5.9. As per NFA regulation, ensure transshipment is covered under the regulatory framework i.e., 100% observer coverage on board, port observer supervision, and VMS and NFA FIMs traceability system.

5.10. As per NFA regulation, transshipment in port must have 100% observer oversight. Inspection is maintained at transshipment, verifying the breakdown by tuna species and verification of the transfer from the catcher's vessel to the carrier vessel.

5.11. During transshipment, the required traceability systems, which include the requirements of existing regulatory or fishery management controls under NFA transshipment requirements, shall consistently be enforced, including the WCPFC transshipment regulations in so far as to catch documentation requirements.

5.12. At transshipment, traceability systems are in place to verify the certified volume and catch composition of FIA PNG MSC-certified fish and ensure no mixing between certified and non-certified products during fish transfer between the catcher vessel and carrier vessel.

5.13. During transshipment, NFA regulatory officers (observer and/or CDS) will verify the catch composition per species and its quantity. After verification and confirmation, the MSC-certified tuna can be transported to final destinations for processing.

5.14. During the transshipment of FIA PNG MSC-certified tuna, the Carrier and/or the catcher should place an MSC flag or MSC signs indicating that MSC transfer is occurring.

Responsibility of the Operator;

5.15. Ensure only a licensed carrier vessel in "good standing" on the FFA Vessel Register must be involved in taking FIA PNG MSC-certified tuna. Please check it on the FFA website.

5.16. Ensure to provide 72 hours notice to transship in port and submit complete reports of transshipping and allow the observer. The licensed carrier shall enable

the observer to undertake the full observer duties outlined in NFA observer regulatory frameworks.

5.17. The responsibility for transshipment via carrier lies with the client and ownership is transferred upon delivery. The catch is weighed on landing and delivery to the client.

5.18. Operators must ensure that all carriers used in transshipment to carry FIA PNG MSC-certified fish from a declared port in PNA Ports to an overseas port must be in good standing status with the FFA regional register, registered in the iFIMS and inform FIAO.

5.19. Ensures that traceability at transshipment in port must be protected, and there must be no risk of non-certified skipjack and yellowfin tuna being mixed with FIA PNG MSC-certified skipjack and yellowfin tuna. The catcher and carrier vessel captain will ensure that 100% observer oversight and inspection is maintained at transshipment, verifying the breakdown by tuna species and verification of the transfer from the catcher's vessel to carrier vessels.

5.20. ***Operators (Carriers and/or Fishing companies) shall provide the fish receiver or buyer with the following documents to ensure traceability coming from the FIA PNG fishery:***

- FIA PNG MSC batch certification or batch number – extended only by FIAO after transshipment and/or unloading to MSC-certified tuna batches (designated Ports)
- Captain's statement
- Fishing logbook of each set for each set throughout the fishing trip
- FIA MSC fishery certification number (certified fishery)
- Carrier / Purse seiner traceability document (linked with doc # 1)
- Tuna Purse seiner hatches chart or location of the fish onboard
- The layout of the carrier (carrier well or hatches) and location of MSC-certified fish
- Other documents that processors and factories should request to carriers' companies

6. Force Majeure or Serious Mechanical Breakdown

6.1. Unless otherwise stated, the restrictions in this procedure shall not prevent transshipment in cases of force majeure or serious mechanical breakdown that could threaten the safety of the crew or result in a significant financial loss through fish spoilage.

6.2. In such cases, FIAO must be notified of the transshipment and the circumstances giving rise to the force majeure within 12 hours of the completion of transshipment.

7. Monitoring, tracking, and Vessels Monitoring System VMS sharing.

7.1. Any member or new member joining FIA PNG shall sign an authorization to share the VMS location with the National Fisheries Authority (NFA) and the Global Fishing Watch (GFW). FIA PNG Office has developed a formal document that explains the process and steps to be followed.

7.2. When the FIA PNG office requires, FIA PNG fishing companies' members should share data on a mock or traceability pack trail.

8. Responsibility of FIA Office

8.1. The FIAO will ensure that full proof of traceability processes and procedures in the tuna catch and production supply chain is met by the participants in the FIA MSC scheme in accordance with the FIA procedures, NFA regulatory requirements, and WCPFC measures.

8.2. The FIAO Management shall be responsible for seeing the process approach of control measures and that all non-conforming products/processes are identified and given appropriate containment, corrective and preventive actions accordingly.

8.3. The FIA MSC CoC Coordinator is responsible for establishing, reviewing and sending non-conformances and following up with sites (purse seiners and carriers) and fishing companies on corrective action plans in order to comply fully with the requirement or standard.

8.4. **The FIA MSC CoC Coordinator is responsible for providing tuna annual catches under the FIA PNG MSC tuna certification to the Certification Assessment Body (CAB), for the annual report, and in case the Accreditation body or the MSC request it.**

8.5. The FIAO will extend and grant an FIA PNG MSC batch certificate for both possible scenarios (point 4.2) only

8.4.1 For F/V discharging to the cannery directly:

FIA PNG MSC batch certificate may be issued after sorting, classification, sizing, and weighing the tuna fish at the factory reception (landing point). The final weight and quantities per species are sent from the FIA officer and/or the CDS officer/observer to the FIA PNG office responsible for MSC tuna accountability and traceability. Direct landing in Papua New Guinea Ports (Wewak, Madang, Lae, Rabaul, and Port Moresby; also in the Philippines Port (General Santos)

6.4.2 For F/V transshipment via carrier

FIA PNG MSC batch certification may be issued based on estimation weight (logsheet) during transhipment, and update / re-issue the actual/final weight in the same batch number after the carrier discharges to the cannery. FIA PNG members fishing companies are responsible for sending the final weights per batch and carrier trip to the FIA PNG office for accountability and traceability. Transhipment is authorised in the PNA tuna transhipment ports.

9. Recording

9.1. The entire operation is recorded online on the Information Fishery Integrated Management System (iFIMS) which collects traceability information from the moment a tuna set is made to unloading, transshipment, and transport. iFIMS support and backup as a verification tool for the paperwork done by FIA fishing company members.

10. History of Revision

Revision No.	Date	Reasons/ Details
00	November 2019	Initial Release
01	May 2020	Review for fishing operation / FIA TWG
02	October 2020	Initial draft ready for reviewing
03	December 2020	Peer review by external stakeholder
04	February 2021	For publication and public sharing
05	April 2023	Adding points 6 and 7, general review of the doc / FIA office and TWG. Add PNA Port transhipment
06	August 2026	General review, adds new FIA PNG logo, points 5,4 and 8,4 – M. Hidalgo & TWG

11. References

1. SCS Global FIA PNG Fishery certification final report, May 2020
2. Fishing Industry Association (FIA) Memorandum of Understanding (MoU) with applicants into FIA Marine Stewardship Council (MSC) scheme.
3. FIA PNG Responsible Sourcing Policy v4.0
4. MSC Group Chain Of Custody standard v5.0
5. PNG Tuna Fishery Management plan 2014
6. Conservation and Management Measure (CMM 2009-06) on the Regulation of Transhipment December 2019
7. PNG National Fishing Authority License Policy
8. Global Fishing Watch
9. THE HARMONISED MINIMUM TERMS AND CONDITIONS FOR ACCESS BY FISHING VESSELS
10. GUIDE TO APPLICATION FOR REGISTRATION AND GOOD STANDING ON THE FFA VESSEL REGISTER , FFA



Fishing Industry Association
Back Office#3
Section 52, Lot 53/54, Kennedy Road, Gordons,
National Capital District
Papua New Guinea

Telephone: + 675)3259925
donz.papaol@gmail.com

https://www.fia-png.com/