

FIA PNG Lobster Fishery Traceability & Overlapping Stage with CoC Procedure v2.0

Fishing Industry Association | October 2025





Procedure Information

This traceability procedure has been prepared with the support of the Fishing Industry Association members (FIA) of Papua New Guinea (PNG).

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1. Introduction

Globally, the seafood trade has been emphasised must be in a sustainable manner, and so transparency and accountability have become important, and the call for its assurance with proof showing traceability in the supply has gained momentum as the new trend in the consumer markets. The call for full proof of traceability processes and procedures in the lobster catch is no other, and its production of the supply chain aims to serve this purpose.

This supply chain management system also measures and counters illegal, unreported, and unregulated (IUU) fishing.

Under the MSC CoC standard, the PNG lobster fishery represents a very low risk because its gear type and species are certified, which means in fishing trips, the method of harvesting these certified lobsters is only using hookah and free diving. This was achieved because the entire fishery was comprehensively assessed and is in a healthy status according to its full assessment under the MSC-certified fishery standard.

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

1. Divers selling the catches to a licensed collector vessel stationed on the reef; and
2. Then the catches are being transported to Daru port for offloading to the facility on shore.

FIA PNG requests operators and receivers to follow this guide to ensure that the lobsters caught in the Torres Strait Protected Area (TSPZ) or reefs is identified, segregated, and separated all the time, and also to show traceability from offload of the licensed collector vessels at the port and transported to the facilities via trucks to demonstrate that the lobsters actually came from within the geographical scope of the certified fishery.

FIA aims to set up the procedure that should be improved for each FIA seafood company members in both Daru and Port Moresby facilities to their exporters, for a Traceability process of the PNG FIA MSC certified lobster

2. Scope

This document is applicable to FIA seafood companies, especially lobster processing members, and their exporters, with only certified lobsters coming from the Western Province caught in the Torres Strait Protected Zone (TSPZ) under the MSC fishery scope, using only hookah and free diving as gear types used in this certified fishery.



3. Purpose

This document is written for the purpose of our members and is solely intended for the traceability system and procedures in place for the FIA MSC-certified lobsters.

Key principles of FIA PNG MSC traceability and procedures included how to trace the MSC lobsters from the source(reefs) right through to export, and clearly sets out the assurance of handling MSC certified lobsters in the supply chain, taking into consideration the MSC Chain of Custody Standard of these certified lobsters as they change ownership along the different players of the supply chain.

From the reef, the FIA PNG MSC CoC will ensure full separation, segregation and identification, having around it a management system that will guarantee transparency and robustness in all processes.

4. Definition

- 4.1. Licensed operator vessel – All vessels must be citizen-owned or substantially controlled and registered in PNG. All license holders must be based in Daru.
- 4.2. Declared Port – Daru port, where lobsters get offloaded from the licensed operator vessel to the shore base facilities.
- 4.3. 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 for cross-border endorsed trips.

5. Fishery Traceability Platform at Sea

- 5.1. The PNG FIA MSC traceability and procedure for all lobsters sold by divers at the reef comes from inside the Torres Strait Protected Zone (TSPZ) area and therefore the Unit of Certification (UoC).
- 5.2. Issuance of the trip number/ Authorisation code is given by the FIAO to the licensed operator while in the port of Daru
- 5.3. A collector vessel operator/ Licence operator at the facility is assigned to request a trip to the FIA PNG Authority's to issue a trip number/ Authorisation code.



- 5.4. FIA MSC Trip is completed when the divers sell the total catch to the collector vessel operator/ Licence operator at the collector vessel stationed on the reef. ***Change of ownership takes place at this point.***
- 5.5. A unique colour code tag is assigned to all Head divers for both licence operators in Daru. Each licence operator must print colour code tags for their head divers. Each head driver's name and license operator's number must be printed on the colour code tags. Colour codes clearly indicate the total catch caught by an individual head diver. Each diver's catch will be placed into floating cages/crates with the assigned color-coded tags.

Unloading of Transported FIA MSC Lobster at the designated port – Lobster Fishery Traceability

- 5.6. An FIA MSC Batch Certificate is issued when the collector vessel comes into Daru Port and is transferred to the Facility.
- 5.7. The collector vessel operator/ licence operator records the total catch on the NFA catch e-log sheet.
- 5.8. At the facility, the collector vessel operator hands over the NFA catch e-log sheet to the authorised Officer/ Documentation Officer.
- 5.9. The Authorised Officer/ Documentation Officer then transfers all the data into the FIA PNG trip e-log sheet at the facility, checks the total catch for the second time, does the mass balancing and sends a request to the FIA Authority to issue an FIA MSC Batch Certificate

The total catch then enters the FIA MSC Group CoC (Chain of Custody)

Responsibility of the Operator

- 5.10. Ensure only a licensed vessel that is licensed by NFA will be involved in taking FIA MSC-eligible lobsters.
- 5.11. All lobster sold by the client group comes from inside the Torres Straight Protected Zone (TSPZ) Area and therefore UoC.
- 5.12. The systems in place are considered appropriate to manage traceability and minimize any risk of mixing non-MSC with MSC-certified Lobster.
- 5.13. There is no potential for vessels/divers in the UoA/UoC to fish outside the UoA geographic area, and mixed trips do not occur; and a risk to traceability is not perceived.
- 5.14. There is no transshipping practices for this fishery, and Lobster offloading is direct from divers to an anchored vessel at the reef, then by dinghy (only MSC certified Lobster) transport to processing plants in Daru Island.

- 5.15. FIA MSC batch certification batch number – extended only by FIAO after unloading to MSC-certified lobster batches (designated Daru port)
- 5.16. Lobster processor shall verify on the MSC website (www.msc.org) that the Fishery certification is valid, FIA MSC certification number (certified fishery)

6. Responsibility of FIA Office

- 6.1. The FIAO will ensure that full proof of traceability processes and procedures in the lobster catches and production supply chain is met by the participants in the FIA MSC scheme in accordance with the FIA procedures and NFA regulatory requirements.
- 6.2. The FIAO Management shall be responsible for seeing that the process approach of control measures, and that all non-conforming products/processes are identified and given appropriate containment, corrective and preventive actions accordingly.
- 6.3. The FIA MSC CoC Coordinator is responsible for establishing, reviewing and sending non-conformances as well as 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.
- 6.4. The FIAO will extend and granted an FIA MSC batch certificate for each facility in the scope of the fishery certificate.

FIA MSC batch certificate may be issued after sorting, classification, sizing and weighing the lobsters at the factory reception (receiving point). The final weight and quantities per species are sent from the FIA officer at FIA office responsible for MSC lobster accountability and traceability.

FIA MSC batch certification may be issued based on estimation weight (log sheet) during unloading at the port, and update / re-issue the real/final weight in the same batch number after final packaging and transferring of lobsters to Port Moresby.

It is important to note that the final weight or updated amount of lobster depends on how many lobsters survive and are reclassified from live lobsters to frozen tails. Weak Lobsters that will not hold the transport will be slaughtered and frozen. After this process, an updated weight will be shared with the FIA Authority.

7. Recording

7.1. The entire operation will be trialed out in manual forms first before going online on the Fishery Integrated Management System (FIMS or NEMO), which collects traceability information from the moment a lobster is caught, stored at the reef and is made right through to unloading until the final products transfer out of Daru. FIMS will support and backup as a verification tool for the paperwork done by FIA seafood company members.

8. History of Revision

Revision No.	Date	Reasons/ Details
00	June 2024	Nialangis Posanau
01	July 2024	Review by FIA TDG
02	July 2024	Ready for publication – V1.0
03	October 2025	Review by FIA TDG

9. 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 v2.1
5. PNG Lobster Fishery Management plan 2014
6. PNG National Fishing Authority License Policy



Fishing Industry Association

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

Telephone: + 675)3259925
spokajam2@gmail.com

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