# Protocol for Vessel Registration and compatibility with I-Fish Database and Vessel Identifier Code (VIC) system Version I – 2016



## **TABLE OF CONTENTS**

1.	Introduction	1
2.	I-Fish Vessel Identifier Code (VIC) System	3
3.	Data collection Standard Operating Procedure	6
4.	Vessel registration	
	a) Standard Operating Procedure for registration with I-Fish	
	b) Standard Operating Procedure for registration with RVIA	
	c) Standard Operating Procedure for registration with the PVR	
5.	Uploading completed port sampling forms to I-Fish using the VIC system	
6.	Appendix I – Examples of all documentation required for registration	10
7.	References	12

## **1. Introduction**

A steep increase in the number of active fishing vessels occurred in the last century. This increase in vessel numbers has gone unregistered and unregulated in many countries, with a consequent increase in Illegal, Unreported, and Unregulated (IUU) fishing activities. Attempting to combat IUU fishing, vessel lists or registries were introduced in many countries, under various Regional Fisheries Management Organisations (RFMOs) and independently under various sustainability organisations. Port State measures are also applied to combat IUU fishing (Flothmann et al., 2010). Sodik (Sodik, 2009), in assessing Indonesia's legal framework for tackling IUU, found that the lack of vessel registration schemes was one of the main reasons these activities proliferate in Indonesian waters. Vessel registration schemes serve not only to combat IUU fishing. In many countries, such as Indonesia, there is presumed to be a large small-scale sector, 'presumed' because the exact number of active vessels is difficult to determine given the size of the country and the lack of a vessel registration scheme.

Nationally, a vessel register, termed the Register for Vessels authorised to fish in Indonesian Archipelagic waters (RVIA), was developed in 2015 to monitor the number of vessels active in archipelagic waters. The RVIA system is specifically for vessels targeting tuna species. Regionally, the Western and Central Pacific Fisheries Commission (WCPFC) is developing a Record of Fishing Vessels (WCPFC, 2014) and has requested that from 1<sup>st</sup> January 2016 that all vessels >100GT authorised to fish beyond national Exclusive Economic Zones possess an IMO number (WCPFC, 2013). The WCPFC will initially integrate these IMO numbers into their Unique Vessel Identifier (UVI) system, and will work on integrating UVIs for smaller vessels (WCPFC, 2013). The Indian Ocean Tuna Commission (IOTC) has a resolution relating to the record of vessels authorised to operate in the IOTC area of competence (IOTC, 2015). Under this resolution all vessels >24m length must be registered and all vessels <24m but fishing outside of the country's Exclusive Economic Zone must be registered. The type of information required is compatible with FAO requirements. The South East Asian Fisheries Development Centre (SEAFDEC) is also active on combating IUU fishing through initiatives such as vessel registration, ensuring a South East Asian emphasis on compliance and working towards achieving the port state measures.

Internationally, the International Seafood Sustainability Foundation (ISSF) has a Proactive Vessel Register (PVR), allowing vessels voluntarily submit information relating to their fishing activities and policies, thereby highlighting their commitments to sustainable fishing activities. The PVR gives vessel owners the opportunity to showcase the commitments they are making towards achieving sustainable fishing. Interested stakeholders, such as consumers, retailers and fish exporters, can check the details of a vessel online and see what progress it is making towards achieving sustainability in its operations. It is important to note the when a boat choose to participate in the PVR program, they do not seek or gain support from the ISSF, rather it allows the vessel to transparently highlight their commitments towards sustainable practices. Large scale vessels currently dominate the PVR. However, recognising the large number of small vessels and the effort being done in this sector in terms of sustainability, the PVR was piloted in Indonesia for small-scale vessels (a collaboration between MDPI, AP2HI and IPNLF). To register on the PVR, information relating to size, capacity, flag state, shark finning policy, licenses and much more must be collected for a vessel and verified by a third party auditor.

## 2. I-Fish Vessel Identifier Code (VIC) system

MDPI has developed a Vessel Identifier Code (VIC) system for all vessels present in the I-Fish database. This VIC system was developed to align small-scale vessel registration with national, regional and international vessel registration developments. The VIC system also aims to ensure that vessels are not double counted, that errors in data entry (e.g. spelling mistakes of vessel names) do not occur in the database and that multiple data sources for an individual vessel can be combined using the identifier code. The form to collect data for registration of an individual vessel in the I-Fish VIC system merges the data requirements of the RVIA and the PVR (Section 3), to reduce effort in obtaining the data separately at a later date. The vessels in a landing site associated with each supplier were assigned a VIC, which is structured as follows:

#### 520302/001

- 52 -> Indonesian post code, in this example NTB
- 03 -> Lombok Timur
- 02 -> MDPI partner supplier number two in that area
- 001 -> vessel number one

A vessel in Kupang, NTT, would get the code *537101/001*, *53* for NTT, *71* for Kupang, etc. The post codes are from the database on <u>www.geopostcodes.com</u>.

The VIC system has two types of users: Non-Administrator user (NA-user) and Administrator. Non-Administrators can add data for a new vessel, verify vessel data, get a VIC number from the 'Landing Site Code / Serial Number', request to edit a vessel and be approved to edit a vessel. Administrators can add vessel data, get a VIC number from the 'Landing Site Code / Serial Number', and edit and update the data.

In 2015, the VIC data collection form was deployed in all MDPI sites and data collected for as many vessels as possible. The data collection activity returned almost 1000 vessels, the data from which was uploaded into the I-Fish database. Only users granted I-Fish log-in access can view the vessels details: the data is not publicly available.

## 3. Data Collection Standard Operating Procedure

The data is collected by field staff using a specific data collection form (Table a). The data collection form was designed to be compatible with both the RVIA and PVR systems. There are two methods to collecting vessel data in the field. The first is when a new site is opened. In the new site, staff should try to meet with every vessel owner/captain involved in tuna fisheries in the area. The data collection process involves an interview with the vessel owner/captain, measuring the length of the vessel, obtaining photos copies of all relevant documents when possible (examples listed in Appendix I), and taking a photo of the vessel. This data is then reviewed by the VIC Admin, the vessels assigned a VIC number and the data uploaded to the VIC system on the I-Fish database.

The second data collection process is for existing sites requiring the registration of a new vessel at a later date. The data for these vessels is collected and submitted individually to the I-Fish VIC system for review. Once reviewed by the VIC Admin, the vessel is assigned a VIC number.

The table below outlines the data points required per vessel. Explanations of each data point are included to make collection by the enumerator/field operator easier. Specific data points are mandatory and others are voluntary. Only when all mandatory data points are completed can a VIC be allocated to the vessel.

For	m Pendataan Kapal
Petugas Pendataan	
Tanggal Pendataan (DD/MM/YYYY)	
	Versi III/ Feb 2016
A. Informasi Umum	
1. Nama Kapal	<ul> <li>Nama kapal sesuai dengan dokumen kapal</li> <li>jika kapal tidak memiliki dokumen, nama kapal sesuai dengan keterangan kapten/ pemilik</li> <li>Jika kapal tidak memiliki nama maka cantumkan nama pemilik kapal</li> <li>jika pemilik kapal memiliki kapal lebih dari 1 maka penamaannya sebagai berikut: Kapal 1, Kapal 2 dst.</li> </ul>
2. Nama Kapal sebelumnya	Jika kapal pernah berganti nama
3. Bahan pembuatan Kapal	pilih salah satu " Kayu/ fiber/ kayu lapis fiber/ metal/

	lainnya				
4 Tahun Pembangunan/Pembuatan	Merujuk pada dokumen resmi atau keterangan				
	pemilik kapal/kapten				
	- Nama pemilik sesuai dengan dokumen.				
5. Nama Pemilik Kapal	- Jika nama pada dokumen tidak sama dengan				
	pemilik sekarang maka tuliskan "Nama pemilik				
	Cantumkan alamat nemilik kanal (Kabunaten dan				
6. Alamat Lengkap Pemilik Kapal	Provinsi)				
7. No.Hp Pemilik Kapal					
8. Jumlah ABK	jumlah kru kapal (tidak termasuk kapten)				
9. Nama Supplier	Supplier bisa perorangan atau badan usaha				
10. Jenis Alat Tangkap	isi sesuai dengan pilihan yang tersedia di form				
	Jika ada atau diketahui baik dari dokumen resmi atau				
11. Daerah penangkapan ikan	keterangan kapten, dalam WPP atau disebutkan				
	nama perairannya				
	bisa pelabuhan perikanan resmi atau tempat				
12. Pelabuhan Pangkalan	pendaratan tradisional. Sebutkan nama				
	pelabunannya bisa tampat palabuhan rasmi atau tradisional				
13. Tempat pendaratan ikan	Disa tempat pelabunan resini atau tradisional.				
	Rumpon: lika Kanal selalu melakukan aktivitas				
	penangkapan ikan target utama di Rumpon				
	Tanpa Rumpon: Jika kapal tidak menggunakan				
14. Metode Penangkapan	rumpon dalam aktivitas penangkapan ikan target				
	utama.				
	Campuran: Jika kapal melakukan penangkapan di				
	rumpon dan tanpa rumpon				
15 Anggota Kelomnok Fair trade	apakah nelayan atau pemilik kapal tergabung dalam				
	kelompok Fair Trade.				
B. Informasi Kapten					
1. Nama Kapten	Nama sesuai KTP,				
2. Pengalaman	Tahun kalahinan kartan				
	Nomer HD/ Talpan kapten, lika kapten tidak pupya				
4 Nomor HP/Teln	hisa mencantumkan nomor istri anak atau orang				
	terdekat				
5. Alamat	cantumkan kabupaten dan provinsi				
C. Dimensi kapal					
	informasi untuk poin 1 - 6 bisa dilihat pada dokumen				
1 Daniang	pas kecil. Jika kapal tidak memiliki dokumen maka				
	data bisa dilengkapi dengan melakukan pengukuran				
	sendiri atau berdasarkan keterangan kapten				
2. Panjang Keseluruhan (Length Overall)					
3. Lebar					
4. Kedalaman					
5. Tonase Kotor (Gross Tonnage)					

D. Informasi Mesin				
	Mesin Luar : misalnya mesin tempel, ketinting atau			
1. Jenis Mesin	bisa dibongkar pasang.			
	Mesin dalam: mesin terpasang tetap pada kapal.			
	Daya mesin dalam satuan PK/HP. Jika kapal memiliki			
2. Daya Mesin	lebih dari satu mesin yang terpasang pada kapal			
	maka besar daya adalah penjumlahannya.			
3. Merek mesin	Misal: Yamaha, Hinda dll			
E. Surat Ukur	Pas kecil untuk kapal < 7 GT, Pas Besar > 7 GT			
E DAS Kanal	informasi harus merujuk pada dokumen PAS			
г. РАЗ кара	Kecil/Pas Besar.			
1. Nomor Registrasi /Tanda pas kecil/ Tanda				
Selar				
2. Tempat Penerbitan/ diterbitkan oleh	Masa berlaku dokumen			
	SIPI = Surat Izin Penangkapan Ikan untuk kapal >5GT			
	SIKPI = Surat Izi Kapal Pengangkut Ikan			
2 Valid campai	BPKP = Bukti Pencatatan kapal perikanan			
5. Valiu Sallipal	atau di beberapa daerah dinamakan TDKP = Tanda			
	Daftar Kapal perikanan			
	BPKP atau TDKP untuk kapal <5GT			
G Surat Izin Penangkanan (SIPI/SIKPI/BPKP)	informasi harus merujuk pada dokumen resmi			
	SIPI/SIKPI/BPKP			
1 Nomor	informasi harus merujuk pada dokumen resmi			
	SIPI/SIKPI/BPKP			
2. Tempat Penerbitan/ diterbitkan oleh	Masa berlaku dokumen			
3 Valid sampai	Informasi harus merujuk pada dokumen resmi yaitu			
	BKP = Buku Kapal Perikanan			
H. Buku Kapal Perikanan (BKP)				
1. Tanda Kapal Perikanan				
2. Tempat Penerbitan/ diterbitkan oleh				
3. Valid sampai	Jika Memiliki VMS. Berlaku untuk kapal >30GT			
I. Alat Pemantau kapal VMS (>30GT)	Nama sesuai KTP,			
1. Nomor SKAT				
2. Tanggal aktivasi				
J. Pendaftaran Kapal Lainnya				
1. No IMO (>10 GT)				
2. No AP2HI				

# **4.Vessel registration**

The form in Section 3 is used to collect data from all vessels in sites where MDPI is active. Once all details have been recorded in the excel file and documents have been verified, the vessels can be registered with various national and international vessel registration systems. This section describes the process for registering a vessel with: a) the I-Fish system, b) RVIA and c) the Proactive Vessel Registry.

## a) Standard Operating Procedure for registering with I-Fish

There are two methods of uploading vessel data into the I-Fish VIC system: either individually (Method 1) or using an excel spreadsheet (Method 2). The excel spreadsheet is used for uploading multiple vessels from a new site at the same time and also for downloading vessel data into an excel file. Once vessel data is uploaded NA-users can request to edit the data if they realise any changes in the field (Request Edit Process).

## Method 1 – Add new vessel individually

## Step 1 – log in to the VIC system

To register a vessel in the I-Fish VIC system, users must first be granted I-Fish access details. Users can login using the I-Fish login details to access the VIC dashboard (Figure 1). The page can be found from this link: <u>http://ifish.id/apps/vic/index.php/main</u>.

Please Sign In   VIC	Admin
Username ifish	
Password ifish	
Remember Me	
Login	

Figure 1. I-Fish VIC system login page.

#### Step 2 - add a new vessel

Once logged-in, users can check the current list of registered vessels by clicking on 'Vessel -> Semua Kapal' in the menu tab to the left of the screen. If a new vessel is to be added, the user should click on the button 'Tambah Data Kapal' (Figure 2). Users can search for a specific vessel or vessels with a specific criteria using the Search bar on the top right of the list (Figure 2).

😧 VIC SYSTE	M E	Ξ.											2	> 101
Contras, Victoria, Contras,													▲ Tatvhule D	inta Kagari
<b>d</b>	-	Serra	e Cada Yaqaqi Vi	C Hox BDM							-			
Leal Charlottik Magnal		Shore	10 [4] and	rhea								Search	1.	
🖬 Nazata	¥-													
Genus Kapel				10000	and a		Parara 1	1.1		200	1000	10000		
C Reading and			sic .	Pastonillar	A324	1917 Londbad	0.0% pro	0.00	Ana	Taxestar Taxestar	Not. Totologie	Ukanse	Pontsegenas	Maxie
		۰	635361001	MTB- Sjalishan Bandele Takar	a, tettele	714	e :	3	¥.	4	1	100	2101	Bean Dalare
		1	Ltaretar				52024/0447							
		10	ind Charl Tarr	(pe bud			Klemana (2015-03	-118						
		44	1.0				Deal Report	10	and the second					
	-		222				0	ý.		(1)		0		G

Figure 2. List of registered vessels.

The list of data points found in the original data collection form (Table ) now appear on screen. Data points highlighted in red must be completed before the vessel can be submitted and verified (Figure 3). Some data points will have drop down lists or tick boxes from which the user can chose the relevant information. The user must click *Next* to move on to the next page of the data collection form until the last page is complete.

Pith Lanard Periodiaan (*)		Tuhun Pembangunan	
- Dahar Pili -	*		
Nama Rapelity		Jens Beam	
		- Diahan Pilin	
Name Raper Sebelumiye Lifka addi		Bert Berth	
facularia int		Developing m	
	160ar		
Panjang Kasaluruhan (; 54)		Jumiah ABK	
	160ar		
inter-		Janis Alef Tengkey	
	1429	- Siahan Pilitr	
latan		Geersh Penenglapan kan	
	169	B1999-40 273	
Brans Tammage (*)		1000-00 TO	
		INTERNET IN	
tel Tunnape		INTERNE TO	
Banan Ulama (Y)			
- Distan Pill -	×		
		Pulatudan Pengkalan	
		Industry Personal score	
		- Elahan Pilin	

Figure 3. Add new vessel User Add new Vessel

### Step 3 – Verification

When data for registering the new vessel is submitted by a NA-user, the data will be stored in '*Vessel -> Kapal Temporary*', found through the menu on the left hand side of the screen (Figure 4). The vessel data must be approved by an Administrator user before it is assigned a VIC.

4	Term	ray Pers	gure Dep hase Y	C Market	£1.											
4 E	Show	-												Search		
		- 1	1 1.0200 Persistant	Factor	Traine Int	Parking Amerikashan G.Coli per	ider 20	0.000 31	Server -	ner berage	italaan Maraa	) Talian Paninanganjat	iner Rece	(Delt Bases	train prot	
al fanonsky	0	-	initia Landado Terrer	'nere i	un.	4		¥7	-10	к.	i and	•			310	•
		-	Sature Periodalation	Name Name	Parsang shi	Parquing Surrentations (2.5%) (m)	ister Re	Talan M	Şerviş Keraşe	far Terrape	Bahari Ularia	Tanan Pendangatian	dons. Massie	Marrie Married	fique (Dec)	Jumiah NDH
	0.00	in the f	et l'aritim													

Figure 4: Vessel data stored in 'Kapal Temporary' until approval by Administrator.

## Method 2 – Excel spreadsheet upload and download

Administrator users can upload vessel data using the excel spreadsheets. In the menu sidebar, follow 'Vessels -> Eksport Data Kapal dari File Excell', and click on the blue button 'Upload File Excell' (Figure 5). NA-users can also download the vessel data to an excel file.

۲	VIC SYSTEM	=
GE	Welcome, VIC_admin	Lupload File Excell
*	Home 🗸	Upload Vessel
Last	Statistik Kapal 🗸 🗸	Described formed the second homoview in description in the band is the optical bandwidths will be second and the second
m	Vessels 🛩	convinces format me excer terminean in dergan cara tapar, care opries terminear me ancer means menn opriese yang tersete
ł	Semua Kapal	
	Kapal Temporary	
	Export Data Kapel dari File Excell	

Figure 5. Upload data in excel spreadsheet and download data in excel spreadsheet.

## **Request Edit Process**

NA-users can not edit the vessel data without approval and verification from an Administrator user. NA-users must choose '*Request Edit*' for the chosen vessel in the vessel list (Figure 6). This will send a notification to the Administrator user that someone is requesting permission to edit a vessel. The NA-user can track the status of their vessel edit request at the bottom of the page (Figure 7).

VIC Pentana	en Najad	Parqueig	(LIDA) (HI)	Lebar 399	Detam 3ml	Gens Timugé	fiel gargage	Bahan Shama	Tetan Pombariganan	Jantin Marate	Marth Masters
EEEELORA GATE - Catomer Catomer	AL 547.000	9.67		92) 94)	÷	4	×	figur,	2913	Mair Delan	30401010-00047500
10 Norther		4000	1.001							les.	
Anto Den (Tangpé Vold)		Kare -	eta / 2016-03-04		et frank						
latue					9(ALT 31	2) 1 APPROLS		() 11116 SESU	iOi.	(A) NATING PG	11.15H
an ata		Art a	ng kathar dana isi ha	e (inagai at	4						
ana arta:		Anta	ng kuntan dana Arta		10	4		1''			

Dientry Oleh / Tanggal Input :	Kaimana / 2016-08-04			
Action:	Detail Waiting Approve	Download PDF		
Status:	1) REQUEST EDIT	2 WAITING APPROVE	3 EDITING SESSION	4 WAITING PUBLISH
Extra info:	And any further details here (im	ages etc)		

Figure 7. The status displayed as 'Waiting For Approval'

Once the Administrator user has approved the NA-user to edit, the NA-user will get a notification and have access to enter the new data for a vessel. The user must choose finish edit to inform administrator to review it (Figure 8). Once the new vessel data is verified and approved by Administrator, it will appear in the updated verified vessel list (Figure 9).

VIC Number	520301/001		
Dientry Oleh (Tanggal Ingul	Kalmana / 2018/68-64		
Adlon	Detail Editing Sessore	Instituti	
Riatus	REQUEST EDIT	(3) WAITING APPROVE	(+) WAITING PUBLISH
Edra inte	And any further details here ilmage	and and the second s	

Figure 8. After Administrator gives approval, the NA-user can edit the vessel data.

VIC Nomber	520301/001			
Dientry Dietr / Terggel Input:	Kaimana / 2016-09-04			
Wallow	Densil (Walking Public)	oninin Port.		
Sului	() REQUERT EDIT	Z WAITING APPROVE	(3) ESITING BESSION	
Esta mia	And any further occasis here (image	e attă		

Figure 9. After the NA-user is finished updating the vessel data, the status will change to 'waiting publish' until Administrator approves the changes.

## b) Standard Operating Procedure for registering with R-VIA

R-VIA is the national Record of Vessels Authorized to Fish for Tuna, Skipjack Tuna and Neritic Tuna within Indonesia Archipelagic and Territorial Waters and EEZ Waters. This section describes registering a vessel in the I-Fish database with the R-VIA system (Figure 10).



Figure 10. General process for registering a vessel with RVIA and assigning an RVIA number (data in 2 in Figure x is conducted by the system).

## Step 1 – Log in and site description.

Log in to the R-VIA online database from the website (<u>http://rvia.kkp.go.id/login</u>, Figure 11). MDPI has an account to enter data to R-VIA. Currently login and password details are kept by Supply Chain Department. Once logged in, you can navigate the menu on the left to find the page you need. 'Dashboard' in the top left corner (red circle, Figure 11) directs you to the statistics page, with graphs and reports about the vessels (i.e. by WPP, gear, issuing province). To see a list of vessels registered in the system, click 'Vessels' in the top left corner (green circle, Figure 11). If there are any problems during data entry, you can contact the R-VIA team directly through the R-VIA Help Centre (bottom right corner, blue circle, Figure 11).



Figure 11. Log in page for the R-VIA system.

## Step 2 – Vessel data entry.

Click on 'Vessels' in the top left corner. There are two ways to enter data: manual entry or import from an excel file. With either data entry option, the vessel data can be saved but will not receive an R-VIA number until the 'Request R-VIA Number' button has been clicked. Prior to receiving an R-VIA number, all data for a vessel can be edited by the operator (i.e. MDPI). However, after receiving the R-VIA number, the operator must make a request to Admin to edit the data.

**Manual Entry:** To add individual vessels manually, click on the relevant vessel category in the top right corner (Figure 12). The options are '<10GT' and '10-30GT'.

	C D Maxepigold	adminit vetaevan i u_us	ol"acasel-wor						
0	R-VIA					N.	×	CARL DATA KAPA	e 0
0	Admin i Vessel i Oleh 9	vogguna / Table		1. Mar	ual entry click here	C+ Territién supel < 10.6	Carrie	nh Kaguil 15-30 C	T D Cope
(iii	🎟 Table Data Ka	pal Oleh Pengguna							
	Vezzetx	plus umuk mengakaes	fungs) edit atau	entak data kapul					18
	Semue Kniegori (< 30 GT)							Stow / N	de calumns.
	10-30-07							-	
	Disewah 10 GT	essel - Category	Gross tonnage	Fishingpermit validity from	Fishingpermit validity to	Fishingpermit issued province	Fishingper	mit issued city	Call sign
	Import data kapal dari File	Aut can'et		0000.00.00	0000-00-00				
	Estei	2. import da	ita from exci	er nie click nere	0000-00-00				

Figure 12. Location of where to choose for manual entry (1) and excel file entry (2).

For entering data on vessels <10GT, there are seven sections to complete (A-E and G-H, Figure 13):

- A (Data Kapal): must be completed for all vessels <10 GT
- B (Buku Kapal): can be empty if the vessel does not have "Buku Kapal"
- C (Bukti Pencatatan): completed for vessels <5GT based on BPKP
- D (Surat Ijin): must be completed for vessel ≥ 5 GT based on SIPI
- E (Pejabat): can be left empty. It is for operator from Government (DKP)
- G (Foto Kapal): voluntary completion (if photos of the vessel are available)

- H (Arsip digital): must be completed. At the moment still voluntary Once data for a vessel is completed, click submit data.

VIA		8	CHETURYA KOON
nen i kanal i Jillendi (007 i Tariba	1		E E
Dibawab 19GT   Entry	Data	(	nie Date .
O Bete Rappel O Buder August	B bat feedales () Sealine () Postal	Charles O any light	
-			
Core of the land of the land			
Data Kepat		For sector between 7+10 GT	
Nami Katal		Tanda AwggKer	
Parta Cano © 1755 August 5 117 Sea energy season serve permiti lagual			
	baungis piliting	Tempen Hendaltarian	
Torson Rotor	The second secon	Temper Hendeltacan Tembe Salar	
Tanaa Katar Tanaa Katar	And and a second s	Terger Installation	
Tireson Kotor Tireson Barnhy Ferging 104	Arrow same - Sitt transmusikation same     arrow arr	Temper Pendatanan Tempa Seler	



For entering data on vessels 10-30GT, there are seven sections to complete (A-B and D-H, Figure 14):

- A (Data Kapal): must be completed for all vessels 10 30 GT
- B (Buku Kapal): can be empty if the vessel does not have "Buku Kapal"
- D (Surat Ijin): must be completed for vessel ≥ 5 GT based on SIPI
- E (Pejabat): can be left empty. It is for operator from Government (DKP)
- F(VMS): must be completed if the vessel has a VMS
- G (Foto Kapal): voluntary completion (if photos of vessel are available)

- H (Arsip digital): must be completed. At the moment still voluntary

Once data for a vessel is completed, click submit data.

€ → C () relakkp.go.id/admin/verset/mic	delle/create		R( <
🖗 R-VIA			CIICONTANNA Q B
O Advers - Verser - NO 2001 - Tarttan		/	The second se
ar E 10-30GT   Entry Date		(	Sleimiit Data
The Data Rand	O land up O Factor O Will O	Fere Kanal	
C men paper	Contract Contract Contract Contract	Less and Consider	
Data Kapili (Pertyubungen Ca	uų -		
Data Kapal		Tanda Register	
Norma Hagial		Tarida Hanggilah	
	O Umak lagar - 5 UT bita menggamikan nama pemilik kapal	Tempat Pendaffarien	
Torsen, Kotor	0	Tanta Selar	
Yangan Berain	*		
Pargang LOA			

Figure 14. The tab menu with the seven sections to be completed for vessels 10-30GT.

**Excel file entry:** When registering more than one vessel, the data can be imported using an excel file. However, uploading vessel documents and photos will still require one by one through manual entry. To import data using the excel file, click on 'Import Data Kapal dari File Excel' from the 'Vessel' dropdown menu (arrow 1, Figure 15). Download the excel file template (arrow 2, Figure 15). Complete the excel file with the required vessel data. Once the excel file is completed upload to the R-VIA system by clicking on the 'Upload File Excel' button (arrow 3, Figure 15).

-	+ C 🗋 rvia.kkp.go.id/	dmin/vessel/import		9
0	R-VIA 🧧	*	CARI DATA KARAL	٩
0	Duta Vessi - Import Exal		-	_
1.11		Z Download Format Excel	1 Upload File I	Excel
@	THERE.	bemat für escel. Perhatikan petanjak pernakalan pada stiert "Patunjuk Pemakalan" ynog tersedia 6 dalam file.	432	e -
	18-30-67	kaglal darf excel		
	Drivwish 10-07 Import data kapal dari Pila	ser 5 Lai Jame dan ini dangan data kapal. Lalu spinad Kembali file ekcel melalui menu upload yang tersedia.		
	Excel			

Figure 15. The location for importing with excel file (1), the excel file template for download (2), the button to use when uploading completed excel files (3).

The R-VIA system will automatically verify the data and give a notification as to how many vessels were successfully uploaded (green circle, Figure 16) and how many failed (red circle, Figure 16). The system will ask if you want to try re-load the failed vessels or if you want to continue with the successful vessels only (Figure 16). After selecting 'Continue' the system will give an updated notification to inform how many vessels were successfully uploaded to the system.



Figure 16. Notification of how many successful and failed vessel uploads using the excel file.

## Step 3 – Editing and requesting R-VIA numbers

Click on the notification icon in the top left corner (arrow one, Figure 17). All vessels successfully uploaded will be listed in 'Approved Edit Request'. If you wish to edit a vessel, click 'Edit' underneath the vessel name (arrow 2, Figure 17). If the data for a vessel was uploaded using the excel file option, the vessel photos and documents must be uploaded individually. Once you have finished editing the vessel data, click 'Finish – Request R-VIA Number' (arrow 3, Figure 17). The RVIA Admin with conduct the final verification and approval and assign an RVIA number to the vessel.

					× chilo
Approved Edit Request (278)					+ Tambah Kapal Dib
204.0637.2736.08					
AKBAR RAZAK ( rgodroubditzeei org )	۸L				
Tall Tools - New and This Sector	3	a sub span and again.			
2916.44 99.0233.34	1				
(A MALD VAHOLU ( ngo@subithasel.org )		Fishingpermit velidity fram	Fubingpermit validity to	Fishingpermit issued province	Fishingpermit issued city
file family despress this teacher		2014-10-14	2015-10-15	NUSA TENGGARA TIMUR	KOTA KUPANG
KMN AR KEMBALI 02 ( ngodisubditzeel.org )		0000-00-00	0000-00-00		
Life Firith - Sequent IMA Namber		1005-00-00	0000-00-00		
	1	0000-00-00	0000-00-00		
	-	0000-00-00	0000-00-00		
Comparison 1					

Figure 17. The buttons for editing individual vessel data.

The Operator can check the status of each vessel. Enter the vessel name in the search box and if the vessel is registered it will appear on the screen. The Operator can check the vessel data and download a copy of the vessel data to a PDF file (Figure 18).

	• a		Search v	essel name			
£.	Name of vessel +	Gross tonnage	Fishingpermit validity from	Fishingpermit validity to	Fishingpermit issued province	Fishingpermit issued city	Registration small pi
0	WAMRUGUT 4	1	0000-00-00	0000-00-00			OKP KAE, BURU
•	WAMRUGUT 5	31	0000-00-00	0000-00-00	1		OKP KAEL BURU
NAM	ia kapal		WAN	RUGUT 5   BELUM ADA NO	MORIRVIA Vessel d	loes not have an RVIA	A Number yet
DIEN	TRY OLEH/PADA		NGOIS	SUBDITZEELORG / 2016-04	25 07:09:46		
AKS)		IDETAIL	i interestation de la constation de la const	HT CHE	QUEST DELETE	UNDUH POF	
				Constant I have been a second as a second			
			Fibidari 1	COLUMN .			
EDIT	TSTATUS	O REQUEST				TING TO PUBLISH	
EDIT	VAMIFUGUT 6	O REQUEST	EDIT  OCCD-00-00	COOC-OC-OD		TING TO PUBLISH	DKP KAEL BURD
EDIT	VIAMINUGUT 6	REQUEST	EDIT / @ WAITING EDI	TAPPROVAL / C E COOC-DC-DD WAARUGUT 6   R-VIA-OP	orting session O with	INGTO PUBLICK	CKP KAB, BURU

Figure 18. Searching for a vessel in the database and checking RVIA number.

### c) Standard Operating Procedure for registering with the PVR

As mentioned in the introduction, the Proactive Vessel Registry (PVR) is a tool for vessels to publically and transparently highlight their commitments and progress towards implementing sustainable practices in their fishery. All tuna-targeting vessels can be registered with the PVR, with a requirement that all purse seine vessels wishing to register must first be registered with the ISSF record of Large-Scale Purse Seine Vessels. To be officially registered on the PVR, MRAG Americas conducts an audit scheme, verifying publically available data and documents supplemented with field site visits when necessary.

There are a number of steps involved in registering a vessel to the PVR (Figure 19). In addition to the submission of data outlined in the MDPI data collection form (section 2), the vessel documents must be verified. For Indonesian vessels, this refers to the Surat Izin Penangkapan Ikan (SIPI), Bukti Pencatatan Kapal Perikanan (BPKP), Pas Kecil, Pas Besar, Surat Ukur Kapal, Surat Keterangan Kecakapan (SKK) and the Surat Keterangan Aktivasi Transmiter (SKAT). Each captain must complete a short training to ensure understanding on sustainability issues and must commit to a no shark finning policy. Once the collected data and documents are checked and cross referenced with the physical vessel the data is submitted to the relevant industry association (in the case of MDPI data was submitted to Asosiasi Perikanan Pole and Line dan Handline Indonesia, AP2HI). A temporary vessel sticker is issued for each vessel (Figure 20). These stickers should be attached to the vessel so they are visible and not easily damaged/removed. The vessels also receive a registration number from the association. Verification reports are created and submitted to the relevant companies. Captains must sign and display a code of conduct for responsible fisheries on their vessel. Once this is completed the data is submitted to ISSF.

Once submitted to ISSF, each vessel will undergo a third-party auditing scheme to verify the documents and compliance with PVR requirements. Once the vessel has successfully passed the audit, it will receive a permanent vessel identifier sticker from ISSF. The data will be updated regularly. ISSF will publish the list of verified vessels on the website (<u>http://iss-foundation.org/knowledge-tools/databases/proactive-vessel-register/</u>).

20



NAMA KAPAL RINDU NOMOR REGISTRASE 103/HL/NFI/AP2HI



www.ap2hi.org



# 5.Uploading completed port sampling forms to I-Fish using the VIC system

Field staff should upload port sampled data using the VIC system whenever possible. Steps 1 – 5 below detail the process of uploading data to I-Fish using the VIC system. When uploading a port sampling form using the VIC system is not possible (for example, because it is a new vessel and it is not yet registered in the system) the vessel information should be recorded into I-Fish and a VIC assigned for future use (more information in Section 4a).

### Step 1 – Location of data uploading section on I-Fish website

Once users have logged in to the I-Fish website, click on 'Database' from the menu at the top of the screen (Figure 21). On the 'Database' page there will be a section for uploading port sampling forms. Click 'Upload Template File Protokol Sampling Integrasi VIC'.



Figure 21. Location on I-Fish website for uploading using VIC system.

## Step 2 – Uploading port sampling forms (three options)

There are three options for uploading port sampling data to the I-Fish system:

1. Upload port sampling with VIC Number

- 2. Upload port sampling without VIC Number
- Upload port sampling without VIC Number, (specifically for Maluku province and small vessels, i.e. <1GT)</li>

## Option 1. Upload port sampling with VIC Number

On the 'VIC Port Sampling Upload Page', please select the landing site, the company name and the vessel name. The other data fields should fill automatically based on these three choices (Figure 22). If the vessel data that appears matches with the vessel data in the port sampling form, upload the excel form ('Choose File') and click the 'Process' button.

Pilih Landing Site	NTB - Labuhan Lombok Timur	
Pilih Perusahaan	UD: Baura	
Pilih Vesel	AL FATIR	
VIC Number	520301/001	
Nama Kapal	AL FATIR	
Fanjang Kapal	11.5	
Sahan Kapal	Kayu.	
GT Kapal	4	
9K Kapal	30+24	
enia Mesin	Mesin Dalam	
umlah ABK	6	
Upload Excell Sampling	Choose File   520301_151011_1401.sls	

## VIC Port Sampling Upload Page

Figure 22. Uploading page when the vessel has a VIC number.

## Option 2. Uploading port sampling form without a VIC number

If the vessel does not have a VIC number, upload the form without selecting a landing site, company name and vessel name (Figure 23).

# VIC Port Sampling Upload Page

Pilih Landing Site	No Data	
Pilih Perusahaan	No Data	×
Pilih Vesel	No Data	×
Upload Excell Sampling	Choose File 520301_151011_1401.xls	
Process		

Figure 23. Uploading page when the vessel does not have a VIC number.

When uploading a vessel without a VIC number, the I-Fish system will check the vessel data in the uploading file with existing vessel data. If there is a potential match, the I-Fish system will suggest using the vessel in the I-Fish database (Figure 24). The user can check the suggested vessel data with the vessel data in the uploading form and if satisfied that it is the same vessel, the user can upload using the VIC from the suggested vessel ('Pilih', Figure 24). If the suggested vessel data does not match the vessel data in the port sampling form, the user can click 'Tidak ada VIC! Create VIC Review' (Figure 24).

mar 2	TABLE ADDA AND COLUMNS OF ADDA	Data Vessel Untuk Direview
AL FATIX (525307/001)		
ALIF IMNAN (\$2590/082)	$\sim$	
07.4 Anapole, 14 Alexandro (1997) Alexandro (1997)	( <u> </u> )	Sugestion Box
GARAH KEMBALI DA (S2000/J013)		
AMANDALIKA JAWA 2 (520301/504)		
INNY SALZARLAN (SZEREVER)		

Figure 24. Suggestion box for when I-Fish finds a potential vessel match for the vessel in the uploading form.

If the I-Fish system cannot find a potential vessel match in the existing vessel data, the new vessel must be submitted for review and VIC allocation. The port sampling data for

this vessel will be stored in a Temporary folder (not in the I-Fish database). Users must complete basic information about the new vessel (Figure 25) before the port sampling data is submitted to the Temporary folder. The port sampling data will only be uploaded to the I-Fish database when the vessel data has been reviewed by the VIC Admin and a VIC number has been assigned.

	BUATWE REVEW	
or the Group Citize		
	Affective Level Series	
	Resultate	
NAME OF TAXABLE PARTY OF TAXABLE PARTY.	(1) Berg	
	Rate Rapit	4 * 2
	16	
	Repairing Ravel (27)	
	12	
	Ranjang Kapal (m)	
E farm (Spancern		
F1L mappin (25030/0425	- Address (ed.)	
problem states, and a community	jumbali Awak	
AND AL MAR ANY A 2 (1200 M THE		
ANN SALZARINAN (SZERITATION)	These Ages	
the second se		
4 30 0 0 4 3 4 3 4 3 4 3 4 3 4 3 4 3 4 3	and below	
Article Space		

Figure 25. The vessel data to be submitted for review for a new vessel.

## Option 3. Uploading without a VIC number (special case for Maluku, small vessels)

Data submission in Maluku province is possible without a VIC number and without submitting the vessel for review. This exception is because of the conditions in Maluku province, i.e. small vessels (1GT), one day fishing trips and current conditions with the vessel registration. When uploading a port sampling form from Maluku, the I-Fish system will search through existing vessel data to find a match with the vessel data to be uploaded. If there is a match, the user can choose to use this vessel and VIC for uploading the port sampling form ('Pilih', green circle Figure 26). If there is no match, the user can click 'Tidak Ada! Upload Langsung' (pink circle Figure 26). The user can then upload the port sampling form directly to the I-Fish database without using the VIC number. The minimum data requirements for uploading to I-Fish is vessel name.

	TIDAK ADA I UPLOAD LANGSUNG
	Infol Apakah ada diantara data ViC berikut init ?.
WAEPLABUNG 1 (810403/001)	
GT: 1 PANJANG: 8.64 PK: 15 ABK: BAHAN: Fiber	PLIF
WAEPLABUNG 2 (810403/003)	
WAEPLABUNG 3 (810403/005)	

Figure 26. Page for uploading using suggested vessel or uploading directly (special case Maluku).

6. Appendix I – Examples of all documentation required for registration Example 1: Surat Izin Penangkapan Ikan (SIPI)



## Example 2: Bukti Pencatatan Kapal Perikanan (BPKP)

PEMERINT	AH KABUPATE	N HALMAHERA SELATAN DAN PERIKANAN
	LAB	UHA
A Reput	Randaung No S Labuha	Email aftehalselmaigmail.com
BUKT	PENCATATAN	KAPAL PERIKANAN
N	O: 523.411 / 59 - II	I / BPKP ~ HS / 2015
		2
NAMA PER	USAHAN	REFERENSI
Rama pemilik : Buang M Alamat : Desa Lels : Kec. Mas : Kab. Halt	uhamad dinli Selatan mahara Selatan	Surat Permononan Pererbitan Surat Bukti Pencatatan Kapal Perikanan Tanggal : 13 MARET 2015
IDENTITAL	KAPAL	JENIS REGIATAN /ALAT PENANGKAPA
NAMA KAPAL : PMN, AL TANDA PAS : -	ENA OI	PENANCIKAPAN IKAN / HAND LINE
SPESIFIKA	H KAPAL	DAERAH PENANGKAPAN
MESIN PENDGERAK TAHUN PEMBANGUNAN TONASE KOTOR :- UKURAN KAPAL : 08,7	WERO 1115 (: 2014 5 X 1,15 X 80	PELABUHAN PANGRALAN
CATAT HPKP IN MERUPAN	AN BIRGY BARU	MASA BERLARU REAM TANGGAL (3) MARET 2015 EMERATORNOLAL TANGGAL (2) MARET 2016
		Labuha, LA MARET 2015
BUKTI PENCATATAN I	CAPAL PERIKANAN	A.N. Kepalai Xn - Kelautandan Perikana
DENGAN STRAT HIM	INAMA PERSONALIA	Reputs Setol Communication dan Durinte
(53.3	The second second second	15/ 20
		BURANAL ARDARI & PLAT



### Example 4: PAS Besar.

							0	
							10	
		DAC	-				S	
		PAS	BE	SAR	RE	PUBLI	K IND TOTS	
	Di	lerbitkan berdas	arkan	ketentuan F	asal so		M	
		rennenhub No	nor Ph	1 13 Tahun	2012		A	
ing bertanda tang	an di bawah	KEPALA KAN'	OR KE	SYAHBANDA	RAN DAN	OTORI	TAS	
enyatakan bahwa	KAPAL MO	TOR PENANGKA	PIKAN	Margananian				
NAMA KA	PAL	TANDA		TEMPAT			115 700	
DIOSKURI 4A		PANGGILAN	PE	NDAFTARAN	TAI	IDA PE	NDAFTARA	
		YE 9683		SORONG	2008 MMj		j Na. 764/ N	
LIKUDAN DA		TONASE KO	TOP	TOWNER				
UKURAN P X L X D (M)		(GT)	TOR TONASE E		) PI		TAHUN EMBANGUNAN	
25,47 x 5,60	x 2,75	87		26		and a	2004	
PENGGERAK			RAHA	NUTAMA	IL IN AL	ALL T	JUMLAH	
UTAMA	MERE	K TK/KW	KAPAL C		GELAC	DAK BALING		
MESIN	YUCHAI	, 280 PK	FIBI	RGLASS	SATU		SATU	
(epada seluruh p nereka yang be lan muatannya se tan perjanjian-perj	ejabat yang t rsangkutan suai dengan k anjian dengan	erwenang dan j berkewajiban setentuan peratu negara-negara k	bejaba supay ran per tin.	t-pejabat Ri a memper undang-und	epublik I lakukan langan F	ndone nakh lepubli	sia maupu oda kapa k Indonesia	
			Diterbit	kan di 🗧 sc	RONG			
Jidaftarkan dalam			20/12 19	nonal : 28	IANUARI.	2015		
tegister Pas besar u	- waancone	-	ada la	nggal : 28	JANUARI	2015		
lo, Urul	SOP SORC	ING	Ar	MENTERI	PERHU	BUNG	AN	
lo, Urut Io, Halaman Tuku Register	i KSOP SORC 297 99 2	ING	Ar	MENTERI MENTERI CANTOR K CARTAS PEL	PERHU	BUNG/	AN AN DAN NG	
to, Urut to, Halaman tuku Register	297 99 2	ING	Ar Ar	MENTERI	PERHUI ARUTIAN	2015 BUNG/ NDAR SORO	AN AN DAN NG	
to, Urut Io, Halaman Suku Register	5 KSOP SORC 297 99 2	ING	Ar Hiteraction Hiteraction Hiteraction Hiteraction Hiteraction Hiteraction	MENTERI		2015 BUNG/ NDAR SORO	AN AN DAN NG	
to, Urut to, Halaman Buku Register	1 KSOP SORC 297 99 2	ING	Ar Ar Hitter Construction of the second seco	nggal 28 MENTERI KANTOR K OUT AS PE WILLE WILLE WILLE WILLE WILLE WILLE		2015 BUNG/ NDAR SORO	AN AN DAN NG	
to, Urut No, Halaman Buku Register TANDA SELAR : GT.	i KSOP SORG 297 99 2 87 No. 760/ MMj	ING	Ar Ar HEROP	nggal 28 MENTERI KANTOR K GUITAS PE WILLE PEMBID NIP. 19601	ANUARI PERHUI ABUHAN M JARYI (A D. 1 (J 213 19650	2015 BUNG/ NDAR SORO	AN AN DAN NG	
vo, Unit No, Halaman Buku Register TANDA SELAR : GT. PUP 6 No. 14.449899	i - KSOP SORG 297 99 2 87 No. 760/ MMj	ING	Arterory	MENTERI KANTOR K DEPTAS PE WILLE PEMBIN NIP. 19601	PERHUI PERHUI ESYAHDA ABUHAN M JIARY IA D. 1 (1 213 19650	2015 BUNG/ NDAR SORO	AN AN DAN NG	
40, Urut No, Halaman Buku Register TANDA SELAR : GT. PUP 6 No. 14.449899	i KSOP SORC 297 99 2 87 No. 760/ MMj	ING	Ar A	nggal 28 n. MENTERI KANTOR K DUIT NS PE WILLE PEMBIN NIP. 19601	PERHUI PERHUI ABUTIAN M. JIARY M. JIARY 213 19650	2015 BUNG/ NDAR SORO	AN AN DAN NG	
No, Unit No, Halaman Buku Register TANDA SELAR : GT. PUP 6 No. 14.449899	1 KSOP SORG 297 99 2	ING	Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar Ar A	nggal 28 n. MENTERI KANTOR K OWIT AS PER WILLE WILLE WILLE WILLE WILLE	PERHUI PERHUI ARUITAN M. JARY XA TA 1(1 213 19650	2015 BUNG/ NDAR SORO	AN AN DAN NG	

## Example 5: Surat Ukur Kapal.

				REPU	BLIK INDONESIA	
	SURA'	T - UK	UR			
C.	CARA PENGUKU	RAN DAL	M NEG	ERI		
-	No6	13/1010				
				" ADRIES	SAYAWG W	
				Eks		
Pelabuhan Pendafiaran	Jonis Kapal	P	Tanda anggilan	Digorakkan oleh Mesin atau Layar	Bahan	
ANDON	NELAYAH		-	MESIN	FIBRE	
Tempst dan tanggal	Na	Nomor Galangan				
	JULIANUS	DI DESA	-			
Keterangan Alat Penggerak	Jumiah baling-baling	Jumlat	Jumlah Jumlah geladak		Jumiah tiang	
YANMAR, 255 HP	1 (SATU)	1 (SAT	0)	1 (SATU)	1 (SATU)	
	UKURAN	N-UKURAN	POKOK		and the second	
atau bagiar LEBAR : adalah jara kapal pada	sobelah atas dari Ri ik mendatar diukur a tempat yang terbesa	imbat tetap : intara kedua : r, tidak terma	sisi luar l suk pisur	kulit lambung 1g pisang :		
DALAM : adalah jara lunas dala melintang	k dari bagian sebelah im sampai bagian l kapal yang ditarik m	bawah dari g bawah gelad elalui kedua	ading dat uk atau sisi utas l	sar di samping sampai garis Rimbat tetap :	1,70 mete	
	TONASE	KAPAL ADA	LAH			
	TONASE	KOTOR :	-= 25			
	TONASE	BERSIH :	- 13	2 =	-	
Dengan ini diterangkan Dit. Jen. Perhubungan Le	bahwa isi kapal ini aut No. PY.67/1/13-9	telah ditentu 10 tanggal 6 0	kan sesu Distober 1	ai ketentuan-keter 1990	1998	
Nomor dan tanggal pengesal	han AL: 40/5/18	A AMAXXXX	ANA USA	97 mz guru	-	
Dikeluarkan di	ANBON		. Tanggal	and a second second	thousan a mile	
E TO T HOP		-	AN. ME	U.B	NGAN	
TANDA SELAR :		10 ADW	IN ISTR	ATOR PELABUR	AN AMBON	
Dipasang pada : DIM	DIRG. DEPAN. RU	ARG		AP / TTD		
					A CONTRACTOR OF A CONTRACTOR OFTA CONTRACTOR O	
KEMUDI MELINTANG	SEBELAH LUAR		apt. S	TENTION. HA	DI. 3H	

Example 6: Surat Keterangan Kecakapan (SKK)

NOMOR URUT :4/2.TIH - 1994 --SURAT KETERANGAN KECAKAPAN SEBAGAI TERMAKTUB DALAM PASAL 111 (4) PERATURAN KAPAL 1935 (LEMBARAN NEGARA No. 344) and a Pegawai Pengawasan Kapal d TULEHU Syahbandar bersama ini menérangkan, bahwa seorang bernama arang bernama MARKUS, SIAHAT Nahkoda Nahkoda Kepala Kamar Mecin dikapal Motor hingga pencabutan kembali, sebagai sampai dengan Saparua - Seram Barat Bagian Selatan dan sekitarnya ------asal kapal itu bergerak dalam jarak tidak lebih dari 60 mil laut dari daratan yang terdekat. Telah diuji pada tanggal Tulehu 3 Desembe Diberikan untuk rangkap ...... di ...TULEHU .... Tanggal ...5...Desember 19 94 ... NIP. 120028499 Pegawai Pengawasan Kapal Syahbandar Potret dan can jempol kanan SUKUR 3.8. NIP. 120082418 Dari pemegang surat keterangan ini Rangkap ketiga dari surat ketarangan ini dikirimkan ke Jawatan Pelayaran pada tanggai ..... LIHAT SEBELAH CONTOH : 0.K - 32

#### Example 7: Surat Keterangan Aktivasi Transmiter (SKAT)



### 7. References

- Flothmann, S., von Kistowski, K., Dolan, E., Lee, E., Meere, F., Album, G., 2010. Closing Loopholes Getting Illegal Fishing Under Control Lack of Compliance Among Port States Regional Focus of Port State Measures. Sci. express, Policy Forum 1–4.
- IOTC, 2015. Resolution 15/04 concerning thee IOTC record of vessels authorised to operate in the IOTC area of competence.
- Sodik, D.M., 2009. IUU Fishing and Indonesia's Legal Framework for Vessel Registration and Fishing Vessel Licensing. Ocean Dev. Int. Law 40, 249–267. doi:10.1080/00908320903076797
- WCPFC, 2014. Standards, specifications and procedures for the Western and Central Pacific Fisheries Commission record of fishing vessels - Conservation Management Measures 2014-03.
- WCPFC, 2013. Conservation and management measure for the WCPFC implementation of a Unique Vessel Identifier (UVI) - Conservation Management Measures 2013-04.