

First TUFMAN Training Workshop (TTW-1)

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Session 7.1

Licensing and the

National Fleet in TUFMAN

DEFINITIONS AND THE DIFFERENCE BETWEEN THE TWO

What exactly are we referring to when we talk about licensing and the national fleet in TUFMAN?
Here are some basic definitions:

- **Licensing:** Refers to the authority to fish in a countries EEZ, for a pre-determined time period or for a single trip. Licenses are generally issued under a formal agreement with the operating company or association,
- **National Fleet:** Refers to all of the vessels that are flagged as national vessels, i.e. they have the flag of the relevant flag-state.

Differences Between the Two

As implied in the definitions above, a license refers to an actual license to fish, for a fixed period of time or a single trip, with a set of predefined rules. A typical example of this is a license for a foreign vessel that allows it for fish for a year in the EEZ. If the vessel wants to fish again the next year then it has to apply for another license which has its own number and is a distinct agreement. Foreign and joint venture vessels are straight-forward, domestic vessels are somewhat different and may or may not have a license to fish, since simply being registered might be enough to give them authority to fish in the EEZ.

For the national fleet, there is no license, the only thing that might exist is the document of registration, and these are not managed in TUFMAN. Nor will all vessels necessarily have such a document, for example domestic vessels may not be internationally registered at all but are considered to be in the national fleet due to their home base and area of activity, since they would rarely fish outside of the zone.

So that is the main difference, licenses refer to actual, legal documents giving authority to fish, and these are generally entered into TUFMAN. Licenses however can be issued by the country itself, or could be issued under a regional arrangement, such as the FSM arrangement and US Treaty. In TUFMAN the license must be issued under an agreement, whereas the national fleet entries are stand-alone and have no such requirement.

There is really no link between licensing and the national fleet. In your database you may have:

- Vessels licensed but not in the national fleet (e.g. foreign flagged vessels)
- Vessels in the national fleet that are not licensed (e.g. vessels flagged to your country that don't fish in your waters, or domestic vessels where no license is issued)
- Vessels in the national fleet that also have a license, such as joint venture vessels or domestic vessels with a license.

HOW THEY ARE USED IN TUFMAN

These lists are very important in TUFMAN and are not only used for issuing of licenses for example, so it is essential to have the correct, and complete, information in TUFMAN.

Licensing

Licensing in TUFMAN has the following purposes:

- Issuing of the licenses and license certificates
- Generation of licensing revenue reports
- Used in the generation of catch and effort reports, primarily for activity in the EEZ
- Used in the VDS management module, where vessel days are distributed to agreements and days used assigned to agreements by linked the VMS data to a license.

In particular, the generation of catch and effort reports is sensitive to the licensing data. With most of the catch and effort reports (except for the national fleet reports), the report is generated only from logsheets that are linked to a license. This means that if a vessel's license is not entered, or the dates are wrong or there is some other problem, then the catch from that vessel will not be included in the report. It is therefore vital to have the licensing information correct, complete, and linked to the logsheets to get the correct catch and effort figures from these reports.

Similarly, the revenue reports will only be correct if the fees and payments have been correctly, and completely, entered (this is covered in another section of the training workshop).

For the VDS module, if the license is missing or incorrectly entered then VDS days used, calculated from VMS data, will show as being 'unlicensed'.

National Fleet

The national fleet in TUFMAN has the following purposes:

- Maintaining a list of vessels in the national fleet
- Used in the generation of catch and effort reports for the national fleet
- Used for the special WCPFC reports

For the national fleet catch and effort reports and WCPFC reports, logsheets and other data will only be used if they are linked to a national fleet record. In other words if a national fleet vessel is not in the TUFMAN national fleet list, or the dates are wrong, or there is some other problem, then that vessel's catch will not be included in the report and the report figures will be wrong.

The national fleet is therefore a very important list, since it is this list that is used to generate the reports to fulfil the regional reporting obligations to the WCPFC and other regional bodies. These data may be used in other ways as well, such as generation of the annual catch estimates by SPC, so incorrect data will have many consequences that could adversely affect your country or even the region.

REGIONAL LICENSES

The regional arrangements such as US Treaty and FSM Arrangement are a special case of licensing since they are not licenses managed directly by each country. This means that you do not need to enter the license, collect and enter fees, or issue the license certificate. It is therefore optional as to whether or not you want these to be in TUFMAN, but there are effects of having and not having them in TUFMAN that you need to be aware of:

If they are entered into TUFMAN:

- They will need a special 'license profile' that allows the existing license number to be entered
- All of the vessels and agreement need to be entered as well
- No fees or payments need to be entered
- These licenses will be included in licensing summaries produced by TUFMAN licensing reporting
- If the logsheets are entered then they will be included in the reports as well
- The VDS 'days used' for these vessels will be calculated in the VDS management module and assigned to the relevant agreement, so this need to be taken into account.

If they are not entered into TUFMAN:

- The catch from these vessels needs to be obtained from the relevant authority
- The VDS 'days used' for these vessels will be calculated in the VDS management module and will show as 'unlicensed'.