

PSMA WORKSHOP OF ATLAFCO

23-24 JUNE, 2025

RABAT, MOROCCO

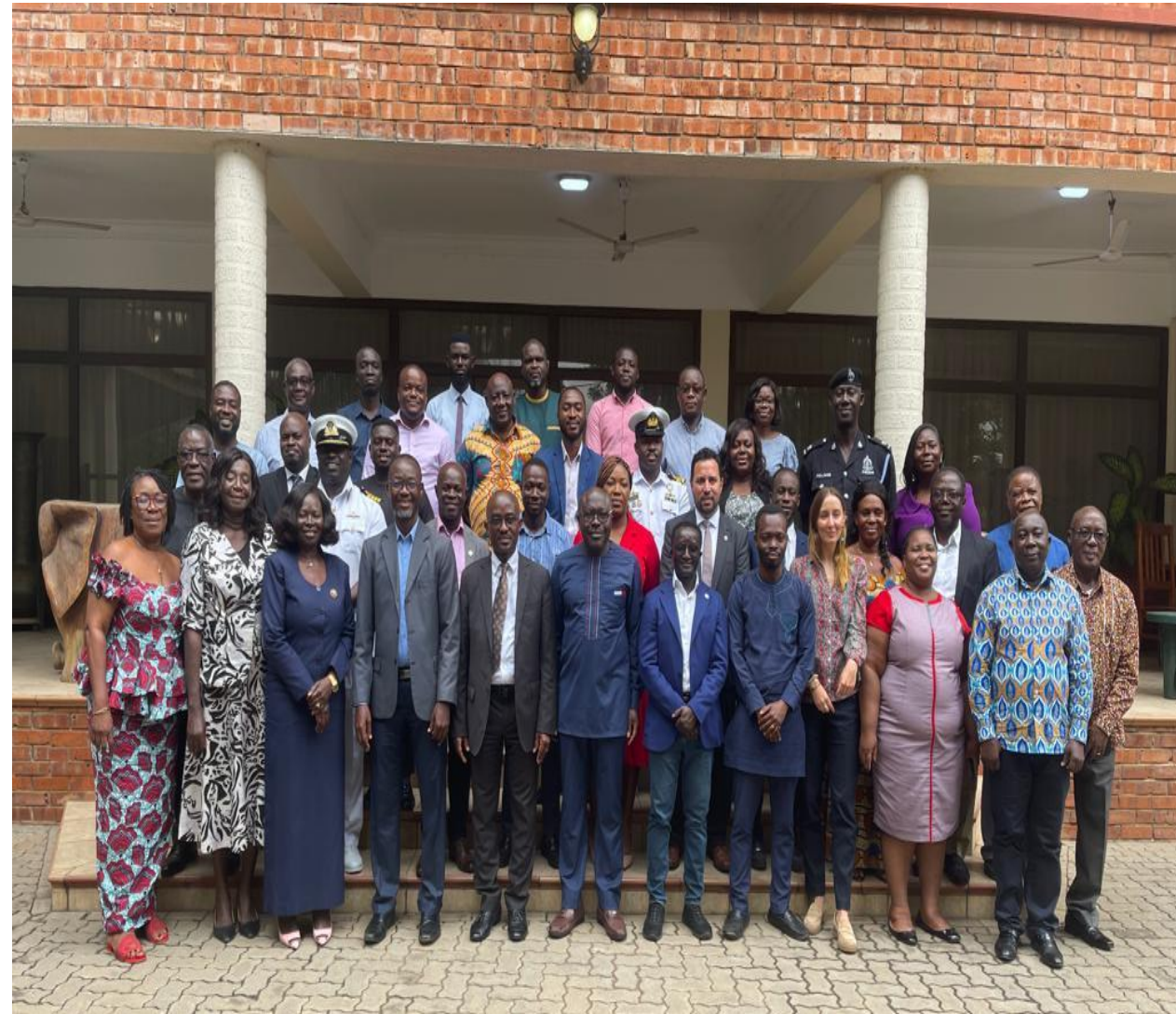
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PSMA STAKEHOLDER WORKSHOP



Introduction

Ghana's experience in implementing the Port State Measures Agreement (PSMA) reflects a comprehensive, multi-agency, and technically supported approach that is setting a regional example within West Africa.

Port State Measures Agreement (PSMA)

- PSMA formally came into force on **5th June 2016**. Ghana ratified.
- Ghana reviewed fisheries regulations to incorporate and implement the Port State Measures Agreement (PSMA).
- Ghana implemented a multi-agency Port State Measures to stop illegally caught fish, illegal fishing vessels and illegal operators entering Ghanaian ports and operating in Ghanaian waters.
- Food and Agriculture Organization (FAO) and Fisheries Committee for the West Central Gulf of Guinea (FCWC) provided several training workshops to improve FEU personnel's skills in checking, inspecting and taking action against illegal activities.

Standard Operating Procedures (SOPs)

- Ghana has developed high-standard SOPs for conducting risk assessments and inspections of fishing vessels requesting port access.
- These SOPs were created through a series of workshops and field-testing involving fisheries inspectors and other agencies, with technical support from partners such as Stop Illegal Fishing (SIF), the West Africa Task Force (WATF), and Global Fishing Watch (GFW).
- The SOPs were validated in late 2024 and are intended as a model for other countries in the Fisheries Committee for the West Central Gulf of Guinea (FCWC) region.

Technical Assistance and Capacity Building

- Ghana has benefited from ongoing technical assistance missions, including mentoring and coaching of fisheries officers in applying the SOPs.
- This support has helped integrate PSMA procedures into routine Monitoring, Control, and Surveillance (MCS) operations.
- Training has emphasized intelligence-led, risk-based fisheries port controls, including pre-port entry analysis and vessel inspections.

Legal and Regulatory Framework

Ghana has aligned its national legal framework with PSMA requirements.

This includes the on-going amendments to the 2014 Fisheries Act and the development of the PSMA Regulations 2024 (L.I. 2499) that govern port access by foreign fishing vessels.

Stakeholder consultations have been funded and supported by the FAO's Fourth PSMA Global Capacity Development Programme to ensure comprehensive legal and institutional readiness.

Practical Implementation and Lessons Learned

- Ghana's designated ports, Tema and Takoradi, have operationalized PSMA measures, including the inspection of foreign-flagged fishing vessels.
- The experience gained has highlighted the importance of inter-agency cooperation, information sharing, and the use of technological tools such as Vessel Viewer for vessel history and activity analysis.
- Ghana's experience has underscored the need for anchoring PSMA activities in the operational realities of the ports and continuous remote support to maintain and enhance capacity.

Global Information Exchange System (GIES)

Ghana is uploading inspection reports unto the Global Information Exchange System (GIES) a key indicator of Ghana's commitment to the implementation of the PSMA.

AGENCIES INVOLVED IN PSMA (PORT TASK FORCE)

- Fisheries Commission (LEAD AGENCY)
- Ghana Ports and Harbour Authority
- Ghana Maritime Authority
- Ghana Immigration Service
- Ghana Police (Marine)
- Ghana Navy
- Port Health
- Attorney General's office (Legal)
- Other Relevant Stakeholders

DESIGNATED PORTS

- Tema
- Takoradi
- About 72 import vessels called to Port in 2024 and were accordingly inspected:
 - Reefers with imported fish
 - Tuna from foreign vessels for Tuna Processing Factories in Ghana

Processes involved

- The Captain of the vessel sends an Advanced Request for Port Entry (AREP) to the Monitoring, Control and Surveillance Division (MCSD) of the Fisheries Commission within 48 to 36 hours prior to arrival date
- The Risk assessment team assesses the accompanied documents to ensure no illegally caught fish is landed at port
- If no illegality is found, the vessel is **allowed port entry** for further inspection upon arrival
- If the risk level is high, the vessel could be **allowed port entry** but **denied port services** until further inspection proves there is no illegality.
- On the other hand, the vessel could be **denied port entry** if it is proven that the imported fish is illegally caught or the catching vessel is IUU blacklisted.

Some Documents to be provided

- Ship particulars
- Crew list
- Port of Call list
- International tonnage certificate
- Captain and Chief Engineers' Certificates
- License of fishing vessel
- Operational license of the Reefer vessel
- Bill of Lading
- Mate Receipt
- Statement of Fact
- Cargo Manifest
- Cargo in transit
- Hatch plan
- Hatch Temperature
- Transshipment authorization
- Import Permit
- Customs Declaration
- Others

INSPECTION OF A REEFER VESSEL AT TEMA PORT DURING A WORKSHOP



SUMMARY

Ghana's PSMA implementation is characterized by:

- Strong inter-agency collaboration and stakeholder involvement.
- Development and validation of SOPs tailored to national and regional contexts.
- Continuous technical assistance and capacity building with international partners.
- Legal reforms to integrate PSMA obligations into national law.
- Practical, intelligence-led port inspections and risk assessments.
- Serving as a regional model for other West African countries in the FCWC.

This comprehensive approach has positioned Ghana as a leader in PSMA implementation in West Africa, with its experience serving as a replicable model for neighbouring countries aiming to combat Illegal, Unreported, and Unregulated (IUU) fishing effectively.

FEW CHALLENGES

- Adherence to 48 to 72 hours of prior notice of arrival (AREP)
- Delayance in providing some requested documents
- Non Translation of some official documents into English Language

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THANK YOU