

**DEVELOPMENT OF NATIONAL AND LOCAL GOVERNMENT  
FISHERIES REGISTRATION AND LICENSING FRAMEWORKS  
FOR THE PHILIPPINES<sup>1</sup>**

**REGISTRATION AND LICENSING FRAMEWORK  
FOR THE COMMERCIAL CAPTURE FISHERIES SECTOR  
OF THE PHILIPPINES<sup>2</sup>**

Implementation of the Fisheries Improved for Sustainable Harvest Project  
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## ACRONYMS

<i>AFP</i>	Armed Forces of the Philippines
<i>AO</i>	Administrative Order
<i>BFAR</i>	Bureau of Fisheries and Aquatic Resources
<i>CFVGL</i>	Commercial Fishing Vessel and Gear License
<i>CFVL</i>	Commercial Fishing Vessel License
<i>CGL</i>	Commercial Gear License
<i>CI</i>	Certificate of Inspection
<i>CL</i>	Coastwise License
<i>CO</i>	Certificate of Ownership
<i>CoC</i>	Certificate of Clearance
<i>CRM</i>	Coastal Resources Management
<i>CTC</i>	Community Tax Certificate
<i>CVR</i>	Certificate of Vessel Registry
<i>DA</i>	Department of Agriculture
<i>DAO</i>	Department Administrative Order
<i>DAP</i>	Development Academy of the Philippines
<i>DBM</i>	Department of Budget and Management
<i>DENR</i>	Department of Environment and Natural Resources
<i>DND</i>	Department of National Defense
<i>DOJ</i>	Department of Justice
<i>DOTC</i>	Department of Transportation and Communications
<i>EEZ</i>	Exclusive Economic Zone
<i>EO</i>	Executive Order
<i>FAO</i>	Fisheries Administrative Order
<i>FIMC</i>	Fisheries Information Management System
<i>FISH Project</i>	Fisheries Improved for Sustainable Harvests
<i>FRMP</i>	Fisheries Resources Management Program
<i>GT</i>	Gross Tons
<i>IEC</i>	Information, Education and Communication
<i>IMO</i>	International Maritime Organization
<i>IRR</i>	Implementing Rules and Regulations
<i>ITQ</i>	Individual Transferable Quota
<i>LGC</i>	Local Government Code
<i>LGU</i>	Local Government Unit
<i>MARINA</i>	Maritime Industry Authority
<i>MC</i>	Memorandum Circular
<i>MCS</i>	Monitoring, Control and Surveillance
<i>MEY</i>	Maximum Economic Yield
<i>MMC</i>	Marina Memorandum Circular
<i>MO</i>	Memorandum Order
<i>MOA</i>	Memorandum of Agreement
<i>MSMC</i>	Minimum Safe Manning Certificate
<i>MSY</i>	Maximum Sustainable Yield
<i>NGO</i>	Nongovernment Organization
<i>NSAP</i>	National Stock Assessment Program
<i>NTC</i>	National Telecommunications Commission

<i>OECD</i>	Organization for Economic Cooperation and Development
<i>OR</i>	Official Receipt
<i>PCG</i>	Philippine Coast Guard
<i>PD</i>	Presidential Decree
<i>PN</i>	Philippine Navy
<i>PNP-MARIG</i>	Philippine National Police - Maritime Group
<i>PO</i>	Peoples Organization
<i>RA</i>	Republic Act
<i>SEC</i>	Securities and Exchange Commission
<i>SOLAS</i>	Safety of Life at Sea
<i>TAC</i>	Total Allowable Catch
<i>VSD</i>	Vessel Safety Departure

## Chapter I

### Introduction

The Philippines has been using regulatory measures in fisheries management such as registration and licensing since 1932. Hard historical facts, however, show that such measures have failed to address overfishing<sup>3</sup> and excess capacity in capture fisheries. A number of legislations have been enacted, several mechanisms have been employed and many institutions have been reformed and created yet Philippine fisheries have, for the most part, remained free-for-all.

Current policies embodied in the Fisheries Code (Republic Act [RA] 8550) and the Local Government Code (RA 7160) appear adequate to address the problems of open-access through registration and licensing and limited entry in the commercial and municipal fisheries sectors. Other provisions also include regulatory and economic instruments to “fine-tune” basic registration and licensing schemes. However, the review<sup>4</sup> of the implementation of these provisions has remained largely wanting with the absence of corresponding enabling ordinances from local government units (LGUs) and Fisheries Administrative Orders from the Bureau of Fisheries and Aquatic Resources. Where enabling legal issuances exist, enforcement has been generally weak.

The registration and licensing framework for the commercial fisheries sector aims to address various objectives (as will be discussed in Chapters 3 and 4) through the implementation of the relevant provisions of RA 8550. The framework draws heavily from the current procedures and past studies and / or assessments as well as from the recommendations of various stakeholders. To respond to all objectives of registration and licensing as indicated by the stakeholders, this document identifies and discusses supplementary schemes. These include the imposition of input controls, mainly through limited entry as well as economic instruments such as adjustments in license fees. Output controls such as the imposition of a total allowable catch (TAC) are also discussed. Finally, this document provides a timeframe for the implementation of the revisions of the registration and licensing schemes.

Developments in the fisheries sector show an increasing trend among large-scale commercial fishing vessels to exploit fisheries outside Philippine waters. To facilitate access by the domestic fishing fleet into these waters, the government and the private sector have entered into access agreements with other countries, either bilaterally or multilaterally. In particular, fisheries agreements have been established with several countries for various purposes. Agreements have been signed with Indonesia, Brunei, China and Peru for technical and scientific cooperation. Other access agreements in the pipeline include those with Malaysia, Palau and Thailand. Some of the large commercial fishing vessels still operate in Philippine waters from time and time, while there are those that operate exclusively outside Philippine waters. It is noted that the Philippine

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<sup>3</sup> Based on stock assessment studies of Silvestre and Pauly (1985) and Dalzell et al. (1987), Philippine demersal and pelagic stocks have been overfished as early as 1984 / 1985.

<sup>4</sup> REECS, Inc. (2004).

distant-water fishing fleet may be considered a different category but these are still subject to registration and licensing domestically and therefore covered by the framework outlined in this document. It is recognized though that government support for their operations outside Philippine waters is imperative to the development of the fishing industry. The opportunities presented by bilateral and multilateral agreements are recognized in providing opportunities for Philippine commercial fishing vessels.

The development of this framework went through a process of consolidation and consultations with major stakeholder groups in the fisheries sector. A multidisciplinary team consisting of social and biophysical scientists and legal experts facilitated consultations and consolidation. A Technical Working Group consisting of representatives of key stakeholders in the commercial fisheries sector was mobilized to provide direction to the team and to review draft reports. The current registration and licensing procedures for the commercial fisheries sector was first assessed. In addition, best practices and lessons learned by other countries in designing and implementing fisheries licensing schemes were reviewed. Small-group discussions by sector, as well as multi-stakeholder consultations were held to draw inputs and reactions, and seek consensus to the features of the scheme. A separate team undertook its review and facilitated the consultations to arrive at the final framework.

## Chapter II

### Review of Current Commercial Fisheries Registration and Licensing in the Philippines and Lessons from Other Countries

#### 2.1 Current Commercial Fisheries Registration Scheme

Registration in commercial fisheries covers the three major components of the fishing unit, the vessel, the gear and the crew. The vessel and crew are required to be registered with the Maritime Industry Authority (MARINA) (Table 1), while the gear is required to be registered with the Bureau of Fisheries and Aquatic Resources. Since the main objective of MARINA is to ensure safety of the vessels at sea, only the sea worthiness of the vessel and the competence and capabilities of the crew are required to be included in and certified during the registration process. The gear is more relevant for BFAR, whereby fisheries management is its main concern. Details of the current licensing scheme of BFAR are provided in the succeeding section.

There are two major government agencies involved in registering a vessel for fishing operations: the MARINA and the Philippine Coast Guard (PCG). Both the MARINA and PCG have regional offices for registration of vessels, gear and fishers outside Metro Manila. Currently, there are 15 MARINA regional and subregional offices that have been set up to assist in fishing vessel registration:

**Table 1. Regional Offices of MARINA as of November 2004.**

Location	Regions / Provinces Covered
San Fernando, La Union	Regions 1 and 2
Manila	NCR, Region 3 and Cavite
Batangas	Region 4 (except Palawan and Cavite)
Palawan (district office)	Palawan
Legaspi, Albay	Region 5
Iloilo	Region 6
Cebu	Region 7
Tacloban, Leyte	Region 8
Zamboanga	Region 9
Cagayan de Oro	Region 10
Davao	Region 11
Cotabato	Region 12 (except General Santos)
General Santos (district office)	General Santos
Surigao (district office)	Region 13
Sulu	ARMM

Although all regions of the country are covered by MARINA regional and district offices, certain sectors of commercial fishers are still finding difficulty in registering their vessels regularly and efficiently. This is mainly due to the archipelagic nature of the country, and

the fact that there are numerous fishing grounds in areas that are far from the regional centers. There is also the problem of lack of staff in MARINA offices, which causes undue delays in the registration process.

The MARINA issues the Certificate of Ownership (CO) and the Certificate of Vessel Registration (CVR), upon completion of the following requirements by the applicant and payment of the corresponding fees:

- certificate of ad measurement
- skeleton plan of boat
- official receipt (OR) for engine
- certificate of stability
- ship station license (through the National Telecommunications Commission)

MARINA also issues the Minimum Safe Manning Certificate (MSMC), upon inclusion and approval of the following information in the letter of application<sup>5</sup>:

- ship's name
- owner / operator
- ship and rig type
- tonnage and break horsepower
- port of registry
- International Maritime Organization and official numbers
- crew list, including their names, positions and licenses

The CO and CVR are permanent documents. These are changed only when any of the following occurs: (a) change in ownership; (b) alterations in the make of the vessel; and (c) vessel is decommissioned or constructively or totally lost. On the other hand, the MSMC is renewed every 5 years unless during the said period, the vessel has undergone alterations or the fishing vessel will have to operate in international waters for which a new certificate is required.

Upon completion of the CO and CVR, the applicant requests the PCG to certify vessel safety for operation through inspection and issuance of the Certificate of Inspection (CI). The applicant is required to submit the following documents to obtain the CI:

- coastwise license (CL)
- skeleton plan of boat
- OR for engine
- CO / CVR

The CI and CL are renewed annually. Simultaneous with the CI processing, the applicant also registers the Roll Book and Deck / Engine Log Books to be used on-board while the vessel is at sea.

Before every fishing trip, the commercial fishing operator applies for a Vessel Safety Departure from the PCG. The PCG has 10 districts (NCR-Central Luzon, Northern Luzon, Bicol, Southern Tagalog, Central / Eastern Visayas, Western Visayas, Palawan, Northern

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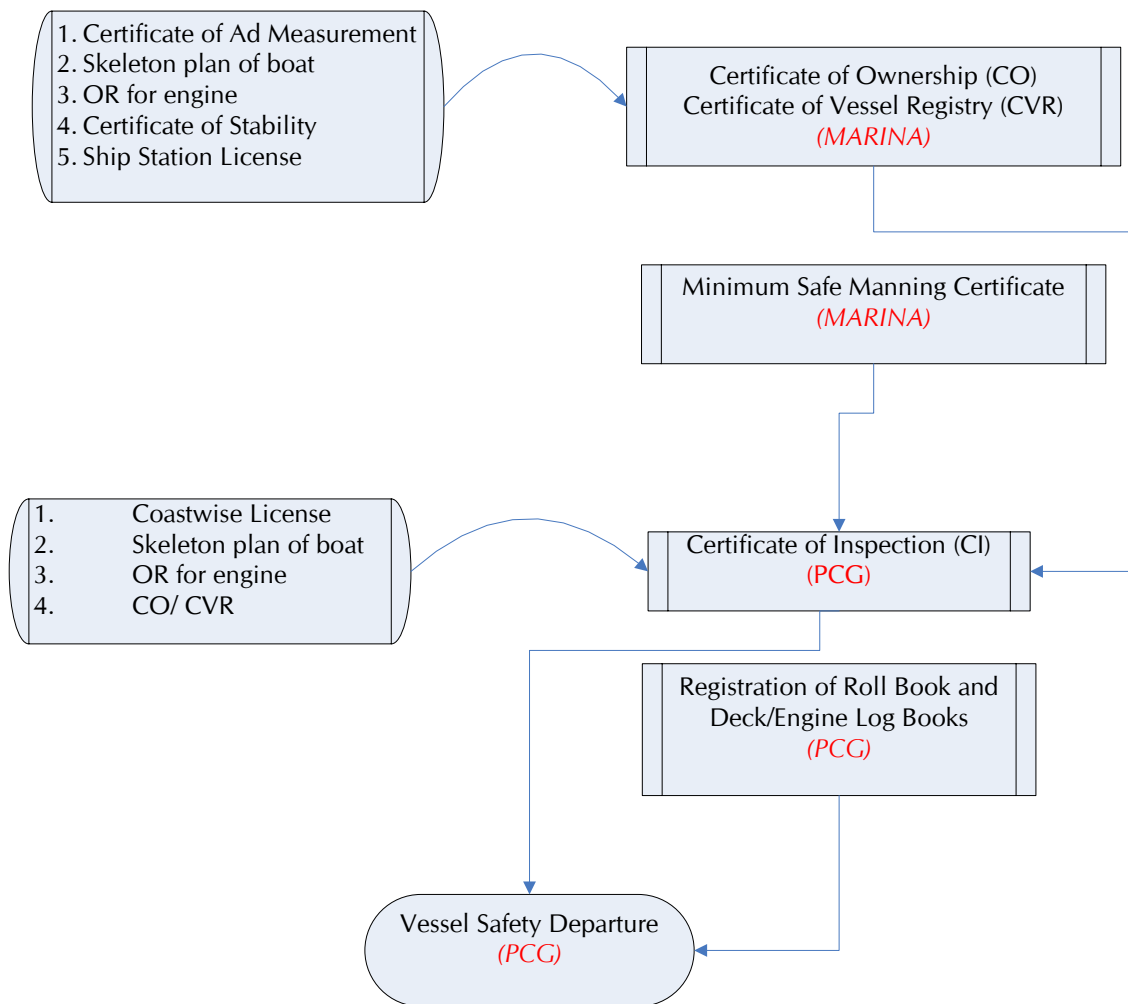
<sup>5</sup> MARINA MC 179, Series 2002.

Mindanao, Southwestern Mindanao and Southeastern Mindanao), 54 stations and 195 detachments all over the country.

With the enactment of the Domestic Shipping Development Act of 2004<sup>6</sup>, MARINA now has the mandate to inspect all vessels and equipment to ensure compliance with safety standards. Unless and until the Implementing Rules and Regulations (IRR) of this most recent law are promulgated, the status quo is maintained.

The above procedure is outlined in Figure 1. The fees paid by the commercial fishing operator are listed in Table 2.

**Figure 1. Flowchart of Registration Procedures for Commercial Fishing Operations.**



<sup>6</sup> Republic Act 9295 "An Act Promoting the Development of Philippine Domestic Shipping, Shipbuilding, Ship Repair and Ship Breaking, Ordaining Reforms in Government Policies Towards Shipping in the Philippines and for Other Purposes", 3 May 2004.

**Table 2. Schedule of Fees in Commercial Fisheries Registration.**

Document	Agency	Duration	Fee (in PhP)	Remarks
Certificate of Ad Measurement	MARINA	Permanent	360 to 4,200	Required to obtain CO and CVR
Skeleton plan of boat	n/a	Permanent	120 per section	
OR for engine	n/a	Permanent	0	
Certificate of stability	MARINA	5 years	240	
Ship station license	NTC	1 year	Depends on radio equipment	
<b>CO</b>	MARINA	Permanent	480 to 2,290	
<b>CVR</b>	MARINA	Permanent	480 to 2,290	
<b>MSMC</b>	MARINA	5 years	100 to 1,500	
CL	PCG	1 year	14 / NT	Required to obtain CI
Skeleton plan of boat	n/a	Permanent	0	
OR for engine	n/a	Permanent	0	
CO / CVR				
<b>CI</b>	PCG	1 year	360	
Registration of roll book and deck engine log books	PCG	Upon filling up of book	240	
<b>Vessel Safety Departure</b>	PCG	Every departure	100	

The certificates issued by MARINA have their corresponding fees, as indicated in the Table 2 above. In 2002, a time and motion study was conducted within the agency to estimate the costs of processing each certificate they issued. From the results of the study, a new schedule of fees was implemented through MMC 183. Thus, the fees for the registration process are based on the principle of cost recovery, with the costs referring to those incurred by the issuing government agency.

## 2.2 Current Commercial Fisheries Licensing Scheme

Licensing in commercial fisheries covers the vessel, the gear and crew, and is undertaken by the BFAR. The BFAR's main mandate is the management of the fisheries sector through licensing. It issues the Commercial Fishing Vessel and Gear License (CFVGL)<sup>7</sup> and the fisher's license through the central office in Manila and regional offices. Both the license for the vessel and the gear are issued every 3 years, but annual fees are required. The final license issued covers both the vessel and the gear. Although legally speaking, a vessel can have more than one type of gear because the process for applying for a gear license is different from that of the vessel license, in practice; most vessels are configured to have only one type of gear. The vessel is usually designed to accommodate a specific type of gear, thus will have technical limitations to use more than one type. The BFAR requires the technical description of both the vessel and the gear, and consequently issues a joint license, mainly for tracking purposes.

<sup>7</sup> Section 26-30, RA 8550; FAO 198.

The following documents are required to obtain a fishing vessel license:

- BFAR application form
- vessel picture (8 x 10, 2 copies)
- proposed fishing ground/s marked on a grid map
- CO, CVR, CI
- SEC registration
- fishing logbook

The requirements for the issuance of the gear license are the following:

- BFAR application form
- drawing of gear design
- OR of CFVL
- OR of Fishing Gear Registration Fee

The requirements for the issuance of a fisher's license are:

- CTC
- 1 x 1 picture, 2 copies
- barangay clearance

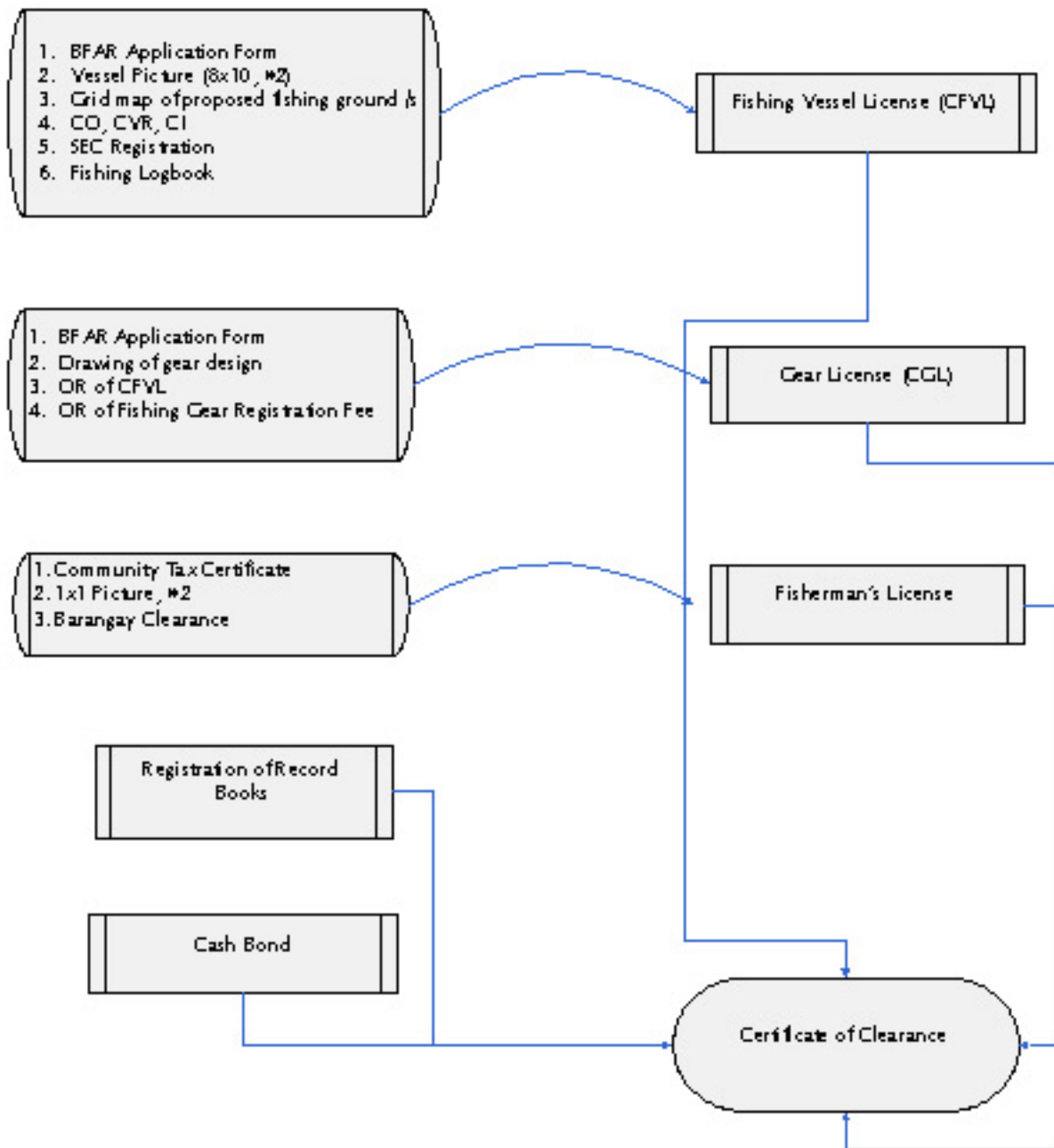
In addition to the above, BFAR requires:

- posting of a cash bond (the amount of which depends on vessel tonnage); and
- registration of record books that should contain a historical account of fish catch data and other pertinent data relevant to fishing operations.

Finally, the BFAR issues a Certificate of Clearance (CoC), which allows the vessel, gear and fisher to proceed with fishing operations. The CoC is issued prior to every fishing trip. A definition of all certificates and documents required for registration and licensing is provided in **Attachment A**.

The above procedure is outlined in Figure 2. The fees paid by the commercial fishing operator are listed in Table 3.

Figure 2. Flowchart of Licensing Procedures for Commercial Fishing Operations



**Table 3. Schedule of Fees in Commercial Fisheries Licensing.**

Document	Agency	Duration	Fee (in PhP)	Remarks
BFAR application form	BFAR		400	Required to obtain CFVL
Vessel picture (8 x 10, #2)	n/a		100	
Grid map of proposed fishing ground/s	n/a			
CO, CVR, CI	MARINA / PCG			
SEC registration	SEC		Depends on size of company	
Fishing logbook	n/a		50	
<b>CFVL</b>	BFAR	3 years, with annual fees	206 to 2,500 + 4/GT	
BFAR application form	BFAR		200	Required to obtain CGL
Drawing of gear design	External BFAR			
OR of CFVL OR of fishing gear registration fee	BFAR			
<b>Gear license (CGL)</b>	BFAR	3 years, with annual fees	200 to 950	
<b>Cash bond</b>	BFAR	1 year	50 to 500	
CTC 1 x 1 picture, #2 Barangay clearance				Required to obtain fisher's license
<b>Fisher's license</b>	BFAR	1 year	40 per fisher	
<b>Registration of record books</b>	BFAR	1 year	50 per book	
<b>CoC</b>	BFAR	Every departure	100	

**Attachment B** contains the following forms required in the current licensing process of BFAR:

- application for commercial fishing vessel license, with appendices and affidavits
- vessel inspection report
- grid map
- gear registration
- fishing gear design
- application for fishing gear license
- CFVGL

### **2.3 Assessment of the Implementation of Registration and Licensing Laws in the Commercial Fisheries Sector**

Many of the prevailing laws relevant to fisheries registration and licensing are embodied in the Philippine Fisheries Code of 1998 and its Implementing Rules and Regulations. Related

Fisheries Administrative Orders are issued as needed by the BFAR in order to implement the provisions of the Code. Basically, registration and licensing are grounded on the fishery policy of limiting access to fishery resources. "Limited access" is defined in the Philippine Fisheries Code of 1998 as "a fishery policy by which a system of equitable resource use and allocation is established by law through fishery rights granting and licensing procedure as provided by this Code."

The Philippine Fisheries Code has been in effect for the past 6 years. It is replete with provisions on how limiting access in the commercial fisheries sector could be achieved.

The most convenient approach to limiting access is to set qualifications or criteria requirements in securing a license. The principle of exclusive use of Philippine fishery resources by Filipino citizens is recognized (Section 2 (b), Section 5, RA 8550), consistent with the provisions of the 1987 Philippine Constitution. Therefore, only Filipino citizens are eligible for commercial fishing vessel license (Section 27, RA 8550).

The issuance of licenses should begin with the availability and / or abundance of the fishery resources, which can be determined if the maximum sustainable yield (MSY) of the major fisheries is estimated. This is the basis upon which the BFAR / Department of Agriculture shall issue such number of licenses and permits for the conduct of fishery activities (Section 7, RA 8550). Said data shall be used to determine the number of licenses to be issued for commercial fishing boats for each major fisheries, major fishing area, by vessel size categories, and by type of fishing gear and corresponding catch quota for each fishing boat. MSY, however, has not been established with reasonable certainty as yet in most, if not all of the major fishing grounds in the country, although overfishing has been established by respected scientists. It may be stated then that the granting of fishing licenses and permits is baseless, if grounded on mere conjecture. In the absence of an estimate of the MSY, the TAC or catch ceiling referred to in Sections 7 and 8 of RA 8550 cannot be established as well. Ongoing stock assessment studies, biological studies and other research studies have yet to be completed and validated. Neither is there best evidence available to provide the basis for granting licenses and permits. In view of the foregoing, no FAO has been issued to provide appropriate guidelines to monitor the number of licenses and permits to be issued.

In mid-2004, DA-BFAR issued FAO 223 declaring a moratorium on the issuance of commercial fishing vessel licenses, not because of confirmed overfishing as mentioned in the Code. DA-BFAR justified the declaration of a moratorium by citing the precautionary principle and the need to maintain the current fishing effort in Philippine waters. (The precautionary principle is provided for in the Code as a basis for issuing fisheries regulations.) Simultaneously, an inventory of the commercial fishing boats, their gears and areas of operation is being conducted to aid DA-BFAR in determining the appropriate number of licenses that it may issue.

Following is a summary table (Table 4) of the status of implementation of key provisions in existing laws for the commercial fisheries sector. A more detailed write-up of this table can be found in this framework's partner document entitled "Development of national and local government fisheries registration and licensing frameworks for the Philippines: Review of literature and documentation of experiences".

**Table 4. Status of Implementation of Key Provisions of Existing Laws for the Commercial Fisheries Sector.**

Registration / Licensing Policy	Relevant Provision of Law	Implementing Guidelines (FAO, MO, MC or any relevant issuance)	Reason for Non-implementation Insights by BFAR of Factors that would Lead to Implementation	Level of Enforcement (for Policies with Implementing Guidelines Only) (from the point of view of BFAR and other enforcement agencies)
<b>Delineation of Municipal Waters</b>	<p>RA 8550, Section 4 [58] (definition of municipal waters)</p> <p>LGC, Section 131 [r] (definition of municipal waters)</p>	DAO 2004-1		<p>Issue of overlapping boundaries.</p> <p>Determination of municipal waters of municipalities with offshore islands is not covered by the DAO.</p> <p>There are already a number of municipalities with offshore islands which have delineated their municipal waters on the basis of DENR's DAO 17, applying the archipelagic doctrine.</p> <p>Municipalities with offshore islands which were not able to have their waters delineated under DAO 17 do not have guidelines for delineation.</p> <p>DAO 2004-1 encompasses coastal areas without offshore islands. The succeeding DAO that will set the guidelines for coastal municipalities with offshore islands is pending until such time that the Department of Justice (DOJ) comes up with its decision on a legal question on the matter.</p>
<b>Limitation on the Number of Licenses to be Issued</b>	RA 8550, Section 7 (access to fishery resources subject to limits of the MSY) Rule 7.4 – 7.5 of IRR	<p>FAO 223, Series 2003 (Moratorium on the Issuance of CFGVL)</p> <p>FAO 223-1, Series 2004</p>	<i>MSY has yet to be established and an accurate national registry of fishing vessels (catch-effort) is yet to be determined.</i>	
<b>Imposition of a moratorium</b>	RA 8550, Section 128 Rule 128.1 of IRR (authorizes DA-BFAR to	FAO 223, Series 2003 (Moratorium on the Issuance of	- same as above-	

	declare a moratorium on the issuance of licenses for fish catcher vessels which operated in identified overfished areas)	CFGVL) FAO 223-1, Series 2004		
<b>TACs</b>	RA 8550, Section 7 (access to fishery resources subject to limits of the MSY) Rule 7.1 of IRR  RA 8550, Section 8 (catch ceiling limitations)	*No FAO on TAC has been enacted yet	TAC has not yet been determined.	
<b>Catch Ceiling Limitations</b>	RA 8550 Section 8 Rule 8.1 – 8.2 of IRR	*No FAO on catch ceiling has been enacted yet.	MSY has not been established.	
<b>Closed Seasons</b>	RA 8550, Section 9 Rule 9.1 – 9.3 of IRR	*No FAO declaring closed season has been enacted after the effectivity of RA 8550	MSY has not been established.  <i>Closed season is difficult to impose considering the multiplicity of fish species being managed.</i>	
<b>License Fees Based on Resource Rent</b>	RA 8550, Section 6	FAO 198, Series 2000 (Rules and Regulations on Commercial Fishing), Section 9		Basis for the license fees is the gross tonnage of the vessel and not resource rent.  Fee for fish caught is not recognized in current licensing / registration schemes.  Fees are most often based on recovery of administrative costs and service expenses.
<b>Area-based Licenses</b>	RA 8550, Section 26 Rule 26.1 of IRR	FAO 198, Section 5 (c)		Applicant for license identifies his proposed fishing area.
	Rule 7.7 (Preferential Allocation of CFVL to large fishing vessels to encourage fishing in the EEZ and beyond.)			The extent of the EEZ should be determined with certainty.  Overlapping claims in EEZ.

	Rule 40.1 – 40.3 of IRR			
<b>Gear Restrictions / Accessories</b>	RA 8550, Sections 6, 29, 44, 88, 89, 90, 92	<p>FAO 84, 1965 (Prohibiting electro-fishing)</p> <p>FAO 122, Series 1977 (Prohibiting the use of <i>pantukos</i> under certain conditions)</p> <p>FAO 155, Series 1986 (Regulating the use of fine-meshed nets)</p> <p>FAO 163, Series 1986 (Prohibiting the operation of muro-ami and kayakas)</p> <p>FAO 164, Series 1987 (R&amp;R for <i>hulbot-hulbot</i>)</p> <p>FAO 188, Series 1993 (R&amp;R for tuna purse seine nets for commercial fishing)</p> <p>FAO 190, Series 1994 (Regulations re: <i>pa-aling</i>)</p> <p>FAO 201, Series 2000 (Ban on fishing with active gear)</p> <p>FAO 203, Series 2000 (Ban on muro-ami)</p>		<p>Gear restriction is regulated outright at the stage where registration and licenses are applied for.</p> <p>Some gears are used without undergoing registration and licensing.</p> <p>Enforcement of gear restrictions is weak.</p> <p>Enforcement agencies and officers lack resources to effectively undertake enforcement activities.</p> <p>Incentives for enforcement agencies and officers are lacking.</p> <p>Apprehension may be undertaken only if fisherfolk is caught in <i>flagrante delicto</i> (i.e., fisherfolk is in actual use of the prohibited gear). This does not apply to fishing through explosives, noxious or poisonous substances or electro-fishing where mere possession of such gear constitute <i>prima facie</i> evidence that the same was used for fishing.</p>

		FAO 204, Series 2000 (Restricting use of superlights)  FAO 222, Series 2003 (Regulations on <i>hulbot-hulbot</i> )		
<b>Limitation of Entry (Specify Specific Scheme, if ever)</b>	RA 8550, Section 23 Rule 23.1 – 23.3 of IRR	*FAO on guidelines on overfishing / criteria for determining overfished area not yet issued.	This shall be based on scientific studies and best available evidence.	
	RA 8550, Section 26	FAO 194, Series 1998 (Moratorium on commercial fishing vessels in Lingayen Gulf)		
	RA 8550, Section 80 (Fishery reserves for exclusive use of government)	FAO 198 Section 25	Basis is best available scientific data.	
	RA 8550, Section 81 (Fish refuge and fish sanctuaries) Rule 81.1	FAO 198, Section 25	Basis is best available scientific data.	
<b>Reportorial Requirements</b>	RA 8550, Section 38 Rule 38.1	FAO 198, Section 22		Not fully implemented.
<b>Fines and Penalties</b>	RA 8550, Sections 86, 89, 90, 92, 93, 95, 101, 103 [a], 104			Imposition of appropriate fines and penalties depends on the successful prosecution of violators. Unfortunately, not all prosecutors and judges have a good grasp of fishery laws, rules and regulations.
<b>Qualifications of Licensees</b>	1987 Constitution, Article XII, Section 2  RA 8550, Sections 2(b) 17, 18, 19, 21, 27	FAO 198 Section 3  LGU Ordinance		Citizenship requirement is strictly imposed. Insofar as juridical entities (i.e., corporations) are concerned, the burden of proving that 60% Filipino ownership is upon said entity.
<b>Incentives</b>	RA 8550, Section 34 (for Municipal and Small-scale Commercial Fisherfolk)  Section 35 (for Commercial		No FAO	

	Fishers to Fish Farther into the EEZ)			
<b>Funds</b>	RA 8550, Section 109 (Municipal Fisheries Grant Fund)  Section 110 (Fishery Loan and Guarantee Fund)  Section 111 (Fishing Vessels Development Fund)  Section 112 (Special Fisheries Science and Appropishtech Fund)			
<b>Criteria for Licensing</b>	Article XII, Section 2, par. 2, 1987 Constitution			Citizenship requirement is strictly imposed. Insofar as juridical entities (i.e., corporations) are concerned, the burden of proving that 60% Filipino ownership is upon said entity.
	RA 8550 Sections 26, 30, 31, 38	FAO 198, Series 2000 FAO 223, Series 2004 FAO 223-1, Series 2004 MMC 110, Series 1995		

	<p>Rule 7.6 (Priority rights of present licensees of CFBL [CFVGL] provided there is no record of violation of terms and conditions of the license)</p> <p>Rule 7.8 (Defining the criteria for granting licenses to small and medium-sized commercial vessels.)</p>		<p>No known extensive evaluation study conducted regarding the technical capability of small and medium commercial fishing vessels to fish beyond municipal waters.</p>	<p>The process of reporting and recording of violations of licenses should be streamlined.</p>
<b>Criteria for Registration</b>	<p>Article XII, Section 2, par. 2, 1987 Constitution</p>			<p>Citizenship requirement is strictly imposed. Insofar as juridical entities (i.e., corporations) are concerned, the burden of proving that 60% Filipino ownership is upon said entity.</p>
	<p>RA 8550, Section 28</p>	<p>MMC 179, Series 2002 (Minimum Safe Manning Certificate) MMC 172, Series 2002 (Pro-poor vessel fees) MMC 90, Series 1994 (Guidelines for vessel registration)</p>		
	<p>RA 9295 (Domestic Shipping Development Act)</p>	<p>*No IRR yet</p>		

<p><b>Monitoring and Enforcement</b></p>	<p>RA 8550, Sections. 14, 65 (k), (n) Rule 14.1 of IRR</p>		<p><i>The Bureau has embarked on monitoring, control and surveillance (MCS) solely depending on its meager resources and in collaboration with specific agencies, such as the PNP-MG and the PCG. The acquired patrol vessels from the Spanish Government through a soft loan have been deployed to critical regions where rampant illegal fishing particularly those by foreign nationals are occurring. Surveillance schemes are being harmonized with the municipalities and EEZ monitoring.</i></p> <p><i>The coordination with the Department of National Defense has not materialized despite several discussions for possible joint MCS as the modernization of the Armed Forces of Philippines fund which the project depended on was never approved and the equipment and assets requested were not delivered. However, the BFAR is continuing talks specifically with the Philippine Navy to harmonize rules of engagement with regard to foreign illegal fishers.</i></p> <p><i>The Department of Foreign Affairs has established the National Committee on Illegal Entrants that deals with foreign intrusions including fishing activities and the BFAR sits in this committee with other concerned agencies.</i></p>
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## 2.4 Lessons from Other Countries

The review and assessment of the experiences in other countries indicate that the registration and licensing of fishing inputs (vessel, gear and the fisher) are necessary but not sufficient in moving open access capture fisheries to sustainable fisheries. Registration and licensing normally precede any effort to rationalize the fishery, which is followed by the implementation of supplementary regulatory and market-based mechanisms to further control fishing effort and eventually harvest the MSY.

In most fisheries even in developed countries, the usual starting point is a situation of biological and economic overfishing. Drastic measures were implemented including the buy-back of fishing vessels, which, though expensive, was the fastest way to reduce fishing effort. Output controls were also implemented through the assignment of individual quotas. An individual quota system, when made transferable, could result in more efficient fishing operations. Fisheries registration and licensing have been essential components of these (e.g., vessel buy-back and individual quota) fisheries management schemes.

Following are some of the lessons learned in instituting registration and licensing schemes for commercial fisheries:

- Vital information is provided through inventory of existing participants in the fishery.

Information characterizing fishing activities, i.e., total number of existing fishers, boats and gears and their specifications, was the necessary and inevitable output and consequence of registration and licensing. This information was vital in determining at the onset how many licenses should be issued; and, who and what should be excluded in the fishing industry. The outputs from fisheries registration provide the starting point of fisheries management and will indicate the extent of reduction in fishing effort.

- Licenses are usually issued to all existing participants prior to the institutionalization of limited entry.

In moving from open access to limited entry, one of the most contentious issues is who among the existing fishers should be given the right to continue participating in the fisheries and who should be denied access. It is usually politically acceptable as a starting point to apply the grandfathering scheme for equity considerations, whereby all current participants, on the basis of their historical right, are given licenses prior to the institutionalization of limited entry. Their licenses are valid so long as they actively participate in fishing but will cease after they leave the fishery either by death, disability or voluntary exit. Control or reduction of fishing effort is done through strategic attrition, controlled replacement and vessel or license buy-backs.

- Regulatory and economic instruments are instituted to move from limited entry to further management.

Restricting entry of new fishers and vessels stops the further expansion of fishing effort. However, over time, existing participants have propensities to increase effort through technological improvements (for example, using larger boats with stronger holds, investing in more powerful engines and staying longer at sea). Thus, controlling effort by putting a cap on the number of participants would not be effective in the long run due to the substitution of inputs that are not restricted. In the long run, the initial gains from a limited entry scheme are dissipated as "effective fishing effort" increases. Hence, a limited entry scheme is linked to a more stringent set of regulatory measures including fishing belts, time and gear restrictions, and catch limits.

OECD experience, however, shows that setting competitive catch limits pushed fishers to rush to fish in order to recover fishing costs and gain some profits. It encouraged fishers to use bigger boats and better technology and work round the clock to get a larger share of the available quota. Thus, competitive catch limits resulted in additional excess capacity, shortened seasons, poor product quality, sporadic availability, and erratic fluctuations in fish landing and profits. Catch limits, which is a form of output control, have emerged to complement input controls.

The individual transferable quota (ITQ) system, a form of output control, is the most complex and advanced form of fisheries management. In an ITQ system, the TAC that usually corresponds to the MSY is allocated to the licensed fishers who are allowed to fish the quota during a pre-specified fishing season. When quotas are freely traded and transferred, this further promotes greater economic efficiency because fishers are able to adjust their quota holdings to match their most efficient operation. Transferability also provides incentives for inefficient fishers to leave the fishery at the same time profit from the sale, lease or mortgage of their quota. It is emphasized that the implementation of an ITQ system, while promising has not been without problems. For instance, in New Zealand, the potential risk of monopolization of the fisheries sector has been tempered by a number of regulatory measures that provide allowances for indigenous fishing communities and recreational fishers and legal limits in quota ownership (OECD 1997).

The applicability of output controls remains a challenge for tropical countries in developing countries due to difficulties in monitoring and enforcement and in the very nature of multi-species and multi-gear fisheries.

- Limited entry schemes require significant investments that could yield significant dividends.

Limiting entry schemes, on its own, require investments in enforcement and monitoring. Considerable investments are necessary if reduction in fishing effort is to be achieved in the shortest possible time through compensation or buy-back schemes. Such complementary schemes have been implemented in developed countries such as Canada through the buy-back of fishing vessels and licenses from current holders. The biggest obstacle to initiating buy-back schemes is the source of funds. Initial investments are

usually provided by governments, which are then recouped when the fishery has sufficiently recovered. Governments, through imposition of taxes, capture part of the rents that licensed fishers realize with the significant increases in catch. Ultimately, buy-back schemes become self-liquidating.

- Acceptance by all participants in the fishery is essential for the success of a limited entry scheme.

Success of any limited entry scheme is determined in large part by the level of sociopolitical acceptance by all sector participants. In most countries, negotiations with fishers were integral in commencing to regulate their activities. The key stakeholders, i.e., the fishers and regulators, agree on the final elements of the limited entry schemes. Fair appeal to tackle disputes was also made integral to the design of regulatory schemes. This presupposes a certain level of organization among the fishers themselves, in order for the government to effectively rally them towards the licensing scheme, at the minimum cost possible.

- Appropriate setting of license fees is effective in providing the right incentives for ensuring fisheries management.

Limited entry schemes in developed countries were almost always coupled with an increase in license fees that reflected resource rents that subsequently accrue to the remaining fishers. The review of successes and failures in licensing schemes implied the effectiveness of pegging license fees at rates that were more market-based, by allowing the government to capture rents partially, to recover at least, part of its investments in fisheries management. It is recognized that rent-based license fees and the potential exit by inefficient fishers from the fishery, would have negative equity consequences but positive economic results. The setting of appropriate license fees requires resource valuation studies that would enable the government to determine the rates that would allow rent to occur, as well how much of that rent is feasible for the government to capture.

In the Philippines, valuation studies have been conducted in the past to estimate resource rents that could be captured partially by increasing license fees to a certain level. Unfortunately, although the studies were commissioned by the Philippine government through fisheries management programs and projects, the results did not translate into actual fee increases. Reasons cited include the lack of political will by the government, as well as strong lobbying by the industry for fees to remain at current levels. The private sector lobby was partially based on the fact that there was lack of trust in government, given the latter's track record in monitoring and prosecution of violators of fisheries laws and regulations. Another reason was the seeming inconsistency and lack of comprehensive laws governing the fisheries sector, which to them should take precedence over raising the levels of license fees.

- Appropriate monitoring and enforcement are absolutely essential for a successful licensing scheme.

All developed countries that have instituted a successful licensing scheme have emphasized the need for proper enforcement and monitoring mechanisms. The failure of limited entry / buyback scheme in Chile was blamed on the lack of proper enforcement and monitoring mechanisms to ensure that the reduction in fishing effort was forthcoming.

One way to ensure that the relevant government agencies would institute necessary monitoring and enforcement mechanisms is to create the proper incentives for them to do so. A portion of the fines and charges collected from violators of rules and regulations could go directly to the budget of the apprehending agency and not to the national treasury. This scheme has been implemented with some level of success in other natural resource sectors.

## Chapter III

### Guiding Principles

The formulation and development of the registration and licensing framework for the commercial fisheries sector are guided by several principles, which are outlined below.

**Working within the Current Legal Framework.** The various laws and statutes affecting the fisheries sector set the legal parameters in the formulation and development of the registration and licensing procedures specified in the succeeding chapters. Foremost among these is the Fisheries Code (Republic Act [RA] 8550) and the Executive Orders, Fisheries Administrative Orders and other statutes that emanate from them. Other laws and administrative issuances relating to maritime concerns such as the Maritime Industry Decree of 1974 (PD 474), relevant Maritime Industry Authority circulars, the Philippine Coast Guard Act (RA 5173), and the Domestic Shipping Development Act of 2004 (RA 9295) also provided the foundation for the framework. These maritime policies are in implementation of the country's commitment to international conventions, particularly the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended, and the International Convention for the Safety of Life at Sea, 1974 (SOLAS), and the International Maritime Organization (IMO) Resolutions. Reference was also made to the Code of Conduct for Responsible Fisheries of the Food and Agriculture Organization of the United Nations.

The analysis of the evolution of fisheries and maritime policy in the Philippines and the review of these laws, which was undertaken as an integral part of this initiative, showed that these are sufficient in addressing the objectives of fisheries registration and licensing. There are some provisions of the law that support sustainable fisheries management but remain to be implemented or weakly implemented and these are included in the framework.

Nevertheless, it is recognized that refinements to the frameworks towards more effective fisheries management may be achieved if additional policies are in place. These are specified in the policy and legislative agenda of this framework document. These are useful inputs in the ongoing review of the Fisheries Code and the Local Government Code.

**Learning from the Experiences of Previous National Initiatives and Those in Other Countries.** In the pursuit of successful fisheries management in other (mostly developed) countries, there are a number of relevant lessons learned from the implementation of registration and licensing schemes that could be used for the Philippine setting. Many of these lessons are incorporated in this framework. The scope of the review included the science and art of fisheries management.

**Fostering Consultative Processes.** The formulation and development of the framework for fisheries registration and licensing was facilitated by a multidisciplinary team consisting of social and biophysical scientists and legal experts. The basic elements, however, were

contributed by the various stakeholders – the commercial operators and their organizations, executive, regulatory and policy-making officials at the local and national levels and various fishery experts in the academe, in nongovernment organizations and in projects and programs. Their inputs were actively sought from scoping to drafting and finalization of the framework. A Technical Working Group, composed of representatives from the above-mentioned sectors, was mobilized to provide overall guidance to the team.

**Taking Proactive and Management Orientation Toward Sustainable Fisheries.** The framework recognizes a dynamic fishing industry at the local and national levels, in terms of the initiatives of national government agencies and their regional offices and the likely responses of fishers to the elements of the framework in the conduct of their fishing operations. These are anticipated and where possible, these are addressed. The orientation of the framework is to achieve sustainable fisheries management in commercial fishing by providing essential information, resolving conflicts and exploring revenue generating schemes to support registration and licensing.

**Recognizing Other Environmental Services of Coastal Ecosystems.** While fisheries are perhaps the most valuable goods and services derived from coastal waters, there are other equally important goods and services such as biodiversity. The framework that is developed should recognize the multiple uses and values of coastal ecosystems in order to balance and optimize the benefits that could be derived from these ecosystems. More recent models and tools towards coastal resource management such as the ecosystem approach could achieve such balance. However, current laws such as the Fisheries Code are heavily oriented towards maximizing fisheries production with the prescription of MSY. Nevertheless, the impacts of fisheries on other ecosystem services should be recognized.

In the context of the commercial fisheries sector, the by-catch of cetaceans and marine turtles has been a major concern. This framework recognizes the need to adopt turtle-friendly and dolphin-friendly commercial fishing gear.

**Achieving Implementability.** Crucial to this framework is the extent with which the elements could be implemented by responsible agencies in government. There are limitations faced by national government agencies in terms of financial and human resources in their ability and capacity to implement this framework. The underlying message in the formulation of the framework is that fishery resources are a natural capital and national government investments in managing this natural capital could provide financial returns to the commercial fishing sector as a whole.

Another crucial aspect of implementability is acceptance by the commercial fishers themselves. It is recognized that this will, by no means, be straightforward. However, a shift from the business-as-usual scenario should be made in order to reverse the downtrend in catches and incomes and the increasing inability of the industry to accommodate new entrants. It is therefore imperative to inform and educate the stakeholders about the benefits from fisheries management that will be achieved from the implementation of this framework.

Partnerships are a key to the implementation of the framework. The Bureau of Fisheries and Aquatic Resources should provide for active participation of the stakeholders, in particular commercial fishers' organizations, nongovernment organizations, academe, among other groups.

## Chapter IV

### Framework for Registration of Commercial Fishing Vessels

#### 4.1 Objectives of Registration

The objectives served by the commercial fisheries registration framework are discussed below.

- Information Generation

The registration procedure allows for the development of the database on commercial fishing vessels, gear and fishers. It will provide information on the number and characteristics, as well as the list of their owners of vessels and gear.

- Monitoring

The development of a database assists enforcement agencies in the conduct of monitoring of fishing operations. Even for the Bureau of Fisheries and Aquatic Resources (BFAR), the main licensing agency, registration is relevant for monitoring its own licensing procedures, to serve as a check and balance with vessels recorded in its own inventory of licensed fishing vessels.

- Ensure Safety of Vessels at Sea

For the Maritime Industry Authority (MARINA), registration is aimed at ensuring safety at sea by keeping a complete inventory and conducting a thorough regular inspection of commercial fishing vessels.

#### 4.2 Eligible Registrants

All components of the fishing unit are required to be registered. These include the fishing vessel, the gear to be used and all crew members on-board the vessel. The vessel and crew will still be registered with MARINA, while the gear will still be registered with BFAR. The vessel and gear are required by BFAR to be licensed, while the registration of crew members is in compliance with the Minimum Safety Manning Regulations provided in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers in 1978, as amended, and the International Convention for the Safety of Life at Sea, 1974 (SOLAS) to which the Philippines is a signatory, and in the International Maritime Organization (IMO) Resolution No. 481.

In summary, the following components of the fishing unit will be required to be registered:

- vessel (MARINA)
- fishers, all crew members (MARINA)
- gear (BFAR)

The first target of the registration procedure is to obtain a complete list of all commercial fishing vessels operating in Philippine waters. This will form the basis for the maximum number of vessels that may eventually be granted licenses to fish. The list should include even those that are not yet licensed, nevertheless have been operating as commercial fishing vessels. The list will be based on the results of the inventory being conducted in relation to Fisheries Administrative Order (FAO) 223 implementation. Since FAO 223 does not cover registration procedures, it is assumed that registration has been ongoing while the moratorium on licensing is being imposed. Upon completion of FAO 223, no new vessels will be allowed to register, unless they fall within the categories listed below.

For vessels that have started construction or technical modifications, or have been purchased from abroad, or have been scheduled for repairs upon signing of the new Administrative Orders (AO) on registration and licensing, these will be included in the target maximum number of registered vessels and licenses to be granted, provided that proof of construction or purchase prior to when the AOs take effect can be established, either by receipts or contracts signed by relevant parties. For vessels undergoing construction, proof of past fishing operations through expired commercial fishing vessel and gear licenses (CFVGLs), will be required. Details of the timing are provided in the latter section on Registration Implementation Timelines.

#### **4.3 Procedure for Registration**

##### Revisions to the Current Procedure

Chapter II described the current procedures for registration. In streamlining the registration process, the following amendments are recommended.

- On the documents required prior to every departure, the Philippine Coast Guard issues a vessel safety departure (VSD) certificate before a fishing trip, while the BFAR issues a certificate of clearance (CoC). There is not much difference between these two certificates, and one of them should be removed as a requirement. Since they serve the same purpose, what should be eliminated is that which is issued by a relatively more undermanned agency, or the agency that has more difficulty in conducting actual inspections. In any case, the information contained in the document to be removed should be incorporated in the document that will be retained. For instance, if the VSD is considered to be more useful because of safety purposes, then the information contained in the CoC should be incorporated in the

VSD, especially the CFVGL as a documentary requirement. An internal arrangement can be done between MARINA and BFAR to implement these changes.

- The number of years of validity of CI is recommended to be increased from 1 year to 3 years, to coincide with the validity of the CFVGL, since the VSD is assumed to ensure the safety of the vessel upon every departure. A more detailed discussion of this is contained below (section on Renewal Period).

## Initial Registration

### Who Will Register

Upon expiration of FAO 223, no other fishing vessel will be allowed to register for the first time, unless they fall within the following categories: newly purchased fishing vessels that are under construction or in transport, and vessels under repair will be eligible to register provided these could be in operation 6 months or less after the FAO on limited entry has been signed.

Upon signing of the FAO on limited entry, no new vessels will be allowed to register, provided they do not fall within any of the categories listed above (see Chapter IV on discussion on limited entry). The moratorium in the licensing of commercial fishing vessels will be extended until 31 March 2006 (i.e., six months extension), after which no further registration (and licensing) of commercial fishing vessels will be allowed.

### Documentary Requirements

#### *For Vessels Currently in Operation*

For vessels currently in operation, the following are required:

- CO and CVR as proof of prior registration
- For the issuance of CI and MSMC, the current list of required documents will still apply:
  - coastwise license
  - skeleton plan of boat
  - OR for engine
  - CO / CVR
- MSMC which shall contain the following information:
  - ship's name
  - owner / operator
  - ship and rig type
  - tonnage and break horsepower
  - port of registry
  - IMO and official number
  - crew list, including their names, positions and licenses

*For Vessels Under Construction or in Transport*

For vessels under construction or in transport, the following are required:

- purchase order (PO) or contract between the vessel owner and vessel maker and commissioning or actual use in commercial fishing predates the issuance of the limited entry order by BFAR
- CO/CVR
  - PO or contract between vessel owner and vessel maker
  - Certificate of Ad Measurement
  - skeleton plan of boat
  - OR for engine
  - Certificate of Stability
  - ship station license (through the National Telecommunications Commission)
- CI
  - coastwise license
  - skeleton plan of boat
  - OR for engine
  - CO/ CVR
- MSMC with the following information:
  - ship's name
  - owner / operator
  - ship and rig type
  - tonnage and break horsepower
  - port of registry
  - IMO and official number
  - crew list, including their names, positions and licenses

*For Vessels Under Repair or Undergoing Technical Modifications*

For vessels under repair or undergoing technical modifications, the following are required:

- initial CO and CVR
- details of technical modifications
- CI
  - coastwise license
  - skeleton plan of boat
  - OR for engine
  - CO / CVR
- MSMC
  - ship's name
  - owner / operator
  - ship and rig type
  - tonnage and break horsepower
  - port of registry
  - IMO and official number
  - crew list, including their Names, Positions and Licenses

## Renewal of Registration

### Who Will Be Eligible to Renew

All currently registered and licensed vessels will be eligible to renew their CI and the MSMC, subject to their compliance with the responsibilities of the license holder (see Section 4, Chapter IV). If there is a change in owner of the vessel, the new owner will be required to renew registration of the vessel.

### Documentary Requirements

#### *Certificate of Inspection*

For the CI, the following documents are required to qualify the vessel for renewal:

- CO
- CVR
- CFVGL
- coastwise license
- skeleton plan of boat
- OR for engine

#### *Minimum Safe Manning Certificate*

For renewal of the MSMC, the following will be required:

- CO
- CVR
- CFVGL
- ship's name
- owner / operator
- ship and rig type
- tonnage and break horsepower
- port of registry
- IMO and official number
- crew list, including their names, positions and licenses

### Renewal Period

MSMC – every 5 years

CI – every 3 years to coincide with the renewal of the fishing vessel and gear license, but with annual actual inspection. This revises the current requirement of yearly renewal.

The more frequent renewal (shorter validity) of the CI relative to the MSMC ensures the continuing safety of the vessel, which is the objective of this certificate. Furthermore, annual inspection is in consonance with IMO recommendations for safety purposes. On the other hand, the longer validity of the CI relative to the previous arrangement (i.e., annual) is done in the spirit of harmonizing the CI with the issuance of the CFVGL. Annual issuance of CFVGL proved too much for BFAR to handle in the past; thus, the decision to require CFVGL renewal every 3 years. Hence, if the CI and MSMC were to be harmonized with the CFVGL renewal, the applicant is thus required to renew CI every 3 years.

The less frequent renewal (longer validity) of MSMC may be justified by the observation that the crew requirements of a fishing vessel do not change unless its technological specifications are changed. A separate provision for vessels that have undergone technological modifications is included in this framework.

#### 4.4 Specific Roles of Government Agencies in Commercial Fisheries Registration

The success of the registration process is only as good as the capability, commitment and competence of the institutions mandated to carry out the steps involved. Table 5 indicates what these steps are and the responsible agency for each of them:

**Table 5. Institutional Arrangements in Commercial Fisheries Registration.**

Function	Agency	Legal Provision
Issuance of CO and CVR	MARINA	RA 9295 (Domestic Shipping Act of 2004); Presidential Decree (PD) 474 (Maritime Industry Decree of 1974); MARINA Memorandum Circular (MMC) 4
Issuance of CI	PCG / MARINA	RA 9295; RA 5173 (Coast Guard Law); MMC 179; MMC 139
Issuance of MSMC	MARINA	MMC 179; MMC 148; MMC 89
Database development and maintenance	MARINA	PD 474; RA 9295
Determination of maximum number of eligible registrants	BFAR, MARINA	RA 8550 (Philippine Fisheries Code of 1998)
Inspection, monitoring and enforcement of compliance with registration rules	PNP-MG, PCG, PN	RA 8550, Section 124; RA 5173; MMC 139
Information, education and communication in implementing maximum number of eligible registrants	MARINA, BFAR, local government units (LGUs)	PD 474; RA 9295; RA 8550; RA 7160

Apprehension of violators of registration rules	PNP-MG, PCG, PN	RA 8550, Section 124; RA 6975 (An Act Establishing the Philippine National Police Under a Reorganized Department of the Interior and Local Government); RA 8551 (Philippine National Police Reform and Reorganization Act of 1998); RA 5173 (Philippine Coast Guard Law); MMC 139
Collection of fines and penalties for violations of registration rules	MARINA, apprehending agency (PNP-MG, PCG, PN)	PD 474; RA 9295, Section 18
Prosecution of cases of violation of registration rules / suspension or revocation of registration papers / imposition of fine or penalties	MARINA	PD 474; RA 9295, Section 18
Disbursement of collected fines and penalties	DA / BFAR, DBM	

## Chapter V

### Framework for Licensing of Commercial Fishing Vessels

#### 5.1 Objectives of Licensing

The objectives of a licensing scheme range from the basic information generation to providing a basis and mechanism for implementing a system of granting priority access rights to fishery resources. All these objectives are important and their relative importance to each stakeholder group depends on each group's interests. The licensing framework described below responds to the following objectives that were articulated by the various stakeholders. These objectives are not mutually exclusive; they also overlap in terms of the interests of the various stakeholder groups.

- Information Generation

As in the case of fisheries registration, information generation is a key objective of licensing. First, information is generated in terms of the number of fishing vessels, gear and fishers that are legally engaged in fishing operations. Second, information from licensing provides the basis for the monitoring and enforcement of fishing laws and further regulations of the fishing industry. Thus, this objective is relevant to enforcement agencies and fisheries managers.

- System for Granting Priority Access Rights

A fishing license is a legal instrument/document that grants the holder the privilege of taking fishery species from their wild state or habitat, with or without the use of fishing vessels, subject to certain conditions. A licensing system therefore is a legal mechanism for defining who or who could not be part of the industry, including specifying priorities for granting access rights. This objective is most relevant particularly in resolving conflicts among and between fishers, e.g., small-scale and large-scale commercial fishers, and likewise, between municipal and commercial fishers. Conflict resolution through the licensing system is one of the most important issues that require urgent attention.

- Regulation

For the issuing agency, i.e., the Bureau of Fisheries and Aquatic Resources (BFAR), a licensing scheme would primarily be for regulatory purposes. As indicated in the first objective, licensing paves the way for regulating the level of fishing effort. Regulating the number of licenses that may be issued is a basic element of input controls in fisheries management. With scientific studies having established that Philippine capture fisheries as overexploited over the years, regulating the industry through licensing is a much-delayed action. Most, if not all stakeholders recognize the urgent need for regulation.

- Revenue Generation

A properly implemented licensing scheme would be able to serve the objective of increasing revenues to at least cover all the costs of implementing the system and ideally most of the costs of fisheries management. Ideally, part of the rents from the use of fishery resources should be a component of the revenues through the imposition of license fees. However, this is relevant only if the regulation objective of licensing is able to move to a situation of limited entry that brings back the rents that have been dissipated by open access. Capturing rents therefore may take time and may not be applicable in open access fisheries.

## 5.2 Licensing Procedure

### a. Initial Licensing

All registered commercial fishing vessels, with their gear and crew, will be given a license, provided they meet the requirements specified below. Those that will be qualified to apply for a license will be limited to all those that fall within the categories listed below, along with the proof required:

- those currently fishing in the commercial sector; CFVGL should be provided;
- those that have already purchased fishing vessels, but are still in transport or are still under construction; proof of purchase / construction progress must be dated on or before the date of signing of a Fisheries Administrative Order (FAO) specifying guidelines on limiting entry (refer to Section 6, this Chapter, and Chapter V); and
- those whose vessels are under repair; CFVGL should be provided.

Vessels that have undergone technological modifications and are configured to use a different type of gear will have to apply for a new CFVGL.

An intensive campaign to secure licenses will be undertaken by local government units (LGUs), the Maritime Industry Authority (MARINA), the BFAR, the Philippine National Police (PNP) and the Philippine Coast Guard (PCG) to allow for unlicensed vessels to participate in the process. The campaign will call for all unlicensed vessels to secure a license, so as to be included in the list of licensed vessels. The campaign will likewise target to complete the inventory of fishing vessels, gears and fishers that are currently operating outside municipal waters. It will take off from the results of the implementation of FAO 223, and will continue until such time that the BFAR believes it has covered all parts of the country where commercial fishers operate.

Meanwhile, two separate categories of commercial fishers are worth mentioning. First, commercial fishing operators exclusively fishing for tuna will form a separate category among commercial fishers, and will be regulated by the rules contained in **HB 4067**, otherwise known as the Handline Fishing Law, upon its approval in Congress. Second,

Philippine commercial fishing vessels that operate exclusively outside Philippine waters for catching (big eye, yellow fin and skipjack) tuna and other big fish particularly swordfish, sailfish and marlin, will likewise be governed by a separate set of rules, mainly based on the terms and conditions of the bilateral and multilateral agreements with countries where they operate, e.g., the Western and Central Pacific Fisheries Commission, to which the Philippines is a signatory. Implementation of such rules will form part of the policy agenda of this framework. It is noted that until the bills pending in Congress are enacted, their operations and in particular, registration and licensing are covered by existing laws, primarily Republic Act (RA) 8550.

#### b. What Will be Licensed

All main components of the fishing unit, which include the fishing vessel, gear and fisher, will be required to be licensed.

#### c. Renewal of License

##### c.1 Who Will be Eligible to Renew

All current holders of a commercial fishing vessel license will be eligible to renew, for as long as the conditions specified in the license are met (see sections 4 and 8, this Chapter).

##### c.2 Documentary Requirements

For renewing the fishing vessel license, the following documents are required:

- BFAR application form
- vessel picture (8 x 10, 2 copies)
- grid map of proposed fishing ground/s
- Certificate of Ownership (CO), Certificate of Vessel Registry (CVR), Certificate of Inspection (CI)
- Securities and Exchange Commission registration
- fishing logbook

Meanwhile, for the gear license, the applicant needs to submit the following:

- BFAR application form
- drawing of gear design
- official receipt (OR) of commercial fishing vessel license (CFVL)
- OR of fishing gear registration fee

Fishers are likewise required to have a license to fish, through the completion of the following requirements:

- community tax certificate
- 1 x 1 picture, 2 copies
- barangay clearance

Other BFAR requirements include the posting of a cash bond (the amount of which depends on vessel tonnage) and the registration of record books that should contain a historical account of fish catch data and other pertinent data relevant to fishing operations. Finally, the BFAR issues a Certificate of Clearance (CoC), which allows the vessel, gear and fisher to proceed with fishing operations<sup>8</sup>.

### c.3 Documents to be Issued

The documents to be issued are the following:

- fishing vessel license
- fishing gear license
- fisherman's license
- CoC

### c.4 Renewal Period

Currently, the CFVGL is renewed every 3 years. In conjunction with this, the renewal frequency of CI and MSMC will be harmonized therewith. Thus, the CFVGL and CI are to be renewed every 3 years, while the MSMC will be renewed every 5 years.

## 5.3 Nature / Characteristics of a License

### a. Legal Basis

A commercial fishing license is issued on the premise that fishing is a privilege, not a right. It is clearly reflected in RA 8550 in Section 2 that one of the declared policies of the State is "to grant the private sector the privilege to utilize fishery resources under the basic concept that the grantee, licensee or permittee thereof shall not only be a privileged beneficiary of the State but also an active participant and partner of the Government in the sustainable development, management, conservation and protection of the fishery and aquatic resources of the country" [*underscoring supplied*]. This privilege is granted through the issuance of commercial fishing licenses.

The Philippine Constitution categorically states that all natural resources, including fishery resources, belong to the State hence their exploration, utilization and development of natural resources shall be under the full control and supervision of the State. The State may undertake such activities directly or through partnership with its citizens. In the case of fishery resources, RA 8550 allows the utilization of fishery and aquatic resources by Filipino citizens provided fishing licenses are obtained.

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<sup>8</sup> Note: This is subject to the results of the stakeholder consultations. If it is decided that BFAR continue with issuing the CoC, and the PCG does away with the vessel safety departure (VSD), then this statement holds true.

The nature of licenses, specifically licenses to utilize natural resources, has always been considered a privilege and not a right by the Supreme Court. In the case of *Antonio vs. Factoran et al.*, G.R. # 101083 [July 30, 1993], the Supreme Court held, reiterating earlier cases, that:

Needless to say, all licenses may thus be revoked or rescinded by executive action. It is not a contract, property or a property right protested by the due process clause of the Constitution. In *Tan vs. Director of Forestry*<sup>9</sup>, this Court held:

. . . A timber license is an instrument by which the State regulates the utilization and disposition of forest resources to the end that public welfare is promoted. A timber license is not a contract within the purview of the due process clause; it is only a license or privilege, which can be validly withdrawn whenever dictated by public interest or public welfare as in this case.

A license is merely a permit or privilege to do what otherwise would be unlawful, and is not a contract between the authority, federal, state, or municipal, granting it and the person to whom it is granted; neither is it property or a property right, nor does it create a vested right; nor is it taxation (37 C.J. 168). Thus, this Court held that the granting of license does not create irrevocable rights, neither is it property or property rights (People vs. Ong Tin, 54 O.G. 7576).

We reiterated this pronouncement in *Felipe Ysmael, Jr. & Co., Inc. vs. Deputy Executive Secretary*:<sup>10</sup>

. . . Timber licenses, permits and license agreements are the principal instruments by which the State regulates the utilization and disposition of forest resources to the end that public welfare is promoted. And it can hardly be gainsaid that they merely evidence a privilege granted by the State to qualified entities, and do not vest in the latter a permanent or irrevocable right to the particular concession area and the forest products therein. They may be validly amended, modified, replaced or rescinded by the Chief Executive when national interests so require. Thus, they are not deemed contracts within the purview of the due process of law clause [See Sections 3(ee) and 20 of Pres. Decree No. 705, as amended. *Also*, *Tan v. Director of Forestry*, G.R. No. L-24548, October 27, 1983, 125 SCRA 302].

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<sup>9</sup> 125 SCRA 302, 325 [1983].

<sup>10</sup> 190 SCRA 673, 684 [1990].

#### b. Renewability

The license is renewable, for as long as the conditions (as specified in sections 4, 5 and 8 of this Chapter) accompanying the license are met by the license holder.

### **5.4 Responsibilities of the License Holder**

The responsibilities of the license holder contained in FAO 198 will be adopted, namely:

- recording of fish catch, fishing area, quantity in tubs / boxes in kg of fish catch, spoilage, landing point, transshipment and / or other means of disposal for a period of 5 years from the last entry;
- recording of details of vessel operations in their roll and deck / engine logbooks;
- displaying of the original or certified true copy of the CFVGL in conspicuous places on the boat;
- keeping of fishing record books on board ready for inspection at all times, except when the boat is dry docked or undergoing repairs;
- submission of an affidavit to prove that the vessel is not involved in any administrative or judicial case;
- submission of an affidavit stating the owner has complied with Section 25 of RA 8550;
- notifying the BFAR of a transfer of ownership of the vessel and / or gear; and
- allowing deputized fishery law enforcement officers to take fish samples for on-the-spot examinations.

### **5.5 Geographic Coverage of a License**

License applicants will specify their fishing areas as required in Section 8 of RA 8550 (Rule 8.1, IRR). The BFAR will issue guidelines to commercial fishing vessels in specifying fishing areas as a component of the commercial fishing licensing system, based on the tonnage of the fishing vessel as indicated below. The area-based licensing procedure will further be harmonized with the issuance of the coastwise license, which is a documentary requirement prior to the issuance of the CI by MARINA. The coastwise license specifies the boundaries for which the fishing vessel can fish, wherein the boundaries are set for safety purposes. This provision will enable BFAR to implement an effective area-based licensing to discourage (encourage) expansion of fishing effort in overexploited (underexploited) areas:

- small-scale fishing vessels (3.1 to 20 GT) – up to three adjacent fishing grounds;
- medium-scale fishing vessels (20.1 – 150 GT) – one major island group (i.e., Luzon, Visayas or Mindanao); and
- large-scale fishing vessels (over 150 GT) – national coverage and international waters.

As a precondition for area-based licensing scheme, BFAR will delineate commercial fishing grounds and could build on the following delineation<sup>11</sup>:

- Lingayen Gulf
- Carigara Bay
- Manila Bay
- Visayan Sea
- Sulu Sea
- Guimaras Strait
- Samar Sea
- Maqueda Bay
- Leyte Gulf
- Burias Pass
- San Miguel Bay
- Palawan
- Ragay Gulf
- Honda Bay
- Illana Bay
- open waters (not enclosed by bays)

The delineation of fishing grounds will be done by BFAR at the soonest time possible, but not to exceed one year upon approval and acceptance of this framework. The results of the National Stock Assessment Program (NSAP) will further refine the delineation of fishing grounds, wherein overexploited and underexploited grounds would have been identified. Nevertheless, even before the results of the NSAP are completed, BFAR will base the delineation of fishing grounds on other existing scientific studies and bases.

Once the fishing grounds have been identified and delineated, closed fishing seasons will be declared for overexploited areas for a particular period, to allow for natural restocking and regeneration of fish species. The extent of overexploitation will be the basis for the length of period of the closed fishing season. In the meantime, fishing will be limited to fishing grounds identified as underexploited. The grid map/s required for the issuance of the CFVGL will be in line with the fishing grounds identified by BFAR. Furthermore, the target destination/s specified in the CoC (or the VSD, if the information contained in the CoC is incorporated in the VSD to simplify procedures) issued by BFAR will be in line with the list of fishing grounds identified by the agency.

## **5.6 Limited Entry**

Limited entry refers to the issuance of a fixed number of licenses for a certain period of time. It may cover specific fishing grounds or the entire country. A limited entry scheme is an “input” based regulation that fixes the number of vessels that are allowed to go out to sea to fish. It is based on scientific assessments of fish stocks and the corresponding level

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<sup>11</sup> Partial list from Fox (1986), in DAP (1996a).

of fishing effort that will harvest the maximum physical yield or economic returns from fishing. Ideally, scientific assessments cover a group of species in specific fishing grounds. A more extensive discussion on limited entry is contained in the earlier report on the review of literature and international experiences<sup>12</sup>.

In the absence of area-specific scientific studies, trends may be used to signal the need to limit fishing effort, at least at its current level, while the assessments are being determined. Alternatively, the precautionary principle may be used as a basis for limiting entry although this is not a perfect substitute for scientific assessments. The precautionary principle is defined as addressing threats of serious or irreversible damage by implementing cost-effective measures to prevent environmental degradation, despite the lack of full scientific certainty. In cases where scientific studies are lacking, it may serve as the basis for implementing limited entry schemes, when coupled with other evidence such as declining fish catches and catch per unit of effort over a reasonable period, and/or reduction in sizes of fish being caught by commercial fishing vessels. These are concrete indicators of overfishing.

In implementing a nationwide limited entry scheme in the Philippines, the total number of vessels that will be initially allowed to register and apply for a license will be limited to those currently operating in the commercial fishing sector. No new registration of commercial fishing vessels will be entertained in the next 5 years, or until BFAR deems it necessary. By the time the moratorium on new licenses is lifted, scientific assessments and subsequent consultations with stakeholders would have been completed to assess the number of fishing vessels that will be allowed into the fishery.

Subsequently, BFAR will issue guidelines on reducing the number of fishing vessels in overexploited fishing grounds and expanding fishing effort in underexploited fishing areas. This will pave the way for implementing limited entry on an area-specific basis. The range of instruments that BFAR could employ to reduce overall fishing effort include retirement of licenses through attrition, nonrenewal of licenses that violated fishing laws, and similar less costly initiatives. A more expensive scheme commonly used by developed countries is vessel buy-back. At the national level, reduction in fishing effort may be done through, for instance, "encouraging" large-scale fishing vessels to move into the exclusive economic zone (EEZ) or to access fishing grounds of other countries with the government negotiating access agreements. The national government should assist in creating more incentives and negotiate better access terms for the commercial fishing fleet that venture into international waters.

Effort expansion in underexploited fishing grounds could be accomplished through a change in the fishing ground / area that is a component of the license. This is where area-based licensing becomes a backbone of fisheries management in the country.

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<sup>12</sup> REECS Inc. (2004).

## 5.7 License Fees Based on Resource Rent

### Definition of Resource Rent

Rent "...is a surplus – the difference between the price of a good produced using a natural resource and the unit costs of turning that natural resource into the good"<sup>13</sup>. Unit costs would include a margin for normal profit and for risk. In the fisheries sector, where a fishing vessel harvests marine products from public waters, the economic costs of producing the output are subtracted from the economic value of the output. The difference would be equal to the economic rent. If an output is being produced in an optimal manner, rent would be positive. However, if production occurs at a rate where costs are just equal to the value of the output, usually because of too many producers, then rent would be dissipated in this case. One of the objectives of fisheries management is to create economic rent from capture fisheries.

Upon calculation of economic rent, government may mandate the collection of the whole or a portion of the amount through an increase in fishing license fees. It is obvious, therefore, that despite the fact that society will gain overall, through the capture of rents, some private parties, i.e., the fishers may be penalized with the imposition of higher fees<sup>14</sup>. Rent capture is the legally prescribed way to generate public revenues from fisheries, which responds to one of the indicated objectives of fisheries registration and licensing by those working in the sector.

Numerous studies have been conducted in estimating economic rent in the fisheries sector. It has been concluded that the number of fishers has led to the dissipation of resource rents through the years. In order to realize positive rents, a decrease in fishing effort must take place. Aside from the option of limiting entry, another way to achieve this is to increase license fees.

### Revised License Fee Rates

One of the most comprehensive studies done in computing for resource rent was the Fisheries Sector Program (FSP) study authored by the Development Academy of the Philippines (DAP)<sup>15</sup>, which in turn was adopted in the Fisheries Resources Management Program (FRMP) study entitled "Commercial fishing license fees as a policy instrument"<sup>16</sup>. In recovering around 5-10% of potential resource rent from the commercial fishing sector, the following license fees were recommended (Table 6):

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<sup>13</sup> Hartwick and Olewiler (1998).

<sup>14</sup> Schatz (Unpublished).

<sup>15</sup> DAP (n.d.).

<sup>16</sup> Trinidad (2004).

**Table 6. Comparison of Old License Rates and Those Proposed by the DAP, Based on 5% Resource Rent<sup>17</sup>.**

Tonnage Category (GT)	Existing Scheme under FAO 198, Series 2000	Proposed Scheme
3.1 to 5	200 + 2/GT	2,240
5.1 to 20		6,386
20.1 to 50	250 + 2/GT	14,045
50.1 to 100	300 + 2/GT	14,270
100.1 to 125	500 + 2/GT	39,550
125.1 to 150	1,000 + 3/GT	
150.1 to 250	1,500 + 3/GT	
> 250	2,500 + 3/GT	

These rates, however, may have to be reviewed, especially for the small commercial fishing vessels. Instead, a phased implementation scheme over 5 years should be applied, whereby the rates would be as follows (Table 7):

**Table 7. Phased Implementation of New License Fees, Based on 5% Resource Rent.**

Tonnage Category (GT)	Year 1 - 2	Year 3	Year 4	Year 5
3.1 to 10	500	1,000	2,000	2,500
10.1 to 20	750	1,500	3,000	6,000
20.1 to 50	1,750	3,500	7,000	14,000
50.1 to 100	1,875	3,750	7,500	15,000
> 100	5,000	10,000	20,000	40,000

The DAP study may need to be updated, to take account of the results of resource assessment studies and economic changes since 1996.

Determination of license fees will be initially done on a nationwide basis, and will not be determined by area at the onset. Through this scheme, by the fifth year, 5% of estimated resource rent would have been collected from the commercial fishing sector. The DAP concludes that the effect of the raise in license fees is minimal, and that a five-year phasing would allow enough adjustment time to the new fees, and enough time to make commercial fishing sustainable within 10 years. By that time as well, the NSAP would have been completed on a nationwide scale, which would reveal the estimated maximum economic yield (MEY) and maximum sustainable yield (MSY) levels in major commercial fishing areas, and according to major groups of species. The fees could then be recalculated to reflect conditions in specific fishing areas and impose area-based license fees accordingly.

<sup>17</sup> Trinidad (2004).

## **5.8 Grounds for Cancellation / Revocation**

The grounds for cancellation or revocation of a license provided in Section 31 of FAO 198 shall be adopted. These are as follows:

- a. violation of any existing fishery law, decree, letter of instruction or its implementing rules and regulations;
- b. noncompliance with the terms and conditions of the license;
- c. false or fraudulent statements in the application thereof by the applicant or his representatives; and
- d. when public interest so requires.

Item (b) above may consist of any of the following:

- a. use of gear other than that specified in the license
- b. alteration of vessel tonnage specified in the license
- c. fishing within municipal waters
- d. fishing outside the area specified in the license
- e. engaging in illegal fishing methods
- f. use of destructive fishing methods
- g. nonrecording of fish catch in record books
- h. failure to submit notification of transfer of ownership of the vessel and/or gear
- i. failure to display of the original or certified true copy of the CFVGL in conspicuous places on the boat
- j. refusal to be subjected to inspection of fishing record books
- k. refusal to let deputized fishery law enforcement officers to take fish samples for on-the-spot examinations

For the first six items in the list above, the license will be automatically revoked upon commission of any of these. Fines and penalties will be imposed for any and all of these violations in addition to the revocation of the license. For the rest of the items, for the first violation, a warning will be issued, and will be recorded on the license itself. Fines will be imposed on the first and second violations. For the third violation, the license will automatically be revoked.

## **5.9 Specific Roles of Government Agencies**

Just like in the registration process, the licensing scheme is composed of steps and phases that involve various branches of the government. Table 8 shows a detailed list of steps and the corresponding agency/ies that have the legal mandate to implement them. These recommendations recognize the statutory mandates and expertise of the various agencies involved. Nevertheless, proper coordination among them and appropriate delegation of functions are encouraged.

**Table 8. Institutional Arrangements in Commercial Fisheries Licensing.**

<b>Function</b>	<b>Agency/ies</b>	<b>Legal Provision</b>
Issuance of CFVGL	BFAR	RA 8550, Sections 26, 27, 29, 30, 32, 65[b]; FAO 198
Issuance of CoC	BFAR	RA 8550, Section 32; FAO 198
Licensing database development and management	BFAR, MARINA	RA 8550, Section 65[f], Rules 7.2 - 7.4, IRR
Determination of maximum number of licenses to be issued	BFAR, MARINA	RA 8550, Section 7, IRR Rules 7.4 – 7.5; FAO 223; FAO 223-1
Delineation of major fishing grounds for area-based licensing	BFAR	
Estimation and collection of license fees	BFAR	RA 8550, Section 7; FAO 198
Inspection, monitoring and enforcement of compliance with license requirements	BFAR, MARINA, PCG, PNP-MG, PN	RA 8550, Section 124; RA 5173; FAO 198
Conduct of assessment studies (MSY and TAC)	BFAR	RA 8550, Section 7; Rule 7.1, IRR
IEC on limited entry rule	BFAR, MARINA, LGUs	RA 8550; PD 474; RA 9295; RA 7160
Periodic reporting to commercial fishing sector	BFAR, MARINA	
Apprehension of fishing violators	PCG, PNP-MG, PN, LGUs	RA 8550, Section 124; RA 5173; RA 7160; RA 6975 (An Act Establishing the PNP Under a Reorganized DILG); RA 8551 (PNP Reform and Reorganization Act of 1998); MMC 139
Collection of fines and penalties	BFAR, apprehending agency	
Prosecution of fishing violation cases	DOJ, Judiciary	RA 8550, Section 125; 1987 Constitution
Disbursement of fines and penalties	DBM	

## Chapter VI

### Implementation of the Commercial Fisheries Registration and Licensing Framework

#### 6.1 Summary of Implementation Activities

The implementation of the registration and licensing frameworks for the commercial fisheries sector requires the implementation of the following activities, in chronological order (Table 9).

#### 6.2 Enabling Legal and Policy Agenda (refer to third column of Table 9)

A number of administrative orders (AOs), or at least elements thereof, are needed to implement the proposed commercial licensing scheme. As pointed out in Section 3 of Chapter II, there are a number of licensing policies that are enumerated in fishery laws, yet do not have enabling ordinances or orders to implement them. First and foremost in the policy agenda list is the need to extend the moratorium of commercial fishing licenses, for the Bureau of Fisheries and Aquatic Resources (BFAR) to conduct a comprehensive inventory of fishing vessels and gear currently operating. This will then serve as the basis for determining the maximum number of licenses to be granted while results of the stock assessment studies are still being finalized.

The completion of the inventory will pave the way for the development of a comprehensive database upon which the maximum number of licenses will be based. This will be coupled by an intensive information, education and communication (IEC) program to encourage the participation of all operating commercial fishing vessels in the country, which will be implemented through a joint memorandum of agreement (MOA) among all relevant government agencies. (See Tables 9 and 10.) The MOA will be similar to that currently being used to implement Fisheries Administrative Order (FAO) 223.

Once the maximum number of licenses to be issued is set, the BFAR needs to come up with a new AO detailing the following:

- maximum number of licenses to be granted for a fixed period, or until results of assessment studies are finalized
- new license fees based on resource rent
- grounds for revocation of a license
- fines and penalties
- period of validity of licenses

**Table 9. Implementation Matrix for Commercial Fisheries Registration and Licensing.**

<b>Activity</b>	<b>Rationale</b>	<b>Enabling Action</b>	<b>Responsible Agency(ies)</b>	<b>Timeframe</b>
<b>Registration</b>				
Continuing registration	Update inventory of fishing vessels and gear	In consonance with FAO 223	BFAR, MARINA, PCG, PNP-MG	Ongoing until Oct 2005
Call for unregistered vessels to be registered	Inclusion of all operating vessels into a database; determine maximum number of vessels for limited entry scheme	Issue appropriate AO	MARINA (in coordination with BFAR)	Oct 2005 – Mar 2006
<b>Licensing</b>				
Moratorium on license issuance	Precautionary principle / update inventory of fishing vessels and gear	FAO 223	BFAR, MARINA, PCG, PNP-MG	Ongoing until Oct 2005
Extension of FAO 223 for additional 6 months	Inclusion of all operating vessels into a database; determine maximum number of vessels for limited entry scheme	Issue appropriate AO	BFAR (in coordination with MARINA)	Oct 2005 to Mar 2006
Set maximum number of vessels for limited entry scheme	Precautionary measure while awaiting results of stock assessment studies	Issue appropriate AO	BFAR	Mar 2006
Completion of stock assessment studies and conduct of consultations	Provide the basis for limiting entry; acceptance of results by stakeholders	Extension of NSAP	BFAR	Ongoing until 2009
Delineation of fishing grounds	Input into area-based licenses	Issue appropriate AO	BFAR	2005-2009
Increase in license fees	Capture of 5% of resource rent estimates	Issue appropriate AO	BFAR	2005-2009
Training of enforcement agencies and judiciary	Improve monitoring and enforcement capabilities, and efficiency in litigating fishing violations	Develop appropriate training program	BFAR, PCG, MARINA, PNP-MG, PN, DOJ, Judiciary	2006-2007
IEC	Encourage all vessels to be registered and licensed	MOA among all agencies involved	BFAR, MARINA, PCG, PNP-MG, PN	2005

**Table 10. Annual Implementation Schedule of the Commercial Fishing License Scheme.**

Year	Activities
2005	<ul style="list-style-type: none"> <li>i. Extension of FAO 223 implementing licensing moratorium for an additional 6 months</li> <li>ii. Continue registration of new or nonregistered fishing vessels</li> <li>iii. IEC for fishing vessels to participate in registration and licensing scheme</li> <li>iv. Conduct inventory of fishing vessels, gears and fishers</li> <li>v. AO on increase in license fees for the next 5 years (?) signed and duly published</li> <li>vi. Raising of license fees to year 1 levels</li> </ul>
2006	<ul style="list-style-type: none"> <li>i. Completion of database of commercial fishing vessels</li> <li>i. Determine maximum number of vessels to be allowed to register and apply for license</li> <li>ii. New AO on limited entry issued and duly published</li> <li>iii. Conduct public consultation with stakeholders</li> <li>iv. Delineation of major fishing grounds</li> <li>v. Raising of license fees to year 2 levels</li> <li>vi. Signing of MOA among enforcement agencies</li> <li>vii. Training of enforcers of fishery laws</li> <li>viii. Training of prosecutors and judiciary in prosecuting and litigating fishing violation cases</li> </ul>
2007	<ul style="list-style-type: none"> <li>i. Raising of license fees to year 3 levels</li> <li>ii. Continuous training for monitoring and enforcement agencies</li> <li>iii. Conduct public consultation with stakeholders</li> </ul>
2008	<ul style="list-style-type: none"> <li>i. Raising of license fees to year 4 levels</li> <li>ii. Conduct public consultation with stakeholders</li> </ul>
2009	<ul style="list-style-type: none"> <li>i. Raising of license fees to year 5 level</li> <li>ii. Determine whether MSY has been reached (to determine whether new licenses will be issued next year)</li> <li>iii. Conduct public consultation with stakeholders</li> </ul>

Delineation of fishing grounds in the implementation of area-based licensing will be determined by the results of the NSAP or other scientific studies deemed appropriate by BFAR. In the meantime, these stock assessment studies will be completed for all major fishing grounds of the country.

A training program will be conducted for all enforcement agencies, including members of the judiciary, to provide for more efficiency and consistency in the practice of fishery laws and regulations.

### **6.3 Timelines for Registration and Licensing (refer to last column of Table 9)**

After the signing of the AO declaring a limited entry of commercial fishing vessels to be licensed, no new registration will be issued for vessels that did not register during the implementation of the extension of FAO 223. For new vessels that have been purchased or are under construction, registration licenses for such will still be allowed and issued, upon proof of purchase of the vessel dated on or before the signing of the AO defining and implementing limited entry.

Since there will be no more new entrants to be allowed after signing of the FAO on limited entry, except for vessels under construction or in transport, the issuance of CO and CVR will be irrelevant upon the completion of the registration list by MARINA. In other words, the function of MARINA to issue CO and CVR will be valid only until the maximum number of allowed vessels to register and fish has been reached. However, in the case of a change of ownership of the vessel, the new owner will be required to re-register the vessel under the new owner's name. A new CO will thus be issued, but the CVR will remain the same.

A minimum of 5 years will be observed before new licenses will be considered for issuance. If by the end of the fifth year, the BFAR determines that the MSY level has not been achieved yet, no new licenses should be issued. Furthermore, any changes to the licensing scheme should be done with proper consultation with the commercial fishers' sector, across all tonnage classifications.

Major fishing grounds will have been delineated one year upon acceptance and approval of this framework. BFAR will lead the identification and delineation, and will base their results on existing scientific studies. Upon identification and delineation of fishing grounds, the grid map/s required for the issuance of the CFVGL will be in line therewith. Furthermore, the target destination/s specified in the Certificate of Clearance (CoC) issued by BFAR will be in line with the list of fishing grounds identified by the agency.

Upon the completion of the NSAP, the delineation will be refined, so as to reflect the true state of fisheries resources throughout the country. Meanwhile, if there is a total lack of current scientific basis in delineating fishing grounds and declaring closed seasons, BFAR will use past data and studies, and will implement the precautionary principle in declaring closed seasons for areas they consider as overfished.

The graduated increase in license fees is spread over five years, in order to allow for commercial fishers to adjust to the new set of fees, and to allow for resource regeneration that will pave the way for positive rents to be realized.

As specified in Chapters 3 and 4, an IEC campaign will be launched by BFAR and MARINA to enjoin nonregistered and nonlicensed commercial fishing vessels to be registered and licensed formally. FAO 223 will be extended to allow for nonregistered vessels to comply before the signing of the AO on limited entry, to allow for such fishers to enlist and be counted for the determination of the maximum number of licenses to be issued for the next 5 years.

Table 10 contains the annual schedule of activities that will be conducted over the next 5-year period after signing of the AO on limited entry schemes.

#### **6.4 Monitoring and Evaluation**

The success of any licensing scheme will only be as good as the competence, determination and conscientiousness of the monitoring and enforcement agencies in implementing commercial fishery rules and regulations. In the implementation of FAO 223, a MOA was signed among all government agencies involved, i.e., BFAR, MARINA, PCG and PNP-MG. It proved successful in mobilizing and sharing resources and expertise among these agencies, and should be extended to include all the other major aspects of the licensing scheme.

Trainings should likewise be conducted among the prosecutors and members of the judiciary for more efficient prosecution and litigation of fishery violation cases. There have been complaints about the slowness of the system, as well as the lack of technical know-how among the members of the prosecution and judiciary regarding fishery rules and nuances. This affects not just the speedy resolution of the cases, but the whole gamut of fishery management as well.

#### **6.5 Resource Implications**

The implementation procedure outlined herein has a number of implications on the type and amount of resources needed for its conduct. If BFAR is able to successfully impose increased license fees from year 1 upon signing of the AO on the new licensing scheme, there may be a significant amount of funds that can be raised. These funds can serve as seed money, not just for the operations of BFAR, but also for the conduct of the technical studies required to shift to output controls and refinements of the license scheme (see next Chapter on Refinements). The funds, however, will have to be deposited in a special fund to be created specifically for BFAR's use, implying an amendment to the existing IRR for RA 8550.

If enforcement is likewise carried out efficiently, there may be substantial funds that may be raised from fines and penalties imposed. Such funds may again be used for operations, but this time should be shared with the apprehending agency for their own spending, although this may require new legislation.

Finally, if the commercial fishing sector is organized enough and is consulted regularly, BFAR can rely on them eventually to fund some of the technical studies required. The results will be advantageous to them in the end, as the main goal of the licensing scheme is to manage the fisheries sector, and increase resource rents that can be earned from commercial fishing. Since government is only targeting 5% of these rents, the rest will definitely serve as enough incentive for the private sector to cooperate with government in ensuring the success of the licensing scheme.

## **Chapter VII**

### **Framework for Refinements in Commercial Fisheries Registration and Licensing**

#### **7.1 Transferability of Licenses**

Licenses will be transferable among fishers, particularly among family members, provided that the specific vessel and accompanying gear for which the license was issued remain unchanged. If the conditions for its issuance, such as the vessel owner, make of boat, gear used and engine of boat are still valid, then the license can be transferred. However, once a vessel is retired, the license will likewise be retired and will not be allowed to be transferred. Under no condition will a license be issued for new vessels not included in the registry of fishing vessels, for a period of 5 years (see Chapters 3 and 4). After 5 years, the licensing scheme will be reviewed and upon assessment that fishing effort is below the MSY, new licenses may be granted.

#### **7.2 Review of Tonnage Classification**

There has been anecdotal evidence of the incapability of the current licensing scheme, which is based solely on gross tonnage of vessels, to address variations in potential catch and income of commercial fishers. A progressive licensing scheme should be able to account for the major sources of these variations, including the gear used. In some cases, vessels belonging to the lowest category were experiencing greater fish catch due to the gear types they were using, relative to those in higher tonnage categories albeit using more passive gears.

To achieve acceptable results, a survey has to be conducted between and among the different tonnage classifications. Part of the survey should include the types of gear used, and the corresponding catch they enjoy. This is to determine whether there is in fact relative homogeneity among vessels belonging to the same category. Otherwise, if significant heterogeneity exists, the current classification should be overhauled, particularly with respect to the amounts of license fees being charged per category. If license fees are to be made true to their objective of capturing a portion of resource rent, then the amounts charged per classification category should be reflective of such rents. Only with the results of this survey can acceptable revisions be made to the current tonnage classification. Upon conclusion of the survey, BFAR can review their current classification system, and determine whether there is a need to adjust the categories of vessels in the licensing scheme to better reflect reality. Consequently, license fees should be adjusted accordingly.

### **7.3 Limits on the Types of Gear for Each Tonnage Classification**

From the results of the study above (in section 4 of this Chapter), BFAR can further determine whether there is a need to limit the types of gears for each tonnage classification. If the objective of the license scheme is to make each category more or less homogeneous, then there is a need to impose limits on what types of gears each category can use, if such proves to be the main source of significant heterogeneity and inequality within a category. The assumption being made here is that BFAR would want to address the fairness or equity issue, wherein fishers belonging to the same vessel category should be receiving more or less similar net profits, upon the deduction of the corresponding rent-based fees. The caveat for addressing this though is the more complicated set of categories and classification schemes that may ensue from the results of the survey, in the attempt of BFAR to be equitable across all commercial fishers in the sector.

### **7.4 Revision of the Schedule of Fines and Penalties**

Various observations have been made regarding the lack of a disincentive scheme for would-be violators of fisheries rules and regulations. In a study conducted by Atty. Asis Perez<sup>18</sup> of Tanggol Kalikasan on the effectiveness of the Bantay-Dagat as enforcers of fishing laws, the data of offenders in Tayabas Bay showed that there was a very high percentage of repeat offenders. Despite the effective prosecution and high conviction rate of fishing violation cases, 76% of those cases involved a repeat offender, or a fishing vessel convicted before. One of the reasons given in the study was the very low penalty scheme which did not serve as a deterrent for fishers not to violate the law repeatedly.

The current fines and penalties schedule needs to be revisited and adjusted to reflect better disincentives in violating fisheries rules and regulations. For one thing, penalties should be indexed to inflation. But more importantly, they should be set at rates that appropriately reflect the true costs of violating the law.

### **7.5 Quota-based Licenses**

This type of licensing scheme involves setting a total allowable catch (TAC) and allocating rights over all or portions of the TAC. The TAC is the maximum harvest allowed during a fishing season in a fishing ground. It is usually determined for a fish species or group of species and qualified by factors including social, economic and environmental considerations, fishing patterns, interdependence of fish stocks, fishery population dynamics and recommended regional and global standards<sup>19</sup>.

Determining the TAC requires the use of scientific resource and ecological assessments. It is highly dependent on the availability of good information on stock dynamics and

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<sup>18</sup> Perez (unpublished).

<sup>19</sup> OECD (1997).

responses to fishing mortality. Moreover, TACs call for institution of adequate property or use rights. Unless property or use rights are clearly defined and properly enforced, the fishery will remain open-access and will continuously be prone to overfishing and excess capacity. Finally, implementing TACs needs an effective system of enforcement, monitoring and surveillance of fishing activities. When these requirements are not in place, it is expected that this scheme will be ineffective in dealing with overfishing and excess capacity.

There are two fundamental questions in using quota-based licenses. The first deals with the actual amount of the TAC. This question depends on the primary objective of the regulatory measure. If on the one hand, the objective is principally economic efficiency then the optimal catch is one that maximizes the difference between total costs and total revenues for the fishery. If, on the other hand, the objective is biological efficiency, then the catch is associated with the MSY, which defines the maximum biological productivity of the fishery. The usual absence of adequate information due to inaccuracy of catch data and time lags in acquiring data may create difficulties in determining the appropriate level of resource for which rights are allocated. This problem is pervasive in fisheries of most developing countries and even in some developed countries.

The second question pertains to how the TAC will be allocated. There are two options:

- a. Competitive quotas - This is done by announcing the available quota at the start of the season, followed by closing the season after the TAC is reached regardless of who brought them in.
- b. Individual transferable quotas (ITQs) - ITQs are entitlements from a TAC of eligible holders such as fishers, vessels, fleet, companies or nations. The distinguishing characteristic of ITQs is tradability of the quota in the market. Entitlements in an ITQ system are usually determined according to each eligible holder's, (usually a fisher) historical participation to the fishery before the quota comes into effect. Among the factors considered include three-year annual average total catch, proven history of participation in the fishery, historical investments and level of dependence on the fishery. Quotas can also be simply allocated equally to every fisher regardless of historical participation.

The implementation of a TAC and ITQ system will serve the fourth objective of the license scheme, whereby priority rights will be granted. A current study, i.e. the NSAP, is being undertaken in generating continuous and reliable time series fisheries data for fisheries sector planning and management. Upon completion of the NSAP in all major fishing grounds of the country, the BFAR will determine whether a TAC for each area can be set. Only then, and only after a minimum period of 5 years of implementing input controls, will BFAR move towards an area-based licensing scheme for commercial fisheries. The recommendation is for this scheme to be considered 5 years from the implementation of limited entry and a graduated license fee scheme based on economic rent.

Although studies and experiences in developed countries reveal that this is the most economically efficient system of fisheries management, the information and monitoring

requirements of an ITQ system are equally large. It is for this reason that perhaps an ITQ system may never work in the Philippines, hence this discussion is probably more illustrative than a distinct possibility.

## 7.6 Research Agenda

In order to successfully implement the registration and licensing framework and consequently reduce fishing effort in the long-run, there are a number of studies that need to be undertaken for implementing some of its components. In particular, the completion of the database of all commercial fishing vessels operating in Philippine waters should be given utmost importance and should be completed at the soonest time possible. This will be the major input needed in setting the maximum number of vessels that will be allowed to register and apply for a license for the next 5 years, at least. The results of the implementation of FAO 223 can serve this purpose, assuming BFAR is able to complete its inventory nationwide.

The refinements contained in this Chapter are mostly dependent on technical studies in order for their details to be fleshed out. Table 11 presents the required types of studies that need to be conducted before the refinements can be translated into relevant policies and targets.

Upon completion of the studies needed for the refinements, certain provisions of RA 8550 may then be implemented and translated into actual FAOs or Department Orders. As such, existing policies will have to be repealed or amended, and new Department AOs to effect the refinements in the new licensing scheme will have to be issued (Table 12).

**Table 11. Technical Requirements to Implement Refinements in Commercial Fisheries Licensing.**

<b>Refinement</b>	<b>Technical Requirements</b>	<b>Timeframe</b>
Quota-based licenses	i. Complete inventory of fishers ii. Completion of NSAP iii. Updated MSY studies	Two years
Area-based license fees	i. Complete inventory of fishers ii. Data on fish catch iii. Updated resource rent estimates	One year
Review of tonnage classification	i. Complete inventory of vessels ii. Survey on vessels and gears	One year
Limit of types of gears for each tonnage classification	i. Survey on vessels and gears ii. Data on fish catch iii. Updated MSY studies	One year
Fines and penalties	i. Updated resource valuation (for resource rent and damage estimates)	One year

**Table 12. Legal Requirements to Implement Refinements in Commercial Fisheries Licensing**

<b>Refinement</b>	<b>Relevant Provisions in the Law</b>	<b>Existing Administrative Order, if Any</b>	<b>Amendment Needed</b>
Quota-based licenses	RA 8550, Sections 7, 8; Rules 7.1, 8.1, IRR	None	Issue appropriate AO
Area-based licenses	RA 8550, Section 7; Rules 7.1, 7.4, 7.5, 26.1 IRR	None	Issue appropriate AO
Review of tonnage classification	RA 8550, Section 4 (10.1 to 10.3), 57	FAO 198	Redefine “commercial fishing vessels” based on the result of survey and adjust vessel categories; issue appropriate AO to give effect to this provision
Limit of types of gears for each tonnage classification	RA 8550, Section 40 (a) and (b)	FAO 198	Redefine “fishing gear” in relation to “commercial fishing vessels” and adjust categories; issue appropriate AO to give effect to this provision
Fines and penalties	RA 8550, Sections 86 to 107	Numerous FAOs	Revise imposable fines and penalties to reflect resource rent and damage estimates with further provision for escalation

### **7.7 Related Policy Agenda**

In order for the registration and licensing scheme to be comprehensive and integrated, the following related issues should be addressed by the relevant government agencies, mainly through advocacy work and initiative of BFAR:

- Review of delineation of municipal vs. nonmunicipal waters to better reflect the natural configuration and contour of Philippine waters; and to avoid discrimination against small-scale commercial fishers who may be classified as such, but are not capable of fishing beyond the designated zone due to depth and distance.

- Define and legislate with certainty the Philippine EEZ to serve as guide for commercial fishers; and to assist law enforcement agencies in deterring foreign fishing vessels from encroaching into Philippine waters.
- Reclassify fishing violations as administrative rather than criminal cases and provide BFAR with quasi-judicial functions to allow the agency to prosecute cases of fishing violations themselves, given that they have the technical expertise required for such violations; and to allow for a more efficient and speedier resolution of fishing violations.
- Create a Special Fund for which fees, fines and penalties raised in the implementation of RA 8550 will be earmarked. The Special Fund will be targeted only for additional activities directly related to fisheries management, e.g., technical studies or purchase of new equipment, and will not include regular operations of BFAR, e.g., salaries of tenured personnel. RA 8550 and its implementing rules and regulations will have to be revised and amended accordingly.
- In particular to tuna fishing in the South, review the rules and guidelines on transshipment that allows foreign fishing vessels to engage in tuna processing within the Philippines prior to being exported. The review will focus on the pros and cons of allowing the Philippines to be a transshipment point for foreign fishing vessels. Some of the pros include the creation of employment through downstream industries, by allowing fish catch of foreign fishing vessels to be unloaded at our domestic ports. However, there are contending issues such as price competitiveness and leakage of raw fish flowing into the local wet markets that may offset the benefits from employment opportunities. A study should be conducted to assess the overall effects of transshipment on the economy as a whole.
- Review the need for a Department of Fisheries, or at the minimum come up with a timeframe on how BFAR can fully implement Section 65 of RA 8550, which transforms the organization into a line bureau. The identified gaps in Section 2.3 of this document can be addressed more efficiently if BFAR is strengthened, particularly in increasing the Bureau's authority and mandate and its corresponding budget for improved fisheries management.
- Revisit Section 18 of RA 8550 which allows small and medium scale commercial fishing activity within 10.1 to 15 km in municipal waters and Section 4 (10) (2) which defines the term medium scale commercial fishing (Section 3 (10) (2), RA 8550), both in relation to the ban on the use of active gear in municipal waters. Section 18 of RA 8550 provides that small and medium-scale commercial fishing vessels may be allowed to fish within the 10.1 - 15 km in municipal waters subject to certain conditions specified therein. Among the conditions is that the fishing methods and gears used shall be consistent with national policies set by the DA. The Department has established the policy of banning the use of active gears in municipal waters as provided in Section 90 of RA 8550 and further reiterated in FAO 201, Series of 2000. This being the case, small and medium-scale commercial fishing vessels which may be

allowed to fish within 10.1 - 15 km in municipal waters shall use only passive gear in its fishing activities. There are small-scale commercial fishing vessels using passive gear and this comes within the exception provided in the law. These may be allowed to operate in municipal waters by virtue of an ordinance. There is an issue, however, insofar as medium-scale fishing activities are concerned. Section 4 (10) (2) of RA 8550 defines 'medium scale' as commercial fishing using active gears only. Legally speaking then, no medium-scale commercial fishing, as defined in the law, may be allowed within the said area in the municipal waters pursuant to said provisions of the Fisheries Code, considering that active gears are prohibited in municipal waters.

- The operations of the Philippine commercial fishing fleet in international waters and in the EEZ of other countries need to be encouraged to further reduce fishing effort in Philippine waters. The government has supported the distant water fishing fleet through the provisions of the subsidies (e.g., fuel duty drawbacks) and facilitating access to other countries' EEZ through bilateral and multilateral agreements. As of this writing, three bilateral agreements, i.e., with China, Indonesia and Brunei, have been signed, and one with Peru specifically for scientific and technical cooperation. Meanwhile, three more bilateral agreements, i.e., with Malaysia, Thailand and Palau, are in the pipeline. There are also multilateral agreements towards joint management of migratory species such as the Convention on Migratory Species. In addition, Philippine commercial fishing vessels operating outside Philippine waters and specifically fishing for (big eye, yellow fin and skipjack) tuna and other big fish (e.g., marlin, swordfish and sailfish) are now being governed by the terms and conditions under the Western and Central Pacific Fisheries Commission, which has been signed by 32 countries. Fishing vessels that are under this category will have to be subjected to additional licensing requirements of the Commission. There may be a need to monitor the developments of the international commercial fishing sector, at the very least. These rules should be transformed into enabling laws and AOs that would allow regulation (if necessary) and monitoring of these vessels, mainly by BFAR, along with other government agencies at stake such as the Department of Foreign Affairs. Furthermore, the ensuing laws and AOs should be harmonized and should be made consistent with those that will be issued in direct relation to this framework, e.g., its implications on the limited entry scheme, and the new license fees that will be imposed on commercial fishing vessels.
- In relation to the country's membership in the Western and Central Pacific Fisheries Commission, there is a need to speed up the Senate ratification thereof. As of this writing, the Philippines, along with 18 other countries, is still on observer status, without the agreement being ratified by Congress. Although we are now officially covered by the governing rules and regulations of the Commission, we still have not earned the right to vote. It is particularly important for the country to be able to do so before the Commission's Scientific Committee meets in August 2005, wherein the issue of banning "payaos" will be taken up.
- With respect to the impacts of commercial fishing on biodiversity, BFAR and the private sector are encouraged to develop and adopt commercial fishing gear that will

effectively reduce by-catches of marine turtles and cetaceans. This could proceed from the review of similar initiatives and experiences in other countries. It is noted that such effort will redound to the benefit of the commercial fisheries sector, particularly those targeting export markets that have been increasingly demanding “green” fish catching methods. Examples are the shrimp-turtle case and the dolphin-free tuna.

## 7.8 Timelines for Refinements of Registration and Licensing

Implementation of the refinements of the registration and licensing framework should take place at least five years after the new licensing scheme has been operational. This would give BFAR and other government agencies enough lead time to conduct the necessary technical studies before the refinements can be put into respective policy pronouncements. The studies can be conducted one after another, or simultaneously, depending on how well BFAR can mobilize funds thereof.

On a yearly basis, the refinements of registration and licensing will be undertaken through the conduct of the following activities (Table 13).

**Table 13. Annual Implementation Schedule for Refinements in Commercial Fisheries Licensing.**

Year	Activity
2005	<ul style="list-style-type: none"> <li>i. Completion of database / inventory of commercial fishing vessels</li> <li>ii. Continuing conduct of NSAP</li> <li>iii. Drafting and approval of AO on transferability of licenses</li> </ul>
2006	<ul style="list-style-type: none"> <li>i. Survey of vessels, gears and fish catch</li> <li>ii. Completion of NSAP</li> </ul>
2007	<ul style="list-style-type: none"> <li>i. Updating of MSY studies and resource rent estimates</li> </ul>
2008	<ul style="list-style-type: none"> <li>i. Updating of schedules of license fees, fines and penalties (if necessary)</li> <li>ii. Drafting and approval of AO on revised tonnage classification (if necessary)</li> <li>iii. Drafting and approval of AO on limits on gear types per tonnage classification (if necessary)</li> </ul>
2009	<ul style="list-style-type: none"> <li>i. Preparatory work for shift to TAC and ITQ systems</li> </ul>
2010	<ul style="list-style-type: none"> <li>i. Drafting and approval of AO on TAC and ITQ systems (if necessary)</li> <li>ii. Issue new licenses, if deemed appropriate</li> </ul>

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## ATTACHMENT A

### Definition of Documents Required for Registration and Licensing of Commercial Fishing Operations

Certificate of Ownership	issued to prove ownership of the vessel
Certificate of Vessel Registry	issued to register vessel under the Maritime Industry Authority (MARINA)
Certificate of Ad Measurement	certifies the measurement of the vessel
Certificate of Stability	certifies the stability of the vessel to be operated at sea
Ship Station License	permits the telecommunications equipment on board
Minimum Safe Manning Certificate	document that proves the vessel is safely manned to proceed at sea
Certificate of Safety Inspection	issued to certify that the vessel is safe to travel, and complies with all safety rules and regulations
Coastwise License	allows the vessel to operate beyond protected waters as defined by MARINA, i.e., beyond 3 nautical miles from the shoreline
Vessel Safety Departure	clears the vessel to depart, as issued by PCG
Registration of Roll Book and Deck/ Engine Log Books	for documentation of all data pertinent to the vessel
Fishing Vessel License	permits the vessel to be used for fishing
Fishing Logbook	used by catcher vessels to document catch effort
Gear License	permits the gear to be used for fishing
Cash Bond	deposited by the applicant as guarantee of good faith and for satisfactory compliance with the terms and conditions of the license
Fisherman's License	refers to the document for qualified fisherfolk who seek employment as fish worker or pearl diver
Certificate of Clearance	issued to owners / operators of licensed fishing vessels before departure from any port to the fishing ground, as issued by BFAR

## ATTACHMENT B

### Sample Forms Used in Commercial Fisheries Licensing

1. Application for Commercial Fishing Vessel / Gear License
  - a. Certification
  - b. Affidavit of Undertaking
2. Commercial Fishing Vessel Inventory Form / Certification of Vessel Inspection
3. Grid Maps
4. Application for Fishing Gear Registration / Certification of Fishing Gear Inspection / License
5. Fishing Gear Inventory Forms
  - a. Bag Net (*Basnig*)
  - b. Beach Seine (*Sinsoro*)
  - c. Bottom Set Longline (*Kitang*)
  - d. Drift Longline
  - e. Drive-in Net (*Pa-aling*)
  - f. Gill Net (*Pante*)
  - g. Modified Danish Seine (*Hulbot-Hulbot*)
  - h. Purse Seine (*Pangulong*)
  - i. Ring Net
  - j. Round Haul Seine (*Sapyaw*)
  - k. Trawl (*Galadgad*)
6. Lightboat Inspection Report / Certification of Vessel Inspection
7. Application for International Fishing Permit / Certification of Vessel and Fishing Gear Inspection



Republic of the Philippines  
Department of Agriculture  
**Bureau of Fisheries and Aquatic Resources**  
860 Quezon Avenue, Quezon City, Metro Manila 3008  
Tel. Nos. 372-50-57; 372-50-46  
FAX No. 372-50-57

**APPLICATION FOR COMMERCIAL FISHING VESSEL/GEAR LICENSE  
(NEW/RENEWAL)**

1. GENERAL INFORMATION

- a. NAME OF APPLICANT \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
TEL. NO. \_\_\_\_\_ FAX NO. \_\_\_\_\_
- b. NAME OF OWNER: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
TEL. NO. \_\_\_\_\_ FAX NO. \_\_\_\_\_
- c. HOLDER OF CFVGL NO.: \_\_\_\_\_ DATE ISSUED: \_\_\_\_\_ TO EXPIRE: \_\_\_\_\_

2. DESCRIPTION OF THE VESSEL (to be accompanied by 2 copies 8"x10" vessel photograph showing port, starboard and name of the vessel)

NAME OF VESSEL: \_\_\_\_\_ FORMER NAME: \_\_\_\_\_  
SIDE NUMBER/CALL SIGN \_\_\_\_\_  
TYPE OF VESSEL: CATCHER trawl, tuna purse seine, sardine/mackerel/scad purse seine, ring net, tuna longline, bottom set longline, hook and line, danish seine, bagnet, etc. \_\_\_\_\_  
SUPPORT carrier, sonar boat, lightboat, skiff, etc. \_\_\_\_\_

REGISTERED GROSS TONNAGE: \_\_\_\_\_ NET TONNAGE \_\_\_\_\_

3. DESCRIPTION OF THE GEAR (for catcher vessels only: cm.)(to be accompanied by 2 copies of drawing of gear design and its specification)

NAME OF FISHING GEAR \_\_\_\_\_  
MINIMUM SIZE OF EACH SECTION OF THE FISHING GEAR  
wings \_\_\_\_\_ belly/body \_\_\_\_\_ bunt/bag \_\_\_\_\_

4. REFRIGERATION

FISHHOLD PRESERVATION: YES/NO \_\_\_\_\_ DIRECT ICING OR MECHANICAL: YES/NO \_\_\_\_\_  
QUICK FREEZING: SUBMERGED, BLAST AND/OR PLATE FREEZING or OTHER \_\_\_\_\_  
NO. OF FISH HOLDS: \_\_\_\_\_ TEMPERATURE: \_\_\_\_\_ CAPACITY(BANERAS): \_\_\_\_\_ STORAGE (VOLUME):m3 \_\_\_\_\_

5. ELECTRONIC EQUIPMENT (as appropriate) SOWAP: \_\_\_\_\_  
RADIO: SSB: \_\_\_\_\_ TYPE/MAKE: \_\_\_\_\_ FISH FINDER \_\_\_\_\_  
VIP: \_\_\_\_\_ RADAR \_\_\_\_\_  
GPS \_\_\_\_\_ OPTIMAL \_\_\_\_\_

6. PROPOSED FISHING GROUND (to be indicated on the attached grid map) \_\_\_\_\_

7. AVAILABILITY OF THE VESSEL FOR INSPECTION:  
DATE: \_\_\_\_\_ LOCATION: \_\_\_\_\_

I DECLARE UNDER THE PENALTIES OF PERJURY THAT THIS APPLICATION HAS BEEN MADE IN GOOD FAITH VERIFIED BY ME AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IS A TRUE, CORRECT AND COMPLETE INFORMATION/DATA PURSUANT TO THE PROVISIONS OF REP. ACT NO. 8550, AND ITS IMPLEMENTING RULES AND REGULATIONS.

I HEREBY BIND MYSELF TO STRICTLY COMPLY WITH THE PROVISIONS OF LAWS, ORDERS, RULES AND REGULATIONS EXISTING AND ALL THOSE THAT MAY BE ISSUED REGARDING THE OPERATION OF THE VESSELS HEREIN DESCRIBED AND WILL BE RESPONSIBLE FOR THE PROPER COMPLIANCE THEREWITH BY ALL PERSONS WORKING UNDER ME WITH SPECIFIC EMPHASIS ON THE TERMS AND CONDITIONS ATTACHED TO THIS LICENSE.

I UNDERSTAND THAT THE PERIOD OF VALIDITY OF THE COMMERCIAL FISHING VESSEL AND GEAR LICENSE (CFVGL) IS FOR THREE (3) YEARS AND THAT IT MAY BE CANCELLED, SUSPENDED OR REVOKED AT ANY TIME FOR CAUSE, AS PROVIDED BY THE FISHERY LAW- RULES AND REGULATIONS ON THIS MATTER.

\_\_\_\_\_  
SIGNATURE OF THE APPLICANT

SUBSCRIBED AND SWORN BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 200\_\_ AT \_\_\_\_\_ PHILIPPINES.  
AFFIANT EXHIBITED TO ME HIS/HER COMMUNITY TAX CERTIFICATE NO. \_\_\_\_\_ ISSUED AT \_\_\_\_\_  
ON \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC

DOC NO. \_\_\_\_\_  
PAGE NO. \_\_\_\_\_  
BOOK NO. \_\_\_\_\_  
SERIES OF 200 \_\_\_\_\_

VALID UNTIL \_\_\_\_\_ 200\_\_  
PTR NO. \_\_\_\_\_  
ISSUED AT \_\_\_\_\_  
ISSUED ON \_\_\_\_\_

**BFAR USE ONLY**

A. VESSEL/GEAR INSPECTION/VERIFICATION REPORT: (Verify gear, measure net mesh size, check deck equipment, etc, use other sheet if necessary).

**CERTIFICATION OF VESSEL AND FISHING GEAR INSPECTION**

I \_\_\_\_\_ UNDER MY OFFICIAL OATH OF OFFICE DO HEREBY CERTIFY THAT I HAVE PERSONALLY CONDUCTED A THOROUGH AND ACTUAL INSPECTION AND VERIFICATION OF THE VESSEL AND ITS FISHING GEAR IN ACCORDANCE WITH ITS APPLICATION FOR A COMMERCIAL FISHING VESSEL AND GEAR LICENSE (CFVGL) AND THE STATEMENT OF FACTS STATED THEREIN ARE TRUE AND CORRECT.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY SIGNATURE THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 200\_\_

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF INSPECTOR)

**B. EVALUATOR'S CERTIFICATION**

LICENSE FEE P \_\_\_\_\_ OR. NO. \_\_\_\_\_ DATE \_\_\_\_\_  
CASH BOND DEPOSIT P \_\_\_\_\_ OR. NO. \_\_\_\_\_ DATE \_\_\_\_\_

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF EVALUATOR)

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF DIVISION CHIEF)

ASSIGNED CFVL NO. \_\_\_\_\_

CERTIFICATION

\_\_\_\_\_  
Date

This is to certify that F/B \_\_\_\_\_ owned and operated by \_\_\_\_\_ of \_\_\_\_\_ is not involved in any administrative and judicial cases.

This is in compliance with the requirements for application with the Bureau of Fisheries and Aquatic Resources, Quezon City for CFVL/CFVG/IFP.

\_\_\_\_\_  
Printed Name and Signature of Owner

SUBSCRIBED AND SWORN to before me this \_\_\_\_\_ day of \_\_\_\_\_, 200\_\_\_\_ at \_\_\_\_\_, Philippines. Affiant exhibited to me his/her Community Tax Certificate No. \_\_\_\_\_ issued at \_\_\_\_\_ on \_\_\_\_\_.

Doc. No. \_\_\_\_\_;  
Page No. \_\_\_\_\_;  
Book No. \_\_\_\_\_;  
Series of 200 \_\_\_\_\_.

REPUBLIC OF THE PHILIPPINES)  
: S.S.  
\_\_\_\_\_ )

**AFFIDAVIT OF UNDERTAKING**

I, \_\_\_\_\_ of legal age, Filipino, married/single  
and with postal address at \_\_\_\_\_  
after having been duly sworn to in accordance with law, hereby depose and say:

That, I am an applicant for a CFVGL/IFP with the Bureau of Fisheries and  
Aquatic Resources, Quezon City regarding FV \_\_\_\_\_.

That, in compliance with Section 25 of Republic Act No. 8550, series of 1998,  
I hereby promise that the fishworkers shall be entitled to the privileges accorded to  
other workers under the Labor Code, Social Security System and other benefits  
under other laws or social legislation for workers: Provided, that fishworkers on  
board any fishing vessels engaged in fishing operations are hereby covered by the  
Philippines Labor Code, as amended.

That, I am executing this Affidavit in compliance with the requirements of my  
application for a CFVL/CFGL/IFP/.

\_\_\_\_\_  
Affiant

SUBSCRIBED AND SWORN to before me this \_\_\_\_ day of \_\_\_\_\_,  
200\_\_ at \_\_\_\_\_, Philippines. Affiant exhibited to  
me his/her Community Tax Certificate No. \_\_\_\_\_ issued at  
\_\_\_\_\_.

**NOTARY PUBLIC**

Doc No. \_\_\_\_\_;  
Page No. \_\_\_\_\_;  
Book No. \_\_\_\_\_;  
Series of 200 \_\_\_\_;



Inventory No. \_\_\_\_\_

**COMMERCIAL FISHING VESSEL INVENTORY FORM**

*(Please accomplish in blue/black ball pen only in block letters)*

**SECTION 1**

**A. VESSEL INFORMATION**

VESSEL NAME	TYPE OF VESSEL (use)	BULB(S) FOR LIGHTBOAT (Write no. of bulbs/ Wattage per bulb) Incandescent <input type="checkbox"/> Halogen <input type="checkbox"/> Others (specify) _____	
GROSS TONNAGE	NET TONNAGE	LENGTH OVER ALL (M)	FISH HOLD (TONS)
REFRIGERATION CAPACITY (TON/S PER HOUR)	ACQUISITION COST (PHP)	MARINA REGISTRATION NO.	DATE OF REGISTRATION
HAS THE VESSEL BEEN LICENSED BEFORE? WHAT YEAR/S?	<input type="checkbox"/> YES <input type="checkbox"/> NO	VALID BFAR LICENSE NO., IF ANY	EXPIRY DATE

**B. HULL**

HULL MATERIAL (✓)	Wood <input type="checkbox"/>	Steel <input type="checkbox"/>	Aluminum <input type="checkbox"/>	AGE (No. of years)	IDENTIFICATION NO (IF AVAILABLE)
	Fiberglass <input type="checkbox"/>	Others <input type="checkbox"/> (specify)			

**C. ENGINE**

MODEL AND MAKE	HORSEPOWER	ACQUISITION COST	AGE (No. of years)	ECONOMIC LIFESPAN(*)
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**SECTION 2**

**A. OWNER INFORMATION (Individuals)**

NAME OF OWNER	FIRST	MIDDLE	LAST	BIRTHDATE	TIN
MAILING ADDRESS				CITY	ZIP
NUMBER OF YEARS IN FISHING OPERATION				NUMBER OF FORMS OF EMPLOYMENT (non-fishing)	
TIME SPENT IN OTHER EMPLOYMENT (NO. OF MONTH/YR)				AVERAGE EARNINGS PER MONTH	

**B. OWNER INFORMATION (Corporation/Partnership/Cooperative/Enterprises)**

COMPANY/BUSINESS NAME	NO. OF YEARS IN OPERATION	TIN NO			
MAILING ADDRESS	SEC/DT/VCDA REGISTRATION NO.	DATE OF REGISTRATION			
	DATE REGISTERED/APPROVED	BUSINESS PERMIT NO			
NAME OF PRESIDENT	FIRST	MIDDLE	LAST	NO. OF YEARS IN FISHING	AVERAGE ANNUAL EARNINGS

**SECTION 3**

**EQUIPMENT**

TYPE	MODEL	MAKE	NUMBER	ACQUISITION COST	ECONOMIC LIFESPAN	AGE
Marine radar						
Global Positioning System (GPS)						
Magnetic Compass						
Video Sounder						
Video Plotter						
Gyro compass						
Direction finder						
Autopilot						
Doppler current indicator						
Doppler speed log						
Light projector						
VHF						
SSB						
Radar transponder SOLAS						
Distress Controller						
Radiotelephone						
Receiver distress scanner						
Scanning sonar						
Hydraulic Winch						
Power block						
Others (specify)						

**SECTION 4 – FIXED COST**

COSTS	FREQUENCY	AMOUNT
Business Permit		
BFAR License		
Coast Guard Fees		
MARINA Fees		
Access Fees (Foreign Waters/High seas)		
Others (specify)		

**SECTION 6 – FISHING OPERATION**

FISHING GROUNDS(S)(FG) VISITED <small>(Cross-out appropriate boxes in attached grid map)</small>	TYPE OF GEAR/S USED
HOME PORT	DISTANCE OF FG TO HOMEPORT
AVE NO. OF DAYS/FISHING TRIP	AVE NO. OF FISHING HOURS PER DAY
NO. OF HAULS PER DAY	NO. OF TRIPS PER YEAR
NO. OF FISHING MONTHS PER YEAR	NO. OF PAYAO
FISH LANDING/ TRANSHIPMENT PORT(S)/ AND/OR SITE(S)(*) <small>SPECIFY:</small> 1. 2. 3.	FISHING ACCESSORIES <small>SPECIFY:</small> 1. 2. 3.

**SECTION 7 – CHARACTERISTIC OF THE FLEET(\*)**

TOTAL NO. OF BOATS IN THE FLEET \_\_\_\_\_

TYPES OF FISHING GEAR	NO.
1	
2	
3	
4	

Function	Calcher	Skiff boat	Light	Carrier	Sonar	Others
No of Boats						

**SECTION 5 – LABOR COST (per fishing trip)(\*)**

Total costs of Crew \*\* \_\_\_\_\_

Position	No.**	Compensation		Percent per Share
		Structure	Amount	
Captain				
Master fisherman				
Asst. Master fisherman				
Chief Mate				
Chief Engineer				
2 <sup>nd</sup> Engineer				
Bosun/Boatswain				
Quarter Master				
Skiff boat man				
Cook				
Oiler				
Fisherman				
Diver				
Reefer man				
Others				

\*Type of compensation structure

- 1 – full share
- 2 – fixed salary
- 3 – salary + compensation
- 4 – salary + bonus
- 5 – others, please specify

**SECTION 8 – CERTIFICATION (\*)**

I/We certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must sign) \_\_\_\_\_ DATE(mo/dd/yr) \_\_\_\_\_

**BFAR USE ONLY**

Remarks:

**CERTIFICATION OF VESSEL INSPECTION (\*)**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the vessel in accordance with the above supplied information and have found the same to be true and correct.

\_\_\_\_\_  
(Printed name and signature of inspector)

\_\_\_\_\_  
[Date Inspected(mo/dd/yr)]

\_\_\_\_\_  
[Date Certified (mo/dd/yr)]

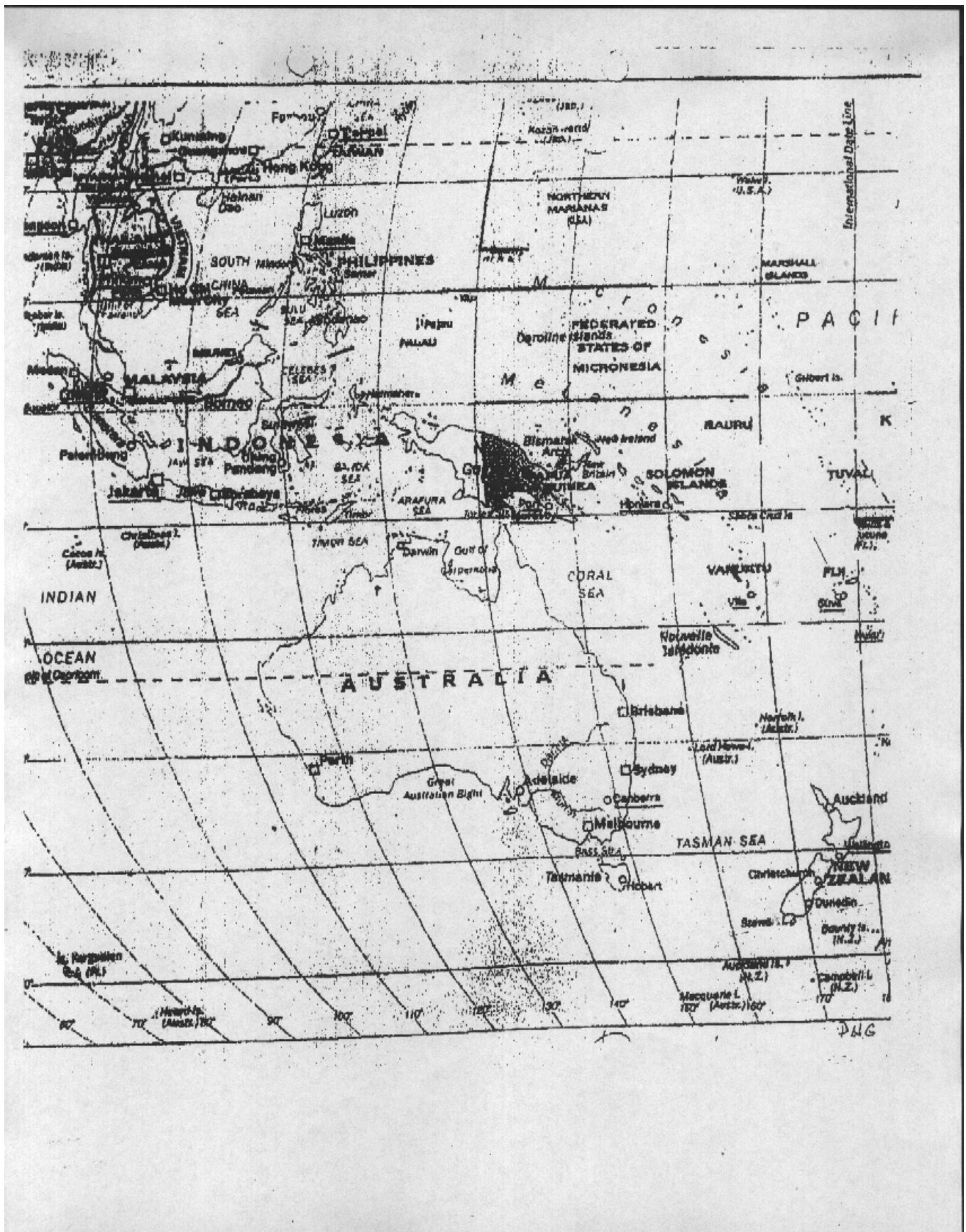
**EVALUATORS' CERTIFICATION**

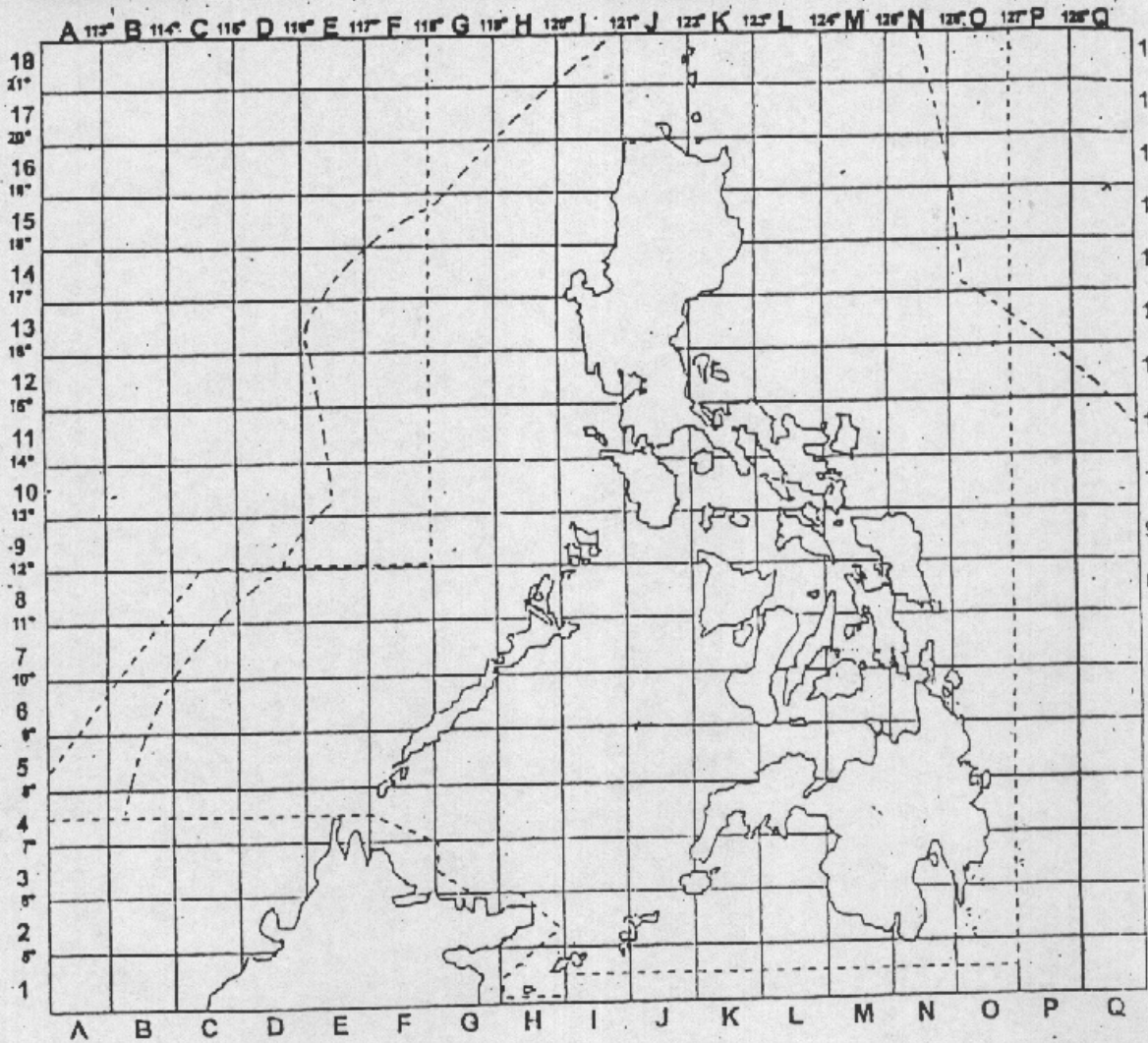
\_\_\_\_\_  
(Printed name and signature of evaluator)

\_\_\_\_\_  
[Date Certified (mo/dd/yr)]

\_\_\_\_\_  
(Printed name and signature of division chief)

\_\_\_\_\_  
[Date Certified (mo/dd/yr)]





**LEGEND**

- INTERNATIONAL TREATY LIMITS
- 200 M.M. EEZ

\_\_\_\_\_  
Name of Fishing Boat

\_\_\_\_\_  
Printed Name and Signature of  
Fishing Boat Operator

\_\_\_\_\_  
Date



Republic of the Philippines  
Department of Agriculture  
**Bureau of Fisheries and Aquatic Resources**  
800 Quezon Avenue, Quezon City, Metro Manila 3008  
Tel. Nos. 372-50-57; 372-50-46  
FAX No. 372-50-57

### APPLICATION FOR FISHING GEAR REGISTRATION

#### GENERAL INFORMATION

- a. Name of Applicant \_\_\_\_\_  
Address \_\_\_\_\_  
Tel. No. \_\_\_\_\_ FAX No. \_\_\_\_\_
- b. Name of Owner/Corporation \_\_\_\_\_  
Address \_\_\_\_\_  
Tel. No. \_\_\_\_\_ FAX No. \_\_\_\_\_

#### 2. DESCRIPTION OF GEAR

- a. Type of Vessel Gear \_\_\_\_\_  
b. Mesh Size wings \_\_\_\_\_ cm. belly/body \_\_\_\_\_ cm. bunts/bag \_\_\_\_\_ cm.  
c. Drawing of Gear Design (Attached to Application)

#### 3. DESCRIPTION OF VESSEL UTILIZING THE GEAR

- a. Name of Vessel \_\_\_\_\_ Make \_\_\_\_\_  
b. Gross tonnage \_\_\_\_\_ Net tonnage \_\_\_\_\_

4. HOMEPORT \_\_\_\_\_

5. FISHING GROUND \_\_\_\_\_

6. CFVL/CFVGL No. \_\_\_\_\_

- a. Date Issued \_\_\_\_\_  
b. Date Expired \_\_\_\_\_

#### 7. AVAILABILITY OF THE GEAR FOR INSPECTION

Date \_\_\_\_\_ Location: \_\_\_\_\_  
(Inspection shall be done on board the vessel)

\_\_\_\_\_  
SIGNATURE OF APPLICANT

SUBSCRIBED AND SWORN TO BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 200\_\_\_\_\_  
AT \_\_\_\_\_ PHILIPPINES. AFFIANT EXHIBITED TO ME HIS/HER COMMUNITY TAX  
CERTIFICATE NO. \_\_\_\_\_ ISSUED AT \_\_\_\_\_ ON \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC

DOC. NO. \_\_\_\_\_  
PAGE NO. \_\_\_\_\_  
BOOK NO. \_\_\_\_\_  
SERIES OF 200 \_\_\_\_\_

Valid Until \_\_\_\_\_ 200\_\_\_\_\_  
PTR NO. \_\_\_\_\_  
ISSUED AT \_\_\_\_\_  
ISSUED ON \_\_\_\_\_

I HEREBY BIND MYSELF TO STRICTLY COMPLY WITH THE PROVISIONS OF LAWS, ORDERS, RULES AND REGULATIONS EXISTING AND ALL THOSE THAT MAY BE ISSUED REGARDING THE USE OF THE GEAR HEREIN DESCRIBED AND WILL BE RESPONSIBLE FOR THE PROPER COMPLIANCE THEREWITH BY ALL PERSONS WORKING UNDER ME WITH SPECIFIC EMPHASIS ON THE TERMS AND CONDITIONS ATTACHED TO THIS LICENSE.

I UNDERSTAND THAT THE GEAR REGISTRATION MAY BE CANCELLED, SUSPENDED OR REVOKED AT ANY TIME FOR CAUSE, AS PROVIDED BY THE FISHERY LAW - RULES AND REGULATIONS ON THIS MATTER.

\_\_\_\_\_  
SIGNATURE OF THE APPLICANT

SUBSCRIBED AND SWORN BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 200\_\_ AT \_\_\_\_\_ PHILIPPINES,  
AFFIANT EXHIBITED TO ME HIS/HER COMMUNITY TAX CERTIFICATE NO. \_\_\_\_\_ ISSUED AT \_\_\_\_\_  
ON \_\_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC

DOC NO. \_\_\_\_\_  
PAGE NO. \_\_\_\_\_  
BOOK NO. \_\_\_\_\_  
SERIES OF 200 \_\_\_\_\_

VALID UNTIL \_\_\_\_\_ 200\_\_  
PTR NO \_\_\_\_\_  
ISSUED AT \_\_\_\_\_  
ISSUED ON \_\_\_\_\_

**BFAR USE ONLY**

A. GEAR INSPECTION/VERIFICATION REPORT: (Verify gear, measure net mesh size, check deck equipment, etc, use other sheet if necessary).

**CERTIFICATION OF FISHING GEAR INSPECTION**

I \_\_\_\_\_ UNDER MY OFFICIAL OATH OF OFFICE DO HEREBY CERTIFY THAT I HAVE PERSONALLY CONDUCTED A THOROUGH AND ACTUAL INSPECTION AND VERIFICATION OF THE FISHING GEAR IN ACCORDANCE WITH ITS APPLICATION FOR GEAR REGISTRATION (GR) AND THE STATEMENT OF FACTS STATED THEREIN ARE TRUE AND CORRECT.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY SIGNATURE THIS \_\_\_\_\_ DAY OF \_\_\_\_\_  
200\_\_

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF INSPECTOR)

B. EVALUATOR'S CERTIFICATION

LICENSE FEE P \_\_\_\_\_ OR. NO. \_\_\_\_\_ DATE \_\_\_\_\_  
CASH BOND DEPOSIT P \_\_\_\_\_ OR. NO. \_\_\_\_\_ DATE \_\_\_\_\_

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF EVALUATOR)

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF DIVISION CHIEF)

ASSIGNED CFVL NO. \_\_\_\_\_

APPLICATION CFBL & GEAR LICENSE 2000



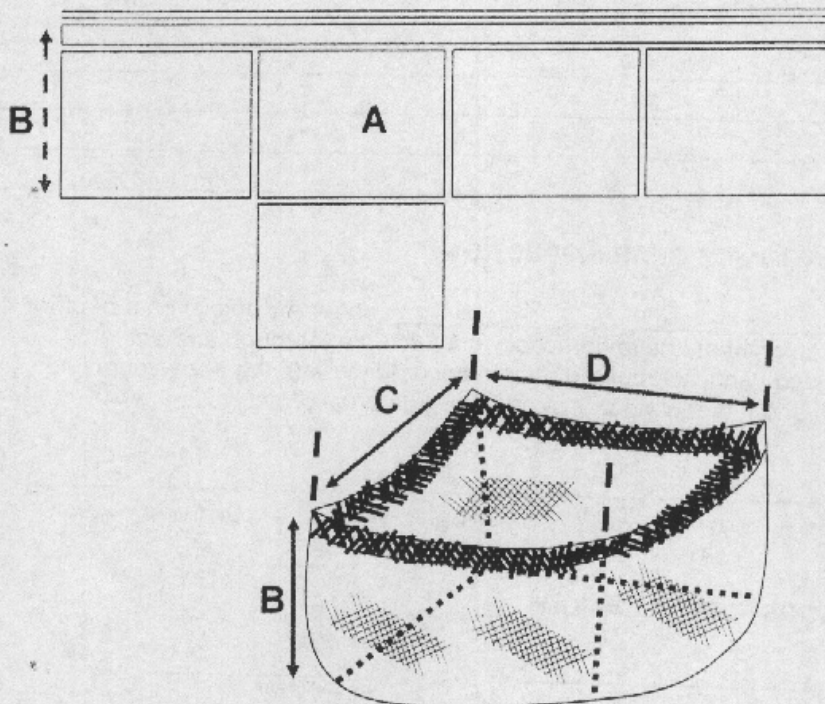
Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**BAG NET (BASNIG)**

*(Please accomplish in blue/black ball pen on in black letters)*

I. OWNER AND GEAR INFORMATION					
FIRST	MIDDLE	LAST	BIRTHDATE	TIN	
MAILING ADDRESS			CITY	ZIP	
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR	
ACQUISITION COST		ECONOMIC COST		AVERAGE EARNINGS PER MONTH	
	P		P		P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Mesh Size (cm): \_\_\_\_\_
- B. Finished Depth (m): \_\_\_\_\_
- C. Side 1 Length (m): \_\_\_\_\_
- D. Side 2 Length (m): \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

-----  
**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)
_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



Republic of the Philippines  
Department of Agriculture  
Bureau of Fisheries and Aquatic Resources

Inventory No. \_\_\_\_\_

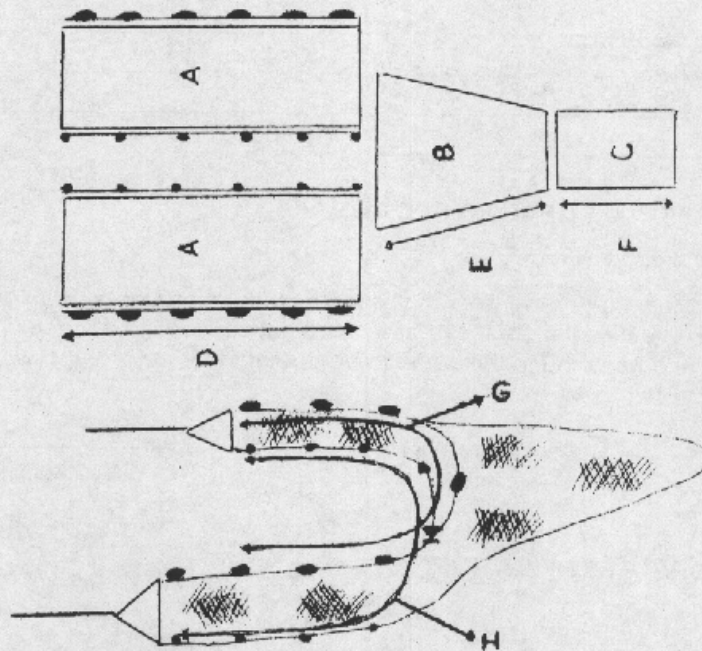
### FISHING GEAR INVENTORY FORM

BEACH SEINE (SINSORO)

(Please accomplish in blue/black ball pen or in block letters)

I. OWNER AND GEAR INFORMATION					
FIRST	MIDDLE	LAST	BIRTHDATE	TIN	
MAILING ADDRESS			CITY	ZIP	
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR	
ACQUISITION COST	P		ECONOMIC COST	P	
			AVERAGE EARNINGS PER MONTH		P

### II. MEASUREMENTS/SKETCH PLAN



- A. Wing Mesh Size (cm): \_\_\_\_\_
- B. Body Mesh Size (cm): \_\_\_\_\_
- C. Cod-end Mesh Size (cm): \_\_\_\_\_
- D. Wing Length (m): \_\_\_\_\_
- E. Body Length (m): \_\_\_\_\_
- F. Cod-end Length (m): \_\_\_\_\_
- G. Footrope Length (m): \_\_\_\_\_
- H. Headrope Length (m): \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)

_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



Republic of the Philippines  
Department of Agriculture  
**Bureau of Fisheries and Aquatic Resources**

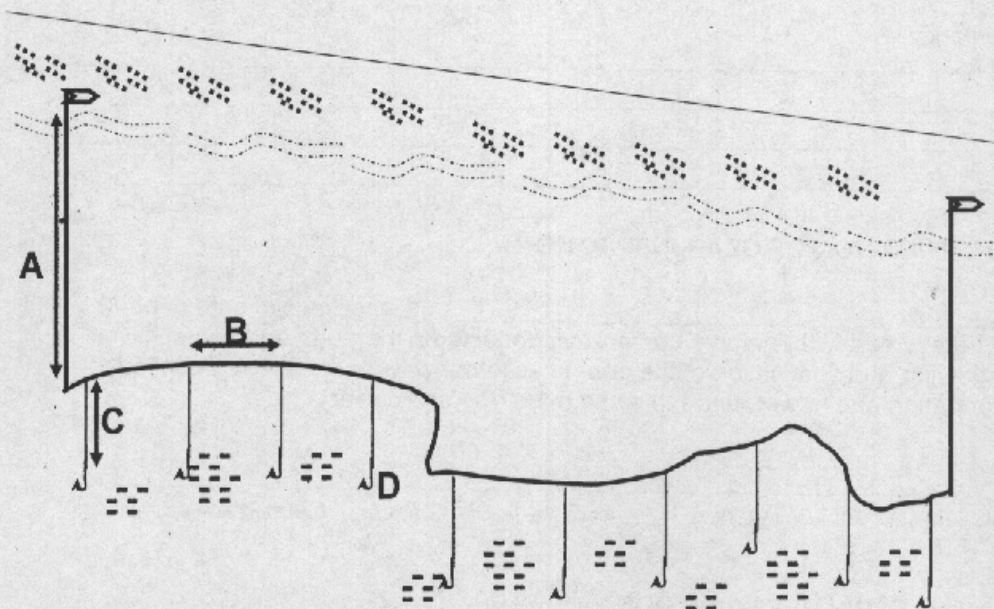
Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**BOTTOM SET LONGLINE (KITANG)**

*(Please accomplish in blue/black ball pen on in block letters)*

I. OWNER AND GEAR INFORMATION					
FIRST	MIDDLE	LAST	BIRTHDATE	TIN	
MAILING ADDRESS			CITY	ZIP	
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR	
ACQUISITION COST		P	ECONOMIC COST		P
			AVERAGE EARNINGS PER MONTH		P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Bouyline Marker Length (m): \_\_\_\_\_  
B. Distance Bet. Branchline (m): \_\_\_\_\_  
C. Branchline Length (m): \_\_\_\_\_  
D. Type of Hook: \_\_\_\_\_  
E. Size of Hook: \_\_\_\_\_  
F. Type of Bait Used: \_\_\_\_\_  
G. Total No. of Hooks \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

-----  
**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)
_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



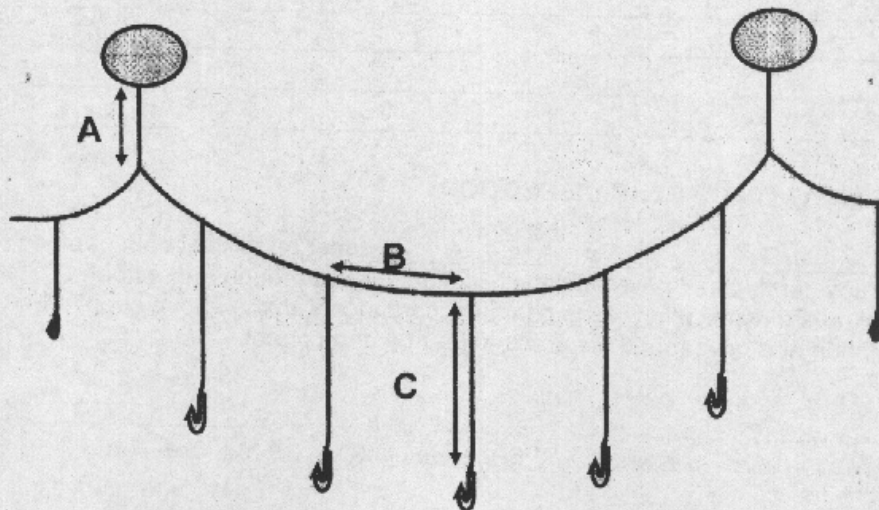
Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**DRIFT LONGLINE**

*(Please accomplish in blue/black ball pen on in block letters)*

I. OWNER AND GEAR INFORMATION					
FIRST	MIDDLE	LAST	BIRTHDATE	TIN	
MAILING ADDRESS			CITY	ZIP	
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR	
ACQUISITION COST	P	ECONOMIC COST	P	AVERAGE EARNINGS PER MONTH	P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Bouyline Length (m): \_\_\_\_\_
- B. Distance Bet. Branchline (m): \_\_\_\_\_
- C. Branchline Length (m): \_\_\_\_\_
- D. No. of Hooks Bet. Floats/basket: \_\_\_\_\_
- E. Type of Hook\*: \_\_\_\_\_ ( ) Bent Type ( ) J Type
- F. Size of Hook: \_\_\_\_\_
- G. Type of Bait Used: \_\_\_\_\_
- H. Total No. of Hooks \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)
_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



Republic of the Philippines  
 Department of Agriculture  
**Bureau of Fisheries and Aquatic Resources**

SAN \_\_\_\_\_

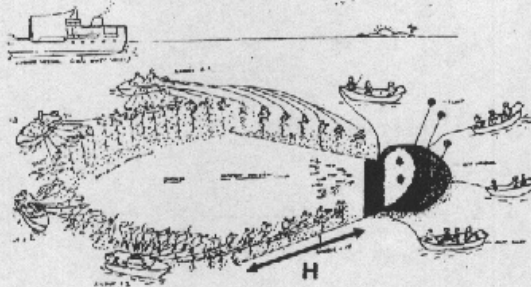
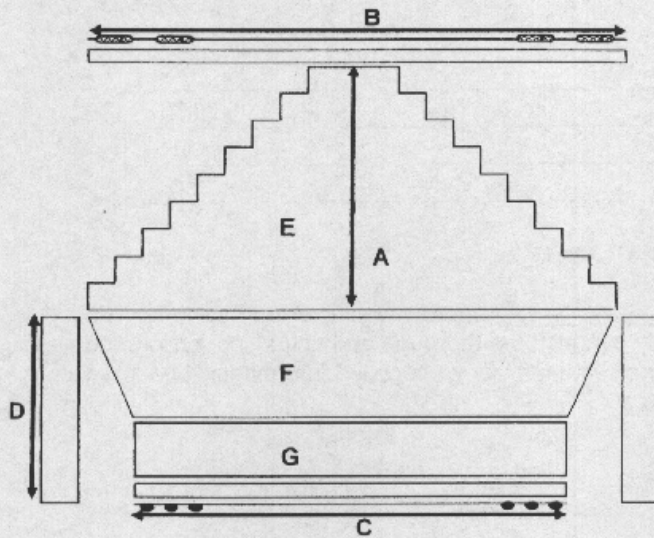
Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**DRIVE-IN NET (PAALING)**

*(Please accomplish in blue/black ball pen on in block letters)*

I. OWNER AND GEAR INFORMATION					
FIRST	MIDDLE	LAST	BIRTHDATE	TIN	
MAILING ADDRESS			CITY	ZIP	
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR	
ACQUISITION COST	P	ECONOMIC COST	P	AVERAGE EARNINGS PER MONTH	P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Bunt Length (m) \_\_\_\_\_
- B. Headrope Length (m) \_\_\_\_\_
- C. Footrope Length (m) \_\_\_\_\_
- D. Base Length (m) \_\_\_\_\_
- E. Bunt Mesh Size (cm) \_\_\_\_\_
- F. Inner Base Mesh Size (cm) \_\_\_\_\_
- G. Foot Base Mesh Size (cm) \_\_\_\_\_
- H. Anchor Line Length (m) \_\_\_\_\_
- I. No. of Crews & Divers \_\_\_\_\_
- J. No. of Support Banca \_\_\_\_\_
- K. Type & Materials of Scareline Used: \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURE/S *(If joint ownership each owner must be sign)*      Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

-----  
**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

\_\_\_\_\_  
(Printed name and signature of Inspector)

\_\_\_\_\_  
Date Inspected (mo/dd/yr)

\_\_\_\_\_  
Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

\_\_\_\_\_  
(Printed name and signature of evaluator)

\_\_\_\_\_  
Date Certified (mo/dd/yr)

\_\_\_\_\_  
(Printed name and signature of Division Chief)

\_\_\_\_\_  
Date Certified (mo/dd/yr)

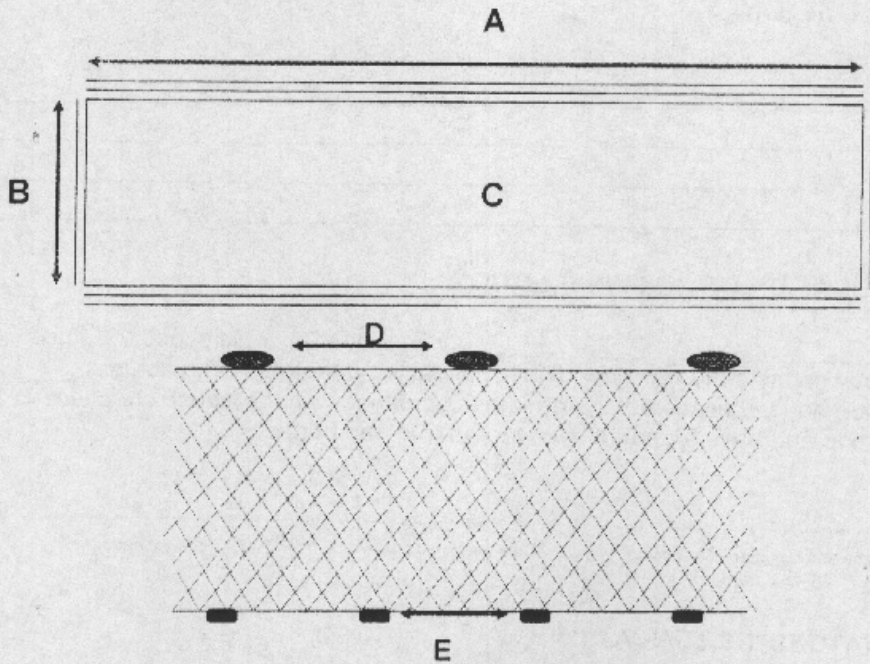


Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**GILL NET (PANTE)**  
*(Please accomplish in blue/black ball pen on in block letters)*

I. OWNER AND GEAR INFORMATION						
FIRST	MIDDLE	LAST	BIRTHDATE	TIN		
MAILING ADDRESS			CITY	ZIP		
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR		
ACQUISITION COST	P	ECONOMIC COST	P	AVERAGE EARNINGS PER MONTH		P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Finished Length (m): \_\_\_\_\_
- B. Finished Depth (m): \_\_\_\_\_
- C. Mesh Size (m) \_\_\_\_\_
- D. Distance between Float (m): \_\_\_\_\_
- E. Distance Between Sinker (m) \_\_\_\_\_
- F. Number of Units Used: \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)
_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



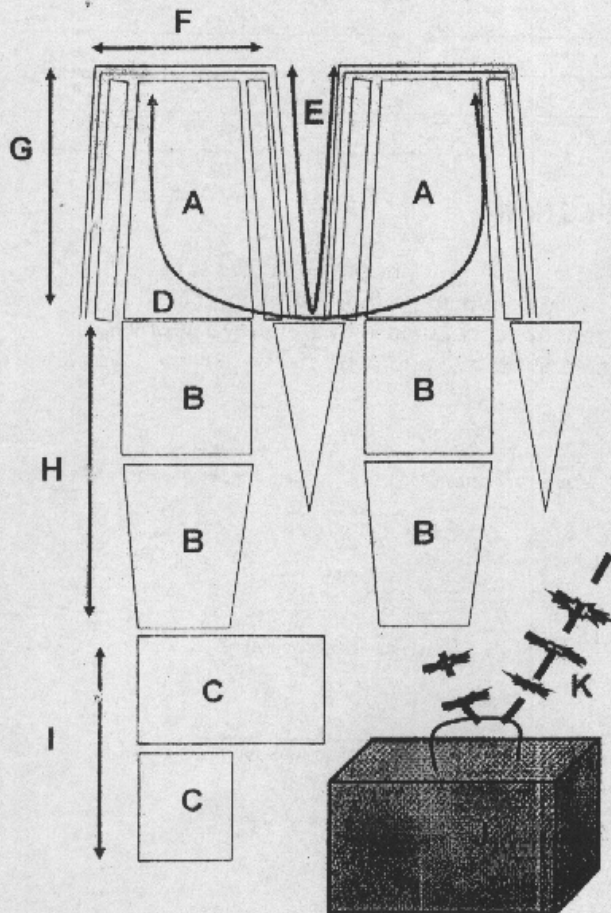
Republic of the Philippines  
Department of Agriculture  
**Bureau of Fisheries and Aquatic Resources**

Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**MODIFIED DANISH SEINE (HULBOT-HULBOT)**  
*(Please accomplish in blue/black ball pen or in block letters)*

I. OWNER AND GEAR INFORMATION					
FIRST	MIDDLE	LAST	BIRTHDATE	TIN	
MAILING ADDRESS			CITY	ZIP	
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR	
ACQUISITION COST	P		ECONOMIC COST	P	
			AVERAGE EARNINGS PER MONTH		P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Wing Mesh Size (cm): \_\_\_\_\_
- B. Body Mesh Size (cm): \_\_\_\_\_
- C. Cod-end Mesh Size (cm): \_\_\_\_\_
- D. Headrope Length (m): \_\_\_\_\_
- E. Footrope Length (m): \_\_\_\_\_
- F. Wing Depth (m): \_\_\_\_\_
- G. Wing Length (m): \_\_\_\_\_
- H. Body Length (m): \_\_\_\_\_
- I. Cod-end Length (m): \_\_\_\_\_
- J. Tom Weight (Lingote) in Kgs: \_\_\_\_\_
- K. Scaring Rope Length (m): \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

-----  
**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)
_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



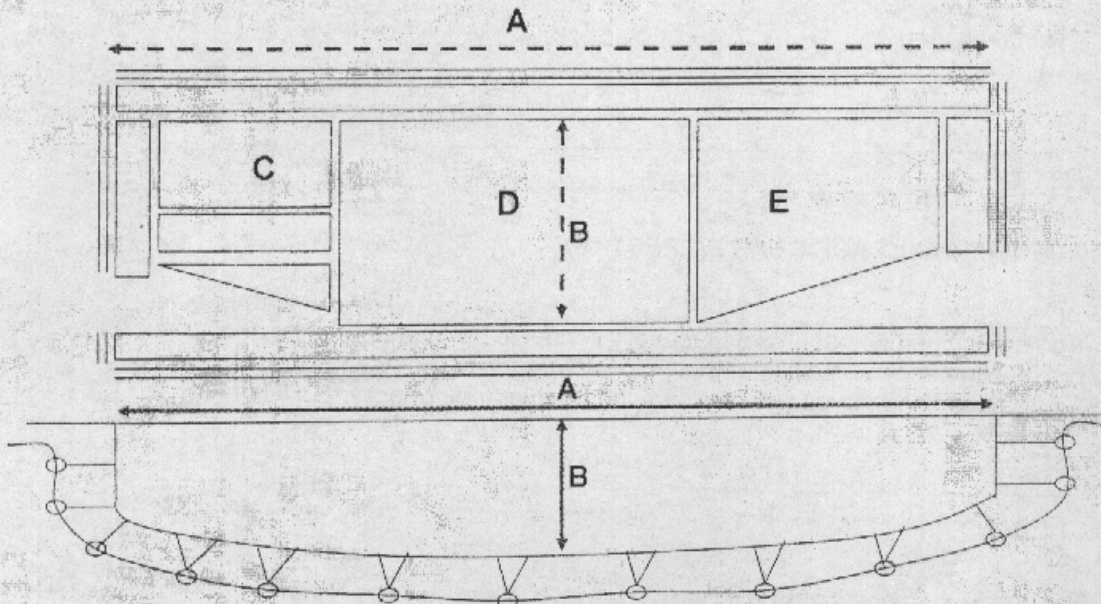
Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**PURSE SEINE (PANGULONG)**

*(Please accomplish in blue/black ball pen or in block letters)*

I. OWNER AND GEAR INFORMATION						
FIRST	MIDDLE	LAST	BIRTHDATE	TIN		
MAILING ADDRESS			CITY	ZIP		
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR		
ACQUISITION COST	P		ECONOMIC COST	P	AVERAGE EARNINGS PER MONTH	P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Finished Length (m): \_\_\_\_\_
- B. Finished Depth (m): \_\_\_\_\_
- C. Bunt Mesh Size (cm): \_\_\_\_\_
- D. Body Mesh Size (cm): \_\_\_\_\_
- E. Wing Mesh Size (cm): \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

-----  
**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)
_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



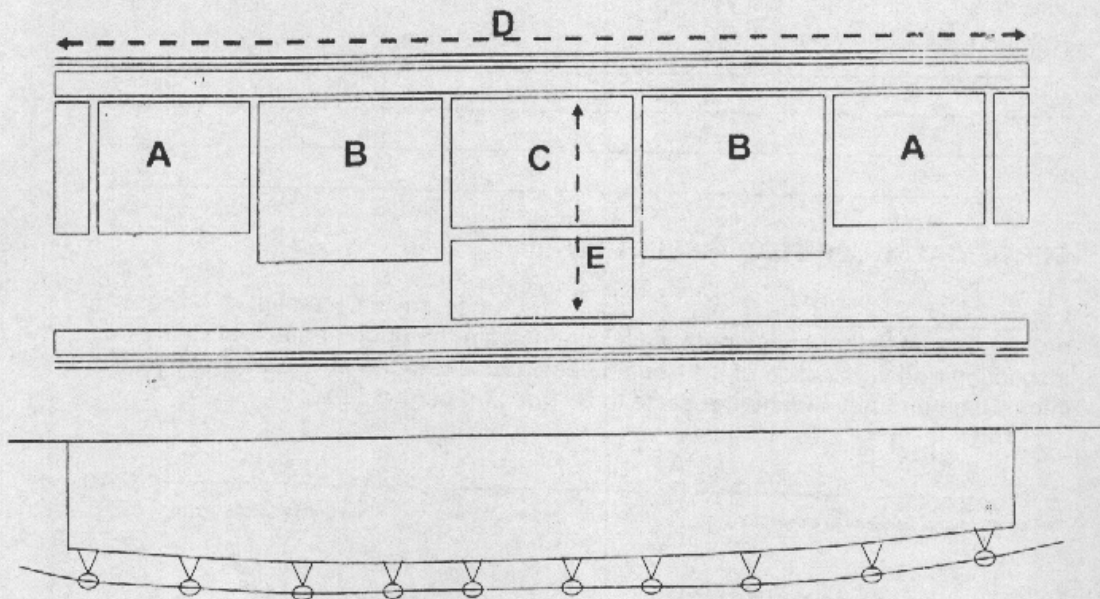
Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**RING NET**

*(Please accomplish in blue/black ball pen or in black letters)*

I. OWNER AND GEAR INFORMATION					
FIRST	MIDDLE	LAST	BIRTHDATE	TIN	
MAILING ADDRESS			CITY	ZIP	
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR	
ACQUISITION COST	P	ECONOMIC COST	P	AVERAGE EARNINGS PER MONTH	P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Wing Mesh Size (cm): \_\_\_\_\_
- B. Body Mesh Size (cm): \_\_\_\_\_
- C. Bunt Mesh Size (cm): \_\_\_\_\_
- D. Finished Length (m): \_\_\_\_\_
- E. Finished Depth (m): \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)

_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



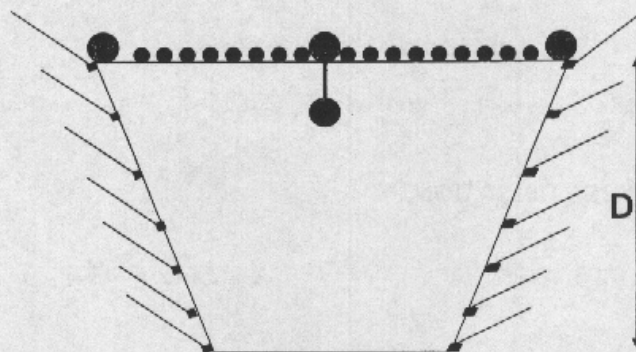
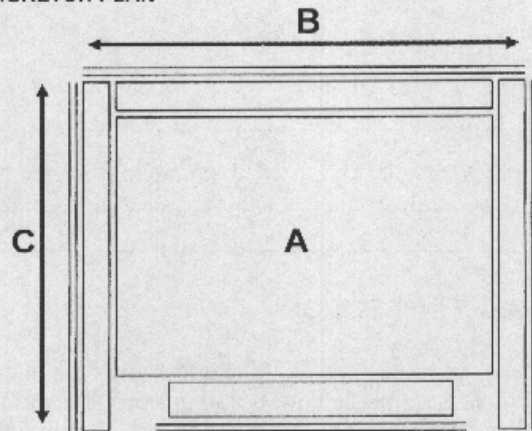
Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**ROUND HAUL SEINE (SAPYAW)**

*(Please accomplish in blue/black ball pen on in block letters)*

I. OWNER AND GEAR INFORMATION					
FIRST	MIDDLE	LAST	BIRTHDATE	TIN	
MAILING ADDRESS			CITY	ZIP	
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR	
ACQUISITION COST	P	ECONOMIC COST	P	AVERAGE EARNINGS PER MONTH	P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Mesh Size (cm): \_\_\_\_\_
- B. Side 1 Length (m): \_\_\_\_\_
- C. Side 2 Length (m): \_\_\_\_\_
- D. Finished Depth (m): \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)

_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)



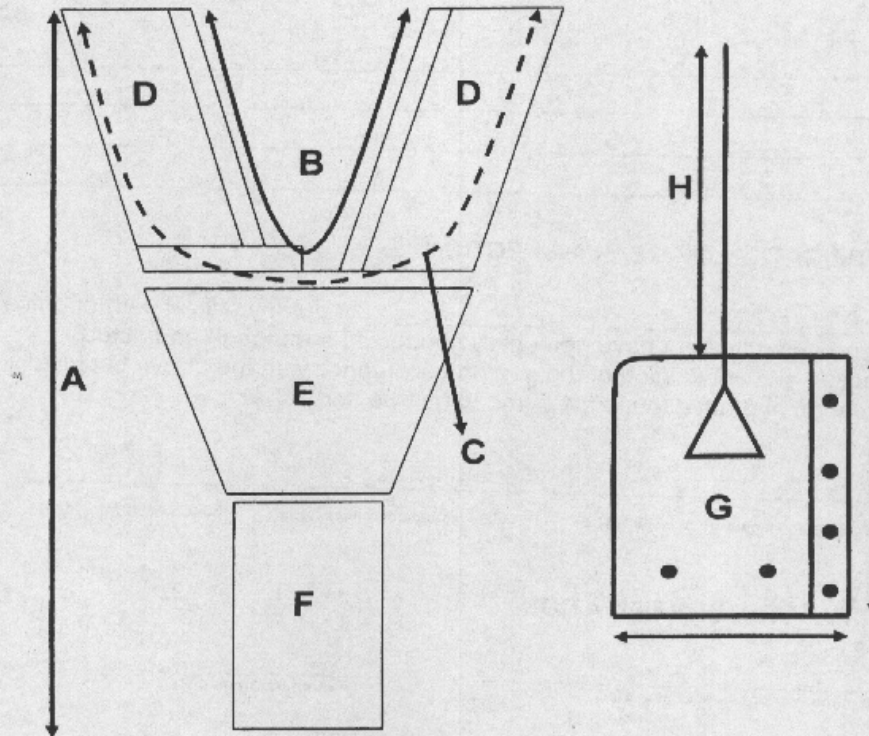
Inventory No. \_\_\_\_\_

**FISHING GEAR INVENTORY FORM**  
**TRAWL (GALADGAD)**

*(Please accomplish in blue/black ball pen on in block letters)*

OWNER AND GEAR INFORMATION						
FIRST	MIDDLE	LAST	BIRTHDATE	TIN		
MAILING ADDRESS			CITY	ZIP		
NAME OF CATCHER VESSEL			DATE CONSTRUCTED	AGE OF GEAR		
ACQUISITION COST	P		ECONOMIC COST	P	AVERAGE EARNINGS PER MONTH	P

**II. MEASUREMENTS/SKETCH PLAN**



- A. Total Length(m): \_\_\_\_\_
- B. Footrope Length (m): \_\_\_\_\_
- C. Headrope Length (m): \_\_\_\_\_
- D. Wing Mesh Size (cm): \_\_\_\_\_
- E. Body Mesh Size (cm): \_\_\_\_\_
- F. Cod-end Mesh Size (cm): \_\_\_\_\_
- G. Otter Board Size (cm): \_\_\_\_\_
- H. Towing Rope Length (m): \_\_\_\_\_

**III. CERTIFICATION**

I/WE certify that the information given on this inventory form is true and correct to the best of my/our knowledge and belief.

SIGNATURES (If joint ownership each owner must be sign) Date: (mo/dd/yr)

_____	_____
_____	_____
_____	_____
_____	_____

**BFAR USE ONLY**

Remarks:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**CERTIFICATION OF GEAR INSPECTION**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the gear in accordance with the above supplied information and have found the same to be true and correct.

_____	_____	_____
(Printed name and signature of inspector)	Date Inspected (mo/dd/yr)	Date Certified (mo/dd/yr)

**EVALUATORS' CERTIFICATION**

_____	_____
(Printed name and signature of evaluator)	Date Certified (mo/dd/yr)

_____	_____
(Printed name and signature of division chief)	Date Certified (mo/dd/yr)

**LIGHTBOAT INSPECTION REPORT**

Vessel Name \_\_\_\_\_ GT \_\_\_\_\_  
Owner/Operator \_\_\_\_\_  
Address \_\_\_\_\_

**PARTICULARS**

**Metal Halide Bulb/s**

No. of pcs.	Wattage	Make	Model

Total wattage \_\_\_\_\_

**Ballast/s**

No. of pcs.	Wattage	Make	Model

**Generator/s**

No. of pcs.	Voltage	Make	Model

**Others:**

\_\_\_\_\_  
\_\_\_\_\_

**Remarks:**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Certification of Vessel Inspection**

I \_\_\_\_\_ under my official oath of office do hereby certify that I have personally conducted a thorough and actual inspection and verification of the vessel in accordance with the above supplied information and have found the same to be true and correct.

\_\_\_\_\_  
Signature over printed name

\_\_\_\_\_  
Date of Inspection

**Noted by:**

**CRESENCIA MALONZO**  
Chief, Licensing Section

Approved:

**ATTY. ANNALIZA A.V ITUG**  
Chief, FRQD



Republic of the Philippines  
Department of Agriculture  
**Bureau of Fisheries and Aquatic Resources**  
880 Quezon Avenue, Quezon City, Metro Manila 3008  
Tel. Nos. 372-50-57; 372-50-48  
FAX No. 372-50-57

**APPLICATION FOR INTERNATIONAL FISHING PERMIT - 200** \_\_\_\_\_

1. GENERAL INFORMATION

- a. NAME OF APPLICANT \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
TEL. NO. \_\_\_\_\_ FAX NO. \_\_\_\_\_
- b. NAME OF OWNER: \_\_\_\_\_  
ADDRESS: \_\_\_\_\_  
TEL. NO. \_\_\_\_\_ FAX NO. \_\_\_\_\_
- c. HOLDER OF CFVGL NO.: \_\_\_\_\_ DATE ISSUED: \_\_\_\_\_ TO EXPIRE: \_\_\_\_\_

2. DESCRIPTION OF THE VESSEL (to be accompanied by 2 copies 8"x1 0" vessel photograph showing port, starboard and name of the vessel)

NAME OF VESSEL: \_\_\_\_\_ FORMER NAME: \_\_\_\_\_  
SIDE NUMBER/CALL SIGN \_\_\_\_\_  
TYPE OF VESSEL: CATCHER trawl, tuna purse seine, sardine/mackerel/scad purse seine, ring net, tuna longline, bottom set longline, hook and line, danish seine, bagnet, etc. \_\_\_\_\_  
SUPPORT carrier, sonar boat, lightboat, skiff, etc. \_\_\_\_\_

REGISTERED GROSS TONNAGE: \_\_\_\_\_ NET TONNAGE \_\_\_\_\_

3. DESCRIPTION OF THE GEAR (to be accompanied by 2 copies of drawing of gear design and its specification)

NAME OF FISHING GEAR \_\_\_\_\_  
MINIMUM SIZE OF EACH SECTION OF THE FISHING GEAR (for catcher vessels only: cm.)  
wings \_\_\_\_\_ belly/body \_\_\_\_\_ bunt/bag \_\_\_\_\_

4. REFRIGERATION

FISHHOLD PRESERVATION: YES/NO \_\_\_\_\_ DIRECT ICING OR MECHANICAL: YES/NO \_\_\_\_\_  
QUICK FREEZING: SUBMERGED, BLAST AND/OR PLATE FREEZING or OTHER \_\_\_\_\_  
NO. OF FISH HOLDS: \_\_\_\_\_ TEMPERATURE: \_\_\_\_\_ CAPACITY (BANERAS): \_\_\_\_\_ STORAGE (VOLUME): m3 \_\_\_\_\_

5. ELECTRONIC EQUIPMENT (as appropriate)

RADIO: SSB: \_\_\_\_\_ TYPE/MAKE: \_\_\_\_\_  
VIP: \_\_\_\_\_  
SOWAP: \_\_\_\_\_  
FISH FINDER \_\_\_\_\_  
RADAR \_\_\_\_\_  
GPS \_\_\_\_\_ OPTIMAL \_\_\_\_\_

6. PROPOSED FISHING GROUND: (to be indicated on the attached grid map) \_\_\_\_\_

7. AVAILABILITY OF THE VESSEL FOR INSPECTION:

DATE: \_\_\_\_\_ LOCATION: \_\_\_\_\_

I DECLARE UNDER THE PENALTIES OF PERJURY THAT THIS APPLICATION HAS BEEN MADE IN GOOD FAITH VERIFIED BY ME AND TO THE BEST OF MY KNOWLEDGE AND BELIEF IS A TRUE, CORRECT AND COMPLETE INFORMATION/DATA PURSUANT TO THE PROVISIONS OF REP. ACT NO. 8550, AND ITS IMPLEMENTING RULES AND REGULATIONS.

I HEREBY BIND MYSELF TO STRICTLY COMPLY WITH THE PROVISIONS OF LAWS, ORDERS, RULES AND REGULATIONS EXISTING AND ALL THOSE THAT MAY BE ISSUED REGARDING THE OPERATION OF THE VESSELS HEREIN DESCRIBED AND WILL BE RESPONSIBLE FOR THE PROPER COMPLIANCE THEREWITH BY ALL PERSONS WORKING UNDER ME WITH SPECIFIC EMPHASIS ON THE TERMS AND CONDITIONS ATTACHED TO THIS LICENSE.

I UNDERSTAND THAT THE PERIOD OF VALIDITY OF THE INTERNATIONAL FISHING PERMIT (IFP) IS FOR THREE (3) YEARS AND THAT IT MAY BE CANCELLED, SUSPENDED OR REVOKED AT ANY TIME FOR CAUSE, AS PROVIDED BY THE FISHERY LAW- RULES AND REGULATIONS ON THIS MATTER.

\_\_\_\_\_  
SIGNATURE OF THE APPLICANT

SUBSCRIBED AND SWORN BEFORE ME THIS \_\_\_\_ DAY OF \_\_\_\_ 200\_\_ AT \_\_\_\_ PHILIPPINES.  
AFFIANT EXHIBITED TO ME HIS/HER COMMUNITY TAX CERTIFICATE NO. \_\_\_\_ ISSUED AT \_\_\_\_  
ON \_\_\_\_

\_\_\_\_\_  
NOTARY PUBLIC

DOC NO. \_\_\_\_\_  
PAGE NO. \_\_\_\_\_  
BOOK NO. \_\_\_\_\_  
SERIES OF 200 \_\_\_\_\_

VALID UNTIL \_\_\_\_ 200\_\_  
PTR NO \_\_\_\_\_  
ISSUED AT \_\_\_\_\_  
ISSUED ON \_\_\_\_\_

**BFAR USE ONLY**

A. VESSEL/GEAR INSPECTION/VERIFICATION REPORT: (Verify gear, measure net mesh size, check deck equipment, etc. use other sheet if necessary).

**CERTIFICATION OF VESSEL AND FISHING GEAR INSPECTION**

I \_\_\_\_\_ UNDER MY OFFICIAL OATH OF OFFICE DO HEREBY CERTIFY THAT I HAVE PERSONALLY CONDUCTED A THOROUGH AND ACTUAL INSPECTION AND VERIFICATION OF THE VESSEL AND ITS FISHING GEAR IN ACCORDANCE WITH ITS APPLICATION FOR A INTERNATIONAL FISHING PERMIT (IFP) AND THE STATEMENT OF FACTS STATED THEREIN ARE TRUE AND CORRECT.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY SIGNATURE THIS \_\_\_\_ DAY OF \_\_\_\_  
200\_\_

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF INSPECTOR)

**B. EVALUATOR'S CERTIFICATION**

LICENSE FEE P \_\_\_\_\_ OR. NO. \_\_\_\_\_ DATE \_\_\_\_\_  
CASH BOND DEPOSIT P \_\_\_\_\_ OR. NO. \_\_\_\_\_ DATE \_\_\_\_\_

RECOMMENDED FOR APPROVAL:

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF EVALUATOR)

\_\_\_\_\_  
(PRINTED NAME AND SIGNATURE OF DIVISION CHIEF)

ASSIGNED CFVL NO. \_\_\_\_\_

APPLICATION CFBL & GEAR LICENSE 2000