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## **Economic Commission for Europe**

### **UNECE Executive Committee**

### **Centre for Trade Facilitation and Electronic Business**

#### **UN/LOCODE Advisory Group**

#### **Fourth annual meeting**

Geneva (online), 27 November 2020

Item 4 of the provisional agenda

#### **New developments and follow-ups**

## **Use of United Nations Code for Trade and Transport Locations (UN/LOCODE) for the Agreement on Port State Measures (PSMA)**

### **I. About UN/LOCODE**

1. The United Nations Code for Trade and Transport Locations (UN/LOCODE) is the “flagship” product of collaboration in the framework of the joint trade facilitation effort undertaken within the United Nations.

2. UN/LOCODE is specified in UNECE Recommendation No. 16<sup>1</sup>. This five-character code system is used to identify locations along the international supply chain, such as place of departure, place of origin, place of entry, place of destination. The first-two code is for the country/territory code based on ISO 3166-1 and the last-three code is for the location, which is unique and unambiguous in the country/territory.

3. UN/LOCODE is not only used for international trade and transport but also in other areas, for example, maritime security and environmental protection. It is adopted by the other international organizations and industry associations to introduce UN/LOCODE’s child code systems for different purposes. For example:

- Bureau International des Containers (BIC) Container Facility Code
- International Maritime Organization (IMO) Port Facility Number
- Shipplanning Message Development Group (SMDG) Master Terminal List

4. UN/LOCODE is currently managed, maintained and published by the UNECE secretariat with the support of the UN/LOCODE Advisory Group, including the UN/LOCODE Focal Point Network and the UN/LOCODE Maintenance Team. The publications of the UN/LOCODE directory are currently released twice per year on the UNECE website free of charge<sup>2</sup>.

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<sup>1</sup> UNECE Recommendation No. 16: United Nations Code for Trade and Transport Locations (<https://unece.org/trade/publications/recommendation-ndeg16-united-nations-code-trade-and-transport-locations>). The fourth edition was approved by the UN/CEFACT Plenary in 2020.

<sup>2</sup> <https://www.unece.org/cefact/locode/welcome.html>

## II. About PSMA

5. Illegal, Unreported and Unregulated (IUU) fishing is a global challenge hindering fisheries management, impacting the biological, social and economic sustainability of fisheries. In order to combat IUU fishing, information sharing for transparency and traceability is essential at national, regional and global levels, including information on Flag State, Port State, Coastal State and Market State.

6. The 2009 FAO Agreement on Port State Measures (PSMA) to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing is the first binding international agreement to specifically target IUU fishing. Its objective is to halt IUU fishing by preventing vessels engaged in IUU fishing from using ports and landing their catches. In this way, PSMA reduces the incentive of such vessels to continue to operate while it also blocks fishery products derived from IUU fishing from reaching national and international markets. The effective implementation of PSMA ultimately contributes to the long-term conservation and sustainable use of living marine resources and marine ecosystems.

7. Currently, there are sixty-six Parties to the Agreement, with the European Union (EU) as a single Party. PSMA is seen to be a cost-effective and potent tool to combat IUU fishing. It lays down minimum standards and processes which port states need to apply when foreign fishing vessels or vessels engaged in fishing-related activities seek entry into their ports.

## III. How is PSMA implemented and does its implementation require UN/LOCODE?

8. The fight against IUU fishing needs global information exchange to be effective. PSMA mandates that Parties establish a system to inspect foreign vessels coming to their designated ports and share the result of these port inspections with all stakeholders involved (Flag State, Coastal State, regional fisheries management organization, FAO, etc.).

9. Consequently, if a port State denies a vessel entry or use of its port because it is suspected of having conducted IUU fishing, it must notify the Flag State – the country where the vessel is registered – and any other State or international organization related to the case, including the State of the master's nationality, relevant Coastal States, and a regional fisheries management organization and FAO.

10. The identification of ports is needed at various levels of the PSMA implementation. This includes when countries designate their ports under the Agreement, or when completing documentation in relation to the Agreement such as inspection reports.

11. Furthermore, the need for information exchange to implement the Agreement further emphasises the need for clearly identifying ports.

12. For the PSMA implementation, it is important to uniquely identify the ports where controls take place with a standard code.

13. For the sake of improved data quality, harmonization of data formats and data exchange, Global Record Informal Open-Ended Technical and Advisory Working Group (GRWG) and PSMA TWG-IE<sup>3</sup> regard UN/LOCODE as the preferred option. In the report of the second meeting of PSMA TWG-IE:

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<sup>3</sup>The PSMA Technical Working Group on Information Exchange (TWG-IE) is an informal open-ended technical working group created by the Parties to guide elaborating information exchange mechanisms and other technical matters, including the need to provide for varying levels of access depending on the nature of the information provided.

- The observer from IMO highlighted the importance of the UN/LOCODE as an international standard to guarantee consistency and accuracy when designating ports.
- TWG-IE noted that certain states faced difficulties with the designation of ports as these were in some cases under the authority of the transport agency or other relevant agency, and therefore, reinforced the need of improving inter-agency coordination at the national level, involving the UN/LOCODE National Focal Point.
- TWG-IE agreed to include a supplementary question in the draft PSMA Questionnaire for the review and assessment of the effectiveness of PSMA, where Parties are enquired on whether they have allocated UN/LOCODE for all their designated ports under PSMA.

14. Considering that UN/LOCODE is widely used as an international standard to identify locations, and most of the PSMA designated ports are already assigned with UN/LOCODEs, UN/LOCODE provides a practical solution to uniquely identify the PSMA designated ports.

15. By adopting UN/LOCODE as the unique identifier for the PSMA designated ports, FAO does not need to establish and maintain its own coding system. It will also ensure that the use of locations in PSMA messages is consistent with the use of locations in trade, transport and other regulatory documents and messages.

16. In addition, according to the conclusions of the meeting of GRWG5, the importance of using standardized reference lists for the submission of data within the Global Record Information System is highlighted. In this context, the group saw the potential of UN/LOCODE as a suitable international standard for identifying ports in the system.

#### **IV. Characteristics of PSMA ports**

17. A PSMA designated port is selected and officially designated by the Party to receive foreign vessels that are conducting fishing and fishing-related activities. As per the requirements of PSMA, Parties should provide their list of designated ports to FAO which shall give it due publicity. FAO has developed an application to enable Parties to submit information on their designated ports electronically.

18. FAO has so far received 433 designated ports, which are published through the FAO PSMA website<sup>4</sup>.

19. The size and functions of PSMA designated ports might differ from country to country depending on the level of development but also on the value and quantity of commercial species caught in the country's Exclusive Economic Zones (EEZ), on its strategic position for international trade or supplies, etc.

20. A typical port would have at least landing facilities for the fish and spaces available for storage, sale and/or processing of fish. It would highly likely have other facilities to resupply the vessel before its departure. Every designated port will have facilities for Government regulatory bodies to control the vessels and landing, and to report on inspections.

#### **V. PSMA Designated Ports and current coverage by UN/LOCODE**

21. According to the revised UNECE Recommendation 16 on UN/LOCODE, Function "1" and "8" are related to ports:

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<sup>4</sup> <http://www.fao.org/fishery/port-state-measures/psmaapp/?locale=en&action=qry>

- Function “1”: for maritime or seaports
  - Function “8”: for inland water ports
22. At present<sup>5</sup>, Parties have reported 433 ports to FAO. Of these ports, 226 ports (52%) included a UN/LOCODE. Of the remaining 167 ports, we find out two possibilities:
- A UN/LOCODE has not yet assigned; or
  - Despite a UN/LOCODE already assigned to the same location, the Party used a different location name when registering the designated port with FAO.
23. The challenge in the latter case is that the fisheries authorities, who register the ports, often identify a port location with the name of the terminal where fish is landed and processed. However, in terms of UN/LOCODE, different terminals that belong to one port should share only one UN/LOCODE assigned to this port.

## **VI. Proposed solution for inclusion and maintenance of PSMA Designated Ports in UN/LOCODE**

24. The UNECE secretariat proposes to the UN/LOCODE Advisory Group to:
- recognize the role of PSMA to combat IUU fishing; and
  - agree to include all PSMA designated ports in UN/LOCODE.
25. Upon the agreement to this policy, a specific UN/LOCODE maintenance procedure for PSMA designated ports will be put into place to support the inclusion and maintenance of the PSMA designated ports in UN/LOCODE.
- Under this maintenance procedure, PSMA National Contact Points (NCPs) will be registered as the UN/LOCODE Data Maintenance Request (DMR) submitters in the new UN/LOCODE maintenance system.
  - Before NCPs register a new designated port in the FAO system, they would ideally first identify the UN/LOCODE assigned to this port.
  - If no such a UN/LOCODE exists, NCPs will be able to submit a UN/LOCODE Data Maintenance Request (DMR) for a new UN/LOCODE.
  - The UN/LOCODE Maintenance Team will offer a priority to validate DMRs related to PSMA designated ports.
  - Once NCPs have received the new UN/LOCODE, they can update the port in the FAO application for designated ports.
26. In identifying UN/LOCODEs for designated ports, NCPs should consult with the UN/LOCODE National Focal Points (NFPs) if it is nominated. Both UNECE and FAO secretariats recognize the importance of the internal coordination between the UN/LOCODE NFPs and the PSMA NCPs and will provide information and assistance to the NCPs.
27. For those designated ports that have already been registered in the FAO database, the UNECE and FAO secretariats will endeavor to work together with the NCPs and the NFPs to resolve discrepancies and raise UN/LOCODE Data Maintenance Requests (DMRs) if necessary.
28. In case of dysfunction of a port, NCPs need to submit a DMR to inform the UN/LOCODE Maintenance Team of this modification.
29. All PSMA designated ports are flagged in the UN/LOCODE database. If a DMR submitted by a non-FAO stakeholder affects the UN/LOCODEs used by those ports, the UN/LOCODE Maintenance Team will pay attention to the validation of the DMR to avoid the negative impacts on the PSMA designated ports.

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<sup>5</sup> June 2020.

30. FAO Secretariat will update the next meeting of the Parties to PSMA (scheduled for June 2021) about this arrangement to facilitate information exchange in support of the PSMA implementation, including through enhanced interagency coordination.

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