

IOTC-2018-CoC15-05 Add_1[E]

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This document contains the collection of Fleet Development Plans (FDPs), as were initially provided to the Commission and, in some cases, subsequently revised.

The below listed CPCs have indicated their aspirations to add vessels to their existing fishing fleets or to build new fishing fleets that will participate in the fisheries for tropical tunas and/or for albacore and swordfish.

1. Belize
2. China
3. Comoros
4. European Union
5. France (OT)
6. India
7. Indonesia
8. Iran, Islamic Rep. of
9. Kenya
10. Madagascar
11. Malaysia
12. Maldives
13. Mauritius
14. Mozambique
15. Oman
16. Pakistan
17. Senegal
18. Seychelles
19. South Africa
20. Sri Lanka
21. Tanzania, United Rep. of
22. Thailand



**INTERNATIONAL MERCHANT MARINE REGISTRY OF BELIZE
"IMMARBE"**

FLEET DEVELOPMENT PLAN FOR BELIZE
ALBACORE

In accordance with the provisions of Paragraph 7 of Resolution 07/05, we submit hereunder our Fleet Development Plan for review by the Compliance Committee and Plenary at the 12th Session of IOTC.

As already reported, our catches of albacore in the IOTC Convention area in 2007 amounted to 885 mt caught by 9 vessels (averaging 149 GT per vessel and totalling 1,341 GT) as a part of their total catches in the area. However, the historical data which we submitted to you show that in 2001, our catches of albacore amounted to 1,493 mt. Also, in 2002, we had 11 vessels (averaging 488GT and totalling 5,368 GT) targeting albacore. In this regard, we refer to Page 8 Para 28 of the Report of the 11th Session of IOTC which refers to "the existing advice from the Scientific Committee on albacore that the Commission be very cautious in allowing increases in catch or fishing effort from 2002 levels until there is more certainty about the status of the stock."

Bearing in mind the abovementioned facts and advice from the Scientific Committee, we propose to increase our fishing effort by 3 vessels to 12 vessels during 2008 and 2009 bringing the total to about 3,736 GT. This is still well below our 5,368 GT level of 2002. On this basis, we would estimate that our total catches of albacore will rise to about 1,300 mt in 2009 which is well below our catches in 2001.

MARINA TOWERS, SUITE 204, NEWTOWN BARRACKS, BELIZE CITY, BELIZE, CENTRAL AMERICA

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International Merchant Marine Registry of Belize

Marina Towers, 204, Newtown Barracks, Belize City, Belize C.A

“IMMARBE HEAD OFFICE”

21st October 2010

REPORT OF THE IMPLEMENTATION OF PAST FLEET DEVELOPMENT PLAN

In May 2008, Belize introduced its first Fleet Development Plan for Albacore in accordance with para.7 of Resolution 07/05. As contained in the FDP, we had proposed to increase our fishing effort by 3 vessels which would have increased our presence to 12 vessels during 2008 and 2009.

Due to the worldwide economic conditions that were prevalent during 2008 and 2009, Belize was unable to secure any new fishing vessels targeting albacore during these two years in accordance with our proposed plan. Our records reveal that we in fact had a decrease in 2008 and 2009 to 8 and 6 vessels respectively, and our GT levels have also not increased.

Regardless of the fact that Belize was unable to comply with our previous FDP, we have seen an increase in the number of fishing vessels now interested in operating in the IOTC area under the Belize flag during 2010. As a result, we have revised our FDP to include both Albacore and Tropical Tunas.

We hope that given the activities of our vessels the Secretariat will consider our revised FDP which will not increase our already small fleet by a substantial amount.



International Merchant Marine Registry of Belize

*Marina Towers, 204, Newtown Barracks, Belize City, Belize C.A
"IMMARBE HEAD OFFICE"*

REVISED FLEET DEVELOPMENT PLAN BY BELIZE FOR TROPICAL TUNAS AND ALBACORE

In accordance with paragraph 6 of Resolution 09/02, Belize is pleased to submit its fleet development plan for tropical tunas and albacore for the next five (5) years.

The Belize fleet currently consist of 6 longliners which is authorized to fish for tropical tunas and albacore in the IOTC area.

Based on the historical presence in the IOTC area of Belize flagged vessels which fished for tropical tunas and albacore, a summary of the expected Belize fleet that will be authorized to fish for tropical tunas/albacore over the next five years is as follows.

Fishing Vessels that will target Albacore and Tropical Tunas

Year	Vessel Type	GT	No. of Vessels
2011	Longliner/Purse seiner	200</2000<	2
2012	Longliner	100<	2
2013	Longliner	100<	2
2014	Longliner	100<	1
2015	Longliner	100<	1

The table above is indicative of the overall number of vessels that will be introduced to fish for tropical tunas in the area over a 5 year period.

Details of Belize's current fleet have been reported to the Secretariat. The details of any new vessels introduced to this area will be provided immediately when they commence fishing in the area.

Belize acknowledges the importance of implementing conservation and management measures in order to guarantee the sustainability of the tuna stocks in the IOTC Convention area. As such, Belize will ensure that its vessels operating in this area will comply with all the recommendations and resolutions of IOTC and will be closely monitored to ensure compliance.

This document was received by the IOTC Secretariat after the 15th IOTC Session, on 23rd March, 2012.



International Merchant Marine Registry of Belize

Marina Towers, 204, Newtown Barracks, Belize City, Belize C.A

“IMMARBE HEAD OFFICE”

REVISED FLEET DEVELOPMENT PLAN BY BELIZE FOR TROPICAL TUNAS AND ALBACORE

In accordance with paragraph 6 of Resolution 09/02, Belize is pleased to submit its fleet development plan for tropical tunas for the next five (5) years.

The Belize fleet currently consist of 3 longliners which is authorized to fish for tropical tunas in the IOTC area.

Based on the historical presence in the IOTC area of Belize flagged vessels which fished for tropical tunas, a summary of the expected Belize fleet that will be authorized to fish for tropical tunas over the next five years is as follows.

Vessel Type	Vessel Size	2010	2011	2012	2013	2014
Longliners	300-500gt	12	12	12	13	14

The table above is indicative of the overall number of vessels that will be authorized to fish for tropical tunas in the area over a one year period. This is equivalent to an increase of 6 vessels between 2010 to 2012 and an additional 2 vessels between 2013 and 2014.

Based on historical data, the origins of our vessels have typically originated from Taiwanese owned interests. Therefore, we foresee that any new vessels introduced to this area will more than likely originate from Asian owned interests. Nonetheless, we remain open to other vessels which may originate from other areas.

Details of Belize’s current fleet have been reported to the Secretariat. The details of any new vessels introduced to this area will be provided immediately when they commence fishing in the area.

Belize acknowledges the importance of implementing conservation and management measures in order to guarantee the sustainability of the tuna stocks in the IOTC Convention area. As such, Belize will ensure that its vessels operating in this area will comply with all the recommendations and resolutions of IOTC and will be closely monitored to ensure compliance.

中华人民共和国农业部渔业局

BUREAU OF FISHERIES, MINISTRY OF AGRICULTURE, THE PEOPLE'S REPUBLIC OF CHINA

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Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
P. O. Box 1011, Victoria, Seychelles

Fleet Development Plan of China for Albacore

Dear Mr. Anganuzzi,

In accordance with the provisions of IOTC Resolution 03/01 and the paragraph 6 of IOTC Resolution 09/02, I hereby submit Fleet Development Plan of China for Albacore (2009-2010) for review by the Compliance Committee and the Commission.

Year	Number of Vessels	Description of Vessels					
		Vessel name	Call sign	Length (m)	Tonnage (GT)	Gear	Origin flag of vessel
2009	5	Lu Rong Yu 6077	BBIH5	39.32	285	Longline	China
		Lu Rong Yu 6078	BBIH6	39.32	285	Longline	China
		Lu Rong Yu 6197	BBIH3	39.32	285	Longline	China
		Lu Rong Yu 6198	BBIH4	39.32	285	Longline	China
		Yin Yuan	BBIO	56.86	605	Longline	China
2010	3	Under construction					

I will be appreciated very much should you circulate this letter to all members of the Commission.

With best regards.

Sincerely yours,

Liu Xiao Bing
Director of International Cooperation Division
Bureau of Fisheries, MOA, China

Note: what follows is a translation of a document received in French by the Secretariat. For more details, please refer to the original document.

UNION DES COMORES

Unité – Solidarité – Développement

VICE – PRESIDENCE

EN CHARGE DU MINISTRE DE L'AGRICULTURE,
DE LA PECHE, DE L'ENVIRONNEMENT ET DE L'ENERGIE,

DIRECTION NATIONALE DES RESSOURCES HALIEUTIQUES

LE DIRECTEUR GENERAL

N°11/08 /VPMAPPE/DNRH

Le 1^{er} février 2011

To: The Executive Secretary of the IOTC

Subject: Fleet development Plan

Mister Executive Secretary,

As per resolutions adopted by the Indian Ocean Tuna Commission, Members of the Commission have been requested to submit, no later than December 31, 2010, their fisheries development plan [*sic*]. In this regard, I would like to present you our excuses for the delay in our country's submission and inform you that said plan is currently being developed and will be submitted to IOTC as soon as possible.

Sincerely yours,



From: Ahmed SAID SOILIH ahmed_ndevo@yahoo.fr
Sent: 07 March 2012 22:53
To: secretariat@iotc.org
Subject: Revised compliance questionnaire
Attachments: CPC concernée.docx

Dear Sir,

Please replace the Compliance questionnaire for the Union of Comoros by this revised version. I also take this opportunity to inform you that we are not able to submit a Fleet Development Plan at the moment but that we still have the intention of presenting one when conditions will allow it.

Thank you for your collaboration

Ahmed Said Soilihi

THE UNION OF THE COMOROS

Unity – Solidarity – Development

MINISTRY OF PRODUCTION, ENVIRONMENT, ENERGY,
INDUSTRY, AND ARTS AND CRAFTS

DELEGATION IN CHARGE OF AGRICULTURE AND FISHERIES

DIRECTORATE GENERAL OF FISHERY RESOURCES

THE DIRECTOR

NO.14/27/MPEEIA/DGRH

Moroni, 9 May 2014

To:

Mr Rondolph Payet

Executive Secretary of IOTC

P.O. Box 1011

Victoria

Seychelles

Subject: Comoros's Fleet Development Plan

According to Resolutions 03/01 and 05/01, the Directorate General of Fishery Resources has the honour to provide the Fleet Development Plan of the Union of Comoros until 2020.

Background

Fishing in Comoros is exclusively artisanal and conducted in powered or manually operated open boats or fiberglass boats, from 3m to 9m long, with an overall engine power of 15 to 45 hp. It mainly targets pelagic species (*Thunnus albacares*, *Katsuwonus pelamis*, *Thunnus alalunga*, *Istiophorus platypterus*, *Thunnus obesus* and *Euthynnus affinis*), is a primary food source to the Comorian population, and contributes to 55% of total employment in the agricultural sector, with an estimated 8,000 fishermen. The fishing techniques used are essentially troll lines and hand lines. The duration of a voyage lasts from one to seven days. These fisheries

produce around 8392 tonnes annually, all species combined, or 4426 tonnes of tuna-like species for a total of 5623 boats. Industrial fishing is non-existent at the national level.

Future development of fisheries

The objective would be to develop a production capacity which would result in the development of economic activities which generate employment and provide enough animal protein to the population. To this end, the Comoros want to develop a longline fishery in the first place, then a purse seine fishery. The fleet development plan until 2020 is illustrated in the table below.

Year	2014	2015	2016	2017	2018		2019		2020	
Gear type	Longliner	Longliner	Longliner	Longliner	Purse seiner	Longliner	Purse seiner	Longliner	Purse seiner	Longliner
Number of vessels	1	2	2	2	1	2	1	2	2	1
Targeted species	Yellowfin, swordfish, albacore	Yellowfin, swordfish, albacore	Yellowfin, swordfish, albacore	Yellowfin, swordfish, albacore	Tropical tunas	Yellowfin, swordfish, albacore	Tropical tunas	Yellowfin, swordfish, albacore	Tropical tunas	Yellowfin, swordfish, albacore
Vessel Gross Tonnage	70-150 GT	70-150 GT	70-150 GT	70-150 GT	1000-3000 GT	70-150 GT	1000-3000 GT	70-150 GT	1000-3000 GT	70-150 GT
LHT m	18-24	18-24	18-24	18-24	50-70	18-24	50-70	18-24	50-70	18-24
Engine power per vessel	300-550 KW	300-550 KW	300-550 KW	300-550 KW	1500-2000 KW	300-550 KW	1500-2000 KW	300-550 KW	1500-2000 KW	300-550 KW

This plan does not include vessels less than 24m fishing in the Exclusive Economic Zone.

Detailed information on new vessels will be provided as soon as they start their fishing operations in the area of competence of the IOTC.

The Comoros will ensure that its vessels operating in this area comply with all the IOTC recommendations and resolutions and be closely monitored to ensure compliance since it acknowledges the importance of implementing the conservation and management measures to ensure the sustainability of tuna resources in the IOTC area.

Ahmed Said Soilihi

Note : What follows is the translation of a document received in French by the Secretariat. For more details, please refer to the original document.

UNION DES COMORES
Unité – Solidarité – Développement

MINISTRE DE LA PRODUCTION, DE L'ENVIRONNEMENT,
DE L'ENERGIE, DE L'INDUSTRIE ET DE L'ARTISANAT

DELEGATION EN CHARGE DE L'AGRICULTURE ET DE LA PECHE

DIRECTION GENERALE DES RESSOURCES HALIEUTIQUES

Le directeur
N°15/006/MPEEIA/DGRH

Moroni, 09 February 2015-03-12
Attn: M. Rondolph Payet
IOTC Executive Secretary
PO Box 1011
Victoria, Seychelles

SUBJET: Update of the Fleet development plan for the Union of Comoros

Under the provisions of Resolutions 03/01 and 05/01 pertaining to the Fleet development plan for the Union of Comoros submitted to IOTC in 2011, I have the honour to submit to you an update to said Fleet development plan, detailed in the table below. This update happens while Comoros has accrued delays in the implementation of our plan.

Update to the Fleet development plan for the Union of Comoros

Year	2015	2016	2017	2018		2019		2020	
Gear	Longline	Longline	Longline	Purse seine	Longline	Purse seine	Longline	Purse seine	Longline
Nb vessels	8	6	6	3	4	3	4	2	1
Target species	Yellowfin Swordfish Albacore	Yellowfin Swordfish Albacore	Yellowfin Swordfish Albacore	Tropical tunas	Yellowfin Swordfish Albacore	Tropical tunas	Yellowfin Swordfish Albacore	Tropical tunas	Yellowfin Swordfish Albacore
Gross tonnage	70-150GT	70-150GT	70-150GT	1000-3000GT	70-150GT	1000-3000GT	70-150GT	1000-3000GT	70-150GT
LOA m	18-24	18-24	18-24	50-70	18-24	50-70	18-24	50-70	18-24
Vessel power	300-550KW	300-550KW	300-550KW	1500-2000KW	300-550KW	1500-2000KW	300-550KW	1500-2000KW	300-550KW

I would be grateful to inform all IOTC CPCs of this update.



To Mr Anganuzzi, Executive Secretary of the Indian Ocean Tuna Commission.

Subject: Information on La Réunion (European Community) Fleet Development Plan
Reference IOTC Resolutions 03/01

During its 8th Session in 2003, the Indian Ocean Tuna Commission (IOTC) adopted a resolution pertaining to the limitation of the fishing capacity of its Contracting and Cooperating Non Contracting Parties (CPC) which had more than 50 vessels in 2003. As indicated, this level includes vessels with authorisations currently foreseen under administrative process.

In conformance with IOTC Resolution 03/01, the European Community is pleased to submit to IOTC updated details on said administrative processes, for which a first step has been concluded.

La Réunion is an island region of the Indian Ocean, and fisheries, a developing sector, are a major component of its economy.

The Réunion fleet is to this day composed of 30 tuna longliners longer than 10 meters (length overall), of which 3 are longer than 24 meters. The fleet, made up mostly of vessels between 11 and 16 meters, was built between 1997 and 2000. To this regard, the Réunion fleet is young and growing.

The range and equipment of the fleet are now the factor limiting the exploitation of migratory species, which requires vessels to fish in new and more distant areas. Hence, a Fleet Development Plan for La Réunion has been in development for the last two years. The first step of the administrative process being complete, ten (10) vessels larger than 18 meters will start operating before the end of 2006:

name	LOA (m)	P (KW)	Tonnage (UMS)
Saraswati	18,50	332	75
Le Bigouden	20,00	300	130
Cap Charlotte	23,90	692	166
Fournaise	23,90	692	166
Cap Tristan	23,90	692	166
Marine Ursule	23,90	692	166
Le Clipperton	23,90	692	166
Manohal	23,90	692	166
Brest	24,90	441	86,40
Le Havre	24,90	441	86,40

Beyond the plan mentioned above, and which has already been approved, La Réunion, under the EC Common Fisheries Policy Framework, is allowed an extra development capacity, which will be used for building around fifteen (15) tuna longliner longer than 24 meters. This second phase is the second step of the administrative process mentioned above.

The European Community informs the Commission of the following points:

- 10 longliner vessels from La Réunion will start operating in 2006 (completion of the first step of the administrative process started in 2003);
- the development capacity of the La Réunion fishing fleet will be, in the future and according to ongoing administrative processes, of about fifteen (15) tuna longliner longer than 24 meters.



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MARITIME AFFAIRS AND FISHERIES

INTERNATIONAL AFFAIRS AND MARKETS
International Affairs, Law of the Sea and Regional Fisheries Organisations

Brussels, 25.01.2010 D 00931
MARE B-1 OF/mp D(2010)

Mr. Alejandro ANGANUZZI
IOTC Executive Secretary
P.O. Box 1011
Fishing Port - Victoria
SEYCHELLES

Dear Mr. Anganuzzi,

According to the IOTC resolution 2009/02 *on the Limitation of Fishing Capacity of Contracting Parties and Cooperating non-Contracting Parties* and as announced in my letter n° 14768 of the 22 December 2009, please find enclosed additional and revised information concerning the UK fleet as well as a revised fishing development plan for La Réunion.

Yours sincerely,

Vincent GRIMAUD
Acting Head of Unit

Encl: 2 annexes

C.c: O. Fachada

Annex 1

LIST OF VESSELS

UNITED KINGDOM

SWORDFISH

	VESSELS	EXT. MARKING	GT	MAIN POWER (Kw.)	LENGTH (met.)
1	BLUE GATE	BM254	324	1177	38.59
2	MAR DE BENS	TN40	468	720	46.85
3	MAR DE CRETA	TN101	353	700	40.35
4	TAHUME	UL666	315	485	35.28
	TOTAL		1460	3082	

Annex 2

DEVELOPMENT PLAN FOR THE VESSELS REGISTERED IN LA RÉUNION

The European Union informs the Commission of the update and the confirmation of the fleet development plan for the vessels registered in La Réunion submitted during the 10th Session of the IOTC, and updated in 2007. This revision is linked to the confirmation process forecasted in the Resolution 09/02 on a limitation of fishing capacity in terms of number of vessels.

Since the initial submission of the development plan in May 2006, ten vessels entered the fleet, all of them having been officially notified to IOTC.

Besides, the development plan submitted to IOTC was mentioning "15 tuna longliners of more than 24m". The European Union confirms that she will be using, under La Réunion and before 2015, its development capacity for the building of **fifteen tuna longliners of more than 24m** (25 meters, 750 KW, 225 UMS in average).

The following table summarize the development plan with its updates:

NAME	REGISTRATION	LOA (m)	P (kW)	Tonnage (UMS)	Entry in the fleet
LE BIGOUDEN	RU909687	21.35	294	124	Nov. 2006
CAP CHARLOTTE	RU909676	23.90	441	166	Mar. 2007
CAP TRISTAN	RU909677	23.90	441	166	Mar. 2007
FOURNAISE	RU909675	23.90	441	166	Mar. 2007
LE CLIPPERTON	RU909678	23.90	441	166	Mar. 2007
MANOHAL	RU909673	23.90	441	166	Mar. 2007
MARINE URSULE	RU909674	23.90	441	166	Mar. 2007
BRAHMA	RU908276	24.95	544	241	Mar. 2007
SARASWATI	RU909690	18.30	328	69.55	Jul. 2007
HANUMAN	RU907809	24.95	544	241	May 2008
+15 VESSELS	–	25	11250	3375	31/12/2011

Note: What follows is a translation of a document received in French by the Secretariat, after the 15th Session of the Commission, on 3rd May, 2011. This document formed part of the response of the EU to the Letter of Feedback. For more details, please refer to the original.

Complementary information for the IOTC Fleet Development Plan - UE (France-Reunion) – Origin of vessels

NAME	REGISTRATION No.	LOA(m)	P(kW)	GT (UMS)	ENTRY TO THE FLEET	ORIGIN
LEBIGOUDEN	RU909687	21.35	294	124	Nov. 2006	New Construction (2006)
CAP CHARLOTTE	RU909676	23.90	441	166	Mar. 2007	New Construction (2006)
CAP TRISTAN	RU909677	23.90	441	166	Mar. 2007	New Construction (2006)
FOURNAISE	RU909675	23.90	441	166	Mar. 2007	New Construction (2006)
LE CLIPPERTON	RU909678	23.90	441	166	Mar. 2007	New Construction (2006)
MANOHAL	RU909673	23.90	441	166	Mar. 2007	New Construction (2006)
MARINE URSULE	RU909674	23.90	441	166	Mar. 2007	New Construction (2006)
BRAHMA	RU918276	24.95	544	241	Mar. 2007	Constructed in 1998. Vessel reactivated under the name of BRAHMA on 24.08.07
SARASWATI	RU909690	18.30	328	69.55	Jul 2007	New Construction (2006)
HANUMAN	RU907809	24.95	544	241	May 2008	Constructed in 1997. Vessel reactivated under the name of HANUMAN on 23.05.2008

Note : what follows is a translation of a document in English received at the Secretariat by e-mail. For more details, refer to the original document.

FRANCE – TERRITORIES

**Direction des pêches maritimes et de
l'aquaculture**

**Secrétariat de la Commission des Thons de l'Océan
Indien**

Sous-direction des pêches maritimes

Bureau de la ressource, de la réglementation et des affaires
internationales

à l'attention de **M. Anganuzzi**
par courrier électronique

3, place Fontenoy

75700 Paris 07 SP

Topic followed by Delphine Leguerrier Sauboua Suraud

e-mail : Delphine.leguerrier@agriculture.gouv.fr

Téléphone : 01 49 55 82 36

Télécopie : 01 49 55 82 00

Subject: Update to the France (Indian Ocean Territories) Fleet Development Plan submitted to IOTC in 2006 (letter ref. 1223bis from May 12th, 2006)

Mister Secretary General,

In accordance to IOTC Resolution 03/01 On the limitation of fishing capacity of Contracting Parties and Cooperating non-Contracting Parties, France has, in 2006, submitted to the Commission its Fleet Development Plan, in accordance with IOTC Resolution 05/02 (replacing IOTC Resolution 02/05).

I have the honour to bring to your attention an update to this plan, following decisions taken regarding authorization requests under administrative process in 2006. I would be grateful if you could circulate to all Parties the attached plan, updated according to these data.

Yours sincerely,

IOTC
France-Territories Fleet Development Plan
submitted on May 12, 2007 and updated as notified to IOTC on March XX 2007

In accordance to IOTC Resolution 03/01 On the limitation of fishing capacity of Contracting Parties and Cooperating non-Contracting Parties, France is submitting to the Commission its Fleet Development Plan, revised after processing of the vessels under administrative process in 2006, in accordance with IOTC Resolution 05/02 (replacing IOTC Resolution 02/05).

Mayotte Fleet Development Plan:

Handline fishing:

The Mayotte fleet is mostly made up of small fishing boats (4 to 9 meters, average of 6.6 meters), using small engines (15 to 230 HP, i.e. 11 to 170 KW). To this day, 500 boats are registered in the Dzaoudzi, Mayotte port, accounting for a total power of 11,025 KW (15,000 HP) and a Gross Register Tonnage of 1,000. This artisanal fleet operates most of the time in the Mayotte EEZ, less than 30 nautical miles from the island. Handline fishing is the technique most often used. The main species in the catches is skipjack, followed by yellowfin and, in lesser quantities, albacore. Annual production capacity of the fleet is less than 1,000 t.

Part of the fleet upgrading, these boats must increase their maximum range, in order to be able to target tuna species in the Mozambique Channel. The main goal would be to reach a total production capacity of roughly 1,800 t per year. Projects to improve port infrastructure in Mayotte, as well as to develop the fisheries sector on the island allow to plan for landing fish on location, which would allow for economic development of the area, through this jobs-creating activity.

Regarding power, this modernised fleet will represent a total of 20,000 KW for 1,500 GRT and its objectives in terms of catches will be around 1,800 tonnes (mainly aimed at the local market).

Tuna Longliners:

There are currently two small longliners in Mayotte:

Name	Length (m)	Power (KW)	Tonnage – GT)	Mean annual catch (t)
Lapouz Noz	8.1	169	2,5	18
Menakeli	9.18	162	8.01	20

Developing a sustainable and jobs-creating economic activity is planned through the use of small longliners less than 20 m long, able to operate outside of the French EEZ (notably within the Madagascar and Mozambique EEZs).

The plans for developing a fleet targeting tuna species outside of the French ZEE are as below:

	Short term - 2008	Medium term - 2015	Long term - 2025
Number of boats	2	15	25
Gross Tonnage	171	1 286	2 143
Provisional Catches (t)	400	3 000	5 000

This fishery would target pelagic species (swordfish, tunas) to be exported fresh or frozen on the international market (5,000 tonnes).

Frozen Tuna Purse Seiners:

Two Frozen Tuna Purse Seiners are currently registered in Dzaoudzi:

- Since July 2006: the “Trevignon” (registration DI 925754).
- Since December 2006: the “Drennec” (registration DI 925755).

Four other similar boats will be registered in Dzaoudzi, which will bring the tuna purse seiner fleet to six units.

The four Tuna Purse Seiners will have features similar to those of the two already registered vessels (LOA: 84.2m, tonnage: 2,319 GT, power: 4,000KW).

The fleet of tuna purse seiners registered in Dzaoudzi will account for a total tonnage of 13,914 GT and a total power of 24 000 KW.

Number of boats	Beginning of operation	LOA (m)	Tonnage (GT)	Power (KW)
6	-July 2006 -December 2006 -2008 -2008 -2008 or 2009 -2008 or 2009	84.2	2,319	4,000

Catch objectives are between 42,000 and 54,000 tonnes of tuna and tuna-like species (or about 7,000 to 9,000 tonnes per vessel).

Fleet development plan for the French Southern and Antarctic Territories (TAAF):

Background:

At the moment, one tuna longliner of more than 24 m LOA is registered in the TAAF, and is also included in the IOTC List of Vessels Authorized to Fish. Seven more longliners, currently geared to target toothfish, will have the possibility to be retrofitted to target tuna and tuna-like species.

Longliners:

Seven longliners are currently registered in the TAAF and are targeting toothfish. One vessel (the “Alalunga”) is geared for tuna fishing (since 2005).

Name	LOA (m)	P (W)	Tonnage (GT)	Gear
MASCAREIGNES III	55.49	1,970	800 (GRT)	Longline
CAP HORN 1	55.49	1,824	1,295	Longline
ANTARCTIC 1	46.57	1,135	897	Longline
ILE BOURBON	55.30	1,824	1,295	Longline
CROIX DU SUD 1	54.30	1,081	863	Longline
ALBIUS	55.49	1,824	1,295	Longline
ILE DE LA REUNION	55.49	1,824	1,295	Longline
ALALUNGA	33.60	800	349	Longline

A retrofitting of these vessels to target Tuna and Tuna-like species is considered in the coming years, which would represent a total tonnage of 11,482 GT and a power of 7,740 KW.

Summary: France-Indian Ocean Territories Fleet Development Plan:

	Gear	Total tonnage (GT)	Total power (KW)	Number of vessels	Mean length (m)	Catch objectives (t/year)
Mayotte	Handline	1,500	20,000	<i>Less than 500*</i>	5 to 10 m	1,800
	Longline	2,500	8,500	25	20 m	5,000
	Purse Seine	13,914	24,000	6	84.2 m	42,000 to 54,000
Total Mayotte		17,914	52,500	<i>Less than 530</i>		60,800
TAAF	Longline	8,186	12,300	8	51 m	3,200
Total France		26,100	64,800	<i>Less than 540</i>		64,000

France-Indian Ocean Territories Fleet Development Plan, presented according to the guidelines in IOTC Resolution 03/01 and to the arrangements of IOTC Resolution 02/05.

*: the fleet retrofitting will lead to a slight as yet not evaluated reduction in the number of vessels.

Note: these values are indicative and might change.

Note: what follows is a translation of a document in French, received at the Secretariat by e-mail.



MINISTÈRE DE L'AGRICULTURE ET DE LA PÊCHE

Direction des pêches maritimes et de l'aquaculture
Sous-direction des pêches maritimes
Bureau de la ressource, de la réglementation et des affaires internationales

3, place Fontenoy 75700 Paris 07 SP

Dossier suivi par Jonathan Lemeunier

e-mail : Jonathan.Lemeunier

@agriculture.gouv.fr

Téléphone : 01 49 55 43 90

Télécopie : 01 49 55 82 00

N/Ref : **2908**

Secrétariat de la Commission des Thons de l'Océan Indien

PO BOX 1011

Victoria

Seychelles

Paris, le **23 décembre 2010**

Subject: Fleet development plan – France Territories – **Modification**

Attachment: Appendix: Updated Fleet Development Plan

References: IOTC Resolution 09/02

Courrier MAAP/DPMA n° 2853 du 17/12/2009

Mister Secretary,

In my letter n°2853 dated from 17 December 2009, I have submitted the “Fleet development plan – France Territories” as confirmation, related to the implementation of the IOTC Resolution 09/02. After additional evaluations by my services of the fishing capacity of the tuna purse seiners registered in Mayotte, some changes have been made to the previously submitted document. You will find attached a copy of the updated Fleet Development Plan. The changes only affect the tables on pages 3 and 5 of the plan. For the sake of simplicity, the present document replaces the one referenced above.

I would be grateful if you would circulate to all Parties the attached Plan, updated and amended with the latest information.

Sincerely,

Copies :

- SG MER : Marie-Sophie Dufau-Richet
- SEOM : Christiane Laurent-Monpetit
- DG MARE (Direction B/Unité B1) : Roberto Cesari
- SAM Mayotte : Olivier Pernez
- DPMA/SDRH : P. Savouret
- DPMA/BGR : O. Letodé, A. Charbonneau, M-C. Brun
- DPMA/SDAEP : C. Bigot
- Commission européenne : DGMare, Unité B1 : Roberto Cesari

Appendix

IOTC

Fleet Development Plan from France-Territories

Submitted on 12 May 2006, updated on 13 May 2007 and confirmed on 17 December 2009

In accordance to IOTC Resolution 09/02 On the limitation of fishing capacity of Contracting Parties and Cooperating on-Contracting Parties, France is submitting to the Commission its Fleet Development Plan, updated with the latest fleet additions.

Mayotte Fleet Development Plan:

Handline fishing:

The Mayotte fleet is mostly made up of small fishing boats (4 to 9 meters, average of 6.6 meters), using small engines (15 to 230 HP, i.e. 11 to 170 KW). To this day, 500 boats are registered in the Dzaoudzi, Mayotte port, accounting for a total power of 11,025 KW (15,000 HP) and a Gross Register Tonnage of 1,000. This artisanal fleet operates most of the time in the Mayotte EEZ, less than 30 nautical miles from the island. Handline fishing is the technique most often used. The main species in the catches is skipjack, followed by yellowfin and, in lesser quantities, albacore. Annual production capacity of the fleet is less than 1,0000 t.

Part of the fleet upgrading, these boats must increase their maximum range, in order to be able to target tuna species in the Mozambique Channel. The main goal would be to reach a total production capacity of roughly 1,800 t per year. Projects to improve port infrastructure in Mayotte, as well as to develop the fisheries sector on the island allow to plan for landing fish on location, which would allow for economic development of the area, through this jobs-creating activity.

Regarding power, this modernised fleet will represent a total of 20,000 KW for 1,500 GRT and its objectives in terms of catches will be around 1,800 tonnes (mainly aimed at the local market).

Tuna Longliners:

There are currently three small longliners in Mayotte:

Name	Length (m)	Power (KW)	Tonnage – GT)	Mean annual catch (t)
Lapouz Noz	10.5	333	6.0	18
Menakeli	9.18	162	8.01	20
M'twaro	8.86	209	4.35	

The Lapouz Noz has been modernized since the first submission of this Fleet Development Plan, explaining the changes in the table above.

Developing a sustainable and jobs-creating economic activity is planned through the use of small longliners less than 20 m long, able to operate outside of the French EEZ (notably within the Madagascar and Mozambique EEZs).

The plans for developing a fleet targeting tuna species outside of the French ZEE are as below:

	2015	2020
Number of boats	15	25
Gross Tonnage	1,286	2,143
Provisional Catches (t)	3,000	5,000

This fishery would target pelagic species (swordfish, tunas) to be exported fresh or frozen on the international market (5,000 tonnes).

Under this plan, a ship similar to the M'TWARO, the "M'TWARO 2", is currently under

construction. There are currently 4 construction projects for 10m-long longliners for 2010, and a request for a 23m-long fishing vessel. Furthermore, there is a project of creating a fishing and fish processing company in Mayotte, with plans to purchase 4 longliners between 12 and 14m-long.

Frozen Tuna Purse Seiners:

Three Frozen Tuna Purse Seiners are currently registered in Dzaoudzi:

- Since July 2006: the “Trevignon” (registration number DI 925754).
- Since December 2006: the “Drenec” (registration number DI 925755).
- Since May 2009: the “Franche Terre” (registration number DI 928376)

Three other similar boats will be registered in Dzaoudzi, which will bring the purse-seine fleet to 6 tuna purse seiners.

These three vessels will be tuna purse seiners with similar characteristics to those already registered (LOA: 84.2m, GT: 2319, power: 4000KW).

The tuna purse seiners fleet registered in Dzaoudzi will represent a total of 13,914GT and a total power of 24,000KW.

Number of boats	Beginning of operation	LOA (m)	Tonnage (GT)	Power (KW)
6	-July 2006 -December 2006 -May 2009 -2010 -2011 -2012	84.2	2,319	4,000
Total			13,914	24,000

Catch objectives are 36,000 tonnes of tuna species per year for the 6 vessels (or about 6,000 tonnes per vessel).

Fleet development plan for the French Southern and Antarctic Territories (TAAF):

Seven Longliners are currently registered in the TAAF and are targeting toothfish.

Name	LOA (m)	P (W)	Tonnage (GT)	Gear
MASCAREIGNES III	55.49	1,970	800 (GRT)	Longline
CAP HORN 1	55.49	1,824	1,295	Longline
SAINT ANDRE	56.40	1,400	1,387	Longline
ILE BOURBON	55.30	1,824	1,295	Longline
CROIX DU SUD 1	54.30	1,081	863	Longline
ALBIUS	55.49	1,824	1,295	Longline
ILE DE LA REUNION	55.49	1,824	1,295	Longline

A retrofitting of these vessels to target Tuna and Tuna-like species is considered in the coming years, which would represent a total tonnage of 11,747 GT and a power of 8,230 KW.

Summary: France-Indian Ocean Territories Fleet Development Plan:

	Gear	Total tonnage (GT)	Total power (KW)	Number of vessels	Mean length (m)	Catch objectives (t/year)
Mayotte	Handline	1,500	20,000	<i>Less than 500*</i>	5 to 10 m	1,800
	Longline	2,500	8,500	25	20 m	5,000
	Purse Seine	13,914	24,000	6	84.2 m	36,000
Total Mayotte		17,914	52,500	Less than 530		42,800
TAAF	Longline	8,230	11,747	7	51 m	3,200
Total France		26,144	64,247	Less than 540		46,000

France Fleet Development Plan, presented according to the guidelines in IOTC Resolution 03/01 and to the arrangements of IOTC Resolution 09/02.

*: the fleet retrofitting will lead to a slight as yet not evaluated reduction in the number of vessels.
Note: these values are indicative and might change.

Note: what follows is a translation of a document in French, received at the Secretariat by e-mail.



MINISTÈRE DE L'AGRICULTURE, DE L'ALIMENTATION, DE LA PÊCHE, DE RURALITÉ
ET DE L'AMÉNAGEMENT DU TERRITOIRE

Direction des pêches maritimes
Et de l'aquaculture

Sous-direction des pêches maritimes

Bureau de la ressource, de la réglementation
Et des affaires internationales

3, place Fontenoy
75700 Paris 07 SP

Monsieur Alejandro ANGANUZZI
Secrétariat de la
Commission des Thons de l'Océan
Indien

PO Box 1011
Victoria
Seychelles

Dossier suivi par Jonathan Lemeunier
e-mail : Jonathan.lemeunier@agriculture.gouv.fr
Téléphone : 01 49 55 43 90
Télécopie : 01 49 55 82 00

N/Ref : 0 0 2 9 =

Paris, le 07 JAN. 2011

Subject: Fleet development plan – France Territories – *Modification*
Attachment: Appendix: Updated Fleet Development Plan
References: IOTC Circular No. 2010/78

Mister Secretary,

In my letter N° 2908 dated from 23 December 2009, I have submitted the “Fleet development plan – France Territories” as confirmation, related to the implementation of the IOTC Resolution 09/02.

In accordance to Circular N° 2010/78, please find attached the modified and realised Fleet Development Plan, taking into account the entry of two new fishing vessels into the fleet during 2010.

I thank you for **integrating** the updated information.

Sincerely,


le Directeur
des Pêches Maritimes et de l'Aquaculture
Philippe MAUGUIN

Copy:

- SG MER : Marie-Sophie Dufau-Richet
- SEOM : Christiane Laurent-Monpetit
- Commission européenne DG MARE (Direction B/Unité B1) : Roberto Cesari
- SAM Mayotte : Olivier Pernez
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- DPMA/SDAEP : C. Bigot

Appendix

IOTC

Fleet Development Plan from France-Territories

Submitted on 12 May 2006, updated on 13 May 2007 and confirmed on 17 December 2009

Amendment

In accordance to IOTC Resolution 09/02 *On the limitation of fishing capacity of Contracting Parties and Cooperating on-Contracting Parties* and *IOTC Circular No 2010/78*, France is submitting to the Commission its realised Fleet Development Plan in line with the latest additions to its fleet.

Mayotte Fleet Development Plan:

Handline fishing:

The Mayotte fleet is mostly made up of small fishing boats (4 to 9 meters, average of 6.6 meters), using small engines (15 to 230 HP, i.e. 11 to 170 KW). To this day, 500 boats are registered in the Port of Dzaoudzi, Mayotte, accounting for a total power of 11,025 KW (15,000 HP) and a Gross Register Tonnage of 1,000. This artisanal fleet operates most of the time in the Mayotte EEZ, less than 30 nautical miles from the island. Handline fishing is the technique most often used. The main species in the catches is skipjack, followed by yellowfin and, in lesser quantities, albacore. Annual production capacity of the fleet is less than 1,0000 t.

As part of the fleet upgrading, these boats must increase their maximum range, in order to be able to target tuna species in the Mozambique Channel. The main goal would be to reach a total production capacity of roughly 1,800 t per year. Projects to improve port infrastructure in Mayotte, as well as to develop the fisheries sector on the island allow to plan for landing fish on location, which would allow for economic development of the area, through this jobs-creating activity.

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M'twaro	8.86	209	4.35	

The *Lapouz Noz* has been modernized since the first submission of the Fleet Development Plan, the changes appear in the above table.

Developing a sustainable and jobs-creating economic activity is planned through the use of small longliners less than 20 m long, able to operate outside of the French EEZ (notably within the Madagascar and Mozambique EEZs).

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	2015	2020
Number of boats	15	25
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This fishery would target pelagic species (swordfish, tunas) to be exported fresh or frozen on the international market (5,000 tonnes).

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construction. There are currently 4 construction projects for 10m-long longliners for 2010, and a request for a 23m-long fishing vessel. Furthermore, there is a project of creating a fishing and fish processing company in Mayotte, with plans to purchase 4 longliners between 12 and 14m-long.

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Five Frozen Tuna Purse Seiners are currently registered in Dzaoudzi:

- Since July 2006: “LE TREVIGNON” (registration number DI 925754).
- Since December 2006: “LE DRENNEC” (registration number DI 925755).
- Since May 2009: “FRANCHE TERRE” (registration number DI 928376)
- Since May 2010: “MANAPAY” (registration number DI 929404)
- Since December 2010: “BERNICA” (registration number DI 929727)

Another similar boat will be registered in Dzaoudzi, which will bring the purse-seine fleet to 6 tuna purse seiners.

This vessel will be a tuna purse seiner with similar characteristics to those five boats already registered (LOA: 84.2m, GT: 2319, power: 4000KW).

The tuna purse seiners’ fleet registered in Dzaoudzi will represent a total of 13,914GT and a total power of 24,000KW.

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Total			13,914	24,000

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A retrofitting of these vessels to target Tuna and Tuna-like species is considered in the coming years, which would represent a total tonnage of 8,230 GT and a power of 11,747 KW.

**Summary: France-Indian Ocean Territories Fleet Development Plan
(modified):**

	Gear	Total tonnage (GT)	Total power (KW)	Number of vessels	Mean length (m)	Catch objectives (t/year)
<i>Mayotte</i>	Handline	1,500	20,000	<i>Less than 500*</i>	5 to 10 m	1,800
	Longline	2,500	8,500	25	20 m	5,000
	Purse Seine	13,914	24,000	6	84.2 m	36,000
<i>Total Mayotte</i>		<i>17,914</i>	<i>52,500</i>	<i>Less than 530</i>		<i>42,800</i>
<i>TAAF</i>	Longline	8,230	11,747	7	51 m	3,200
<i>Total France</i>		<i>26,144</i>	<i>64,247</i>	<i>Less than 540</i>		<i>46,000</i>

France Fleet Development Plan, presented according to the guidelines in IOTC Resolution 09/02.

*: the fleet retrofitting will lead to a slight as yet not evaluated reduction in the number of vessels.
Note: these values are indicative and might change.



सत्यमेव जयते

मत्स्य सर्वेय भारत सरकार

FISHERY SURVEY OF INDIA

मत्स्य सर्वेय केन्द्र, बोतवाला चेंबर,
Sir P.M. Road, Fort, मुंबई-४०० ००१.

दूरभाष : 22617144/45/22642355

फैक्स : (022)22702270

कैबल : FISHMEENA

भारत सरकार

कृषि विभाग

मत्स्य शोध विभाग

Department of Animal Husbandry, Dairying & Fisheries

E-mail : dg-fsi-mah@nic.in;

Fsihqm@eth.net

Website : <http://www.fsi.gov.in>

F.No. 43-40/2003 Fy.II Vol.II

Date : 14.01.2011

From : The Director General

To The Executive Secretary,
Indian Ocean Tuna Commission,
Victoria,
SEYCHELLES

Sub : IOTC Circulars 2010/74, 2010/76, 2010/77 and 2010/78- Reg.
Ref : This Office letter of even number dated 22.12.2010

Sir,

In continuation to this office letter cited on the above subject, I am to furnish the following information

1. IOTC Circular 2010/78 concerning fleet development plan: The Fleet Development Plan in respect of India is enclosed as Annexure I.
2. IOTC Circular 2010/74 concerning implementation of recommendations on data and statistics: Ministry of Agriculture, Department of Animal Husbandry, Dairying and Fisheries had constituted a *Working Group for review and revision of data on tuna for submission to the IOTC* which had reviewed the data submission system and based on the recommendations of the Working Group, the data is being reviewed and the refined data for the period 2006 onwards will be submitted to the Commission shortly.
3. IOTC Circular 2010/76 concerning standard questionnaire on compliance with the various IOTC Resolutions: Compliance Report in the latest format is enclosed as Annexure II.
4. IOTC Circular 2010/77 concerning the implementation of IOTC Resolution 10/11 requesting the CPC's to provide a list of designated ports to which foreign fishing vessels may request entry to the IOTC Secretariat: So far, the Government of India has not designated any of its ports which foreign fishing vessels may request entry.

Further, I am to submit herewith the list of active vessels in respect of India for the years 2007-2010 (Annexure III).

Yours faithfully,

Encl: As above

(DR. K. VIJAYAKUMARAN)
DIRECTOR GENERAL

Copy to : The Secretary to the Government of India, Ministry of Agriculture, Krishi Bhavan,
New Delhi (**KIND ATTN: Shri I. A. Siddiqui, Fisheries Research & Investigation Officer**).

Annexure I

FLEET DEVELOPMENT PLAN OF INDIA

In pursuance of the IOTC Resolutions 03/01 and 09/02, the Fleet Development Plan of India for harvesting of tropical tunas is as follows.

Target species: Tropical tunas

Year	Longliner		Purse Seiner		Total
	No.	GRT	No.	GRT	No.
2011	12	1400	-		12
2012	12	1400	-		12
2013	12	1400	-		12
2014	11	1300	1	500	12
2015	11	1300	1	500	12
2016	6	750	1	500	7
2017	6	750	1	500	7
2018	5	600	1	500	6
2019	5	600	-	-	5
2020	5	600	-	-	5
Total	85	10100	5	2500	90

The above plan does not include vessels less than 24m OAL for fishing within the EEZ. The figures are in addition to the existing plan for fleet development for tuna fishing notified vide Public Notice No. 2100/17/2004-Fy (Ind) dated 17 May 2005.

FLEET DEVELOPMENT PLAN OF INDIA

In pursuance of the IOTC Resolutions 03/01 and 09/02, the Fleet Development Plan of India for harvesting of tropical tunas is as follows.

Target species: Tropical tunas

Year	Longliner			Purse Seiner			Total
	No.	Size (GRT in t)	Origin	No.	Size (GRT in t)	Origin	No.
2011	12	1400	NA*	-		NA*	12
2012	12	1400	NA*	-		NA*	12
2013	12	1400	NA*	-		NA*	12
2014	11	1300	NA*	1	500	NA*	12
2015	11	1300	NA*	1	500	NA*	12
2016	6	750	NA*	1	500	NA*	7
2017	6	750	NA*	1	500	NA*	7
2018	5	600	NA*	1	500	NA*	6
2019	5	600	NA*	-	-	NA*	5
2020	5	600	NA*	-	-	NA*	5
Total	85	10100		5	2500		90

* "These information cannot be furnished now as this depends on the future policies and decisions of the Government of India, which cannot be predicted now".

The above plan does not include vessels less than 24m OAL for fishing within the EEZ. The figures are in addition to the existing plan for fleet development for tuna fishing notified vide Public Notice No. 2100/17/2004-Fy (Ind) dated 17 May 2005.



MINISTRY OF MARINE AFFAIRS AND FISHERIES
OF THE REPUBLIC OF INDONESIA
DIRECTORATE GENERAL OF CAPTURE FISHERIES
Harsono RM. Street No. 3, B. Building, Ragunan-Pasar Minggu, Jakarta 12550
Tel./Fax. 021-7811672, www.dkp.go.id

March, 03, 2010

Mr. Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
P.O. Box 1011, Victoria
SEYCHELLES

Dear Sir,

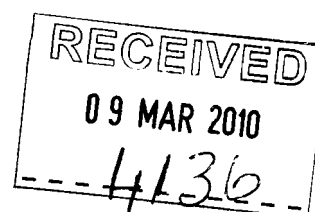
Indonesia Fleet Development Plan

In accordance to IOTC Resolution 03/01 (*On the limitation of fishing capacity of contracting parties and cooperating non-cooperating parties*) and IOTC Resolution 05/01 (*On conservation and management measures for bigeye tuna*), the Directorate General of Capture Fisheries of Indonesia is pleased to submit Indonesia fleet development plan for 6 years (2010-2015) (document is enclosed). All these vessels are and will be fishing in the IOTC area.

Thank you.

Yours truly,

Agus A. Budhiman
Director of Fisheries Resources Management,
Directorate General of Capture Fisheries,
Ministry of Marine Affairs and Fisheries of the Republic of Indonesia



INDONESIA FLEET DEVELOPMENT PLAN IN IOTC AREA TARGETED TROPICAL TUNAS (UNIT)

FISHING GEAR	2010	2011	2012	2013	2014	2015
GILL NET	20	20	20	20	20	20
TUNA LONG LINE	1447	1507	1567	1627	1687	1744
HAND LINE	4	4	4	4	4	4
PURSE SEINE	58	58	58	58	58	58
OTHERS	121	121	121	121	121	121
TOTAL	1650	1710	1770	1830	1890	1947

2

INDONESIA FLEET DEVELOPMENT PLAN IN IOTC AREA TARGETED TROPICAL TUNAS (GRT)

FISHING GEAR	2010	2011	2012	2013	2014	2015
GILL NET	2,200	2,200	2,200	2,200	2,200	2,200
TUNA LONG LINE	159,170	165,770	172,370	178,970	185,570	178,200
HAND LINE	440	440	440	440	440	440
PURSE SEINE	6,380	6,380	6,380	6,380	6,380	6,380
OTHERS	12,705	12,705	12,705	12,705	12,705	12,705
TOTAL	180,895	187,495	194,095	200,695	207,295	199,925

1.



**MINISTRY OF MARINE AFFAIRS AND FISHERIES
OF THE REPUBLIC OF INDONESIA
DIRECTORATE GENERAL OF CAPTURE FISHERIES**

Gedung Mina Bahari II, Lantai 10, Jln. Medan Merdeka Timur No. 16, Jakarta 10110
Telp. +62 21 3519070 ext. 1002, Fax. +62 21 3453008, www.kkp.go.id

Ref: B-1390/DJPT-1/TU-210-DI/104/2013

March, 7, 2013

Mr. Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission (IOTC)
PO Box 1011 Victoria, Mahe, Seychelles

Subject: Update of Fleet Development Plan (FDF) of Indonesia 2010-2025

Dear Mr. Alejandro Anganuzzi,

In regard to the Resolution 09/02 Concerning on Limitation of Fishing Capacity, please kindly find enclosed the update of Fleet Development Plan (FDF) of Indonesia 2010-2025, for your further consideration in updating the Fleet Development Plan (FDF) of Indonesia.

We would appreciate if you acknowledge receipt of this letter and thank you very much for your kind cooperation.

Sincerely Yours

Agus A. Budhiman
Director of Fisheries Resources Management

Cc.
Director General of Capture Fisheries;

INDONESIA FLEET DEVELOPMENT PLAN IN IOTC AREA TARGETED TROPICAL TUNAS (GT)

FISHING GEAR	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
GILL NET	2.200															
TUNA LONG LINE	159.170	6.600	6.600	6.600	6.600	6.270	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600
HAND LINE	440															
PURSE SEINE	6.380															
OTHERS	12.705															
TOTAL	180.895	6.600	6.600	6.600	6.600	6.270	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600

Note:

1. The data for 2010 is total fishing vessels which are allocated to operate in the Indian Ocean. All fishing vessels are targeting tropical tunas
2. The data from 2011-2025 show additional fishing vessels(not accumulated)
3. The origin of the vessels could be identified when those vessels are registered in Indonesia for license process and it will be reported to IOTC for authorised vessel process.

Jakarta, March 2013



Agus A. Budhiman
Director of Fisheries Resources Management

INDONESIA FLEET DEVELOPMENT PLAN IN IOTC AREA TARGETED TROPICAL TUNAS (UNIT)

FISHING GEAR	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
GILL NET	20															
TUNA LONG LINE	1.447	60	60	60	60	57	60	60	60	60	60	60	60	60	60	60
HAND LINE	4															
PURSE SEINE	58															
OTHERS	121															
TOTAL	1.650	60	60	60	60	57	60	60	60	60	60	60	60	60	60	60

Note:

1. The data for 2010 is total fishing vessels which are allocated to operate in the Indian Ocean. All fishing vessels are targeting tropical tunas
2. The data from 2011-2025 show additional fishing vessels(not accumulated)
3. The origin of the vessels could be identified when those vessels are registered in Indonesia for license process and it will be reported to IOTC for authorised vessel process.

Jakarta, March 2013



Agus A. Budhiman
Director of Fisheries Resources Management



**MINISTRY OF MARINE AFFAIRS AND FISHERIES
OF THE REPUBLIC OF INDONESIA
DIRECTORATE GENERAL OF CAPTURE FISHERIES**

Gedung Mina Bahari II, Lantai 10, Jln. Medan Merdeka Timur No. 16, Jakarta 10110
Telp. +62 21 3519070 ext. 1002, Fax. +62 21 3453008, www.kkp.go.id

Ref: B-1599/DJPT.I/TU.210.DI/III/2013

March, 14, 2013

Mr. Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission (IOTC)
PO Box 1011 Victoria, Mahe, Seychelles

***Subject: Additional Information Concerning Update of Fleet Development Plan
(FDP) of Indonesia 2010-2025***

Dear Mr. Alejandro Anganuzzi,

Following to our previous letter Ref. 1390/DJPT.I/TU.210.DI/III/2013, dated 7 March 2013 concerning *Update of Fleet Development Plan (FDP) of Indonesia 2010-2025*, I wish to inform you additional information about *Fleet Development Plan (FDP) of Indonesia 2010-2025*, as follow:

1. Since 2006 until 2025, including 2006 and 2007, all Indonesia fishing vessels were targeting tropical tunas. Therefore, Indonesia update Indonesia FDP on 2010 – 2025 for fishing vessels which are targeting tropical tunas.
2. Since 2006 until 2025, based on measurement certificate from Ministry of Transportation, Indonesia using GT. We appreciate if IOTC could change Indonesia fishing vessel data from GRT into GT.
3. Please kindly find as attached *FDP of Indonesia 2010-2025* with additional information as above (point no. 1 and no. 2) on the note.

We would appreciate if you acknowledge receipt of this letter and thank you very much for your kind cooperation.

Sincerely Yours

Agus A. Budhiman
Director of Fisheries Resources Management

Cc.
Director General of Capture Fisheries;

INDONESIA FLEET DEVELOPMENT PLAN IN IOTC AREA TARGETED TROPICAL TUNAS (GT)

FISHING GEAR	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
GILL NET	2.200															
TUNA LONG LINE	159.170	6.600	6.600	6.600	6.600	6.270	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600
HAND LINE	440															
PURSE SEINE	6.380															
OTHERS	12.705															
TOTAL	180.895	6.600	6.600	6.600	6.600	6.270	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600	6.600

Note:

1. The data for 2010 is total fishing vessels which are allocated to operate in the Indian Ocean. All fishing vessels are targeting tropical tunas
2. The data from 2011-2025 show additional fishing vessels(not accumulated)
3. The origin of the vessels could be identified when those vessels are registered in Indonesia for license process and it will be reported to IOTC for authorised vessel process.
4. Since 2006 until 2025, including 2006 and 2007, all Indonesia fishing vessels were targeting tropical tunas
5. Since 2006 until 2025, based on measurement certificate, Indonesia use GT

Jakarta, March 2013



Agus A. Budhiman
Director of Fisheries Resources Management

INDONESIA FLEET DEVELOPMENT PLAN IN IOTC AREA TARGETED TROPICAL TUNAS (UNIT)

FISHING GEAR	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
GILL NET	20															
TUNA LONG LINE	1.447	60	60	60	60	57	60	60	60	60	60	60	60	60	60	60
HAND LINE	4															
PURSE SEINE	58															
OTHERS	121															
TOTAL	1.650	60	60	60	60	57	60	60	60	60	60	60	60	60	60	60

Note:

1. The data for 2010 is total fishing vessels which are allocated to operate in the Indian Ocean. All fishing vessels are targeting tropical tunas
2. The data from 2011-2025 show additional fishing vessels(not accumulated)
3. The origin of the vessels could be identified when those vessels are registered in Indonesia for license process and it will be reported to IOTC for authorised vessel process.
4. Since 2006 until 2025, including 2006 and 2007, all Indonesia fishing vessels were targeting tropical tunas
5. Since 2006 until 2025, based on measurement certificate, Indonesia use GT

Jakarta, March 2013



Agus A. Budhiman
Director of Fisheries Resources Management

TO:Alejandro Angonuzzi
Indian Ocean tuna
commission executive
Secretary

FROM:
Aminollah Taghavimotlagh,
Iranian Fisheries Co
General Manager of Fisheries Affairs Dept.
Fatemi Ave, SHILAT Building,
Tehran, Iran
Tel, 0098216941373,
Fax, 0098216941362
E-mail: s_taghavimotlagh@hotmail.com

Dear Mr Angonuzzi

Regarding Resolution 03/01(Appendix IX) on the limitation of Fishing capacity of contracting and cooperating Non-contracting parties, adopted in Eight session of the commission, The fleet development plan of Islamic Republic of IRAN, for Fishing in IOTC area for following years are as follows,

- 1- 300 dhows(mainly gill-netter),for 5 years plan of development, 60,for each year, the commencement of plan will be year 2004.
- 2- 15 purse seiner,3, For each year start from 2004.

This will be our submitted plan for Fishing in IOTC area, Details of each Vessel will be submitted to the IOTC secretary, when they start to Fish in the area.

A .Taghavi
General Manager of Fishing affairs
Iranian Fishing Co,

Date: 27.12.2010

No : 42463

Encl: -

To: Mr.Alejandro Anganuzzi

Executive Secretary of IOTC

Dear Mr. Anganuzzi

Subject : Islamic Republic of Iran's fishing fleet Development

Cordially, in reply to IOTC CIRCULAR 2010-78 Concerning the fleet development plan dated December 8, 2010 and based on Resolution No. 09/02, I would like to inform you that as we have informed you before, achieving development plans for Purse Seine vessels (up to 15 vessels) and longliners (up to 30 vessels), the same issue has been considered and approved until 2014. Also, in our next five year fisheries national development plan for 2011-2015, we have considered addition of 15 Supply Vessels fleet as one of targets.

You are kindly requested to consider the information for further actions.

Truly yours

Mohammad Ghasemi

Deputy for Fishing & Fishing Harbors

Iran Fisheries Organization

Date: 28.2.2011
No : 51842
Encl: —

To : Mr.Alejandro Anganuzzi

Executive Secretary of IOTC

Dear Mr.Anganuzzi

Cordially, in reply to email of Mr. Gerard Domingue dated Feb. 22, 2010 and following Iran Fisheries letter no. 24493 dated Dec. 27, 2010 I would like to inform you of the following Table:

Year	Vessel Type	No. of vessels	GT
2011 - 2014	Purse seiner	15	>1200 T
	Long liner	30	>450 T
	Supply Vessel	15	>1000 T

With best regards

Mohammad Ghasemi

Deputy for Fishing and Fishing harbors

Iran Fisheries Organization

SHILAT

Iran Fisheries Org.

Ministry of jahad-e-Agriculture

Islamic Republic of Iran

To: Mr.Alejandro Anganuzzi

Executive Secretary of IOTC

Date: 18.3.2012
No : 48820
Encl: —

Dear Mr. Anganuzzi

Subject: Tuna Fishing Fleet Development

Cordially, following letter no. 51842 dated 02/28/2011 of Iran Fisheries Organization regarding Tuna Fishing Fleet Development, I would like to send following Table by years for further steps:

Years	2012	2013	2014	TOTAL
Vessel Type				
Purse Seiner	3	5	7	15
Long Liner	5	10	15	30
Supply Vessel	3	5	7	15
TOTAL	11	20	29	60

Best regards

Ali.A.Mojahedi

Iranian Commissioner to IOTC

VID:mt

No. 236, Dr. Fatemi Ave, Tehran, Iran

Tel: (+98-21) 66941674 - 66943882

www.fisheries.ir

P.O.Box: 14155-6353

Fax: (+98-21)66941673

Email: ict@mail.fisheries.ir

To: Mr.Payet

Executive Secretary of IOTC

Date: 9 June 2013

No : 8314

Encl: -

Dear Mr.Payet

Subject: Islamic Republic of Iran's Development Plan for Fishing Fleet

Cordially, according to Resolution no. 09/02 and following letter no. 48820, dated 18/03/2012 issued by Iran Fisheries Organization, and following negotiations carried out during 17th session of IOTC, I would like to inform you that we had informed IOTC of our previous development plan of Purse seine vessels (up to 15 vessels), longline (up to 30 vessels), and supply vessels (up to 15 fleet).

Noting that the plan was not implemented due to some problems, herewith I am sending updated Development Plan of Tuna Fishing Vessels until 2020 according to following Table for your consideration:

Years Vessel Type	2013	2014	2015	2016	2017	2018	2019	2020	Total	GT/PER VESSEL
Purse seiner	-	1	1	2	3	3	3	2	15	>1200T
Long liner	-	2	2	5	8	8	5	0	30	>450T
Supply vessel	-	1	2	2	3	3	2	2	15	>1000T
Total	-	4	5	9	14	14	10	4	60	

With best regards.

Ali.A.Mojahedi

Iranian Commissioner to IOTC

REPUBLIC OF KENYA



**MINISTRY OF AGRICULTURE LIVESTOCK AND FISHERIES
STATE DEPARTMENT OF FISHERIES**

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MUSEUM HILL
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CODE 00200
NAIROBI

When replying please quote DMC/29/VOL IV/36

DATE 17TH FEBRUARY 2015

The Secretary,
Indian Ocean Tuna Commission
PO BOX 1011
VICTORIA
SEYCHELLES

RE: DEVELOPMENT OF FLEET DEVELOPMENT PLAN FOR KENYA

Reference is made to IOTC Resolution 12/11, on the limitation of fishing capacity of Contracting Parties and Cooperating Non-contracting Parties.

Kenya wishes to inform the commission of its intention and interest to develop its own national fleet targeting high seas fisheries under the IOTC mandate. Noting the requirements of the Resolution 12/11 a fleet development plan is being developed and shall be submitted to the commission at a future date. The delay in submission of the fleet development plan is due to information gaps that need to be filled to develop a comprehensive plan supported by anticipated future investments in fleet capacity developments

Yours sincerely

**DR HARRISON CHARO KARISA
DIRECTOR OF FISHERIES
DIRECTORATE OF FISHERIES RESOURCES DEVELOPMENT AND
MARKETING**

REPUBLIC OF KENYA



**MINISTRY OF AGRICULTURE, LIVESTOCK AND FISHERIES
STATE DEPARTMENT OF FISHERIES**

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MOALF/SDF/DFRDM/9/VOL.I/87

DIRECTOR OF FISHERIES
MUSEUM HILL
P.O. BOX 58187 – 00200
NAIROBI
16th March, 2016

The Executive Secretary
Indian Ocean Tuna Commission
Victoria,
Mahe, Seychelles

Dear Sir,

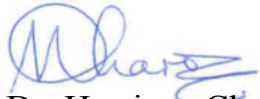
RE: KENYA FLEET DEVELOPMENT PLAN

The enclosed Fleet Development Plan has been drafted in response to Resolution 03/01 and 05/01 of the Eighth and Ninth Sessions of the IOTC Commission respectively, pertaining to limitation of fishing capacity and conservation and management measures for tuna. In the resolutions, the Commission took note of the interest of developing coastal states, in particular Small Island developing states and territories with catches under 1000 tonnes who intend to substantially increase these catches.

Due to increase in population, Kenya's requirement for fish and fish products has been increasing leading to a deficit in supply. To offset the demand, Kenya would like to register her intention to develop her longline and purse seine fleet capacity and is likely to catch more than 1000 tonnes of tuna annually. Kenya affirms her commitment to ensuring sustainability

of the tuna resources in the Indian Ocean and thus the intended fleet development is not meant to adversely affect the tuna resources.

Yours sincerely,



Dr. Harrison Charo Karisa,

Ag. Director Fisheries Resources Development and Marketing

Cc Principal Secretary,
State Department of Fisheries

REPUBLIC OF KENYA



KENYA'S NATIONAL FLEET DEVELOPMENT PLAN

Kenya is a developing coastal state bordering the Indian Ocean and has previously minimally exploited the tuna resources within the Indian Ocean due to lack of capacity to do so. Foreign vessels have hitherto been licensed to fish in the EEZ. However, Kenya is now developing a National Fishing Fleet for the exploitation of tuna and tuna like resources in the Indian Ocean.

The fleet development will be actualized through establishment of a Kenya Fishing Company, reflagging, vessel construction, Public Private Partnerships and through private sector ventures. The planned fishing fleet development for longliners and purse-seiners up to the year 2025 is tabulated below.

Year	Longliners	Purse seiners
2016	10	0
2017	15	2
2018	20	4
2019	25	6
2020	30	8
2021	35	10
2022	40	12
2023	45	14
2024	50	16
2025	55	18



Resolution 12/11 On the Implementation of a Limitation of Fishing Capacity of CPCs

Submitting/updating the Fleet Development Plan for tropical tunas

Reporting deadline:	31st December, 2009
----------------------------	----------------------------

Date of reporting:	18/03/2016
---------------------------	------------

Note: Codes to be used in the table

Reporting country:	Kenya
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Entry #	Year of planned introduction into fishery	Number of vessels to be added (units)	Vessel type Code	Vessel Origin Code	Total estimated GT for row
1	2016	5	Longliners	RFC	3,000
2	2017	3	Longliners	NEW	740
3	2017	2	Purse seiners	RFC	2,600
4	2018	3	Longliners	RFC	1,800
5	2018	2	Purse seiners	RFC	2,600
6	2019	3	Longliners	NEW	210
7	2019	2	Purse seiners	NEW	1,200
8	2020	3	Longliners	RFC	1,800
9	2020	2	Purse seiners	RFC	2,600
10	2021	3	Longliners	NEW	740
11	2021	2	Purse seiners	NEW	1,200
12	2022	3	Longliners	NEW	210
13	2022	2	Purse seiners	NEW	1,200
14	2023	3	Longliners	RFC	1,800
15	2023	2	Purse seiners	NEW	1,200
16	2024	3	Longliners	RFC	1,800
17	2024	2	Purse seiners	NEW	1,200
18	2025	3	Longliners	RFC	1,800
19	2025	2	Purse seiners	RFC	2,600



Resolution 12/11 On the Implementation of a Limitation of Fishing Capacity of CPCs

Submitting/updating the Fleet Development Plan for albacore and swordfish

Reporting deadline:	31st December, 2009
---------------------	---------------------

Date of reporting:

18/03/2016

Reporting country:

KENYA

Note: Codes to be used in the table be

Entry #	Year of planned introduction into fishery	Number of vessels to be added (units)	Vessel type Code	Vessel Origin Code	Total estimated GT for row
1	2016	5	Longliners	RFC	3,000
2	2017	2	Longliners	RFC	1,200
3	2018	2	Longliners	NEW	140
4	2019	2	Longliners	RFC	1,200
5	2020	2	Longliners	NEW	670
6	2021	2	Longliners	RFC	1,200
7	2022	2	Longliners	RFC	1,200
8	2023	2	Longliners	NEW	140
9	2024	2	Longliners	NEW	670
10	2025	2	Longliners	NEW	670

Note: what follows is the translation of a correspondence received at the Secretariat in French. For more details, please refer to the original document



Antananarivo, 11 March 2011

The Secretary General
to
Mr Executive Secretary of the IOTC
Seychelles

N°280/11-MPRH/SG-

Object: Tuna fleet development plan

Reference: IOTC Circular 2010/78

Mr Executive Secretary,

In compliance with IOTC Resolution 03/01 and referring to the aforementioned Circular, I have the honour of submitting Madagascar's Tuna Fleet Development Plan for the 2011-2015 period.

Sincerely yours,



FLEET DEVELOPMENT PLAN

In Madagascar, tuna fishing is dominated by the foreign fleet. Since 2008, operations have been characterized by a progressive diminution of the number of purse seiners, mainly due to piracy activities, but also to the global economic crisis.

1. Development of the foreign fleet

The table below shows the evolution of the foreign tuna fleet during the last three years:

VESSEL TYPE	2008	2009	2010
Longliners	98	84	89
Purse seiners	48	41	34
Support vessels	5	5	10
Total	151	130	133
Power (KW)	238,272	204,858	142,913
Catch (metric T)	18,352	15,742	14,005

For the next 5 years, the objective for tuna fishing in Madagascar is to reach, by 2015, a level of effort similar to that in 2008. The issuing of fishing licenses will thus follow this pattern:

VESSEL TYPE	2011	2012	2013	2014	2015
Longliners	90	92	94	96	98
Purse seiners	34	36	40	43	46
Power (KW)	199,020	208,856	227,392	241,578	255,764

2. Development of the domestic fleet

At the moment, with the crisis affecting the shrimp fisheries sector and the local market, Madagascar is trying to develop a domestic fleet targeting tuna and other species. At the beginning of the 2011 season, 30 artisanal boats are operating. They are small longliners with a length overall between 7 and 16 meters. They represent a total tonnage of 626 GRT and a total power of 2,326KW. Their average catch is 150 metric tonnes/year/boat.

For the next 5 years, the plans for the development of this fleet are as follows:

	2011	2012	2013	2014	2015
Number of boats	30	30	32	32	34

2. Development of the whole fleet

In summary, the 5-year development plan for the tuna fleet operating in the Madagascar EEZ is as follows:

VESSEL TYPE	2011	2012	2013	2014	2015
Number of longliners	90	92	94	96	98
Number of purse seiners	34	36	40	43	46
Number of small domestic longliners	30	30	32	32	34
Power (KW)	199,646	209,482	228,060	242,246	256,473
Catch objectives (metric T)	18,556	19,214	20,727	21,662	22,897

As for the support vessels for the purse seine fleet, their number will be maintained at 10 annually, for a total power of 6,555KW.

Le Secrétaire Général

RAFOMANANA Georges



DEPARTMENT OF FISHERIES MALAYSIA
MINISTRY OF AGRICULTURE AND AGRO-BASED
INDUSTRY
WISMA TANI, ARAS 1 - 7
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Website : <http://www.dof.gov.my>

Our Ref : Prk.ML.44/10 (12)

Date: **18** April 2008

Mr. Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
P.O.Box 1011, Victoria
SEYCHELLES

Dear Sir,

Malaysia Fleet Development Plan

In accordance to IOTC Resolution 03/01 (*On the limitation of fishing capacity of contracting parties and cooperating non-contracting parties*) and IOTC Resolution 05/01 (*On conservation and management measures for bigeye tuna*), the Department of Fisheries of Malaysia is pleased to submit Malaysia fleet development plan for the next 5 (five) years. All these vessels are and will be fishing in the Indian Ocean.

Year	Purse Seine		Longliners	
2008	1	Joint-venture with foreign companies or wholly owned by local fishing companies	50	Joint-venture with foreign companies or wholly owned by local fishing companies.
2009	1		15	
2010	1		20	
2011	3		20	
2012	4		20	
Total	10		125	

Details of vessels will be submitted to the IOTC Executive Secretary when they start fishing in the area.

Thank you.

Yours truly,


(DATO' JUNAIDI BIN CHE AYUB)
Director-General of Fisheries
Department of Fisheries
MALAYSIA



Our Ref : Prk. ML. 44/10 (73)

Date : 23 December 2010

Mr. Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
P.O.Box 1011, Victoria
SEYCHELLES

Dear Sir,


MALAYSIA FLEET DEVELOPMENT PLAN

In accordance to IOTC Resolution 03/01 (*On the limitation of fishing capacity of contracting parties and cooperating non-contracting parties*) and IOTC Resolution 05/01 (*On conservation and management measures for bigeye tuna*), the Department of Fisheries of Malaysia is pleased to submit Malaysia fleet development plan until 2012 year.

Year	Purse Seine	Joint-venture with foreign companies or wholly owned by local fishing companies	Longliners	Joint-venture with foreign companies or wholly owned by local fishing companies
2008	1		50	
2009	1		15	
2010	1		20	
2011	3		20	
2012	4		20	
Total	10		125	

Thank you.

Yours truly,


(DATO' AHAMAD SABKI B. MAHMOOD)
Director-General of Fisheries
Department of Fisheries
MALAYSIA

From: mnn <mnn@dof.gov.my>
Sent: 12 April 2012 07:37
To: gerard.domingue@iotc.org
Subject: Fwd: Active Vessel dan FDP
Attachments: FLEET DEVELOPMENT PLAN.xls; LIST OF THE ACTIVE VESSEL 2011.xls

Dear Sir,

I enclosed here the Malaysian FDP and List of Active Vessels for yr kind attention. My apology for the late response as we are just started formulating our New Strategic Direction Plan (2012-2020) for Tuna Industry in Malaysia .

Regards,

MOHD NOOR NOORDIN
Head
Tuna Development Section
Department of Fisheries, Malaysia
Level 1, Block 4G2, Precinct 4
30, Persiaran Perdana
62628 Putrajaya
MALAYSIA

Tel 603 8870 4443
Mobile: 6012: 678 4028
Fax 603: 8889 1233
e-mail: mnn@dof.gov.my
website: <http://dof.gov.my>

MALAYSIA FLEET DEVELOPMENT PLAN UNTIL 2017 YEAR

Year	Number of Vessel	Type of Gear	Vessel Owners
2012	15	Longline	Vessel wholly owned by local fishing companies or Joint Venture with foreign companies
2013	40	Longline	
2014	65	Longline	
2015	90	Longline	
2016	115	Longline	
2017	135	Longline	

THE NUMBER OF VESSELS TO BE ADDED UNDER THE THIS FDP IN EACH YEAR INCLUDES VESSELS FROM THE PREVIOUS YEAR; e.g. in 2013 Malaysia will add only 25 new vessels.



Ministry of Fisheries and Agriculture
Male', Maldives

No: 30/INDIV/2011/158

March 15th 2011

Mr. Alejandro Anganuzzi
Executive Secretary,
Indian Ocean Tuna commission,
Victoria, Seychelles.

Dear Alejandro Anganuzzi,

As per IOTC resolution number 09/02 , attached herewith, please find the Long Line fleet Development Plan for the Maldives. Thank you very much for your consideration.


.....
Abdulla Naseer, Phd
Permanent Secretary
Ministry of Fisheries and Agriculture,
Male' Republic of Maldives

MALDIVES NATIONAL LONG LINE FISHING FLEET DEVELOPMENT PLAN

1. BACKGROUND

Maldives is an archipelagic small Island State in the Central Indian Ocean. The country consists of nearly 1200 coral islands grouped into 26 widely dispersed natural atolls covering an area of approximately 90,000 square kilometres. The Exclusive Economic Zone (EEZ) covers an area of nearly one million square kilometers. Marine resources are the country's main natural endowment with economic activities concentrated on fishing and tourism. Currently fisheries account for 11% of GDP, 20% of employment and 75% of the country's export commodities.

Commercial fishing in the Maldives is differentiated by distance from the shore. The Maldivian fishing fleet at present operates only within the coastal fishery zone (CFZ), an area of sea within 100 nautical miles of the local Exclusive Economic Zone (EEZ). CFZ is reserved exclusively for domestic vessels. Up until March 2009, foreign longline vessels operated under license in the offshore fishery zone (> 100 nautical miles limit) targeting large yellowfin and bigeye tuna.

1.1 THE POLE-AND LINE-FLEET

The tuna fisheries of the Maldives are dominated by the traditional pole-and-line fishery targeting skipjack. Although nearly the entire catch comprises of skipjack tuna a small proportion of juvenile yellowfin tuna is also caught in mixed schools. In the past decade (2000-2009) the fishery harvested between 66,000 MT and 135,000 MT and between 12,000 MT and 22,000 MT of skipjack tuna and yellowfin tuna per year, respectively.

Total number of active pole-and-line vessels in the past decade were from 1200 to 950 with a sharp declining trend but increasing the size and efficiency of the vessels. The table below summarises the number of active fishing vessels in the pole-and-line and trolling fleet.

Table 1: Numbers of active pole-and-line and trolling vessels by year. Note the data does not directly identify handline line vessels and so the Pole and Line category includes the Hand Line vessels.

Year	PL	TR
2000	1,178	1,308
2001	1,194	1,238
2002	1,192	1,259
2003	1,219	1,269
2004	1,090	1,174
2005	1,007	1,085
2006	928	990
2007	904	962
2008	901	??
2009	952	??

Most of the tuna caught in the pole and line fleet are exported in frozen or canned form. The total canning capacity in the Maldives at present is about 160 MT per day and the total storage capacity at any given time is about 10,000 MT (Table 2).

Maldives exports its tuna products to a variety of markets. The main markets include Thailand, European Union, Japan and Sri Lanka.

Table 2: Processing and storage capacity of Maldives – 2011.

Facility	Canning capacity (MT /day)	Storage (MT)	Comments
Horizon Fisheries	80	3,000	
Felivaru Cannery	30	1,500	
Koodoo Cold Storage	-	3,000	
Keekimini Facility	50	2,000	Not operational yet
Funadoo Cold Storage	-	-	Not operational yet
Hoadeddhoo Cold Storage	-	-	Not operational yet

There is no policy for increasing pole and line and handline fleet. It is however, expected there will be a continuous replacement of these vessels. The overall fishing capacity for pole and line and handline fleet is expected to remain more or less the same during this period.

1.2 THE HANDLINE FLEET

The last decade also has seen the emergence of a thriving handline fishery targeting surface dwelling large yellowfin and bigeye tuna. The combined landings of yellowfin and bigeye tuna from the handline fishery has increased steadily from approximately 6,000 MT in 2000 to approximately 12,000 MT in 2009.

The handline fleet consists of modified pole-and-line vessels. Handline vessels are 13-30 m LoA. These vessels carry several ice boxes of 10-15 MT capacity. The trips last for about 7-10 days and the catch is entirely sold to local fish processing plants.

Table 3 : Registered Handline Vessels in the Maldives

Length (m)	Average HP	No. of vessels
< 15m	30	72
15m -18m	95	75
19m - 25m	215	205
>=25m	435	176

A total of 13 EU-certified fresh fish processing facilities are currently in operation in the Maldives and total processing capacity is about 150 MT per day.

The two fisheries, pole-and-line and handline fishery, in the past decade (2000-2009) accounts for approximately 20%, 6.5%, and 1% of the total Indian Ocean skipjack tuna, yellowfin tuna and bigeye tuna landings, respectively.

2. DEVELOPING A NATIONAL LONGLINE FLEET

From around the middle of 1980s, a licensed foreign longline fleet operated in the offshore fishery zone of the local EEZ (100 miles and beyond). Recorded catches from the longline fleet has been around 3,500 MT per year which is considered to be under-estimated. A significant proportion of the reported catches were landed and sold to local companies for processing and export.

In an effort to curb illegal, unreported and unregulated fishing, in March 2009, the new government stopped issuing and/or re-newing fishing licenses for foreign fishing vessels to fish in the Maldivian EEZ. Currently there is no foreign longline fishing taking place in Maldivian waters.

In December 2010, the Government announced policy guidelines to facilitate and to provide assistance to the private sector to develop a local longline fishing fleet. This is one of the manifesto pledges of the new government. Under the new scheme, vessels belonging to a Maldivian individual or a Maldivian company may conduct longline fishing operations in the offshore fishery zone (>100 miles) under license from the Government. The purpose of this policy is to provide the much needed raw material (fish) to the local fish processing factories and thereby increasing exports and export earnings. The development of a longline fleet will also have the added benefit of transferring of technology and knowhow to local fishers and hence providing alternative livelihoods for pole-and-line fishermen especially during the months of relatively low skipjack catches.

The local longline fleet will start from scratch. The vessels would initially be converted pole and line vessels. Trials have been already conducted which is proving to be successful. It is planned to increase the fleet capacity from virtually nill in 2010 to about 60 vessels by 2020. These vessel will be of about 20-25 GRT and will operate under license in the outer EEZ of the Maldives.

Table 4: Number of longline vessels and estimated volume of catch under the longline fleet development plan .

YEAR	LL Boats	Volume (MT)
2011	31	8,800
2012	34	8,500
2013	38	10,800
2014	41	11,800
2015	44	12,500
2016	47	13,500
2017	50	14,200
2018	53	15,000
2019	55	15,500
2020	57	15,600

Responding to the government’s new policy guidelines, a number of local parties have already signed licence agreements with the government and they are in the process of acquiring longline fishing vessels. Table reports the estimated number of long line vessels and the volume of yellowfin and bigeye tuna that would be harvested each year. Some of the vessels will be more than 24 m LoA, but most of them are expected to be less than 24 m LoA.



REPUBLIC OF MAURITIUS

In reply please quote
FCR 14/25/3/2/4 V²

Ministry of Agro Industry & Fisheries
 (Fisheries Division)
 4th Floor, L.I.C.I. Centre
 Port Louis - Mauritius
 Tel. No.: 211 2470 - 75
 Fax No.: 208 1929
 E-mail: fishadmin@mail.gov.mu
 Web Site: <http://fisheries.gov.mu>

15 May 2008

Dear Sir,

Fleet Development Plan

In accordance with IOTC Resolution 03/01, 05/01 and 07/07, Mauritius is pleased to submit its fleet development plan for the coming five years.

2. The Mauritian Tuna Fisheries consist of three (3) longliners above 40m which operate in the Mauritian maritime zones and international waters. It has also a small fleet of six boats less than 24m which operate in the EEZ of Mauritius and catch mostly swordfish, albacore and yellowfin tuna.

3. As a Small Island Developing State, Mauritius intends to develop its tuna fishing fleet to meet partly the requirement of its processing plans and the local market. During the coming five years, Mauritius intends to operate fifty (50) longliners and fifteen (15) purse seiners. The longliners will include vessels less than 24m as well as bigger vessels above 24m.

4. A summary of the expected Mauritian tuna fleet during the next five years is as follows:

	2008	2009	2010	2011	2012
Longliners	10	10	10	10	10
Purse seiners	0	3	4	4	4

Yours sincerely,

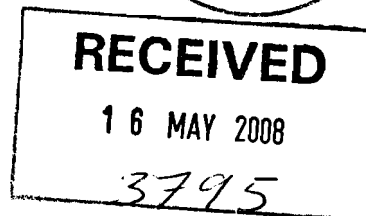
(D. Norungee)

for Ag. Senior Chief Executive

Mr Alexandro ANGANUZZI
 Executive Secretary
 Indian Ocean Tuna Commission
 Victoria
 Seychelles

Fax n° +230-2081929

020





REPUBLIC OF MAURITIUS

In reply please quote
FCR 14/25/3/2/4 V2

Ministry of Fisheries & Rodrigues,
4th Floor, L.I.C.I. Centre
Port Louis - Mauritius
Tel. No.: 211 2470 - 75
Fax No.: 208 1929
E-mail: fisheries@mail.gov.mu
Web Site: <http://fisheries.gov.mu>

02 February 2011

Dear Sir,

Fleet Development Plan

Mauritius had submitted its fleet Development Plan in May 2008. However, due to global economic conditions prevailing during 2008, 2009 and 2010, Mauritius was not able to develop its tuna fleet.

2. As a Small Island Developing State, Mauritius intends to develop its tuna fishing fleet to meet partly the requirement of its processing plans and the local market. During the coming five years, Mauritius intends to operate fifty (55) longliners and fifteen (15) purse seiners. The longliners will include vessels less than 24m as well as bigger vessels above 24m.

3. A summary of the expected Mauritian tuna fleet during the next five years is as follows:

	2011	2012	2013	2014	2015
Longliners	11	11	11	11	11
Purse Seiners	4	4	4	4	4

Yours faithfully,

(D. Norungee)

for Ag. Permanent Secretary

Mr Alexandro ANGANUZZI
Executive Secretary
Indian Ocean Tuna Commission
Victoria
Seychelles.

fax 1248 224364





REPUBLIC OF MAURITIUS

In reply, please quote

FCR 14/25/7
.....

Ministry of Fisheries
4th floor, LICI Building
John Kennedy Street
Port Louis
Mauritius
Tel, No.: 211 2470 - 75
Fax No.: 208 1929
E-mail: fishadmin@mail.gov.mu
Website: <http://fisheries.gov.mu>

28 March 2013

Dear Sir,

Fleet Development Plan of the Republic of Mauritius

In accordance with IOTC Resolution 12/11 *On the limitation of fishing capacity of Contracting Parties and Cooperating non-Contracting Parties* and Resolution 05/01 *On conservation and management measures for bigeye tuna*, Mauritius is submitting to the Commission its Fleet Development Plan for five (5) years.

Background

Fisheries contribute to the national economy to the tune of 1.3% Gross Domestic Product, of which processed tuna for the export market is the main contributor. The majority of the tuna and tuna-like species in the EEZ of Mauritius are caught by licensed European-flagged and Seychelles-flagged purse seiners and longliners from the East and South East Asia. Albacore tuna (*Thunnus alalunga*) is the main target species of the foreign longliners while the purse-seiners target mainly tropical tunas

The Mauritian surface longliners, less than 24 m in LOA, target swordfish (*Xiphias gladius*) but also land tropical and albacore tunas. The artisanal fishermen, using boats 6-7 m in length and propelled by outboard engine, target mainly albacore tuna associated with anchored Fish Aggregating Devices set in the open sea.

Due to its geographical position, Port Louis harbour is a major transshipment base for fishing vessels operating in the southwest Indian Ocean. Mauritius has considerably invested in port infrastructure to facilitate efficient and timely unloading of fish. Moreover, cold-rooms and processing plants have been developed for fish storage and processing.

History of the large pelagic fishery

Three local purse-seiners used to operate in the 1980's. *Lady Sushil I* (GRT 535 tons, LOA 53.29 m), launched in 1979, made the first attempts to catch tuna with a purse seine in the southwest Indian Ocean. Eventually, *Lady Sushil II* (GRT 1039 tons, LOA 55 m) was launched in 1987, while the *Cirné* (GRT 1089, LOA 64.7 m) started operations in 1991.

Each vessel used to land between 2000-5000 tons of fish per year. However, in 1994, *Cirné* ceased operations from Mauritius while *Lady Sushil II* and *Lady Sushil I* stopped operating in 1997 and 2000 respectively.

Commercial fishing by surface longliners started in 1999 when a surface longliner, less than 24 m in LOA, started fishing for swordfish in the waters of Mauritius and subsequently, a number of vessels joined the fishery including three vessels above 24 m LOA in 2002. However, one of the vessels stopped operation in 2007 and the two others in 2008 and 2010 respectively. The Mauritian fleet is today composed of five boats (LOA 13.5 - 22.8 m, GRT 38.4 – 90.4 tons) operating within the EEZ of Mauritius.

Future development in the pelagic fishery

Since 2009, purse-seine fishing activities in the Indian Ocean have been increasing which has resulted in a rise in landings, particularly by French purse-seiners, in Port-Louis, Mauritius. Moreover, a company has shown interest to register two purse-seiners in Mauritius in September and December 2013 respectively. Eventually, the company will register three more purse-seiners later in 2014. A fleet of five (5) purse-seiners is expected to be fully operational under the Mauritian flag and would be landing their catch at Port-Louis for export and processing by 2015.

Further development in fishing activities are also expected in the local longline fishery. This fishery targets mainly swordfish and tuna to be exported fresh or frozen on the international market.

Improvement of infrastructure in terms of fish storage and processing plants is presently being undertaken. The fishery sector is foreseeing an important economic pillar and employment provider in the near future.

A summary of the expected Mauritian tuna fleet targeting tuna species in the IOTC area of competence for the next five years is as follows:

Year	2013		2014		2015		2016		2017	
	Purse seine	Long-line	Purse Seine	Long-line	Purse Seine	Long-line	Purse seine	Long-line	Purse seine	Long-line
Number of vessels	2	2	5	6	7	11	9	16	11	21
Main target species	Tropical tunas	Yellowfin Albacore Swordfish	Tropical tunas	Yellowfin Albacore Swordfish	Tropical tunas	Yellowfin Albacore Swordfish	Tropical tunas	Yellowfin Albacore Swordfish	Tropical tunas	Yellowfin Albacore Swordfish
Gross Tonnage/ vessel	2664-2667 UMS	300-500 tons	2664-2667 UMS	300-500 tons	2664-2667 UMS	300-500 tons	2664-2667 UMS	300-500 tons	2664-2667 UMS	300-500 tons
LOA (m)	80-90	35-50	80-90	35-50	80-90	35-50	80-90	35-50	80-90	35-50
Mean Power/ vessel	3800-5760 KW	800-1480 Hp	3800-5760 KW	800-1480 Hp	3800-5760 KW	800-1480 Hp	3800-5760 KW	800-1480 Hp	3800-5760 KW	800-1480 Hp

Note: values are indicative and might change

The fleet development plan of Mauritius is being submitted for circulation among members of the IOTC. Details of each vessel, including the type of gear, species targeted and area of operation will be submitted to the IOTC Secretariat, when fishing operations start.

Yours faithfully,



S. P. Beeharry
for Permanent Secretary

Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
Victoria
Mahé, Seychelles



REPÚBLICA DE MOÇAMBIQUE

MINISTRY OF FISHERIES

OFFICE OF THE PERMANENT SECRETARY

Ã

Alejandro Anganuzzi

Executive Secretary

IOTC Secretariat

Victoria, Seychelles

Our./Ref. 55/26 /GM-SP /2013

Date: 28 March, 2013

SUBJECT: MOZAMBIQUE FLEET DEVELOPMENT PLAN

Dear IOTC Executive Secretary,

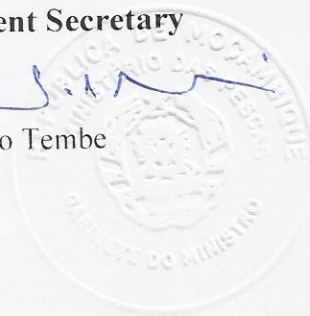
Mozambique became a full contracting party of IOTC in 2012. It is noted that the intent of CPCs with respect to the development of their tuna fisheries and their fleet development plans were due in 2009.

Mozambique has taken considerable interest in this fishery to enable it to bring the socio-economic benefits of this fishery back to Mozambique. Mozambique therefore takes great pleasure in submitting its tuna fleet replacement and development plan for the next 15 years.

Sincerely,

The Permanent Secretary


Herminio Tembe





REPÚBLICA DE MOÇAMBIQUE

MINISTRY OF FISHERIES

OFFICE OF THE PERMANENT SECRETARY

MOZAMBIQUE TUNA FLEET DEVELOPMENT PLAN

Background:

Mozambique does not have a long history of fishing tuna as a directed offshore commercial fishery. Consequently, Mozambique has relied on foreign fleets to harvest this fishery for the last two decades or more and has benefitted from the license fees recovered from this activity. In recent years, Mozambique has become very interested in redirecting the benefits of this fishery to Mozambique and its socio-economy. This was one of the reasons for its decision to become a member of IOTC in 2012. The first industrial tuna fishing vessel flagged to Mozambique entered the fishery for its new flag State in 2011.

In recent years there has been a growing concern that the full benefits of this fishery may have eluded Mozambique authorities due to IUU fishing and under reporting of catches from its fisheries waters. Mozambique has therefore decided that it will directly participate in this fishery in its own waters and in the IOTC Area of Competence. Mozambique is now in the final stages of approval for its Tuna Strategy and Development Plan to build the Mozambique tuna industry, and in so doing wishes to provide IOTC CPCs with information on its intentions with respect to nationalising its tuna industry and also present its fleet development plans for this fishery in accordance with Resolution 2009/02, notwithstanding the Article XVI Coastal States' Rights of the Agreement for the Establishment of the Indian Ocean Tuna Commission..

As well as maximizing the socio-economic benefits from the tuna fishery in its waters, Mozambique looked at the following core principles for the development of its tuna industry:

1. Long term sustainability of the resources and ecosystem.
 - a. Responsible fisheries
2. Recognise and take account of Mozambique's coastal States' rights.
3. Recognise and take account of the needs of Mozambique as a developing State.
4. Recognise and take account of aspirations of Mozambique with respect to its
 - a. Artisanal and small scale fisheries
 - b. Updating of its historical catch levels
 - c. Nationalisation of its tuna fishery
 - d. Fleet development plans

5. Ensure that tuna management processes are consistent with International laws.

Mozambique has reviewed its past record of licensing tuna fishing vessels and notes that 130 tuna licenses were permitted for the foreign tuna industry each year.

Consequently, the first Step in Mozambique’s tuna strategy and development plan is to phase the replacement of these foreign tuna fishing vessels with vessels that will fish for Mozambique either directly under the Mozambique flag, or as long term charter vessels fishing for Mozambique companies. The matrix presented in this paper is therefore *the first step as a replacement strategy in the development of its tuna fishery*.

Mozambique also admits that the extent of the artisanal fishery for tuna is not well known, consequently, the Ministry of Fisheries is taking measures to enhance its data collection schemes for small scale fisheries to gain more accurate information on tuna catches by this sector. In this latter process, Mozambique shall be organizing the small scale tuna fishery and introducing new technology to improve quality of catches, and hence contribute not only to the trade and economic benefits, but also to the employment and food security of the country.

Mozambique Tuna Fishery Fleet Development Plan

In summary, without prejudice to Mozambique’s Coastal State Rights “*for exploring, exploiting, conserving and managing the living resources, including the highly migratory species, within a zone of up to 200 nautical miles under its jurisdiction*”, Mozambique’s tuna fleet development plan includes:

1. as a first step, a phased replacement of current foreign tuna fishing capacity with Mozambican capacity;
2. enhanced tuna data collection mechanisms to better organize and equip the small scale tuna fishers;
3. enhanced infrastructure to address both the industrial and small scale tuna fleets operating in Mozambique’s Fisheries Waters; and
4. expansion of its national fishing capacity in accordance with the opportunities available to it under sustainable limits. .

The first step of the Fleet Development Plan for the Industrial Fishery for the next fifteen years is the replacement of the current tuna fishing fleet with vessels fishing directly for Mozambique, either under charter, or re-flagged, noting that for this first phase the target of 130 vessels, and *without prejudice to further fleet expansion*, is as follows:

Year	No. of Foreign Tuna Vessels Replaced	Type of Fishing Vessel (LL = Longliner; PS = Purse Seiner; P&L= Pole and Line)	Approximate LOA	Approximate GT	Approximate Power	Targeted Species

2014	15	5 PS/10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2015	15	5 PS/10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2016	10	5 PS/5 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2017	10	5 PS/5 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2018	10	5 PS/5 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2019	10	5 PS/5 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2020	10	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2021	10	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2022	10	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2023	5	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2024	5	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2025	5	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2026	5	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2027	5	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO
2028	5	10 LL	PS 50-70m/ LL 20-35m	PS 1000-3000GT LL 150-600GT	PS 1500-2000/ LL 300-550 kw	PS skipjack LL BET YFT, ALB, SWO

Notes:

- As the fleet builds Mozambique reserves the right to substitute large pole and line vessels for longliners and may also acquire through charter, one or two carrier vessels to assist our fleet at sea.
- Mozambique intends to develop land based support infrastructure for this new fishing sector in two key ports for the industrial sector and along the coast for the small scale sector.

- Private sector involvement will be encouraged for the development of this sector.

Mozambique's goal is to regain the control of the tuna fishery in its waters and maximize the socio-economic benefits from this fishery, consequently subsequent phases will include better data and development of a small scale fishery, and where appropriate and scientific advice supports, expansion of its tuna fishery and issuance of further licenses in future years.



REPÚBLICA DE MOÇAMBIQUE
MINISTÉRIO DAS PESCAS
NATIONAL FISHERIES ADMINISTRATION

To

Mr. Rondolph Payet
Executive Secretary
IOTC Secretariat
Victoria, Seychelles

Our Ref. 743 /ADNAP/2013

Date: 28 August, 2013

SUBJECT: MOZAMBIQUE REVISED FLEET DEVELOPMENT PLAN

Dear IOTC Executive Secretary,

Mozambique has benefitted from the Compliance Mission in July of this year and one of the matter discussed was the clarification of the Mozambican Fleet Development Plan (FDP) in a manner consistent with the standards requested in the resolution and template of the Secretariat.

In this regard, we wish to submit bellow our amended FDP accordingly.

Sincerely,

The National Director of Fisheries Administration


Simeão Lobato

The official seal of the National Fisheries Administration of Mozambique. It is circular with the text 'REPÚBLICA DE MOÇAMBIQUE' at the top and 'MINISTÉRIO DAS PESCAS' at the bottom. In the center is the coat of arms of Mozambique.



REPÚBLICA DE MOÇAMBIQUE

MINISTRY OF FISHERIES
OFFICE OF THE PERMANENT SECRETARY

MOZAMBIQUE TUNA FLEET DEVELOPMENT PLAN (Amendment 1)

Background:

Mozambique does not have a long history of fishing tuna as a directed offshore commercial fishery. Consequently, Mozambique has relied on foreign fleets to harvest this fishery for the last two decades or more and has benefitted only from the license fees recovered from this activity. In recent years, Mozambique has become very interested in redirecting the benefits of this fishery to Mozambique and its socio-economy. This was one of the reasons for its decision to become a member of IOTC in 2012. The first industrial tuna longliner fishing vessel flagged to Mozambique entered the fishery for its new flag State in 2011.

In recent years there has been a growing concern that even more of the benefits of this fishery may have eluded Mozambique authorities due to IUU fishing and under reporting of catches from its fisheries waters. Mozambique has therefore decided that it will directly participate in this fishery in its own waters and in the IOTC Area of Competence. Mozambique has now finalized the Tuna Strategy and Development Plan to build the Mozambique tuna industry, which intends to nationalize the current tuna fishery in its EEZ. The first tuna development plan was submitted to the 17th annual Session of IOTC, and this is the first amendment to that Fleet Development Plan.

As well as maximizing the socio-economic benefits from the tuna fishery in its waters, Mozambique maintains the core principles for the development of its tuna industry:

1. Long term sustainability of the resources and ecosystem.
 - a. Responsible fisheries
2. Recognize and take account of Mozambique's coastal States' rights.
3. Recognize and take account of the needs of Mozambique as a developing State.
4. Recognize and take account of aspirations of Mozambique with respect to it's
 - a. Artisanal and small scale fisheries
 - b. Updating of its historical catch levels
 - c. Nationalization of its tuna fishery
 - d. Fleet development plans

5. Ensure that tuna management processes are consistent with International laws.

Mozambique has reviewed its past record of licensing tuna fishing vessels and notes that 130 tuna licenses were permitted for the foreign tuna industry each year.

Consequently, the first step in Mozambique's tuna strategy and development plan remains - to phase the replacement of these foreign tuna fishing vessels with vessels that will fish for Mozambique either directly under the Mozambique flag, or as long term charter vessels fishing for Mozambique companies. The matrix presented in this paper is therefore *the first step as a replacement strategy in the development of its tuna fishery and is not intended to increase the tuna harvesting in Mozambique's waters, but instead to replace it with vessels that will fish for Mozambique.*

Mozambique also admits that the extent of the artisanal fishery for tuna is not well known, consequently, the Ministry of Fisheries is working in order to set up measures to enhance its data collection schemes for small scale fisheries to gain more accurate information on tuna catches by this sector. In this latter process, Mozambique shall be organizing the small scale tuna fishery and introducing new technology to improve quality of catches, and hence contribute not only to the trade and economic benefits, but also to the employment and food security of the country.

Mozambique Tuna Fishery Fleet Development Plan

In summary, without prejudice to Mozambique's Coastal State Rights "*for exploring, exploiting, conserving and managing the living resources, including the highly migratory species, within a zone of up to 200 nautical miles under its jurisdiction*", Mozambique's tuna fleet development plan includes:

1. As a first step, a phased replacement of current foreign tuna fishing capacity with Mozambican capacity;
2. Enhanced tuna data collection mechanisms to better organize and equip the small scale tuna fishers;
3. Enhanced infrastructure to address both the industrial and small scale tuna fleets operating in Mozambique's Fisheries Waters; and
4. Expansion of its national fishing capacity in accordance with the opportunities available to it under sustainable fishing limits. .

The first step of the Fleet Development Plan for the Industrial Fishery for the next fifteen years is the replacement of the current tuna fishing fleet with vessels fishing directly for Mozambique, either under charter, or re-flagged, noting that for this first phase the target of 130 vessels, and *without prejudice to further fleet expansion*, is as follows:

Year	Targeted Fishery	No. of Foreign Tuna Vessels Replaced	Type of Fishing Vessel (PS = Purse Seiner; LL = Longliner)	Total GT by Fleet Sector/Target Species
2014	TT	10	5 PS/5 LL	PS - 15,000 GT LL - 3000 GT
	SWO/ALB	5	5 LL	LL 3000 GT
2015	TT	10	5 PS/5 LL	PS 15,000 GT LL 3000 GT
	SWO/ALB	5	5 LL	LL 3000 GT
2016	TT	5	5 PS	PS - 15,000 GT
	SWO/ALB	5	5 LL	LL - 3000 GT
2017	TT	5	5 PS	PS - 15,000 GT
	SWO/ALB	5	5 LL	LL - 3000 GT
2018	TT	5	5 PS	PS - 15,000 GT
	SWO/ALB	5	5 LL	LL - 3000 GT
2019	TT	5	5 PS	PS - 15,000 GT
	SWO/ALB	5	5 LL	LL - 3000 GT
2020	TT	5	5 LL	LL - 3000 GT
	SWO/ALB	5	5 LL	LL - 3000 GT
2021	TT	5	5 LL	LL - 3000 GT
	SWO/ALB	5	5 LL	LL - 3000 GT
2022	TT	5	5 LL	LL - 3000 GT
	SWO/ALB	5	5 LL	LL - 3000 GT

2023	TT	3	3 LL	LL – 1800 GT
	SWO/ALB	2	2 LL	LL – 1200 GT
2024	TT	3	3 LL	LL – 1800 GT
	SWO/ALB	2	2 LL	LL – 1200 GT
2025	TT	3	3 LL	LL – 1800 GT
	SWO/ALB	2	2 LL	LL – 1200 GT
2026	TT	3	3 LL	LL – 1800 GT
	SWO/ALB	2	2 LL	LL – 1200 GT
2027	TT	3	3 LL	LL – 1800 GT
	SWO/ALB	2	2 LL	LL – 1200 GT
2028	TT	3	3 LL	LL – 1800 GT
	SWO/ALB	2	2 LL	LL – 1200 GT

Notes:

- As the fleet builds Mozambique reserves the right to substitute large pole and line vessels for longliners and may also acquire through charter, one or two carrier vessels to assist our fleet at sea.
- Mozambique intends to develop land based support infrastructure for this new fishing sector in two key ports for the industrial sector and along the coast for the small scale sector.
- Private sector involvement will be encouraged for the development of this sector.

Mozambique's goal is to regain the control of the tuna fishery in its waters and maximize the socio-economic benefits from this fishery, consequently subsequent phases will include better data and development of a small scale fishery, and where appropriate and scientific advice supports, expansion of its tuna fishery and issuance of further licenses in future years.

سلطنة عمان

Sultanate of Oman
Ministry of Agriculture & Fisheries
D.G. of Fisheries Development



سلطنة عمان
وزارة الزراعة والثروة السمكية
المديرية العامة لتنمية الثروة السمكية

No. : 38 / 2006
Date : 23 / 4 / 1427
Date : 21 / 5 / 2006

الرقم :
التاريخ :
الموافق :

Date :- 21/05/06
Mr. Alejandro Angamuzzi
The Executive Secretary
Indian Ocean Tuna Commission
Victoria,
Mahe, Seychelles.

Dear Sir

Sub:- Proposed fleet development plan of Oman.

This has reference to IOTC resolution 03/1-2003 and 05/01 –2005. The following are the Oman's vessel development plan for the next 10 years .

Year	Purse Seine Vessels		Long line vessels more than 24 meters	
	Addition during the year	Total	Addition during the year	Total
2006	0	0	5	5
2007	3	3	5	10
2008	3	6	5	15
2009	2	8	5	20
2010	2	10	5	25
2011	2	12	5	30
2012	2	14	5	35
2013	2	16	5	40
2014	2	18	5	45
2015	2	20	5	50

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

Sultanate of Oman
Ministry of Agriculture & Fisheries
D.G. of Fisheries Development



سَلْطَنَةُ عُومَانِ
وَزَارَةُ الزَّرْعَةِ وَالثَّرْوَةِ السَّكْمِيَّةِ
المديرية العامة لتنمية الثروة السمكية

No. :

الرقم :

Date : _____

التاريخ :

Date : _____

الموافق :

The details of each vessel will be forwarded to IOTC secretary as and when they start the fishing operations. Another 10 Purse Seine vessels and 25 long liner vessels will be added to the Oman fleet between 2016 to 2025.

Please inform the IOTC members on above-mentioned Oman's fleet deployment plan.

Thanking you,

Yours truly,

Ibrahim bin said Al-Busadi
Director General for Fisheries Development



conformity to the rights and obligations of developing countries of the Indian Ocean with respect to entry in to the hi-seas fisheries in the IOTC area of competence, the fleet development plan of Pakistan for next five years is submitted as follows:

1. 50 longlining vessels, commencement of plan will be from year, 2006.
2. 100 small & medium size less than 24 meters, longlining and gillnetting mix fleet.

Complete details of each vessel will be submitted to the Secretary, IOTC at the time of start of fishing in the IOTC area.


SYED QAMAR RAZA, T.I. (M)
COMMODORE (R)
DIRECTOR GENERAL



RECEIVED

14 MAR 2006



MARINE FISHERIES DEPARTMENT

Government of Pakistan

Fish Harbour, West Wharf
Karachi, Pakistan

Phone Nos: (92-21) 99214890
PABX No. (92-21) 99214891-94
Fax No. (92-21) 99214895
E mail: director_mfd@yahoo.com

No. MFD/D(F)/IOTC/2011/

Karachi, the 11th March 2011.

Mr. Alejandro Anganuzzi,
Executive Secretary,
Indian Ocean Tuna Commission,
Victoria,
SEYCHELLES

Subject: **SUBMISSION OF REVISED FLEET DEVELOPMENT PLAN**

Ref:

'A' IOTC Circular No. 2011/02

Dear Sir,

Kindly refer to the subject noted above, it is informed that the fleet development plan submitted by Pakistan in the year 2006 is also valid for the next five year i.e. from 2011 – 2015, with minor alteration that in place of **50** tuna longliners (**over 24 m OAL**) the plan should read as follows:

- Tun Longliners over 24 m OAL	=	20 Nos.
- Gillnetters over 20 m OAL	=	30 Nos.

2. The number of remaining 100 vessels (tuna longliners + gillnetters of less than 24 m OAL) will be the same.

Yours faithfully,

(SHAUKAT HUSSAIN)
Director General

Copy to:-

Dr. Muhammad Asif Riaz, Fisheries Development Commissioner, Ministry of Livestock & Dairy Development, Government of Pakistan, Islamabad.



MARINE FISHERIES DEPARTMENT

Government of Pakistan

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Karachi, Pakistan

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No. MFD/D(F)/IOTC/2011/

Karachi, the 16th March 2011.

Mr. Alejandro Anganuzzi,
Executive Secretary,
Indian Ocean Tuna Commission,
Victoria,

SEYCHELLES

Subject: **SUBMISSION OF REVISED FLEET DEVELOPMENT PLAN**

Ref:

'A' IOTC Circular No. 2011/02

Dear Sir,

Kindly refer to the subject noted above, it is informed that the fleet development plan submitted by Pakistan in the year 2006 is also valid for the next five year i.e. from 2011 – 2015. The further details are as under:-

Tun Longliners/gillnetters below 24 m OAL (upto 200 GT, source local built) = 100 Nos.

Tuna longliner over 24 m OAL (from 200-²⁰⁰⁰~~20000~~ GT) source local and foreign vessels
purchased by Pakistani companies = 50 Nos.

Yours faithfully,

(SHAUKAT HUSSAIN)

Director General

Copy to:-

Dr. Muhammad Asif Riaz, Fisheries Development Commissioner, Ministry of
Livestock & Dairy Development, Government of Pakistan, Islamabad.



MINISTRY OF FISHERIES AND MARITIME AFFAIRS

DIRECTORATE FOR MARINE FISHERIES

SENEGAL FISHING PLAN

1. Fishing Crafts

The Directorate for Marine Fisheries has to this day received 4 requests for High Seas Fishing Licenses (thus 4 new vessels). The verification procedures are being conducted by the National Agency for Maritime Affairs which is in charge of vessel identification and seaworthiness control before their registration.

Requests for High Seas Fishing Licenses are instructed at the Directorate for Marine Fisheries which, based on a technical report, will present these requests to the Minister of Fisheries who has the authority to grant Fishing Licenses.

2. Fishing Period

The resuming of fishing activities depends on the conclusion of the process of Senegal accessing to the status of Contracting Party to the IOTC. It could be planned for sometime during 2015.

3. Implementation

Fishing Logbooks will be implemented and on-board observers will be considered, according to IOTC rules. The Senegalese fleet is equipped with a VMS and all vessels are mandated to have their device active and functional at all times.

4. Target species

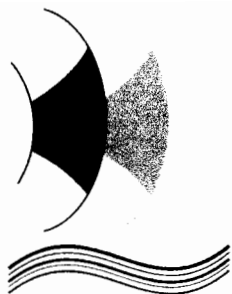
They are, in particular, skipjack tuna, swordfish, bigeye tuna and yellowfin tuna. The Senegalese cannery is mostly processing skipjack tuna. Forecasts for skipjack tuna processing during the first year are estimated at 4000 metric tonnes.

5. Management Plan

During the first year, it is our intention to only introduce three vessels, of which two longliners, according to the requirements of fishing capacity management [*sic*].

Senegal's Fleet Development Plan/IOTC

Year	2015	2016
Type of fishing	Bottom longliners Pole-and-line and/or purse seiner	Bottom longliners Pole-and-line and/or purse seiner
Number of vessels	3	5
Target species	Swordfish, tuna, sharks	Swordfish, tuna, sharks



SEYCHELLES FISHING AUTHORITY

P.O Box 449
 Fishing Port
 Mahe
 Seychelles
 Tel: 670300
 Tlx: 2284 SFA SZ
 Fax: 224508
 E-mail: management@sfa.sc

Please address all Correspondence to the Managing Director

27th March 2006

Alejandro Anganuzzi
 Executive Secretary
 Indian Ocean Tuna Commission
 Victoria
 Mahé, Seychelles

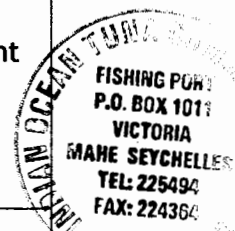
Dear Sir,

Subject: Seychelles Fleet Development Plan

In respect to the Resolution 03/01 and Resolution 05/01 of the eighth and ninth session respectively, Seychelles is very pleased to submit it fleet development plan for the next 10 (ten) years. As noted in the resolution, the Commission took note of the interests of the developing coastal States, in particular Small Island developing States and territories within the IOTC Convention Area whose economies depend largely on fisheries. Fishing is main foreign exchange earner for Seychelles and it has also recognized that unless it can harvest it own resources it will never derive the full potential.

Table1. Fleet Development Schedule which may be extended to 10 years

Year	Purse Seiners	Origin	Longliners	Origin
2006	0		0	
2007	4	Seychelles - joint venture SHIPCO	10	Japan - transfer to Seychelles flag under Taiwanese/ Seychelles interests
	2	PEVASA - under Seychelles Flag		
	1	INPESCA - supply vessel - under Seychelles flag		
	3	Indian Ocean Tuna Limited /Seychelles partnership		
2008	2	Seychelles-French investments	20	Local investments/joint ventures
	8	Seychelles - joint venture - SHIPCO		
	2	Hartswater Limited - under Seychelles flag		
	1	ATUNSA under Seychelles Flag		
2009	4	Seychelles - joint venture - SHIPCO		
2010	4	Seychelles - joint venture -		



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SEYCHELLES FISHING AUTHORITY

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Please address all Correspondence to the Managing Director

		SHIPCO		
2011	4	Seychelles -joint venture - SHIPCO		
Total	35		30	

SHIPCO - UK-based Company, PEVASA - Spanish, INPESCA - Spanish, Hartswater Ltd - Spanish, ATUNSA - Spanish.

Seychelles recognises the need to ensure sustainability of the tuna stocks and is committed to ensure a responsible growth of its fishing fleet. In this regard Seychelles will not allow flagging of vessels unless it has an agreement with the transferring flag state that the transfer of the capacity in both number and GRT shall neither result in an overall increase of capacity in the Indian Ocean as recorded by IOTC nor in it fishing fleet fishing in the Indian Ocean. Seychelles does not want to see an increase in fishing capacity due changes in flags and it something that IOTC needs to address urgently.

To this end, we would be grateful if you could inform the CPC's of the IOTC of our development schedule and plan.

Your faithfully

Rondolph Payet
Managing Director



SEYCHELLES FISHING AUTHORITY

P.O Box 449, Fishing Port, Mahé, Republic of Seychelles
Telephone: 670300 Fax: 224508 E-mail:management@sfa.sc



Please address all Correspondence to the Managing Director

13th January 2011

Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
Victoria
Mahe, Seychelles

Dear Sir,

Subject: Seychelles Fleet Development Plan update

In respect to Resolution 03/01 and Resolution 05/01 and with reference to Seychelles Fleet Development Pan submitted to the Commission in 2006, the targets of 35 purse seiners and 30 longliners to be added to the fleet have not been met. Four purse seiners and eight longliners were added during the previous planned period, and seven purse seiners and nine longliners were removed from the fleet.

This is attributed to the global economic crisis, local macro-economic reform, and in recent years the threat of piracy in the Indian Ocean.

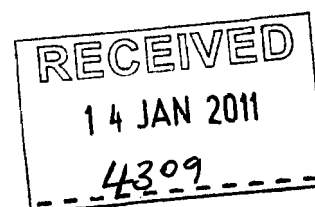
Seychelles maintains its aspiration to achieve an increase of 35 purse seiners and 30 longliners over the 2006 baseline by 2016.

To this end we would be grateful if you could inform the CPC's of IOTC of our development schedule and plan.

Yours Sincerely,



Mr. Finely Racombo
Ag. Chief Executive Officer



“Winning for Seychelles”

Responsible Fishing For Sustainability

SOUTH AFRICA

Fleet Development Plan For South Africa

C. D. Smith

Preamble

This document has been drafted in response to resolution 05/01 of the IOTC pertaining to bigeye tuna, particularly 05/01(4) which states that “CPC’s, including developing coastal states, in particular small island developing states and territories, with catches under 1000 tonnes who intend to substantially increase these catches will be allowed to submit ‘Fleet Development Plans’ ...”.

This document serves to inform IOTC members that South Africa in developing its longline fleet capacity is likely to catch more than 1000 tonnes of bigeye tuna in the period leading up to country quotas being issued by IOTC.

Background

South Africa is a developing coastal state, which straddles both the Atlantic and Indian Ocean. South Africa has ratified the 1995 UN Fish Stocks Agreement, and is a Contracting Party of ICCAT and CCAMLR, and a Co-operating Contracting Party to the IOTC, CCSBT and SEAFO.

The South African tuna fishery consists of many fishing sectors including a tuna pole, a large pelagic (tuna and swordfish) longline, and a recreational/sport component. The tuna pole sector is well-established, with approximately 150 vessels (8-30 m in length) fishing in the Atlantic Ocean targeting sub-adult albacore. A new sub-component of the tuna pole sector has recently developed, which targets large yellowfin (>50kg dressed weight) using rod and reel. There are approximately 50 vessels that currently fish in the Atlantic Ocean just outside the boundary of the Indian Ocean. South Africa has also a well-developed recreational/sport component, which targets yellowfin, albacore and marlins in the Atlantic Ocean and yellowfin and marlins in the Indian Ocean. The large pelagic longline sector is split into two sub-sectors, namely a swordfish-directed fishery (20 vessels) and a tuna-directed fishery (30 vessels). Overall the three most important species landed in this sector are swordfish, yellowfin tuna and bigeye tuna. As this is the only sector that catches large quantities of bigeye tuna the rest of the document will focus on the history of this sector and the intentions of the Department of Environmental Affairs and Tourism (hereafter referred to as the Department) to develop a fully South Africanised large pelagics longline sector.

History of the South Africa’s large pelagics longline sector

Although there is documentation of South African catch performance for large pelagics in the early 1960s this fishery switched to more lucrative resources in the mid 1960s. For almost thirty years, starting in the 1970s, longlining for large pelagics in South Africa’s EEZ was dominated by Japan and Chinese-Taipei under bi-lateral agreements. Foreign vessel licences were abolished in 2002. South Africans showed renewed interest in this fishery in 1995 and subsequently the Department issued 30 permits for an experimental large pelagic fishery in 1997. The experimental fishery was terminated in March 2005 with the allocation of long-term commercial fishing rights. The experimental fishery initially concentrated fishing effort in the vicinity of Cape Town. The fishing area soon expanded to include the west coast of South Africa up to the Mid-Atlantic Ridge. Swordfish was the most important species targeted in the experimental fishery, with exceptional catch rates, > 40 swordfish.1000hooks⁻¹, in the first 1-2 years.

However, as with most swordfish fisheries around the world, swordfish catches soon declined and stabilised at approximately 4-5 swordfish.1000hooks⁻¹. In 2001, fishing effort expanded into the Indian Ocean due to the development of a processing facility at Richard's Bay (north of Durban) and higher swordfish catch rates. Towards the end of the experimental fishery more than half the fishing effort occurred in the Indian Ocean. In the experimental phase, catches peaked in 2002, with over 2 900 t of tuna and tuna-like species landed, with swordfish accounting for 54% of the catch followed by bigeye tuna (21%) and yellowfin (8%). Catches declined in the subsequent years due to a combination of poor catch rates, unfavourable exchange rates, high fuel prices and high freighting costs.

Future development of South Africa's longline sector

Given the concern over localized depletion of swordfish it was decided by the Department to split the large pelagic sector into swordfish and tuna-directed sub-sectors in the long-term (10 year) rights allocations process in 2005. The swordfish-directed sub-sector was also capped at 20 vessels, whereas allowance was made to increase the number of tuna-directed vessels to 30 vessels. (In increasing South Africa's large pelagic fleet cognisance was given to the increase in by-catch species, particularly sharks. As a result a management decision was taken to terminate the South African pelagic shark fishery in favour of the large pelagic fishery, with pelagic sharks currently being managed through a 10% by-catch limit.)

As stipulated by the allocation policy the Department is committed to South Africanising the large pelagic sector. As a first step towards achieving this goal no foreign chartering arrangements are considered in the swordfish-directed component. However, given the lack of skills by South Africans to effectively target tuna using longline and considering that there is a shortage of suitable tuna longline vessels in South Africa concession was given for right holders to enter in joint ventures with foreign flag vessel owners. This, however, is a temporary measure and joint ventures will be closely monitored to ensure that vessel reflagging schedules and skills transfer schedules are adhered to thereby providing maximum benefit to South Africans.

In the first year of the long-term rights catches improved greatly due to the assistance of foreign tuna longline vessels. Catches reached a new high of over 3 700 t in 2005. Unlike the experimental fishery, yellowfin dominated the catches at 44%, followed by bigeye (29%) and swordfish (12%). This increase in catches was obtained despite only 60% of the fleet being active. To further improve catch performance the Department intends to reallocate the rights of right holders who have failed to utilize their rights.

The total bigeye tuna catch for South Africa increased to 1 100 t in 2005 (of which 850 t was caught in the Indian Ocean) with only 60% of the fleet active. If assuming that all 50 longline vessels are operational, and that no drastic fluctuations in economics and resource abundance occurs, then the bigeye tuna landings could increase to 1 800 – 2 500t per annum in the years leading up to bigeye tuna country allocations. Annexure A provides a summary of the current vessel capacity authorised to fish for South Africa in 2007 and estimates future authorised capacity based on current charter arrangements with foreign flagged vessels.

Conclusion

As a developing coastal state in the Indian Ocean, with bigeye tuna resources occurring inside its EEZ, South Africa is quite capable of landing > 1 000 t of tuna per annum. Furthermore, as Responsible Fisheries State, South Africa is fully committed to co-operating with IOTC and implementing its management and control measures. Lastly, the South African government is committed to the development of its people and is determined to see direct benefits of the tuna longline fishery accruing to South Africans in the near future.

A summary of South Africa's current and future longline fleet capacity

Table 1. Current summary of longline fleet capacity as of May 2007

Fishing Sector	No of vessels	No of SA vessels	Avg vessel tonnage	Vessel class				
				<100t	100-199t	200-299t	300-500t	>500t
Swordfish-directed	14	14	211t	1	8	2	2	1
Tuna-directed	8	6	256t	4	1	0	1	2

Table 2. 'Expected longline fleet capacity by 2008

Fishing Sector	Max no. of vessels	No of SA vessels	Avg vessel tonnage	Vessel class				
				<100t	100-199t	200-299t	300-500t	>500t
Swordfish-directed	20	20	approx. 220t	2	11	4	2	1
Tuna-directed	30	approx. 10	approx. 380t	4	5	4	3	14

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கடற்றொழில், நீரியல் வளத்துறை திணைக்களம்

DEPARTMENT OF FISHERIES & AQUATIC RESOURCES

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புதிய செயலகம், மாளிகாவத்த, கொழும்பு 10.
New Secretariat, Maligawatta, Colombo 10.

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Date }

Director General

National Aquatic Resources Research & Development Agency

Crow Island

Mattakkuliya

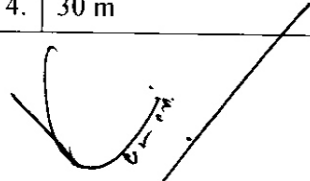
Colombo 15

Sri Lanka Fleet Development Plan

This refers to IOTC Resolutions 03/01 and 05/01. Fleet development plan for Sri Lanka is as follows.

Fleet Development Plan

	Year	2011	2012	2013	2014	2015
1.	39 – 44 ft	40	80	56	-	-
2.	44 – 49 ft	60	100	100	-	-
3.	20 m	20	40	60	80	100
4.	30 m	10	30	80	140	200


Kumari Vithana
Legal Officer

For
Director
Department of Fisheries and Aquatic Resources

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எனது இல,
My No. } DFAR/FM/K/IOTC
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Your No. }
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திகதி
Date } 01/03/2010

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கடற்றொழில்,நீரியல் வளங்கள் அபிவிருத்தி அமைச்சு
Ministry of Fisheries & Aquatic Resources
Development

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Mr. Gerard Domingue
Compliance Coordinator
Indian Ocean Tuna Commission
Vitoria, Mahe
Seychelles.

Dear Mr. Gerard

Sri Lanka Fleet Development Plan (Revised)

This refers to IOTC Resolutions 03/01 and 05/01. The revised Fleet Development Plan of Sri Lanka by including gross tonnage (GT) is forwarded as follows.

Revised Fleet Development Plan

	Year	GT	2011	2012	2013	2014	2015
1.	39 – 44 ft	21-31	40	80	56	-	-
2.	44 – 49 ft	31-43	60	100	100	-	-
3.	20 m	120	20	40	60	80	100
4.	30 m	410	10	30	80	140	200

Indra Ranasinghe
Director General (Technical)
Ministry of Fisheries & Aquatic Resources Development

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கடற்றொழில், நீரியல் வளத்துறை திணைக்களம்

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New Secretariat, Maligawatta, Colombo 10.

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திகதி } 12 - 02-2013
Date }

Mr. Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission(IOTC)
P.O. Box 1011,Victoria ,Mahe, Seychelles.

Dear Mr. Alejandro

Revised Fleet Development Plan for Sword Fish - Sri Lanka

I am sending the following Fleet development plan of Sri Lanka in terms of IOTC Resolution 09/02.

Fleet Development Plan

	Year	GT	2011		2012		2013	2014	2015
	Type of Vessel (Long liners and Gill Nets)		Achiev ement	N/A	Achiev ement	N/A			
1.	39-44 ft*	21-31	2 *		4 *		3 *	3*	2 *
2.	44-49 ft*	31-43	3*		5 *		5 *	2 *	3 *
	Long Liners								
3.	20 m-25m	110-300					3 ** ****	4 ** ****	4 ** ****
4.	30m	410					4 ** ****	6 ** ****	8 ** ****

Target species - Sword Fish

* Sri Lankan origin vessels.
** Chinese vessels
**** Indonesian vessels

Nimal Hettiarachchi
Director General
Dept.of Fisheries and Aquatic Resources

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கடற்றொழில், நீரியல் வளத்துறை திணைக்களம்

DEPARTMENT OF FISHERIES & AQUATIC RESOURCES

E-mail : depfish@diamond.lanka.net
 Web : www.fisheriesdept.org

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 புதிய செயலகம், மாளிகாவத்த, கொழும்பு 10.
 New Secretariat, Maligawatta, Colombo 10.

දිනය } 12-02-2013
 திகதி }
 Date }

Mr. Alejandro Anganuzzi
 Executive Secretary
 Indian Ocean Tuna Commission(IOTC)
 P.O. Box 1011,Victoria ,Mahe, Seychelles.

Dear Mr. Alejandro

Revised Fleet Development Plan for Tropical Tuna - Sri Lanka

I am sending the following Fleet development plan of Sri Lanka in terms of IOTC Resolution 09/02.

Fleet Development Plan.

	Year	GT	2011		2012		2013	2014	2015		
			Type of Vessel (Long liners and Gill Nets)		Achievement	N/A				Achievement	N/A
			Achievement	N/A	Achievement	N/A					
1.	39-44 ft*	21-31	38 *		76 *		53 *	47 *	38 *		
2.	44-49 ft*	31-43	57 *		95 *		95 *	38 *	47 *		
	Long Liners										
3.	20 m - 25 m	110-300		20*	40	60 ** *** **** *****	80 ** *** **** *****	100 ** *** **** *****			
4.	30m	410		10	30	80 ** *** **** *****	140 ** *** **** *****	200 ** *** **** *****			

Target species - Tropical Tuna

- * Sri Lankan origin vessels.
- ** Chinese vessels
- *** Japanese vessels
- **** Indonesian vessels
- ***** Taiwan vessels

Nimal Hettiarachchi
 Director General
 Dept.of Fisheries and Aquatic Resources

කු. පෙ. } 531
 த. பெட்டி }
 P. O. Box }
 දුරකථන } 446183
 தொலைபேசி } (3 lines)
 Telephone }



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 பணிப்பாளர் நாயகத்தின் அலுவலகம் }
 Office of Director General } 472187

දුරකථන අංකය } 449170
 தொலை நகல் }
 Fax No. }

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 புதிய செயலகம், மாளிகாவத்த, கொழும்பு 10.
 New Secretariat, Maligawatta, Colombo 10.

கடற்றொழில், நீரியல் வளத்துறை திணைக்களம்

DEPARTMENT OF FISHERIES & AQUATIC RESOURCES

E-mail : depfish@diamond.lanka.net
 Web : www.fisheriesdept.org

දිනය } 07-01-2014
 திகதி }
 Date }

Mr. Rondolph Payet
 Executive Secretary
 Indian Ocean Tuna Commission
 PO Box 1011, Victoria, Mahe,
 Seychelles.

Dear Mr. Rondolph Payet

Revised Fleet Development Plan for Tropical Tuna - Sri Lanka

I am sending the following revised Fleet Development Plan of Sri Lanka in terms of IOTC Resolution 09/02 for your kind perusal.

	Type of Vessel	GT	2011		2012		2013		2014	2015	
			Achievement	N/A	Achievement	N/A	Achievement	N/A			
Long liners and Gill Nets											
1	39-44 ft	21-31	38 SL		76 SL		83 SL		47 SL	38 SL	
2	44-49 ft	31-43	57 SL		95 SL		26 SL		38 SL	47 SL	
Long Liners											
3	20 m - 24 m	110-275		20	40		60	80	CV JV IV TV	100	CV JV IV TV
4	24m - 50m	275 - 410		10	30	2	78	100	CV JV IV TV	100	CV JV IV TV
Purse-seiners											
5	24m - 50m	300 - 700	-	-	-	-	08	30	CV JV IV TV	30	CV JV IV TV

Nimal Hettiarachchi
 Director General
 Dept. of Fisheries and Aquatic Resources

SL - Sri Lankan origin vessels, CV - Chinese vessels, JV - Japanese vessels, IV - Indonesian vessels, TV - Taiwan vessels, N/A - Not achieved

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த. பெட்டி }
P. O. Box }
දුරකථන } 446183
தொலைபேசி } (3 lines)
Telephone }



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Office of Director General } 472187

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கடற்றொழில், நீரியல் வளத்துறை திணைக்களம்

DEPARTMENT OF FISHERIES & AQUATIC RESOURCES

නව මහලේකම් කාර්යාලය, මාලිගාවත්ත, කොළඹ 10
புதிய செயலகம், மாளிகாவத்த, கொழும்பு 10.
New Secretariat, Maligawatta, Colombo 10.

E-mail : depfish@diamond.lanka.net
Web : www.fisheriesdept.org

දිනය }
திகதி } 18.03.2016
Date }

Dr. David Wilson
Executive Secretary (Interim)
Indian Ocean Tuna Commission (IOTC)
Victoria, Mahe
Seychelles.

Dear Mr. David

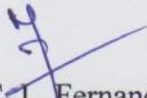
Revised Fleet Development Plan (FDP) for Year 2016 to 2020 – Sri Lanka

In accordance with the provisions of the paragraph 6 of IOTC Resolution 03/01,09/02, 12/11 and the recent Resolution 15/11 and, in conformity to the rights and obligation of developing countries of the Indian Ocean with respect to entry into the high seas fisheries in the IOTC area of competence, I hereby submit revised Fleet Development Plan with the information of reference year, Size, type, capacity and the origin of the vessels.

Complete details of each vessel will be submitted to the IOTC Secretariat, at the time of registration for fishing in IOTC area.

It is appreciated if you would update the Fleet Development Plan of Sri Lanka with this revised information.

Yours Sincerely


M. C. L. Fernando
Director General
Department of Fisheries and Aquatic Resources
Sri Lanka

Revised Fleet Development Plan for Tropical Tuna - Sri Lanka

Table-1

Category of the Vessel			Base year (2014)	Achievement anticipated					
				(No of boats to be introduced)					
Type	Mean GT	Sizes		2015	2016	2017	2018	2019	2020
Long line and Gill net (Combination) vessels	19.03	Less than 15m	2046	0	0	0	0	0	0
	52.91	15m-24m	5	10	10	10	10	10	10
Longline Vessels	18.28	Less than 15m	375	0	0	0	0	0	0
	58.91	15m-24m	22	23	25	24	24	27	29
	282.54	24m-45m	0	5	5	5	3	1	1
	1140.82	45m-75m	2	0	0	0	0	0	0
Ring net (Artisanal purse seine) Vessels	17.63	Less than 15m	16	10	10	10	100	120	150
	25.83	15m-24m		5	5	15	25	25	25
Purse seine Vessels	286.89	24m-45m	0	0	0	0	2	2	2
	1185.12	45m-75m	8	0	0	0	0	0	0

Revised Fleet Development Plan for Sward fish - Sri Lanka

Table-1

Category of the Vessel			Base year (2014)	Achievement anticipated					
				(No of boats to be introduced)					
Type	Mean GT	Sizes		2015	2016	2017	2018	2019	2020
Long line and Gill net (Combination) vessels	19.03	Less than 15m	5	5	0	0	0	0	0
Long line vessels	58.91	15m-24m	4	2	0	1	1	1	1
	282.54	24m-45m	6	0	0	0	0	1	1

NOTE : The vessels in the FDP will either Sri Lanka originated or purchased and import from foreign countries. During the purchase criterion such as absence of IUU history, Stability, age , State of art to meet international standards will be strictly followed.



UNITED REPUBLIC OF TANANIA
DEEP SEA FISHING AUTHORITY

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Email dsfa2009@gmail.com



Tel. Office: + 255 24 2234547
Fax: + 255 24 2234548
Mobile: + 255 0784 423307

THE EXECUTIVE SECRETARY,
INDIAN OCEAN TUNA COMMISSION, P.O BOX 1011, VICTORIA,
SEYCHELLES

SUBJECT: TANZANIA NATIONAL FLEET DEVELOPMENT PLAN

Dear Sir,

Tanzania has been trying to establish credible data with regard to Straddling and Highly migratory Fish especially Tuna in its EEZ and up to now has been unable to come up with a convincing information acceptable to local stakeholders.

The problem of establishing credible data with respect to fish harvested from the EEZ emanate from the fact that up till March 2010 the Tanzania EEZ Fisheries Resources were managed by two different political and administrative regimes.

We believe that we will be unable to submit the Tanzania National Fleet Development Plan by the set dead line date of 31/12/2010. We envisage to come up with the Plan by 30/03/2010. Tanzania requests that its situation is dully considered, thus allowed more time to develop its Fleet Development Plan.

Tanzania would like to reaffirm its commitment to all the objectives, mission and the philosophy of IOTC.

G.F.Nanyaro

Director General,
Tanzania Deep Sea fishing Authority,

ZSTC Building, Kinazini,
P.O.Box 56, ZANZIBAR,
Tel; +255 24 2234547
Fax: +255 24 2234547
E mail: gfnanyaro@yahoo.com



UNITED REPUBLIC OF TANZANIA
DEEP SEA FISHING AUTHORITY

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DSFA/19/Vol. I/54

Date: 8th April, 2014

EXECUTIVE SECRETARY,
INDIAN OCEAN TUNA COMMISSION
P. O. BOX 1011, VICTORIA
SEYCHELLES

RE: TANZANIA NATIONAL FLEET DEVELOPMENT PLAN

Dear Sir,


Please refer to the above mentioned subject.

Further to our past letter with regard to National Fleet Development Plan in which it was stated that a plan will be submitted to the Secretary by the 30/03/2010, we are still unable to provide the same.

This is because at this stage we are in the process of forming a Deep Sea Fishing Policy that amongst other things will form the basis for potential fleet development.

We therefore would like to urge that, this situation be considered and more time be allowed for Tanzania to develop its Plan. This will allow for the Plan to be based on comprehensive considerations and understanding of the Tuna resources.

Sincerely yours


Zahor El Kharoufy
DIRECTOR GENERAL

No. 0505.3/

511



Department of Fisheries
Kaset Klang, Chatuchak
Paholyothin Road,
Bangkok 10900, Thailand
Tel/Fax: 662 579 7947

18 January B.E. 2553 (2010)

Dear Sir,

Subject: List of Active Thai Fishing Vessels in 2006 and 2007

Kindly refer to the letter No. 4076 dated 7th January 2010 requesting for unidentified overall capacity information of the active Thai fishing vessels in 2006 and 2007. I am pleased to provide the following information :

1. For tropical tunas during the year 2006 (13,771 GT)
 - 1.1 Purse Seiner (12,814 GT)
 - Prosperous 2,027 GT
 - Golden Success 1,413 GT
 - Crystal Crown 2,660 GT
 - Glorious Harmony 2,660 GT
 - Eternity 2,027 GT
 - Longevity 2,027 GT
 - 1.2 Long Liner (957 GT)
 - Mook Andaman 018 434 GT
 - Mook Andaman 028 372 GT
 - Tuna Hunter 1 151 GT
2. For swordfish and albacore during the year 2007 (957 GT)
 - 2.1 Long Liner (Overall Capacity 957 GT)
 - Mook Andaman 018 434 GT
 - Mook Andaman 028 372 GT
 - Tuna Hunter 1 151 GT

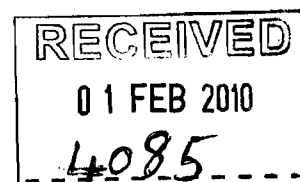
In addition, the overall capacity for fishing vessels under the fleet development plan is around 32,000 GT (30,000 GT for 15 purse seiners and 2,000 GT for 5 longliners)

Please be assured of our fullest cooperation.

Yours sincerely,

(Dr. Nanthiya Unprasert)
Deputy Director-General
for Director-General

Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
P.O. Box 1011, Fishing Port, Victoria
Seychelles
Tel: 248225494
Fax: 248224364




1. 15 tuna purse seiners during 2005 to 2010 by purchasing or building 5 tuna purse seiners for every two years (5 vessels from 2005 to 2006, 5 vessels from 2007 to 2008, and 5 vessels from 2009 to 2010).
2. 5 tuna longliners during 2005 to 2007.

To this regards, we would like to request your kind consideration to keep the Members informed of our plan.

Please be assured of our fullest cooperation.

Yours sincerely,


(Dr. Jeranthada Karnasuta)
Deputy Director - General
for Director - General

Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
P.O. Box 1010, Fishing Port, Victoria
Seychelles
Tel: 247 224494
Fax: 247224364



No. 0505.3/ 4572



Department of Fisheries
Kasetsart University Campus
Phaholyotin Road,
Bangkok 10900, Thailand
Tel/Fax: 662 5797947

๒๗ May B.E. 2553 (2010)

Dear Sir,

Subject: Fleet Development Plan of Thailand

Reference is made to the outcome of the Fourteenth Session of the Indian Ocean Tuna Commission held at Busan, Republic of Korea during 1-5 March 2010. The Commission endorsed the recommendations of the Compliance Committee regarding fleet development plans, and Thailand expressed its intention to submit its plan within 3 months.

In this connection, the Department of Fisheries of Thailand is very pleased to submit the fleet development plan to engage into tuna fishery in the Indian Ocean as shown in the table below:

Fishing Vessel	Year	Total No.	Size (GT)
Purse Seiner	2010-2011	15	250-350
	2011-2012	15	250-350
	2012-2013	15	250-350
	2013-2014	15	250-350
Long Liner	2010-2011	15	100-150
	2011-2012	15	100-150
	2012-2013	10	100-150
	2013-2014	10	100-150

Please be assured of our fullest cooperation.

Yours sincerely,

(Dr. Nantaya Unprasert)
Deputy Director-General
for Director-General

Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission
P.O. Box 1011, Fishing Port, Victoria
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