

Note: what follows is a translation of a document in French, received at the Secretariat by e-mail on 12 May, 2006.



MINISTÈRE DE L'AGRICULTURE ET DE LA PECHE

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**Secrétariat de la Commission des Thons de
l'Océan Indien**
à l'attention de **M. Anganuzzi** *par courrier
électronique*

Paris, le **12 mai 2006**

Subject: Fleet Development Plan from France (Indian Ocean Territories)

Mister Executive Secretary,

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

Yours sincerely,

François GAUTHIEZ
Sous-directeur des pêches maritimes

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IOTC **France-Territories Fleet Development Plan**

In accordance to IOTC Resolution 03/01 On the limitation of fishing capacity of Contracting Parties and Cooperating on-Contracting Parties, France is submitting to the Commission its Fleet Development Plan, in conformity 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 1,0000 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 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 Tuna Purse Seiners were registered in Mayotte in 2000 and 2001, then changed their port of call. These vessels were the “Sterenn” and the “Cap Saint Vincent” (63,7 m, 1,606 GT, 2,950 KW).

Two Frozen Tuna Purse Seiners should be registered in 2006 in Dzaoudzi:

- In July : the “Trevignon”.
- In December: the “Drennec”.

Two other similar boats will be registered in Dzaoudzi in 2008.

Summary: 4 Tuna Purse Seiners with similar features will be registered in Mayotte during the next 3 years, for a total tonnage of 9,276 GT and a total power of 16,000 KW:

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

Catch objectives are between 28,000 and 36,000 tonnes of tuna species (or about 7,000 to 9,000 tonnes par 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 Authorised Vessels. Seven more longliners, currently geared to target toothfish, will be allowed 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 I	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	Less than 500*	5 to 10 m	1,800
	Longline	2,500,9,	8,500,	25	20 m	5,000
	Purse Seine	276	16,000	4	84.2 m	28,000 to 36,000
Total Mayotte		13,276,	44,500,	Less than 530		42,800
TAAF	Longline	8,186	12,300	8	51 m	3,200
Total France		21,462,	56,800,	Less than 530		46,000

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.