FLEET DEVELOPMENT PLANS

Compiled by the Secretariat

This document is a compilation of the Fleet development plans of France and South Africa (in accordance with IOTC Resolution 03/01) Resolution 03/01 *On the limitation of fishing capacity of Contracting Parties and Cooperating Non-contacting Parties.*

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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

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Secrétariat de la Commission des Thons de l'Océan Indien

à l'attention de **M. Anganuzzi**

par courrier électronique

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 we 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	*Less than* 500*	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***	*Less than* ***530***		***60,800***
TAAF	Longline	8,186	12,300	8	51 m	3,200
Total France		***26,100***	***64,800***	*Less than* ***540***		***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.

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