THE STATUS AND FUTURE OF SUSTAINABLE FISHERIES PARTNERSHIP AGREEMENTS IN THE SOUTH WEST INDIAN OCEAN

30 years

The first fisheries agreement between the EU and a country in the SWIO was with Madagascar in 1986.

Up to 500 industrial fishing vessels originating from Asia and Europe track and catch tuna in the South West Indian Ocean.

The Indian Ocean's offshore waters are home to 19% of the world's total tuna production.

Fishing vessels flagged to an EU country are responsible for more than half of the total tuna catch taken by purse seine vessels in the Indian Ocean.

400-500

Prepared for WWF by Stop Illegal Fishing (SIF)

RECOMMENDATIONS FOR HOW TO IMPROVE SFPAs IN THE SWIO INCLUDE:

- Improve the system for EU fishing vessels to report their catches to coastal States under SFpAs, enabling coastal States to monitor fishing activities more effectively and manage their fisheries.
- Increase transparency in the negotiation of SFPAs, by involving civil society and relevant regional organisations.
- Increase transparency on all access agreements made by coastal States, both public and private.
- Ensure figures used in SFpAs are relevant and credible by ensuring that the number of vessels covered is realistic, the amount available to catch is consistent with IOTC CMMs and scientific evidence, and the price per tonne is based on reasonably expected first sale values.
- Develop mechanisms, where possible, to enable fishing within disputed areas without jeopardising the resolution of the dispute or creating any other adverse effects.
- Increase the focus of SFpAs' sectoral support to coastal States towards implementing their national development policies and strategies, including for catching and processing, with an aim to improve social and economic benefits from the fishery while ensuring sustainable development and exploitation.
- Increase recognition of regional and sub-regional processes and instruments, where agreed minimum terms and conditions for fisheries access, enabling maintaining long-term access for EU fishing vessels and improving the sustainable management of fish stocks; and
- Negotiate with countries in the SWIO region that do not have an SFPA or have a dormant SFPA, with the aim to secure wider access for EU fishing vessels to available resources and to improve income for the coastal States.

Acknowledgements

This pamphlet is a summary of a report written in cooperation with Stop Illegal Fishing (SIF) and edited by Antonia Leroy, Dr Samantha Burgess and Larissa Milo-Dale (WWF).

This pamphlet and the main report were compiled and written by Sandy Davies and Mathew Markides (SIF), and are based on information and understanding gained from Stop Illegal Fishing’s ongoing work within the SWIO region.

For any further information and access to the full report, please visit http://wwf.eu/what_we_do/oceans/ or contact Antonia Leroy: aleroy@wwf.eu

Published November 2019 by WWF European Policy Office.

© 1986 Panda symbol WWF – World Wide Fund For Nature (Formerly World Wildlife Fund)
® “WWF” is a WWF Registered Trademark.

WWF European Policy Office, 123 rue du Commerce, 1000 Brussels, Belgium
For contact details and further information, please visit our website at www.wwf.eu

© WWF-US / Kyle LaFerriere

© Wild Wonders of Europe / Zankl / WWF

Photo: © Brent Stirton / Getty Images

Acronyms

IOTC: Indian Ocean Tuna Commission
CMM: Common Management Measures
SIF: Stop Illegal Fishing
EU: European Union
SWIO: South West Indian Ocean
WWF: World Wide Fund For Nature
The Indian Ocean’s tropical climate supports abundant near-shore fisheries that are mainly accessed by local fisheries but are also exploited by distant access fisheries. Waters beyond the 12-mile limit are the exclusive economic zone (EEZ) of the coastal States and are the high seas beyond the single States’ jurisdiction.

Since the late 1960s, the European Union (EU) has entered into bilateral fisheries agreements with countries in the South West Indian Ocean (SWIO). These bilateral agreements, negotiated and concluded by the European Union on behalf of the Member States, have exclusively focused on tuna fisheries (Portugal), an industrial species highly prized in European tuna markets. In total, about 158 multi species fisheries management measures in waters beyond the boundaries of the coastal States have been concluded on the high seas.

For SFPAs to continue to create mutual benefits for the coastal States and the EU within the changing dynamics of global fishing, there are some challenges to overcome. These include an improved system for reporting what has been caught, a price per tonne for tuna, the division of this between the EU and the vessel owner and the price per tonne for tuna.

Although the framework of the SFPAs if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States.

For SFPAs to continue to create mutual benefits for the coastal States and the EU within the changing dynamics of global fishing, there are some challenges to overcome. These include an improved system for reporting what has been caught, a price per tonne for tuna, the division of this between the EU and the vessel owner and the price per tonne for tuna.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and reduced income to the coastal States, it has, overall, not been achieved. The negotiations and the figures agreed in Porteuca have generally been more generous to the buyer and imposed limited access to the third country, ranging between 3% and 20%. However, in the case of the Seychelles, the EU contribution was reduced by the vessel operator to reduce the overall catches, in order to meet the EU catches and ensure fish stocks are not depleted.

The vessel owner pays the same as or more than the EU; the EU pays more than the vessel owner.
The Indian Ocean’s tropical climate supports abundant near-shore fisheries that are mainly accessed by local fishers to benefit the countries where the factories are located, as this brings employment and other economic benefits. Although fisheries are managed by the countries, the fishing vessels are mainly operated from and unloaded their catches in China, Japan, the US, and Europe. Tuna vessels mainly operate from and unload their catches in East Africa, Southeast Asia, and Europe.

Tuna fishing vessels

Within the SWIO, only SFPA for tuna are in place with the EU. There are no multiple-agreement sessions. Currently, the EDF protocols (EEZ) of the Seychelles and Mauritius, the SFPA mechanism secures access to around third of the tuna caught by EU vessels in the SWIO. There is generally sought by volume or value (longline vessels in the SWIO, although some pole-and-line vessels also operate in the region).

Although the framework of the SFPAs, if substantiated across the region, may offer opportunities for enhanced transparency and improved transparency and other economic benefits. Although fisheries are managed by the countries, the fishing vessels are mainly operated from and unloaded their catches in China, Japan, the US, and Europe. Tuna vessels mainly operate from and unload their catches in East Africa, Southeast Asia, and Europe.

**COMPARISON OF SFPA ACCESS CONDITIONS**

As an SFPA is a complex of various parts, namely the Agreement, Protocol, and Annexes. To comply with the obligations, the difference between EDFs (EEZ) and the recent Protocols is given in the map. It shows the fishing area, the number of fishing vessels permitted to fish under the Protocol, the EU’s annual contributions, the reference tonnage, the vessel reference tonnage, and the price per tonne for tuna.

The recent evaluation underlying the SFPA mechanism secures access to around third of the tuna caught by EU vessels in the SWIO. A private vessel tariff (PVT) is the second most noteworthy SFPA with 15,750 vessels covered. The Seychelles Protocol is the most significant in terms of reference tonnage, 55,570 vessels per year. Madagascan Protocol is the second most noteworthy SFPA with 15,750 vessels (although not currently active), while Mauritius holds the smallest Protocol at 4,000 tonnes per year.

**EU FISHING VESSEL ACCESS TO SWIO COASTAL STATE EEZ THROUGH SFPA**

<table>
<thead>
<tr>
<th>Year</th>
<th>EU</th>
<th>MAURITIUS</th>
<th>Total</th>
<th>MAURITIUS</th>
<th>Vessel Owners</th>
<th>MAURITIUS</th>
<th>Vessel Owners</th>
<th>COMOROS</th>
<th>Vessel Owners</th>
<th>Total</th>
<th>COMOROS</th>
<th>Vessel Owners</th>
<th>MAURITIUS</th>
<th>Vessel Owners</th>
<th>Total</th>
<th>SEYCHELLES</th>
<th>Vessel Owners</th>
<th>Total</th>
<th>SEYCHELLES</th>
<th>Vessel Owners</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2013</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2014</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2015</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2016</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2017</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2018</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2019</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2020</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
<tr>
<td>2021</td>
<td>EU</td>
<td>184</td>
<td>126</td>
<td>310</td>
<td>142</td>
<td>108</td>
<td>250</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
<td>273</td>
<td>173</td>
<td>100</td>
</tr>
</tbody>
</table>
The Indian Ocean’s tropical climate supports abundant near-shore fisheries that are mainly accessed by local fisheries to meet national seafood demand, while its coastal rich offshore resources are home to around 3% of the world’s total tuna production. After the Western and Central Pacific Ocean, the Indian Ocean is the second region in the world for tuna fishing. Around 400 to 500 industrial fishing vessels originating from Asia and Europe track and catch tuna both inside the Indian Ocean EEZs in the Indian Ocean and also provide employment and other benefits the EU in terms of nutrition and economy, and also provides employment and other benefits to the coastal countries where the fisheries are located, as well as to the factory owners.

For SFPAs to continue to ensure mutual benefits for the coastal States and the EU within the changing dynamics of global fisheries, there are some challenges to overcome. These include an improved system for reporting what has been caught, while the EU payment is fixed in relation to an agreed annual reference tonnage, the vessel owners’ payment will depend on the uptake of licences. This issue is further confounded because the number of vessels in the agreement is by far the most significant in terms of reference tonnage, at 35,750 vessels per year. Madagascar is the second most noteworthy SFPA with 15,750 vessels (although production is not currently active), while Mauritius holds the smallest Protocol at 4,000 tonnes per year.

Although the framework of the SFPAs, if negotiated consistently across the region, may offer opportunities for enhanced transparency and improved management in the terms and conditions of access agreements, this has, overall, not been achieved. The negotiations and the figures agreed in Portimão have generally been more generous to the buyers in the EU for the SFPAs and not aimed at bringing all States on a level playing field. This is demonstrated in the figures per tonne negotiated in the Portimão, shown in the table below. Although, the proposals were more significant in the second half of the 2014 Protocol, the figures per tonne significantly rose in the Portimão Protocol. The figures are indicative of the outcome of agreements signed in the region, and it has been observed that the figures per tonne negotiated in the Portimão Protocol are not lower than the figures per tonne negotiated in the首轮 Protocol. The figures per tonne significantly rose in the Portimão Protocol, and it has been observed that the figures per tonne negotiated in the Portimão Protocol are lower than the figures per tonne negotiated in the首轮 Protocol. The figures per tonne significantly rose in the Portimão Protocol, and it has been observed that the figures per tonne negotiated in the Portimão Protocol are lower than the figures per tonne negotiated in the首轮 Protocol.
**THE STATUS AND FUTURE OF SUSTAINABLE FISHERIES PARTNERSHIP AGREEMENTS IN THE SOUTH WEST INDIAN OCEAN**

**Summary**

<table>
<thead>
<tr>
<th>Coasting for EU vessels</th>
<th>400-500</th>
<th>Up to 500 industrial fishing vessels originating from Asia and Europe track and catch tuna in the South West Indian Ocean.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fishing vessels flagged to an EU country</td>
<td>57%</td>
<td>Fishing vessels flagged to an EU country are responsible for more than half of the total tuna catch taken by purse seine vessels in the Indian Ocean.</td>
</tr>
</tbody>
</table>

**Recommends:**

1. Improve the system for EU fishing vessels to report their catches to coastal States under SFPAs, enabling coastal States to monitor fishing activities more effectively, evaluate catches and manage their fisheries;
2. Increase transparency in the negotiation of SFPAs, involving civil society and relevant regional organisations;
3. Increase transparency on all access agreements made by coastal States, both public and private;
4. Ensure figures used in SFPAs are relevant and credible by ensuring that the number of vessels covered is realistic, the amount available to catch is consistent with IOTC CMMs and scientific evidence, and the price per tonne is based on reasonably expected first sale values;
5. Develop mechanisms, where possible, to enable fishing within disputed areas without jeopardising the resolution of the dispute or creating any other adverse effects;
6. Increase the focus of SFPAs to support coastal States in implementing their national development policies and strategies, including for cashing and processing, with an aim to improve social and economic benefits from the fishery while ensuring sustainable development and exploitation;
7. Increase recognition of regional and sub-regional processes and instruments, such as agreed minimum terms and conditions for fisheries access, towards maintaining long-term access for EU fishing vessels and improving the sustainable management of fish stocks; and
8. Negotiate with countries in the SWIO region that do not have an SFPs, with the aim to secure wider access for EU fishing vessels to available resources and to improve income for the coastal States.

**Acknowledgements**

This report is a summary of a report written in cooperation with Stop Illegal Fishing (SIF) and edited by Antonia Leroy, Dr Samantha Burgess and Larissa Milo-Dale (WWF). This report and the main report were compiled and written by Sandy Davies and Mathew Markides (SIF), and are based on information and understanding gained from Stop Illegal Fishing’s ongoing work within the SWIO region.

For any further information and access to the full report, please visit http://wwf.eu/what_we_do/oceans/ or contact Antonia Leroy: aleroy@wwf.eu

Published November 2019 by WWF European Policy Office.
THE STATUS AND FUTURE OF FISHERIES PARTNERSHIP AGREEMENTS IN THE SOUTH WEST INDIAN OCEAN

1/5

1986

The first fisheries agreement between the EU and a country in the SWIO was with Madagascar in 1986.

Up to 500 industrial fishing vessels originating from Asia and Europe track and catch tuna in the South West Indian Ocean.

1986-2009

The Indian Ocean's offshore waters are home to 19% of the world's total tuna production.

RECOMMENDATIONS FOR HOW TO IMPROVE SFPAs IN THE SWIO INCLUDE:

• Improve the system for EU fishing vessels to report their catches to coastal States under SFPAs, enabling coastal States to monitor fishing activities more effectively, evaluate catches and manage their fisheries;

• Increase transparency in the negotiation of SFPAs, by involving civil society and relevant regional organisations such as the IOTC;

• Increase transparency on all access agreements made by coastal States, both public and private;

• Ensure figures used in SFPAs are relevant and credible by ensuring that the number of vessels covered is realistic, the amount available to catch is consistent with IOTC conservation and management measures and scientific evidence, and the price per tonne is based on reasonably expected first sale values;

• Develop mechanisms, where possible, to enable fishing within disputed areas without jeopardising the resolution of the dispute, or any other adverse effects;

• Increase the locus of SFPA sector support to coastal States for implementing their national development policies and strategies, including in catching and processing, with an aim to improve social and economic benefits from the fishery, while ensuring sustainable development and utilisation;

• Increase recognition of regional and sub-regional processes and instruments, such as agreed minimum terms and conditions for fisheries access, towards maintaining long-term access for EU fishing vessels and improving the sustainable management of fish stocks, and;

• Negotiate with countries in the SWIO region that do not have an SFPA or have a dormant SFPA, with the aim to secure wider access for EU fishing vessels to available resources and to improve income for the coastal States.

30 years

The first fisheries agreement between the EU and a country in the SWIO was with Madagascar in 1986.

400-500

Up to 500 industrial fishing vessels originating from Asia and Europe track and catch tuna in the South West Indian Ocean.

57%

Fishing vessels flagged to an EU country are responsible for more than half of the total tuna catch taken by purse seine vessels in the Indian Ocean.

Prepared by Stop Illegal Fishing (SIF)

Acknowledgements

This pamphlet is a summary of a report written in cooperation with Stop Illegal Fishing (SIF) and edited by Antonia Leroy, Dr Samantha Burgess and Larissa Milo-Dale (WWF).

This pamphlet and the main report were compiled and written by Sandy Davies and Mathew Markides (SIF), and are based on information and understanding gained from Stop Illegal Fishing's ongoing work within the SWIO region.

For any further information and access to the full report, please visit http://wwf.eu/what_we_do/oceans/ or contact Antonia Leroy: aleroy@wwf.eu

Published November 2019 by WWF European Policy Office.

© 1986 Panda symbol WWF – World Wide Fund For Nature

© 2019 WWF. WWF is a Registered Trademark.

© WWF European Policy Office, 123 rue du Commerce, 1000 Brussels, Belgium

For contact details and further information, please visit our website at www.wwf.eu

Photo: © Brent Stirton / Getty Images

RECOMMENDATIONS FOR HOW TO IMPROVE SFPAs IN THE SWIO INCLUDE:

• Improve the system for EU fishing vessels to report their catches to coastal States under SFPAs, enabling coastal States to monitor fishing activities more effectively, evaluate catches and manage their fisheries;

• Increase transparency in the negotiation of SFPAs, by involving civil society and relevant regional organisations such as the IOTC;

• Increase transparency on all access agreements made by coastal States, both public and private;

• Ensure figures used in SFPAs are relevant and credible by ensuring that the number of vessels covered is realistic, the amount available to catch is consistent with IOTC conservation and management measures and scientific evidence, and the price per tonne is based on reasonably expected first sale values;

• Develop mechanisms, where possible, to enable fishing within disputed areas without jeopardising the resolution of the dispute, or any other adverse effects;

• Increase the locus of SFPA sector support to coastal States for implementing their national development policies and strategies, including in catching and processing, with an aim to improve social and economic benefits from the fishery, while ensuring sustainable development and utilisation;

• Increase recognition of regional and sub-regional processes and instruments, such as agreed minimum terms and conditions for fisheries access, towards maintaining long-term access for EU fishing vessels and improving the sustainable management of fish stocks, and;

• Negotiate with countries in the SWIO region that do not have an SFPA or have a dormant SFPA, with the aim to secure wider access for EU fishing vessels to available resources and to improve income for the coastal States.

30 years

The first fisheries agreement between the EU and a country in the SWIO was with Madagascar in 1986.

400-500

Up to 500 industrial fishing vessels originating from Asia and Europe track and catch tuna in the South West Indian Ocean.

57%

Fishing vessels flagged to an EU country are responsible for more than half of the total tuna catch taken by purse seine vessels in the Indian Ocean.

Prepared by Stop Illegal Fishing (SIF)

Acknowledgements

This pamphlet is a summary of a report written in cooperation with Stop Illegal Fishing (SIF) and edited by Antonia Leroy, Dr Samantha Burgess and Larissa Milo-Dale (WWF).

This pamphlet and the main report were compiled and written by Sandy Davies and Mathew Markides (SIF), and are based on information and understanding gained from Stop Illegal Fishing's ongoing work within the SWIO region.

For any further information and access to the full report, please visit http://wwf.eu/what_we_do/oceans/ or contact Antonia Leroy: aleroy@wwf.eu

Published November 2019 by WWF European Policy Office.

© 1986 Panda symbol WWF – World Wide Fund For Nature

© 2019 WWF. WWF is a Registered Trademark.

© WWF European Policy Office, 123 rue du Commerce, 1000 Brussels, Belgium

For contact details and further information, please visit our website at www.wwf.eu

Photo: © Brent Stirton / Getty Images

RECOMMENDATIONS FOR HOW TO IMPROVE SFPAs IN THE SWIO INCLUDE:

• Improve the system for EU fishing vessels to report their catches to coastal States under SFPAs, enabling coastal States to monitor fishing activities more effectively, evaluate catches and manage their fisheries;

• Increase transparency in the negotiation of SFPAs, by involving civil society and relevant regional organisations such as the IOTC;

• Increase transparency on all access agreements made by coastal States, both public and private;

• Ensure figures used in SFPAs are relevant and credible by ensuring that the number of vessels covered is realistic, the amount available to catch is consistent with IOTC conservation and management measures and scientific evidence, and the price per tonne is based on reasonably expected first sale values;

• Develop mechanisms, where possible, to enable fishing within disputed areas without jeopardising the resolution of the dispute, or any other adverse effects;

• Increase the locus of SFPA sector support to coastal States for implementing their national development policies and strategies, including in catching and processing, with an aim to improve social and economic benefits from the fishery, while ensuring sustainable development and utilisation;

• Increase recognition of regional and sub-regional processes and instruments, such as agreed minimum terms and conditions for fisheries access, towards maintaining long-term access for EU fishing vessels and improving the sustainable management of fish stocks, and;

• Negotiate with countries in the SWIO region that do not have an SFPA or have a dormant SFPA, with the aim to secure wider access for EU fishing vessels to available resources and to improve income for the coastal States.

30 years

The first fisheries agreement between the EU and a country in the SWIO was with Madagascar in 1986.

400-500

Up to 500 industrial fishing vessels originating from Asia and Europe track and catch tuna in the South West Indian Ocean.

57%

Fishing vessels flagged to an EU country are responsible for more than half of the total tuna catch taken by purse seine vessels in the Indian Ocean.

Prepared by Stop Illegal Fishing (SIF)

Acknowledgements

This pamphlet is a summary of a report written in cooperation with Stop Illegal Fishing (SIF) and edited by Antonia Leroy, Dr Samantha Burgess and Larissa Milo-Dale (WWF).

This pamphlet and the main report were compiled and written by Sandy Davies and Mathew Markides (SIF), and are based on information and understanding gained from Stop Illegal Fishing's ongoing work within the SWIO region.

For any further information and access to the full report, please visit http://wwf.eu/what_we_do/oceans/ or contact Antonia Leroy: aleroy@wwf.eu

Published November 2019 by WWF European Policy Office.

© 1986 Panda symbol WWF – World Wide Fund For Nature

© 2019 WWF. WWF is a Registered Trademark.

© WWF European Policy Office, 123 rue du Commerce, 1000 Brussels, Belgium

For contact details and further information, please visit our website at www.wwf.eu

Photo: © Brent Stirton / Getty Images