

Ghana tuna – pole & line

*A Fishery Improvement Project for the Eastern Atlantic Ocean Purse Seine Tuna Fishery
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<https://fisheryprogress.org/fip-profile/ghana-tuna-pole-line>

Mr Albert Arthur
Improvement Projects Manager at FishChoice
FisheryProgress.org Reviewer
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Dear Mr Arthur,

Re: Six-month progress report for the Ghana tuna pole and line FIP

This paper outlines progress made by the Ghana tuna pole and line FIP, since its formal launch in November 2018. This FIP shares stock-related activities with the Eastern Atlantic Sustainable Tuna Initiative (EASTI) purse seine FIP and has shared objectives and stakeholders. This FIP encompasses the Ghana pole and line fleet, which consists of 17 or 18 vessels and operating in the Ghanaian, Côte d'Ivoire and Beninese Exclusive Economic Zones (EEZs) and to some extent on the high seas. The Action Plan adopted by partners in March 2018, estimated at over EUR 1M. Given the complexity and substantial financial contributions expected from partners for the budget, it was considered necessary to develop a formal project structure through the establishment of an Association in France, which takes a long time to finalise. The MoU for this FIP was signed in July 2018 by the Ghana Tuna Association (GTA), boat owner member organisations and WWF-UK. Below is the description of the steps that have been taken during the last six months since its registration on Fisheryprogress.

Project management

The current composition of the Project Management Team (PMT) was established in November 2018 after the signing of the partnership agreement by the majority of partners during the action plan presentation meeting that took place in Paris. The PMT comprises a Coordinator (Key Traceability), two facilitators from industry (Thai Union Europe and a fleet representative, from Ghana Fishing Association (GTA)) and is assisted by WWF – UK. The PMT has been convened by teleconference to discuss progress, on weekly basis, since the signing of the partnership agreement.

Implementing the Action Plan

FIP activities include:

IPG 1 - Robust, comprehensive BET rebuilding strategy developed – Conduct re-building scenarios. Independent scientific assistance to support the ICCAT Standing Committee on Research and Statistics (SCRS) in developing BET re-building scenarios.

IPG 2 - Indicative timing based on the draft version of the 5-year ICCAT road map by the EU - US (to be updated according to the ICCAT version) - Management Strategy Options (MSEs) for controlling SKJ, YFT and BET tuna harvest developed.

IPG 3 - Timing based on the draft version of the five-year ICCAT road map by the EU - US (to be updated according to the ICCAT version³⁵): - Options for harvest control rules (HCRs) and tools for managing SKJ, YFT and BET tuna harvest developed.

IPG 4 – Building regional consensus on the need for robust HCRs and its implementation.

IPG 5 - Continuing actions with the fleets to implement better data reporting system which will allow for a more efficient transfer of catch data to the designated base – Engage with ICCAT SCRS and stock WGs to evaluate key data gaps. Short-term technical assistance in Yr. 1 with ICCAT SCRS to review and assess data quality of SKJ removals in the EAO. Will develop methodology (for ICCAT) to improve estimates and reduce uncertainties.

IPG 6 - Engagement with ICCAT SKJ Species and WGSAM on developing more robust, quantitative approaches to stock assessment.

At the ecosystem and fishery level, there are planned activities for bait under ‘secondary species’, ETP species and the management of any FADs that may be used in the fishery.

All pole and line vessels listed in the FIP are now on the ISSF ProActive Vessel Register (PVR), meaning that they are subject to annual compliance audits and committed to being active participants in sustainability efforts, such as implementing specific best practices. All listed vessels have shark finning policies, non-entangling FAD policies (where relevant) and are not IUU listed.

Recent activity

In January 2020, representatives from Thai Union and Key Traceability travelled to Ghana to visit the Ghanaian FIP participants ahead of the AGM, originally planned for March 2020 (this has been postponed due to the current global health crisis). The main purpose of the visit was to gather information that could not be collected remotely and provide stakeholders with further information about the requirements of the MSC fisheries standard and the FIP process. This report has been produced to summarise the information gathered during the trip and provide FIP stakeholders with an update of the current status of the Ghana tuna pole and line FIP. The information will be further used by the FIP project managers in the formal FIP process, assessment by fisheryprogress.org and at the FIP AGMs. A report was submitted to FisheryProgress in February 2020 for publication.



Figure 1. Opening meeting with GTA held by Thai Union and Key Traceability at PFC Offices in Tema, Ghana (Source: Key Traceability)

The Ghanaian Ministry of Fisheries and Aquaculture Development (MoFAD) also attended a meeting in January at the PFC offices. An information request was submitted to them following the site visit and the FIP is awaiting the information.

Further weekly meetings have been held remotely. A call with ISSF and Thai Union to discuss FAD usage in the Ghanaian fisheries was held on 3rd March 2020. Minutes for this meeting have been circulated to the FIP participants and ISSF and submitted with this report for publication. FAD questionnaires have been distributed to the Ghana Tuna Association (GTA) for completion. The FIP vessels are currently participating in the ISSF FAD project, which is being supported by FAO. FAO has provided FAD materials and deployment was due to start this month. The current COVID-19 situation means further progress may be delayed.



Figure 2. Photo of FAD work being conducted in the fishery. Photo supplied by ISSF (Source: Nando Rivero)

The national fisheries authorities have been engaged regarding the installation of electronic monitoring (EM) on the pole and line vessels in this FIP. This plan has been welcomed by the government. To that end, there are on-going discussions with DOS and Satlink surrounding the EM for the FIP vessels, but further decisions on hold, for the above-mentioned reason.

A Principle 3 review of the coastal States in which the fleet operate is currently underway by Key Traceability. This is to assess any need for improvements at the national management level, as national management was not evaluated as part of the original pre-assessment and workplan, and further actions may be needed. This report will be submitted to FisheryProgress upon completion.

I hope that this summary of the FIP activities and plans for the coming months are sufficient. Please do not hesitate to contact me if you require further information and I look forward to reporting progress on the Action Plan to FisheryProgress at the next review.

Kind regards,

Ms. Kat Collinson

FIP Co-ordinator.

