



# IUU Risk Intelligence

Putting Compliance First

## GLOBAL EVALUATION OF FISHERIES MONITORING CONTROL AND SURVEILLANCE IN 84 COUNTRIES

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### PAKISTAN - COUNTRY REPORT

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IUU RISK INTELLIGENCE

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## SUMMARY

*This evaluation of Fisheries Monitoring Control and Surveillance report for **Pakistan** is one of 84 such country evaluations that covers nations landing 92% of world's fish catch. Using a wide range of interviews and in-country consultations with both military and civilian agencies, the report exemplifies the best attempt by the author(s) at evaluation of MCS compliance using 12 questions derived from international fisheries laws. The twelve questions are divided into two evaluation fields, (MCS Infrastructure and Inspections). Complete details of the methods and results of this global evaluation would be published shortly through IUU Risk Intelligence website.*

*Over a five-year period, this global assessment has been subjected to several cross-checks from both regional and global MCS experts' familiar with compliance aspects in the country concerned. Uncertainty in assigning each score is depicted explicitly through score range. However, the author(s) are aware that gaps may remain for some aspects. The lead author remains open at any time to comments, and revisions will be made upon submission of evidence where necessary. Throughout the report, extreme precaution has been taken to maintain confidentiality of individuals who were willing to share information but expressed an inclination to remain anonymous out of concern for their job security, and information from such sources was cited as 'anonymous' throughout the report.*

### Suggested citation:

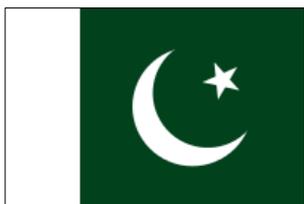
**Pramod, G.** (2018) Pakistan – Country Report, 5 pages, In: Policing the Open Seas: Global Assessment of Fisheries Monitoring Control and Surveillance in 84 countries, IUU Risk Intelligence - Policy Report No. 1, Canada, 814 pages.

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## PAKISTAN – COUNTRY REPORT



**FAO landings (2013):** 351,478 tonnes

**Fisheries Contribution to the GDP (2013):** 0.4%

**Law of the Sea (Ratification/accession):** 26<sup>th</sup> February 1997

**Coastline:** 1046 km

**RFMO Membership:** IOTC

**Patrolling agencies:** Pakistan Maritime Security Agency

Rank	Priority for maritime security tasks
1.	Arms Smuggling
2.	Narcotics Trafficking
3.	Illegal Fishing

## SECTION 1: MCS INFRASTRUCTURE

1. Does the country have adequate surveillance infrastructure (maritime patrol aircraft, inshore and offshore patrol vessels) to effectively patrol fisheries resources within its EEZ?

Score: 7

Score Range: 5-7

Yes, moderately well equipped to detect incursions and apprehend foreign fishing vessels upon entry into its EEZ. Pakistan Maritime Security Agency (MSA) regularly apprehends Indian fishing boats for illegal entry and poaching within its waters (Pramod 2010). PMSA regularly patrol EEZ using three Britten Norman Defender (BN2T) aircraft and 6 patrol vessels (*PMSS Barkat; PMSS Vehdat; PMSS Nusrat; PMSS Rehmat; PMSS Hingol; PMSS Basol*). PMSA also has 9 fast response boats that it received from USA (PMSA 2018). Pakistan Navy conducts regular reconnaissance missions within the EEZ using P-3C Orion aircraft, Fokker-27 aircraft and three newly procured ATR-72 maritime patrol aircraft (Quwa 2016). See IISS (2013) for more information on patrolling infrastructure.

This infrastructure is rarely used in the monitoring and control of domestic trawlers that are decimating coastal fish stocks. Balochistan has more problems than Sindh as far as lack of patrols are concerned (Anon, *pers.comm.*, 2017).

Provincial governments have adequate MCS facilities especially in Balochistan province, which has about 10 patrolling boats (Khan, *pers.comm.*, 2013).

2. Does the country have adequate trained officers to conduct MCS operations?

Score: 4.5

Score Range: 3-5

Adequately trained manpower is available in the Maritime Security Agency for enforcing federal fisheries laws in offshore waters. However, there is shortage of trained manpower in provincial government fisheries departments leading to poor results (Khan, *pers. comm.*, 2013).

No information is available on compliance or enforcement competence of these authorities in the marine fisheries sector.

**3. Does the country have adequate management plans to monitor their fishing vessels on the high seas?**

Score: 0

Score Range: 0-0

Existing information suggests that the country does not possess such capabilities. In fact, in the recent past Pakistani vessels have been found fishing illegally transshipping catches through an informal trade with Iran and illegally fishing in Somali and Yemeni waters throughout the year.

Several fishing vessels also operate in the southern Indian Ocean. No vessel monitoring system in place and there are no observers on-board any fishing vessels (Khan, *pers. comm.*, 2013).

**4. What proportion of fishing vessels is equipped with vessel monitoring system (VMS) to monitor their movements on a continuous basis?**

Score: 0

Score Range: 0-0

VMS coverage is not reported for domestic fishing vessels operating in the EEZ and the high seas. Available information, from Maritime Security Agency website, suggests that all deep-sea fishing vessels (trawlers and tuna longliners) are required to have VMS and transmit signals to the national authorities.

Since 2005 no foreign trawlers are in operation and since 2009 no tuna longliners are operating in Pakistani EEZ. However, it is mandatory that all vessels operating in EEZ of Pakistan to have satellite-based VMS, which is monitored round the clock (Khan, *pers. comm.*, 2013).

**5. What percentage of fishing vessels (>20 m OAL) is monitored through onboard observers at sea (for major commercial fish stocks)?**

Score: 0

Score Range: 0-0

All vessels operating in the EEZ of Pakistan are mandatory required to have observers on board. However, their effectiveness as official observers is questionable because their main mandate is to collect fisheries data (Khan, *pers. comm.*, 2013).

## SECTION 2: INSPECTIONS

### 6. How often fishing vessels are inspected at sea (Identification by sight and boarding for inspections)?

Score: 5

Score Range: 3-5

Although, fisheries patrols are very effective in waters between Karachi and the maritime border with India, patrols along the Sindh and Baluchistan coasts are low-key and fishing vessels frequently move into and out of EEZ with ease along the border with Iran and to south of Pakistan into the Gulf of Oman and larger Arabian Sea (Anon, *pers. comm.*, 2017). See Anon (2013) for more information.

Fishing vessels including local vessels are regularly inspected at sea for completion of documentation by MSA by boarding on vessels whereas foreign vessels especially Indian boats are regularly apprehended and around 80% of such vessels entering Pakistan are inspected and apprehended (Khan, *pers. comm.*, 2013).

### 7. How often fishing vessels are scrutinized through aerial patrols?

Score: 5.5

Score Range: 4-7

Such patrolling is done almost on a daily basis (Khan, *pers. comm.*, 2013).

MSA regularly patrol EEZ using two Defender aircrafts, but very few operations are specifically targeted towards fishing vessels. In addition, availability of 3 Fokker F-27 twin turbo-prop aircraft, couple of *Dassault Atlantique* aircraft and 1 Orion 3-PC aircraft (received in 2007) suggests that regular patrols are conducted within the EEZ (Anon 2007, 2011). Pakistan took delivery of two more P-3C Orion maritime patrol aircraft in 2012 which would significantly boost its aerial surveillance capability (Anon 2012a). Limited information on budget allocated to aerial and sea-based patrols is available in Khan (2006).

### 8. How often are fishing vessels inspected at landing centers and docks for foreign and domestic vessels (Dockside monitoring)?

Score: 4

Score Range: 2-4

All vessels operating in the EEZ of Pakistan are inspected upon return from fishing voyages. All returning local fishing vessels are inspected at the entry of Karachi Port by MSA. About 60% of fleet is based in Karachi Fishing harbor, which is located within Karachi Port. Such inspection system is not prevalent at other fish harbours (Khan, *pers. comm.*, 2013).

See Khan *et al.*, (2005); Anon (2013); Q.3 and Q.10 for more information.

**9. Are there adequate plans to monitor catches in coastal areas through coastal patrols (beach patrols, small-scale fishing gear and catch inspections) on a regular basis?**

Score: 2.5

Score Range: 2-4

Small-scale fishing gears are regularly inspected in the Balochistan province whereas such inspections are rarely done in the Sindh province. Trawling and seining gears are prohibited in Balochistan and there are frequent records of apprehension of such vessels in Balochistan whereas a large part of trawlers and seiners poach in waters of Balochistan (Khan, *pers. comm.*, 2013).

Yusuf (2013); Anon (2013); Khan *et al.*, (2005); Guriro (2009); Wijeratna (2007) reports suggest poor compliance with national and international laws in coastal fisheries.

**10. Are all the catches that are caught in this jurisdiction at sea accounted for (i.e., unreported Trans-shipments at sea)?**

Score: 0

Score Range: 0-0

No, very limited measures exist to monitor transshipments in Pakistan's EEZ and the high seas. See Khan *et al.*, (2005) for more information.

**11. Are vessels required to undergo inspection of equipment and fishing gear for every fishing trip?**

Score: 0

Score Range: 0-0

No, existing information suggests poor compliance with gear regulations in Sindh province (Khan *et al.*, 2005; Guriro 2009; Anon 2012b; Anon 2013).

**12. Has the country taken adequate measures to revise and implement national fisheries laws to curtail illegal fishing practices; and does it comply with national and international laws signed?**

Score: 3.5

Score Range: 2-4

Fisheries Act (No. 4 of 1897) of 4 February 1897 is the main national legislation for fisheries management in Pakistan waters. The country has not reported a NPOA on IUU Fishing to fight and eliminate illegal fishing. Pakistan is not a party to the FAO Compliance Agreement; UN Fish Stocks Agreement and the UN Port State Measures Agreement.

See Pitcher and Pramod (2006); Cordesman and Toukan (2014); Nazira *et al.*, (2015); Moazzam (2012); Khan (2011); Khan and Khan (2011); Yusuf (2013); Hafiz (2018) documents for more information.

<b>Flag of Convenience</b>	No
<b>Vessels on the RFMO - IUU vessel list</b>	No

RFMO	Year of the assessment	Compliant	Partially compliant	Not Compliant	Source
IOTC	2014			Yes	IOTC (2015)

Last update: 09 May 2018



## **Note:**

Bibliography and other notes relevant to this country report including methods, results and discussion for the global evaluation of 84 countries would be released shortly through IUU Risk Intelligence website (<http://iuriskintelligence.com/>). (The author can be contacted at [prammod.raju@gmail.com](mailto:prammod.raju@gmail.com) to provide any feedback).

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