



# IUU Risk Intelligence

Putting Compliance First

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

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### MOROCCO - COUNTRY REPORT

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## SUMMARY

*This evaluation of Fisheries Monitoring Control and Surveillance report for Morocco 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:**

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## MOROCCO – COUNTRY REPORT



**FAO landings (2013):** 1,238,276 tonnes

**Fisheries contribution to GDP (2012):** 0.2%

**Law of the Sea (Ratification):** 31<sup>st</sup> May 2007

**Coastline:** 1835 km

**RFMO Membership:** ICCAT, GFCM

**Patrolling Agencies:** Morocco Coast Guard, Morocco Navy



Rank	Priority for maritime security tasks
1.	Human Trafficking
2.	Contraband and Narcotics trafficking
3.	Illegal Fishing

## SECTION 1: MCS INFRASTRUCTURE

- 1. Does the country have adequate surveillance infrastructure (patrol aircraft, sea based patrol vessels and coastal patrols) to effectively patrol fisheries resources within its EEZ?**

Score: 5

Score Range: 5-7

Moroccan Navy and Morocco Coast Guard have adequate surveillance infrastructure for coastal and offshore patrol operations against illegal fishing (Jane 2012; IISS 2013). However, absence of independent fisheries patrols under the Department of Fisheries undermines effectiveness of these operations.

Le Maroc dispose de moyens de surveillance et de contrôle suffisant au niveau de sa ZEE, des plans de surveillance de contrôle sont établies par les différents départements concernées (marine royale, force armés royal dans la zone sud, patrouilles de surveillance et de secours relevant du Département des pêches (Lamoudni, *pers. comm.*, 2013).

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

Score: 5

Score Range: 3-5

le département de la pêche maritime est doté d'agents verbalisateurs et d'agent de contrôle étendue sur tout le littoral marocain (Lamoudni, *pers. comm.*, 2013).

“At the end of 2006, the Department had a total of 1334 persons including 547 officers, or coaching a rate of 41% total. The supervision rate of external services is 35% while that of central is 53%” (MFMA 2006). Bentaleb (2016) report suggests shortage of inspectors at ports and fish landing sites.

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

Score: 4.5

Score Range: 3-5

Existing information suggest limited plans to track vessels beyond the EEZ. The country is a signatory to FAO Compliance Agreement, but there are no reported legislative policy plans to watch vessels on the high seas on a continuous basis.

La flottille hauturière marocaine est bien contrôlée par le département de la pêche, il y a exigence d'insaturation du journal de bord, et aussi l'obligation d'implémentation du VMS, aussi pour les navires céphalopodières et crevettiers congélateur il y a obligation d'embarquer des observateurs scientifiques (Lamoudni, *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: 8

Score Range: 7-8

Le royaume du Maroc a publié un décret juridique obligeant les navires hauturiers et côtiers à instaurer le VMS actuellement tous les navires hauturiers sont équipés du VMS les navires côtiers sont à environ 80 % équipés, l'échéance de la généralisation est fixée à fin 2013 (Lamoudni, *pers.comm.*, 2013).

Both national and foreign industrial fishing vessels are monitored using VMS transponders. A fully operational Fisheries Monitoring Centre to track fishing vessel movement was launched in September 2013. The Centre National de Surveillance des Navires de Pêche uses VMS for real-time tracking of fishing vessels to effectively protect fishery zones, check the location of fishing vessels and collect reliable scientific data. More than 2250 fishing vessels are tracked using GPS system (Ben-Bari 2015; Anon 2016). The new FMC required an investment of 78 million dirhams for the acquisition and installation of location and positioning devices (DPL) onboard fishing vessels and costs of equipment of the Technical Control Centre. FMC currently monitors active inshore and offshore vessels operating in the EEZ (Anon 2013).

In 2017, National Center for the Monitoring of Fishing Vessels (CNSNP), played a crucial role in the detection of prohibited fishing zone violations and unlicensed fishing offenses in the maritime zone. In 2017, the CNSNP received 7,335,370 VMS messages from Moroccan and licensed foreign vessels which led to the discovery of 66 cases of intrusions into restricted zones (MPM 2018). In 2014 CNSNP received 6,812,625 VMS reports from national and foreign fishing vessels operating in Morocco waters and 115 infringements were detected using this system (MPM 2014).

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

Score: 2

Score Range: 1-4

Tous les navires hauturiers et les navires ciblant le thon rouge embarquent des observateurs à bord, par contre les navires côtiers se voient embarquer des observateurs à bord à des fins purement scientifique (Lamoudni, *pers.comm.*, 2013).

Morocco has adequate patrolling infrastructure for monitoring territorial waters. However, majority of the infrastructure is not catered to monitor all fleet categories. Observers are required onboard tuna vessels targeting transshipments of tuna as part of the ICCAT resolutions within Moroccan waters. Observers are also deployed on EU fishing vessels operating as part of the EU Fisheries Agreements.

## 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

Limited identification by sight and boarding's inspections are reported at sea. During 2014, up to 25 patrols were conducted to inspect foreign fishing vessels at sea (*Boarding's included 10 pelagic trawlers, 2 demersal trawlers – Large tonnage ships; 12 pelagic trawlers and 1 Japanese tuna vessel*). In 2014 as far as confiscations are documented 106,294 kg of fishery products were seized including 89,098 kg of octopus, 2855 kg of pelagic fish, 110 kg of white fish; 240 kg of crustaceans, 150 kg of echinoderms and 101 kg of shellfish (MPM-Annual report 2014).

During 2006, ninety-eight (98) observation missions were carried out. These tasks covered various categories of fishing vessels including the Russian pelagic trawlers and chartered tuna Japanese and research vessels (MFMA 2006).

Le département applique l'approche du contrôle par la méthode des gestion des risques (les contrôles sont systématiques pour les navires listés sur une black liste (Lamoudni, *pers.comm.*, 2013).

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

Score: 3.5

Score Range: 2-4



Information disponible chez la marine royale (l'inspection par air se fait selon un planning et des modalités bien défini) (Lamoudni, *pers.comm.*, 2013).

Morocco Air Force has 1 Do-28 aircraft for maritime patrols within the EEZ (IISS 2013).

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

Score: 5.5

Score Range: 4-7

Vu l'étendu des côtes marocaines plus de 3500 km et le nombre important de la flottille (*pêche artisanale plus de 15,000 barques actives, pêche côtiers environ 1900 navires, pêche hauturière plus de 260 navires*) un contrôle systématique ne peut avoir lieu, de ce fait le department ainsi que les autres instances transsh de la mission de contrôle et du surveillance se faire se fait selon la transs de la gestion de transs. Aussi des contrôles systématiques se fassent pour les navires transshipment sur une black liste (Lamoudni, *pers.comm.*, 2013).

The list of eight Moroccan ports (Tanger-Med, Tanger ville, Larache, Mahdia, Casablanca, Agadir, Laâyoune, Dakhla) designated for transshipments or unloading of seafood by foreign fishing vessels has recently been published in the Official Bulletin n° 6662 (under Décret n° 2-17-456 du 15 mars 2018).

Through the catch certification system, fishing and post-harvest activities are supervised for seafood traceability from ship to export through intermediate processing operations for some products; this does not apply to all products and fleet types (Anon, *pers.comm.*, 2018).

According to Pew (2009) there were 9 reported visits by 5 IUU vessels to Moroccan ports between 2005 and 2007 ([www.portstateperformance.org/](http://www.portstateperformance.org/)).

**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: 4

Score Range: 3-5

Yes, to a limited extent for some commercial species (e.g. for octopus and pelagic fish). As part of the fight against IUU fishing in artisanal sector, 226 unregistered boats, 1255 engines and 82 diving suits were seized, while more

than 170 people were prosecuted for fisheries violations (MPM-Annual report 2014).

In 2012, artisanal fleet was comprised of 14,225 wooden boats (< 2 GRT), Coastal fleet (1835 wooden vessels incl. trawlers, purse seiners and longliners), and Industrial fleet (comprised of 344 steel vessels incl. freezer/cephalopod trawlers, pelagic trawlers and shrimp trawlers). See MegaPesca (2009) for more details. However, Kamili (2006); Ramdani (2007); Nibani (2010); Rabbaj (2012); Anon (2015); Cherii (2019); Anon (2019) reports suggest that there are significant problems with under-reporting illegal and unreported catches in pelagic and demersal fisheries.

Actuellement il y a plusieurs plan d'aménagement qui sont mis en œuvre à l'instar du plan d'aménagement du poulpe (octopus), il s'agit du plan d'aménagement de la crevette, plan d'aménagement des petits pélagiques, plan d'aménagement des algues marines. A ussi d'autres plan sont en cour de mise en œuvre trans que le plan d'aménagement du merlu, de l'espadon et d'autres espèces à haute valeur commercial (Lamoudni, *pers.comm.*, 2013).

Patrols are few and violations often go unnoticed. In the absence of enforcement inside smaller-ports and beach landing sites, illegal fishing continues along many sections of the coastline. Landings of banned species during closed season and undersized fish unloading in many fishing ports undermine national management plans. Offenders flouting rules are rarely punished with suitable penalties encouraging even compliant vessels to follow the unruly ones (Anon, *pers.comm.*, 2018).

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

Score: 5

Score Range: 3-5

Partial monitoring of transshipments is reported by port officials at main fishing ports. However, in most instances laundering of illegal catches is also documented well within the ports either through unloading of banned species in the absence of port officers, illegal transportation, false declarations, mis-reporting, involvement of fish mafia in smuggling operations for high value seafood commodities (Anon, *pers.comm.*, 2017).

Morocco is signatory to the UN Fish Stocks Agreement. At-sea monitoring is relatively good for some commercial fisheries (See Anon 2016; Q.1 for more information).

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

Score: 5.5

Score Range: 5-7

Fishing gear inspections are reported in artisanal and industrial fisheries sectors. During 2017, in the fight against illegal, unreported and unregulated fishing 584 illegal boats, 2158 fishing gear and 85 motor engines were seized (MPM 2018). In 2014, nearly 226 unregistered boats, 1255 boat engines and 82 diving suits were seized, while more than 170 people were prosecuted for fisheries violations ((MPM 2014). Refer Rojo-diaz and Pitcher (2006); Anon (2016) for more information.

Le département de la pêche maritime effectue des contrôle des engins de pêche à bord des bateaux au niveau des lieu du stockgae te d'entreposage des en, gins et matériels de pêche « magasins des armateurs » au niveau des ports et peu même effectuer des contrôles en commission avec les autorités locales et la douane au niveau des magasins qui commercialise lesdits engins (Lamoudni, *pers. comm.*, 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: 7

Score Range: 5-7

Law No. 1-73-255 of 27 Shawwal 1393 (23 November 1973) is the main national legislation for fisheries management in Moroccan waters. The country has not reported a NPOA on IUU Fishing but has recently amended the fisheries act through Law No. 15-12 of 12 May 2014 in the fight against illegal, unreported and unregulated fishing. Morocco is not a party to the UN Port State Measures Agreement. Morocco ratified the FAO Compliance agreement on 30 January 2001 and the UN Fish Stocks Agreement on 19 September 2012. See MPM (2018); Cherii (2019); Anon (2019); Ben-Bari (2016); Ben-Bari (2015); Bentaleb (2016); Faquihi (2016) reports for more information.

The number of detected fisheries violations have decreased from 641 offences in 2013 to 404 in 2015; at the same time number of people prosecuted for illegal fishing has increased from 108 in 2013 to 170 in 2014 and 234 people in 2015 (Anon 2016). During 2017, in the fight against illegal, unreported and unregulated fishing 584 illegal boats, 2158 fishing gear and 85 motor engines

were seized. During the same year 46,753 kg of seafood was seized and 750 people were detained for fisheries violations (MPM 2018).

Exercising control over a large industrial fleet landing huge volume of fish is not an easy task and lack of co-ordination among various agencies has led to reduced control over illegal fishing activities. Direction du contrôle des activités de la pêche maritime was set up in June 2016 to co-ordinate and supervise related activities and act as a single point of contact for issues related to IUU fishing. Official statistics reveal 16,000 artisanal vessels, 1800 inshore fishing vessels, 400 deep-sea fishing boats and 60 foreign vessels operating from 18 districts. 700,000 tonnes of seafood declarations are made at the fishing harbors and it is challenging to ensure that correct quantities and species are declared for these large volumes. Artisanal fleet faces more complex problems associated with illegal fishing and checking of unloaded seafood at ports. In comparison, industrial fleet has better surveillance through satellite tracking and port controls (Anon, *pers.comm.*, 2017).

Recently CCAMLR has written to CITES to report that Morocco (CITES member) has failed to take part in CCAMLR catch documentation scheme regulating illegal trade of toothfish (TRAFFIC 2016).

<b>Flag of Convenience</b>	<b>No</b>	Source: ITF (2015)
<b>Vessels on the RFMO - IUU vessel list</b>	<b>No</b>	

RFMO	Year of the assessment	Compliant	Partially Compliant	Not Compliant	Source
GFCM	2014-2018	Yes			FAO (2015); FAO (2019)
ICCAT	2013	Yes			ICCAT (2014a) ICCAT (2014b)

*Last Updated: 09 May 2019*



## 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 (<https://iuriskintelligence.com/>). (The author can be contacted at [pramod.raju@gmail.com](mailto:pramod.raju@gmail.com) to provide any feedback).

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