



# IUU Risk Intelligence

Putting Compliance First

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

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### SENEGAL - COUNTRY REPORT

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## SUMMARY

*This evaluation of Fisheries Monitoring Control and Surveillance report for Senegal 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.*

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## SENEGAL – COUNTRY REPORT



**FAO landings (2013):** 434,536 tonnes

**Fisheries contribution to GDP (2012):** 1.7%

**Law of the Sea (Ratification/accession):** 25<sup>th</sup> October 1984

**Coastline:** 531 km

**RFMO Membership:** ICCAT

**Patrolling Agencies:** Senegal Navy, Gendarmerie, Customs services

Direction de la Protection et de la Surveillance des Pêches



Rank	Priority for maritime security tasks
1.	Narcotics Trafficking
2.	Human 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

Oui, des patrouilleurs existent pour surveiller les eaux jusqu'à 12 miles nautiques de la côte, mais d'énormes lacunes persistent notamment la couverture au large (Jane 2011; Anon 2011, 2012b). Il existe 10 stations côtières équipées de radar pour détecter les incursions des navires industriels dans la zone de mile 6-7 réservée aux flottilles artisanales. Direction de la protection et de la surveillance des Pêches, (DPSP) dispose de six navires de patrouille (02 patrouilleurs de 20 m; 04 patrouilleurs de 12 m; (MRAG 2010) Voir (IRIN 2012; IISS 2013; Anon 2013b; Diaw 2016) document pour plus d'informations.

Senegal navy has one coastal patrol vessel *Ferlo* (RPB33) and one offshore patrol vessel OPV *Kedougou* that could significantly enhance its fisheries enforcement capabilities. The vessel is 45 m long and has an endurance of 10 days and range of 2000 nm (Anon 2015a). In November 2016, Senegalese Navy received another 58 m OPV *Fouladou*, (190 Mk II) with a range of 5500 miles (Cherisey 2016). There are nine coastal stations, only five of them have radars and some of these radars are not functional. Their function is to control the movements of industrial vessels, which means that the coastal stations are more for monitoring artisanal fisheries than industrial fisheries. The main radar installed in Dakar can cover 30 NM and monitor most of the industrial fleets.

Senegalese Navy also has a 33m long RPB 33 offshore patrol vessel capable of conducting patrols in the offshore waters; Senegal has also ordered Raidco (45 m long) offshore patrol vessel that was expected in late 2014 (Anon 2013a). DPSP has 10 coastal stations located along the Senegalese coast, nine of which are in working order and one under construction (Kafountine). These stations are equipped with radar, a VHF radio or HF and some can receive information from the Automatic Identification System (AIS). In addition, there are two patrol vessels of 20 m and two motor vessels of 12 m operated by the Navy; 1 aircraft is undergoing rehabilitation (with the installation of a radar onboard) and detection tools include radar, VMS and AIS (EU 2014).

les moyens suffisants et vétustes eu égard à l'immensité de la ZEE (Samba, pers.comm., 2016).



The lone surveillance plane has been in repair for more than 4 years (Anon, *pers.comm.*, 2015).

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

Score: 5

Score Range: 3-5

DPSM a un effectif de 150 personnes environ pour les opérations de SCS des pêches. Les informations disponibles indiquent que DPSP (Direction de la Protection et de La Surveillance des Pêches) et de la Marine Nationale du Sénégal sont en manque criarde d'agents techniques bien formés et de patrouilleurs pour assurer les activités de mise en œuvre du SCS (Anon 2011, 2012a; Camara 2008; Ferraro *et al*, 2011; MME 2008). Il ya 20 agents des pêches de DPM (MRAG 2010).

DPSP has inspectors for at-shore inspections or when needed for at sea inspections. There are currently less than 100 personnel for conducting inspections on both these fronts.

DPSP has a staff of 125 people (military and civilian), including 47 observers (contractors) (EU 2014).

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

Score: 1.5

Score Range: 1-4

L'information existante suggère que le pays ne possède pas de telles capacités de gestion et la portée est limitée à la réglementation nationale de la pêche. Le Sénégal est signataire de l'Accord de la FAO. Le Sénégal suit les navires battant son pavillon dans les eaux en dehors de sa juridiction par VMS. Certains navires sénégalais battant pavillon ont été capturés à la pêche illégale dans les ZEE étrangères (Sénégal enregistré chalutier El Amine (joint-venture avec la participation espagnole) a été saisie dans la ZEE de Madagascar en Octobre 2008, à la pêche illégale) et 2 navires sénégalais battant pavillon ont été observés en pêche illégale dans la zone de haute mer de la WCPFC (Anon 2008).

Selon le Code de la pêche maritime, tous les navires de pêche étrangers titulaires d'un permis d'exploitation au Sénégal EEZ de déclarer leur entrée et leur sortie de la ZEE ainsi que la déclaration régulière des captures et positions des navires tandis que dans la zone économique exclusive. Le respect de cette réglementation reste faible, en particulier pour les thoniers européens opérant dans la ZEE du

Sénégal, mais il reste que ces navires débarquent exclusivement leurs captures à Dakar (Anon, *pers.comm.*, 2011).

The Fisheries Code mandates all licensed foreign fishing vessels operating in Senegal's EEZ to declare their entry and exit from the EEZ, as well as regular declaration of catches and vessel positions while in the EEZ. Compliance with this regulation remains poor, especially for European tuna vessels and other foreign vessels operating in Senegal's EEZ. Senegalese canoes have also been cited for illegal fishing in neighbouring West African states (Anon, *pers.comm.*, 2016).

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

Score: 5.5

Score Range: 5-7

Navires de pêche étrangers opérant à travers des accords de pêche sont tenus d'utiliser VMS pour la surveillance des incursions dans la zone artisanale. En 2006, 127 navires industriels ont été équipés de dispositifs de VMS (Argon récepteurs satellites) MME (2008). See Anon (2013b) for more information on poor state of VMS performance in Senegalese fisheries.

Both foreign fishing vessels and domestic vessels are required to have the VMS, and almost all have it, but the problem is that they can turn it off when they want to. Further, in the case when the system is not functioning well, there is no follow up action from DPSP inspectors with the owner of the vessel to get it repaired (Anon, *pers.comm.*, 2016).

**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: 1-2

There are 40 observers, but very few are deployed on Senegalese flagged vessels (Gueye 2016).

Les informations disponibles indiquent qu'il y a 60 observateurs pour surveiller les activités des navires de pêche étrangers (MRAG 2010). Chalutiers et palangriers de fond de 150 tonneaux de jauge brute ou plus et d'autres vaisseaux de 100 tonneaux et plus sont tenus de prendre des observateurs désignés par le gouvernement. Depuis 1996 les navires sénégalais n'embarquent pas d'observateurs à leur bord. Il y avait environ 20 navires industriels opérant dans



les eaux sénégalaises en 2008. Voir Pramod et Pitcher (2006) pour plus d'informations.

According to Arrêté ministériel n° 1008 du 16 février 1999 fixant les modalités d'embarquement des observateurs à bord des navires sénégalais (J.O. N° 5858 du 1<sup>er</sup> mai 1999, page 975) all vessels of  $\geq 100$  GRT are supposed to have one observer onboard, but due to some management issues, the authority in charge of fisheries can decide if the vessel is supposed to have or not have an observer. However, for vessels  $\geq 500$  GRT they are obliged to have a least two observers. In fact, all Senegalese vessels are more than  $\geq 100$  GRT but don't use to take observers since 1996. None of them takes observers. Because they don't take observers, transshipments occur during fishing activities. Scientists in Senegal used to say that discards are only 1% of total catch and for that that reason they never used to report it. There is no data relative to discards; logbooks are consulted when on shore by DPSP inspectors. Joint venture fishing vessels (51% Senegalese and 49% foreign investment) which are mostly owned by foreign nationals but operate under Senegalese flag don't take observers too. Observers are used occasionally in the case of foreign fishing vessels (French, Spanish and fishing vessels operating under agreement).

According to legal texts, all vessels of more than 300 GRT are supposed to have an observer on board for every single trip, but most of domestic vessels do not fall under the  $>300$  GRT category and for that reason they don't have observers. The rule since 1996 is no observers onboard any domestic vessel.

The observer scheme is not effective in Senegal's fisheries as the observers are poorly paid or paid by the captain/owner of the fishing vessel (*there are currently ~45 observers (contract staff)*). Moreover, observers do not have regular access to the actual position of the vessel at sea, so they cannot monitor incursions into closed areas. Their ability to monitor transshipments is also hindered by lack of access to fishing hold and interference by the fishing crew. When violations relating to access and other violations are reported to Government authorities, there is little follow-up action on vessel captain and this emboldens vessel owners to continue their illegal activities. The Government should directly collect observer fees along with the annual vessel-license fee and pay the observers; this would certainly ease their current problems to a certain extent (Anon, *pers.comm.*, 2016).

Currently the problem is that observers are not deployed even within the new fisheries code, as vessel owners have not complied with this requirement (Anon, *pers.comm.*, 2016).

## 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

625 at-sea inspections were reported in 2016 (Anon 2017). Surveillance des pêches sont effectuées par Marine marchande sénégalaise pendant 3 jours/mois (MRAG 2010). En 2004, RPDB mené 613 inspections en mer, qui comprenait des inspections de 16 navires battant pavillon sénégalais. Marine Sénégal a effectué sept patrouilles, qui ont abouti à des contrôles sur les 140 navires de l'UE (EU 2005). See EU (2014); Lazuta (2013); Blédé *et al.*, (2015) documents for more information.

Four institutions (DPSP, Navy, Gendarmerie, Customs services) conduct at-sea inspections. Because of the low budget, inspections are not planned in advance and are usually conducted when needed.

There are adequate patrol vessels for coastal surveillance but the main problem is a budget problem to make them work appropriately. There is a need for patrols in offshore waters or high seas where surveillance does not exist or is not efficient. In 2011, patrols were conducted for 62 days during which 95 trawlers were boarded at sea. 450 days of patrols were undertaken in 2014 largely due to assistance from foreign donor projects; this figure is likely to go down again after the project is terminated (Anon, *pers.comm.*, 2015).

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

Score: 5.5

Score Range: 5-7

In 2016, a total of 626 fishing vessels were monitored through aerial patrols (Anon 2017).

Le Ministère de la pêche ne dispose d'avion de surveillance et il est appuyé dans ce domaine précis par les Forces Armées et le Partenaire Français (Samba, *pers.comm.*, 2016).

Maritime patrol aircraft are not reported for maritime surveillance in Senegal (IISS 2013). In the absence of lone surveillance plane the King Air owned by the





army used to take pictures when patrolling. That plane is not destined for fisheries patrolling. That plane is also used for AMLEP and Saharan EXPRESS exercises. Occasionally the plane that is used for FRONTEX (deterring illegal immigration) serves for fisheries surveillance. La surveillance aérienne est menée deux fois par mois. 15 patrouilles aériennes (41 hrs. Et 35 min) ont été menées afin de surveiller les activités des navires de la pêche démersale chaque année (MRAG 2010). En 2004, 15 patrouilles ont été effectuées dans la ZEE du Sénégal, qui a abouti à l'identification de 528 bateaux de pêche. Souvent, l'identification d'une activité illégale ne pouvait être suivie d'une action appropriée en raison d'insuffisances opérationnelles telles que le manque de fonds pour le carburant et l'entretien des navires de patrouille (EU 2005).

In 2014, apart from the regional patrols through assistance from SRFC, despite the unavailability of the lone aircraft 5 to 6 hours of flights per month on average were conducted with the support of French Government (Anon, *pers. comm.*, 2014).

Des données récentes indiquent que les patrouilles aériennes ne sont pas effectuées pour surveiller la ZEE du Sénégal par l'aéronef du pays. Cependant Le Sénégal bénéficie du soutien aérien des Eléments Français au Sénégal avec 05 heures de vol par mois dans le cadre de la surveillance des pêches maritimes (Anon, *pers. comm.*, 2012).

**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

In 2016, a total of 1264 inspections fishing vessels were conducted which included inspections of 850 Senegalese and 414 foreign vessels that landed catches in Dakar port (Anon 2017). According to FAO (2019) report 80% of industrial landings at Dakar port are inspected every month.

All industrial fishing vessels (both domestic and foreign operating under fishing access agreements) with licenses are inspected every single day from Monday to Friday, except on weekends and holidays. This means they are inspected every time they come to port (Anon, *pers.comm.*, 2012).

Le contrôle à quai est quotidien dans la pêche sénégalaise (Talla Ndiaye et 2008; Pramod et Pitcher 2006). On peut dire que 95% des navires de pêche industrielle qui touchent le port de Dakar sont inspectés par les équipes de la DPSP. Le Sénégal n'est pas signataire de l'Accord de la FAO sur les mesures du



ressort de port visant à prévenir, à contrecarrer et à éliminer la pêche INN. RPDB dispose de 05 inspecteurs de pêche pour effectuer des inspections à quai (pour vérifier les journaux de bord contre les captures détenues à bord, la rétention à bord d'engins interdits, etc.) (EU 2006). The recent arrest of toothfish poaching vessel “*Kunlun*” is attributed to improved port state control in Dakar port.

**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: 5

Score Range: 3-5

In 2016, a total of 1335 canoes were monitored by surveillance boats and Coast Monitoring Stations leading to boarding of 8 Senegal flagged vessels, 2 foreign vessels and 83 pirogues (Anon 2017). Widespread illegal use of monofilament drift nets, scuba diving and dynamite fishing has led to rapid decline in fish catches for pirogues (Anon 2015b).

Voir Q.11 La surveillance participative existe dans certaines communautés de pêcheurs et les administrations AMP. Mise en œuvre et l'application des lois est faible (Camara 2008; Deme Dahou 2001; Ferraro *et al.*, 2011; DuBois and Zografos 2012; West 2012). Non-conformité avec la réglementation du maillage et de la pêche dans les zones interdite sont représenté pendant 20-30 cas par an (EU 2005). Pêche sous-marine en utilisant tuncaphandrea autonome est illégale selon les lois sénégalaises, mais est encore pratiquée par les pêcheurs artisanaux en raison de la baisse des captures des autres engins artisanaux (Anon 2010). See Blédé *et al.*, (2015); Diedhiou *et al.*, (2019); Gueye (2016); Hurley and Manel (2015); EU (2014); IRIN (2012); Pramod and Pitcher (2006) reports for more information.

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

Score: 4

Score Range: 2-4

DPSP has very little infrastructure to monitor offshore fishing activities within the Senegalese EEZ. This coupled with lack of resources to enforce fisheries regulations in artisanal fisheries has led to poor monitoring of transshipments at sea. This systemic problem has existed for a long time and until new offshore patrolling capabilities are acquired; the situation is unlikely to change anytime soon (Anon, *pers.comm.*, 2016).



Les transbordements illégaux constituent des délits considérés comme très graves dans la réglementation nationale, ces dernières années peu d'infractions concernent ce type de délits (Talla Ndiaye et 2008), la présence d'observateurs agit comme un élément dissuasif pour les transbordements illégaux des navires de pêche étrangers opérant dans la ZEE du Sénégal (MRAG 2010). Le Sénégal est signataire de l'Accord des Nations Unies sur les stocks chevauchants. Informations de l'UE (2005) suggère que quelques navires battant pavillon sénégalais débarquer leurs prises illégalement à Las Palmas sans la permission du RPDB.

Il y a très peu de suivi sur les navires de pêche qui sont sous joint-venture et qui sont à risque (51% du Sénégal et 49% des investissements étrangers), ils sont pour la plupart à des ressortissants étrangers, mais fonctionnent avec sénégalais pavillon dans les eaux ZEE sénégalaise. Les licences des navires de joint-venture a été à la hausse depuis fin des années quatre vingt dix. Même les observateurs signalent que, pour les chalutiers congélateurs en vrac la capacité de traitement de la cuve dépasse la capacité de la main-d'œuvre pour contrôler les captures, transformées en mer (Anon, *pers.comm.*, 2011). Il faut noter que depuis 2006, le Sénégal n'a pas signé d'accord avec l'étranger pour une exploitation des ressources halieutiques nationales. Une étude réalisée par le bureau d'immatriculation de la Direction de la surveillance du littoral en 2001 a montré que les bateaux européens (chalutiers congélateurs) de pêche pour les poissons démersaux et crustacés dépassé le quota qui leur est alloué (Deme Dahou 2001; Camara 2008).

The Fisheries Code 1998 prohibits transshipments of fish at sea in the absence of observer for foreign fishing vessels. However, there are hardly any observers on chartered fishing vessels. There is very little monitoring of joint venture fishing vessels (51% Senegalese and 49% foreign investment) which are mostly owned by foreign nationals but operate with Senegalese flag in the EEZ. The licensing of joint venture vessels has been on the increase since late nineties and there are several discrepancies with their operations on how much of the landed catch/transshipped catch from these vessels is reported to national fisheries authorities. Even observers report that for the bulk freezer trawlers processing capacity of the vessel exceeds the manpower capability to monitor processed catches at sea (Anon, *pers.comm.*, 2015).

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

Score: 2

Score Range: 1-2

L'article 37 du décret sur l'application des lois stipule taille minimale des poissons qui peuvent être pêchés, mais cette règle est rarement appliquée dans les pêcheries artisanales sur les sites de débarquements. Les réglementations existantes dans les pêcheries artisanales interdire l'utilisation de monofilament, d'employer du poison ou des explosifs pour pêcher et il y a aussi des maillages réglementaires pour les filets maillants et sennes (EU 2005). En outre, le maintien d'engins interdits à bord est également sous le mandat du RPDB au cours des inspections à quai des navires de pêche étrangers dans les ports sénégalais (EU 2005).

La majorité des violations de la pêche ces dernières années sont issus du secteur artisanal, en grande partie en raison de la surcapacité et la baisse des captures. Utilisation d'engins de pêche interdits et de violations de maillage persiste dans les bateaux de pêche artisanale et industrielle (MRAG 2010; CRODT 2008; Talla et Ndiaye 2008; PNUE 2004). Cependant, la tendance existante montre que les infractions commises par les navires de pêche industrielle a diminué au cours des deux dernières décennies, en raison de l'intensité et de la performance dans le suivi de l'effort par des organismes de surveillance (MRAG 2010). Les petits pêcheurs sont également été signalés à utiliser des explosifs et du poison pour pêcher dans les eaux côtières; captures non réglementées par le biais chasse sous-marine et la plongée pour les homards et poissons de récif, l'utilisation de filets monofilament est également signalée, bien que leur utilisation est interdite par la loi (UNEP 2004). See EU (2014); Blédé *et al.*, (2015) reports for more information.

**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: 5

Score Range: 4-5

Law No. 10/2015 of 30 June 2015 is the main national legislation for fisheries management in Senegalese waters. An NPOA on IUU Fishing has been drafted but not formally adopted yet. Senegal has ratified the FAO Compliance Agreement on 8 September 2009; UN Fish Stocks Agreement on 30 January 1997 and UN Port State Measures Agreement on 23 March 2017.

Overall investment in the surveillance and control of fisheries, although huge, still falls short for proper enforcement of fisheries laws. Faced with scarce financial capital, Government had to operate other more accessible fisheries monitoring mechanisms such as VMS and occasional boarding's at sea. Number of patrols at sea has decreased since late nineties. Although the control of illegal fishing situation is far better than some neighbouring countries; there are still

incursions by foreign trawlers fishing without seeking authorization or licenses. The volume of illegal fish catches taken by foreign factory trawlers also remains high and under-reporting by licensed ones is an added area of concern. Very few patrol vessels can reach locations frequented by illegal fleets in offshore waters. Use of illegal gears by artisanal fishers has compounded this problem further forcing Senegalese fishers to operate illegally in neighbouring countries, often without required authorizations (Anon, *pers.comm.*, 2016).

See Anon (2013c); Brans and Ferraro (2012); Lazuta (2013); Vidal (2012); Hurley and Manel (2015); Diedhiou and Yang (2018); Blédé *et al.*, (2015); Diaw (2016); Chaboud *et al.*, (2015); Corten *et al.*, (2012); MME (2008); DuBois and Zografos (2012); Pramod and Pitcher (2006) documents for more details.

<b>Flag of Convenience</b>	No				
<b>Vessels on the RFMO - IUU vessel list</b>	No				
<b>RFMO</b>	<b>Year of the assessment</b>	<b>Compliant</b>	<b>Partially compliant</b>	<b>Not Compliant</b>	<b>Source</b>
ICCAT	2013	Yes			ICCAT (2014a) ICCAT (2014b)

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## 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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