



# IUU Risk Intelligence

Putting Compliance First

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

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### CAMEROON - COUNTRY REPORT

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## SUMMARY

*This evaluation of Fisheries Monitoring Control and Surveillance report for Cameroon 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 to comments, and revisions will be made upon submission of documentary 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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## CAMEROON – COUNTRY REPORT



**FAO landings (2013):** 78,455 tonnes  
**Fisheries contribution to GDP (2009):** 1.2%  
**Law of the Sea (Ratification):** 19<sup>th</sup> November 1985  
**Coastline:** 402 km  
**RFMO Membership:** None  
**Patrolling Agencies:** Cameroon Navy



Rank	Priority for maritime security tasks
1.	Protection of oil installations
2.	Illegal fuel trade
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: 5.5

Score Range: 5-7

Cameroon has modest surveillance infrastructure, but it's not used effectively for fisheries surveillance duties (Anon 2009, 2012; Jane 2011; IISS 2013). Cameroon Navy has eleven patrol boats (1 *Quartier Maître Alfred Motto*; 2 *Aresa 3200*; 2 *Aresa 2400*; 2 *Rodman 101*; 4 *Rodman 46*) (IISS 2020). In 2013, navy received two new 24 meters *ARESA 2400 CPV Defender vessels* & one new 23 meters *ARESA 2300 LD* craft for maritime patrol duties (Anon 2013). Sea patrols are also led through a 6-meter patrol boat (powered with two 85 horsepower engines) and 10 fiberglass boats through fishing control posts for surveillance of three-mile area prohibited to trawlers. In 2017, Cameroon Navy received one second-hand patrol boat (*CNS Dipikar* (P107)) from France (Anon 2017). Other patrol vessels include *CNS La Sanaga* (P109), and *CNS Le Ntem* (P108) from China. Cameroon is expected to receive two former Bollinger patrol boats (110-foot type) from U.S. Coast Guard this year (Naval Today 2020).

*“Cameroon has strengthened its navy in recent times with additional vessels. Over the last five years this includes two P-108 patrol craft delivered from China’s Poly Technologies in 2014, a second hand OPV-54 patrol craft from France in 2014, a 23-metre Aresa 2300 landing craft and two 24-metre Aresa 2400 CPV Defender patrol boats in 2013”* (Anon 2017).

MCS programme was created under 2005/152 decree of the presidency of the republic related to the organization of the Ministry of Livestock, Fisheries and Animal Industries. The Brigade is located at the Department of Fisheries and is in-charge of Control and Surveillance of fishing activities, Control of the implementation of fishing regulations, Surveillance of fishing grounds during biological rest periods; organization and monitoring of the protection of fish resources, control of fishing gears, catch methods and marketable size of fish species subject to such exploitation. *Brigade for Monitoring and Control of Fishing Activities (BCSAP)* has 1 mid-range patrol vessel, 8 inshore patrol vessels and 2 sets of equipment for two radio telecommunication stations at Douala and Kribi (Interpol 2014).

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

Score: 2.5

Score Range: 2-4

For surveillance of marine fisheries, there are reasonable number of officers to check landings at ports or conduct boarding's at sea. The Brigades for fisheries enforcement are poorly equipped and operations are rather controlled as fuel is often not available at short notice (Anon, pers. comm., 2019).

*Brigade for Monitoring and Control of Fishing Activities (BCSAP)* has 30 officers for MCS duties but due to poor inter-agency coordination and low technical capacity few fisheries patrols are reported (Mbotiji 2019; Ngawana 2018; African Union 2018; Njock 2017; CNA 2017; Interpol 2014; Njock *et al.*, 2014; Anon 2011; MINEPIA 2009; Hosch 2007). 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

*Weak capacity.* Cameroun does not report any vessels fishing on the high seas. However, the country does not have the ability to monitor vessels flying its flag beyond territorial waters (Njock 2017; Mbotiji 2019; African Union 2018). Cameroun is not a signatory to the FAO Compliance Agreement.

**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: 0-4

*Data poor (Current status is unknown).* VMS is currently not functional (Interpol 2014; Njock 2017; African Union 2018). In 2006, a decision was signed by the minister to set up Vessel Monitoring System. Any industrial vessel involved in fish exploitation must install a beacon or transceiver while fishing in Cameroun EEZ.



**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

Observer scheme does not exist right now in Cameroun, but plans are in place to have coverage for trawlers in future (Anon, *pers.comm.*, 2017).

See Njock (2017); African Union (2017); African Union (2018) reports for more information.

## SECTION 2: INSPECTIONS

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

Score: 1.5

Score Range: 1-4

Recent data from COREP suggest that only 12 foreign fishing vessels were boarded in 2015 (Anon 2016). Mbotiji (2019); African Union (2018) reports suggests low patrolling frequency and capacity.

Currently, inspections do not take place on a regular basis, but the lone patrol boat is expected to conduct at least two outings/week, with daily inspections of coastal waters using fiberglass boats. Existing fuel and budgetary constraints restrict at sea inspections to few times a month and surveillance is restricted to less than 3 miles from the shore (Anon, *pers.comm.* 2009).

Interpol (2014) report suggests that only 20 inspections were conducted at both sea and ports between the years 2007 to 2012. See Mbotiji (2019); Ngawana (2018); Njock (2017); Anon (2008); EU (2011) documents for more information.

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

Score: 0

Score Range: 0-2

There is no aerial surveillance of maritime zone in Cameroun, but Government is planning to start radar surveillance for industrial fishing vessels in future (Anon, *pers.comm.*, 2017).



See African Union (2018) report for more details.

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

Score: 1.5

Score Range: 1-4

Interpol (2014) report suggests that only 20 inspections were conducted at sea and port between the years 2007 to 2012. See Q.9; Mbotiji (2019); Ngawana (2018); Hosch (2007) reports for more information.

Douala, Limbe, Garoua and Kribi ports hardly unload fish caught by trawlers in Cameroon waters although they are conducive for such unloading operations. There is significant under-reporting of catches as such catches are landed in foreign ports without any Government controls; laundering of trawl catches is of far greater concern than accounting of domestic boats as it affects port and tax revenues as well as employment opportunities for local population (Anon, *pers.comm.*, 2019).

**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

Score Range: 2-4

Landing inspections are conducted at Douala, and the main Harbour, but some landings also occur at Tiko and Kribi (Pierre, *pers.comm.*, 2009).

Prevalence of illegal fishing practices has been recognized as a major impediment for development of industrial fisheries. Trawling is often practiced without a license; unauthorized fishing within 3 nautical miles, use of illegal nets (non-conforming mesh trawls & pair trawls are used by Nigerian & Chinese trawlers) and illegal transshipments at sea are a common occurrence. Government estimates suggest that illegal vessels steal 40 billion CFA francs worth fish each year. The industrial trawl sector is fully controlled by foreign interests. Illegal pair trawling has decimated fishing grounds leaving very little fish for artisanal fishers who see foreign trawlers openly plundering catches as close as 500 metres from the shore. Most of the by-catch is sold in Nigeria while other expensive fish and octopus are exported to EU and Asian markets or landed in foreign ports abroad without declaration to the Government (Anon, *pers.comm.*, 2017).

Illegal fishing by industrial trawlers in artisanal zone and prohibited areas is a routine problem in Cameroun's fisheries. Unreported catches are also a significant problem due to absence of adequate law enforcement assets (EU 2011). See Mbotiji (2019); Ngawana (2018); Njock (2017); Kindzeka (2016); Chintom 2016; EU (2011); Anon (2008, 2009); MINEPIA (2011); Hosch (2007); Njock and Njifondjou (2001) documents 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: 1

Score Range: 1-4

There are no reported foreign vessel transshipments at Cameroun ports. Due to lack of enforcement, illegal transshipments and unloading of catches in foreign ports has been alleged (Mbotiji 2019; Ngawana 2018; Njock 2017; African Union 2017; Anon 2013b; Anon 2009; EU 2011; Hosch 2007; Njock and Njifondjou 2001). Cameroon is not a signatory to UN Fish Stocks Agreement. See Q.9 for more information.

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

Score: 1

Score Range: 1-4

No, such restrictions are reported in the domestic fisheries. Use of illegal fishing gears is reported in both small-scale and industrial sectors. See Djama (1992); Hosch (2007); Njock (2017); African Union (2017); Mbotiji (2019); Ngawana (2018); EU (2011) and Anon (2008) documents for more information.

Fisheries Department does not have the required number of officers or infrastructure to conduct routine net inspections. Boarding's at sea have revealed use of illegal nets and unapproved cod-end mesh nets on both licensed and unlicensed trawlers. Unfortunately, nothing has been done to curtail such infractions at sea or seize illegal fishing nets at landing sites in small-scale and industrial ports. Trawlers carry several fishing nets for each trip and illegal cod-end bags are stowed away to avoid detection (Anon, *pers. comm.*, 2017).

**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: 1.5

Score Range: 1-4

Law No. 94/01 of 20 January 1994 on Forestry, Wildlife and Fisheries is the main national legislation for fisheries management in Cameroun waters. The country has adopted a NPOA on IUU Fishing (Hosch 2007). Cameroun is not a party to the UN Port State Measures Agreement, UN Fish Stocks Agreement and the FAO Compliance Agreement. See Hosch (2007); MINEPIA (2009); Anon (2011); EU (2011); Forbinake (2015); Chimtom (2016); DW (2016); African Union (2017); Njock (2017); CNA (2017); African Union (2018); Mbotiji (2019); Beseng (2019) reports for more information on this aspect.

Lack of oversight is perhaps the main issue in Cameroun waters. Surveillance equipment (vehicles, ageing patrol vessels & technical equipment at offices, etc.) are outdated and in a state of disrepair. Fisheries Brigade and other branches of the Government are severely restrained by lack of spare parts, trained officers, and poor maintenance of ageing patrol vessels that were procured from other foreign navies. Such is the state that even with intent to conduct inspections, the Inspection Brigades don't have enough means to conduct routine enforcement missions or plan them in advance (Anon, *pers.comm.*, 2017).

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

*Last Updated: 29 January 2020*



## **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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