



# IUU Risk Intelligence

Putting Compliance First

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

---

### GUINEA BISSAU - COUNTRY REPORT

GANAPATHIRAJU PRAMOD

IUU RISK INTELLIGENCE

*Policy Report - Volume 1 Number 1*



## SUMMARY

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

**Pramod, G.** (2020) Guinea Bissau – Country Report, 9 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, 840 pages.

© **Pramod Ganapathiraju**

All rights are reserved.

<https://iuriskintelligence.com/>

## GUINEA BISSAU – COUNTRY REPORT



**FAO landings (2013):** 6400 tonnes

**Fisheries contribution to GDP (2012):** 7%

**Law of the Sea (Ratification):** 25<sup>th</sup> April 1986

**Coastline:** 350 km

**RFMO Membership:** None

**Patrolling Agencies:** Guinea Bissau Navy,  
Fiscalização e Controlo de Actividades de Pesca (FISCAP)



Rank	Priority for maritime security tasks
1.	Drug trafficking
2.	Illegal Fishing
3.	Organized Crime

## 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: 3.5

Score Range: 2-4

Limited surveillance capacity; patrols likely confined to coastal waters (Jane 2012). Navy has two patrol boats with a strength of 350 personnel to monitor 88 islands leaving huge areas beyond its reach from distant water fishing trawlers operating in EEZ waters (IISS 2013; Okafor-Yarwood 2019). Fiscalização e Controlo de Actividades de Pesca (FISCAP) is responsible for fisheries monitoring control and surveillance in Guinea Bissau waters. FISCAP has six bases and coastal stations under construction or rehabilitation. FISCAP has (1x20m and 2x15m) three large units for coastal patrols, which are managed by the Navy, and they recently acquired four rigid inflatable boats (RIBs-12m) with funds from the State Budget and are in the process of acquiring new boats with donor support. Navy and FISCAP undertake stand-alone and joint fisheries surveillance missions.

In 2017, Spain donated two ex-Spanish Civil Guard's Naval Service patrol boats (M08 and M13) Rodman Polyships 55M models; 17-metre long; ideal for high-speed patrols) that were formerly operated by the Servicio Marítimo De La Guardia Civil (SEMAR) (defenceWeb 2017). In April 2019, FISCAP received a new 15-meter-long patrol vessel "*Ocante Bnum*" that was built in Spain with European Union funding assistance (Anon 2019). FISCAP also operates Spanish built "*Ndjamba Mané*" (range 200 miles); the vessel is 21-meters in length and used for surveillance missions at sea (Anon 2020).

See Azeverdo-Harman (2013); Tesch (2011) for problems related to illegal fishing, piracy and maritime security in the region due to poor MCS capacity in Gulf of Guinea countries. See Toupane (2019); BBC (2020) reports for more information on recent political stalemate in Guinea-Bissau.

Older patrol boats are defunct and hardly functional; Operational funds for maritime security have been greatly reduced because of freeze on intl. development aid, due to EU sanctions since military mutiny in 2010. International assistance arrived later but recent political stalemate has left little precedence for maritime patrols (Anon, *pers. comm.*, 2019).

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

Score: 4.5

Score Range: 2-5

FISCAP (surveillance and control of fishing activities) has the responsibility for coordination and implementation of fishing protection regulations. With collapse of the old system in mid-1990s, FISCAP started implementing a new strategy to strengthen its capacity to conduct operations on the ground. FISCAP has 4 surveillance bases at Bissau, Cacheu, Cacine and Bubaque on the islands and a Forward operating base on the island of Caravela (MDP 2018). FISCAP has a staff of 252 individuals, including administrative staff, 45 fisheries inspectors and observers. It also has its own naval units with radio communications for sea-based patrols (CSR 2014). See World Bank (2018); Intchama *et al.*, (2018) reports for more information on operational constraints of FISCAP, SEPEM and other government agencies.

There were 145 staff members in the Ministry of Fisheries, which included 12 inspectors in 2005. FISCAP also employed 200 fisheries observers during the same period (EU 2005). As of 2009, FISCAP has reported 35 inspectors working from six bases (EU 2010). 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

No, Guinea Bissau does not have the capability to monitor fishing vessels beyond its territorial waters. See EU (2010); BBC (2020); Intchama *et al.*, (2018) reports for more information. The country 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: 4.5

Score Range: 3-5

In 2015, around 99 trawlers (~475 trawlers were licensed) were regularly monitored by VMS tracking system of the FISCAP operations center that was set up with funding by PRAO-GB (MDP 2018). A fully operational FMC is active since 2015, with 100% tracking coverage for licensed industrial fishing fleet (World Bank 2018).



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: 2-4

Observer scheme is reported for licensed fishing vessels operating in Guinea Bissau waters (EU 2005; Intchama *et al.*, 2018). FISCAP employed up to 100 trained observers, with EU (2010) document suggesting 100% observer coverage on trawlers. However, there has been no headway in embarking observers on EU and other foreign tuna vessels in the past.

Observer is not a fisheries inspector. Duties of the observer during at-sea missions is for scientific data collection only and currently none of the observer tasks have an MCS component and fisheries violations do not form part of observer reports (Anon, *pers.comm.*, 2016).

## SECTION 2: INSPECTIONS

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

Score: 4.5

Score Range: 3-5

From the time when the political crisis began in 2014, there has been a gradual improvement in frequency of patrols although most operations were limited to coastal waters. Patrols were affected owing to shortage of operational funds due to freeze on international aid from the European Union (See Farge and Pereira 2015; Intchama *et al.*, 2018; Doumbouya *et al.*, 2017 and Q.1 for more information).

Recent information from Anon (2020) report shows that in the year 2019, FISCAP boarded 189 vessels in territorial waters and arrested 12 vessels; similarly, 130 pirogues illegally fishing in the areas of Cacine, Caió, Bubaque and Bissau were also detained last year. Patrolling frequency increased from 99 days in 2015 to 109 days in 2016, before steadying at 102 days in 2017 (World Bank 2018).

In 2015, of the 475 operating trawlers, 30 were boarded during surveillance operations. In the artisanal fishing sector, 239 canoes were checked, of which 59 were arrested for fisheries violations during the same year (MDP 2018).



Back in 2009, EU (2010) document shows that FISCAP undertook 60 missions in 2009, with its patrol vessels spending 180 days at sea (114 industrial vessels and 806 artisanal boats were inspected).

At least 200 sea-patrol days are required to limit illegal fishing activities within the EEZ. Right now, patrol vessels don't even achieve a quarter of the desired annual targets and offshore waters are open to plunder (Anon, *pers.comm.*, 2016).

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

Score: 1

Score Range: 1-2

Minimal domestic capability. Limited aerial surveillance is available through Surveillance Operations Coordinating Unit (SOCU) of CSRP (EU 2005). In 2001, 22 hours of aerial surveillance was conducted in Guinea Bissau waters (EU 2005).

In 2019, three joint aerial inspection operations were conducted in Guinea Bissau waters using a chartered aircraft that is run by the Sub-Regional Fisheries Commission, with the last two aerial missions culminating in arrests of fishing trawlers and pirogues (Anon 2020).

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

Score: 1.5

Score Range: 1-5

See Q.9 for more information. Data poor (Very limited information is available for this question from FISCAP and other national agencies). See Intchama *et al.*, (2018); World Bank (2018) reports for some information on inspections.

Guinea Bissau is not a signatory to the FAO Agreement on Port State Measures to Prevent, Deter and Eliminate IUU Fishing. See Q. 10 and OECD (2007) 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

No, very limited shore-based inspections are reported by FISCAP in coastal fisheries. Poor implementation of mesh size regulation and illegal fishing in closed areas are often reported in both artisanal and commercial fisheries. See Intchama *et al.*, (2018); Cross (2015); Gueye (2016); Leeney and Poncelet (2013); EU (2005, 2010); Kaczynski and Djassi (2006) documents for more information.

Area up to 12 nautical miles, including the waters between the islands and the estuaries is reserved for artisanal fishers. Illegal fishing is an everyday resource supervision setback. Weak data collection can be cited as another problem. Demersal fish stocks are over-exploited and there is a need for an assessment of commercial fish stocks by types of fishing gear, species landed and discards at sea. This can be only achieved by strengthening governance of fisheries at national and regional levels. Efforts at national level have not been fruitful as amendments through regulations have not been realized through equally good execution (Anon, *pers.comm.*, 2019).

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

Score: 1.5

Score Range: 1-4

Transshipments at sea are still allowed under the current fisheries laws, but application remains low-key with scarce patrolling assets esp., in offshore waters. Observers are required on vessels during transshipments at sea. But this system is not effective as observers record transshipment events, but don't record the quantity of catch transshipped, so counter verification of catches with data reported by the concerned company is not possible. Corruption among Government agencies is another area of concern (Anon, *pers.comm.*, 2016).

Further, observers are required to get their logs signed from captain of the ship to get paid, which can contribute to discrepancies in completion of forms (EU 2005). EU vessels do not transship in Guinea Bissau ports (EU 2010). See OECD (2007); Intchama *et al.*, (2018); Doumbouya *et al.*, (2017) for more information.

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

Score: 1.5

Score Range: 1-4

Few dockside gear inspections are reported by FISCAP at major ports and during patrols at sea (Anon 2020). Widespread use of illegal monofilament nets is reported in artisanal fisheries (MDP 2018; EU 2010; Kaczynski and Djassi 2006; OECD 2007; Leeney and Poncelet 2013). Low score is given here as the scale of gear inspections and seizures data is not available from FISCAP for complete evaluation.

**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: 4

Score Range: 2-4

Decree-Law No. 10/2011 of 7 June 2011 is the main national legislation for fisheries management in Guinea Bissau waters. The country has not adopted a NPOA on IUU Fishing. Guinea Bissau is not a party to the FAO Compliance Agreement and the UN Fish Stocks Agreement. Guinea Bissau has ratified the UN Port State Measures Agreement. See Okafor-Yarwood (2019); Okafor-Yarwood and Belhabib (2019); Viridin *et al.*, (2019); Intchama *et al.*, (2018); Doumbouya *et al.*, (2017); Farge and Pereira (2015); Cross (2015); Riveiro Domínguez (2015); Gueye (2016) reports on recent attempts to revamp the longstanding and inept bureaucratic system.

Weak national capacity to respond to IUU threats. Guinea-Bissau authorities face continuous difficulties in managing the fishery sector given their limited means of surveillance to cover the EEZ and indiscriminate use of small-meshed nets in coastal waters that need other strategies like community-based management and landing site patrols. At present coastal inspections are conducted on an ad- hoc basis and are not regular (MDP 2018).

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

*Last Updated: 09 February 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).

© Pramod Ganapathiraju

All rights are reserved.

<https://iuriskintelligence.com/>

*No part of this publication may be reproduced or transmitted in any form or by any means without permission in writing from the author.*



Connect with us @



<https://twitter.com/iurisk>

@ **LinkedIn**

<https://www.linkedin.com/groups/4928027>

*Website & Report design* (<http://ojdesign.com.au>)