



IUU Risk Intelligence

Putting Compliance First

GLOBAL EVALUATION OF FISHERIES MONITORING CONTROL AND SURVEILLANCE – ASSESSING RISK BASED SOLUTIONS

ALGERIA – COUNTRY REPORT

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IUU RISK INTELLIGENCE

Policy Report - Volume 1 Number 2



SUMMARY

*This evaluation of Fisheries Monitoring Control and Surveillance report for **Algeria** 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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ALGERIA – COUNTRY REPORT



FAO landings (2013): 100,058 tonnes

Fisheries Contribution to the GDP (2013): -

Law of the Sea (Ratification/accession): 11th June 1996

Coastline: 998 km

RFMO Membership: GFCM, ICCAT

Patrolling agencies: Algeria Coast Guard

IUU Fishing Penalties score (2012): Low to Moderate Penalties (Risk Rating: Orange – Medium Risk)

Corruption Perception Index score (2022): 33 (Risk Rating: Red – High Risk)

Flag state compliance score (2021): Excellent (Low Risk)

Fisheries-MCS Index score (2021): Risk Rating – High risk (0.489)

Species targeted by illegal fishing vessels: Red coral, sardines, shrimps, pelagic fish



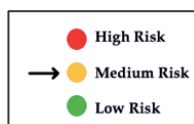
Rank	Priority for maritime security tasks
1.	Human Trafficking & Terrorism
2.	Narcotics Trafficking
3.	Illegal Fishing

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: 5

Score Range: 5-7

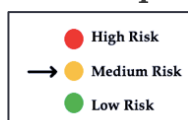


Yes, to a moderate extent for effective patrolling in waters up to 24 nautical miles from the shore. Algeria Coast guard has 6 fast patrol boats (*Bablietto 20*), 68 patrol boats and 2 squadrons of Beech 200T/300 King Air maritime patrol aircraft. See Military Balance (2023); Boutarcha, and Boukherzer (2021); Anderson (2014); Zoubir and Dris-Aït-Hamadouche (2013) reports for more information.

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

Score: 4.5

Score Range: 3-5

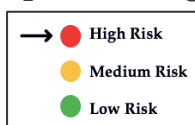


There are adequate trained officers for fisheries inspection at commercial ports, but inspections have been rather muted in artisanal fisheries with the exception during closed seasons. Small-scale vessels targeting pelagic fish and trawlers commit extensive zone and fishing gear violations due to absence of inspectors at sea and landing beaches (Anon *pers.comm.*, 2021).

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

Score: 4

Score Range: 2-5



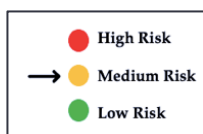
Existing information suggests that the country does not possess such capabilities. However, during the two-month Bluefin tuna season, national tuna vessels are required to carry logbooks and report catches after unloading at the nearest port. See EU (2011); Boutarcha, and Boukherzer (2021) reports for more information.

Algeria fishing vessels do not venture beyond territorial limits and currently none of the vessels are reported to operate on the high seas.

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

Score: 4.5

Score Range: 3-5



GFCM (VMS implementation status) – Partial implementation (FAO 2024).

VMS is mandatory for all tuna vessels. Algeria has 813 fishing vessels above 15 m OAL operating in the Mediterranean Sea (451 trawlers; 299 Purse seiners; 13 Drift netters using gillnets and entangling gears; 3 hook and line vessels and 47 other vessels exploiting other species). Algeria has installed 12 land stations along the entire coast to receive VHF signals from more than 1000 fishing vessels that have been equipped with transponders which have an inbuilt GPS device that transmits information such as the vessel unique identification number, speed, its position, and catches. The VHF system has limited range of 30-50 nautical miles and the system has faced technical problems (GFCM 2015). The VHF system has limited range of 30-50 nautical miles and the system has faced technical problems (GFCM 2015). However, although the VMS transponders were procured, they have not been installed on vessels and the system is not operational (GFCM 2019a).

Tuna fisheries - in accordance with the provisions of the ICCAT recommendations and the national legislation and regulations in force, in terms of control, a controller-observer from the inspector corps of the Fisheries Administration is embarked on board each purse seiner vessel authorized to fish for bluefin tuna. The controller-observer ensures the application of the national regulations in force, in particular: - Check the tuna vessel, upon boarding - Monitor fishing operations - Check the logbook, the conformity of the information recorded in the fishing logbook, the documents for the transfer of bluefin tuna, the contents of the storage spaces of the vessels, the operation of the VMS - and carry out any other tasks within the framework of compliance with the regulations in force. The operations of transferring the fishing net to the transport cage are recorded by means of a video camera, as required in the regulatory system governing bluefin tuna fishing activity. Following the ICCAT recommendation and the national regulations in force, tuna vessels are equipped with a VMS beacon, which remained active throughout the campaign (05 days before and 05 days after the campaign) (ICCAT 2024).

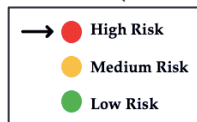
VMS data was transmitted every 4 hours by tuna vessels operating in the ICCAT waters (ICCAT 2018). Transmission of VMS data is mandatory for all tuna vessels 15 days before the Bluefin tuna authorization period and must

continue for another 15 days after the fishing period. Each vessel is required to poll every 4 hours in accordance with ICCAT recommendations (ICCAT 2015).

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

Score: 1

Score Range: 1-2



Available information suggests that there is limited observer scheme to ensure compliance with quotas during the Bluefin tuna fishing season each year. Two observers were deployed on tuna vessels during the Bluefin tuna season to monitor all fishing & at-sea transfers; recording catches in logbooks and submits report after each trip (ICCAT 2015). In 2017 tuna fishing campaign, 14 observers were deployed (One each on 14 vessels – 100% observer coverage) in ICCAT waters (ICCAT 2018).

SECTION 2: INSPECTIONS

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

Score: 4

Score Range: 2-4

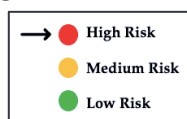


Le Service National des Garde-côtes (SNGC) ensures surveillance and control at sea in its fisheries policing missions. Occasional boarding's are documented for fishing vessels during closed periods to prevent use of banned fishing gear and implement closures in restricted areas. Illegal coral fishing, tuna poaching and unauthorised harvesting of reef fish and invertebrates pose threats all along the coast. See Q.12; Boutarcha, and Boukherzer (2021) reports for more information.

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

Score: 1

Score Range: 1-4



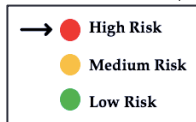
Aerial patrols for fisheries surveillance are not reported and only used when suspected illegal fishing or transfers at sea are reported by fishing boats. In the past, illegal tuna transshipments were detected at regional fishing ports and alleged fishing owners were prosecuted through courts.

See Q.1 for some information on availability of maritime patrol aircraft.

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

Score: 2.5

Score Range: 2-4



Department of Marine Affairs (DMA) of the Coast Guard National Service (CGNS) in Algeria exercises Port State control. There are 27 inspectors dispatched along 24 marine stations (with up to 31 fishing ports). Azaouraou *et al.*, (2014) report suggests that very few foreign fishing or seafood container vessels are inspected in Algerian ports each year. Monitoring of tuna catches is achieved through logbooks; catch declarations supplemented by on-board observer programs and implementation of VMS in the Bluefin tuna fishery. All these tools are designed to identify all active vessels and evaluate landings (indirect assessment) to combat illegal fishing. Monitoring of landings is also recorded by data collection officers under the Fisheries Administration (at landing points) or through sampling surveys at landing sites. In 2013, four Algerian tuna vessels were detained for such violations (ICCAT 2014). See Ouadha and Beladjine (2017) report for more information.

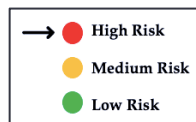
In terms of inspection, the vessels that participated in the tuna fishing were inspected at the ports authorized for landing by the fisheries inspectors of the Directorates of Fisheries and Fisheries Production. Also, in application of Algerian regulations, any fishing vessel that returns to port must be inspected by elements of the National Coast Guard Service, to also verify compliance with legislation and regulations on safety and fishing. It should be noted that the landing of fishery products by vessels flying foreign flags is prohibited by national regulations. It should also be noted that during the year 2024, Algeria participated for the first time in the international inspection program (ICCAT) at sea during the bluefin tuna fishing campaign in the Mediterranean and this through the vessel "GRINE BEKACEM", the result of this inspection at sea is transmitted to the ICCAT secretariat. With regard to swordfish fishing, it should be recalled that this activity is practiced in an artisanal way in Algeria, by small-scale vessels, whose lengths are between 4 and 14 meters. As part of the implementation of the provisions of ICCAT Recommendation 16-05 establishing a multiannual program for the recovery of Mediterranean swordfish, Algeria has taken steps to strengthen landing controls at authorized ports, hence the presence of fishing inspectors is facilitated at all landing ports (ICCAT 2024).

All Bluefin tuna catches are required to be landed in six designated ports (port of Algiers, port of Annaba, port of Béjaïa, port of Cherchell, port of Oran and port of Ténès) for inspections by Fisheries and other agencies. 15 tuna vessels (12 purse seiners and 3 longliners) were authorized to catch Bluefin tuna in the current year (ICCAT 2015).

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

Score: 1.5

Score Range: 1-4



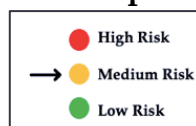
There is a high occurrence of illegal fishing infractions during closed seasons for swordfish, and Bluefin tuna (Ouyougoute 2021). Illegal fishing is also reported during biological rest period for major commercial species (Anon 2013). Trawlers and purse seiners are major offenders of zonal regulations at sea (Dahou 2013); when vessels are caught for violations penalties have been low allowing such practices to continue unabated. Illegal landing and sale of undersized fish (e.g., sardines) in local markets has depleted fish stocks to historic lows (APS 2017; Anon 2022). See Kacher (2010); Boubekri and Djebbar (2016); Boubekri *et al.*, (2021); Boutarcha, and Boukherzer (2021); Nasrin (2022); Belaid *et al.*, (2023) reports for more information. Unlicensed vessels and the fish mafia are believed to be widely prevalent in the ports of Annaba and La Grenouillère (Anon 2023).

Implementation of fisheries laws has been largely inexistent in coastal fisheries as Government observers are not well qualified or in most instances lack enforcement capability within jurisdictional confines of the municipal waters. Fish mafia also assumes more power at several fishing ports enabling unauthorized trade of commercial seafood along the coast (Anon, *pers.comm.*, 2021).

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: 2-5



See ICCAT (2024) report. Transshipments are not allowed at port. Foreign fishing vessels are normally not allowed into Algerian ports and although some transshipments at sea are authorized for national fleet, the extent to which such transfers are monitored remains unknown. Bluefin tuna caught by Algerian vessels is landed in local ports and domestic vessels are prohibited from

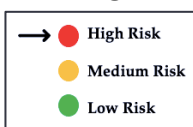
landing such catches in neighboring countries. Article 58 of Law 01-11 prohibits transshipment of Bluefin tuna at sea. See ICCAT (2018) report for more information.

Nevertheless, local fishermen report illegal transshipments between fishing vessels at sea in coastal waters. With the crackdown in 2009, such events are increasingly witnessed away from the main fishing ports. Moreover, transfer of cargo between fishing vessels has not been addressed until now (Anon, *pers.comm.*, 2021).

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

Score: 1

Score Range: 0-1

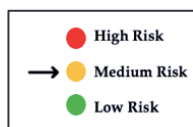


Such requirements were not legislated or applied for Algerian fishing vessels using domestic ports (Anon *pers.comm.*, 2021). Less than 5% of total landing sites are monitored by fisheries inspectors. See Boubekri *et al.*, (2021); Boutarcha, and Boukherzer (2021) reports for more information.

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: 4

Score Range: 2-5



Law No. 01-11 on Fishing and Aquaculture of 3 July 2001 is the main national legislation for fisheries management in Algerian waters. The country has not adopted NPOA on IUU Fishing to fight and eliminate illegal fishing. Algeria is not a party to UN Port State Measures Agreement, FAO Compliance Agreement and the UN Fish Stocks Agreement.

Illegal equipment has been seized in Algiers, Annaba, El Kala, and Skikda due to red coral poaching. The Algerian coast guard services have confiscated at least 15 tonnes of illegally harvested red coral between the early 2000s and 2023. Every year, three tonnes were transported from Algeria to Torre del Greco, an Italian town close to Naples, where they are resold following a brief journey through Tunisia. There appears to be a halt to the illegal coral fishing that is carried out by smuggler networks and looters who export the coral to Italy via Tunisia (El Watan 2023).

Algeria has put in place a system of monitoring, inspection and data collection to meet requirements of the ICCAT (ICCAT 2014a). See Bregazzi (2007); Kacher (2010); Dahou (2013); Dahou (2018); Boubekri and Djebbar (2016); APS (2017); GFCM (2019b); Anon (2020); Neghli and Mezali (2020); Mezali and Slimane-Tamacha (2020); Boubekri *et al.*, (2021); Boutarcha, and Boukherzer (2021); Nasrin (2022) reports for more information. Compliance is notably poor in several domestic fisheries. However, FAO (2024) report notes that significant progress has been made by Algeria towards implementation of GFCM compliance decisions and addressing IUU fishing.

Flag of Convenience	No
Vessels on the RFMO - IUU vessel list	No

RFMO	Year of the assessment	Compliant	Partially compliant	Not Compliant	Source
ICCAT	2023	Yes			ICCAT (2024)
GFCM	2023	Yes			FAO (2024); GFCM (2019)

Last update: 03 May 2024



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://iuuriskintelligence.com/>). (The author can be contacted at pramod.raju@gmail.com to provide any feedback).

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