

SUITABILITY OF TUNA TAGGING PLATFORMS AND THEIR CURRENT LIMITED AVAILABILITY FOR THE IMPLEMENTATION OF LARGE OCEANIC PROJECTS

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IATTC TAGGING WORKSHOP

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TAGGING PLATFORM OPTIMAL DESIGN

Determined by:

➤ Type of tag used

- Conventional: large numbers and usually small-medium fish sizes
- Electronic: limited numbers and medium to large sizes

➤ Species of interest

- Fishing gear
- Bait type

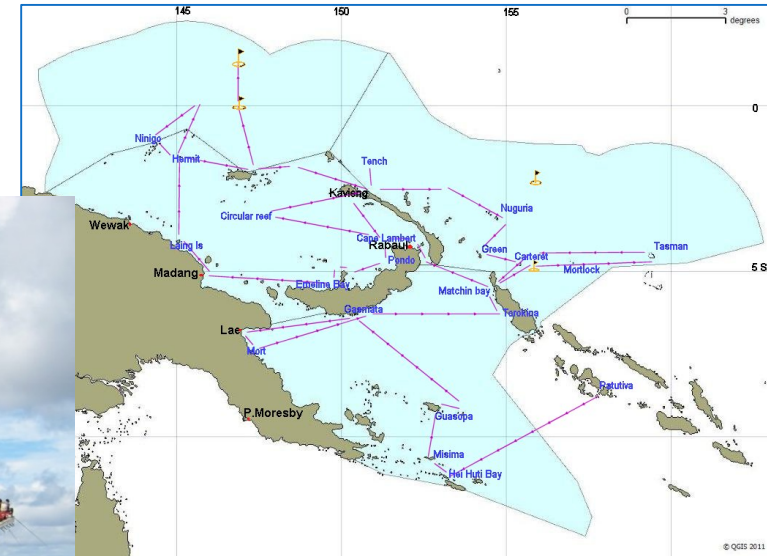


TAGGING PLATFORM OPTIMAL DESIGN

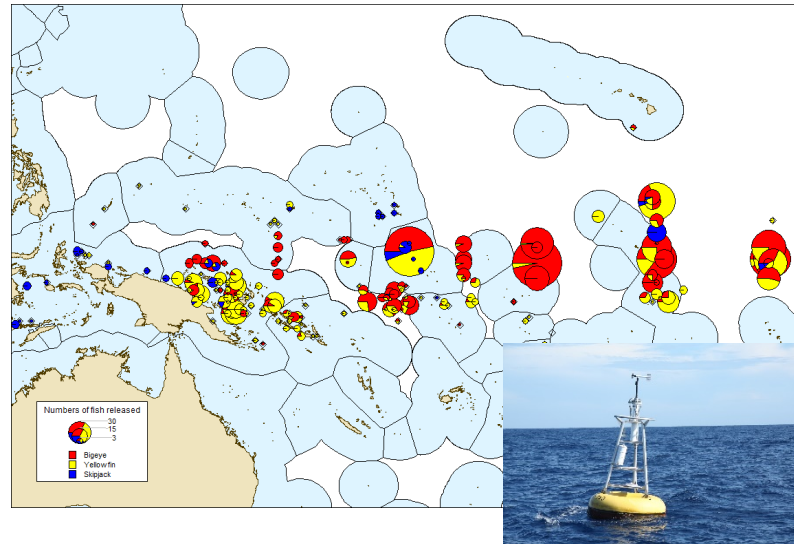
Determined by:

➤ Area to be covered

- Vessel range
- Climate



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POLE AND LINE ADVANTAGES AND LIMITATIONS

➤ Advantages

- Tagging SKJ
- Vessels to accommodate multiple tagging stations and carry ample bait supply
- Many crews to help (but training important LL)

➤ Limitations

- Bait availability
- Bait ground access
- Difficult to catch large fish sizes (Y and B)
- Catchability (bigeye in the west Pacific)



CURRENT LIMITED AVAILABILITY FOR SUITABLE P&L VESSELS

- suitable large scale tagging platforms are becoming increasingly scarce worldwide.
- local domestic fleets: some vessels could be ok for local use only
 - Western Pacific: Indonesia, Japan, Solomon
 - East Pacific: US west coast baitboats (albacore)
 - Indian: Maldives
 - Atlantic: west Africa (Senegal, Ghana), Canarias, Azores, Brazil, Venezuela, South Africa
- Offshore vessels: could possibly be chartered outside their home EEZ
 - Western Pacific: Japan (but almost impossible to charter), Solomon (2 boats)
 - Atlantic: (Senegal) Spanish clippers (7 left?) More recent are 18 years (4, included the 2 used for IOTTP)
- Likely < 10 vessels worldwide, and getting old...
- ❖ Robert Gillett Jan 2016 (IPNLF Technical report No6). About 7% of the global catch are P&L caught; 74% of this is coming from JP, Maldives and Indonesia.

CHARTER PRICES...



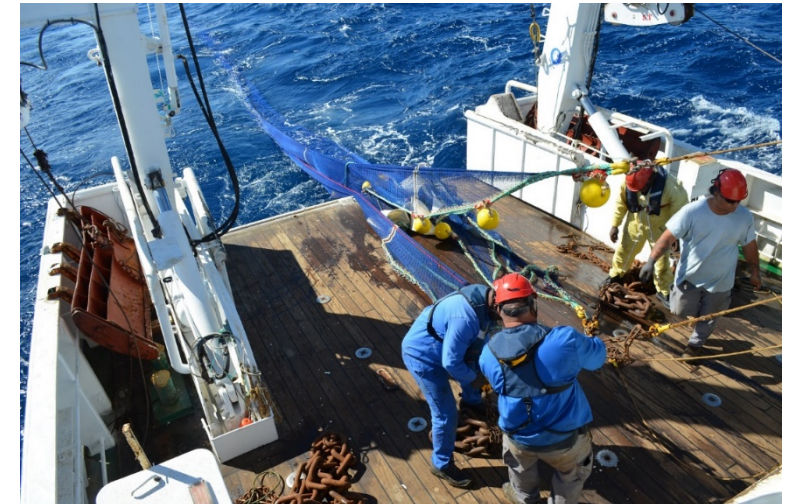
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Period	Project	Vessel type	days of charter	Average daily cost including fuel	Total USD
2006-2007	PTTP-phase1-PNG	Pole and line 103 GT	184	5500	1,012,000
2007-2008	PTTP-phase1-Solomon	Pole and line 103 GT	62	5500	341,000
2008	PTTP-phase1-Solomon	Pole and line 103 GT	14	6000	84,000
2008	PTTP Phase 2 - WP1	Pole and line 194 GT	155	4700	728,500
2009	PTTP Phase 2 - WP2	Pole and line 194 GT	92	4700	432,400
2009	PTTP Phase 2 - WP3	Pole and line 194 GT	94	5900	554,600
2009	Albacore tagging1	Longligne 80 GT	68	2800	190,400
2010	Albacore tagging2	Longligne 80 GT	121	2800	338,800
2011	PNGTP1	Pole and line 194 GT	93	5700	530,100
2012	PNGTP2	Pole and line 194 GT	62	5700	353,400
2013	PNGTP3	Pole and line 194 GT	62	5700	353,400
2008	CP1	Longligne 80 GT	31	2200	68,200
2009	CP2	Longligne 80 GT	37	2200	81,400
2009	CP3	Longligne 80 GT	44	3000	132,000
2010	CP4	Longligne 80 GT	41	3000	123,000
2010	CP5	Longligne 80 GT	28	2500	70,000
2011	CP6	Longligne 80 GT	30	3000	90,000
2011	CP7	Longligne 80 GT	45	3300	148,500
2012	CP8	Longligne 80 GT	26	3000	78,000
2013	CP9	Longligne 80 GT	28	3325	93,100
2014	CP10	Longligne 80 GT	32	3325	106,400
2015	CP11	Longligne 170 GT	53	4670	247,510
2016	CP12	Longligne 170 GT	58	4630	268,540
2018	CP13	Longligne 170 GT	58	6530	378,740
2017	WP4	Pole and line 194 GT	50	14000	700,000
Total charter CP tagging			511		1,885,390
Total charter ALB tagging			189		529,200
Total charter LL vessel			700		2,414,590
Total charter PL vessel			868		5,089,400
TOTAL tagging charter costs			1568		7,503,990
Average yearly charter cost					577,230

CONCEPT:

A MULTI-PURPOSE RESEARCH VESSEL FOR THE PACIFIC TUNA FISHERIES?

- Fisheries of global importance and in constant evolution
- Stock management supported by high quality data
- Data need to be continuously collected to monitor the ecosystem changes.
- Tagging platform disappearing, chartering too expensive (300K/month min)
- Pole and line vessels not suitable for all new sampling tasks
- Classic oceanographic platforms not available, too expensive



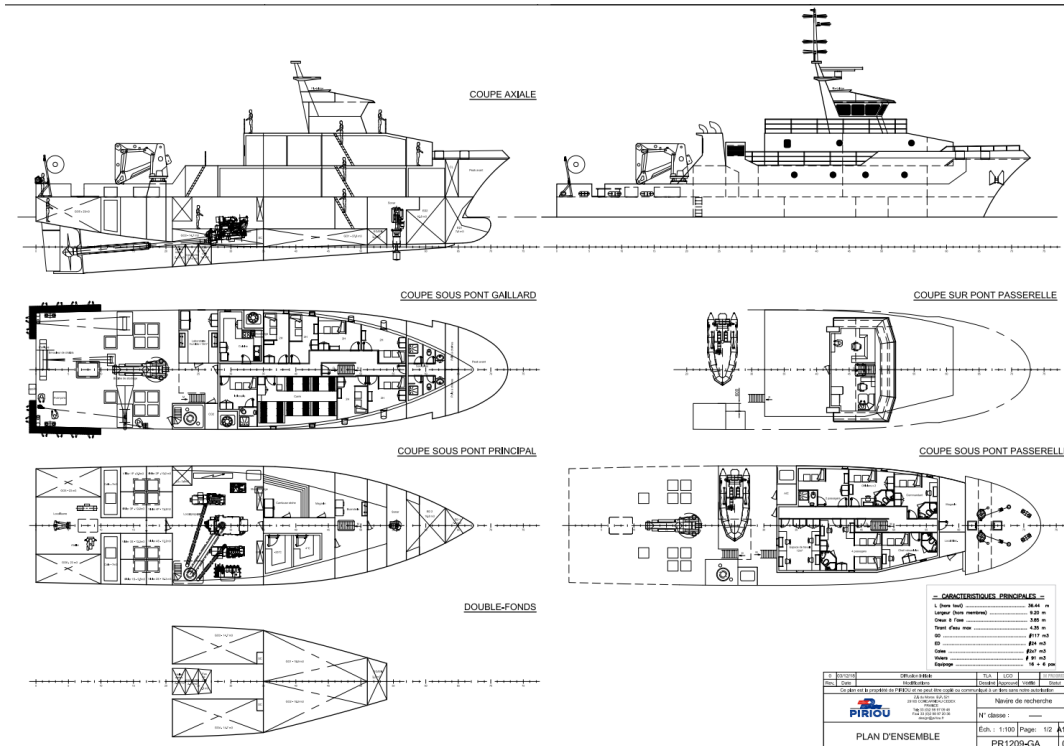
DESIGN IDEAS...AND COST INDICATIONS

- Large working deck at the stern is obviously the solution that could accommodate all fishing and sampling gears, along with sufficient number of bait wells. Low freeboard, access to water, steering commands on the working deck.. Wet and dry lab, ample accommodations....



38 m P&L Spanish vessels (built for 4M \$ in 2000)

Fully equipped 36 to 40 m tuna RV: 7 to 8 M\$
Running costs (180 days) : daily 6,300 to 7,500 (with depreciation costs)



Example: plan modifications from a 36 m PS supply vessel

NEXT STEPS....

1. Feasibility study: boat governance, flag, quotes...etc...
2. If feasibility positive, find the funds

