TRAFFIC

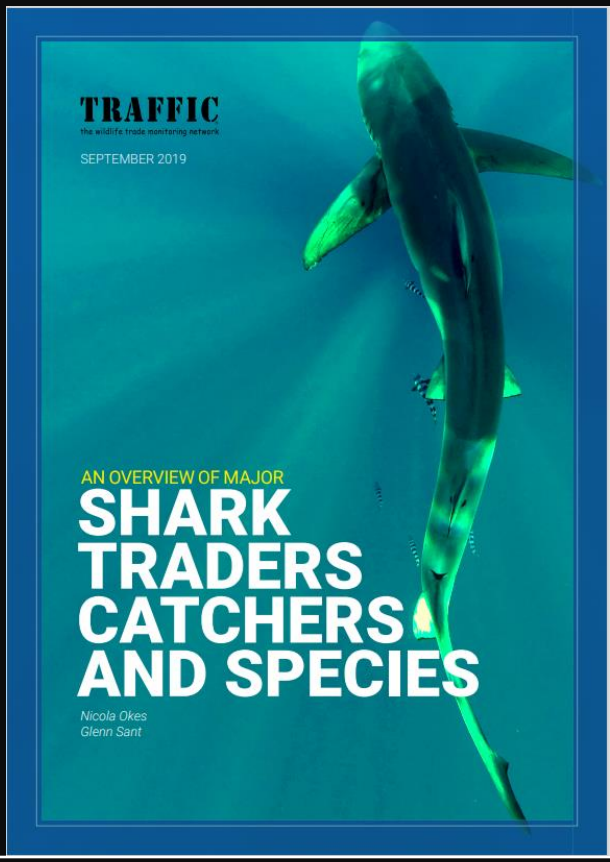
REDUCING THE RISKS OF ILLEGAL TRADE OF SHARKS AND STINGRAYS

Identifying the risk that illegal, unreported and unregulated (IUU) derived shark and ray products are in trade, as well as the tools and methods to lower that risk and exclude them from supply chains.

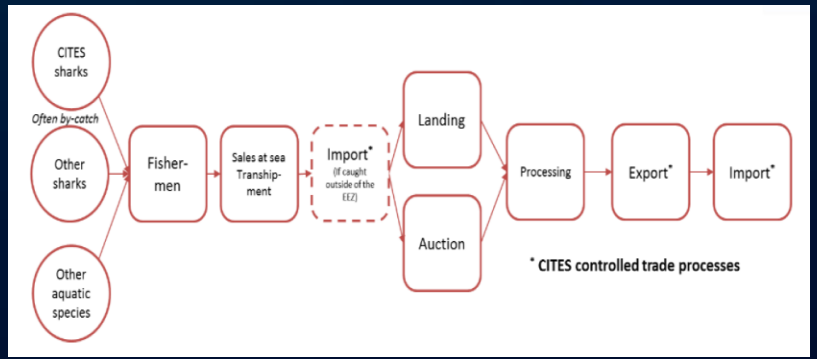
Glenn Sant

REDUCING THE RISKS OF ILLEGAL TRADE OF SHARKS AND STINGRAYS

- Global catch and trade
- Regulatory environment
- Problems with data or implementation
- Determining Species at risk
- Traceability
- Training

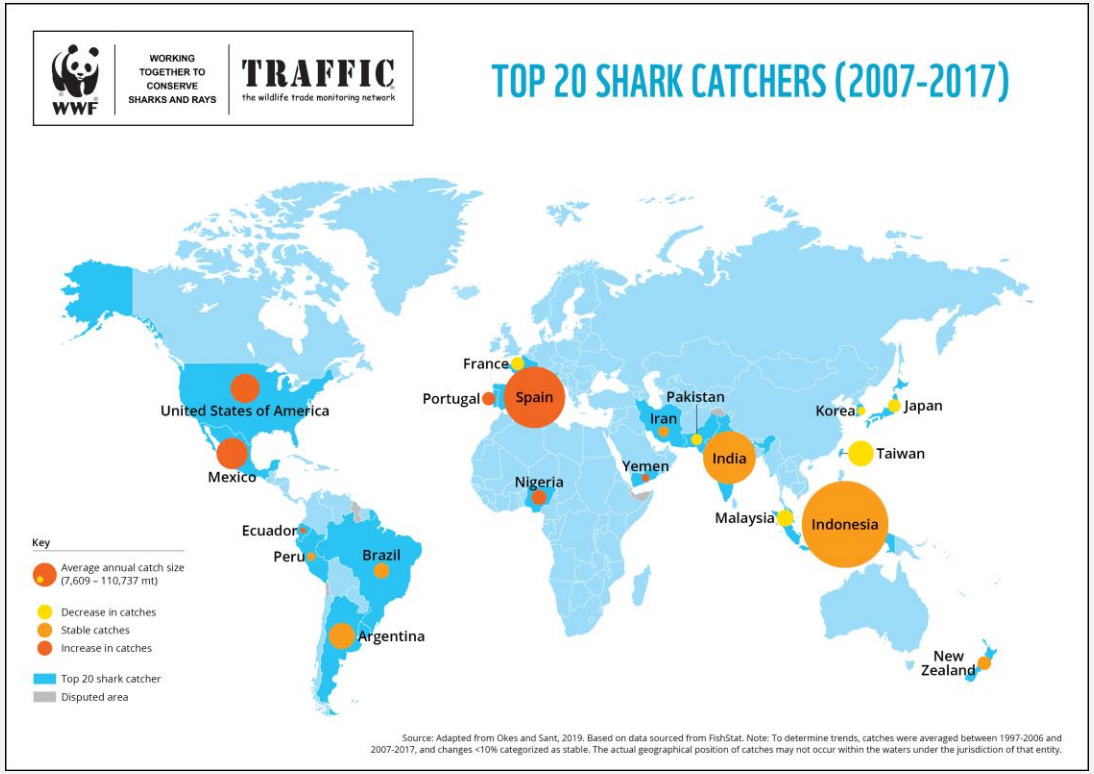


Picture the products, their supply chains and trade routes – they show us the critical points of intervention where we can use the tools and methods we have developed to reduce the trade in illegally derived shark and ray products.



GLOBAL CATCH

- *Unless otherwise specified, the term "sharks" refers to all species of sharks, skates, rays and ghost sharks (Class Chondrichthyes).*

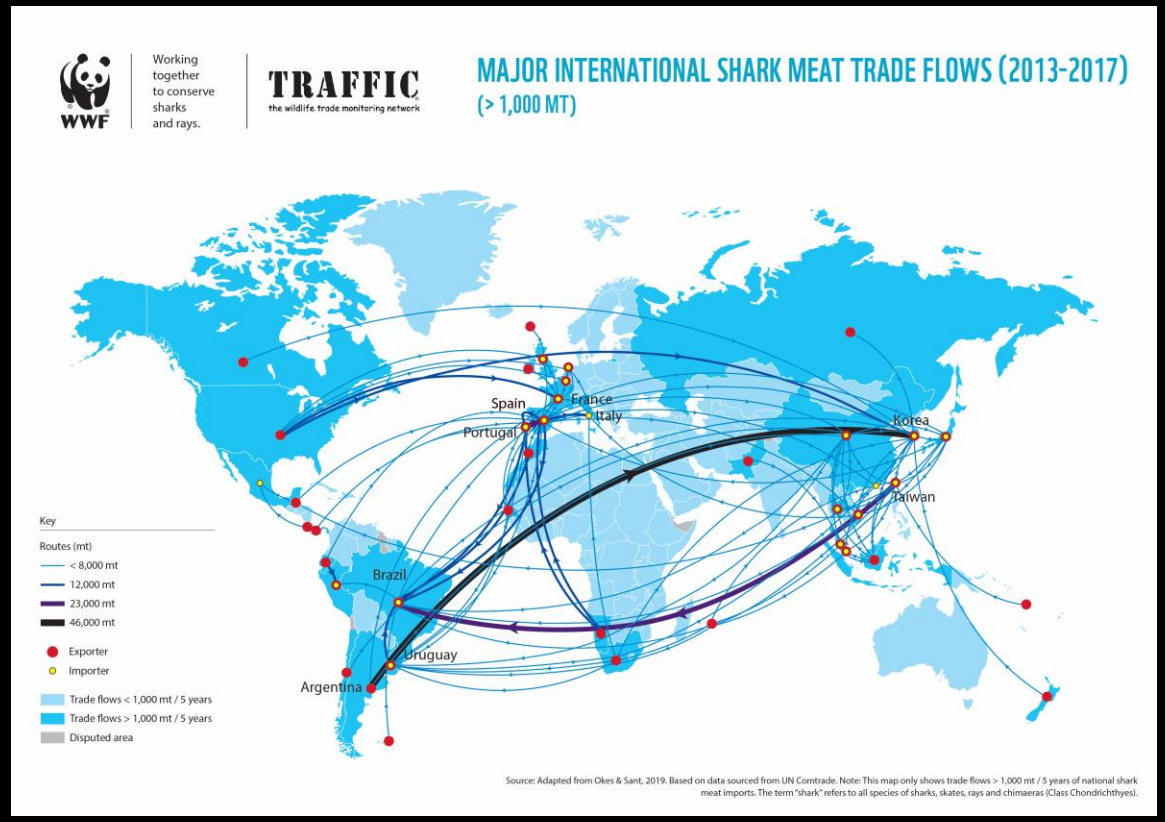


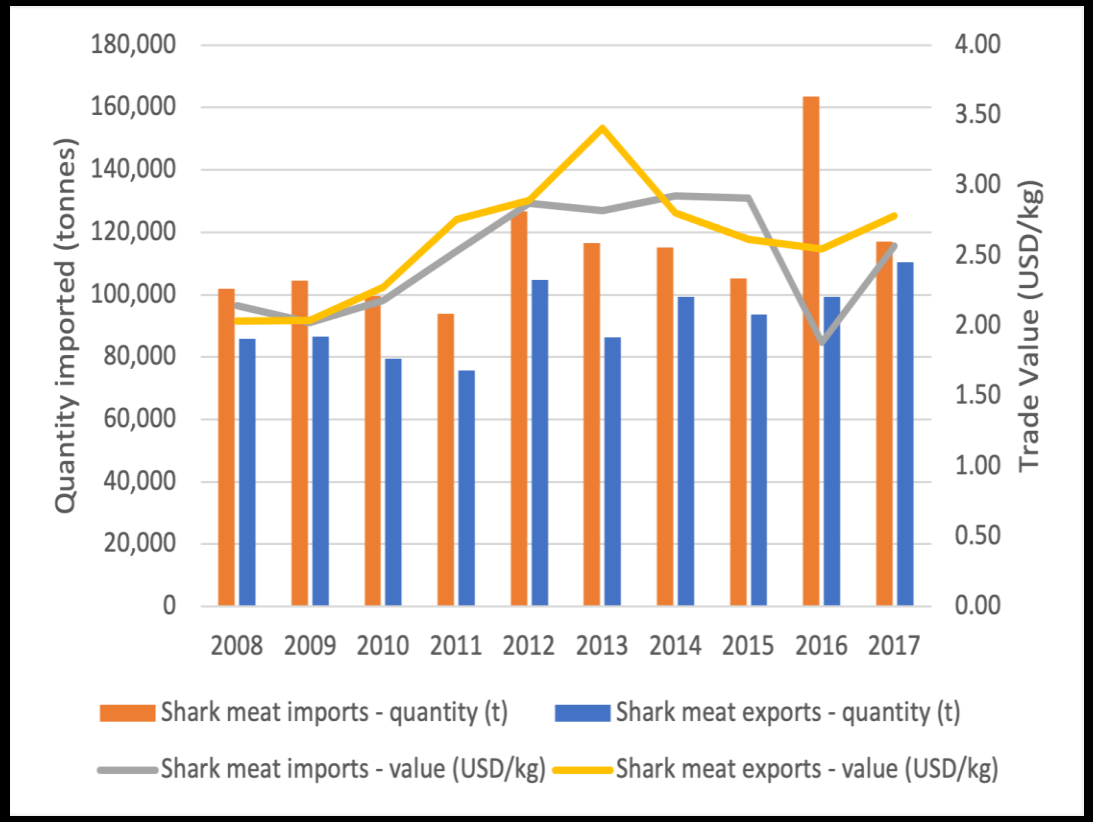
Top 20 shark catchers, 2007-2018. (Source: FAO FishStat 2020.)

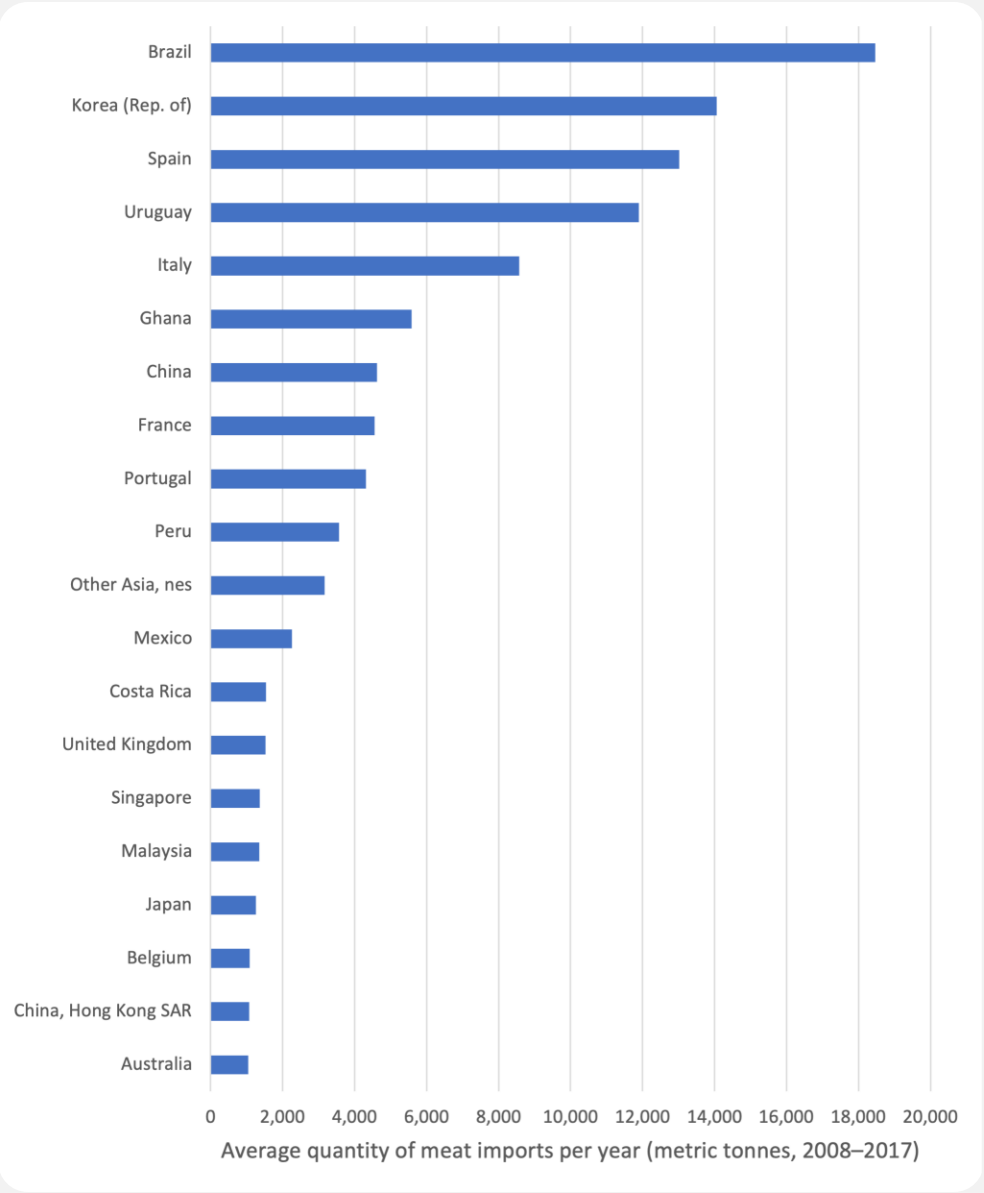
Rank	Country	Mean catch/ year (mt)	Rank	Country	Mean catch/ year (mt)
1	Indonesia	111 445	12	Portugal	17 039
2	Spain	76 761	13	France	17 011
3	India	65 285	14	Japan	15 348
4	Mexico	42 260	15	Iran (Islamic Rep. of)	12 668
5	United States of America	37 260	16	Peru	10 836
6	Argentina	32 573	17	Korea, Republic of	9 948
7	Taiwan (Prov. of China)	32 543	18	Yemen	9 289
8	Malaysia	21 158	19	Pakistan	8 284
9	Brazil	19 938	20	Ecuador	7 540
10	Nigeria	19 194		Others	161 012
11	New Zealand	17 589		Total	744 980

Global shark meat trade quantity (mt) and their value (USD/kg), 2008 – 2017. Source: UN Comtrade.

- Approximately 114,000 mt/year of shark meat imported over the period 2008–2017
- The countries from which the top 20 importers reported imports (i.e. exporters) include Spain, Taiwan PoC, Uruguay, USA, Argentina, Portugal, Japan, Namibia, and Indonesia.







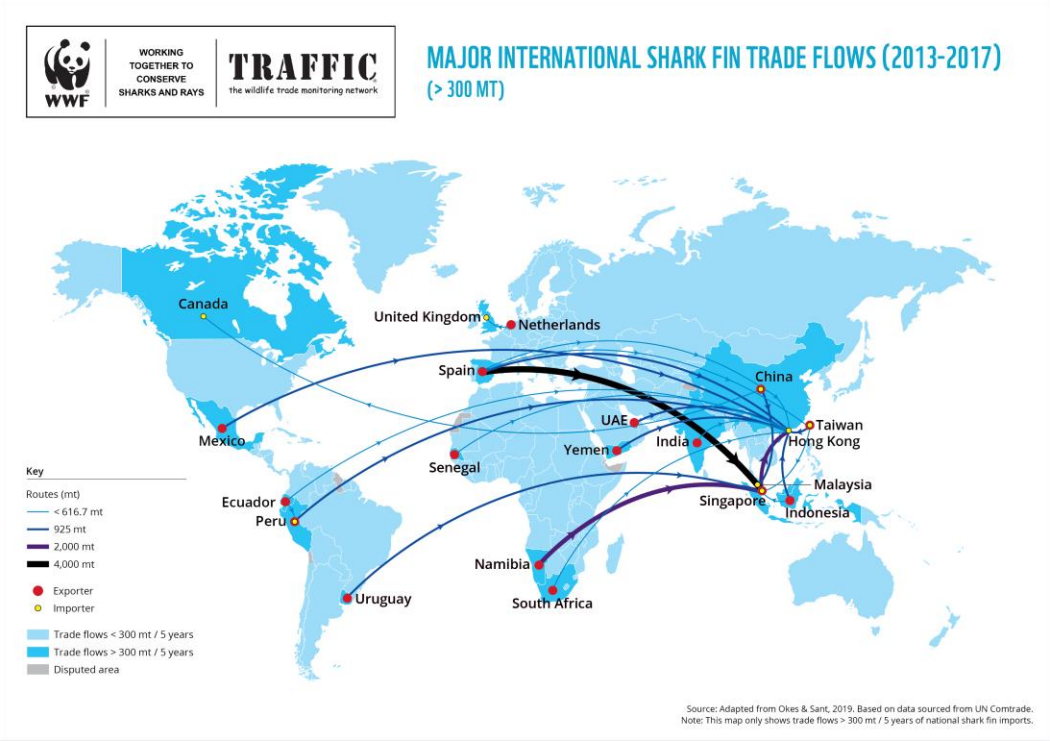
The top 20 importers of shark meat, 2008 – 2017.

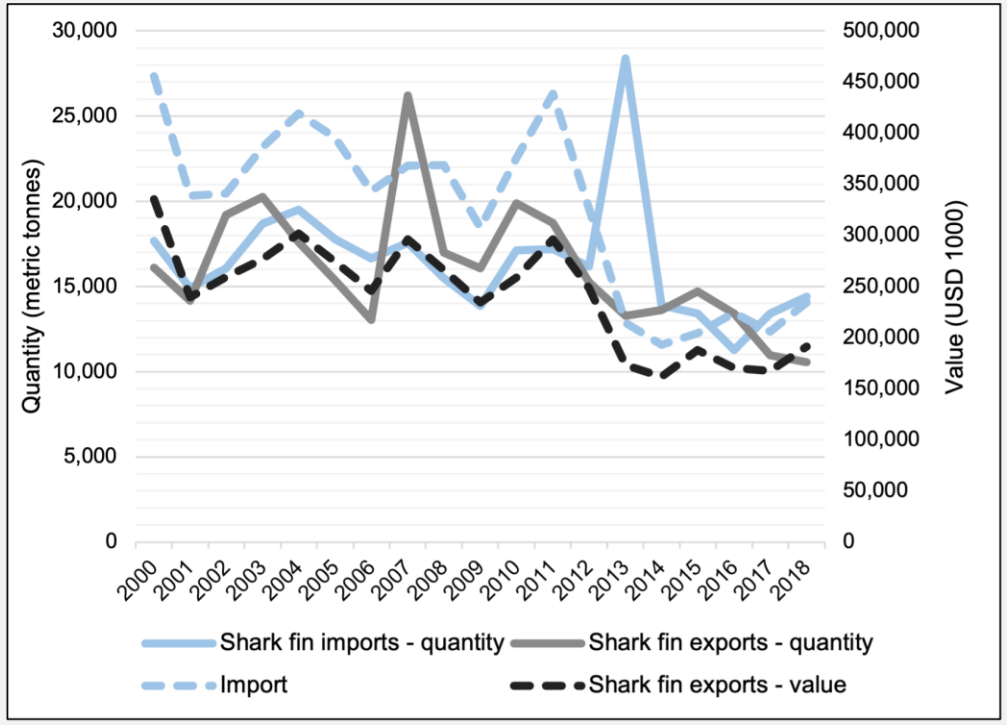
- **The top 20 importers of shark meat account for 87% of the global average annual imports over the last ten years (2008–2017**

TRAFFIC.ORG

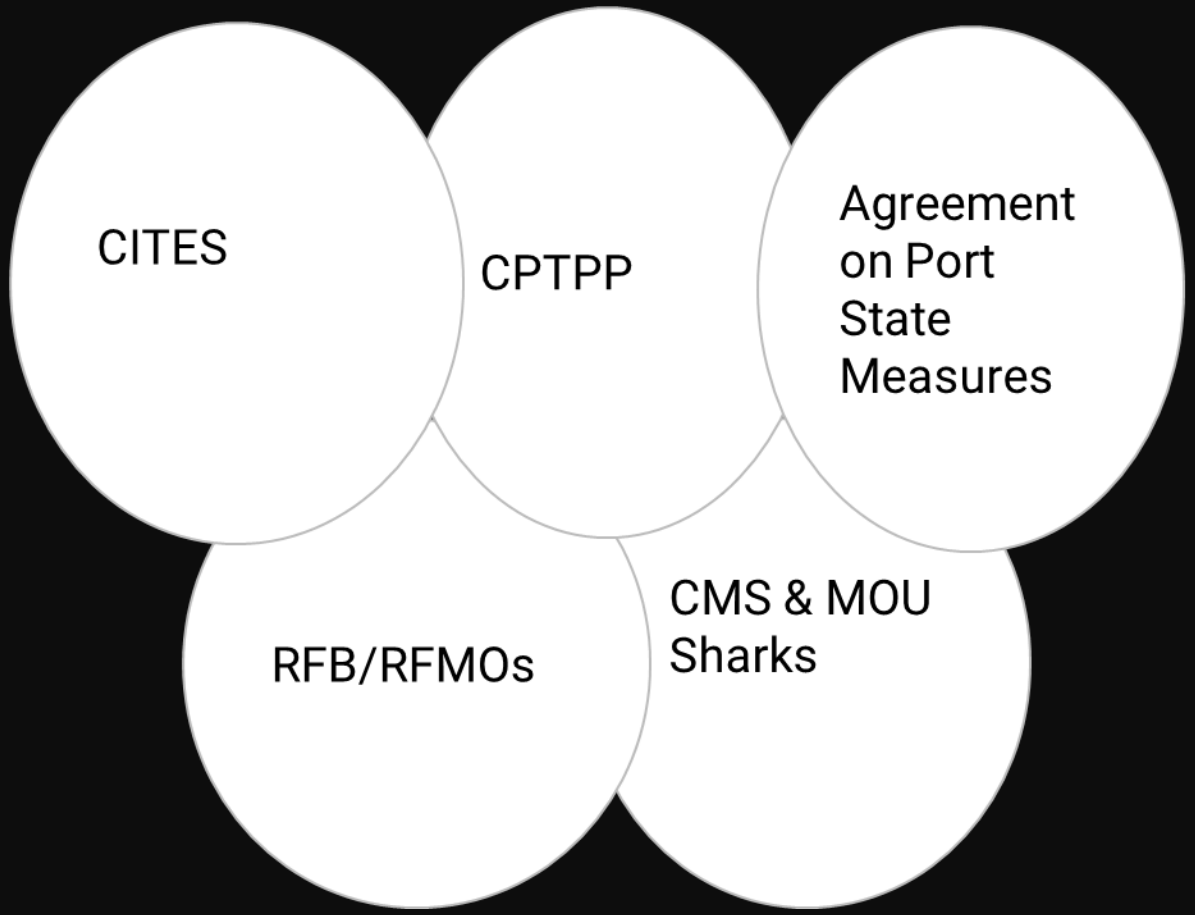
Global shark fin trade quantity (metric tonnes) and value (1000 USD) 2000–2018. (Source: FAO 2020)

An average of 16 502 mt of shark fin products (with an average value of USD 323 million per year) were reported as imported during 2000–2018





REGULATORY ENVIRONMENT



REGULATORY ENVIRONMENT

CITES

- 184 Parties
- 155 Species Shark and Ray
- Most can be traded with appropriate documentation
- Legally acquired
- Sustainable

Agreement on Port State Measures

Its objective is to prevent, deter and eliminate IUU fishing by preventing vessels engaged in IUU fishing from using ports and landing their catches

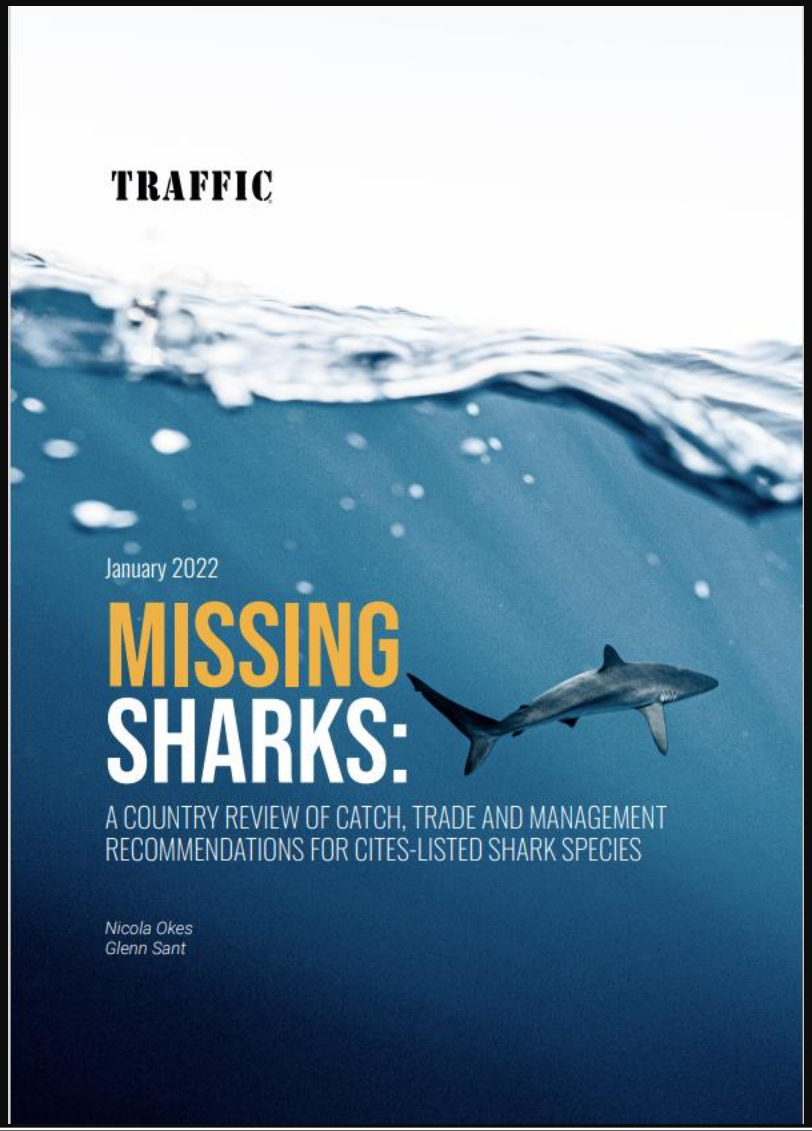
Specific mention for compliance to look for required CITES documentation.

CPTPP	CITES Party	PSMA
Australia	Y	Y
Brunei Darussalam	Y	N
Canada	Y	Y
Chile	Y	Y
Japan	Y	Y
Malaysia	Y	N
Mexico	Y	N
New Zealand	Y	Y
Peru	Y	Y
Singapore	Y	N
Vietnam	Y	Y

PROBLEMS WITH DATA OR IMPLEMENTATION

- CITES Parties raised concerns that trade data reported by Parties does not match expert expectations and that international trade in CITES-listed sharks may be going undetected and unreported
- Available catch and trade databases were examined
- Different reporting requirements for FAO, RFMO's etc.
- Generic reporting lacking species specificity
- Flags of convenience interacting with CITES species on high seas with some reporting to RFMOs, but no CITES permits/certificates involving introduction from the sea (catch in areas beyond national jurisdiction)

Indications some Parties not implementing CITES, but problems with data requirements



M-RISK: ASSESSING FISHERIES RISK OF OVEREXPLOITATION

Representative fishery from each country

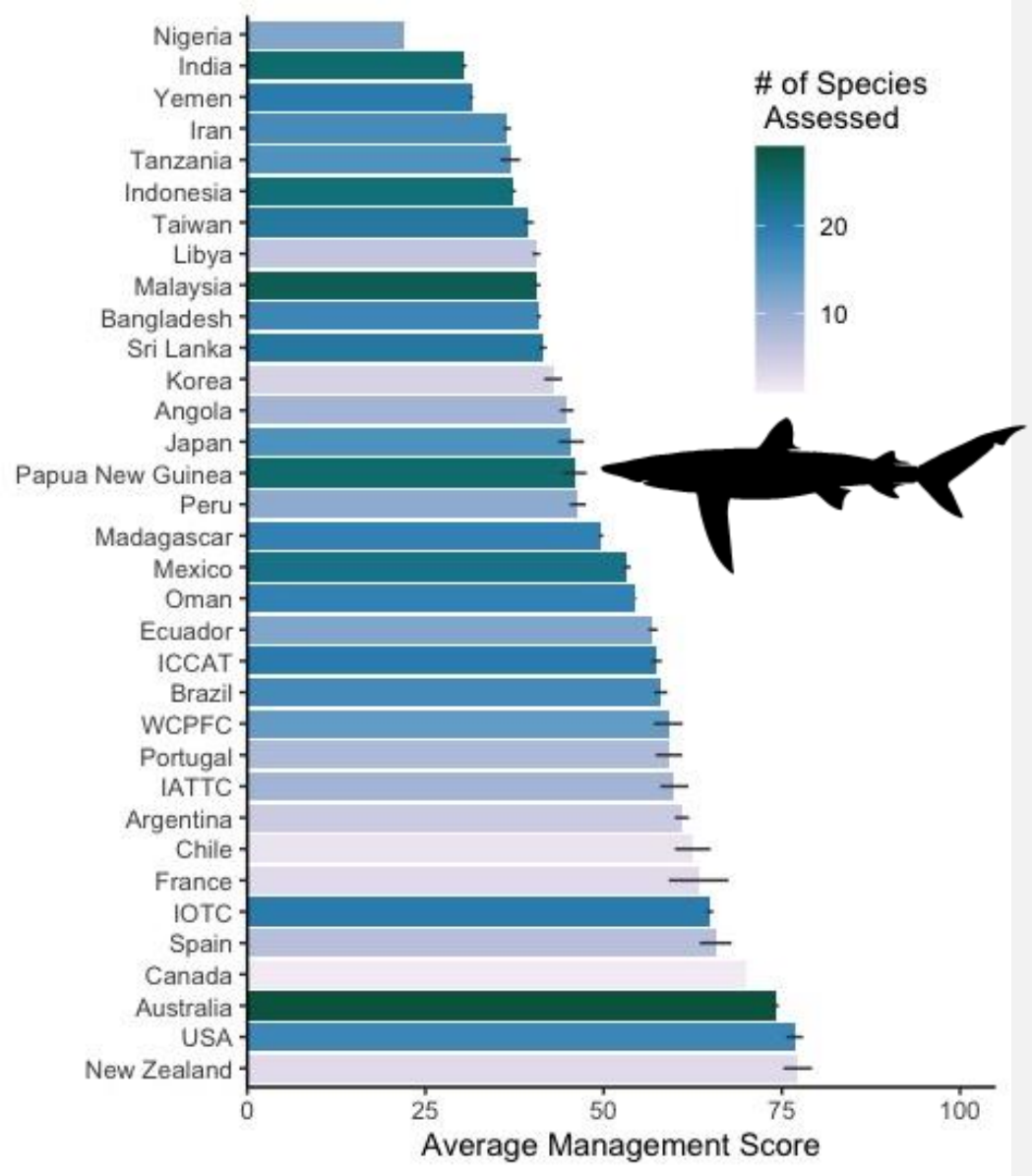
One assessment per species per country

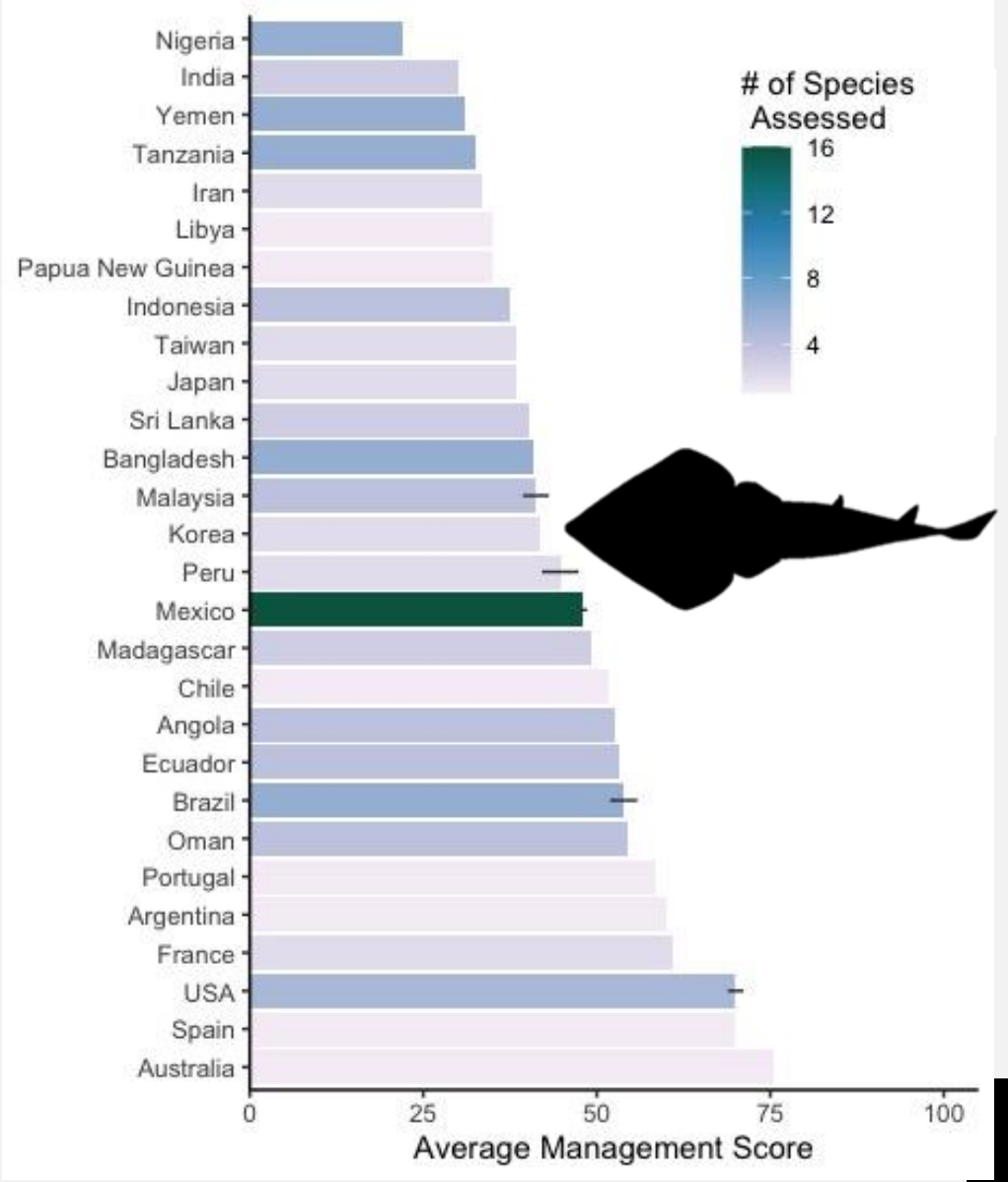
Over 3,000 assessments from 30 countries and four RFMOs have been completed for sharks and rays

ASSESSMENT FRAMEWORK

21 different attributes to assess fisheries efficacy in different categories:

- Management System
- Fishing Practices and Catch
- Compliance and Enforcement
- Country / RFMO Attributes


Nigeria
India
Yemen
Iran
Tanzania
Indonesia
Taiwan
Libya
Malaysia
Bangladesh
Sri Lanka
Korea
Angola
Japan
Papua New Guinea
Peru
Madagascar
Mexico
Oman
Ecuador
ICCAT
Brazil
WCPFC
Portugal
IATTC
Argentina
Chile
France
IOTC
Spain
Canada
Australia
USA
New Zealand
# of Species Assessed
20
10
0
25
50
75
100
Average Management Score


Nigeria
India
Yemen
Tanzania
Iran
Libya
Papua New Guinea
Indonesia
Taiwan
Japan
Sri Lanka
Bangladesh
Malaysia
Korea
Peru
Mexico
Madagascar
Chile
Angola
Ecuador
Brazil
Oman
Portugal
Argentina
France
USA
Spain
Australia
# of Species Assessed
16
12
8
4
0
25
50
75
100
Average Management Score

Working together to conserve sharks and rays.

TRAFFIC

COMPLIANCE PROTOCOL FOR MANAGING STOCKPILES OF CITES-LISTED SHARK FINS IN HONG KONG SAR, CHINA

WILSON LAU & GLENN SANT 2022

WHY M-RISK?

Applicable to:

TRAFFIC.ORG

TRACEABILITY

CITES and Traceability

The working definition of CITES traceability is:

Traceability is the ability to access information on specimens and events in a CITES species supply chain.*

- *(* This information should be carried, on a case by case basis, from as close to the point of harvest as practicable and needed to the point at which the information facilitates the verification of legal acquisition and non-detriment findings and helps prevent laundering of illegal products.)*

Benefits of Traceability

- Identification of species in trade
- reduces the likelihood of illegally harvested product entering legal trade
- offers the linking of a specimen to the area of production/harvest
- offers an opportunity to gather specific information that can be fed back for the purposes of adaptive management and to strengthen future CITES NDFs for the species

SHARKTRACE DEVELOPMENT AND TRIALS

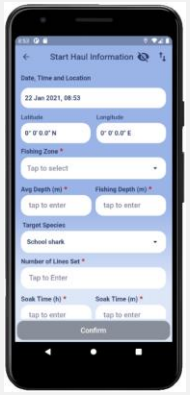
- Initial trial selected shark meat fishery southern Australia
- Review catch and processing methods
- Review supply chain structure
- Design App to capture Key Data Elements (KDE) for each of 4 Critical Tracking Events (CTE)

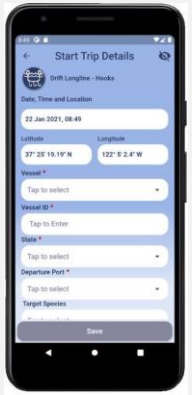
1. Onboard (vessel - whole or processed catch)
2. Landing (unload at port)
3. On the road (transport from vessel and factory via road etc.)
4. Factory (further processing, splitting / mixing and packaging)

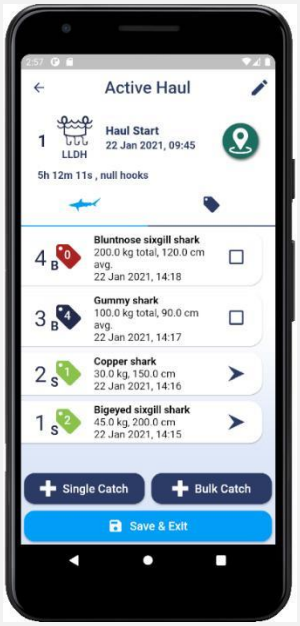
All Apps are fully integrated

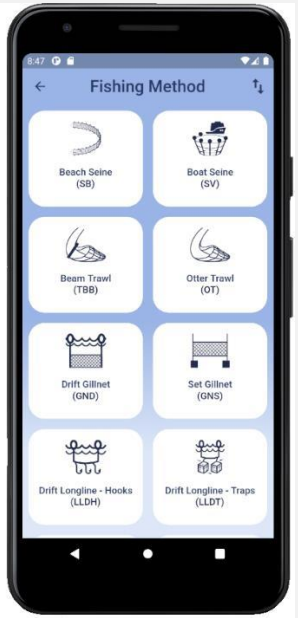
AT SEA AND PROCESSING TRIALS

- Important in development:
- Work on cheap (off the shelf) affordable hardware
- Data stored on phone at sea, no internet required
- Data upload from phone when access to phone / internet services available (at port)
- RFID tags and QR codes (prevent copying unique tags)





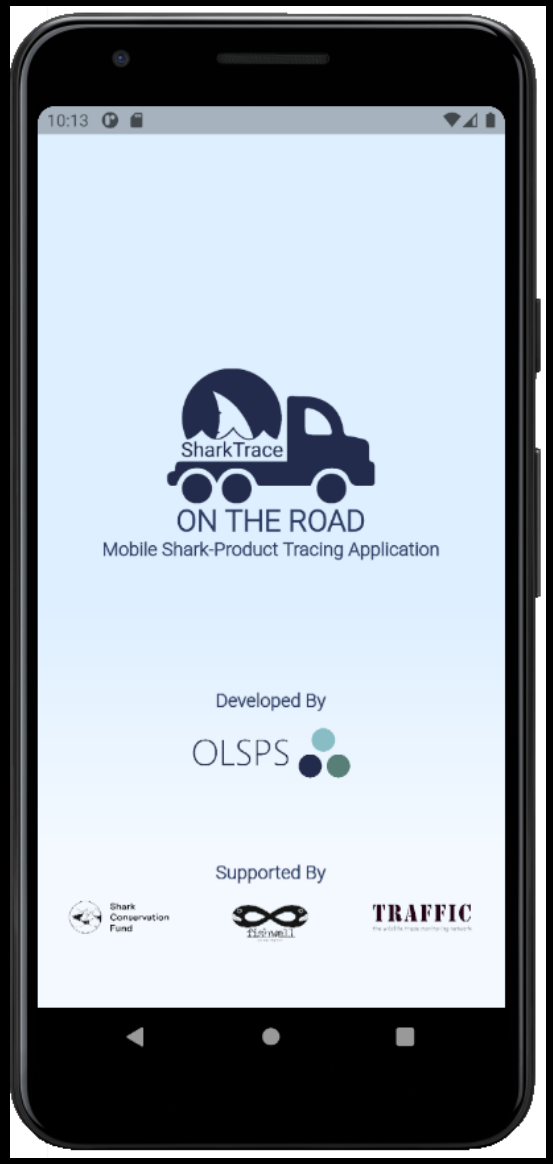




TRAFFIC.ORG

NEXT STEPS

- Further at sea trials in different countries/gear types
- Currently running trials South Africa



GLOBAL LAW ENFORCEMENT SUPPORT

Deep and practical tools & advice:

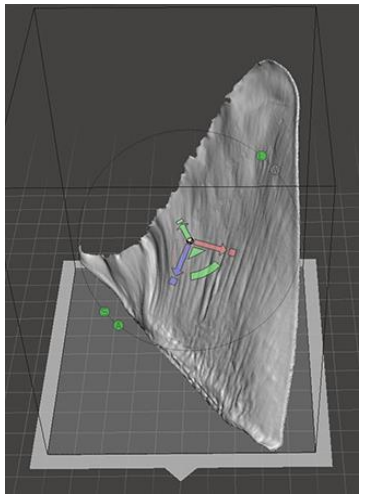
- CITES implementation

- Policy development for design and implementation of national laws

- Wide Training Syllabus ¦ Law Enforcement Tailored Modules
- Crime & Intelligence Analysis
- Intelligence Tradecraft
- Anti-corruption
- Financial Crime ¦ Anti-Money Laundering
- Border Security
- Aviation Security
- Maritime Security
- Law Enforcement and Intelligence Liaison
- Wildlife Crime Experts
- Investigations & Prosecutions

- National and Transnational Law Enforcement Strategy Development Advice

- Partnerships with Interpol, Europol, WCO, UNODC and others



Approximately 50% of TRAFFIC's project have a strong law enforcement support component to them

CONCLUSIONS

Picture the products, their supply chains and trade routes – they show us the critical points of intervention where we can use the tools and methods we have developed to reduce the trade in illegally derived shark and ray products.

- Understand the supply chain and trade routes for individual products
- Ensure appropriate and comparable data is requested by different bodies (customs, COMTRADE, CITES, FAO, RFB/RFMO's)
- CITES processes examining implementation by Parties an important process, especially for Flags of Convenience and high seas catches, closing loopholes for stockpiles of fins
- Transparency and Traceability – the backbone of ensuring legality, consider platforms like SharkTrace
- Risk of species in trade – M-Risk
- As Miguel Zeron said opening the workshop "Create a Network", going forward lets work together including with enforcement support.