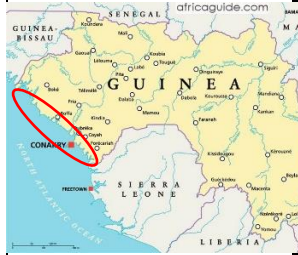
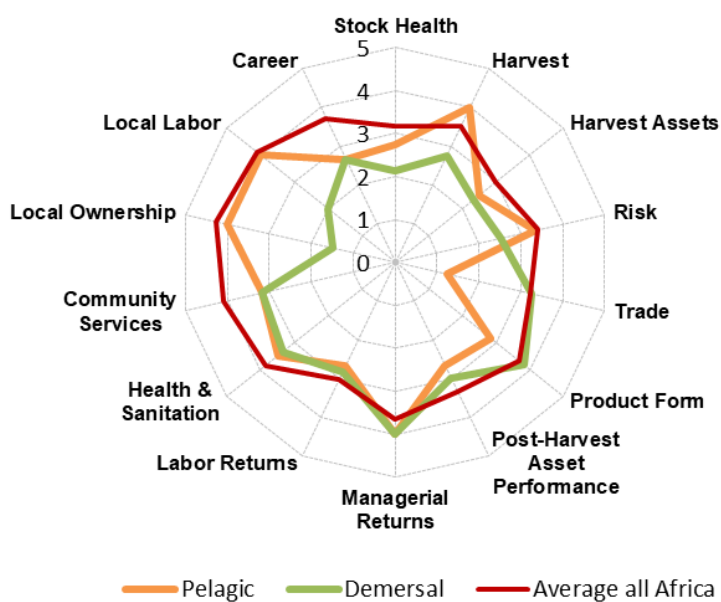


GUINEA: Industrial

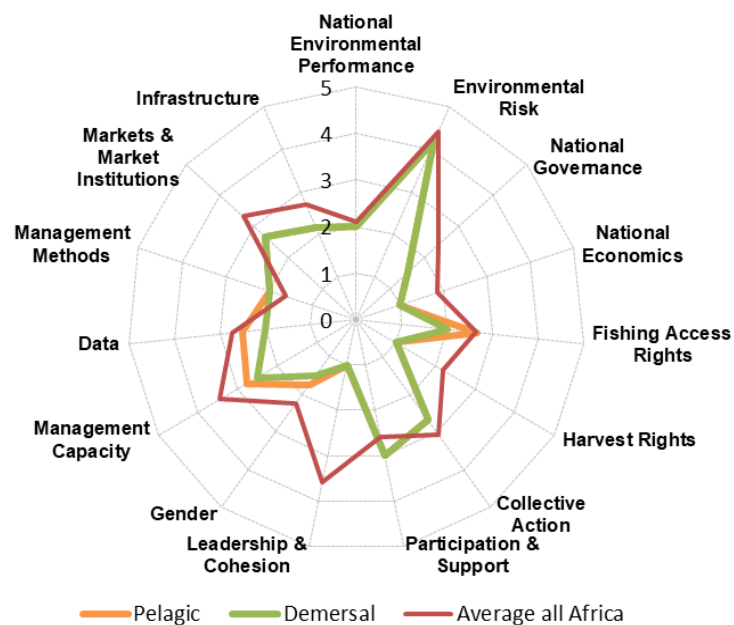
2016

Commercial Fishery	Species	Vessels and Gear	Characteristics	Management	Location and Nationality
INDUSTRIAL PELAGIC FISHERY	<ul style="list-style-type: none"> Pelagics Sardines (59%) Chinchard (32%) Mackerel (10%) <p><i>Minor landings:</i> Bonga Carangides</p>	<ul style="list-style-type: none"> 6 large trawl boats Purse Seines Gillnets Roughly 100 crew employed 	<ul style="list-style-type: none"> Almost 100% of landings are frozen and landed in Guinea at 2 Kamsar or Conakry. Some transformation via smoking but all other processing occurs on board. 	<ul style="list-style-type: none"> Licenses are collected and enforced. Two months of closure July-August Prohibited from fishing in artisanal zone (12 miles out). Total allowable catch by sector. Limit on percent of catch rejected. Despite onboard observers, minimal power to enforce regulations especially when fish at night. 	<p>Pelagic: 50% local boat owners 30% local crew</p>  <p>Credit: Wikipedia</p>
INDUSTRIAL DEMERSAL FISHERY	<ul style="list-style-type: none"> Demersal Dorado (65%) Catfish (15%) Red mullet (20%) <p>24 other stocks *Most boats also pursue octopus</p>	<ul style="list-style-type: none"> 28 large trawl boats with authorized mesh size of 70mm Roughly 250 crew employed 	<ul style="list-style-type: none"> Mandatory to land 20% in Guinea but often pay fine and directly export to Asian market. Only juveniles are landed in Guinea. Very little data on post-harvest sector. Violations of no landing at sea ordinance. 		<p>Demersal: 0% local ownership 10% local crew</p> <p>Overall Industrial: 3 Guinean boats, 29 Chinese boats, 2 Korean boats</p>

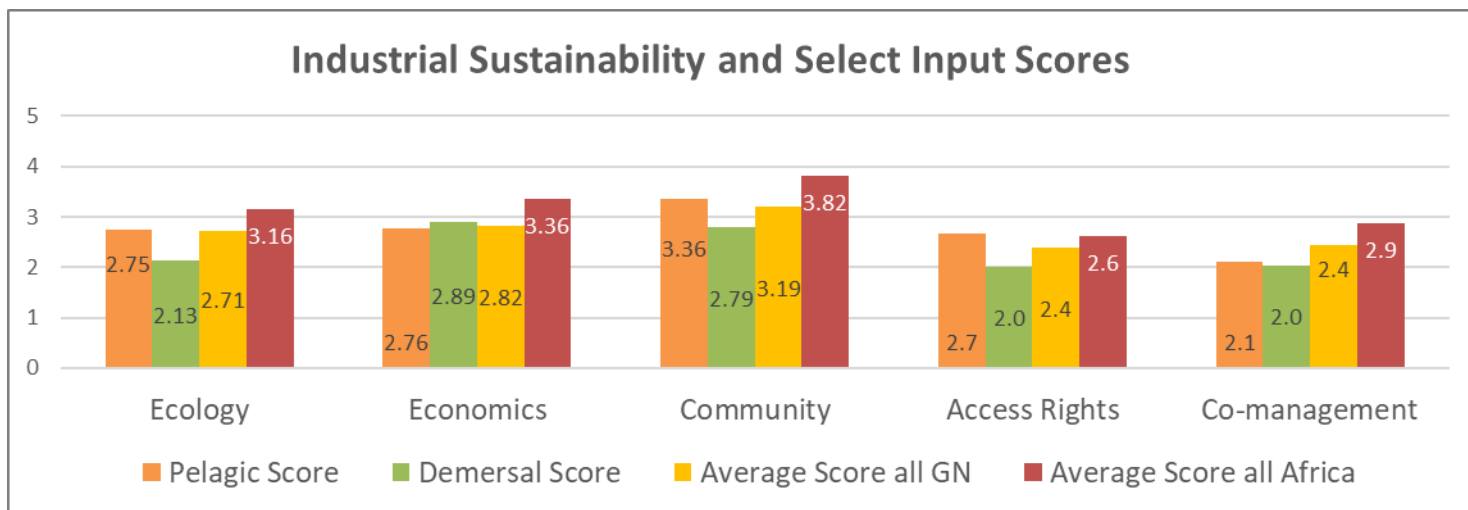
Industrial Outputs- Measuring Performance



Industrial Inputs- Enabling Performance



*Note that all Fishery Performance Indicator (FPI) scores are from 1 to 5. The average scores for all African fisheries in the FPI database are presented for the sake of comparison. For a detailed explanation of the FPI Methodology see FPI Manual or Guinea FPI Report.



Relative Strengths:

Community indicators are only slightly below average:

- Although there is a large degree of uncertainty because prices for demersal landings and costs for both sectors are unknown, best guesses suggest that wealth is accumulating in the harvest and post-harvest sectors.
- While the demersal sector is dominated by foreign vessels, local participation in the pelagic sector is relatively high and landings in this sector are also primarily processed by locals. Despite the lack of sanitation in ports, most fishery participants have access to health care and education for their descendants.

Economic indicators are only slightly below average:

- The demersal sector is focused on high-value export species and product improvement while the local processing in the pelagic sector is still primarily focused on preservation through smoking. Both sectors largely export to Asian markets.
- There is no data collected on harvest asset value or access to credit, but best guesses suggest that these indicators are higher than the artisanal sector since industrial harvesters have the support of foreign investors and banks.

Relative Weaknesses:

Ecological indicators are below average:

- Despite recent advances in surveillance, there is still a large degree of overfishing and demersal stocks in particular are over-exploited.

Access Rights and Co-management inputs are below average:

- There are established catch limits, but access rights are not exclusive in practice since the limit on the number of vessels rarely binds and there is also intimidation of observers and illegal fishing at night that make the TAC difficult to enforce.
- Because the industrial fishery is mainly foreign boats who renew their licenses annually their access rights are less secure than in the artisanal sector.
- Local representatives for foreign fishing companies sometimes band together to try to influence management, but they are generally less organized and have less cohesive leadership than in the artisanal fleet.

Management capacity and infrastructure inputs are low:

- The national government does not have the capacity to enforce regulations at sea so there are illegal transfers to foreign processing boats.
- The lack of domestic infrastructure makes product improvement and local value-added processing unlikely.

- Industrial vessels must travel to other countries for support services because most domestic ports do not have the necessary equipment or reliable access to ice and fuel.