

PNA COVID-19 Purse Seine Dashboard

February 2021

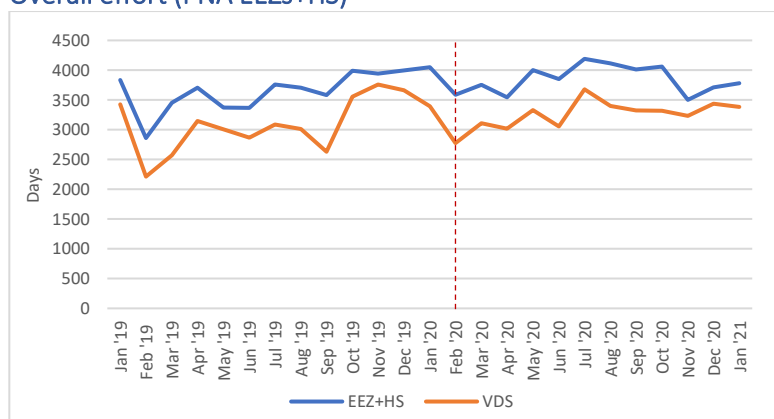


Key trends:

- Preliminary figures indicate that overall purse seine fishing days rose slightly in January, albeit VDS usage fell slightly. Fishing intensity (fishing days/calendar day) rose slightly in the HS and remained relatively flat in EEZs. Note that January figures may be adjusted as NFDs are processed.
- Total purse seine catch fell slightly in January, although remained high relative to the previous 12 months. Catch and effort were highest in PNG which accounted for 46% of EEZ effort and 51% of EEZ catch. Strong catches were also reported in SB and TV.
- Based on preliminary figures, overall catch rates fell slightly in January, but remained high relative to the previous 12 months. Catch rates fell slightly for SKJ, while catch rates of large YFT were the lowest in the 2019-2021 period.
- Transshipment volumes fell slightly in January, albeit remained at some of the highest levels since the start of the COVID-19 pandemic. Transshipment continues to be highest in PNG ports.
- Bangkok SKJ prices fell from US\$1,300 in December to \$1,200 in January, according to Thai Union figures. The January figure was the lowest year start figure since 2016. Singapore MGO price continued its steady rise in January, reaching levels close to pre-pandemic levels by mid-February. The differential in SKJ price and Singapore MGO price fell below the 10 yr average for the first time since the start of the pandemic.
- Thailand continues to remain less affected by COVID cases than other key processing centres (e.g. Ecuador/Philippines/Spain). New case numbers in Thailand fell sharply in mid to late February.

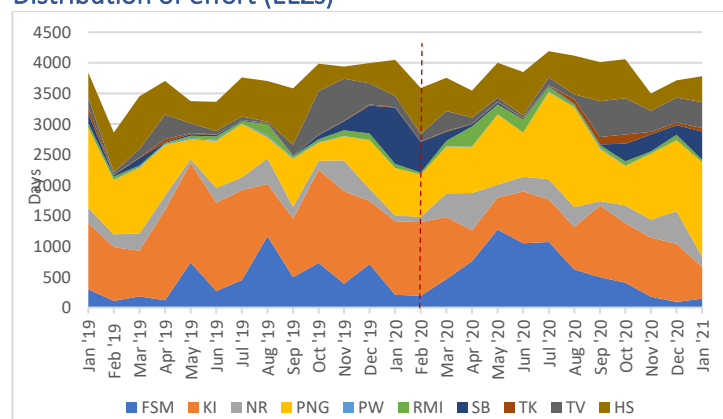
Fishing effort

Overall effort (PNA EEZs+HS)



- Overall fishing effort (EEZ+HS) rose slightly in Jan, albeit usage of VDS days (3381) fell slightly. Note that Jan figures are preliminary and may reduce slightly as NFD applications are processed.

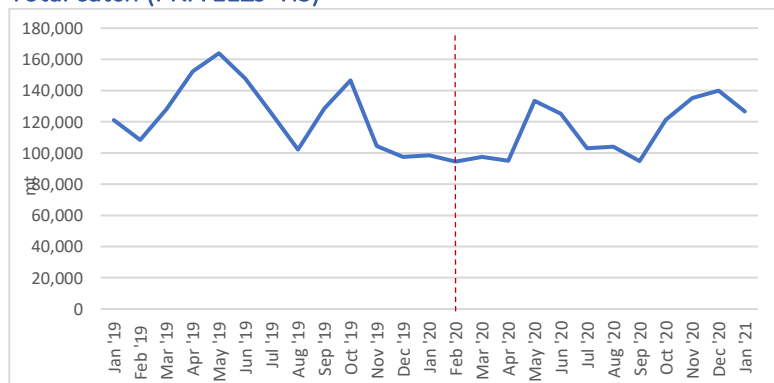
Distribution of effort (EEZs)



- Effort was highest in PNG, accounting for around 46% of EEZ effort. Effort was next highest in KI, SB, TV and the HS.
- Preliminary figures indicate continuing high levels of effort in PNG in Feb.

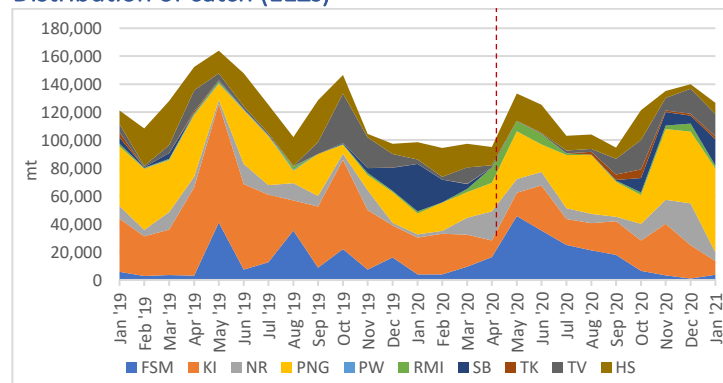
Catch

Total catch (PNA EEZs+HS)



- Catch (EEZ+HS) in Jan (126,588t) declined by around 10% on the Dec figure, but remained higher than much of the previous 12 months. Jan catch figures are preliminary and may be adjusted upwards slightly as additional reports are received.

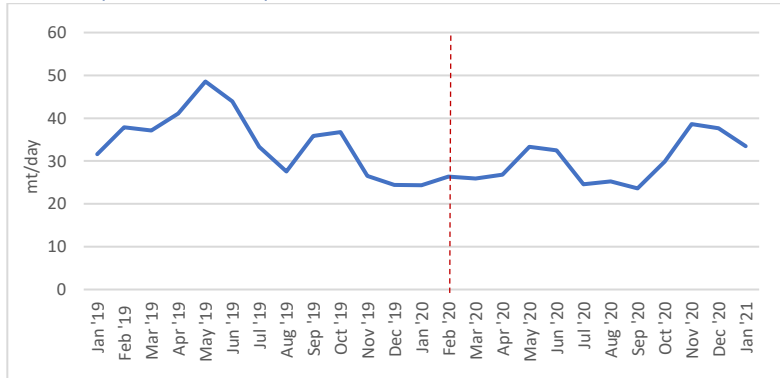
Distribution of catch (EEZs)



- Catches in Jan broadly reflected effort trends; catches were highest in PNG, accounting for 47% of the total catch. PNG EEZ catches were the highest in the 2019-2021 period. Catches were next highest in SB and TV, collectively accounting for around 27% of the total catch. Catches in NR and KI declined.

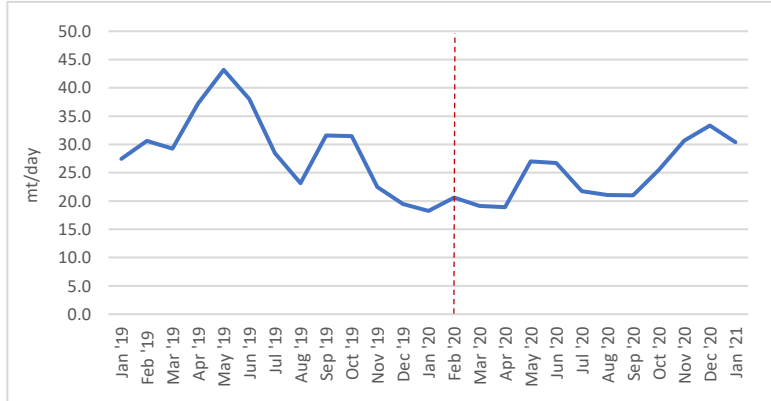
Catch rates

Overall (PNA EEZs+HS)



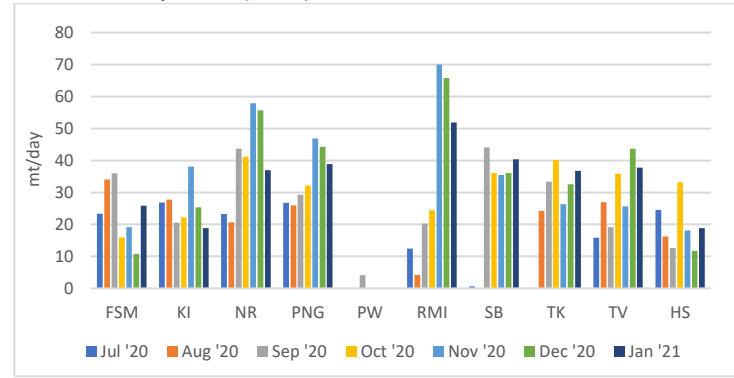
- Overall catch rates declined slightly in Jan, although remained higher than much of the previous 12 months. These figures are preliminary and may be adjusted slightly as NFDs are processed and additional e-reporting is received.

Skipjack



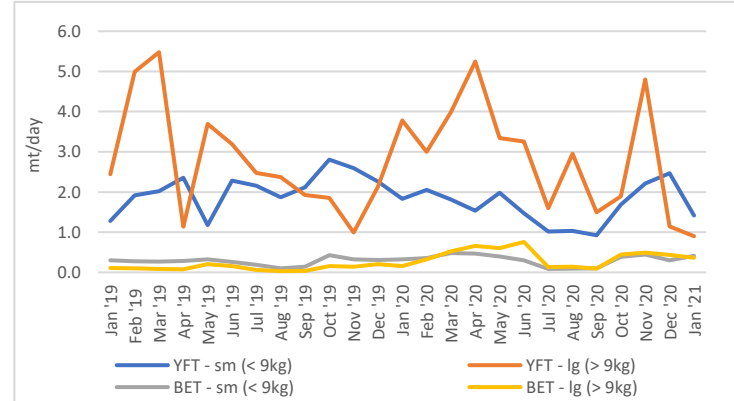
- SKJ catch rate fell slightly in Jan, albeit remained high relative to the previous 12 months.

Catch rate by zone (EEZs)



- Preliminary figures indicate that catch rates fell slightly PNG, NR, KI, TV and RMI. Catch rates rose slightly in SB, TK, FSM and the HS.

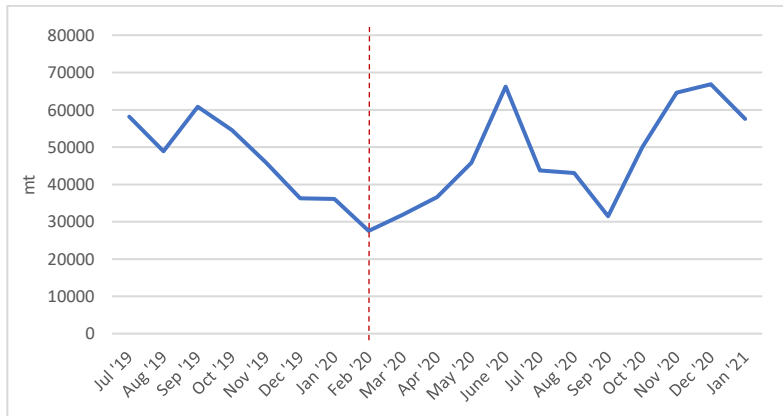
Other species



- Amongst the other purse seine species/size categories, catch rates of large YFT remained low in Jan, falling to their lowest level in the 2019-2021 period. Catch rates of small YT also fell, while BET catches remained relatively flat.

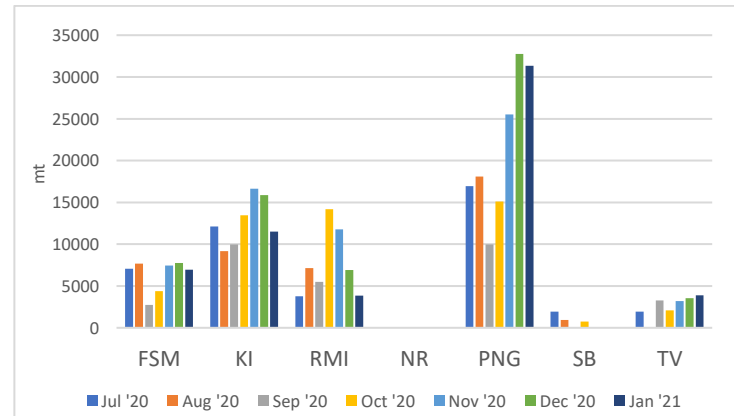
Transshipment

Volume



- Transshipment volumes in PNA ports declined in Jan (57,550t, down from 66,847t), but remained high relative to most other months of the COVID-19 pandemic.

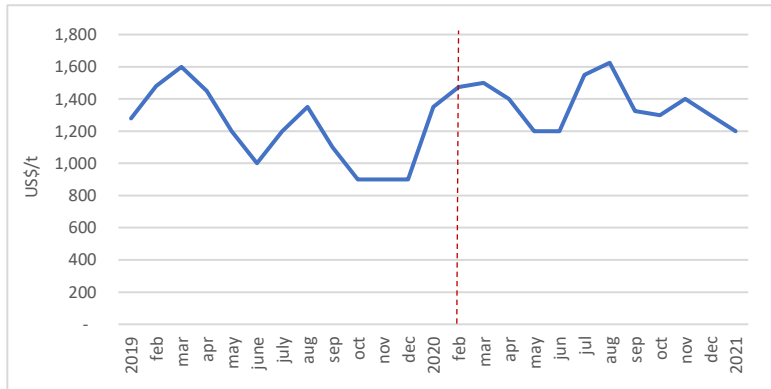
Location



- Transshipment volumes remained high in PNG ports in Jan, accounting for slightly over half of overall PNA volume. Volumes remained steady in FSM and TV, and fell in KI and RMI.

Prices

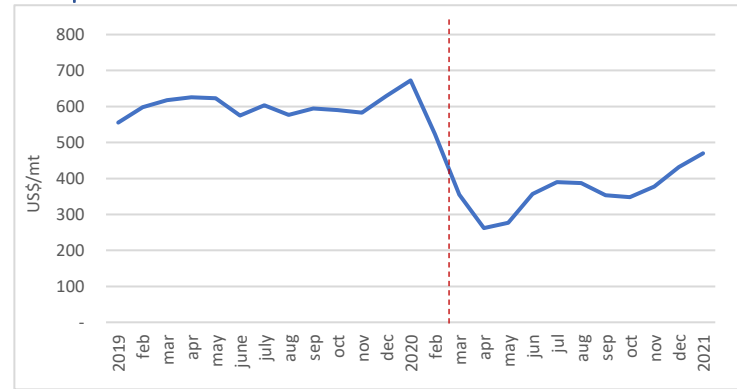
SKJ Price



https://investor.thaiunion.com/raw_material.html

- Thai Union report that Bangkok SKJ prices decreased to \$1200 in Jan, down from \$1300 in Dec. The 2021 figure of \$1200 is the lowest start to the year since 2016.

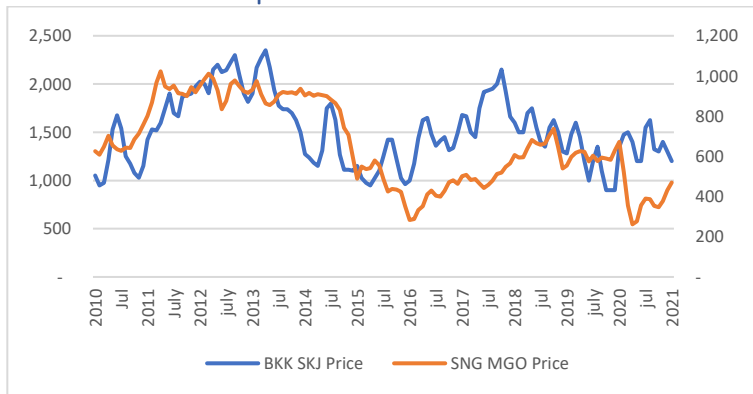
Fuel price



<https://shipandbunker.com/prices/apac/sea/sg-sin-singapore#MGO>

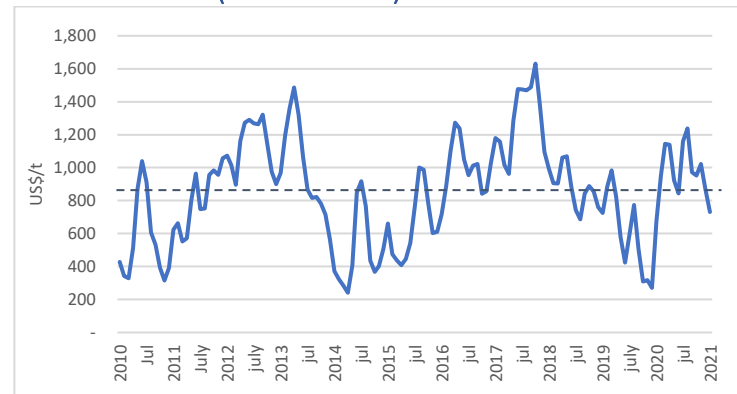
- Singapore MGO price continued to rise in Jan, averaging US\$470/mt. As of Feb 19th 2021, price continued to rise to \$534/mt, climbing close to pre-COVID levels.

BKK SKJ Price vs Fuel price



- BKK SKJ price and Singapore MGO price converged sharply in Jan, driven by both rises in fuel price and falls in SKJ price. All other things being equal this will reduce profit margins.

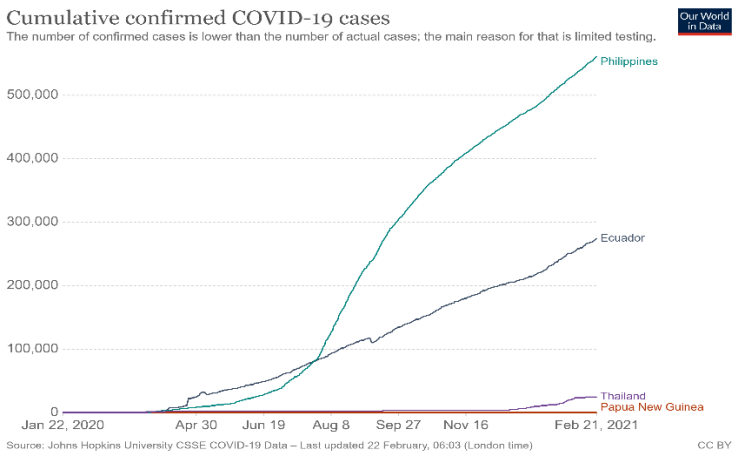
Price differential (BKK SKJ – Fuel)



- The price differential between BKK SKJ price and Singapore MGO price decreased from \$868 in Dec to \$730 in Jan. The Jan figure is below the average 10 year price difference of \$853 for the first time since the onset of the COVID-19 pandemic.

COVID-19 in processing countries

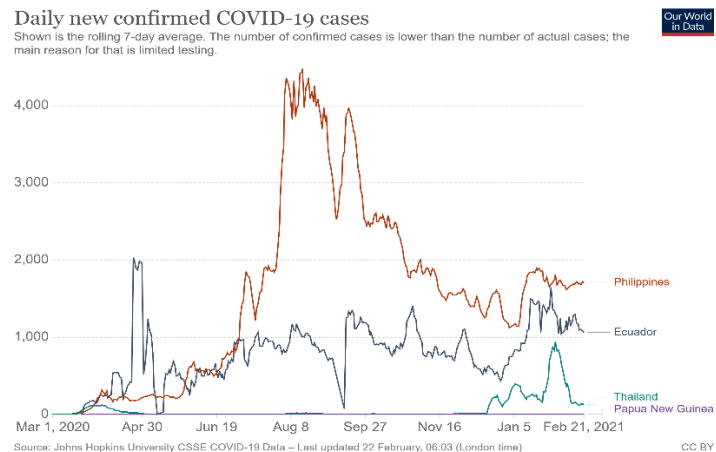
Total cases



<https://ourworldindata.org/covid-cases>

- Despite a new outbreak in December, Thailand continues to fare comparatively better than other key processing centres including Ecuador and the Philippines in terms of confirmed COVID-19 cases.

Daily confirmed cases



<https://ourworldindata.org/covid-cases>

- Industry sources indicate that a range of measures have been introduced to manage risks associated with new COVID cases in Thailand in Dec/Jan with some minor short term production impacts possible. Daily confirmed cases have fallen in mid-late February.

Other issues:

- As at February 20th, PNG is reported to have had 970 confirmed COVID cases, Solomon Is 18, Marshall Is 4 and FSM 1¹.
- As at late January '21, Atuna reports that Bangkok CFR price for SKJ was around \$1,225. Manta price remained stable at \$1700.
- On December 1st 2020, the UN General Assembly agreed a Resolution aimed at supporting seafarers and fishers and in the context of the ongoing COVID-19 pandemic². The Resolution noted *“that the challenging labour conditions of seafarers and fishers have been further exacerbated by the impact of the COVID-19 pandemic and related response measures, including personal safety and health, conditions of work and the ability of seafarers and fishers to join and leave vessels, the inability of vessel operators and owners to change crews, in addition to other social and economic hardships arising from COVID-19”*. Further the Resolution:
 - Urges Member States to designate seafarers and other marine personnel as key workers
 - Encourages Governments and relevant stakeholders to implement the protocols to ensure safe ship crew changes and travel during the COVID-19 pandemic as approved by the International Maritime Organization Maritime Safety Committee at its 102nd session, allowing stranded seafarers to be repatriated and others to join ships, taking into account the essential preventive measures taken by port States against COVID-19;
 - Calls upon Governments to promptly implement relevant measures designed to facilitate maritime crew changes, including by enabling embarkment and disembarkment and expediting travel and repatriation efforts as well as ensuring access to medical care.
- On the back of the Resolution, the Spanish fleet have requested priority access to vaccines for their vessel crew³.

Notes:

- Data on catch, effort, catch rates and transshipment is based on electronic reporting through iFIMS as at 22st February, 2021. Some data may change as more information is added over time. Figures for December 2020 should be considered preliminary.
- The EEZs+HS effort figures in the fishing effort graph do not include a VDS vessel size adjustment factor. The actual VDS usage figures are adjusted for vessel size. HS days may include some non-fishing time. HS effort figures are those for the eastern high seas and HSPs 4 and 5.
- A dashed-red line has been on many graphs at February 2020 to provide an indication of the time in which COVID-related restrictions were becoming more common globally and regionally.

¹ <https://ourworldindata.org/covid-cases>

² <https://undocs.org/en/A/RES/75/17>

³ <https://www.atuna.com/news/spanish-fleet-wants-priority-for-covid-19-vaccination>