



**TUPA**  
Tuna Protection Alliance

Dear Minister,

We are writing on behalf of the partners of the [Global Tuna Alliance](#) and [Tuna Protection Alliance](#), two independent groups of retailers and tuna supply chain companies (listed overleaf), who are committed to implementing measures to ensure tuna ultimately meets the highest standards of environmental performance and social responsibility. Together, these two groups represent a significant proportion of the global market for tuna. One or more of our Partners source tuna from your country.

Illegal, unreported, and unregulated (IUU) fishing is a massive threat to marine ecosystems, the legal seafood industry, and human safety and health. Evidence shows that in an effort to maximize profits, operators who fish illegally or under-report catch often do not sufficiently invest in on-board safety equipment or abide by regulations governing vessel modifications. They may also operate for extended periods of time without undergoing safety inspections, are more apt to fish in dangerous weather, and are less likely to maintain decent working conditions. Therefore, we ask this Government to make safety at sea a priority by ratifying The Cape Town Agreement.

**The Cape Town Agreement for the Safety of Fishing Vessels**, adopted by the International Maritime Organisation (IMO) on 11 October 2012, outlines design, construction, and equipment standards for fishing vessels of 24 metres or more in length. It details regulations that Parties must adopt to protect fishing crews and observers. It also calls for harmonised fisheries, labour, and safety inspections, thus supporting Sustainable Development Goal 14 objectives to prevent and deter IUU fishing.

The Cape Town Agreement includes mandatory safety measures for fishing vessels of 24 meters in length and over. It covers key parameters such as stability and associated seaworthiness, machinery and electrical installations, life-saving appliances, crew briefings, communications equipment, fire protection and fishing vessel construction.

The Agreement will enter into force once 22 States, with an aggregate fleet of 3,600 eligible fishing vessels, become Parties to it. Its implementation will complement the FAO Port State Measures Agreement and the ILO Work in Fishing Convention and tackle IUU fishing in all its dimensions: sustainability, safety at sea and labour conditions. Harmonised implementation of these three treaties will make it increasingly difficult for unscrupulous operators to benefit from gaps in global governance at the expense of fishers and fisheries.

To date, 16 States representing an aggregate fleet of 1,907 fishing vessels have ratified the Cape Town Agreement. However, there is a cause for optimism. In October 2019, 51 States signed the Torremolinos Declaration and publicly indicated their determination to ratify the Agreement by the target date of 11 October 2022, for the 10th anniversary of the Agreement's adoption by the IMO.<sup>1</sup> We applaud this step toward improved safety and accountability for vessels at sea and we would like to thank you for the commitment you made on that occasion and encourage you to fulfil it.

We recognize the immense challenges that have arisen since the Declaration was signed in 2019 and the pressure placed on governments. One of the many things that the COVID-19 pandemic has highlighted is the need to help protect seafarers, some of whom were stranded at sea for incredible lengths of time. There is a compelling need for crew and observer protections such as those the Cape Town Agreement provides.

---

<sup>1</sup> <https://wwwcdn.imo.org/localresources/en/MediaCentre/Documents/Torremolinos%20Declaration.pdf>

As seafood market actors with special concern for sustainable development in its three environmental, economic and social dimensions, we are determined to make fishers' and observers' safety at sea a priority across our supply chain to end IUU fishing and destructive fishing practices, in accordance with SDG 14.4.<sup>2</sup> To that end, we see the Cape Town Agreement as a crucial tool in standardizing the prioritization of crew and observer welfare, but it can only make a significant impact if it is brought into force.

We thank you again for making safety at sea a priority and we thank you in advance for sharing with us your progress on the path to ratification in order to ensure safer seas.

Yours Sincerely,



Dr Tom Pickerell  
Executive Director, Global Tuna Alliance  
[tom@globaltunaalliance.com](mailto:tom@globaltunaalliance.com)



Jeanne Delor  
TUPA's coordinator  
Earthworm Foundation  
France  
[j.delor@earthworm.org](mailto:j.delor@earthworm.org)

#### **GTA Partners**

Ahold Delhaize  
Aldi Nord  
Aldi Sud  
Asda  
Caterers Choice  
Coop  
Culinary Collaborations  
Harrods  
Kelly Deli  
LDH  
Loverings  
M&S  
Marie Aquacon  
Metro  
Moalia  
Morrisons  
New England Seafoods  
Princes  
RD Foods  
Sainsburys  
Tesco  
The Snowfox Group  
Tropic Sri Lanka  
Waitrose  
Woolworths (SA)  
World Wise Foods

#### **TUPA Partners**

Auchan  
Colruyt Group  
Cora  
E.Leclerc  
Groupe Casino  
Groupement Les Mousquetaires  
Lidl  
Metro  
U Enseigne  
Conserverie des 5 Océans  
Princes  
RD Foods

---

<sup>2</sup> <https://www.un.org/sustainabledevelopment/oceans/>