



# Global Tuna Alliance

***Progress Report***  
**2023**





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# Data Context

## Influence of Partner Turnover on Progress Evaluation

In 2023, GTA's partner composition changed significantly, with several Partners exiting and an influx of new ones joining. This shift affects year-over-year comparisons, as new Partners who were not part of previous evaluations cannot have their individual progress measured against prior years. Therefore, the overall figures in the 2023 report include these new Partners, offering a collective view that reflects this change.

It is important to consider this when interpreting the results, as this report aims to represent all GTA Partners. For their individual progress, each partner will receive a personalized report detailing their performance against the Key Performance Indicators (KPIs) in GTA's 5-year strategy. Where Partners have participated in previous years, the report will also show their year-over-year progress, providing a comprehensive view of their achievements. To add further detail and understanding, a specific table in Annex 1 shows the change for each KPI across years specifically for Partners who provided responses over the evaluated periods.

## Data Consistency and Adjustments

During the analysis, some data inconsistencies were identified in the 2021 and 2022 data sources due to previous manual analysis; this has led to slight variations when comparing results from 2021 and 2022. To address this, Partners have the opportunity to review their data and correct any reporting errors. These adjustments will be accounted for in the dashboard currently under development.

## Using 2021 as the Reference Year

Although our strategy was launched in 2020, 2021 marks the first year it was evaluated. Each year's figures represent the collective responses of all Partners who participated that year, offering a comprehensive view that reflects the evolving composition of the partnerships. In this report, we will use this first evaluated year, 2021 as a baseline, and the current evaluated year, 2023, to assess our collective progress toward long-term goals. Noting that much improvement is not captured in the 2020-21 year before baseline data was collected.



# Executive Summary

In 2021, we were keen to stay close to our values of integrity and transparency and report publicly on our partner's progress.

In this third report, evaluating 2023, Global Tuna Alliance (GTA) Partners collectively achieved 40% of KPIs. This year's results include both longstanding and new Partners, reflecting the evolving composition of the GTA Partnership. This flux in Partners has somewhat masked performance changes on year-over-year comparisons.

Since 2021, we have seen an overall increase in KPI achievements up to 6%. Individual progress in 2023 ranged from 4% to 74%, indicating a slight increase in the minimum but a decrease in the maximum compared to 2021. If we remove the masking effect of new Partners, we see a 10-12% improvement in both social and environmental KPIs.

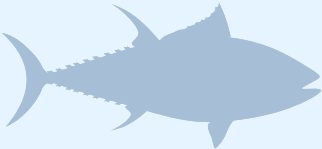
In line with previous years, we witnessed ongoing progress in Environmental Sustainability, with 46% of KPIs achieved collectively (an increase from 41%), and in Social Responsibility, where 43% of KPIs were met (up from 37%). However, only modest advancement was noted in Transparency & Traceability, with 32% of KPIs accomplished.

We take pride in our Partners for their willingness to share their data transparently with us. This level of assessment in a pre-competitive collaboration is vital for driving meaningful change. We are excited to present this data in a more engaging manner in the upcoming year.

In 2025, we will collaborate with our Partners to develop tailored action plans aimed at addressing any risks identified during our evaluation of their performance in relation to our strategy. We are hopeful for even greater improvements ahead.



# Partner Progress Overview

	2021 BASELINE	2023	CHANGE FROM 2021
Avg. Transparency & Traceability Score	30%	32%	+2%
Avg. Environmental Sustainability Score	41%	46%	+5%
Avg. Social Responsibility Score	37%	43%	+6%
<b>AVERAGE OVERALL SCORE</b>	<b>36%</b>	<b>40%</b>	<b>+4%</b>
Min./Max. Transparency & Traceability Scores	0% - 67%	0% - 79%	+ in max. score
Min./Max. Environmental Sustainability Scores	0% - 100%	0% - 100%	No change
Min./Max. Social Responsibility Scores	0% - 100%	0% - 100%	No change
<b>MIN/MAX OVERALL SCORES</b>	<b>0% - 78%</b>	<b>4% - 74%</b>	+ in min. score - in max. score



# Background

The GTA is a pre-competitive collaboration of independent retailers, suppliers, wholesalers, and brands active in the seafood sector and with a major interest in improving the sustainability of the tuna sector in a socially and environmentally responsible way. Collectively, these companies form one of the world's most extensive networks of tuna wholesalers and suppliers to the retailer.

As an organisation with a strong purpose, we value transparency and integrity. We believe it creates a high level of trust and confidence among our Partners and our stakeholders. Therefore, in 2020 the GTA adopted a **5-year strategy** that clearly articulates our vision in a way that lays out a common purpose for Partners and stakeholders to follow, making clear our ambition to achieve our objectives. To do so, we are focusing our work on our three main strategic priorities:

**1** Transparency & Traceability

**2** Environmental Sustainability

**3** Social Responsibility

Each strategic priority is supported by a set of work programmes. In total, there are 18 work programmes, each measurable through Key Progress Indicators (KPIs).





# Our Vision

*Tuna ultimately meets the highest standards of environmental performance and social responsibility.*

## GTA **5 YEAR** STRATEGY

### Transparency & Traceability



- Global Dialogue on Seafood Traceability (GDST)
- 100% Observer Coverage
- Electronic Monitoring (EM)
- Port State Measures Agreement (PSMA)
- Transshipment Regulations
- Public tracking of fishing vessels and carrier vessels
- Support publication of Authorised Vessel lists
- Support Unique Vessel Identification/Global Record of Fishing Vessels

### Environmental Sustainability



- Sourcing Policy
- Harvest Strategies
- FAD Management
- Fins Naturally Attached (FNA) advocacy policies
- Ending Harmful Subsidies
- Biodiversity Beyond National Jurisdiction

### Social Responsibility



- Ensuring Socially Responsible Seafood Supply Chains
- ILO 188
- Cape Town Agreement
- Observer Safety

We are committed to openness, transparency, and honestly reviewing our progress each year. **As such, we are pleased to share the results of the third GTA progress report from our 5-year strategy.**

# Methodology

GTA Partners received a questionnaire to self-complete in 2024, based on their work in 2023. This year, some partners also trialed third-party auditing to provide a layer of verification to the self-reporting process. These pilot programs were a success, and we plan to expand these in 2025.

The questionnaire results were analyzed and are presented in this report to illustrate the progress made by GTA Partners against the Key Performance Indicators (KPIs) set out in the current 5-year strategy.

As this report assesses the overall progress of the Partnership, Annex 1 provides detailed KPI performance by year, including year-over-year changes for Partners who previously participated and can demonstrate progress over time.

Each partner also receives an individual report with a customized dashboard reflecting their performance against the strategy's KPIs, in a format similar to the collective dashboard presented in Annex 2. Additionally, each individual report includes a breakdown of the partner's responses to the questionnaire, highlighting achievements and identifying specific areas needing improvement.

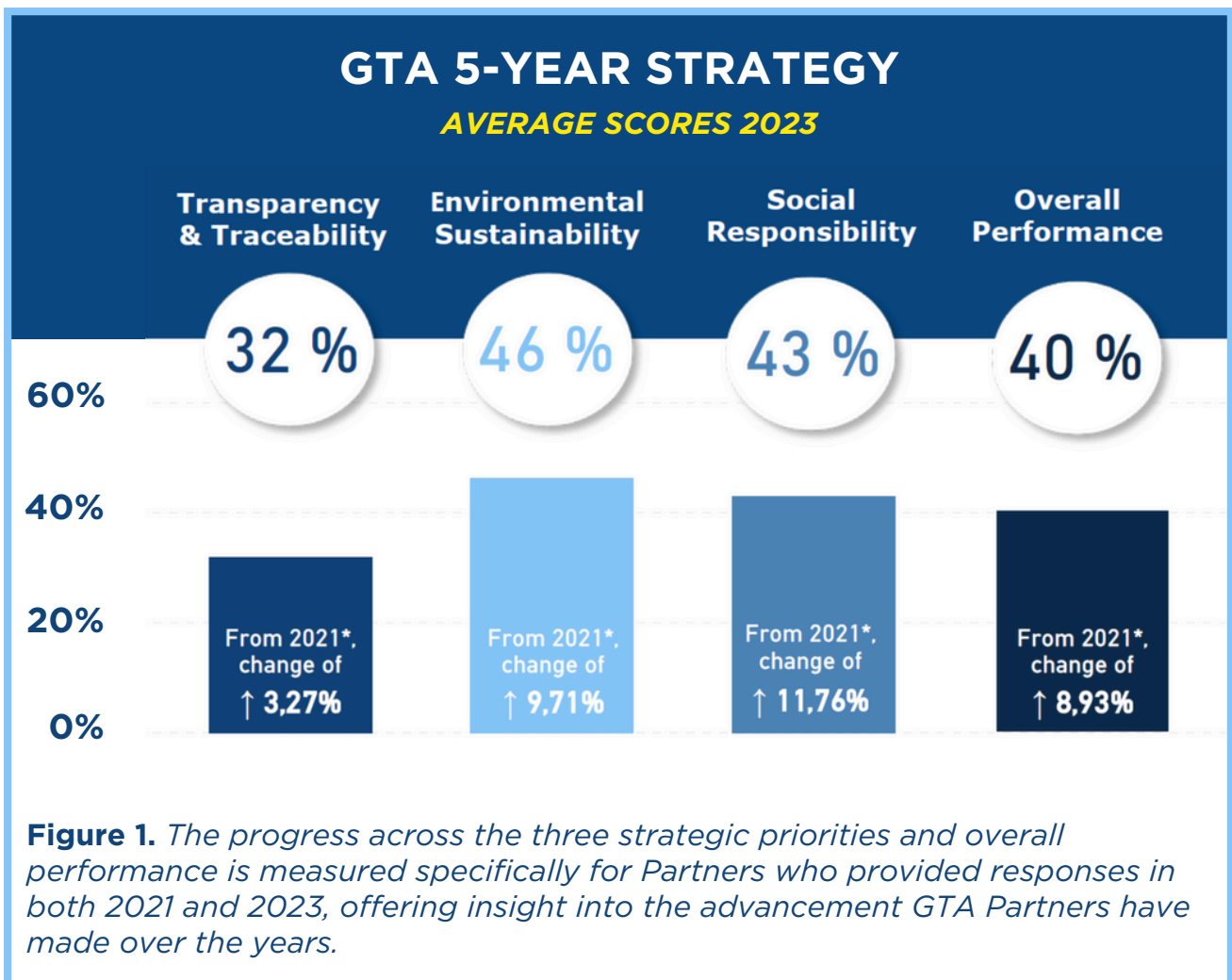




# Results

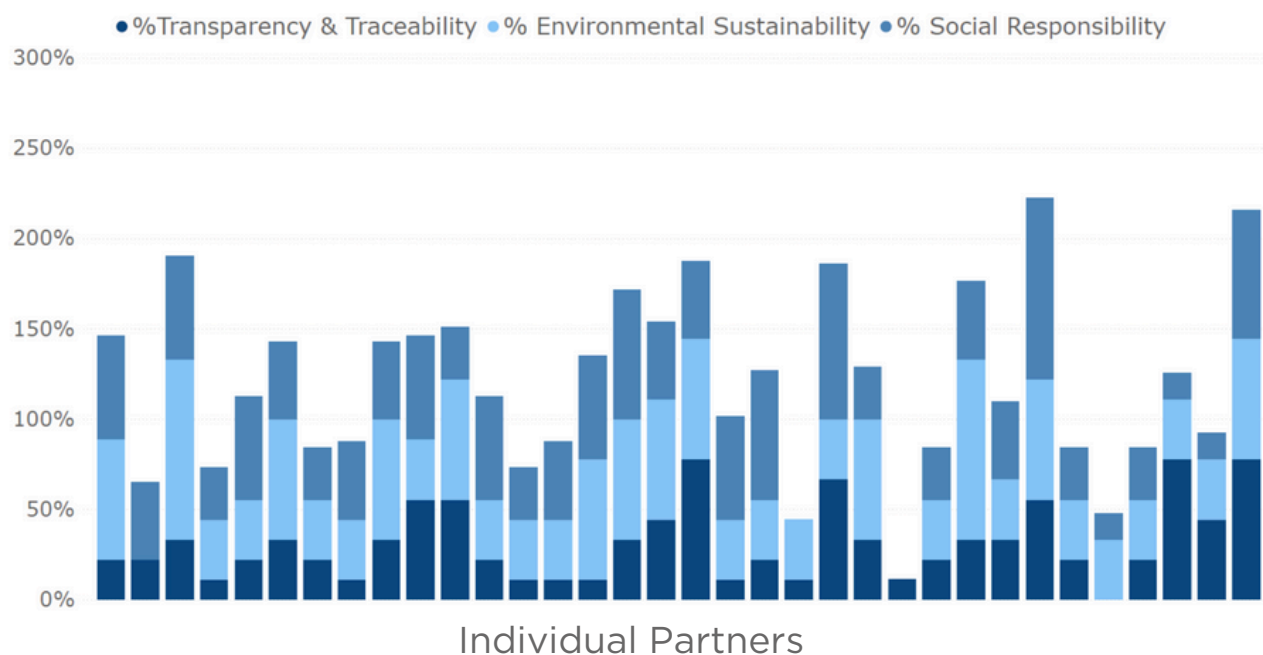
Out of 43 GTA Partners, 34 responded to the questionnaire, representing a 75% response rate.

An unweighted metric was calculated to assess KPI completion across each of the three strategic priorities, overall providing a clearer view of achievements for all 34 responding Partners. For each strategic priority and overall, a comparison of the 17 Partners who participated in both 2021 and 2023 shows substantial progress in Social Responsibility (up 11.76%) and Environmental Sustainability (up 9.71%).



# GTA Principles Progress

## Partner Achievement Rate by GTA Principle



**Figure 2.** This column chart displays the anonymous achievement rate of each of the 34 respondents in meeting KPIs within the three strategic priorities (GTA Principles), as well as overall. A maximum score of 100 could be achieved for each priority, with a total maximum score of 300. Each column represents an individual partner.

The table on the following page presents the achievement rate (score) by GTA Partner for each individual KPI across the three evaluated years, highlighting 2023 results compared to 2021. The change between 2023 and 2021 is based on responses from all Partners.

In Annex 1, titled “KPI Assessment Results,” a detailed comparison is provided between 2023 and 2021, as well as between 2023 and 2022, specifically for Partners who responded in both respective years, which offers a clear view of Partner progress over time.



GTA Work Programme	2021 Score	2022 Score	2023 Score	Change '21-'23
<b>Transparency &amp; Traceability</b>				
% of Partners endorsing GDST Standards	62 %	76 %	59 %	↘ -3,1 %
% of Partners with time-bound commitments for implementation of GDST Standards	29 %	21 %	24 %	↘ -5,0 %
% of Partners that have implemented GDST standards along at least 80% of their tuna products sold (volume)		35 %	15 %	↗ 14,7 %
% of Partners with time-bound commitments for 100% observer coverage (human and/or electronic)	24 %	32 %	18 %	↘ -6,2 %
% of Partners with seafood sourcing requirements that include PSM	29 %	56 %	32 %	↗ 3,8 %
% of GTA partners who have risk assessed ports where product is being landed for compliance to PSMs and are taking appropriate action for those identified as high risk.	24 %	18 %	15 %	↘ -9,1 %
% of Partners with seafood sourcing requirements that include publicly sharing vessel tracking data	14 %	29 %	26 %	↗ 12,2 %
% of Partners with seafood sourcing requirements that include publicly sharing vessel license and autorisation lists	33 %	38 %	38 %	↗ 4,9 %
% of Partners with seafood sourcing requirements that include unique vessel identifier	52 %	56 %	59 %	↗ 6,4 %
<b>Environmental Sustainability</b>				
% of Partners that publicly commit to sourcing 100% of tuna products from fisheries with a GSSI-recognised certification, or on a pathway to sustainability	81 %	88 %	91 %	↗ 10,2 %
% of Partners with seafood sourcing requirements that include GTA's position on better FAD management	19 %	26 %	18 %	↘ -1,4 %
% of Partners with time-bound commitments for Fins Naturally Attached policy requirements	24 %	38 %	29 %	↗ 5,6 %
<b>Social Responsibility</b>				
% of Partners who have assessed human rights risks in their supply chains at processor and vessel level	43 %	50 %	53 %	↗ 10,1 %
% of Partners who have assessed human rights risks from recruitment at processor and vessel level	33 %	35 %	32 %	↘ -1,0 %
% of Partners who have publicly committed to the Employer Pays Principle	43 %	47 %	38 %	↘ -4,6 %
% of Partners who can demonstrate measurable progress against their timebound plan to address human rights risks at processor and vessel level	14 %	21 %	18 %	↗ 3,4 %
% of Partners who have shared company policies on human rights publicly, and with supply chain stakeholders, that include a commitment to remediation	62 %	79 %	79 %	↗ 17,5 %
% of Partners who are reporting on the management of human rights risks publicly, including remediation actions taken	52 %	62 %	68 %	↗ 15,3 %
% of Partners with time-bound commitments for RFMOs to implement the IBOR and WCPFC mandatory observer safety reforms	10 %	18 %	12 %	↗ 2,2 %

# ...continued

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The highest-scoring KPI in the Transparency & Traceability work programme was again endorsing GDST standards, with 59% of Partners achieving this target, despite a decline in engagement since 2021 and 2022, even among the same Partners (see Annex 1). Another top KPI, at 59%, was the requirement for seafood sourcing practices that include unique vessel identifiers, which has shown significant improvement since 2021. Notable progress was also made in the publication of vessel tracking data and vessel license and authorization lists, with completion rates of 26% and 38%, respectively, in 2023.

The lowest-performing KPI was assessing ports for compliance with Port State Measures (PSM), with scores declining from 23.8% in 2021 to 15% in 2023. Additionally, the KPI on implementing GDST standards across at least 80% of tuna products sold by volume saw a 15% achievement rate in 2023. Although this marks progress compared to 2021, when no Partners met this target, it represents a decrease from 35% in 2022.

The highest scoring KPI in the Environmental Sustainability work programme was on sourcing commitments, with 91% of Partners achieving this—an increase of 10.2% compared to 2021. The lowest progress was recorded on Partners who had incorporated the GTA's position on better FAD Management, with a slight decrease from 2021 for all sampled Partners. This may be because several Partners currently do not purchase tuna from fisheries that utilize drifting or anchored FADs, so there is no reason to implement specific requirements in these sourcing policies.

The highest scoring KPI in the Social Responsibility work programme was for Partners publicly sharing company policies on human rights, with 79% of Partners achieving this. This high achievement may be influenced by the priority Partners place on this issue. Another strong KPI concerns Partners publicly reporting on human rights risk management, including remediation action plans, with 68% of Partners meeting this standard, up from 52% in 2021. The work programme showing the least progress was in commitments to source tuna from fisheries with mandatory observer safety reforms, with only 12% of Partners meeting this target. Although this reflects a slight increase from 10% in 2021, significant improvements are still needed in this crucial area.



# Global KPI Progress

Global KPI	Baseline (2020)	2021	2022	2023	Change from 2020
<b>Traceability &amp; Transparency</b>					
Number of tuna RFMOs with 100% observer coverage (human and/or electronic) requirements in industrial tuna fisheries.	0	0	0	0 <sup>1</sup>	-
Number of Parties to the Port State Measures Agreement.	62	70	74	78 <sup>2</sup>	↗ +16
Number of tuna RFMOs adopting amendments to existing transshipment regulations to bring in line with best practices.	0	1	3	4 <sup>3,4</sup>	↗ +4
<b>Environmental Sustainability</b>					
Number of stocks (within GTA scope) that have implemented comprehensive harvest strategies.	6	7	8	3 <sup>5</sup>	N/A <sup>A</sup>
Number of stocks (within GTA scope) that have implemented well-defined harvest control rules.	1	3	3	5 <sup>6</sup>	N/A <sup>A</sup>
Number of tuna RFMOs adopting the measures identified in the GTA's position on better FAD Management.	0	0	0	1 <sup>7</sup>	↗ +1
Number of tuna RFMOs adopting a Fins Naturally Attached policy.	2	2	2	3 <sup>8,9,10</sup>	↗ +1
Fisheries subsidies which contribute to overcapacity and overfishing, and IUU fishing are eliminated.	No	No	Yes <sup>11</sup>	N/A <sup>B</sup>	N/A <sup>B</sup>
High-seas treaty that addresses the current biodiversity and climate challenges beyond national jurisdiction agreed.	No	No	No	Yes <sup>12</sup>	Completed
<b>Social Responsibility</b>					
Number of ratifications of ILO 188.	18	19	21	22 <sup>13</sup>	↗ +4
Number of ratifications of the CTA.	14	17	17	22 <sup>14</sup>	↗ +8
Number of tuna RFMOs implementing the IBOR.	0	0	0	0	-
Number of tuna RFMOs adopting of the WCPFC mandatory observer safety reforms.	1	1	1	1 <sup>15</sup>	-

In addition to Partner KPIs, there are also 12 GTA-wide 'Global' KPIs that the GTA is addressing on behalf of, and with, our Partners.

The table to the left shows the results from the baseline year (2020), 2021, 2022 and 2023, as well as the change from 2020 to present.

A: A new methodological approach (*the NGO Tuna Forum's*) was used, so year-on-year comparisons are not applicable here.

B: No methodology is currently available to conduct an evaluation

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In 2023, the High-Seas Treaty addressing biodiversity and climate challenges beyond national jurisdictions was officially agreed upon, marking a significant advancement in global environmental governance. The most progress has been made by countries advancing in international policy areas. Notably, 16 additional countries have joined the Port State Measures Agreement since 2021, and 8 more have ratified the Cape Town Agreement. Progress was also achieved in implementing well-defined harvest control rules, now established for six tuna stocks, up from just one in 2021.

Tuna RFMOs have also made strides in amending transshipment regulations, with all four major tuna RFMOs having updated their transshipment rules. This is a positive step forward, though there is still room for further development. However, despite these improvements, the slow pace of change within tuna RFMOs is evident, particularly in areas like observer safety and coverage, where there has been no progress since 2021. Additionally, minimal advancement was observed in sustainable fishing practices, such as implementing Fins Naturally Attached policies and measures for better FAD Management.

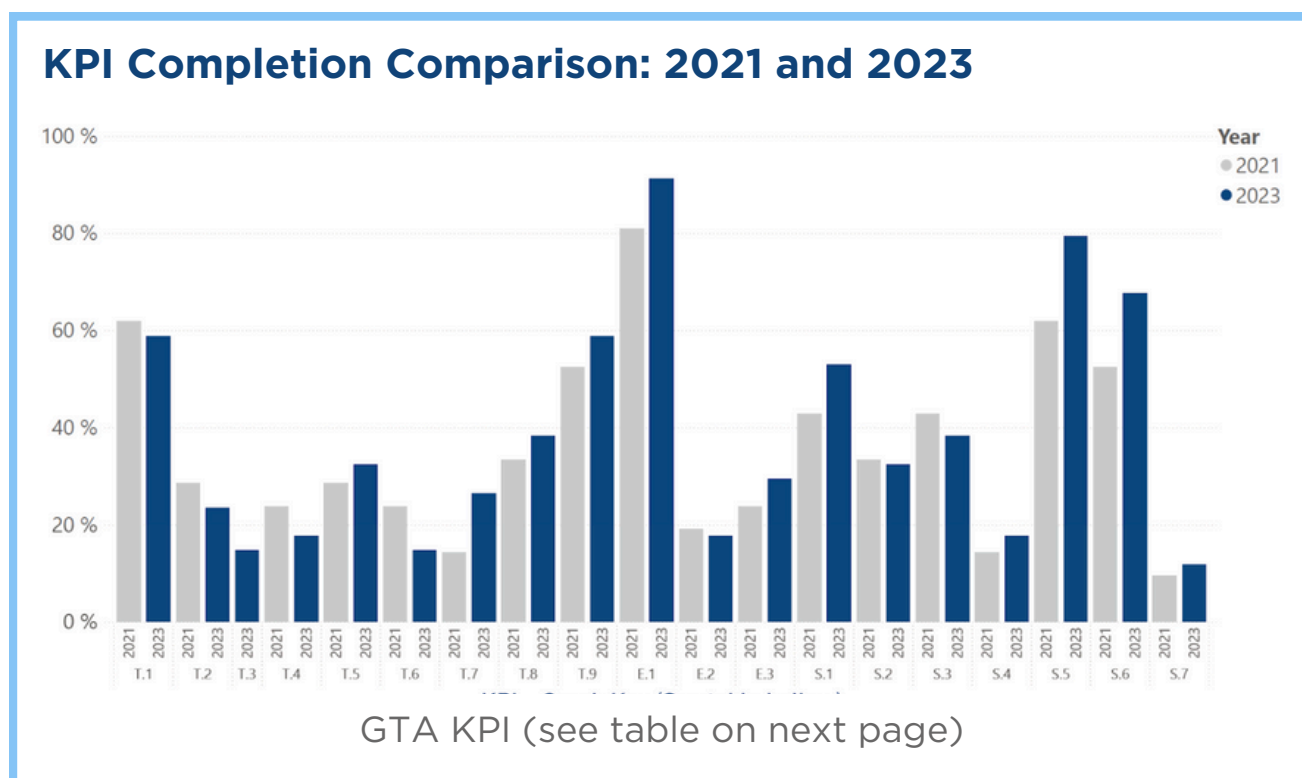
These results highlight both the significant achievements in international policy commitments and the ongoing challenges within RFMOs, especially in enforcing measures crucial for sustainability and safety.





# Partner KPI Completion

Below, you will find a graph detailing the completion rate for each KPI, comparing results between 2021 and 2023. The table on the following page provides a breakdown of survey responses, organized by GTA Principle and work programme.

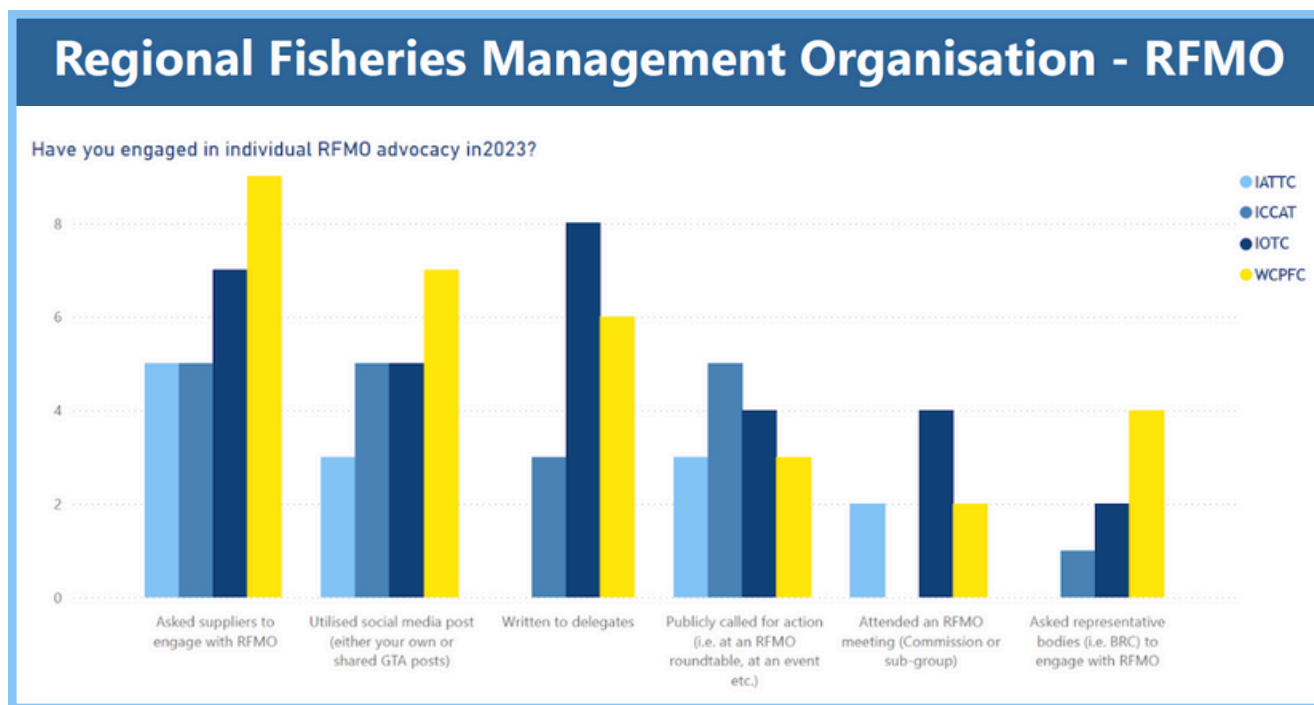




KPI-Graph Key	Work Programme
<b>Traceability &amp; Transparency</b>	
T.1	% of Partners endorsing GDST Standards.
T.2	% of Partners with time-bound commitments for implementation of GDST standards.
T.3	% of Partners that have implemented GDST standards along at least 80% of their tuna products sold (volume)
T.4	% of Partners with time-bound commitments for 100% observer coverage (human and/ or electronic).
T.5	% of Partners with seafood sourcing requirements that include PSM.
T.6	% of GTA Partners who have risk assessed ports where product is being landed for compliance to PSMs and are taking appropriate action for those identified as high risk.
T.7	% of Partners with seafood sourcing requirements that include publicly sharing vessel tracking data
T.8	% of Partners with seafood sourcing requirements that include publicly sharing vessel license and authorisation lists
T.9	% of Partners with seafood sourcing requirements that include unique vessel identifiers.
<b>Environmental Sustainability</b>	
E.1	% of Partners that publicly commit to sourcing 100% of tuna products from fisheries with a GSSI-recognized certification, or on a pathway to sustainability.
E.2	% of Partners with seafood sourcing requirements that include GTA's position on better FAD Management.
E.3	% of Partners with time-bound commitments for Fins Naturally Attached policy requirements.
<b>Social Responsibility</b>	
S.1	% of Partners who have assessed human rights risks in their supply chains at processor and vessel level.
S.2	% of Partners who have assessed human rights risks from recruitment at processor and vessel level.
S.3	% of Partners who have publicly committed to the Employer Pays Principle.
S.4	% of Partners who can demonstrate measurable progress against their timebound plan to address human rights risks at processor and vessel level
S.5	% of Partners who have shared company policies on human rights publicly, and with supply chain stakeholders, that include a commitment to remediation
S.6	% of Partners who are reporting on the management of human rights risks publicly, including remediation actions taken.
S.7	% of Partners with time-bound commitments for RFMOs to implement the IBOR and WCPFC mandatory observer safety reforms

# 2023 GTA Partner Efforts

The following pages contain figures concerning Partners' self-reported engagement with various aspects of GTA work. This data has been aggregated across all GTA Partners to highlight the organization's total year of work in 2023.

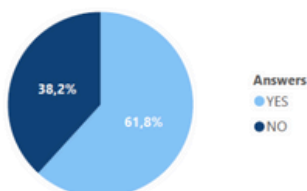




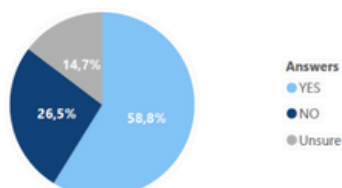
# Transparency & Traceability

## Global Dialogue on Seafood Traceability (GDST)

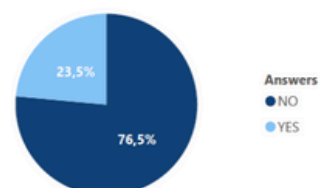
GDST - Do all tuna products in your supply chains are being fully traceable to the vessel and trip dates? - (34 Responses)



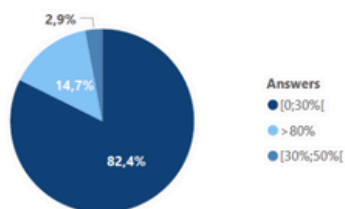
GDST - Have you endorsed the GDST Standards and Guidelines for Interoperable Seafood Traceability Systems (Version 1.0) as the minimum industry-wide standards for seafood traceability? - (34 Responses)



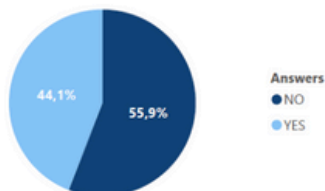
GDST - Have you made a public, time-bound commitment to meet or exceed GDST standards, including use of the minimum Key Data Elements (KDEs)? - (34 Responses)



GDST - How much of your tuna supply chain has implemented GDST standards? - (34 Responses)



GDST - Have you engaged a 3rd party solution provider or made any in house traceability system adaptations to enable GDST compliant traceability? - (34 Responses)



GDST - Do you advocate for improving transparency in tuna fisheries? - (34 Responses)



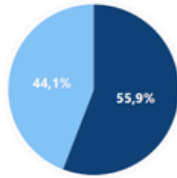
## 100% Observer Coverage/Electronic Monitoring

100% Observer coverage - Have you adopted a timebound for improving the observer coverage in your tuna supply chain aiming to achieve 100%? - (34 Responses)



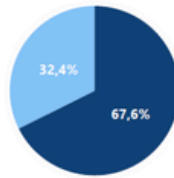
## Port State Measures Agreement (PSMA)

PSMA - Do you show a preference for ports in States that are party to the PSMA, or have implemented effective Port state Measures (PSMs) aligned with PSMA requirements?



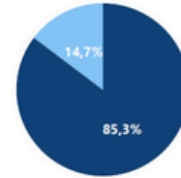
Answers  
● NO  
● YES

PSMA - Do your sourcing policies include effective Port State Measures (PSMs) in line with the requirements of the Port State Measures Agreement (PSMA)?



Answers  
● NO  
● YES

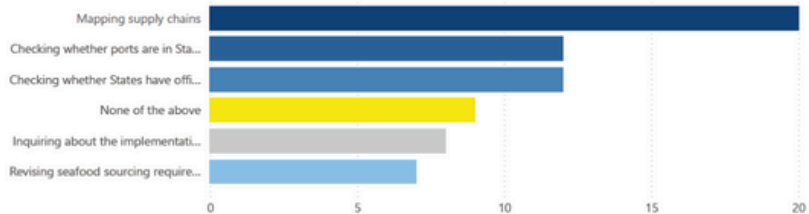
PSMA - Do you conduct risk assessments for ports where product is being landed to establish the level of PSM implementation and compliance and associated risk of IUU catch entering the market?



Answers  
● NO  
● YES

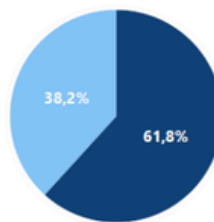
PSMA - Please check the relevant areas that you have worked with your suppliers on to improve the implementation of port State measures:

<input type="checkbox"/>	Mapping supply chains
<input type="checkbox"/>	Checking whether ports are in States that have signed the PSMA and, if not, advocating for those States to join
<input type="checkbox"/>	Checking whether States have officially designated ports for landing and transshipment by foreign-flagged vessels
<input type="checkbox"/>	Inquiring about the implementation of port State measures during port visits
<input type="checkbox"/>	Revising seafood sourcing requirements to include PSM
<input type="checkbox"/>	None of the above



## Transshipment Regulations

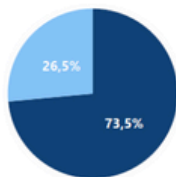
Transshipment Regulations - Have you advocated for tuna RFMOs to amend existing transshipment regulations to align them with best practices? - (34 Responses)



Answers  
● NO  
● YES

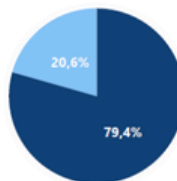
## Public Tracking of Vessels

Public tracking of vessels - Do you have tuna sourcing requirements that include publicly sharing vessel tracking data? - (34 Responses)



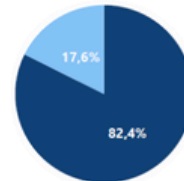
Answers  
● NO  
● YES

Public tracking of vessels - Have you committed to buy only from vessels that publicly share vessel tracking data? - (34 Responses)



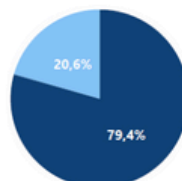
Answers  
● NO  
● YES

Public tracking of vessels - Do you request mandatory AIS use for vessels you purchase from? - (34 Responses)



Answers  
● NO  
● YES

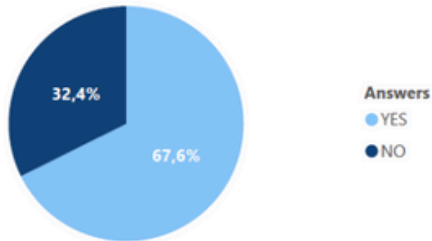
Public tracking of vessels - Do you advocate for flag State to mandate AIS and encourage VMS data release? - (34 Responses)



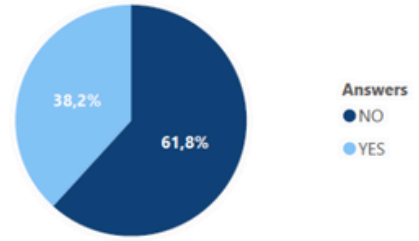
Answers  
● NO  
● YES

## Authorization Lists

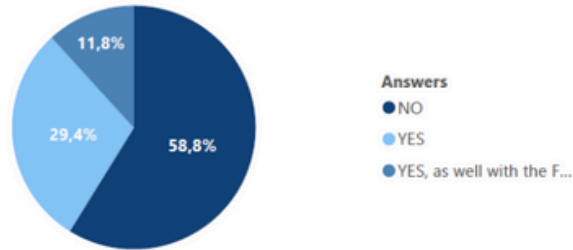
Authorisation lists - Do you require that all vessels in your tuna supply chain are listed on the Authorised Vessel List of the RFMO where they fish? - (34 Responses)



Authorisation lists - Do you have tuna sourcing requirements that include publicly sharing vessel license and authorisation lists? - (34 Responses)

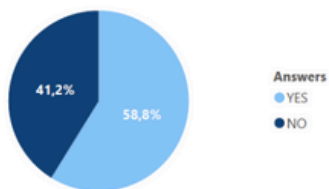


Authorisation lists - Do you request vessel license and authorisation lists be published by the flag and coastal States of the vessels you purchase from? - (34 Responses)

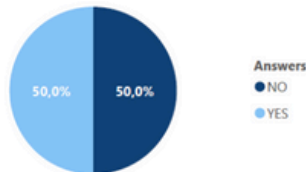


## Unique Vessel Identifiers

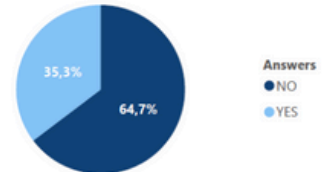
Unique vessel identifier - Do you require mandatory IMO numbers for the vessels you purchase from? - (34 Responses)



Unique vessel identifier - Have you committed to buy only from vessels that have obtained an IMO number (where eligible)? - (34 Responses)



Unique vessel identifier - Do you request flag and coastal States of the vessels you purchase from share vessel IMO numbers with the FAO Global Record of Fishing Vessels? - (34 Responses)

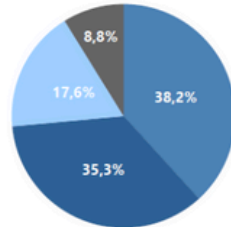




# Environmental Sustainability

## Sourcing Policy

Sourcing Policy - What is your tuna sourcing policy in terms of sustainability commitments? - (34 Responses)

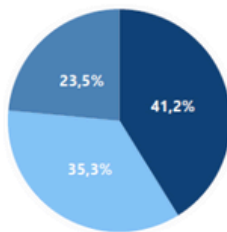


### Answers

- Sourcing 100% from fisheries on a sustain...
- Sourcing primarily from fisheries making p...
- Sourcing 100% exclusively from fisheries ...
- No public tuna sourcing commitment

## Harvest Strategy

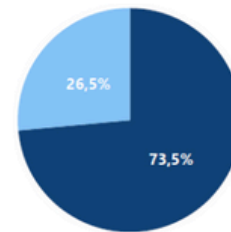
Harvest Strategy - Does your corporate policy on sourcing tuna from fisheries with harvest strategies include a time-bound commitment ? - (34 Responses)



### Answers

- NO
- YES
- We do not have a ...

Harvest Strategy - Do you request your suppliers verifiably engage with RFMO delegates for implementation of harvest strategies? - (34 Responses)

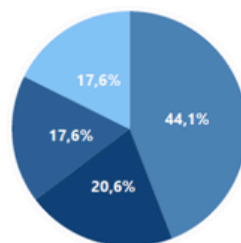


### Answers

- NO
- YES

## FAD Management

FAD management - Do you have a tuna sourcing requirement that incorporates GTA's position on better FAD Management? - (34 Responses)

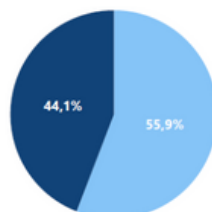


### Answers

- YES - Partial
- NO
- NOT APPLICABLE - We don't source from...
- YES - Wholly

## Fins Naturally Attached (FNA)

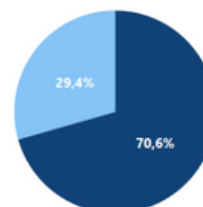
Fins naturally attached - Have you committed to buy tuna only from vessels that adhere to a Fins Naturally Attached policy? - (34 Responses)



### Answers

- YES
- NO

Fins naturally attached - Do you have a time-bound commitment for Fins Naturally Attached policy requirements? - (34 Responses)



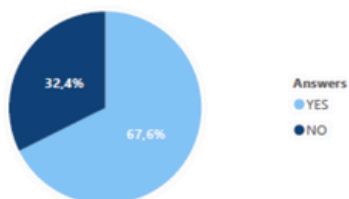
### Answers

- NO
- YES

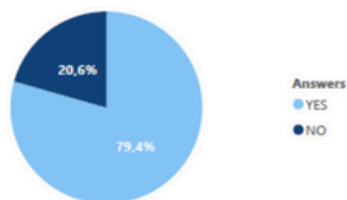
# Social Responsibility

## Socially Responsible Seafood Supply Chains

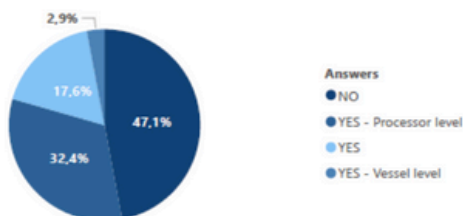
Socially Responsible Seafood Supply Chains - Are you reporting on the management of human rights risks publicly, including remediation actions taken? - (34 Responses)



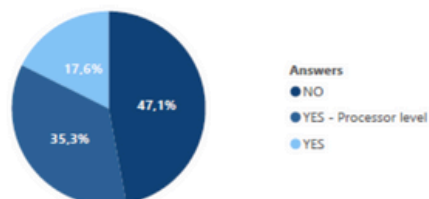
Socially Responsible Seafood Supply Chains - Have you shared company policies on human rights publicly, and with supply chain stakeholders, that include a commitment to remediation? - (34 Responses)



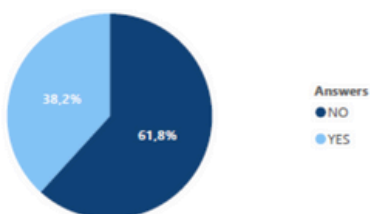
Socially Responsible Seafood Supply Chains - Have you developed a plan which prioritises and addresses human rights risks at processor/vessel level which includes measurable progress indicators? - (34 Responses)



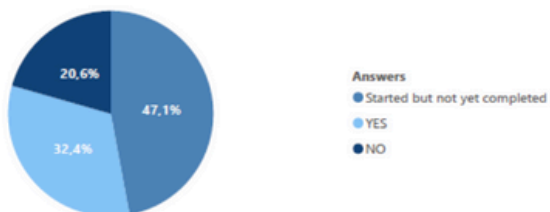
Socially Responsible Seafood Supply Chains - Can you demonstrate measurable progress against your timebound plan(s) to address human rights risks at processor and vessel level? - (34 Responses)



Socially Responsible Seafood Supply Chains - Have you publicly committed to the Employer Pays Principle? - (34 Responses)



Socially Responsible Seafood Supply Chains - Have you assessed human rights risks from recruitment at processor and vessel level? - (34 Responses)



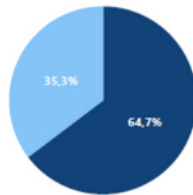
Socially Responsible Seafood Supply Chains - Have you assessed human rights risks in your supply chains at processor and vessel level? - (34 Responses)





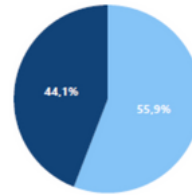
## International Labour Organization (ILO 188)

ILO 188 - Do you request that the countries you source tuna from consider ratifying ILO 188? - (34 Responses)



Answers  
● NO  
● YES

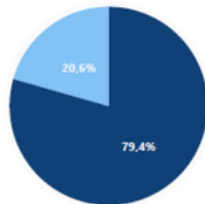
ILO 188 - Do you request that your supply chains implement standards that align with ILO 188? - (34 Responses)



Answers  
● YES  
● NO

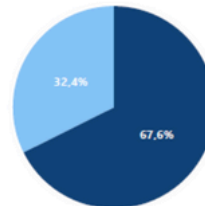
## Cape Town Agreement (CTA)

Cape Town Agreement - Do you request that the countries you source tuna from consider ratifying the CTA to ensure safety provisions are met for existing vessels? - (34 Responses)



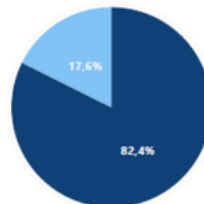
Answers  
● NO  
● YES

Cape Town Agreement - Do you request that supply chains implement standards that align with the CTA standards? - (34 Responses)



Answers  
● NO  
● YES

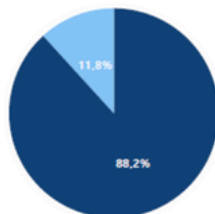
Cape Town Agreement - Do you know if the vessels you source from meet the requirements of the CTA? - (34 Responses)



Answers  
● NO  
● YES

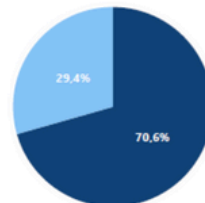
## Observer Safety

Observer Safety - Have you adopted an aspirational timeline for enhanced observer safety? - (34 Responses)



Answers  
● NO  
● YES

Observer Safety - Do you have a tuna sourcing requirement for tuna that includes enhanced observer safety? - (34 Responses)



Answers  
● NO  
● YES

# Conclusion

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The Global Tuna Alliance has made notable strides in advancing sustainability, transparency, and social responsibility in the tuna sector. Through steadfast commitment and the active participation of our diverse Partners, we have collectively raised the bar, achieving meaningful progress across all our strategic priorities since 2020. Despite challenges, particularly with data consistency and evolving partner composition, this year's report highlights that our approach to transparent reporting has strengthened our position and reinforced trust within the alliance and beyond.

Our improvements, from our increased adherence to environmental standards to our strides in social responsibility, are a testament to our shared dedication to ethical and sustainable practices. The increased achievements in KPIs like human rights risk management and vessel tracking signal the growing commitment of GTA Partners to transformative change.

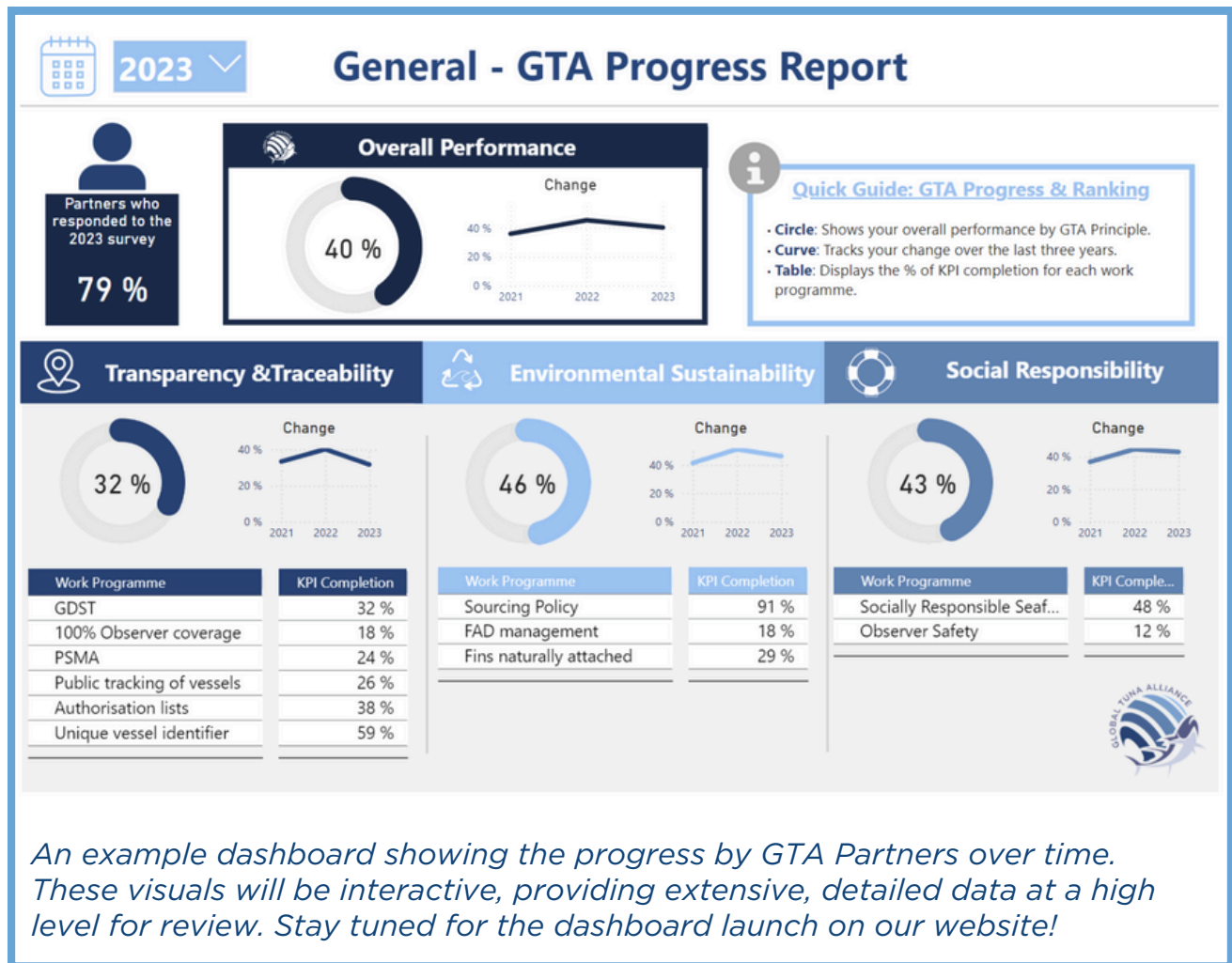
As we prepare for the next phase of our strategic journey, we remain committed to transparent evaluation and continuous improvement. **Together, we are building a robust foundation that not only meets today's demands, but also paves the way for a more sustainable future.**



# Annex 1: KPI Assessment Results

Work Programme	2021 Score (Based on 21 of 25 partners)	2022 Score (Based on 34 of 51 partners)	2023 Score (Based on 34 of 43 partners)	- Change 2023-2022 (22 Common Partners)	- Change 2023-2021 (17 Common Partners)
<b>Traceability &amp; Transparency</b>					
% of Partners endorsing GDST Standards	62 %	76 %	59 %	↘ -4,55 %	↗ 5,88 %
% of Partners with time-bound commitments for implementation of GDST Standards	29 %	21 %	24 %	↗ 9,09 %	→ 0,00 %
% of Partners that have implemented GDST standards along at least 80% of their tuna products sold (volume)		35 %	15 %	↘ -22,73 %	↗ 17,65 %
% of Partners with time-bound commitments for 100% observer coverage (human and/or electronic)	24 %	32 %	18 %	↘ -13,64 %	↘ -5,88 %
% of Partners with seafood sourcing requirements that include PSM	29 %	56 %	32 %	↘ -13,64 %	↗ 11,76 %
% of GTA partners who have risk assessed ports where product is being landed for compliance to PSMs and are taking appropriate action for those identified as high risk.	24 %	18 %	15 %	→ 0,00 %	↘ -17,65 %
% of Partners with seafood sourcing requirements that include publicly sharing vessel tracking data	14 %	29 %	26 %	↗ 4,55 %	↗ 5,88 %
% of Partners with seafood sourcing requirements that include publicly sharing vessel license and authorisation lists	33 %	38 %	38 %	↗ 4,55 %	↗ 5,88 %
% of Partners with seafood sourcing requirements that include unique vessel identifier	52 %	56 %	59 %	↗ 13,64 %	↗ 5,88 %
<b>Environmental Sustainability</b>					
% of Partners that publicly commit to sourcing 100% of tuna products from fisheries with a GSSI-recognised certification, or on a pathway to sustainability	81 %	88 %	91 %	↗ 9,09 %	↗ 11,76 %
% of Partners with seafood sourcing requirements that include GTA's position on better FAD management	19 %	26 %	18 %	↗ 13,64 %	↗ 5,88 %
% of Partners with time-bound commitments for Fins Naturally Attached policy requirements	24 %	38 %	29 %	↘ -4,55 %	↗ 17,65 %
<b>Social Responsibility</b>					
% of Partners who have assessed human rights risks in their supply chains at processor and vessel level	43 %	50 %	53 %	↗ 22,73 %	↗ 23,53 %
% of Partners who have assessed human rights risks from recruitment at processor and vessel level	33 %	35 %	32 %	↗ 18,18 %	↗ 11,76 %
% of Partners who have publicly committed to the Employer Pays Principle	43 %	47 %	38 %	↗ 4,55 %	↗ 5,88 %
% of Partners who can demonstrate measurable progress against their timebound plan to address human rights risks at processor and vessel level	14 %	21 %	18 %	↗ 13,64 %	↗ 11,76 %
% of Partners who have shared company policies on human rights publicly, and with supply chain stakeholders, that include a commitment to remediation	62 %	79 %	79 %	↗ 9,09 %	↗ 11,76 %
% of Partners who are reporting on the management of human rights risks publicly, including remediation actions taken	52 %	62 %	68 %	↗ 13,64 %	↗ 23,53 %
% of Partners with time-bound commitments for RFMOs to implement the IBOR and WCPFC mandatory observer safety reforms	10 %	18 %	12 %	↘ -4,55 %	↘ -5,88 %

# Annex 2: GTA Performance Dashboard





# References: Global KPI Progress

<sup>1</sup> <https://www.iss-foundation.org/about-issf/what-we-publish/issf-documents/rfmo-best-practices-snapshot-2024-observer-requirements/>

<sup>2</sup> <https://www.fao.org/treaties/results/details/en/c/TRE-000003/>

<sup>3</sup> <https://www.iss-foundation.org/about-issf/what-we-publish/issf-documents/rfmo-best-practice-performance/>

<sup>4</sup> <https://iotc.org/cmm/resolution-2305-establishing-programme-transshipment-large-scale-fishing-vessels>

<sup>5</sup> <https://ngotunaforum.org/view-by-rfmo/>

<sup>6</sup> <https://ngotunaforum.org/view-by-rfmo/>

<sup>7</sup> [https://www.iattc.org/GetAttachment/c4f92d00-b6e3-4e03-84cb-d4e876ce9ab8/C-23-04\\_FADS-biodegradables.pdf](https://www.iattc.org/GetAttachment/c4f92d00-b6e3-4e03-84cb-d4e876ce9ab8/C-23-04_FADS-biodegradables.pdf)

<sup>8</sup> [https://www.iattc.org/GetAttachment/6e08563b-454c-4df2-961b-0b9ffef04fcd/C-23-07\\_Sharks%E2%80%93consolidates-and-replaces-C-05-03,-C-16-04,-and-C-16-05.pdf](https://www.iattc.org/GetAttachment/6e08563b-454c-4df2-961b-0b9ffef04fcd/C-23-07_Sharks%E2%80%93consolidates-and-replaces-C-05-03,-C-16-04,-and-C-16-05.pdf)

<sup>9</sup> <https://cmm.wcpfc.int/measure/cmm-2019-04>

<sup>10</sup> <https://iotc.org/cmm/resolution-1705-conservation-sharks-caught-association-fisheries-managed-iotc>

<sup>11</sup> [https://www.wto.org/english/tratop\\_e/rulesneg\\_e/fish\\_e/fish\\_e.htm](https://www.wto.org/english/tratop_e/rulesneg_e/fish_e/fish_e.htm)

<sup>12</sup> <https://www.un.org/bbnjagreement/en>

<sup>13</sup> [https://normlex.ilo.org/dyn/normlex/en/f?p=1000:11300:0::no:11300:p11300\\_Instrument\\_Id:312333](https://normlex.ilo.org/dyn/normlex/en/f?p=1000:11300:0::no:11300:p11300_Instrument_Id:312333)

<sup>14</sup> <https://www.lmo.org/en/MediaCentre/PressBriefings/pages/CTA-Nicaragua-accession.aspx>

<sup>15</sup> <https://cmm.wcpfc.int/measure/cmm-2017-03>





# Contact Us

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