

Russian Reefer Mumrinskiy and illegal unreported cod – update January 2007

In August 2006, Greenpeace took action and alerted the Dutch Government about possible illegal unreported cod onboard the Russian reefer vessel Mumrinskiy as it arrived the port of Eemshaven and offloaded its cod and haddock cargo. The alert was based on detailed knowledge of the vessels operation patterns in the past as well as research into the history of the individual trawlers that Mumrinskiy carried fish on behalf of.

The Dutch Government insisted that the fish cargo was perfectly legal. It can now be shown that this was not the case. At least 132 tonnes of IUU cod (net) entered Eemshaven through Mumrinskiy in August, and more than 650 tonnes (net) were entered with Mumrinskiy only over its three trips in June, July and August.

Based on information received by Greenpeace from inspections at sea conducted by the Norwegian Coastguard this fall, compared with landing documents (Health Certificates) obtained by Greenpeace from Dutch Customs, it can be shown that large volumes of fish that was offloaded from Mumrinskiy also in June and August 2006 was never reported in the catching vessels catch diaries or subtracted from their quotas. This means the fish was illegal and unreported.

This combined evidence shows that Greenpeace was right in our concerns about the legality of Mumrinskiy's cargo in August 2006, and that Dutch ports are still used to launder stolen fish. Those that still believe we were wrong are invited to prove that.

We urge Holland to take all possible measures to avoid this from happening, by refusing al vessels that cannot verify that their cargo has been fully reported to all relevant authorities and subtracted from a legal quota.

The Mumrinskiy is now again in a Dutch port, Velsen, with cod from the Barents Sea. The fish has been caught by the same trawlers as Mumrinskiy delivered the fish on behalf of in August. Mumrinskiy has taken the same detour to circumvent the Norwegian EEZ and avoid inspection this time as it did earlier. There are therefore several reasons to expect that also parts of this cargo is illegal and unreported, and is planned to be laundered through Holland.

We do not believe Dutch authorities can continue to let this organised fish crime happen, and call on all measures to avoid illegal fish to be offloaded in Holland.

Evidence of unreported cod coming in to Holland with Mumrinskiy through landings in Eemshaven June, July and August 2006:

June 2006: At least 321 tonnes of unreported cod

The Mumrinskiy called in Eemshaven 21. June 2006. Based on information from Dutch Customs, she carried fish from 5 trawling vessels; the Santa, Solombala, Ponoy, Kronshtadt, and Yaroslavets. Greenpeace has received copies of Health Declarations that were sent Dutch Customs based on these landings. The documents confirm the actual landed volumes from each vessel (however, this has not been confirmed through box counts or weighing).

Of the five catching vessels that Mumrinskiy carried fish from in June, the Norwegian Coast Guard has carried out inspections of three of them since June; the Solombala (21.11), Ponoy (14.08) and Yaroslavets (29.10).

These inspections show clear discrepancies between the volumes that were reported in the catch diaries, and the volumes that were actually landed.

- On behalf of **Ponoy**, the Mumrinskiy offloaded 248 tonnes of headed and gutted cod (= 372 tonnes round fish). 144 tonnes (214 round) was unreported black cod, as Ponoy only reported transshipment to Mumrinskiy of 104 tonnes headed and gutted cod in her catch diary.
- On behalf of **Yaroslavets**, the Mumrinskiy offloaded 176 tonnes of headed and gutted cod (= 264 tonnes round fish). 121 tonnes (182 round) was unreported black cod, as Yaroslavets only reported transshipment to Mumrinskiy of 55 tonnes cod in her catch diary.

Solombala seems to have had reported all its fish for this trip. Kronstadt and Santa has not been inspected.

July 2006: At least 462 tonnes of unreported cod (all sold to Norwegian traders)

The Mumrinskiy came back to Eemshaven from the Barents Sea 24. July 2006. She carried fish from 6 trawling vessels; the Solombala, Ponoy, Yaroslavets, Antares, Kronshtadt and Olustvere. At least 308 tonnes of the cod onboard was not reported by the catching vessels. (462 tonnes round fish).

Greenpeace has not received Health Declarations from Dutch Customs from this landing, but a 'delivery / acceptance note' obtained by Norwegian Coastguard inspection of the Mumrinskiy (25.10) shows detailed descriptions of deliveries to two Norwegian buyers. This is a strong indication of actual landed and sold fish.

Of the six catching vessels that Mumrinskiy carried fish from in July, the Norwegian Coast Guard has carried out inspections of four of them since July; the Solombala (21.11), Ponoy (14.08), Yaroslavets (29.10) and Antares (15.11). In addition, the Coast Guard inspected the transport vessel Mumrinskiy itself (25.10).

These inspections show clear discrepancies between the volumes that were reported in the catch diaries, and the volumes that were actually landed:

- On behalf of **Solomboloa**, the Mumrinskiy offloaded minimum 56 tonnes (84 round) unreported black cod. Minimum 104 tonnes was sold and landed, but only 48 tonnes was entered in catch diary.
- On behalf of **Yaroslavets**, the Mumrinskiy offloaded minimum 86 tonnes of unreported headed and gutted cod (129 tonnes round fish). Minimum 132 tonnes was sold and landed, but only 46 tonnes was entered in the catch diary.
- On behalf of **Ponoy**, the Mumrinskiy offloaded minimum 115 tonnes of unreported headed and gutted cod (= 175 tonnes round fish). Minimum 255 tonnes was sold and landed, but only 140 tonnes was entered in the catch diary.
- On behalf of **Antares**, the Mumrinskiy offloaded minimum 50 tonnes unreported headed and gutted cod (76 round fish). Minimum 81 tonnes was sold and landed, but only 30 tonnes was entered in the catch diary.

Kronshtadt and Olustvere has not been inspected, but the deliveries follow the same pattern as they both sold some volumes to one buyer and other volumes to the same other buyer that received all the other unreported catch from the four other trawlers.

August 2006: at least 197 tonnes of unreported cod brought by Mumrinskiy in spite of Greenpeace activity

The Mumrinskiy came back to Eemshaven from the Barents Sea 24. August 2006. She carried fish from 5 trawling vessels; the Solombala, Ponoy, Yaroslavets, Antares and Kronshtadt. At least 132 tonnes of the cod onboard was not reported by the catching vessels (197 tonnes round fish).

Following detailed transparency rules and processes, Greenpeace has received copies of Health Declarations that were sent Dutch Customs based on the landings of Mumrinskiy in August. These documents confirm the actual landed volumes from each vessel (however, this has not been confirmed through box counts or weighing).

Of the five catching vessels that Mumrinskiy carried fish from in August, the Norwegian Coast Guard has carried out inspections of three of them since August; the Solombala (21.11), Ponoy (14.08), Yaroslavets (29.10) and Antares (15.11). In addition, the Coast Guard inspected the transport vessel Mumrinskiy itself (25.10).

The inspections show clear discrepancies between the volumes that were reported in the catch diaries, and the volumes that were actually landed in Holland.

- On behalf of **Solomboloa**, the Mumrinskiy offloaded minimum 17 tonnes (25 round) unreported black cod. The black cargo was equipped with separate sets of documents. A total of 65 tonnes (97 round) tonnes was sold and landed, but only 48 tonnes was entered in catch diary.
- On behalf of **Yaroslavets**, the Mumrinskiy offloaded minimum 37 tonnes of unreported headed and gutted cod (55 tonnes round fish). The black cargo was equipped with separate sets of documents. A total of 118 tonnes (net) was sold and landed, but only 46 tonnes (net) was entered in the catch diary.

- On behalf of **Ponoy**, the Mumrinskiy offloaded minimum 24 tonnes of unreported headed and gutted cod (36 tonnes round fish). A total of 90 tonnes was sold and landed, but only 66 tonnes was entered in the catch diary.
- On behalf of **Antares**, the Mumrinskiy offloaded minimum 54 tonnes unreported headed and gutted cod (80 tonnes round fish). A total of 110 tonnes (net) was sold and landed, but only 56 tonnes was entered in the catch diary.

Kronshtadt has not been inspected since August, but the deliveries follow the same pattern, as there were also parallel sets of documents attached to the Kronshtadt cargo, as it was for the other vessels cargos for this delivery. This indicates a split between “black” and “white” sets of papers.

Background: quota control

As part of the fisheries control system in the Barents Sea, cod and haddock fishing is supposed to be regulated through a vessel quota system. The various Norwegian, Russian and other catching vessels are allocated a quota that they can fish. Fishing must be reported through the vessels catch diaries and daily reports of these entries through radio transmissions. When the quota is filled, the vessel must stop fishing. Some vessels report only fractions of their catch in the catch diaries and the corresponding daily reports, and some keep double catch diaries to be able to show that the actual catch onboard matches catch diary entries – but keep this only until they have transhipped the fish to a transport vessel. Then they can revert back to the false system again.

The only way to enforce correct catch diary book-keeping and quota control, is to conduct inspections at sea and triangulate this control with verified landing data in port. The Russian Government does nothing of this with its Barents cod fleet. Norway attempts to control both countries fleets, but has limited jurisdiction and problematic access to satellite data as well as landing information from several European ports. The Netherlands does submit some information to Norway, but seems to make little use of the documentation of illegalities that Norway has produced based on this information.

For a general background on the Mumrinskiy’s involvement with IUU issues, see the three following reports:

<http://oceans.greenpeace.org/en/documents-reports/mumrinskiy>
<http://oceans.greenpeace.org/en/documents-reports/mumrinskiy-case-studies>
<http://oceans.greenpeace.org/raw/content/en/documents-reports/mumrinskiy-background.pdf>

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