



WITNESSING THE PLUNDER 2006

How Illegal Fish from West African Waters
Finds its Way to the EU Ports and Markets



GREENPEACE



Greenpeace observed the Elpis together with the Zhang Yuan Yu 1, the Lian Run 25 and the Lian Run 29 on 31 March 2006 in Guinean waters. Later the vessel was observed transshipping with Kum Woong 103, Sakoba 1 and Kim Marine 533 in the night of 4 April 2006 in Sierra Leone waters.

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1. Executive Summary

Illegal, Unreported and Unregulated (IUU) fishing has received a great deal of attention around the world in recent years, both in the media and in international high level discussions. Among the initiatives that have resulted are the FAO International Plan of Action (IPOA) on IUU Fishing (2001)¹, the EU's own IUU Action Plan (2002)², the High Seas Task Force (2003-2006)³, the Marine Resources Assessment Group (MRAG) study (2005)⁴, and an OECD study (2005)⁵ to name but a few of the more high-profile ones.

The emphasis, however, has been mainly on IUU fishing in international waters, in high seas areas beyond Exclusive Economic Zones (EEZ). IUU fishing takes place everywhere, both on the high seas and in EEZs. In the waters of developing countries the impacts of IUU fishing are particularly dramatic. IUU fishing, often by industrial fleets, further exacerbates the depletion of marine resources and fishing communities are losing their livelihoods, artisanal fishermen may be injured or killed in collisions with illegal trawlers fishing close to the coast; and coastal developing states are deprived of much-needed revenues. It is difficult to evaluate the extent and economic impact of IUU fishing, especially in areas where few mechanisms for control, monitoring and surveillance exist. MRAG estimates that sub-Saharan Africa loses \$1 billion US/year due to the activities of these fleets.

Pirate fishing fleets operate in contravention of conservation and management rules, labour and tax laws. Crew employed on board of these pirate vessels often live in near-slavery conditions.

Among all the information that has been collected time and time again by different national, international, intergovernmental and private initia-

tives over the past years, the question remains: is illegal fish for sale in the European Union, the world's largest market for fish?

Greenpeace has gathered evidence at sea and in several ports such as Las Palmas and Eemshaven (The Netherlands) to expose the deliberate confusion sown in the chain of custody. Given the lack of traceability of fish from the sea to the market, as described below, it is obvious that IUU fish ends up on the EU market. This report will focus on exposing the high levels of illegal fishing in waters of Guinea and explaining how fish finds its way to the port of Las Palmas.

One of the main driving forces behind pirate fishing is a growing and often indiscriminate demand for seafood in the EU and other major markets⁶. Consumers and retailers expect an increasing variety of fish and shellfish all year round and at a reasonable price, in spite of the fact that marine resources are in sharp decline worldwide⁷.

Over-exploitation and declines of fish stocks have led to stricter management rules which are more or less well enforced in those parts of the world where surveillance and control capacity exist. There are other areas, though, where such capacity does not exist, such as the high seas and the exclusive economic zones (EEZ) of developing countries.

6 According to the Shanghai International Fisheries & Seafood Exposition (SIFSE), "with growing industrialisation and economic development, not only are Chinese consumers better able to afford to eat more fish and seafood, but the industry that provides it has also extended its capacity to supply the market. In the past 10 years, the total retail market, not including restaurant and catering sales, or supply to the food and feed processing industries, has grown in value by over 200%. At the same time, retail sales volumes have grown by nearly 70%, while per capita spending on such foods grew by over 75% in only that last six years".

7 A recent paper suggested that the ongoing erosion of diversity appeared to be accelerating on a global scale. The report affirmed that "this trend is of serious concern because it projects the global collapse of all taxa currently fished by the mid-21st century". See Worm, B. et al. "Impacts of Biodiversity Loss on Ocean Ecosystem Services" Science Vol 314, 3 November 2006.

1 http://www.fao.org/figis/servlet/static?dom=org&xml=ipoa_IUU.xml

2 http://eur-lex.europa.eu/LexUriServ/site/en/com/2002/com2002_0180en01.pdf

3 See The High Seas Task Force Final Report <http://www.high-seas.org/documents.htm>

4 <http://www.dfid.gov.uk/pubs/files/illegal-fishing-mrag-report.pdf>
5 OECD's Committee for Fisheries' study "Why Fish Piracy Persists: The Economics Of Illegal, Unreported And Unregulated Fishing – ISBN-9264010874 © OECD 2005

In order to highlight the plight of such developing countries, Greenpeace monitored the waters off West Africa from March to April 2006 in partnership with the Environmental Justice Foundation (EJF). Previously in September 2001, Greenpeace had conducted an expedition to the same region, where devastation caused by pirate fishing fleets was documented.⁸ The aim of the 2006 expedition was to find out if anything had changed. Has any of this international attention and calls for action to curb pirate fishing led to reduction in IUU fishing in the waters off West Africa?

Unfortunately, the findings point out that very little has changed in the region. Once again, Greenpeace found illegal fishing to be rampant. We sighted 92 fishing boats in the waters off Guinea. Our observations suggest that some 50% of the vessels sighted were engaged in illegal, unreported and unreported fishing activities including fishing without a licence, fishing inside the 12nm zone reserved for artisanal fishermen, operating with no name or hiding their identity or else were linked to activities that are illegal under Guinean law, such as transshipping at sea (See Table 1).

The expedition included work with fisheries authorities from Guinea for five days during which the Greenpeace ship Esperanza patrolled Guinean waters with the objective of providing the fisheries surveillance agency (Centre National de Surveillance et de Protection des Pêches – CNSP) with the logistical means to arrest fishing boats operating illegally in their waters. This eventually led to the arrest of the Chinese vessel, Lian Run 14, which was fishing in Guinean waters without a licence at the time.

⁸ See Witnessing the Plunder – Greenpeace November 2001: “Over the course of one week, we found 31 trawlers and 3 transport vessels operating outside any control. Two had no name and two had two names. Some had their identity hidden. Nine trawlers had been sighted previously fishing illegally by the occasional regional aerial surveillance flights. Those vessels which could be identified using Lloyd's Maritime Information Services belonged mainly to Chinese and Korean companies. For those vessels whose identity and registry could be established, 10 operated under Belize's flag, a famous flag of convenience”.

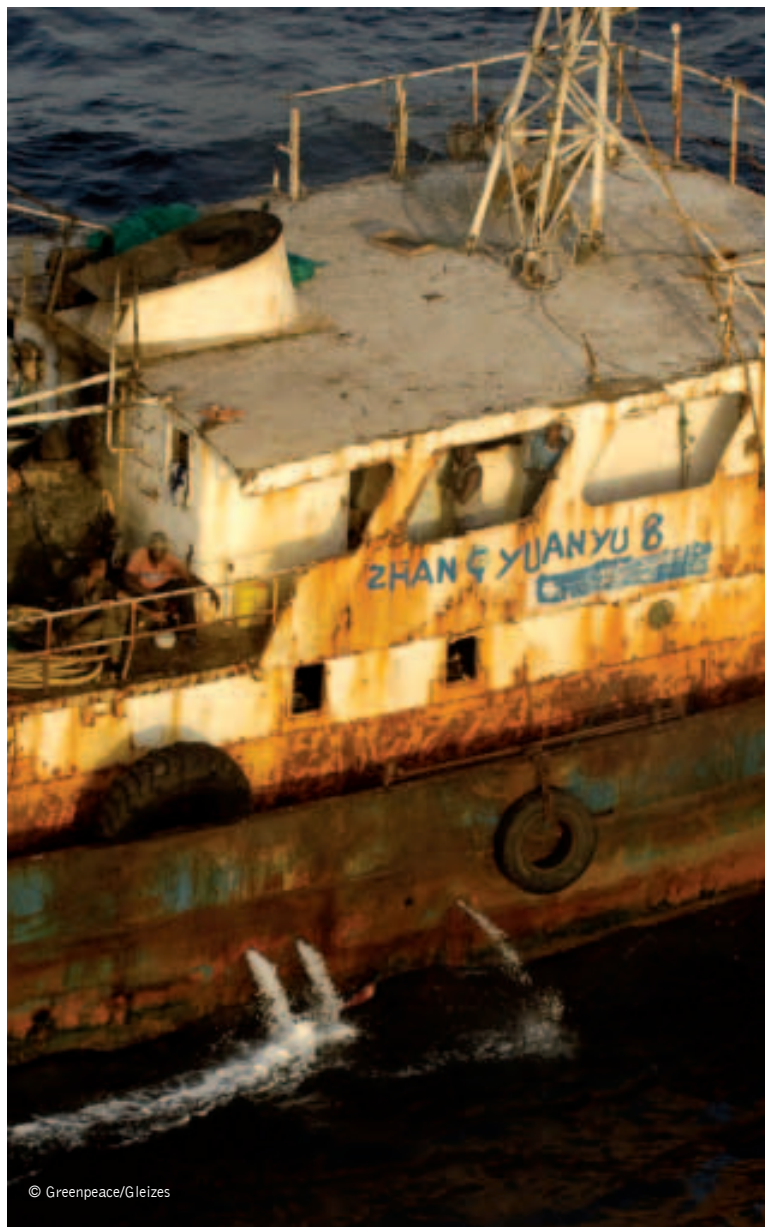


Table 1: Vessels observed in Guinean waters by Greenpeace

Name	Ty	Lic	IUU	LP	MA	Llo	Flag	Call Sign	IMO Nr	Owners	DG SANCO
Binar 4	RF						Panama		8831431		
Chang Hai 3	RF						China				
CNFC 21	BT						China				3700/20040
CNFC 22	BT						China				3700/20041
CNFC 23	BT						China				3700/20042
CNFC 24	BT						China				3700/20043
CNFC 9310	BT						China				3700/20010
CNFC 9311	BT						China				3700/20026
Eleni S	BT						Korean				
Elpis	RF						Belize	V3UW5			
Guo Ji 805	BT						China	BASS	412201910		
Guo Ji 806	BT						China		412207920		
Hai Feng 823	RF						China	3FZ09	8863496	CNFC	
Hai Feng 829	RF						China	BCGM	7379400	CNFC	
Hai Feng 830	RF						China	BSST	7379412	CNFC	
Itti I	BT						Senegal	6WBC		Itti Atlantic	078/AJ/95
Itti II	BT						Senegal	GWBD		Itti Atlantic	079/AJ/95
Itti Guinee I	BT						Conakry	3XUS		Ittiguinee Sarl	016/N/MPA/DNPM
Itti Guinee II	BT						Conakry	3XSF	8126941	Ittiguinee Sarl	014/N/MPA/DNPM
Jiu Yuan 811	BT						China				1200/20014
Jiu Yuan 812	BT						China				1200/20037
Katan	FF						Comoros	D6BP2	6929090		
Kim's Marine 511	BT										
Koras No 6	BT						Korea		7410113		
Lian Run 1	BT						China				
Lian Run 7	BT						China				
Lian Run 9	BT						China				
Lian Run 10	BT						China				
Lian Run 11	BT						China				
Lian Run 13/Lian Yun 24	BT						China				
Lian Run 14	BT						China				2100/02791
Lian Run 17	BT						China				2100/02794
Lian Run 18	BT						China				2100/02795
Lian Run 19	BT						China				2100/02796
Lian Run 20	BT						China				2100/02797
Lian Run 21	BT						China				2100/02798

Name	Ty	Lic	IUU	LP	MA	Llo	Flag	Call Sign	IMO Nr	Owners	DG SANCO
Lian Run 22	BT						China				2100/02799
Lian Run 23	BT						China				2100/02800
Lian Run 24	BT						China				2100/02801
Lian Run 25	BT						China				
Lian Run 26	BT						China				
Lian Run 28	BT						China				
Lian Run 29	BT						China				
Lian Run 30	BT						China			China Dalian	
Liao Yu 839	BT						China	HQIC9			
Liao Yu 840	BT						China	HQID3			
Long Way 008	BT						China		8934427		
Long Way 009	BT						China				
Long Way 010	BT						China				
Marcantonio Bragadin	BT						Senegal	6WE0			132/BT/99
Medra	BT						Honduras	DTBE3	8837526	Intermiso	
Min Yu 701	BT						China				1200/20019
Min Yu 702	BT						China				1200/20042
Nova Australia	RF						Singapore	9VGQ2	8415859	Seatrade	
Oymur	PT						Rusia	UAIT	8522236	Belomorsk	
Poong Lim 11	BT						Korea	6MUI		Poonglim Fisheries Co. Ltd.	KORF-097
Poong Lim 12	BT						Korea	6MWA		Poonglim Fisheries Co. Ltd.	KORF-095
Sakoba 1	BT							9LFZS			
Salvatore Primo	BT						Italy	IPZP	7938933	Italfish	
Saturnia	BT						Senegal		6617726		076/AX/95
Sonrisa	BT						Honduras	HQCA2	7355026	Intermiso	
Tae Wong 608	BT						Korea	6NGE		Samshin Fisheries Co, Ltd.	KORF-174
Trebba	BT						Senegal	6WEP	6705755	Italsen	131/BS/99
Two Star	BT						Korea	6NGA		Seokyoung Corporation	KORF-102
Wofagui 2	BT						Senegal				
Wofagui 5	BT						Senegal	CSP-5			
Yan Yu 630	BT						China				3700/20024
Yan Yu 703	BT						China				
Yuan Yu 16	BT						China	BYZB2			1200/20029

Name	Ty	Lic	IUU	LP	MA	Llo	Flag	Call Sign	IMO Nr	Owners	DG SANCO
Yuan Yu 17	BT						China	BYZB4			1200/20030
Yue Yuan 812	BT						China				
Yue Yuan Yu 7	BT						China				4400/20007
Yue Yuan Yu 8	BT						China				4400/20012
Zenab 3	BT							6MBA			
Zhang Yuan 2	BT						China				
Zhang Yuan Yu 1	BT						China				2100/02736
Zhang Yuan Yu 2	BT						China				2100/02737
Zhang Yuan Yu 7	BT						China				
Zhang Yuan Yu 8	BT						China	BZSY			
Zhang Yuan Yu 18	BT						China				
Zhi Jiang 04	BT						China				1200/20045
Zhi Jiang 05	BT						China				1200/20023
Zhou Yu 634	BT						China				
Hidden names	BT	Nine vessels could not be identified									

Legend	
Name	Name of the vessel
Ty (Type)	RF (Reefer), BT (Bottom trawler), PT (Pelagic Trawler), FF (Fish Factory vessel)
Lic (License)	According to the list of third countries fishing vessels licensed to fish in Guinean waters provided by the Guinean Fisheries Ministry (printed 24/03/2006). In white those vessels which did have a licence to fish during that period; in dark green those which did not have a licence to fish; and in light green those which did have a licence but have been linked to irregular activities such as illegal transshipments.
IUU	Those in dark green are those vessels which have been identified as taking part in IUU fishing activities in the past
LP (Las Palmas)	Those in dark green are those which have been seen in the Port of Las Palmas in the past
MA (Markings)	Those in dark green were not displaying clearly either their name and/or call sign
Llo (Lloyd's info)	Shows whether there was any information available about this ship in the Lloyd's database.
Flag	Flag of the ship.
Call Sign	Call sign of the ship
IMO Nr, Owners	IMO Number and owners of the ship according to the Lloyds database
DG SANCO	Sanitary number provided by the EU to vessels authorised to export to the EU.



Analysis	
Type	Of this 92 vessels observed by Greenpeace, 83 were BT (90.22%), 7 where RF (7.61%), 1 was a PT (1,09%) and 1 a FF (1,09%)
Licensed	17 vessels or 20.48% of the 83 vessels identified didn't have a licence to fish (that is 18.48% of the total 92 observed vessels). Another 9 vessels where hiding their names or displayed no name at all. Totally, at least 26 vessels or 28.26% of the total 92 vessels observed were fishing illegally at all times. If we take into account vessels that have been documented while carrying out illegal activities or that work in collaboration with poachers, the total amount of vessels linked to IUU activities goes up to 43 or 46.74% of the vessels observed. (See Table 3 on page 34 for more information)
IUU	Out of the 83 vessels identified, 30 (or 36.14%) had been identified in the past as involved in illegal fishing operations.
LP	Out of the 83 vessels identified, at least 14 (or 16.87%) had been spotted in the past in the Port of La Luz (Las Palmas, Canary Islands, Spain)
MA	Out of the 92 vessels observed, only 15 of them (or 16.30%) were showing clearly both their name and call sign. This means that over 83% of them are not properly marked.
Flag	Out of the 83 vessels identified, 57 (or 68.67%) were flagged to China, six (or 7.23%) were flagged to Korea. For three of them (3,61%) the flag state could not be identified. Seven (8.43%) were flagged to Senegal, one to Panama, one to Belize, one to Comoros, one to Italy, one to Rusia, two to Honduras and one to Singapore. Two were flagged to Guinea.
Lloyd's info	Out of the 83 vessels we only found information in the Lloyd's database for 13 vessels, that's 15.48% of the vessels we identified. For at least 4 of them the information contained in Lloyds is incorrect or the most basic information is lacking. In summary, of the 92 vessels spotted, for 84 of them or in 91.30% of the cases, not information could be obtained about who is responsible or who can be made accountable for the actions of these vessels.
DG SANCO Nr	39 of the 83 vessels identified (46.99%) have an sanitary authorisation to export fishing products to the EU. This includes fishing vessels that were observed fishing illegally, like ITTI II, Lian Run 14, Two Star, Yuan Yu 17, as well as vessels whose names have been found on boxes on board vessels involved in illegal fishing activities.

2. FROM THE SEA TO THE SHELVES: A NET FULL OF HOLES

Our research shows that there are many points along the line from the nets in the water to the fillet on the shelf at which illegal fish can find its way onto the market place – leaving even one small gap in the chain of control can render all other efforts useless.

- Catching fish illegally;
 - Fishing without a licence **1**;
 - Fishing inside the 12 nautical mile zone or the zone reserved to small-scale artisanal fishing **2**;
 - Wrong mesh size **3** or **4**;
 - Hiding/disguising/misreporting the ship's identity **5** or **6**;
 - Any combination of the above **7**.
- Mislabelling illegal fish as legitimate product. **8**;
- Transshipping illegally and/or transshipping illegal fish **9**;
- Landing illegal fish **10**;
- Storing illegal fish **11**.
- Selling and eating illegal fish?

Some of the fish landed and stored in Las Palmas goes on to Spain and other European countries by boat and/or truck where it may be further processed before being sold to unaware retailers and consumers.

Although the trail gets harder to follow as the fish leaves Las Palmas for its next destination, the fact that illegally-caught fish is landed quite easily and regularly in Las Palmas raises the question of the origin of the fish we eat.



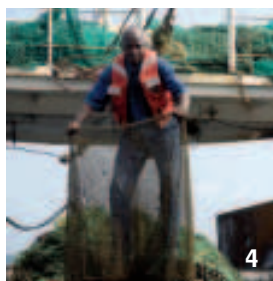
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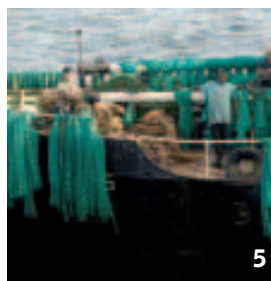
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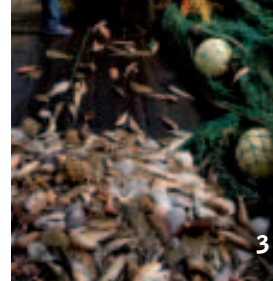
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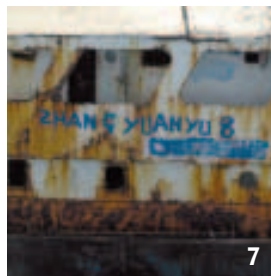
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8



9



9



10



11

1.- The Lian Run 14 **2.-** The Kims Marine 511 **3.-** A Guinean fisheries inspector on board the Lian Run 14 **4.-** idem **5.-** A fishing vessel hiding its name **6.-** The Lian Run 13 was also displaying the name Lian Yun 24 **7.-** The Zhang Yuan Yu 8 **8.-** Stamping fish boxes on the deck of the Long Way 009 **9.-** The Binar 4 transshipping at sea **10.-** Boxes unloaded from the reefer Elpis in the Port of Las Palmas **11.-** idem.

All pictures ©Greenpeace/Gleizes, except Ner 10 and 11 ©Greenpeace/Yago

3. CONFUSION: OBSERVING PIRATE FISHING FIRST HAND

How does illegal fish find its way onto the plates of western consumers? The answer, simply put, is “confusion”. Confusion about where the fish was caught, by whom and under what conditions. Confusion that the various operators involved in illegal, unregulated and unreported fishing and the sale of these products create and maintain deliberately throughout the chain of custody. Confusion that must be eliminated if the problem of IUU fishing is to be solved.

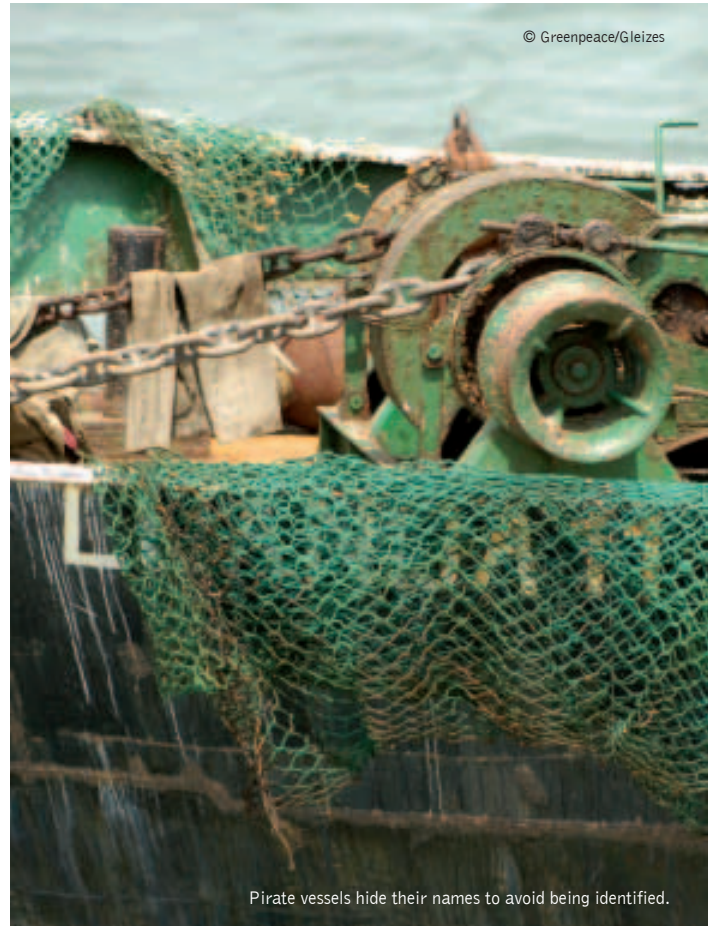
In the waters of Guinea, we witnessed some of the ways in which this confusion is created. Many of them were the same as those we had witnessed four years earlier, suggesting that not much has changed.

Our observations at sea, discussions with local coastal communities and stakeholders and the Guinean authorities uncovers a story that is not encouraging. It seems that in regions such as West Africa, where there are many other serious issues of concern in addition to fisheries, it is easy to find excuses to not act, to blame others, to do nothing, to let the situation continue to deteriorate and abandon fishing communities to their fate.

It is time now for States, other relevant authorities and international bodies to take stock of the situation based on the evidence at hand and the lessons learned. It is time to be realistic and to admit that current efforts are not sufficient and to identify and support positive efforts along the chain from West Africa through to the EU market, as well as globally. Because what emerges from our study is that there are things that can be done now. The relatively simple recommendations proposed in this report can make a difference to the situation in West Africa and there simply is no excuse for States not to act. Failing to do so will mean the inevitable extinction of both fish stocks and fishing communities in the most severely affected regions.

3.1. CONFUSION IN GUINEAN WATERS

The vessels operating in Guinean waters have several simple yet effective ways of sowing confusion over the identity of the vessel. The objective of the confusion is simple - if there are vessels fishing legally at any point in time in the region, then several others can fish illegally. As long as there is no way of distinguishing between them, it is impossible to know which fish is legal and which is not. Without such certainty over identification, further steps in the chain of custody, such as the port authorities in Las Palmas, are not able to prevent the off-loading of the illegal fish.



Pirate vessels hide their names to avoid being identified.

Identification of fishing vessels

Confusion starts with the identification of vessels, or rather the lack thereof. In 2006 Greenpeace witnessed several such cases:

- Vessels markings (either non-existent, hidden, or confusing, with different markings on the same vessel)⁹ ;

⁹ See FAO Standard Specifications for the Marking and Identification of Fishing Vessels - 1989

- On the 27th of March 2006, four Italian-owned fishing vessels (one flagged in Italy: Salvatore Primo, three flagged in Senegal: Marcantonio Bragadin, Saturnia, Trebba) which were not on the official list of vessels licensed to fish in Guinean waters (printed on the 24th March 2006) but with Guinean licences on board;

- their licences had the same number as four other fishing vessels on the list of licensed vessels;
- the Italian-flagged vessel holding a Guinean licence was not on the Guinean list of licensed vessels nor on the EU list of vessels authorized to fish in Guinea – that is in contravention of the current EU/Guinea bilateral fisheries agreement (the information has been communicated to the European Commission's Directorate General for Fisheries);

- Some fishing vessels on the Guinean list of licensed vessels have the

same call sign. For instance, the Lian Run 22 and Lian Run 28, both had call sign BZSN7 on the Guinean list;

- The fishing vessel Poong Lim 11 observed in Guinean waters is different from a vessel marked Poong Lim 11 observed in Las Palmas in May 2005.

Fishing vessels fishing illegally

In the waters of Guinea, for one vessel with a licence, there may be several fishing illegally. Greenpeace had the opportunity to witness many examples (See Table 2 for more details)

- Fishing vessels not on the list of vessels authorised by Guinea but nonetheless fishing in Guinean waters (ex. the Zenab 3, operating in Guinean waters despite having been arrested by the Guinean authorities for fishing 4 nautical miles from the coast in 2005 and which had its licence withdrawn, or the fishing vessel Two Star;



The Saturnia in Guinean waters.

- Vessels fishing within the 12 nautical miles zone reserved for artisanal fishing, as the Kims Marine 511;

- Lian Run 14 was intercepted fishing in Guinean waters without a licence. The most recent licence on board was from 2003. On board, we found cardboard boxes for frozen fish bearing the names of: Lian Run 2, 13, 14, 15, 16, 18, 19, 20 and Zhang Yuan Yu 2 as well as EEC SANCO numbers relating to sanitary standards for export to the EU. Lian Run 2, 13, 14, 15, 16 are not on the Guinean list of licensed fishing vessels – Lian Run 13, 14, 15, 16 are on the SANCO list for China (the information has been communicated to the European Commission's Directorates General for Consumer Health (SANCO) and Fisheries.

Labelling

The labelling of the boxes is also done on board the fishing vessels themselves with the name of vessel, place of origin and identification added on board. Labelling of fish on board the fishing vessel is the first step in the process of traceability. If the fish is mislabelled, for instance labelled as being caught by a vessel with a licence, when it was actually caught by an unlicensed vessel, then it is impossible to verify the true origin of the fish later on. Greenpeace has visual evidence of fishing vessels carrying empty cardboard boxes with the names of various fishing vessels and of crew on board these fishing vessels printing names of fishing vessels on the boxes. There is no one to verify if the label corresponds to the reality. Correct labelling of boxes of frozen fish, which is indispensable for proper control upon arrival in port, is simply not verifiable.

Transshipments at Sea

Most fishing vessels operating in Guinean waters do not land their fish directly in a port. Instead, the fish is transferred from fishing vessels to refrigerated cargo vessels which then take the fish to port. However, transshipment at sea is prohibited under Guinean law, and, in theory, should only happen in the

port or anchorage of Conakry under the supervision of Guinean fisheries inspectors, where the vessel operators are supposed to pay taxes based on tonnage caught and transshipped. This system is in place to allow Guinean authorities to keep track of quantities of fish caught in their waters. This system is clearly not being implemented and given the lack of patrolling capacity, an unknown but potentially very large amount of fish is simply transshipped at sea, far away from the coast.

Transshipping at sea between two fishing vessels or between fishing vessels and refrigerated transport vessels is very common and comprises the next step in disguising the illegal origin of the fish. These transfers, often far away from land and surveillance, allow illegal fishing vessels to mix their catches with those from legal vessels. In reaction to what is commonly considered to be "laundering" of fish, some regional fisheries management organisations have taken steps to strengthen the control of transshipment at sea. Greenpeace witnessed several cases of transshipments at sea.

The first one was on 17th of March 2006 between the refrigerated transport vessel (reefer) Hai Feng 830 and the fishing vessel Jiu Yuan 812. Another one was between the reefer Hai Feng 829 and the fishing vessel CNFC 21 on the 27th of March 2006. The fishing vessel produced an authorization to tranship granted by the CNSP. The authorization specified that the transshipment must be conducted in the presence of a fisheries inspector and a navy official. The only official present was the fisheries observer on board the fishing vessel. It should be noted that the mandate of an observer is completely different from that of a fisheries inspector. This transshipment operation was in breach of the Guinean fisheries legislation. The case of Lian Run 14 shows that fish caught by one vessel can be packed in boxes with the name of another and transshipped at sea without adequate controls.



The Binar 4 was found transhipping fish from Lian Run 24 and Lian Run 27 in international waters or Guinea Bissau waters on 6 April 2006. Another two vessels, Lian Run 28 and 29 were waiting close by. The ship has a very bad deficiencies record on Paris MOU, including two detentions in the last three years, the latest on February in Las Palmas.



The Chang Hai 3 was taking fish from the vessels Lian Run 30, Lian Run 1 and Long Way 010 in Guinean waters on 24 March 2006. The Lian Run 1 had no licence to fish in Guinean waters at that time.

Table 2: Unlicensed vessels observed in Guinean waters								
Name	Ty	IUU	LP	MA	Llo	Flag	DG SANCO	Additional comments
Itti II	BT					Senegal	079/AJ/95	
Kim's Marine 511	BT							Observed waiting to transship to the Elpis in Sierra Leone waters on 2 April 06. Reported aprox 9 nm from shore in Guinean waters on 3 April 06. We don't know if it had a licence to fish in Guinean waters in April.
Lian Run 1	BT					China		Long Way 1 found fishing illegally in 2000, off coast of Guinea. No licence or expired licence. Transshipping to Chang Hai 3 on 24/03/06.
Lian Run 10	BT					China		
Lian Run 13/Lian Yun 24	BT					China		Name Lian Run 13 was obscured on hull on 28/03/06. Had number 24 painted out on 4 April. Boxes labelled with this name on board Lian Run 14. Arrested in Guinea 3/2/5 fishing without a licence
Lian Run 14	BT					China	2100/02791	Arrested by Guinean authorities on board the MV Esperanza on 28/03/06. Arrested in Guinea 3/2/5 fishing without a licence.
Long Way 008	BT					China		
Trebba	BT					Senegal		
Two Star	BT					Korea	KORF-102	
Yan Yu 703	BT					China		
Yuan Yu 16						China		
Yuan Yu 17	BT					China	1200/20030	
Yue Yuan 812	BT					China		
Zenab 3	BT							
Zhang Yuan 2	BT							
Zhang Yuan Yu 7	BT					China		
Zhang Yuan Yu 18	BT					China		
Hidden names	BT							

Legend	
Name	Name of the vessel
Ty (Type)	RF (Reefer), BT (Bottom trawler), PT (Pelagic Trawler), FF (Fish Factory vessel)
IUU	Those in dark green are those vessels which have been identified as taking part in IUU fishing activities in the past
LP (Las Palmas)	Those in dark green are those which have been seen in the Port of Las Palmas in the past
MA (Markings)	Those in dark green were not displaying clearly either their name and/or call sign



The Hai Feng 830 receiving fish from the Jiu Yuan 812

Llo (Lloyd's info)	Shows whether there was any information available about this ship in the Lloyd's database.
Flag	Flag of the ship.
DG SANCO Nr	Sanitary number provided by the EU to vessels authorised to export to the EU.

The Binar 4: Following illegally transshipped fish from Guinean waters to Las Palmas

In many regions, it has been demonstrated time and time again that one of the main ways fishing vessels are able to land illegal, unregulated and unreported fish is by transshipping their catches at sea, where controls do not exist, rather than offloading in ports. This is particularly true when transshipments take place in the absence of a strict regulatory framework, for instance on the high seas and in areas where surveillance is almost non-existent, such as the waters of many developing coastal States which do not have the resources or means to patrol their EEZs.

For this reason it is a requirement under Guinean fisheries legislation (2006) for vessels licensed to fish in their waters to either land their catch in port or transship in the port of Conakry only.

Observations at sea

On the 6th of April 2006 at 0740 in position 9°20N and 17°40W (outside the Guinean EEZ) Greenpeace sighted the refrigerated cargo vessel Binar 4 in the process of transshipping with two fishing boats. The Binar 4 had been already observed by Greenpeace on the 1st of April 2006 in the waters of Guinea at 9°42N and 15°18W. At the time of the first observation the reefer was not engaged in transshipping but was clearly well within the EEZ of Guinea.

The two boats tied to the Binar 4 were the Lian Run 24 and Lian Run 29 and a further two boats the Lian Run 28 and Lian Run 27 were in the immediate vicinity presumably waiting to transship.

All four boats were, at the time, licensed to fish in the waters of Guinea and Greenpeace had previously sighted three of the four engaged in fishing activities. The Lian Run 24 had been observed fishing in the waters of Guinea on the 17th of March and the 4th of April. The Lian Run 27 had been observed fishing on the 4th of April. Of the two boats that were waiting the Lian Run 28 had been observed fishing on three occasions on the 17th of March, the 26th of March and the 4th of April.

When the vessels noticed the presence of the Greenpeace ship they covered over the hatches to their holds, released their lines and within 30 minutes the reefer was steaming to the north while the fishing boats steamed in the direction of the fishing grounds in the Guinean Exclusive Economic Zone.



Following documentation of this illegal transshipment, the Esperanza followed the Binar 4 to Las Palmas, where Greenpeace activists blocked the ship during six days at port to stop it from unloading its illegal cargo. Guinea imposed a fine of 150,000 \$US to the owners of the Binar 4 for transshipping illegally after which the ship was released by Spanish authorities.

Movements of Binar 4 to the Port of Las Palmas			
Arrived	Sailed	Arrived	Sailed
29-Jan-2006	09-Feb-2006	27-Dec-2004	02-Jan-2005
16-Dec-2005	24-Dec-2005	15-Nov-2004	20-Nov-2004
04-Oct-2005	06-Oct-2005	16-Sep-2004	08-Oct-2004
04-Aug-2005	11-Aug-2005	01-Aug-2004	07-Aug-2004
After 02-Jun-2005	22-Jun-2005	06-Jun-2004	11-Jun-2004
05-May-2005	12-May-2005	13-Apr-2004	20-Apr-2004
11-Mar-2005	30-Mar-2005	08-Feb-2004	11-Feb-2004
05-Feb-2005	10-Feb-2005	26-Dec-2003	31-Dec-2003

Source: Lloyd's Seasearcher.

The Elpis: A Case Study of the Pirate Fishing Links between West Africa and Europe

On the 2nd of April at 23:30 in position 8° 55N and 13° 42W (in the waters of Sierra Leone) Greenpeace sighted the refrigerated cargo vessel Elpis in the process of transshipping with three fishing boats tied alongside.

The three boats documented with the Elpis on this occasion were Sakoba 1, Kum Woong 103 and a further large black stern trawler with its name and call sign obscured (from studying photos and video we have uncovered a previous name embossed on the hull as Kim Marines 511). There were a further three boats nearby which we were unable to document, as they quickly left the area.

Sakoba 1 and Kum Woong 103 were both licensed to fish in the waters of Guinea and as stated before it is a requirement under Guinean fisheries legislation that fish is landed in the port of Conakry or transshipped in the port.

Within 5 minutes of sighting the Greenpeace inflatable, the reefer and fishing boats had untied and steamed off at speed. All of these boats turned off their lights including navigation lights.

During the Greenpeace/ Environmental Justice Foundation surveillance of the Guinean EEZ the Sakoba 1 had been sighted fishing twice. On the 25th March and again on the 3rd April at 14:30 – the day after the transshipment and this time approximately 9nm off the shore (9° 06N and 13° 27W). The Kim Marines 511, which is not licensed to fish in Guinean waters was also sighted on the 3rd April within the 12nm zone (9°07N and 13°26W).

The Elpis had already been observed on the 31st of March in the waters of Guinea at 9°33.47 and 15°01.46. At this time the reefer was not engaged in transshipment of fish but was transferring flat pack boxes to Zhang Yuan Yu 1 and Lian Run 25. When the Elpis sighted the Greenpeace helicopter, she steamed off at speed. The Lian Run 25 was then observed transferring boxes to Lian Run 29. Other fishing vessels noted in the immediate vicinity were the Lian Run 22 (licensed to fish), Long way 009 (licensed to fish), Lian Run 9 (licensed to fish) and the Zhang Yuan Yu 7 (not licensed to fish).

The Lian Run 29 was later seen illegally transshipping to the Binar 4 in international waters (See previous Binar 4 case study).

Elpis was observed in Las Palmas on the 17 March 2006 unloading fish. Names that were identified on the boxes were Bellesol 7, Lian Run 1, Lian Run 2, Lian Run 13, Lian Run 14, Lian Run 15, Lian Run 17, Lian Run 19, Lian Run 21, Lian Run 22, Lian Run 24, MV 3, MV 6, Ocean 7 and Poong Lim 12. Most of these vessels were licensed to fish in Guinean waters and have been sighted during the Esperanza's work in the area. However none of these boats appear on the CNSP special authorization to transship.

Neither Elpis nor any of the fishing vessels observed on any of these occasions or documented as unloading from the Elpis in Las Palmas appear on the CNSP special authorization to transship.

Regular Movements to Las Palmas

The Elpis has been regularly visiting the port of Las Palmas, as can be seen in the table below. The evidence presented in this dossier by Greenpeace and the Environmental Justice Foundation is just an example of what is likely to have happened every time the Elpis has unloaded fish in Las Palmas.

Movements of Elpis to the Port of Las Palmas

Arrived	Sailed	Arrived	Sailed
17-March-2006	Chk*	25-Feb-2005	05-Mar-2005
05-Dec-2005	13-Dec-2005	19-Jan-2005	25-Jan-2005
28-Oct-2005	Before 17-Nov-2005	10-Dec-2004	17-Dec-2004
After 12-Aug-2005	30-Sep-2005	07-Nov-2004	11-Nov-2004
06-Aug-2005	12-Aug-2005	02-Oct-2004	07-Oct-2004
02-Jul-2005	08-Jul-2005	10-Jul-2004	17-Jul-2004
20-May-2005	26-May-2005	01-Jun-2004	07-Jun-2004
09-Apr-2005	16-Apr-2005	25-Apr-2004	29-Apr-2004

Source: Lloyd's Seasearcher except for* which is a Greenpeace observation.

The Elpis has very recently changed its name and flag, and it is called now Somang and flagged to Panama. It continues to operate in the West African region.



The Lian Run 13, observed by Greenpeace in Guinean waters, did not have a license to fish. The same vessel was seen with two different names painted on the hull (the other name being Lian Yun 24). Fish boxes labelled as Lian Run 13 were found on board Lian Run 14.

3.2. CONFUSION IN LAS PALMAS

By the time the fish reaches port, it is impossible to ascertain if the fish has been caught legally or not. Las Palmas de Gran Canaria is the main port of landing for fish caught in West Africa, before the fish continues onto the European market or other destinations.

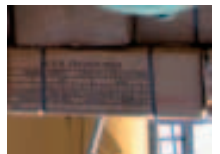
The cases of the Lian Run 2 and Lian Run 13 provide additional evidence to support this.

On the 24th of March 2006, the Lian Run 2 was sighted by Greenpeace and the Environmental Justice Foundation with other vessels anchored 60 nautical miles off the coast of Conakry. Their crew was semi-abandoned and were observed to be living in very poor and inhumane conditions. Despite the fact the ship was anchored there, in a very poor state and hardly being a seaworthy fishing vessel, boxes labelled as containing fish caught by Lian Run 2 had been unloaded a week earlier, on the 16th of March 2006, in Las Palmas. Despite the condition of the ship, it is authorised to export fish to the EU market and it is considered as complying with EU's strict health and hygiene standards for fish products.

More from the same Chinese family: Lian Yun 24 or Lian Run 13

When the Lian Run 13 was sighted in Guinean waters on the 28th March 2006 it did not have a licence to fish. The vessel was seen with two dif-

ferent names painted on the hull - the other name being Lian Yun 24. Fish boxes labelled as Lian Run 13 were also found on board Lian Run 14.



Among the boxes of frozen fish offloaded from the Elpis in Las Palmas on the 16th of March 2006, some were labelled as having being caught by the Lian Run 14, the Lian Run 13 and the Lian Run 2.

At the same time as the boxes of fish from Lian Run 14 were sighted being offloaded from the transport vessel Elpis on the 16th of March 2006 (see case study above), Lian Run 14 which was arrested on 28 March 2006, had been fishing in Guinea for three years without a licence.

Another case of a suspect transport vessel landing fish from West Africa in Las Palmas was witnessed by members of the European Greens visiting the port on the 19th of October 2006.

Michael Earle, Fisheries Adviser for the Green/EFA group of the European Parliament tells the story.

"A reefer was at the wharf, with the name Lian Run on the hull. Underneath, another name had been painted over, the Sierra Grana.

On the bridge was a unique IMO number - 7624271, which belongs to a vessel called Timanfaya owned by a Spanish company, Tredagar SA, based in Vigo. So, we found three different names for one vessel. Not surprisingly, the flag of the vessel was Panama, a notorious flag of convenience.

On the wharf, boxes of fish were being offloaded, each marked Lian Run and a number, such as Lian Run 14, Lian Run 18, etc. We were told that the reefer had received fish from 15 different fishing vessels, all but 12 of them various Lian Runs (Lian Run 13, 14 ... up to Lian Run 24). On over half of the boxes that we saw, the number was illegible, so that we could not tell which vessel had caught the fish.

Since there was so much confusion, we asked the Spanish Ministry of Fisheries for clarification. They replied that "In relation to the identification of the fish boxes, I must remind you that there is no regulation that establishes the marking or the labelling of fish boxes before first sale, and it's not even mandatory that fish be transported packed in boxes. However, it is usual that, when they are used, the boxes are marked with the fishing vessel name, although some may lack the name or it can be partially legible. In any case, consignments are usually unloaded and stored grouped by vessel of origin, which facilitates the control activities".

3.3. TURNING A BLIND EYE TO THE MARKET PLACE

As demonstrated in these case studies fish with suspicious or clearly illegal origins is easily landed in Las Palmas and transported further to processing plants and/or the market place. The EU market for fish products is still the largest in the world¹⁰.

So far, European importers and retailers have mostly turned a blind eye to the fact that it is difficult, if not impossible for them to verify the information provided by the suppliers and the legality of their products. It is difficult to dispute the fact that illegally caught fish products originating from West Africa are being sold as legally obtained products in the supermarkets and restaurants in Europe. Illegally caught fish does not only come from far away regions such as West Africa. In recent years it has been exposed in numerous cases that illegally caught fish, species such as cod from the Baltic and Barents end up on the market place. If such abuses happen in areas where control and surveillance do exist, one can easily imagine what is taking place in regions where control is virtually nonexistent.

¹⁰ "The EU is the world's biggest net importer of fisheries products and continues to increase its dependency on imports for its fish supply." Source: Facts and figures on the CFP - Basic data on the Common Fisheries Policy (Edition 2006) http://ec.europa.eu/fisheries/publications/facts/pcp06_en.pdf.

Greenpeace demands to retailers

Greenpeace is asking for all retailers and processors involved in the chain of custody of transporting, processing and selling of seafood to urgently review and/or adopt a sustainable seafood procurement policy and to ensure that the fish they sell can be traced back to the very boat which caught it. Only by establishing a 100% transparent and traceable chain of custody for seafood products can retailers and processors - and ultimately their customers - be sure about the legality of the products they buy. Retailers should also be aware that as long as they insist on purchasing fish from depleted and problematic stocks where the level of IUU fishing is high, they will keep running into serious risk of buying illegitimate fish on a continuous basis. It is therefore recommended that the retailers and processors move to source from better-managed and sustainable fisheries instead.



60 miles off the coast of Conakry Greenpeace found a graveyard of semi-abandoned fishing vessels. Their crews live in terrible conditions.

4. THE ULTIMATE VICTIMS

The main victims of illegal fishing are often those people who depend on fish and a healthy functioning marine environment for their basic survival. In West Africa alone this represents thousands of families who have no alternative livelihood.

The impact of IUU fishing on fishing communities in West Africa has been documented for many years. Local fishermen continue to try to earn a living in a situation of mostly uncontrolled fishing and declining fish resources, often risking their lives in the process.

The once plentiful marine resources around Guinea still provide some 70,000 direct and indirect jobs. Artisanal fishermen and the women who process the fish by smoking it supply both the local fresh fish markets and the inland markets. For these people, fish is the only way to sustain their families.

The coastal communities are not the only ones suffering in this ruthless search by pirates for the maximum profit. The crew members of these pirate vessels are often not the culprits. More often, they are also victims, men exploited in near-slave conditions by the companies operating the fishing vessels, thus adding to the tragedy of piracy.

Greenpeace together with the Environmental Justice Foundation documented almost 100 vessels during the short period spent at sea off the coast of Guinea. Several of them were boarded and the activities on deck, the fish in the hold and the living conditions on board were documented.

It became very clear that the ships involved in pirate fishing are often in a terrible state. The living quarters are extremely dirty, as are the freezing holds, if they even work. There is often not even any safety equipment. In fact, Greenpeace witnessed and participated in a rescue mission to search for survivors of a vessel that had sunk with all its crew during the previous at-sea expedition in West Africa in 2001. Nobody really

knew how many people died then or even who they were. Their families probably have no idea what happened to them. Yet another ship and crew were probably simply sent to take their place.

A Korean ship that was boarded off Sierra Leone during the 2006 expedition, the *Five Star*, had a construction on its deck which was in fact the living quarters of 200 Senegalese fishermen who were on board in addition to the Korean crew. Inside, cardboard mattresses and clothes hanging from strings could be seen. The ceiling was so low that one had to crawl inside the construction. The ship had picked up about 40 canoes and their crew in Saint Louis in the north of Senegal and brought them to the fishing grounds of Sierra Leone for three months. Once there, the canoes were put to sea, each with 5 or 6 fishermen on board. They would fish all day returning to unload their catch in the evening. This practice is not new, and there are countless testimonies of Senegalese fishermen being abandoned hundreds of miles from home in small wooden canoe once the fish hold is full.

We also came across a group of derelict abandoned ships about sixty nautical miles off the coast of Guinea, such as the *Lian Run 2*. Each had one or two Chinese fishermen on board, left stranded in the middle of nowhere, waiting for another crew to take over or for the ship to be repaired. We were told that supply ships bring them food every three months. When they run out they signal to passing boats hoping they will stop. They did not know how long they would be left there.

The Chinese trawler *Lian Run 14* had a crew of half a dozen Chinese and one fisherman from Sierra Leone who had fled to Guinea. We were told they have no passports with them and that they work on two-year rotations. These ships stay at sea for many years, never going to port, transferring their cargo to refrigerated cargo vessels. The fish is then landed in ports such as Las Palmas. Meanwhile, the companies which own these ships continue business as usual; some even have offices in Las Palmas



The Korean ship, Five Star, found in waters of Sierra Leone, had a construction on its deck which was in fact the living quarters of 200 Senegalese fishermen who were on board in addition to the Korean crew.

© Greenpeace/Gleizes



Fisherwomen in the Port of Boulbinet (Conakry)"

© Greenpeace/Morgan



5. THE ENVIRONMENTAL IMPACT

Although there is a general lack of data available on the situation of marine resources in the West African region, all the indications point out to an alarming decrease of the abundance of commercial target species, some of which are fundamental to the survival of coastal communities in the region. Very little will be achieved to improve the situation and recover these resources if, as shown throughout this report, such high levels of illegal fishing allow foreign vessels to operate outside any management framework.

OVERFISHING

The regional fisheries body that is responsible for evaluating the status of fish stocks along the West African coast, including Guinea, is the Fishery Committee for the Eastern Central Atlantic (CECAF)¹¹. The most recent meeting of the CECAF Scientific Sub-Committee was in 2005.

At that meeting, the scientists concluded that there were generally very poor quality data available on how much fishing was conducted and what quantities of fish were caught. Nonetheless, they concluded that many demersal stocks were already over-exploited and fishing effort should be reduced. This was true for species such as cuttlefish, grunts, sea bream, bobo croakers and others. Certain other species (croakers, pink shrimp), already fully exploited, should also have their fishing effort reduced.

Clearly, with so many species that are important for the local fishing industry already over-exploited, any fishing by illegal trawlers will only exacerbate the situation. The extra fishing effort brought by the vessels we saw is directly contributing to further environmental degradation in the Guinean coastal zone and the region in general.

¹¹ It is important to note that CECAF has no regulatory or enforcement functions, so its recommendations are not binding on countries that are members of the Committee.

LACK OF SELECTIVITY AND BY-CATCH

One of the main environmental issues of concern in relation the fishery of the coast of West Africa as well as worldwide is the lack of selectivity and destructive nature of fishing gears employed in some demersal fisheries, particularly bottom trawling, and especially in shrimp fisheries¹².

Scientific evidence shows that in some of these fisheries the catch of shrimp may be as low as 10% of the total catch, while the rest of the catch is usually thrown back to the sea.

The use of unselective fishing methods undermines the conservation of target species but also of non-target species, which in many cases are the primary resource for local fishermen. At the same time, the discard of huge amounts of fish makes it very difficult for scientists to provide accurate management advice, for the catch statistics they need for their analyses are unreliable.

Even if by-catch reductions methods are being developed for legitimate fishers, IUU fishing fleets will ignore these conservation measures and continue to destroy these ecosystems.

¹² Statement by the Coalition for Fair Fisheries Arrangements (CFFA) and Greenpeace at the 17th session of the Fishery Committee for the East Central Atlantic (CECAF) - Dakar, Senegal, 24-27 May 2004

6. CONCLUSIONS AND RECOMMENDATIONS

As stated at the beginning, leaving even one small gap in the chain of control can render useless all other efforts to prevent IUU fish ending up on the European market .

Fighting IUU fishing involves participation of and cooperation among all actors: States in their capacity as coastal States, distant water fishing States, port States, market States, flag States and States of beneficial ownership. The responsibility to ensure no IUU fish ends up on the market place is also clearly the responsibility of the other actors along the chain of custody of seafood products including importers, processors, retailers as well as the legitimate artisanal and industrial fishing sectors and communities themselves.

WHAT HAS THE EU DONE?

The FAO international plan of action against IUU fishing requires that "At least every four years after the adoption of their national plans of action, States should review the implementation of these plans for the purpose of identifying cost-effective strategies to increase their effectiveness and to take into account their reporting obligations to FAO under Part VI of the IPOA"¹³.

In February 2007, the European Parliament adopted an own-initiative report which examines the steps taken by the EU so far in implementing both the FAO IPOA and its own plan of action and proposes further measures that need to be taken to fight IUU fishing more effectively¹⁴.

The indicative work programme for 2007 of the European Commission Directorate General for Fisheries states that "Following the adoption of an Action Plan by the European Community in 2002, a new strategy has to be defined, taking stock of what has already been achieved and identifying what new actions are required."

It also says that the Commission will produce a Communication, an evaluation of the 2002 plan of action¹⁵ and a proposal for a "Council regulation on stepping up the fight against Illegal, Unreported and Unregulated (IUU) fishing" to be forwarded to the EU Council of Fisheries

¹³ Paragraph 26 of the FAO International Plan Of Action To Prevent, Deter And Eliminate Illegal, Unreported And Unregulated Fishing.

¹⁴ Report on the implementation of the EU action plan against illegal, unreported and unregulated fishing (2006/2225(INI)). European Parliament. Committee on Fisheries, 29.01.2007

¹⁵ http://ec.europa.eu/fisheries/cfp/governance/consultations/consultation_150107_en.htm



A Guinean inspector checking the size of the codend of the net on board the Lian Run 14. The Lian Run 14 was fishing illegally in Guinean waters, as it had no license to operate in this country

Ministers and the European Parliament by July 2007. It is noteworthy that the Commission will propose legislation, which it did not do in 2002.

The European Commission admits that most of the progress in implementing its plan of action has been achieved in international fora and that a lot remains to be done. Indeed, the European Commission is preparing a new package of measures to fight IUU fishing and is considering measures to:

1. Improve control of compliance with conservation and management measures by third country vessels and their catches accessing fishing ports of the European Community
2. Improve control of compliance of conservation and management measures by third country fishery products transported by other means than fishing vessels
3. Close the EU market to IUU fisheries products
4. Address IUU activities carried out by nationals from the European Community
5. Improve the legal means to ascertain IUU fishing activities
6. Introduce an efficient regime of penalties aiming to deter serious infringements to fisheries measures
7. Improve action against IUU fishing within Regional Fisheries Management Organisations
8. Support the policy and means of developing countries against IUU fishing
9. Increase synergies in the field of Monitoring, Control and Surveillance

The European Commission has launched a consultation to gather the views of stakeholders¹⁶. As this report goes to press, it remains to be seen if the outcome of this process will be adequate to address IUU fishing in developing country coastal waters and regions with severe IUU problems such as West Africa and if the measures adopted by the EU will be finally properly enforced.

It is the responsibility of other distant water fishing nations, whose fleets cause great environmental and socio-economic damage, to follow the example set by the EU and work urgently towards adopting a set of transparent and efficient measures to curb IUU fishing.

¹⁶ http://ec.europa.eu/fisheries/cfp/governance/consultations/consultation_150107_en.htm

6.1 THE EU RESPONSIBILITIES

The EU has major responsibilities as port State, market State, flag State, State of beneficial ownership and partner in development aid.

In Regional Fisheries Management Organisations (RFMOs)

The EU is a major participant in almost all RFMOs and as such should:

- support the development and continued implementation of effective MCS programmes in RFMOs;
- support the adoption by RFMOs of centralised VMS schemes (VMS should be reliable and tamper-free);
- promote the creation and publication of regional "black lists" of vessels involved in IUU fishing as well as regional registries of vessels authorized to fish in the area;
- when relevant RFMOs have not yet established "black lists", use existing lists based on multilateral surveillance operations such as the ones compiled by the Subregional Fisheries Committee/SOCU to act against vessels involved in IUU activities, for instance by denying them access to EU ports unless it can be demonstrated that the fish has been caught in compliance with the relevant regulations/legislation.

Concerning "black" vs. "white" lists, in the light of discussions in various RFMOs, it is very important to stress the complementary role of both lists. In ICCAT for instance, some parties have been arguing that "black" lists are difficult to keep up to date (which is true), that the information they contain can be incorrect, discriminatory and un-transparent (which may be true in some cases). It has been proposed that "white" lists would provide a better solution: vessels on them would be considered as operating legally. Vessels not on the "white" list should not be allowed to fish in the region at all and should be refused entry into ports while the trading of products from vessels not appearing on the white list should not be allowed.

However in reality it is not so simple. The term "white" can be very misleading as it implies that the vessels listed are operating according to the rules, which may or may not be true. So-called "white" lists

should be called registers or lists of vessels authorised by a given country to fish in the region. At the same time, it is crucial to maintain “black lists” as eliminating them would deprive RFMOs of the basis they need to identify both members and non-members whose vessels fish in contravention of their rules. Identification of the culprit vessels and their owners is the first step towards market-related measures, such as import bans.

As Port State

There are many ways by which IUU fish enters the European market. One of the most significant pathways is its own ports. Over the past few years Greenpeace has exposed several such hubs of illegal activities, with a lack of regulation at port or simply the lack of political will to enforce existing regulations, including ports in Spain, the Netherlands, the UK, Portugal, Germany and Poland. The port of Las

Palmas in Spain is the main entry point for fish caught in the waters of West African countries.

The EU must urgently:

- strengthen controls in its ports and therefore provide its Member States with the necessary rules to effectively control the origin of the fish landed;
- adopt legally binding measures as provided in the FAO model scheme for port control. The model scheme proposes a series of measures to be adopted by port States, such as:
 - not to allow a vessel to use its ports for landing, transshipping or processing fish if the vessel which caught the fish is entitled to fly the flag of a State that is not a contracting or cooperating party of

The Lian Run 14 was arrested on 28 March 2006 for fishing without a license in Guinean waters. The vessel was taken to the Port of Conakry.

© Greenpeace/Gleizes



a regional fisheries management organization or has been sighted as being engaged in, or supporting, IUU fishing activities in the area of that particular regional fisheries management organization or in the waters under the jurisdiction of a relevant coastal State, unless the vessel can establish that the catch was taken in a manner consistent with the relevant conservation and management measures;

- where there are clear grounds for believing that a fishing vessel has engaged in or supported IUU fishing in waters beyond the limits of its fisheries jurisdiction, refuse to allow the vessel to use its port for landing, transshipping, refuelling or re-supplying;
- It also proposes that “in organizing the inspections, priority will be given to vessels flying flags of non-cooperating non-contracting Parties or vessels believed to have engaged in IUU fishing, while recognizing that inspection in port should be carried out on a non-discriminatory basis.”

- require all fishing and support vessels wishing to enter EU waters or ports to be marked according to FAO specifications on vessel markings;
- ensure full and timely exchange of information among port States, flag States, coastal States and regional bodies (ICCAT, CECAF, Sub-regional Fisheries Commission (SRFC) and the Surveillance Operations Coordination Unit (SOCU) in the West Africa region) on fishing and support vessels, their owners/operators, history of compliance/non-compliance;
- deny access to EU ports to transport and support vessels engaged in IUU-fishing related activities;
- formalize active cooperation between fisheries inspection services, veterinary services, custom services, etc at points of entry of fish products on the EU territory (not limited to ports).

As Market State

The EU remains the biggest market for fish products in the world. However, traceability is poor to non-existent.

In many instances, it is difficult if not impossible for importers, processors, retailers and even moreso consumers to determine whether the fish they are buying has been caught legally or not. Some European processors and retailers are looking into ways to avoid buying IUU fish but the legal framework must also be put in place to support such efforts.

The EU should:

- Ensure full traceability of fish and fish products entering EU market through efficient control and surveillance throughout the chain of custody (from ship to shop). That includes but is not limited to various types of

catch documentations schemes. It would also entail support to coastal developing states:

- to improve their national and regional MCS schemes as well as engaging in effective and continuous cooperation and information exchange at a regional level;
 - to provide support to artisanal fishermen in developing countries to ensure traceability of their fish products, adapted to the specificity of their sector, and demonstrate their legal origin so that they are not automatically discriminated against through the trade measures which may be put in place.
- make commercial relations with companies involved in IUU fishing an infraction;
 - prohibit at sea transshipment immediately, except in specifically designated areas which are closely monitored and reported in real time to a central managing body. Transshipment could also be allowed to occur in specifically designated ports, again, with real time reporting to this managing body on such activities;
 - impose import bans on fish from vessels and companies engaged in IUU fishing and related activities.

As Partner in Development Aid

Several monitoring, control and surveillance (MCS) projects have been developed over the years funded by various EU development agencies and donors, some more successful than others.

Cooperation at regional and sub-regional level is crucial to effectively address a phenomenon such as IUU fishing. Surveillance programmes at sea and by air should receive sufficient logistical, financial and technical support to be effective.

Emphasis should be placed not only on financial and technical resources but also on human resources, including regular training and updating, as well as adequate status and remuneration for law enforcement officers, observers and other participants in the MCS programme.

Although technology is evolving fast and provides extremely sophisticated systems to monitor fishing activities at sea, the use of affordable and robust systems which could be more appropriate in the context of MCS programmes in developing countries should be put in place. These should

also ensure the participation of all stakeholders. The EU and its Member States should ensure full and timely exchange of information among port States, coastal States, flag States and relevant regional fisheries bodies in the region.

The Surveillance Operation Coordination Unit (SOCU)¹⁷ maintains a database with vessels observed fishing illegally in the waters of the member countries of the West Africa Sub-regional Fisheries Commission. This database is based on multilateral missions with observers from coastal States involved and should be used to restrict access to EU ports, in particular Las Palmas, for those engaged in IUU fishing.

The EU has committed to support the SRFC and SOCU.

The EU and its Member States should:

- Support the development and continued effective implementation of MCS programmes in developing countries at national and regional level, preferably based on robust, low-cost, low-tech systems (such as the participative surveillance system funded by DFID in Guinea in 2000-2002 involving local artisanal fishermen);
- special attention should be paid to IUU fishing activities in coastal zones, considering the serious impacts they have on coastal eco-systems and communities whose livelihood depends upon them;
- support and improve cooperation and exchange of information with and between developing coastal States;
- help coastal States to have access in real time to VMS data for all vessels operating in their waters;
- formalize the cooperation between fisheries inspection, veterinary and customs services of the EU and developing coastal States through cooperation agreements similar to customs cooperation agreements.

EU Nationals

There are many instances where EU citizens are involved in IUU fishing activities at various stages of the chain of custody. Therefore, the EU should:

- Make it an infraction to engage in commercial relations with companies involved in IUU fishing and/or own shares in companies involved in IUU fishing;
- discourage EU ship-owners from using flags of convenience;
- impose sanctions to EU nationals, especially ship owners and captains, who engage in IUU activities or work on vessels engaged in IUU fishing (eg vessels on regional or national black lists).

EU Hygiene Standards

Our observations have highlighted the fact that many vessels, most flagged in China and Korea, which are involved in IUU activities and whose products are landed in Las Palmas, also appear on the lists of processing plants and fishing vessels which are certified by the authorities of third countries as respecting the EU hygiene standards and whose products are therefore allowed for import into the EU¹⁸. For instance the Itti II, the Lian Run 14, the Trebba, the Two Star, or the Yuan Yu 16 and 17.

The certification is granted by the third country's competent authorities, either the flag state or the coastal state where these vessels operate, and the list is communicated to the European Commission. But many of these vessels never go to port, nor are they inspected by the certifying authorities. In several cases, not only these vessels do not meet the EU hygiene standards, but they also fish illegally.

If states, in this case, Guinea, China and Korea are not able to control fishing activities by these vessels, one can seriously doubt whether they are capable of vouching for the sanitary conditions on board these same vessels.

According to DG SANCO, the existing legal basis for listing processing plants and fishing vessels (Art 12 of Reg. 854/2004) does not authorize the Commission to "delist" any plant or vessel on its own initiative.

The regulation which establishes the hygiene standards and provides for the granting of sanitary certificates has been elaborated and adopted by the EU and ways should be sought by the European Commission to ensure, not only that sanitary standards are effectively respected but that vessels allowed to export to the EU are not involved in IUU fishing activities.

¹⁷ SOCU is a decentralised institution of the West African Sub-regional Fisheries Commission - SRFC member States are: Cape Verde, Gambia, Guinea, Guinea-Bissau, Mauritania, Senegal and Sierra Leone

¹⁸ http://forum.europa.eu.int/irc/sanco/vets/info/data/listes/list_all.html

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The Two Star did not have a license to fish in Guinean waters.



Sanitary conditions on board the Long Way 010.

Obviously, Guinea's ability to control and monitor the activities and compliance by fishing vessels in its waters needs to be greatly improved. However, a modification of the certification process should be envisaged which would allow the EU to refuse the certification of a vessel which operates in breach of EU or other rules, be they related to fisheries conservation and management or hygiene standards.

Prohibition of Imports of Fish from Guinea

In a recent development, in February 2007, the European Commission intends to prohibit imports of fish products originating from Guinea¹⁹. Based on our observations, fish caught in Guinea by Chinese vessels arrive in Las Palmas in boxes labelled "origin: Guinea" or "origin: China". The fish is caught by the same vessels, in the same waters, in the same conditions. Boxes are labelled on board these vessels and labelling may well be "adapted" depending on restrictions imposed on vessels or countries. Such a measure as the Commission is planning, albeit probably justified on sanitary grounds, will unfairly affect the export of fish caught by Guinean artisanal fishermen but probably not fish caught by the Asian vessels we observed during our trip.

The EU should

- Enhance and formalize cooperation between all relevant services of the European Commission, in particular DG Fisheries, Development, Trade, and Sanco;
- adopt new measures to allow the EU to expel IUU vessels from the Sanco lists.

6.2 COASTAL STATE RESPONSIBILITIES

Most developing States need financial and technical support to improve their control and enforcement capacity. It should be noted that some international instruments, such as the United Nations 1995 Agreement on Straddling and Highly Migratory Fish Stocks provide an assistance fund to help developing countries to effectively implement their obligations²⁰.

¹⁹ Draft Commission Decision on emergency measures suspending imports from the Republic of Guinea of fishery products intended for human consumption (SANCO/10003/2007 REV.1)

²⁰ Assistance Fund Under Part VII of the Agreement for the Implementation of the Provisions of the United Nations Convention on the Law of the Sea Of 10 December 1982 Relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks.

Developing coastal States also need to adapt their legislation to eliminate loopholes which are clearly used by unscrupulous operators to deprive them and their fishing communities from their resources and revenues. Provisions to that effect should be included in the fisheries agreements they negotiate with distant water fishing nations.

For instance, the Guinean fisheries plan for 2006 states that:

- all activities by factory ships are prohibited;
- transshipment can only be conducted in port or in anchorage of Conakry.

However, "special permits" for transshipment at sea are granted. As described above, it is clear that those "special permits" for transshipping at sea for certain vessels allow cheating on the quantities of fish caught in Guinean waters as well as taxes due to the Guinean state.

Recommendations

One effective step for Guinea would be not to grant such special permits. Any shipment of fish caught in Guinean waters should be accompanied by a document which proves that transshipping took place in the port or anchorage of Conakry. That would allow Guinean authorities to check the quantities and species caught. But it would also allow port authorities, for example in Las Palmas, to verify that the fish has been declared to and controlled by the competent authorities in Guinea.

Guinea and other coastal States in the region should strengthen cooperation with other coastal States and port States in the region, for instance, by exchanging information on vessels allowed to fish in its waters and those sighted fishing illegally.

6.3 REGIONAL COOPERATION

Regional cooperation is essential and needs to be strengthened. In a presentation to the Fishery Committee for the Eastern Central Atlantic (CECAF), the director of SOCU²¹ outlined the main constraints to the fight against IUU fishing in the region.

²¹ Presentation of the Surveillance Operations Coordinating Unit (Socu) by Austin Joko Jones, Director of SOCU (Dakar, Senegal - May 2004)



He stated that “The fight against illegal fishing activities in the EEZs of member states of the SRFC is being hampered by:

- the lack of political will in certain states;
- the unwillingness of certain surveillance administrations to effectively control the activities of these vessels;
- political instability in some states;
- lack of suitable resources in some states to undertake maritime surveillance;
- unavailability of adequate resources in some states to undertake maritime surveillance;
- inadequate utilisation of resources within the sub-region;
- the high cost of chartering of sub-regional surveillance resources.

Although the countries that are members of the Sub-regional Fisheries Commission (SRFC) have agreed to create a regional register of fishing vessels, progress is slow.

For instance, the Guinean fisheries plan for 2006 requires that fishing vessels operating in Guinea be listed in the national and sub-regional registers. Considering the mobility of fishing fleets, such exchange of information between neighbouring coastal states (and in this case, neighbouring port States like Spain) is crucial.

Recommendations

- vessels authorised to fish in Guinea and other coastal States in West Africa should be listed in the national and sub-regional registers;
- improved exchange of information on vessels involved in IUU fishing in the West African region would allow the creation of “black” lists of vessels, as has been done by ICCAT. Black listed vessels should be refused fishing licences and access to ports.



Incorrect markings make extremely easy to change vessel names.

6.4 RECOMMENDATIONS FOR ACTION AT INTERNATIONAL LEVEL

All states should:

- Develop and implement national plans of action as required by the FAO IPOA to Prevent, Deter and Eliminate IUU Fishing;
- implement the provisions of the FAO Compliance Agreement, the UN Fish Stocks Agreement and the FAO Model Scheme for Port Control;
- support the creation of a publicly available, up-to-date and reliable international register where fishing and support vessels are listed, to include basic information such as current and previous vessel name(s) and flag(s), current and previous owner(s) and beneficial owner(s), country of ownership, call sign, history of compliance/non-compliance, etc;
- inclusion of vessels on the list in the previous point should be a condition for applying for a licence to fish as well as being included in national or regional registers of vessels authorized to fish.

6.5 IS THERE ANY HOPE?

There are two ways to look at the situation: being negative or being positive and creative. It is easy to find excuses not to act:

- Good governance is lacking in some countries in West Africa;
- countries in the region do not have the capacity to control fishing activities and/or do not cooperate at regional/international level;
- there are no official data or black lists from relevant RFMOs so it's impossible to act in the port or the market States;

The fact is that the general situation is not going to improve immediately. So, what do we do, shrug and go back to our tasty seafood dinner, oblivious to the destruction it has caused and the desperation it brings to fishing communities in far away countries?

Realistic solutions exist and have been debated and agreed in many instances. Efforts by the international community must urgently be directed towards putting the necessary resources and schemes in place which will enable developing countries to effectively curtail IUU fishing in their waters, and especially coastal areas which are of vital importance to fishing communities.

Fighting IUU fishing should not remain a luxury that only industrialised countries can afford.

7.ANNEXES

Table 3: Vessels observed linked to IUU activities

Name	Ty	IUU	LP	MA	Llo	Flag	DG SANCO	Description
Binar 4	RF					Panama		Receiving fish from Lian Run 24 and Lian Run 29 in international waters or Guinea Bissau waters. Lian Run 28 and 27 waiting close by. Closed hatches and run when heli arrived. Regularly in Las Palmas every two months, last time on 8 February 2006. Terrible deficiencies record on Paris MOU, including two detentions in the last three years, the latest in February 2006 in Las Palmas
Chang Hai 3	RF					China		Taking fish from Lian Run 30, Lian Run 1, Long Way 010 on 24/03/06. Lian Run 1 had no licence to fish in Guinean waters. Taking fish from Liao Yu 839 on 26/03/06
Elpis	RF					Belize		Transshipping with with Zhang Yuan Yu 1, Lian Run 25 and Lian Run 29 on 31/03/06 in Guinean waters. Transshipping with Kum Woong 103, Sakoba 1 and Kim Marine 533 (Kim Marine 511 nearby waiting) on 2 April in Sierra Leone waters. In Las Palmas on December 2005 and 16 March 2006
Lian Run 18	BT					China	2100/02795	Boxes labelled with this name on board Lian Run 14
Lian Run 19	BT					China	2100/02796	Boxes labelled with this name on board Lian Run 14
Lian Run 20	BT					China	2100/02797	Boxes labelled with this name on board Lian Run 14
Lian Run 24	BT					China	2100/02801	Transshipping to Binar 4 in international waters or Guinea Bissau waters on 6 April 06.
Lian Run 25	BT					China		Transferring empty flat boxes from Elpis on 31/03/06. In January 2005 in Las Palmas.
Lian Run 28	BT					China		Waiting for Binar 4 in international waters or Guinea Bissau waters on 6 April 06. In January 2005 in Las Palmas
Lian Run 29	BT					China		Exchanging goods from Zhang Yuan Yu 15, unlicensed derelict vessel at anchor off Guinea, on 24/03/06. Receiving empty boxes from Lian Run 25 that had just received them from the Elpis on 31/03/06. Transshipping with Binar 4 in international waters or Guinea Bissau waters on 6 April 06. In January 2005 in Las Palmas.
Lian Run 30	BT					China		In January 2005 in Las Palmas. Unloading fish to Chang Hai 3 for Africa
Liao Yu 839	BT					China		Transshipping to Chang Hai 3 on 26/03
Long Way 010	BT					China		Vessel found fishing illegally in 2000, off coast of Guinea. No licence or expired licence. Transshipping to Chai Hai 3 on 24/03.

Name	Ty	IUU	LP	MA	Llo	Flag	DG SANCO	Description
Nova Australia	RF					Singapore		At anchor, 2 hatches open, 2 trawlers around
Sakoba 1	BT							When observed on 2/04 transshipping with Elpis in Sierra Leone waters, had an obscured name of Osito 89 and the same call sign visible that Osito 89 had, when observed by EJP in Las Palmas in May 2005. Osito 89 had been found fishing illegally in 2000, off the coast of Guinea for fishing without licence or expired licence. Also observed fishing without a licence in Guinea waters 30/03/00, 19/04/00, 2/6/00. Observed on 3 April only 9 nm from shore.
Zhang Yuan Yu 1	BT					China	2100/02736	Getting empty boxes from Elpis on 31/03/06.
Zhang Yuan Yu 2	BT					China	2100/02737	Boxes labelled with this name on board Lian Run 14

Legend	
Name	Name of the vessel
Ty (Type)	RF (Reefer), BT (Bottom trawler), PT (Pelagic Trawler), FF (Fish Factory vessel)
IUU	Those in dark green are those vessels which have been identified as taking part in IUU fishing activities in the past
LP (Las Palmas)	Those in dark green are those which have been seen in the Port of Las Palmas in the past
MA (Markings)	Those in dark green were not displaying clearly either their name and/or call sign
Llo (Lloyd's info)	Shows whether there was any information available about this ship in the Lloyd's database.
Flag	Flag of the ship.
DG SANCO Nr	Sanitary number provided by the EU to vessels authorised to export to the EU.

Table 4: Vessels with a record of IUU fishing

Name	Ty	Flag	DG SANCO	Description
CNFC 9310	BT	China	3700/20010	Seen fishing in prohibited zone off Gambia 10.10.00
CNFC 9311	BT	China	3700/20026	Arrested in Guinea 20/10/04 for mesh violation
Eleni S	BT	Korea	No	Arrested in Guinea on 4/2/05 for unauthorised fishing
Guo Ji 806	BT	China	No	Arrested in Guinea 2005. Also known as Taising 806
Hai Feng 830	RF	China	No	Illegally fishing in Guinean waters on 21/6/01 11°26'60N 17°05'30W
Itti Guinee I	BT	Conakry	016/N/MPA/DNPM	Arrested in Guinea 3/2/5 fishing without a licence
Itti Guinee II	BT	Conakry	014/N/MPA/DNPM	Arrested in Guinea 3/2/5 fishing without a licence
Jiu Yuan 812	BT	China	1200/20037	Arrested in Guinea 3/2/5 fishing without a licence
Koras No 6	BT	Korea	No	Suspected poacher 09/01-12/01 in Sierra Leone. Seen fishing without a licence off Guinea at 09°55'N14°07W 19/7/0. nets were obscuring the name.
Lian Run 1	BT	China	No	Long Way 1 found fishing illegally in 2000, off coast of Guinea.
Lian Run 10	BT	China	No	Long way 10 found fishing illegally in 2000, off coast of Guinea. No licence or expired licence
Lian Run 13/Lian Yun 24	BT	China	No	Arrested in Guinea 3/2/5 fishing without a licence
Lian Run 14	BT	China	2100/02791	Arrested by Guinean authorities on board MV Esperanza on 28/03/06. Arrested in Guinea 3/2/5 fishing without a licence.
Lian Run 26	BT	China	No	Arrested in Guinea 3/2/5 fishing without a licence.
Long Way 008	BT	China	No	Vessel found fishing illegally in 2000, off coast of Guinea. No licence or expired licence
Long Way 010	BT	China	No	Vessel found fishing illegally in 2000, off coast of Guinea. No licence or expired licence.
Medra	BT	Honduras	No	Suspected poacher 09/01-12/01 in Sierra Leone.
Min Yu 701	BT	China	1200/20019	Arrested in Guinea 12/12/02 10°15'N 15°22'W for mesh size violation. Arrested in Guinea 18/2/5 for illegal mesh in trawl
Poong Lim 11	BT	Korea	KORF-097	Suspected poacher 09/01-12/01 in Sierra Leone. Vessel found fishing illegally in 2001, off coast of Guinea. No licence or expired licence.
Poong Lim 12	BT	Korea	KORF-095	Vessel found fishing illegally in 2000, off coast of Guinea. No licence or expired licence.
Sakoba 1	BT		No	When observed on 2/04 transshipping with Elpis in Sierra Leona waters, had an obscured name of Osito 89 and the same call sign visible that Osito had. Osito had been found fishing illegally in 2000, off coast of Guinea for fishing without licence or expired licence. Also observed fishing without a licence in Guinea waters 30/03/00, 19/04/00, 2/6/00. Osito 89 was also in Las Palmas in March 2005. Observed on 3 April only 9 nm from shore.
Saturnia	BT	Senegal	076/AX/95	Arrested in Guinea 11/12/02 10°44'N 15°38'W for mesh size violation. Arrested in Guinea Bissau 12/02. Arrested in Guinea Bissau 08/09/03 10°29'N 16°30'W for mesh obstruction. Seen fishing in prohibited zone off Gambia 05.01.01

Name	Ty	Flag	DG SANCO	Description
Tae Wong 608	BT	Korea	KORF-174	Seen off Guinea with expired licence 04/04/02. Vessel found fishing illegally in 2000, off coast of Guinea. No licence or expired licence. In Las Palmas in February 2005
Trebba	BT	Senegal	131/BS/99	Arrested in Guinea 11/12/02 10°30N 15°31'W for mesh size violation. Seen fishing off Gambia with expired licence 06.05.00
Wofagui 2	BT	Senegal	No	Arrested in Guinea 3/6/05 illegal mesh in trawl. Seen fishing without a licence off Guinea at 09°39N 14°11W 12/12/02
Wofagui 5	BT	Senegal	No	Seen fishing without a licence off Guinea at 09°53N 15°10W 12/12/02
Yan Yu 630	BT	China	3700/20024	Arrested in Guinea 03/02/05 for illegal mesh in the trawl
Yue Yuan Yu 7	BT	China	4400/20007	Seen fishing without a licence off Guinea at 09°30N 15°29W 12/12/02
Yue Yuan Yu 8	BT	China	4400/20012	Seen fishing without a licence off Guinea at 09°34N 15°37' 12/12/02
Zenab 3	BT		No	Arrested in Guinea 3/2/5 for fishing in prohibited zone

Legend

Name	Name of the vessel
Ty (Type)	RF (Reefer), BT (Bottom trawler), PT (Pelagic Trawler), FF (Fish Factory vessel)
Flag	Flag of the ship.
DG SANCO Nr	Sanitary number provided by the EU to vessels authorised to export to the EU.



The CNFC 24 was observed in Guinean waters while transshipping to Hai Feng 830 on 17 March 2006

Table 5: Vessels which have been observed in Las Palmas					
Name	Ty	LP	Flag	DG SANCO	Comments
Binar 4	RF		Panama	No	Regularly in Las Palmas every two months, last time on 8 February 2006. Terrible deficiencies record on Paris MOU, including two detentions in the last three years, the latest last February in Las Palmas
Elpis	RF		Belize	No	In Las Palmas on December 2005 and 16 March 2006
Hai Feng 823	RF		China	No	In Las Palmas in December 2005.
Katan	FF		Comoros	No	In Las Palmas for repairs, June to September 2005
Lian Run 25	BT		China	No	In January 2005 in Las Palmas.
Lian Run 26	BT		China	No	In January 2005 in Las Palmas.
Lian Run 28	BT		China	No	In January 2005 in Las Palmas.
Lian Run 29	BT		China	No	In January 2005 in Las Palmas.
Lian Run 30	BT		China	No	In January 2005 in Las Palmas.
Medra	BT		Honduras	No	In Las Palmas in Nov 2004 and in Feb 2006.
Sakoba 1	BT			No	In Las Palmas in May 2005
Sonrisa	BT		Honduras	No	In Las Palmas in June 2005.
Tae Wong 608	BT		Korea	KORF-174	In Las Palmas in February 2005
Two Star	BT		Korea	KORF-102	In Las Palmas in February and December 2005

Legend	
Name	Name of the vessel
Ty (Type)	RF (Reefer), BT (Bottom trawler), PT (Pelagic Trawler), FF (Fish Factory vessel)
Flag	Flag of the ship.
DG SANCO Nr	Sanitary number provided by the EU to vessels authorised to export to the EU.



The Binar 4 was found transhipping fish from Lian Run 24 and Lian Run 27 in international waters or Guinea Bissau waters on 6 April 2006. Another two vessels, Lian Run 28 and 29 were waiting close by. The ship has a very bad deficiencies record on Paris MOU, including two detentions in the last three years, the latest last February in Las Palmas. Greenpeace activists stopped the vessel from unloaded its illegal cargo in the Port of Las Palmas© Greenpeace/S. Burgos



WITNESSING THE PLUNDER 2006

How Illegal Fish from West African Waters
Finds its Way to the EU Ports and Markets

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