

Rainbow Warrior Indian Ocean Expedition 2012

Summary of findings

8 September - 11 November 2012

February 2013

GREENPEACE

Rainbow Warrior Indian Ocean Expedition 2012

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Front cover image: The *Rainbow Warrior* is silhouetted against the Indian Ocean during its 2012 expedition.

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Image: A yellowfin tuna is pulled alongside the Spanish longliner *Herdusa Primero*. Greenpeace observed fishing activities in the Indian Ocean, where poor management has left many stocks over-exploited.





Image: Skipjack tuna offloaded onto a reefer. Pole and line fishing is a selective, sustainable and equitable method of catching tuna. Greenpeace's expedition in the Indian Ocean exposed overfishing and highlighted the problems associated with excessive tuna fishing, unsustainable and illegal fishing practices.

Introduction

The Indian Ocean is the second most important tuna fishing ground in the world, with approximately 24% of the world's tuna catch. This multibillion-dollar fishery is exploited by fleets from distant water fishing powers such as France, Spain, China, Taiwan, Japan, and South Korea. Some coastal states – Indonesia, India, Iran, and Sri Lanka – also have large fleets in the region that catch a significant amount of tuna and highly migratory species including sharks. The catches of the small-scale fleets, which account for an estimated 50% of catches in the region, are poorly documented, and as a result cause data gaps and other difficulties in assessing fish populations. There are also concerns about the accuracy of reporting and IUU (illegal, unreported or unregulated) fishing, especially by the numerous longline fishing fleets that mainly transfer their catches at sea.

Fishing capacity in the region is already estimated to be more than what the fish stocks can sustain in the long term. Yet, many coastal states – pursuing their legitimate rights to benefit from a larger share of the region's valuable tuna – are allowing more fishing vessels to enter the fisheries, using various types of gears including large-scale driftnets. New industrial-scale purse seine vessels owned by Spanish and French companies, which will use drifting fish aggregating devices (FADs), are being built and will further increase pressure on tuna stocks and associated species. Unless a more equitable allocation of catches is put into place and destructive fishing capacity is reduced in the region, further fish stock decline and compliance issues are to be expected.

Estimations about the level of IUU fishing in the Indian Ocean vary, but in general can be expected to be high for tuna fisheries given the low level of MCS (monitoring, control and surveillance) capacity, lack of observers both in the longline and purse seine fisheries, as well as the practise of transferring catches at sea for the longline fleets. The latest and probably most accurate assessment was done in 2008 by the Marine Resource Assessment Group (MRAG), which estimated the IUU fishing for all species of fish to be around 11-26% in the Western and 21-43% in the Eastern Indian Ocean¹.

While the stock statuses of bigeye and yellowfin tuna in the Indian Ocean have improved in recent years, from overfished to slightly more moderate fishing levels taking place, there is little reason for optimism². The improvements resulted mainly from declines in fishing effort due to Somali piracy. As conservation and management measures by the Indian Ocean Tuna Commission (IOTC) to address fishing levels remain inadequate, it is likely these species will be overfished again when the Somali piracy situation improves.

There were reports of increasing fishing effort and catches from this area³. Furthermore, the shift in fishing effort – from the Indian Ocean bigeye and yellowfin fisheries to the albacore fisheries in both the Indian and Pacific Oceans – is now reducing albacore populations significantly. The 2012 IOTC Scientific Committee report states that albacore catches have more than doubled since 1980, and maintaining or increasing effort will probably result in further decline.

It is against the backdrop of these challenges that the Greenpeace ship *Rainbow Warrior* set sail from Durban on 8 September 2012 for a 9-week expedition through the Indian Ocean’s tuna fishing grounds. During the 5,000 nautical mile expedition that ended in Colombo, Sri Lanka, on the 11 November, 33 fishing and support vessels were documented (for full list of details, see Appendix). The at-sea observations were aided by a helicopter (see route and flight map below) and communications with the fishing fleets were facilitated by Mandarin, Japanese, Korean and Indonesian-speaking crew members. During the expedition two memoranda of understanding were agreed with the governments of Mozambique and the Maldives, and the *Rainbow Warrior* provided assistance to these coastal states in monitoring, control and surveillance (MCS) of their Exclusive Economic Zones (EEZs).

This briefing outlines a number of case studies from the expedition and draws recommendations for management and control action that should be implemented in the region without delay.

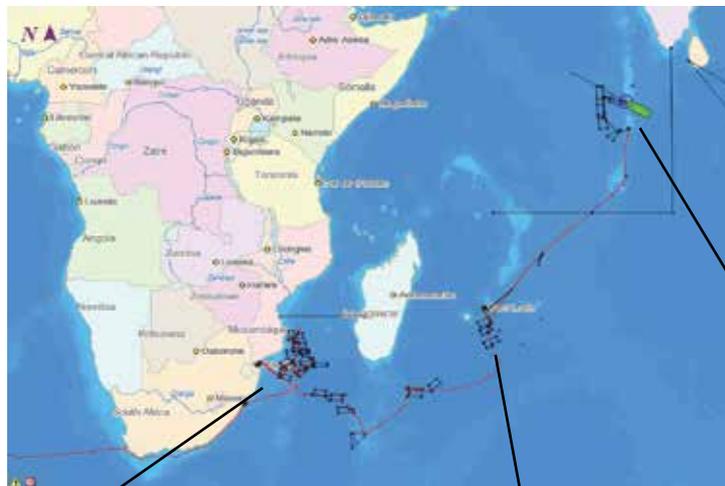


Image: Maps indicating the routes taken by the *Rainbow Warrior* during the expedition.



MOZAMBIQUE



MAURITIUS



MALDIVES

Case Studies

The following case studies of vessels and fishing fleets observed in the Indian Ocean raise a number of concerns, and highlight the urgent need to strengthen monitoring, control, surveillance, and enforcement rules and capacity of the IOTC, the coastal states, and the flag states whose vessels operate in the region. They also highlight the urgent need for better management of fishing fleets in the Indian Ocean and globally.



Image: A blue shark (*Prionace glauca*) is pulled onboard the Japanese longliner, *Fukuseki Maru No 07* from the deep waters in the Mozambique Channel.

#1: Japanese longline fleet

Targeting sharks, and possible unreported fishing facilitated by high seas transshipments

During the first two weeks of the expedition, three fisheries law enforcement officers from the Republic of Mozambique joined the *Rainbow Warrior*. The joint surveillance operation in the Mozambique EEZ, and independent observations by the *Rainbow Warrior* on the high seas adjacent to Mozambique, showed a high level of catches of sharks by Japanese longline vessels, which were boarded and inspected by the Mozambique enforcement officers and documented by Greenpeace.

The longliners all use wire tracers in their lines, which prevent sharks from freeing themselves. All vessels had a very large amount of shark fins onboard, and sharks were finned on deck during the inspections.

In addition, on 13 September, the *Fukuseki Maru No 27* refused to let the inspectors verify if the amount of shark fins they had on board complied with IOTC requirements⁴. The Mozambican authorities notified the IOTC of the refusal to cooperate, and the Mozambican government was pursuing prosecution on the case at the time of writing.

On 27 September, the *Wakashio Maru No 68* was also spotted setting its longlines just some 30nm from the EEZ of South Africa (26°48'S & 36°58'E). Given that longliners the size of the *Wakashio Maru No 68* set lines up to 170km long, it is very possible this line could end up drifting into the EEZ and catch tuna there. It is not clear if the vessel was also licensed to fish in South African waters, and whether it complied with its entry/exit notifications. When the Mozambican authorities inspected the vessel on 10 September, it was waiting for the approval of a permit to enter the South African EEZ to tranship catches. Several of the vessels inspected in Mozambican waters were suspected not to have notified the authorities properly of their entry into the EEZ, making it difficult to monitor if the vessels also comply with the prohibition of transfers of catches at sea and report their catches to authorities appropriately. Further suspicion on this practice was raised by the presence of the fish carrier vessel *New Prosperity* in the high seas adjacent to the EEZs of Mozambique and South Africa (see Case Study 4).

Image: Members of the Mozambican fisheries enforcement team inspect the Japanese longliner, *Fukuseki Maru No 27*, for shark fin.





Image: The Wen Darno
No 3.

#2: Taiwanese albacore longline fleet

Poor reporting

The expedition coincided with the start of the albacore fishing season in the waters of the southwest Indian Ocean, south of Madagascar. Indian Ocean albacore is caught almost exclusively with drifting longlines (98%)⁵. More than 70-80% of the catch by longline fishing in recent years has been taken by Taiwanese longline fishing vessels⁶.

In total, we encountered seven Taiwan-flagged vessels that were targeting this species at latitude 28°S and between 49° and 50°E. None of the vessels were reporting on AIS. The vessels were *Woen Dar*, *Woen Dar No 168*, *Ruey Chien Tsai No 112*, *Jee Chuen Tsai*, *Wen Darno No 3*, *Wen Der No 106*, and *Jin Gwo Dee No 1 Haw*; all were confirmed by the IOTC to be on the record of fishing vessels authorised by Taiwan. Greenpeace campaigners and translators visited five of these vessels at the invite of the ship's master (*Woen Dar No 168*, *Ruey Chien Tsai No 112*, *Jee Chuen Tsai*, *Wen Darno No 3*, *Wen Der No 106*). The following details were observed about this fleet, mainly in conversations with the captain and crew, as well as through inspecting the ship's catch.

The vessels target albacore tuna, but also had skipjack and yellowfin tuna among their catches. The freezers were not full, as they had just started the fishing season and most of the vessels had allegedly left port three to four weeks beforehand. They had no wire tracers in their lines, but do however catch and retain sharks. All vessels had shark fins on board. While it was not possible during our visit to examine the body/fin ratio accurately, it was clear that at least the *Woen Dar No 168* was breaking this IOTC rule as they had no shark bodies on board at all. When questioned where the bodies were, the captain said the crew had eaten them. The captain of the *Wen Darno No 3* denied they fished shark, but we documented the presence of fins in their freezer.

The vessels all claimed to call into Port Louis for supplies and landing of catch every six months or so. They all also reported to tranship their catches and receive supplies at sea every two to three months. Some of the crew members reported that the transshipment vessels took all the catches, including all shark parts. At the time of documentation, all vessels were fishing in international waters, except for *Ruey Chien Tsai No 112*, which according to Malagasy authorities had a licence to fish in Madagascar waters⁷.

None of the vessels' logbooks complied with IOTC logbook requirements, in that they were not properly bound. In the best case, they were individual sheets of A3 paper where one week's catch was detailed, with columns including number of hooks laid, fishing locations and time, and catch composition (numbers and weight) including that of sharks. In addition, notes were being made to a regular notebook about fishing events and catch. All these documents were in Mandarin only. The *Woen Dar No 168* only had a bound plain notebook as a logbook.

None of the vessels had independent observers on board.

Image: A swordfish is pulled alongside the Spanish longliner *Herdusa Primero*.



#3: Spanish-subsidised longline fleet

Example of capacity migration

After leaving Mozambique's EEZ on 26 September, we encountered a Spanish longline fleet in the waters south of Madagascar. As the Spanish vessels were reporting their positions by AIS, we detected the presence of a total of 10 Spanish vessels fishing at a latitude between 28-30°S and 42-44°E. The vessels were *O Covelo*, *Alexia*, *Celtic Bay*, *Belma*, *Herdusa Primero*, *Zumaya Dous*, *Hermanos Labaen*, *Maral*, *Maral Segundo* and *Ranses Dous*, all confirmed by the IOTC to be on the record of fishing vessels authorised by Spain. Spain has the biggest EU longline fleet (by number of vessels) operating in the Indian Ocean. Greenpeace campaigners and translators visited the *Herdusa Primero* at the invite of the ship's master, and the following details were recorded about this fleet, mainly in conversations with the captain and crew, as well as through observing the ship's catch.

Most Spanish vessels in the area belonged to Galician companies, fishing mainly on the high seas, and all were authorised to fish in the Mozambique and/or Madagascar EEZs under the EU fisheries agreements, except the *Herdusa Primero* and the *Ranses Dous*. The captain of the *Herdusa Primero* claimed to call into Durban for landing of catches every two months or so, and to not tranship at sea; from Durban, all catches are sent to Vigo to be sold on the Spanish market. The captain was previously fishing in the Atlantic and mentioned that most of the fleet had moved here in recent years, looking for new fishing grounds after northern stocks were slowly declining.

The longliner had a 50 mile (80km) long line with 1,200 hooks, and targeted swordfish as well as tuna – mainly bigeye and yellowfin – and used wire tracers. Bycatch of shark is common, especially blue shark and mako shark, as well as marlin, mahi mahi, and other fish, which according to the captain were all retained on board and sold on the markets in Spain. The vessel had sharks on board, fins were cut and the bodies retained. No irregularities were observed while on board. However, the high level of bycatch emphasises the need for mitigation measures and the presence of observers.

One of the vessels, the *Belma*, is linked to Vidal Armadores SA, a large Spanish fishing company convicted for large-scale illegal fishing activities in the south Indian Ocean. Vidal has also received €16million in taxpayer subsidies since 2002. Even though some of the company vessels were reported for IUU fishing and investigations were carried out into different activities, this company continued to receive money from the EU, the Spanish government, and the Galician regional government.⁹ In 2008, despite the fact that the Vidal company was fined several times and several of its ships were under investigation, the Spanish government negotiated a charter agreement with Namibia for the Vidal Armadores-owned *Belma* to fish in fisheries governed by the International Commission for the Conservation of Atlantic Tunas (ICCAT).⁹ However, in November that year it was reportedly discovered with potentially endangered deepwater sharks onboard, rather than the tuna and swordfish for which it was licensed.¹⁰ It is of great concern that a vessel with such questionable history has now moved to fish tuna and swordfish in the waters of the south Indian Ocean, where very little MCS takes place and many shark species are already facing serious stock declines.



Image: The New Prosperity..

#4: New Prosperity

Suspected illegal transhipments at sea

On 27 September 2012, a Panama-flagged reefer (refrigerated transport vessel) *New Prosperity* was detected on the *Rainbow Warrior's* radar. It had no AIS signal, and was observed on the high seas close to the Mozambican and South African EEZs (28°52'S and 37°55'E), an area where illegal transhipments are suspected to occur¹¹. The vessel is not on the IOTC list of authorised reefers, and therefore could not have a regionally approved observer onboard.

The vessel appeared to be drifting. We approached the vessel and made contact on channel 16 once we were alongside and were able to read the vessel's name. The vessel appeared to be rather empty and had two yokohama fenders visible on its deck. According to a radio conversation with the ship's bridge it was en route to Cape Town and was undergoing maintenance. It did not show any signals (two black balls) that it was undergoing maintenance, despite being in a busy shipping area. The vessel however failed to report to Cape Town, and turned up in Namibia and Angola on 13 November 2012 (position: 17°49'27"S : 11°19'47"E, speed: 17, course: 19) and called into port in Matadi, Democratic Republic of Congo, on 18 November 2012, almost two months after the suspicious encounter at sea. The vessel regularly calls into Asian ports where tuna is landed (see Appendix 3), adding further suspicion to the purpose of its presence in the Indian Ocean and possible illegal transhipments of tuna at sea.



Image: One of the Sri Lankan vessels encountered by the *Rainbow Warrior*.

#5: Sri Lankan small-scale vessels

IUU fishing

On 24 October 2012, three small (< 24m) Sri Lankan vessels were spotted on the *Rainbow Warrior's* radar inside the Chagos marine reserve. We were able to document all three vessels, as well as go on board two of the vessels: the *IMUL-A-0352KLT* and *IMUL-A-1293MTR*. None of the vessels were on the IOTC record of authorised vessels, and hence can be presumed to be operating illegally in the region.

When we reached the *IMUL-A-0352KLT*, it was tied to another vessel, the *IMUL-A-0341KLT* (registered in the IOTC record of authorised vessels). The two vessels seemed to be exchanging supplies. As all three vessels were spotted well inside the Chagos marine reserve (approximately 8°S and 71°E), it raises the question as to whether all three vessels were also illegally fishing there. When the captain of the *IMUL-A-0352KLT* was questioned on the location of his catch, he reported having fished in the Malha bank south west of the Chagos archipelago. He probably meant the Saya De Malha Bank, 700nm south west of the area where we encountered them at 10°S and between 60° and 62°E. The captain declared he had only fished outside of the Chagos EEZ, and seemed to be aware that it was a no-fishing zone. He mentioned the ship was low on fuel, and they were trying to make it back to Sri Lanka after being at sea for just one month. It is worth noting that the area of the Chagos EEZ where we encountered the vessels is not on a direct course from the Malha bank to Sri Lanka. All of the vessels had both gillnets (according to the captain, the net was 1 km long) and longline gear on board. The vessels boarded did not appear to have baitfish onboard, and when asked declared tuna was used as bait on the longline hooks. The hooks had wire tracers in place, and it appeared the vessels were targeting sharks.

The fresh ice storage rooms of *IMUL-A-0352KLT* contained mainly sharks, with fins attached, as well as a few tuna and a swordfish. The sharks were relatively small, and included at least two bigeye thresher sharks, a species protected and prohibited from being retained on board in the IOTC area, pursuant to IOTC Resolution 12/09. We were able to inspect the *IMUL-A-0341KLT* holds, which were filled to the brim with skipjack tuna on ice. There were three holds in total on the main deck, and one of them was filled with ice. As all vessels had the same gear on board, it seems that they sort the catch among the vessels/freezers, and it appears they are working together as a fleet.

During a surveillance flight on 9 November, the *Rainbow Warrior* helicopter detected two more Sri Lankan vessels engaged in illegal fishing activities. The *IMUL-A-0508CHW* (on the IOTC registry) was documented with its fishing gear in the water at 03°41'N 76°57'E, inside the Maldives EEZ. As the Maldives does not license foreign fishing vessels in its waters, this fishing activity was illegal. Moreover, given that the Maldives EEZ is a shark sanctuary, the probable targeting and catches of sharks by the Sri Lankan fleet would also be illegal. The Maldivian authorities were notified about the vessel, and their patrol vessel *Huavee* was sent to look for the vessel *IMUL-A-0508CHW*. The Maldives Coast Guard ended up finding yet another Sri Lankan vessel, the *IMUL-A-0375KL*, which was not only illegally fishing in the Maldives EEZ but was also not listed on the IOTC record of authorised vessels. The vessel was escorted to Male by the Coast Guard, and legal proceedings were ongoing at the time of writing. During the same flight, the vessel *IMUL-A-0632CHW* was documented fishing in international waters (03°46'N 77°18'E). The vessel was not on the IOTC record of authorised fishing vessels, and so was also fishing illegally.



Image: Skipjack tuna.

Conclusions and Recommendations

Ban all transshipments at sea

It is clear that data about longline fisheries will remain poor, and under-reporting (and no reporting at all) of catches in the Indian Ocean will continue for as long as fishing vessels are allowed to transfer catches at sea. The Taiwan high seas albacore fleet transshipments, as we witnessed, are taking place far away from any monitoring operations. The ships have infrequent port calls, and lack proper logbooks on board. This allows valuable fish to be taken from the region unaccounted for, and undermines regional conservation and management measures. It also negatively impacts the region's food security and income potential. Transshipments at sea close to developing coastal state EEZs such as Mozambique rob such states of their resources and much-needed income from the payment for catches.

There is clear evidence from all around the world that one of the simplest ways to deter IUU fishing is to ban all transshipments at sea.¹² The IOTC, coastal states, and flag states should adopt such a measure without delay, both at the regional and national level, in 2013.

Enhance MCS capacity in the region

Many longline vessels operating in the south Indian Ocean, including in the EEZs of Mozambique and Madagascar, land their catches in Durban or Cape Town. This calls for improvements in South Africa's port controls and close coordination between coastal states and states whose vessels land in these ports.

In order to facilitate better control of, and compliance by, fishing vessels, coastal and flag state members of the IOTC should urgently:

- **Implement the “UN FAO Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing”¹³;**
- **Adopt national and regional plans of action to prevent, deter and eliminate illegal, unreported and unregulated fishing**
- **Formalise exchange of information on vessels licensed to fish in EEZs in the region/sub-region (licence conditions/validity, movements, activities, etc)**
- **Increase and formalise regional/sub-regional cooperation:**
 - **pooling of MCS assets; and**
 - **training programmes for MCS officers¹⁴;**
- **Adopt IOTC inspection report format; and**
- **Require electronic reporting (AIS/VMS) for vessels of 24m or more in length, and for all vessels fishing outside the EEZ of their flag state.**

Ban shark finning and enforce marine reserves and sanctuaries

During the entire tour, the number of sharks caught in longline gear and by the Sri Lankans' multi-gear vessels (driftnet/longline vessels) was very high, including even vulnerable shark species. It is clear that, especially on Japanese and Taiwanese vessels, shark finning is a common practice, and done on a large scale, which should be banned. Additionally, the use of wire tracers and the use of shark specific baits should be banned on tuna longliners to help protect shark populations.

It seems the Sri Lankan shark-catching vessels observed fishing illegally in the Chagos marine reserve and in the Maldives shark sanctuary take advantage of these sanctuaries and lack of effective MCS capacity.

The fact that IOTC-protected shark species (thresher sharks) were seen on board one of the vessels, as well as observed in Negombo market near Colombo, points to the need for more stringent enforcement of existing shark regulations. There should also be greater protection for other vulnerable and endangered shark species in the region.

It is also clear that the enforcement of the Maldives shark sanctuary and Chagos marine reserve must be seriously enhanced if we are to see the full benefits of these protected areas.

Stop capacity migration and scrap overcapacity

Fishing capacity is one of the biggest issues facing tuna management globally and in the Indian Ocean. The effects of stock declines in the Atlantic tuna fisheries are being felt in the southern Indian Ocean fisheries, where many fleets – including Spanish longline vessels – have now relocated. The Taiwan longline fleet has increasingly moved to fish for albacore tuna, granting some relief to the bigeye stocks but resulting in the overexploitation of the albacore fisheries. Sri Lanka, like many other coastal states in the region, has large domestic fleets that are travelling further and further as stocks closer to shore have declined. Sri Lanka has over 3,000 small wooden vessels that, despite their small size, use destructive fishing gears – particularly longlines and gillnets. Unless effective fishing capacity reductions and selective fishing techniques are urgently imposed, fleets will cause irreparable damage to shark populations and species vulnerable to bycatch in gillnets such as turtles.

As part of the ongoing allocation and capacity reduction discussion within the IOTC, preferential access to these fisheries should be granted to states and fleets fulfilling best the following criteria:

- Low environmental impacts (level of bycatch; damage to the marine environment, including impact on species composition and the food web, is minimal);
- History of compliance/flag state performance;
- Amount and quality of data provided by flag states and operators;
- Low energy consumption per unit of fish caught;
- Quality of the fish produced and delivered to market; and
- Socio-economic benefits such as employment provided, especially to coastal communities.

Lastly, capacity reduction in the region should be implemented in a way that does not result in capacity migration to other regions or fisheries.

Endnotes

- 1** The Global Extent of Illegal Fishing (2008). Marine Resource Assessment Group and the University of British Columbia.
<http://www.mrag.co.uk/Documents/ExtentGlobalIllegalFishing.pdf>
- 2** Report of the 15th session of the Indian Ocean Tuna Commission Scientific Committee 2012. <http://www.iotc.org/English/index.php>
- 3** <http://www.globefish.org/tuna-october-2012.html>
- 4** IOTC Resolution 05/05 provides that fishing vessels flying the flag of an IOTC Member or Cooperating non-Contracting Party cannot have onboard fins that total more than 5% of the weight of sharks onboard, up to the first point of landing.
- 5** FAO Marine resource fact sheets. 2007
- 6** IOTC-2008-WPTE-INFO3. November 2008
- 7** Thirty-five Taiwanese-flagged longliners were licensed to fish tuna in Madagascar EEZ (all except one from 24 August to 31 December 2012) but none in Mozambique's EEZ.
- 8** [http://www.greenpeace.org.uk/sites/files/gpuk/ocean_inquirer_v10_low_res\(1\).pdf](http://www.greenpeace.org.uk/sites/files/gpuk/ocean_inquirer_v10_low_res(1).pdf)
- 9** COC-303/2008. Secretariat Report to the Conservation and Management Measures Compliance Committee. 14 November 2008.
- 10** Oceana (2010). EU, Spanish and Galician fishing subsidies financing illegal unreported and unregulated fishing: Case study: Antonio Vidal Suárez, Manuel Antonio Vidal Pego, p.4
- 11** On 15 August 2012, the presence of the Vanuatu-flagged reefer *Victoria* had been detected in that area, apparently transshipping fish from the Japanese longliner *Chiho Maru No 18*.
- 12** Final report of the Ministerially-led Task Force on IUU Fishing on the High Seas. Closing the Net (2006). <http://www.illegal-fishing.info/uploads/HSTFFINALweb.pdf>
- 13** IOTC Resolution 10/11
- 14** See FAO Port State Measures Annex 5 on Guidelines for the training of inspectors

Appendix

| Vessel | Date | Time | Latitude | Longitude | Flag | Call Sign | Type | Area |
|---------------------|-----------|--------|----------|-----------|-----------|-----------|--------------------|---------------|
| CELTIC BAY | 10-Sep-12 | | 28°16 S | 36°38 E | Spain | EACH | Longliner | Outside EEZ |
| ALEXIA | 12-Sep-12 | | | | Spain | EA2781 | Longliner | Outside EEZ |
| HERMANOS LABAEN | 12-Sep-12 | | | | Spain | EATL | Longliner | Outside EEZ |
| WAKASHIO MARU Nr 8 | 12-Sep-12 | | 24°40 S | 37°55 E | Japan | JFRV | Longliner | Moz. EEZ |
| CHIHO MARU Nr 18 | 12-Sep-12 | | 25°22 S | 38°05 E | Japan | JPWO | Longliner | Moz. EEZ |
| HINODE MARU 38 | 13-Sep-12 | 15H45 | 26°17 S | 35°00 E | Japan | J4FK | Longliner | Moz. EEZ |
| FUKUSEKI MARU 27 | 13-Sep-12 | 11H30 | 25°30 S | 36°32 E | Japan | JJBW | Longliner | Moz. EEZ |
| FUKUSEKI MARU 7 | 13-Sep-12 | 15H30 | 25°39 S | 36°35 E | Japan | JHKB | Longliner | Moz. EEZ |
| WAKASHIO MARU 88 | 17-Sep-12 | | 23°24 S | 36°57 E | Japan | JNGV | Longliner | Moz. EEZ |
| WAKASHIO MARU 8 | 18-Sep-12 | 14H35 | 22°36 S | 36°07 E | Japan | JFRY | Longliner | Moz. EEZ |
| CHIHO MARU Nr 18 | 18-Sep-12 | 14H50 | 22°20 S | 36°08 E | Japan | JPWO | Longliner | Moz. EEZ |
| HERMANOS LABAEN | 21-Sep-12 | 09H20 | 26°10 S | 36°23 E | Spain | EATL | Longliner | Moz. EEZ |
| CELTIC BAY | 26-Sep-12 | 22H10 | | | Spain | EACH | Longliner | High Seas |
| WAKASHIO MARU 68 | 27-Sep-12 | 04.h00 | 26°48S | 36°58E | Japan | JNHP | Longliner | High Seas |
| WAKASHIO MARU 8 | 27-Sep-12 | 08H00 | 28 45S | 37 43E | Japan | JFRV | Longliner | High Seas |
| NEW PROSPERITY | 27-Sep-12 | 10H50 | 28 52S | 37 55E | Panama | 3X0Z8 | Refrigerated Cargo | High Seas |
| MATSUEI MARU 11 | 27-Sep-12 | 17H30 | | | Japan | JGKB | Longliner | High Seas |
| HERDUSA PRIMERO | 28-Sep-12 | 04H20 | 29 11S | 40 10E | Spain | 3-VI59817 | Longliner | High Seas |
| WEN DAR | 2-Oct-12 | 16H40 | 28 19S | 50 39E | Taiwan | BJ5754 | Longliner | High Seas |
| RUEY CHIEN TSAI 112 | 2-Oct-12 | 17H10 | 28 21S | 49 04E | Taiwan | BJ4893 | Longliner | High Seas |
| WOEN DAR 168 | 3-Oct-12 | 19H40 | 28 23S | 49 38E | Taiwan | BJ4933 | Longliner | High Seas |
| JEE CHUEN TSAI | 4-Oct-12 | 08H20 | 28 22S | 45 47E | Taiwan | BJ4930 | Longliner | High Seas |
| WEN DARN0 3 | 4-Oct-12 | 15H10 | 28 27S | 49 57E | Taiwan | BJ4295 | Longliner | High Seas |
| WEN DER 106 | 4-Oct-12 | 17H20 | 28 32S | 49 55E | Taiwan | BJ4480 | Longliner | High Seas |
| JIN GWO DEE 1 HAW | 4-Oct-12 | 22H45 | 28 33S | 50 19E | Taiwan | BJ4629 | Longliner | High Seas |
| BOUSO | 7-Oct-12 | 08H00 | 28 00S | 56 15E | Spain | GC 1 7 02 | Longliner | High Seas |
| FENG KUO NO.368 | 8-Oct-12 | 22H 30 | 25 43S | 59 06E | Taiwan | BJ4648 | Longliner | High Seas |
| ANEKA 205 | 9-Oct-12 | 15H 50 | 23 15S | 58 12E | Indonesia | YE. 8156 | Longliner | Mauritius EEZ |
| SHEN JIN SHENG | 11-Oct-12 | 14H 03 | 20 32S | 57 19E | Taiwan | BJ4688 | Longliner | Mauritius EEZ |
| OCEAN STAR 1 | 20-Oct-12 | 00H 10 | 15 00S | 63 19E | Vanuatu | YJRK4 | Longliner | High Seas |
| OCEANS STAR 2 | 20-Oct-12 | 09H20 | 15 44S | 63 25E | Vanuatu | YJRU6 | Longliner | High Seas |
| LIEN YI SHING 365 | 23-Oct-12 | 05H 50 | 10 20S | 68 45E | Taiwan | BJ4824 | Longliner | High Seas |
| IMUL-A-12939MTR | 24-Oct-12 | 11H 20 | 08 02S | 71 21E | Sri Lanka | | Longliner/Gillnet | Chagos EEZ |
| IMUL-A-0352KLT | 24-Oct-12 | 12H 00 | 08 07 S | 71 26E | Sri Lanka | | Longliner/Gillnet | Chagos EEZ |
| IMUL-A-0341KLT | 24-Oct-12 | 12H 00 | 08 07 S | 71 26E | Sri Lanka | | Longliner/Gillnet | Chagos EEZ |
| IMUL-A-0496CHW | 9-Nov-12 | 16h 30 | 04 06 N | 77 30E | Sri Lanka | | Longliner/Gillnet | Sri Lanka EEZ |
| IMUL-A-0632CHW | 9-Nov-12 | 17H10 | 03 46 N | 77 18E | Sri Lanka | | Longliner/Gillnet | High Seas |
| IMUL-A-0508CHW | 9-Nov-12 | 17H20 | 03 41N | 76 57E | Sri Lanka | | Longliner/Gillnet | Maldives EEZ |

| Comments | Licence | MMSI | IMO No |
|---|------------|------------|---------|
| Data = AIS + EU List + MOZ Licence List | | | |
| Data = AIS + EU List Authorisations // Entry EEZ 8/9/12 - No Exit Declaration | | | |
| Data = AIS + EU List Authorisations // No EEZ Entry Declaration - Exit 9/9/12 | | | |
| Data = AIS + MOZ Licence List | | 431444000 | |
| Data = Visual + AIS + MOZ Licence List // In EEZ - No Entry Declaration | | 4324226000 | |
| Data = Visual + MOZ List | | 432436000 | |
| Data = Visual + Inspection + MOZ Licence List // IOTC authorisation to tranship | | | |
| Data = Visual + Inspection + MOZ Licence List | | | |
| Data = Visual + MOZ Licence List | | | |
| Data = Visual + MOZ Licence List | | 431444000 | |
| Data = Visual + MOZ Licence List + Inspection | | 432426000 | 9291482 |
| Data = Visual + MOZ Licence List + EU List + Inspection | | 224197150 | 9198800 |
| AIS + EU List + MOZ Licence List | | | |
| IOTC List, Visual ID at night - No AIS - No Photo | | | |
| Visual, No Photo | | 431444000 | |
| No AIS - Photo & Video, Conversation Recorded | PNG072 ? | | |
| IOTC List, Helicopter and On-Water Documentation | IOTC003613 | | |
| IOTC List, On Board and On-Water Documentation | IOTC003613 | | |
| No AIS. Taiwan List | | | |
| No AIS, Taiwan List CT4-2893 (?) , Boarded and Inspected on 13-Oct-12 | | | |
| No AIS Boarded and Inspected - Sharkfins, no Bodies | | | |
| No AIS CT4-2930, Taiwan List, Boarded and Inspected | | | |
| No AIS, Boarded and Inspected, 72(3) or (9)24 | | | |
| No AIS, Boarded and Inspected | | | |
| No AIS, Identified at night by radio | | | |
| AIS, IOTC, Photographed, but not boarded or inspected | | | |
| IOTC, Identified at night by radio, not inspected | | | |
| IOTC, Spotted from Helicopter, Streaming North at 8kn | | | |
| Taiwan List, Spotted from Ship near land | | | |
| No AIS, on IOTC, Radioed at night, aerial photo ID in the morning | | | |
| No AIS, on IOTC, Photographed from the air | | | |
| AIS on, IDed and talked on radio | | | |
| No AIS, not on IOTC List, Visited and Boarded, Tuna on board only | | | |
| No AIS, not on IOTC List, Visited and Boarded, Full of Sharks | | | |
| No AIS, on IOTC, Photo IDed | | | |
| No AIS, not on IOTC, Nipuni Crishani, 5kn to course to Colombo | | | |
| No AIS, not on IOTC, Dead in the Water | | | |
| No AIS, on IOTC, illegally fishing in Maldives, Coast Guard Notified | | | |

GREENPEACE

Greenpeace is an independent global campaigning organisation that acts to change attitudes and behaviour, to protect and conserve the environment and to promote peace.

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