

THE COST OF OCEAN DESTRUCTION



**REPORT FROM GREENPEACE SHIP TOUR
OF WEST AFRICAN FISHERIES 2017**

GREENPEACE 



Inspection of Fishing Vessel in Sierra Leone

High sea control of the Chinese fishing trawler FU HAI YU 1111 by Sierra Leone fishery inspectors and Greenpeace. Illegal fishing gear was discovered on board, the vessel was arrested and sent to Freetown.

Date: 17 April, 2017



ACRONYMS & ABBREVIATIONS

AGAC	The Association of Large Tuna Freezers
AIS	Automatic Identification System
ANABAC	National Association of Tuna Freezer Vessels Shipowners
CECAF	FAO Fishery Committee for the Eastern Central Atlantic
CIPA	Centro de Investigação Pesqueira Aplicada
CRODT	Centre de Recherches Océanographiques de Dakar / Thiaroye
DPSP	Direction de la Protection et de la Surveillance des Pêches
DWF	Distant Water Fisheries
EEZ	Economic Exclusive Zone
EU	European Union
FAO	Food and Agriculture Organization of the United Nations
FISCAP	Serviço Nacional De Fiscalização E Controlo De Atividades De Pesca
ICCAT	International Commission for the Conservation of Atlantic Tunas
IMROP	Institut mauritanien de recherche océanographique et des pêches.
IUU	Illegal, Unreported and Unregulated
MCS	Monitoring Control and Surveillance
SCRS	Standing Committee on Research and Statistics of ICCAT
SRFC	Sub-Regional Fisheries Commission

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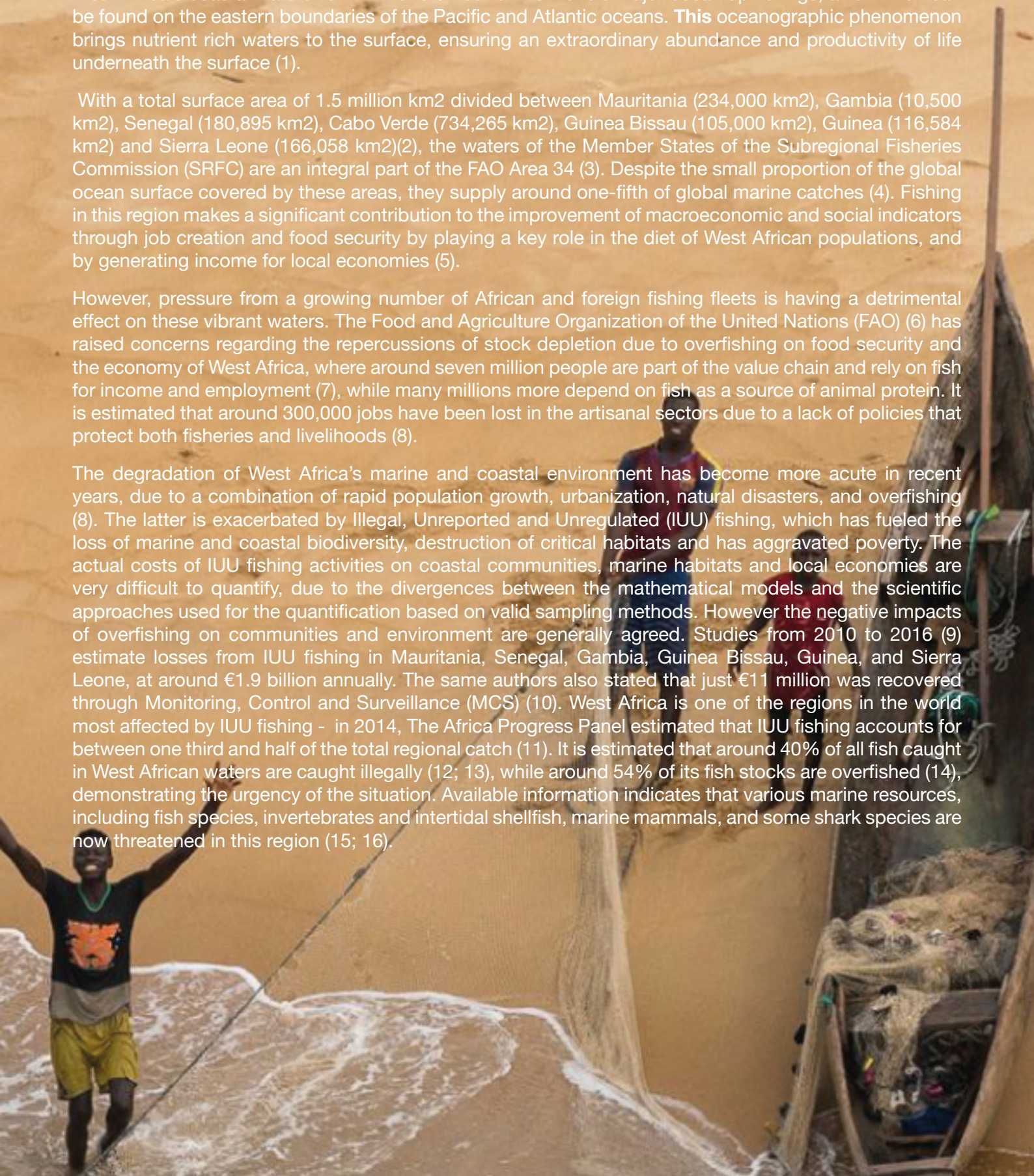
INTRODUCTION

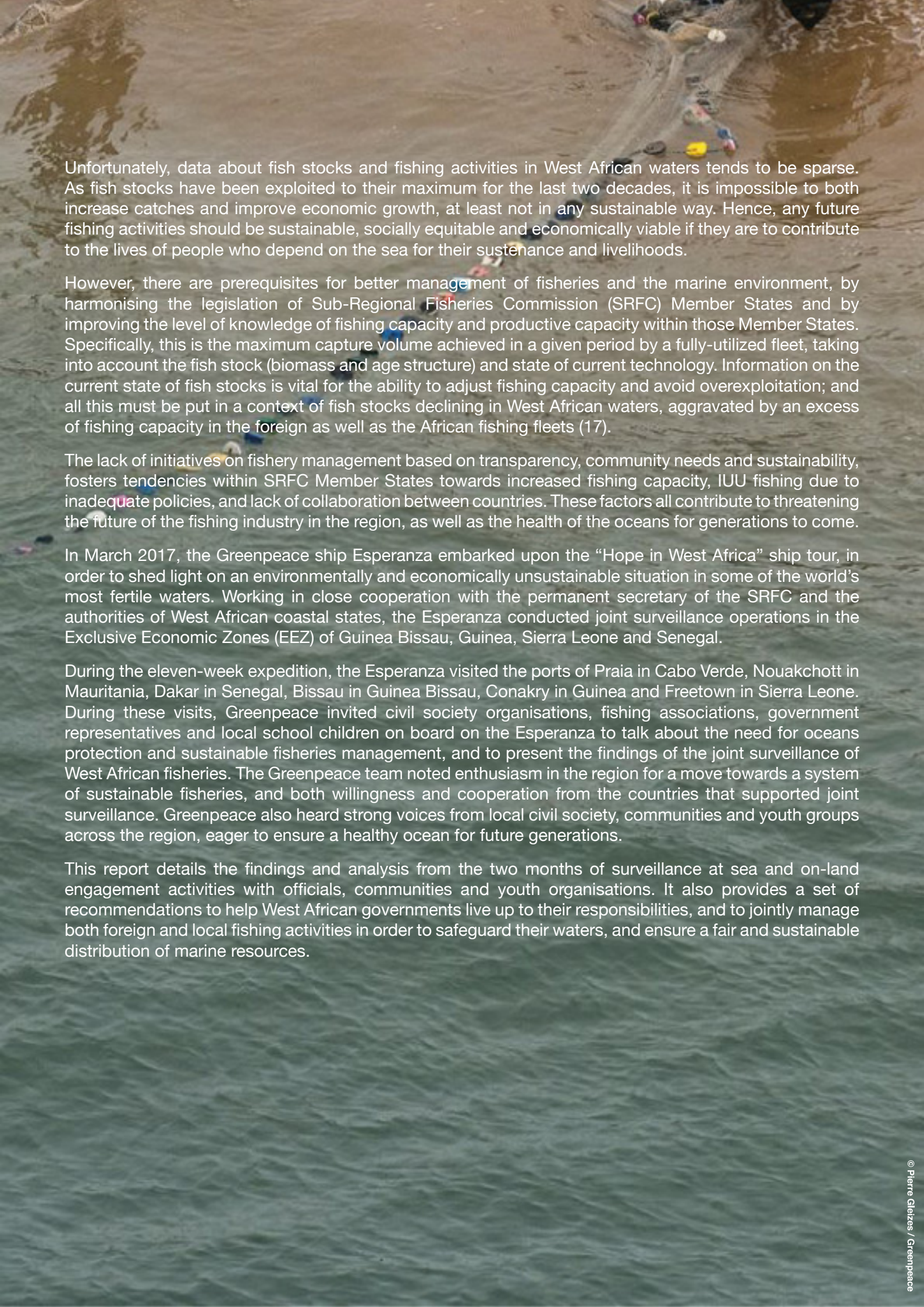
West Africa's coastal waters lie within one of four of the world's major ocean upwellings, all of which can be found on the eastern boundaries of the Pacific and Atlantic oceans. **This** oceanographic phenomenon brings nutrient rich waters to the surface, ensuring an extraordinary abundance and productivity of life underneath the surface (1).

With a total surface area of 1.5 million km² divided between Mauritania (234,000 km²), Gambia (10,500 km²), Senegal (180,895 km²), Cabo Verde (734,265 km²), Guinea Bissau (105,000 km²), Guinea (116,584 km²) and Sierra Leone (166,058 km²)(2), the waters of the Member States of the Subregional Fisheries Commission (SRFC) are an integral part of the FAO Area 34 (3). Despite the small proportion of the global ocean surface covered by these areas, they supply around one-fifth of global marine catches (4). Fishing in this region makes a significant contribution to the improvement of macroeconomic and social indicators through job creation and food security by playing a key role in the diet of West African populations, and by generating income for local economies (5).

However, pressure from a growing number of African and foreign fishing fleets is having a detrimental effect on these vibrant waters. The Food and Agriculture Organization of the United Nations (FAO) (6) has raised concerns regarding the repercussions of stock depletion due to overfishing on food security and the economy of West Africa, where around seven million people are part of the value chain and rely on fish for income and employment (7), while many millions more depend on fish as a source of animal protein. It is estimated that around 300,000 jobs have been lost in the artisanal sectors due to a lack of policies that protect both fisheries and livelihoods (8).

The degradation of West Africa's marine and coastal environment has become more acute in recent years, due to a combination of rapid population growth, urbanization, natural disasters, and overfishing (8). The latter is exacerbated by Illegal, Unreported and Unregulated (IUU) fishing, which has fueled the loss of marine and coastal biodiversity, destruction of critical habitats and has aggravated poverty. The actual costs of IUU fishing activities on coastal communities, marine habitats and local economies are very difficult to quantify, due to the divergences between the mathematical models and the scientific approaches used for the quantification based on valid sampling methods. However the negative impacts of overfishing on communities and environment are generally agreed. Studies from 2010 to 2016 (9) estimate losses from IUU fishing in Mauritania, Senegal, Gambia, Guinea Bissau, Guinea, and Sierra Leone, at around €1.9 billion annually. The same authors also stated that just €11 million was recovered through Monitoring, Control and Surveillance (MCS) (10). West Africa is one of the regions in the world most affected by IUU fishing - in 2014, The Africa Progress Panel estimated that IUU fishing accounts for between one third and half of the total regional catch (11). It is estimated that around 40% of all fish caught in West African waters are caught illegally (12; 13), while around 54% of its fish stocks are overfished (14), demonstrating the urgency of the situation. Available information indicates that various marine resources, including fish species, invertebrates and intertidal shellfish, marine mammals, and some shark species are now threatened in this region (15; 16).



An aerial photograph of a fishing boat in the ocean. The boat is a small, traditional-style vessel with a white hull and a dark roof. It is surrounded by numerous colorful floats (yellow, blue, red, and green) that are part of its fishing gear. The water is a deep blue, and the sky is a lighter blue. The boat is positioned in the upper right quadrant of the image.

Unfortunately, data about fish stocks and fishing activities in West African waters tends to be sparse. As fish stocks have been exploited to their maximum for the last two decades, it is impossible to both increase catches and improve economic growth, at least not in any sustainable way. Hence, any future fishing activities should be sustainable, socially equitable and economically viable if they are to contribute to the lives of people who depend on the sea for their sustenance and livelihoods.

However, there are prerequisites for better management of fisheries and the marine environment, by harmonising the legislation of Sub-Regional Fisheries Commission (SRFC) Member States and by improving the level of knowledge of fishing capacity and productive capacity within those Member States. Specifically, this is the maximum capture volume achieved in a given period by a fully-utilized fleet, taking into account the fish stock (biomass and age structure) and state of current technology. Information on the current state of fish stocks is vital for the ability to adjust fishing capacity and avoid overexploitation; and all this must be put in a context of fish stocks declining in West African waters, aggravated by an excess of fishing capacity in the foreign as well as the African fishing fleets (17).

The lack of initiatives on fishery management based on transparency, community needs and sustainability, fosters tendencies within SRFC Member States towards increased fishing capacity, IUU fishing due to inadequate policies, and lack of collaboration between countries. These factors all contribute to threatening the future of the fishing industry in the region, as well as the health of the oceans for generations to come.

In March 2017, the Greenpeace ship *Esperanza* embarked upon the “Hope in West Africa” ship tour, in order to shed light on an environmentally and economically unsustainable situation in some of the world’s most fertile waters. Working in close cooperation with the permanent secretary of the SRFC and the authorities of West African coastal states, the *Esperanza* conducted joint surveillance operations in the Exclusive Economic Zones (EEZ) of Guinea Bissau, Guinea, Sierra Leone and Senegal.

During the eleven-week expedition, the *Esperanza* visited the ports of Praia in Cabo Verde, Nouakchott in Mauritania, Dakar in Senegal, Bissau in Guinea Bissau, Conakry in Guinea and Freetown in Sierra Leone. During these visits, Greenpeace invited civil society organisations, fishing associations, government representatives and local school children on board on the *Esperanza* to talk about the need for oceans protection and sustainable fisheries management, and to present the findings of the joint surveillance of West African fisheries. The Greenpeace team noted enthusiasm in the region for a move towards a system of sustainable fisheries, and both willingness and cooperation from the countries that supported joint surveillance. Greenpeace also heard strong voices from local civil society, communities and youth groups across the region, eager to ensure a healthy ocean for future generations.

This report details the findings and analysis from the two months of surveillance at sea and on-land engagement activities with officials, communities and youth organisations. It also provides a set of recommendations to help West African governments live up to their responsibilities, and to jointly manage both foreign and local fishing activities in order to safeguard their waters, and ensure a fair and sustainable distribution of marine resources.

2. PATROLLING WEST AFRICA'S WATERS



Investigation of IUU fishing was a key component of the work conducted by Greenpeace during the ship tour. During the twenty days of at-sea joint surveillance operations with Guinea Bissau, Guinea, Sierra Leone and Senegal, 37 industrial fishing vessels were inspected. 17 vessels were found to be contravening applicable rules, including nine Chinese-flagged vessels, one Italian-flagged vessel, one South Korean-flagged vessel, four Comoros-flagged vessels and two Senegalese-flagged vessels.

The various types of infractions documented are symptomatic of the lack of effective fisheries management both at the national and regional level. Major obstacles to effective fisheries management include:

- little or no transparency regarding many fisheries access agreements with other countries or joint ventures, or other types of special arrangements with fishing companies, such as chartering of vessels; only the agreements signed with the European Union are publicly available;
- lack of coherence between national legislations, including levels of sanctions for similar fisheries infractions;
- lack of harmonised management measures applicable to vessels targeting the same stocks shared by several coastal states;
- inadequate implementation of conservation and management measures;
- weak monitoring, control and surveillance.

3. KEY FINDINGS: CAUGHT RED-HANDED



3.1. Cabo Verde

The Cabo Verdean Exclusive Economic Zone (EEZ) covers a surface area of approximately 734,265 km², with estimated overall potential fish resources varying between 36,000 and 44,000 tonnes per year, and an overall catch level of 10,000 tonnes per year. Tuna, small pelagic species, sharks and demersal species are the principal stocks exploited by the artisanal and semi-industrial/industrial fisheries sectors, representing both local and foreign interest.

While the artisanal sector is mainly constituted by local vessels, the semi-industrial and industrial sector is composed of both local and foreign (Senegalese, European and Japanese) vessels. Foreign vessels operate in the framework of reciprocity agreements (Senegal), contracts (Federation of Japanese Cooperatives) or partnerships (EU).

On February 27th 2017, the Esperanza and its crew departed Praia for Mauritanian waters. No interceptions of fishing vessels took place in the Cabo Verdean EEZ.

3.2. Mauritania

Mauritania has one of the largest EEZs in the area of SRFC Member States. It extends over 234,000 km² and enjoys exceptional oceanic conditions which are among the most fertile in the region. Six major fisheries, including four demersal fisheries and two pelagic fisheries, support most of the fishery in Mauritania. Demersal resources are, to a large extent, subordinated to waters under Mauritanian jurisdiction. Pelagic resources are shared between neighbouring states.

The six major fisheries in the region are: the cephalopod fishery (octopus, cuttlefish, squid); the deep and inshore demersal fishery (sea bream,

grouper, sole, ray and shark, red mullet, hake etc.); the crustacean fishery (deep sea shrimp, crawfish and deep crabs); the fishery for bivalve molluscs; the small pelagic fishery (sardinella, sardine, horse mackerel, mackerel, ethmalosa, anchovy, small tuna, mullet, meagre); and the fishery for major tuna species (yellowfin, bigeye, skipjack tuna).

All of these species are contained within an allowable catch potential (at the Maximum Sustainable Yield - MSY) between 1.5 million and 1.8 million tonnes (18).

The fishery resources of the Mauritanian EEZ are exploited by a wide variety of fishing vessels both national and foreign. These are classified into three main categories: artisanal (national and charter); semi-industrial (national, chartered and foreign) and industrial (national, chartered and foreign) fishing.

While the small-scale pirogue fishery, which has been steadily increasing in recent years, was previously oriented towards the exploitation of octopus, the inshore fishery uses both smaller vessels targeting octopus (Mauritanians, mostly Senegalese) and small purse seiners of various origins, such as Morocco, Turkey, and China, mainly targeting coastal small pelagic species. In recent years, catches of artisanal and coastal fisheries have increased significantly. Much of this new trend is due to increased fishing effort on small pelagics (sardinella and ethmalosa) due to the expansion of the fish meal industry. Sardinella and ethmalosa are shared stocks and have been considered as overexploited for several years (19).

Industrial fishing in Mauritanian waters is made up of local and foreign fleets (some of which operate under the national regime). They mainly target certain demersal stocks (cephalopods, shrimp, lobster, hake etc.), small pelagics (horse mackerel, sardinella and tuna (bigeye, skipjack and yellowfin).

The *Esperanza* sailed through Mauritanian waters between 3rd and 14th March 2017, observing and documenting fishing activities, and cross-checking whether fishing vessels were acting in breach with fishery legislation. It is important to note that all vessels that the *Esperanza* came across during the Mauritania leg were considered by local authorities as legal, although they do not appear to have studied Greenpeace observations of dubious behaviour of fishing vessels, or cross reference Greenpeace findings with their own data.

While in Mauritanian waters, the *Esperanza* encountered 114 industrial fishing vessels, some on several occasions. Greenpeace identified the nationality of 90 vessels.

Chinese companies operated 33 of these vessels, Mauritanian-flagged fishing vessels accounted for 36 vessels, while the remaining fishing vessels were from Turkey (6 vessels), Spain (4 vessels), Belize (3 vessels), Indonesia (2 vessels), Cameroon (2 vessels), Norway (1), Germany (1), Panama (1), and St. Kitts & Nevis (1).

Greenpeace did not carry out joint patrols with local fishing authorities in Mauritania. For that reason, boarding was only possible with ships and crews that agreed to cooperate. As a result, it was not possible to identify the type of fishing that was being conducted by every vessel. However, by deploying a drone and inflatable boats, Greenpeace confirmed the type of fishing of 84 vessels, 65 of which were trawlers, including bottom trawlers, pair trawlers, and Cephalopod trawlers, while the rest of vessels were confirmed as (3 vessels) reefers and purse seiners (16 vessels).

During these activities, Greenpeace came across purse seining vessels fishing close to the shore on several occasions, and suspected illegal activities due to the size and location of some of these vessels. Under Mauritanian law, purse seiners fishing zones are regulated depending on the vessel's Length Overall (LOA). These are listed as vessels with a LOA less than or equal to 26 meters, a LOA longer than 26 meters and less than or equal to 40 meters and purse seiners and pelagic trawlers greater than 40 meters and less than or equal to 60 meters (Annexe 1 of the Decree No. 2015-159 implementing Law No. 017 · 2015 of July 29th, 2015 establishing the Fisheries Code).

Bottom trawling is not prohibited, while demersal pair trawling is strictly forbidden by article 33 of the same decree (20). Greenpeace also came across three reefers (vessels transporting catches).

Of the 114 vessels encountered by Greenpeace, 46 have switched their Automatic Identification System (AIS) off while fishing or transiting. This significantly increases the risk of collision with other vessels, and prevents monitoring on vessel tracking software. Worldwide, countries are increasingly demanding that vessels fishing in their waters use AIS at all times. However this is not yet the case in Mauritania. A number of the remaining vessels showed irregularities in terms of their AIS data.

For instance, some vessels did not display the correct name of the vessel in the AIS, other vessels displayed no name at all, and some vessels displayed incorrect flag information. Greenpeace noted some vessels recorded as pleasure craft in AIS; some were displaying impossible speeds for a fishing vessel (as high as 27 knots, nearly 50km/h), which could be misleading to other vessels nearby, and some vessels only transmitted their AIS signal intermittently.

Greenpeace also spotted multiple vessels conducting suspicious fishing activities while sailing in the region. On March 4th, a Cameroonian purse seiner, *Tronderhav*, was caught fishing on the border of a purse seiner fishing ground and in an area where the vessel was not allowed to fish. On March 9th, a 50-metre long Turkish fishing vessel, *Mamuli Ismail*, was spotted fishing inside an area

reserved for purse seiners measuring between 26 and 40 metres. Greenpeace reported the position and fishing activities to local fishery authorities.

The *Esperanza* also found the Norwegian flagged vessel *Ocean Fresh* which, according to the captain - contacted over the radio - was fishing under an Irish agreement in Mauritanian waters (21). The vessel was taking in fresh pelagic fish from smaller Mauritanian flagged purse seiners and was processing them at sea. As it has so far proved impossible to get information on the legality of this activity, the case has been reported to Mauritanian, Norwegian, and European authorities. At the time of publication, no additional insights have been received.



Purse Seiner Fishing in Mauritania

Norwegian flagged purse seiner, the *Tronderhav*, was spotted by Greenpeace crew during a West African ship tour to help end overfishing in the region.
Date: 4 March, 2017

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3.3. Guinea Bissau

Guinea Bissau has an EEZ covering 105,000 km² (22). The CIPA 2011 Scientific Assessment Campaign supported by the IMROP (Mauritanian research Institute) estimated potential biomass at 579,021 tonnes (23) for the different species, including 102,768 tonnes of demersal fish, 452,000 tonnes of pelagic fish, 14,958 tonnes of crustaceans, and 9,295 tonnes of cephalopods.

The artisanal fleet is composed of both national and vessels from countries of the sub-region (Guinea, Senegal, Gambia, Ghana, and Sierra Leone), which mainly target pelagic species (mullet, ethmalosa, horse mackerel, mackerel and sardinella). Some of this artisanal fleet (mainly Senegalese) also target certain demersal species such as cephalopods and shrimps.

Industrial fishing is wholly carried out by foreign-flagged vessels. In March 2017, about 177 fishing vessels (including 17 support vessels) operated in waters under Guinea-Bissau jurisdiction (official list of the Ministry of Fisheries). These are from China, France, Spain, Comoros, Panama, Senegal, Portugal, Greece, South Korea, Guinea Conakry, Curaçao, Cabo Verde, Guatemala, and Belize, and mainly exploit demersal species. A large part of this industrial fleet, mainly European, targets tuna. There were six pelagic trawlers, including four flagged to Comoros, one from China and one from Guinea.

These industrial vessels operate under bilateral agreements (EU and Senegal), private agreements (ANABAC and AGAC for Spain, Zhongyu G. Corporation for China) and chartering. The vessels operating under the ANABAC-AGAC agreement fly Belize, Curaçao, Cabo Verde, El Salvador and Panama flags.

On March 17th, The *Esperanza* reached Guinea Bissau waters and commenced joint surveillance with three inspectors from Guinea Bissau's fisheries inspection unit FISCAP (Serviço Nacional De Fiscalização E Controlo De Atividades De Pesca), supported by a patrol boat.

During four days of surveillance, six vessels were boarded for inspection, four of which were arrested. One vessel displayed its name in Chinese only, which is illegal as it makes it impossible for local authorities to verify whether it was in possession of a valid licence.

Two other vessels displayed only Chinese names, but could not be boarded. One fishing vessel and one reefer vessel were arrested for illegal transshipment at sea, an operation prohibited under Guinea Bissau law. Two other vessels were observed transshipping at sea with the same reefer, but could not be boarded before they escaped. However, these vessels were also prosecuted under Guinea Bissau law which prohibits transshipping, based on the arrest of the first vessel. Another vessel was arrested because of an outstanding fine which has yet to be paid.

Besides the joint inspection of several industrial fishing vessels with fishery officials from Guinea Bissau, Greenpeace encountered 82 vessels in total and identified the nationality of 66 of them. Chinese companies owned most of the vessels encountered by the *Esperanza*, a total of 41 vessels. The second largest group of fishing vessels came from Spain, totalling 11 vessels. Three vessels were flying Guinea Bissau flag when encountered by the *Esperanza*. However, Greenpeace was able to confirm that these vessels belong to a joint-venture with China, and were built in China and controlled by Chinese companies. Senegalese companies also run three vessels, while Greece and Comoros flagged vessels account respectively for two and 5 vessels each. The *Esperanza* documented one vessel each from companies registered in Belize, South Korea, Vanuatu, and Italy. Fishing vessels in Guinea Bissau's waters share similar fishing patterns as those in Mauritanian waters.

42 out of the total 82 fishing vessels were not transmitting AIS when encountered by the *Esperanza* and fisheries inspectors. From the remaining 37 vessels, some only turned on AIS intermittently, while others provided false information in AIS, including wrong coordinates and missing vessels names, which could cause confusion to surrounding vessels.

- Yi Feng 8, Yi Feng 9, and Yi Feng 10 - illegal vessel markings

Type: Demersal trawler

Flag: China

On March 21st, 2017, *Yi Feng 8*, *Yi Feng 9*, and *Yi Feng 10* were spotted by helicopter 50 nautical miles from the shore of Guinea Bissau by Greenpeace and fisheries inspectors from FISCAP. The vessels names were displayed in Chinese only, even though all fishing vessels are required by



national law to display names easily recognisable to local officials.

The *Yi Feng 8* was arrested and sent to port while the other two vessels managed to get away. However, their infringements were sufficiently documented to ensure the owners and captain could be prosecuted.

- *Saly Reefer* and *Flipper 3*, *Flipper 4*, *Flipper 5* - illegal transshipment

Flipper vessels:

Type: Trawler

Flag: Comoros

Registered owner: Fishing & Cargo Services SA, Panama

Operator: West Coast Frozen Fish SA, Canary Islands

Saly reefer:

Type: Reefer

Flag: Comoros

Registered owner: Fishing & Cargo Services SA, Panama

Operator: West Coast Frozen Fish SA, Canary Islands

On March 22nd, 2017, the Greenpeace team

and three fisheries inspectors discovered the Comoros-flagged *Saly Reefer* carrying out an illegal transshipment at sea - the vessel was transferring items or fish to other vessels, in this case to the fishing boats *Flipper 3*, *Flipper 4*, and *Flipper 5*. The fishing vessels turned off their AIS signal during the transshipment to avoid being spotted by authorities. *Flipper 3*, *4* and *5* all belong to the same company and fly the flag of Comoros.

Globally, transshipment at sea is frequently linked to illegal fishing and was banned by the government of Guinea Bissau in its management plan of 2015 (24), however there is not yet a ban on transshipment within its current fisheries legislation (25). However, the fishing license on board of the vessel clearly indicated the illegality of transshipment at sea. In other SRFC Member States in the region, transshipment at sea is also prohibited, or must be authorised by the government and supervised by fisheries inspectors.

Greenpeace and FISCAP managed to board and inspect the *Saly Reefer* and *Flipper 4*, and both vessels were escorted to the port of Bissau to face legal action.



On March 20th, Saly Reefer and Flipper 3 were spotted moving together during a period of 7 hours in the Guinea-Bissau EEZ. A typical transshipment activity.

Curiously, after being fined by the Guinea-Bissau authorities for IUU transshipment, the vessels Flipper 3, Flipper 4 and Flipper 5 changed their Comorian flag with the flag of Guinea-Bissau.

- Chang Yuan Yu 05 - unpaid fine for using illegal net

Type: Stern trawler fishing for demersal and pelagic fish

Flag: China

Company: Dalian Chang Hai Pelagic Fishery Company, a company based in Dalian, China.

On 24th March, Greenpeace and FISCAP spotted another Chinese vessel, the *Chang Yuan Yu 05*, fishing off the coast of the Bijagos Archipelago. The vessel has been known to local authorities since its owners failed to pay a fine for using illegal nets in September 2016. The vessel was boarded by Greenpeace and the fisheries inspectors, arrested and taken to the port of Bissau.

3.4. Guinea

With an EEZ covering 116,584 km², Guinean waters shelter important resources (shrimps, white fish, small pelagics, etc.) linked to a marine environment relatively favorable to the development of fisheries (phenomena of seasonal upwelling, contribution of nutrient-rich runoff from rivers).



According to the 2016 Management Plan the exploitable potential marine resources in Guinean waters is 225,700 tonnes, including 61,200 tonnes (demersal fish), 150,000 tonnes (pelagic fish), 10,000 tonnes (cephalopods) and 4,500 tonnes (shrimp). The offshore resources are mainly composed of tuna (yellowfin, bigeye, skipjack), which constitute a seasonal resource. Like other countries in the region, most fish stocks in Guinea waters are in a state of overexploitation, particularly those in coastal areas.

The Guinean fishing sector is characterized by two types of fisheries: artisanal and industrial. Around 6,025 mostly motorised canoes make up the artisanal fleet, which target both pelagic and demersal species. Driftnets, encircling gillnets, longlines, bottom-set gillnets, net lines and swings are all used by artisanal fishers targeting demersal species.

Industrial fishing involves pelagic, cephalopod, shrimp and demersal fishing. This sector targets high quality species (pseudotolithus, polynemidae, white grunt, sea bream, red carp, red mullet, flounder, grouper, etc.), mainly for export purposes. Some industrial vessels, mainly of Russian origin, but flying the Guinean flag, target small pelagic stocks. There are also foreign fleets (mainly Spanish and Senegalese) that exploit tuna.

In 2017, some 70 licensed industrial vessels operated in waters under Guinean jurisdiction. Almost 56% (39 vessels) of this industrial fleet consist of bottom trawlers with a strong presence of Chinese ships (35 vessels). The other segments of this industrial fleet are tuna seiners (29 vessels) and pelagic trawlers (2 vessels).



From March 29th to April 4th, 2017, Greenpeace conducted a joint patrol with the Guinean fisheries inspectors from the National Centre for Surveillance and Protection of Fishing (CNSP). During the patrol, 46 (including 9 unidentified one) industrial fishing vessels were encountered, with Greenpeace able to identify the nationality of 37. Amongst these 31 belonged to Chinese companies, 3 were Guinean-flagged, 1 from South Korea, and 2 with Italian flag.

20 of the vessels had their AIS systems turned off and/or not transmitting continuously. Another vessel failed to display its name through the AIS system, while another had registered an incorrect vessel size. While the majority did turn on their AIS systems, the transmissions tended to occur intermittently.

- Lian Run 34 and Lian Run 47:

Types: Bottom trawler

Flags: Chinese

Company: Both ships are owned by Dalian Lian Run Pelagic Fishery Company Ltd, one of China's largest distant water fishing companies.

Shark fins were found on board of the *Lian Run 34* during a joint inspection by Greenpeace and CNSP on March 31st, 2017. In Guinean legislation, it is illegal to have shark fins onboard which are detached from the shark's body.



Hammerhead Shark found on board the vessel
Fu Yuan Yu 379
Date: 2 April, 2017

© Pierre Gleizes / Greenpeace

Another vessel from the same company, the *Lian Run 47*, was also caught with shark fins onboard. The fins were hidden between some crates above the vessel's bridge and found during a boarding of the ship by Greenpeace and CNSP on April 4th. The *Lian Run 47* was also found to be carrying an illegal fishing net.

Guinean authorities confiscated both ships' fishing licenses and catches, the captains' passports and other navigation documents. Both vessels were initially fined €250,000 each, yet only paid €100,000 in fines due to the final decision of the local authorities, as they were considered to be first offenders. An investigation conducted by Chinese authorities into the two vessels is ongoing.

- *Fu Yuan Yu 379*:

Type: Bottom trawler

Flag: China

Company: The vessel is owned by Fujian Pingtan Hengli Fishery Company Ltd.

The *Fu Yuan Yu 379* was boarded and inspected by Greenpeace and the CNSP on April 2nd, 2017 and a number of infringements of Guinea's fishery law were noted, including illegal net adjustments, categorised as a 'very serious' infraction of Guinean law. In addition, 30 bags of shark carcasses, including an enormous hammerhead shark, were found onboard. However, current

legislation does not penalise fishing vessels for sharks caught as bycatch when fishing for other species. Despite being ordered to go back to the port, the *Fu Yuan Yu 379* was caught red-handed at sea the following day.

This time the vessel was fishing for species not covered by its licence. The 30 bags of shark carcasses had been discarded, even though they were considered as evidence. This ship was fined €350,000 and had its catch confiscated.

All the findings were handed to the Guinean Minister of Fisheries and to directors of CNSP and the Port of Conakry. The case was also reported to Chinese Ministry of Agriculture (MoA), which decided to cancel one year's fuel subsidy for the vessel. MoA also ordered "the Administration of Fishery and Fishing Harbor Supervision of Fujian Province to punish the captain according to relevant regulations.»

Shark Slaughter

During the «Hope in West Africa» expedition, Greenpeace bore witness to the unsustainable exploitation of shark species.

In Guinean waters, shark fins were discovered on board two Chinese fishing vessels during a joint surveillance conducted by Greenpeace and

Guinean fisheries authorities.

Finds of 2kg and 500g of shark fins were recorded on the *Lian Run 34* and the *Lian Run 47*. When boarded, the amount of shark fins on the *Lian Run 47* was much smaller than would account for the amount of shark fins documented above its bridge by helicopter surveillance, two days earlier. When the inspectors asked the crew about these sharks fins, they said that “a violent wind had blown them off at sea”. After checking, no wind of such force had broken out during that period. It is likely that unaccounted for shark fins were hidden somewhere on the vessels before the Guinean inspectors arrived or had been discarded after the arrest of another *Lian Run* vessel a few days earlier.

A third Chinese ship, *Fu Yuan Yu 379*, also inspected by Guinean officials and Greenpeace, carried 30 bags of shark carcasses, including an enormous hammerhead shark. On a second inspection, the next day, on the same ship, it was discovered that the 30 bags were thrown overboard on orders from the captain.

In Sierra Leone’s waters, the *Esperanza* crew and the inspectors of the MCS unit of the Ministry of Fisheries and Marine Resources inspected the Italian vessel *FV Eighteen* holding a valid fishing license and found 4 kg of shark fins on board.

The fisheries laws of the various countries of the SRFC do not offer the same degree of protection for shark species. Of the four countries where Greenpeace conducted joint surveillance operations with local authorities (Guinea Bissau, Guinea, Sierra Leone and Senegal), only Guinea prohibits the practice of detaching shark fins. However, fishing for sharks and keeping them whole is allowed in this country, as in the others. For example, in Guinea, *Lian Run* vessels 34 and 47 were fined for having shark fins on board. On the other hand, in Sierra Leone, the Italian vessel *FV Eighteen* was not prosecuted by the local authorities. Being an Italian flagged vessel, the case is being investigated in an European court, as it is illegal for a European vessel to have shark fins on board. In 2016, the lack of protection of shark in the region motivated the US National Oceanic and Atmospheric Administration (NOAA) Fisheries agency to work with nine West African countries to develop recommendations to further strengthen shark and ray conservation in the region (26).

At sub-regional level, and in line with global awareness of the need to protect sharks (for example the International Plan of Action-Shark by FAO), some initiatives have been taken at the beginning of 2000s with SRFC, like; an action plan for the sustainable management and the conservation of shark in the sub region of West Africa, the preparatory meeting of the 16th Conference of Parties to the CITES (CoP 16) Conservation of Sharks in West Africa and role of the CITES, and the publication *Thirty years of Shark exploitation in West Africa* (by FIBA, PRCM and SRFC). However, despite these actions, the situation is far from satisfactory. Urgent action is necessary to effectively protect sharks, with coherent regulation at sub regional level.

3.5. Sierra Leone

Sierra Leone has a wide variety of fish stocks , which could be a major asset to help reduce poverty and boost economic well-being. Over 200 fish species have been identified in the EEZ, which covers 166,058 km².

However, overexploitation of some species, particularly juveniles, illegal fishing and inefficiency in implementing fishing laws and regulations all constitute threats to this potential. It is estimated that over 500,000 people are directly or indirectly employed in the fisheries sector (27). More than 10,000 fishing canoes have been registered in the country by the Fisheries Ministry.

In January 2017, about 143 industrial vessels were operating in Sierra Leone waters. This includes vessels from, China (which account for 50% of the vessels), Spain, France, Belize, Curacao, Panama, Guatemala, Cabo Verde, Senegal, Guinea, Ivory Coast, Italy, South Korea, St Kitts and Nevis and Comoros. This industrial fleet is largely dominated by bottom trawlers (about 40% of the total) fishing for species such as demersal fish, shrimp and cephalopods. The other parts of this industrial fleet are tuna vessels and mid-water trawlers fishing for small pelagic species.

Greenpeace spent four days conducting a joint surveillance with two fisheries inspectors from the Sierra Leone Monitoring Control and Surveillance (MCS) Unit of the Ministry of Fisheries.

During these four days, the *Esperanza* encountered 10 industrial fishing vessels, six of which had their AIS turned off.



In total, three vessels were arrested and sent to port for further investigation. These vessels – two Chinese and one South Korean - all had nets with smaller than permitted mesh-size.

The Chinese vessels were also unable to provide documentation to prove that they had permission to offload (part of) their catch in the port of Monrovia in Liberia, and did not have the compulsory logbook which enables authorities to have an oversight of the total catch. When the South Korean vessel was spotted by the *Esperanza*, it was obscuring its name with a net. The fourth, Italian-flagged vessel was found with 4 kg of shark fins. As shark finning is not yet illegal in Sierra Leone, the vessel could not be arrested. However, it has been illegal for fishermen operating on vessels flagged to countries of the European Union to remove and retain on board, tranship or land shark fins, with certain exceptions, since 2003, and completely since 2013. This prohibition applies regardless of where the vessel is operating.

- 2.6 F/V Eighteen - shark fins

Type: Bottom trawler / shrimper

Flag: Italy

Company: Asaro, an Italian company based in Sicily.

On April 15th, shark fins weighing 4kg in total were found on board the *F/V Eighteen*. European Council regulation (EC) No. 1185/2003 (22), as amended in 2013, prohibits fishers from detaching

and retaining shark fins on board EU-flagged vessels, regardless of where they fish.

The regulation also bans the transhipping and landing of shark fins from EU vessels. Consequently, the Italian vessel was in breach of EU legislation.

However, Greenpeace and the fisheries inspectors were not authorised to arrest the vessel, since the current legislation does not ban shark finning in Sierra Leonean waters. The matter has been passed to Italian authorities and the European Commission, and is currently being processed by the court in Palermo, Sicily.

- *Cona* - obscuring vessel name, illegal net

Type: Demersal trawler

Flag: South Korea

Company: Unknown

The vessel unsuccessfully evaded the *Esperanza*, and was inspected by Greenpeace and the Sierra Leonean MCS Unit on the April 15th. The *Cona* was illegally covering its name, and onboard, Greenpeace and fisheries inspectors found a fishing net with illegal mesh size. According to Sierra Leonean fishery legislation, the mesh size for pelagic and demersal fishing should be 60 millimetres and above, while the fishing net found on board the *Cona* measured just 51-52 millimetres. All of the vessel's freezers were full, and it was drifting in waters too deep for its fishing

Chinese Vessel Arrested in Sierra Leone

Greenpeace and fisheries inspectors from Sierra Leone discovered a log book on scraps of paper and illegal fishing gear on board the FU HAI YU 2222.
Date: 17 April, 2017



method. It is likely that the vessel was waiting for a transshipment which would have been illegal, but this could not be proven. According to local crew on board, the vessel had transshipped a part of its catches a week before the inspection.

Sierra Leonean authorities confiscated the fishing license, captain's passport, and other navigation documents, and required the vessel to immediately return to Freetown port for further investigation.

- **Fu Hai Yu 1111 - illegal net, no logbook, offloading catch without proper authorization**

Type: Mid-water trawler

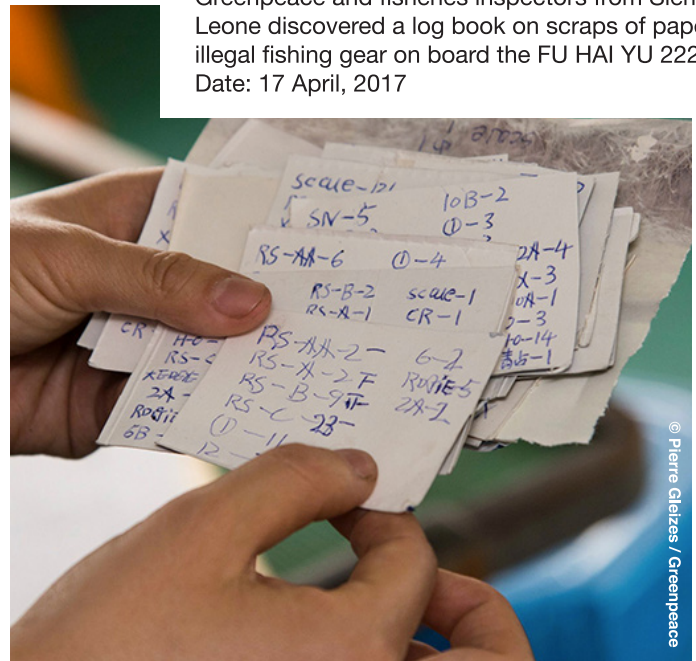
Flag: China

Company: Cangzhou Bohaixinqu Fuhai Fishing Company Ltd.

The vessel was inspected on April 17th, 2017 by Greenpeace and inspectors from the MCS Unit, after attempting to escape. Two hidden nets with illegal mesh size were found, one in the freezer and the other in a locked container. The captain tried to muddle the inspection with a brand new legal net.

More than 1,400 boxes of catch were found in the freezer on board, although the captain claimed all the catch had been unloaded in Monrovia, Liberia. However, the vessel didn't have the required official authorization from the Minister of Fisheries and Marine Resources of Sierra Leone for unloading its catch outside the country - at least not on board, which constitutes an infraction of local legislation.

Besides the boxes, Greenpeace and the fisheries inspectors also found 70 bags of shark carcasses in the vessel's freezer, which the captain claimed



would be shipped back to Fujian, China. Current legislation in Sierra Leone does not penalise vessels with sharks being caught as a bycatch, although shark populations are severely impacted by fishing. No logbook was found on board, which is illegal and makes it impossible to check the catch. Fishing authorities ordered the vessels to return to Freetown port for further investigation.

- **Fu Hai Yu 2222 - illegal net, no logbook, offloading catch without proper authorization**

Type: Mid-water trawler

Flag: China

Company: Cangzhou Bohaixinqu Fuhai Fishing Company Ltd.

The *Fu Hai Yu 2222* was inspected on April 17th, 2017 by Greenpeace and the MCS Unit. A fishing net with illegal mesh size was found on board, which the captain claimed was not used for fishing. The possession of fishing nets with smaller mesh size on board a fishing vessel is, however, still considered illegal. No logbook was found, and the captain could not provide information about the precise amount of catch by the vessel. His estimation was around 3500 boxes, which did not match with the estimation of the government fisheries observer on board. The captain claimed that part of the catch had been unloaded in Liberia. This, however, is illegal without the official authorization signed by the Minister of Fishery and Marine Resource of Sierra Leone, and no such authorisation was found onboard the vessel.

Fishing authorities ordered the vessels to return to the port of Freetown for further investigation.

Details on the follow up of the *Fu Hai Yu 1111* & *2222* IUU cases are not available despite numerous requests to the Sierra Leonean authorities. However, the Chinese Ministry of Agriculture (MoA) has taken action against these 2 vessels. A decision has been made to cancel one year's fuel subsidy for both two vessels. In addition to this, the MoA ordered "the Administration of Fishery and Fishing Harbor Supervision of Hebei Province to punish the captains of the two vessels according to relevant regulations.»

The AIS loophole Encouraging IUU activities

During its time in the waters of Mauritania, Guinea Bissau, Guinea, Sierra Leone and Senegal, the *Esperanza* encountered 136 fishing vessels with their Automatic Identification System (AIS) turned off. The details of these observations, per country, are as next: Mauritania (41 ships), Guinea Bissau (32 ships), Guinea (27 ships), Sierra Leone (6 ships) and Senegal (30 ships). These figures show, above all, how this practice is systematic in the region and affects all countries.

The AIS is primarily a tool for safety of navigation and security. Although many nations have adopted legislation concerning safety at sea, there is in fact no international convention in force that deals specifically with the safety of fishing vessels, largely because the great variations in design and operation between fishing vessels and other types of ships have always proved a major obstacle to their inclusion. Fishing is exempt from IMO's Solas conventions(28).

The activation of AIS is not, at the moment, an obligation for industrial fishing activities in the region. Only the Vessel Monitoring System (VMS) remains an obligation for any vessel with a valid fishing license in the Member States of the SRFC. Such a system is certainly effective but remains wholly under the control of national governments and companies, hence these data are not available for the public.

Unlike VMS, the AIS signal of a ship is accessible to everyone from the moment the vessels connects to a receiving station or satellite. Although the data transmitted by the AIS is falsifiable, it is still a useful tool that fishing companies could seize to show their willingness to be transparent. Thus, by making AIS compulsory for all industrial vessels fishing in the waters under the jurisdiction of the

Member States of the SRFC, local governments would have, in addition to the VMS, a tool for monitoring fishing activities. At the same time, these governments would contribute to promote transparency in the fisheries sector.

3.6. Senegal

The Senegalese maritime zone is characterised by a high biological diversity with two major exploited groups: pelagic and demersal resources.



Pelagic resources include coastal and offshore resources. Coastal pelagic resources account for more than 70% of catches in the Senegalese EEZ, as well as most of the artisanal fisheries catches. These resources make up the largest share of annual fish Senegalese consumption with species including round sardinella, flat sardinella and ethmalosa (29).

The latest CECAF/FAO scientific assessments carried out at sub-regional level show a state of overexploitation of these resources and recommended a reduction in fishing effort on these fisheries (30).

The latest CECAF / FAO scientific assessments carried out at sub-regional level show a state of overexploitation of these resources and recommended a reduction in fishing effort on these fisheries (30).

Offshore pelagic resources mainly include the three tropical tuna species; yellowfin, skipjack and bigeye. The latest assessments of tropical tuna stocks by the International Commission for the Conservation of Atlantic Tuna (ICCAT) showed that yellowfin, and bigeye are overexploited, but that skipjack is not (ICCAT, 2016). For small pelagics like horse mackerel (black and white), the Standing Committee on Research and Statistics (SCRS) of ICCAT recommended a consolidation of data in order to be able to formulate management advice.

Coastal demersal resources mainly include crustaceans (coastal shrimps, lobster, crab), demersal fish (sole, mullet, giant African threadfin, grouper, sea bream) and cephalopods (octopus, cuttlefish and squid). The main species in this group are overexploited. The 2016 stock assessment carried out by the Centre de Recherches Océanographiques Dakar-Thiaroye (CRODT) estimates their biomass at 79,882 tonnes (31).

Deep demersal resources are mainly made up of shrimps (prawns) and fish (hake, scorpionfish, shark, and monkfish). It was recommended, as a precautionary measure, not to exceed the current level of fishing effort for most of the demersal species which show a decline in recent years (32).

Senegal has one of the most dynamic artisanal fisheries in the region. By 2016, there were approximately 11,975 active canoes in the total maritime artisanal canoes fleet. Most of their landings are small pelagic species (flat and round sardinella, mackerel, ethmalosa, yellow and black chinchard).

Senegal's industrial fishing is composed of a fleet of about 142 ships as of April 19th, 2017, including 22 Spanish, 8 French and 112 Senegalese-flagged vessels. These industrial vessels target a variety of species ranging from coastal demersal, and deep demersal species (nearly 70% of vessels), to tuna and small pelagic species (four vessels

all flying the Senegal flag), and are operating under Senegalese and joint venture companies. Currently there are no foreign vessels fishing for small pelagic in Senegalese waters, but some vessels are foreign-owned. European vessels in Senegal operate within the framework of the EU-Senegal Fisheries Agreement signed in November 2014, mainly targeting tuna. However, two Spanish bottom trawlers targeting black hake also operate under this agreement.

From 14th to 17th March 2017, the *Esperanza* conducted observations of industrial fishing vessels in Senegalese waters for a short period. The *Esperanza* returned to Senegal on April, 22nd after carrying out patrols in Guinea to conduct joint-surveillance with two Senegalese fisheries inspectors from the Direction de la Protection et de la Surveillance des Pêches (DPSP).

In total, the *Esperanza* encountered 57 vessels while in Senegalese waters. Of the 50 vessels identified, 37 were flagged to Senegal, 5 to Spain, 7 to China and 1 to Greece. A total of twelve fishing vessels were boarded and inspected by Greenpeace and DPSP during the joint surveillance activity. They were all Senegalese

34 of the 57 vessels encountered in Senegalese waters had inactive AIS when encountered by the *Esperanza*. One of these vessels failed to turn on AIS when leaving the Port of Dakar - this is regarded as a dangerous act, since vessel traffic is normally denser close to the coast. AIS anomalies were frequently observed for all of the remaining 23 vessels encountered by the *Esperanza*, including discontinued AIS signals.



- *Kanbal III*- suspected net adjustment infringement.

Type: Stern trawler

Flag: Senegal

Company: Soperka SA / Grupo Amadora Pereira, a Senegalese-Spanish joint venture

The *Kanbal III* was boarded and inspected by Greenpeace and DPSP on the morning of the April 25th. When approaching the vessel, the captain did not respond to requests via marine VHF radio to slow down so that an inspection team could come on board. After a chase of more than 20 minutes, inspectors were finally able to board the *Kanbal III*. It quickly became clear that the vessel's net had been manipulated with pieces of rope in order to constrict the mesh size. This is illegal according to Senegalese law. The crew of the *Kanbal III* had attempted to remove the ropes before the inspection team boarded.

After further investigation by the DPSP surveillance unit, the vessel was released; according to the boarding committee, there was not enough infringement evidence.

- *Marcantonio Bragadin*: illegal net adjustments.

Type: Beam Trawler

Flag: Senegal

Company: Italsen

The vessel was inspected in the afternoon of April 27th, and found to be using gear adjustments to constrict the mesh size of the net. One of the four nets was confiscated as evidence and the ship was ordered into port. After payment of a deposit of 30 million FCFA, an equivalent of approximately €45,000, the ship was released and allowed to continue fishing. *Marcantonio Bragadin* is owned by a Senegalese-Italian joint venture.



Joint Fisheries Surveillance in Senegal

Illegal fishing net found on board the vessel KANBAL III during a joint patrol carried out by Senegalese fisheries inspectors and Greenpeace.

Date: 25 April, 2017

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Country	Vessels arrested	Flag	Infringements	Punishment (Sanctions suggested by the committee)	Final decision
Guinea Bissau	Yi Feng 8, Yi Feng 9, and Yi Feng 10 -	China	Illegal vessel markings	No information provided by authorities	No information disclosed by authorities after several requests
	Saly Reefer and Flipper 3, Flipper 4, Flipper 5	Comoros	Illegal transhipment	€23,000 each vessel	No information disclosed by authorities after several requests
	Chang Yuan Yu 05	China	Unpaid fine for using illegal net	No information provided by authorities	No information disclosed by authorities after several requests
Guinea	Lian Run 34	China	Shark fins	€250,000 Shark fins confiscated	€100,000
	Lian Run 47:	China	Shark fins	€250,000 Shark fins confiscated	€100,000
	Fu Yuan Yu 379:	China	Adjustment of nets, fishing for species not covered by its licence	€350,000	€100,000 by Guinean authorities. Chinese authorities canceled fuel subsidy for the vessel for one year and ordered provincial authorities to punish the captain according to relevant regulations.
Sierra Leone	F/V Eighteen	Italy	Shark fins	The case has been brought to court in Sicily	Court case still active
	Cona	South Korea	Obscuring vessel name, illegal net	No information provided by authorities	No information disclosed by authorities after several requests

	Fu Hai Yu 1111	China	illegal net, no logbook, offloading catch without proper authorization	No information provided by authorities	No information disclosed by local authorities after several requests. Chinese authorities canceled fuel subsidy for the vessel for one year and ordered provincial authorities to punish the captain according to relevant regulations.
	Fu Hai Yu 2222	China	Illegal net, no logbook, offloading catch without proper authorization	No information provided by authorities	No information provided by local authorities after several requests. Chinese authorities canceled fuel subsidy for the vessel for one year and ordered provincial authorities to punish the captain according to relevant regulations.
Senegal	Kanbal III	Senegal	Suspected net adjustment infringement.	Released (lack of evidence)	
	Marcantonio Bragadin	Senegal	Illegal net adjustments.	€45,000	€45,000

Table 1: Summary table of IUU fishing cases and their follow-up

3.7. Identifying key loopholes:

During the period of joint surveillance with the competent authorities in SRFC Member States, Greenpeace identified several irregularities and some vessels were boarded, arrested and sent back to the port. It should be emphasized, however, that most of the information regarding the follow-up that has been given to the IUU cases has not been made public, or shared with Greenpeace. Several requests made by Greenpeace to local authorities have received no response, preventing access to further information regarding the final decisions on the various cases of infringement or if the fines were effectively paid. This situation is subject, in many countries, to the “confidentiality clause” that is agreed in fishing licenses between the companies or fishing nations and the coastal state.

With an effective monitoring of EEZs in four out of seven SRFC member countries during a short period, Greenpeace has shown the impact of IUU fishing activities in the region and the results (table 1) demonstrate the technical inability of most Member States to monitor those vessels authorized to fish. This inability results in inadequate monitoring and follow up by the monitoring and control departments. Departments tasked with covering huge EEZs and large numbers of fishing vessels seriously affects the effectiveness of the monitoring and control departments of SRFC member countries. For example, in the case of Guinea Bissau, the number of vessels authorized to fish cannot be monitored since the country does not have vessels capable of effectively patrolling offshore. The control and surveillance departments of the countries visited during the joint surveillance operations are underequipped. In Sierra Leone, Greenpeace encountered a vessel operating without a functioning Vessel Monitoring System, due to a lack of VMS equipment by the authorities (the Cona, which was arrested for other reasons).

In all countries (except in Senegal) of the SRFC where Greenpeace conducted joint surveillance, the presence of observers on all local and foreign industrial fishing vessels is mandatory. This presence, in addition to a functional VMS, can contribute to a better control of the fishing activities of vessels. Indeed, whatever its performance, the VMS can not provide information such as discards at sea, sizes of mesh used, etc.

Such important information for the implementation of fisheries management plans can only be reliably gathered by fully-empowered observers. In Senegal, for example, many vessels that were boarded by Greenpeace and the officials were fishing out of their license permissions: many trawlers with demersal fish option on their license were deliberately fishing small pelagics (which is another license option). In many countries with limited MCS resources, the huge number of authorized vessels makes their efficient monitoring and control impossible for local authorities. This situation exposes fisheries to IUU practices (i.e obstruction of mesh size as observed by Greenpeace, or fraud regarding gross tonnage (as exposed by Greenpeace in previous work in 2015 (33).

The weak MCS systems of SRFC countries is consistent with low governance indicators and corruption in the region (34). The situation is exploited both by unscrupulous operators from countries with large distant water fleets like the EU, China, Russia, South Korea, etc as well as local ones. These negatively impact the artisanal sector in West Africa, which is a labor intensive sector that directly employs one million people and generates €3 billion annually, benefitting the West African economy directly as a whole. Meanwhile, the industrial sector's returns to West African countries can be as low as 4% of the value of fish caught (35).

Rampant IUU fishing in this region, encouraged by the absence of effective sanctions (36), further undermines the development of an efficient fisheries management system to ensure a sustainable exploitation of marine resources for the benefit of dependent populations.

4. POLITICAL MEETINGS AND ENGAGEMENT

4.1. Political meetings

The “Hope in West Africa Ship Tour” was launched in Praia on February 24th, 2017, in the presence of Greenpeace Africa Executive Director, the Cabo Verdean Minister for Agriculture and Environment, Mr Gilberto Correia e Silva and the Captain of the Esperanza. The minister noted the fragility of the resources and the need for their protection, he thanked the commitment of Greenpeace.



Jose Mario Vaz, President of Guinea Bissau
The President supports the Greenpeace campaign against overfishing in West Africa during a visit to the

The Cabo Verdean Government has stated that it is open to collaboration that can help combat IUU fishing and improve fisheries management in Cabo Verdean waters.

Following ten days of Greenpeace research on fishing practices along the West African coast, with a focus on the Mauritanian EEZ, the *Esperanza* arrived in the port of Nouakchott on March 11th, 2017.

During the *Esperanza's* visit Mauritania, the Greenpeace team presented the findings of its research at sea to the official delegation led by the Minister of Fisheries & Maritime Economy (Dr Nani Chrougha), the Minister of Environment & Sustainable Development (Mr. Amedi Camara), the Minister of Equipment & Transport (Mr. Sidna Ali Ould Mohamed Khouna) and the General Director of the port of Nouakchott (Mr. Hacena Ould Ely) and their staff. The observations shared with the authorities included industrial pelagic purse seiners operating very close to the shore, where a lot of artisanal fishing activity takes place. Other observations included the discarding of valuable fish, and AIS tracking systems turned off on the majority of the monitored fishing vessels. The minister of fisheries disputed the fact that there could be any illegal activity in Mauritanian waters, but unfortunately could not provide a

convincing response to the cases documented by Greenpeace. Even a clear case of illegal fishing by the Turkish purse seiner *Mamuli Ismael*, fishing in prohibited waters, was being dismissed by the minister. Besides the meeting with officials, the campaign team met with civil society members to share with them our vision for the West African fisheries, took note of their concerns and explored possibilities of future collaboration.

In Guinea Bissau, the President, Mr. José Mario Vaz visited the *Esperanza* and attended the presentation of the findings by the Greenpeace team in the presence of the Minister of Defense, Mr. Eduardo da Costa Sanh, and all Government staff. The president outlined the challenges that Guinean Bissau fisheries faces, such as IUU, and that despite the richness of the country's marine resources, many people were still fighting for basic needs. The president gladly accepted Greenpeace's request to carry out joint surveillance with local fisheries inspectors. During the presentation, Greenpeace pointed out the need for a strong regional fisheries management system and cooperation between the coastal states.

Based on the findings at sea suggestions were to decrease the amount of industrial fishing licenses until a functioning MCS system is in place, legal obligation to have AIS working all the time for



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industrial fishing vessels and raising fines for fishing infringements drastically to make them dissuasive.

In Guinea, the Minister of Fisheries, Mr. André Loua, expressed strong support of the joint surveillance work that Greenpeace carried out with the Guinean inspectors of CNSP. During the presentation of the findings in which Greenpeace was able to share a varied gamma of infractions, the minister responded positively on the recommendations to make AIS obligatory for all industrial fishing vessels and confirmed Guinea's plans to take over the recommendation as of January 1st, 2018. During this meeting, Mr. André Loua described his country's progress in fisheries management in general and in fisheries capacity management in Guinean waters. For example, Guinea has drastically reduced the number of vessels operating in its waters, in order to better monitor fishing activities and to exploit resources sustainably. Of the five SRFC Member states where *Esperanza* conducted at sea activities, Guinea has the lowest number of industrial fishing vessels, with a total of 70 as of March 20th, 2017.

In Sierra Leone, the Deputy Minister of Fisheries, Mr. Charles Rogers, attended a presentation of the findings on board the *Esperanza*.

During the joint surveillance mission in Sierra Leone waters it became clear that the national surveillance team (the MCS Unit) is not equipped to monitor the huge amount of fishing vessels licensed by the Sierra Leone fisheries ministry, so it was recommended to drastically reduce the amount of licenses until this problem has been tackled. Besides this, fisheries legislation is not up to date, demonstrated by the a case of shark finning on board of an European flagged vessel, which could not be processed under Sierra Leone law, whereas this in neighbouring Guinea is an illegal offence. There is also a need to have clear rules for the documentation of catches on board of vessels, which was not standardised on many vessels, and to have an increase in fines for infringements to make them more effective. The deputy minister did not provide any strong feedback on our suggestions and avoided taking responsibility for the needed improvements in the fisheries management of the country. He mentioned the need for Sierra Leone to get support from partners to conduct proper stocks assessment.

Finally, in Senegal, a representative of the Fisheries Minister from the surveillance department (DPSP) attended the presentation of the Ship tour findings. The surveillance in Senegalese waters



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showed an impressive number of vessels fishing under Senegalese flag, but which for the most part are joint ventures with foreign companies. The embarkation of observers in vessels with Senegalese flag is not obligatory and, in view of the weaknesses of the MCS system, these ships may commit offenses knowing the low probability of being caught red-handed.

The SRFC currently focuses its efforts on cooperation around the management and attempts to harmonize fisheries policies of Member States, but implementation of earlier agreed measures is lagging behind. There are some good intentions but no real action in establishing an effective fisheries management system at a regional level. At a regional level, there is a growing interest in countering overfishing and broadening transparency within ECOWAS, which remains a relevant scale in terms of solutions to management challenges. Indeed, ECOWAS, which also covers CPCO, the sister organization of the SRFC, adopts binding texts that allow application at the level of its Member States; in addition, the two regional fisheries organizations of West Africa are taking hesitant steps (37) towards achieving the objectives assigned to them.

4.2. Engaging with communities

- This is the first time a Greenpeace campaign has been introduced to the public in Cabo Verde, Mauritania, Guinea, Guinea Bissau and Sierra Leone. By using the presence of the *Esperanza* to organise “boat visits” in all ports where we had meetings and built relation with new partners, Greenpeace was able to involve school children, fishing associations, civil society partners, media, scientists and youth groups. From Cabo Verde to Senegal, the *Esperanza* visited six capitals where Greenpeace organized activities for schoolkids and meetings with civil society members, and including visits to the *Esperanza*.
- About 3,800 children from 15 schools across the region participated in art activities and visited the ship during port stops. Children created art based on their perceptions of ocean threats, which were exhibited during officials’ visits. Children’s representatives delivered strong messages to the ministers to take care of their future.
- Greenpeace engaged with about 60 civil society members including local and International

NGOs, fishing associations, scientists, youth groups and affected communities.

- Greenpeace organized a concert in Dakar for the closure of the “Hope in West Africa Ship Tour” attended by about 4,000 people and broadcasted live on Senegalese television. The ship was used by the artists to deliver messages on need for better fisheries management in the SRFC sub region.
- In each country visited, events were organised on the *Esperanza*, including meetings with fishing communities from different areas, civil society organisations and authorities. The fisheries associations met with Greenpeace during the ship tour, and were clearly worried about the competition between industrial and artisanal fisheries targeting similar species. The industrial fleets’ catches are primarily destined for export with little added value at national level in West Africa. In contrast, the catches of artisanal fleets are primarily destined for West African communities who depend on fish as a vital source of animal protein (38 and 39).

5. CONCLUSION AND RECOMMENDATIONS

SRFC member countries heavily rely on the conservation of West African marine ecosystems and resources. In fact, while the socio-economic importance of fisheries is increasing (40), the state of those ecosystems and resources continues to rapidly degrade. Poor fisheries governance characterized by overfishing, IUU fishing and weak enforcement are the main drivers behind such downwards spiral. The sustainable management of the exploitation of shared fish stocks by SRFC Member States is further undermined by the lack of cooperation among countries.

During a short period of twenty days of at-sea surveillance held as part of the *Hope in West Africa Ship Tour*, Greenpeace inspected 37 vessels in the waters of four states, of which 11 were arrested as a result of the infringements found on board by enforcement officers and detailed in previous sections of this report. Such results clearly expose the weaknesses in fisheries management in the region, where insufficient surveillance and control capability, limited human resources and lack of transparency allow for the high levels of IUU fishing activities that Greenpeace observed.

These weaknesses need to be urgently

addressed. It is Greenpeace’s strong view that important progress could be made through cooperation and harmonization of SRFC Member States’ policies and legislation, as well as from a swift implementation of already existing SRFC commitments. Regional cooperation is at the core of the SRFC mandate since its establishment in 1985, but effective cooperation still remains a challenge.

Greenpeace (41) has consistently pointed out to these issues, and to the fact that little progress has been made to date. The problems identified continue to demand urgent action from Governments in the region.

The following recommendations focus on regional fisheries management (with small pelagic highlighted as a priority), strengthening of MCS and call for greater transparency as some of the elements where more urgent progress is needed.

Greenpeace Recommendations:

Improve data collection to support scientific work to underpin management decisions

- SRFC and its Member States must effectively and regularly collect complete data on catches and landings, to allow a strong scientific basis for stock assessments.
- SRFC Member States should ensure effective scientific cooperation, data sharing, and that regular stock assessments are conducted, starting with a set of priority stocks. A specific focus should be put on shared stocks, particularly small pelagics.
- SRFC Member State policies must ensure that licenses granted to industrial fishing do not undermine local and regional food security and collect socio-economic data which allow defining policies to that effect.

Strengthen MCS in order to fight IUU fishing

- Member States should ensure that their contributions are paid on time and entirely, and that sustainable funding is available for the correct functioning of an efficient MCS system.
- Member States should adopt a sanction and penalty regime for IUU fishing and ensure they are strictly imposed, effectively dissuasive, non-discriminatory, non-negotiable and harmonised for all SRFC countries.

- Member States should ensure that national legislation makes the use of AIS mandatory and specify that operating without AIS and/or turning off AIS at sea is an infringement.
- Member States should ratify a protocol for information sharing on vessels, licenses, companies, etc. that becomes automatic between MCS departments, and reduces bureaucracy.
- The SRFC should urgently implement a regional and publicly available record of vessels licensed to fish in the region, containing all relevant data fields on UVI, vessel characteristics, name and ownership history, authorisation details, compliance, etc, as well as national and regional lists of IUU vessels, allowing the denouncing of companies acting irresponsibly.
- All Member States should put in place a mandatory observer scheme on industrial vessels operating in their waters, starting with fishing vessels and methods with larger environmental and social impacts, or targeting overfished stocks, such as bottom trawlers and large pelagic trawlers targeting small pelagic fish; in addition, the observers should have a sub-regional mandate allowing them to conduct their tasks on board any vessels operating in the EEZs of two or more SRFC Member States.

Increase transparency and Non-State Actors participation

- SRFC should encourage participation of all interested stakeholders in their meetings and other decision-making processes.

- Greenpeace encourages Member States to join the Fisheries Transparency Initiative (FITI).
- Member States should disclose information on the IUU cases documented in this report, and on any fines and penalties imposed on those vessels and ensure that similar information will be available in the future for any fines.

Enhance coherent institutional changes in regional bodies and non-coastal fishing states for more effectiveness

- The SRFC needs to amend its structure so as to establish both Compliance and a Scientific Committee, to foster accountability and ensure management decisions are based on sound scientific advice. It should also amend its procedures to grant observer status to civil society organizations, in order to facilitate their contribution to the work of the SRFC.
- SRFC Member States should urgently implement the relevant provisions of the 2012 Convention on the Determination of the Minimal Conditions for Access and Exploitation of Marine Resources within the maritime areas under the jurisdiction of SRFC Member States.
- Non-coastal States should enhance management of their Distant Water Fishing vessels and ensure their fishing operations in West African countries contribute to sustainable fisheries.

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Methods

In planning the ship tour, Greenpeace used an inclusive approach, working closely with the SRFC to draft MoU's for joint surveillance, getting support from the Chairman of the Conference of Ministers of the SRFC who signed letters for SRFC member state fishery ministers in support of the project, and conducting several field trips and coordination meetings with different actors (i.e. government, fishing associations, media,) in Cabo Verde, Mauritania, Guinea Bissau, Guinea, Sierra Leone and Senegal. These meetings gave ministers the opportunity to agree for their surveillance department to sign a memorandum of understanding and authorizations. It also helped build support from associations and NGOs, in particular those working on environment and fisheries, and enabled them to participate actively during organized events. These preparatory meetings with several actors also meant that school directors could organise ship visits from children, and that media could cover the events. The Greenpeace delegation met seven ministers from the countries visited, including several directors of fisheries departments and representatives of government, Members of Parliament and civil society, fishing associations, fish traders and media, school directors, etc. (Annex 1)

Prior to the ship tour, Greenpeace had reviewed fisheries legislation from SRFC countries to enable both efficient joint-surveillance at sea and better understanding of what could be done to improve the regional cooperation from a legal perspective.

Research work was carried out to prepare the expedition for a proper identification of possible infringements taking into account the legislation of the country in question and the characteristics of the vessel and its activity. For this, it was necessary to identify the industrial fishing fleet operating in the SRFC area (West Africa).



Annex 1:

List of meetings with institutions and organisations during the preparation phase of the ship tour:

Mauritania: (Nouakchott & Nouadhibou), between November 20th and 25th 2016:

- Dr. Nani Chrougha Mauritanian Fisheries Minister
- Mr. Amedi Camara, Minister of Environment and Sustainable Development
- Mr. Mohamed Lemine Ould Baba, Mauritania's Program Coordinator for IUCN
- Mr. Sow, and Mr. Hamada Sneiba, the president and communications officer of the National Committee of Extractive Industries Transparency Initiative (EITI)
- The Mauritanian civil society members: Platform of Non-State Actors and The Cyber Forum, Cyber Forum a coalition working in 16 thematic groups plus 2 specific groups (Media & local community)
- The Fishermen Associations: the National Federation of Artisanal Fishing, the Mauritanian Federation of Fishmongers and the Free Federation of Artisanal fishing
- Media: Le Calame and Cridem, the most visited websites in Mauritania.
- Mauritanian Coast Guards : This meeting was held at the Coast Guard Headquarters in Nouadhibou, and was supervised by the Deputy Director.

Guinea: (Conakry)

- Mr. André LOUA, Minister of Fisheries, Aquaculture and Maritime Economy
- Mrs Hadja Christine SAGNO, Minister of Environment, Water and Forests
- Mr. Famara Djouwendé, Maritime Prefect and His staff
- Mr. Demba Guissé, Director of Guinea National Fisheries Surveillance Center (CNSP)
- Mr. Lama Cécé Urbain, General Director of Shipping Agency (ANAM)
- Mr. Yamoussa SIDIBE, Director of the National Television of Guinea (RTG)
- Mr. Boubacar Bâ, the editor-in-chief of Lynx FM, a private radio station.
- Mr. Karifa Camara, Permanent Secretary of the National Confederation of Fisheries (Industrials and Fish Processors)
- Network of Professionals and NGOs of Artisanal Fishing (ROPPA)
- National Trade Union of Artisanal Fishers of Guinea (UNPAG)
- Mr. Morlaye Camara, the Director of the Technical Services of the Port. Port of Conakry
- Parliamentarians Commission of Environment, Natural Resources and Rural Development (CENRRD).

Cabo Verde (Praia, Rincão and Tarrafal)

- Mr Fernando Elisio Freire Minister for Parliamentary Affairs
- Juvino Vieira, Director General of Marine Resources
- Mr Manuel Claudino Da Luz, Chief Captain of Praia Port
- Mr Fostino Cardozo President Pro Palma: Association for the Defense of the Environment and Development (ADAD)
- Mrs Samira Barbosa the Director of Marketing RTC - Cabo Verde Radio and Television
- Mr. Januaria de Rocha Nascimento President, Association for the Defense of Environment and Development (ADAD)
- Mr. Alirio Cabral Gomes Director Télévision Indépendante of Cabo Verde (TIVER)
- Fisheries Associations of Rincão and Tarrafal
- Youth association Careta Careta de Santa Cruz District.

Sierra Leone (Freetown)

- Mr. Charles S Rogers, Deputy Ministry of Fisheries and Marine Resources
- Mrs Khadidiatou Jalloh, Deputy Director of Maritime Fisheries
- Mrs Mariatu Koroma, Permanent Secretary of the Ministry of Fisheries and Marine Resources
- Mr Victor Kargbo, Head of the Monitoring, Control and Surveillance Unit
- Sierra Leone Broadcasting Corporation (SLBC)
- Joseph Rahall President of local NGO, Green Scenery
- Coordinator of the Office of the National Security (ONS)
- National Protected Area Authority (NPAA)
- Tombo Fishing Association: Community Management Association (CMA) of Sierra Leone led by Pa Amadu
- Pa Samuel Kanu, Vice Chairman of the CMA
- Amadou Tity Sisay Chairman of the CMA
- Alhadj Bundu Secretary of the CMA.
- Guinea Bissau (Bissau)
- Mr. José Manuel Pereira, Chief of Staff at the Fisheries and Marine resources Ministry
- Mr Augusto, President of National Association of Artisanal fishermen (ANAPA)
- Representatives of Guinean Bissau seamen
- Radio Quelelele
- Director of the National Television of Guinea Bissau
- RENAJ (Environmental Youth Associations Network)
- Director of Guinean National Institute for conservation of Biodiversity (IBAB).
- FISCAP, the Monitoring, control and surveillance Centre of Guinea Bissau

Senegal (Dakar)

- Mrs Marieme Diagne Talla, Permanent Secretary of the SRFC
- Commandant Boubacar Ba Responsible of surveillance department of SRFC
- Colonel Lamine Ndiaye, Director of DPSP
- PAPAS (Platform of Artisanal Fishermen in Senegal).

Annex 2: FISHING VESSELS ENCOUNTERED DURING WEST AFRICAN SHIP TOUR 2017

Observed from the Esperanza BRIDGE

Sighting Information Sheet-MYEZ Esperanza 2017 (EEZ of Mauritania)					
	Name	Flag	Type	MMSI/IMO / Call sign/ Registration	Additional comments
			BT/RF/Other		Suspected activity (fishing, transshipping), any other comments.
1	Akchar 2	Mauritania	Purse seiner	IMO:8850437 MMSI:654046100	Changed from Norwegian flag in 2014, owned by Partrederiet Karolos ANS. The vessel was involved in transshipping with the vessel Ocean Fresh. AIS on. Tazaizet, Ackchar 2 and Ocean Fresh seem to be working together. Anchor 2 was searching for fish 5 nm from the shore and inside an area where it is not allowed to fish due to the size of the vessel.
2	Al Asmac 6	Mauritania	Bottom trawler	n/a	No AIS, belongs to Shanghai Dier Deep Fisheries.
3	Al Asmac 7	Mauritania	Bottom trawler	n/a	No AIS, belongs to Shanghai Dier Deep Fisheries.
4	Al Asmac 8	Mauritania	Bottom trawler	n/a	No AIS, belongs to Shanghai Dier Deep Fisheries.
5	Annajah 3	Mauritania	Bottom trawler	IMO:9051973	No AIS, fishing.
6	Arpeco 7	Mauritania	Bottom trawler	IMO:9051959	Fishing.
7	Arpeco 4	Mauritania	Bottom trawler	IMO:8619601	
8	Carmen E Pilar	Spain	Trawler and bottom longliner	EAGZ	AIS on.
9	CPMC 1	Mauritania	Bottom trawler	n/a	No AIS.
10	CPMC 15	Mauritania	Bottom trawler	n/a	

11	CPMC 2	Mauritania	Bottom trawler	n/a	No AIS.
12	CPMC 3	Mauritania	Bottom trawler	n/a	No AIS.
13	CPMC 4	Mauritania	Bottom trawler	n/a	No AIS.
14	CPMC12	Mauritania	Bottom trawler	n/a	No AIS.
15	Dawn Sun	Indonesia	Purse seiner	PQMN	AIS on, no visual observations due to darkness, fishing.
16	Denizer	Turkey	Purse seiner	TCA2379	No AIS, suspected activity; fishing and transshipping.
17	El Ghalem	Mauritania	Bottom trawler	IMO:8701131	AIS off, fishing.
18	Erdogan Usta	Turkey	Purse seiner	MMSI: 271072711	AIS on, fishing.
19	Essalem 2	Mauritania	Bottom trawler	n/a	AIS off, many floaters, buoys on the side of the vessel, fishing.
20	Frio Olympic	Panama	Reefer	MMSI:372107000, IMO: 8801802	AIS on.
21	FU Yuan Yu ??	China	Trawler	n/a	Passing West, coming from a large group of Fu Yuan Yu vessels 5 transmitting AIS, 2 visible on AIS but no name displayed, fishing.
22	FU Yuan Yu 6022	China	Trawler	n/a	AIS off, fishing.
23	FU Yuan Yu 6030	China	Trawler	n/a	AIS off, fishing.
24	Fu Yuan Yu 802	China	Trawler	MMSI:412440278	AIS on, from its speed it seemed to be in transit.
25	Fu Yuan Yu 804	China	Trawler	MMSI: 412440281	AIS on, fishing.
26	Fu Yuan Yu 809	China	Bottom trawler	n/a	AIS on, fishing.
27	Fu Yuan Yu 811	China	Bottom trawler	MMSI:412440334	AIS on, fishing.

28	Fu Yuan Yu 812	China	Bottom trawler	MMSI 412440335	Appeared to be operating alongside the vessel FYY 813. AIS only turned on when the <i>Esperanza</i> was nearby. No AIS during the afternoon. No visual observations due to darkness.
29	Fu Yuan Yu 813	China	Bottom trawler	MMSI 412440336	AIS only turned on when the <i>Esperanza</i> was nearby. No AIS during the afternoon. No visual observations due to darkness.
30	Fu Yuan Yu 955	China	Trawler	n/a	AIS off.
31	Fu Yuan Yu 957	China	Pelagic pair trawler	MMSI:412110146	No AIS, looks like anchoring at more than 100m depth, which is unusual.
32	Fu Yuan Yu 958	China	Pelagic pair trawler	MMSI:412110176	No AIS, looks like anchoring at more than 100m depth, which is unusual.
33	Fu Yuan Yu 960	China	Trawler	MMSI:412440057	AIS on, fishing.
34	FU Yuan Yu 961	China	Pelagic trawler	MMSI:412440066	AIS on, boarded.
35	Fu Yuan Yu 962	China	Trawler	MMSI 412440067	AIS On.
36	Fu Yuan Yu 963	China	Trawler (pair)	MMSI:412110274	AIS on. The <i>Esperanza</i> kept close to observe the activity of vessel. After sunset, the vessel started pair trawling with another vessel (2 pairs of 2 vessels), lots of light turned on. Speed: About 4knots.
37	Fu Yuan Yu 964	China	Trawler (pair)	MMSI:412110175	AIS on.
38	Fu Yuan Yu 967	China	Trawler	MMSI 412110429	AIS only turned on when the <i>Esperanza</i> was nearby. No AIS during the afternoon. No visual observations due to darkness, fishing.
39	Fu Yuan Yu 969	China	Trawler	MMSI 412110427	AIS only turned on when the <i>Esperanza</i> was nearby. No AIS during the afternoon. No visual observations due to darkness.
40	Fu Yuan Yu 970	China	Trawler	MMSI:410112254	Pleasure craft according to Marine Traffic, AIS on and off, fishing.
41	Fu Yuan Yu 971	China	Trawler	MMSI 412110221	AIS only turned on when the <i>Esperanza</i> was nearby. No AIS during the afternoon. No visual observations due to darkness, fishing.
42	Fu Yuan Yu 973	China	Trawler	MMSI: 412440114	
43	Fu Yuan Yu 975	China	Trawler	MMSI: 412440116	AIS off.
44	Fu Yuan Yu T 805	China	Trawler	IMO 412440077	AIS on, fishing.

45	Fuente De Macenlle	Spain	Trawler and Bottom longliner	ECEK MMSI:L224086000	AIS on, fishing.
46	Gloria 1	Mauritania	n/a		AIS off, fishing.
47	Habib Reis-4	Turkey	Purse seiner	MMSI: 271073094	AIS off, however the vessel turned the AIS n when the <i>Esperanza</i> was nearby, fishing.
48	Hellodden	Belize	n/a	MMSI:312363000 IMO:7644489	Fishing.
49	HIMA. PECHE-5	Mauritania	Trawler	5TJZ	
50	Ismail 11	Mauritania	Bottom trawler	NDB 649;	No AIS, fishing.
51	Ismail 2	Mauritania	Bottom trawler	n/a	No AIS.
52	Ismail 3	Mauritania	Bottom trawler	n/a	No AIS.
53	Ismail 5	Mauritania	Bottom trawler	n/a	No AIS.
54	Ismail 8	Mauritania	Bottom trawler	n/a	No AIS.
55	Jan Maria	Germany	Pelagic factory trawler	MMSI:218325000, IMO:008707446	AIS on.
56	Kapitan Morgun	Belize	Trawler	9120308	Latest update on Marine Traffic, Jan. 25 th 2017.
57	Leting 02	China	Purse seiner	MMSI: 412280946	AIS on, fishing.
58	Leting 03	China	Purse seiner	MMSI: 412280947	AIS on, seemed like the vessel turned off the AIS at nightfall, fishing.
59	Leting 04	China	Purse seiner	MMSI:412280948	AIS on in the daytime, off at night, visual observations not possible due to large distances between the <i>Esperanza</i> and the vessel, fishing.
60	Leting 05	China	Purse seiner	MMSI: 412280949	AIS on, fishing.
61	Leting 07	China	Purse seiner	MMSI: 412280952	AIS on in the daytime, off at night, visual observations not possible due to large distances between the <i>Esperanza</i> and the vessel, fishing.
62	Leting 08	China	Purse seiner	MMSI 412280953	AIS on, the vessel appears to be quite new, fishing.
63	Lu Rong Yu 1167	China	n/a	n/a	AIS off, vessel name displayed on the bowside, tied to the vessel Lu Rong Yu 1168, fishing.

64	Lu Rong Yu 1168	China	n/a	n/a	AIS off, vessel name displayed on the bowside, tied to the vessel Lu Rong Yu 1167, fishing.
65	Macona	n/a	n/a	n/a	AIS off.
66	Mamuli Ismail	Turkey	Purse seiner	MMSI: 271072237	This 50-meter long vessel was observed fishing inside an area reserved for purse seiners measuring between 26 and 40 meters.
67	Messoud I	Mauritania	Trawler	IMO: 8708440	AIS off, fishing.
68	NTID 1	Indonesia	Trawler	IMO:1523712 MMSI:525044119	AIS on, fishing.
69	Necati Reis 2	Turkey	purse seiner	TCA2980	AIS off.
70	No name 801, likely Fu Yuan Yu 801	China	n/a	MMSI 412201170	AIS only turned on when the <i>Esperanza</i> was nearby, AIS not turned on during the afternoon, no visual observations due to darkness, fishing.
71	Ocean Fresh	Norway	Reefer (mother ship)	IMO:8301175 MMSI:259758000	Low speed, reefer, joint operations with the vessels Tazaizet and Ackchar 2 (fish factory trawler), AIS on.
72	Ocean Maria	Cameroon	Trawler	TJP431 IMO:8719164 MMSI:259621004	No name displayed on AIS but transmitting, MMSI on, AIS (bridge) is 259621000, vessel name changed five times since 1999, company name displayed on the vessel: Mauritania Pelagic. Current flag is Cameroon, however according to AIS information, the vessel is listed as Norwegian. Fishing.
73	Ozlem	Turkey	Purse seiner	MMSI:271072473	Low speed; Max 27.4kn according to Marine Traffic (possible misrecording), fishing, purse seining within 12 nm zone.
74	Pearl Bay	St. kitts & Nevis	Reefer	MMSI 341878000	AIS on, acquaintance from previous trip in the Indian ocean, recent change of flag state.
75	Peix Mar Veinticinco	Spain	Trawler	IMO:8733744 MMSI:224033000	
76	Riodomar Cuarto	Spain	n/a	EAYH IMO:9317626	Fishing.
77	Riptide	n/a	n/a	QMC-007-09	No flag observed (possible local vessel), fishing.
78	Sahel 1	Mauritania	Bottom trawler	NDB 648	vessel name hard to read, no AIS.
79	Sahel 2	Mauritania	Bottom trawler	n/a	No AIS.
80	Sahel 5	Mauritania	Bottom trawler	n/a	No AIS.

81	Sahel 6	Mauritania	Bottom trawler	n/a	No AIS.
82	Siniya 1	Mauritania	Bottom trawler	n/a	No AIS.
83	Siniya 18	Mauritania	Bottom trawler	n/a	No AIS.
84	Siniya 3	Mauritania	Bottom trawler	n/a	No AIS.
85	Siniya 4	Mauritania	Bottom trawler	n/a	No AIS, fishing close to Timiris 1.
86	Siniya 5	Mauritania	Bottom trawler	n/a	No AIS.
87	Siniya 88	Mauritania	Bottom trawler	n/a	No AIS.
88	Svanavag	Belize	Bottom trawler	MMSI:312740000	AIS on, fishing.
89	Tazaziet 1	Mauritania	purse seiner	MMSI:654045800	The owner is iPR Mauritania SARL. Fishing, AIS off, hauling net, AIS on, cooperating with the vessels Tazaziet, Ackchar 2 and Ocean Fresh. Looking for fish 5 nm from the shore and inside an area, the vessel is not allowed to operate in due to its size, fishing.
90	Tazaziet 2	Mauritania	purse seiner	MMSI: 684045850	AIS on, fishing, also named Midoy Viking. Cooperating with the vessels Tazaziet, Ackchar 2 and Ocean Fresh. Searching for fish 5 nm from the shore inside an area, the vessels is not allowed to operate in due to its size, fishing.
91	Timiris 1	Mauritania	Bottom trawler	n/a	No AIS, fishing close to the vessel Siniya 4.
92	Tronderhav	Cameroon/ Norway	purse seiner	IMO:9029243 MMSI:257559600	AIS on, transiting. Norwegian flag according to Marine Traffic, but flying the flag of Cameroon. Communication with the captain of vessel to verify flag state, purse seining, closing down the nets and using pump to empty the nets. Large catch of small pelagic. Fishing on the border of a 26-40 meters purse seiner fishing ground where the vessel is not allowed to fish. Border case.
	32 Unidentified vessels				

Sighting Information Sheet-MYEZ Esperanza 2017 (EEZ of Guinea Bissau)

	Name	Flag	Type	MMSI/IMO /Call sign/Registration	Additional comments
			BT/RF/Other		Suspected activity (fishing, transshipping). Any other comments.
1	Alfonso Riera Terceiro	Spain	Bottom trawler	MMSI: 224282000 / IMO: 8734877 EAGP	AIS on, name missing.
2	Chang Yuan Yu 1	China	Bottom fishing	MMSI:412000007	AIS on, the vessel was found alongside the vessel Yi Feng 15. Licensed.
3	Chang Yuan Yu 5	China	Bottom trawler	MMSI 412200986	AIS on, fishing.
4	CNFC 9307	China	Bottom trawler	BALT	AIS off.
5	CNFC 9502	China	Bottom trawler	BKUF	AIS off, at anchor
6	CNFC 9511	China	Bottom tralwer	BYKQ9	Hauling the nets.
7	CNFC 9512	China	Bottom trawler	BYLQ2 IMO:8896675	AIS off.
8	Curbeiro	Spain	Bottom trawler	EACV MMSI:224106000	AIS on.
9	Dimitrios I	Greece	Bottom trawler	SX6000 MMSI: 239683000	AIS on, fishing in an area shared by Senegal and Guinea Bissau.
10	Eighteen	Italy	Bottom trawler	MMSI 247055400 IZGU	AIS on, not on the authorised vessels list of Guinea Bissau (March 21st 2017). Later on the vessel was boarded in Sierra Leonean waters where it had a license.
11	Flipper 3	Comores	Pelagic trawler	D6FD4	Boarded and arrested for illegal transhipment with the vessels Saly Reefer, Flipper 4 and Flipper 5. According to Marine Traffic, the vessel seems to have changed to the flag of Guinea Bissau and new information: MMSI: 630123003 and call sign J5ME7.
12	Flipper 4	Comores	Pelagic trawler	MMSI:616563000 D6DX2	AIS on and off. Boarded and arrested for illegal transhipment with the vessels Saly Reefer, Flipper 3 and Flipper 5. The vessel seems to have changed to the flag of Guinea Bissau according to Marine Traffic, new information: MMSI: 630123004 and call sign J5ME8.

13	Flipper 5	Comoros	Pelagic trawler	MMSI: 616708000 / IMO: 8522262 D6EQ9	AIS on. Fined for illegal transshipment with the vessels Saly Reefer, Flipper 3 and Flipper 4. The vessel seems to have changed to the flag of Guinea Bissau according to Marine traffic, new information obtained; MMSI: 630123005 and call sign J5ME9.
14	Flipper 7	Comoros	Pelagic trawler	MMSI: 616999035 D6GF2	AIS on and off. The vessel seems to have changes to Guinea Bissau flag according to recent information on Marine traffic, also providing this new information: IMO: 8707757, MMSI: 630123006, Call Sign: J5MF2.
15	Fu Yuan Yu 120	China	Bottom trawler	MMSI 412448839	AIS on.
16	Fu Yuan Yu 125	China	Bottom trawler	n/a	AIS off.
17	Fu Yuan Yu 126	China	Bottom trawler	MMSI 412205337	AIS on, observed in Senegal/Guinea Bissau zone.
18	Fu Yuan Yu 127	China	Bottom trawler		AIS off.
19	Fu Yuan Yu 130	China	Bottom trawler	MMSI 412203365	AIS on.
20	Fu Yuan Yu 217	China	Bottom trawler	MMSI: 412203336	AIS on, not on the license list.
21	Gabu reefer	China	reefer	MMSI: 616852000	AIS on.
22	Guereo	Senegal	Bottoom	6VPD / DAK555	AIS off5, observed in an area shared by Senegal and Guinea Bissau. License for Senegal.
23	Hai Feng 896	China	reefer	MMSI:412300004	AIS on, licensed.
24	He Bei 801	China	Bottom trawler	BDNB2	AIS off, steaming towards port, licensed.
25	Ile aux Mimosas	Senegal	Bottom trawler	DAK 667 Call sign:6VSR	AIS off, fishing in area shared by Senegal and Guinea Bissau.
26	Ivan Nores	Spain	Bottom trawler	MMSI 224301000 EBRR	AIS on
27	Lu Jian na Yuan Yu 109	China	Bottom trawler	n/a	AIS off.
28	Lu Jian nan Yuan Yu 107	China	Bottom trawler	n/a	AIS off.
29	Lu Jian nan YuanYu 105	China	Bottom trawler	n/s	AIS off.
30	Manuel Nores	Spain	Bottom trawler	MMSI 224235000 EBZJ	AIS o and off.

31	Maria A	Greece	Bottom trawler	MMSI: 239750000 / IMO: 8989501 SX8597	AIS on, vessel name missing, observed in area shared by Senegal and Guinea Bissau.
32	Niiam Niokho	Senegal	Bottom trawler	DAK 698 6VTO	AIS off, observed in area shared by Senegal and Guinea Bissau.
33	Orione Q	Italy	Bottom trawler	MMSI 247083400 IZNE	AIS on.
34	Peix Mar Veinticuatro	Spain	Bottom trawler	MMSI: 224372000 Call sign: EARE	AIS on, name missing
35	Peix Mar Veintiseis	Spain	Bottom trawler	MMSI 224270000 EAVA	AIS on.
36	Playa De Loureiro	Spain	Bottom trawler	MMSI: 224841000 / IMO: 9238727	AIS on.
37	Praia de Rodeira	Spain	Bottom trawler	MMSI: 224546000 / IMO: 9265330 ECAL	AIS on and off.
38	Riptide	n/a	n/a	QMC 007-09	AIS off, observed fishing in Mauritanian waters as well.
39	Saly reefer	Comoros	Reefer	MMSI:616735000 D6EU2	AIS on, boarded and arrested for illegal transshipment with the vessels flipper 3, flipper 4 and Flipper 5.
40	Salvatore Primo	Italy	Bottom trawler	MMSI 247110330 IPZP	AIS on.
41	Santo Do Mar	Spain	Bottom trawler	MMSI: 224387000 ECFA	AIS off.
42	SEOJIN 1	South Korea	Bottom trawler	MMSI 441898000 6KCC	AIS on.
43	Shang Hang 801	China	Bottom trawler	MMSI 412209001	AIS on.
44	Shang Hang 805	China	Bottom trawler	MMSI:412209207	AIS off.
45	Shanghang 807	China	Bottom trawler	n/a	AIS off.
46	Shenghang808	China	Bottom trawler	MMSI:412209211	AIS on.
47	ShengHang809	China	Bottom trawler	MMSI: 412209212	AIS on, no license.
48	Villa de Marin	Spain	Bottom trawler	MMSI: 224468000 EADK	AIS on, name missing.

49	Villa de Pitanxo	Spain	Bottom trawler	MMSI 224819000 ECCU	AIS on.
50	Yang ming 8009	China	Bottom trawler	n/a	AIS off.
51	Yang ming 8010	China	Bottom trawler	n/a	AIS off.
52	Yang Ming 8006	China	Bottom trawler	MMSI: 412209198	AIS off.
53	Yi Feng 2	China	Bottom trawler	n/a	AIS off.
54	Yi Feng 7	China	Bottom trawler	n/a	AIS off.
55	Yi Feng 15	China	Bottom trawler	n/a	AIS off, placed alongside the vessel Chang Yuan Yu 1, licensed.
56	Yi Feng 16	China	Bottom trawler	IMO: 8874029	AIS off.
57	Yi Feng 21	China	Bottom trawler	n/a	AIS off.
58	Yi Feng 22	China	Bottom trawler	n/a	AIS off.
59	Yi Feng 25	China	Bottom trawler	n/a	AIS off.
60	Yi Feng 28	China	Bottom trawler	n/a	AIS off.
61	Yi Feng 29	China	Bottom trawler	n/a	AIS off.
62	Yi Feng 30	China	Bottom trawler	MMSI 412209128	AIS off.
63	Yi Feng 10	China	Bottom trawler	n/a	Fined for illegal vessel markings (the name of the vessel only displayed in Chinese).
64	Yi Feng 8	China	Bottom trawler	n/a	Arrested for illegal vessel markings (the name of the vessel only displayed in Chinese).
65	Yi Feng 9	China	Bottom trawler	n/a	Fined for illegal vessel markings (the name of the vessel only displayed in Chinese).
66	Yuan Yu 15	China	Bottom trawler	BYZ03	Licensed.
67	Zhong Shui 9417	China	Bottom trawler	IMO: 8883197 BBRF	AIS off, licensed.
15 Unidentified vessels					AIS off.

Sighting Information Sheet-MYEZ Esperanza 2017 (EEZ of Guinea)

	Name	Flag	Type	MMSI/IMO /Call sign/Registration	Additional comments
			BT/RF/Other		Suspected activity (fishing, transshipping). Any other comments.
1	Bo Yuan 1	China	Bottom trawler	MMSI 412209147	AIS off.
2	Bo Yuan 2	China	Bottom trawler	MMSI 412209148 DZYW3	AIS on.
3	Bo Yuan 3	China	Bottom trawler	MMSI: 412209149	AIS on, wrong dimension information on AIS: 330 x 118 meters.
4	Bo Yuan 6	China	Bottom trawler	MMSI: 412209152	AIS on.
5	Bo Yuan 7	China	Bottom trawler	MMSI: 412208153	AIS off.
6	Bo Yuan 8	China	Bottom trawler	MMSI: 412209155	AIS on.
7	Boke	Guinea	Pelagic trawler	MMSI 312656000	AIS on.
8	Coyah	Guinea	Bottom trawler	9LU2416	
9	Fu Yuan Yu 360	China	Bottom trawler	MMSI:412442256	AIS off.
10	Fu Yuan Yu 361	China	Bottom trawler	MMSI: 412440257	AIS off.
11	Fu Yuan Yu 362	China	Bottom trawler	MMSI: 412440258	AIS off.
12	Fu Yuan Yu 367	China	Bottom trawler	MMSI: 412440262	AIS on.
13	Fu Yuan Yu 368	China	Bottom trawler	MMSI:412440263	AIS on.
14	Fu Yuan Yu 371	China	Bottom trawler	MMSI: 412440266	AIS on.
15	Fu Yuan Yu 372	China	Bottom trawler	MMSI: 412440267	AIS on.

16	Fu Yuan Yu 373	China	Bottom trawler	MMSI:412440268	AIS on.
17	Fu Yuan Yu 379	China	Bottom trawler	MMSI:412444269	AIS on and off. Inspected and arrested for illegal nets. A lot of large sharks (including a hammerhead), however not illegal.
18	Fu yuan Yu 380	China	Bottom trawler	MMSI: 412440271	AIS on.
19	Fu Yuan Yu 380	China	Bottom trawler	MMSI: 412440271	AIS on and off.
20	Fu Yuan Yu 381	China	Bottom trawler	MMSI: 412440272	AIS on.
21	FUHAIYU 5555	China	Pelagic trawler	MMSI:412280958	AIS on.
22	FUHAIYU 1111	China	Pelagic trawler	MMSI:412280954	AIS on.
23	Idra Q	Italy	Bottom trawler	MMSI: 247118400	AIS on.
24	LIAN RUN 29	China	Bottom trawler	MMSI:627222000	AIS on.
25	LIAN RUN 34	China	Bottom trawler	MMSI: 412200139	AIS off, arrested with shark fins on board.
26	LIAN RUN 35	China	Bottom trawler	MMSI: 412200141	
27	LIAN RUN 39	China	Bottom trawler	MMSI: 412209236	
28	LIAN RUN 40	China	Bottom trawler	MMSI: 412209237	AIS off.
29	LIAN RUN 45	China	Bottom trawler	MMSI: 412201845	AIS on.
30	LIAN RUN 46	China	Bottom trawler	MMSI: 412201846	AIS on.
31	LIAN RUN 47	China	Bottom trawler	MMSI:412201847	AIS on and off. AIS off. Shark fins observed twice from helicopter operation, as well as collected on board the vessel.

32	LIAN RUN 48	China	Bottom trawler	MMSI 412201848	
33	LIAN RUN 9	China	Bottom trawler	MMSI:627222000	AIS on.
34	Lu Lao Yuan Yu 008	China	n/a	MMSI:4122330952	AIS on.
35	Medra	Korea	Bottom trawler	DTBE3	AIS on, lots of bycatch including a few big rays, no infractions.
36	Myra Q	Italy	Bottom trawler	IMO 8871601 MMSI:247118500	AIS on.
37	Wassou	Guinea	Pelagic trawler	MMSI 304267392	AIS on /off.
9 Unidentified fishing vessel					

Sighting Information Sheet-MYEZ Esperanza 2017 (EEZ of Sierra Leone)

	Name	Flag	Type	MMSI/IMO /Call sign/Registration	Additional comments
			BT/RF/Other		Suspected activity (fishing, transshipping). Any other comments.
1	CNFC 9310	China	Bottom trawler	BBGX	Inspected, AIS off.
2	CNFC 9312	China	Bottom trawler	BBGZ	AIS off.
3	Cona	Korea	Bottom Trawler	DTBZA	AIS off, inspected and arrested for hiding the name of the vessel and for using illegal nets.
4	Eighteen	Italy	Bottom trawler	IZGU	AIS off, inspected, shark fins found on board but no action from local officials as it is not illegal in Sierra Leone. Case is brought forward to EU authorities.
5	Fuhaiyu 1111	China	Pelagic trawler	MMSI: 4122809554	AIS off, inspected and arrested for illegal nets, no log book, offloading catch without authorization (the authorization was nowhere to be found during the inspection).
6	Fuhaiyu 2222	China	Pelagic trawler	MMSI: 4122809555	AIS off, inspected and arrested for illegal nets, no log book, offloading catch without authorization (the authorization was nowhere to be found during the inspection).
7	Guria	Curaçao	Tuna purse seiner	PJCP	AIS on, steaming.
8	Pegaso Q	Italy	Bottom trawler	IZMP	AIS on.
9	Western Kim	Senegal	Tuna Purse seiner	6WLN / DAK 1242	AIS on, inspected.
10	Zuberoa	Spain	Tuna Purse Seiner	EGVV	Inspected, AIS on.

Sighting Information Sheet-MYEZ Esperanza 2017 (EEZ of Senegal)

	Name	Flag	Type	MMSI/IMO /Call sign/Registration	Additional comments
			BT/RF/Other		Suspected activity (fishing, transshipping). Any other comments.
1	Adja Ndoumbe 2	Senegal	Bottom trawler	6WEB MMSI 663158000	AIS On.
2	Alfonso Riera Terceiro	Spain	Bottom trawler	EAGP MMSI 224282000	AIS On.
3	Almirante Amador Franco	Senegal	Bottom trawler	GWBO/DAK 958	AIS off.
4	Amine	Senegal	Bottom trawler	6WKH MMSI 898171599 DAK 1203	AIS on, inspected.
5	ANTA SARR	Senegal	Bottom trawler	6WHC IMO: 8741399 DAK 1131	AIS off, inspected.
6	CARVISA DOS	Senegal	Bottom trawler	6WGH MMSI 663176000 DAK 1120	AIS On.
7	Castle Town	Senegal	Bottom trawler	6WLB MMSI: 663500001 IMO: 8111099	AIS on.
8	Curbeiro	Spain	Bottom trawler	EACV MMSI:224106000	AIS on.
9	ONUDAK 2	Senegal	Bottom trawler	6WCZ DAK 1025	AIS off.
10	RIA de DAKAR	Senegal	Bottom Trawler	SWIB DAK 1142	AIS off.
11	Solvant	Senegal	Tuna purse seiner	DAK 1229 6WLG	AIS off.
12	Dimitrios 1	Greece	Bottom trawler	MMSI:412209212	AIS on.

13	F/V AUDREY	Senegal	Pelagic trawler	DAK 1240	AIS on.
14	F/V NAELLE	Senegal	Pelagic trawler	DAK 1222 MMSI:663135000	AIS on.
15	Fu Yuan Yu 123	China	Bottom trawler	n/a	AIS off, leaving port, licensed in Guinea Bissau.
16	Fu Yuan Yu 126	China	Bottom trawler	MMSI: 412205337	AIS on, Fu Yuan Yu in Senegalese waters, not fishing but possible heading for Banjul, licensed for Guinea Bissau.
17	Fu Yuan Yu Yun 67	China	Reefer	MMSI: 412440514	
18	Hispasen 6	Senegal	Bottom trawler	DAK 1196 6WJZ	AIS off.
19	Hispasen V	Senegal	Bottom trawler	DAK 1182	AIS off.
20	Kanbal II	Senegal	bottom trawler	6WFI DAK 1096 MMSI: 663131000	AIS on.
21	Kanbal III	Senegal	Bottom trawler	6WGC DAK 1115 MMSI: 666521000	AIS on, inspected and arrested for obstruction the mesh size of the nets, the license has been handed back to the vessel's captain after instructions from Dakar (DPSP).
22	King Crab	Senegal	cages/pots	6WIN DAK1163/ MMSI:663000000	AIS on, inspected.
23	Lagheme 1	Senegal	Bottom trawler	6WHE MMSI: 663111111	AIS on.

24	Louis Sauger	Senegal	Bottom trawler	6VTY / DAK740	AIS off.
25	Lu Jio Nan Yuan Yu 109	China	Bottom trawler	n/a	AIS off, licensed in Guinea Bissau.
26	MANUEL NORES	Spain	Bottom trawler	EAMC	AIS on, inside the Gambian Waters.
27	Marcantonio Bragadin	Senegal	Bottom trawler	6WEG	AIS off, inspected and arrested.
28	Marsor Primero	Senegal	Bottom trawler	6WEC DAK 1061	AIS off.
29	MOURIDE NDIGUEL	Senegal	Bottom trawler	6WHF DAK 1125 MMSI: 663160000	AIS on.
30	Niam Niokho	Senegal	Bottom trawler	6VTO DAK 689	AIS off.
31	Nuovo Euripide	Senegal	fishing	6WEQ DAK 1076	AIS off.
32	OCEAN PESCA III	Senegal	Bottom trawler	6WGA	AIS off.
33	ONUDAK I	Senegal	Bottom trawler	6WTY DAK 1021 IMO: 8809957	AIS off.
34	Pape Moussa	Senegal	Bottom trawler	6WGD MMSI: 663156000	AIS on.
35	Portomayor	Spain	Bottom trawler	EFIG MMSI: 224068340	AIS off, fishing, licensed in Guinea Bissau.
36	Saturnia	Senegal	Bottom trawler	6WAJ DAK 916	AIS off, inspected.

37	Sayed 2	Senegal	Bottom trawler	6WKX DAK 1211	AIS off, not on the license list but has a valid licence.
38	SEGUNDO SAN RAFAEL	Senegal	Bottom trawler	6WJA IMO: 8818099	AIS off, inspected.
39	Senefand Dos	Senegal	Bottom trawler	6WLX MMSI: 663173000	AIS on, inspected.
40	Sheng Hang 801	China	Bottom trawler	n/a	AIS off, fishing in the Guinea Bissau – Senegal common zone, licensed in Guinea Bissau.
41	Sheng Hang 805	China	Bottom trawler	MMSI:412209207	AIS on.
42	Sheng Hang 809	China	Bottom trawler	MMSI:412209212	AIS off, fishing in Guinea Bissau – Senegal the common zone, licensed in Guinea Bissau.
43	Soleil 12	Senegal	Bottom trawler	6WBM DAK 822	AIS off, inspected.
44	Sofia	Senegal	Bottom trawler	6WLE DAK 1227	AIS off, inspected.
45	Sokone	Senegal	Bottom trawler	6WKG DAK 1204	AIS on.
46	Soleil 67	Senegal	Bottom trawler	6WJX DAK 1194	AIS off, inspected.
47	Solevant	Senegal	Tuna Purse seiner	6WLG DAK 1229	AIS on.
48	Sona	Senegal	Bottom trawler	6WHY DAK 1138	AIS off.
49	Sunumar I	Senegal	Bottom trawler	DAK 1247	AIS off.
50	Villa De Pitaxo	Spain	Bottom trawler	ECCU MMSI:224819000	AIS on.
7 Unidentified fishing vessels			fishing		AIS off

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