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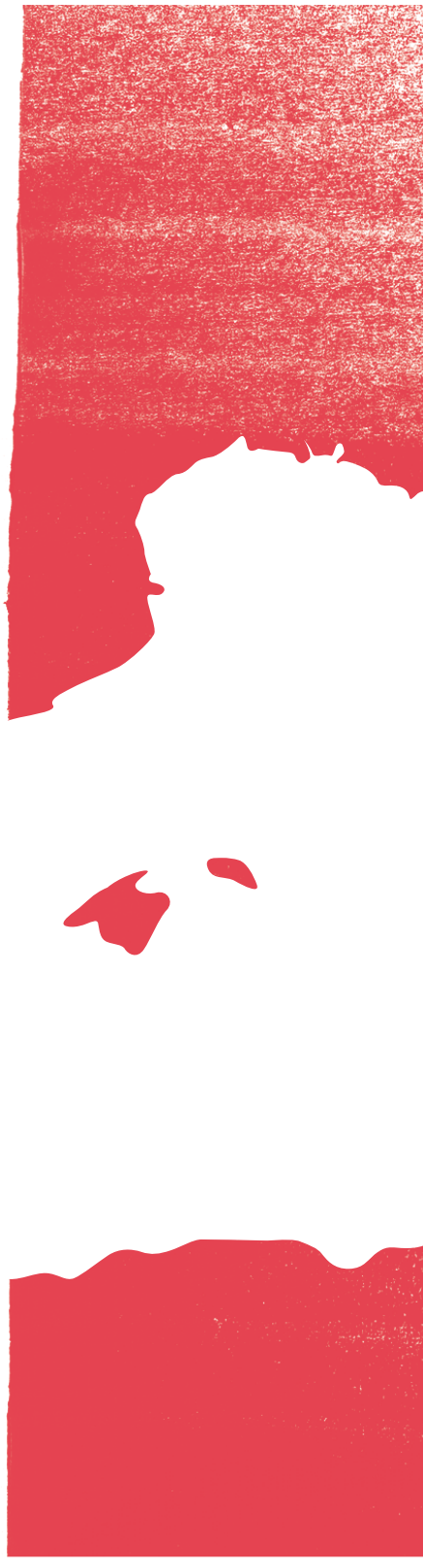
EXPOSING SEA CRIMES

BLUE GOLD IN ITALY

HOW A RUTHLESS RUSH FOR SARDINES AND ANCHOVIES HAS BEEN DRIVING THEIR DEPLETION

ONCE UPON A TIME



in a little Italian village called Chioggia, near Venice...

... fishermen went out to sea to catch sardines and anchovies. But this is not a fairy tale. This is a contemporary story of bad fisheries management in the troubled Mediterranean, and if it is to have a happy ending, the European Union (EU) is going to have to act.

The port of Chioggia is one of the largest fishing ports in Italy. Home to around 240 ships, it has one of the largest fleets of vessels fishing for anchovies and sardines in the Mediterranean. Close to Chioggia is a second harbour, very much a new copy of the old port, which is home to 74 vessels of its own. This port is called Pila di Porto Tolle.

The two ports supply a considerable proportion of the Italian sardine and anchovy market all year round,[1] and also export catches to other countries. Anchovies and sardines are caught together by trawlers that work in pairs to drag a single net through the water, or with so-called purse seine nets, which are used to encircle a school of fish and are then closed at the bottom to create a basket trap. In the past four decades, exploitation rates in the Northern Adriatic, where both ports are situated, have intensified to unsustainable levels.[2]

This edition of the Ocean Inquirer will expose how the Italian government has promoted an increase in fishing in its main fishery for sardines and anchovies, despite clear signs of overfishing – risking the health of fish populations and profitability of the sector. As the EU's Common Fisheries Policy (CFP) undergoes crucial reform, Greenpeace is exposing bad fisheries management in a series of Ocean Inquirers, covering examples of illegal fishing, the misuse of EU subsidies and a management framework that fuelled overfishing and the build-up of an oversized fleet. But it's not too late to put EU fisheries on a sustainable path. The EU can both help the fish populations around its shores recover and regain a sustainable and equitable fishing sector, if it now seizes the opportunity to radically reform the CFP. Will it act?

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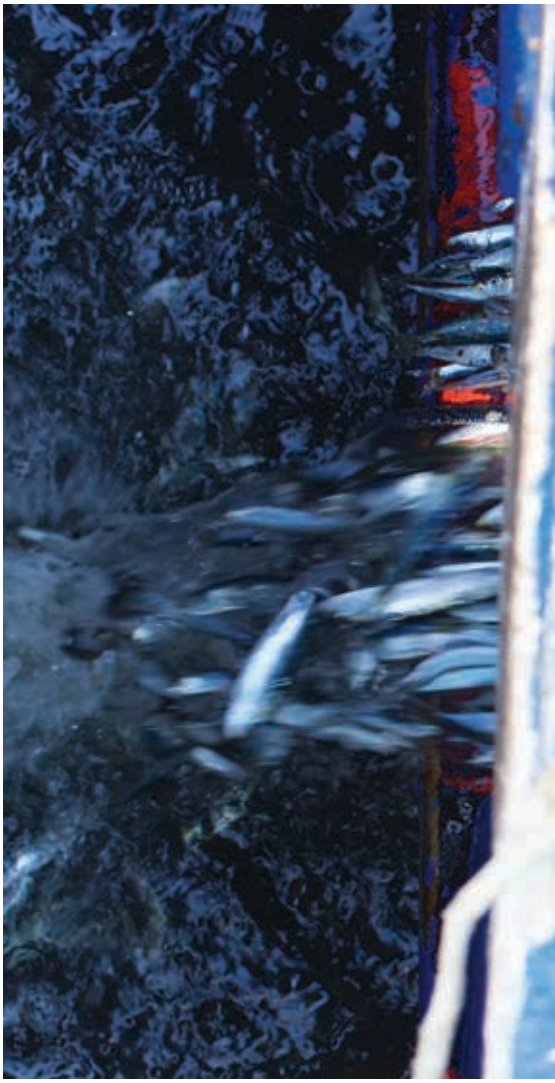
SPOTLIGHT ON ITALY



Italy is one of the EU's largest fishing nations (see box 1), but is notorious for its reluctance to implement the fishing rules of the EU. Perhaps one of the best examples of this lack of respect for EU and international fisheries laws is the government's resistance to prohibiting and controlling the use of driftnets.

A driftnet ban was agreed internationally as long ago as 1989, and was subsequently written into EU law.[3] Yet despite international outrage, immense political pressure and the use of millions of Euros in EU subsidies – supposedly paid to allow Italian fishermen to switch to other fishing methods – they are still using driftnets illegally to catch tuna and swordfish.

But, Italy's main catch is neither tuna nor swordfish, it is anchovies and sardines. These small, silver fish are used to top pizzas and are pan fried and canned in their millions. Italy's declared landings of anchovies and sardines in recent years were in the range of 50,000 to 80,000 tonnes per annum - around a third of the country's total fish catch. But is Italy's management of its anchovy and sardine fisheries any better than its control of fishermen using driftnets?

BOX 1: ITALY: ONE OF THE EU`S TOP FISHING NATIONS

IT HOSTS:[4]

- **Almost 16% of all EU vessels (by number), second only to Greece;**
- **Just over 10% of the combined gross tonnage of all EU vessels, making the Italian fishing fleet as large as the French, and ranking it in joint third place in the EU after Spain and the UK;**
- **Almost 17% of the combined engine power of the EU's fishing fleets, making the Italian fleet the most powerful in the EU;**
- **The second largest share of fisheries employees in the EU, second only to Spain.**

This also makes Italy a sizeable market player in fish and fisheries products, with the total annual value of its fish processing sector being 2 billion Euros.[5] While the Spanish and French fleets circumnavigate the globe in search of fish, Italian vessels mainly fish in the Mediterranean. A third of the Italian fleet consists of trawlers, .the rest are using other fishing methods. Anchovy (21% of the catch) and sardines (6% of the catch) make up the majority of the Italian catch.

Italy is the third-largest recipient of EU fisheries subsidies, receiving on average over 60 million Euros a year from the EU. These subsidies have to be matched by equal national funds, which roughly double the total amount of subsidies available for the fisheries and aquaculture sector. This means that Italy and the EU subsidise the fishing, aquaculture and processing sector to the tune of 4,000 Euros for every employee every year.

The region of Veneto, where the two ports are situated, has been granted 388,000 Euro-worth of public subsidies to boost the 'oily fish' sector between 2004 and 2005.[6] The stated intention was to create a 'sustainable' sector for oily fish like sardines and anchovy. Money was allocated to support the buying of on-board equipment to help standardise and measure catches, and to ensure hygienic and efficient production standards and safe working conditions. While the efficiency of operations may have been improved, this report will show that the money has supported an industry that increased its capacity to catch anchovies and sardines while failing to address stock depletion and the problem of discarding.

Chioggia, Italy, 10 July 2012 – Unwanted anchovies are thrown overboard from a trawler into Chioggia channel, leaving a trail of dead fish floating in the water. Research by Greenpeace has revealed frequent use of this wasteful and destructive practice, known as discarding, when the market price for sardines and anchovies is low.

BOX 2
ITALY: MASTER OF ILLEGAL, UNREPORTED AND UNREGULATED FISHING

When an EU Member State is found to breach the laws of the EU, the European Commission can launch infringement procedures against that country, which may culminate in a court ruling and eventually fines. Greenpeace has been able to verify that there are at least two infringement procedures against Italy: one for the illegal use of driftnets, and one for the failure to implement vessel monitoring rules.

In 2004, the European Commission began infringement procedures against Italy for violating the EU's driftnet legislation and the European Court of Justice later found Italy guilty of violating the ban. The European Commission later required Italy to return at least 7.7 million Euros to the EU subsidy pot, as these funds had been used fraudulently during a vessel buy out plan that was meant to end the use of driftnets.[8] Italy's persistent violation of the driftnet ban also earned it a place on the United States' blacklist of countries that practise illegal, unreported and unregulated (IUU) fishing – it has been listed since 2009, resulting in a risk of trade sanctions against it.[9]

THE OVERFISHING PROBLEM

Today's industrialised fishing practices exceed nature's ability to replenish the ocean's fish stocks. Globally, between 75% and 80% of fish stocks are considered depleted fully, or overexploited, or recovering from overexploitation. The situation in Europe is even worse.

The majority of European fish stocks are either overexploited or exploited to their limits – in other words, more fish are being removed from the seas than can be replenished naturally. In the Mediterranean, around 95% of stocks for which data exists are considered to be subject to overfishing.[10]

Excessive fishing capacity, often called 'overcapacity', drives overfishing, leads to environmental harm and makes fishing fleets economically unviable. But for more than two decades, cutting fleet capacity has been a political hot potato within the EU. The European Commission and many experts have warned that the combined capacity of the EU's national fleets is able to catch two to three times more fish than nature is capable of replacing. But attempts to eliminate overcapacity, as part of successive reforms of the Common Fisheries Policy (CFP) in 1992 and 2002, have failed. No fleet reduction targets were set, and while the number of vessels was slowly reduced, improvements in technology increased the efficiency of fishing operations and therefore overall fishing capacity, cancelling out the reduction in vessel numbers.

The Northern and Central Adriatic seas, in principle, provide good conditions for sardine and anchovy populations. However, scientific surveys in the past four decades have shown population declines for both species. Sardine populations crashed from an estimated average above 620,000 tonnes of fish in the water before 1993 to less than 130,000 tonnes in the years after 2000, though recent trends may indicate a slow recovery (see Graph 1). Anchovy populations declined during the early 1980s and then again between 1995 and 2001.

The population size of both species is known to fluctuate as a result of changes in the nutrient levels and temperature of the water. But excessive fishing pressure is also an important factor in driving the depletion of both stocks. And fishing is the only factor that the Italian government could have easily controlled.

Overfishing of sardines, known locally as 'blue gold', has been a vicious circle. Increases in fleet capacity led to a decline in sardine populations; as sardine populations declined, their market price increased; this in turn led to an increase in fishing. This has further depleted the stocks, and in the process also reduced populations of anchovies, which are caught in the same trawl. Moreover, as sardines are slightly larger, on average, than anchovies, they have less of a chance to slip through the net and are generally younger when they get caught. As fishing pressure has increased, this has meant that sardine populations are more heavily impacted than anchovy populations and, indeed, in 1998 the once dominant sardine population fell below the size of the anchovy population.

This crash in population size was partially masked by the fact that fishermen were still able to fill their nets with anchovies, so overfishing continued unabated. In fact, graphs 1 and 2 show that the fishing capacity of the pair trawling fleet, measured in gross tonnage (GT), has increased during the past two decades, despite the depressed state of both fish stocks and a broad political commitment to reduce overcapacity in the EU's fishing fleets.

Chioggia, Italy, 11 July 2012 - Small sardines landed at the Chioggia market. Scientific surveys in the past four decades have shown population declines in both anchovy and sardine populations, with the latter being particularly hard hit.

Chioggia, Italy, 11 July 2012 – Research by Greenpeace in the port of Chioggia shows how Italy's main catch, anchovies and sardines, is accompanied by regular discards – throwing unwanted fish and other sealife overboard after it has been killed by the process of fishing.

OVERFISHING OF SARDINES, KNOWN LOCALLY AS 'BLUE GOLD', HAS BEEN A VICIOUS CIRCLE. INCREASES IN FLEET CAPACITY LED TO A DECLINE IN SARDINE POPULATIONS; AS SARDINE POPULATIONS DECLINED, THEIR MARKET PRICE INCREASED; THIS IN TURN LED TO AN INCREASE IN FISHING.

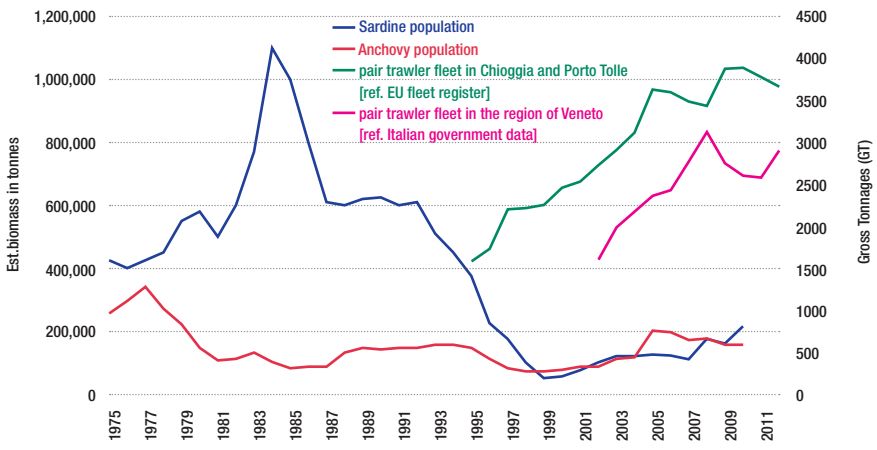
TOP-HEAVY FLEETS

Using the EU fleet register, it is possible to show that the number of licences issued for pair trawling in Chioggia and Pila di Porto Tolle increased by 70%, and the combined gross tonnage (GT) of vessels with a pair trawling licence increased by almost 130%, between 1995 and 2012 (see graphs 1 and 2). This happened despite evidence of depletion in the fish populations. The number of licences rose from 31 in 1995 to a peak of 56 in 2010, and fell back to 53 in 2012. In fact, the number of vessels increased to such an extent that the government authorised the construction of the new port of Pila di Porto Tolle in 1996.

We have chosen to use the data from the EU fleet register to make these calculations because it is commonly considered the EU-wide standard for fleet assessments, based on official government figures. Other figures provided by the government of Italy confirm the trend of increasing capacity we have presented above, yet disagree with the aggregate sums for gross tonnage and licence numbers. They present smaller numbers, despite the fact that they supposedly cover the entire region of Veneto (see Graph 1). While these discrepancies raise questions about the accuracy of detailed accounting, they do not call into question that the Italian government permitted increases in the capacity of its pair trawler fleet in the Northern Adriatic even when fish populations had reached a depleted state.

The fact that Italy had increased its fishing capacity for sardines and anchovies in the Northern Adriatic during the 1990s and 2000s demonstrates that the government ignored advice on stock levels and the prevailing policies of the EU, which should have led to a reduction in capacity. While Italy may have formally complied with the legal limit on its total fleet capacity, it failed to manage the specific fishery for sardines and anchovies in a way that could reduce fishing pressure to sustainable levels.

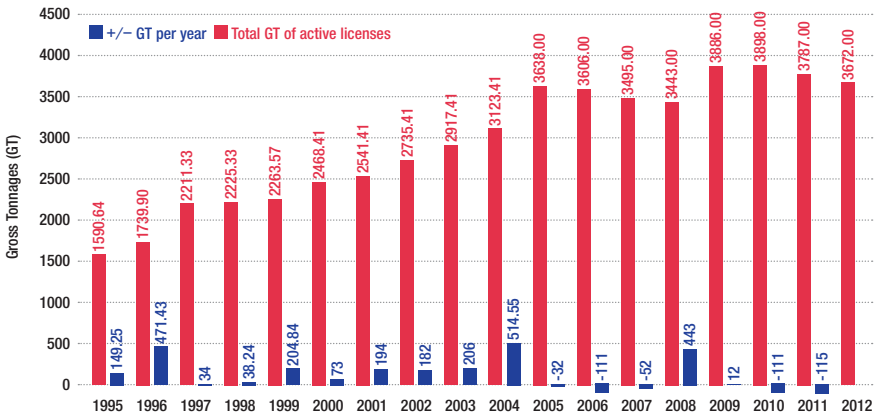
As fish populations continued to shrink, the Italian government eventually presented a series of capacity adjustment plans, including, in 2009, five plans for fleets fishing for anchovies and sardines. It remains to be seen whether this has come in time to secure the recovery of the sardine and anchovy populations.



Graph 1 Estimated population size of sardines and anchovies in the Northern and Central Adriatic, compared to the fishing capacity of the pair trawler fleet in Chioggia and Pila di Porto Tolle between 1975 and 2012

references: biomass estimates for anchovies and sardines from the GFCM Sub-Committee on Stock Assessment (2011) and capacity data based on analysis of the EU fleet register (2012)

Chioggia, Italy, 11 July 2012 – Trawlers in the port of Chioggia. In the past four decades, exploitation rates in the Italian region of Veneto, where this port is situated, have intensified, and the region is now overfished.



Graph 2 Total fishing capacity in gross tonnage (GT) of active pair trawl licences in Chioggia and Pila di Porto Tolle between 1995 and 2012, based on data from the EU fleet register

HOW IS FISHING CAPACITY MEASURED?

FISHING CAPACITY DESCRIBES THE ABILITY OF A FISHING VESSEL OR A FLEET OF VESSELS TO CATCH FISH. THE MAIN FACTORS AFFECTING FISHING CAPACITY ARE:

Vessel characteristics, such as the tonnage and overall holding capacity, engine power, freezing capacity, etc;

Fishing gear characteristics, which are generally considered in two groups – active gears, in particular trawls, hooks, lines and encircling nets, and passive gears, such as set gillnets and pots;

Operational characteristics, such as distance to fishing grounds, available fish-finding technology such as sonar, the price of fuel, biology of the species and the experience of the captain and crew.

Consequently, the measurement of true fishing capacity is almost always a rather complex calculation, combining a range of technical characteristics alongside economic and biological factors. For this reason, gross tonnage and engine power are often used as a rough indicator of fishing capacity.

Another important factor that influences how much a fishing vessel can catch is the time it spends fishing and the number of hooks and size of nets it uses – so-called fishing effort. To get a full picture of the potential impact of a fishing fleet on the resource, one should therefore take into account the multiple factors affecting real fishing capacity, combined with fishing effort and the number of vessels employed.

Last, but not least, it is also necessary to consider the specific characteristics of the ecosystem and its fragility.

SHIFTING THE OVERCAPACITY PROBLEM

The increase in fishing capacity in the pair trawler fleet of Chioggia and Pila di Porto Tolle has twice attracted political attention in recent years. First, in 2009, when an Italian senator, Senator Piergiorgio Stiffoni, submitted a Parliamentary question to the Italian government asking how it could be possible that so many new boats were being added to the local pair trawler fleet.[11]

In its response, the government claimed that it had given permanent licences to vessels that had previously been granted provisional pair trawling authorisations for experimental purposes and had fished for many years. In a subsequent TV interview, in 2011, the Director-General of Marine Fisheries and Aquaculture of the fisheries ministry in Italy, Francesco Saverio Abate, again argued that the government had only given licences to vessels that had already been fishing as pair trawlers for many years and that they did so for 'experimental purposes'.[12] He said that these licences had been given to vessels since the year 2000.

Both claims fail to provide a satisfactory explanation as to why the government chose to shift additional fishing capacity into the pair trawler fleet to catch sardines and anchovies. In fact, the statements raise further questions, and suggest that the claims advanced to justify this increase in capacity are highly dubious.

Firstly, it is quite evident from the timelines and numbers of licences granted that the intention was to bring about a lasting, if not permanent, shift of fishing capacity into the pair trawler fleet. Secondly, the claim that licences were in the first place provided on an experimental basis makes a mockery of the fact that fishermen using such licences were permitted to pursue regular and routine fishing operations for more than a decade.

The pair trawl gear used by the vessels receiving new licences in recent decades is equivalent to that of other, older trawlers and has not been used to trial new fishing methods. Fishermen using so-called experimental licences in other parts of Italy, however, had to agree to research methodologies and contribute information towards an analysis of the trials. In the case of the pair trawlers in Chioggia and Pila di Porto Tolle, Greenpeace was not able to find any published studies, nor it seems were the licences subject to any kind of review process.

In reality, the most likely explanation for the government's decision to grant new licences is altogether different. Facing the requirement to withdraw bottom trawl licences to eliminate significant overcapacity in the Adriatic bottom trawling fleet,[13] the Italian government seems to have offered pair trawl licences to former bottom trawlers, rather than making fishermen redundant. Vessels are easily converted to allow for the change of gear. Rather than tackle the overcapacity problem head on then, the government has simply shifted the problem from one fishery into another, possibly easing pressure on bottom dwelling species, such as sole, red mullet and hake, but at the same time aggravating the overexploitation of sardine and anchovy populations.

Dragging out action to eliminate overcapacity not only leads to a progressive degradation of the marine environment, it also has significant negative economic consequences for fishermen. By pushing capacity into the pair trawler fleet, the government increased the number of fishermen competing for the same diminishing resources of sardines and anchovies, thereby lowering the fishermen's chances of operating economically viable businesses.

If it was government policy to shift capacity from one fleet sector to another, why then would government officials claim that the pair trawl licences had been granted on a 'temporary' or 'experimental' basis? Perhaps the government simply tried to mask the increase in fishing capacity in the pair trawler fleet when reporting fishing capacity statistics. Whatever the reason might be, the consequences are obvious. Pressure on the anchovy and sardine populations has increased as a result of the increase in pair trawler licences, and the profitability of trawling operations has decreased as a result of increased competition within the fishery.

BY PUSHING CAPACITY INTO THE PAIR TRAWLER FLEET, THE GOVERNMENT INCREASED THE NUMBER OF FISHERMEN COMPETING FOR THE SAME DIMINISHING RESOURCES OF SARDINES AND ANCHOVIES, THEREBY LOWERING THE FISHERMEN'S CHANCES OF OPERATING ECONOMICALLY VIABLE BUSINESSES.

EXTRACT FROM THE LIST OF VESSELS REGISTERED IN CHIOGGIA AND PORTO TOLLE WITH AN ACTIVE PAIR TRAWLING LICENCE IN 2012, BASED ON THE EU FLEET REGISTER

	Vessel Name	Ext Marking	Vessel Length	Gross Tonnage	Details
1	Genny	00CI03334	16.1	55.00	Built in 2000 and registered as having dual licences for bottom trawling and mid-water pair trawling. The vessel is still active.
2	Vittoria	00CI03335	16.1	55.00	Built in 2000 and registered as having dual licences for bottom trawling and mid-water pair trawling. The vessel is still active.
3	Cadabra	00CI03378	17.8	39.00	Built in 2001 and registered as having dual licences for mid-water pair trawling and the use of gillnets. It was based in Chioggia port. In September 2002, the vessel changed port to Porto Tolle and, in 2004, changed name to Nadia. In November 2008, it became registered as having dual licences for bottom trawling and mid-water pair trawling. The vessel is still active.
4	Freccia Nera	01CI00067	17.8	28.00	Built in 2001 and registered as a bottom trawler. It changed gear specification to dual licences for bottom trawling and mid-water pair trawling a few weeks later, in October 2001. It is still active.
5	Mistral	00CI03411	24.8	166.00	Built in 2002 and registered as having dual licences for bottom trawling and mid-water pair trawling. The vessel is still active.
6	Profeta	00CI03491	24.84	208.00	Built in 2003 and registered as a bottom trawler. It changed gear specification to having dual licences for bottom trawling and mid-water pair trawling in 2005. The vessel is still active.
7	Leone	01CI00013	16.9	25.00	Built in 1995 and registered as having dual licences for bottom trawling and gillnetting. It changed gear specification to having dual licences for bottom trawling and mid-water pair trawling in May 2008. The vessel is still active.
8	Pirata	01CI00014	16.9	25.00	Built in 1995 and registered as having dual licences for bottom trawling and gillnetting. It changed gear specification to having dual licences for bottom trawling and mid-water pair trawling in 2008. The vessel is still active.
9	Nuova Stella Pila	01CI00022	14.82	24.00	Built in 1996 and registered as a bottom trawler. It changed gear specification to having dual licences for bottom trawling and mid-water pair trawling in July 2008. The vessel is still active.
10	Stella Pila 2	01CI00063	17.4	28.00	Built in 2000 and registered as a bottom trawler. It changed gear specification to having dual licences for bottom trawling and mid-water pair trawling in July 2008. The vessel is still active.

Although several of these vessels are in principles entitled to fish with either pair trawl or bottom trawl gear, they are not allowed to use more than one gear type per season, according to Italian legislation. The increase in pair trawl licenses detected suggests that the vessels have chosen to use the more recent pair trawling licenses

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WASTING NATURE`S BOUNTY

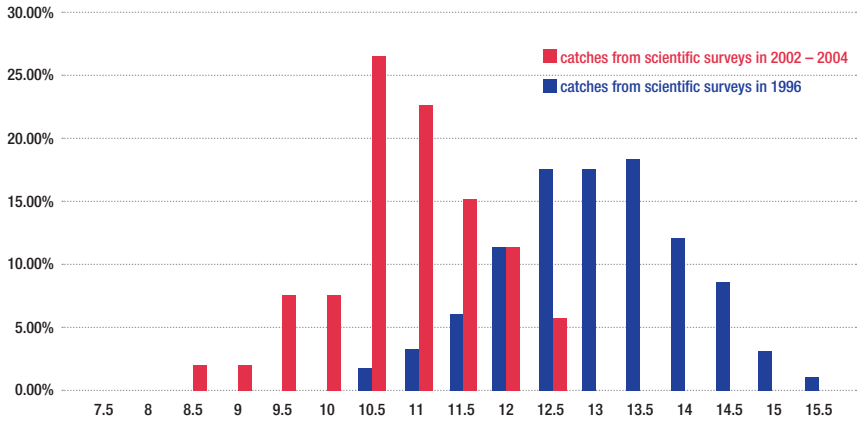
Research by Greenpeace has also revealed frequent discarding of anchovy and sardines when the market price for either species is unattractively low. The practice of discarding – when fishermen throw unwanted fish and other sealife overboard after it has been killed by the process of fishing – is wasteful, damaging to marine life and unsustainable. As part of the ongoing reform of the Common Fisheries Policy, the European Commission is therefore looking to ban this practice.

In Chioggia, Greenpeace has documented the discarding of large amounts of sardines and anchovies within the port boundaries, leaving a trail of dead fish floating in the water. There are also reports of discarding at sea, with evidence suggesting that the practice of discarding unwanted fish and not reporting such catches to the authorities is very common in both Chioggia and Pila di Porto Tolle. In 2003, the most recent year for which data exists, it was estimated that between 6 and 9 tonnes of anchovies were discarded every day for each pair of vessels during the main fishing period in the summer.[14] As discarded catches are not reported, the official figures for the amount of sardines and anchovies caught in the Veneto region greatly understate real catches.

The official figures are also masking another dramatic development. Not only are more fish caught and killed than can naturally be replenished, but anchovies and sardines are being caught as juveniles, before they have a chance to reproduce. To prevent juvenile fish being caught, EU rules prohibit the selling of fish that are below a legal length limit. However, undersized fish sometimes end up in the nets of pair trawlers (see graphs on page 13) and are either discarded, if the market price is unattractive, or sold.

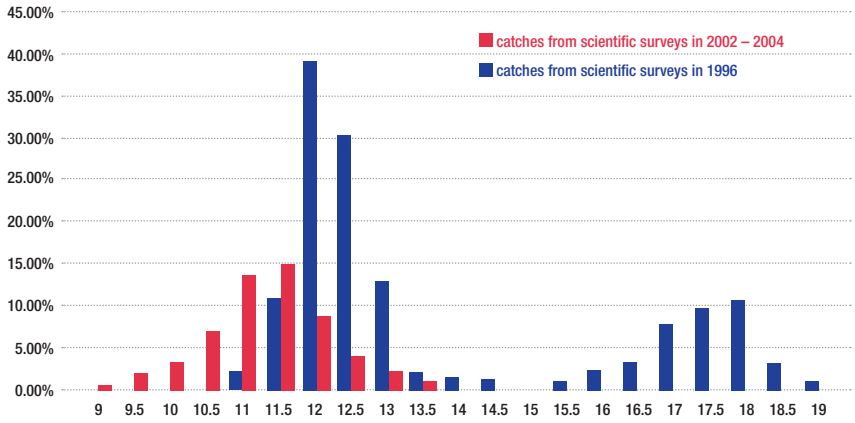
Juvenile catches are bad news in two ways. Firstly, if fish are caught before they reach the age of maturity they cannot reproduce in time and thus will not help replenish stock levels. Secondly, if small, juvenile fish make up a significant part of the catch, more fish have to be caught to make up the weight and value of a profitable catch.

Chioggia, Italy, 2003 – Dead anchovies on the deck of a trawler on their way overboard. This picture was taken in summer 2003; discarding was a problem even then.



Graph 3 Average length of anchovies in the Northern Adriatic

References: Data from the public institute for marine research (ICRAM), published in 1997 and the Italian Fishery Research and Studies Center (CIRSPE)



Graph 4 Average length of sardines in the Northern Adriatic

Reference: Data from the public institute for marine research (ICRAM), published in 1997 and the Italian Fishery Research and Studies Center (CIRSPE)

Small anchovies on sale in Chioggia market, 11 July 2012. Scientific surveys in the past four decades have shown population declines in both anchovy and sardine populations, with the latter being particularly hard hit.

In other words, when boats go out and bring in the same weight of fish but made up of smaller body length and weight, more individuals are being landed, with greater and greater impacts on the viability of the population from which they have been taken. This is why simple catch figures are not sufficient to determine whether the catch is sustainable. Information on catch composition, in terms of body length and age, plus discard rates, are equally important to verify how many individuals have been caught and whether they have reached reproductive age.

Recent data on the length of anchovies and sardines caught by means of mid-water pair trawling in the Northern Adriatic shows that as fishing pressure increased, the number of large sardines and anchovies caught decreased.[15] Anchovies are thought to reach maturity at around 1 year of age, which usually corresponds to a body length of approximately 8 or 9 cm. They are capable of growing to around twice this length, but rarely get a chance because they are caught too young. The law requires anchovies to be at least 9 cm when they are landed; anything below this size should not be caught in the net.

Sardines, on the other hand, are commonly thought to reach maturity between the ages of 1 and 2 years, corresponding to a body length of around 8 cm (older data suggests 14 cm). Their legal size limit has been set at 11 cm. This compares to a possible body length of around 20 to 25 cm, if allowed to grow to maturity. Recent research showed that only around 5% of sardines and anchovies landed were classified as 'large' adults.[16]

Juvenile catches are a typical sign of bad fisheries management, in at least three respects:

- The use of unselective gear, which allows undersized juveniles to be caught in nets with a mesh size that is too small to allow them to slip through the net;
- Fishing within nursery areas and during time periods which should be closed to fishing to protect aggregations of juvenile fish; andpersistent overfishing, which quickly leads to the disappearance of large, mature fish and results in a population that is dominated by small and juvenile fish.

The accompanying charts show graphically how the size of pelagic fish in the region have shrunk in recent years.[17]

RECOMMENDATIONS

The lax approach to fleet management – and the possible cover-ups – exposed by this issue of Ocean Inquirer demonstrate that the problem of overcapacity must be tackled if the European Union is to rescue both fish populations and the prosperity of the fishing sector. Shifting capacity from one fishery into another simply shifts the problem of overexploitation and stock depletion to another part of the ecosystem. Only if EU governments agree to reduce fishing pressure by decommissioning excessive fleet capacity can fish stocks recover to healthy levels and the fishing industry return to being a sustainable, profitable business.

The European Commission should question the false claims of the Italian government that pair trawl licences issued in the past ten or so years were 'temporary and experimental' in nature. Italy's fleet data and their fleet adjustment plans should be reviewed to rule out dubious accounting, and Italy should be asked to eliminate fleet overcapacity, emphasising the need to decommission vessels, rather than shifting the problem into a new fishery.

IN THE CONTEXT OF EU FISHERIES REFORM, GREENPEACE CALLS ON EU GOVERNMENTS AND THE EUROPEAN PARLIAMENT TO AGREE NEW RULES THAT:

- **Require an assessment of existing fishing capacity compared to sustainable catch limits;**
- **Eliminate overcapacity by decommissioning unsustainable fishing vessels, starting with the most destructive and oversized vessels;**
- **Require detailed national capacity reduction plans with clear criteria for decommissioning, targets and timelines;**
- **Stop the flow of subsidies to destructive and unsustainable fishing practices, and instead only invest public money in measures of public value, such as restoring and maintaining stocks and a healthy marine environment, monitoring and control, data collection and scientific assessment;**
- **Promote sustainable, low-impact and equitable fisheries, and ensure effective control and compliance – in both the EU's domestic and external fleets;**
- **Set quotas in accordance with scientific advice on sustainable catches; and**
- **Deliver conservation objectives to achieve a healthy marine environment, with marine reserves being created for protected species.**

ENDNOTES

1 Clodia database, 2012. Database of Fishery Data from Chioggia, Northern Adriatic Sea. http://chioggia.scienze.unipd.it/Inglese/Database_landing.html
2 See graphs and discussion presented later in the document. The official database on landings in the Veneto region is also a helpful source: Banca dati della pesca a Chioggia, Adriatico settentrionale. http://chioggia.scienze.unipd.it/bancadati_sbarcato.html
3 Following international and regional bans on the use of large-scale driftnets, the EU prohibited the use of large-scale driftnets in 1992 and ten years later banned the use of all driftnets, regardless of length, for species like tunas and swordfish (Regulation 1239/98).
4 European Commission, 2012. Facts and figures on the Common Fisheries Policy: Basic statistical data (based on Eurostat) www.ec.europa.eu/fisheries/documentation/publications/pcp_en.pdf
5 European Commission, 2012. Facts and figures on the Common Fisheries Policy: Basic statistical data (based on Eurostat) www.ec.europa.eu/fisheries/documentation/publications/pcp_en.pdf
6 Bur n.12 04/02/2005 Deliberazione della giunta regionale N.4409 del 29 dicembre 2004.
7 Judgment of the Court (Seventh Chamber) of 29 October 2009 — Commission of the European Communities v Italian Republic (Case C-249/08). Official Journal of the European Union C 312/8 http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:C:2009:312:0008:0008:EN:PDF
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11 Parliamentary question 4-01424 (Senator Stiffoni) to the former Minister Zaia (11/11/2009).
12 TV broadcast Annozero, L'assassinio del mare, 28th June 2011 Rai 2 seen online at http://www.rai.tv/dl/RaiTV/programmi/media/ContentItem-f9a56f9e-9092-4285-82ce-8ec4f314d21f-annozero.html
13 Amongst the main target species for bottom trawlers in the Adriatic are hake, sole, red mullet and Norwegian lobster. A number of these species have shown declines, and, since 2009, the Italian government set out seven national plans to reduce fishing effort on demersal species.
14 Unpublished data. Francesco Paesanti 2009: Osservazioni e perplessita' sulla corretta gestione degli stock del piccolo pesce azzurro dell'alto adriatico con particolare riferimento alla pesca alla volante operata dalle marinerie venete di Chioggia e Pila.
15 Specialization Thesis in Marine Biology: Dr. Marco Ruffino: Characterization of the commercial catches and discard at sea (by-catch) in the mid-water pair trawl fishery in the northern Adriatic Sea. University of Padova, 2007-2008.
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Unwanted anchovies are thrown overboard from a trawler into Chioggia channel, leaving a trail of dead fish in the water.