

Fishy Business: Stolen Pacific Tuna in the European Market



GREENPEACE

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This report utilises data from the Lloyd's Register Fairplay (available online, via subscription, at: <http://www.ships-register.com>) for details about vessels and their ownership. The database consists of information provided by vessel owners and operators on a voluntary basis, as well as from other authorities and confidential sources. If you are the owner or operator of a vessel detailed in this publication and believe the information relating to your vessel and its ownership to be insufficient or incorrect, please take action to immediately notify Lloyd's Register Fairplay and provide updated and amended information for the database.

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New evidence gathered by Greenpeace and presented in this report shows that part of the tuna fleet licensed to fish in the Eastern Pacific - and linked to the European market - has become involved in illegal, unregulated and unreported (IUU) fishing activities, also known as pirate fishing, in the Western and Central Pacific Ocean – one of the last remaining large tuna fisheries on the planet.

European-owned and/or operated purse seiners, with Ecuadorian, Venezuelan, Panamanian and Netherlands Antilles flags, have entered the Western and Central Pacific statistical region to fish illegally for tuna, targeting skipjack, yellowfin and bigeye. Tuna is being unsustainably stolen from the Pacific, where Pacific Island Countries (also known as the Large Ocean States) depend on tuna for income and food. This tuna, destined for European markets, is sold under well-known brand names or under private brands by some of the biggest European supermarket chains.

A recently published report¹ about the opportunities of Pacific Island Countries in the global canned tuna markets highlights the important role of supermarkets in influencing the way that tuna is bought and sold in the Pacific. The supermarkets are the leading companies in the global commodity chain of canned tuna: *"their buying power allows them to influence certain functions in the tuna chain and place downward pressures on price."*

It is unacceptable that IUU-caught tuna can end up for sale in Europe and Greenpeace is urging all retailers to immediately stop the sale of products potentially containing stolen tuna and to establish guidelines for traceability and sustainability of tuna products to ensure that all tuna products they are trading come from legal, sustainable and equitable sources.

¹ Liam Campling, Elizabeth Havice and Vina Ram-Bidesi, Pacific Island Countries, The Global Tuna Industry And The International Trade Regime – A Guidebook, FFA, April 2007

1. Introduction

1.1 Pacific tuna fisheries in crisis

Pacific Island Countries (PICs) depend on tuna both as a source of income and as a key source of protein. Alarming, most of the principal tuna species harvested in the Pacific region are under threat from overfishing. It is estimated that since the 1960s, populations of North Pacific albacore, Pacific bigeye, Eastern Pacific Ocean (EPO) yellowfin and Western and Central Pacific Ocean (WCPO) yellowfin are all at levels less than half of what they should be expected to be. Only WCPO skipjack and EPO skipjack population are estimated to exist at around 75% of their expected totals.²

It is not just the overall volume of these tuna stocks that has declined; more ominously, the spawning stocks of adult bigeye and both yellowfin species are also in a very poor state. Since 2001, fisheries scientists have warned of the urgent need for adequate measures to constrain these fisheries and to conserve stocks.

Greenpeace is extremely concerned over the status of bigeye and yellowfin stocks. As outlined in the report *"Making Sure Our Tuna Will Be There"* (Greenpeace Australia-Pacific, 2006), it is clear that these fisheries are in danger of collapse. Unless the capacity of fishing vessels targeting all tuna species across the Pacific (especially purse seiner fisheries) and the amount of tuna caught is reduced by 50% in the next two to three years, it is highly unlikely that these fisheries will ever rebound. This will have severe impacts on Pacific coastal communities; their socio-economic status, their politics and their cultures.

Instead of cutting back the amount of fishing, there has been a recent trend of legal, illegal and unregulated expansion of fishing fleets, amongst others vessels with links to EU-flag states, companies registered in an EU Member State or supplying the EU market. This expansion already presents a significant risk to the sustainability of Pacific tuna fisheries. Above and beyond the recorded annual tuna catch in the region, up to a further 15% is conservatively estimated as being taken by the pirate fishers. This unrecorded amount is worth more than the combined amount the Pacific Island

Countries receive for granting access to foreign fleets to their EEZs, and further undermines the sustainability of the fisheries.

A greater part of the problem speeding the decline of yellowfin and bigeye stocks is the low-value / high-volume skipjack fishery that supplies the global tuna-canning industry. Skipjack is caught almost exclusively by industrial purse seiners, which have increased their efficiency enormously in the last decade through a variety of technological innovations. One of the most effective means of locating and catching skipjack is through the use of Fish Aggregation Devices (FADs), used extensively in the Pacific. FADs are floating platforms that seine fleets place on the ocean surface and to which tuna are instinctively drawn. In targeting skipjack schooling under FADs, seiners also catch large amounts of immature bigeye and yellowfin, who school together with skipjack. The volume of this bycatch is significant given the smaller size and vulnerability of the bigeye and yellowfin stocks. The low-value / high volume skipjack fishery, therefore, is undermining the more valuable, vulnerable and less resilient bigeye and yellowfin stocks.

1.2 European vested interests in Pacific tuna fisheries

The European Union is a latecomer to the rich tuna-fishing grounds of the Western Pacific. Traditionally, the Atlantic, Indian and Eastern Pacific Oceans have been, and still are, home to the majority of the vessels flagged to and/or owned by companies registered in EU Member States. The decline in global tuna stocks, concerns about future fishing opportunities for its fleets, the need for raw material for the EU processing industry and the increasing demand for tuna in EU markets has now prompted the EU to establish a foothold in the Western Pacific Ocean.

The first step in achieving this was the establishment of bilateral agreements for fishing rights between the EU and the Pacific Island Countries Kiribati (in 2003), Solomon Islands (in 2006) and the Federated States of Micronesia (in 2007)³. Accession to international waters in the Western and Central Pacific, which is managed by the Convention on the Conservation and Management of Highly Migratory Fish Stocks in the Western and Central Pacific (WCPFC), was achieved in Dec 2004⁴. The EU's current distant-water tuna fleet in the Pacific consists of purse seiners mainly owned by Spanish, French, Portuguese and Dutch interests. In addition, there are numerous vessels owned or operated by companies registered in these countries, which fly the flag of a non-EU country, including flags of convenience. New evidence gathered by Greenpeace shows that part of this tuna fleet - licensed only to fish tuna in the Eastern Pacific at the time of observation - is becoming restless; mainly Spanish-owned purse seiners with Ecuadorian, Venezuelan and Panamanian flags have entered the Western and Central Pacific region to fish, illegally, for tuna. This tuna, destined for the European markets, is sold under well-known brand names in a wide range of countries (see Table 1 in Section 3).

² Making Sure Our Tuna Will Be There", published in 2006 by Greenpeace Australia-Pacific.

³ http://ec.europa.eu/fisheries/legislation/other/bilateral_agreements_en.htm

⁴ http://ec.europa.eu/fisheries/press_corner/press_releases/archives/com04/com04_53_en.htm

2. Description of recent pirate fishing in the Pacific

Since February 2007, 11 Latin American and Netherlands Antilles flagged fishing vessels have been observed, and some arrested for, engaging in illegal, unreported, or unregulated (IUU) fishing in the EEZs of Jarvis, Howard and Baker, Kiribati, Cook Islands and French Polynesia. These vessels were observed and recorded by US Coast Guard C-130 planes, NZ Orion patrol planes and by the Cook Islands authorities. In addition, since 2005 one Dutch-owned tuna seiner is known to have fished in the region illegally under the Netherlands Antilles flag. These vessels, together with their recorded IUU activities, are described below in order of owners/operators as well as summarised in Annex 1.

In this section we provide descriptions of the activities of six vessels owned by companies that sell products in the European market, as well as provide detailed company information.

2.1 Nirsa SA - Ecuador

2.1.1 Drennec

On 17 February, 2007, the US Coast Guard documented the Ecuador-flagged purse seiner *Drennec* (IATTC-registered vessel licensed to fish in the Eastern Pacific Ocean) operating 50 nautical miles inside the Howland and Baker EEZ, conducting activities consistent with fishing operations. These operations were confirmed by the US Coast Guard as being in violation of US domestic law, since the vessel had no licence to fish in US territorial waters. It is currently under investigation.⁵

Ecuador is not a party to the WCPFC, the regional fisheries management organisation in the Western and Central Pacific, and any fishing activity in the region is therefore unregulated. The *Drennec* is owned and operated by the company Nirsa SA (Negocios Industriales Real SA), of Guayaquil, Ecuador.

Nirsa claims to have a fleet of 17 vessels, 12 tuna vessels and 5 sardine vessels. See Annex 2 for details of Nirsa's fleet as recorded on the Lloyd's Register. The tuna catching capacity totals about 9040 GRT.

Nirsa is the market leader for canned tuna products in Ecuador with a 48% market share. It produces canned tuna and frozen tuna loins. Nirsa owns a tuna and sardines processing plant in Posorja, Guaya province, Ecuador, with a cooling capacity of 11,000 tons and a throughput of about 250 tons of tuna per day (aiming towards 300 tons per day); the factory is supplied with fish from Nirsa's own fleet as well as third party vessels. Nirsa manufactures canned tuna and sardine, frozen fish, fish meal, and tuna loins. Canned tuna is marketed under the Nirsa brand "*Atun Real*". Other brands used are "*Mar Bravo/Brava*" (for canned chunk tuna) and "*Costa Mar*", but most of the tuna is produced for clients using private trade brands. Nirsa exports its products worldwide. In Europe, Nirsa exports canned tuna to Spain, Italy, France, Portugal, Ireland, England, Belgium, the Netherlands, Germany, Greece, Sweden and Denmark⁷. Additionally, pre-cooked tuna loins are delivered to clients in France, Spain, Portugal, Italy and Greece. According to its own claims, Nirsa is one of the most important companies offering a system of private brands for its clients. For more details see Table 1.⁸

In 2004, Nirsa vessels were blamed for illegally entering the marine reserve of the Galapagos Islands⁹. In August 2006, Nirsa was sanctioned by the Ecuadorian Ministry of Production for having used explosives during tuna fishing⁹.

⁵ E-mail dated 1 June, 2007 from LCDR Mark Young, Assistant Chief, Enforcement Branch Fisheries Officer Fourteenth Coast Guard District Honolulu, Hawaii to Greenpeace researcher

⁶ <http://www.nirsa.com/ingles/indexes.htm>

⁷ <http://www.nirsa.com/>

⁸ Capturan barcos de pesca industrial en reserva marina de islas Galápagos 338 Wörter : 30 June, 2004

⁹ Ministerio de la Producción: Resolución Directoral N° 1293-2006-PRODUCE/DIGSECOVI (Lima, 22 August, 2006) www.produce.gob.pe/produce/normas/index.php?id=8510 (by subscription)

2.2 Albacora Group - Spain

2.2.1 Guayatuna Dos

On 17 February, 2007, the US Coast Guard documented the Ecuador-flagged purse seiner *Guayatuna Dos* operating inside the EEZ of Kiribati¹⁰. It did not have a licence to fish in Kiribati waters at the time of sighting. Ecuador is not a party to the WCPFC, making the activities of this vessel unregulated in the region. *Guayatuna Dos* is part of the fleet belonging to the Albacora Group¹¹. The registered owner of *Guayatuna Dos* is Overseas Tuna Pacific SA¹², a subsidiary of Albacora SA in Spain. *Guayatuna Dos* was Spanish flagged until 2000 and formerly named *Albacore Catorce*.

2.2.2 Faro Villano

On 12 July, 2007, the *Faro Villano*, a Netherlands Antilles-flagged fishing vessel, was observed by a New Zealand patrol plane at about 50 nautical miles from Manihiki Island, well inside the EEZ of the Cook Islands. Despite her location at the time of sighting, the *Faro Villano* claimed to be on passage from Panama to Iceland. This in itself may be regarded with some suspicion given the fact that the Cook Islands are not on the way between Panama and Iceland. This vessel belongs to the Albacora Group¹³ and usually operates in the Eastern Pacific. The registered owner is Overseas Tuna Co NV,¹⁴ a subsidiary of Albacora SA.

Although not fishing at the time she was observed - she has no licence to fish in the Western Pacific – the *Faro Villano* can be regarded as being involved in fishing activities either as a pole-and-line vessel or as tender for Fish-Aggregating Devices (FAD) in support of purse seiners. The IATTC makes the following reference to the vessel:

"The terms of reference specify 'vessels fishing in the region', but there is one case of a Netherlands Antilles pole-and-line vessel, the *Faro Villano*, that is operating in the region but, as far as can be ascertained, has never landed any fish. This vessel may be acting as a tender vessel, in contravention of the IATTC Resolution on fish-aggregating devices; if this is the case, the vessel, although not actually fishing could be considered to come under the aegis of the Working Group¹⁵."

E-mail correspondence between Greenpeace and the IATTC revealed that the vessel had been active for two months in the WCPFC region. It was seen zigzagging all over the Central Pacific and was originally sighted in Howland and Baker, followed down through Kiribati and Tuvalu and eventually sighted again in the Cook Islands. Due to the route the vessel took, and the practice of the Albacora Group to use 'auxiliary vessels' for fishing¹⁶, Greenpeace reported the vessel to the WCPFC because of the likelihood of it acting as an illegal support vessel for Albacora purse seiners.

The Albacora group is a global Spanish tuna operator with 30 vessels. See Annex 2 for details of the Albacora Group's fleet as recorded on the Lloyd's Register. This fleet includes the biggest seiners in the world and four reefers. Albacora claims that it catches over 100,000 tons of tuna, globally, per year. Albacora SA is owned by Jealsa Rianxeira SA (a Spanish tuna canning company) and Onza De Oro SA (fabricant of sweets and cakes, currently in liquidation), with a minority share of 1.45% being Albacora's own capital. Albacora owns plants for canned tuna production in Bermeo and La Coruna in Spain and in Ecuador, where it produces tuna loins for the production of canned tuna in its Spanish canneries. Albacora products are sold under the labels "*Salica*", "*Campos*" and "*Bacchi*" and Albacora products are exported to Spain, Italy, Portugal, UK, Switzerland, France and Germany (see also Table 1)¹⁷.

¹⁰ Not on the FFA registry at that time

¹¹ Albacora presentation, see <http://www.albacora.es/es/flotapacifico.asp>

¹² Lloyd's Register Fairplay (<http://www.ships-register.com>), accessed 20 September, 2007

¹³ <http://www.albacora.es/en/flota/pacifico/2.asp>

¹⁴ Lloyd's Register Fairplay (<http://www.ships-register.com>), accessed 20 September, 2007

¹⁵ www.iattc.org/PDFFiles2/JWG-3-04%20Identification%20non-party%20vessels.pdf

¹⁶ About Responsible Fishing, <http://www.albacora.es/en/pesca.asp>

¹⁷ <http://www.albacora.es/es>

2.3 Conservas Garavilla SA – Spain

2.3.1 San Andres

On 23 February, 2007, the US Coast Guard documented the Ecuador-flagged purse seiner *San Andres* (IATTC-registered vessel) actively fishing 80 nautical miles inside the Jarvis Island EEZ. These operations were confirmed as being in violation of US domestic law, since the vessel had no licence to fish in the area nor was the flag state party to the WCPFC.

The registered owner of *San Andres* is Atuneros de Manta SA¹⁸, a 100% affiliate of the Spanish company, Conservas Garavilla SA. Conservas Garavilla claims it is catching between 35,000 and 40,000 tons of tuna annually. It operates five tuna purse seiners and owns factories in Galicia and the Basque country in Spain, as well as in Agadir, Morocco and Manta, Ecuador. See Annex 2 for details of Conservas Garavilla's fleet as recorded on the Lloyd's Register. Its products are sold under the brand names "*Isabel*" and "*Garavilla*". According to its own information, Garavilla exports tuna products to EU member states: Germany, France, the UK, Italy, Estonia, Latvia and Lithuania.

2.4 Calvopesca – Spain

2.4.1 Montecruz and Montelucia

Sometime in June 2007, the El Salvador-flagged purse seiner *Montelucia*, part of the Spanish Calvopesca SA fleet, performed a transshipment inside the WCPFC¹⁹ region to Calvopesca's Panama-flagged reefer *Montecruz*, as reported by the WCPFC. Neither vessel is on the WCPFC list of vessels allowed to operate in the region, and both operations can, therefore, be considered unregulated.

The Spanish company Calvopesca claims it owns 11 boats, six of which are purse seiners, two of which are support vessels and three of which are refrigerated boats used for transporting frozen tuna. See Annex 2 for details of Calvopesca's fleet as recorded on the Lloyd's Register²⁰.

The canneries in the Calvopesca group are located in Carballo and Esteiro (Galicia, Spain). The total production of the Galician factories is 45,000 tonnes per year. Other factories have been set up in Punta Gorda (El Salvador - capacity of 65,000 tonnes) and Guanta (Venezuela - capacity of 16,000 tonnes). In 2005, Calvopesca bought 80% shares in the Brazilian company Gomes da Costa, the biggest producer of canned goods in Latin America, with a capacity of 65,000 tonnes per year.

Calvopesca sells canned tuna in Spain, Portugal, France, Germany and the UK under the brand name "*Calvopesca*", and, in Italy, under the brand name "*Nostramo*". Calvopesca also sells canned tuna under the brand name "*Gomes de Costa*" to South American markets and under the brand name "*Claro*" to the USA. Calvopesca claims to operate a reefer in the East Pacific delivering products to its canning facilities in Ecuador and Venezuela, where loins are produced for the Galician tuna-canning factories.

¹⁸ Lloyd's Register Fairplay (<http://www.ships-register.com>), accessed 20 September, 2007

¹⁹ Source, WCPFC

²⁰ http://www.calvo.es/_en/grupo/g_flota.asp

Table 1: Vessels where Greenpeace has identified clear links to products in the European market.

IUU Vessels in the Western and Central Pacific	Company	Brands for canned tuna available in the EU	Exports and Sales to the EU
Drennec	Nirsa SA (Negocios Industriales Real SA) Guayaquil, Ecuador	Atun Real and private labels	Belgium, Denmark, France, Germany, Greece, Ireland, Italy, Netherlands, Portugal, Spain, Sweden and the UK
Guayatuna Dos Faro Villano	Albacora Madrid, Spain	Campos	France, Germany, Italy, Portugal, Spain, Switzerland and the UK
San Andres	Conservas Garavilla SA Bermeo (Bizkaia), Spain	Isabel, Garavilla	Estonia, France, Germany, Italy, Latvia, Lithuania and the UK
Montelucia, Monterocio	Calvopesca Madrid, Spain.	Calvo, Nostromo (Italy)	France, Germany, Italy, Portugal, Spain and the UK

3. Daylight robbery to fill European dinner plates

Although most of the seiners observed were flying the flags of Ecuador, Venezuela, Panama and the Netherlands Antilles, it is clear that a number of these vessels are owned and operated by Spanish interests and that pirate caught fish is exported to Europe.

Greenpeace recognises that it is the responsibility of the individual Member States of the European Union and the EU as a whole to make sure that vessels that are owned and operated by nationals and companies registered in EU countries do not fish illegally and do not fly flags of convenience to bypass national and EU laws. In addition, the EU must ensure that fish from an IUU source does not enter the European Union market.

Pirate fishing undermines the conservation and management measures of the Regional Fisheries Management Organisation (RFMO) and the WCPFC, and adversely impacts on fragile island economies dependent on fish as an important source of income and food.²¹ Furthermore, the fact that vessels operated or owned by nationals or companies registered in EU Member States use flags of convenience in order to bypass national, regional and international rules, including those of the regional management bodies, undermines any efforts on the part of the European Union to ensure appropriate management and ecosystem protection in affected regions.

In 2006, Greenpeace facilitated a surveillance exercise within the EEZs of the Federated States of Micronesia and Kiribati by providing local authorities the use of the Greenpeace ship *Esperanza*. During the exercise some key issues related to IUU fishing were encountered. It became clear that IUU fishing in the Pacific is not always just a problem of unlicensed vessels operating in the region or of overt illegal catches of fish. Rather, the inspections revealed licensed vessels regularly taking advantage of the lack of resources available to

governments, exploiting loopholes in governance, and undermining management efforts²².

Over 50% of tuna sold in the European market comes from the Western and Central Pacific Ocean. Rampant pirate fishing is of great concern to the sustainability of the stocks and it is the responsibility of retailers to ensure that they are only trading legal seafood products that come from sustainable sources.

Greenpeace is calling for all European retailers to cease buying of stolen tuna, i.e. tuna from fishing companies, traders, processors and brand names that are involved in the trade of catching, processing and selling of IUU-caught tuna.

In order to be able to preclude any future business with pirate-caught tuna and other seafood, Greenpeace is urging retailers to only sell products which they can fully trace back to their origin, and for which legality can be verified (for full standards, please see Annex 3).

Greenpeace is urging retailers to stop selling Pacific bigeye and yellowfin tuna, especially that sourced directly from the operations of companies in the major distant-water fishing nations (Japan, Korea, Taiwan, China, the Philippines, the EU member states and the US) on the basis of concern over the lack of sustainability of these stocks. In addition, the unfair returns to coastal states²³ are a major source of concern for these species, as well as for skipjack and albacore.

Greenpeace is encouraging retailers to seek more sustainable and equitable sources of tuna (albacore and skipjack) from the Pacific, coming from the domestic sectors of small-scale pole-and-line and troll tuna fisheries.

For tuna originating from other regions, Greenpeace recommends retailers examine the sustainability of the products they sell with care.

²¹ Executive Director of the Western and Central Pacific Fisheries Commission, Andrew Wright, Fairfax Media - 31 May, 2007

²² See the summary report of the findings in "Plundering the Pacific": <http://oceans.greenpeace.org>

²³ Out of the 3 billion USD Pacific Tuna fisheries the Pacific Island countries receive only 5% as access fees.

ANNEX 1 Latin American unregistered vessels in the Western and Central Pacific

Vessel Name	Flag	Parent	IATTC	WCPFC	Comment
ROSITA C	Ecuador	Garavilla Conservas - Spain	Yes	No	Sighted by US Coast Guard operating (fishing) on the high seas in early 2007 (all sightings west of 150W). Licensed by KIR under the bilateral agreement with the EU.
GUAYATUNA DOS	Ecuador	Albacora -Spain	Yes	No	Not on the FFA RREG and not on WCPFC white list. Licensed in KIR until April 2008. US Coast Guard reported it to be fishing inside their EEZ on 17 February, 2007(prior to current license activation).
MONTELUCIA	El Salvador	Calvopesca - Spain	Yes	No	Not on the FFA RREG and not on WCPFC white list. Licensed in KIR to April 2008 with Spanish flag. Transhipped to Montecruz
SAN ANDRES	Ecuador	Garavilla Conservas – Spain		No	Sighted on 23 February, 2007 by US Coast Guard actively fishing 80 nautical miles inside Jarvis Island EEZ. Not on the FFA RREG and not on WCPFC white list. Licensed in KIR to April 2008
MONTECRUZ	Panama	Calvopesca - Spain	Not recorded	No	Carrier (transhipment) vessel. Not on temporary register of WCPFC carrier and bunkers. Took fish from Montelucia
ATHENA F	Venezuela	Fextun – Venezuela	Yes	No	Photographed by NZ patrol plane on 2 May, 2007 inside Cook Islands EEZ without gear stowed. Cook Islands has initiated WCPFC IUU Listing procedures.
DANIELA F	Venezuela	Fextun – Venezuela	Yes	No	Apprehended by French Navy in the Marquesas Islands for further investigation of suspected illegal fishing inside French Polynesia's EEZ. 658 tons of fish in the ship's holds 80 tons of which are alleged to have been taken in FP waters. FP has initiated WCPFC IUU Listing procedures.
VINCENTE F	Panama	Pesquera New Caledonia SA – Panama	No	No	Sighted fishing by US Coast Guard on 19 July, 2007 about 250 miles ENE of Kirimati, Kiribati. Not on the FFA RREG and not on WCPFC white list.
MARIA DEL MAR (alias MAR DE MARIA)	Panama	Naviera Atunera Real CA – Venezuela	Yes	No	Licensed by KIR under the bilateral agreement with the EU. Sighted by US Coast Guard operating (fishing) on the high seas in the last several months (all sightings west of 150W)
DRENNEC	Ecuador	Nirsa SA – Ecuador	Yes	No	23 probable sets inside the WCPFC. Convention Area between 7 February and 8 March, 2007. Seven alleged to be made inside US waters, several more inside Kiribati, one in the Cook Islands.
FARO VILLANO	Netherlands Antilles	Albacora - Spain	No	No	Photographed by NZ patrol plane on 12 July, 2007 inside Cook Islands EEZ, 50 miles from Manihiki. Not on the FFA RREG and not on WCPFC white list. Claimed to be on passage from Panama to Iceland

ANNEX 2 Fleet Information

Details obtained from the Lloyd's Register Fairplay
(<http://www.ships-register.com>), accessed 20-21 September, 2007.

Nirsa Fleet

LR/IMO Ship No	Vessel Name	Built	Gross	DWT	Shiptype	Flag
8111453	DRENNEC	1982	1,366	1,250	Trawler	Ecuador
7383683	ELIZABETH F	1982	754	899	Fishing Vessel	Ecuador
7369625	ESMERALDA I ¹	1974	224	278	Fishing Vessel	Ecuador
7112301	ESMERALDA II	1971	310	575	Fishing Vessel	Ecuador
9007403	GABRIELA A	1991	310	450	Fishing Vessel	Ecuador
7011632	GLORIA A	1970	640		Fishing Vessel	Ecuador
7347926	ILE AUX MOINES	1974	883	1,044	Fishing Vessel	Ecuador
7043910	M. CRISTINA ²	1971	241	N/K	Trawler	Ecuador
7806312	MILAGROS A	1980	1,449	1,550	Fishing Vessel	Ecuador
8818348	RAFA A ³	1990	267	N/K	Fishing Vessel	Ecuador
9007427	ROBERTO A	1992	310	450	Fishing Vessel	Ecuador
7383712	ROSA F	1989	779	899	Fishing Vessel	Ecuador
7809285	VIA SIMOUN	1980	1,559	1,610	Fishing Vessel	Ecuador
7383736	VICTORIA A	1989	1,022	900	Fishing Vessel	Unknown

Conservas Garavilla Fleet

8107646	CHARO	1984	2,384	2,844	Fishing Vessel	Ecuador
9210969	ROSITA C	2000	2,502	2,200	Fishing Vessel	Spain
8909252	SAN ANDRES	1991	2,193	1,800	Fishing Vessel	Ecuador

Albacora Fleet

8906468	ALBACAN	1991	2,147	2,100	Fishing Vessel	Spain
8716825	ALBACORA CARIBE	1990	2,058	1,905	Fishing Vessel	Panama
7403641	ALBACORA DIEZ	1977	1,904	1,567	Trawler	Panama
7713230	ALBACORA FRIGO DOS	1979	2,413	2,703	Refrigerated Cargo Ship	Spain (CSR)
7403639	ALBACORA NUEVE	1976	1,904	1,567	Trawler	Panama
8206296	ALBACORA QUINCE	1983	2,336	2,025	Fishing Vessel	Spain
9127435	ALBATUN DOS	2004	4,406	3,250	Fishing Vessel	Spain
9281310	ALBATUN TRES	2004	4,406	3,250	Fishing Vessel	Spain
9171644	EXPLORER II	1997	356	100	Fishery Research Vessel	Netherlands Antilles
9171656	EXPLORER III	1998	356	100	Fishery Research Vessel	Netherlands Antilles
9189691	FARO VILLANO	1999	472	400	Fishing Vessel	Netherlands Antilles
8604668	FURABOLOS	1989	369	268	Fishing Vessel	Seychelles
7409140	GALERNA	1979	1,386	777	Stern Trawler	Netherlands Antilles
8111087	GUAYATUNA DOS	1983	2,165	1,727	Fishing Vessel	Ecuador
8107476	GUAYATUNA UNO	1982	2,165	2,025	Fishing Vessel	Ecuador
8716837	INTERTUNA CUATRO	1990	4,164	1,905	Fishing Vessel	Seychelles
8719310	INTERTUNA DOS	1990	2,058	1,905	Fishing Vessel	Seychelles
9202704	INTERTUNA TRES	2000	4,428	3,756	Fishing Vessel	Seychelles
7805966	INTERTUNA UNO	1980	2,167	1,499	Trawler	Seychelles
6516788	IRIA FLAVIA ⁴	1965	264	N/K	Stern Trawler	Unknown
8212075	MAR DE SERGIO	1984	2,767	2,181	Trawler	Spain
9175028	PANAMA TUNA	1999	4,401	3,866	Fishing Vessel	Ecuador
9276092	PATUDO	2002	393	522	Fishing Vessel	Seychelles
7812098	PLATTE REEFER	1980	3,649	4,395	Refrigerated Cargo Ship	Panama

7020164	PRASLIN REEFER	1970	2,943	3,651	Refrigerated Cargo Ship	Panama
9238703	SALICA FRIGO	2001	7,207	7,748	Refrigerated Cargo Ship	Spain (CSR)
8964393	TARASKA	2000	370	N/K	Diving Support Vessel	Spain
9292333	ZAHARA DOS ⁵	2004	193	N/K	Fishing Vessel	Spain
9292735	ZAHARA TRES ⁶	2004	193	N/K	Fishing Vessel	Spain
9292321	ZAHARA UNO ⁷	2005	193	N/K	Fishing Vessel	Spain

Calvopesca fleet

8021763	MONTEALEGRE	1983	2,157	N/K	Trawler	Seychelles
7409152	MONTECELO	1980	1,931	1,400	Trawler	Cape Verde
8829440	MONTECLARO ⁸	1989	168	N/K	Fishing Vessel	Panama
7710276	MONTECRUZ	1978	2,689	3,439	Refrigerated Cargo Ship	Panama
7409176	MONTEFRISA NUEVE (also known as MONTEFRISA 9)	1984	1,902	1,400	Trawler	Cape Verde
8021775	MONTELAPE	1983	1,665	N/K	Trawler	Seychelles
7625500	MONTELAURA	1977	2,695	3,459	Refrigerated Cargo Ship	Panama
9232668	MONTELUCIA	2001	3,005	N/K	Fishing Vessel	El Salvador
8919453	MONTEROCIO	1992	2,109	1,650	Fishing Vessel	El Salvador
7721067	MONTESOL	1978	2,689	3,439	Refrigerated Cargo Ship	Panama

No's 1-8:
Although not recorded on <http://www.ships-register.com>,
the vessel is recorded on Lloyd's Register Fairplay's sister
site at <http://www.sea-web.com>

ANNEX 3 Greenpeace demands on traceability for retailers

Tracing seafood products from the ship that caught them to the supermarket shelf is essential to ensure that the fish has been legally and sustainably caught. Retailers and processors must take account of the following issues for all seafood products that they buy:

1. Not to buy fish from any **blacklisted vessels and their owners/ operators** listed at <http://oceans.greenpeace.org/blacklist> or available from other national, regional or international blacklists.
2. Not to buy fish from **transhipments** that have taken place at sea. Transhipments must only take place in pre-approved transhipment ports after timely notification to relevant authorities, and under the surveillance of enforcement personnel. All such transhipments must be documented and available on the respective [quota] registry.
3. Only to buy fish that has been delivered to **pre-approved ports/harbours**. In these ports, systems must be in place to ensure that all landings are:
 - recorded on the respective [quota] registry database and catch document;
 - reported in a systematic and coherent way to the authorities in charge;
 - verified between port and flag states through full exchange of all catch data.

Ensuring traceability for large scale fisheries - monitoring, control and surveillance (MCS)

For fish caught by large scale fisheries, traceability can only be ensured when fully functioning MCS measures are in place. A functioning MCS system includes:

- **tamper-proof satellite vessel monitoring systems (VMS)** reporting in real time to a centralised, common and independently held database available to all relevant authorities;
- **automatic electronic catch diaries** for all vessels to shut out the possibility of double bookkeeping;
- **electronic catch documentation** accompanying the catch or any part of it and authorisation of the electronic catch documentation at each step by relevant authorities. The catch document must contain:
 - information on the vessel (name, call sign, flag);
 - area in which the fish has been caught;
 - fishing technique used;
 - size of the catch and whether it has been divided up (each part having its own document)
 - name of the Captain and Fishing Master.

The full catch document must accompany the catch or any part of it throughout the chain of custody and be provided to relevant authorities at least 24 hours in advance of the catch entering a port/shipping facility. It must be signed by the competent authority at each point in the chain.

Small-scale fisheries and traceability

As MCS systems can pose a significant burden on small-scale fishing communities due to the high costs involved in installing MCS systems, a specific approach needs to be defined for small-scale fishermen. The development of such a model needs to be undertaken with the involvement of small-scale fishing sector stakeholders. Capacity building and training of onboard as well as land-based fisheries inspection staff, providing them with an adequate status and salary, will be key.

Whatever the process to develop the appropriate technical framework for small-scale fishermen might be, it is essential that it result in an outcome making it possible for the information listed in the next section to be available for labelling of the end product.

Labelling

All seafood products available for sale to customers need to be fully labelled to ensure traceability and, consequently, legality and sustainability.

Labels must contain:

- The common and Latin name of the species;
- The FAO fishing area where the fish was caught or country where the product was raised (for aquaculture);
- The stock of fishery for wild caught or country of origin for aquaculture products;
- The fishing capture method or type of aquaculture;
- The port of landing for wild caught fish;
- The day of catch and/or landing.

GREENPEACE

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

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