



# How Africa is feeding Europe

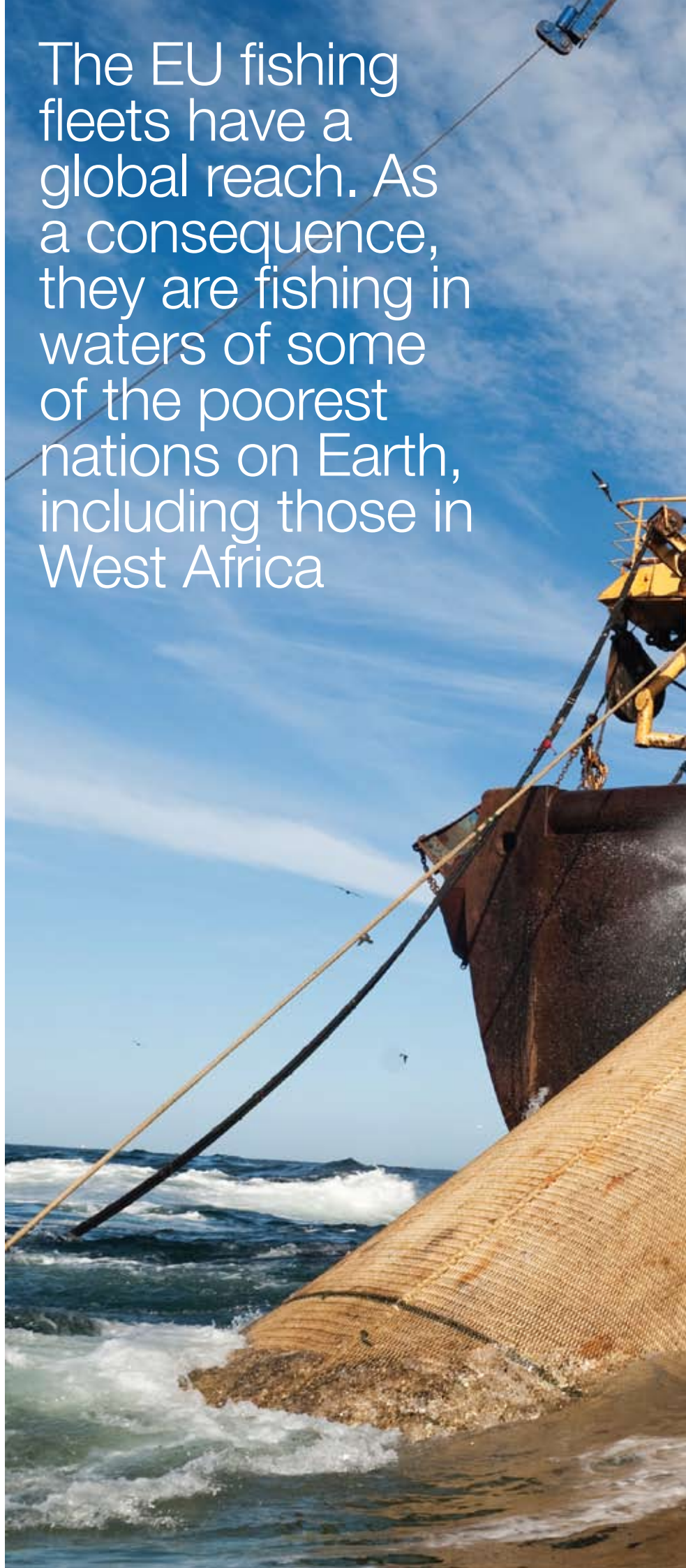
EU (over)fishing in West Africa

Expedition Report  
West Africa Ship Tour  
March 2010

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GREENPEACE

Defending Our Oceans



# The EU fishing fleets have a global reach. As a consequence, they are fishing in waters of some of the poorest nations on Earth, including those in West Africa

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# 01

## Summary

One of the biggest threats facing the world's oceans today is overfishing. The UN Food & Agriculture Organisation (FAO) estimates that over 75% of all fish stocks are fully exploited, overexploited or depleted. In European waters, the level of overfishing is higher than the global average, with an estimated 88% of European fish stocks in a poor state. For some stocks, particularly predatory fish such as sharks, tuna and swordfish, the situation is even more alarming across all oceans, with declines of 90% compared with pre-industrial times.

Currently, the EU fleet is capable of catching between two and three times its maximum sustainable yield. Despite attempts to cut the size of fishing fleets and reduce pressure on fish stocks, the EU has increased the effective catch capacity in many of its fisheries by an estimated 2 to 4% a year. This increase in pressure on marine resources, coupled with declines in fish stocks across Europe, has meant that EU fishing vessels have moved to distant fishing grounds. Today, the EU's fishing fleets have a global reach. As a consequence, they are also fishing in waters of some of the poorest nations on Earth, including in West Africa.

**Image** The 120 metre pelagic trawler Johanna Maria, owned by Dutch company Jaczon and sailing under an Irish flag. The vessel is fishing for round sardinella (*Sardinella aurita*) under an EU fisheries partnership agreement

The EU currently has so-called Fisheries Partnership Agreements (FPAs) with seven West African countries: Cape Verde, Ivory Coast, Gabon, Guinea, Guinea-Bissau, Mauritania and Sao Tome e Principe. Until 2006, the EU also had an FPA with Senegal, but this was discontinued as Senegal's own fisheries capacity had grown over time and its stocks declined.

While the EU claims that FPAs help to ensure transparency of fishing activities in the area, EU-based fishing companies are engaged in a number of private ventures in West Africa that do not fall under the auspices of the EU's Common Fisheries Policy (CFP). These private fishing arrangements are not generally considered part of the EU footprint in West Africa and are therefore not registered in the statistics. This is despite the fact that this type of fishing benefits EU-registered companies and often serves the EU market.

Greenpeace has been documenting fishing activities in West Africa for many years. In both 2001 and 2006 Greenpeace sent a ship to the region, to witness the plunder of West African waters by vessels fishing illegally or in an unregulated or unreported (IUU) fashion. On both occasions Greenpeace investigated and published data<sup>1,2</sup> on how illegal fish from West African waters was finding its way to EU ports and markets.

While efforts are slowly being made to curb IUU fishing, which is thought to account for annual losses of \$1 billion US dollars in the fisheries of sub-Saharan Africa alone, little has actually been done to address the even bigger problem of overfishing in the region.

For a period of five weeks between 24 February and 1 April 2010, the Greenpeace ship *Arctic Sunrise* sailed the waters of Mauritania and Senegal in an attempt to understand the scale and type of foreign fishing in the region. During this period, Greenpeace documented 126 fishing vessels (excluding canoes / pirogues) and 4 reefers (a refrigerated ship normally used for transporting fish). Of the 93 foreign vessels that have been documented, 61 were from the EU. In addition, Greenpeace documented 26 Mauritanian and Senegalese trawlers, and encountered several dozen local canoes / pirogues.

This Expedition Report provides a basic overview of the type of vessels encountered during the expedition, highlighting some of the problems of overfishing through specific examples.

## Method of data collection

The initial navigation route of the *Arctic Sunrise* was guided by two days of aerial surveillance. The Greenpeace ship first sailed to the Northern border of Mauritania, and subsequently followed a regular search pattern south to Dakar, Senegal. From Dakar the ship continued south, to the southern border of Senegal, and then back up to Mauritania.

## Main findings

The observations made during the five weeks represent a snapshot of the activities of vessels operating in the region. Of the 130 vessels encountered by Greenpeace, 93 were identified as foreign-flagged vessels and 29 were trawlers flagged to either Mauritania or Senegal (the flag was unknown for the remaining eight vessels). As the small local artisanal canoes (also known locally as pirogues) were often hard to identify, these have not all been documented and are therefore not included in the total count of encountered fishing vessels. Canoes or pirogues were spotted fishing as far as 18, 25 and 40 nautical miles offshore. In total, 61 vessels were owned by companies from EU countries.

### Roughly three main groups of fishing vessels can be distinguished:

- 1 bottom trawlers with an average length of 33 metres and tonnage of 329 GT. These were mostly Spanish-flagged vessels, while some were local;
- 2 pelagic factory freezer trawlers, with an average length of 110 metres and tonnage of 5,476 GT. These vessels originate from countries of the former Soviet Union, Iceland and the Netherlands; and
- 3 artisanal open fishing boats/canoes, varying in size, fishing with nets, pots and/or lines. Several Senegalese canoes were also documented in Mauritania that, according to testimonies, were forced to fish so far from home due to the poor state of fish stocks in Senegal.





**Table 1** provides an overview of the nationalities of all fishing vessels and reefers encountered during the expedition in Mauritanian and Senegalese waters. A full list of vessels can be found at the end of the Expedition Report.

Flag	Company nationality*	Bottom Trawler (BT)	Pelagic Trawler (PT)	Other	Total	EU
<b>Belize**</b>	6: Iceland 2: Russia 1: France 1: Belgium	-	10	-	<b>10</b>	<b>2</b>
<b>Comoros**</b>	2: Russia 1: Latvia	-	2	1 reefer	<b>3</b>	<b>1</b>
<b>Cook Islands**</b>	Sweden	-	-	1 reefer	<b>1</b>	<b>1</b>
<b>Guinea **</b>	Unknown	-	1	-	<b>1</b>	-
<b>Ireland</b>	Netherlands	-	1	-	<b>1</b>	<b>1</b>
<b>Italy</b>	-	3	-	-	<b>3</b>	<b>3</b>
<b>Latvia</b>	-	-	4	-	<b>4</b>	<b>4</b>
<b>Lithuania</b>	-	-	4	1 reefer	<b>5</b>	<b>5</b>
<b>Mauritania</b>	1: unknown, but at least one captain was Spanish	9***	-	-	<b>9</b>	<b>Unknown</b>
<b>Morocco</b>	-	5	-	-	<b>5</b>	-
<b>Netherlands</b>	-	-	3	-	<b>3</b>	<b>3</b>
<b>Portugal</b>	-	1***	-	1 longliner	<b>2</b>	<b>2</b>
<b>Russia</b>	-	-	11	-	<b>11</b>	-
<b>Senegal</b>	3: Spain	20	-	-	<b>20</b>	<b>3</b>
<b>Spain</b>	-	30	-	1 reefer + 1 longliner	<b>32</b>	<b>32</b>
<b>St. Vincent &amp; Grenadines**</b>	3: Russia	3	-	-	<b>3</b>	-
<b>St.Kitts &amp; Nevis**</b>	Unknown	1	-	-	<b>1</b>	<b>Unknown</b>
<b>Ukraine</b>	-	-	4	-	<b>4</b>	-
<b>United Kingdom</b>	1: Netherlands	-	1	-	<b>1</b>	<b>1</b>
<b>Unknown****</b>	-	7***	1	-	<b>8</b>	<b>Unknown</b>
<b>TOTAL</b>		<b>82</b>	<b>42</b>	<b>6</b>	<b>127</b>	<b>58</b>

\* Where it differs from the flag \*\* Assumed to be a flag of convenience \*\*\* Difficult to determine with certainty the type of gear used  
\*\*\*\* Mainly local, except one large pelagic trawler that covered all of its identification and fled the area when the *Arctic Sunrise* approached



**Image** Action against Trawler Willem vd Zwan. A Greenpeace inflatable behind the trawler *Willem van der Zwan*: SCH302, owned by Dutch company W van der Zwan & Zn BV, and represented by the Pelagic Freezer-trawler Association. The vessel was built in 2000 and is sailing under a Dutch flag. With a length of 142,3 metres, it can presumably process 300 tons per day and has a freezing capacity of 6.000 tons.

# 02

## Europe's largest and most powerful vessels

Among the vessels encountered were 12 of the EU's largest and most powerful vessels. These vessels rank among the top 50 vessels in the EU, based on a tonnage of over 3,000 GT, an engine power of more than 5,000 kWh and/or length of over 100 metres. The following table provides an overview of the largest, most powerful EU vessels sighted at sea. These are all pelagic freezer trawlers.

Name	Flag	Technical specifications		
		Length (metres)	Gross Tonnage (GT)	Engine Power (kWh)
<b>Willem van der Zwan</b>	NL	142.5	9,494	7,920
<b>Afrika</b>	NL	126.22	7,005	7,210
<b>Cornelis Vrolijk FZN</b>	NL	113.97	5,579	7,117
<b>Johanna Maria</b>	IRL	119.65	6,534	6,600
<b>Balandis</b>	Lithuania	117.45	5,953	5,296
<b>Stende</b>	Latvia	104.5	4,407	5,152
<b>Aras- I</b>	Lithuania	103.7	4,378	5,148
<b>Marshal Krylov</b>	Latvia	103.7	4,378	5,148
<b>Marshal Vasilevskiy</b>	Latvia	103.7	4,378	5,146
<b>Frank Bonefaas</b>	NL	119.65	6,512	4,853
<b>Koralas</b>	Lithuania	101.48	3,879	2,854
<b>Tamula</b>	Latvia	101.84	3,868	2,854

JOHANNA MARIA  
SCHWESINGEN

## In the spotlight: *Johanna Maria* and the Pelagic Freezer-Trawler Association

The *Johanna Maria* is one of the largest fishing vessels in the Dutch fleet, with a length of 119 metres and a freezing capacity of 280 tonnes a day. Although flying an Irish flag, the *Johanna Maria* is part of a large, globally-operating fleet of Dutch-owned pelagic freezer / factory trawlers, represented in regulatory and government forums by the Pelagic Freezer-Trawler Association (PFA). The *Johanna Maria* was spotted on 2 March 2010 and was one of several PFA vessels encountered during the tour. Others include the *Afrika*, *Frank Bonefaas*, *Willem van der Zwan* and *Cornelis Vrolijk* FZN.

The PFA is made up of Dutch fishing companies with subsidiary companies in Germany, France and the UK. PFA vessels primarily target small coastal fish species such as herring, blue whiting, sardines and mackerel in the Northeast Atlantic near the coast of West Africa and in the Pacific Ocean. The PFA is responsible for approximately 10% of the total EU catch<sup>3</sup>. Typically, fish is processed and frozen onboard, so ships can stay at sea for weeks and even months at a time. With the best technology onboard, these vessels can find, catch and high-grade<sup>4</sup> their catch with extreme efficiency. In spite of their technology, the vessels also haul up high levels of bycatch, or unwanted catch. In West African fisheries bycatch of sharks, manta rays and turtles presents a major problem and has contributed to these species' decline.<sup>5</sup>

The conflict is one between the large and the small, the haves and the have-nots. When interviewed by Greenpeace, the captain of the *Johanna Maria* complained about the local canoes that they claim were illegally fishing in the same region and making their work more difficult because they were difficult to spot and their boats and gear often got in the way.



## Joint ventures: foreign fishing effort in disguise

Of the 130 ships encountered, three were flagged to either Senegal or Mauritania but had clear links to EU operators or beneficiaries, notably Spain. These vessels likely operate under joint ventures between European fishing companies and locally-based operators. Such joint ventures, in which European fishing companies invest and collaborate with locally-based fishing companies, are encouraged by the EU's Common Fisheries Policy, which considers them a useful way of investing into the economy of developing nations, and safeguarding the EU fishing interests in third country waters.

However, joint ventures can critically undermine fisheries management in three important ways. Firstly, operators are encouraged to move excessive fishing capacity from Europe to third countries, by shifting fishing vessels that are no longer allowed to fish in the EU to new waters, regardless of whether this contributes to overfishing. Secondly, a number of joint ventures have been criticised for not adding value - in terms of local employment, income and food security, supporting sustainable livelihoods, and even for causing a further deterioration of fish population levels and local marine ecosystems. Finally, joint ventures also present a problem in terms of determining the actual foreign fishing effort taking place in regions like West Africa. For example, since the termination of the FPA between the EU and Senegal, many vessels, notably from Spain, have simply reflagged their vessels to Senegal. This means that there is less EU oversight over what is actually being caught by EU operators, as these vessels no longer fall under the jurisdiction of the EU Common Fisheries Policy. Interviews with local businessmen in Dakar reveal that Spanish fishing effort in the area has grown since the termination of the FPA and that much of the fish caught through joint venture agreements in Senegal is destined for the EU market.

During the tour, Greenpeace identified at least three bottom trawlers that are likely to operate under joint ventures.

The *Marsor Primero* flies a Senegalese flag, but is owned by the Eduardo Vieira S.A. group, a Spanish company with a global reach. Spain uses massive amounts of EU and national subsidies to maintain and grow its fishing fleet. Between 2000 and 2006, Spain received almost 50% of the EU's fisheries subsidies<sup>6</sup>. *Marsor Primero* is no exception and has received €1,148,287.05 of European subsidies in the past, for modernisation of the vessel and 'joint enterprises'<sup>7</sup>. According to an interview with the captain, the vessel was catching about 400-500kg of octopus a day, also the target species for the local fishermen.

The *Segundo San Rafael* in Senegal is also part of the Eduardo Vieira S.A. group. Finally the *Kanball III*, although flying a Senegalese flag, is also owned by a large Spanish company, the group Armadora Pereira S.A, which has operations around the world.

## Fisheries Partnership Agreements: who in the EU is fishing in Mauritania

The EU maintains a Fisheries Partnership Agreement (FPA) with Mauritania, for which it has paid €305 million in the period 2006-2009 and has earmarked a further €64 million to the Mauritanian government for 2010, and is set to pay an equivalent amount for the next two years. In addition to these payments, which are paid by European tax-payers, EU ship owners who fish in Mauritanian waters under the agreement pay an additional, individual contribution as part of their fishing licence.

The FPA with Mauritania is the largest fisheries agreement of the EU, enabling around 130 European vessels, mostly from Spain, Italy, Portugal, France and Greece, to fish in Mauritanian waters. In principle, the agreement should only apply to fish stocks that are not already fished to their full capacity by Mauritanian fishermen, or other vessels with which Mauritania has fishing agreements. Vessels may catch certain crustaceans, cephalopods (like squid), tuna, pelagic species (like mackerel), black hake and other demersal species. However, the reality is that the EU targets stocks that are already overfished or at the limits of exploitation.


All EU-flagged vessels that Greenpeace encountered were either fishing or transiting Mauritanian waters, and were presumably registered to fish under the Mauritanian agreement. We did not have the means to verify whether they had licences to fish or not. No EU-flagged vessels were spotted in Senegalese waters (where no FPA exists).



**Image** European and Spanish flags on a Spanish trawler fishing for shrimp in Mauritanian waters

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**Image** Skipjack and yellowfin tuna from the Spanish purse seiner Iribar Zulaika, waiting to be exported from Dakar.



“I used to be able to catch about 20 groupers in one day. Now, I can’t catch more than two.”

Local fisherman in Soumbedioune fish market, Dakar, Senegal

# 03

## The problem

Many of Europe's fishing fleets have the capacity to fish two to three times more than the sustainable level. This overcapacity has led to the current dire state of European fisheries. Rather than solve this problem, the EU has progressively been increasing their capacity in seas beyond its own to meet the growing global demand for seafood and to keep their fleets in business. Several of Europe's largest vessels are currently operating in waters of some of the world's poorest nations through fisheries partnership agreements or joint ventures, undermining local food security by failing to adequately consider the local communities' need for local fish as a source of protein and income. This problem will be exacerbated particularly as climate change impacts worsen in the region.

According to views expressed by local fishermen in Senegal and Mauritania, a consequence of foreign operations in West Africa local fishing communities sees their own catch diminish and sees the destruction of local marine resources at the hands of foreign operators, while the communities themselves reap few if any of the benefits.



**Image** Young girl holding from a Dakar fishing community

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The EU and its Member States are morally responsible for supporting sustainability in less-developed countries and must prevent any conflict and/or competition with the interests, environmental integrity and food security of these countries

## The way forward

**Instead of transferring EU overfishing to foreign waters, Greenpeace believes that the EU should act immediately to recover its own fish stocks through the creation of marine reserves - areas of water off-limits to fishing and industrial activities - and through mandating more sustainable fishing practices.**

Moreover, the EU's external fisheries-related policies must as a minimum share the same or equivalent principles, objectives, standards and targets as its domestic policies. This is also the case for projects and investment schemes in which the EU, EU governments and EU-based companies engage. Any projects that are pursued in this manner should be conducted in the spirit of cooperation and solidarity, and should aim to meet the UN millennium goals.

With the current review of the EU's Common Fisheries Policy underway, Greenpeace is calling for:

- Legally-binding fishing fleet reductions and a shift in fleet structure toward environmentally-sound and socially acceptable fisheries that end overcapacity and destructive fishing practices, ensuring vessels are taken out of the water and scrapped.
- Rules that require and support the designation and protection of marine reserves as a central part of regional fisheries management strategies.
- Provisions to promote science-based decision-making, in particular the introduction of a legal cap on Total Allowable Catches at scientifically recommended levels.
- Provisions that promote transparency in data-handling and decision-making, accountability in fisheries policy and management, and traceability of seafood products.

**Image** Catch from Senegalese Bottom Trawler. Catch from the Senegalese bottom trawler *Nikolaos K*, fishing in Gambian waters while pending a Senegalese license.

## Full list of vessels

Date d-m-y	Latitude	Longitude	Vessel name	Flag	Beneficiary*	Gear type**	Call sign	Other ID	IMO No.
08-03-2010	18°13N	16°34W	Beta1	Belize	Iceland	PT	V3DH3	O.N. 230530031	IMO#8607220
08-03-2010	18°01.92N	16°30.37W	Blue Wave	Belize	Iceland	PT	V3EH2		IMO#8607191
08-03-2010	18°15N	16°34W	Geysir	Belize	Iceland	PT	V3DX2		IMO#8907125
24-2-2010	16°53.883N	16°46.650W	Heinaste	Belize	Iceland	PT	V3DC3		IMO#8607347
24-2-2010	20°35.773N	17°28.387W	King Bass	Belize	Russia	PT	V3SJ6		IMO#8325353
24-02-2010	16°05.982N	16°42.482W	King Bora	Belize	Russia	PT	V30V9		IMO#8033297
24-02-2010	16°41.118N	16°48.719W	Kristina	Belize	Iceland	PT	V3DW2		IMO#8907137
03-03-2010	20°22.901'N	17°25.68'W	Nordic	Belize	France	PT	V3ZY5	290630149	IMO#8908105
24-02-2010	17°15.165N	16°40.238W	Soley	Belize	Belgium	PT	V3PU5		IMO#8607270
24-02-2010	16°43.098N	16°48.900W	Victoria	Belize	Iceland	PT	V3BN2		IMO#8604058
13-03-2010	20°08N	17°27W	Delta reefer	Comoros	Russia	RE	D6EW9		IMO#7912408
07-03-2010	18°47N	16°39 W	Sei Whale	Comoros	Latvia	PT	D6EE7		IMO#7703950
04-03-2010	19°51'5N	17°20'1W	Volopas	Comoros	Russia	PT	D6EO9		IMO#8134986
08-03-2010	17°58'28N	16°0388W	Snow drift	Cook Island	Sweden	RE	E5U2123		IMO#7228302
01-03-2010	20°17.57N	17°45.0W	Xin Yu N°1	Guinea	?	PT			IMO# 8721234
02-03-2010	20°42N	17°18W	Johanna Maria	Ireland	Netherlands	PT	EIEU8	404270	IMO# 9085742
24-02-2010	19°27.841N	16°53.122W	One seven	Italy		BT	IFSG		IMO#9211054
10-03-2010	16°06N	16°44W	Seize	Italy		BT	ILES		IMO#9135987
10-03-2010	17°24N	16°34W	Twelve	Italy		BT	IVCV	O.N. 272	IMO#8809062
25-02-2010	20°35.865N	17°22.352W	Marshal Krylov	Latvia		PT	YLFU		IMO#8035099
05-03-2010	19°41'N	17°07'W	Marshal Vasilyevskiy	Latvia		PT	YFLT		IMO#8033869
24-02-2010	19°36.197N	16°57.513W	Stende	Latvia		PT	YLFD		IMO#8730429
25-03-2010	20°40.9N	17°31.3W	Tamula	Latvia		PT	YLBR		IMO# 7424425
04-03-2010	19°53N	17°20W	Apuokas	Lithuania		PT	LYQK	681	IMO#7042409
24-02-2010	17°51.221N	16°28.755W	Aras I	Lithuania		PT	LYOW		IMO#8136300
07-03-2010	18°42N	16°36W	Balandis	Lithuania		PT	LYOQ	O.N. 650	IMO#7610440
04-03-2010	19°53N	17°20W	Koralas	Lithuania		PT	LYEP	578	IMO#8225412
06-03-2010	-	-	Pluto	Lithuania		RE	LYRW	7212	IMO#8618853
06-03-2010	19°11'9'N	16°36W	Veth elkhair and 2 other sister vessels	Local/unknown		BT	STIZ		n/a
10-03-2010	17°54N	16°31W	Mourali	Local/unknown		BT		NDB531	n/a
25-03-2010	20°45.5N	17°22.2W	Al-Asmac2	Mauritania		BT	STRK/ 5TRK ?	NOB 740	n/a
10-03-2010	17°06N	16°32W	Arpeco IV	Mauritania		BT	ST629		IMO#8619601
07-03-2010	18°37'059N	16°26'671W	Burma Peche V	Mauritania		BT	n/a		IMO#8505795
08-03-2010	17°56N	16°23W	Chor	Mauritania		BT	5TCC	ST619 or STS619	IMO#8706260
11-03-2010	16°49.511N	16°35.541W	n/a	Mauritania		BT	NDB-556	?	n/a
25-02-2010	19°34.609N	16°56.360W	Sipeche II	Mauritania		BT	n/a	?	n/a
09-03-2010	17°47'191N	16°23.581W	ZAYD	Mauritania		BT	5TCB	5182964	IMO#8706258
04-03-2010	20°04N	17°26W	Sahel-2; Ismail-I; Ismail-10; Ismail II; Siniya2	Morocco		BT x5			n/a
17-03-2010	12°26.7N	17°26.9W	Adrimex II	Local/unknown		BT		DAK 819	n/a
08-03-2010	18°34.06N	16°24.585W	K.Amor	Local/unknown		BT	STLQ		n/a
10-03-2010	17°07N	16°34W	n/a	Local/unknown		BT	5TLC	?	n/a
17-03-2010	12°27.04N	17°27.05W	Santana	Local/unknown		NA	?	?	n/a
18-03-2010	12°46N	17°27W	Tieba	Local/unknown		BT			n/a
24-03-2010	20°15.6N	17°36.8W	Afrika	Netherlands		PT	PEAT		IMO#8901913
01-04-2010	20°40.3N	17°25.1W	Frank Bonefaas	Netherlands		PT	PEDV	SCH72	IMO#9074951
25-03-2010	20°34.7N	17°34.4W	Willem van der Zwan	Netherlands		PT	PCII		IMO# 9187306
09-03-2010	17°41.6N	16°34.3W	Cidade de Faro	Portugal		BT	CUQY2	0-2127-C	IMO#8740955
05-03-2010	19°29'N	17°01'W	Jose Veste?	Portugal		LL	CUKY7	SB-1265-C	IMO#9156008
01-03-2010	20°31N	17°42W	Admiral Starikov	Russia		PT	UDUR	885932	IMO#8607218
25-02-2010	20°40.567N	17°38.419W	Aleksandr Kosarev	Russia		PT	UBXS	M-0275	IMO#8607153
01-03-2010	20°34N	17°40W	Aleksandr Mironenko	Russia		PT	UBAU		IMO#8607177
08-03-2010	18°10N	16°33W	Fin Whale	Russia		PT	?		IMO#8314299
18-03-2010	12°53N	17°38W	Kapitan Bogmolov	Russia		PT	UCUE	Fishing #MA-1831	IMO#8607402
24-2-2010	20°34.423N	17°28.219W	Lazurnyy	Russia		PT	UBHN		IMO#8729664
11-03-2010	16°33N	16°45W	Mikhail Verbitskiy	Russia		PT	UAMY	800582 / Fishing #MB-0012	IMO#7703986
23-03-2010	20°00N	16°30W	n/a	Russia		PT			n/a
17-03-2010	12°31.6N	17°38.6W	Oleg Naydenov	Russia		PT	UCUC		IMO#8607309
11-03-2010	16°35.07N	16°49.160W	Zakhar Sorokin	Russia		PT	UDYG	8607256	IMO#8607256
02-03-2010	20°44 N	17°24W	Zamoskyorechye	Russia		PT	UDHY	862131	IMO#8721129
13-03-2010	15°30N	16°53W	Betty	Senegal		BT		DAK 706	n/a
18-03-2010	12°45N	17°13W	Connie	Senegal		BT		DAK 733	IMO#6422559

Date d-m-y	Latitude	Longitude	Vessel name	Flag	Beneficiary*	Gear type**	Call sign	Other ID	IMO No.
18-03-2010	12°42N	17°15W	Helene	Senegal		BT		DAK 764	IMO#5239618
13-03-2010	16°00N	16°57W	Hispasen V	Senegal		BT		DAK 1182	n/a
17-03-2010	?	?	Ile aux Mimosas	Senegal		BT		DAK 667	n/a
17-03-2010	12°26.7N	17°27.14W	Ile aux Oiseaux	Senegal		BT		DAK 661	n/a
13-03-2010	15°40N	16°53W	Ile de Santiago	Senegal		BT		DAK 668	n/a
13-03-2010	15°41N	16°58W	Kanball III	Senegal	Spain	BT	6WGC	DAK 1115	IMO#7618856
19-03-2010	12°48N	17°14W	Khadi Mou Rassoul	Senegal		BT	6WEH	Dak 1056	n/a
13-03-2010	15°40N	16°53W	Lawrence Morie	Senegal		BT		DAK 670	IMO#7418414
17-03-2010	12°21.20N	17°24.74W	Marsor Primero	Senegal	Spain	BT	6WEC	DAK 1061	IMO#8710819
13-03-2010	15°47N	16°48W	n/a	Senegal		BT		DAK 695	n/a
17-03-2010	12°24.98N	17°23.85W	Nata	Senegal		BT	6WXH	DAK 1137	n/a
20-03-2010	13°22.6N	17°15.1W	Nicolaos K	Senegal		BT	6WAA	DAK 909	n/a
13-03-2010	15°44N	16°51W	Ohmor Dsalo ?	Senegal		BT		DAK 665	n/a
13-03-2010	15°59N	16°56W	Onu Dak 2 (Onudak II)	Senegal		BT	6WCZ	DAK 1025	n/a
17-03-2010	12°24.71N	17°28.62W	Segundo San Rafael	Senegal	Spain	BT		DAK 1176	IMO#8818099
17-03-2010	12°34N	17°33W	Sona	Senegal		BT	6WHY	DAK1138	n/a
13-03-2010	15°42N	16°52W	Tadome	Senegal		BT	6VQN	DAK 602	IMO#5429110
13-03-2010	15°42N	17°01W	Ocean Pesca II	Senegal		BT	6WDV	DAK 1046	IMO#7315492
14-03-2010			Albacora Frigo Dos	Spain		RE	EHQO		IMO#7713230
06-03-2010	18°56'31N	16°48.55W	Alcalde Uno	Spain		BT	EA3031	3-TE-11-97	IMO#9163362
25-02-2010	18°41.565N	16°34.606W	Carmen Pilar	Spain		BT	EAGZ	3VI-21-99	n/a
10-03-2010	17°23N	16°32W	Curbeiro	Spain		BT	EACV	3-Gc-16-98	IMO#9194191
23-03-2010	20°00N	16°30W	Curbeiro	Spain		BT	EACV	3-Gc-16-98	IMO#9194191
06-03-2010	19°09'N	16°42'W	Febel Tercero	Spain		BT	EAUH	O.N. 195470 / 3-HU-317-9	IMO#8733550
09-03-2010	17°40.0N	16°34.57W	Gober Primero	Spain		BT	EAV	3-HU-3394	IMO#9105762
25-02-2010	17°35.281N	16°38.521W	Gober tercero	Spain		BT	EBWZ	3GC-1-07-01	n/a
11-03-2010	16°47N	16°40W	Ivan Nores	Spain		BT	EBRR	3-GC-112-0	IMO#9242039
12-03-2010	16°33.75N	16°47.82W	Kukin	Spain		BT	EAZL	3-CA-31-00	IMO#9225847
09-03-2010	17°48.13N	16°41.25W	Lameiro Uno	Spain		BT	EALF	3-VI-22-99	IMO#9192806
09-03-2010	17°48N	16°42W	Loremar	Spain		BT	EAVN	3-VI-23-98	IMO#9192820
25-02-2010	19°05.407N	16°38.114W	Mar rojo dos	Spain		BT	EABA	3GC-1-13-00	IMO#9233090
25-02-2010	19°32.375N	16°58.366W	Mar terra	Spain		BT	EAQG	3GC-1-6-97	IMO#9165126
24-2-2010	17 57.662N	16 26.729W	Monte Carrasco	Spain		BT	EACR		IMO#9034822
01-03-2010	20°24.61N	17°35W	Monte Vios	Spain		BT	EAHG	3-CA-33-04	IMO#9327865
05-03-2010	19°36'N	17°05'W	Nuevo Atis	Spain		LL	EAMP	3AL-2299	IMO#8739566
10-03-2010	17°38.85N	16°37.08W	Peix mar veinticinco	Spain		BT	EAXG	3-HU-313-9	IMO#8733744
11-03-2010	16°35N	16°47W	Peix mar veinticuatro	Spain		BT	EARE	3-HU-34-98	IMO#8733756
12-03-2010	16°25N	16°47W	Peix mar veintiseis	Spain		BT	EAVA	3-HU-311-0	IMO#8733859
09-03-2010	17°42.22N	16°34.34W	Peix mar veintisiete	Spain		BT	ECEH	3-HU-3703	IMO#9300049
25-2-2010	17°35.159N	16°36.486W	peix mar veintiuno	Spain		BT	EAMY	3HU-3-02-96	n/a
10-03-2010	17°05N	16°38W	Playa de Areavilla	Spain		BT	EBSC	3-VI-4101	IMO#9249960
12-03-2010	16°27N	16°47W	Playa de Huelva	Spain		BT	EAUF	3-HU-313-9	IMO#9144615
25-03-2010	20°40.4N	17°30.7W	Playa de Pintes	Spain		BT	EAPS		IMO# 9168996
07-03-2010	18°24N	16°28W	Playa do Santos	Spain		BT	EGOA	3-CA-34-98	IMO#9204996
10-03-2010	17°22N	16°31W	Praia de Rodeira	Spain		BT	ECAL	3-VI-43-02	IMO#9265330
25-03-2010	20°45.6N	17°22.0W	Praia de Samil	Spain		BT	ECDT	3-VI-510-0	IMO#9306500
01-03-2010	20°38N	17°36W	Roca Dos	Spain		BT	EABA	3-GC-113-0	IMO#9233090
25-03-2010	20°45.4N	17°22.7W	Santo do Mar	Spain		BT	ECFA	3-GC-11-04	IMO#9329174
10-03-2010	17°28.85N	16°37.08W	Sierra de Huelva	Spain		BT	EAUC	3-HU-314-9	IMO#9144627
01-03-2010	20°25.28N	17°36.51W	Varalonga	Spain		BT	EAUD	none	IMO# 8803575
02-03-2010	20°43N	17°17W	Viduido	Spain		BT	EATT	none	IMO#8803587
24-2-2010	16°09.838N	16°43.930W	King Fisher	St. Vincent & Grenadines	Russia	PT	J8B2154		IMO#8832112
24-2-2010	16°12.545N	16°45.252W	King Ray	St. Vincent & Grenadines	Russia	PT	J8KQ2		IMO#8730132
01-03-2010	20°37N	17°31W	Coral	St. Kitts & Nevis		PT	V4GV		IMO#8228543
06-03-2010	18°59.409N	16°44.459W	King Dory	St. Vincent & the grandines	Russia	PT	J8b2054	8526	IMO#7610414
13-03-2010	15°41.84N	16°55W	COVERED	Unknown/covered		PT	Covered	-	n/a
26-03-2010	20°32.3N	17°37.9W	Cornelis Vrolijk FZN	UK	Netherlands	PT	MLPC9		IMO# 8707537
24-02-2010	16 14.756N	16 45.641W	Boris Derevyanko	Ukraine		PT	UTSL		IMO#8607139
12-03-2010	16°20N	16°43W	Kiyevska	Ukraine		PT	USFI		IMO#8138695
25-02-2010	20°47.804N	17°24.415W	Leonid Borodich	Ukraine		PT	UTRA		IMO#6511893
24-02-2010	16 18.174N	16 42.707W	Ribalka Sevastopol	Ukraine		PT	UYYC		IMO#8826151

# References

<sup>1</sup> [www.greenpeace.org/international/global/international/planet-2/report/2007/8/plunder2006.pdf](http://www.greenpeace.org/international/global/international/planet-2/report/2007/8/plunder2006.pdf)

<sup>2</sup> [www.greenpeace.org/international/Global/international/planet-2/report/2001/10/witnessing-the-plunder-a-repo.pdf](http://www.greenpeace.org/international/Global/international/planet-2/report/2001/10/witnessing-the-plunder-a-repo.pdf)

<sup>3</sup> De hervorming van het Europese visserijbeleid: pompen of verzuipen. Greenpeace Netherlands, November 2009 [www.greenpeace.nl/raw/content/reports/de-hervorming-van-het-europese.pdf](http://www.greenpeace.nl/raw/content/reports/de-hervorming-van-het-europese.pdf)

<sup>4</sup> 'High-grading' is where lower-value fish are thrown back into the ocean - often dead or dying - to make space for more valuable fish catches

<sup>5</sup> JaapJan Zeeberg, Ad Corten, Erik de Graaf (2006), Bycatch and release of pelagic megafauna in industrial trawler fisheries off Northwest Africa in Fisheries. Research 78, 186-195

<sup>6</sup> [www.greenpeace.org/international/en/publications/reports/spain-CFP/](http://www.greenpeace.org/international/en/publications/reports/spain-CFP/)

<sup>7</sup> [www.fishsubsidy.org](http://www.fishsubsidy.org)

**Image** Seagulls pick fish from the catch of the Dutch factory trawler Afrika. The vessel is owned by the Dutch company Jaczon BV and represented by the Pelagic Freezer-trawler Association



# 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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