



PIRATE FISHING PLUNDERING THE OCEANS



Greenpeace International Campaign against Pirate Fishing

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PIRATE FISHING

PLUNDERING

THE OCEANS



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Photo cover: "The crew of the Belize- flagged pirate vessel Salvora hooded to cover their identity." © Greenpeace/Newman



When Greenpeace found it fishing illegally, the Salvora had all its identification markings covered. It revealed itself as it approached port.
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PIRATE INFESTED WATERS, OUR OCEANS IN CRISIS

They are faceless mercenaries who, with just a click on an internet website and a few hundred dollars, recklessly plunder our seas. Their unregulated nets snare not only countless tons of fish, but also many of our oceans' endangered mammals and seabirds. While governments around the world have done little to confront these modern day pirates, the essential biodiversity of the seas and local communities are under a growing threat – this is the reality of pirate fishing.

There is nothing romantic about these masked crews. They are not sailing the high seas in search of treasure. They are ruthlessly exploiting already depleted fish populations, and robbing legitimate fishermen of millions of honestly earned dollars. Vessels up to 100 meter long are able to stay at sea for months on end and sail under flags of convenience which can be bought on the worldwide web. They drag nets across the ocean bottom with mouths up to 2km in circumference and set thousands of hooks per day across the surface of the seas. Thousands of species of sharks, dolphins, sea turtles, endangered seabirds and non-target fish, all critical to maintain a healthy marine food chain, are also caught and drowned, and then simply discarded. In fisheries worldwide, 27 million tons of fish are caught and thrown back into the sea as unwanted "bycatch" every year. Altogether this figure represents about one quarter of the global fish catch.



.. the prevalence of illegal, unregulated and unreported (IUU) fishing is considered to be one of the most severe problems currently affecting world fisheries. It is likely to have far-reaching consequences for the long-term sustainable management of fisheries..."

(Report of the United Nations Secretary-General, Kofi Annan, to the United Nations General Assembly on Oceans and the Law of the Sea (A/55/61), 20 March 2000, paragraph 120).

Facts about Fisheries

- The United Nations Food and Agriculture Organization (FAO) estimates that 60-70% of the world's major fisheries are fully exploited, overexploited, or depleted.
- Some 27 million tons of unwanted fish 'bycatch' is caught, killed and dumped back into the sea each year, because of unselective fishing practices and gear.
- Over the past 4 years, some 330,000 seabirds, including endangered species of albatross, were caught and drowned as "bycatch" in longline fisheries in the Southern Ocean surrounding Antarctica, mostly by pirate or flag of convenience fleets.
- Over 40,000 sea turtles are reported caught in longline fishing operations each year.
- Of the 3.5 million fishing vessels worldwide, only 30-40,000, or 1% by number, are classified as large-scale, industrial vessels. These vessels, however, constitute 50-60% of the total vessel 'capacity' (measured in GRT) of the world's fishing fleet.
- 200 million people worldwide are employed directly or indirectly by fishing.
- Of the 15 million people working directly on fishing boats, only 10% are employed on industrial fishing vessels; the remaining 13.5 million work in small-scale and traditional fisheries.
- A World Bank report estimates subsidies to the fishing industry worldwide amount to \$14-20 billion a year. The UN FAO estimated that in 1989 the world's fishing fleet, primarily the large-scale, industrialized sector, received some \$54 billion dollars (US) in subsidies.
- A billion people in Asia alone depend on fish as their primary source of animal protein.
- Small-scale, artisanal fisheries produce approximately one half of all fish caught for human consumption.
- About 1/3 of the total global catch of fish is ground up into animal feed, food for fish farms or as food additives - not used for direct human consumption.
- More than 80 species of North American fish are in danger of extinction, primarily due to overfishing and habitat destruction.
- Scientists involved in a study by the US National Academy of Sciences ranked fishing as the most serious threat to the marine environment.

Sources: UN FAO State of World Fisheries and Aquaculture, 1995, 1996 & 1998; Marine Fisheries and the Law of the Sea: A Decade of Change, UN FAO Fisheries Circular No. 853; CCAMLR Scientific Committee Report, 2000; A Global Assessment of Fisheries Bycatch and Discards, UN FAO Fisheries Technical Paper 339; UN FAO: Future of Fish for Food Depends on Better Management of Oceans. Press Release 98/31; American Fisheries Society; Subsidies in world fisheries: a re-examination - World Bank technical paper no.405, 1998; The World's Imperiled Fish, Scientific American, Vol 9, No. 3 1998

Fishing out the Seas

As far back as the 1992 UN Earth Summit, governments agreed that fisheries in many areas face "mounting problems" including "overfishing, unauthorized incursions by foreign fleets, ecosystem degradation, overcapitalization and excessive fleet sizes...insufficiently selective gear, and increasing competition between artisanal and large-scale fishing..." (Agenda 21, para. 17.72). Despite this, a Greenpeace review of data from 1991-1997 on large-scale, industrial fishing fleets shows that, with the exception of 1995 and 1996, the numbers and tonnage of new fishing



vessel construction continued to rise, and that overall the fleet size continued to grow. Furthermore, new vessel construction is specialized toward large vessels using large mid-water trawls, highly automated 'longlines' of up to 50,000 hooks per vessel, and deep water trawl and longline fishing technology. As a result of the continuous increase in fishing capacity, the UN FAO identified 60 - 70% of the world's fisheries as either fully exploited, over-exploited, depleted or slowly recovering from previous collapse.

The most obvious cause of overfishing is the unregulated growth in the number of large-scale, high technology fishing vessels in the world's fishing fleet. Industrial fleets account for only one percent of fishing vessels world-wide, but they take more than half the global catch of 80 -90 million tons per year. The rapid growth of this fleet has led to dramatic declines in many of the world's traditional fishing areas.

Most of the fish catch increase in 1980s came from only five species - sardines, anchovies, pollack, pilchard and jack mackerel - most of which was used to produce food additives, livestock and farmed fish feeds - not for direct human consumption. Numerous other species have reached their limits, while many high value species such as cod, hake, bluefin tuna and haddock are declining.

As a result of this trend, fishing fleets and companies are aggressively searching out and developing new fisheries in hitherto remote or unfished regions, in particular in international waters. International waters, also referred to as the high seas, are those areas of the world's oceans beyond countries' 200-mile zones. Most high seas areas are governed by regional fisheries management organizations, treaty organizations designed to set international rules and regulations for fishing on the high seas.

As these organizations attempt to deal with overfishing by setting restrictions on the amount of fish that can be caught, more and more companies and fishing vessels are turning to pirate fishing: the use of "flags of convenience" to avoid being forced to comply with international laws.

Greenpeace shadows a Belize-flagged pirate vessel in the Southern Ocean around Antarctica.
© Greenpeace/Newman





Illegal pirate fishing vessels in Port Louis, Mauritius.
© Greenpeace/Newman

DODGING THE RULES: FLAGS OF CONVENIENCE = PIRATE FISHING

Flags of convenience are legal, and easy to get. The consequence of granting them is criminal.

“There was little we could do. These people aren’t responsible to anyone. The ships are never seen in Belize. The Belize shipping register is privatized. There should be proper accountability.”

*Manuel Esquivel, former Prime Minister of Belize, stating that the country had received many diplomatic complaints about illegal fishing by Belize-flagged ships.
Source: Sunday Express, UK 4/4/99.*

The UN FAO recently reported a significant increase in the number of large-scale, industrialized fishing vessels that fly flags of convenience (FOCs). Under international law, the country whose flag a vessel flies (the Flag State) is responsible for ensuring that a vessel fishing on the high seas abides by international rules and regulations.

In total contrast, an FOC country is one that registers fishing vessels to operate under its flag in exchange for a fee, while turning a blind eye and exercising no control over the activities of the vessel. The vessel does not fish in the country’s waters, the government has no idea where, what and how much the vessel is fishing, and rarely, if ever, does the vessel actually use the country’s ports.

It costs only a few hundred dollars to buy an FOC, and is disturbingly easy. Just a mouse click on the internet. And with that, pirate fishermen can steal with impunity. Not only do FOC vessels routinely violate fisheries regulations



on the high seas, they also regularly engage in “poaching” or fishing illegally inside developing countries’ waters (200-mile maritime zones), robbing that country of employment and income opportunities. Not only is Flag of Convenience fishing a threat to fisheries and the marine environment, but there is a human cost also. The International Transport Workers Federation (ITF), based in London, reports numerous problems associated with FOC fishing, including abuse of crews, virtual slave wages and extremely hazardous working conditions. For these reasons Greenpeace and the ITF have joined together in demanding an end to the FOC system. (ITF, Greenpeace, “Troubled Waters - fishing, pollution and FOCs”, March 1999)

Buying a flag of convenience is easy – as easy as shopping on the internet:

WWW.FLAGSOFCONVENIENCE.COM



Can any ship qualify, how quickly can a flag of convenience be obtained, and at what cost? Surprisingly quick, easy and remarkably cheap...

For Cambodia, the site states: “Any vessel is accepted for registration regardless of tonnage, age, nationality or place of incorporation of owners and nationality of officers and crew.”

For Honduras: “A vessel may be registered under the Honduras flag within maximum 24 hours after submitting relevant Application and supporting documentation.” The only supporting documents required for a provisional registration are “Bill of Sale, Tonnage Certificate, Power of Attorney”. For a permanent registration only two additional documents are needed: Deletion Certificate from the previous Registry and a Certificate of Seaworthiness (in case the vessel is more than 20 years of age).

The cost of registering a ship and the annual fee to fly the flag of Malta amounts to approximately \$500 (US dollars) for a fishing vessel weighing 824 tons – the average weight of the FOC fishing vessels listed on Table 1. (source: www.matla.co.uk/vm/shipreg/htm)

Who harbours the pirates?

Based on an analysis of data from Lloyd’s Maritime Services, Greenpeace estimates that there are some 1300 industrial-scale fishing vessels flying flags of convenience (Table 1). Over 1000 of these vessels (approximately 80%) fly the flag of Belize, Honduras, Panama or St Vincent and the Grenadines (though recent reports indicate that Panama is making an effort to clean its vessel registry). The “registered” owners of these vessels are located in some 80 countries with most of them listed as based in Taiwan, the European Union (primarily Spain), Panama, Belize and Honduras (see Table 5).

Flag of convenience fishing makes a mockery of international efforts to regulate fisheries. FOC vessels abide by no rules, catch as much as they possibly can, and disregard any regulations in place to protect endangered species or otherwise reduce and eliminate bycatch. They know that the flag state will not force them to comply with any rules, even if the flag state knew what they were doing, and no other country can stop them from breaking the law.

They do not report their catch to any fisheries authorities making it difficult for scientists to determine the health of fish stocks for management purposes. Their numbers are growing as governments attempt to restrict the catches of legal fishermen to conserve dwindling fish stocks. Unless flags of convenience are eliminated, this loophole in international law will continue to grow and undermine international efforts to conserve fish stocks and protect marine biodiversity.

Greenpeace believes that not only the FOC fishing vessels at sea are “pirates”, but cargo ships servicing FOC fishing fleets at sea (for resupply or transporting fish to market) should also be considered pirate vessels as they ensure that FOC fishing vessels are able to continue to fish with impunity.

Table 1.

FOC vessels by country of flag (Flag State). Source Lloyd’s Maritime Information Services 1999.

Flag	Number of ships ≥ 24m	Total tonnage	Average tonnage	Average length (m)
Belize	404	347,036	859	51.5
Honduras	395	173,050	438	44.8
Panama	214	167,969	785	48.5
Saint Vincent & the Grenadines	108	181,753	1,683	59.0
Equatorial Guinea	56	30,985	553	50.2
Cyprus	45	103,455	2,299	64.8
Vanuatu	34	50,609	1,489	55.1
Sierra Leone	27	9,767	362	42.6
Mauritius	22	7,581	345	45.6
Netherlands Antilles	18	17,482	971	54.8
Totals	1,323	1,089,687	824	49.9



Patagonian toothfish,
also known as Chilean or
Antarctic sea-bass, and
merluza negra.
© Greenpeace/Grace



PIRATE FISHING IN ACTION

Pirate fishing in the Atlantic

The problem

Industrial-scale tuna fishing fleets from all over the world have turned to the Atlantic Ocean and Mediterranean Sea to benefit from the rising global demand for tuna (*Thunnus sp.*) and the rising price it commands. Fishing by FOC vessels is common in this region. The problem is compounded by the fact that fisheries control and surveillance are virtually non-existent on the high seas of the Atlantic Ocean. Most of the national economic exclusion zones (EEZs) off the west coast of Africa, where both legal and illegal foreign distant-water fishing fleets operate, are not sufficiently controlled either. This has not only resulted in the decline of fish stocks but has jeopardized the livelihoods of the coastal fishing communities and the food security of local populations. It also deprives those coastal states of potential revenue from healthy fisheries.

Some of the region's tuna species and other "tuna-like" species e.g. marlin, (*Makaira sp.*) and swordfish, (*Xiphias gladius*) are suffering population declines that are of great concern to legal fishermen, fisheries scientists and environmentalists. "By-catch" species are also being affected.

Recent high catches of bigeye tuna (*Thunnus obesus*), especially since 1991, have caused the stock to decline rapidly. The stock is now so over-exploited scientists have recommended that fishing effort be quickly and severely curtailed.

The eastern stock of Atlantic bluefin tuna (*T. thynnus*) is in even worse shape. Increased fishing pressure in the 1970s and 1980s, and again since the early 90s, has led to declines in the stock of spawning fish. The spawning stock is currently thought to be less than one fifth of its 1970 size. By then the stock had already been fished for centuries. Attempts to impose proper fishery management in this area are almost futile, as scientists assessing the states of

bluefin tuna stock have little information on or understanding of the fishery and catch, so clear recommendations on management are impossible to make.

Pirate fishermen have no regard for falling fish stocks or management schemes where they are in place, and it is the lure of big money paid for high-quality tuna, especially on the Japanese market, that provides all the incentive they need to continue to exploit the stock. Because tunas are a highly sought after commodity in the international market, both for canning and “sashimi” (raw fish which is regarded as a delicacy in Japan and, recently, in some other countries), it is perhaps no surprise that many companies involved in fishing and the international tuna trade will often try to evade the rules and regulations that would restrict their catches and their profits.

ICCAT

The International Commission for the Conservation of Atlantic Tunas (ICCAT) is the regional organization established under international law to manage tuna fishing and conserve the stocks. Vessels flying flags of convenience intentionally breach all of ICCAT’s rules.

ICCAT estimates that FOC vessels fishing for tuna in the region land perhaps 10% of all tuna species and one quarter of bigeye tuna catches.

ICCAT contracting countries (Table 2) have endorsed a broad variety of mandatory and voluntary steps against both ICCAT member and non-member countries to combat pirate fishing. They have banned the importation of bluefin tuna from vessels flying the flag of Belize, Honduras and Equatorial Guinea, as well as swordfish from Belize and Honduras.

In 1999, based on lists submitted by Japan and the United States, ICCAT identified 345 tuna longline vessels currently engaged in FOC fishing activities in various oceans, including the Atlantic Ocean. In addition to Belize, Honduras and Equatorial Guinea, eight countries were “identified”, or served notice: Kenya, Singapore, Philippines, Cambodia, Guinea-Conakry, Sierra Leone, St. Vincent & the Grenadines and Trinidad & Tobago.

At the annual meeting in November 2000, ICCAT members agreed to extend the import ban and close their markets to all bigeye tuna caught by vessels flying the flags of Belize, Honduras, Equatorial Guinea, St Vincent and the Grenadines and Cambodia. The European Union, Japan, the United States and China, amongst others, are members of ICCAT. These countries are major markets for fisheries products worldwide.

There are strong indications that pirate vessels are increasingly transshipping their catches at sea, rather than directly offloading in ports. This serves to conceal any connection between the fish and the pirate vessel by the time the fish arrives on the market and so the true origin of the fish becomes unknown. Transshipping and re-supplying at sea also allow these pirate vessels to stay at sea and catch more fish rather than, when their holds are full, transit to port where they could be confronted with port inspections or control of their activities.

Most of the rules agreed by ICCAT so far have focussed on fishing vessels. But in an effort to prevent FOC vessels from benefiting from transshipments at sea, ICCAT adopted the following measure (97-11):

“Contracting parties shall ensure that fishing vessels and mother vessels flying their flag only transfer or receive at-sea transshipment of ICCAT species from Contracting Parties and Cooperating Parties, Entities or Fishing Entities,such transshipment activities shall be reported annually to the Commission”.



Table 2.

ICCAT Contracting Parties*

Angola	Korea
Brazil	Libya
Canada	Morocco
Cape Verde	Namibia
China	Panama
Croatia	Russia
Equatorial Guinea	Sao Tomé and Príncipe
European Union	South Africa
France (on behalf of their overseas territories)	Trinidad and Tobago
Gabon	Tunisia
Ghana	United Kingdom (on behalf of their overseas territories)
Guinea	United States of America
Ivory Coast	Uruguay
Japan	Venezuela

ICCAT has granted co-operating status to: Taiwan, Mexico and Philippines

Greenpeace exposes pirate tuna vessels and transshipment of catches at sea

In April and May 2000, Greenpeace conducted a seven-week ship expedition to the Atlantic fishing grounds on the MV Greenpeace. The expedition began in Cape Town, South Africa and ended in Las Palmas, Spain and during the expedition identified six tuna longliners flying flags of convenience, one stateless longliner, as well as two refrigerated cargo vessels (reefers) and a tanker servicing FOC vessels at sea (table 3).

The images collected by Greenpeace during this expedition clearly show how the operation of these flag of convenience longliners are supported by a whole sea-going infrastructure designed to transship the FOC catches to market and re-supply the FOC fishing vessels at sea.

Despite reliable tracking and documentation of the vessels by the crew of the MV Greenpeace, the relevant authorities did little to act. They were all registered either in Belize, Cambodia, Panama or Equatorial Guinea and bound for ports in South Africa and Spain. The reefers were also challenged about their activities.

14 tuna reefers were seen in the Japanese port of Shimuzu. Eleven were flying the flag of Panama, two of Japan and one of Liberia. Several were offloading tuna and/or loading bait. Companies owning those reefers do not “voluntarily” refrain from doing business with FOC vessels, for extensive economic interests and large profits fuel their fishing and transshipping activities. Actions to deter and eliminate FOC fishing must address all links in the industry from fishing vessel to retailer. Governments should take much stronger measures to force companies to stop this destructive trade.

Gutting caught tuna onboard the Belize-flagged longline fishing vessel CHIEN CHUN n. 8 in the South Atlantic.
© Greenpeace/Sutton-Hibbert





Sharkfins drying on the upper deck of longline pirate vessel CHIEN CHUN n.8 in the South Atlantic
© Greenpeace/Sutton-Hibbert

ICCAT Resolution 99-11 (calling for further actions against IUU fishing activities by large-scale tuna longline vessels in the Convention Area and other areas) requires Contracting Parties, Cooperating Non-Contracting Parties, Entities or Fishing Entities:

[...] i: "to urge their importers, transporters and other concerned business people to refrain from engaging in transaction and transshipment of tunas and tuna-like species caught by vessels carrying out illegal, unregulated and unreported fishing activities in the Convention Area and other areas"

[...] iii: "to urge their manufacturers and other concerned business people to prevent their vessels and equipment/devices from being used for the illegal, unregulated and unreported longline fishing operations in the Convention Area and other areas"

Table 3.

Greenpeace sightings of FOC vessels in the Atlantic At Sea

- 3 May 2000 - Chien Chun nr. 8 – longliner – Belize. Registered owner: Great Ocean Enterprise (Belize). Fishing in position 09o11’S – 01o00’W
- 6 May 2000 – MV Hatsukari - reefer - Panama Registered owner: Atlas Marine Co Ltd. Transshipping in position 10o12’S – 05o30’W
- 6 May 2000 - Jacky nr. 11 – longliner – Belize. Registered owner: Seven Seas S.A./Singapore. Transshipping bait from MV Hatsukari
- 6 May 2000 – Benny nr. 87 – longliner – Cambodia. Transshipping tuna to and bait from MV Hatsukari
- 6 May 2000 – Jeffrey nr. 816 – longliner – Belize. Registered owner: Seven Seas S.A. Singapore– Transshipping with MV Hatsukari
- 8 May 2000 – Benny nr. 87 – longliner – Cambodia. Fishing in position 09o07’S – 04o55’E
- 12 May 2000 – MV Toyou – reefer – Panama. Transshipping in position 08o35’S – 05o30’E
- 12 May 2000 – Hau Shen nr. 202 – longliner – Belize. Owner: Hau Yow Fisheries Co. Ltd (Taiwan).– Attempted transshipping with MV Toyou
- 13 May 2000 – Chen Fa nr. 736 (496) – longliner – nationality unknown. Fishing in position 08o17’S – 05o41’E
- 13 May 2000 – I Man Hung nr. 166 – longliner – Equatorial Guinea. Sailing – observed in position 08o28’S – 05o28’E



In Harbor: Las Palmas, Canary Islands, Spain

The following list of flag of convenience vessels is only a sample based on random observations between March and May 2000 in the port of Las Palmas de Gran Canaria (Canary Islands/Spain). Many longliners observed did not display their country or port of registry or registration number. Many appear on the lists published by ICCAT and/or the Federation of Japan Tuna Fisheries Co-operative Associations.

March 2000

Aida (previously named Showa Maru nr. 25) -Belize

Alnajma Albaidha - Belize

Al Nasim - Belize

Al Rabat Al Amani - Belize

Al Shafq - Belize

Al Yakada - Belize

Intersoro nr. 155 - Belize (Fumi Maru 32 erased)

Sunrise nr. 607 - Honduras

Zarqua Al Yamama - Belize

Victoria nr. 4 (reefer) - Panama

April 2000

Aida - Belize

Alnajma Albaidha - Belize

Al Nasim - Belize (Lebanon owned?)

Al Rabat Al Amani - Belize

Al Shafq - Belize

Al Yakada - Belize

Bob nr. 227 - Belize

Sunrise nr. 607 - Honduras

Zarqa Al Yamama - Belize

Seasafico (reefer) - Honduras - loading

May 2000

Aida - Belize

Alnajma Albaidha - Belize

Intersoro nr. 155 - Belize (ex Fujimaru nr. 32)

Zarqua Al Yamama - Belize

Asian Rex (reefer) - Panama

In Harbor: Table Bay, Cape Town, South Africa

In Table Bay Harbor, Cape Town Greenpeace observed some of the vessels listed on both the ICCAT list of FOC tuna longliners and the South African Port Authority lists.

- On 1 July, Greenpeace found the Belize-registered Hau Shen nr. 202 . According to ICCAT, this vessel is Taiwanese-owned. At the time the vessel was flying a Taiwanese flag but did not display a nationality, port of registry or registration number on its hull. The South African authorities informed Greenpeace that they would inspect the vessel.
- Two days later, Greenpeace found the Taiwanese-owned Ji Chin nr. 2, registered in Honduras though with no nationality on the hull. Loading bait at the same berth was the Hung nr. 121, owned and registered in Honduras but again with no nationality displayed on the hull. Another pirate fishing vessel on the Port list had already sailed, the Belize-registered Chen Chieh nr. 88.

ICCAT TAKES ACTION

As mentioned earlier, at the annual meeting of ICCAT in November 2000, ICCAT members agreed to ban the import of Atlantic bigeye tuna and its products from vessels flying the flags of Belize, Cambodia, Equatorial Guinea, Honduras, and St Vincent and the Grenadines. Import bans concerning bluefin tuna and swordfish from Honduras, Belize and Equatorial Guinea have been maintained for another year.

Greenpeace welcomed the ICCAT decisions as an effective step, if fully implemented, to cut off some of the most important markets to pirate fishing fleets. Japan has taken a lead role in combating pirate fishing and initially proposed the ICCAT import ban on bigeye tuna. The Japanese government has also declared they were increasing the pressure on Japanese companies involved in transporting and trading tuna to stop doing business with pirate fishing fleets.

Interestingly, Honduras sent a representative to ICCAT in 2000 to explain the latest developments regarding their register for fishing vessels. According to the statement delivered by Honduras in October 2000, the government deleted 228 fishing vessels from its registry and "suspended" the remaining 41. Based on this declaration, Honduras was granted a few months delay before the ban on bigeye tuna comes into force for Honduras. ICCAT may decide not to impose the ban based on a review of further developments.

Honduras is one of the worst of the flag of convenience countries worldwide. It remains to be seen whether Honduras will effectively prevent its flag from being used as a flag of convenience.

Panama, on the other hand, did not even send a representative to the meeting of ICCAT. Panama has in recent years been claiming that it is no longer an FOC country but an internationally responsible flag state. However, as the flag state of numerous cargo vessels that re-supply and transship fish from FOC fishing vessels in the Atlantic, Panama is clearly in violation of ICCAT measures and its international obligations as flag state. Unless and until Panama brings its vessels firmly under control it will remain a flag of convenience country.

The EU, though a member of ICCAT and other regional fisheries organizations plagued by pirate fishing, has done little to halt the problem even though a large number of flag of convenience fishing vessels operating around the world are owned by companies based in EU member states, primarily Spain.



Wandering albatrosses caught in longline
© Greenpeace/Hansford

The Southern Ocean pirates

“These modern-day buccaneers must not be allowed to plunder our seas for profit at the direct expense of seafarer’s lives, and of the environment. ... I particularly deplore the reckless illegal fishing under flags of convenience that we have seen threatening the stocks of toothfish in the Antarctic, with consequences for birdlife, including the wandering albatross.”

John Prescott, UK Deputy Prime Minister speaking at the United Nations in April 1999.

The problem

Patagonian toothfish, found in the Southern Ocean around Antarctica, is a clear example of a fish species that has been decimated by an out-of-control pirate fishing fleet in a relatively short time.

Known in markets as Chilean or Antarctic sea bass, it is found on seamounts and continental shelves around most sub-Antarctic islands. Like many deep-sea species, little is known about toothfish but, in the six years since the pirate longliners began fishing in the Southern Ocean in earnest, it has been established that many toothfish populations are at the brink of collapse.

“If illegal and unregulated fishing continues at the current level the population of Patagonian toothfish will be so severely decimated that within the next two to three years the species will be commercially extinct. Some areas are already showing signs of this.”

Press release by Australian Minister for Resources and Energy Warwick Parer and Minister for Foreign Affairs Alexander Downer, July 22, 1998

The situation for some “by-catch” species is equally desperate. All 19 species of Southern Ocean albatross are also routinely hooked and drowned by pirate fishers, an estimated 330,000 seabirds in just five years. The Amsterdam albatross is the worst affected. Just five to eight breeding pairs are left on the French territory of Amsterdam Island. The World Conservation Union (IUCN) 2000 Red List of Threatened Species included 16 albatross species threatened as a result of longline fisheries.

This pirate fishery is made up of both illegal fishing (mostly within the EEZs surrounding sub-Antarctic island territories) and unregulated fishing within the Southern Ocean area managed by the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR).

Many of the vessels in this pirate fishery fly the flags of Belize, Saint Vincent & the Grenadines, Panama, Honduras and Vanuatu, but flag hopping between FOC states to make the vessels harder to track or prosecute is not uncommon.

At its peak in 1997 the total illegal catch of toothfish was estimated at around 100,000 tonnes, valued at over US\$500 million. During the 1997/98 season alone, illegal fishing around the sub-Antarctic French territory of

Crozet Island reduced the stock by 25%. By 1998 the toothfish stocks around Prince Edward and Marion Islands had been fished to the point of commercial extinction.

Despite the depletion of Patagonian toothfish stocks - including the collapse of key fishing grounds in the Indian Ocean sector of the Southern Ocean - pirate fishing continues to rage out of control. At the November 2000 meeting of CCAMLR, the scientific committee estimated that the pirate catch had increased again since 1999, accounting for at least one third of the total catch in the CCAMLR area. The scientists admitted, however, that their estimates were conservative and the extent of pirate fishing is likely to be much higher.

Governments responsible for the conservation of marine life in the Southern Ocean have, year after year, failed to take the necessary measures to bring the pirate fishery under control. CCAMLR members agreed to expand licensed fisheries for toothfish. These attempts at management have been agreed despite poor scientific knowledge of the fish's biology, the status of the stocks and the lack of exact figures concerning the impact of pirate fishing. Unbelievably, some member countries are also the flag states of pirate vessels or, in the case of countries such as Spain, the home base of pirate companies.

Many CCAMLR member countries are known importers of Patagonian toothfish, including illegally-caught fish: Japan, USA, European Union countries such as France, UK and Spain, Australia, New Zealand, Chile, Argentina and Korea. Other important market countries for toothfish are China, Canada, Singapore and other South East Asian countries.

In 1999 CCAMLR adopted a Catch Documentation Scheme to try to track trade in the Patagonian toothfish. While this scheme is a positive step over the long-term to improve CCAMLR's monitoring and enforcement capabilities, it alone will not stop the pirate fishery. Pirate companies are still finding ports to land their catches; toothfish importing countries such as China, which are not party to CCAMLR, are refusing to implement the scheme; and CCAMLR market countries are still importing toothfish from pirate port states.

Greenpeace is calling for a moratorium on all fishing for toothfish and a trade ban as emergency measures until pirate fishing is brought under control, more is known about the sustainability of the toothfish, and effective long-term controls are put in place to make sure pirate fishing does not rage out of control again.

Greenpeace's Southern Ocean expeditions

In 1999, the Greenpeace vessel MV Arctic Sunrise spent 16 days tracking an unmarked pirate longline fishing vessel 45 nautical miles from the sub-Antarctic French territory Kerguelen Island, well within both the French EEZ and CCAMLR Statistical Area 58.5.1. The story is typical of pirate fishing activity.

The vessel had cut its line on sight, the crew covered their faces with wollen ski masks and the ship carried no identification markings or flags. It was identified by Greenpeace as the Salvora, a Belize-registered vessel. Once again the French government did nothing, despite the Salvora being a repeat offender, whose owners had already been fined AUD\$1million two years earlier for pirate fishing in Australian waters. Though the Salvora's true ownership was initially hidden behind the standard "shell" or "dummy" company in Belize, its owner was soon identified as a company in Galicia, Spain. The Spanish government has also failed to act.

Pirate ports

The Salvora, like many pirate ships, was bound for port in Mauritius (Table 4). Legal action prevented her from unloading this catch, but despite being known as a pirate vessel, renamed Polar, she continues to visit ports in both Mauritius and Namibia. In 2000, the owner reflagged the vessel to St Vincent and the Grenadines, another notorious flag of convenience country, and renamed it Castor

In 2000, during the second Greenpeace's expedition in the Southern Ocean, another Belize registered ship that had offloaded in Mauritius was also found inside CCAMLR area. A total of 12km of abandoned pirate longline were recovered from the Southern Ocean floor by the MV Arctic Sunrise and 58 toothfish were recovered alive and released.



Mauritius

The MV Arctic Sunrise then returned to Mauritius to follow-up on its previous visit in 1999, when the Minister of Fisheries, Dan Beeharry, had publicly pledged that Mauritius would collaborate in the fight against illegal fishing for toothfish.

Despite these and other encouraging words, Greenpeace research shows that illegal and unregulated vessels continue to use Port Louis to land toothfish. A report, "Mauritius: Indian Ocean haven for pirate fishing vessels", was released by Greenpeace listing those unlicensed vessels known to have landed toothfish in Port Louis since Greenpeace's 1999 visit. It included photographs of the vessels in port, details on when they landed toothfish and histories of illegal activity and sightings in the remote CCAMLR area.

It wasn't until 14 pirate fishermen drowned when their vessel sank near Kerguelen Island in September 2000 that the new Mauritius government agreed to re-examine the issue of pirate toothfish landings in their country. At the time of writing the government has not yet decided on what measures to take to realize its stated intention to rid itself of the reputation of a pirate toothfish port.

Table 4.

Unlicensed vessels detected offloading toothfish in Mauritius

Name	Flag State	Former Flag State	Date landing toothfish
Praslin	Seychelles	Honduras	27/3/00, 17/1/00, 22/9/98
Cisne Azul	Belize	Panama, Belize, Panama	8/5/00, 28/2/00, 10/5/99, 17/2/99
Cisne Rojo	Belize	Panama, Belize, Panama	27/7/00*, 2/5/00, 23/2/00, 10/4/99
Rita	Belize	Vanuatu	5/4/00, 2/2/00, 10/4/99, 14/1/99
Monte Confurco	South Africa	Spain	21/2/00, 13/1/00
Grand Prince	Belize	Canada	22/4/00, 10/2/00
Nina	Belize	Vanuatu	17/2/00
Lua	Belize?	Spain	11/5/00, 17/2/00, 8/10/99, 19/1/99
Castor	St Vincent & Gren/		
(Polar/Salvora)	Belize?	?	20/10/00, 5/10/99, 15/3/99, 14/1/99
Sherpa Uno	Belize	Sierra Leone, Sth Korea	13/5/00
Viarsa 1	Panama	?	26/4/00, 14/2/00
Nao	Panama	?	10/5/00, 17/2/00, 20/4/99, 27/1/99, 28/11/98, 2/9/98, 10/7/98
Bouzon	Belize	?	7/00, 4/2/99, 22/11/98
Vega	Belize	Spain	29/3/00, 14/1/00, 4/2/99, 30/11/98, 17/8/98
Elqui	Chile	?	21/2/99, 20/10/98, 18/08/98, 23/6/98
Vasco da Gamma	Panama	?	15/3/99
Coral	?		17/1/00
707 Bonanza	Panama	?	24/7/00*, 26/4/00, 21/2/00, 10/2/00,
Samwoo	?	?	24/7/00*

For more information see the Greenpeace report "Mauritius: Indian Ocean haven for pirate fishing vessels", March 2000 which documents vessels offloading toothfish in Port Louis, Mauritius between Greenpeace's first visit in 1999 and the second in 2000. This is not a full and complete list of all vessels that have landed toothfish in Mauritius. Sources: Greenpeace observers, Mauritius Port Authority lists, CCAMLR documents, Lloyds shipping list, ISOFISH. Flags and names of FOC vessels change frequently.

* arrival date in Port Louis with toothfish onboard.



Big-eye tuna caught on illegal longline in the Central East Atlantic
© Greenpeace/Newman

GOVERNMENT ACTION NEEDED TO STOP THE PIRATES

Greenpeace is calling on governments to:

- *Close their ports to FOC fishing vessels and related support and transport vessels;*
- *Close their markets to fish caught by FOC vessels;*
- *Close or otherwise prevent companies within their country from owning or operating FOC fishing vessels or related support and transport vessels.*
- *Ratify and implement the 1995 UN Fisheries Agreement*

Close Ports to Pirate vessels

Pirate fishing companies often use ports where authorities turn a blind eye to the origins of the catch and the environmental consequences. These ports then act as a gateway to the multi million dollar global market.

Greenpeace demands that governments deny flag of convenience fishing vessels and support vessels access to their ports in order to effectively tackle the pirate fishing problem. When in doubt, port states must conduct inspections of fishing vessels requesting entry to their ports, to verify the legitimacy of the catch.



Some port states have taken steps in this direction. In July 2000, the South African government decided to prohibit landing by all vessels on the “black list” established by ICCAT of 345 FOC tuna longliners. South Africa has also strengthened its landing declaration requirements.

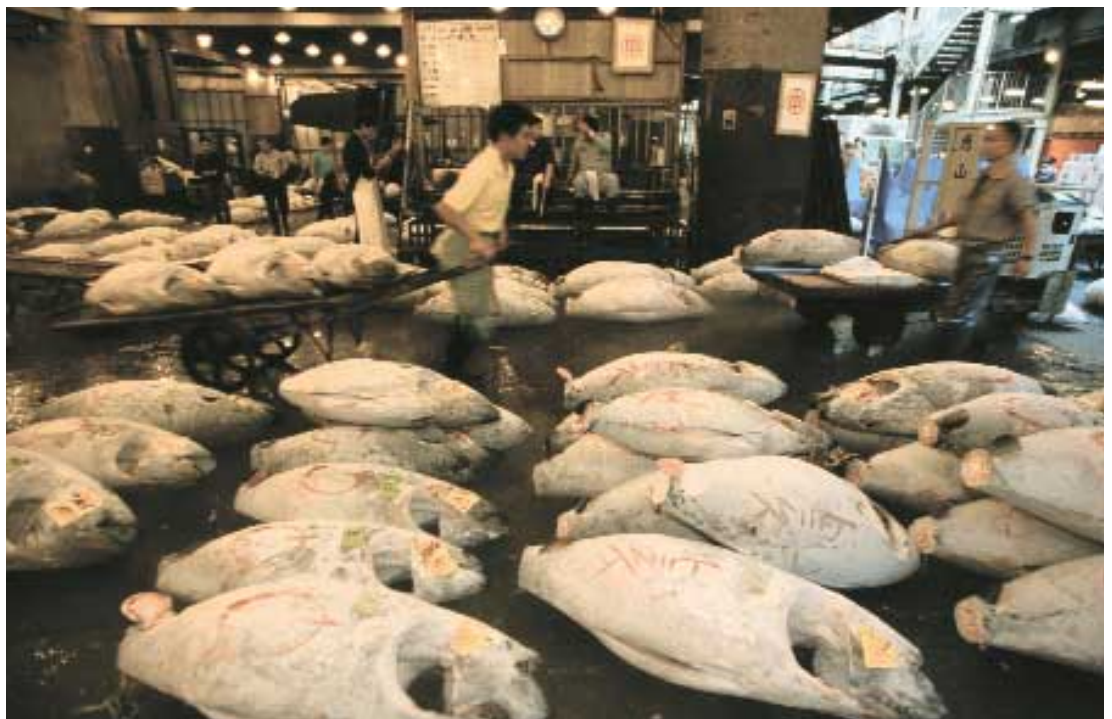
Close Markets to Pirate Caught Fish

Fish traders and importers in market countries continue to keep their doors open to illegally caught fish. FOC companies currently have little trouble in gaining access to markets in countries where there is a demand for their products. Fish traders and importers fuel the pirate trade, and directly undermine international management and conservation efforts, by paying high prices for popular but over-fished species that have become subject to tight management controls.

Greenpeace demands that governments close their markets to FOC fish catches. Certainly the measures adopted by ICCAT must be extended to other species and other ocean regions. The only effective means of cutting off the economic incentive that drives pirate fishing is to deny FOC vessels and companies the profits from their activities.

Greenpeace also demands that fish trading and retailing companies act responsibly – with or without government prodding. There are examples where this has already been done. Mitsubishi, which buys some 40% of the sashimi-grade tuna imported into Japan, has committed to stop purchasing any fish from FOC longline fishing vessels identified by ICCAT. The company action followed effective lobbying by Greenpeace, the Federation of Japan Tuna Fisheries Co-operative Associations, the All Japan Seamen’s Union, and the International Transport Workers Federation. This request was echoed by the Japanese Fisheries Agency and also made to 111 other tuna trading companies

Tuna on sale at Tsukiji fish market in Tokyo, Japan
© Greenpeace/McColl



Close Pirate Companies

One of the most difficult aspects of the flag of convenience problem is trying to track the true ownership of FOC fishing vessels.

The pirates regularly use “dummy” or “shell” companies to hide their true owners’ identity and nationality. This, in turn, makes it extremely difficult to find and penalize the owners of illegally operating FOC vessels.

Lloyd’s Maritime Information Services lists hundreds of companies in over 70 countries as the registered owners of the 1323 FOC fishing vessels listed in Table 1. The majority of the FOC vessels are listed as being owned by companies registered in Taiwan, the European Union, Belize, Panama and Honduras. The EU pirate fishing companies are predominantly based in Spain (Table 5).

No doubt most of the companies based in Belize, Honduras and Panama on the Lloyd’s list are not the true owners of the FOC vessels. Nonetheless, the information available from Lloyd’s is an indication of the international scope of the problem, and that both Spain and Taiwan in particular are major havens for pirate fishing companies. It also points to the clear need for concerted international action on the part of governments to determine the true identities of companies owning and operating FOC fishing vessels and to close, penalize or otherwise sanction those companies operating within their jurisdiction.

“The Merce-Pesca is...a single-ship company. We know...that behind that company is hidden in reality, two Spanish companies: namely Pesquera Mellon and Iminal Armadores....” “French jurisprudence considers that a company whose only object is to acquire a flag has no real activity and constitutes a fictitious company”

Deputy Director of Legal Affairs of the French Ministry of Foreign Affairs, Jean- Francois Dobelle, speaking to the International Tribunal for the Law of the Sea (ITLOS) in the case of Panama vs France. The case concerned France’s seizure of the Panamanian flagged vessel “Camouco” found fishing illegally in French waters in the Southern Ocean. The Camouco was listed as owned by the Panamanian company Merce-Pesca.

Table 5.

Top 10 countries where the owner companies of the FOC flagged fishing vessels on Table 1 are based (Country of ‘Beneficial Ownership’). Source: Lloyd’s Maritime Information Services 1999.

Country	Number of FOC Vessels owned by companies based in country
Taiwan	169
European Union*	168
Belize	145
Panama	121
Honduras	109
Singapore	62
South Korea	52
Japan	41
China	37
Equatorial Guinea	36

* Spain/Canary Islands (116), Portugal (12), Greece (11), UK (10), Denmark (4), France (4), Ireland (4), Netherlands (3), Italy (2), Finland (1), Sweden (1)

The MV Greenpeace successfully blockaded the Toyou from unloading tuna from the Belize-flagged pirate fishing vessel the Hau Shen 202.

The activists secured themselves to the fenders, which are used in the transfer

© Greenpeace/Sutton-Hibbert



INTERNATIONAL PLAN OF ACTION TO STOP PIRATE FISHING

UN FAO global plan of action

Recognizing the global nature of the problem, the international community has become increasingly concerned about illegal fishing, in particular flag of convenience fishing, and the failure of some flag states to control their fishing vessels. In recent years a series of resolutions have been adopted by United Nations General Assembly during its annual debate on Oceans and the Law of the Sea. In highlighting the threats to the world's oceans, the UN Secretary General and the General Assembly have placed particular emphasis on the need to eradicate illegal fishing. The most recent resolution, adopted 30 October 2000, reads:

“ The General Assembly:

[...] Noting with concern that unauthorized fishing in zones of national jurisdiction and on the high seas/illegal, unreported and unregulated fishing remains as one of the most severe problems currently affecting world fisheries and the sustainability of living marine resources, and noting also that unauthorized fishing in zones of national jurisdiction and on the high seas/illegal, unreported and unregulated fishing has a detrimental impact on the food security and the economies of many States, particularly developing States,

[...] 11. Calls upon States that have not done so to take measures to deter reflagging of fishing vessels flying their flag to avoid compliance with applicable obligations and to ensure that fishing vessels entitled to fly their flag do not fish in areas under the national jurisdiction of other States unless duly authorized by the authorities of the States concerned and in accordance with the conditions set out in the authorization, and that they do not fish on the high seas in contravention of the applicable conservation and management measures;”

(UN General Assembly Resolution A/55/L.11)





The Belize-registered Jacky 11 prepares to offload its catch of tuna to the refrigerated cargo vessel Hatsukari
© Greenpeace/ Sutton-Hibbert

In 1999 the United Nations Food and Agriculture Organization (FAO) established a process to negotiate an International Plan of Action to “prevent, deter and eliminate” Illegal, Unreported and Unregulated (IUU) fishing. This process was reinforced by a meeting of fisheries ministers in Rome in March 1999, which placed particular emphasis on the problem of flags of convenience, and by the United Nations Commission on Sustainable Development (CSD) meeting in April 1999.

The first round of UN FAO negotiations took place in Rome on 2-6 October, 2000, involving delegates from over forty fishing nations. Experts from governments, non-governmental organisations (NGOs) and others had drafted a preliminary international plan of action at an earlier meeting of technical experts in May 2000, in Sydney, Australia. The Sydney draft included a number of important provisions that would have encouraged countries to take concrete actions against FOC fishing through closing ports and markets and penalizing owners of FOC vessels.

However, at the meeting in Rome, a number of countries, in particular Mexico, Brazil, and the European Union, were successful in drastically weakening or outright deleting key provisions in the draft agreement. Mexico insisted that any action to restrict market access or deny port access to FOC fishing vessels would constitute an impediment to free trade. Brazil largely followed Mexico’s lead and the European Union managed to successfully delete most provisions calling on governments to penalize or otherwise take action against companies in their jurisdiction (for example, companies based in Spain).

The most striking example of the lack of commitment by governments to take action was the rejection of a provision calling on States to make the trade in fish or fish products derived from IUU fishing a violation under their domestic laws. The same applies to key elements of the draft text in relation to closing ports and markets to IUU/FOC fishing. Greenpeace finds the use of free trade arguments to oppose such crucial provisions unacceptable. In no way can free trade justify allowing the uncontrolled fishing by FOC fleets to continue unhampered.



It also appears that a new loophole in international law has been developed in the form of charter arrangements through which FOC vessels are contracted by countries to fish, sometimes in areas quite distant from those countries' waters and far beyond their control. Brazilian companies, for example, have recently developed extensive ties with FOC vessels and companies through charter arrangements. At the FAO meeting in October 2000, Brazil vehemently opposed provisions calling on States to ensure that they only allow charter arrangements with fishing vessels and companies that operate in compliance with international law.

A number of countries including Norway, the U.S., South Africa, Australia and Japan finally placed 'reservations' on various parts of the draft agreement out of concern that it was too weak, forcing the UN FAO to schedule another round of negotiations. The FAO will hold a meeting again in late February 2001 to finalize the agreement.

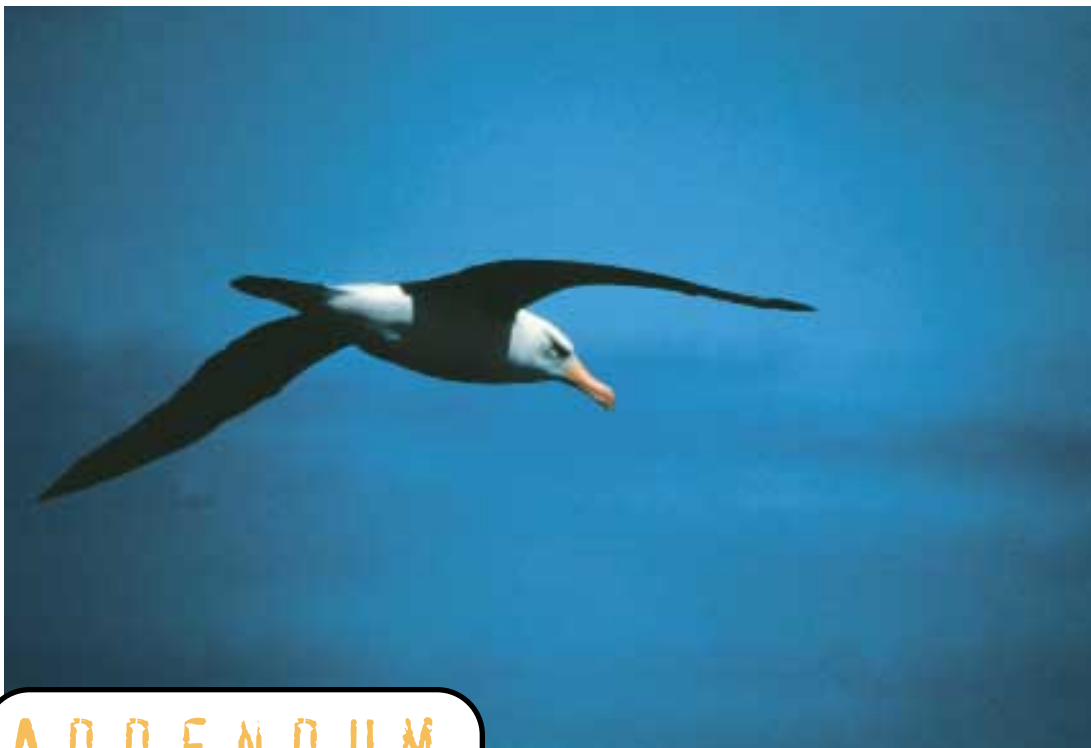
Greenpeace demands that during the additional time allocated to the process governments should decide upon strong and urgent action against the overexploitation of the world's fisheries and oceans by fleets operating outside international rules and regulations. Greenpeace also insists that those governments that proved particularly obstructive in October must reconsider their positions in advance of the meeting in February.

Ultimately the loophole in international law that allows countries such as Belize, Honduras and St Vincent and the Grenadines to sell their flags to unscrupulous fishing companies and vessels must be closed. These countries should not be permitted to register ships to fly their flag. Until that happens, however, the only way to prevent continued fishing by FOC vessels is to close ports to these ships, close markets to the fish they catch, and penalize the companies that are the true owners and operators of FOC fishing fleets.

Greenpeace International, February 2001

More information on the Greenpeace pirate fishing campaign and ship expeditions can be found on the Greenpeace web site at <http://www.greenpeace.org/~oceans>





Black Browed Albatross,
New Zealand
© Greenpeace/Grace

ADDENDUM

Definitions

FOC (Flags of Convenience)

A “Flag of Convenience” country is one that allows fishing vessels to operate under its flag without having the intention to ensure that they abide by relevant regulations (despite the Law of the Sea provisions governing flag state responsibility).

Such flags are used by fishing vessel owners and companies to avoid fishing conservation and management regulations as well as safety and labor standards.

Although some of these FOC countries are members of or signatories to, or otherwise participate in, the relevant regional fisheries organizations or arrangements (e.g. Equatorial Guinea in ICCAT), they consistently fail to take responsibility for ensuring that their flagged vessels obey all of the rules and regulations.

Companies using flags of convenience are sometimes based in countries that are members of relevant regional/international fisheries organizations.

PIRATE FISHING

Greenpeace considers as “pirates” primarily those fishing vessels that fly Flags of Convenience.

Greenpeace also considers vessels servicing FOC fishing vessels (for fish transport and resupply) as “pirate” vessels regardless of their flag as they help FOC fishing vessels to continue to avoid restrictions and actions by other states such as harbor and market closure.

IUU Definitions

According to Greenpeace:

ILLEGAL FISHING is fishing conducted by vessels:

- of countries that are parties to a fisheries organization or arrangement but operate in contravention of its rules;

Cambodian-flagged Benny
n. 87 transships tuna to the
Hatsukari in the South Atlantic
© Greenpeace/Sutton-Hibbert



or

- in a country's waters without permission from the country; or
- on the high seas without showing a flag or other markings.

UNREPORTED FISHING, as the name indicates, concerns fishing activities not reported to the relevant national or regional authorities by the fishing vessels or the flag state, whether they are parties or not of the relevant fisheries organizations or arrangements. This category includes under-reporting of catch or mis-reporting, such as of tonnage, species or fishing area.

UNREGULATED FISHING is fishing conducted by vessels flying the flag of countries which are not parties of, signatories to, or participate in relevant fisheries organizations or arrangements, and therefore consider themselves not bound by their rules. This is the most obvious loophole in international law which manifests itself concretely through the FOC phenomenon.

Annex

Include list of Spanish fishing companies (source: Lloyds Maritime Information Service)



	COUNTRY OF RESIDENCE OF COMPANY	COMPANY NAME	VESSEL NAME	FLAG	SHIPTYPE	LENGTH	TONNAGE
1	SPAIN	ARCHIPIELAGO ATLANTICO	ULZAMA	BELIZE	Trawler	37.98	253
2	SPAIN	AREAPESCA	SIP 3	BELIZE	Trawler	39.7	456
3	SPAIN	ATENEO PESCA	ATENEO	PANAMA	Fishing Vessel	29.82	204
4	SPAIN	ATUN GANE	ITXAS BIDE	BELIZE	Trawler	63.3	1233
5	SPAIN	BIZANCE OVERSEAS	MAR DEL CABO	PANAMA	Trawler	76.03	1655
6	SPAIN	BLUE FISHING	BLUE AGAIN	PANAMA	Trawler	51.47	525
7	SPAIN	BLUE FISHING	BLUE AGAIN II	PANAMA	Trawler	55.32	525
8	SPAIN	BOANOVA	AVEL-MAD	SAINT VINCENT & THE GRENADINES	Trawler	32.01	210
9	SPAIN	CASTROMAR	BADMINTON	BELIZE	Trawler	35.21	241
10	SPAIN	COPESCA	ALMIKE	SAINT VINCENT & THE GRENADINES	Trawler	41.81	543
11	SPAIN	CORMORANT BUSINESS	CAPNEGRET	PANAMA	Trawler	110.01	4027
12	SPAIN	EUSKALGAL	AIORA	BELIZE	Trawler	27.51	253
13	SPAIN	EXPAMEX	OBELIX	BELIZE	Trawler	27.72	213
14	SPAIN	EXPAMEX	ASTERIX	BELIZE	Trawler	28	213
15	SPAIN	FISHGUARD SHIPPING	NATA	PANAMA	Trawler	27.72	138
16	SPAIN	FISHGUARD SHIPPING	SONA	PANAMA	Trawler	27.72	138
17	SPAIN	GREEN FISHERIES	HOPE	SIERRA LEONE	Trawler	51	756
18	SPAIN	HARTSWATER	ALACRAN	BELIZE	Fishing Vessel	73.89	1905
19	SPAIN	HARTSWATER	IZARO	BELIZE	Fishing Vessel	75.52	2098
20	SPAIN	HARTSWATER	XIXILI	BELIZE	Fishing Vessel	78.82	2232
21	SPAIN	HARTSWATER	ERROXAPE	BELIZE	Fishing Vessel	78.82	2232
22	SPAIN	HARTSWATER	DEMIKU	BELIZE	Fishing Vessel	78.82	2232
23	SPAIN	INPESCA FISHING	TXORI AUNDI	PANAMA	Fishing Vessel	78.01	2020
24	SPAIN	INTERTUNA	EXPLORER III	NETHERLANDS ANTILLES	Fishing Vessel	43	356
25	SPAIN	INTERTUNA	INTERTUNA DOS	NETHERLANDS ANTILLES	Fishing Vessel	77.3	2058
26	SPAIN	INTERTUNA	INTERTUNA UNO	NETHERLANDS ANTILLES	Trawler	77.32	2167
27	SPAIN	MAROL SHIPPING	MAR DE LOS SARGAZOS	PANAMA	Trawler	40.49	361
28	SPAIN	MOSELEY	NI	SAINT VINCENT & THE GRENADINES	Trawler	34.83	181
29	SPAIN	NAO PESCA	NAO	PANAMA	Fishing Vessel	48.01	571
30	SPAIN	NAO PESCA	NEUTRON	PANAMA	Trawler	31.6	388
31	SPAIN	NEXT MEWS TRADING	YES SIR	BELIZE	Fishing Vessel	36.08	287
32	SPAIN	NORDESTE	NORDESTE UNO	PANAMA	Trawler	30.71	269
33	SPAIN	NOYCAN	GRAND PRINCE	BELIZE	Trawler	44.1	669
34	SPAIN	ORDINO SHIPPING	ALBACORA SEIS	PANAMA	Trawler	76.76	1836
35	SPAIN	OVERSEAS TUNA	EXPLORER II	NETHERLANDS ANTILLES	Fishing Vessel	43	356



36	SPAIN	OVERSEAS TUNA	ALBACORA CARIBE	NETHERLANDS ANTILLES	Fishing Vessel	77.3	2058
37	SPAIN	OVERSEAS TUNA	FATIMA	NETHERLANDS ANTILLES	Trawler	26.01	127
38	SPAIN	OVERSEAS TUNA	ALBACORA NUEVE	NETHERLANDS ANTILLES	Trawler	76.76	1897
39	SPAIN	OVERSEAS TUNA	ALBACORA DIEZ	NETHERLANDS ANTILLES	Trawler	76.76	1897
40	SPAIN	OVERSEAS TUNAPACIFIC	PANAMA TUNA	PANAMA	Fishing Vessel	115	4408
41	SPAIN	PEBSA	COLOMBO VII	PANAMA	Trawler	53	830
42	SPAIN	PEBSA	COLOMBO VIII	PANAMA	Trawler	53	830
43	SPAIN	SABARIGO-MAR	CIBELES	BELIZE	Fishing Vessel	32.21	240
44	SPAIN	SAN MIGUEL PESQUERA	UGAVI	VANUATU	Fishing Vessel	69.02	2112
45	SPAIN	STELLA OFFSHORE FISHING	UKHOZI	BELIZE	Trawler	33	215
46	SPAIN	STONAR TRADING	AUSTER	HONDURAS	Fishing Vessel	46.82	281
47	SPAIN	URGORA	URGORA	HONDURAS	Fishing Vessel	50.4	346
48	SPAIN	VIARSA FISHING	VIARSA I	PANAMA	Fishing Vessel	53.56	678
49	CANARY ISLANDS	ACDC COMMERCIAL	ZARQA AL YAMAMA	BELIZE	Fishing Vessel	60	937
50	CANARY ISLANDS	AROMA INTERNACIONAL	SETA No. 2	HONDURAS	Trawler	47.2	339
51	CANARY ISLANDS	BELLE SOLAR	BELLESOL III	HONDURAS	Trawler	45.6	294
52	CANARY ISLANDS	COMERCIAL	MICHELLE No. 7	HONDURAS	Fishing Vessel	43.59	247
53	CANARY ISLANDS	CONTINENTE MARINA	ESPERANZA	HONDURAS	Fishing Vessel	62.9	499
54	CANARY ISLANDS	DELTA NAVIGATION	MOREAH 5	SIERRA LEONE	Trawler	29.6	180
55	CANARY ISLANDS	DFC MARINE	MAHI No. 1	BELIZE	Fishing Vessel	47.63	296
56	CANARY ISLANDS	DFC MARINE	PESCA MAR No. 7	PANAMA	Fishing Vessel	50.7	299
57	CANARY ISLANDS	ESCO FISHERIES	GEORGE B. No. 1	SAINT VINCENT & THE GRENADINES	Fishing Vessel	30.92	124
58	CANARY ISLANDS	ESCO FISHERIES	SAINT LOUIS	SAINT VINCENT & THE GRENADINES	Fishing Vessel	57.46	423
59	CANARY ISLANDS	ESCO FISHERIES	SAINT LOUIS II	SAINT VINCENT & THE GRENADINES	Trawler	50.53	407
60	CANARY ISLANDS	ESCORIM TRADE	SIRIUS	SIERRA LEONE	Trawler	64.7	889
61	CANARY ISLANDS	ESCOTRA	FAZARA 1	SIERRA LEONE	Fish Factory Ship	53.98	788
62	CANARY ISLANDS	FORSBAN TRADING	GABU	SIERRA LEONE	Trawler	35.72	359
63	CANARY ISLANDS	FORSBAN TRADING	FLIPPER 2	BELIZE	Trawler	62.26	1898
64	CANARY ISLANDS	FORSBAN TRADING	FLIPPER 1	BELIZE	Trawler	62.26	1898
65	CANARY ISLANDS	FORSBAN TRADING	VENTA	BELIZE	Trawler	101.45	3879
66	CANARY ISLANDS	GOLD MARINE FISHERIES	GOLD MAR 1	HONDURAS	Fishing Vessel	25.21	148
67	CANARY ISLANDS	GREEN SEA WORLD	FOCUS 101	PANAMA	Fishing Vessel	55.5	449
68	CANARY ISLANDS	HAE WOO	HAE WOO No. 6	SIERRA LEONE	Trawler	43.69	251
69	CANARY ISLANDS	HAE WOO	MAME AMY	SIERRA LEONE	Trawler	47.99	346
70	CANARY ISLANDS	HAN NAM FISHERY	HAN NAM No. 1	BELIZE	Fishing Vessel	49.59	615
71	CANARY ISLANDS	IBEMA FISHERIES	IBEMA No. 1	SIERRA LEONE	Fishing Vessel	44	298
72	CANARY ISLANDS	INFITCO	NOEMI	BELIZE	Fishing Vessel	54.24	530

73	CANARY ISLANDS	INTER-BURGO	DAE SUNG No. 17	HONDURAS	Fishing Vessel	54.01	381
74	CANARY ISLANDS	INTER-BURGO	DAE SUNG No. 16	HONDURAS	Fishing Vessel	54.01	381
75	CANARY ISLANDS	INTER-BURGO	SEKISHU	HONDURAS	Trawler	68.48	991
76	CANARY ISLANDS	INTER-BURGO	DAE SUNG No. 18	HONDURAS	Trawler	84.97	1947
77	CANARY ISLANDS	INTER-BURGO	DAE SUNG No. 21	HONDURAS	Trawler	99.1	2994
78	CANARY ISLANDS	INTERMISO	MEDRA	HONDURAS	Fishing Vessel	50.73	349
79	CANARY ISLANDS	INTERMISO	SONRISA	HONDURAS	Fishing Vessel	57.51	351
80	CANARY ISLANDS	INTERMISO	GIOCONDA	HONDURAS	Trawler	54.41	349
81	CANARY ISLANDS	JOHNDAY MARITIME	GIRASOL I	HONDURAS	Fishing Vessel	49.81	299
82	CANARY ISLANDS	KIFEX	PASCUA	BELIZE	Fishing Vessel	50	491
83	CANARY ISLANDS	KOMAKO	KASCO No. 101	PANAMA	Fishing Vessel	41.58	194
84	CANARY ISLANDS	KYUNG DONG FISHERIES	KYUNG DONG No. 51	HONDURAS	Fishing Vessel	49.73	299
85	CANARY ISLANDS	LIAONING INTERNATIONAL	LIAO FICO No. 2	HONDURAS	Fishing Vessel	43.5	198
86	CANARY ISLANDS	LIAONING INTERNATIONAL	LIAO FICO No. 6	HONDURAS	Fishing Vessel	43.5	198
87	CANARY ISLANDS	LIAONING INTERNATIONAL	LIAO FICO No. 4	HONDURAS	Fishing Vessel	43.5	198
88	CANARY ISLANDS	LIAONING INTERNATIONAL	LIAO FICO No. 3	HONDURAS	Fishing Vessel	43.5	198
89	CANARY ISLANDS	LIAONING INTERNATIONAL	LIAO FICO No. 5	HONDURAS	Fishing Vessel	43.5	198
90	CANARY ISLANDS	LIAONING INTERNATIONAL	LIAO FICO No. 1	HONDURAS	Fishing Vessel	43.51	198
91	CANARY ISLANDS	LIBERIANA	ISLA I SIERRA	LEONE	Fishing Vessel	34.6	114
92	CANARY ISLANDS	MARVEN FISHERIES	MARVEN No. 2	SIERRA LEONE	Trawler	43.69	314
93	CANARY ISLANDS	MILETO FISHERIES	DU RIN No. 5	SIERRA LEONE	Trawler	26.89	104
94	CANARY ISLANDS	NEPTUNE FISHERIES	NEPTUNE 503	HONDURAS	Fishing Vessel	29.14	148
95	CANARY ISLANDS	NEPTUNE FISHERIES	NEPTUNE 501	HONDURAS	Fishing Vessel	37.95	311
96	CANARY ISLAND	OCEAN & CONTINENTS	LA LUZ No. 22	BELIZE	Fishing Vessel	46.55	299
97	CANARY ISLANDS	OCEAN FLOWER ENTERPRISES	AZELGA 1	HONDURAS	Trawler	57.51	349
98	CANARY ISLANDS	ORIENTAL PESCA	ALBA No. 8	HONDURAS	Fishing Vessel	43.52	299
99	CANARY ISLANDS	ORIENTAL PESCA	SERREKUNDA 77	HONDURAS	Fishing Vessel	43.62	299
100	CANARY ISLANDS	PANAMENA OCEAN	GIRASOL 5	HONDURAS	Fishing Vessel	51.01	314
101	CANARY ISLANDS	PELAGIQUE AFRIQUE CHALUTIER	ROSSET	PANAMA	Trawler	102.72	4328
102	CANARY ISLANDS	PENARANDA	FAZARA No. 2	SIERRA LEONE	Trawler	50.3	924
103	CANARY ISLANDS	PESCAMAR ASSOCIATED	CARMEN MARIA I	PANAMA	Fishing Vessel	47.66	447
104	CANARY ISLANDS	RAWBERRY HOLDING	NIGATA MARU	PANAMA	Trawler	88.4	1544
105	CANARY ISLANDS	ROMERO GONZALEZ C.	LULU UNO	PANAMA	Trawler	31.5	213
106	CANARY ISLANDS	SATEM	SATEM TUNA	HONDURAS	Fishing Vessel	53.42	344
107	CANARY ISLANDS	SUNFISH MARINE	0101 MARINE	BELIZE	Trawler	66.65	999
108	CANARY ISLANDS	TAERIM	INTESORO No. 153	BELIZE	Fishing Vessel	49.38	284
109	CANARY ISLANDS	TALLERES MECANICOS ISLAS	ISAMAR	HONDURAS	Trawler	26.78	156
110	CANARY ISLANDS	TRANS OCEANS MARITIME	NOVA III	PANAMA	Fishing Vessel	44.86	291
111	CANARY ISLANDS	TRANS OCEANS MARITIME	NOVA V	PANAMA	Fishing Vessel	44.86	291
112	CANARY ISLANDS	TRANS OCEANS MARITIME	NOVA II	PANAMA	Fishing Vessel	44.86	291
113	CANARY ISLANDS	TRANS OCEANS MARITIME	NOVA VI	PANAMA	Fishing Vessel	44.86	291
114	CANARY ISLANDS	YOIDO TRADING	AZISTAR No. 1	HONDURAS	Fishing Vessel	35.2	204
115	CANARY ISLANDS	YOIDO TRADING	ZION II	HONDURAS	Fishing Vessel	44.53	224
116	CANARY ISLANDS	YOUNG BOK FISHERIES	GRANMAR No. 2	HONDURAS	Fishing Vessel	50.4	299



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