



# MONSTER BOATS

## THE SCOURGE OF THE OCEANS

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The destructive concentration of power  
and quotas in the EU fishing industry



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\*The information compiled in this report is in its entirety based on data available in the public domain. Although care has been taken to ensure that all information is presented accurately and comprehensively, Greenpeace would like to acknowledge that significant data gaps and the non-transparent handling of many aspects of fisheries data can lead to inaccuracies and/or under-representation of facts.



## EXECUTIVE SUMMARY

For decades, the European Union (EU) and its member states have allowed their industrial fishing fleet to swell to an unsustainable size, subsidised by taxpayers' money – most of which ends up in the pockets of a small number of wealthy operators. In 2008, the European Commission estimated that parts of the EU fishing fleet were able to harvest fish significantly faster than stocks were able to regenerate.<sup>1</sup> There is no evidence that this situation has substantially improved since then.

The problem of oversized fleets using destructive fishing methods is a global one, and the results are alarming and indisputable – our oceans and fish stocks are in deep

crisis with too many large and destructive vessels chasing too few fish. At the same time, low-impact fishermen are struggling to stay in business. Despite new commitments, EU fisheries ministers and other decision-makers around the world are failing to act, with nobody willing to move first.

While governments are to blame for the decades of mismanagement, fishing companies also have a responsibility to stick to the rules. They should have an interest in keeping our common fish resources healthy for generations to come. However, this report sheds light on how a number of industrial fishing barons recklessly use a wide range of

ruses to circumvent regulations and extract maximum profits. They do so irrespective of the consequences of overfishing and mounting crisis in our seas. These tactics include frequent flag changes, including the use of so-called flags of convenience, the use of front companies and tax havens and taking advantage of personal connections to decision-makers. All this is done to gain access to a wide range of fishing opportunities, subsidies, weak governance and political influence as possible while channelling the resulting profits back to the parent company.

While this report presents only a snapshot of these activities, it nevertheless highlights the social, environmental and ecological consequences of this ruthless assertion of vested interests. A large proportion of the EU's total fishing opportunity is concentrated in the hands of a few companies and vessels. Yet, despite also receiving large sums in subsidies, many of these fishing companies make little profit on paper, while their owners are millionaires enjoying luxury lifestyles.

Depending on where a company and the beneficial owners of its vessels are based, fishing communities and taxpayers in the country to which the vessels are flagged and/or where they are fishing gain little advantage – a few local jobs and a limited amount of tax revenue. Low-impact fishermen in coastal communities are often the first to lose out, with the waters they fish being depleted and their pockets emptied.

The rules governing the EU fishing fleet have recently been reformed. The new rules specify that governments should promote responsible, low-impact fishing and distribute fishing quotas in a way that provides

incentives to “those operators who fish in the least environmentally damaging way and who provide the greatest benefits for society.” Governments are also required to assess the fishing capacity of their fleet and to put in place action plans to eliminate overcapacity where it exists. Measured in terms of output, overcapacity is defined as the level at which the maximum harvest level that a fishing vessel, or a group of vessels, can produce with given levels of input, such as fuel, amount of fishing gear, ice, bait, engine power and vessel size, exceeds the desired level of harvesting or total allowable catch (TAC).<sup>ii</sup>

To help our governments to get started with eliminating overcapacity, Greenpeace has identified 20 of the most destructive and oversized vessels operating under EU flag, ownership or management, including some of the most significant contributors to global overfishing. These vessels are representative of the type of vessels that governments should aim to remove from fisheries that operate at overcapacity.

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# MONSTER BOATS - EXPOSING WHAT IS WRONG WITH OUR FISHING MODEL

## OVERCAPACITY AND OVERFISHING

Industrialised fishing nations have built up highly effective and powerful fishing fleets with a capacity to catch fish that far exceeds the populations' ability to regenerate, leading to overfishing. According to the Food and Agriculture Organization of the United Nations (FAO), there were around 3.2 million fishing vessels active at sea in 2010;<sup>iii</sup> that is, around 75% more than three decades ago.<sup>iv</sup> Motorised vessels represent 70% of all fishing vessels worldwide, with 85% of them being less than 12 metres in length. In fact, only around 2% of all fishing vessels are industrial vessels ranging from between 24 metres to more than 100 metres in length and with a

gross tonnage (GT) of more than 100 (with GT being a measure of the vessel's overall internal volume). However, the catching power of this tiny minority of industrialised vessels overwhelms that of the much greater number of smaller vessels.

Various UN bodies have repeatedly warned of the growing depletion of fish stocks<sup>v</sup> and have identified overcapacity as a critical driver of overfishing. For instance, the UN General Assembly, in 2012, called on states "to commit themselves to urgently reducing the capacity of the world's fishing fleets to levels commensurate with the sustainability of fish stocks, through the establishment of target levels and plans or other appropriate



## MONSTER FACTS



VESSEL	FLAG	IMO NUMBER	BENEFICIAL OWNER
ALBACORA UNO	Spain	9127435	Albacora S.A.
ALBATUN TRES	Spain	9281310	Albacora S.A.
ANNELIES ILENA	Netherlands	9204556	Parlevliet en Van der Plas B.V.
ARTICO	Portugal	7362756	Unclear due to lack of transparency; Sociedade da Fomento da Pesca Lda or Pescarias Cayón & García
ATLANTIC	Sweden	8805468	Fiskelaget Atlantic - Henrik Ohlsson and Lars-Johan Olsson
CORNELIS VROLIJK FZN	United Kingdom	8707537	Cornelis Vrolijk Holding B.V.
EIRADO DO COSTAL	Spain	9265328	Moradiña S.A.
FRANCA MORTE	Portugal	9297694	Pedro França S.A.
FRANCHE TERRE	France	9540156	Sapmer Holding
FRANZISKA	Netherlands	8802997	W. Van der Zwan Zonen Visserij Maatschappij B.V.
HELEN MARY	Germany	9126364	Parlevliet en Van der Plas B.V.
KINGFISHER	Denmark	8739243	Svenn Anker Gasberg GrønkjærHvedemarken
KOVAS	Lithuania	7610426	Baltlanta is the shipping company of which Lispa holding is the only shareholder.
MAARTJE THEADORA	Germany	9182801	Parlevliet en Van der Plas B.V.
MARGIRIS	Lithuania	8301187	Parlevliet en Van der Plas B.V.
NORMA MARY	United Kingdom	8704808	Samherji hf
ODIN	Vanuatu	8907084	The beneficial owner is unknown. Unimed Glory, which is a subsidiary of Laskaridis Shipping is the operator.
PLAYA DE TAMBO	Spain	8613279	Pesquerias Marinenses S.A.
SAGA GDY-150	Poland	8607191	Direct beneficial owner is Atlantex Sp. Z o.o.; ultimate beneficial owner was formerly Samherji hf; it is now unknown
TXORI ARGÍ	Spain	9286724	Compañía Internacional de Pesca y Derivados S.A. (INPESCA)



mechanisms for ongoing capacity assessment.”<sup>vi</sup> It also urged countries to avoid “the transfer of fishing capacity to other fisheries or areas in a manner that undermines the sustainable management of fish stocks” and to recognise “the legitimate rights of developing States to develop their fisheries for straddling and highly migratory fish stocks,” i.e., fisheries that cross borders, including into waters beyond national jurisdiction. While these calls conveyed a considerable sense of urgency, the reality is that countries simply ignored earlier calls for action, including commitments agreed in a 1999 International Plan of Action for the management of fishing capacity.

## **INTRODUCING THE MONSTER BOATS**

The EU, one of the most industrialised fishing powers in the world, has flagged a fleet of around 87,000 vessels. Only around 3% of these vessels are more than 24 metres in length. A subset of these mid- to large-scale vessels, alongside equivalent vessels owned by European companies but flagged to countries outside the EU, bear the greatest responsibility for the destruction of the oceans. Many of them travel the length of the planet to access fishing opportunities in distant waters. Greenpeace’s rogues’ gallery identifies just 20 examples of the largest and most destructive vessels operating under EU flag or ownership. We call them the “monster boats.”

## **SELECTION CRITERIA**

The 20 vessels covered in this report represent the types of EU-associated vessels that contribute most to stock depletion and environmental damage and least to the social, economic and cultural fabric and sustainable development of coastal communities in Europe or elsewhere. All are linked to the EU by flag,

ownership or management.

Several criteria were used to identify monster boats in terms of their ability to harm fish stocks and the marine environment and their low contribution or negative impact on the social, economic and cultural fabric of coastal communities. Four of these criteria were quantitative and related to the actual size and power of the vessel, i.e., measures of structural capacity:

- a gross tonnage greater than 4,000, and/or
- an engine power exceeding 5,000kW, and/or
- a carrying capacity of 2,000 tonnes or more, and/or
- a fish-holding capacity of 3,700 m<sup>3</sup> or more.

Many of the vessels listed met one or more of these four criteria.

In addition, the monster boat list also includes vessels of lesser structural capacity, which were listed because they use particularly destructive or unselective gear, causing significant impacts on marine habitats and species, or that are owned or operated by a company that is pursuing an aggressive expansion strategy by building new vessels while no adequate capacity management plans are in place for their target fisheries. Further qualitative criteria take into account the contribution of individual vessels to global overfishing, as well as information concerning adverse impacts on local fishermen and fishing communities and, where available, information about abuses of human rights and labour laws on board of vessels. We have also considered the type of marine environment(s) in which the vessels operate, including target



fish stocks and potential bycatch species (where these could be identified), and, where it was possible, we have assessed operational characteristics of the vessels, such as the history of compliance of vessels and owner-companies, flag and name changes, the total subsidies received and the vessel's employment/catch ratio.


Given the fact that overcapacity has been identified as a universal problem in many fisheries around the globe and that developing nations have a legitimate right to develop their own fisheries for stocks under shared management, and given the poor state of many of these fish stocks, it is reasonable to assume that most or all of the monster boats on our list are involved in fisheries that are operating at overcapacity. In any case, many of them seek access to several distant-water fisheries in close succession, suggesting that their capacity is excessive in comparison to the available fishing opportunities in each fishery. Moreover, many rely and are impacting

on stocks that fall outside Europe's available resource base, not least because this in turn has been overfished.

## **WHY IS GREENPEACE PUBLISHING THIS LIST?**

Greenpeace campaigns to end overfishing and protect the world's oceans by investigating and exposing unsustainable fishing practices and management. We support a responsible use of ocean resources and challenge the European Union (EU), the regional fisheries management organisations (RFMOs), the United Nations (UN) and major fishing nations to make and enforce laws that protect the sea for future generations.

Our oceans are being plundered and marine habitats destroyed at an astonishing rate.<sup>vii</sup> One of the main reasons for this is overfishing by large, destructive vessels. The situation is critical, with around 90% of global fish stocks either fully exploited or overexploited (61.3% fully exploited, 28.8 % overexploited),



according to the most recent FAO report on the state of the world's fisheries and aquaculture.<sup>viii</sup>

Sadly, government action to eliminate overcapacity has been ineffective or even absent, not least in Europe. It is high time governments promoted low-impact and sustainable means of fishing and took steps to eliminate overcapacity where it exists. There is no space in our seas for the gigantic and destructive vessels, which continue to be favoured by most governments in the EU.

## **FROM A TOP HEAVY FLEET TO A BALANCED ONE**

In 2013, the EU agreed a revised set of fisheries management rules under the Common Fisheries Policy (CFP). These not only require EU member states to assess their fleet's capacity to catch fish in relation to sustainable catch limits, but they also oblige member states to put in place action plans to eliminate overcapacity where it exists,

promote low-impact fishing and minimise unwanted catches and the environmental impacts of fishing gear. Moreover, as of 1 January 2015, governments must for the first time use environmental, social and economic criteria in deciding to whom they should allocate fishing opportunities. In doing so, they should provide incentives to “those operators who fish in the least environmentally damaging way and who provide the greatest benefits for society.”

Governments are thus responsible for and have a real opportunity to improve their fleet management. They should begin by removing the most destructive, least socially responsible and most corrupt vessels from the fleet. With the list of 20 monster boats presented in this report, Greenpeace aims to help EU member states make a start on cutting down their oversized fleets, by pointing to the type of fishing vessels they should eliminate first when removing excess capacity from their fleets.





# MONSTER BOATS - THE ULTIMATE PREDATORS OF THE OCEAN

All fishing activities have an impact on the oceans. Maintaining an ecological balance requires that fishing is done in a sustainable way, i.e., stocks are allowed to recover and habitats are protected from the impacts of fishing. The monster boats operate in ways that fail to achieve this.

## PELAGIC TRAWLERS

Pelagic freezer trawlers, such as the **Cornelis Vrolijk**, the **Maartje Theadora** and the **Saga**, are designed to catch, process and freeze fish that live within the sea's water column, such as herring, mackerel, horse mackerel,

sardine, sardinella, blue whiting and Pacific jack mackerel. Several of the stocks targeted by pelagic freezer trawlers are overfished, particularly in waters off West Africa and the South Pacific.<sup>ix</sup>

The vessels use enormous trawl nets up to 600 metres long that can have an opening of up to 200 by 100 metres.<sup>x</sup> They leave behind tonnes of dead or dying fish scooped up as unwanted bycatch. In West African waters, these vessels are also known for their bycatch of rays, turtles, dolphins and endangered sharks.<sup>xi</sup>

The Pelagic Freezer-trawler Association (PFA) represents around 20 of Europe's largest and most powerful fishing vessels, including six vessels on our monster boat list: the **Annelies Ilena**, the **Franziska**, the **Margiris**, the **Cornelis Vrolijk**, the **Helen Mary** and the **Maartje Theadora**. Several of these six vessels can freeze and store close to 6,000 tonnes of frozen fish,<sup>xii</sup> allowing them to fish non-stop for weeks. The fact that their vessels use high-tech sonar and satellite equipment and often fish in coordinated groups enables them to cover an enormous range in their effort to locate and catch fish.<sup>xiii</sup> This ability, along with their engine power, huge nets and giant holds, ranks them among the vessels with the highest catch capacity in the world.

## TUNA VESSELS

Tuna fishing boats, such as the industrial purse seiners **Txori Argi** and **Franche Terre**, are responsible for leaving behind a trail of destruction. The stocks targeted by these purse seiners are in decline. The biggest decrease in tuna stocks has been seen in the Indian Ocean (63.6%), while the Pacific stock has fallen by 49.2%.<sup>xiv</sup>

Most of the purse seiners fishing for tuna use fish aggregation devices (FADs). FADs are floating objects designed to attract fish, such as tuna and other species, which take shelter in and around the device. When a purse seine net is set around a FAD, everything attracted by it is caught and often ends up dead. Sadly, FADs also attract juvenile fish, including the young of yellowfin and bigeye tuna, and many other non-target species like sharks and turtles. Yellowfin and bigeye tuna are seriously overfished and cannot afford to have their young taken before they had a chance to breed.<sup>xv</sup>

Since the tuna industry started to use FADs, its annual catch increased from around 500,000 tonnes in the 1970s to 2.8 million tonnes today.<sup>xvi</sup> In fact, the use of FADs and the practice of transshipment – in which the catch is transferred to a freezer transport vessel while at sea – have dramatically increased the overall capacity to catch fish and therefore worsened the problem of overfishing as a result of excess fishing capacity.

Similarly, longliners, like the **Artico**, which are fishing tuna and swordfish, are responsible for bycatch and the resulting decline of many threatened or endangered species of shark, sea turtle and seabirds.

## BOTTOM TRAWLING

The **Eirado do Costal** and the **HM555 Kingfisher** are bottom trawlers, the former being specialised in deep-sea bottom trawling. Generally trawlers drag huge nets, fitted with heavy metal trawl doors and rollers, across the seabed, unselectively catching everything in their path and destroying vulnerable habitats. Deep-sea bottom trawlers like the **Eirado do Costal** fish at depths of 400 to 1,500 metres with nets that can span an area the size of several football fields. Bottom trawling is one of the most destructive fishing practices ever developed and is currently the most immediate threat to deep-sea biodiversity and seafloor habitats, in particular slow-growing and late maturing deep-sea fish. In just one sweep, a single bottom trawler can obliterate a coral-based ecosystem that may have taken thousands of years to grow.

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## FAT CATS OF GLOBALISED FISHING - OWNERS OF THE MONSTER BOATS

A widely held image of fishing is of a very tough job undertaken by independent fishermen confronting the seas in small vessels. While this type of fishing is still practised by many small-scale fishermen and women, most fish by volume is caught by highly mechanised, industrial fishing fleets owned by a relatively small number of corporations. These corporations often represent a global web of subsidiary companies.

Although most of the companies behind the 20 monster boats mentioned in this report are still owned by members of the families who originally created the businesses, the families now operate complex, globalised fishing ventures. These are the fat cats of European fishing: many of those involved are multi-millionaires, including members of

the Parlevliet & Van der Plas, Vrolijk, Van der Zwan, Uria and Laskaridis families.

The **Odin** is operated by Unimed Glory that is a subsidiary of Laskaridis Shipping, owned by the Laskaridis brothers. They are Greek businessmen who, in the 1990s, began to invest in hotels and a casino, while continuing their investments in maritime activities through the Liberia-based Lavinia Corporation and Greece-based Laskaridis Shipping.<sup>xvii, xviii</sup> The Laskaridis brothers hold major investments in port, shipping and transport-related facilities in several countries. Laskaridis Shipping is currently responsible for a fleet of at least 50 reefer vessels.<sup>xix, xx</sup>

In the past, this company has been the ultimate beneficial owner behind the **Odin** and

its sister vessel the **Frigg**,<sup>xxi</sup> and may still be so today.

The PFA, mentioned in the previous chapter, represents the interests of three Netherlands-based companies: Parlevliet & Van der Plas, Cornelis Vrolijk BV/Jaczon and W. Van der Zwan & Zn, along with their international subsidiaries based amongst others in the UK, France, Germany and Lithuania.<sup>xxii</sup> The families behind these three companies feature in the annual list of the richest 500 individuals and families in the Netherlands.<sup>xxii, xxiv, xxv, xxvi</sup> They have made their fortunes in spite of, or because of, a succession of stock collapses in the North Sea herring fishery of the 1970s and 80s.<sup>xxvii</sup>

The **Annelies Ilena**, the **Margiris**, the **Helen Mary** and the **Maartje Theodora** are controlled by Parlevliet & Van der Plas. The company was founded in 1949 by Dirk Parlevliet and the brothers Dirk and Jan Van der Plas. The ultimate owner of the company is PP Groep Katwijk BV, based in Valkenburg (Netherlands). Its freezer trawlers fish mainly under the Dutch, German and Lithuanian flags. The company Parlevliet & Van der Plas also owns and operates multiple cold stores, trading offices, factories and transport operations. Its facilities are located in the Netherlands and Germany.<sup>xxviii</sup>

The Cornelis Vrolijk/Jaczon group, owner of the **Cornelis Vrolijk**, was established in November 2005, as a result of a merger between Cornelis Vrolijk (1880)<sup>xxix</sup> and Jaczon BV (1954), two of the most important pelagic freezer trawler companies in the Netherlands. Their fleet of trawlers fish under the Dutch, French and UK flags. The group also owns and operates cold stores, trading offices,

factories and transport operations, which are based in the Netherlands.<sup>xxx</sup>

Willem Van der Zwan en Zonen, owner of the **Franziska**, is a family-owned company that has been active in the fishing industry since 1888. Its head office is located in Scheveningen. Its trawlers are operated by subsidiaries based in the Netherlands. Willem Van der Zwan en Zonen also owns subsidiaries based in Nigeria, Peru and Ghana.<sup>xxxi</sup>

Dr. Uwe Richter is CEO of most of the German affiliates of PFA member Parlevliet & Van der Plas. Many of these companies were set up to manage a single vessel each. Among them are Doggerbank Seefischerei, Ocean Food, Westbank Hochseefischerei and Oderbank Hochseefischerei. The latter two companies manage the monster boats **Maartje Theodora** and **Helen Mary** respectively. Uwe Richter is also the managing director of Euro-Baltic, one of the biggest European herring processing factories, located on the German island of Rügen.

The **Albacora Uno** and the **Albatun Tres** belong to the Albacora Group, headed by Albacora SA. The Albacora Group was established by the Uria family in 1974, when Spanish fisheries were expanding. The group is involved in all aspects of the tuna industry, from fishing to processing. Albacora SA shifted its fishing activities from the overfished Bay of Biscay, where it had used small pole-and-line vessels, to more exotic locations in the Atlantic, Indian and Pacific Oceans, where they fish with seiners using FADs. The Albacora Group owns 18 fishing vessels and three tuna processing plants, of which two are located in Spain and one in Ecuador. It claims to be the



biggest European tuna group, with Albacora SA reporting total revenues of €134.9 million in 2012,<sup>xxxii</sup> and revenues of €340.4 million in relation to the Group's Spanish subsidiaries in the same year. The directors of Albacora SA also hold important positions in other companies of the Group and in unrelated companies in the fish/shellfish and energy sectors.

The company that owns the **Kovas**, is called Baltlanta. It was previously owned by companies registered in Lichtenstein (the holding company Henessen) and in Panama (AB Cosaco Naval Enterprises 60% and AB Vapores Nauticos Merrimack 40%),<sup>xxxiii</sup> both considered tax havens.<sup>xxxiv, xxxv, xxxvi</sup> The Lichtenstein company Henessen was liquidated in 2007 as a result of a decision by the Lichtenstein administration, after it had failed to pay SFr. 2,110 (€1,750) in taxes.<sup>xxxvii</sup> The beneficiary ownership of the Liechtenstein company remains unclear; however, there are indications that the Panamanian companies were linked to Konstantin Koval, a Lithuanian citizen.<sup>xxxviii</sup> Koval was also the first director

of Baltlanta, from December 1996 until July 1999.<sup>xxxix</sup> Until the beginning of 2014, he also owned Baltic Atlant Shipping, the company which operates the **Kovas**.<sup>xl</sup> In 2008, he was reported to be one of the richest persons in Lithuania with an estimated wealth of Lt500 million (€144 million).<sup>xli</sup> He spends part of his time in Las Palmas, where he owns a villa.<sup>xlii, xliii, xliv</sup>

On 6 January 2014, Baltlanta was sold to the Canary Islands-registered Spanish company Lispa Holding.<sup>xlv, xlvi, xlvi</sup> It is unclear whether this sale has reinforced the link Konstantin Koval maintains with the Canary Islands. The Spanish company register suggests that Lispa Holding is, in turn, 100% owned by Three Towns Capital Limited, registered in Hong Kong.<sup>xlviii</sup> Three Towns Capital is owned 50% by Magnus Roth, a Swede, and 50% by the Russian Vitaly Orlov.<sup>xlix</sup>



OCEAN CASTLE  
SKALA

**NORMA MA  
HULL**



# MONSTER BOATS MONOPOLIZING FISHERIES

## **TWISTING THE RULES BY REFLAGGING**

Large businesses and big profits require a steady resource base, or constant access to new fishing opportunities in the case of the fishing industry. Faced with steady decline in the size of most fish stocks, the companies that operate the monster boats have had to come up with ways of keeping ahead of the competition and outsmarting attempts to manage fishing activities sustainably.

One of the tricks they use to access more fishing opportunities is a calculated flagging strategy, which Greenpeace calls 'flag milking.' The beneficial owners of the vessels set up front companies to flag their vessels

in a country other than the one in which they themselves are based in order to 'milk' that country for benefits and resources, such as access to national quota, subsidies or fishing opportunities under fisheries agreements between the EU and non-EU countries. For instance, several PFA vessels carry a German or UK flag, despite the ultimate beneficial owners being based in the Netherlands. In fact, their vessels have changed flags many times over the years, 'milking' EU and non-EU countries for resources.<sup>1</sup>

Similarly, Samherji, an Icelandic company, has operated vessels under EU flags, enabling it to access subsidies and fishing opportunities in EU and non-EU waters. Samherji was

## MANY WAYS OF USING FLAG REGISTRATION TO INCREASE PROFITS AND EVADE RULES

Owners and operators may change the flags of their vessels for all sorts of reasons, but they frequently do so because they expect to profit from the change in some way. So-called ‘flags of convenience,’ which are often purchased inexpensively online, are used to evade fisheries management rules, to engage in illegal, unregulated and unreported (IUU) fishing, and to circumvent environment, labour and tax laws. Some vessels ‘hop’ repeatedly in and out of different fleet registers either for the reasons just mentioned or in order to gain access to the fishing opportunities or other benefits offered by successive countries. This is known as ‘flag-hopping.’ For instance, the **Kovas** switched flag repeatedly for periods of less than one year in order to gain access to fishing opportunities available under the flags of the Comoros. The **Franziska** went from Dutch to Belizean flag, back to the Dutch, then Peruvian and finally back to the Dutch flag (between 2005 and 2014).

Some companies even base their business strategies on reflagging vessels in order to ‘milk’ benefits and resources such as access to fishing opportunities, political influence and subsidies from different flag states. Greenpeace calls this ‘flag-milking.’ Companies that ‘milk’ flag countries for benefits are usually international, industrialised business ventures. In contrast to the affiliated concept of ‘flag-hopping,’ it is not a short-lived change, but usually a lifetime choice and business strategy.

While companies can make huge profits from these practices, they tend to return little or nothing to the fishing communities or the wider society of the countries whose flag, subsidies and fish stocks they exploit. The lack of clear rules on the need for a genuine link between a vessel’s flag country and its beneficial owner encourages these abuses and fails to promote a system in which local communities can make best use of the marine resources available to them.

involved in Polish fisheries through its German subsidiary DFFU, which in turn owned the company Atlantex Sp.z.o.o. that operates the **Saga**. New information shows that 100% of Atlantex shares now belong to Cyprus-based Esja Shipping Ltd. However, strong links remain between Esja Shipping Ltd. and Samherji. Samherji may have saved taxes by locating its subsidiary in Cyprus. Meanwhile, the Polish company may deliver most of the profits back to Iceland, with only a small amount of money staying in Poland. Samherji

is also the beneficial owner of the **Norma Mary**, which is flagged to the UK.<sup>li</sup>

Companies might also reflag vessels to countries with poor means of governance, in order to evade laws and controls that would otherwise govern its vessels and operations. This is known as flying a ‘flag of convenience.’ For instance, an EU-based company might flag its vessels to one or more non-EU countries in order to evade EU rules and possibly taxes, while at the same



time still accessing subsidies within the EU. The Laskaridis brothers, operators of the **Odin**, are experts in placing their assets where rules are lax. Important parts of their business are registered in Liberia, one of the poorest nations on Earth and a known flag of convenience.<sup>lii</sup> Moreover, the **Odin** and its sister vessel **Frigg** fly the flag of the Pacific island nation of Vanuatu, which also lacks the resources (and perhaps will) to exercise effective control over these vessels. Both vessels are operated by Unimed Glory, a Laskaridis company based in Greece. The flag of Vanuatu enables both vessels to operate outside EU control and, until the recent establishment of the South Pacific Regional Fisheries Management Organization (RFMO), allowed them to fish unlimited quantities of jack mackerel in the international waters of the South Pacific. A manager of Unimed Glory has openly admitted that vessels fishing under the Vanuatu flag do not meet EU hygiene standards and that the company's fish could therefore not be sold in Europe, but would instead be sold in Africa.<sup>liii</sup>

## A FEW HUGE BOATS HOLD DISPROPORTIONATE QUOTA SHARES

In 2012, the 18 fishing vessels owned by the Albacora Group S.A. reported a total catch of 171,000 tonnes<sup>liv</sup> from the Pacific, Indian and Atlantic Oceans combined. Only six of these vessels were flagged to Spain, contributing 43% of the total catch.<sup>lv</sup> The Group's other 12 vessels were flagged to Curaçao, Ecuador, the Seychelles, Panama and Kiribati. Many of the vessels have seen a Spanish port just once: the day they were launched. Yet their beneficial owner remains registered in Spain and has received subsidies from Spain and EU.

The company is building two new vessels but has already decided to evade CFP rules and fishing capacity restrictions by flagging both to non-EU countries: in March 2014, the **Galerna II** was launched under the flag of the Seychelles.<sup>lvi, lvii</sup>

Inpesca SA, owner of the **Txori Argi**, also uses non-EU flags. Its vessels have been

flagged to Belize (which has been listed as a flag of convenience)<sup>lxviii,lix,lx</sup> and the Seychelles,<sup>lxi</sup> enabling it to avoid EU fishing capacity limits while increasing its catch by 29% between 2009 and 2010.<sup>lxii</sup>

The Spanish company Moradiña SL owns at least four vessels that together hold almost 21% of the deep-water redfish quota in the fisheries area 3M of the Northwest Atlantic Fisheries Organisation (NAFO) and just over 24% of the redfish quota in the area 3O. It also holds almost half (46.39%) of the hake quota in the NAFO regulatory area.<sup>lxiii</sup> Hungry for more, Moradiña SL and Hermanos Gandón S.A. bought up the entire quota previously held by Freiremar S.A., another company active in the NAFO area, acquiring 40% and 60% respectively of the NAFO quota for species such as redfish and halibut.<sup>lxiv</sup>

Often, a single fishing ground is not enough to satisfy the monster boats' hunger for more fish. The **Playa de Tambo**, owned by Pesquerías Marinenses, has recently fished in three different areas: the Northeast Atlantic (Hatton Bank), the Northwest Atlantic and the Southwest Atlantic (Falkland Islands).<sup>lxv</sup> In fact, when the Spanish government stopped payments for temporary cessation of fishing activities in the Northwest Atlantic in 2012, 12 Spanish vessels, including the **Playa de Tambo** and the **Playa de Galicia** (both owned by Pesquerías Marinenses SA), went to fish in the waters around the Falkland Islands until the NAFO fishery was re-opened.<sup>lxvi</sup> In order to shift operations without losing the chance to access EU fishing opportunities, the companies concerned paid for special licences instead of reflagging their vessels.

The **HM555 Kingfisher** is one of the largest bottom trawlers fishing for groundfish in the Danish fleet. Its beneficial owner, Svann Anker Gasberg,<sup>lxvii</sup> holds the biggest share of the combined Danish cod quotas in the North Sea and Skagerrak. As a monster boat, the **HM555 Kingfisher** is a symptom of the Danish quota system that favours large, intensive vessels at the expense of the low-impact, small-scale fleet. The resulting concentration of quotas in the hands of a few, has led to a situation in which 105 vessels, representing only 15% of the Danish fleet, catch 90% of the fish, while 72% of the vessels are left with only 5% of the fish. This move to fewer but larger and more mechanised vessels has caused a 56% fall in employment in Danish fisheries since 1995.<sup>lxviii</sup>

The Dutch-owned **Cornelis Vrolijk** holds 23% of the English fishing quota, amounting to more than the entire Cornish fishing fleet combined. In fact, in England, a large proportion of the fishing quota is held by foreign-owned vessels. Their owners legitimately obtain a share in fishing opportunities by buying the permission to fly a UK flag for about £100 (around €128) and meeting some basic conditions, such as employing at least 50% of the crew from a British workforce. Other than meeting these conditions, the vessel owners make a minimal contribution to the British economy as a whole, while competing with the livelihoods of local coastal fishermen and often fishing in a way that harms marine life.



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## MONSTER BOATS UNDERMINE LOCAL ECONOMIES

The six massive PFA vessels featured in this report make a stark contrast to the vessels of the local small-scale fishermen in developing countries with whom they often compete for fish. For instance, it takes more than 50 traditional Mauritanian pirogues a whole year to catch as much fish as a PFA vessel can capture and process in a single day.<sup>lxix</sup>

Even though much of the fish caught by these monster boats ends up in African and Asian markets, local communities would benefit more from their resources if the fish were caught, processed and distributed by local fishermen and market traders. The Africa Progress Panel recently stated: “Apart from

draining the region of revenue, overfishing is reducing fish stocks, lowering artisanal catches, harming the marine environment. It also is putting the livelihoods and food and nutrition security of millions of people in West Africa at risk.”<sup>lxx</sup>

### EUROPEAN PELAGIC TRAWLERS CASHING IN ON SOUTH AMERICAN AND AFRICAN FISHERIES

While the whole PFA fleet fishes predominantly in European waters, several of its vessels, including those featured in this report, also fish overfished stocks in West African waters and the South Pacific. In fact,

## JACK MACKEREL OVERFISHING AND A CONFLICT OVER JUMBO SQUID

The jack mackerel (*Trachurus murphyi*) had been decimated for several years prior to the establishment of the South Pacific Regional Fisheries Management Organization (SPRFMO) in 2006, and overfishing continued up until the SPRFMO became operational in 2010, if not beyond. Several industry leaders and authorities acknowledge the unrestrained excesses during the unregulated years, which became known as the ‘Olympic race’ for fish, especially in the waters around Chile. The consequence of this ‘binge fishery’ was the loss of many thousands of jobs in Chile’s fisheries sector. Moreover, the Chilean industrial fleet subsequently shifted its attention to target species commonly fished by low-impact fishermen, including jumbo squid. This has led to a growing conflict in relation to the distribution of quota to low-impact and industrial operators, for a species that was formerly unregulated. The intention to develop a sustainable fishery for jumbo squid (using pots) is as a consequence being undermined by the transferal of industrial trawling capacity from jack mackerel to squid.<sup>lxxiv</sup>

in West Africa, the majority of stocks targeted by the PFA are now considered overfished,<sup>lxxi</sup> and its vessels’ activities contribute to putting hundreds of thousands of small-scale fishermen’s livelihoods at risk<sup>lxxii</sup>. Similarly, in the South Pacific, overfishing by a global fleet of trawlers, including the European vessels, has reduced jack mackerel (*Trachurus murphyi*) spawning stock biomass by 90% in the past two decades – from 20 million tonnes in 1988 to 2 million in 2011.<sup>lxxiii</sup>

### INDUSTRIAL TUNA FLEETS VS LOCAL COMMUNITIES

Africa is not the only part of the world where monster boats deprive local people of their marine resources. The majority of tuna fishing in the Pacific is done by large-scale industrial fleets associated with a range of negative environmental impacts, including overfishing and the bycatch of non-target species. Although the vessels of the Albacora Group fish all around the globe, the **Albacora Uno**

and the **Albatun Tres** focus most of their fishing effort in the Pacific, in areas close to Kiribati and other Pacific islands.

Foreign tuna fleets, including the Spanish and French monster boats, are depleting the tuna stocks on which small-scale island fishermen depend.<sup>lxxv, lxxvi</sup> For example, the **Albatun Tres** can catch 3,000 tonnes of tuna in a single fishing trip, which is almost double the annual catch of some Pacific island countries.<sup>lxxvii</sup> Local communities would benefit a great deal more if local governments and global tuna markets were to promote home-grown, low-impact tuna fisheries, multiplying the economy benefits through direct employment and the need for other businesses to service and supply the vessels’ operations. Local people would develop skills through working and training in the industry, and small-scale fishing methods would employ more people per tonne of fish caught.<sup>lxxviii</sup>

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## CASHING IN ON PUBLIC MONEY AND GIVING LITTLE BACK

Many of the companies that operate monster boats have grown rapidly. They have had a steady access to fishing opportunities in European and non-European waters and have often received significant subsidies. EU governments have granted both direct subsidies – for instance, for the construction of the **Franca Morte**, whose owners at that time, Pesca Miradouro, received €3,412,800 in 2002<sup>lxxix</sup> – and indirect subsidies, such as subsidised access to foreign fishing grounds under EU Fisheries Partnership Agreements (FPAs) with non-EU countries and tax exemptions on fuel.

### **BENDING THE RULES TO ACCESS SUBSIDIES**

The subsidised construction of fishing vessels has been one of the biggest failures of public policies in fisheries management in the EU. Under the EU's 2000 to 2006 fisheries subsidies regime, the so-called Financial Instrument for Fisheries Guidance (FIFG), almost half a billion euro was spent on building new vessels.<sup>lxxx</sup> These subsidies resulted in the construction of 3,000 new vessels, the modernisation of around 8,000 vessels and the scrapping of around 6,000 vessels, most of which were small

vessels from Greece and Spain.<sup>lxxxii</sup> It soon became clear that the newly built vessels had greater capacity than the scrapped ones, so it was agreed to end construction aid, halfway through the period of the FIGF funding. However, in spite of this, companies still find ways to access public money and to channel this money into the construction of new vessels.

For instance, Sapmer, which owns the **Frache Terre** among other vessels, was seeking money to invest into new vessels. As direct construction subsidies are no longer available under the EU's funding mechanism, Sapmer abused state aid rules to access at least €30 million in indirect aid to build three new vessels, based on a tax exemption regime intended to support the economic development of the French overseas territories.

The French tax code *Lois Girardin Industriel 2003-660* provides for tax lease regime to encourage productive investment in the overseas territories. Under this scheme, French citizens can get a tax deduction in return for investing in productive assets in overseas territories. So the purpose of the regime is to stimulate private investment and to provide a cash boost to businesses in the overseas territories.

However, in reality, there is no economic return to the French overseas territories: no employment created (all crew members are from African countries and the ship mates are from mainland France) and not a single fish landed in Mayotte or La Réunion where the five vessels of Sapmers fleet are flagged. Sapmer has also received a loan of €13 million for the construction of a vessel from the Agence Française de Développement,<sup>lxxxiii</sup> the French

development agency. Again, this financial support is supposed to help the development of the local economy.

## **LIVING ON PUBLIC MONEY AT THE EXPENSE OF THE COMMON GOOD**

Over the years, the PFA companies and other monster boat owners have benefited from enormous amounts of direct and indirect financial support. For example, between 1994 and 2006, the EU taxpayer has paid at least €21.2 million under the FIGF programme towards the construction and modernisation of PFA vessels.<sup>lxxxiii</sup> The largest subsidy ever paid for a single vessel under the FIGF scheme was the payment of €6.2 million for construction of the pelagic freezer trawler **Helen Mary**.

The FIGF also includes non-vessel payments. The total amount of such payments made to PFA members between 1994 and 2006 was an additional €24.5 million. Of this total, €21.0 million (85.7%) was provided by Germany, while €3.5 million (14.3%) came from the Netherlands. The Euro-Baltic processing plant in Germany, owned by Parlevliet & Van der Plas, received a particularly high level of support under the FIGF. The PFA as a whole has also received several subsidies. However, because of a lack of transparency about the beneficiaries of non-vessel payments, the actual amount received by the PFA and its members could be much higher.

After the FIGF funding period, the PFA received additional funding under the subsequent funding period of the European Fisheries Fund (EFF), lasting from 2007 to 2013. As of 2012, PFA members had received subsidies totalling €6.4 million from





## THE ALBACORA UNO - A REPEAT OFFENDER

**June 2010** Fined US\$5 million (€4.1 million) for illegal fishing inside the 200-mile United States Exclusive Economic Zone (EEZ) in the western and central Pacific Ocean over a two-year period.

**August 2011** Alleged to have discarded a ton of skipjack tuna in violation of IATTC Resolution C-11-01, which requires vessels to retain all catch of skipjack tuna. Spain is seeking information to determine the accuracy of the allegation, though it notes that all indications to date are that the alleged violation did in fact take place. If this proves to be the case, appropriate sanctions will be imposed.<sup>xci</sup>

**July 2012** Fined US\$55,000 (€43,000) for illegally fishing sharks in the northern Pacific.<sup>xcii</sup>

**October 2013** Fined US\$1 million (€781,000) for IUU fishing inside the Nauru EEZ.<sup>xciii</sup>



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the Dutch and German governments. The most significant single contribution has been a subsidy of €5 million received by Diepzee Visserij Maatschappij Cornelis Vrolijk II BV for investments in fishing vessels and freezing equipment.<sup>lxxxiv</sup>

Moreover, under the EU's Fisheries Partnership Agreements (FPAs) with Mauritania and Morocco, the EU pays an annual contribution to secure fishing licences for the PFA members and other fishing companies. In total, the EU paid €626 million to secure these licences between 2006 and 2012. The average annual benefit of all FPAs to the members of the PFA was €26.4 million, with the most beneficial deal being the FPA with Mauritania (yielding €18.5 million a year on average).<sup>lxxxv</sup>

Companies and vessels belonging to the Albacora Group have also received many subsidies from both the Spanish government and the Basque regional government. The Group received €3,773,141<sup>lxxxvi</sup> for the

construction of the **Albacora Uno**, a vessel that has been repeatedly fined for IUU fishing and that since it was built has barely returned to Spain. The contribution the Group has made to Spanish society in return for the vast amount of money it has received through direct and indirect subsidies remains very limited. Its biggest tuna canning plant is located in Ecuador, where cheap labour is prevalent. This plant employs 2,380 people, while by comparison its Spanish-based canning plant employs only 293 people.<sup>lxxxvii</sup>

Inpesca S.A. has also received €14,883,187 in the last 15 years, despite employing only 178 people.<sup>lxxxviii</sup> Moreover, Moradiña SA, owner of the **Eirado do Costal**, and Pesquerías Marinenses SA, owner of the **Playa de Tambo**, have received money for the construction of their destructive vessels and, subsequently, for halting their fishing activities because their target stocks in the Northwest Atlantic collapsed, leading to a temporary ban on fishing activities for relevant stocks in the NAFO regulatory area. Both companies claim to give life and employment to Spanish coastal areas, but when one compares their revenues with the employment they create, it quickly becomes apparent that the benefits they provide are comparatively small. Moradiña has revenues of €12,960,296 but employs only 68 people,<sup>lxxxix</sup> while Pesquerías Marinenses employs 131 people with revenues of €16,331,648.<sup>xc</sup>



## TOP 5 SUBSIDIES RECEIVED BY 20 MONSTER BOATS



VESSEL	EU SUBSIDY IN EUROS (€)	YEAR	PURPOSE OF THE SUBSIDY
HELEN MARY	6,247,357	1994	Construction of vessel <sup>xciv</sup>
ALBATUN TRES	4,935,360	N/A	Information not available
TXORI ARGÍ	4,674,240	2001	Construction of vessel <sup>xcvi</sup>
ALBACORA UNO	3,773,141	1995	Construction of vessel <sup>xcvii</sup>
FRANCA MORTE	3,412,800	2002	Construction of vessel <sup>xcviii</sup>

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# WHEN MONSTER BOAT OWNERS ARE TOO CLOSE TO POLITICIANS

The operational manager of Unimed Glory SA, Tony Zuanich, has been an industry representative to the Vanuatu Government on IUU issues since 2012. The **Frigg** and the **Odin**, two vessels operated by Unimed Glory, are flagged to Vanuatu. Zuanich has participated in Vanuatu government delegations to the EU<sup>xcix, c</sup> and has been part of the Vanuatu delegation to the SPRFMO on a number of occasions.<sup>ci, cii, ciii</sup> Several vessels on the 2014 draft SPRFMO IUU list<sup>civ</sup> are owned and/or operated by the Laskaridis brothers' business empire, which includes Unimed Glory S.A. Moreover, Per Pevik, the technical manager of Unimed Glory, has been previously convicted of breaking fisheries laws.<sup>cv</sup> Yet, in 2011, he participated in a meeting of the Small Pelagic Fishery Resource Assessment Group (SPFRAG), a key research and scientific committee for management of the small pelagic fishery in Australia, in which he allegedly succeeded in changing the course of the discussion to ensure a revision of the quotas to accommodate the vessels he represents.<sup>cvi</sup>

Javier Garat, another industry representative, is a board member and shareholder of Albacora SA. He combines this role with being the general secretary of one of the Spanish fishing confederations (CEPSCA),

the president of the lobby group Europêche (the Association of National Organisations of Fishing Enterprises in the European Union) and general secretary of the Spanish Federation of Fishing Organisations (Federación Española de Organizaciones Pesqueras, FEOPE).<sup>cvi</sup>

The PFA members also have representatives on national fisheries delegations, Regional Advisory Councils and RFMOs. Gerard van Balsfoort, the president of the PFA since 2006, was Deputy Director of Fisheries at the Dutch Ministry of Agriculture, Nature and Fisheries until 2001. In the meantime he was the secretary of the Dutch Fish Product Board.

Dr. Uwe Richter, a German who is CEO of most of the German affiliates of Parlevliet & Van der Plas, is head of the board of the Germany pelagic fisheries association (Deutscher Hochseefischereiverband).

PFA members regularly take part in government delegations. At meetings leading to the establishment of the SPRFMO, representatives of PFA members attended not only as members of the EU delegation, but also as part of the Peruvian delegation.<sup>cviii</sup>





## LOW-IMPACT FISHERIES ARE THE FUTURE

There is a need for a fundamental change in the way that fisheries are managed, and, in particular, an urgent need to focus on low-impact fisheries as a model for sustainability – both from an environmental and socio-economic perspective. For example, in the last 15 years the number of jobs in the Spanish fishing industry has fallen by more than 50,000, partly because big vessels were modernised and little vessels were scrapped.<sup>cvix</sup> This has also seriously reduced the living standards of those for whom fishing is not simply a job but also a way of life – those engaged in low-impact fisheries.

The revised CFP mandates governments to shift the management of fisheries in favour of low-impact fishing. Moreover, a shift towards more small-scale, low-impact fishing will require a reorientation of public spending to

strengthen stock recovery and support an equitable reallocation of fishing opportunities, and therefore boost in employment in the low-impact fleet.

Low-impact fishermen represent 80% of the fleet (by vessel numbers) in the EU and currently land around 30% of the fish by value,<sup>cx</sup> but are not well represented in national or EU fora that make decisions on the management of Europe's fisheries. They have little access to subsidies and get a disproportionately small percentage of the national allocation of fishing opportunities.

Yet, low-impact fishermen fish in a more sustainable, less environmentally destructive way, mainly using passive gear. They also create a socio-economic structure in coastal areas, providing important direct and indirect

employment benefits in areas where there are often few alternative sources of income. Low-impact fishing provides quality foods, sustains more jobs per ton of fish caught and benefits local economies.

By comparison, the estimated average catch per worker of Parlevliet & Van der Plas in 2008 was 614.2 tonnes/worker, which is much higher than the average employment ratio of 173.1 tonnes/worker in the Netherlands and 5.2 times higher than the EU average of 119.7 tonnes/worker.<sup>cxix</sup>

A recent Greenpeace study found that if the Spanish government was to support a low-impact fisheries model, the stocks in national waters would recover, and 60,100 jobs would be created, not only in the fisheries industry itself, generating an economic growth of €4,000 million in 10 years. Changing fisheries to a low-impact model would create a total of 24,137 jobs in coastal fisheries, of which 13,597 would be in direct employment at sea.<sup>cxii</sup> The increased employment generated by this approach could reverse the long-term tendency for employment in the fisheries sector to fall.

## **AN END TO LACK OF REPRESENTATION: THE BIRTH OF LIFE AND PAPAS**

In May 2014, a new European platform for the Low Impact Fishermen of Europe (LIFE) was formally established. LIFE is an organisation representing the interests of small-scale, low-impact fishers across Europe. Currently it represents more than 2,000 professional fishermen and women from Croatia, France, Germany, Greece, the Netherlands, Poland, Spain and the UK. LIFE aims to unify the low-impact fishing sector, maximise its social and economic viability, and influence the development and implementation of policies ensuring that fishing in Europe is carried out in a sustainable manner (including granting the right to fish to those who fish sustainably; reducing fleet overcapacity where it exists; ending harmful subsidies and unsustainable, destructive practices; and restoring the health of seas in Europe and the rest of the world). LIFE has already organised a congress with the aim of sharing experiences and preparing to monitor their governments' implementation of the CFP.

In September 2014, the Platform of Senegalese Artisanal fishing actors (PAPAS), a grouping of several fishermen's associations initiated by Greenpeace Africa in 2011, was officially recognised as a professional organisation by the Senegalese authorities. Its objective is to create a framework for exchange and action on fisheries in Senegal. PAPAS has already demonstrated its ability to mobilise opinion during negotiations on the new EU-Senegal fisheries agreement, when it persuaded the Senegalese authorities to reconsider their position and they obtained more benefits from the agreement.

In addition to LIFE and PAPAS, several and diverse movements of low-impact fishermen and women are joining force all around the world to demand their right to a fair access to fisheries resources: "We want to have a voice, we want to be listened to."



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## A GLIMPSE OF THE FUTURE

New EU rules on the management of fishing activities, the distribution of fishing opportunities and adjustments of fleet capacity provide EU governments with the responsibility and the opportunity to eliminate excess fishing capacity and to shift fleet composition towards the sustainable, low-impact end of the spectrum. But they must do so without transferring the problem of overcapacity to other fisheries and regions.

Governments are required by the revised CFP to change the way they allocate fishing opportunities to fishermen, and to incentivise low-impact as opposed to destructive fishing practices. For this to work, Greenpeace calls on governments to:

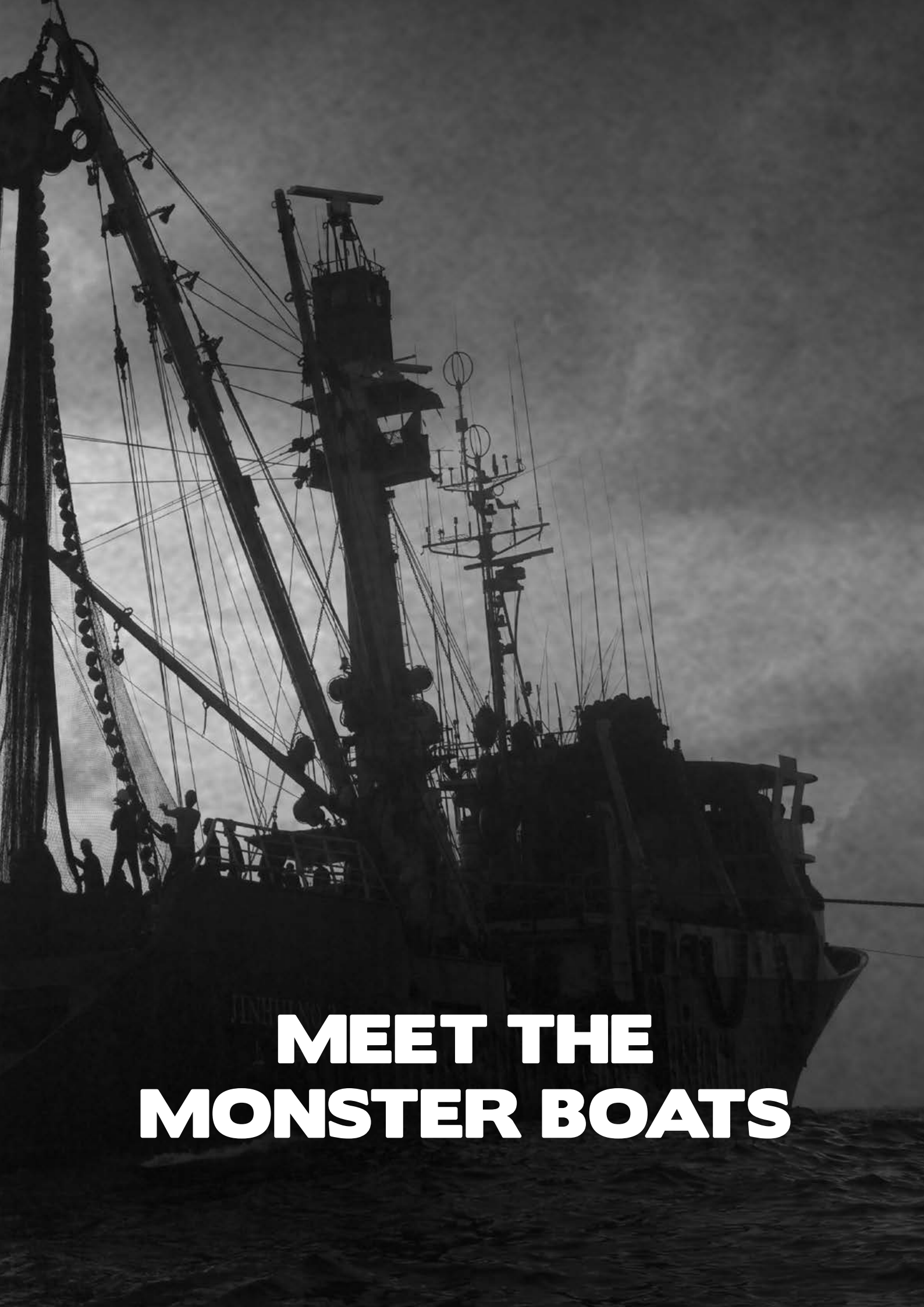
- present a thorough assessment of their national fleet's fishing capacity by fleet segment, and to focus action to eliminate overcapacity on the monster boats in each segment or sector of the fleet, i.e., those that contribute most to stock depletion and cause most damage to the wider marine environment, and contribute least to the social, economic and cultural fabric that sustains coastal communities;
- allocate fishing opportunities on the basis of environmental, social and economic criteria. These should include criteria that consider the direct environmental impact, the selectivity and fuel efficiency of the gear and fishing practices, the

compliance history of vessel owners and operators, and the business environment of the beneficial owner(s), e.g., whether the owner of the vessel works on board, the existence of a genuine link between the owner and the flag and more;

- develop and publish the allocation criteria and the beneficiaries of fishing opportunities in an open and transparent manner; and
- create specific incentives schemes that use quota allocation to reward those fishermen who operate in ways that cause the least damage and most social benefits in a fishery.

In a wider context, Greenpeace urges all governments to comply with and effectively enforce all relevant laws and regulations of the CFP, the European Maritime and Fisheries Fund and nature conservation legislation, with a view to urgently recover fish stocks, completing a network of marine reserves and restoring the health of our seas. Governments must step up their efforts to prevent IUU fishing by vessels flying their flags, owned or operated by their nationals, and should publish the register of infringements by and sanctions against individual operators. We further urge the EU to strengthen its rules on flag registration, including on establishing a genuine link between the flag and the vessel, starting by prohibiting flag-hopping, i.e., the frequent registration and de-registration of vessels between EU and non-EU fleet registers.





# **MEET THE MONSTER BOATS**



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# ALBACORA UNO

VESSEL FLAG  
SPAIN



**BENEFICIAL OWNER AND WHERE****HE IS BASED:** Albacora S.A. - Spain**IMO NUMBER:** 9127435**EXTERNAL MARKING:** 3-VI-51-96**INT'L RADIO CALL SIGN (IRCS):** EAMB**GROSS TONNAGE (GT):** 3,585**MAIN POWER (KW):** 5,966**GEAR TYPE<sup>1</sup>:** Purse seines

**BYCATCH<sup>2</sup>:** Fisheries the Albacora Uno is involved in risk bycatch of species such as Pacific silky sharks, vulnerable ('vulnerable,' 'endangered,' and 'critically endangered' are categories of the IUCN red list highlighting species that face a higher risk of global extinction)<sup>25</sup> Oceanic whitetip sharks and whale sharks, as well as marine mammals and threatened sea turtles.

**MAIN FISHING GROUNDS<sup>3</sup>:** Pacific Western Central; including Kiribati Exclusive Economic Zone (EEZ)

**MAIN TARGET SPECIES<sup>4</sup>:** Tuna or tuna-like species

The Albacora Uno is a massive tuna purse seiner. It can hold 2,000 tonnes of fish and is involved in overfishing on a global scale (i.e., beyond European waters) by contributing to the depletion of stocks of bigeye tuna and Eastern stock of yellowfin tuna. The Albacora Uno makes use of Fish Aggregation Devices (FADs),<sup>5</sup> aimed at attracting tuna species, but in reality also attracting many other marine species as well. This method of fishing results in significant levels of bycatch.

Locals in the region depend on healthy tuna stocks for their livelihood; therefore countries that are parties to the Nauru agreement (PNA) want to reduce the number of foreign vessels in the PNA region.

In 2010, the Albacora Uno was caught after fishing illegally on 67 Fish Aggregation Devices (FADs) over a period of two years in the US Exclusive Economic Zone (EEZ). Albacora S.A., the company that owns the vessel and the USA's National Oceanic and Atmospheric Administration (NOAA) agreed on a settlement of US\$5 million.<sup>6</sup>

In August 2011, the Albacora Uno allegedly discarded a ton of skipjack tuna in violation of the Inter-American Tropical Tuna Commission (IATTC) Resolution C-11-01, which requires vessels to retain all catch of skipjack tuna. As a result of this and a second incident by another vessel, Spain was identified by the US's National Marine Fisheries Service (NMFS) as one of 10 nations engaged in IUU fishing during 2011/2012.<sup>7,8</sup>

Albacora Uno was one of three vessels caught by the Marshall Islands Marine Resources Authority (MIMRA) in July 2012 with shark skins, fins and carcasses on board. It was fined US\$55,000 by MIMRA. Eighteen shark carcasses were confiscated.<sup>9</sup> In October 2013, the Albacora Uno was fined €1 million for six incidents of illegal fishing in the Nauru EEZ.<sup>10</sup>



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# ALBATUN TRES

VESSEL FLAG  
SPAIN





**BENEFICIAL OWNER AND WHERE****HE IS BASED:** Albacora S.A. - Spain**IMO NUMBER:** 9281310**EXTERNAL MARKING:** 3-VI-512-03**INT'L RADIO CALL SIGN (IRCS):** EADN**GROSS TONNAGE (GT):** 4,406**MAIN POWER (KW):** 4,927.15**GEAR TYPE**<sup>1</sup>: Purse seines**BYCATCH**<sup>2</sup>: Fisheries the Albatun Tres is involved in risk bycatch of species such as Pacific silky sharks, vulnerable Oceanic whitetip sharks and whale sharks, as well as marine mammals and threatened sea turtles.**MAIN FISHING GROUNDS**<sup>3</sup>: Pacific Eastern Central, Pacific Western Central and Southeast; including Kiribati EEZ, line ground and Phoenix group**MAIN TARGET SPECIES**<sup>11</sup>: Tuna or tuna-like species

The Albatun Tres is one of the three largest purse seiners in the world.<sup>12</sup> Classified as a 'super super seiner,' it has the capacity to hold 2,258 tonnes of fish.<sup>13</sup>

This Spanish-flagged vessel is involved in overfishing on a global scale. In the Pacific it contributes to the depletion of stocks of bigeye tuna and the Eastern stock of yellowfin tuna. The Albatun Tres takes advantage of Fish Aggregation Devices (FADs).<sup>14</sup> These aim to attract tuna species but in reality also attract several other marine creatures, including Pacific silky sharks, Oceanic whitetip sharks, whale sharks, threatened sea turtles and other marine mammals. Also juvenile tuna, including overfished bigeye tuna, are attracted and end up as bycatch.

Locals in the region depend on healthy tuna stocks for their livelihood. Therefore, parties to the Nauru agreement (PNA) want to reduce the number of foreign vessels in the PNA region.<sup>15</sup>

The Albatun Tres received €4,935,360 of subsidies in 2002, the fifth highest subsidy ever given to an EU fishing vessel.<sup>16</sup>

Despite having a track record of Illegal, Unreported and Unregulated Fishing (IUU),<sup>17</sup> the Albacora Group benefited from €1,166,432 of annual EU contributions from Fisheries Partnership Agreements (FPAs) between 2006 and 2011.<sup>18</sup>

In 2006, Kiribati created the world's second largest marine protected area - Phoenix Islands Protected Area (PIPA). In 2010, it was added to the list of UNESCO World Heritage sites. It contains some of the most pristine coral reef archipelagos in the Pacific.<sup>19</sup> Several times Kiribati has been criticized for failing to protect the area from commercial fishing. The park was ruled as 'off limits to fishing and other extractive uses,' but commercial fishing was only banned in 3% of the reserve. The rest is open to industrial fishing vessels, this has resulted in an increase of activity in this area. In June 2012 the Albatun Tres fished in the park but did not enter the sub exclusion zone.<sup>20</sup> In June 2014, the president of Kiribati, announced a ban on all commercial fishing in the Phoenix Islands Protected Area from 1 January 2015.



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# ANNELIES ILENA

VESSEL FLAG  
NETHERLANDS



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED**<sup>21</sup>: Parlevliet en Van der Plas B.V. - Netherlands

**IMO NUMBER**: 9204556

**EXTERNAL MARKING**: KW-174

**INT'L RADIO CALL SIGN (IRCS)**: PHKE

**GROSS TONNAGE (GT)**: 14,055

**MAIN POWER (KW)**: 14,400

**GEAR TYPE**<sup>1</sup>: Midwater otter trawls

**BYCATCH**<sup>2</sup>: Fisheries the Annelies Ilena is involved in risk bycatch of (endangered) animals such as hammerhead sharks, giant rays (including manta rays) and dolphins in West African waters.

**MAIN FISHING GROUNDS**<sup>3</sup>: Northeast Atlantic, Southeast Pacific, Eastern Central Atlantic; in the EEZs of Mauritania, Morocco/Western Sahara

**MAIN TARGET SPECIES**<sup>26</sup>: Small pelagics such as Atlantic herring, Atlantic horse mackerel, Chilean jack mackerel, pilchard, blue whiting

The 144 metre long Annelies Ilena is Europe's largest fishing vessel.<sup>27</sup> This super trawler can hold 7,000 tonnes of fish, allowing it to fish continuously for weeks. The vessel was controversial prior to being launched due to its sheer size.<sup>28</sup> Before 2007, Annelies Ilena was Irish flagged and known as the *Atlantic Dawn*. It was the biggest vessel ever built during this period and accounted for 15% of the nation's fishing capacity.<sup>29</sup>

Annelies Ilena has been part of overfishing on a global scale, contributing to the depletion of stocks such as Chilean jack mackerel in the South Pacific (2006-2011, 2014) and small pelagic stocks in West Africa (2009, 2013). In 2011, the jack mackerel stock in the Southeast Pacific was exhausted to 10% of what it was in the late 1980s.<sup>30</sup>

These types of large-scale trawlers benefit significantly from indirect financial support in Europe via access paid to African fishing grounds and tax exemptions on fuel.<sup>31</sup>

PHOTO UNAVAILABLE



# ARTICO

VESSEL FLAG  
AZORES/PORTUGAL



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** It remains unclear due to lack of transparency whether the owner is Sociedade da Fomento da Pesca Lda, Azores or Pescarias Cayón & García, Portugal

**IMO NUMBER:** 7362756

**EXTERNAL MARKING:** PD-400-N

**INT'L RADIO CALL SIGN (IRCS):** CUFX

**GROSS TONNAGE (GT):** 793

**MAIN POWER (KW):** 1,193

**GEAR TYPE<sup>1</sup>:** Drifting longliner

**BYCATCH<sup>2</sup>:** Fisheries the Artico is involved in risk bycatch of endangered sea turtles, as well as vulnerable or endangered sharks, seabirds and marine mammals.

**MAIN FISHING GROUNDS<sup>3</sup>:** Pacific Southeast, Southwest and Eastern Central; it has also been moving at fishing speed in the EEZ of French Polynesia since 2009

**MAIN TARGET SPECIES<sup>32</sup>:** Tuna, swordfish

The Artico is a European-owned longliner involved in global overfishing, by fishing on depleted stocks of yellowfin tuna and swordfish in the South Pacific.<sup>32</sup> The vessel has been active in high seas areas in the Southern Pacific, which lack environmental governance (as those seas are not covered by an organisation responsible for the protection of the marine environment).<sup>33</sup>

When fishing on tuna and swordfish, longliners risk contributing to the decline of threatened shark species, sea turtles and seabirds. All sea turtles in the South Pacific except one (flatback turtle) are vulnerable, endangered or critically endangered.

Crew on board the Artico and the Carmen Terre (the sister vessel) reportedly claim to be in debt bondage. They have borrowed the money that the agent demanded for work. They claim to earn US\$325 (around €260) a month.<sup>34</sup> Crew members have previously stated: "We know that we are the poorest paid of all the fishermen in the world." On board they are served the same meal each day: fish bait – frozen pieces of mackerel and squid. Their Indonesian passports have

been seized. Supposedly "the captain and other more graded crew members have all the comfort needed on the Artico."<sup>35</sup>

Three crew members claim to have had serious accidents and had suffered numbness to arms and hands. They report that they did not receive proper medical treatment and one man went 25 days before his wound was treated.<sup>36</sup>



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# ATLANTIC

VESSEL FLAG  
SWEDEN



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** LL 628 Atlantic AB<sup>37</sup> - Henrik Ohlsson and Lars-Johan Olsson, Sweden<sup>38</sup>

**IMO NUMBER:** 8805468

**EXTERNAL MARKING:** LL628

**INT'L RADIO CALL SIGN (IRCS):** SMCP

**GROSS TONNAGE (GT):** 139

**MAIN POWER (KW):** 662

**GEAR TYPE**<sup>1</sup>: Bottom otter trawls

**BYCATCH**<sup>2</sup>: Fisheries the Atlantic is involved in risk bycatch of species such as argentines, roundnose grenadier, rabbitfish and sharks.

**MAIN FISHING GROUNDS**<sup>3</sup>: Atlantic Northeast, among others it has been in the EEZs of Sweden, Norway and Denmark at fishing speed since 2009

**MAIN TARGET SPECIES**<sup>39</sup>: The vessel has quota for Northern prawn/shrimp, saithe, Norway lobster, Atlantic cod, lemon sole

The Atlantic makes up a substantial part of its catch in the Natura 2000 area in Bratten.<sup>40</sup> The area has been designated as a protected area due to high species diversity, corals and the appearance of 32 red-listed species.<sup>41</sup> Currently, it is legal to fish in Natura 2000 areas, but policies are underway for a full protection of Bratten from bottom trawling. Bottom trawling is highly destructive to the unique habitats of the area.

Atlantic is a bottom trawler and has been involved in fisheries known to cause bycatch of argentines, roundnose grenadier, rabbitfish and sharks.<sup>42</sup> Deep-sea fish and sharks are vulnerable due to low fecundity and late maturation.<sup>43</sup> There is a huge amount of discarding in the shrimp fishery due to highgrading.<sup>44</sup> This is the process where fishermen discard legally caught shrimp, only having regard for high value shrimp. This process is undertaken in order to optimize the catch of the vessel. Atlantic is part of a Swedish fleet segment that discards 25% of the shrimp they catch. This can add up to a tonne of shrimp per day.<sup>45</sup>

According to Swedish authorities, this same fleet has a severe overcapacity problem.<sup>46</sup>

There have been no direct EU subsidies to the vessels; however, as with all other fishing vessels in the EU, the Atlantic is exempt from paying tax on fuel.<sup>47</sup> Calculations show that in the period between 2007 and 2011, the Atlantic received €170,000 in indirect subsidies due to the tax exemption on fuel. This was only for the fishing it conducted in Bratten Natura 2000 area.



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# CORNELIS VROLIJK FZN

VESSEL FLAG  
UNITED KINGDOM





**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** Cornelis Vrolijk Holding B.V. - Netherlands

**IMO NUMBER:** 8707537

**EXTERNAL MARKING:** H171

**INT'L RADIO CALL SIGN (IRCS):** MLPC9

**GROSS TONNAGE (GT):** 5,579

**MAIN POWER (KW):** 7,007

**GEAR TYPE**<sup>1</sup>: Midwater otter trawls

**BYCATCH**<sup>2</sup>: Fisheries the Cornelis Vrolijk was involved in historically risk bycatch of (endangered) animals such as leatherback, loggerhead and hawksbill turtles, and hammerhead sharks and manta rays when fishing in West Africa.

**MAIN FISHING GROUNDS**<sup>3</sup>: Atlantic Northeast and Eastern Central. It has also been in the EEZs of UK, Ireland, Western Sahara and Mauritania

**MAIN TARGET SPECIES**<sup>48</sup>: Atlantic mackerel, herring, Northern blue whiting and, historically, sardine and sardinella

The Cornelis Vrolijk holds 23% of the English fish quota. In comparison, small-scale fishermen represent three-quarters of the entire UK fleet, yet they are allowed to catch just 4% of the UK quota.<sup>49,50</sup>

Regardless of the Cornelis Vrolijk flying a British flag and having some UK management, its beneficial owners are Dutch and its catch is landed in the Netherlands.

The vessel has historically participated in overfishing on a global scale by contributing to the depletion of fish stocks in West Africa (therefore, in this respect has a track record similar to vessels like the Maartje Theadora and Annelies Ilena).

PHOTO UNAVAILABLE



# EIRADO DO COSTAL

VESSEL FLAG  
SPAIN



**BENEFICIAL OWNER AND WHERE****HE IS BASED:** Moradiña S.A - Spain**IMO NUMBER:** 9265328**EXTERNAL MARKING:** 3-VI-44-01**INT'L RADIO CALL SIGN (IRCS):** EBVD**GROSS TONNAGE (GT):** 1,167**MAIN POWER (KW):** 1,210**GEAR TYPE**<sup>1</sup>: Bottom otter trawls**BYCATCH**<sup>2</sup>: Fisheries the Eirado do Costal is involved in risk bycatch of animals such as vulnerable sharks, skates and rays.**MAIN FISHING GROUNDS**<sup>3</sup>: Atlantic Northeast; amongst others it has been sailing at fishing speed in the EEZs of Iceland and Norway since 2009**MAIN TARGET SPECIES**<sup>51</sup>: Atlantic cod, blue whiting, Greenland halibut, redfish, snow crab, European flounder

The Eirado do Costal goes all the way up to the relatively untouched ecosystem of the far North.<sup>3</sup> It is involved in overfishing on collapsed stock of redfish in the Northeast Atlantic and on depleted stocks of monkfish, European and Norwegian lobster, Atlantic cod, redfish and Greenland halibut.

Eirado do Costal's fishing method involves destructive bottom otter trawls. It risks catching endangered deep-water demersal species as bycatch, including vulnerable sharks, as well as skates and rays. Fishing of redfish also results in bycatch of juvenile redfish. This fish species has very low resilience, slow growth rate, late maturation (10-14 years), long lifespan (>50 years) and schooling behaviour, all of which makes it more susceptible to overfishing.

The owner received €1,788,480 in subsidies for construction of the new vessel in 2002. Its registered owner, Pesquerías Tara S.A, also received €273,289.12 in subsidies for the temporary cessation of fishing activities of the Eirado do Costal in NAFO in 2007-2008.<sup>52</sup> Its beneficial owner Moradiña S.A. received

€321,443.40 for the temporary cessation of fishing activities (for unspecified vessel(s)) in 2005.<sup>53</sup> Between 2007-2012 the total subsidies given to Moradiña from the EU for the temporary cessation of fishing activities in NAFO were €2,112,879.34.

PHOTO UNAVAILABLE



# FRANCA MORTE

VESSEL FLAG  
PORTUGAL



**BENEFICIAL OWNER AND WHERE****HE IS BASED:** Pedro França S.A. - Portugal**IMO NUMBER:** 9297694**EXTERNAL MARKING:** A-3720-N**INT'L RADIO CALL SIGN (IRCS):** CUFE7**GROSS TONNAGE (GT):** 2,820**MAIN POWER (KW):** 2,920**GEAR TYPE**<sup>1</sup>: Bottom otter trawls**BYCATCH**<sup>2</sup>: Several of the species for which the vessel has a quota are likely to be bycatch.**MAIN FISHING GROUNDS**<sup>3</sup>: Atlantic Northeast and Northwest**MAIN TARGET SPECIES**<sup>54</sup>: The vessel has quota for redfish, Atlantic cod, Greenland/ black halibut, white hake, rays, shrimp, whiting, Atlantic mackerel, Atlantic herring, Atlantic horse mackerel

If Franca Morte fishes the species for which it has a quota, it is involved in global overfishing, contributing to the depletion of stocks of cod, Greenland halibut, horse mackerel and mackerel in the Northwest Atlantic.

The vessel is a high seas bottom trawler, a highly destructive fishing method that affects vulnerable marine ecosystems. It trawls on redfish, a bottom-dwelling species in the Flemish Cap. Surveys have shown presence of cold-water corals in the region. Bottom trawl surveys show lower biomass in regularly trawled fishing areas and a higher diversity of corals in un-trawled areas.

On 1 April 2010, Canadian Northwest Atlantic Fisheries Organization (NAFO) inspectors boarded the Portuguese fishing vessel Franca Morte, which was fishing for redfish in NAFO Division 3N. A citation was issued to the captain of the vessel for having smaller mesh size than required on two side panels. This is considered a serious infringement under NAFO Conservation and Enforcement Measures.<sup>55</sup>

In 2002, when it was built as Portugal's new flagship,<sup>56</sup> Pesca Miradouro (the company building the vessel) received €3,412,800 of subsidies.<sup>57</sup>

PHOTO UNAVAILABLE



# FRANCHE TERRE

VESSEL FLAG  
MAYOTTE



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** Direct beneficial owner is Sapmer S.A. - La Reunion (France); ultimate beneficial owner is Sapmer Holding (Singapore)

**IMO NUMBER:** 9540156

**EXTERNAL MARKING:** DI 928376

**INT'L RADIO CALL SIGN (IRCS):** FNSN

**GROSS TONNAGE (GT):** 2,687

**MAIN POWER (KW):** 3,800

**GEAR TYPE**<sup>1</sup>: Purse seines

**BYCATCH**<sup>2</sup>: Fisheries the Franche Terre is involved in risk bycatch of animals such as vulnerable sharks, whale sharks and threatened sea turtles.

**MAIN FISHING GROUNDS**<sup>3,58</sup>: Southwest Indian Ocean, including off the coast of Somalia, Mozambique channel, EEZs of Madagascar, Seychelles, Mauritius or Mayotte

**MAIN TARGET SPECIES**<sup>59</sup>: Yellowfin tuna and skipjack tuna

Franche Terre is involved in overfishing on a global scale. It contributes to the depletion of stocks of yellowfin tuna with purse seines set on Fish Aggregation Devices (FADs). They intend to attract tuna but they also attract other marine species and risk in bycatch of vulnerable sharks, whale sharks, threatened sea turtles and juvenile tuna.

The vessel's owner, Sapmer, aggressively expands its fleet by building new vessels.<sup>60</sup> There are currently no sufficient capacity management measures in place for the target fisheries.<sup>61</sup> There are conflicts of interest between local fishermen and industrial fleets in relation to the traditional fishing grounds of locals in Mayotte in the Indian Ocean. Local communities of artisanal fishermen are affected by the industrial fishing activities of the French and Spanish fleets. This occurs in the South West of the Indian Ocean, Madagascar, Mauritius, Comores and the French overseas territories of La Réunion and Mayotte. To voice their views, fishermen are creating a unifying structure of artisanal fishermen in the Indian Ocean in La Réunion, Mauritius and Rodrigues.

As Mayotte is now part of the European Union, vessels from Spain and France are allowed to fish in the zone within 24 nautical miles of Mayotte (Regulation (EU) No 1385/2013). Local fishermen had agreed to co-manage the marine park established in 2010 in the exclusive economic zone for ecological stewardship and responsible fisheries. Now the authorisation allows the new tuna fishing vessels to enter the area.<sup>62</sup>



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# FRANZISKA

VESSEL FLAG  
NETHERLANDS





**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** W. Van der Zwan Zonen Visserij  
Maatschappij B.V. - Netherlands

**IMO NUMBER:** 8802997

**EXTERNAL MARKING:** SCH-54

**INT'L RADIO CALL SIGN (IRCS):** PCXG

**GROSS TONNAGE (GT):** 7,153

**MAIN POWER (KW):** 7,648

**GEAR TYPE<sup>1</sup>:** Midwater otter trawls

**BYCATCH<sup>2</sup>:** Fisheries the Franziska is involved in risk bycatch of (endangered) species such as hammerhead sharks, giant rays (including manta rays) and dolphins in West African waters.<sup>22, 23, 24, 25</sup>

**MAIN FISHING GROUNDS<sup>3</sup>:** Northeast Atlantic, Southeast Pacific, Eastern Central Atlantic; in the EEZs of Mauritania, Morocco/Western Sahara

**MAIN TARGET SPECIES<sup>63</sup>:** Small pelagics such as Atlantic mackerel, herring, Chilean jack mackerel, blue whiting, pilchard

Franziska is a 119 metre long super trawler. It changes flag in and out of Europe regularly: from Dutch to Belizean flag between 2005 and 2006, then back to the Netherlands between 2007 and 2009. Thereafter it was flagged to Peru for three years, and since 2013, it has again been fishing under the Dutch flag. While fishing under the Peruvian flag, it was still a subsidiary of W. Van der Zwan Zonen Visserij Maatschappij B.V.<sup>64</sup>

Being proficient in flag hopping brings several benefits. For example, when the vessel was fishing in Mauritanian waters during 2006, 2010, 2011 and 2012, it was not obliged to fish under the EU-Mauritania agreement as it was not flagged under the EU at that time (although still under Dutch ownership). The vessel has sidelined these regulations at times by using Belizean and Peruvian flags.

With its huge fishing capacity, the vessel has taken part in overfishing on a global scale by contributing to the depletion of stocks such as Chilean jack mackerel in the South Pacific (2007-2010) and small pelagics in West Africa (2006-2007 and 2010-2014). In 2011, the

jack mackerel stock in the Southeast Pacific was exhausted to 10% of what it was in the late 1980s due to overfishing.<sup>65</sup>

These types of large-scale trawlers have benefited significantly from indirect financial support in Europe via access to African fishing grounds paid by the EU and tax exemptions on fuel.<sup>31</sup>



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# HELEN MARY

VESSEL FLAG  
GERMANY



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED**<sup>21</sup>: Parlevliet en Van der Plas B.V. - Netherlands

**IMO NUMBER**: 9126364

**EXTERNAL MARKING**: ROS785

**INT'L RADIO CALL SIGN (IRCS)**: DQLI

**GROSS TONNAGE (GT)**: 7,278

**MAIN POWER (KW)**: 5,369

**GEAR TYPE**<sup>1</sup>: Midwater otter trawls

**BYCATCH**<sup>2</sup>: Fisheries the Helen Mary is involved in risk bycatch of (endangered) animals such as hammerhead sharks, giant rays (including manta rays), and dolphins in West African Waters.

**MAIN FISHING GROUNDS**<sup>3,66</sup>: Northeast Atlantic, Southeast Pacific, Eastern Central Atlantic; in the EEZs of Mauritania, Morocco/Western Sahara

**MAIN TARGET SPECIES**<sup>67</sup>: Small pelagics like Atlantic herring, Chilean jack mackerel, horse mackerel, Atlantic mackerel, chub mackerel, sardinella, pilchard and blue whiting

The 116 meter long vessel Helen Mary has a fishholding capacity of 6,900m<sup>3</sup>, classifying her as an extensive pelagic trawler. With its massive fishing capacity, the vessel has played part in overfishing on a global scale, depleting stocks including the Chilean jack mackerel in the South Pacific (2007-2010) and pelagic stocks in West Africa (2006-2007, 2011-2012, 2014). In 2011, the jack mackerel stock in the Southeast Pacific was exhausted to 10% of what it was in the late 1980s due to overfishing.<sup>68</sup>

In 1994, the company received over €6.2 million from the Financial Instrument for Fisheries Guidance (FIFG) to construct ROS 785 Helen Mary. This was the highest amount of subsidies received in the EU under all payments by the FIFG. In 2002, an additional €132,296 was granted via the fund, this time used to modernise the vessel.

In comparison to the volume of fish caught, large-scale vessels like those represented by the PFA create relatively little employment. The average catch per worker in 2008 was an estimated 614.2 tonnes, which is 5.2 times

higher than the EU average (119.7 tonnes/worker), i.e., there is very little employment per tonne of fish caught.<sup>69</sup>



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# KINGFISHER

VESSEL FLAG  
DENMARK



Kingfisher is heavily dependent on North Sea cod, a stock that has historically been heavily overfished. In 2013, Greenpeace analysed that there was severe overcapacity in the cod fishing fleet in the North Sea and that 75% of reduction in capacity was needed for the Danish fleet to be in balance with the scientific target for the stock.<sup>71</sup>

HM 555 Kingfisher is a bottom trawler. Since bottom trawling was introduced in the North Sea, it has changed the ecosystem of the seabed profoundly.<sup>72</sup> This type of fishing has high fuel consumption and high levels of bycatch.<sup>73</sup> In 2013, the discard rates of cod in the North Sea were significant.<sup>74</sup> Of every 100 kg of cod caught in the bottom trawl fisheries

**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** Svenn Anker Gasberg Grønkjær, Denmark

**IMO NUMBER:** 8739243

**EXTERNAL MARKING:** HM555

**INT'L RADIO CALL SIGN (IRCS):** OVQL

**GROSS TONNAGE (GT):** 467

**MAIN POWER (KW):** 736

**GEAR TYPE<sup>1</sup>:** Bottom otter trawls

**BYCATCH<sup>2</sup>:** Fisheries the Kingfisher HM555 is involved in risk bycatch of critically endangered common skate and vulnerable spurdog as well as corals.

**MAIN FISHING GROUNDS<sup>3</sup>:** Northeast Atlantic, North Sea, Danish EEZ

**MAIN TARGET SPECIES<sup>70</sup>:** Cod, monkfish, hake, haddock, saithe

in the region (targeting cod, haddock and other demersal species), 28 kg was discarded.<sup>75</sup> In the saithe<sup>76</sup> and haddock<sup>77</sup> fisheries, there is bycatch of both common skate and spurdog. Common skate (*Dipturus batis*) is listed as Critically Endangered by the International Union for Conservation of Nature (IUCN), spurdog (*Squalus acanthias*) was in the same list in 2006 and is now listed as vulnerable.<sup>25</sup> Common skate is on the OSPAR Convention list of threatened and declining species.<sup>78</sup> In addition, both fisheries result in the bycatch of corals. Coral habitats – referred to coral gardens – gardens are listed in OSPAR's list of threatened habitats.<sup>78</sup> Bottom trawlers like the HM555 Kingfisher generally have high bycatch and discarding rates.<sup>155</sup>

The vessel is part of the Danish tradable quota system that favours larger vessels, at the expense of the low impact small-scale fleet. Concentration of quota in Danish fisheries has resulted in the fact that 105 vessels, representing only 15% of the fleet, catch 90% of the fish. 72% of the vessels are left with only 5% of the total catch.<sup>79</sup>

The owners of Kingfisher HM555 have the biggest share of the combined Danish cod quotas in the North Sea and Skagerrak.

Bigger and more efficient vessels, like the Kingfisher, have led to a substantial decline of employment in the fishing industry, with a fall of 56% since 1995.<sup>80</sup>

The vessel regularly operates in the Gule Rev marine protected area – a Natura 2000 area regulated under the EU law. Fishing in this area should, according to the Habitat's Directive, not be legal until proven that it is not harmful for the species and habitats. But the Danish authorities have not yet put in place this fisheries measure. Bottom trawling is highly destructive, and fishing in the Gule Rev shows the destructive impact Kingfisher has had on the marine ecosystem of the North Sea.



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# KOVAS

VESSEL FLAG  
LITHUANIA



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** The Lithuanian company Baltlanta<sup>81,82</sup> is the shipping company of which Canary Island based Lispa holding is the only shareholder.<sup>83,84</sup> It is held 100% by Three Towns Capital registered in Hong Kong. Three Towns Capital is owned 50% by Swedish Magnus Roth and 50% by Russian Vitaly Orlov.<sup>85,86</sup>

**IMO NUMBER:** 7610426

**EXTERNAL MARKING:** KL419

**INT'L RADIO CALL SIGN (IRCS):** LYFO

**GROSS TONNAGE (GT):** 5,979

**MAIN POWER (KW):** 5,369

**GEAR TYPE<sup>1</sup>:** Midwater otter trawls

**BYCATCH<sup>2</sup>:** Fisheries the Kovas is involved in risk bycatch of endangered or vulnerable species such as leatherback, loggerhead and hawksbill turtles, hammerhead sharks and giant manta rays.

**MAIN FISHING GROUNDS<sup>3</sup>:** Atlantic Eastern Central and EEZs of Senegal

**MAIN TARGET SPECIES<sup>87</sup>:** Chub mackerel, horse mackerel, sardinella and sardine

The Kovas is a massive super trawler operating in West Africa. With 4,544 m<sup>3</sup> of fish hold capacity, it contributes to global overfishing by contributing to the depletion of stocks of horse and chub mackerel, sardines and sardinella within the region. Despite biomass for both northern and southern stocks of sardinella being very low, overfishing is continuing on the Northern stock. The West African sardine stocks are overexploited, with the central stock undergoing continued overfishing.

Trawling on horse mackerel and sardinella is known to risk bycatch of leatherback, loggerhead and hawksbill turtles and giant manta rays. Freezer trawlers also have considerable bycatch when fishing for sardines in the Mauritanian EEZ. Bycatch mainly includes hammerhead sharks, manta rays and turtles.

Kovas negatively impacts local communities' livelihoods by contributing to the depletion of stocks in West Africa. Between 2010 and 2012, the vessel held an irregularly issued fishing licence in Senegal. According to the

Senegalese Boarding Commission, Kovas was fishing twice in a prohibited zone in 2012, with no transmission of VMS data, and refused to obey the instructions of the inspector aboard. Furthermore, it has extensively destroyed artisanal fishing gears. It was fined CFA franc 80 million (€121,960) plus compensation for the destroyed fishing gear, and it was recommended for her fishing authorisation to be withdrawn by the boarding commission.<sup>88</sup>

There has been repeated reporting in Lithuanian newspapers about workers on Baltlanta fishing vessels not getting paid.<sup>89</sup> Sailors also complained that fishing licences were out of date and they were forced to fish illegally, which puts their lives at stake.<sup>90</sup> Baltlanta deputy CEO Bikulčius admitted to a journalist that on 18 July 2012 USA and Senegal military ships ordered the captain of Irvinga (another Baltlanta vessel) to stop the ship. He did not obey, and the ship was shot at.<sup>91</sup>

Kovas was flagged from Lithuania to Comoros (a flag of convenience<sup>92</sup>) on June 2011 and re-flagged back to Lithuania in March 2012.<sup>93,94</sup>



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# MAARTJE THEADORA

VESSEL FLAG  
GERMANY





**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** Parlevliet en Van der Plas B.V. - Netherlands

**IMO NUMBER:** 9182801

**EXTERNAL MARKING:** ROS171

**INT'L RADIO CALL SIGN (IRCS):** DEAN2

**GROSS TONNAGE (GT):** 9,082

**MAIN POWER (KW):** 8,640

**GEAR TYPE**<sup>1</sup>: Midwater otter trawls

**BYCATCH**<sup>2</sup>: Fisheries the Maartje Theadora is involved in risk bycatch of (endangered) species such as hammerhead sharks, giant rays (including manta rays) and dolphins in West African waters.<sup>4,5,6,7</sup>

**MAIN FISHING GROUNDS**<sup>3</sup>: Northeast Atlantic, Southeast Pacific, Eastern Central Atlantic; in the EEZs of Mauritania, Morocco/Western Sahara

**MAIN TARGET SPECIES**<sup>95</sup>: Small pelagics such as Atlantic herring, Chilean jack mackerel, horse mackerel, Atlantic mackerel, chub mackerel, sardinella, pilchard, and blue whiting

With 140 metres of length and the ability to hold 6,000 tonnes of fish, Maartje Theadora is the largest fishing vessel in the whole German fleet. This vessel was fishing under the Dutch flag until 2007 before it changed to the German flag. It is beneficially owned by Parlevliet & Van der Plas based in the Netherlands.<sup>96</sup> With its massive fishing capacity, the vessel has been involved in overfishing on a global scale. It has contributed to the overfishing of stocks like the Chilean jack mackerel in the South Pacific (2007-2011, 2014) and small pelagics in West Africa (2011-2012). In 2011, the jack mackerel stock in the Southeast Pacific dropped to 10% of what it was in the late 1980s due to overfishing.<sup>97</sup>

In December 2012, the vessel was fined €595,000 after it was revealed that 1,585 of the total 4,000 tonnes on board had been illegally fished. The French authorities accused the captain of having illegally combined two nets to catch more efficiently. The ship was set free after the owners accepted the verdict.<sup>98</sup> In the period between 2007 and 2013, Maartje Theadora received a total of €646,383 subsidies by the European

Fisheries Fund (EFF) for a SkySails system (a giant computer-controlled kite similar to a huge paraglider). The vessel had additionally benefited significantly from indirect financial support in Europe through access paid to African fishing grounds and tax exemptions on fuel.<sup>31</sup>



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# MARGIRIS

VESSEL FLAG  
LITHUANIA



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED**<sup>21</sup>: Parlevliet en Van der Plas B.V. - Netherlands

**IMO NUMBER**: 8301187

**EXTERNAL MARKING**: KL855/KL749

**INT'L RADIO CALL SIGN (IRCS)**: LYRV

**GROSS TONNAGE (GT)**: 9,449

**MAIN POWER (KW)**: 9,840

**GEAR TYPE**<sup>1</sup>: Midwater otter trawls

**BYCATCH**<sup>2</sup>: Fisheries the Margiris is involved in risk bycatch of (endangered) species such as hammerhead sharks, giant rays (including manta rays) and dolphins in West African waters.

**MAIN FISHING GROUNDS**<sup>3</sup>: Northeast Atlantic, Southeast Pacific, Eastern Central Atlantic; in the EEZs of Mauritania, Morocco/Western Sahara

**MAIN TARGET SPECIES**<sup>99</sup>: Small pelagics like Chilean jack mackerel, pilchard, sardinella, blue whiting, herring

At 142 metres long, the Margiris is the largest fishing vessel in the Lithuanian fleet. With its ability to store substantial amounts of fish, it can continue fishing for weeks. It has been reflagged multiple times: US flagged until 1999, part of the European fleet under the Dutch flag until 2006 and Lithuanian flagged from 2006 to 2012. In 2012, it was planned for the vessel to leave the EU and to export its capacity to Australia, fishing under the Australian flag. After being rejected by the Australian government in 2013, the vessel resorted to and continues to carry the Lithuanian flag.

On many occasions, the Margiris has sparked controversy around the world. In the late nineties the vessel – then named Atlantic Star – attempted obtaining fishing rights in the Atlantic waters of Massachusetts but was rejected due to a public uproar.<sup>100</sup> In 2012, it attempted to search for new fishing grounds by moving into Australian waters. Here the company gained some fishing rights based on outdated scientific data. Due to large public resistance, it never managed to start fishing. The Australian government placed a temporary ban on super trawlers.<sup>101</sup>

The vessel has been involved in overfishing on a global scale, contributing to the depletion of stocks such as Chilean jack mackerel in the South Pacific (2007-2010, 2013) and small pelagics stocks in West Africa (2006, 2008-2012, 2014). In 2011, the jack mackerel stock in the Southeast Pacific was exhausted to 10% of what it was in the late 1980s.<sup>102</sup>



# NORMA MARY

**VESSEL FLAG**  
UNITED KINGDOM



**BENEFICIAL OWNER AND WHERE****HE IS BASED:** Samherji<sup>103</sup> - Iceland**IMO NUMBER:** 8704808**EXTERNAL MARKING:** H110**INT'L RADIO CALL SIGN (IRCS):** 2DFR3**GROSS TONNAGE (GT):** 2,342**MAIN POWER (KW):** 3,280**GEAR TYPE<sup>1</sup>:** Otter twin trawls (bottom trawl)**BYCATCH<sup>2,104</sup>:** Fisheries the Norma Mary is involved in risk bycatch of species such as redfish, Atlantic halibut, Greenland halibut, wolffish, dab.**MAIN FISHING GROUNDS<sup>3</sup>:** Atlantic Northeast, between others in the EEZs of Norway and off Greenland since 2009**MAIN TARGET SPECIES<sup>105,106</sup>:** It has quota for cod, haddock and saithe, redfish, Greenland halibut

The Norma Mary belongs to a fleet that has the possibility to take advantage of the melting sea ice in the Arctic. Greenpeace is concerned that the pristine marine environment of the Arctic is at risk of being destroyed if fishing is not regulated and limited. Vessel tracks of the Norma Mary suggest that in 2012, it had been fishing in a fjord on Svalbard, including inside one of the national park areas. However there is a lack of transparency regarding what the vessel has been fishing for and landed. Its fishing method of bottom trawling is highly destructive, and severe damage could be caused to the fragile and relatively unknown ecosystem in the Arctic. By using bottom trawl, the Norma Mary contributes to destructive fishing globally.

Norma Mary also holds quotas for cod and haddock in the Barents Sea. There is concern regarding the cumulative impact of a large fishing fleet on the wider ecosystem in the Barents Sea, including on seabirds and slow maturing species such as redfish and Greenland halibut, which is taken as bycatch.

PHOTO UNAVAILABLE



# ODIN

VESSEL FLAG  
VANUATU



Odin can hold 4,100m<sup>3</sup> of fish. It contributes to overfishing on a global scale by participating in the depletion of stocks in the South Pacific (Chilean jack mackerel, Pacific jack mackerel). In the Southeast Pacific, in 2011, the jack mackerel stock collapsed down to 10% of its original biomass.<sup>109</sup> The vessel has been in the region every year since 2010. Chilean

jack mackerel stock is still at a very low biomass level. Current low recruitment levels are predicted not to allow stock recovery to original biomass.

The overfishing of jack mackerel in the years before the South Pacific Regional Fisheries Management Organisation (SPRFMO) was

**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** Various companies including Laskaridis Shipping Ltd. have previously owned Odin. Today, the third-party operator is Unimed Glory, which is a subsidiary of Laskaridis Shipping.<sup>107</sup> The beneficial owner is unknown.

**IMO NUMBER:** 8907084

**EXTERNAL MARKING:** N/A

**INT'L RADIO CALL SIGN (IRCS):** YJRB3

**GROSS TONNAGE (GT):** 7,805

**MAIN POWER (KW):** 5,998

**GEAR TYPE<sup>1</sup>:** Midwater otter trawls

**BYCATCH<sup>2</sup>:** There is no information available about the bycatch of vulnerable, threatened and endangered species in the respective fishery.

**MAIN FISHING GROUNDS<sup>3</sup>:** Pacific Southeast and Eastern Central

**MAIN TARGET SPECIES<sup>108</sup>:** Chilean jack mackerel, Pacific jack mackerel

established resulted in thousands of jobs being lost within the fisheries sector in Chile. Industry leaders and authorities called this “The Olympic Race.” This led to conflict on the quota distribution of species such as the Humboldt squid between small-scale and industrial fishermen.<sup>110</sup>

Chilean jack mackerel plays an important part in the South Pacific Ocean ecosystem as a food source for tuna and swordfish.<sup>111</sup> According to the scientific committee of the SPRFMO, ‘the depletion of the jack mackerel would likely cause unpredictable, substantial and enduring major changes in the abundances of its predators and prey.’<sup>112</sup> Furthermore, trawling jack mackerel leads to bycatch of other species like chub mackerel (*Scomber Japonicus*), hoki (*Macruronus Magellanicus*), the snoek (*Thyrsites atun*) and Humboldt squid (*Dosidicus gigas*).<sup>113</sup>

Despite being flagged to Vanuatu (a flag of convenience<sup>114</sup>), the technical operator of the vessel is a company based in Greece. Several countries like Vanuatu allow foreign owned fishing vessels to use their flag for unregulated fishing.<sup>115</sup>

In 2007/2008, the Odin had a notification for krill fishing in fragile waters in Antarctica, with the purpose of producing fish meal and oil. The notification was withdrawn during the twenty-sixth meeting of the Commission for the Conservation of Antarctic Marine Living Resource.<sup>116</sup> Krill is an important species in the fragile Antarctic ecosystem with whales and other marine mammals relying on it as a food source.

The Odin was mentioned on a draft IUU vessel list for the SPRFMO meeting in January 2014. It had been transshipping with the vessel Frio Ionian that was flagged to Liberia. Liberia was not a member or a cooperating party of the SPRFMO at the time of the incident, but indicated its willingness to cooperate with the SPRFMO. It asked for the vessel not to be placed on the SPRFMO IUU list.<sup>117</sup>



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# PLAYA DE TAMBO

VESSEL FLAG  
SPAIN





**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** Pesquerias Marinenses S.A. - Spain

**IMO NUMBER:** 8613279

**EXTERNAL MARKING:** 3-VI-5-9905

**INT'L RADIO CALL SIGN (IRCS):** EDWY

**GROSS TONNAGE (GT):** 1,083

**MAIN POWER (KW):** 1,302

**GEAR TYPE**<sup>1</sup>: Bottom otter trawls

**BYCATCH**<sup>2</sup>: Fisheries the Playa de Tambo is involved in risk bycatch of vulnerable species such as sharks, skates and rays.

**MAIN FISHING GROUNDS**<sup>3</sup>: Atlantic Southwest around Falklands or Malvinas Islands; also fishing in the Northeast and Northwest Atlantic

**MAIN TARGET SPECIES**<sup>118, 119, 120</sup>: Patagonian squid, Greenland halibut, monkfish and others in a mixed fishery

The Playa de Tambo operates in the Falklands/Malvinas islands from January to May, and in the waters of the Northwest Atlantic Fisheries Organization (NAFO) between May and June. En route to Spain, it stops over in Northeast Atlantic waters to fish under the Northeast Atlantic Fisheries Commission (NEAFC), mainly in Hatton Bank, if it has quota left to fish.<sup>121, 122</sup>

The Playa de Tambo is involved in overfishing globally. One of the fisheries it is involved in is the Patagonian squid fishery around the Falklands/Malvinas, a fishery with an unknown stock biomass. The vessel contributes to overfishing of Greenland/black halibut, a stock with low biomass in the Northwest Atlantic (whereas other stocks of the same species in the area are not depleted). In the Northwest Atlantic, it also catches redfish – this species has a 'very low' resilience, slow growth, late maturation (10-14yrs), long lifespan (>50 yrs) and schooling behaviour, all of which makes it more susceptible to overfishing.

Deep-sea bottom trawling has a negative impact on vulnerable marine ecosystems like seabeds and deep-sea cold-water and coral

reef fish. Surveys show a lower biomass in areas that are regularly exposed to trawling and a higher diversity of corals in un-trawled areas. The Playa de Tambo is fishing in areas with vulnerable marine ecosystems like in the Southwest Atlantic,<sup>123</sup> the Northwest Atlantic<sup>124, 125, 126, 127</sup> and Northeast Atlantic<sup>128</sup> which can result in bycatch and high discard rates. Discards in this kind of fishery typically include, depleted monkfish, blackbellied angler, anglerfish and deep-water demersal species like vulnerable sharks, skates and rays.

The Playa de Tambo received €653,505 in EU subsidies between 1997 and 1998.<sup>129</sup> Its owner, Pesquerías Marinenses S.A., received €342,074 for temporary cessation of fishing activities from the EU in 2012. In February 2005, the vessel was issued two citations for failing to record catches on a daily basis and failing to facilitate the work of NAFO inspectors.<sup>130</sup>



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# SAGA GDY-150

VESSEL FLAG  
POLAND



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** Atlantex Sp. Z o.o, registered in Poland is the owner of the vessel. 100% of Atlantex' shares belongs to Esja Shipping limited<sup>131, 132</sup> registered in Cyprus. The ownership of Esja Shipping cannot be traced down. However, until recently, Icelandic company, Samherji, were the owners of Atlantex (and Atlantex is still listed on their website). The director of Esja Shipping, Ingvar Juliusson,<sup>133</sup> is chief accounting officer in Samherji. One of the board members of Atlantex, Bogusław Szemioth, is an honorary consul of Iceland in Poland.<sup>134</sup>

**IMO NUMBER:** 8607191

**EXTERNAL MARKING:** GDY-150

**INT'L RADIO CALL SIGN (IRCS):** SNIC

**GROSS TONNAGE (GT):** 7,765

**MAIN POWER (KW):** 5,296

**GEAR TYPE<sup>1</sup>:** Midwater otter trawls

**BYCATCH<sup>2</sup>:** Fisheries the Saga GDY-150 is involved in risk bycatch of endangered or vulnerable species such as leatherback, loggerhead and hawksbill turtles, hammerhead sharks and giant manta rays.

**MAIN FISHING GROUNDS<sup>3</sup>:** Atlantic Eastern Central and Northeast, EEZs of Ireland, West Sahara and Mauritania at fishing speed since 2009

**MAIN TARGET SPECIES<sup>135, 136</sup>:** Horse mackerel, mackerel, sardine and sardinella

Saga GDY-150 is by far the largest fishing vessel in the Polish fishing fleet and one of the largest in Europe. With a fish hold capacity of 3,455m<sup>3</sup>,<sup>137</sup> it is involved in overfishing on a global scale by fishing on depleted stocks in West Africa (sardinella and horse mackerel).

Within the horse mackerel and sardinella fishery in the Northwest African waters, bycatch occurs on leatherback (critically endangered), loggerhead (endangered) and hawksbill turtles (critically endangered) and giant manta rays (vulnerable). In the sardinella fishery<sup>138</sup> there is additional bycatch of hammerhead sharks in Mauritanian waters.<sup>22,23,24,25</sup> For this reason, the Saga is contributing to the depletion of stocks in West Africa, which negatively impacts local fishermen's and local communities' livelihoods. In a statement published in September 2013, Mauritanian fishermen called on West African governments to ban mega trawlers, like Saga, to fish in their

waters because of the profound impact they have on fish stocks and local livelihoods.<sup>139</sup>

Until June 2013, the Saga was flagged to Belize, a flag of convenience (FOC) country,<sup>140</sup> when it changed to the Polish flag.<sup>141</sup> Flagging a vessel under a FOC is a way to avoid regulations and monitoring.

Under her former owners and former name 'Blue Wave,' the vessel was holding an irregularly issued fishing licence in Senegal in 2012 and was caught and fined for fishing in a banned area in Senegal. At the same time, it was involved in at least one offence of switching off its Vessel Monitoring System (VMS) and at least one offence of destruction of artisanal fishermen's gears. The owner of the vessel was fined CFA Franc 30 Million (€47,700) plus compensation for the destruction of the fishing gear.<sup>142</sup>



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# TXORI ARGI

VESSEL FLAG  
SPAIN



**BENEFICIAL OWNER AND WHERE**

**HE IS BASED:** Compañía Internacional de Pesca y Derivados S.A. (INPESCA) - Spain

**IMO NUMBER:** 9286724

**EXTERNAL MARKING:** 3-BI-21-03

**INT'L RADIO CALL SIGN (IRCS):** ECEQ

**GROSS TONNAGE (GT):** 4,134

**MAIN POWER (KW):** 5,854.3

**GEAR TYPE<sup>1</sup>:** Purse seines

**BYCATCH<sup>2</sup>:** Fisheries the Txori Argi is involved in risk bycatch of vulnerable species such as Pacific silky sharks, oceanic whitetip sharks and whale sharks, as well as bycatch of endangered sea turtles and seabirds.

**MAIN FISHING GROUNDS<sup>3,143</sup>:** Western Indian Ocean, including Somalia and Madagascar EEZ, Mozambique Channel

**MAIN TARGET SPECIES<sup>144</sup>:** Yellowfin tuna and skipjack tuna

Txori Argi is the fifth largest tuna purse seiner in the world<sup>145</sup>, contributing to the depletion of yellowfin tuna stocks across the Indian Ocean. The vessel operates with purse seines and takes advantage of Fish Aggregation Devices (FADs)<sup>146</sup> to attract tuna. Unfortunately, FADs attract other marine species as well, and therefore create bycatch of Pacific silky and Oceanic whitetip sharks, vulnerable whale sharks, threatened sea turtles and seabirds. The bycatch ratio when using FADs varies depending on the ocean where this fishing method is used.<sup>147</sup>

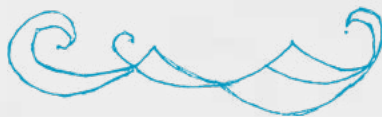
In 2012, the vessel was caught without a fishing licence in the EEZ of Mozambique and fined €1.2 million.<sup>148</sup> The Txori Argi was released from custody in Mozambique after the Spanish bank BBVA guaranteed the payment of the fine to the Mozambique Ministry of Fisheries.<sup>149</sup> However, when the Mozambique government attempted to cash the guarantee, it was unable to do so, and informed the Indian Ocean Tuna Commission (IOTC) that they wanted the Txori Argi to be put on the Illegal, Unreported and Unregulated (IUU) fishing vessel list of the IOTC. The case was settled for \$700,000

(€523,581) in 2013.<sup>150,151</sup> INPESCA owns the Txori Argi, the Txori Udin and the Txori Berri; all these vessels were suspected of being involved in fishing with false licences in Liberian waters.<sup>152</sup>

€4,674,240 of subsidies were granted for the construction of Txori Argi in 2001.<sup>153</sup> Between 1994 and 2006, the company, Inpesca Group, received €9,974,417 for modernisation and construction of vessels.<sup>154</sup>



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**Written by:**

Greenpeace's European  
Oceans Team

**Edited by:**

Rob Sykes, Sarah Roberts,  
Panagiota Mercoulia

**Designed by:**

Free Range Studios  
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Stichting Greenpeace Nederland  
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Phone: + 31 20 626 1877

Fax: +31 20 622 12 72

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