

# Ensuring better control of the EU's external fishing fleet

## Reflagging by EU fishing vessels – the need for stricter standards

### Executive summary

The European Union (EU) pays considerable sums under official EU access agreements – currently around €145 million annually from public funds – to secure access for EU vessels to fisheries in third (non-EU) country waters. Yet, in spite of the sums involved, there is evidence that applications by vessels to fish under such agreements may not be subject to adequate scrutiny by EU member states.

This investigation analysed the flagging behaviour of all 771 EU fishing vessels above 50 metres in the EU fleet register over the 10-year period 2005 to 2015. It sought to show patterns of reflagging behaviour in the European fleet and to highlight which flag States and companies engage in reflagging. While reflagging is legal, it is considered abusive reflagging where an operator repeatedly and rapidly changes a vessel's flag in order to circumvent applicable laws or conservation and management measures (CMMs).

The investigation identified 23 vessels that have entered or re-entered the EU fleet register, having previously operated under flags of non-EU countries known to be failing in their efforts to stop illegal, unreported and unregulated (IUU) fishing, as indicated by EU decisions to red or yellow "card" those countries under the EU IUU Regulation. Certain vessels were authorised to fish under official EU access agreements almost immediately after (re)joining the EU fleet from non-EU flag States, despite concerns as to the level of control exerted by the prior flag States over vessels registered to their flags.

While technically no rules have been broken in the cases identified, repeated and purposeful reflagging to "carded" third countries allows for behaviour that is not consistent with the objectives of the EU Common Fisheries Policy. Under the current legal framework that sets standards for granting fishing authorisations to the EU external fleet, there is no requirement for EU member states to assess the sustainability of prior fishing activities carried out under third country flags, or the compliance of those activities with applicable laws or CMMs. In December 2015, the European Commission issued a proposal for a new regulation on the sustainable management of external fishing fleets. This revision process presents a critical opportunity to address loopholes that allow EU vessels to engage in abusive reflagging, and to operate in contravention of EU laws and standards.

### Introduction

The Environmental Justice Foundation (EJF), Oceana, The Pew Charitable Trusts and WWF are working together to secure the harmonised and effective implementation of the European Union's (EU) Regulation to end illegal, unreported and unregulated (IUU) fishing<sup>1</sup>.

The EU has been active in fighting IUU fishing at a global level through its innovative and ambitious IUU Regulation, which came into force in 2010. It has also strengthened the standards applying to EU flagged vessels operating both within and outside EU waters through the reform of the EU Common Fisheries Policy (CFP), effective since 2014<sup>2</sup>.

The legal framework governing the activities of the EU fishing fleet operating outside EU waters is a crucial part of the fight against IUU fishing, and is currently being revised<sup>3</sup>. The following case study provides clear evidence of the need to tighten requirements under the EU's external fishing fleet regulation, to bring it in line with the CFP and the EU's global policies to prevent, deter and eliminate IUU fishing. The study highlights the gaps in the current legal framework and the opportunity presented by the revision of the external fishing fleet regulation to close these loopholes.



## Problems with the current legal framework and need for change

The EU pays considerable sums under official EU access agreements – so-called (Sustainable) Fisheries Partnership Agreements or (S)FPAs - to secure access for EU vessels to fisheries in third (non-EU) country waters. This figure is currently around €145 million annually from public funds<sup>4</sup>. In spite of the sums involved, there is evidence that applications by vessels to fish under such agreements may not be subject to adequate scrutiny by member states. In the investigation detailed below, certain vessels were authorised to fish under (S)FPAs almost immediately after (re)joining the EU fleet from non-EU flag States, despite concerns as to the level of control exerted by the prior flag States over vessels registered to their flags. This was particularly evident for the Mauritania and Morocco (S)FPAs, under which the EU pays sums of €59,125,000 and €30,000,000 annually<sup>5</sup>.

This investigation identified 23 vessels that have entered or re-entered the EU fleet register, having previously operated under flags of non-EU countries known to be failing in their efforts to stop illegal fishing (see **Box 1**). Upon gaining access to the EU fleet register, these vessels have obtained authorisations to fish in non-EU waters under various types of agreements including publicly-funded (S)FPAs. In most of the cases identified, authorisations were granted by EU member states in a relatively short time period, in some instances within three working days.

Robust checks of the legality and sustainability of past fishing activities of a vessel are vital to ensure EU member states fulfil their international flag State

obligations by effectively controlling the activities of their fishing fleets, and guard against non-compliance of their vessels with applicable laws and conservation and management measures (CMMs) (see **Box 2**).

Where limited checks are carried out prior to granting a fishing authorisation, there is inadequate assurance that future activities of EU vessels will be in compliance with applicable rules (i.e. past non-compliance provides an indication of future or intended non-compliance<sup>6</sup>).

In addition, access to the flag of an EU member state or to publicly-funded SFPAs should be restricted to vessels that are able to demonstrate a clean record of compliance, as verified by the member state concerned.

Reflagging refers to the process of changing the flag of a vessel<sup>7</sup>. While reflagging is legal, it is considered abusive reflagging<sup>8</sup> where an operator repeatedly and rapidly changes a vessel's flag in order to circumvent applicable CMMs and/or laws adopted at national, regional or global level (see **Box 2**). In the case of EU vessels, reflagging may occur to circumvent the exclusivity clause set out in SFPAs. According to this clause, once the EU quota or fishing opportunities under an SFPAs are exhausted, EU vessels are barred from continuing to fish in the waters of the coastal State outside of the official access agreement. However, by reflagging a vessel to a non-EU country, an EU operator is free to set up a private agreement with the coastal State to continue fishing in the same waters. Thus an EU vessel could re-flag to Saint Kitts and Nevis and set up a private agreement with Mauritania or Morocco, allowing it to continue fishing after the surplus under the relevant SFPAs is exhausted and the EU has closed the fishery.

fishing. EU-owned vessels can continue fishing under a yellow-carded flag, and in some cases EU-owned vessels or companies have contributed to the efforts of the country to address its monitoring or compliance shortcomings. Where an SFPAs has already been agreed with a yellow-carded country, the EU can renegotiate certain conditions of access to the country's waters, with a view to encouraging implementation of the action plan. Failure to make sufficient progress in implementing an action plan can result in the formal identification of the country as "non-cooperating" in the fight against IUU fishing, or a "red card". Sanctions include a trade ban on all seafood products regulated by the EU IUU Regulation into the EU, and a prohibition on EU vessels operating in the country's waters. In addition, fishing vessels flagged to an EU member state are prohibited from reflagging to red-carded countries<sup>9</sup>.

At the time of writing, the EU has issued a total of 23 yellow cards and 4 red cards to third (non-EU) countries (for details see **Annex 2**).

The 2008 Fishing Authorisation Regulation (FAR)<sup>10</sup>, which currently regulates the authorisation of EU fishing activities in external (non-EU) waters, does not refer to reflagging, although it requires vessels applying for authorisation under SFPAs to show that they were not involved in a serious IUU fishing infringement during the preceding 12-month period. The reformed CFP goes a step further, requiring vessels that have left the EU fleet register and returned to it within 24 months to provide proof of their compliance with EU laws and standards for any period of time that they were flagged to a non-EU country in order to obtain a fishing authorisation. However, this requirement applies only to SFPAs, meaning that a large proportion of the EU's external fishing activities is not subject to measures aimed at curbing abusive reflagging and ensuring historical compliance of vessel activities. This includes EU vessels fishing under private (direct) and chartering agreements established between EU operators

### BOX 2: "Flags of convenience" and "non-compliance"

Under international law, any country has the right to allow a vessel to fly its flag and to therefore bestow its nationality upon that vessel<sup>12</sup>. The flag State has traditionally been responsible for ensuring compliance with national and international laws and to provide for effective enforcement no matter where violations occur<sup>13</sup>.

In deciding whether or not to grant nationality to a vessel, flag States apply varying levels of scrutiny and criteria. Some flag States have comparatively relaxed criteria concerning the vessels which may be added to their registries, such registries being described as "open" because of the relative lack of requirements.

and coastal States where there is no SFPAs in place. The current lack of requirements is contrary to the 2001 International Plan of Action to Prevent, Deter and Eliminate IUU Fishing (IPOA-IUU), which recommends that countries take measures to avoid flagging vessels with a history of non-compliance and to prevent abusive reflagging – also termed "flag hopping"<sup>11</sup>.

**The current legal framework for the external fleet allows vessels to regain access to the EU fishing fleet and its benefits by reflagging to an EU member state, with very few restrictions on obtaining an authorisation to fish in non-EU waters. This situation applies even where the vessel is returning from a non-EU flag State identified by the EU as failing to combat IUU fishing and to exert effective control over the activities of vessels registered to its flag (under the so-called "carding process", see Box 1).**

"Flag of convenience" States commonly operate open registries, where the beneficial ownership or control of a registered vessel is often found to lie outside the vessel's flag State<sup>14</sup>. Countries that fail to comply with international fisheries laws and do not monitor the vessels that are registered to their flag are referred to as "flags of non-compliance"<sup>15</sup>.

The driver to reflag to countries with open registers or to flags of non-compliance may be linked directly to the deliberate avoidance of fisheries CMMs under international instruments or Regional Fisheries Management Organisations (RFMOs), or to access fishing quotas allocated to open registry States. Alternatively, it may relate to the operational costs of owning and/or operating a vessel - which are generally lower in open registry States – or to a country's reputation as an attractive tax haven<sup>16</sup>.

## Investigation into flagging behaviour of EU vessels

### Methodology

This investigation analysed the flagging behaviour of all 771 EU vessels above 50 metres in the EU fleet register<sup>17</sup> over the last ten years (2005 – 2015). It sought to show patterns of reflagging behaviour in the European fleet and to highlight which flag States and companies engage in reflagging. Taking a time period of five years before and after entry into force of the EU IUU Regulation provided a complete picture of the behaviour of the EU fleet before and after the creation of the carding system.

Each vessel was individually analysed to identify reflagging activity using information from the EU fleet register and IHS Maritime Sea-web. The system of red and yellow cards to identify third countries that fail to address IUU fishing provided an indicator of flag State performance. The cases were therefore grouped by member state with a

specific focus on reflagging between the EU and countries that have been issued with red or yellow cards by the EU for their failure to combat IUU fishing (see **Box 1**).

### Reflagging between the EU and carded third countries

In total, 23 vessels were found entering the EU fleet register from a carded third country (countries that were either subject to a card at the time or that received a yellow or red card subsequently). Technically no rules were broken in the cases identified in this investigation, and whether this behaviour constitutes abusive reflagging is to be determined by the European and national authorities in accordance with the future external fishing fleet regulation. However, as previously explained, the current legal framework is unable to tackle potential abusive reflagging, even if repeated and purposeful reflagging to carded third countries allows for behaviour that is not consistent with the objectives of the CFP.

The investigation identified instances of reflagging to the EU fleet from the following carded third countries:



- Belize (yellow card – 15/11/2012; red card – 24/03/2014; delisted – 14/10/2014)
- Comoros (yellow card – 1/10/2015)
- Saint Kitts and Nevis (yellow card – 12/12/2014)

In addition three vessels were transferred to the Latvian flag from South Korea while the latter was subject to a yellow card.

The red card issued to Belize<sup>18</sup>, and the yellow cards issued to Comoros<sup>19</sup>, Saint Kitts and Nevis<sup>20</sup> and South Korea<sup>21</sup> were given due to failures of these countries to adhere to their flag State duties. Specifically, the EU identified each country as having failed to act on “IUU fishing carried out or supported by fishing vessels flying its flag or by its nationals” and to take “sufficient action to counter documented and recurring IUU fishing by vessels previously flying its flag”<sup>22</sup>.

Although several of the cases identified occurred before a yellow (or red) card was issued under the EU IUU Regulation, failures to effectively address IUU fishing were present in the years prior to carding as shown in the extracts from the European Commission notifications cited below. It was therefore considered relevant to highlight these cases in this research.

#### Belize

The European Commission carried out its first mission to Belize in November 2010, just 11 months after entry into force of the EU IUU Regulation. In November 2012, the Commission issued its notification<sup>23</sup> to consider Belize as a possible non-cooperating country in the fight against IUU fishing (yellow card), highlighting failures on the part of Belize to adhere to its flag State responsibilities under international law. This included allowing vessels on Regional Fisheries Management Organisation (RFMO) IUU vessel lists to carry the flag of Belize after their inclusion in these lists. The Commission also noted that: (i) Belize received letters of concern from the International Commission for the Conservation of Atlantic Tunas (ICCAT) in 2010, 2011 and 2012 for non-compliance with statistical reporting obligations, and; (ii) Belize was identified as a non-compliant country by the Indian Ocean Tuna Commission (IOTC) in 2010 for failure to participate in and report to the Scientific Committee. It was also revealed during the November 2010 mission that Belize’s fleet registry and procedures for vessel registration did not ensure that vessels flying the flag of Belize had a genuine link with the country.

Belize’s shortcomings in fulfilling its international obligations as flag State had been recognised in the years prior to entry into force of the EU IUU Regulation. In 2007, the European Commission listed Belize as a “flag of convenience” in a Staff Working Document accompanying the impact assessment for the EU IUU Regulation<sup>24</sup>. Prior to this, a 2002 report for the Food and Agriculture Organisation of the United Nations (UN FAO) noted that Belize, among others, operated an open vessel register<sup>25</sup>. It is therefore no coincidence that Belize was one of the first countries to be

assessed by the European Commission under the newly established carding system in 2010.

#### Comoros

The European Commission carried out a mission to the Comoros on May 2014. In the Commission’s notification to consider the Comoros as a possible non-cooperating country, issued in October 2015, evidence was cited of the involvement of around 20 Comorian vessels in IUU fishing activities during the period 2010 to 2015<sup>26</sup>. The notification furthermore cited acknowledgement on the part of the Comorian authorities that Comorian vessels operating outside national waters were not subject to any measure of monitoring, control and surveillance (MCS). The notification concluded that the “absence of cooperation between the authorities in charge of the registration of vessels and those in charge of fisheries diminishes the Comoros’ ability to monitor the size and capacity of its fleet and allows illegal operators to operate under the Comoros flag without detection”<sup>27</sup>.

Comoros has also been named as a “flag of convenience” by the International Transport Workers Federation since 2007<sup>28</sup>.

#### Saint Kitts and Nevis

The European Commission carried out a mission to Saint Kitts and Nevis in May 2014. In its December 2014 notification to consider Saint Kitts and Nevis as a possible non-cooperating country, the Commission cited evidence of a fishing support vessel recently flagged to the country, which had previously been involved in illegal transshipments under the flag of Panama. The illegal transshipments took place in violation of coastal State laws along the West African coast during the five years prior to 2012. In addition, the notification stressed that this “action has particular gravity account taken of the fact that the reflagging refers to a notorious IUU offender”. It was further noted that, as flag State, Saint Kitts and Nevis did not have a management, conservation or MCS legal framework for fishing activities on the high seas or in third country waters. The Commission’s May 2014 mission also revealed that the vessel registry was located outside Saint Kitts and Nevis and did not ensure vessels had a genuine link with the country.



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## Overview of results

Of the 771 vessels studied in the EU fleet register, there were 77 identified instances of vessels entering or re-entering the flag of an EU member state (see **Table 1**)<sup>29</sup>. Thirty one of these came from countries that were yellow or red-carded at the time or received a card subsequently (see **Box 1** and above). These instances involved 23 individual vessels, as some vessels flagged in and out of the EU fleet several times from carded third countries. A further 31 instances were between EU member states, and 15 were from third countries that have not been carded under the EU IUU Regulation (of which ten instances were coming from Russia).

This section and the detailed results presented in **Annex 1** focus on instances of vessels entering or re-entering into the EU from the flags of carded third countries. Flag changes that occurred within the EU, from European Free Trade Association (EFTA) member countries or from third countries that have not been carded under the EU IUU Regulation were not analysed in detail in this study.

**In total this investigation describes the behaviour of 23 vessels that entered or re-entered the EU fleet register from a carded third country (countries that were either subject to a card at the time or that received a yellow or red card subsequently). This**

**includes 19 vessels that were reflagging back to an EU member state and four vessels entering the EU fleet for the first time.**

Of the 19 vessels that were found to have reflagged back to the EU fleet register from carded third countries:

- four vessels were coming from flag States that were yellow carded at the time and 15 vessels from flag States that would receive a yellow (or red) card in the following five years;
- two vessels reflagged to the Netherlands, one to Germany, three to Poland, six to Latvia, four to Lithuania, and two to the UK. One vessel operated under both the Polish and the Lithuanian flags; and
- 17 vessels were pelagic trawlers with lengths ranging from 57 to 125 metres.

Of the four vessels flagging into an EU member state for the first time, three vessels were coming from yellow-carded countries or countries that received a yellow (or red) card within five years. This included:

- one vessel entering the Polish fleet from Belize; and
- three vessels entering the Latvian fleet from South Korea.

**Table 1 – Number of instances of vessels flagging into (or within) the EU<sup>30</sup>**

Flag of vessel origin	Total	EU member state that the vessel flagged into											
		DE	DK	EE	FR	IE	IT	LT	LV	NL	PL	SE	UK
Instances of vessels reflagging within the EU or into the EU from an EFTA member country													
Intra-EU import	20	3	1		1	1	1	6		4		1	2
EFTA (Iceland, Norway)	11	1	2			1				5 <sup>i</sup>		2	
<b>Sub-total</b>	<b>31</b>	<b>4</b>	<b>3</b>		<b>1</b>	<b>2</b>	<b>1</b>	<b>6</b>		<b>4</b>	<b>5</b>	<b>3</b>	<b>2</b>
Instances of vessels reflagging into the EU from a non-EU flag													
Australia	1							1					
Faroe Islands	2							1			1		
Peru	2									2 <sup>i</sup>			
Russia	10			1				4	5				
<b>Sub-total</b>	<b>15</b>			<b>1</b>				<b>6</b>	<b>5</b>	<b>2</b>	<b>1</b>		
Instances of vessels reflagging into the EU from the flag of a carded third country													
Belize	12	1						1	1	2	5		2 <sup>i</sup>
Comoros	8							8 <sup>i</sup>					
Saint Kitts and Nevis	8								6 <sup>i</sup>		2 <sup>i</sup>		
South Korea	3								3				
<b>Sub-total</b>	<b>31</b>	<b>1</b>						<b>9</b>	<b>10</b>	<b>2</b>	<b>7</b>		<b>2</b>
<b>Total</b>	<b>77</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>4</b>

#### Abbreviations

DE – Germany  
 DK – Denmark  
 EE – Estonia  
 FR – France  
 IE – Ireland  
 IT – Italy  
 LT – Lithuania  
 LV – Latvia  
 NL – Netherlands  
 PL – Poland  
 SE – Sweden  
 UK – United Kingdom  
 EFTA – European Free Trade Association

<sup>i</sup> Includes vessel(s) that reflagged into the EU from the same third country on two occasions

## Conclusions and recommendations

While technically no rules have been broken in the cases identified in this investigation, repeated and purposeful reflagging to carded third countries allows for behaviour that is not consistent with the objectives of the CFP. Detailed scrutiny should be applied to all vessels returning to the EU fleet from carded flag States to assess their historical compliance with applicable rules in light of identified failures in the fisheries management and control systems of the countries concerned.

Yet under the current legal framework that sets standards for granting fishing authorisations to the EU external fleet, there is no requirement for EU member states to assess the sustainability of prior fishing activities carried out under third country flags, or the compliance of those activities with applicable laws or CMMs. In the above cases, vessels were seen to benefit from EU-negotiated access agreements within days of their return to a member state flag, suggesting that limited assessments of vessel compliance records were undertaken.

In December 2015, the European Commission issued a proposal for a future regulation on the sustainable management of external fishing fleets (2015/636). This will replace the legal framework set out in the 2008 regulation, and is currently being negotiated by the European Parliament and Council. The revision of the legal framework that manages the EU external fishing fleet presents a critical opportunity to address loopholes that allow EU vessels to engage in abusive reflagging, and to operate in contravention of EU laws and standards.

**To effectively address abusive reflagging by the EU fleet, we recommend that:**

**1. The future EU external fleet regulation includes a requirement for any vessel leaving and returning to an EU flag to demonstrate that the activities of the vessel have been compliant with applicable EU and international laws and CMMs.**

**2. Any vessel returning to an EU flag be required to show at least the following in order to obtain a fishing authorisation to operate in non-EU waters:**

- records of its catches under the third country flag;
- a copy of the fishing authorisation from both the flag State of the vessel and the country in whose waters the vessel operated; and
- an official statement of the third country flag State that the vessel or operator did not receive any sanctions whilst registered to the flag.

**3. When considering an application for an external fishing authorisation, EU member state authorities pay special attention to vessels coming from flag States that:**

- do not have authorisation to export seafood to the EU under the EU IUU Regulation;
- have received a yellow or red card under the EU IUU Regulation for failure to combat illegal fishing; or
- have been identified as a country allowing non-sustainable fishing pursuant to Article 4 paragraph 1(a) of Regulation (EU) No 1026/2012<sup>31</sup>.

## ANNEX 1 Reflagging behaviour of EU vessels

Flag State information was obtained from the EU fleet register and the IHS Maritime Sea-web database. Data on fishing authorisations for access to non-EU waters were extracted from the website WhoFishesFar.org, which contains information on EU external fishing authorisations for the period 2008–2015.

Dates highlighted in bold indicate where external fishing authorisations were granted to vessels shortly after their return to the EU fleet register from carded, or subsequently carded, third countries. Countries highlighted in dark blue are those which were carded at the time under the EU IUU Regulation, or received a card subsequently. RFMO abbreviations have been used in the tables below – for full names see **Annex 3**.

### Germany



Jan Maria is flagged to Germany but owned by a Dutch company, which is part of the Pelagic Freezer-Trawler Association. This association has a combined fleet of 23 vessels, and covers the entire supply chain of pelagic fish with members in France, Germany, Lithuania, The Netherlands and the UK<sup>32</sup>.

Jan Maria 125 metre long pelagic trawler Internation Maritime Organization (IMO) number: 8707446		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>33</sup>
Germany <sup>34</sup>	1990 – 30 June 2009 source: EU fleet register	Faroese waters: 2008 – 2009 Norwegian waters: 2008 – 2009 NEAFC: 2008 – 2009
Lithuania	3 July 2009 – 23 August 2009 source: EU fleet register	
Germany	24 August 2009 – March 2011 source: IHS Maritime Sea-web	Mauritania FPA: 2010 – 2011 Faroese waters: 2010, 2014 – 2015 Norwegian waters: 2009 – 2011 NEAFC: 2009 – 2011 SPRFMO: 2010 – 2011
Belize	March 2011 – April 2011 source: IHS Maritime Sea-web	
Germany	April 2011 – present source: IHS Maritime Sea-web	Faroese waters: 2014 – 2015 Norwegian waters: 2011 – 2015 CCAMLR: 2013 NEAFC: 2011 – 2015 SPRFMO: 2011 – 2015

### Latvia

Latvia has only 23 vessels over 50 metres in its registry<sup>35</sup>, yet nine vessels were identified as having entered or re-entered the Latvian fleet register from carded third countries between 2005 and 2015. These cases accounted for nearly 40 percent of the vessels over 50 metres listed.

Of the nine vessels identified, five were found to be owned by the same Latvian company, for all or part of the period of the investigation: Kauguri, Marshal Krylov, Marshal Novikov, Marshal Vasilevskiy, Tamula<sup>36</sup>. The five vessels are pelagic freezer trawlers of over 94 metres that freeze their catches on board<sup>37</sup>. All five were flagged to Saint Kitts and Nevis for at least 6 months in 2012 according to IHS Maritime Sea-web, before reflagging to Latvia. In 2014, the vessels Marshal Novikov and Marshal Krylov reflagged to Saint Kitts and Nevis only six days after the country received a yellow card, and Marshal Krylov is still flagged there<sup>38</sup>. Marshal Novikov has since returned to Latvia, while Kauguri and Tamula left the Latvian register in May 2013 and have since been decommissioned.



Cor 57 metre long bottom trawler <sup>39</sup> IMO number: 7931909. Previous names: Ur Lagunak, Altasa Cuar-to, Northern Phoenix, Vao <sup>40</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>41</sup>
Spain <sup>42</sup>	1990 – April 1999 source: IHS Maritime Sea-web	
Namibia	April 1999 – August 2007 source: IHS Maritime Sea-web	
Belize	August 2007 – December 2008 source: IHS Maritime Sea-web	
Latvia <sup>43</sup>	December 2008 – 29 March 2012 source: EU fleet register	
Lithuania	9 May 2012 – November 2015 source: EU fleet register	NAFO: May 2012 – December 2012 NEAFC: 2012 – 2015
Unknown	November 2015 – present source: IHS Maritime Sea-web	

Dubna 56 metre long pot and traps vessel IMO number: 8905608. Previous name: O Yang No. 356		
Flag State	Period	Fishing authorisations to access non-EU waters
South Korea	1989 – October 2014 source: IHS Maritime Sea-web	
Latvia <sup>44</sup>	<b>6 October 2014</b> – present source: EU fleet register	NEAFC: <b>8 October 2014</b> – 2015



<b>Memele</b> 56 metre long pot and traps vessel <sup>45</sup> IMO number: 8916798. Previous names: Pine 702, Oryong No. 337 <sup>46</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>47</sup>
Panama	1990 – 1995 source: IHS Maritime Sea-web	
South Korea	1995 – October 2014 source: IHS Maritime Sea-web	
Latvia <sup>48</sup>	<b>6 October 2014</b> – present source: EU fleet register	NEAFC: <b>8 October 2014</b> – 2015

<b>Valka</b> 56 metre long pot and traps vessel <sup>49</sup> IMO number: 8905303. Previous name: O Yang No. 106 <sup>50</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>51</sup>
South Korea	1989 – October 2014 source: IHS Maritime Sea-web	
Latvia <sup>52</sup>	<b>6 October 2014</b> – present source: EU fleet register	NEAFC: 8 October 2014 – 2015

#### Vessels owned by Latvian fishing company:

<b>Kauguri</b> 101 metre long pelagic trawler <sup>53</sup> IMO number: 8225553. Previous name: Fram <sup>54</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>55</sup>
Russia	1982 – 1992 source: IHS Maritime Sea-web	
Latvia	1992 – 23 April 2012 source: IHS Maritime Sea-web	Mauritania FPA: January – June 2008, November 2008 – August 2009, November 2009 – September 2010, November 2010 – November 2011, January – April 2012 Morocco FPA: July – November 2008, August 2009 – January 2010
Saint Kitts and Nevis	<b>23 April</b> – 22 October 2012 source: EU fleet register/IHS Maritime Sea-web	
Latvia	22 October 2012 – 17 May 2013 source: EU fleet register	

<b>Marshal Krylov</b> 98 metre long pelagic trawler <sup>56</sup> IMO number: 8035099. Previous name: Tiger Shark <sup>57</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>58</sup>
Russia	1982 – 12 June 2008 source: IHS Maritime Sea-web	
Latvia <sup>59</sup>	12 June 2008 – 23 April 2012 source: EU fleet register	Mauritania FPA: 12 July – 31 July 2008, November 2008 – January 2009, March – August 2009, November 2009 – April 2012 Morocco FPA: 14 August 2008 – 13 November 2008, 3 August 2009 – 2 January 2010, August – September 2010

<b>Marshal Krylov (continued)</b>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>58</sup>
Saint Kitts and Nevis	24 April – 23 October 2012 source: EU fleet register/IHS Maritime Sea-web	
Latvia	23 October 2012 – 18 December 2014 source: EU fleet register	Mauritania FPA: 1 January 2013 – 31? December 2014
Saint Kitts and Nevis	18 December 2014 – present source: EU fleet register	

<b>Marshal Novikov</b> 103 metre long pelagic trawler <sup>60</sup> IMO number: 8036108. Previous name: Mars <sup>61</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>62</sup>
Russia	1982 – July 1997 source: IHS Maritime Sea-web	
Saint Vincent and the Grenadines	July 1997 – July 2010 source: IHS Maritime Sea-web	
Saint Kitts and Nevis	July 2010 – May 2013 source: IHS Maritime Sea-web	
Latvia <sup>63</sup>	<b>17 May 2013</b> – 18 December 2014 source: EU fleet register	Mauritania FPA: <b>23 May 2013</b> – 30 September 2014 Morocco FPA: 10 September – 31 December 2014
Saint Kitts and Nevis	18 December 2014 – 25 June 2015 source: EU fleet register	
Latvia	<b>25 June 2015</b> – present source: EU fleet register	Morocco FPA: 1 July – 31 August 2015

<b>Marshal Vasilevskiy</b> 98 metre long pelagic trawler <sup>64</sup> IMO number: 8033869. Previous name: Whale Shark <sup>65</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>66</sup>
Russia	1982 – April 2009 source: IHS Maritime Sea-web	
Latvia <sup>67</sup>	8 January 2009 – 24 April 2012 source: EU fleet register	Mauritania FPA: 3 April 2009 – January 2010, March – April 2010, June – August 2010, October 2010 – April 2011, June – September 2011, February & April 2012 Morocco FPA: 17 August – 11 October 2010, September – December 2011
Saint Kitts and Nevis	24 April – 23 October 2012 source: EU fleet register/IHS Maritime Sea-web	
Latvia	23 October 2012 – present source: EU fleet register	Mauritania FPA: 1 January – September 2013, January – September 2014 Morocco FPA: September – December 2014, June 2015

<b>Tamula</b> 94 metre long pelagic trawler <sup>68</sup> IMO number: 7424425. Previous name: Angel Shark <sup>69</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>70</sup>
Russia	1975 – 1992 source: IHS Maritime Sea-web	
Estonia	1992 – 1 May 2004 source: IHS Maritime Sea-web	
Latvia <sup>71</sup>	1 May 2004 – 23 April 2012 source: EU fleet register	Mauritania FPA: January 2010 – April 2012 Morocco FPA: September – November 2008
Saint Kitts and Nevis	23 April 2012 – 17 October 2012 source: EU fleet register/IHS Maritime Sea-web	
Latvia	23 October 2012 – 17 May 2013 source: EU fleet register	

In addition to the nine vessels identified above, the investigation also revealed the case of Saldus, an example of a vessel with a background of IUU fishing entering the Latvian flag.

In November 2013, one year prior to its entry in the Latvian register, Saldus (or Iskander as it was known at the time) was caught fishing in Russian waters with its name covered and transmitters turned off<sup>72</sup>. At the time, the vessel was flagged to Cambodia. The vessel only stopped after warning shots were fired by the Russian Border Service Division of the Federal Security Service, and after it had thrown its live king crab catch overboard<sup>73</sup>. It was finally stopped in an attempt to flee Russian waters in the Sea of Okhotsk<sup>74</sup>. Local sources claim that Iskander was released without a fine as the evidence of poaching had been thrown overboard; however, this could not be confirmed by official sources<sup>75</sup>. The Russian government estimates that illegal catches of king crab worth US \$700 million are taken from Russia's waters every year<sup>76</sup>.

In December 2014 the vessel was renamed Saldus and entered the Latvian flag<sup>77</sup> under the same ownership as a vessel called Solveiga<sup>78</sup> (LVA000005010<sup>79</sup>) that was similarly flying the Cambodian flag until September 2014, before reflagging to the Russian flag for four months and moving to the Latvian flag on 5 January 2015. Just 17 days after entering the Latvian flag, Solveiga was granted an authorisation to fish in the convention area of the RFMO managing the North East Atlantic (NEAFC)<sup>80</sup>.

Under the EU IUU Regulation, EU operators are prohibited from purchasing a vessel flying a flag of a red-carded country. Although the Saldus and Solveiga entered the Latvian register from Russia, they were both registered to the Russian flag for a relatively short time period, prior to which they were flagged to red-carded Cambodia. In the case of Saldus, there are also

reports of IUU fishing associated with the vessel whilst operating under the Cambodian flag. It is not known what checks of the vessel compliance records were carried out by the Latvian authorities when registering Saldus in December 2014 and Solveiga in January 2015; however, in accordance with the IPOA-IUU and in the spirit of the EU IUU Regulation, it is questionable whether these vessels should have gained access to the EU fleet register and, in the case of Solveiga, authorisation to fish in non-EU waters.

<b>Saldus</b> 54 metre long pot and traps vessel <sup>81</sup> IMO number: 8423155. Previous names: Afelyi, Costa Rapida, Status, Iskander <sup>82</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters
Russia	July 1985 – March 2007 source: IHS Maritime Sea-web	
Sierra Leone	March 2007 – September 2013 source: IHS Maritime Sea-web	
Cambodia	September 2013 – June 2014 source: IHS Maritime Sea-web	
Russia	June – December 2014 source: IHS Maritime Sea-web	
Latvia <sup>83</sup>	<b>5 December 2014</b> – present source: IHS Maritime Sea-web	

#### Lithuania



The five vessels described below that were found to have entered or re-entered the Lithuanian fleet register from yellow-carded countries between 2005 and 2015 were owned by the same Lithuanian company, for all or part of the period of the investigation<sup>84</sup>. They are all pelagic freezer trawlers over 100 metres that freeze their catches on board<sup>85</sup>.

The case of the Simonas Daukantas is particularly interesting, as upon re-entering the EU register in 2014 it was issued a new Community Fleet Register (CFR) number by the Lithuanian authorities, in breach of EU law. When the vessel returned, it should have used its previous CFR number issued by the Polish authorities. A CFR number is a unique vessel identifier that is permanently assigned to an EU vessel: it cannot be reassigned to another vessel, and it is in breach of EU law to issue a new CFR number to a vessel that has previously had one<sup>86</sup>.

<b>Simonas Daukantas</b> 120 metre long pelagic trawler <sup>87</sup> IMO number: 86072220. Previous name: Beta 1, Beta, Karolis Pozhela <sup>88</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>89</sup>
Russia	1989 – 1992 source: IHS Maritime Sea-web	
Lithuania	1992 – 1998 source: IHS Maritime Sea-web	
Cyprus	November 1998 – July 2005 source: IHS Maritime Sea-web	
Belize	July 2005 – June 2013 source: IHS Maritime Sea-web	
Poland <sup>90</sup>	7 June – 27 September 2013 source: EU fleet register	Mauritania FPA: 14 June – 30 September 2013
Belize	27 September 2013 – 26 February 2014 source: EU fleet register	
Lithuania <sup>91</sup>	26 February 2014 – present source: EU fleet register	Mauritania FPA: 1 April 2014 – 28 February 2015, 1 April 2015 – 30 June 2015 ICCAT: 23 February – December 2015

<b>Irvinga</b> 104 metre long pelagic trawler <sup>92</sup> IMO number: 8834639. Previous name: Neringa		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>93</sup>
Russia	1990 – 1992 source: IHS Maritime Sea-web	
Lithuania	1992 – March 1996 source: IHS Maritime Sea-web	
Cyprus	March 1996 – 1 May 2004 source: IHS Maritime Sea-web	
Lithuania <sup>94</sup>	1 May 2004 – 15 June 2011 source: EU fleet register	Mauritania FPA: March – June 2008, December 2008 – January 2009, March – August 2009, December 2009 – August 2010, November 2010 – January 2011, May 2011 Morocco FPA: August – September 2008, August – October 2010 SPRFMO: 2010 – 2011
Comoros	15 June – 28 July 2011 source: EU fleet register	
Lithuania	28 July 2011 – 4 May 2012 source: EU fleet register	Mauritania FPA: 1 August – September 2011 Morocco FPA: October – November 2011 ICCAT: 2012 SPRFMO: 2010 – 2011
Comoros	4 May 2012 – 17 September 2012 source: EU fleet register	

<b>Irvinga (continued)</b>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>93</sup>
Lithuania	17 September 2012 – 13 February 2013 source: EU fleet register	ICCAT: 2013 NEAFC: 28 September 2012 – February 2013
Comoros	13 February 2013 – October 2013 source: EU fleet register/IHS Maritime Sea-web	
New Zealand	October 2013 – present IHS Maritime Sea-web	

The three vessels below (Star SKN 151, Grange Bay, and Kovas), owned by the same company, all left EU flags for a Comoros flag for four months or more in 2012. They subsequently left the EU register again in 2014–15, registering to the flags of Saint Kitts and Nevis, Comoros or Belize<sup>95</sup>.

<b>Star SKN 151</b> 104 metre long pelagic trawler <sup>96</sup> IMO number: 8136300. Previous name: Marshal Koshevoy, Aras, Azor, Aras 1 <sup>97</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>98</sup>
Russia	1983 – 1997 source: IHS Maritime Sea-web	
Latvia	1997 – March 1997 source: IHS Maritime Sea-web	
Cyprus	March 1997 – 1 May 2004 source: IHS Maritime Sea-web	
Lithuania <sup>99</sup>	1 May 2004 – 22 July 2009 source: EU fleet register	Mauritania FPA: January – March 2008, May – June 2008, December 2008 – August 2009
Comoros	July – 18 September 2009 source: EU fleet register	
Lithuania	September 2009 – 30 April 2012 source: EU fleet register	Mauritania FPA: December 2009 – March 2011, July 2011 – April 2012 Morocco FPA: August – October 2010 ICCAT: 2011 - 2012 SPRFMO: 2011
Comoros	30 April 2012 – 29 March 2013 source: EU fleet register	
Lithuania	29 March 2013 – 12 November 2014 source: EU fleet register	Mauritania FPA: 1 April 2013 – September 2014 ICCAT: 2013 – 2014
Belize	12 November – November 2014 source: EU fleet register	
Saint Kitts and Nevis	November 2014 - present source: IHS Maritime Sea-web	

<b>Grange Bay</b> 117 metre long pelagic trawler <sup>100</sup> IMO number: 7610440. Previous names: Balandis, Vilnis, Pasvalys and Pasvalis <sup>101</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>102</sup>
Russia	1980 – 1992 source: IHS Maritime Sea-web	
Lithuania	1992 – 1996 source: IHS Maritime Sea-web	
Cyprus	1996 – August 2001 source: IHS Maritime Sea-web	
Lithuania <sup>103</sup>	August 2001 – 14 June 2011 source: IHS Maritime Sea-web	Mauritania FPA: January – March 2008, May – June 2008, December 2008 – September 2009, December 2009 – July 2010, November 2010 – January 2011 Morocco FPA: 1 August – October 2010 ICCAT: 2011 SPRFMO: 2011
Comoros	14 June 2011 – 28 July 2011 source: EU fleet register	
Lithuania	28 July 2011 – 4 May 2012 source: EU fleet register	Mauritania 2011: December 2011 – April 2012 Morocco FPA: 1 August – October 2011 ICCAT: 2011 – 2012 SPRFMO: 2011
Comoros	4 May 2012 – 17 September 2012 source: EU fleet register	
Lithuania	17 September 2012 – 3 December 2014 source: EU fleet register	Mauritania FPA: January – May 2013, July – September 2013, October 2013 – December 2014 Morocco FPA: September – November 2014 ICCAT: 2012 – 2014 NEAFC: 29 September 2012 – December 2013
Saint Kitts and Nevis	3 December 2014 – present source: EU fleet register/IHS Maritime Sea-web	

<b>Kovas</b> 117 metre long pelagic trawler <sup>104</sup> IMO number: 7610426. Previous names: Arkhimed, Archimedes, Rytas <sup>105</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>106</sup>
Russia	1979 – January 1998 source: IHS Maritime Sea-web	
Lithuania <sup>107</sup>	January 1998 – 15 June 2011 source: IHS Maritime Sea-web	Mauritania FPA: November – December 2010, January 2011 SPRFMO: 2011
Comoros	15 June – 28 July 2011 source: EU fleet register	
Lithuania	28 July 2011 – 4 May 2012 source: EU fleet register	Morocco FPA: August – November 2011 SPRFMO: 2011

<b>Kovas (continued)</b>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>106</sup>
Comoros	4 May – 17 September 2012 source: EU fleet register	
Lithuania	17 September 2012 – July 2015 source: IHS Maritime Sea-web	Mauritania FPA: January – May 2013, July 2013 – September 2014 Morocco FPA: September – December 2014, January – February 2015 ICCAT: 2015 NEAFC: 28 September 2012 – December 2013
Comoros	July 2015 – present source: IHS Maritime Sea-web	

## The Netherlands



The two vessels described below that were found to have entered the Dutch fleet register from yellow-carded countries between 2005 and 2015, were owned by a Dutch company that is also a member of the Pelagic Freezer-Trawler Association<sup>108</sup>.

<b>Franziska</b> 119 metre long pelagic trawler <sup>109</sup> IMO number: 8802997. Current name: Atlas <sup>110</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>111</sup>
Netherlands <sup>112</sup>	1989 – 2 October 2006 source: IHS Maritime Sea-web	
Belize	2 October 2006 – 16 March 2007 source: EU fleet register	
Netherlands	16 March 2007 – 14 August 2009 source: EU fleet register	Faroese waters: 2009 Norwegian waters: April 2007 – 2009 NEAFC: 2009 SPRFMO: 2008
Peru	14 August – 4 September 2009 source: EU fleet register	
Netherlands	4 September 2009 – 1 March 2010 source: EU fleet register	Faroese waters: 2009 – 2010 Norwegian waters: 2009 – 2010 SPRFMO: 2010
Peru	1 March 2010 – 16 August 2013 source: EU fleet register	
Netherlands	16 August 2013 – 7 December 2015 source: EU fleet register	Mauritania FPA: 1 July 2013 – September 2014 Morocco FPA: September – December 2014, June – August 2015 NEAFC: 2015
Russia	7 December 2015 – present source: EU fleet register/IHS Maritime Sea-web	

Alida 99 metre long pelagic trawler <sup>113</sup> IMO number: 8224418. <sup>114</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>115</sup>
Netherlands <sup>116</sup>	1984 – 28 May 2010 source: EU fleet register	Faroese waters: 2008 – 2010 NEAFC: 2008 – 2009 Norwegian waters: 2008 – 2009
Belize	28 May 2010 – 27 August 2010 source: EU fleet register	
Netherlands	<b>27 August 2010</b> – present source: EU fleet register	Faroese waters: April 2014 – 2015 ICCAT: 2012 – 2015 NEAFC: <b>31 August 2010</b> – 2015 Norwegian waters: 10 September 2010 – 2015

## Poland



The four vessels described below (and the Simonas Daukantas described above under Lithuania) that were found to have entered or re-entered the Polish fleet register from yellow-carded countries between 2005 and 2015, were all owned by an Icelandic company or its subsidiaries, for some years during the period of the investigation<sup>117</sup>. All vessels were reflagged to Belize or Saint Kitts and Nevis between 2005 and 2015.

Jose Marti 120 metre long pelagic trawler <sup>118</sup> IMO number: 8607141. Previous names: Alfonsas Cheponis, Vydunas, Alpha, Anders <sup>119</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>120</sup>
Russia	1988 – 1992 source: IHS Maritime Sea-web	
Lithuania	1992 – 1992 source: IHS Maritime Sea-web	
Cyprus	November 1998 – July 2005 source: IHS Maritime Sea-web	
Belize	July 2005 – October 2008 source: IHS Maritime Sea-web	
Poland <sup>121</sup>	<b>30 October 2008</b> – 23 June 2009 source: EU fleet register	Mauritania FPA: <b>9 November 2008</b> – 30 June 2009 Norwegian waters: 15 January 2009 – December 2009
Belize	June 2009 – June 2010 source: IHS Maritime Sea-web	
Cuba	June 2010 – present source: IHS Maritime Sea-web	

Kapitan Kayser 105 metre long pelagic trawler <sup>122</sup> IMO number: 8907149. Previous names: Sirius GDY 43, Sirius, Theseus <sup>123</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>124</sup>
Liberia	1994 – 1995 source: IHS Maritime Sea-web	
Russia	1995 – December 2001 source: IHS Maritime Sea-web	
Vanuatu	December 2001 – February 2005 source: IHS Maritime Sea-web	
Belize	February 2005 – 24 June 2009 source: IHS Maritime Sea-web	
Poland <sup>125</sup>	<b>24 June 2009</b> – June 2013 source: EU fleet register	Mauritania FPA: <b>25 June 2009</b> – 31 January 2010, November 2010 – April 2012, April – June 2013 Morocco FPA: October 2009 & October 2010 SPRFMO: 20 July 2009 – 31 December 2012 CCAMLR: 2013
Russia	June 2013 – present source: IHS Maritime Sea-web	

Saga 120 metre long pelagic trawler <sup>126</sup> IMO number: 8607191. Previous names: Vasily Flippov, White Shark, Alta, Blue Wave <sup>127</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>128</sup>
Russia	1988 – December 2001 source: IHS Maritime Sea-web	
Belize	December 2001 – 12 July 2013 source: IHS Maritime Sea-web	
Poland <sup>129</sup>	<b>12 July 2013</b> – January 2014 source: IHS Maritime Sea-web	Mauritania FPA: <b>19 July 2013</b> – 30 June 2014 SPRFMO: 2014 – 2015
Saint Kitts and Nevis	January – June 2014 source: IHS Maritime Sea-web	
Poland	June 2014 – July 2015 source: IHS Maritime Sea-web	SPRFMO: 2014 – 2015
Saint Kitts and Nevis	July 2015 – 17 November 2015 source: IHS Maritime Sea-web	
Poland	17 November 2015 – present source: EU fleet register	SPRFMO: 2015

Kapitan Nazin 105 metre long pelagic trawler <sup>130</sup> IMO number: 8907046. Previous names: Aegeus, Janus, Alina GDY 46, Hogaberg. <sup>131</sup> CFR POL035202052		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>132</sup>
Liberia	1993 – 1995 source: IHS Maritime Sea-web	
Russia	September 1995 – December 2001 source: IHS Maritime Sea-web	
Vanuatu	December 2001 – December 2004 source: IHS Maritime Sea-web	
Belize	December 2004 – September 2008 source: IHS Maritime Sea-web	
Poland <sup>133</sup>	<b>15 September 2008</b> – 11 June 2012 source: EU fleet register	Mauritania FPA: 11 November 2008 – February 2009, October 2009 – January 2010, October 2010 – June 2013 Morocco FPA: <b>23 September</b> – November 2008, October 2010, October – November 2011 Norwegian waters: 2009 – 2012 CCAMLR: 2012 – 2013 NAFO: 2012 NEAFC: 2011 – 2013 SPRFMO: 2010 – 2011
Faroe Islands	11 June 2012 – October 2012 source: IHS Maritime Sea-web	
Belize	October 2012 – December 2012 Source: EU fleet register/IHS Maritime Sea-web	
Poland	17 December 2012 – 4 June 2013 source: EU fleet register	CCAMLR: 2012 – 2013 NEAFC: 2011 – 2013 Mauritania FPA: December 2012 – June 2013
Russia	July 2013 – present source: IHS Maritime Sea-web	

## United Kingdom



Krossfjord 57 metre long pelagic trawler <sup>134</sup> IMO number: 9147148. Previous name: Quantus <sup>135</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>136</sup>
UK	1 July 1997 – 30 July 2009 source: EU fleet register	Morocco FPA: January – March 2008, May – August 2008, October – December 2008, April – May 2009 Norwegian waters: 2006 – 2009 NEAFC: 2008 – 2009
Belize	30 July 2009 – 24 November 2009 source: EU fleet register	
UK	24 November 2009 – June 2010 source: IHS Maritime Sea-web	Morocco FPA: 24 April – June 2010 NEAFC: 2009 Norwegian waters: 2009 – 2010
Belize	June – November 2010 source: IHS Maritime Sea-web	
UK	November 2010 – 7 July 2011 source: IHS Maritime Sea-web	Morocco FPA: 1 June – 30 June 2011 Norwegian waters: 2010 – 2011
Belize	7 July – 6 October 2011 source: IHS Maritime Sea-web	
UK	6 October 2011 – 1 August 2014 source: EU fleet register	Norwegian waters: 2013 – 2015
Namibia	1 August 2014 – present source: IHS Maritime Sea-web	

Prowess 60 metre long bottom trawler <sup>137</sup> IMO number: 8709896. Previous name: Tronderbas, Brennholm, Svanur <sup>138</sup>		
Flag State	Period	Fishing authorisations to access non-EU waters <sup>139</sup>
Norway	1988 – April 2002 source: IHS Maritime Sea-web	
Iceland	April 2002 – 25 January 2007 source: IHS Maritime Sea-web	
UK	25 January 2007 – August 2009 source: IHS Maritime Sea-web	Morocco FPA: January – March 2008, May 2008, June – November 2008, May – July 2009
Belize	August – December 2009 source: IHS Maritime Sea-web	
UK	December 2009 – November 2014 source: IHS Maritime Sea-web	Norwegian waters: 2010 – 2014
Norway	November 2014 – present source: IHS Maritime Sea-web	

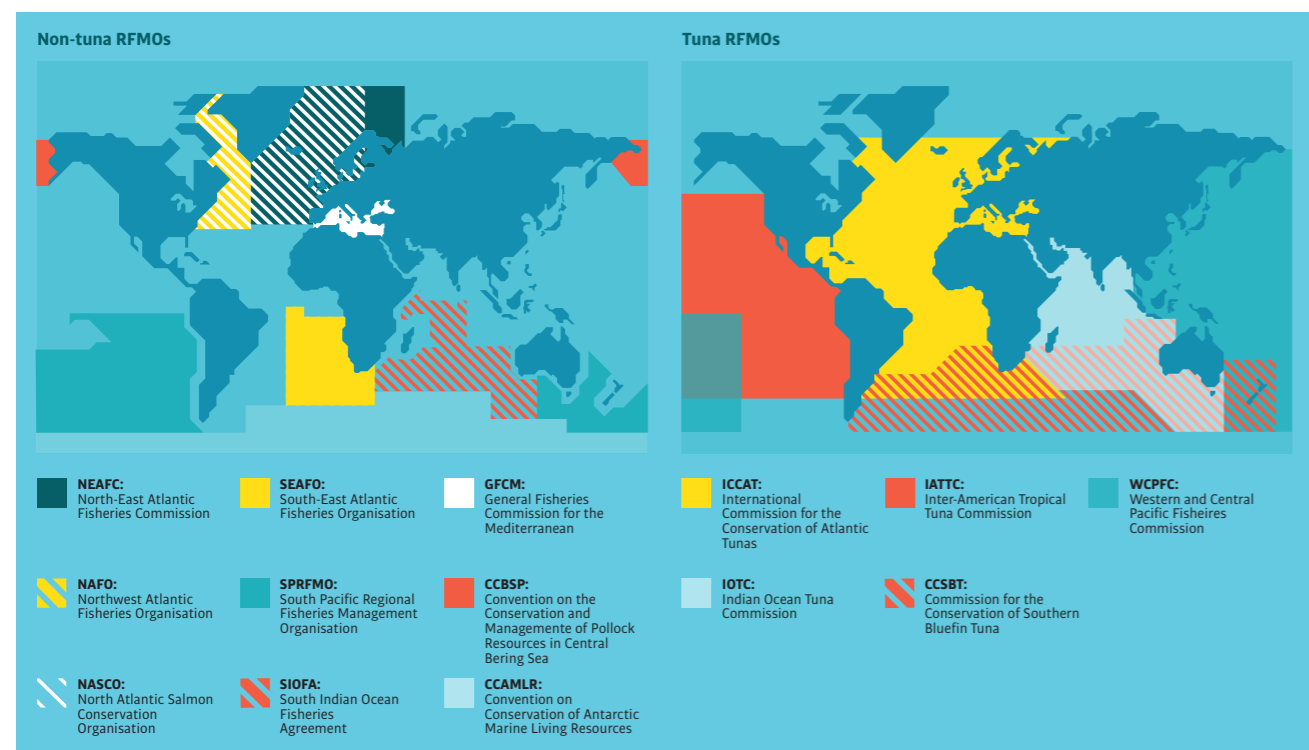


## ANNEX 2 Red and yellow cards awarded under the EU IUU Regulation since 2010<sup>140</sup>

Date	Country	Yellow	Red	Delisted
15/11/2012	Belize, Cambodia, Fiji, Guinea, Panama, Sri Lanka, Togo, Vanuatu	X		
26/11/2013 (Commission) 24/03/2014 (Council) <sup>1</sup>	Belize, Cambodia, Guinea		X	
26/11/2013	Curacao, Ghana, South Korea	X		
10/06/2014	Papua New Guinea, Philippines	X		
14/10/2014	Belize, Fiji, Panama, Togo and Vanuatu			X
14/10/2014 (Commission) 26/01/2015 (Council) <sup>2</sup>	Sri Lanka		X	
12/12/2014	Saint Kitts and Nevis, Saint Vincent and the Grenadines, Solomon Islands, Tuvalu	X		
21/04/2015	Thailand	X		
21/04/2015	Philippines, South Korea			X
1/10/2015	Comoros, Taiwan	X		
1/10/2015	Ghana, Papua New Guinea			X
21/04/2016	Kiribati, Sierra Leone, Trinidad and Tobago	X		
21/04/2016	Sri Lanka			X
13/07/2016	Guinea			X

<sup>1</sup>The granting of a red card consists of two distinct steps. First, the Commission identifies the country as non-cooperating in the fight against IUU fishing, resulting in a ban on import of the country's seafood products regulated by the EU IUU Regulation into the EU. Second, the Council of the EU adopts the final decision to list the country as non-cooperating, resulting in a number of restrictive measures, including a prohibition on EU vessels operating in the country's waters.

## ANNEX 3 Regional Fisheries Management Organisations



## References

- Council Regulation (EC) No 1005/2008 of 29 September 2008 establishing a Community system to prevent, deter and eliminate illegal, unreported and unregulated fishing.
- Regulation (EU) No 1380/2013 of the European Parliament and of the Council of 11 December 2013 on the Common Fisheries Policy.
- The European Commission's (EC) proposal for a regulation on the sustainable management of external fishing fleets (2015/636) was published in December 2015 and will replace the current Fishing Authorisation Regulation (Council Regulation (EC) No. 1006/2008).
- [http://ec.europa.eu/fisheries/cfp/international/agreements/index\\_en.htm](http://ec.europa.eu/fisheries/cfp/international/agreements/index_en.htm)
- [http://ec.europa.eu/fisheries/cfp/international/agreements/mauritania/index\\_en.htm](http://ec.europa.eu/fisheries/cfp/international/agreements/mauritania/index_en.htm) and [http://ec.europa.eu/fisheries/cfp/international/agreements/morocco/index\\_en.htm](http://ec.europa.eu/fisheries/cfp/international/agreements/morocco/index_en.htm) – accessed August 2016.
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- Article 38 of the EU IUU Regulation.
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- Paragraph 39 of the Food and Agriculture Organization of the United Nations (UN FAO). International Plan of Action to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing. FAO, Rome, 2001: <http://www.fao.org/docrep/003/y1224e/y1224e00.htm>
- See Article 91 of the United Nations Convention on the Law of the Sea (UNCLOS), 4 December, 1982, United Nations (stating that ships possess the nationality of the state in which they are registered and are subsequently subject to the laws of that jurisdiction) available at [http://www.un.org/depts/los/convention\\_agreements/texts/unclos/unclos\\_e.pdf](http://www.un.org/depts/los/convention_agreements/texts/unclos/unclos_e.pdf)
- Article 217 of UNCLOS.
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- Commission Implementing Decision of 26 November 2013 identifying the third countries that the Commission considers as non-cooperating third countries pursuant to Council Regulation (EC) No 1005/2008 establishing a Community system to prevent, deter and eliminate illegal, unreported and unregulated fishing.
- Commission Decision of 1 October 2015 on notifying a third country of the possibility of being identified as a non-cooperating third country in fighting illegal, unreported and unregulated fishing.
- Commission Decision of 12 December 2014 notifying a third country that the Commission considers as possible of being identified as non-cooperating third countries pursuant to Council Regulation (EC) No 1005/2008 establishing a Community system to prevent, deter and eliminate illegal, unreported and unregulated fishing (2014/C 447/10).
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- Idem.
- International Transport Workers' Federation (2007). *Seafarer's Bulletin*. No. 21, 2007 <http://www.itfseafarers.org/files/publications/3820/SB07En.pdf>
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<sup>123</sup> Information through IHS Maritime Sea-web [www.sea-web.com](http://www.sea-web.com) – accessed August 2016.  
<sup>124</sup> <http://www.whofishesfar.org/vessels/4206> – accessed August 2016.  
<sup>125</sup> [http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY\\_CODE=LVA000005008&search\\_type=advanced&search\\_id=2714](http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY_CODE=LVA000005008&search_type=advanced&search_id=2714) – accessed August 2016.  
<sup>126</sup> [http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY\\_CODE=LVA000005008&search\\_type=CFR&search\\_id=9559&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67](http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY_CODE=LVA000005008&search_type=CFR&search_id=9559&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67) – accessed August 2016.  
<sup>127</sup> Information through IHS Maritime Sea-web [www.sea-web.com](http://www.sea-web.com) – accessed August 2016.  
<sup>128</sup> <http://www.whofishesfar.org/vessels/4207> – accessed August 2016.  
<sup>129</sup> CFR number: POL035202230 [http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY\\_CODE=LVA000005008&search\\_type=CFR&search\\_id=4934&CFID=361128&CFTOKEN=63bffa5f1c1b7d6-B3A4772A-A0CC-1168-7C6D750BD5E37654](http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY_CODE=LVA000005008&search_type=CFR&search_id=4934&CFID=361128&CFTOKEN=63bffa5f1c1b7d6-B3A4772A-A0CC-1168-7C6D750BD5E37654) – accessed August 2016.  
<sup>130</sup> [http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY\\_CODE=LVA000005008&search\\_type=CFR&search\\_id=4118&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67](http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY_CODE=LVA000005008&search_type=CFR&search_id=4118&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67) – accessed August 2016.  
<sup>131</sup> Information through IHS Maritime Sea-web [www.sea-web.com](http://www.sea-web.com) – accessed August 2016.  
<sup>132</sup> <http://www.whofishesfar.org/vessels/4205> – accessed August 2016.  
<sup>133</sup> CFR number: POL035202052 [http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY\\_CODE=LVA000005008&search\\_type=CFR&search\\_id=1201&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67](http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY_CODE=LVA000005008&search_type=CFR&search_id=1201&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67) – accessed August 2016.  
<sup>134</sup> [http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY\\_CODE=LVA000005008&search\\_type=CFR&search\\_id=9356&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67](http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY_CODE=LVA000005008&search_type=CFR&search_id=9356&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67) – accessed August 2016.  
<sup>135</sup> Information through IHS Maritime Sea-web [www.sea-web.com](http://www.sea-web.com) – accessed August 2016.  
<sup>136</sup> <http://www.whofishesfar.org/vessels/2230> – accessed August 2016.  
<sup>137</sup> [http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY\\_CODE=LVA000005008&search\\_type=CFR&search\\_id=9394&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67](http://ec.europa.eu/fisheries/fleet/index.cfm?method=Search.ListSearchSimpleOneVessel&COUNTRY_CODE=LVA000005008&search_type=CFR&search_id=9394&CFID=355546&CFTOKEN=ab884a23c7ab866a-472471A4-DAD4-9911-41B0F0E1DCC75E67) – accessed August 2016.  
<sup>138</sup> Information through IHS Maritime Sea-web [www.sea-web.com](http://www.sea-web.com) – accessed August 2016.  
<sup>139</sup> <http://www.whofishesfar.org/vessels/2107> – accessed August 2016.  
<sup>140</sup> For all EU decisions on red and yellow cards see: [http://ec.europa.eu/fisheries/cfp/illegal\\_fishing/info/index\\_en.htm](http://ec.europa.eu/fisheries/cfp/illegal_fishing/info/index_en.htm)

The Environmental Justice Foundation (EJF), Oceana, The Pew Charitable Trusts and WWF are working together to secure the harmonised and effective implementation of the EU Regulation to end illegal, unreported and unregulated (IUU) fishing.

**Contacts: Irene Vidal | Environmental Justice Foundation | +44 (0) 207 239 3310 | [irene.vidal@ejfoundation.org](mailto:irene.vidal@ejfoundation.org)**  
**Vanya Vulperhorst | Oceana |**

**Tel: +32 (0) 2 513 2242 | [vulperhorst@oceana.org](mailto:vulperhorst@oceana.org)**  
**Ness Smith | The Pew Charitable Trusts |**  
**Tel: +44 (0) 207 535 4000 | [nsmith@pewtrusts.org](mailto:nsmith@pewtrusts.org)**  
**Mireille Thom | WWF-UK |**  
**Tel: +44 (0) 131 659 9048 | [mthom@wwf.org.uk](mailto:mthom@wwf.org.uk)**  
**Victoria Mundy | Coalition Research Officer |**  
**Tel: +32 (0) 2 513 2242 | [victoria.mundy@ejfoundation.org](mailto:victoria.mundy@ejfoundation.org)**