Italian driftnets: illegal fishing continues

Results of the Oceana 2007 Campaign

OCEANA

Index

Trawler *Federica II* with kilometres of driftnets on board. Porticello-Porto Bagnera. May 29, 2007. © OCEANA.

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Executive Summary

Spadara-type driftnet in port. Ponza Island. June 8, 2006. © OCEANA/ Juan Cuetos.

The use of driftnets to capture large pelagic species is illegal because they are a threat to the conservation of various species of cetaceans, sea turtles and sharks. The first measures against the use of this fishing gear were adopted by the United Nations more than 15 years ago. These nets, however, known as "walls of death", continue to be used around the world.

Oceana campaigns against the use of driftnets in the Mediterranean. For the third consecutive year, observations have been made in ports and on the high seas to identify and report the use of driftnets, an Illegal, Unreported and Unregulated fishing activity (IUU) within the terms defined by the Food and Agriculture Organisation of the United Nations (FAO). Within this context, the case of the Italian fleet is notorious. Through various conversion plans implemented more than 10 years ago, this fleet received subsidies from public funds. From the results obtained and presented in this report, it is estimated that more than 137 Italian vessels continue using this illegal fishing gear, after having received substantial subsidies for conversion. The vessels identified by Oceana received a total of over €900,000 to subsidise their conversion.

The report provides a comprehensive overview of the use of driftnets in Italy, investigates the causes of the persistence of this illegal gear, analyses the possible failures in management and proposes recommendations, not only for the complete elimination of this fishing gear, but also as a contribution to the development of future management measures to be adopted within the Community fisheries policy framework.

Introduction

Buoys typically used for marking driftnets. Near the island of Lipari. June 7, 2007.
© OCEANA/ Jesús Renedo.

Driftnets are a passive type of fishing gear used to catch a wide variety of pelagic species. The target species vary depending on the type and size of the net.

During the eighties and beginning of the nineties, the use of driftnets to capture tunas and swordfish (*Xiphias gladius*) experienced a sharp increase because this gear was more efficient at catching than other techniques such as longlining, and also fishermen did not require the same level of specialisation. There were more than 700 Italian vessels using driftnets to target swordfish in the Mediterranean[1].

However, a serious side effect of the use of driftnets is the by-catch of marine mammals and other endangered species. The large mesh size used to catch highly migratory species, the long length of the nets, which vary but can extend to dozens of kilometres, and the shallow depths at which they are deployed, cause incidental captures and the deaths of threatened species, such as cetaceans, sharks and sea turtles.

The percentage of incidental catches or by-catch was unacceptable for the conservation of these species and consequently led to the international adoption of measures against driftnets, commonly referred to as "walls of death".

More than 15 years have passed since the United Nations General Assembly (UNGA) established the international moratorium prohibiting the use of driftnets. During this time, resolutions, recommendations and regulations against the use of this fishing gear in the Mediterranean have been approved (Table 1).

Table 1. International measures against the use of driftnets applicable in the Mediterranean basin.

Year	Organisation	Content
1989-1991	UNGA[5]	Adoption of a global moratorium on the use of large-scale driftnets on the high seas.
1990	USA[6]	Adoption of a set of restrictive measures regarding commercial relations with countries that use driftnets longer than 2.5 kms in international waters.
1990	IWC[7]	Resolution against the use of large-scale driftnets on the high seas in support of the resolution adopted by the United Nations General Assembly.
1992	EEC[8]	Prohibition of the use of driftnets longer than 2.5 kms for EU Member States.
1997	GFCM[9]	Resolution against the use of driftnets longer than 2.5 kms.
1997	EU[10]	Prohibition of the use of driftnets longer than 2.5 kms or to catch certain species. Entered into force for all EU Member State vessels on 1 January 2002.
2003	ICCAT[11]	Recommendation to prohibit the use of driftnets of any length to capture large pelagic species.
2005	GFCM[12]	Transposition of ICCAT recommendation to a GFCM recommendation by which the use driftnets of any length to capture large pelagic species is prohibited.
2007	ACCOBAMS[13]	Resolution by which driftnets of any length should not be used within the Agreement area.

However, many countries in the Mediterranean basin continue harbouring fleets that indiscriminately use this fishing technique. In most cases, the problem is not only the catch of threatened species, but also that the development of this illegal fishery implies the absence of control over the catch and landing of target species, whose stocks are often heavily overexploited.

It is practically impossible to accurately evaluate the number of driftnets used in the Mediterranean because these fleets operate illegally. However, a rough estimate can be made using available literature and the research carried out by Oceana. According to the reports provided by the Parties of the Agreement on the Conservation of Cetaceans of the Black Sea, Mediterranean Sea and Contiguous Atlantic Area (ACCOBAMS), a number of countries including Albania and Morocco have declared they harbour around 200 vessels that use driftnets[2]. In Turkey, at least 45 vessels use driftnets to catch swordfish[3], where the by-catch of various species of cetaceans has been reported[4]. A total of 92 French vessels that use *thonaille* to catch bluefin tuna should be added to this number, as well as almost 150 Italian vessels that have been identified by Oceana observers during the three years of campaigns in ports.

As a first and conservative estimate, at least 500 vessels continue using driftnets in the Mediterranean. This number increases considerably if the driftnets that may exist in Greece and Algeria are taken into account, or the use of driftnets known as *ferrettara* by the Italian fleet to catch small tuna and tuna-like species. These nets are still authorised by the Italian government.

The continued use of driftnets in the Mediterranean raises two important concerns. Firstly, if their use continues despite the ban, this calls into question the effectiveness of other management measures in place and being developed. Secondly, the illegal nature of driftnet fishing complicates attempts to conserve cetaceans in the Mediterranean, some species of which are endangered, as it is not possible to measure the impact on cetacean populations from thousands of kilometres of nets deployed annually.

Currently, the use of driftnets in the Mediterranean can be considered, in most cases, Illegal, Unreported and Unregulated fishing (IUU fishing). As such, factors in fisheries management that have failed and solutions that can be adopted must be identified in order to conclude a process begun more than 15 years ago. New measures must be adopted and applied to guarantee the protection of an ever deteriorating Mediterranean Sea.

Italy's case is proof of how a large scale reconversion plan, without adequate organisation, is not only unsatisfactory for the sector, authorities and organisations, but also inexorably leads to the continuation of the activity being prohibited, to fraudulent use of public funds and to the development of new illegal fishing activities. This contributes to the overexploitation of fishing resources and jeopardises the conservation of marine biodiversity.

This report provides an overview of updated information concerning the number of vessels that continue fishing illegally in the Tyrrhenian Sea, as well a general analysis of the causes of the existence of this illegal fleet, including a series of recommendations geared towards the definitive elimination of this fishing gear.

Figure 1: Driftnets, a threat for the conservation of endangered marine species. Facts and figures.

By-catch in passive fishing gear has been described as the leading cause of death of cetaceans[80]

It is estimated that more than 300,000 cetaceans are captured and die annually in gillnets[81]

Thousands of sea turtles[82] and sharks[83] are killed by driftnets

It is estimated that driftnets cause the deaths of 10,000 cetaceans[84] each year in the Mediterranean

The following are included amongst the species affected in the Mediterranean basin: common (*Delphinus delphis*) and striped dolphins (*Stenella coeruleoalba*)[85], sperm whales (*Physeter macrocephalus*), minke whales (*Balaenoptera acutorostrata*)[86], and common pilot whales (*Globicephala melas*)[87]

Striped dolphin (*Stenella coeruleoalba*). © OCEANA/ Jesús Renedo.

The European Union driftnet ban

Driftnets on the dock. Forio d'Ischia. May 23, 2007. © OCEANA.

In 1992, as a consequence of the international moratorium on driftnet fishing on the high seas established by the United Nations General Assembly (UNGA)[14], the European Economic Community (EEC) approved a regulation whereby the length of driftnets was limited to 2.5 km[15]. This limitation came into effect at a time when the use of this fishing gear had reached a peak in terms of number of vessels and fishing effort. The driftnets being used often measured 20 km in length and constituted an insurmountable wall, not only for the target species of the fishery, but also for threatened species such as cetaceans, sea turtles and sharks.

The length restriction for the nets mainly affected the Italian fleet, whose activity would no longer be profitable if only 2.5 km of nets could be deployed. As a logical consequence, and in order to preserve cetacean populations in the Mediterranean, the European Union approved a regulation that would come into effect on 1 January 2002, whereby driftnet fishing would be banned for capturing certain species including bluefin tuna (*Thunnus thynnus*), swordfish (*Xiphias gladius*) and albacore (*Thunnus alalunga*)[16].

Some years later, new regulations would complement this prohibition, extending its application to the driftnets used to catch Atlantic salmon (*Salmo salar*) in the Baltic Sea[17], or introducing a complete and coherent definition of driftnets that was not included in the first texts[18].

The use of gillnets, both driftnets or bottom set gillnets[19], for the capture of highly migratory species among others, or which total length is over 2.5 km, is prohibited under EU legislation for any EU flagged vessel or within Community waters.

Despite the long legal battle to eliminate driftnets, the Community fleet continues to use these nets, as Oceana has proven in recent years. The prohibition has never been fully respected and there are cur-

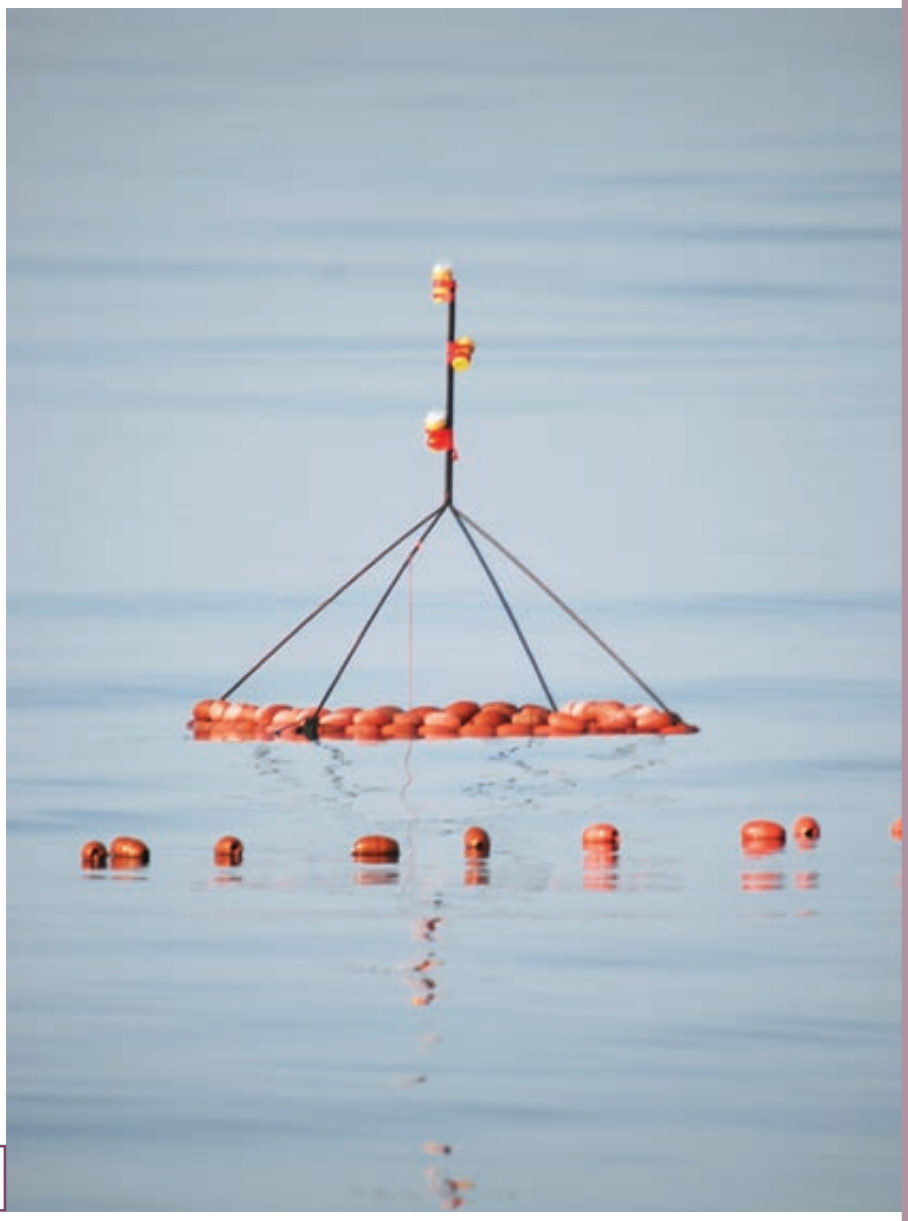
rently at least 229 vessels registered under Italian and French flags dedicated to driftnet fishing. These vessels were identified by Oceana during the 2005, 2006 and 2007 campaigns.

The Community fleets have developed different strategies in order to continue fishing illegally. Some have sought refuge in legal loopholes that institutionalise the use of driftnets. In the case of Italy, however, the situation is different.

The Italian fleet adapted to the measures by adhering to conversion and dismantling plans for which they received millions of Euros from European and Italian funds. However, a considerable number of vessels have continued to fish illegally, constituting a fleet of more than 100 vessels carrying out Illegal, Unreported and Unregulated fishing as defined by the FAO[20].

Within the European context, the continued use of a fishing gear that was banned more than 5 years ago calls into question the viability of the adoption of restrictive measures within the Common Fisheries Policy (CFP). The situation is even more alarming if we take into account the state of conservation of the Mediterranean Sea and the lack of fisheries management measures adapted to the current status of fish stocks in this sea. The inexistence of quotas or minimum landing sizes for species such as the swordfish are an example of this.

As such, the problem of Italian driftnets does not only affect the conservation of threatened species. The continued use of this fishing gear affects the credibility of past, present and future measures established within the framework of fisheries management policies.



Buoys typically used for marking driftnets.
© OCEANA/ Juan Cuetos.

The use of driftnets in Italy

The vessels *Francesco* and *San Giacomo* with driftnets on board. Sant'Agata di Militello. May 28, 2007. © OCEANA.

CHARACTERISTICS OF THE FISHERY

Description

Driftnets are surface fishing nets. They are nylon multifilament nets that vary in colour and size depending on the target species. These nets are equipped with floating devices on the top edge that maintain them on the surface while the lower edge is weighted with a leaded rope, ensuring the net's verticality without compromising their properties[21]. These nets can reach up to 35 metres in height, and 20 kilometres in length.

Mesh size varies depending on the target species. Two types of nets used in Italy were affected by the EU ban:

- The *spadara*, with a mesh size between 340 and 460 mm, used primarily to catch swordfish (*Xiphias gladius*)[22].
- The *ferrettara*, with a mesh size between 80 and 160 mm, used primarily to catch bullet tuna (*Auxis* spp.) and bonito (*Sarda sarda*), as well as other species of the *Scombridae* family[23].

It is illegal to use either one of these nets to catch the species mentioned above, although Italy permits the use of the *ferrettara* with a maximum mesh size of 180 mm.

The characteristics of the vessels that use this fishing gear are very diverse, although there is one common denominator: they are extremely versatile. The vessels often combine the use of driftnets with other fishing gear during the months when this fishery is closed. Two or three-wheeled net haulers are located on the stern of the vessels, making them easily identifiable.

In general, the vessels can be divided into two groups: vessels with a gross tonnage less than 10 GT, which can be used for other gillnets and hand lines; and vessels with a much higher tonnage and a structure that is characteristic of vessels dedicated to longlining or trawling. The vessels in the last group combine various types of fishing gear and the presence of longlines, trawling nets and driftnets has been observed on board one single vessel. In the majority of the larger vessels, the haulers can be easily moved. As such, these vessels can easily alternate between different types of fishing gear.

The fishery begins in April, with calm seas. The nets are deployed at sundown and hauled in with the help of a winch during the early morning hours. The nets are deployed in a zig-zag pattern and include characteristic cone-shaped buoys, or beacons crowned with a flashing light. These are placed approximately every half-mile and mark the nets' location.

The fishery is strongly conditioned by the phases of the moon. As such, the vessels can usually be found in port during the full moon phases because they do not fish during that period. Various studies have described the variability of the swordfish fishery in the Mediterranean that depends on the phases of the lunar cycle[24], where there is a pronounced decline in driftnet catches during the full moon phase[25].

Various fishing areas where these illegal fleets operate have been identified during the observations carried out by Oceana. These mainly include the central and southern areas of the Tyrrhenian Sea, the Aeolian Islands and the northern coast of Sicily, although vessels have also been observed in ports of the Pontino and Campano archipelagos. Other sources have identified the waters between both archipelagos as fishing grounds frequented by local, Sicilian and Calabrian vessels[26]. In most cases, the vessels make day trips so the fishing grounds are normally located quite close to the ports where these vessels are based.

Vessels that go out to sea for more than a day usually head towards the fishing grounds located between southern Sardinia and the Balearic Islands. The presence of lost driftnets in this archipelago, as well as from southern Sicily to the waters of Malta, is proof that this fishery takes place there.

Catches

The swordfish driftnet fishery in Italy has become one of the most important in the Mediterranean, both in terms of number of vessels and volume of catches[27], and the southern area of the Tyrrhenian Sea, along with the Alboran Sea, constitute the two most important swordfish fishing grounds in the Mediterranean basin[28]. The Italian fleet carries out the larger part of its driftnet activities in this area of the Tyrrhenian.

A study carried out between 1990 and 1992 with an observer programme on board the driftnetters[29] estimated that swordfish catches in the Tyrrhenian constituted 29.8% of the total catch in number, followed by bullet tuna (*Auxis rochei*) at 39.09%. Other commercial species caught frequently include bluefin tuna (*Thunnus thynnus*) and yellowfin tuna (*Thunnus albacares*).

The percentage of incidental catches of protected species included in the same study ranges between 9 and 10%, although only cetaceans and loggerhead turtles (*Caretta caretta*) were taken into account. Var-

The driftnetter *Squalo*, hauling in a driftnet with a swordfish trapped inside. Waters south of Cetraro Marina. June 20, 2006. © OCEANA/ Juan Cuetos.

ious species of cartilaginous fish are also caught by these nets, including blue sharks (*Prionace glauca*), thresher sharks (*Alopias vulpinus*), shortfin mako sharks (*Isurus oxyrinchus*), basking sharks (*Cetorhinus maximus*), porbeagle sharks (*Lamna nasus*), pelagic stingrays (*Pteroplatytrygon violacea*) and giant devilrays (*Mobula mobular*).

Although the main argument against the use of driftnets centres on the incidental catch of cetaceans and sea turtles, the by-catch of various species of elasmobranchs also constitutes a serious threat. There is evidence indicating that the abundance and diversity of these species in the Mediterranean is currently declining, and that they face a more dismal future in the Mediterranean than populations in other parts of the world. All of the species mentioned above are included in the World Conservation Union (IUCN) Red List of Threatened Species in the Mediterranean[30] (Table 2).

Table 2. Classification in the IUCN Red List of the conservation status of elasmobranches caught by driftnets in the Mediterranean.

Name	Scientific name	Conservation status
Shortfin mako shark	*Isurus oxyrhinchus*	Critically endangered
Porbeagle	*Lamna nasus*	Critically endangered
Giant devilray	*Mobula mobular*	Endangered
Thresher shark	*Alopias vulpinus*	Vulnerable
Basking shark	*Cetorhinus maximus*	Vulnerable
Blue shark	*Prionace glauca*	Vulnerable
Pelagic stingray	*Pteroplatytrygon violacea*	Near threatened

The alarming alarming conservation status of elasmobranches in the Mediterranean is reflected in the driftnet catches observed by Oceana during the last 3 years of its campaign for the elimination of this illegal fishing gear. Decades ago, sharks were frequently found among the driftnet catches. During the recent campaigns, however, no sharks were observed among these catches. Only two species of elasmobranchs were seen among the incidental catches of the Italian, French and Moroccan driftnets: the pelagic stingray (*Pteroplatytrygon violacea*) and, observed only twice, the giant devilray (*Mobula mobular*). This information contrasts with the results obtained in

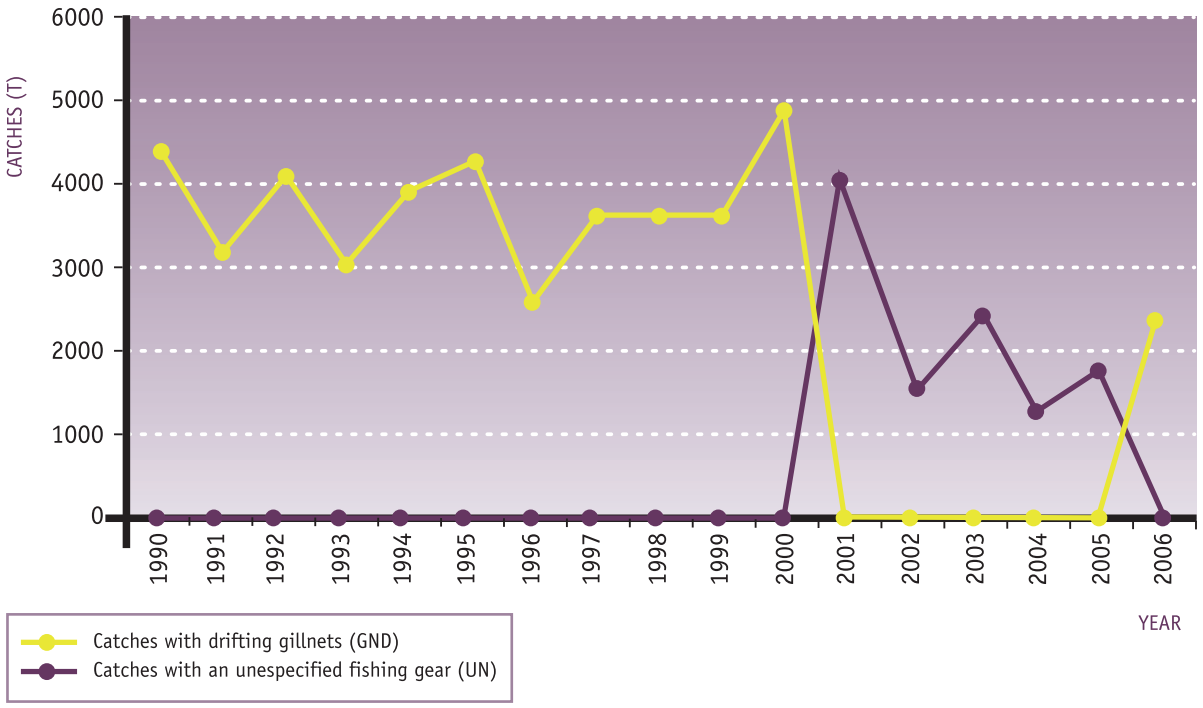
Pelagic stingray (*Pteroplatytrygon violacea*). © OCEANA/ Juan Cuetos.

the study mentioned above, according to which the giant devilray (*Mobula mobular*) was "commonly" caught and the pelagic stingray (*Pteroplatytrygon violacea*) was "occasionally" caught.

Currently, no data exists regarding the total volume of catches carried out by driftnets in Italy because this is an illegal activity and landings are presumably not declared, with the possible exception of the vessels that also hold fishing licences for longlines.

In this respect, the catches of the target species may be the only ones that can lead to an approximation of the total volume. As shown in the graph, Italy has not declared the swordfish caught by driftnets since the EU driftnet ban came into effect. In 2006, however, they declared a total volume of 2,342 t of swordfish caught with driftnets to the International Commission for the Conservation of Atlantic Tunas (ICCAT), the first declaration for this fishing gear in four years. This fact was mentioned in the report of the ICCAT swordfish stock assessment session[31]. This quantity would be equivalent to 30% of the national production. Furthermore, 1,891 t were declared in 2005, under the unspecified gear category (UN). No declaration was made for this category in 2006.

Evolution of the Italian catches os swordfish (*Xiphias gladius*) for two categories of fishing gear



Source: International Commission for the Conservation of Atlantic Tunas (ICCAT), December 2007.

The data obtained by Oceana indicates that these catches probably correspond to the driftnets known as *ferrettara*, with an approximate mesh size of 180 mm, authorised in Italy since May 2006[32]. During the 2007 campaign, Oceana identified various vessels using this gear to catch swordfish in waters of the Aeolian Islands. The legality of this gear in Italy may be the main reason for the declaration of catches made to ICCAT in 2006. This case will be subsequently analysed in depth.

The vessel *Peppuccio* using a *ferrettara* to catch swordfish. Aeolian Islands. June 8, 2007. © OCEANA/ Carlos Suárez.

LEGAL FRAMEWORK

The first Community Regulation limiting the length of driftnets to 2.5 km entered into force in 1992 and had an important economic impact on the Italian *spadare* sector. The driftnet swordfish fishery was no longer profitable and the costs were theoretically unacceptable. Moreover, since the regulation was almost impossible to monitor, this fleet began to systematically infringe the laws[33].

Consequently, through a Council decision, the EU promoted the distribution of funds from the Financial Instrument for Fisheries Guidance (FIFG) for the progressive dismantling and conversion of the fleet, allocating higher sums than usual in order to make the economic aid convincing enough for the fleet to accept the plan[34]. Subsequently, this decision was extended to the rest of the EU Member States implicated in the use of driftnets and affected by the ban[35].

This first voluntary plan to convert and dismantle the fleet, popularly known as *Piano Spadare*, was included in Italian legislation in 1997 through a decree that specified the amounts the vessels and crew members would receive, co-financed in equal parts by the EU and the Italian government[36]. Despite the voluntary nature of this plan, compliance was enforced by the publication of Council Regulation 894/97 that same year, subsequently amended by Regulation1239/98, introducing a total ban on the use of driftnets to capture certain pelagic species that would enter into force in the EU on 1 January 2002, with the exception of the Baltic Sea, the Belts and Sound[37].

At the same time, the Italian Ministry of Agricultural Policy regulated the use of driftnets known as *ferrettara* used to catch small pelagic species and scombrids, authorising a maximum mesh size of 15 cm until 1 January 2002. After that time, use of these nets would be conditioned by a maximum mesh size of 10 cm, a maximum total length of 2 km and their use

Figure 2: By-catch of cetaceans in Italian driftnets.

It is estimated that 8,000 cetaceans are captured each year by driftnets in Italian seas[88]

1,692 cetaceans were caught by driftnets in the Tyrrhenian Sea during the 1991 fishing campaign[89]

The following species of cetaceans were captured: striped dolphins (*Stenella coeruleoalba*), bottlenose dolphins (*Tursiops truncatus*), pilot whales (*Globicephala melas*), Cuvier's beaked whales (*Ziphius cavirostris*), sperm whales (*Physeter macrocephalus*), and minke whales (*Balaenoptera acutorostrata*)[90]

By-catch constitutes the main reason for the death of sperm whales in the southern area of the Tyrrhenian Sea. This mortality is directly related to the use of driftnets[91]

On 25 May 2007, Oceana observers were inspecting the ports around Vibo Marina, while at the same time, news was received that a dead sperm whale had been found entangled in a *spadara*[92] in the area

Sperm whale (*Physeter macrocephalus*) entangled in an Italian driftnet. Balearic Islands. © OCEANA/ Toni Font.

would be limited to the 3 mile coastal zone[38]. This limitation was introduced in order to avoid catching species prohibited by the Community Regulation, such as bullet tuna or bonito.

During the first *Piano Spadare*, taking into consideration the FIFG 1997-1999 period alone, €97.9M were allocated for the conversion, dismantling and temporary decommissioning of the vessels dedicated to fishing with this gear[39].

Depending on the sources, the number of vessels that adhered to the plan varies from 1999 onwards. That year, 299 vessels continued to fish with driftnets[40]. In June 2000, it was estimated that 578 vessels of the 668 that comprised the fleet had adhered to the plan[41].

In 2002, after the ban on driftnets was already effective, the Italian Ministry of Agricultural Policy published a law announcing a second conversion plan that was to be obligatory, given that almost 100 vessels continued using this fishing gear. Five million Euros were allocated for this plan[42]. Through a decree published a few months later, 90 vessels adhered to the new plan[43], and were offered the possibility, once again, of converting to the *ferrettara*-type nets[44]. In 2003 Italy declared to the Commission that Italian fishing vessels no longer used driftnets[45].

Today, at least 137 Italian vessels continue fishing with driftnets. This fact may be due to the lack of control measures applied to the conversion plans, as well as the lack of information cross-checking between the relevant administrations regarding the evolution of the fleet. In 2005, Oceana identified 37 vessels with driftnets on board, 71 in 2006 and 82 in 2007. Many of the vessels identified received substantial subsidies as part of the conversion plans.

In an international context, the persistence of this fleet has had various consequences for the Italian government. The European Commission began an infringement procedure against Italy for not complying with the fishing control measures concerning the use of driftnets and the United States warned Italy that their fishing products would not be admitted into the country for the same reason[46].

For years and as a result of various campaigns, Oceana has called attention to the importance of carrying out actions in the ports to control the activity of these illegal fleets. However, Italian legislation never considered that vessels harbouring driftnets on board were committing an infringement, despite the fact the Community Regulations stated the opposite[47]. As such, it was impossible for control authorities to confiscate the driftnets found in the ports during the first years of the ban.

It was not until 2007, when the Italian State Attorney General decided to enforce a Royal Decree from 1940, that the Italian Ministry would publish a notification officially establishing the illegality of having driftnets on board[48].

THE LINK BETWEEN ITALY AND MOROCCO REGARDING THE USE OF DRIFTNETS

During the first years of the EU driftnet ban, various possibilities were considered: the vessels dedicated to this activity might be transferred to third countries or Italian fishermen might sell their nets to third countries. This possibility was backed by the fact that the illegal nets were not destroyed when confiscated and, many times, were returned to their owners.

Moroccan driftnetter hauling in a net. Alboran Sea waters. August 15, 2007.
© OCEANA/ Jesús Renedo.

The nets were most probably transferred to Morocco. In one decade, and coinciding with the application of measures against driftnets in Europe, there was a sharp rise in swordfish (*Xiphias gladius*) production in Morocco, and the country placed itself in its current position as second producer of swordfish in the Mediterranean basin, with 23% of the total production[49].

The maximum production of swordfish in Morocco occurred between 1995 and 2000, coinciding with the increased use of driftnets by its fishing fleet. This period also coincides with the period when the conversion plans in were put in place in Italy.

restrictions on the use of driftnets, may be one of the main causes of the increased use of this illegal fishing gear in Morocco.

Currently, Morocco is carrying out a conversion plan to convert driftnet vessels to surface longlining, with economic aid from the EU and as part of the Fisheries Partnership Agreement, which should conclude with the total ban on the use of this gear[51]. The information regarding this fleet's swordfish catches with driftnets seem to indicate that the plan is indeed being carried out, although a more in-depth investigation is necessary in order to verify the fleet is not continuing with illegal fishing practices, as happened in Italy.

Leatherback turtle (*Dermochelys coriacea*) captured by a Moroccan driftnet. Alboran Sea waters. August 15, 2007. © OCEANA/ Jesús Renedo.

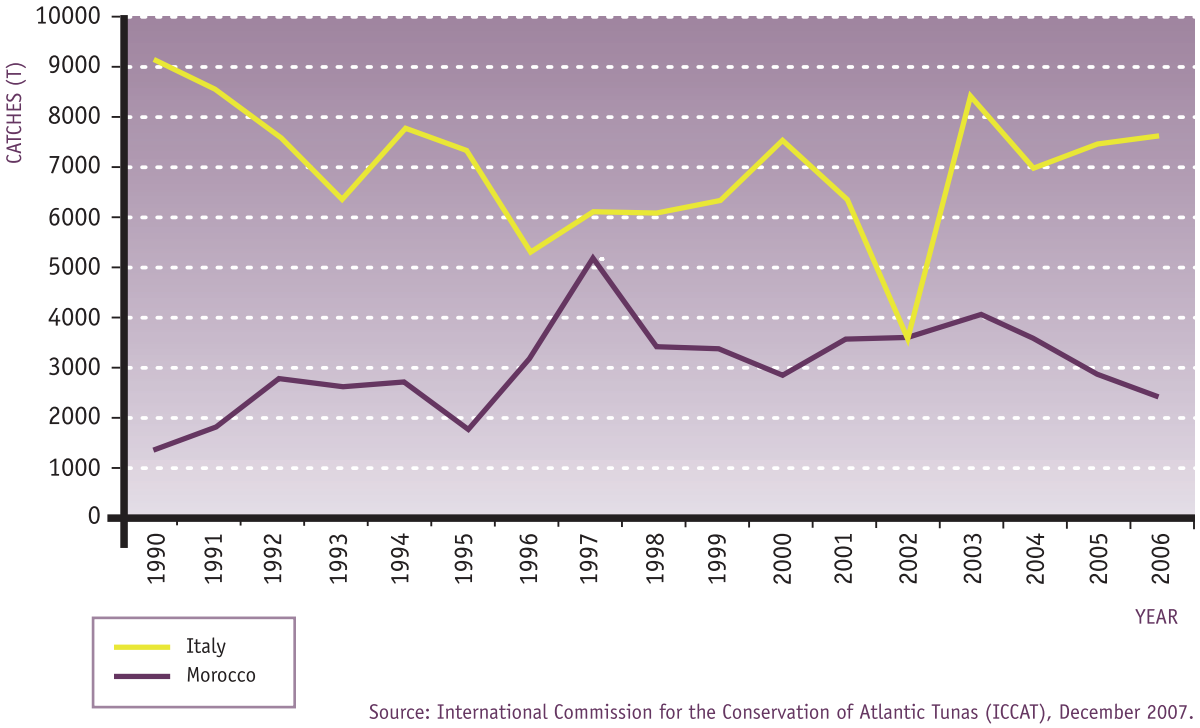
However, the observations carried out by Oceana in Moroccan ports and the Alboran Sea during 2006 and 2007 partially contradicts the hypothesis of the transfer of nets to third countries. The driftnets used in Morocco and the Italian *spadare*-type nets have nothing in common: the colour is different, although this may have been modified by the fishermen themselves; and the average mesh size is also different, smaller than the Italian nets and more like the French *thonaille*, the driftnets used to catch bluefin tuna (*Thunnus thynnus*) in the Gulf of Lions and Gulf of Genoa.

These considerations aside, the most obvious link is the importing of swordfish into Italy from Morocco. It is estimated that 95% of Moroccan production of this species is exported through Spanish companies. Seventy-five percent of this quantity is allocated to the Italian market[50]. The increase of Italian demand for imported swordfish, as a consequence of the re-

Furthermore, it seems contradictory that the EU would have permitted, and even promoted, the importing of a product caught by a fishing gear that was banned by a Community Regulation. The measures proposed by Oceana concerning this matter are included in the Recommendations section of this report.

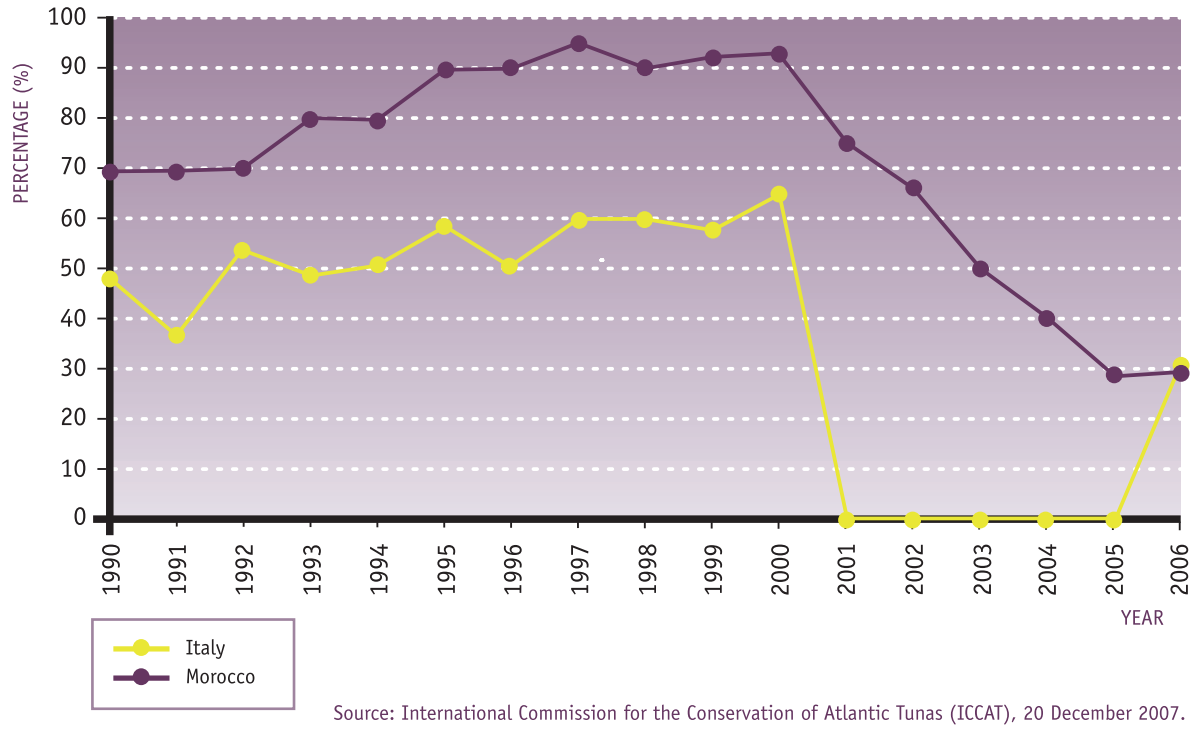
The impact on biodiversity resulting from the increased use of driftnets by the Moroccan fleet has been estimated at 3,647 striped dolphins (*Stenella coeruleoalba*) and common dolphins (*Delphius delphis*) caught annually in the Alboran Sea and 13,358 in the Straits of Gibraltar. Sharks are also incidentally caught by these fleets and the number has been estimated to be between 7,000 and 8,000 thresher sharks (*Alopias vulpinus*), mako sharks (*Isurus oxyrinchus*) and blue sharks (*Prionace glauca*) in the Alboran Sea, and between 24,000 and 27,000 for the fleet operating in the Straits of Gibraltar[52].

Comparison between Italy's and Morocco's catches of swordfish (*Xiphias gladius*) in the Mediterranean



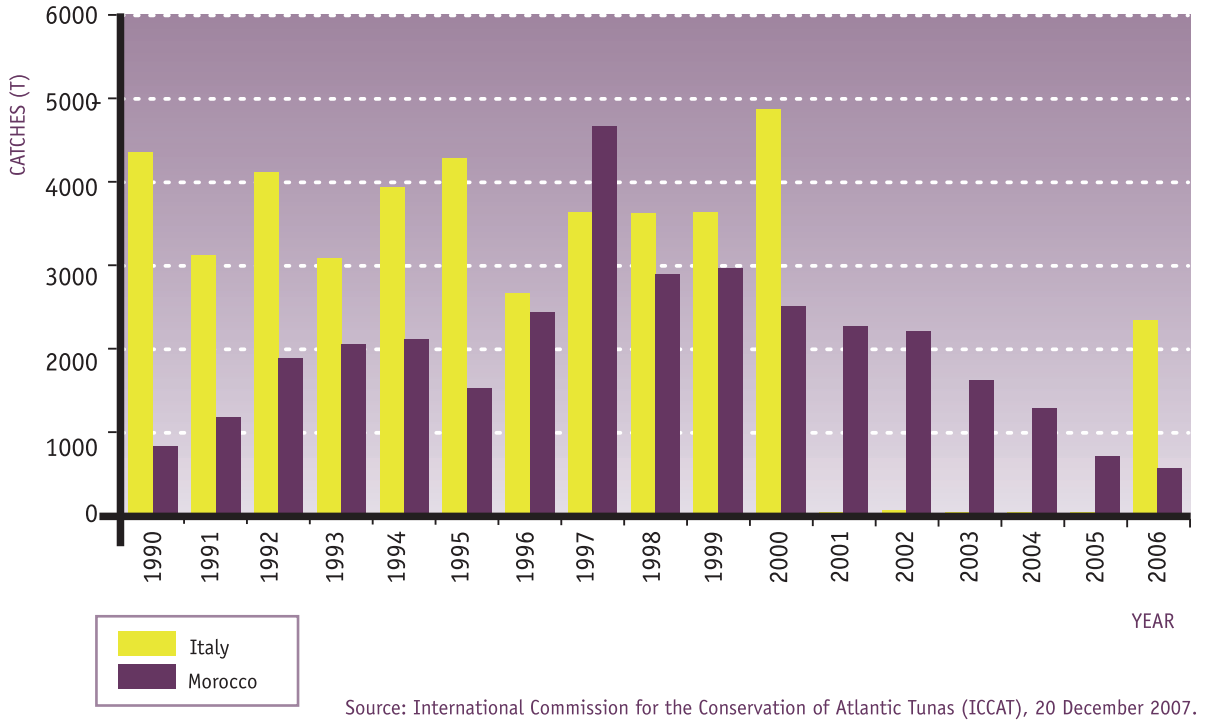
Source: International Commission for the Conservation of Atlantic Tunas (ICCAT), December 2007.

Evolution of the percentage of catches made with driftnets by the Italian and Moroccan fleets. (1990-2006)



Source: International Commission for the Conservation of Atlantic Tunas (ICCAT), 20 December 2007.

Comparison between the swordfish catches made with Moroccan and Italian driftnets.
(1990-2006)



Source: International Commission for the Conservation of Atlantic Tunas (ICCAT), 20 December 2007.

OCEANA 2007 CAMPAIGN

During May 2007, Oceana observers travelled to all the ports of Campania, Sicily and the Calabrian coast of the Tyrrhenian Sea in order to identify and document the number of vessels, characteristics and landings of the fleet that continues to illegally use driftnets to catch highly migratory species. The information collected was complemented by an expedition carried out by the *Oceana Ranger* on the high seas to document and report illegal fishing activities during May and June 2007.

During the 2007 campaign, Oceana identified 82 vessels, included in Annexes 1 and 2 of this report. Two main criteria were used to judge whether or not to include a vessel in the list:

- Vessels with driftnets on board
- Vessels with driftnets stowed on the docks

This number includes vessels that use *spadara* driftnets, mainly to capture swordfish, as well as vessels that use *ferrettara*, theoretically targeting small pelagic species. Although it was proven that the au-

Vessels that may be using driftnets. Riposto. May 30, 2007. © OCEANA.

thorised mesh sizes were geared towards scombrids (*Scombridae*) and small swordfish, both prohibited by Community Regulations.

Results

Oceana has documented the activity of 137 different Italian vessels using driftnets during the 2005, 2006 and 2007 campaigns.

However, this is a conservative estimate. This figure may well be higher due to the impossibility of proving the link of some vessels to driftnets, although their characteristics are indicative of the use of these nets. For example:

- Vessels equipped with the typical net haulers used for driftnets, which generally have the sterns covered with panels, making it impossible to identify the type of fishing gear used. This has been observed in the port of Riposto.
- Vessels that have the typical structure of a trawler, but are equipped with winches on the stern. Obviously, these vessels cannot be used for trawling and this indicates that they use a kind of gillnet gear, more specifically driftnets, due to the high profitability of this net.

Furthermore, driftnets are used in the Italian Adriatic coast and the Ionian Sea by vessels that, most probably, are legally licenced for *ferrettara*, and they use these nets to illegally catch swordfish with this fishing gear.

The maritime departments where most driftnetters were identified include Milazzo (36%), Palermo (20%) and Reggio de Calabria (9%). These three areas, along with Catania, are the areas where 70% of the capacity of the fleet of driftnetters was concentrated before the ban[53].

This information refers to the base ports of the vessels identified, although it also represents the actual concentration of vessels by department. This fact is consistently different compared to other years, when the vessels from the Sicilian or Calabrian departments did not remain in their base ports, but would sail to fishing grounds near Sardinia to carry out fishing operations of several days.

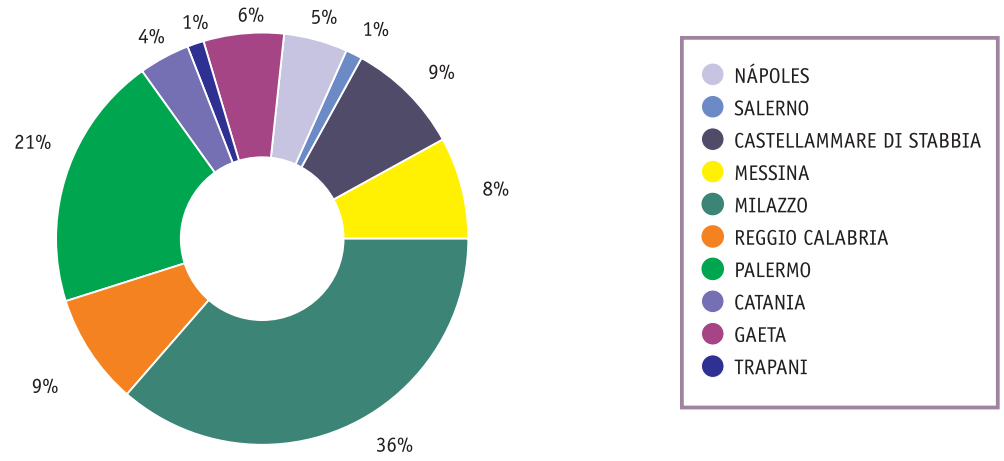
A similar situation was described on the Island of Ischia, where the number of driftnetters from Calabria or Sicily has decreased and the number of local vessels has increased[54].

This information leads to the hypothesis that the vessels are staying in their base ports due to increased supervision and control of illegal activities by the *Guardia Costiera* of other regions.

Finally, the presence of driftnets is concentrated in key ports, where more vessels have been observed than other years. These ports include Sant'Agata di Militello, Bagnara Calabra and Porticello-Porto Bagnera.

The driftnets known as *ferrettara* are predominant in the ports of Sant'Agata di Militello, Lipari, Sorrento and Ponza, although this information is only an estimate because the actual mesh size was not measured.

Vessels with driftnets on board identified by Oceana in 2007 by maritime department



Analysis of the results

a) Characteristics of the vessels

The characteristics of the vessels observed are very heterogeneous, and this fact is reflected in the ranges of tonnage and power defined in "Table 3". The average driftnetter is 12.5 metres long and weighs 11.8 GT, with an average declared power of 109 kw.

Table 3. Capacity and characteristics of the Italian driftnetters

Total number of vessels: 76		**Total tonnage (GT)**	**898.32**
		Total power (kw)	**8,358.03**
Average length (m)	**12.52**	Range of length	**5.5-21.6**
Average gross tonnage (GT)	**11.82**	Range of gross tonnage (GT)	**0.1-59**
Average gross tonnage (GRT)	**11.78**	Range of gross tonnage (GRT)	**1.22-46.56**
Average power (kw)	**109**	Range of engine power (kw)	**12.8-432.5**
Average year of construction	**1987**	Range of year of construction	**1977-2006**
Percentage of vessels constructed after 2002: 17%			

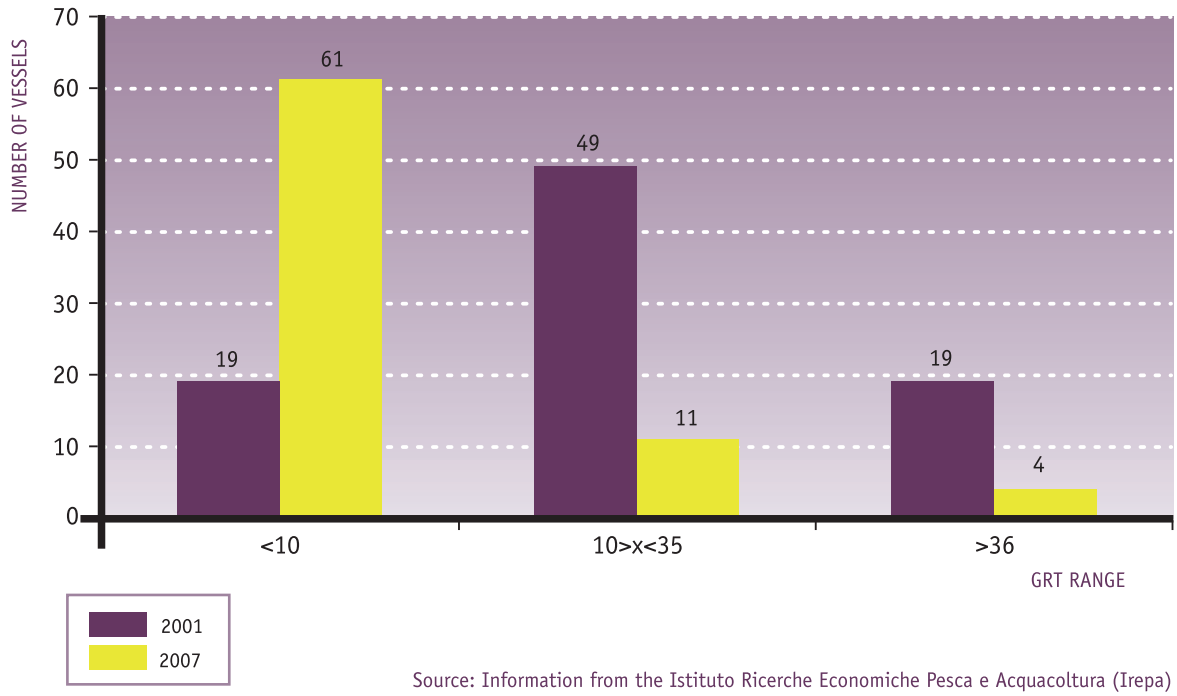
This information is based on 76 of the 82 vessels identified, because it was impossible to identify the registration numbers of some of the vessels.

This information corresponds to the characteristics of the fleet observed one year before the ban on the use of driftnets in the EU became effective[55]. However, a more detailed comparison will yield a higher presence of smaller vessels in 2007. There are two possible reasons for this variation:

- An increase in the number of smaller vessels (>10 GT) promoted by the authorisation of the *ferrettara*.
- The moving of the larger vessels to fishing grounds located south of Sicily, for multi-day fishing trips, which would make it more difficult to find them in port.

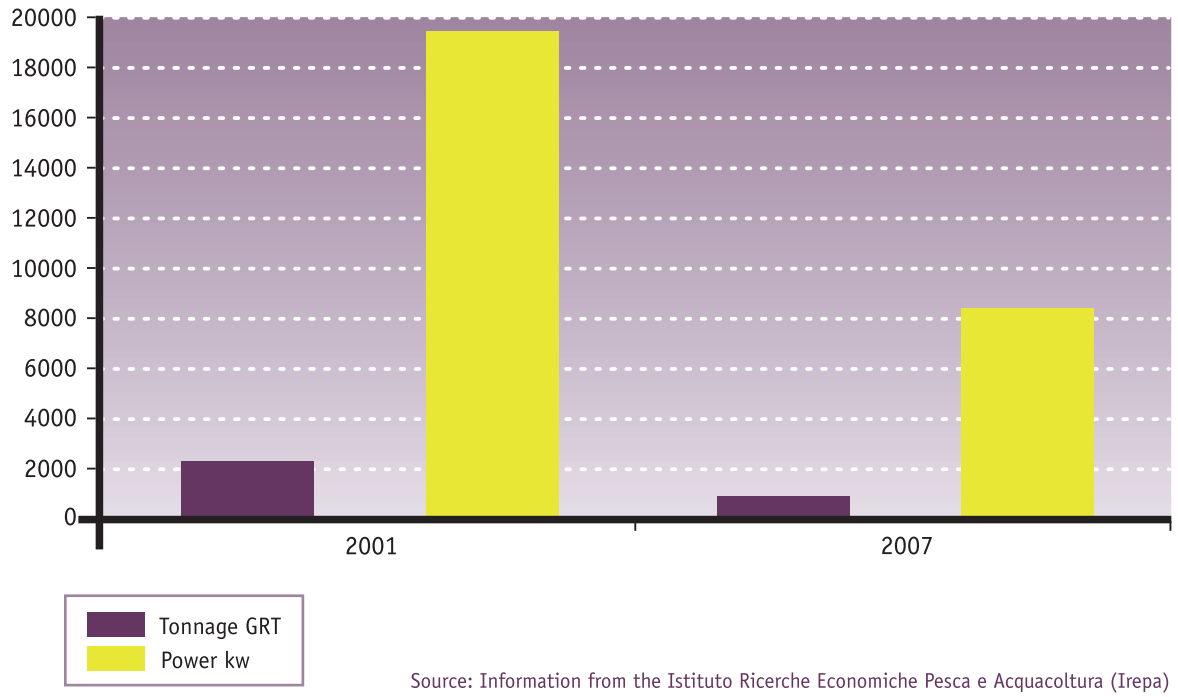
As far as the structure of the vessels using driftnets in Italy is concerned, three main types have been identified: trawlers, longliners and smaller, more polyvalent vessels. This last group corresponds to vessels with a gross tonnage less than 10 GRT, the number of which has increased by 68% compared to the information available from 2001. The gear used by this sector is mainly *ferrettara*-type driftnets.

Evolution of the number of driftnetters by range of gross tonnage (GRT)



Source: Information from the Istituto Ricerche Economiche Pesca e Acquacoltura (Irepa) and information based on the observations carried out by Oceana in 2007.

Comparison between the total capacity of the vessels using driftnets
(2001 vs. observed by Oceana in 2007)



Source: Information from the Istituto Ricerche Economiche Pesca e Acquacoltura (Irepa) and information based on the observations carried out by Oceana in 2007.

b) *Fishing licences*

The same heterogeneity has been observed in the fishing licences held by these vessels. 52.6% of the vessels hold licences for seining combined mainly with surface longlining, 22.3% are licences for longlining combined mainly with driftnets, and 14.47% have combinations of bottom trawling with seining or longlining. Only 10.5% have some type of gillnets licence.

This fact strongly contrasts with the type of vessels observed, which do not have the structure or the equipment necessary for the licences they hold, more evident in the vessels with licences for bottom trawling or seining. This matter will be further analysed in the section concerning the Porticello-Porto Bagnera fleet.

c) *Subsidised vessels: fraudulent use of Community funds*

Of the vessels identified by Oceana during three years of campaigning, 28 were subsidised for conversion during the second plan implemented by the Italian government[56]. A total of €919,000 was allocated to convert a fleet that continued to fish after the ban became effective. In other words, almost 32% of the conversion carried out in 2002 can be considered a failure in terms of the number of vessels, and 63% in terms of the amounts received by the shipowners. Similarly, some of these vessels had previously received subsidies during the 1997-1999 FIFG period, such as the *Felice* or the *Ross Lucy*.

The *Gabbiano*, a vessel with driftnets on board and licence for bottom trawling and seining. Sapri. May 26, 2007. © OCEANA.

The vessel *Roma II*, subsidised for conversion with €29,996, with driftnets on board. Island of Ischia. May 23, 2007. © OCEANA.

This information may be even more alarming if we take into account that most of the Italian driftnetters adhered to the conversion and dismantling plans during the 1997-1999 FIFG period. Probably, a huge number of vessels identified by Oceana were converted during the first Italian plan, and continued to operate after having received subsidies.

The lack of transparency, however, makes it difficult to estimate how many vessels within this illegal fleet received subsidies during the 1997-1999 FIFG period, during the first *Piano Spadare*.

For example, one of the vessels found fishing in waters of Lipari, the *Salvatore*, participated in an economic study about the acceptance of the first conversion plan for the Italian driftnetter fleet. According to this study, the amount this vessel would receive in compensation for conversion was estimated at €150,800 for the owner and crew members[57]. If this vessel would have been converted in 1997, the first year of the plan, the owner would have received € 94,000 as compensation[58].

It is not clear whether or not the *Salvatore* was indeed converted, but what is a proven fact is that this vessel continues fishing with *ferrettara*-type driftnets to capture swordfish, more than 10 years after the first conversion plan was implemented.

The total amount used to convert and streamline the Italian driftnet fleet exceeds the amount first estimated by official sources[59].

Moreover, this fleet has received additional subsidies within the FIFG programmes and for a wide variety of structural measures, apart from the conversion plans.

Furthermore, Oceana observed vessels fishing illegally with driftnets that had received, for example, funds for their construction, as is the case of the *Stella del Mare*, which was financed in 2005 with €70,000 and observed with driftnets on the dock in 2007.

Another case to be considered concerns the trawler, *Stefanina madre*, which was seen in 2007 with driftnets on board and would soon be receiving €93,850 to subsidise its scrapping.

The driftnetter *Salvatore*. Near the island of Lipari. June 7, 2007. © OCEANA/ Carlos Suárez.

The vessel *Ross Lucy*. San Carles de la Rápita. September 26, 2007. © OCEANA/ Juan Cuetos.

There may be various reasons why the fleet continues to use an illegal fishing gear years after a subsidised conversion. The main reason, however, and the reason why this fleet systematically fails to comply with the ban on the use of driftnets, must be the loss of revenues caused by the change in fishing gear. Swordfish is a very popular product in Italy and the benefits obtained by one vessel using this gear were an estimated 25% higher than the net added value obtained by an average vessel within the national fleet[60].

Despite the substantial amounts received for conversion and, possibly after a short and temporary cessation of the fishery, some shipowners seem to have decided to return to a fishing activity that, although illegal, offers higher revenues with less operational costs than other fishing activities.

d) *Deficient control measures*

Many of the vessels discovered during the 2007 campaign had previously been reported by Oceana and other non-governmental organisations, such as Greenpeace[61] or the Humane Society[62]. These denounciations, however, do not seem to have had any effect because these vessels invariably continue with their activities in ports where they have been reported various times.

Vessels such as the *Ross Lucy*, *Felice*, *Biaggio Anna* or *Diomede II* are examples of names directly related to the use of illegal driftnets after the European ban entered into force. The activities carried out by these vessels are apparently unaffected by current legislation. Year after year, the denunciations against them pile up, while they enjoy the same advantages, in terms of subsidies, as the vessels that comply with legislation.

Furthermore, various reported vessels have Vessel Monitoring Systems (VMS) or "blue boxes" on board. This is a very useful tool in the case of inspections, especially for vessels that do not have licences for surface longlining, such as the trawlers that fish with illegal driftnets.

Evidently, the control measures carried out in ports constitute the most important tool to eliminate the illegal use of this fishing gear. At the same time, the facts must be correctly documented and the relevant authorities must exchange pertinent information about these fleets in order to detect and prevent fraudulent use of subsidies, fishing licences or landings.

Vessels with driftnets on board. Many of these vessels have previously been reported. Puerto de Sorrento. May 24, 2007. © OCEANA.

CASE STUDIES

The use of *ferrettara*: the legality of an illegal driftnet

The *ferrettara*-type driftnets were widely used before the ban on the use of driftnets entered into force. These nets are used to capture a wide variety of pelagic species. The target species vary depending on the mesh size used. Traditionally, this type of net has always been short in total length, although its existence has been used to protect the use of *spadara*-type driftnet after the ban.

Ferrettara nets were used as an alternative to driftnets during the conversion plans to capture some prohibited species during the transition period until the Community Regulation entered into force[63] and driftnets were banned. Beginning 1 January 2002, the use of *ferrettara* was authorised only in the 3 mile coastal zone, with a maximum length of 2 km and a maximum mesh size of 10 cm[64]. From that date on, the only authorised catches included greater amberjack (*Seriola dumerili*), saddled seabream

(*Oblada melanura*), salema (*Sarpa salpa*), bogue (*Boops boops*), mackerel (*Scomber* spp.), European pilchard (*Sardina pilchardus*) and anchovy (*Engraulis encrasicholus*).

The vessel *Ulises*, catching a scombrid. Waters of Lipari Island. June 8, 2007. © OCEANA/ Jesús Renedo.

The European Commission made a declaration regarding the use of this fishing gear, describing it as a coastal gear used to capture pelagic and epipelagic species, which could also capture prohibited species as by-catch[65]. Subsequently, the Commission would accept the authorisation of a maximum mesh size of 10 cm in accordance with Community regulations[66]. The use of *ferrettara*, however, has always constituted a loophole for recently converted driftnetters to continue capturing swordfish and various species of scombrids prohibited by Community legislation (Table 4).

Table 4. Pelagic species that cannot be captured with driftnets of any length because this practice is prohibited by Community legislation[74].

Common name	Scientific name
Albacore	*Thunnus alalunga*
Bluefin tuna	*Thunnus thynnus*
Bigeye tuna	*Thunnus obesus*
Skipjack tuna	*Katsuwonus pelamis*
Atlanic bonito	*Sarda sarda*
Yellowfin tuna	*Thunnus albacares*
Blackfin tuna	*Thunnus atlanticus*
Little tuna	*Euthynnus* spp.
Southern bluefin tuna	*Thunnus macoyii*
Frigate tuna	*Auxis* spp.
Oceanic seabream	*Brama brama*
Marlin	*Makaira* spp./ *Tetrapturus* spp.
Sailfish	*Istiophorus* spp.
Swordfish	*Xiphias gladius*
Sauries	*Scomberesox* spp./ *Cololabys* spp.
Dolphinfish	*Coryphaena* spp.
Sharks	*Hexanchus griseus/ Cetorhinus maximus/ Alopiidae/ Carcharhinidae/ Sphyrnidae/ Lamnidae*
Cephalopods	All species

The vessel *San Bartolo*. Waters of Lipari. June 7, 2007. © OCEANA/ Carlos Suárez.

After various modifications and retractions regarding the use of this fishing gear[67], the Italian Ministry of Agricultural Policy published a decree in 2006 that further extended the use of *ferrettara*[68]. The use of this driftnet was authorised with a maximum mesh size of 18 cm, in the 10 mile coastal zone, and with a maximum length of 2.5 km.

Taking into consideration the facts previously mentioned, the following conclusions can easily be reached:

- Species prohibited by Community regulations can be captured with a mesh size of 18 cm.
- The 10 mile coastal zone cannot be justified because most of the species authorised for *ferrettara* are coastal species found in the less than 3 mile coastal zone.

Furthermore, and only to reinforce this argument, the estimated mesh size for driftnets to capture bullet tuna and other small tunas is between 8 and 16 cm[69]. Data from other driftnet fleets in the Mediterranean also confirm these facts. For example, the French fleet in the Mediterranean that uses illegal driftnets to capture bluefin tuna as a target species operates with a mesh size between 18 and 24 cm[70].

Although visually determining the mesh size of a *ferrettara* is a difficult or imprecise task, Oceana has verified that these "authorised" driftnets are used by vessels included in Annex 2 of this report, in waters of Lipari, to capture small swordfish and scombrids.

This fact was reported to the *Guardia Costiera* of Lipari who, once they inspected the vessels, did not confiscate the nets or catches because they insisted the nets were authorised by the May 2006 decree, even if the nets on board were longer that the authorised 2.5 km.

As previously analysed, the use of *ferrettara* seems to have increased in Italian ports when the decree entered into force. Apparently, the legality of these nets is never called into question because Italy communicated the capturing of 2,342 t of swordfish with driftnets to the Commission for the Conservation of Atlantic Tunas (ICCAT).

During the observations carried out by Oceana in 2007, the main areas where the use of *ferrettara* is predominant were identified as Sant'Agata di Militello and the waters of the Aeolian Islands. The use of *ferrettara* in Sant' Agata di Militello to capture tunas was already documented in 2002[71], and driftnets were used to capture swordfish both in this port and in Lipari in the beginning of the 1990s[72].

Based on these facts, Oceana asks for the repeal of the decree that authorises the use of *ferrettara* and for the enforcement of the Community regulation concerning the prohibition to capture certain species. This petition was conveyed to the Italian Parliament through a question submitted by MP Bruno Mellano[73].

The vessel *Dio Grande* with driftnets on board. Sant'Agata di Militello. May 27, 2007. © OCEANA.

Table 5. Types of driftnets included in the *ferrettara* category and their target species.

Common name	Scientific name	Prohibited since 1 January 2002	Name of the type of ferrettara provided for by Italian legislation[75]	Habitat[76]
Pelagic species captured with driftnets with a mesh size of 180 mm[77]				
Bonito	*Sarda sarda*	Yes	Palamitara, sangusara	Epipelagic species found in coastal waters.
Bluefin tuna	*Thunnus thynnus*	Yes	Palamitara	Meso- and epipelagic species.
Frigate tuna	*Auxis* spp.	Yes	Bisantonnara, bisara, sangusara	Epipelagic, oceanic and neritic. *Auxis thazar* is a coastal, pelagic species.
Atlantic mackerel	*Scomber* spp.	No	Sgomberara	Epipelagic or mesodemersal species. Up to 250 m depth.
Pelagic species captured with nets with a mesh size between 60 and 80 mm[76]				
Frigate tuna	*Auxis* spp.	Yes	Palamitara	Epipelagic, oceanic and neritic. *Auxis thazar* is a coastal, pelagic species.
Round sardinella	*Sardinella aurita*	No	Allaciara	Coastal pelagic species.
Pelagic species captured less than 3 miles from the coast with mesh sizes starting at 26 mm[75,78]				
European pilchard	*Sardina pilchardus*	No	Menaide	Coastal pelagic species.
Anchovy	*Engraulis encrasicholus*	No	Menaide	Coastal pelagic species.
Some demersal species authorised for *ferrettara*				
Saddled seabream	*Oblada melanura*	No	Occhiattara	Coastal demersal species. Up to 40 m depth.
Salema	*Sarpa salpa*	No	---	Demersal species found in rocky sea floors. Shallow waters, up to 20 m depth.
Bogue	*Boops boops*	No	Bogara	Demersal and epipelagic species. Up to 350 m depth.

The trawler, *San Francesco Primo*, with driftnets on board and licences as a trawler and a purse seiner. Porticello-Porto Bagnera. May 28, 2007. © OCEANA.

The trawler fleet of Porticello-Porto Bagnera

The case of the Sicilian port of Porticello-Porto Bagnera should be closely examined due to the high number of vessels that use driftets and also because it is an example of the variety of fishing licences held by the Italian driftnetters, which makes it more difficult to effectively control these vessels.

Sixty percent of the 13 vessels identified with driftnets on board in this port during 2006 and 2007 are trawlers measuring more than 15 m and, consequently, have a characteristic structure. Some of them, such as the *Alessandro*[79], *Felice* or the *San Francesco Primo* were adapted during the second *Piano Spadare* and received substantial sums for conversion to another fishing gear that was never carried out. Ac-

Driftnets on board the *Alessandro*. Porticello-Porto Bagnera. June 17, 2006. © OCEANA/ Xavier Pastor.

cess to data for the other vessels concerning the first Conversion Plan was not available, so their participation in the plan cannot be ascertained.

Most of them have a main licence for bottom trawling and a secondary licence for seining or surface longlining, as registered in the Community Fishing Fleet Register. The existence of seining licences may have stemmed from the first conversion plan, during which the vessels were offered the possibility of converting to this gear to capture small pelagic species.

Taking into account the structural characteristics of these vessels, it is practically impossible for them to efficiently carry out seining activities, considering none of the vessels observed were equipped for this gear. However, many trawlers identified in this port were equipped with net haulers on the sterns, although driftnets were not seen on board.

Bluefin tuna captured by the *Giuseppina Madre*. Porticello-Porto Bagnera. May 28, 2007. © OCEANA.

The coherence between the structure of a vessel and the type of licences it holds does not seem to constitute a reason for inspection or control. More specifically, it is technically impossible to use bottom trawling gear together with a hauler on the stern. It can be assumed that the presence of a winch on the stern of a vessel that is apparently used for trawling is indicative of the use of driftnets.

A trawler that uses illegal driftnets and has multiple fishing licences has the advantage of being able to justify the catching of large pelagic species (tunas, yellowfin tuna, albacore, swordfish, etc...) through a licence to practice surface longlining or seining, both for the landing and selling of the products, as well as in case of an inspection.

Furthermore, it is contradictory that, although bottom trawling is supposedly the most widely used gear, the vessels were subsidised with amounts up to €70,000 to convert from driftnets to another gear.

Another aspect that must be taken into consideration is the deficient control measures that are once again evident. Most of the large vessels based in the port of Porticello-Porto Bagnera are equipped with "blue boxes" and their activities are controlled by satellite. In the case of the vessels that have bottom trawling licences, the times they leave and return to port, as well as the fact that the engines are stopped during the night, should constitute a basis for an inspection to be carried out on these vessels.

The case of the *Giuseppina Madre* is a good example of this port's peculiarity. Given its structure, this vessel is strictly a trawler. In 2006, however, it was observed and reported by Oceana for having driftnets on board, along with some longlines. This same vessel was observed in 2007 with the same gear on board, landing bluefin tuna.

Figure 3: Facts and figures regarding the confiscation of driftnets by the Guardia Costiera.

In 2005, 800 kms of driftnets were confiscated and 400 kms during the first months of 2006[93].

In 2007, 700 kms of spadare were confiscated by the joint action of the Port Authorities and the Guardia Costiera[94].

One inspection in the maritime department of Porticello alone led to the confiscation of 77 kms of driftnets, costing approximately €150,000[95].

Oceana has estimated that the average length of the driftnets on board the 83 vessels identified in 2007 is approximately 3 km per vessel, with a maximum observed length of 13 kms.

Spadare-type nets. Port of Bagnara Calabra. June 16, 2006. © OCEANA/ Juan Cuetos.

Conclusions

The vessel *Aurora* with driftnets on board. Sant'Agata di Militello. May 27, 2007. © OCEANA.

Driftnets are still being used in the Italian regions of Campania, Calabria and Sicily. The catching and landing of highly migratory species by this fleet, such as swordfish or bluefin tuna, are largely carried out illegally, distorting the available data concerning the stocks of these species and threatening their already alarming convservation status.

Currently, more than 137 vessels continue fishing illegally, calling into question European fisheries policies and highlighting that fisheries management initiatives are destined to fail or lead to Illegal, Unreported and Unregulated (IUU) fishing activities, if they are not accompanied by control measures adapted to each case.

The authorisation of the *ferrettara*, the lack of control measures in ports and the lack of transparency and information exchange between competent authorities are some of the causes that currently prevent the total elimination of the use of driftnets by the Italian fleet.

Years after the ban on the use of this fishing gear entered into force in the EU, the only possible solution left to ensure compliance with current legislation is the application of control measures adapted to the circumstances, accompanied by firm political commitment to apply these measures.

The current alarming state of fisheries in the Mediterranean can only lead to the application of more restrictive measures for the fleets, in the context of sustainable management of resources. The elements that have led to the persistence of driftnets in the Mediterranean must be analysed. Strategies must be directed towards a true sustainable development of fisheries and towards the elimination of IUU fishing practices.

Recommendations

Sperm whale (*Physeter macrocephalus*). © OCEANA/ Jesús Renedo.

The Italian case is a clear example of how IUU fishing practices can be developed within the Community fleet. Oceana suggests the following recommendations geared towards the elimination of the use of driftnets by the Italian fleet, by enforcing current legislation.

- **The implementation of an effective control system in ports**, with special emphasis on the key ports where driftnets are widely used. The application of the control measures should be carried out by the national, not regional, adminsitration.

- **The use of tools already available, such as blue boxes, to reinforce the control measures.**

- **Transparency and effective information exchange between the involved administrations**, the principal objective of which should be to avoid the fraudulent use of public funds to subsidise illegal fishing activities or vessels implicated in these activities.

- **The refund of the subsisdes received by vessels that are implicated in the use of illegal driftnets, and the withdrawal of the corresponding fishing licences.**

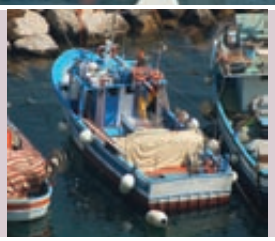
- **Only one gear type at a time to be allowed on board a fishing vessel.**

Specific recommendations

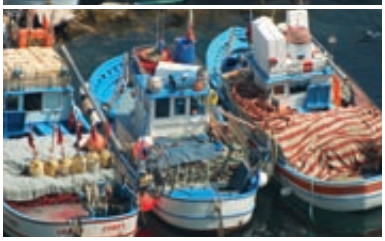
- **The repeal of the Ministerial Decree of May 2006** which authorised the use of *ferrettara* with a mesh size of 18 cm and in the 10 mile coastal zone. This decree is not consistent with Community legislation and the authorisation is being used to continue using illegal fishing gear to catch species that are protected by law.

- **A ban on the imports of Moroccan swordfish caught by driftnets after the prohibition on the use of that gear becomes effective in the Kingdom of Morocco.** The conversion of the Moroccan fleet is being financed partly by the EU and it is contradictory that Member States should benefit from the sale of a product that has been captured illegally.

Annex I: Vessels with driftnets on board identified by Oceana in Italian ports during the 2007 campaign

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
T. e M. Padre	1NA2151		Forio d'Ischia 23/05/07	LLS/GND	
Nuevo S. Vito	1NA2155		Forio d'Ischia 23/05/07	LLS/GND	
Roma II	1NA2005		Ischia 23/05/07	OTB/LLS	**29,996.94**
Marlon	1NA2134		Ischia 23/05/07	LLS/GND	
Luigi Padre	3CS836		Sorrento 24/05/2007	GND/GNS	
Gabrielle Padre	3CS840		Sorrento 24/05/2007	LLS/GND	
Marianna Madre	3CS808		Sorrento 24/05/2007	OTB/LLS	

Annex I: (Continuation I)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
Gian Luigi	**3CS834**		Sorrento 24/05/2007	OTB/LLS	
Carlo Conny	**3CS841**		Sorrento 24/05/2007	LLS/GND	
Elisabetta	**3CS826**		Sorrento 24/05/2007	LLS/GNS	
O'Gioto	**3CS820**		Sorrento 24/05/2007	LLS/GND	
Biagio Anna	**3CS822**		Sorrento 24/05/2007	PS/LLS	**9,861.57**
Lorena Paola	**12SA275**		Marina de Camerota 24/05/07	PS/LLS	
Gabbiano	**15SA306**		Sapri 25/05/07	OTB/PS	

Annex I: (Continuation II)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
Peppe Labrazzi	**5RC1073**		Bagnara Calabra 25/05/07	PS/LLS	
Antonnella	**5RC1000**		Bagnara Calabra 25/05/07	LLS/GND	**29,148.2**
	5RC1065		Bagnara Calabra 25/05/07	PS/LLS	
Stella del Mare	**5RC1105**		Bagnara Calabra 25/05/07	PS/LLS	
Aquila Reale	**5RC1107**		Bagnara Calabra 25/05/07	PS/LLS	
Cinzia	**5RC1084**		Bagnara Calabra 25/05/07	OTB/GNS	
Leone di Mare	**5RC1067**		Bagnara Calabra 25/05/07	OTB/GNS	

Annex I: (Continuation III)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
Trinacria	14ME502		Portorossa 27/05/07	PS/LLS	
Pappagone	7TP213		Portorossa 27/05/07	PS/LLS	
Rosalia	6MZ507		Sant'Agata de Militello 27/05/07	GND/GNS	
Madonna del Tindari	6MZ458		Sant'Agata de Militello 27/05/07	PS/LLS	
Perla del Tirreno	6MZ457		Sant'Agata de Militello 27/05/07	PS/LLS	
S. Francesco	6MZ513		Sant'Agata de Militello 27/05/07	PS/LLS	
Dio Grande	6MZ517		Sant'Agata de Militello 27/05/07	PS/LLS	

Annex I: (Continuation IV)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
S. Giusseppe	6MZ272		Sant'Agata de Militello 27/05/07	PS/GNS	
S. Giacomo	6MZ542		Sant'Agata de Militello 27/05/07	PS/LLS	
Francesco	6MZ296		Sant'Agata de Militello 27/05/07	PS/LLS	
Maria Madre	6MZ479		Sant'Agata de Militello 27/05/07	PS/LLS	
Oceano	6MZ265		Sant'Agata de Militello 27/05/07	PS/LLS	
Carola II	6MZ536		Sant'Agata de Militello 27/05/07	PS/LLS	
	6MZ505		Sant'Agata de Militello 27/05/07	PS/LLS	

Annex I: (Continuation V)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
Maria Catena	**6MZ501**		Sant'Agata de Militello 27/05/07	GND/GNS	
Aurora	**6MZ521**		Sant'Agata de Militello 27/05/07	GND/GNS	
Nastro Azzuro	**6MZ504**		Sant'Agata de Militello 27/05/07	PS/LLS	
Eolo	**9PA290**		Cefalú 27/05/07	OTB/PS	
S Lucia	**9PA360**		Cefalú 27/05/07	LLS/GND	
Anna	**9PA354**		Cefalú 27/05/07	PS/GND	
Furia	**9PA294**		Cefalú 27/05/07	PS/GND	

Annex I: (Continuation VI)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
S. Giuseppe	**9PA327**		Cefalú 27/05/07	PS/LLS	
Angela	**9PA303**		Cefalú 27/05/07	PS/GND	
			Cefalú 27/05/07		
			Cefalú 27/05/07		
S. Andrea	**1PA485**		Cefalú 27/05/07	PS/LLS	
S. Francesco Primo	**7PA1879**		Porticello-Porto Bagnera 28/05/07	OTB/PS	**37,635.6**
Federica II	**7PA1860**		Porticello-Porto Bagnera 28/05/07	OTB	

Annex I: (Continuation VII)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
Giuseppina madre	**7PA1889**		Porticello-Porto Bagnera 28/05/07	OTB/LLS	
Felice	**7PA1789**		Porticello-Porto Bagnera 28/05/07	OTB/PS	**43,417.84**
Stefanina	**7PA1815**		Porticello-Porto Bagnera 28/05/07	OTB/PS	
S. Antonio	**7PA2018**		Porticello-Porto Bagnera 28/05/07	OTB/LLS	
Samuele	**7PA2061**		Porticello-Porto Bagnera 28/05/07	OTB/PS	
Marco I	**4PA1153**		Sferracavallo 28/05/07	PS/LLS	
Rosalia	**4PA1124**		Sferracavallo 28/05/07	LLS/GND	

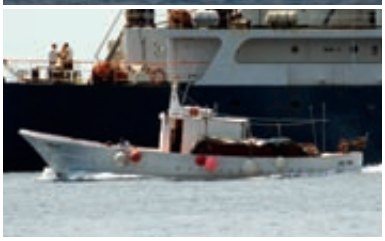
Annex I: (Continuation VIII)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received for conversion (€)
Sampei	**14ME588**		Giardini-Naxos 30/05/07	LLS/GNS	
Maria de la Montagna	**ME2885**		Giardini-Naxos 30/05/07	PS/GND	
Odisea II	**14ME609**		Giardini-Naxos 30/05/07	PS/LLS	
Diomede II	**14ME621**		Giardini-Naxos 30/05/07	LLS/GNS	
Santa Teresa Riva	**12ME326**		Riposto 30/05/07	PS/LLS	
Laura	**1CT707**		Riposto 30/05/07	PS/LLS	
S. Giuseppe	**2CT419**		Pozzillo 30/05/07	LLS/GNS	

Annex II: Driftnetters found by Oceana Ranger vessel during the 2007 campaign

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received (€)
Azzurra	**2GA1060**		Ponza island 02/06/07	GNS	
S. Francesco	**2GA984**		Ponza island 02/06/07	PS/LLS	
Franchina	**2GA930**		Ponza island 02/06/07	LLS/GND	**23,522.26**
Maria			Ponza island 02/06/07		
Tania	**2GA967**		Ponza island 02/06/07 40°46'157 12°57'68	LLS/GND	**27,644.72**
Ariete	**1MZ1081**		Lipari 06/06/07	LLS/GND	
	1MZ1188		Lipari 06/06/07	GND/GNS	

Annex II: (Continuation I)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received (€)
Salvatore	**1MZ988**		Lipari 06/06/07	PS/LLS	
Daniela	**1MZ1191**		Lipari 06/06/07	PS/LLS	
Agostino	**1MZ964**		Lipari 06/06/07	PS/LLS	
Marino			Lipari 06/06/07		
S. Angelo	**1MZ1195**		Lipari 06/06/07	GND/GNS	
Patricia	**1MZ780**		Lipari 06/06/07	PS/LLS	
Salvatore	**8MZ510**		Lipari 06/06/07	PS/LLS	

Annex II: (Continuation II)

Name	Ext. Marking	Photograph	Location	Fishing licence	Subsidy received (€)
S. Bartolo	**1MZ1202**		Lipari 06/06/07	GND/GNS	
Ulises	**1MZ1208**		Lipari 06/06/07	LLS/GND	
S. Maria	**1MZ1051**		Lipari 06/06/07	PS/LLS	
Peppuccio	**1MZ1215**		Lipari 06/06/07	PS/LLS	

Legend:
(GNS) Set gillnets (anchored)
(GND) Driftnets
(GRT) Trammel nets
(LLS) Set longlines
(DRB) Boat dredges
(PS) Purse seines
(OTB) Otter Bottom Trawl

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