



Hope in West Africa ship tour, 2017

Summary of findings

Introduction

From 24 February to 7 May 2017, Greenpeace's ship M/Y Esperanza sailed through the waters of six West African countries[1] to document fisheries activities. The findings and observations during the ten week voyage expose the growing threat to food security from decades of overfishing and highlight the urgent need for a stronger regional management regime to ensure the sustainable utilisation of marine resources.

The Esperanza visited the ports of Praia in Cabo Verde, Nouakchott in Mauritania, Dakar in Senegal, Bissau in Guinea Bissau, Conakry in Guinea and Freetown in Sierra Leone. During these visits, Greenpeace invited civil society organisations, fisheries associations, government representatives and local school children on board to discuss the need for ocean protection and sustainable fisheries.

In addition to the meetings in port, Greenpeace conducted joint surveillance activities with fisheries inspectors in the waters of Guinea Bissau, Guinea, Sierra Leone and Senegal. During these activities 37 fishing vessels were boarded and on 13 vessels serious infringements were found. In Mauritania Greenpeace conducted research by itself and shared its findings with the Mauritanian fisheries minister visiting the Greenpeace ship.



[1] Cape Verde, Mauritania, Senegal, Guinea Bissau, Guinea and Sierra Leone are all members of the Sub-regional Fisheries Commission (SRFC) <http://www.spcsrp.org/en>

1. Summary

Combating Illegal, Unreported and Unregulated (IUU) fishing was a key component of the work conducted during the ship tour. In close cooperation with coastal States' authorities, Greenpeace conducted joint surveillance operations in Guinea Bissau, Guinea, Sierra Leone and Senegal. During the twenty days of at-sea surveillance, 37 industrial fishing vessels were inspected, 13 of them were found contravening applicable rules, including 7 Chinese flagged vessels, 1 Italian flagged vessel, 1 Korean flagged vessel, 2 Comoros flagged vessels and 2 Senegalese flagged vessels.

The various types of infractions documented are symptomatic of the lack of effective fisheries management both at the national and regional level in the region. Major obstacles include:

- ✧ little or no transparency regarding fisheries access agreements with other countries or joint ventures and other types of special arrangements with foreign fishing companies such as chartering of vessels;
- ✧ lack of coherence between national legislations[1] including levels of sanctions for similar fisheries infractions;
- ✧ lack of harmonized management measures applicable to vessels targeting the same stocks shared by several coastal States;
- ✧ inadequate implementation of conservation and management measures;
- ✧ weak monitoring, control and surveillance,

Beyond these problems, we also witnessed hopes in the region for moving towards a system of sustainable fisheries. We encountered willingness and cooperation from the countries that supported joint surveillance and heard strong voices from local civil society members, communities and youth across the region eager to ensure a healthy ocean for future generations.

This briefing contains a summary of findings from two months of surveillance at sea and a set of recommendations as to how West African governments can live up to their responsibility and jointly manage both foreign and local fishing activities in order to safeguard their waters and ensure a fair and sustainable distribution of resources at sea. Greenpeace is handing this briefing to government representatives from Cape Verde, Mauritania, Guinea Bissau, Guinea, Sierra Leone and Senegal and will monitor how these illegal cases have been followed up by the respective authorities.

Greenpeace urges governments across West Africa to act jointly now to protect their seas, the common resource of their people, and hopes that this ship tour will be the beginning of a united movement in the region to ensure a sustainable future for its ocean and the people depending on it.

The government representatives that visited the Esperanza were:

Cabo Verde	Minister for agriculture and environment Mr Gilberto Correia e Silva
Mauritania	Minister of fisheries, Mr Nani Chrougha
	Minister of environment, Mr Amedi Camara
	Minister of transport, Mr Sidna Ali Ould Mohamed Khouna
Guinea Bissau	President, Mr. José Mario Vaz
	Minister of Defense, Eduardo da Costa Sanh
Guinea	Minister of fisheries, Mr André Loua
Sierra Leone	Deputy Minister of fisheries Charles Rogers
Senegal	To be confirmed



[1] The SRFC Convention on Minimal Conditions for Access and Exploitation of Marine Resources adopted in 1993 and revised in 2012 calls for harmonization of Member States legislations <http://www.spcsrp.org/en/legal-instruments>

2. IUU cases found during joint surveillance

Mauritania

In Mauritania Greenpeace monitored fisheries activities in the country's EEZ without onboard governmental inspection staff. This limited the options to board vessels and find specific infractions, but nonetheless gave a good insight into the situation in Mauritanian waters. Seven days of monitoring found one fishing vessel operating in fishing zones which are prohibited for the specific vessel size. We encountered many industrial pelagic purse seiners operating very close to the shore, where a lot of artisanal fishing activity takes place. Other observations included the discarding of valuable fish and AIS tracking systems turned off on the majority of the monitored fishing vessels.



Guinea Bissau

In Guinea Bissau Greenpeace campaigners and researchers assisted the work of three officers from the country's fisheries inspection unit, FISCAP, supported by an official surveillance vessel. During the four day surveillance mission, a total of six vessels were boarded and inspected, of which four vessels were arrested. One vessel was displaying its name only in Chinese characters, making it impossible for local authorities to identify and verify its possession of a valid licence. Two other vessels of apparently the same company were observed bearing only their Chinese names during a helicopter surveillance, but could not be boarded. One fishing vessel and one reefer vessel were arrested for illegal transshipment at sea, an operation

prohibited under Guinea Bissau's law. Two other vessels were observed transshipping at sea with the same vessel. Another vessel was arrested because of an outstanding fine which has yet to be paid.

2.1 Yi Feng 8, Yi Feng 9, and Yi Feng 10 - illegal vessel markings

Vessels' profile

Name: Yi Feng 8, Yi Feng 9, and Yi Feng 10;

Type: demersal trawler

Flag: China

Company: Yi Feng Aquatic Products Company based in Dalian, China; Yi Feng 8 is registered under a local company in Guinea Bissau called Guespa Pesca Lda.

On 21 March, Yi Feng 8, Yi Feng 9, and Yi Feng 10 were spotted 50 nautical miles from the shore of Guinea Bissau by Greenpeace and FISCAP inspectors. The vessels had names written only in Chinese, even though all fishing vessels are required by law to display their markings at all times according to existing regulations.

The Yi Feng 8, was arrested and sent to port, while the other two managed to escape a direct arrest. However, their infringements were documented sufficiently to ensure the owners and crew will be prosecuted.

2.2 Saly Reefer and Flipper 3, Flipper 4, Flipper 5 - illegal transshipment

Vessels' profile

Name: Saly Reefer;

Type: Reefer

Name: Flipper 3, Flipper 4, Flipper 5;

Type: Trawler

Flag: Comoros

Company: Fishing & Cargo Services SA, Panama. Silver Seas Resorts SA, Canary Islands, Spain.

On 22 March, the crew and three inspectors caught Comoros flagged Saly Reefer transshipping illegally at sea with the fishing vessel Flipper 4, also flying a Comoros flag. Before Greenpeace and FISCAP boarded the vessels, two other vessels of the same company, Flipper 3 and Flipper 5 were documented transshipping illegally at sea with the Saly Reefer. The vessels turned off their AIS signal during transshipment in order to avoid detection.

Transshipment at sea has long been recognised by the international community as a way to launder illegally-caught fish. The practice has been prohibited in the waters of Guinea Bissau since 2015. In other countries in the region transshipment at sea is also prohibited or must be submitted to authorisation and supervision by inspection officers. Special authorizations to tranship at sea can be issued by coastal countries to fishing companies. However, it is unclear

how many such special authorisations have been issued and to whom.

2.3 Chang Yuan Yu 05 - unpaid fine for using illegal net

Vessel's profile

Name: Chang Yuan Yu 05

Type: stern trawler fishing for demersal and pelagic fish

Flag: China

Company: Dalian Chang Hai Pelagic Fishery Company, a company based in Dalian, China.

On 24 March, Greenpeace and the inspectors spotted another Chinese vessel, the Chang Yuan Yu 05, while it was fishing off the coast of the Bijagos Archipelago. The vessel was already known to local authorities as its owners had failed to pay a fine issued for using illegal nets in September 2016. The vessel was boarded, arrested and taken back to the port of Bissau, where it will be detained until the fine is paid.



Guinea

The seven day surveillance mission with three officers from the Guinean National Centre for Fisheries Surveillance (CNSP) resulted in three arrests for a range of infractions. A total of twelve vessels were inspected. Shark fins were discovered on two Chinese fishing vessels, prohibited under Guinean law. One of the vessels was also in possession of illegally altered fishing nets, a practice used to reduce mesh size, resulting in higher bycatch. A third Chinese vessel was caught using illegal nets and fishing for species outside of its license. The two vessels with shark fins on board have been fined € 250,000 each, while the third vessel has

been fined € 350,000. The catch of all vessels have been seized by Guinean authorities.

2.4 Lian Run 34, Lian Run 47 - shark finning, possession of illegal fishing nets

Vessel's profile

Name: Lian Run 34, Lian Run 47

Type: demersal trawler

Flag: China

Company: Dalian Lian Run Pelagic Fishery Company Ltd

On 31 March, Lian Run 34 was found with shark fins on board. On 4 April, Lian Run 47 was also found with shark fins on board, as well as an illegal net. Both are “serious infractions” according to Guinea's fisheries law.

2.5 Fu Yuan Yu 379 - possession of illegal fishing nets, fishing for species outside of its license

Vessel's profile

Name: Fu Yuan Yu 379

Type: demersal trawler

Flag: China

Company: Fujian Pingtan Hengli Fishery Company Ltd

On 2 April, Fu Yuan Yu 379 was found with an illegal net on board. Thirty bags of shark carcasses including a large hammerhead shark, a CITES protected and endangered species according to the IUCN red list, were also uncovered. On 3 April, after having been arrested and ordered to back to port, Fu Yuan Yu 379 was found fishing again. This time, it was found fishing for species not authorised by its license and having discarded the bags of sharks that were considered evidence.



Sierra Leone

During four days of joint surveillance in Sierra Leone with two officers from the Monitoring Control and Surveillance unit of the Ministry of Fisheries, infractions were found on four vessels. Three were arrested and sent to port for further investigation. These vessels – two Chinese and one Korean - all had nets with smaller than permitted mesh-size. The Chinese vessels were also unable to provide documentation to prove that they had permission to offload (part of) their catch in the port of Monrovia in Liberia and did not have the compulsory logbook which enables authorities to have an oversight of the total catch. The Korean vessel was obscuring its name with a net at the time it was spotted by the Esperanza. The fourth, Italian flagged, vessel was found with four kilograms of shark fins. As shark finning is not yet illegal in Sierra Leone, the vessel could not be arrested. Shark finning has, however, been illegal for European Union vessels since 2003, regardless of which country's waters they are operating in. Greenpeace's EU Unit has brought this case to the European Commission for further investigation.

2.6 F/V Eighteen - shark fins

Vessel's profile

Name: F/V Eighteen

Type: Bottom trawler / shrimper

Flag: Italy

Company: Asaro, an Italian company based in Sicily.

On 15 April, shark fins weighing a total of four kilograms were found on board the F/V Eighteen. Unlike many other countries, such as neighbouring Guinea, shark finning is not yet illegal under current Sierra Leonean fishery legislation. A new legislation which prohibits finning has not yet

come into force. However, European Council regulation (EC) No. 1185/2003 prohibits fishermen from detaching shark fins on board EU-flagged vessel, regardless of where they fish. The Regulation also bans the retaining on board, transshipping and landing of shark fins from EU vessels. This case has been passed to the IUU team of the European Commission for further investigation.

2.7 Cona - obscuring vessel name, illegal net

Vessel's profile

Name: Cona

Type: Demersal trawler

Flag: South Korea

Company: Unknown

The vessel was inspected on April 15 2017, and attempted to escape as the Esperanza approached. The vessel was obscuring its name and in possession of a fishing net with illegal mesh size, both of which are illegal under Sierra Leonean law. According to Sierra Leonean fishery legislation, the mesh size for pelagic and demersal fishing should be 60 millimeters and above. The fishing net found on board CONA measured just 51-52 millimeters.

2.8 Fu Hai Yu 1111 - illegal net, no log book, offloading catch without proper authorization

Vessel's profile

Name: Fu Hai Yu 1111

Type: Mid water trawler

Flag: China

Company: Cangzhou Bohaixinqu Fuhai Fishing Company Ltd.

The vessel was inspected on 17 April 2017, and attempted escape as the Esperanza approached. Two hidden nets with illegal mesh size were found, one in the freezer and the other in a locked container. The captain tried to muddle the inspection with a brand new legal net.

More than 1400 boxes of catch were found in the freezer on board, although the captain claimed all the catch had been unloaded in Liberia. However, the vessel didn't have the required official authorization from the Minister of Fishery and Marine Resource of Sierra Leone for unloading its catch outside the country on board, which constitutes an infraction of local legislation. Further research is being done to ascertain whether this authorisation had been given to the company.

During the inspection, no standard log book was found on board, which makes it impossible to verify the catch and is illegal under Sierra Leonean law.

70 bags of sharks were found in the boat's freezer, which the captain claimed would be shipped back to Fujian, China. Current legislation in Sierra Leone does not penalise sharks being caught as a bycatch, although shark populations are severely impacted by fishing.

2.9 Fu Hai Yu 2222 - illegal net, no log book, offloading catch without proper authorization

Vessel's profile

Name: Fu Hai Yu 2222

Type: Mid water trawler

Flag: China

Company: Cangzhou Bohaixinqu Fuhai Fishing Company Ltd.

The vessel was inspected on April 17th 2017. A piece of fishing net with illegal mesh size was found on board, which the captain claimed was not used for fishing. The possession of fishing nets with smaller mesh size on board is, however, still considered illegal. No logbook was found on board the Fu Hai Yu 2222. The captain could not provide a precise amount of catch, instead estimating 3500 boxes, which did not match with the estimation of the fisheries observer on board. The captain claimed that catch had been unloaded in Liberia. This, however, is illegal without the official authorization signed by the Minister of Fishery and Marine Resource of Sierra Leone.



Senegal

Five days of joint surveillance work in Senegalese waters with two inspectors of the *Direction de la Protection et de la Surveillance des Pêches* (DPSP) found two infractions, both related to the use of net adjustments designed to decrease the fishing net mesh size. A total of twelve fishing vessels were inspected during the joint surveillance activity. All fishing vessels encountered and inspected in Senegalese waters were Senegalese flagged. However, vessel ownership for all encountered vessels was shared in joint venture partnerships comprised of a Senegalese owner in cooperation with either a Spanish, Italian or Chinese co-owner.

2.10 Kanbal III- suspected net adjustment infringement.

Vessel's profile

Name: Kanbal III

Type: Stern trawler

Flag: Senegal

Company: Soperka SA / Grupo Amadora Pereira

The vessel was inspected on the morning of 25 April. When approaching the vessel, the captain of the Kanbal III did not respond to requests via the radio to decrease speed and allow the inspection team to board. Only after a chase of more than 20 minutes was the team able to get onboard. On inspection, it was clear that the vessel's net had been manipulated with pieces of rope in order to constrict the mesh size. The crew of the Kanbal III had attempted to remove the ropes before the inspection team boarded and continued to interfere with the inspection as it was in progress. The vessel has not been put under arrest, but will be further investigated by the DPSP surveillance unit. The vessel is part of a company with Senegalese and Spanish interests.

2.11 Marcantonio Bragadin- illegal net adjustments.

Vessel's profile

Name: Marcantonio Bragadin

Type: Beam Trawler

Flag: Senegal

Company: unknown

The vessel was inspected in the afternoon of 27 April and was caught using gear adjustments to constrict the mesh size of the net. One of the four nets was confiscated as evidence and the ship was ordered into port. After payment of a deposit of 30 million FCFA, an equivalent of approximately 45,000 euro, the ship was released and allowed to continue fishing. The ship is part of a company with Senegalese and Italian interests.



3. Behind the fishery crimes

Observations and recommendations

The observations and documentation described above as well as exchanges with various stakeholders and decision-makers highlight major shortcomings and certain measures needed to address them. Therefore Greenpeace recommends the following:

Establish an effective regional fisheries management regime

Apart from ICCAT for tuna and tuna-like species, there is no regional fisheries management organisation (RFMO) with decision-making powers in West Africa. The Sub Regional Fisheries Commission (SRFC) and the Committee for East-central Atlantic Fisheries (CECAF) only have an advisory function.

Although national legislation of most of the countries visited does provide for regional and international cooperation, and although the SRFC Convention on Minimal Conditions for Access and exploitation of Marine Resources calls for harmonisation of its Members' legislation, a lot remains to be done to develop effective management at a regional level.

In 2001, sixteen years ago, the SRFC adopted the Nouakchott Declaration on IUU fishing, whereby the SRFC Members committed to implement fully the FAO International Plan of Action on IUU fishing. Although to date only a few countries, like Cape Verde, Mauritania and Senegal have adopted a national plan of action to combat IUU fishing, some recently revised national fisheries legislation include measures to that effect, including some port State measures as provided for by the FAO Agreement on Port State Measures[1]. The SRFC is also in the process of putting in place a register of all vessels licensed to fish in its Members EEZs, but progress is very slow.

Effective cooperation needs to take place within the framework of a regional fisheries management body. It is crucial not only to combat IUU fishing but to stop and reverse the over-exploitation and depletion of marine resources. In the case of shared and straddling stocks, this is an obligation under international law [2]. Measures applicable to fisheries targeting shared fish stocks must be agreed and implemented at regional level.

Ensure transparency

Fisheries legislations and fishing company related information need to be publicly available:

- Up to date texts of all applicable legislations;
- Up to date lists of vessels (including characteristics and beneficial owners) licensed to fish in the SRFC waters as well as the conditions of their fishing licences and authorizations and those vessels authorised by coastal States to fish outside their EEZ;
- Up to date lists of IUU fishing vessels including infringements, arrests, fines and other sanctions imposed and other follow-up;
- Texts and terms of bilateral agreements whether with third countries or companies , or any other arrangements (such as chartering);
- The status of resources as well as statistics on catches and landings by fleet segment, gear type, etc.;
- The obligation for fishing vessels to transmit AIS signals whilst fishing in West African waters.

Harmonise national fisheries legislations

Overfishing and overcapacity often affect resources of neighbouring countries, the livelihood of dependent communities and the food security of their populations. Unscrupulous operators take advantage of weaker management systems, whether these are lower levels of sanctions and fines, more permissive technical measures (like authorised gears and methods, fishing zones or periods, species to be protected, species minimum size and weight, transshipment, etc). Repeat offenders can continue to be granted licences when going from one EEZ to another.

Harmonising and effectively implementing and enforcing national legislations would close loopholes. Among others:

- Conservation and management measures must be based on the precautionary

and ecosystem based approaches and should not be undermined through bilateral agreements and other arrangements;

- Fishing capacity and effort should be brought in balance with available resources to levels above those able to produce MSY and be commensurate with the ability to effectively control vessels activity. The fishing capacity of fleets targeting shared stocks needs to be assessed at regional level;

- Sanctions and fines must be dissuasive and applied in a non-discriminatory and transparent manner.

Establish an effective regional Monitoring, Control and Surveillance system

Vessel Monitoring System (VMS)

A requirement for vessels to maintain a VMS[1] in operation at all times is already a requirement in SRFC Member States., The vessels' identity, position, speed and course must be transmitted to the flag State and the coastal State. But not all SRFC countries have an operational monitoring centre that allows them to receive VMS signals directly, without transiting through the flag State. And not all require the same interval between transmissions. In some cases, depending on the fishing zones, the interval allows a vessel to enter a prohibited zone to fish and leave it without being detected.

In some regions, such as the West-central Pacific , VMS is centralised at the level of the relevant RFMO so that the activities of all vessels in a given area can be monitored increasing the reliability of the VMS system at reduced effort.

Pooling resources and assets increase efficiency and cost/benefit

The SRFC Surveillance Operations Coordination Unit (SOCU) has been very effective in the past but joint operations have become scarcer. SRFC Members should support and engage in regular regional operations and develop an effective MCS system with sufficient human and financial means.

Further, relatively inexpensive means exist which can efficiently complement such technologies. Participatory surveillance must be encouraged and better supported. This type of programme has been recognized by the United Nations Resolution on Sustainable Fisheries of 9 December 2013[3] which, in paragraph 70: "*Acknowledges the development of participatory surveillance activities at sea involving fishing communities in West Africa as a cost-effective way of detecting illegal, unreported and unregulated fishing;*"

[1] http://www.fao.org/fileadmin/user_upload/legal/docs/037t-e.pdf As of 14 April 2017, ratified by Cabo Verde, Gambia, Guinea, Mauritania, Senegal

[2] UNCLoS art 63

[3]

<http://daccess-dds-ny.un.org/doc/UNDOC/GEN/N13/443/71/PDF/N1344371.pdf?OpenElement>

Appendix I:

List of 37 fishing vessels inspected by Greenpeace and local fisheries authorities

	Name	Inspection date	Flag State	Company	Country	Vessel type	Fishing area
1	Yi Feng 8	2017/03/21	China	Changhai Zhangzidao Yi Feng Aquatic Product Company, Ltd.	China	Demersal trawler	Guinea Bissau
2	Saly reefer	2017/03/22	Comoros	Fishing & Cargo Services SA, Panama	Panama	Reefer	Guinea Bissau
3	Flipper 4	2017/03/22	Comoros	Silver Seas Resorts SA, Canary Islands	Canary Islands	Stern trawler	Guinea Bissau
4	Sheng Hang 809	2017/03/23	China	Dalian Sheng Hang Pelagic Fishery Company, Ltd.	China	Trawler	Guinea Bissau
5	Chang Yuan Yu 05	2017/03/24	China	Dalian Chang Hai Pelagic Fishery Company	China	Stern trawler	Guinea Bissau
6	Releixo	2017/03/24	Spain	Josemar Lda	Spain	Bottom trawler	Guinea Bissau
7	Boke	2017/03/31	Guinea	Sonit Peche	?	Trawler	Guinea
8	Wassou	2017/03/31	Guinea	Sonit Peche	?	Trawler	Guinea
9	Fu Yuan Yu	2017/04/0	China	Fujian Pingtan	China	Bottom	Guinea

	362	1		Heng Li Fishery Company, Ltd.		trawler	
10	Fu Yuan Yu 361	2017/04/01	China	Fujian Pingtan Heng Li Fishery Company, Ltd.	China	Bottom trawler	Guinea
11	Lian Run 34	2017/04/01	China	Dalian Lian Run Pelagic Fishery Company Ltd.	China	Bottom trawler	Guinea
12	Fu Yuan Yu 360	2017/04/02	China	Fujian Pingtan Heng Li Fishery Company, Ltd.	China	Demersal trawler	Guinea
13	Fu Yuan Yu 380	2017/04/02	China	Fujian Pingtan Heng Li Fishery Company, Ltd.	China	Demersal trawler	Guinea
14	Fu Yuan Yu 379	2017/04/02	China	Fujian Pingtan Heng Li Fishery Company, Ltd.	China	Demersal trawler	Guinea
15	Medra	2017/04/03	Korea	Sabou Inter SARL	Korea	Bottom trawler	Guinea
16	Fu Yuan Yu 379	2017/04/03	China	Fujian Pingtan Heng Li Fishery Company, Ltd.	China	Demersal trawler	Guinea
17	Lian Run 47	2017/04/04	China	Dalian Lian Run Pelagic Fishery Company Ltd.	China	Demersal trawler	Guinea
18	Fu Yuan Yu 372	2017/04/05	China	Fujian Pingtan Heng Li Fishery Company, Ltd.	China	Demersal trawler	Guinea
19	Zuberoa	2017/04/14	Spain	Atuneros Congeladores y tran. Fri. s.a.	Spain	Tuna seiner	Sierra Leone
20	CNFC 9310	2017/04/14	China	CNFC Overseas Fishery Company	China	Bottom trawler	Sierra Leone

21	Eighteen	2017/04/15	Italy	Asaro	Italy	Shrimper	Sierra Leone
22	Western Kim	2017/04/15	Senegal	Dongwon	Korea/Senegal	Tuna seiner	Sierra Leone
23	CONA	2017/04/15	Korea	Unknown	Korea	Demersal trawler	Sierra Leone
24	Fu Hai Yu 1111	2017/04/17	China	Cangzhou Bohai Fu Hai Fishery Company Ltd.	China	Mid-water trawler	Sierra Leone
25	Fu Hai Yu 2222	2017/04/17	China	Cangzhou Bohai Fu Hai Fishery Company Ltd.	China	Mid-water trawler	Sierra Leone
26	Kanbal III	2017/04/25	Senegal	Soperka SA/Grupo Amadora Pereira	Spanish / Senegalese joint venture	Stern trawler	Senegal
27	Soleil 12	2017/04/25	Senegal	Senegal Armement/CNFC Overseas Fishery Company	Chinese / Senegalese joint venture	Bottom trawler	Senegal
28	Segundo San Rafael	2017/04/25	Senegal	<i>Senevisa/SA Eduardo Vieira</i>	Spanish / Senegalese joint venture	?Bottom trawler	Senegal
29	Sofia	2017/04/26	Senegal	Hispasen/ JoseMarti Peix	Spanish / Senegalese joint venture	Beam trawler	Senegal
30	King Crab	2017/04/27	Senegal	Senepeco	Spanish / senegalese joint venture	Crab cages	Senegal
31	Marcantonio Bragadin	2017/04/27	Senegal	Italsen Fishing	Italian / Senegalese joint	Beam trawler	Senegal

					venture		
3 2	Saturnia	2017/04/2 7	Senegal	Eurofish Senegal	Italian / Senegalese joint venture	Bottom trawler	Senegal
3 3	Senefand Dos	2017/04/2 8	Senegal	?Senefand Armement	Spanish / Senegalese joint venture	?Bottom trawler	Senegal
3 4	Sayed 2	2017/04/2 8	Senegal	Senegalo- grecque de Ngoces	Greece / Senegalese joint venture	Bottom trawler	Senegal
3 5	ANTA SARR	2017/04/2 9	Senegal	Hisepec (Hispano Sénégalaise de Pêche)	Spanish / Senegalese joint venture	Bottom trawler	Senegal
3 6	AMINE	2017/04/2 9	Senegal	Soperka S.A/Grupo Amadora Pereira	Spanish / Senegalese joint venture	Bottom trawler	Senegal
3 7	Soleil 67	2017/04/2 9	Senegal	Senegal Armement/CNFC Overseas Fishery Company	Chinese / senegalese joint venture.	Bottom trawler	Senegal