



Piracy and armed robbery at sea

The specific situation of fishing vessels

- **Fisheries in western Indian Ocean – EU fleet, fisheries sector**
- **Vulnerability of fishing vessels**
- **IUU and Somalia case**
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- **Impact on fisheries and fishing sector**
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Fisheries in Western Indian Ocean

Western Indian Ocean fisheries are mainly composed of:

- **artisanal fisheries** from coastal states. Artisanal boats essentially operate along the coast.
- **semi-industrial fleets** from coastal states and some distant water fishing nations (some of these vessels have been converted into mother ships for pirate activities). Some operate closer to the coast, others on the high seas.
- **Industrial vessels**, from long distant water nations but also from some coastal states having the financial capacity to invest and/or through joint ventures with foreign fishing companies. These vessels mainly operate out of national waters (12 miles) in or out of EEZs.

For these three segments, **tuna fleets** – industrial and semi-industrial - are the most important operating on the high seas off the coast of Somalia.

In one way or another, all three segments are hit by piracy but Semi-industrial and industrial tuna fleets are the most affected.





Fisheries in Western Indian Ocean - The EU fleet

Segments:

- Artisanal from la Réunion, hardly directly affected by piracy;

- Semi-industrial (mainly Long-liners), operating south of the pirates zone, shifted their activities further south;

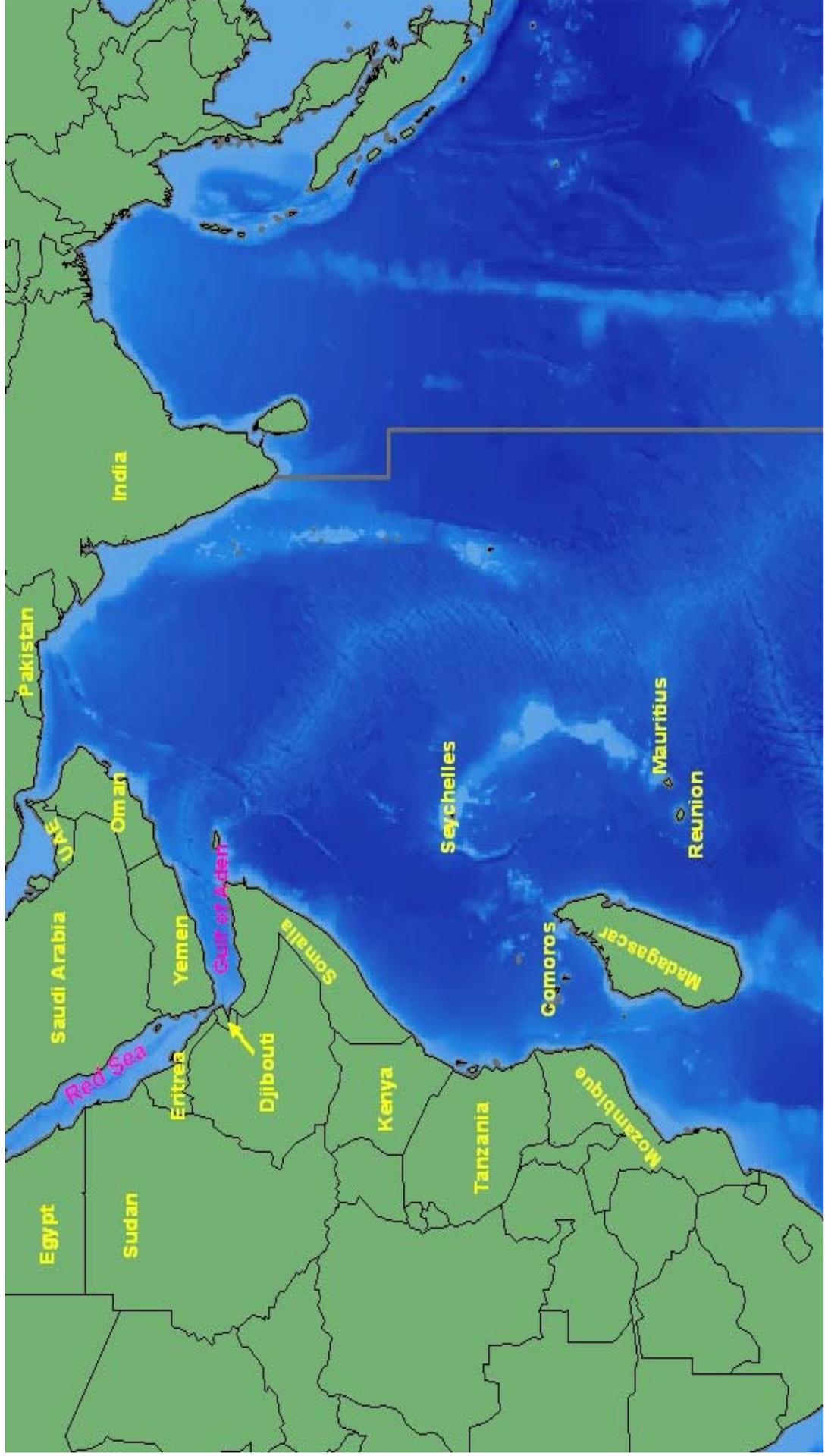
- Industrial: Purse seiners and Long-liners:

- Purse seiners operate mainly in the pirate zone and are the most affected segment of the EU fleet;***
- Long-liners mainly operate in the south of the pirate zone. This segment shifted further south to avoid the pirates;***
- There are also some Purse seiners not EU flagged but belonging to EU companies in the same situation as the EU flagged purse seiners.***





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Fisheries sector in the region

- **Fishing industries are a very important pillar of coastal countries and coastal communities in the region.**
- **In addition, some countries have developed processing industries (mainly tuna canning) that are a significant support to their economies, being an important exporting sector.**
- **They also constitute important investments for long distance fleets that in some cases are directly involved in local countries economies.**
- **In fact, many African countries have developed tuna industries thanks to the EU tuna fleet and the EU fisheries agreements network (Tuna industry (fleet and processing), which generate more than 50.000 jobs in Africa.**





Vulnerability of Fishing vessels

Fishing boats are in general very vulnerable, notably due to:

- *actual fishing operations, vessels are stationary for hours;*
- *the relatively low waterline of the stern or the sides of the boats;*
- *In the case of Purse seiners, the stern ramp for sliding the skiff up and down facilitates boarding by pirates, by the stern or with the skiff.*





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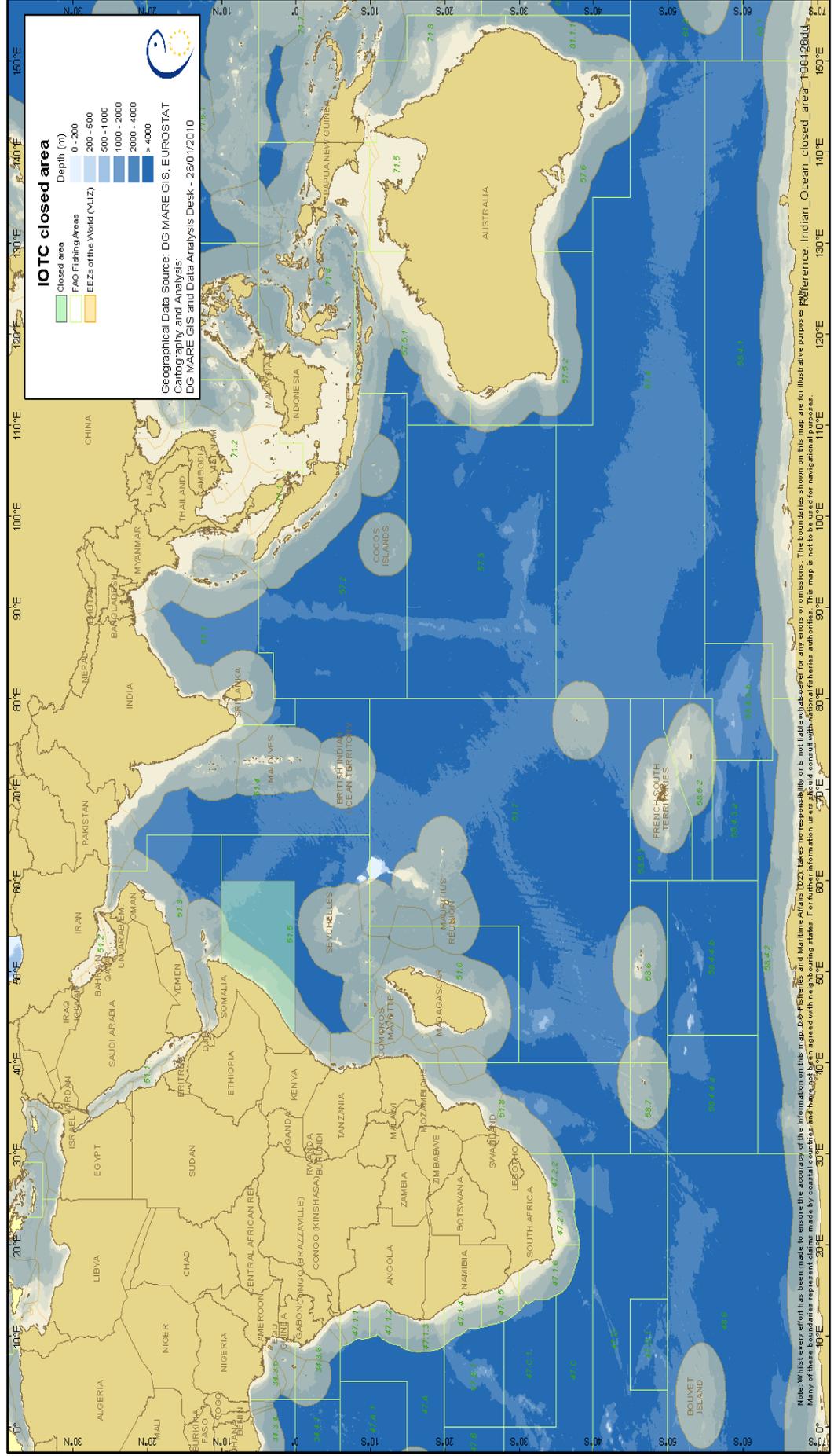
Statistics

- Piracy attacks rose sharply in 2008 as pirates expanded their area of operations, with the use of mother ships, more than 2,000 miles off the Somali coast as well as to the East and South of Somalia, even inside the EEZs of Seychelles, Kenya and Tanzania, Arabian Sea, etc.
- April 2005: first attacks on a Spanish purse seiner vessel.
- 20 April 2008: tuna purse seine vessel PLAYA DEL BAKIO was hijacked some 240 miles off the Somali coast.
- 2 October 2009: Hijack of the purse seiner ALAKRANA also in international waters.
- 29 October 2009: Hijack of the Thai Union 3 in international waters.
- April 2008 – November 2011: more than 50 Attacks on purse seiners with 3 hijackings.
- Dhows from coastal states are also suffering from pirates. In fact, some of these vessels have been converted into mother ships for pirate activities.





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EU fishing vessels - Security onboard

Since September 2010, EU Member States (France and Spain) with purse seiners fishing in the Somalia basin took the decision to have shipriders (armed guards) on board as a supplementary deterrent and protection against pirates.

- In the case of France, armed forces are from the military whereas Spain hires private security guards (Constitutional constraint).
- The duty of armed forces is to **protect the vessel from pirate attacks.**
- The presence of guards on boards is **extremely expensive** for the ship-owners and **negatively affects the productivity** (fishing in pairs, supply vessels not in use and regular change of guards in port).
- Since this measure has been taken **several attacks have been repealed by the security forces and no high-jackings have been reported (deterrent).**





Direct impact on the EU fleet operating in the zone affected by piracy

FISHING ACTIVITIES:

- **Due to carrying weapons there are increased limitations and interdictions in port calls and reduced space for operations;**
- **Technical limitations (French fleet) due to military instructions (work in pairs);**
- **Increased operational problems due to the risks with container reefers;**
- **No embarking of scientific observers, which is problematic in terms of scientific data gathering and sustainability of fisheries.**

MANAGEMENT:

- Embarking of security teams on board;
- Increased administrative burden, control and red-tape;
- Additional protective measures (citadels) and application of IMO best management practices.

FINANCIAL:

- Increased costs with security;
- **Increase cost of freight (around 15-20%), due to the lack of reefers passing through the Gulf of Aden);**
- **Reduction of tuna catches in the region (almost 30% reduction in the EU fleet, lower tuna availability for canneries in the IO) and consequent impact on prices and competitive edge.**

IMPACT ON THE CREW:

- More requests for pre-retirement, to change fishing grounds, more stress;
- Decline of living conditions: Night blackout, ban on staying on deck at night;
- **Skipper's decision can be difficult, as he may have to choose between safety rather than follow the fish;**
- Worry and tension of crew's families.





Outcome on Tuna fisheries

- Large majority of fishing operators have left the traditional fishing grounds, meaning a significant reduction in the number of vessels, notably industrial and semi-industrial fleets, fishing in the region, with an immediate impact on:
 - the fishing pressure in alternative fishing grounds where overfishing could occur (Atlantic, south and east Indian Ocean)
 - Amazingly, positive impact on some resources overfished during the first half of last decade (<20% of tropical tunas harvested in all west Indian Ocean, including zones non affected by piracy, between 2008 and 2010)
- Important negative impact on local economies depending on tuna industry and on tuna sector in general.
- Several fishing vessels have been high-jacked. For the EU fleet, several attacks were carried out and two fishing vessels were high-jacked (among dozens of shipping vessels), one in April 2008 and another in October 2009. These vessels were freed some months later after the payment of massive ransoms and heavy consequences on the crew.
- EU purse seiners decreased from an average of 42 to 22 vessels, after shifting to the Atlantic fishing grounds.
- For EU longliners (in general targeting swordfish/albacore) the impact was less. Globally longliners moved further south in the Indian Ocean.



EU instruments to curb impact of piracy off the coast of Somalia

- **The 5 Fisheries Partnership Agreements (FPAs)** in the region have been an important instrument to curb the impact of piracy in beneficiary countries (financial contributions, control of activities, development of national policies).

- **Regional Plan of surveillance in the South-west Indian Ocean** in cooperation with Indian Ocean Commission (EUR 10 million in 2007-2011 extension foreseen for 2012-2013 EUR 2 million).

Effective results: around 400 vessel inspections, several regional missions in the EEZ of 6 countries constitute a deterrent for IUU fishing activities and piracy attacks;

- **Sustained flux of imports.** Despite the increase of piracy in the western Indian Ocean:

- **International trade of tuna products** remained stable from 2008-2010, despite a decrease of the fishing effort;
- **Seychelles exports to the EU** relatively stable, while exports to the EU from Mauritius continued to increase (In 2010 Mauritius became the first ACP exporter of canned tuna to the EU).





Illegal Unreported and Unregulated fisheries (IUU)

- **IUU fisheries is a worldwide reality that depletes fish stocks, destroys marine habitats, distorts competition, puts honest fishers at an unfair disadvantage, and weakens coastal communities, particularly in developing countries.**
- **The allegation that piracy off the coast of Somalia is an act of self-defence and patriotism to combat illegal fisheries (and toxic waste dumping), perpetrated by foreign vessels, including EU vessels remains to be proved.**
- **The EU has an international leading role in fighting IUU fisheries and is working hard to close the loopholes that allow illegal operators to profit from their activities.**
- **The EU always highlighted the lack of proof regarding these allegations, particularly relating to EU vessels.**
- **We should point out that for EU fishing vessels, regular monitoring of the Vessel Monitoring System (VMS) data has been done for some time now and the analysed data records show no entries into Somali space. Particular attention will be paid to analysing future records in depth to assess whether incursions are taking place, if illegal fishing is going on and to what extent this can be curbed. If incursions are spotted, relevant authorities will be asked to explain.**
- **The EU fishing vessels in the Indian Ocean are bound by the rules of the Indian Ocean Tuna Commission, which manages the tuna fisheries in the region, the principles of the Common Fisheries Policy and the Bilateral Fisheries Agreements the Community has in the region with third countries. Moreover, in the course of its duty, EU NAVFOR ATALANTA has not observed any evidence whatsoever of illegal fishing in Somali waters.**





Fight piracy - DG MARE perspective

EU level:

- Continue to implement robust anti piracy instruments and seek measures to address the piracy root causes in Somalia.
- Remain an active actor and supporter of the various initiatives to fight piracy, including the naval operation EU NAVFOR Atalanta which is necessary and effective but not a permanent solution.
- Continue to actively support efforts by the International Maritime Organisation and the UN in helping coastal States to address the problem of piracy.
- Focus on further measures relating to the judiciary and trial aspects. Fighting impunity, cooperating and looking for neighbouring countries to participate in the prosecution of pirates.
- Table measures and support Fisheries management in the Indian Ocean Tuna Commission; this will enable a sound management of the stocks and foster common positions and views in the fight against piracy and minimize its impact.
- Invest in research and technology for new instruments to increase surveillance capabilities as well as better integrate piracy in EU development co-operation in the region.





Fight piracy - DG MARE perspective

International and Regional Level:

- **Should promote a long term strategy to bring peace and stability to Somalia, whose current lawlessness is a serious threat to regional stability and to international peace and security.**
- **Should actively support efforts by the International Maritime Organisation and the UN in helping coastal States to address the problem of piracy.**
- **The participation of African Partners' involvement in fighting pirate impunity by participating in the prosecution of pirates should be encouraged.**
- **A comprehensive and international approach coupled with regional ownership will help to contain piracy.**

