



COMMISSION OF THE EUROPEAN COMMUNITIES

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**Report on monitoring Community conservation and management
measures applicable to third country fishing vessels.**

(presented by the Commission)

I. INTRODUCTION.

At the December (1995) Fisheries Council, both the Commission and the Member States agreed on the necessity to review and report on the monitoring of the activities of third country vessels in Community waters¹. The present report has been elaborated on the basis of the information supplied by the Member States and by Norway as well as other information available to the Commission. It describes, in particular, the monitoring of conservation and management measures of fishery resources applicable to:

- third-country vessels fishing in Community waters,
- third-country vessels landing or transshipping fishery products in Community ports.

In preparation of this report, the Commission convened a meeting with the Member States in early April to review the existing monitoring measures and to examine the scope for the reinforcement of current provisions as well as a meeting with Norway, in mid May, with a view to exploring opportunities for enhanced cooperation in the enforcement of conservation and management measures of fishery resources.

Finally, the present report addresses the scope for ensuring that existing monitoring measures applicable to third-country vessels fishing in Community waters are comparable with those applied by Norway as well as to those measures applicable to Community fishing vessels.

II. MEASURES APPLICABLE TO THIRD COUNTRY VESSELS.

Third country vessels fishing in Community waters.

Access by third-country vessels to Community waters and resources is in principle prohibited.

However, the Council may authorise such access to waters and fishery resources. The Council exercises this power in the framework of fishery agreements. Indeed, the Council considers annually the overall balance between fishing possibilities obtained in third-country

¹ Declaration of the Commission and the Member States:

"The Commission undertakes to submit to the Council no later than 31 May 1996 a report on the activities in Community waters of vessels flying the flags of third countries and the manner in which they are monitored, on the basis, inter alia, of information sent to it by the Member States.

The Member States undertake to send the Commission no later than 1 March 1996 all information relating to the monitoring of the activities of third-country fishing vessels operating within their exclusive economic zones or effecting landings within their territories."

waters and those to be allocated in Community waters². Taking together the Community has granted access in 1996 to quotas totalling more than 700 000 tonnes in Community waters whilst, in exchange for these quotas, Community fishermen have access to quotas totalling about 550 000 tonnes in third country waters.

Occasionally, some cases of unauthorised fishing by third country vessels in Community waters are observed. This seemed, however, not to be considered as a major problem apart from areas such as off the Azores, Madeira and the Strait of Gibraltar and recently also the Irish westcoast.

The monitoring measures applicable to third country vessels authorised to fish in Community waters were elaborated in the late seventies and consist particularly of access rules (licences), and the keeping of a logbook as well as the communication by radio of vessel movements and catches. These arrangements were, in fact, inspired by the initial Norwegian scheme and have not been amended in essence since then.

In accordance with the provisions agreed with the third country in question and, subsequently, laid down annually by the Council, the Commission issues licences to third-country vessels authorised to fish in Community waters. The vessel movements (entry, exit) are communicated via coastal radio stations to the Commission which informs the control authorities of the Member States concerned.

The competent authorities of the coastal Member State should carry out inspections of third-country vessels at sea in order to verify compliance with conservation measures and the veracity of the quantities registered in the logbook.

²

O.J. N° L 330 of 30.12.95

- Council Regulation (EC) N°3075/95 laying down, for 1996, certain measures for the conservation and management of fishery resources applicable to vessels flying the flag of Norway.

- Council Regulation (EC) N°3077/95 laying down, for 1996, certain measures for conservation and management of fishery resources applicable to vessels flying the flag of the Faroe Islands as amended by Council Regulation (EC) n°1064/96 (OJ L. 141 of 14.06.96)

- Council Regulation (EC) N°3081/95 laying down, for 1996, certain measures for conservation and management of fishery resources applicable to vessels flying the flag of Estonia.

- Council Regulation (EC) N°3083/95 laying down, for 1996, certain measures for conservation and management of fishery resources applicable to vessels flying the flag of the Latvia.

- Council Regulation (EC) N°3085/95 laying down, for 1996, certain measures for conservation and management of fishery resources applicable to vessels flying the flag of Lithuania.

- Council Regulation (EC) N°3088/95 laying down, for 1996, certain measures for conservation and management of fishery resources applicable to vessels flying the flag of Poland.

- Council Regulation (EC) N°3091/95 laying down certain measures for the conservation and management of fishery resources applicable to vessels flying the flag of certain non-member countries in the 200-nautical-mile zone off the coast of the French Department of Guyana.

On the basis of the catches communicated by radio, the Commission administers quota utilisation and informs where appropriate the third-country in question and the Member States when a quota is exhausted and fishing shall cease. In such case, the licence for fishing on the quota concerned is no longer valid.

Finally, during the annual negotiations, the aggregate catches communicated by radio are compared with the logbook totals compiled by the third country in question.

The above monitoring measures have to ensure that third-country vessels authorised to fish in Community waters respect, in particular, the quotas allocated to them. The number of authorised third-country vessels is close to 500 the majority of which flies the flag of Norway.

Third-country vessels landing or transshipping in Community ports

Member States shall ensure that landings by third-country vessels and transshipments are recorded and shall carry out inspections to verify the accuracy of registration of the quantities landed or transshipped. In conformity with Articles 10 and 11 of Council Regulation (EEC) No 2847/93 establishing a control system applicable to the common fisheries policy³, third-country vessels shall provide advance notice of landing to the competent authorities as well as in the case where fishery products are transshipped. Advance notice should allow the control authorities to carry out timely inspections in order to verify the quantities landed or transshipped.

In the framework of control registration and reporting, Member States are not obliged to report to the Commission or the third-country concerned the quantities of species landed by third-country vessels. These data are included in regular import statistics. However, since 1995, in accordance with the recommendations of the Baltic Commission, the data on landings in Community ports by third-country vessels of certain species caught in the Baltic sea are notified to the flag state and the Commission.

III. INSPECTIONS CARRIED OUT BY MEMBER STATES

On the basis of the information obtained from the Member States on control at sea and ashore, it is possible to quantify the extent of controls carried out by Member States. The number of inspections by Member State should be related to the extent of the activities of third-country vessels carried out in the waters of that Member State. Against this background, it should be borne in mind that the activities of third-countries fishing vessels show an uneven distribution between the Member States. The information transmitted by the Member States⁴ is presented in Annex I (global figures for the period 1993-1995 as well as detailed figures for 1995).

³ O.J. No L 261 of 20.10.93 p.1

⁴ France, Finland, Ireland, Italy, United Kingdom, Denmark, Germany, Netherlands, Sweden, Spain and Portugal (Belgium did not transmit data).

In general, the number of inspections of third-country vessels carried out by the Member States at sea and ashore is low in relation to the activities taking place. About 500 inspections (337 at sea and 172 ashore) have been carried out in 1995 of which the major part is conducted by the UK. During these inspections, only 11 infringements were detected at sea. Furthermore, the information on the level of the sanctions imposed suggests that in many cases penalties will not deter fishermen effectively from committing infringements.

IV. NORWAY; CONTROL AND ENFORCEMENT OF CONSERVATION MEASURES.

In exchange for the quota allocated to third-country vessels in Community waters. Community fishing vessels operate in the waters of a number of third-countries such as Norway, Faroe Islands, Latvia, Lithuania and Estonia. In most cases, the measures applicable to Community vessels in the waters of these countries are similar to the measures applied by the Community to their vessels. As regards Norway, there is, however, an imbalance.

Control and enforcement of conservation and management measures of fishery resources in Norway are based on controls at sea and ashore. Norwegian authorities carry out almost 15 000 inspections annually of which about 2500 are at sea. The controls of landings are carried out by the sales organisations. Controls extend after the first sale during transport and up to export of the products. About 900 inspections at sea are carried out annually on Community fishing vessels (annex 2).

The Norwegian coast guard carries out inspections at sea. It has 13 surveillance vessels, two large planes and six helicopters. Occasionally, up to 16 additional vessels and 2 light aircraft are chartered.

Control opportunities in Norwegian waters are facilitated by the more systematic inspections which have been introduced over the past years by the Norwegian authorities for the area north of 62 degrees north. This consists inter alia, of the obligation on Community vessels to present themselves at designated checkpoints, en route to or from the fishing grounds, for possible inspection. These measures prevent foreign fishing vessels from entering Norwegian waters with overreported catches on board and from leaving these waters with underreported catches.

The outcome of inspections conducted (warnings, seizure/detention fines) on Community vessels by the Norwegian authorities suggests that the applicable rules are more properly enforced and the fact that expulsion is not uncommon should be noted. In a number of cases, Community fishermen reported excessive enforcement practices by Norwegian inspectors. These cases do not seem to be representative of the general level of enforcement in Norway.

SUMMARY OF INSPECTION ACTIVITIES IN 1995

	Community waters	Norwegian EEZ
<p>Number of vessels authorized to fish</p> <p>less than 200 GRT > than 200 GRT</p>	<p>Norwegian vessels :</p> <p>+/- 100 +/- 300 of which : +/- 130 West of 4°W</p>	<p>Community vessels :</p> <p>+/- 1 200 +/- 800 of which : +/- 75 North of 62°N</p>
<p>Allocation of fishing possibilities</p>	<p>+/- 540.000 tonnes of which : +/- 245.000 tonnes West of 4°W</p>	<p>+/- 300.000 tonnes of which : +/- 60.000 tonnes North of 62°N</p>
<p>Means of inspection</p> <p>- patrol vessels</p> <p>- Aircraft</p>	<p>DK : 6 patrol vessels GER : 21 patrol vessels FR : 14 patrol vessels IRL : 7 patrol vessels NL : 3 patrol vessels UK : 17 patrol vessels</p> <p>DK : 5 planes IRL : 1 plane NL : 1 plane UK : 5 planes</p>	<p>North of 65°N 8 patrol vessels of which 3 with helicopters</p> <p>South of 65°N 5 patrol vessels</p> <p>2 Orion planes 6 Lynx helicopters</p>
<p>Number of boardings</p>	<p>267 on Norwegian vessels of which 73 West of 4°W</p>	<p>899 on Community vessels of which 108 North of 65°N</p>
<p>Average number of boardings per patrol vessel</p>	<p>DK : 102 GER : 213 FR : 250 IRL : 126 NL : 82 UK : 265</p>	<p>NOR : 192</p>

V. SCOPE FOR IMPROVED MONITORING OF THIRD-COUNTRY VESSELS

The monitoring of third-country vessels fishing in Community waters does not provide the same guarantees as in Norway that the catches reported correspond to the real catch retained on board. Vessels could land catches in a nearby interim port, whilst reporting to the Commission the catches landed after a roundtrip in their home port. Vessels could also omit reporting or misreport the catches during the last days before leaving Community waters. Inspections could reveal such irregularities.

The evident imbalance with respect to the frequency of inspections, the organisation of control and the level and type of sanctions applied in Community waters, on the one hand, and the Norwegian zone, on the other hand, needs to be addressed so that a greater element of equity can be achieved between the two fleets. Furthermore, the strengthening of monitoring of Community fishery vessels introduced as from 1993 such as cross checking landing data with sales notes and transport documents, the requirement to issue special fishing permits⁵ for certain fisheries and other requirements under the fishing effort scheme in western waters⁶ should be reflected also in measures applicable to third-country vessels. When the Council decides to implement satellite tracking for Community fishing vessels, satellite tracking should also be required for third-country vessels fishing in Community waters. The use of modern communication technology should allow the sharing in real time of all data on activities by third-country vessels between all control authorities concerned and the Commission. In this way, the Commission could cross-check catch reports transmitted by third-country vessels with all other vessel information available.

In that context, the current monitoring measures of third-country vessels fishing in Community waters have to be reviewed. Initiatives in this respect should be coordinated with the third countries in question. Against this background, it is to be noted that Norway is working towards enhanced cooperation with the Community in the enforcement of conservation and management measures. In the short term, Norway would wish to exchange data on landings by Norwegian vessels in the Community and Community vessels landing in Norway in particular regarding mackerel.

In order to proceed with a review of monitoring measures of third-country vessel, broadly three geographical areas can be identified:

- In western waters (west of 4 degrees west) where mainly Norwegian vessels operate, a monitoring scheme could be envisaged similar to the one currently operated in Norwegian waters north of 62°N with check points where vessels should present for possible inspection. In this area, third-country vessels should also be subject to the same requirements as Community fishing vessels under the fishing effort scheme.

⁵ Council Regulation (EC) N°1627/94 laying down general provisions concerning special fishing permits; OJ N° L 171 of 06.07.94, p. 7

⁶ Règlement (CE) N°685/95 du Conseil relatif à la gestion des efforts de pêche concernant certaines zones et ressources de pêche communautaires; JO N° L 71 du 31.03.95, p. 5

- In the North Sea and the Skagerrak where the Community and Norway manage joint stocks monitoring measures should be agreed with Norway in order to avoid different control regimes being applied to both fleets. Check points do not seem to be appropriate for the North Sea. More frequent inspections at sea and ashore as well as the exchange of information on landings, sales and enforcement may be a more appropriate enforcement strategy in this area.

- Reinforced control measures in the Baltic should be achieved in the Baltic Commission. All contracting parties of the Baltic Commission should implement these measures in order to avoid imbalances and possible distortions of competition between the different fleets. The Community should use its influence with a view to ensure that all contracting parties enforce effectively the conservation and management measures of fishing resources agreed in that forum.

Finally, new legislation would make monitoring of third-country vessels more efficient but it cannot resolve the deficit in inspections carried out by Member States. It has been brought to the attention of the Commission that the control means available in the Member States (aircraft, surveillance vessels and manpower) will not be sufficient to achieve the same level of control as that carried out by Norway in the area North of 62°N. In the framework of the financial participation of the Community toward the expenditure incurred by the Member States on control of the C.F.P.⁷, the Commission will continue to encourage Member States to make sufficient means of control and manpower available to the competent authorities.

CONCLUSION

In the context of the Fishery Agreement between the Community and Norway, the principle of reciprocity should extend to enforcement of the measures applicable to both fleets. Taking into account the current imbalance in this area, the Community needs to increase the level of enforcement applied to Norwegian vessels fishing in Community waters. This aim can be achieved within the current legal framework.

It falls to the Member States (Sweden, Denmark, Germany, Netherlands, United Kingdom and Ireland) to take the appropriate measures ensuring that, within their territory and maritime waters subject to their sovereignty or jurisdiction, the number of inspections of third-country vessels is increased and the appropriate sanctions laid down in Article 31 of the Regulation (EC) N° 2847/93 against the natural or legal persons responsible for the infringement are effectively inflicted. This may imply a reinforcement of the means at the disposal of the control authorities to enable them to achieve such increase in the number of inspections. The Commission ensure that, where appropriate, licences and special fishing permits are repealed in respect of vessels not abiding by the rules.

⁷ Decision of the Council 95/527/CE
O.J. N° L 301 of 14.12.95, p. 30

ANNEX I A

**1995
Monitoring of Third Country vessels.
Inspections at sea and ashore**

1995. Inspecting MS ICES div.	Fishing Vessels flying the Flag of:															
	Norway		Faroe Islands		Lithuania		Latvia		Estonia		Poland		Green- land		Total ICES/country	
SWEDEN IIIa,b,d.	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land
Inspections	0	0	0	0	9	2	11	2	9	2	13	1	0	0	42	7
Infringmnt. Detected*	0	0	0	0	1h,z	2z	1h,z	1a,1z	0	2z	0	1z	0	0	2	7
Penalties.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total infringements.	0	0	0	0	1	2	1	2	0	2	0	1	0	0	2	7
DENMARK. IIIa,b,c,d. IVb.																
Inspections	2	1	0	0	0	0	0	0	2	0	0	0	0	0	4	1
Infringts detected*.	0	1a	0	0	0	0	0	0	1d	0	0	0	0	0	1	1
Penalties.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total infringements.	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	1
NETHERLANDS IVb,c																
Inspections.	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Infringts detected*.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Penalties.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total infringements.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
UK. IVa,b;VIa,b;Vb1;VII																
Inspections.	264	146	10	0	0	0	0	0	0	0	0	0	0	0	274	146
Infringts detected*.	1a,c	0	1a	0	0	0	0	0	0	0	0	0	0	0	2	0
Penalties ¹ .	1		1	0	0	0	0	0	0	0	0	0	0	0	2	0
Total infringements.	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0

*Infringements detected: a=infractions on logbook or landing declarations. e=bycatches. i=too high engine power.
 b=illegal gear. f=landing prohibited species. j=marking regulation.
 c=undersized fish. g=illegal catch on directed fishery. k=mark/identif.ofvessel.
 d=fishing in closed area. h=fishing without license. z=infringt taken to court.

¹Sanctions applied: 1 Norwegian vessel £5,000 and £1,000 plus costs of £1,000 interpreter's fee of £300.
 1 Faeroe vessel £16,500 (including £13,500 value of gear and £200 value of fish).

1995

**Monitoring of Third Country vessels.
Inspections at sea and ashore.
(Continued)**

1995. Inspecting MS ICES div. COPACE.	Fishing Vessels flying the Flag of:															
	Norway		Faroe Islands		Lithuania		Latvia		Estonia		Poland		Green-land		Total ICES/country	
SPAIN. IXa,b.copace34.	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land
Inspections	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Infringts.Detected*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Penalties.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total infringements.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORTUGAL¹.																
Inspections	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Infringts detected*.	0	2c	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Penalties.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total infringements.	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
FRANCE.²	No activity of third country vessels. (Areas: IVc; VIIId,e,h; VIIIa,b,c,d)															
FINLAND.	No activity of third country vessels (Area IIId)															
ITALY.	No activity of third country vessels (Mediterranean)															
IRELAND. VIa,b;VIIb,c,k,j,g,a.																
Inspections	1	2	0	10	0	0	0	0	0	0	0	0	1	0	1	13
Infringts detected*.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Penalties.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total infringements.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*Infringements detected : a=infractions on logbook or landing declarations. e=bycatches. i=too high engine power.
 b=illegal gear. f=landing prohibited species. j=marking regulation.
 c=undersized fish. g=illegal catch on directed fishery. k=mark/identif.of vessel.
 d=fishing in closed area. h=fishing without license. z=infringt taken to court.

¹ In 1995 a total of 493 vessels (including merchant vessels) were inspected by Portuguese Customs, Navy and Air Surveillance Patrol : 19 infringements were detected but all of them still in the first step of administrative procedure.

² In 1995, 9 landings were made in French ports (origin of fish : Poland, China and Faroes I.) 8 landings (origin Poland & China), total of: these landings : 4733 T of mince and fillets of Alaska Pollock for transformation, 1 landing (origin Faroes I.) total 69 T of Hoplostete and Ling for direct sales and transformation. All these landings were systematically controlled by French Authorities and Sanitary Services.

1995
Monitoring of Third Country vessels.
Inspections at sea and ashore.
(Continued)

1995. Inspecting MS ICES div. COPACE.	Fishing Vessels flying the Flag of:																			Total Ices/country	
	Belize		Caiman. Islands		Honduras		Malta		Morocco		Panama		Russia		Sierra Leone		Venezuela				
SPAIN. IX., COP34, Mediterranean	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	
Inspections	1	1	0	0	2	1	0	0	11	2	0	12	0	0	0	2	0	2	14	20	
Infrings.Detected*	0	0	0	0	0	1y	0	0	4b,h 1s	2c	0	3y 6s	0	0	0	1s	0	2y	6	15	
Penalties (see below) ³	0	0	0	0	0	#	0	0	#	0	0	#	0	0	0	0	0	#	0	#	
Total infringements.	0	0	0	0	1	1	0	0	5	2	0	9	0	0	0	1	0	2	6	15	

*Infringements detected : a=infractions on logbook or landing declarations. e=bycatches. i=too high engine power.
b=illegal gear. f=landing prohibited species. j=marking regulation.
c=no prior notice 72H for arrival in port. g=illegal catch on directed fishery. k=mark/identif.of vessel

³ **Infringements**

<i>Vessel's name</i>	<i>Nationality</i>	<i>Infringement type</i>	<i>Amount of penalties</i>	<i>Dates</i>
Kamalane	Morocco	Fishing without license	500.000 PST (3138 ECU)	18-01-1995
Khalid	Morocco	Prohibited gear, fishing without license.	1.000.000 PST (6276 ECU)	03-02-1995
Thunnus	Honduras	No prior notice 72h in advance for arrival in port.	1.000.000 PST(6276 ECU)	20-02-1995
Espardate	Panama	No prior notice 72h in advance for arrival in port.	1.000.000 PST (6276 ECU)	20-02-1995
Lucky 1	Panama	No prior notice 72h in advance for arrival in port.	500.000 PST (3138 ECU)	28-08-1995
Lucky 3	Panama	No prior notice 72h in advance for arrival in port.	500.000 PST (3138 ECU)	28-08-1995
Bacanova	Venezuela	No prior notice 72h in advance for arrival in port.	150.000 PST (940 ECU)	10-07-1995
Pescagel	Venezuela	No prior notice 72h in advance for arrival in port.	150.000 PST (940 ECU)	10-07-1995
Pict	Caiman Isles	gear not stowed away from the fishing deck.	4.000.000 PST (25100 ECU)	26-12-1995

1995
Monitoring of Third Country vessels.
Inspections at sea and ashore.
(Continued)

1995. Inspecting MS ICES div. COPACE.	Fishing Vessels flying the Flag of:																		Total Ices/country			
	Belize		Caiman. Islands		Honduras		Malta		Morocco		Panama		Russia		Sierra Leone		Venezuela					
IRELAND.	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land	sea	land		
Inspections	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Infringts.Detected*	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Penalties (see below)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total infringements.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PORTUGAL¹.																						
UK. Via																						
Inspections	1	2	0	10	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	3	12
Infringts detected*.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Penalties ² .	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total infringements.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

*Infringements detected :
a=infractions on logbook or landing declarations. e=bycatches. i=too high engine power.
b=illegal gear. f=landing prohibited species. j=marking regulation.
c=no prior notice 72H for arrival in port. g=illegal catch on directed fishery. k=mark/identif.of vessel

¹ Infringements detected in port by Portuguese Customs:
5 vessels from Russia: no prior notice 72H for arrival in port.
1 vessel from Honduras: no prior notice 72H for arrival in port.
1 vessel from panama: no prior notice 72H for arrival in port.

² 1 Russian vessel (illegal entry in UK limits) £7,500

1 Russian vessel (illegal entry in UK limits) £15,000 (including £9,000 value of fish).

ANNEX I B

Summary 1993-1995.

**Monitoring of third country vessels.
Inspections ashore and at sea.**

MEMBER STATES	1993				1994				1995			
	Inspections			Total Infringements	Inspections			Total Infringements	Inspections			Total Infringements
	ashore	at sea	total		ashore	at sea	total		ashore	at sea	total	
Denmark	0	5	5	4	0	10	10	2	0	3	3	1
Germany	0	7	7	1	0	0	0	0	1	0	1	0
Netherland	10	3	13	9	8	2	10	5	3	0	3	1
France	0	7	7	0	0	63 ¹	63 ¹	14	0	39 ¹	39 ¹	32
UK	111	343	454	3	166	345	511	4	146	267	413	11
Portugal	no data	14	14	3	496 ²	41	537 ²	14	437 ²	52	489 ²	21
Ireland	0	1	1	0	13	3	16	0	19	1	20	0
Spain	8	5	13	1	16	23	39	8	19	24	43	12
Sweden	Sweden joined the EU in 1995								7	42	49	9
Greece	No activity of third country vessels in Greek waters											
Italy	No activity of third country vessels in Italian waters											
Finland	No activity of third country vessels in Finnish waters											

¹ Total of vessels inspected in the waters of French Guyana

² Total of vessels inspected by Portuguese customs including merchant vessels

**ANNEX II
Norway**

**Monitoring of Community fishing vessels in Norwegian EEZ by Norwegian Coast Guard during 1995.
Inspections at sea.**

Nationality.	Inspections.	Oral warnings given.	Written warnings issued.	Vessels seized.	Vessels expelled.
German.	83	2	3	1	0
Spanish.	32	4	8	0	0
French.	77	1	3	0	0
British.	353	11	40	10	9
Irish.	6	0	1	1	0
Portuguese.	9	0	0	1	0
Danish.	286	7	25	1	4
Dutch.	5	0	0	0	0
Swedish.	43	1	7	1	1
Belgian.	5	0	3	0	0
TOTAL.	899	26	90	15	13

Monitoring of Community vessels in Norwegian EEZ (Norwegian Coast Guard) 1995.

Fines and penalties (1995).

Germany : one vessel was fined NKR 40 000 fine and NKR 1 200 000 confiscation. (Total: 150668 ECU).

UK : one vessel was fined NKR 25 000 fine and NKR 75 000 confiscation. (Total: 12150 ECU).
 : " " " " " 80 000 " " 200 000 " (Total: 34021 ECU).
 : " " " " " 80 000 " " 160 000 " (Total: 24160 ECU).
 : " " " " " 40 000 " " 25 000 " (Total: 7898 ECU).
 : " " " " " 10 000 " " 60 000 " (Total: 8505 ECU).
 : " " " " " 10 000 " " 80 000 " (Total: 10935 ECU).
 : " " " " " 40 000 " " 250 000 " (Total: 35237 ECU).

Ireland : one vessel was fined NKR 25 000 fine and NKR 75 000 confiscation.(Total: 12150 ECU).

Portugal : one vessel was fined NKR 40 000 fine and NKR 450 000 confiscation.(Total: 59538 ECU).

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