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REPORT FROM THE COMMISSION

**Monitoring the Common
Fisheries Policy
1995**

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I. INTRODUCTION

This report is made in response to a formal obligation (Article 35 of Council Regulation (EEC) No 2847/93) and to an overriding need for transparency. It is the second exercise of its kind, and surveys monitoring activities in 1995.

The present report supplements the Report on Monitoring the Common Fisheries Policy (doc(96) 100 final of 18.03.1996) (hereinafter referred to as the first report) which did not include Finland and Sweden which acceded to the European Union in 1995. Therefore, the present report provides comprehensive reports on the monitoring system in those Member States together with an evaluation by the Commission. The present report also updates and consolidates the first report.

In 1995, the Council adopted a new five-year programme extending the granting of a financial contribution from the Community for certain expenditure incurred by Member States for monitoring the Common Fisheries Policy. In addition to funding of means of inspection (surveillance vessels, aircraft) this programme provides for funding of actions such as use of new technology, joint inspection between Member States as well as training and exchange of inspectors (chapters III and IV).

As in the first report and for the same reasons, fisheries monitoring in third country waters and in the NAFO framework is not covered.

II. MONITORING RESOURCES AND THEIR DEPLOYMENT

1. MONITORING RESOURCES

The resources available in the Member States are summarized in **Table 1**. These resources should allow the authorities concerned to meet the need for monitoring and surveillance of fishing activities in the geographical area for which they are competent. Several Member States have few specialised equipment to meet their monitoring obligations, despite the availability of Community financing to upgrade their means of control. In addition to the resources available, the organization of the system of inspection (effort, catches, structure, markets, imports) together with an adequate surveillance strategy constitute the fundamental elements of an effective fisheries control system. The organisation of monitoring, control and surveillance differs considerably from one Member State to another. In most Member States several government departments which also have tasks not related to fisheries, are involved in fisheries control. A broad range of types of organisation can be observed in this respect. The involvement of different authorities such as fisheries control, coast guard, customs, police and veterinarian inspection may result in inefficiencies and ineffective control activities. It appears to the Commission that when a broad range of organizations are involved it is much more difficult to achieve an integrated approach to fisheries monitoring.

2. MONITORING ACTIVITIES

Most Member States have compiled statistics on their activities. **Table 2** shows the number of port inspections and the number of inspections offshore, compared with the total size of the vessels in the fleet. This table shows that there are differences in the level of inspection between the various Member States. One reason for the differences can be attributed to the variance in definitions of what is considered as an inspection. This may range from a simple sighting to a detailed verification of compliance with all relevant rules. Any comparison of number should, therefore, be interpreted with some care.

An essential aspect of the monitoring of fisheries is cooperation between Member States. Fishermen, in pursuing transboundary stocks operate under the jurisdiction of several Member States and may land fish in another Member State which could allow them to profit from any weaknesses in the inspection systems of different Member States.

Member States have stressed the need for more and better coordination and cooperation between them. Where appropriate, the Commission will provide the platform for such enhanced cooperation. An example of successful cooperation is the monitoring of the driftnet fishery. However, this exercise showed the need for further improved cooperation in order to reduce the costs of such actions. A full account of this operation is given in the *Report on the enforcement of community legislation concerning the use of driftnets in 1995 in the North East Atlantic and the Mediterranean* (doc. SEC(95) 2259 final of 14.12.95).

3. ASSESSMENT

In its first report, the Commission provided an assesment concerning the monitoring of the different components of the Common Fisheries Policy. In addition, the *Report on the application of the Community system for fisheries and aquaculture* (doc. COM(96) 363 final of 22.07.1996) describes the main conclusions concerning the implementation of the control system applicable to the Common Fisheries Policy. At this stage it is appropriate to note the shortcomings described in the above reports as well as delays in the implementation of the new control provisions.

The Commission has drawn up its findings on the basis of the information provided by the Member States as well as its own observations. Indeed, by deploying its fishery inspectors the Commission is continuously validating its assessment concerning the monitoring the Common Fisheries Policy (**Table 3**). Over the past few years, the Commission inspectorate became engaged in some atypical duties in international waters (NAFO, Tuna compaign). As these duties impede on its capacity to verify the operation of monitoring systems in the Member States, the scope of these engagements should be reconsidered. Indeed, whereas control is first and foremost the responsibility of the Member States, they should assume fully this responsibility in particular by monitoring their vessels, as well as, where appropriate, none flag vessels, operating in international waters.

Obviously, the current imbalance between fleet capacity and the available living marine resources places a great burden on the authorities responsible for fisheries monitoring. Too many vessels are competing for few resources which creates a clear incentive for individual fishermen to disregard rules limiting the exploitation of resources. As long as most fishing vessels disregarded the rules, none of them will gain but on the contrary, the conservation of fish stocks will be undermined for everyone.

III. Modern Technologies

1. SATELLITE MONITORING

In 1995, each Member State carried out a pilot project for satellite monitoring, involving up to 350 vessels throughout the Community. The pilot projects were funded with ECU 10 million from the Community budget. They have been extended a further six months, to the end of the year 1995, in order to accommodate for those Member States who could not meet the operational starting date (1 October 1994).

The Commission has adopted a Report on the pilot projects and a Proposal for a Council Regulation on the application of a satellite-based vessel monitoring system (VMS) for the control of the Common Fisheries Policy (doc. COM(96) 232 final of 28.05.96).

2. CATCH REPORTING BY COMPUTER TRANSMISSION

Regulation 2847/93, and in particular Article 15 and 18 thereof, requires Member States to notify the Commission of several sets of catch data by computer transmission as from 1996.

The Commission has proposed that Member States transmit the relevant data through the Fisheries Data Exchange System (FIDES). The feasibility study for the implementation of FIDES was conducted in 1994. FIDES is designed as a standard transmission system for all data related to fisheries, in particular for the data flows covered by a regulatory requirement.

During 1995, a FIDES validation project was set up, including the catch reporting data flow. The network infrastructure has been installed in a number of Member States. The validation project is extended into 1996. Catch reporting by computer transmission to the Commission is expected to commence on an operational basis after completion of the validation project.

IV. COMMUNITY FINANCIAL CONTRIBUTION

The total cost of control in the Community is estimated at 300 MECU per annum. Roughly two thirds relate to operating costs and one third to investments. In 1995, Member States have received a financial contribution towards certain control expenditure. This support was organized pursuant to *Council Decision 89/631/EEC on a Community financial contribution towards expenditure incurred by Member States for the purpose of ensuring compliance with the Community system for the conservation and management of fishery resources*. The amount of eligible expenditure for 1995 was 45 MECU, of which 2 MECU was allocated for Finland and Sweden. The participation rate was fixed at 50%.

The financial and budgetary aspects concerning the year 1995 are covered in the *Report on the Community's financial contribution towards expenditure incurred by Member States for the purpose of ensuring compliance with the Common Fisheries Policy* (doc. COM(95) 243 final of 9.06.95). This report contains a section on the application of Decision 89/631/EEC. The section in question gives a factual report and a summary. The latter concludes that the Community's financial contribution has made major improvements in equipment possible, but that this has not been sufficient to significantly reduce the scale of non-compliance.

Future annual reports on monitoring the CFP will discuss the financial and budgetary aspects in more detail. Indeed, as from 1996, the financial support is made on the basis of *Council Decision 95/527/EC on a Community financial contribution towards certain expenditure incurred by the Member States implementing the monitoring and control systems applicable to the Common Fisheries Policy* and is extended to all areas covered by the new control regime. Pursuant to Article 4.2 of Decision 95/527/EC, Member States will have to report on progress achieved with regard to their control programme. That report should form a special section in their annual report and as such will constitute an input to the Commission report.

The proportion of the expenditure incurred for fisheries control should be related to losses caused by fraud. A rather conservative estimate of such losses is in the order of 10% of the value of the landings, which would amount to between 7.000 to 8.000 MECU per annum.

V. CONCLUSIONS

The adoption of an effective monitoring system, at all levels of responsibility, is a *conditio sine qua non* for the successful implementation of the CFP.

Effective integrated control of the CFP will ensure harmonized and equitable implementation in the provisions of the CFP. The further reduction of fleet capacity and the wider introduction of fishing effort limitations as well as the introduction of modern technologies for control purposes would ensure that inspection is as economical as possible. Against this background, the Commission notes the conclusions of the first report which remain valid.

Cooperation between Member States needs to be developed in the following areas:

- closer cooperation between Member States in order to ensure greater transparency of inspection practices and effective and uniform application of Community rules;
- the improvement of mutual understanding of fisheries enforcement in each Member State;
- the intensification of operational cooperation among the coastal Member State, the flag Member State, and, where appropriate, the Member State of landing, transit and marketing of fisheries products, in the inspection and monitoring of fishing activity and related activities;
- the promotion by Member States of better communication and improved understanding among the national control authorities, the scientific community and the fishing industries;
- the strengthening of coordination and cooperation among Member States in the application of research and new technologies in the domain of control.

Against this background, the Commission will support any initiatives enhancing cooperation taken by Member States including by the financing, on a priority basis, of projects in accordance with Council Decision 95/527/EC. Furthermore, the Commission will examine as soon as possible whether the current control provisions need to be reinforced and, where appropriate, it will propose amendments.

ANNEX I

MEMBER STATE PROFILES

This annex contains a report concerning inspection and monitoring of fishing activities of each Member State, as well as an evaluation by the Commission on Finland and Sweden, which joined the European Union in 1995. This evaluation has been notified to these Member States whose comments have been incorporated. The country profiles are based on the control reports transmitted by the Member States. These profiles consolidate those presented in the first report.

BELGIUM

The report covers the main inspection activities of the national control service in 1995.

No new administrative measures have been adopted since the 1994 Report - no changes in legislation or penalties imposed.

A. ORGANISATION :

No changes compared to 1994

B. RESOURCES :

- Staff level reduced (one controller less)
- Inspection vessel - minesweeper not deployed in the second half of 1995
- Aircraft 40 hours per annum

C. ACTIVITIES :

1995. Total number of inspections : 106 (1994 : 208)

Location of inspections :

- | | |
|---------------------|----|
| - Zeebrugge : | 45 |
| - Ostende : | 42 |
| - Nieuwpoort : | 12 |
| - Other locations : | 7 |

The reduction in 1995 is attributed to two main reasons :

- One controller left the service
- Resources were redeployed on the pilot project for satellites

Level of Coverage of Landings : 20 % of landings according to the national authorities (30 % in 1994)

Verification of Landings : 75 % of landings (same as 1994).

Logbook Returns : 95 %

Specific national measures enforced :

- restrictions placed on the exploitation of sole stocks - 34 % of quota reserved for vessels less than 300 h.p.
- minimum size of plaice increase to 27 cm
- minimum size of cod (landed) to 45 cm during the months of November-December
- 12 fish stops issued
- 20 fish swaps effected
- during inspections particular attention paid to undersized fish and minimum mesh sizes.
- transport of fish checked through the investigative office of the Customs and Excise Administration

Technical monitoring - structural policy - markets

Although details on the organisation of the services involved in these types of control are included in the 1995 report, there is no information on the precise number/location or results of any checks in 1995.

Results of inspection activities

Number of vessels inspected at sea :	1995	1994
	87	68

Nationality : Belgian (54, Dutch : 19, French : 12)

Number of infringements : 2 (prohibited gear/closed area)

Infringements in Port : 36 (34 logbook offences, 2 undersized fish)

Infringements detected from Aerial Surveillance : 3 French vessels

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DENMARK

A ORGANISATION

As of 1 January 1995, the Fisheries Directorate has been formally part of the Ministry of Agriculture and Fisheries.

The Fisheries Directorate's responsibilities include supervision of the fishing industry with regard to EU rules on the fisheries sector and national rules under national fisheries legislation including the law on saltwater fishing, the control law, the law on freshwater fishing and the law on fish processing, together with inspection duties in consultation with the Veterinary Directorate and the Structures Directorate. The Fisheries Directorate also undertakes all computer work relating to the fisheries sector, with particular emphasis on the production of statistics.

The Fisheries Directorate consists of the following: a central division with three units (administrative unit, fisheries unit and data unit), six inspectorates (Esbjerg, Nykøbing Mors, Frøderikshavn, Randers, Fredericia and Roskilde) with the respective local inspection stations and five fisheries inspection vessels (Vestkysten, Nordsøen, Nordjylland, Jens Væver (up to 31 May), Havørnen (from 1 May) and Viben).

B RESOURCES

- The administrative staff of the Fisheries Directorate has been increased. The number of inspectors has remained at 143 persons. The inspectorate is distributed in six main areas and each area has local offices where inspectors are located.
 - The number of patrol vessels remains at 5. Aircraft is not used.
 - Computerisation.
- All local offices are equipped with computers and are linked to the central mainframe in the Ministry. The data bases contain details derived from logbooks, landing declarations, sales notes, vessels and fishing licences.

C ACTIVITIES

<i>Table 1. Inspection activities by port and type of inspection</i>			
<i>Inspectors based in</i>	<i>N° of Inspectors</i>	<i>N° of vessels inspected</i>	<i>N° of buyers inspected</i>
Esbjerg	21	2.074	483
Fredericia	19	412	127
Frederikshavn	29	1.406	1.345
Nykøbing Mors	25	943	754
Randers	18	145	595
Roskilde	31	1.096	480
TOTAL	143	6.076	3.784

<i>Table 2. Inspection days at sea by patrol vessel, per ICES Area</i>							
<i>Name of vessel</i>	<i>IV A</i>	<i>IV b</i>	<i>III AN</i>	<i>III AS</i>	<i>III B</i>	<i>III C</i>	<i>III D</i>
Havørnen				2	15	7	72
Jens Væver					1		40
Nordsøen	1	166	2	1			
Nordjylland	1	9	43	27	2	4	12
Vestkysten	8	108	110	44		1	
Viben		5	1	24	59	59	21
TOTAL	10	288	156	98	77	71	145

Table 3. Number of boarding by ICES Area by patrol vessel

<i>Name of vessel</i>	<i>IV A</i>	<i>IV b</i>	<i>III AN</i>	<i>III AS</i>	<i>III B</i>	<i>III C</i>	<i>III D</i>
Havørnen				2	6	6	64
Jens Væver							44
Nordsøen		185	5				
Nordjylland		3	18	11		3	17
Vestkysten		70	99	12		3	
Viben		6		18	2	33	2
TOTAL		264	122	43	8	45	127

GERMANY

A. RESOURCES:

Same number of inspectors.

Same number of control vessels.

Various inshore patrol vessels under the control of the customs/police services are being deployed in a more systematic manner for fisheries control. This is being done on a trial basis but it is thought that it will be put on a more permanent footing in the future. The current offshore patrol vessels are outdated and not adjusted to their tasks.

B. ACTIVITIES:

PORT INSPECTIONS 1995 - 9.155

<u>Lander</u>	<u>N° of port checks</u>
Lower Saxony	537
Sch.-Holstein (Baltic)	1.818
North Sea	4.101
Mechlenburg-W.Pomerania	2.699

50% of landings from freezer trawlers are checked.

INSPECTION AT SEA - 1995:

<u>N° of patrol days by area</u>		<u>N° of inspections at sea by area</u>	
1.240	ICES III	3.473	ICES III
1.310	ICES IV	1.406	ICES IV
10	ICES V		
20	ICES VI		
2	ICES XII		
26	ICES XIV		
TOTAL	2.608	TOTAL	4.879

% of landings checked in port and auction centres:

- 30% with auction centres being the location for most checks.

% of landings cross checked:

- National average 95%
- Highest in Lower Saxony 100%

C. NEW ELEMENTS:

Catch Monitoring in Baltic:

To counteract attempts to misdeclare Baltic cod as North Sea cod, the German authorities have entered into an agreement with Denmark, , whereby German inspection vessels are allowed to carry out visual inspections on German vessels in Danish waters.

Checks on engine power of flatfish trawlers:

This has been intensified and personnel from the Germanischer Lloyd is completing a review of the engine power of beam trawlers.

A review of the operation of monitoring in the markets sector is included. It concludes that the system is well policed and that reference prices are almost completed complied with.

GREECE

A. ORGANISATION

The report identifies the national authorities associated with fisheries control. The new element is the rôle of the Ministry of Trade which is responsible for controls on products en route to first sale at locations other than that of landing. The fisheries Section of the Ministry of Agriculture retains its coordinating rôle.

B. RESOURCES

1. Human

The report identifies staff levels as follows :

- 150 fisheries officials plus two computer operators oversee the coordination of the application of Common Fisheries Policy rules - these are part of the Ministry of Agriculture;
- 4236 port officials of the Ministry of the Merchant Marine and 172 port authorities (coastguard) are associated with the monitoring of fishing activities up to the point of landing.
- port staff (180) which operate in 10 ports - these are responsible for checks on the commercial characteristics of fish and for the first sale trade on the quays of the ports.

2. Vessels/Aircraft/Vehicles

141 patrol boats

4 Aircraft

289 patrol vehicles

Computer equipment : no changes

C. ACTIVITIES

A total of 448 control/inspections were conducted. The results are shown below :

Logbook offences/Landing declaration offences :		5
Illegal gear :		96
Illegal fishing	- prohibited area	164
	- excess tonnage/engine power	10
Illegal catches	- directed fishery	10
	- by catch violation	5
	- undersize fish	16
Fishing without licence		
Nationality of vessels :	- Greek	87
	- Italian	2
	- Honduran	1
Use of explosives :		1
Other infringements :		10

SPAIN

The 1995 report submitted by Spain contains information on inspection services, infringements recorded and inspections conducted. In addition there is information on special measures adopted during 1995 to deal with special provisions of Community fisheries legislation.

A. ORGANISATION

No modifications have been made with respect to the division of competence between the different services responsible for inspection/control in Spain.

B. RESOURCES

1. Human

The inspection team located in Madrid has retained the same staff level as in 1994.

Some changes in staff number have occurred in the Autonomous regions e.g. Andalucia an increase from 25 to 40, while in Catalonia the number has decreased from 18 to 10.

2. Vessels/Aircraft

The number of vessels used by the Navy in inspection/patrol duties has increased from 31-37.

3. Information System

The inspection service based in Madrid maintains a data base (ADABAS). The data base contains information on: inspections, infringements, sightings, detention. The data base also records information on the inspection activities of the Navy.

C. ACTIVITIES

In general inspection and control activities are centred on:

- Sea inspections - checks on vessel documents, gear catch, sizes, etc.
- Aerial surveillance - surveillance on protected areas, support for Navy vessels.
- Inspections in port - checks on vessel documents and landings.

1. Inspections at sea:

<i>ZONE</i>	<i>NATIONALITY OF VESSEL</i>				
	<i>Spanish</i>	<i>British</i>	<i>Portuguese</i>	<i>French</i>	<i>Moroccan</i>
VIII	1.890	-	-	-	-
IX	3.301	9	13	1	1
COPACE/ CECAF	130	-	1	2	2
NAFO	6	-	-	-	-
Mediterranean	5.797	-	1	1	3
<i>TOTAL</i>	<i>11.124</i>	<i>9</i>	<i>15</i>	<i>4</i>	<i>6</i>

Number of vessels with an apparent infringement by Nationality of vessel:

<i>ZONE</i>	<i>NATIONALITY OF VESSEL</i>				
	<i>Spanish</i>	<i>British</i>	<i>Portuguese</i>	<i>French</i>	<i>Moroccan</i>
VIII, IX COPACE/ CECAF/NAFO	2.921	-	12	1	1
Mediterranean	1.885	-	1	-	2
<i>TOTAL</i>	<i>4.806</i>	<i>-</i>	<i>13</i>	<i>1</i>	<i>3</i>

Type of infringement (most common):

Atlantic region:

Logbook	203
Unauthorised gear	461
Fishing in closed area	1.038
Illegal catches	98

Mediterranean:

Logbook	154
Unauthorised gear	105
Fishing in closed area	695
Illegal catches	15

2. Results of inspections in Port - Atlantic Zone

<i>Type of infringements</i>	<i>Nationality of the Vessel</i>					
	<i>Spanish</i>	<i>British</i>	<i>Portuguese</i>	<i>Italian</i>	<i>French</i>	<i>Panamian</i>
Logbook/ Landing declarations	40	6	5	-	1	4
Prohibited gear	59	1	-	-	-	-
Fishing in unauthorised areas	57	-	-	-	-	-
Undersized fish	123	-	-	2	-	-
Illegal catch on board	53	-	-	-	-	-
Total	332	7	5	2	1	4

Mediterranean Zone

<i>Type of infringements</i>	<i>Nationality of the Vessel</i>	
	<i>Spanish</i>	<i>Italian</i>
Logbook/ Landing declarations	19	-
Prohibited gear	26	1
Undersized fish	49	-
Illegal catch on board	27	-
Total	121	1

3. Control of Structural Measures:

During 1995 the Spanish authorities monitored the implementation of structural measures using the resources reported in the 1994 Report. Following inspections and controls, the relevant national authorities issued 160 sanctioning procedures mainly related to technical characteristics of vessels e.g. tonnage, engine power, registration number.

4. New Measures Adopted:

The Spanish authorities have adopted Royal Decree N° 1998/1995 of 17 December 1995 to control the first sale of fisheries products. Responsibility for implementing the law lies with the regional authorities. The law also makes the sale of fresh fish in fish auctions obligatory. Frozen fish may be sold in fish auctions or other duly authorised establishments.

FRANCE

The 1995 Report submitted by France contains some new elements and in particular more detailed information on staff levels, the collection of data and the extent of controls in the processing-commercial sectors of the industry.

In general there have been no radical changes to the ways or the means employed in France. The level of fines remains unchanged. One new legislative measure has been adopted in 1995 (decree 95-411 of 19.04.95).

A. ORGANISATION

No new elements

B. RESOURCES

1. Human

Permanent/temporary staff engaged in control tasks in 1995 amounted to 532. The operational staff involved in research and control at the end of 1995 amounted to 791. The control service is being reorganised following the adoption of national legislation of 26 February 1996 which envisages the creation of two new control corps - inspectors (des affaires maritimes) 85, and controllers (des affaires maritimes (formerly the administrative branch) 275.

2. Vessels and aircraft (Affaires maritimes service)

Vessels

- 8 vedettes for surveillance within the French exclusive economic zone. These vessels measure up to 30 metres and have, crews of 9 per vessel. Seven vedettes are based in Atlantic ports and one in Marseille

- 5 vedettes of up to 17 metres which operate up to 30 miles from the coast with crews of 5 per vessel.
- 21 vedettes for inshore surveillance work, these vessels measure 8-12 metres and are crewed by 4 persons.
- 46 light craft-zodiacs

Naval Service

The Naval Service devotes some of its resources and time to act as a supplement to the activities of the Affaires Maritimes. In that context the following are deployed :

2 patrol vessels - STERNE and GREBE based in Brest conduct patrols up to the 200 mile limit (74 % of their time is devoted to this task)

5 aircraft for surveillance are used on a part time basis as are 7 vedettes and 4 patrol vessels from the gendarmerie maritime.

For the tuna fishery in 1995, two patrol vessels were deployed for a total of 98 days

National Gendarmerie

This service has 10 vedettes available in Channel ports and 11 in Atlantic ports

Custom service

12 vedettes available in Channel ports

12 vedettes available in Atlantic ports

Aerial support is also available to this service.

3. Information system

The regional statistical centres (Boulogne, Saint-Malo, Lorient and La Rochelle) are equipped with :

4 P.C. type 386 and 486

Liaison (on line links) between St-Malo is effected through x 25.

C. ACTIVITIES

1. Surveillance at sea

- Number of Inspection "Days"

Zones	Vessels deployed	Air surveillance	Sightings aircraft	Sightings vessels
VII	380 days	67		
VIII	1906 days	39	2 297	956
XII (Tuna)	98 days	1		
EZZ Guyane	250 days	4		
Total	2 634 days	111	2 297	956

- Number of Inspections at sea. By nationality of vessels by zones

Zones	Nationality				
	FR	SPAIN	BE	UK	OTHERS (South American)
VII	4 509	/	13	5	- /
VIII	3 766	980	61	10	/
Zone Guyane	/	/	/	/	39

- Number of vessels with apparent infringements. By Nationality

French	Spanish	Belgian	UK	South American
1 042	62	11	1	32

- Coastal Control Units (Unités Littorales des affaires maritimes) carried out a total of 11 376 controls. The bulk of these were at sea (see page 6 of Report)

- Third Country Landings 1995

Port : Boulogne sur Mer : 8 landings, total quantity : 4 733 tons

Concarneau : 1 landing, total quantity : 69 tons

2. Control of Technical Measures

Channel and Atlantic Areas	Fish size	Mesh size
Total number of controls	3 320	275
Total number of infringements	108	72

3. Control of Structural Measures

In the framework of the modernisation and restructuring of the fleet, controls are conducted in the first instance by the quartiers of the directorates of the departments of the Affaires Maritimes.

No details on the number/frequency of checks.

Tonnage of vessels is checked by the Custom Service.

4. Markets

Control in the markets sector are carried out on three levels :

- in the auction centres
- following withdrawal
- a posteriori during controls conducted by the Agence Centrale des Organismes on the activities of the FIOM (Fonds d'Intervention et d'Organisation des Marchés)

In general, market controls are conducted by the FIOM which monitors the application of the FEOGA Funds. These controls cover :

- product classification (grading)
- withdrawal prices
- eventual disposal of quantities withdrawn.

5. Cross checking of Sales data

Sales data from the auction centres is centralised by the FIOM which proceeds to verify and cross checks the identity of vessels with the fleet register. With respect to logbooks, these are collected in each quartier and an initial validation is made by the IFREMER staff.

Copies of logbooks are transmitted to the CCAM and to CRTS where further analysis on species, gear, location, of catch is made.

- Cross checks between landing declarations and market data are made by CRTS using sales data
- Vessels which are not obliged to submit logbooks and do not sell through auction centres are checked by the IFREMER staff using information from owner/customer. A sampling plan is being tested in Saint-Malo. Vessels (with logbooks) selling into auction centres are checked using sales data.

IRELAND

The 1995 report is broadly similar to that submitted with respect to 1994.

A. RESOURCES

The resources available for inspection remain the same while there has been a marginal increase in inspection activity:

<u>Inspection on land:</u>	<u>1995</u>	<u>1994</u>
	10.900	10.500
<u>Patrol days at sea:</u>	1.284	1.258
<u>Landings checked:</u>	40%	35%

B. SPECIAL MEASURES ADOPTED:

10 Fisheries managed through individual boat quotas.

Herring and mackerel landings "inspected" at a level of 100%.

Advance notice required before landing: monitoring programme designed accordingly.

Vessel under ten metres are "regularly monitored".

Almost 100% return rate for logbooks and landing declarations.

Nets are measured ashore twice during the year.

New technical measures:

minimum landing sizes for 2 stocks lobster and whelk adopted and the possibility to fix minimum size limits for spider-crab, crawfish and palemoid shrimp is being considered.

ITALY

The 1995 report submitted by the Italian authorities gives additional information on the legal basis for coordinating control services, provides details on the enforcement of driftnets rules and a general summary of the outcome of inspection activities.

The report gives no information on the application of technical measures applicable to the Mediterranean.

A. ORGANISATION

1. Legal Basis

- Law n° 963 of 14 July 1965, articles 20,21;
- Interministerial Decree of 25 February 1995;

2. Main enforcement authorities

- Corpo delle Capitanerie di Porto;
- Corpo della Guardia di Fianza;
- l'Arma dei Carabinieri - territorial sea only;
- la Polizia di Stato - " " "

3. Main difficulties in the application of the rules

- size of coastline (8.000 kms);
- number of vessels (16.000);
- number of landings places (850);
- the application of rules on commercialisation (prices, hygiene etc) falls outside the jurisdiction of the Direzione Generale della Pesca;
- an informatics system needed to coordinate information provided by the different control activities has not yet been finalised.

B. RESOURCES

Capitanerie di Porto : 7.000 personnel distributed in 47 local offices,
3.300 devoted to control on land,
1.970 involved in sea controls,
330 vessels available for control purposes.

C. ACTIVITIES 1995

1. Missions/Patrol at sea: 9.890
Controls/Inspections at sea: 12.410
Infringements detected: 1.638
(1.424 of which were administrative violations)
Quantity of fish seized (in kgs): 18.652
Number of nets etc: seized 376
2. Aerial Surveillance
 - Flight hours: 140
 - Number of missions: 32
3. Ashore based missions/patrols:
 - Number of missions/patrols: 7.725
 - Controls and inspections (total): 10.719
 - Controls on landings, distribution
and sales: 7.740
 - Controls on gear 2.979
 - Infringements detected: 816
(504 of which were administrative violations)
 - Quantity of fish seized (in kgs): 11.506
 - Number of nets etc: seized 171

Driftnet Fishery

Controls at sea:	450
Controls in port:	497
Administrative violations:	27
Administrative seizures:	24
Violations of fishing rules:	6
Seizures in fish:	2
Nets confiscated (by metre)	60.508

THE NETHERLANDS

The report provides extensive information on markets, structures informatics, fines and penalties.

A. ORGANISATION

No changes in the organisation of the control services in the Netherlands in 1995.

B. RESOURCES

1. Human

The inspectorate staff is composed of 56 inspectors (58 in 1994) which are assisted by personnel drawn from private agencies. The latter provided 28.750 hours of assistance in 1995 (37.500 in 1994).

2. Vessels/Aircraft

Vessels from the Customs Service and the Navy are used for control purposes at sea. No details on actual number but the same number as 1994 is thought to be in use.

Air support is provided by the Navy, Police Aviation Dept.

3. Computerisation

In 1995, the Covis and C-Day systems were replaced by VIRIS II (Fisheries Registration and Information System). The COBRA (registration of inspection/control and sanctions) system continued in operation.

C. ACTIVITIES

The Dutch authorities continue to report control activities in terms of control hours :

Port/Shore Inspection

1995 : 28.750 hours (1994 : 37.500)

Sea Inspection Activities

	Vessel Hours	Aircraft Hours
1995 :	1.846	398

The control authorities target specific sectors and locations e.g. beamtrawler fleet, deep freeze trawlers, plaice box.

Overall Inspection Activity

Actual Inspection Hours (Sea/Port/Air) : 73.937

Total landings into Netherlands (1995) :	32.508	inspected
Dutch vessels :	27.027	10,8 %
Foreign vessels :	5.481	10,9 %
Average inspection rate :		10,8 %

Inspections on Business associated with Fisheries :	7.364 inspections
	513 violations

Table : Summary of Activity (Sea + Air Inspection/Surveillance)

Flag of vessel	Type of inspection		Results
	Physical Inspection	Visual Inspection	Apparent Infringement
Netherlands	1.781	Not available	160
Belgium	46	79	10
Germany	7	18	8
Denmark	5	124	5
France	2	10	2
UK	1	87	1
Ireland	0	1	-

Main Categories of infringements detected at sea :

Prohibited gear : 50
 Closed area : 39
 Undersize fish : 51

Port Inspection

Infringements detected

Flag of vessel	Type of Infringements			
	Logbook	Gear	Identification of vessel	Others
Netherlands	135	4	11	34
Belgium	29			
Germany	10			
Denmark	9			
France	2			
Ireland	2			
UK	10	1		

Penalties imposed

The severity of the sanctions applied depends on a) the nature of the infringements and b) whether it is a second or third infringement. Generally, the catch is confiscated and a fine is imposed. Fishing vessels may be confiscated if it is a third infringement.

Markets/Structures

No apparent changes in either the organisation of controls in these sectors nor in the methodology used by the various services.

Cross checking of Catch data

Data from logbooks, declarations and sales notes are 100 % cross checked on the computer systems. Incomplete/inaccurate entries are returned and corrected versions are reentered.

PORTUGAL

The report is limited to updating specific aspects covered in the 1994 report. The 1995 report gives a more precise and comprehensive profile of the enforcement resources.

A. ORGANISATIONS:

Eight public authorities have jurisdiction for monitoring fishing activities with regard to conservation, measures and resource management:

- Inspection Service Department/Directorate-General for Fisheries (DSI);
- Maritime Authority (AMAR);
- Airforce (FA);
- Inspection Brigade of the Republican National Guard (GNR/BF);
- Inspectorate General for Economic Activities (IGAE);
- Directorate General for Customs (DGA);
- Directorate General for Ports, Shipping and Maritime Transport (DGPNTM);
- Market and Quality Services Department/Directorate General for Fisheries (DSMQ).

B. RESOURCES

1. Number of inspectors on land:

There were 376 fisheries inspectors with authority and jurisdiction in the sphere of monitoring fishing activities. These are drawn from the following services:

- Inspection Services Department/Direct. Gen. for Fisheries	12
- Market and Quality Services Department/Direct. Gen. for Fisheries	22
- Maritime Authority	85
- Airforce	8
- Inspection Brigade of the Republic National Guard	107
- Inspectorate General for Economic Activities	87
- Directorate General for Customs	39

2. Number of inspection vessels:

Ministry of Defense/Navy vessels carrying out fisheries inspection missions at sea by type of vessel are as follows:

- "J.Coutinho" class corvettes (FS)	6
- "B.Andrade" class corvettes (FS)	4
- "Cacine" class patrol boats (PB)	10
- "Albatroz" class fast launches (PBR)	5
- "Dragão" class fast launches (LFR)	5
- Other inspection vessels	41
TOTAL	71

However, besides fisheries inspection these vessels carry out other missions, and in particular naval and search-and-rescue operations.

3. Number of inspection aircraft:

Ministry of Defense/Airforce aircraft involved in aerial surveillance and inspection of fishing activities are as follows:

- CASA 100 Aviocar	3
- CASA 300 Aviocar	2

However, these aircraft also carry out missions, in particular those involving sea pollution and search-and-rescue operations.

4 Use of resources

- **The main fisheries enforcement activities is carried out by the inspectors from the Inspection Service in Lisbon:**

1995 Activity

<u>Region</u>	<u>N° of Inspections</u>	<u>Number of Inspectors : 12</u>
North	394	
Centre	410	
South	<u>253</u>	
	1.057	

- **Inspections carried out by Maritime Authority (AMAR) :**

1995 Activity

<u>Region</u>	<u>N° of Inspections</u>	<u>Personnel Involved</u>
North	2.204	20
Centre	3.060	28
South	2.340	17
Azores / Madeira	645	20

- **Inspections carried out by the Market/Quality Service (DSMQ):**

1995 Activity

<u>Region</u>	<u>N° of Inspections</u>	<u>Personnel Involved</u>
North	2.678	13
Centre	352	3
South	126	3
Azores/Madeira	60	3

- Inspections carried out by the Inspection Brigade (GNR / BF) :

1995 Activity

<u>Region</u>	<u>N° of Inspections</u>	<u>Personnel Involved</u>
North	1.792	30
Centre	2.090	35
South	2.368	25
Azores / Madeira	3.857	17

- Inspections carried out by the Inspectorate General for Economic Activities (IGAE) :

1995 Activity

<u>Region</u>	<u>N° of Inspections</u>	<u>Personnel Involved</u>
North	3.636	21
Centre	4.416	45
South	2.483	21

- Inspections carried out by the Directorate General for Customs (DGA) :

1995 Activity

<u>Region</u>	<u>N° of Inspections</u>	<u>Personnel Involved</u>
North	326	24
Centre	43	9
South	60	2
Azores / Madeira	8	4

- Inspections carried out by the Directorate General for Ports, Shipping and Maritime Transport (DGPNTM) :

1995 Activity

<u>Region</u>	<u>N° of Inspections</u>	<u>Personnel Involved</u> : 16
Mainland	6.514	
Azores / Madeira	287	

- Inspection days at sea:

<u>Area</u>	<u>All types of Patrol Vessels</u>
Mainland (ICES IX, a,b)	3.414
Madeira (CECAF)	446
Azores (ICES X)	533

- Aerial Surveillance:

AREA	FLYING HOURS	MISSIONS	SIGHTINGS	PRESUMED VIOLATIONS	PROCEEDINGS INITIATED IN RESPECT OF OFFENCES
Mainland (ICES IX,a,b)	612h00m	201	736	203	152
Madeira (CECAF)	304h35m	62	238	20	13
Azores (ICES X)	272h25m	55	97	6	5
TOTAL	1 189h00m	318	1.071	229	170

- *Verification of Landings:*

In 1995 approximately 80% of total fresh/chilled fish landings underwent physical inspections in Auctions, and 30-35% of those landings were inspected by one of the various inspection services.

Landings of vessels from NAFO: 100 percent inspection.

Landings of vessels operating in Moroccan waters: 25-30 percent inspection.

Landings of vessels with third country flag: 100 percent inspection.

- *Cross-checking of landing documents/Sales Notes:*

1. Deep sea fleets landings: all verified by cross-checks
2. Inshore crustacean fleet: 60 percent cross checks.
3. Fleet operating in Mainland waters: commenced

FINLAND

I. Inspection and monitoring of fishing activities

A. ORGANISATION

At the national level, responsibility for monitoring and enforcement lies with the department of Fisheries and Games which forms part of the Ministry of Agriculture and Forestry. Within the department, there is a commercial fisheries unit which also deals with control matters. The department is located in Helsinki.

At the district level, fisheries control is the responsibility of six locally based commercial fisheries units which are staffed with five to six full time officials. Additional staff is recruited to cover seasonal control tasks.

The actual fisheries control officers are not located in fishing ports or other landing places. Control officers are supported and assisted by a legal support service located in the department of Fisheries and Games.

In the Åland district which enjoys semi autonomous status, fisheries control is the responsibility of the provincial council which is aided by the Naval Coast Guard.

Locally based fisheries control units are equipped with cars, small inshore vessels and computer and data systems provided by the department of Fisheries and Games.

The second element of fisheries control in Finland is the Naval Coast Guard which falls under the jurisdiction of the Ministry of the Interior. The Naval Coast Guard has a number of security related tasks but is also associated with fisheries control the level of which varies depending on the district in question. The main contribution of this service is the inspection at sea of national and foreign fishing vessels.

Other specialised services associated with monitoring fishing activities include:

The Finnish Maritime Administration, which falls under the Ministry of Transport and Communications deals with a range of control duties in relation to vessel characteristics. More specifically, it conducts inspections to determine vessels seaworthiness, vessels measurement, engine power, safety standards, the training of crews and radio/communications on board. Safety and health on board vessels is the responsibility of the Ministry of Labour.

Inspections and control of hygiene standards is the responsibility of the veterinary and foodstuff department within the Ministry of Agriculture and Forestry. Municipal control authorities are also involved in these tasks.

The Custom and Excise Service is also associated with a limited number of control functions: it is the recipient of catch/landing reports from third country fishing vessels and transmits these to the local commercial fisheries unit. In general, the Custom and Excise Service is responsible for ensuring that catches landed and fish products comply with national regulations.

The national police force, which is under the Ministry of the Interior, offers official assistance including patrols in coastal waters.

B. RESOURCES:

1. Human:

The number of civilian personnel associated with control and enforcement is approximate 36 permanent officials assisted by 10-20 seasonal staff. In addition, an unspecified number of staff distributed throughout the services mentioned above is involved in some type of control activity.

The staff of the Naval Coast Guard consists of approximately 900 which are divided between three units of the service.

2. Vessel/Aircraft:

The Naval Coast Guard has 12 patrol vessels, 5 of which are suitable for all year round duties. The 27 Naval Guard stations located around the coast have 60 patrol boats. Aerial surveillance is provided by the Navy Guard and is carried out using 3 helicopters and 4 aircraft for monitoring maritime traffic.

No details are available on patrols conducted or aircraft time allocated to fisheries control.

3. Computer Software/Equipment:

The national authorities have concluded the upgrading of a range of systems which are now computer based. These include the fleet register, catch monitoring and control registers.

District registers are also maintained and these are administrated by local commercial fishing units.

Centrally maintained registers are not accessible to district units while district registers are accessible to the personnel of the department of Fisheries and Game.

C. ACTIVITIES:

The control authorities have extensive and comprehensive powers to ensure compliance with national Community rules and the implementation of the Baltic Sea Fisheries Commission recommendations.

Finnish control authorities are responsible for controlling fishing activities in ICES Areas 29-32, and includes monitoring activities of Finnish vessels authorised to fish in the waters of third countries (Baltic States in particular) which are subject to special rules e.g. submission of radio reports on location and catches.

Much of the available resources are devoted to the monitoring of catches and catch data received from both vessels over ten metres and of smaller lengths. The fishing season in the norther ports of the Gulf of Bothnia is curtailed by ice and during the winter fleets, whenever possible, material fleets fish in third country waters or in Swedish waters.

The information on inspection activities supplied by the Finnish authorities does not distinguish between port and sea inspections. On the basis of the information available the table below indicates the number of inspections carried out in three coastal regions.

TYPE OF INSPECTION	LOCATION			
	Gulf of Finland	Gulf of Bothnia	Archipelago	Total
Vessel Inspection	1	23	41	65
Measurement of Gear	-	60	-	60
Technical Characteristics of vessels	-	60	49	109
Location of FYKES nets (traps)*	3	30	61	94
Total	4	173	151	328

* Gear type in salmon fishery.

No precise details on the number of infringements have been supplied.

Controls with respect to Markets, Structures, Sales Notes, and the Transport of Fish. Catches are landed into a large number of landing places and fishing ports (+/- 400). The majority of catches go straight to the retail trade or sold directly, in port, to the consumer.

There are no auction centres or producers' organisations in Finland. Fish buyers are registered and the over land transport of fish is handled by the first buyer.

The operation of structural policy (fleet adjustment, vessel modernisation, etc) is monitored through initial, intermediary and final inspections. Physical inspections of vessels are recorded on video if the vessels are to be scrapped from the fleet.

No detailed information has been provided on control in markets, or the transport of fish.

Sales notes are submitted by the first buyer within 48 hours of landing.

Third country vessels (activities in Finnish zone):

In 1995 there were virtually no fishing activities by third country vessels in the Finnish zone and no such vessels landed catches into Finland.

Cooperation with other States:

The Finnish authorities reported good cooperation with both Sweden and Denmark in respect of Finnish vessels fishing in or landing in Swedish waters and ports and Swedish vessels landing into Finland or fishing in Finnish waters. However, information on landings were received late.

Quota management:

In 1995 quota management was successful except for the cod and certain salmon quotas which were overfished.

One of the problems faced by the Finnish authorities consists of the large number of vessels less than 10 m overall fishing for salmon which are required to complete a special logbook. This information is only collected on a monthly basis. Furthermore, details on catches of cod and salmon landed in other Member States were received late. However, these problems are being resolved at present.

STOCK	LOCATION OF FISHERY		
	Finland	Estonia	Latvia
<i>Salmon*</i>	142.524	2.401	6.896
<i>Quota percentage taken up</i>	113.3%	120.1%	172.4%
<i>Cod</i>	1.600	56	-
<i>Quota percentage taken up</i>	101.9%	112%	

* (excluding sub-division 32 of IBSFC, expressed by number of fish)

II. Evaluation

A. GENERAL

Fishing activities in Finland is confined to the Baltic Sea and takes place within its economic zone, in the waters of neighbouring Member States and those of third countries.

Finland has significant quotas allocated to it under the Common Fisheries Policy - herring (+/- 126.000 tons), salmon (+/- 210.000 tons), sprat (+/- 23.000 tons).

B. STRENGTHS AND WEAKNESSES

Resources

Two national authorities have the main responsibility for the control and management of fisheries resources: the Department of Game and the Coast Guard Service. Both services have created specialised units dealing with fisheries control as indeed, have other ministries.

The number of actual inspectors which operate throughout the coastal areas appears to be modest given the range of rules and measures requiring monitoring and enforcement.

Coordination between the different services does not appear to give rise to any problems or inefficiencies.

The Coast Guard service appears to have adequate resources to carry out control duties in an efficient manner. The Commission is unable to comment on how these resources are deployed.

The control services have created data bases for fleet activity, catch data and controls at sea and ashore.

Inspection Activity

In their report to the Commission, the Finnish authorities do not give clear indications as to the actual level of control activities and/or whether these focus on the enforcement of national or EU rules. On the basis of the information available, the control effort (overall) appears to be relatively low (+/- 200 annual inspections).

Management of Quota

Efficient management of quotas is undermined by the delays in receiving information on catch levels and landings into ports outside Finland.

Check with catch registration service.

Overall Evaluation

Finland has had to modernise and expand its control service following accession. In some areas of control it has had to create new services (cross-checking/validation).

Substantial progress has been made in 1995 with respect to the creation of an integrated control structure but much needs to be done to operationalise control.

SWEDEN

I. Inspection and monitoring of fishing activities

A. ORGANISATION

The overall implementation of fishing policy in Sweden is carried out by the National Board of Fisheries (NBF) based in Gotenbourg. The staff of NBF (250 persons, 70 based in the head office) is responsible for the regulation, management and conservation of fisheries resources. In that capacity it drafts national rules, supervises the management of national quotas, maintains registers of fishery vessels and has exclusive responsibility for quality control of landings into Swedish ports.

The Swedish Coast Guard Service (SCGS) is the authority with responsibility for all sea inspections and control in national waters. The service also conducts inspections in port on a random selective basis (full responsibility for port control was given to this service in 1996).

Fisheries control is only one of the tasks entrusted to the SCGS, others include defence, environmental, aiding the customs and police services (see Annex 1 and 2).

A limited control rôle is played by the following public organisations:

- Customs - this service is responsible for checking the transport of imported fish.
- Ministry of Agriculture - veterinary service checks hygiene standards on vessels.
- Shipping Administration Service (Ministry of Transport) - is responsible for checking vessel characteristics of vessels over 12 metres (measurement, tonnage, engine power).
- Statistical Office - deals with the compilation of data on sales notes at the request of the NBF.

B. RESOURCES:

1. Human

NBF and other state organisations.

A number of personnel attached or responsible to the NBF conduct checks on catch data, undertake cross checks on landings, monitor quality/marketing/structural aspects of fisheries policy. The precise number is not clear but is considered to be in the margin of +/- 30 persons. In addition, 4 persons are employed in the statistical office dealing with sales rules while the customs service which deals with inputs and the transport of fish has about 20 persons available for these tasks.

Coast Guard.

The Coast Guard service has a total staff of 530 persons devoted to control (?). These operate from four regional command centres:

Härnosand, Stockholm, Karlskrona and Gotenburg.

The head quarters located in Karlskrona is responsible for overall management, operational guidelines, planning, budgets and training.

2. Vessels/Aircraft:

To fulfil their range of duties, the Coast Guard uses three surveillance aircraft, some one hundred vessels and three hovercraft. Four offshore vessels are available for control duties in the Economic Zone of Sweden.

3. Computer Software/Equipment:

The NBF maintains a number of registers of vessels, licence holders and a number of data bases on catch rates. The Statistical Office maintains a special data base on fishing vessels operating in Swedish waters. This database is accessible on a twenty four hours basis to the Coast Guard.

C. ACTIVITIES

Inspection at Sea:

For 1995, the Swedish authorities reported that the Coast Guard which inspects Swedish vessels and foreign vessels in the Swedish Economic Zone conducted the following inspections:

- Swedish vessels: 235
- Foreign vessels: 151

The foreign vessels were registered in Denmark, Germany, Finland, Poland, Estonia, Latvia, Lithuania and Norway. Following these inspections 12 foreign vessels were reported for subsequent prosecution. Inspections carried out included the following elements:

- comparison of catches on board with catches listed in the logbook;
- compliance with minimum fish size requirements;
- by catch limitations;
- fishing gear and permits.

With respect to the Swedish vessels inspected⁽¹⁾ a total of 275 infringements were reported. Examples of infringements were:

- illegal fishing methods;
- unmarked equipment;
- fishing during closed seasons;
- use of illegal nets;
- catches of undersized fish and shellfish.

Total inspection effort at sea is estimated at 30.000 hours by patrol vessels.

Port Inspections:

No precise figures are available on the number of port inspections carried out in 1995.

Aerial Surveillance:

A total of 500 hours was provided by aircraft under the authority of the Coastal Guard for control purposes.

⁽¹⁾ The information on infringements and inspections includes controls carried out in inland waters (lakes, rivers, etc).

II. Evaluation

A. GENERAL

Sweden has a long coastline of some 7.624 kms. Internally there are an estimated 100.000 lakes with a total area of approximately 38.000 sq kms or just over 9% of the country's land area.

The west coast is bounded by the Kattegat and the Skagerrak, while the south and east coasts are bounded by the Baltic Sea.

A large number of species are located off the west coast, in principle species found in the Atlantic generally. In the Baltic, the number of species is more limited due to the low salinity and the main ones are cod, salmon and herring.

B. STRENGTHS AND WEAKNESSES

Resources

Sweden has two main public organisations with board responsibility for fisheries management including control - the National Board of Fisheries and the Coast Guard. Both organisations are sufficiently well equipped with adequate resources to discharge their functions. Since joining the European Union, the Swedish authorities have made good progress in adapting its control service to the main requirements of Council Regulation (EEC) N° 2847/93. Preparations have been made to strengthen the catch registration system generally.

The main difficulties appear to lie in the area of port controls as these have traditionally not been practised to an appreciable extent in recent years. Consequently, more resources need to be deployed in this segment of control.

Organisation

As stated above, two main public organisations deal with the majority of control and management issues in Sweden. A number of more specialised services undertake limited control tasks but coordination between all of these organisations does not appear to be problematic.

Inspection Activity

Sea inspections are conducted by the Coast Guard. These are undertaken, inter alia, in order to verify compliance with technical measures, licences and catches.

Whilst the Coast Guard is well equipped in terms of vessels, its board mandate to cover other sectors (environment, security, etc) means in effect that fisheries control has to be displaced in order to undertake other tasks at sea.

Aerial surveillance is undertaken but it is not clear to what extent this is devoted to or focused on fisheries control.

Port inspections appears to be the weakest point in inspection. Given the large number of landing places, the size of the fleet and the need to check the large volume of landings from quota species, the annual number of inspections does not appear to be adequate and would need to be increased. The importance of port inspection is also emphasised by the fact that it represents the best location for checking compliance with the by catch rules applicable to the herring fishery.

Management of Quotas

Sweden has a number of large quotas (herring, sprat, salmon, cod in particular) which require careful monitoring in order to ensure that national quotas are respected. Despite having creating the administrative basis for effective management of catch data and resources, Sweden has not always succeeded in ensuring that national fishermen remain within national quotas.

Part of the difficulty of achieving effective day to day management of catch rates lies in the fact that Swedish fishing vessels land outside Sweden. This inevitably leads to some delays in the transmission of catch data.

The Commission is aware that Sweden enjoys good cooperation with its neighbouring Member States and anticipates that in that context initiatives can be taken to speed up the transmission of catch data.

Overall Evaluation

Sweden has made good progress in organising a new control system following accession to the Community. This is particularly the case with respect to catch registration and the creation of a system for the validation of catch data.

The effectiveness of port inspection is problematic as the modest level of control is not sufficient to guarantee that the catch data is reliable.

The management of quotas has also been less than satisfactory in 1995. The Commission is aware that national authorities have taken steps to strengthen monitoring of quotas and anticipates that improvements will be brought about in the near future.

The Swedish authorities note:

Traditionally, sea inspections including aerial surveillance have been the most important part of the Swedish fisheries control system. Sweden has found this control strategy successful and intends to keep the major outlines of this system also in the future. The Swedish Coast Guard uses 23% of its budgetary resources to conduct fisheries control and that is the single largest task within the Swedish sea surveillance. As the report points out, Sweden has concentrated her efforts after the accession to the Community, to modify the former Swedish catch data system into a system in use in the Community. Considerable efforts have also been spent on improving the management of quotas. Steps have been taken in order to improve the effectiveness of port inspection.

UNITED KINGDOM

The report for 1995 contains a number of minor changes in the text when compared to the 1994 report.

The main changes concern resources and activities.

A. RESOURCES

<u>Number of inspectors</u>	<u>1995</u>	<u>1994</u>	<u>Scotland</u>	<u>England and Wales</u>
	158	169	(-5)	(-6)

B. ACTIVITIES

	<u>1995</u>	<u>1994</u>
Total n° of vessels inspected	12.508	12.434
Total other inspections	58.829	64.044

Inspection activity in Scotland reduced:

Vessels inspected	6.761	8.744	-2.000 approximately
Other inspections	46.283	52.782	-6.500 approximately

Sea inspection activity:

Patrol days	3.337	3.095
Boarding	2.649	2.495

Foreign vessels inspected:

At sea	1.915	2.014
Aerial surveillance (hours flown)	4.414	4.710

The report is very similar to that submitted in 1995 with respect to 1994. Consequently, it does not include any new information or observations apart from dealing with inspection activity.

The main difference in terms of activity is the decrease in inspection activity in Scotland.

ANNEX II

TABLES

Table 1

Means available for fisheries control in the Member States

	Inspectors	Vesseks	Planes	Helicopters
Belgium	6	2 ¹	1	
Denmark	143	5		
Germany	30	21 ²		
Greece	172 ³	141	4	
Spain	30 ⁴	31		2
France	532	34		
Ireland	18	10	2	
Italy	⁵	330	16	
Netherlands	56	several		
Portugal	12	71	5	
Finland	890	60		
Sweden	500	100	3	3
United Kingdom	158	20	5	

¹ Belong to the Navy

² Some belong to the Environment Ministry

³ The coastguards located at all ports (172) play a primary role. In theory an inspection can be carried out by one person.

⁴ These are the national inspectors based in Madrid. A further 232 inspectors work for the Autonomous Communities.

⁵ In theory some 5 200 persons are available for inspection work of one type or another. The real number is probably much smaller.

Table 2
Inspections carried out annually by Member States

	INSPECTIONS ONSHORE	INSPECTIONS OFFSHORE	FLEET SIZE (approx. no.)	FLEET SIZE (1000 GT)	FLEET SIZE ('000 kW)
Belgium	106	87	124	22	61
Denmark	n.c.	n.c.	154	62	89
Germany	9155	4879	429	68	189
Greece	448 ¹		2067	528	1042
Spain	n.c.	n.c.	79	8	31
France	n.c.	9383	841	128	454
Ireland	10900	n.c.	1119	187	554
Italy	10719	12410	559	55	176
Netherlands	n.c.	n.c.	248	43	118
Portugal	40720	4393	2370	179	697
Finland	328 ¹		639	176	488
Sweden	386 ¹		490	97	218
United Kingdom	12503 (+58829)	3337	229	36	120

Source: Member States' reports and Eurostat.

¹ Total onshore and offshore.

Table 2a
RESULTS OF INSPECTION BY THE MEMBER STATES' AUTHORITIES OF FISHING ACTIVITIES IN 1994

Belgium		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	49	46				3							
	(A)	1	1											
	(S)													
	(R)	48	45				3							

Denmark		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	n.c.												
	(A)	n.c.												
	(S)	n.c.												
	(R)	n.c.												

Germany		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	432	2	2	407				18				3	
	(A)	226		2	222				2					
	(S)	206	2		185				16				3	
	(R)													

Greece		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	448												

63

T = TOTAL - A = OFFICIAL WRITTEN WARNING - S = ADMINISTRATIVE PENALTY - PENALTY - R = INFRINGEMENT BROUGHT TO COURT

Spain		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	n.c.												
	(A)	n.c.												
	(S)	n.c.												
	(R)	n.c.												

France		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
Data incomplete	(T)	1148	11			62	1042							32
	(A)													
	(S)													
	(R)													

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Ireland		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	n.c.												
	(A)	n.c.												
	(S)	n.c.												
	(R)	n.c.												

Italy		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	526												

T = TOTAL

A = OFFICIAL WRITTEN WARNING

S = ADMINISTRATIVE PENALTY

PENALTY

R = INFRINGEMENT BROUGHT TO COURT

Netherlands		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	357	10						347					
	(A)	127	2						125					
	(S)	2							2					
	(R)	230	8						222					

Austria														
---------	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Portugal		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	2644				65				2562				17
	(A)	3								3				
	(S)	276				2				271				3
	(R)	2365				63				2288				14

Finland		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	7					7							
	(A)	6					6							
	(S)													
	(R)	1					1							

65

1 = TOTAL

A = OFFICIAL WRITTEN WARNING

S = ADMINISTRATIVE PENALTY

PENALTY

R = INFRINGEMENT BROUGHT TO COURT

Sweden		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	140		17							4	101		18
	(A)	3									1	2		
	(S)													
	(R)	137		17							3	99		18

United Kingdom		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)	1493												
	(A)	1363												
	(S)													
	(R)	130												

EU		Country of registration of vessel												
		Total	BE	DK	DE	ES	FR	IR	NL	PT	FI	SE	UK	Other
	(T)													
	(A)													
	(S)													
	(R)													

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T = TOTAL A = OFFICIAL WRITTEN WARNING S = ADMINISTRATIVE PENALTY PENALTY R = INFRINGEMENT BROUGHT TO COURT

TABLE 3

Comparative Table of Inspections and Objectives 1995

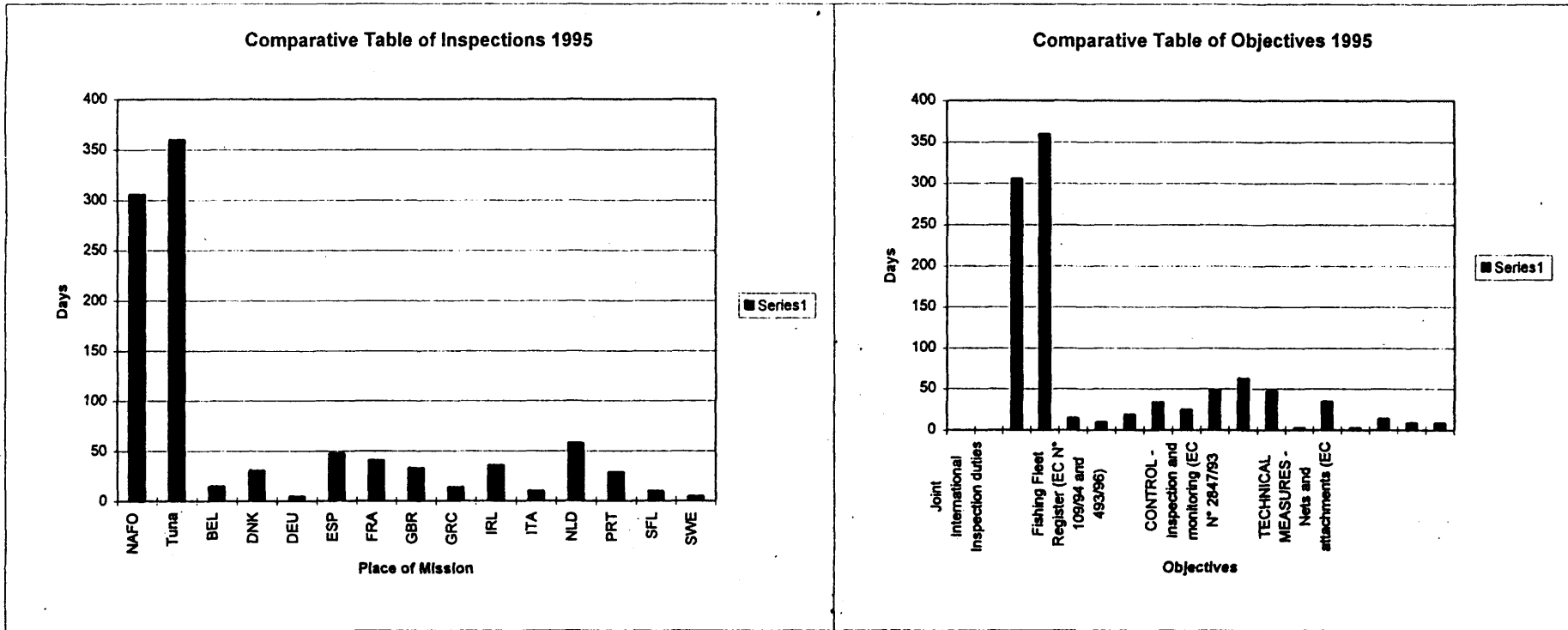
Area / Country	DAYS														TOTAL	
	NAFO	Tuna	BEL	DNK	DEU	ESP	FRA	GBR	GRC	IRL	ITA	NLD	PRT	SFL		SWE
Main objectives																
Joint International Inspection duties	306															
Drifnet control		360														
EU-Morocco agreement						7							8			
Mediterranean Technical Measures (EC N°1626/94)									7		3					
Fishing Fleet Register (EC N° 109/94 and 493/96)					1	5	2	3	3	3	2					
CONTROL - Engine Power (EC N° 2847/93 art. 26)			2	1	1	5	1	5	2	4	2	10	1			
CONTROL - Fishing Capacity - Gear (EC N° 2847/93 art. 25)						4	1	5	2	3		5	5			
CONTROL - Transport Documentation (EC N° 2847/93 art.13)						5	11	9		8		16				
CONTROL - Inspection and monitoring (EC N° 2847/93 art.2)			10	9	1	5	7	5		9		10		5	2	
Logbook regulation (EC N° 2847/93) - Catch Statistics				5	1	5	9	4		7		7	2	5	2	
Industrial Fisheries (EEC N° 954/87 -Sampling)				2											1	
Marketing standards (EC N° 103/76)			3	5	1	5	4	2		2	3	5	5			
TECHNICAL MEASURES - Nets and attachments (EC N° 3094/86)						3										
TECHNICAL MEASURES - Undersized fish (EC N° 3094/86)								6				5	3			
TECHNICAL MEASURES - Prohibited Areas (EC N° 3094/86 art. 9)						4							5			
Baltic Cod fishery				9												
TOTAL NUMBER OF DAYS	306	360	15	31	5	48	41	33	14	36	10	58	29	10	5	1001

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TABLE 3

Comparative Table of Inspections and Objectives 1995

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