

**Public hearing "Super-trawlers: destructive or sustainable?"**  
**Committee on Fisheries of the European Parliament**  
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# Greenpeace and Supertrawlers

Greenpeace has been campaigning against super trawlers since about 1999

Focusing on issues like:

- Fishing away African Fish
- Export of overcapacity
- Subsidies
- Highgrading

In 2016 Greenpeace engaged in a Memorandum of Understanding with the Pelagic Freezertrawler Association (PFA) to open opportunities to work together on sustainability issues





## Does Size Matter?

A physical big ship is not necessarily **Bad** (but also not necessarily **Better**)  
Relative low **bycatch** rates in percentage, but with huge quantities being fished, amounts DO add up.  
In regions like West Africa also concerns for bycatch of protected species or Unwanted commercial species  
Easier regulate bigger vessels (when regulation is strong)  
Size allows staying at sea for very long time and going to distant locations  
unaccessible by smaller vessels

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**Big not necessarily only represent size of the vessel**

**Supertrawlers are representative of global industrial fishing fleet which can be characterised as:**

**High capital intensive industry**

**Big political influence**

**In control of full chain from sea to shelf**

# High Capital Intensive Industry

**Fishing for stakeholders and banks, not for people**

**Concentration of quota, expansion into other sectors** (Starting with Herring in Northsea, expanding to shrimp, Arctic Whitefish, Tuna, Fishmeal, etc.)

**Easy to receive loans because of scale**

## **Big political influence**

**Voice of large industry not ignored on political level**

**Results in policies that are not always in the interest of sustainability**

**Examples:**

- **SFPA Mauritania based on surplus rule, but access granted without sufficient scientific base**
- **High level political support when a deal gets foul (Australia)**
- **Because of contacts easy to obtain subsidies**

**Difficult to get full picture of what happens behind the scene**

## **In Control of full chain from Sea to Shelf**

**Same companies responsible for fishing, also responsible for transport, processing, marketing and sale on a global scale.**

**Giving full control of complete market chain.**

**Making it impossible for smaller players to penetrate this chain**



## Conclusion

**There are certainly more destructive and poorer regulated fishing vessels in the world oceans than (European) supertrawlers.**

**But supertrawlers are part of a system and industry that is broken, where wealth for a few competes with true sustainability and jobs for many**

**As representatives of this global industry and their verbal commitment towards sustainability, the owners of these trawlers need to lead by example and take responsibility for their actions instead of continuous expansion of their business.**

Video of industrial versus small scale in West Africa

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Greenpeace will be publishing the findings of 2 months patrolling West African waters in a few weeks.

Interested in a copy of the report?

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