



**MINISTRY OF FOREIGN AFFAIRS  
OF DENMARK**  
*Danish Fisheries Agency*



# Annual report on inspection of commercial and recreational fisheries 2017

## Colophon

### **Annual report on inspection of commercial and recreational fisheries 2017**

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# 1. Introduction

## 1.1 Foreword

The Danish Fisheries Agency's inspection strategy includes a number of strategic areas - one of these areas concerns the application of a risk-based approach to inspection. This report is part of the effort to focus on higher impact of risk-based inspections, i.e. inspections that are based on the use of data in order to assess the biggest risks of breaking the regulations and thereby ensuring a higher level of compliance in the fisheries sector.

The report presents the most important inspection results for the Danish Fisheries Agency's decentralized units (inspectorates, inspection vessels and the FMC<sup>1</sup>) in relation to fisheries for 2017. In addition, it shows which infringements<sup>2</sup> are recorded, and the impact of inspection efforts.

The results are compared with similar results for 2016. It should be noted that several of the figures in this report are not completely identical to the corresponding figures in the annually "Fisheries inspection 2016". The main reason is that the 2016 results were obtained in mid-January 2017 and subsequently updated with additional information for 2016. Moreover, in 2017 The Danish Fisheries Agency implemented a new IT system altering some of the calculation methods, which may also result in statements not being completely identical to the corresponding statements in "Fisheries Control 2016".

The report was drawn up in March 2018 by the FMC in collaboration with the agency's Fisheries Inspection planning team.

## 1.2 Summary and overall assessment

The Danish Fisheries Agency's largest inspection subject in 2017 was, as in previous years, the inspection of commercial fishing. In addition, the Agency also inspected recreational fishing in salt and fresh water - i.e. leisure fishing and angling.

The inspection of commercial fishing is carried out according to a risk-based inspection strategy which, among other things, comprises inspection plans for special fisheries and focused action areas and campaigns. Inspection is carried out at sea, landings of fish in ports, when the fish is under transport, at purchasers of fish and by administrative crosschecks and systematic monitoring.

The total number of inspected fishing trips has decreased compared to 2016. The inspection framework has changed so that the total number of landings have decreased but the volume of fish landed have increased (mainly landed volume of fish used for industrial purposes, i.e. fish that are used for production of fish oil and fishmeal).

Certain fisheries are covered by inspection plans. This applies to cod, plaice, sole, salmon, herring, and sprat. These inspection plans include effect-based inspection objectives – i.e. control measures that follow the impact of the actions in the control plans. The Danish Fisheries Agency note that the level of non-compliance

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<sup>1</sup> Fiskeri Monitorings Center = Fishing Monitorings Center

<sup>2</sup> In determining infringements, the number is calculated as cases, which, at the time of report, were either still pending or were settled with a penalty.

within these fisheries has been decreasing and the increase in compliance that was observed in 2016 did continue into 2017.

There has only been detected a few infringements of the landing obligation<sup>3</sup> based on inspections. However, based on the inspection reports, done as well at sea as well as at shore, indications of non-compliance with of the landing obligation cannot be ruled out. The lack of compliance is indicated by the fact that a significant difference has been observed in the catch composition when the catch is inspected at sea compared to what the fishermen report in the logbook when no inspections are carried out.

The pelagic fishery<sup>4</sup> was inspected according to plan and the relevant inspection objectives have been met. The targets are inspection of at least 5% of all landings as well as inspection of minimum 7.5% of the quantities landed.

Inspection of industrial fishing<sup>5</sup> was carried out as planned and inspection objectives for the individual segments has been reached. See section 2.4 for more information.

As in previous years the Danish Fisheries Agency participated in joint international inspection campaigns (Joint Deployment Plans) in 2017, including the coordination of these campaigns. The campaigns were especially focused on fishing for cod, plaice and sole in the North Sea, cod in the Skagerrak /Kattegat and on cod, herring, salmon and sprat in the Baltic Sea.

The monitoring of fishing activities in areas where fishery restrictions apply was significantly expanded in 2017 where a number of new Natura2000 areas were included in the surveillance. The general trend is a continuing low number of illegal fishing activities detected in the monitored areas.

Based on the administrative and physical inspections the Danish Fisheries Agency found more infringements in 2017 compared to 2016.

Recreational fishing has also been inspected in accordance with a risk-based inspection strategy. Fewer fishing gears used in the recreation fishery were checked in 2017 than in 2016. Of the gears checked, more illegal gears were found than in 2016.

The Danish Fisheries Agency cooperate closely with several organizations and stakeholders, including The Danish Tax Agency (SKAT) and The Danish Veterinary and Food Administration. Finally, the Agency provides guidance and information to citizens and interested stakeholders as the press.

## 2. Inspection of commercial fishing

The inspection of commercial fishing mainly consists of inspection of vessels fishing at sea, inspection in ports during landing and inspection of batches of fish acquired by purchasers. After each inspection, an individual inspection report is issued. This information constitutes the basic documentation of the

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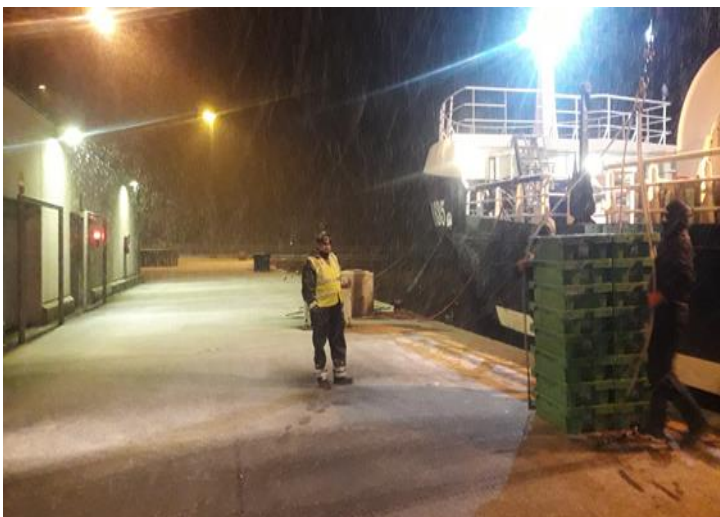
<sup>3</sup> The landing obligation applies to a number of species in different catch areas and is introduced as part of the Common European Fisheries Policy.

<sup>4</sup> Pelagic fishing is fishing for herring, mackerel and horse mackerel.

<sup>5</sup> Industrial fishing is fishing for such species as sandeel, sprat, Norwegian pout and blue whiting. The catches are used for the production of fishmeal and oil.

inspection. Furthermore, administrative crosschecks is done of information from vessels and from purchasers of fish, as well as administrative real-time monitoring, among other things using alarms created in vessel monitoring systems – VMS<sup>6</sup> and AIS<sup>7</sup>- of the vessels fishing activity are also part of the inspection task.

In 2017 the number of landings of fish amounted to 67,024 - a decrease of 9 % compared to 2016. The quantity of fish landed in 2017 was approx. 1,196,124 tons, which is 35 % more than in 2016. The increase is mainly due to larger quantities of landed industrial species. The total amount of industrial species landed by Danish vessels increased by approx. 350,000 tons compared to 2016.



Landing inspection in Hanstholm

In 2017 3,269 fishing trips were inspected, which was 103 less than in 2016, equivalent to a decrease of 3 %.

2,725 inspections were performed at landing equivalent to an inspection rate of 4.0%. In 2016, the inspection rate was 3.8%. In 2017 544 inspections were carried out at sea and there were 637 observations of fishing vessels without boarding of the vessel.

|            |                          | 2015  | 2016  | 2017  | Change 2016-2017 |
|------------|--------------------------|-------|-------|-------|------------------|
| Inspection | Inspections in port      | 2,624 | 2,812 | 2,725 | -3 %             |
|            | Inspections at sea       | 624   | 560   | 544   | -3 %             |
|            | Total vessel inspections | 3,248 | 3,372 | 3,269 | -3 %             |

Despite of more inspections related to industrial and pelagic landings in port, the total number of inspections in port decreased by 3 % in 2017. This is due to an increased number of inspections of industrial and pelagic species, which are more time consuming to inspect - see section 2.3 and 2.4.

The decline in number of inspected vessels at sea has to be seen in conjunction with a general decrease in the control base. Furthermore, control of compliance with the closed season<sup>8</sup> in the Baltic Sea has been extended and therefor the number of fishing vessels observed and inspected at sea has decreased and individual inspections have become more extensive and time consuming. Unlike previously, the inspectors use more

<sup>6</sup> VMS, **V**essel **M**onitoring **S**ystem, satellite-based system, which sends a signal to the Danish Fisheries Agency with information about position, course and speed, every hour from the vessel.

<sup>7</sup> AIS, **A**utomatic **I**dentification **S**ystem, radar-based system, from which ships are constantly dispatched information about the ship's movements.

<sup>8</sup> The closed season for fishing for cod in the western Baltic Sea increased in 2017 from 1 to 1½ months.

time on sampling of species and size composition in the latest haul from the controlled fishing vessels, see more in section 2.10.

Finally, the decline in number of inspected vessels should also be seen in context with the fact that the total number of landings of fish was reduced by 9 %.

### **2.1 Effect-based fisheries inspection**

From the 1<sup>st</sup> of January 2014, the Danish Fisheries Agency changed its inspection model for a number of fisheries. Previously, inspection of for example cod fishing followed a performance-based model where targets were set for the number of inspections carried out in various fisheries segments. The new model is based on a number of indicators which show the degree of compliance with the regulations. The new model has also been applied in 2017.

Targets are expressed as degrees of compliance with the regulations and targets for areas with a high degree of compliance are set as the same level as in 2016 also called maintenance targets. This means that inspection efforts must ensure that compliance remains high.

Compliance level is assessed in a risk assessment where 0 to 5 is considered as very low risk, 5 to 10 as low, 10 to 15 as average, 15 to 20 as high and over 20 as very high risk.

Reduction targets are set for areas with a lesser degree of compliance with the regulations. The aim is that the inspection efforts result in a higher degree of compliance.

In the impact-based control model the control effort is a tool to change fishermen's behavior - and not goal in itself.

The new inspection model is used in the following fisheries:

- Cod in the North Sea, Skagerrak and Kattegat
- Plaice in the North Sea
- Sole in the North Sea
- Cod in the Baltic Sea
- Herring and sprat in the Baltic Sea
- Salmon in the Baltic Sea

All the fisheries mentioned above are covered by a so-called “**Specific Control and Inspection Program**” (SCIP), a program which sets special rules for control in some fisheries. The detailed rules for SCIP are established in two EU regulations (one for the North Sea, Skagerrak, Kattegat and one for the Baltic Sea).

In 2017, 80 regulatory areas with effect targets in relation to compliance with the rules were chosen. Each area consists of a combination of a rule, a species, an area and a type of gear.

The following rules were selected:

- Tolerance of reporting quantities in logbook
- Fishing without permission (license)

- High grading<sup>9</sup>
- Fishing areas with fishing restrictions (closed areas)
- Misreporting of fishing areas in logbook
- Reporting arrivals and landing
- Incorrect catch composition (illegal bycatches etc.)
- Illegal fishing equipment
- Landing of undersized fish
- VMS-failure

In 2016 5 regulatory areas showed a lower degree of compliance. For 2017 the target was that at least 50% of the regulation areas showed a higher degree of compliance at the end of the year.

The next section describes the inspection results for the respective regulation areas in detail.

### **Regulatory areas with indication of a high degree of compliance**

At the end of 2016 indicators showed that risk assessment for non-compliance continued to be “low” or “very low” in 75 of the regulatory areas. Just one area had changed for the worse as regards compliance with regulations. This was:

- Illegal gear, fishing for plaice from the North Sea, with towed gear

### **Regulation areas with indications of a low degree of compliance**

At the end of 2017 indicators showed that risk assessment for irregularities had declined in 2 of the regulatory areas. These were:

- Tolerance in logbook for plaice from the North Sea with static gears
- High grading of cod from the Skagerrak, towed gears

3 areas were unchanged or changed for the worse as regards compliance with regulations. These were:

- Tolerance in logbook for sole from the North Sea with passive gears
- Tolerance in logbook for sole from the North Sea with towed gears
- High grading of cod from the North Sea, towed gears

In 2017 overall inspection efforts consisted of a broad range of inspection means intended to ensure a higher degree of compliance with regulations. Physical inspections were carried out at sea and upon landing with the appurtenant guidance, dialogue and possible sanctions. Administrative crosschecks were performed of reported fishing information with subsequent dialog, guidance and possible sanctions. In addition, there

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<sup>9</sup> High grading is yield optimization by illegal discards of less valuable fish that can be landed legally.



were also dialogue and meetings with the industry and there have been guidance campaigns aimed at the industry.

In general, compliance with the regulation in the selected areas has developed positively. Although the number of regulatory areas has changed, there has been a reduction in the number of areas with many irregularities (from 14 areas at the end of 2013 to 3 areas by the end of 2017).

|             | Number of regulatory areas | Number of regulatory areas with low degree of compliance |
|-------------|----------------------------|--|
| <b>2013</b> | 91                         | 14   |
| <b>2014</b> | 89                         | 9  |
| <b>2015</b> | 89                         | 7  |
| <b>2016</b> | 80                         | 5  |
| <b>2017</b> | 80                         | 3  |

### Inspection of foreign vessels

In 2017 the target was to carry out inspections of at least 5 % of the landings of SCIP species by foreign vessels in Denmark. This target was achieved for the SCIP areas (the North Sea, Skagerrak, Kattegat and the Baltic Sea) in total.

| SCIP-area                      | Inspection Frequency 2015 | Inspection frequency 2016 | Inspection frequency 2017 |
|--------------------------------|---------------------------|---------------------------|---------------------------|
| North Sea, Skagerrak, Kattegat | 9.5 %                     | 6.5 %                     | 3.6 %                     |
| Baltic Sea                     | 9.0 %                     | 11.9 %                    | 11.3 %                    |
| Total                          | 9.3 %                     | 8.9 %                     | 6.6 %                     |

### 2.2 Inspection of cod fishery

In 2017 there were 31,538 landings of cod in Danish ports 12 % less than in 2016. Of these, 972 landings were inspected equivalent to an inspection frequency of 3.1 %.

In 2017 the Danish Fisheries Agency inspected 6 % of the quantity of cod landed which is the same level as in 2016, though it has to be noted that the quantity of inspected cod has been calculated in a different way than in 2016. The inspection of landings in which cod is included accounts for the greatest part (36 %) of all landing inspections.

The percentage of inspections at sea, in which cod fishing is included, has decreased from 56 % in 2016 to 47 % in 2017, the same level as in 2015. The decrease is due to the fact that there in 2016 has been more focus on collecting "Last Haul" information



in the cod fishery, see more in section 2.10. By 2017 more species than previously were covered by the landing obligation, which meant that the Last Haul program was not exclusively focused on cod fishing.

|  |   | 2015   | 2016   | 2017   | Change<br>2016 - 2017 |
|--|---|--------|--------|--------|-----------------------|
| <b>Cod</b>   | Number of cod landings  | 36,788 | 35,929 | 31,538 | -12 %                 |
|  | Quantities of cod landed in tons (guttet weight)  | 22,812 | 20,392 | 16,617 | -19 %                 |
|  | Inspection of cod landings  | 956    | 990    | 972    | -2 %                  |
|  | Quantity of cod inspected in tons   | 1,069  | 1,073  | 1,019  | -21 %                 |
|  | Inspection frequency (quantity)   | 5 %    | 5 %    | 6 %    |                       |
|  | Inspection frequency (number in harbor) Percentage of cod inspections compared with total inspections of landings | 3 %    | 3 %    | 3 %    |                       |
|  |   | 36 %   | 35 %   | 36 %   |                       |
| Inspections at sea   |   | 296    | 313    | 260    | -17 %                 |
| Percentage of cod inspections compared with total inspections at sea |   | 47 %   | 56 %   | 47 %   |                       |

### 2.3 Inspection of pelagic fishing



Inspection of pelagic landings of herring, mackerel, horse mackerel or blue whiting of more than 10 tons from the North Sea, Skagerrak, Kattegat and Western Waters are subject to a large number of inspection elements including e.g. monitoring of landings from start to finish. Physical inspections are carried out on selected vessels and administrative crosschecks are performed for all landings. The EU legislation for the area stipulate that physical inspection should be at least 5 % of the number of landings and at least 7.5 % of the

volumes.

In 2017 physical inspection of 44 landings and 28,083 tons were performed equivalent to 10 % of the number of pelagic landings and 9 % of the quantities landed, thereby meeting the inspection targets for both number of landings and landed quantities. In connection with the inspection of landings of pelagic species, 12 violations were found.

|                |                                       | 2015    | 2016    | 2017    | Change<br>2016-2017 |
|----------------|---------------------------------------|---------|---------|---------|---------------------|
| <b>Pelagic</b> | Number of pelagic landings            | 315     | 410     | 448     | 10 %                |
|                | Landed pelagic amounts in tons        | 125,005 | 273,595 | 323,687 | 33 %                |
|                | Inspection in harbors (number)        | 41      | 35      | 44      | 26 %                |
|                | Inspection frequency (number in port) | 13 %    | 9 %     | 10 %    |                     |
|                | Inspection frequency (quantity)       | 17 %    | 8 %     | 9 %     |                     |

## 2.4 Inspection of industrial fishing

In 2017 the inspection of landings of industrial species was managed according to an inspection plan developed in collaboration with DTU Aqua containing various inspection frequencies for specific segments in industrial fisheries. The inspection frequency is a result of a risk assessment by type and area. For example, the inspection frequency for sprat from the Baltic Sea was 10 %, whilst the frequency for blue whiting in Western Waters was 50 %. Inspection frequencies have been set for 16 segments and the inspection target was achieved in all 16 segments.

Compared to 2016 the number of landings increased by 43 % and quantities of industrial landings by 80 %. The increase is primarily due to the fact that landings of sandeel rose from approx. 40,000 tons in 2016 to approx. 390.000 tons in 2017.

In 2017 502 landings of industrial species were inspected. The overall inspection frequency fall from 22 % in 2016 to 17 % in 2017. In connection with the control of landings of industrial fish, 31 violations were detected in 2017 against 28 in 2016.

|                   |  | 2015    | 2016    | 2017    | Change<br>2016 – 2017 |
|-------------------|--|---------|---------|---------|-----------------------|
| <b>Industrial</b> | Number of industrial landings              | 3,543   | 2,116   | 3,022   | 43 %                  |
|                   | Industrial quantities (tons)               | 635,365 | 438,835 | 787,759 | 80 %                  |
|                   | Inspection of industrial landings (number) | 572     | 467     | 502     | 8 %                   |
|                   | Inspection frequency (number in port)      | 16 %    | 22 %    | 17 %    | -25 %                 |
|                   | Inspections at sea                         | 67      | 48      | 29      | -40 %                 |

## 2.5 Inspection of other species or other inspections

When inspecting cod, industrial and pelagic landings inspection of other species were also carried out on board the fishing vessels. Other species were also inspected at sea during fishing or during landing in situations where cod, pelagic and industrial species were not part of the catch. The most significant species were the SCIP-species plaice, saithe, hake, sole and salmon as well as eel, shrimp, lobster, and bivalve molluscs (oysters and mussels). In 2017 1,121 landing inspections and 263 inspections at sea were carried out for other species. In 2016 the corresponding number was 1.195 and 220.



These figures include inspections on board vessels at sea which had not yet catch on board.

Below is a list of inspection of the most significant other species

| Species                                   | Amount<br>(kg according to the logbook) | Number of inspections |
|---|---|-----------------------|
| Bivalve molluscs<br>(oysters and mussels) | 1,899,500                               | 52                    |
| Plaice                                    | 621,643                                 | 250                   |
| Saithe                                    | 219,422                                 | 13                    |
| Greater Weever                            | 137,500                                 | 5                     |
| Hake                                      | 136,999                                 | 21                    |
| Norway Lobster                            | 60,757                                  | 194                   |
| Prawn                                     | 77,480                                  | 62                    |
| Eel                                       | 9,253                                   | 54                    |

## 2.6 Inspection at the buyer and at transport

In 2017 the aim was to inspect at least 5 % of the quantities of the species cod, plaice, sole and salmon (species covered by SCIP) at the buyer.

Below is a list of the quantities inspected:

| Species of fish | Purchased quantity<br>(tons) | Inspected quantity<br>(tons) | Inspection frequency |
|-----------------|------------------------------|------------------------------|----------------------|
| Cod             | 15,381                       | 1,849                        | 12.0 %               |
| Plaice          | 9,860                        | 1,733                        | 17.6 %               |
| Sole            | 314                          | 53.4                         | 17.0 %               |
| Salmon          | 11                           | 1.5                          | 13.1 %               |
| Total           | 25,566                       | 3,636                        | 14.2 %               |

Hygiene inspections are made while inspecting at sea, landings and during inspection at the buyer. Hygiene inspections consist of an evaluation of whether fish are fit for human consumption as stipulated by the Danish Food Act, including whether the hygienic conditions relating to handling, transport and storage are satisfactory. In 2017 the aim was to make hygiene inspections on at least 10% of the amount of fish, at the purchasers or by sea or landing – there was hygiene inspected 13.6 % of landed fish for human consumption.

The Danish Fisheries Agency also carried out further inspections on fresh fish transported from landing sites for fish auctions and other sales locations. In 2017 inspections on 51 transports of fish was carried out - the equivalent number of inspections in 2016 was 30. No violations of the regulations were detected.

## 2.7 Inspection of IUU fishing<sup>10</sup>

The Danish Fisheries Agency is obligated to carry out inspections that comply with the EU's IUU regulations. These tasks comprise inspection of landings from third country vessels in Danish ports. In addition, the Agency must validate the catch certificates for Danish vessels, whose catches are exported to third countries

<sup>10</sup> Illegal, Unreported and Unregulated fishing

or landed directly in third countries. For landings in third countries, a validated catch certificate must be provided if the catch is processed in the third country and then imported from a country in the EU.

The Danish Fisheries Agency must carry out administrative checks of all landings carried out by third country vessels and physical inspection of at least 5 % of the same landings.

In 2017 administrative inspections of certificates from 590 landings from third country vessels were conducted as well as physical inspections of 43 landings, equivalent to 7.3 %. The target for inspections was met. Furthermore, there were 1,972 validations of certificates for Danish batches of fish for export.

## 2.8 NEAFC campaign

The North East Atlantic Fisheries Commission (NEAFC) is an international commission made up of five parties: the EU, Iceland, Norway, Russia and Denmark on behalf of the Faeroe Islands and Greenland.

The NEAFC regulates fisheries in the North East Atlantic Ocean, from Cape Farewell to the Barents Sea, and south to Portugal – outside the coastal nations' territorial limits, which is the 200 sea mile limit. The main species subject to regulation by NEAFC are redfish, Atlantic herring, mackerel, blue whiting along with deep-sea species. Under the “Convention on future multilateral cooperation in the North-East Atlantic fisheries” the Commission shall participate in the conservation and long-term exploitation of fisheries resources by means of a joint set of rules.

Denmark shall provide an inspection platform for 15 days a year to ensure that fisheries are complying with the joint rules and to ensure that no other countries besides the contracting parties are fishing in the area. The Danish Fisheries Agency sends the fisheries inspection vessel “Vestkysten” north into the international waters in the Norwegian Sea, which is located between Greenland and Norway.

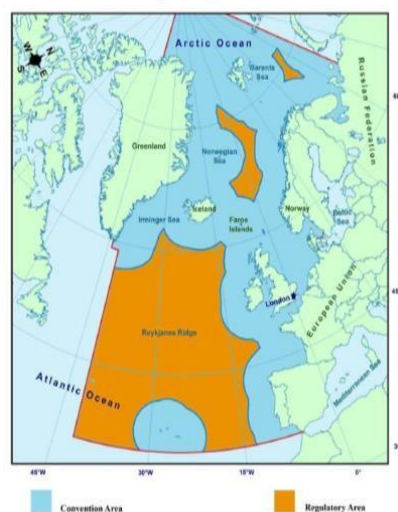
In 2017 18 observations of fishing vessels were made and all 18 vessels were inspected. 13 of the vessels were Russian, 2 were from Spain and 1 vessel from Germany, Portugal and Lithuania. No infringements were found during the campaign.

## 2.9 Inspection of NEAFC fishery

In order to inspect and prevent IUU activities the requirements for approval and inspection of foreign landings include fresh fish from the NEAFC Convention. This implies that the port state cannot allow landing if a vessel has engaged in fishing activities in the NEAFC Convention area, unless the vessel's flag state has confirmed that the fish on board is legally caught and that the vessel has reported fishing activity in accordance with the regulations. The administrative procedure is supplemented by a requirement that physical inspections shall be carried out on at least 5 % of the landings from the Convention area.

Before a vessel can enter at a foreign port, it shall send a pre-notification to the port state and request permission to arrive. Pre-notification is submitted via the NEAFC Secretariat website.

Map showing NEAFC Convention Area and Regulatory Areas



Pre-notification consists of three parts to be completed by the respective vessel, the vessel's flag state and port state.

In 2017 The Danish Fisheries Agency received and approved 581 pre-notifications on landings and thereof 43 landings were inspected corresponding to 7.4 %. In connection to the inspection, 3 infringements were detected.

**2.10 Last Haul**

In 2017 fishing inspection vessels supplemented the traditional inspection at sea with inspection of the catch composition and size distribution of selected species. This kind of inspection has been named "Last Haul" - inspection and is conducted in accordance with guidelines prepared by the EFCA. The purpose was to collect data on the distribution of fish above and below the minimum size. This was part of the risk assessment to be prepared in connection with the ban on discards of the species concerned.



*Last Haul inspection*

On average, the proportion of cod below the minimum reference size found in connection with Last Haul control was in The Baltic Sea 13.2% and in the North Sea 5.7%. When the fishermen report in the logbook without prior inspection, the proportion of cod below the minimum is often below 1%.

The Danish Fisheries Agency has not found violations of the landing obligation under inspection at sea as it is very difficult to document illegal discard that occur before and after the actual inspection. In 2017 three violations have been found on vessels that had a Last Haul control done at sea and did not have the controlled amount of fish below minimum reference size aboard on a follow-up landing inspection in port.

Number of Last Haul

|                      | 2015 | 2016 | 2017 |
|----------------------|------|------|------|
| North Sea (4 + 3a)   | 26   | 78   | 73   |
| Baltic Sea (3b + 3d) | 103  | 91   | 103  |

## 2.11 Administrative crosschecks

The Danish Fisheries Agency carries out administrative crosschecks on a range of information on fishing activity through an automated validation system called VALID. A number of tasks made by VALID are mandatory according to EU legislation. In addition, the Agency has added tasks to VALID that are considered to be of significance to inspection purposes.

VALID gathers information based on a single fishing trip. It collates relevant data from the fishing trip including VMS, logbook, licenses, notifications, sales notes and landing declarations. VALID crosschecks and validates the data. If there is any inconsistency, a task is automatically generated. The task will then be manually processed. The procedure consists, among other things, on a quality assurance of the collated information. In some cases, there may be contact either to the master or to the buyer for clarification. When all information is available a decision is made as to whether there has been a violation of the rules.

In 2017 VALID found inconsistencies on 955 occasions which all have led to closer examination - the corresponding number for 2016 was 750. The high number of inconsistencies is due to the complexity of VALID. Unlike in the past, where the objective of the administrative crosschecks was primarily to detect infringements, VALID now takes a broader approach. VALID validates the data and many of the inconsistencies found in 2017 actually occurred as a result of data quality and not as a result of actual infringements. 147 infringements were identified by administrative crosschecks in 2017 - the corresponding number was 97 in 2016.

## 2.12 Inspection of fishing areas with fisheries restrictions (closed areas)

The Danish Fisheries Agency systematically monitors fishing activities in a number of fishing areas with fishing restrictions. In 2017 18 areas were monitored, including several areas with subareas. Among these were Natura 2000 areas that included 135 subareas – of which 19 is in Swedish EEZ and the NEAFC area, which included 32 subareas.

Monitoring is carried out using the vessels' VMS information on position, course and speed. If a vessel is active in a closed area an automatic alarm is issued to the FMC. Then a procedure is initiated which leads to a more detailed administrative investigation of the vessel's activity, including possible contact with the vessel. In case of doubts about the vessel's activity in the closed area, a physical inspection is carried out if possible.

In 2017 1,425 alarms were recorded which is 10% more than in 2016, ref. the list. All alarms were investigated and assessed for further action. 1,150 of the alarms were related to legal access to the area, and 275 alarms or 19%, led to further inquiries. No incidents led to an infringement report as the activities were either legitimate or the infringements trivial (e.g., a single VMS signal close to the border of a closed area). 1 incident were related to foreign a vessel – in this case the flag state was notified.

| Monitoring area           | Number of recorded alarms 2015 | Number of recorded alarms 2016 | Number of recorded alarms 2017 | Change 2016 - 2017 |
|---------------------------|--------------------------------|--------------------------------|--------------------------------|--------------------|
| Kattegat, K1              | 84                             | 67                             | 91                             | 36 %               |
| Kattegat, K2              | 139                            | 174                            | 35                             | -80 %              |
| Kattegat, K3              | 73                             | 31                             | 58                             | 87 %               |
| Baltic Sea, Bornholm Deep | 87                             | 40                             | 13                             | -68 %              |

|                                    |       |       |       |       |
|------------------------------------|-------|-------|-------|-------|
| Baltic Sea, Gotland Deep           | 4     | 9     | 7     | -22 % |
| Baltic Sea, Gdansk Deep            | -     | 1     | -     | -100% |
| Western Baltic Sea, zone A         | 65    | 91    | 117   | 29 %  |
| Eastern Baltic Sea, zone B         | 58    | 15    | -     | -100% |
| Oresund                            | 187   | 37    | 24    | -35 % |
| North Sea, sprat box               | 20    | 13    | .*    | -100% |
| North Sea, sandeel area 1          | 2     | -     | 2     | -     |
| North Sea, sandeel area 2          | 5     | -     | 272   | -     |
| North Sea, sandeel area 3          | 572   | -     | 11    | -     |
| North Sea, sandeel area 4          | 0     | 7     | 36    | 414 % |
| North Sea, Firth of Forth, sandeel | -     | 0     | -     | -     |
| RTC-areas (2 areas)                | 9     | -     | -     | -     |
| Natura 2000                        | 59    | 813   | 758   | -7 %  |
| NEAFC (32 subareas)                | -     | 0     | 1     | -     |
| I alt                              | 1,364 | 1,299 | 1,425 | 10 %  |

\* North Sea, sprat box – no fishery restriction in 2017

### 2.13 Inspection of mussel and oyster fishery

Besides physical inspections (see Section 2.5) of mussel fishing, the activities of vessels used for mussel fishery are checked systematically. All vessels with licenses to fish for blue mussels and oyster must be equipped with an electronic Black Box which records and gathers data on the vessels' positions, courses, speeds and fishing activities. Implementation of this surveillance initiative has among other things influenced the EU Commission to authorize Denmark's fishery of blue mussels in specially protected Natura 2000 areas.

35 mussel and oyster vessels in four different fishing areas had licenses to fish blue mussels and oysters and were equipped with Black Boxes in 2017. The Danish Fisheries Agency's departments in Nykøbing Mors and Kolding undertook the systematic monitoring of these vessels' activities. Among other things, inspections consist of checking for fishing in prohibited areas, and making sure that only areas open for fishing are used, as well as checking that there is no fishing within established depth limits. Moreover, administrative crosschecks are carried out on selected fishing trips where logbooks, yield documents, reports and sales notes are inspected.

Physical inspection of mussel and oyster vessels revealed 14 infringements. 11 related to logbook and 3 regarding other infringements.



## **2.14 JDP campaigns**

In the course of 2017 decentralized units and inspection vessels participate in a number of joint international inspection campaigns, Joint Deployment Plans (JDP). The purpose is to ensure uniform and efficient implementation of the relevant regulations which, among other things, is done by pooling inspection resources from the participating Member States, exchanging fishing inspectors and coordinating joint action across fishery territories and national borders.

Inspections were carried out both at sea and at ports and were aimed at fisheries and landings of cod, plaice and sole in the North Sea, cod in the Skagerrak/Kattegat and cod, herring, salmon and sprat in the Baltic Sea and pelagic species from Western Waters. Danish inspectors were assigned to foreign inspection vessels and ports, and foreign inspectors were on board Danish inspection vessels and carried out landing inspections together with Danish fishing inspectors in Danish ports. Overall, 15 Danish inspectors have been exchanged to other Member States and 14 foreign inspectors have been exchanged to Denmark.

During the campaign period, Denmark has been in charge of the coordination of the campaigns for 6 weeks in the Baltic Sea and for 9 weeks in the North Sea, Skagerrak and Kattegat.

The vessels inspected by Danish inspection vessels and the inspection of vessels at ports during the JDP were included in the list of the overall inspection results. It should be noted that when Denmark was responsible for coordination, but also during foreign coordinated campaigns, special risk lists of vessels that could be potential targets for inspection were also compiled.

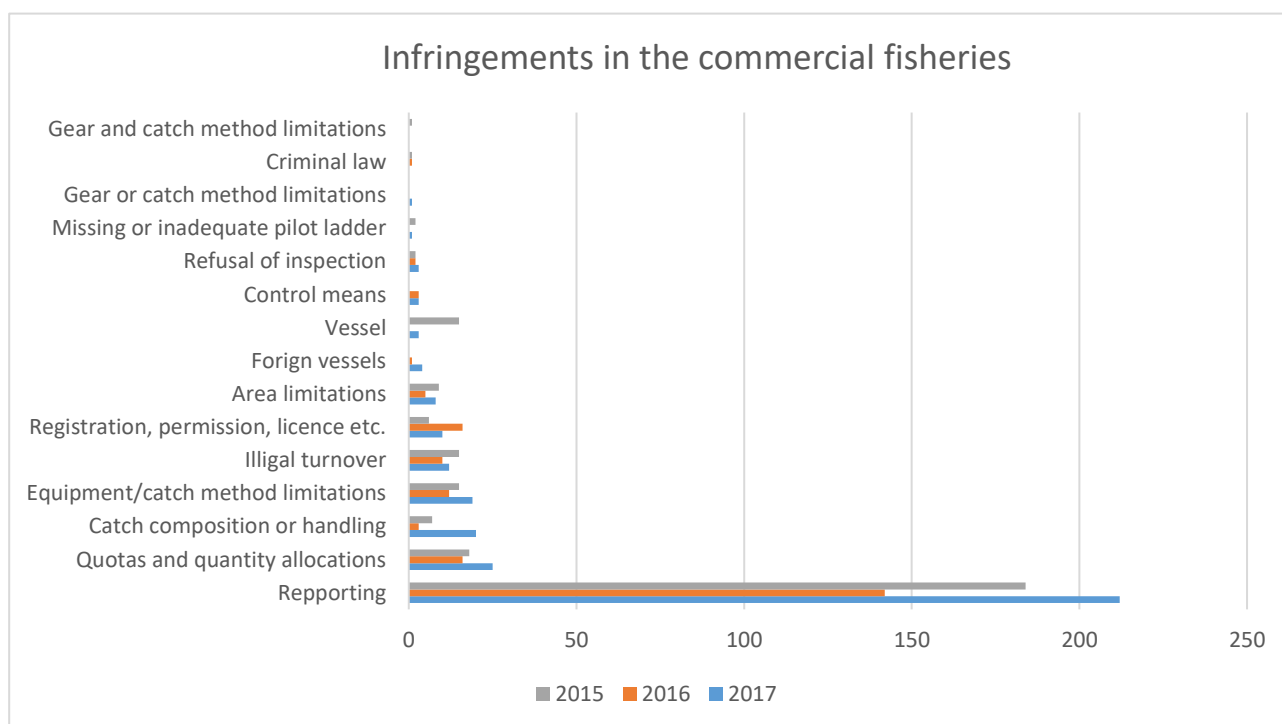
Denmark participated in 2017 for the first time in a joint coordination of a specific targeted JDP campaigns (known as a "Specific Actions") based at EFCA.

In connection with the various campaigns EFCA has organized workshops before and/or after some of the campaigns. The purpose was to analyze challenges and campaign results. Denmark has contributed with material for these analyses and participated in the workshops held. Besides this, Denmark has participated in a number of seminars, where Member State inspectors exchanged experiences and views on fisheries control tasks, or where specific training of inspectors were done in specific control areas.

## **2.15 Infringements, commercial fisheries**

In 2017 321 infringements were registered as part of the physical and administrative inspection, of which 89 were related to cod fisheries. In 2016, the corresponding figures were 211 infringements, of which 78 were related to cod fisheries. The total number of infringement has increased compared to 2016.

The infringements were divided into different types and sub-groups. A single infringement may consist of several types (and sub-groups) of infringements.



As in 2015 and 2016 infringements due to reporting regulations (logbooks, reports and sales notes) accounted for the major part of the total number of infringements, equivalent to 66 %.

For the following groups of infringements there have been a substantial change from 2016 to 2017:

- Increase in infringements related to reporting regulations (142 to 212)
- Increase in infringements related to quotas and quantity allocations (3 to 20)
- Increase in infringements related to catch composition or handling (16 to 25)
- Increase in infringement related to equipment/catch method limitations (12 to 19)
- Decrease in infringement concerning registration – permission, licenses etc. (16 to 10)

The change in the number of infringement is mainly due to the systematic and administrative crosschecks and follow-up. Furthermore, the increased focus on Last Haul and follow up ashore have uncovered a number of infringements.

## **2.16 Allocation of points for serious infringements**

The Danish Fisheries Agency implemented the EU regulations on point allocations for a number of serious infringements on the 1<sup>st</sup> of December 2012. Point allocation has an impact on both application and granting of subsidies and permissions, such as the right to be master of fishing vessels or obtain a fishing license.

If there proves to be one or more serious infringements during an inspection, points can be allocated for each violation, although no more than 12 points per inspection.

When a total of at least 18 points have been allocated to a license holder and/or vessel captain, the fishing license/sailing rights are suspended for a period of at least two months. If the fishing license/sailing rights are suspended for a second time the suspension period is four months and in case of suspension for a third time the period is eight months. After the fourth time the period is one year. If the license holder/captain is allocated at least 18 points for the fifth time the fishing license/sailing rights are permanently withdrawn. If the license holder and/or vessel captain does not commit to any other serious infringements within the period of three years since the date of the last serious infringement all points are deleted for the license holder/vessel captain.

|                      |                         | 2015 | 2016 | 2017 |  | Change<br>2016 – 2017 |
|----------------------|-------------------------|------|------|------|--|-----------------------|
| Point-<br>allocation | Number of vessels       | 2    | 0    | 3    |  | +3                    |
|                      | Number of cases         | 2    | 0    | 3    |  | +3                    |
|                      | Number of infringements | 2    | 0    | 3    |  | +3                    |

A general decline in the number of cases with point allocation since the introduction of the scheme has been noted in 2012. In most of the previous cases the allocation of points was due to noncompliance with the rules on catch composition in industrial fisheries. With the landing obligation there are no longer any infringements related to the target species provision.

As a result of the rule that points expire after three years if no new serious infringements are committed points have been erased in 28 cases since implementation of the regulation. From the beginning of 2018 there are only registered active points in 6 cases. There have not at any time been awarded as many points to a vessel or a master that would lead to the suspension of a fishing license or master's license.

### 2.17 Cooperation and dialog with the industry

In 2017 several meetings were held with representatives of the industry in the Fisheries Dialogue Forum where practical experiences and communication efforts are the focus of the agenda. A number of meetings have been held with the industry on various topics that are considered relevant in relation to future fishing.

In 2017 representatives from The Danish Fisheries Agency participated in information sessions and general meetings with the local fishermen's associations to inform about particularly new elements of the Common Fisheries Policy and changes for the landing commitment. Finally, employees from the units (inspectorates and inspection vessels) also participated local meetings with representatives from the industry.

In 2017 the Danish Fisheries Agency will continue its development from 2016 with a work on the publication of a number of guidelines for the industry. The instructions can also be obtained from The Danish Fisheries Agency's website.

## 3. Inspection of recreational fishing and fish passages

Recreational fishing inspections are in particular carried out as inspection of fishing equipment in fresh water and coastal areas and inspection of persons angling or engaging in recreational fishing. Fish passages are inspected in fresh water at damming, fish farms etc. where the use of fish ways, eel passages and grids are

mandatory. After conducting an inspection the inspectors issue an inspection report with more specific information from the inspection. Information from the inspection reports make up the basic documentation for the inspection work.

In 2017, the Danish Fisheries Agency used drones as a tool in the inspection of recreational fishing. Especially shallow areas can be difficult to inspect from boat and the information from drone flights makes it easier to assess whether additional inspection is required. The Danish Agency for Agriculture and Fisheries will continue and develop the use of drones for inspections in 2017.



*Fishing trap observed from the air*

### 3.1 Inspection of recreational fishers, anglers and their gear

The number of inspections decreased from 2,115 in 2016 to 2,034 in 2017, equivalent to a decrease of 4 %.



*Inspection of fishing trap in shallow water*

In 2017 5,928 fishing gears were inspected which was 390 less than in 2016 representing a decrease of 6%.

1,416 inspections of recreational fishing licenses were carried out, a decrease of 180 compared to 2016. The decrease from

2016 to 2017 corresponds to 11 %. The total number of recreational fishing licenses sold was 30,720 – a reduction of 1.8 %.

|                    |                           | 2015  | 2016  | 2017  | Change<br>2016 - 2017 |
|--------------------|---------------------------|-------|-------|-------|-----------------------|
| <b>Inspections</b> | Number of inspections     | 1.990 | 2.115 | 2.034 | -3,8 %                |
|                    | Number of inspected gears | 6.251 | 6.318 | 5.928 | -6,2 %                |

### 3.2 Inspection campaign

No nationwide control campaign aimed at recreational fishing was carried out in 2017. The inspection units have continuously planned and carried out inspections in locally defined areas and at times when there has been a particular risk of infringement.

### 3.3 Inspection of anglers and sports fishers

4,537 anglers and sports fishers were checked to confirm their angling license - an increase of 57 % compared to 2016.

186,487 angling licenses for sports fishers were paid for in 2017. 135,493 were annual cards, 20,947 were weekly cards and 30,047 were day cards. In total, there have been a decrease of 2.3 %.

### 3.4 Fresh water inspections of fish passages, release and electrofishing

906 inspections of fish passages, releases and electro fishing were carried out in streams and lakes - an increase of 85 % compared to 2016. The increase was mainly prompted by a special focus on the recovery of the eels and the possibility for the glass eels to get up stream



29 inspections of releases were conducted which is 19 fewer than in 2016. 8 inspections of electro fishing were conducted, which is 7 less than 2016.

### 3.5 Infringements, recreational fisheries

The summary of recreational infringements includes cases against both known and unknown anglers, landowners and recreational fishers (but not lack of payment for fishing and angling licenses).

618 infringements were found by inspections, corresponding to an increase of 17 % compared to 2016. Inspections leading to the discovery of infringements resulted in the confiscation of 1,551 items of fishing gears corresponding to a decrease of 2 % compared to 2016.

The proportion of inspected gears confiscated inclined from 25 % in 2016 to 26 % in 2017. The infringement frequency remains at a high level. Part of the reason for fishing inspectors are still able to confiscate a large quantity of the inspected equipment is probably that more specific and precise reports of illegal fishing are received. See further in Section 4.1.

|                      |   | 2015  | 2016  | 2017  | Change<br>2016 - 2017 |
|----------------------|---|-------|-------|-------|-----------------------|
| <b>Infringements</b> | Proportion of confiscated inspected equipment | 32 %  | 25 %  | 26 %  | 4 %                   |
|                      | Number of cases                               | 517   | 530   | 618   | 17 %                  |
|                      | Proportion of unknown                         | 80 %  | 71 %  | 67 %  |                       |
|                      | Confiscated items of gear                     | 2,108 | 1,582 | 1,551 | -2 %                  |
|                      | Proportion of gill nets                       | 30 %  | 39 %  | 25 %  |                       |
|                      | Proportion of traps                           | 41 %  | 39 %  | 37 %  |                       |
|                      | Proportion of other gears                     | 29 %  | 22 %  | 38 %  |                       |

67 % of the illegal gears were not provided with identification information and are therefore characterized as “Unknown”. These gears were confiscated and subsequently destroyed. 25 % of the illegal items were gill nets whilst traps accounted for 37 %.

The infringements were divided into different types and subgroups. A single infringement may consist of several types (and subgroups) of infringements.

Distribution between groups has not changed significantly compared with 2016. Infringements related to equipment limitations (number of fishing gear, illegal fishing gear, deficient labelling etc.) continue to account for the largest part, corresponding to 68 %. In 2016 the figure was 73 %.

The following subgroups were subject to a substantial development from 2016 to 2017:

- An increase in the number of illegal gear or no identification information (222 to 258)
- An increase in the number of cases concerning fishing in conservation zones (66 to 95)
- An increase in the number of cases concerning fish that cannot be landed due to pollution hazard to health

There was no significant change for the other subgroups compared to 2016.

41 of the inspected recreational fishers had not paid for a fishing license corresponding to 2.0% of those inspected. The corresponding figure for 2016 was 48 fishers equivalent to 2.3 %.

180 of the inspected anglers and sports fishers had not paid for an angling license corresponding to 4.0 % of those inspected. The corresponding figure for 2016 was 108 equivalent to 3.6 %.

## 4. Reports

### 4.1 Reports of illegal fishing

Citizens have the possibility to report presumed illegal fishing to the Danish Fisheries Agency. This can be done either via the Danish Fisheries Agency’s website or through direct contact with one of the agency’s units. Reports are recorded and are included in the planning of inspection efforts. In 2017’ the Danish Fisheries Agency’s target was that there should be a follow-up in the form of contact with the reporter. Contact should be made by phone, email, etc. in at least 75 % of the cases.

In 2017 the Danish Fisheries Agency received 639 reports where the reporting person could be contacted. In 481 cases, equivalent to 75 %, the person submitting the report was contacted. Besides the named reports, the Danish Fisheries Agency received 264 anonymous reports.

|                |   | 2015 | 2016 | 2017 | Change<br>2016 – 2017 |
|----------------|---|------|------|------|-----------------------|
| <b>Reports</b> | Reports where person could be contacted     | 472  | 572  | 639  | 12 %                  |
|                | Contact to the person submitting the report | 81 % | 77 % | 75 % | -3 %                  |
|                | Anonymous reports                           | 101  | 248  | 264  | 6 %                   |

## 5. Audits

### 5.1 Audit of the Danish Fisheries Agency's fishing inspectors

The Danish Fisheries Agency performs internal audits of the agency's fishery inspectors. The purpose is to guarantee quality and uniformity of the inspection visits.

The Danish Fisheries Agency's inspectors work in accordance with internal guidelines that describe what each inspection visit must consist of. Audits are intended to ensure that the inspectors are working within these guidelines and thus ensure uniformity of procedures and work processes.

During audits, experiences are exchanged, collected and mediated across the units. It is the aim of The Danish Fisheries Agency that the agency's inspectors achieve a common and consistently high professional level.

In 2017 there were 14 audits of which:

- 11 were related to landing inspections.
- 3 were related to inspections at sea.



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