



IUU Risk Intelligence

Putting Compliance First

GLOBAL EVALUATION OF FISHERIES MONITORING CONTROL AND SURVEILLANCE IN 84 COUNTRIES

NORWAY - COUNTRY REPORT

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SUMMARY

This evaluation of Fisheries Monitoring Control and Surveillance report for Norway is one of 84 such country evaluations that covers nations landing 92% of world's fish catch. Using a wide range of interviews and in-country consultations with both military and civilian agencies, the report exemplifies the best attempt by the author(s) at evaluation of MCS compliance using 12 questions derived from international fisheries laws. The twelve questions are divided into two evaluation fields, (MCS Infrastructure and Inspections). Complete details of the methods and results of this global evaluation would be published shortly through IUU Risk Intelligence website.

Over a five-year period, this global assessment has been subjected to several cross-checks from both regional and global MCS experts familiar with compliance aspects in the country concerned. Uncertainty in assigning each score is depicted explicitly through score range. However, the author(s) are aware that gaps may remain for some aspects. The lead author remains open to comments, and revisions will be made upon submission of documentary evidence where necessary. Throughout the report, extreme precaution has been taken to maintain confidentiality of individuals who were willing to share information but expressed an inclination to remain anonymous out of concern for their job security, and information from such sources was cited as 'anonymous' throughout the report.

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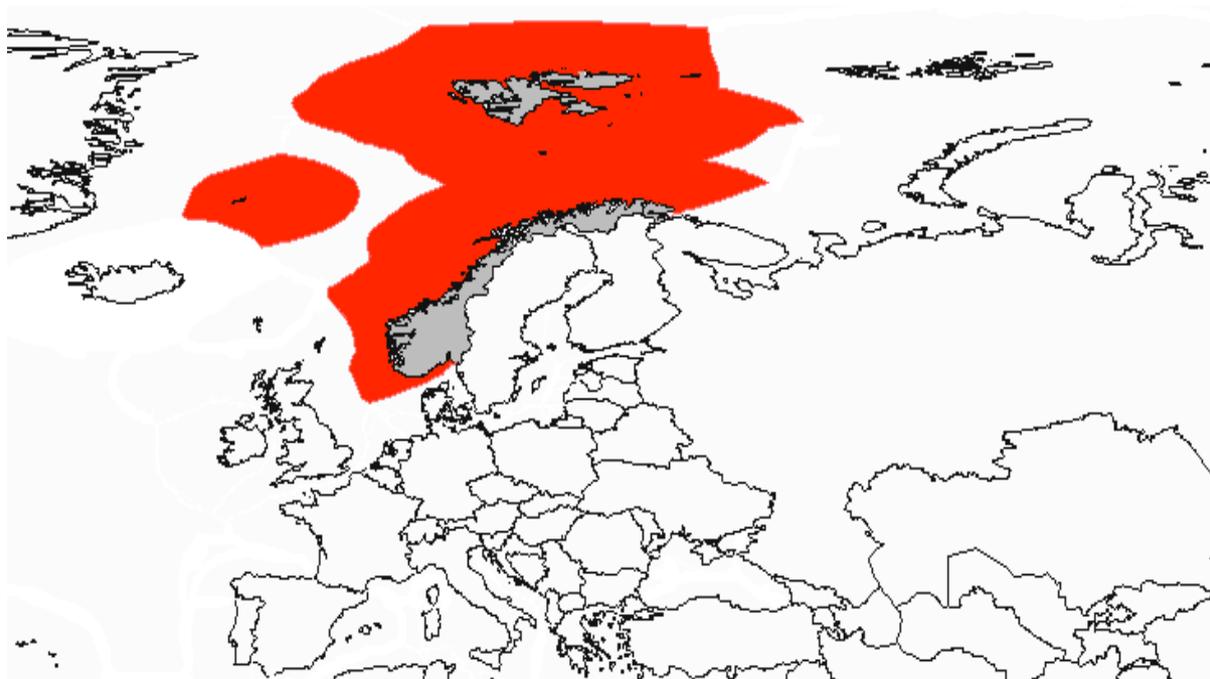
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NORWAY – COUNTRY REPORT



FAO landings (2013): 2,073,638 tonnes

Fisheries contribution to GDP (2011)¹: 0.7%

Law of the Sea (Ratification): 24th June 1996

Coastline: 25,148 km

RFMO Membership: CCAMLR, ICCAT, NAFO, NEAFC, SEAFO

Patrolling Agencies: Norwegian Coast Guard



Rank	Priority for maritime security tasks
1.	Protection of oil installations
2.	Cross-border incursions
3.	Illegal Fishing

¹ This GDP figure is inclusive of Fishing and Farming.

SECTION 1: MCS INFRASTRUCTURE

1. Does the country have adequate surveillance infrastructure (patrol aircraft, sea based patrol vessels and coastal patrols) to effectively patrol fisheries resources within its EEZ?

Score: 8

Score Range: 7-8

Yes, to a large extent (OECD 2012; Jane 2012; IISS 2013). Norwegian Directorate of Fisheries operates Fisheries Monitoring Centre on a 24-hour basis to monitor Norwegian and foreign fishing vessels operating within its EEZ². Norway Coast Guard is planning to replace current Nordkapp-class Coast Guard vessels “KV Nordkapp”, “KV Senja” and “KV Andenes” with three new ice-class patrol vessels (that will be equipped with updated TRS-3D radars) with first induction planned in year 2022 (Nilsen 2018; Scott 2019).

Coast Guard has 15 patrol vessels (9 *Ocean*; 6 *Coastal*) for monitoring fishing activities in the Norwegian EEZ (Eikemo 2008). Some offshore territories like Svalbard rely on only one patrol vessel (Anon 2018). According to the Directorate of Fisheries, offshore fishing activity is inspected based on risk assessment and approximately 70% of Coast Guard’s resources are allocated for fisheries inspections and activities related to fisheries.

2. Does the country have adequate trained officers to conduct MCS operations?

Score: 8

Score Range: 7-8

Yes, to a large extent. The Directorate of Fisheries has offices and staff in seven regions (*Vadso, Tromso, Bodo, Trondheim, Alesund, Maloy and Egersund*) to monitor fishing vessels. The Norwegian Coast Guard has also adequate trained officers to board and inspect fishing vessels at sea. See OECD (2013) report for more information.

The Norwegian Coast Guard have their own training centre called the “Norwegian Coast Guard Training Centre”, which is located at the Norway’s main naval base. The main goal in Coast Guard duties is to educate officers in operational aspects, including law matters and policing. A part of the training also involves education in the use of artillery and small arms. The basic course is a nine-week course which have 5 weeks of law/policing, 3 weeks Fishery

² In addition to the Norwegian EEZ in mainland waters, the Norwegian Coast Guard carries out MCS activities in the Fishery Protection zone around Spitzbergen and the fishery zone around Jan Mayen.

Inspector Course and 1-week training in Schengen Border Control (Schultz, *pers. comm.*, 2013).

There are also two other courses for officers, which have been in service for a longer period, (1) advanced Fishery Inspector Course for 2 weeks and (2) One year education course called LMOPS, which is Coast Guard branch of “Principal Warfare Officer Course” and “Advanced Coast Guard Operation Course” (Schultz, *pers.comm.*, 2013).

3. Does the country have adequate management plans to monitor their fishing vessels on the high seas?

Score: 8

Score Range: 7-9

Yes, Norway has plans to monitor fishing vessels both within and outside the EEZ. Norwegian laws also require their nationals to comply with conservation and management measures both within and outside its EEZ (Erceg 2006; OECD 2013). See Q. 4 for more information.

Amendment of 25 March 1994 (Regulation of 13 May 1977) regarding fishing and hunting operations by foreign nationals in the Exclusive Economic Zone of Norway also states that foreign vessels might be denied a license to fish in its EEZ if they undertake unregulated fishery on the high seas on fish stocks which are subjected to management in national waters.

4. What proportion of fishing vessels is equipped with vessel monitoring system (VMS) to monitor their movements on a continuous basis?

Score: 8.5

Score Range: 8-9

Status as per January 1, 2013 is that all Norwegian vessel over 15 meters must use an approved VMS system and send information to the Norwegian Fishery Monitoring Centre (FMC), which is manned 24/7, every hour wherever it is carrying out its fishing operations. Regarding foreign vessels, all foreign fishing vessels are subject to satellite tracking during their presence in Norwegian EEZ. From 21 December 2009 onwards, Norway implemented a regulation for Electronic Reporting System (ERS) through which all-Norwegian fishing vessels over 15 meters have to report daily to FMC on all activity carried out in connection to fishery. This ERS system will replace the former paper catch logbook and the former manual reporting system. All foreign vessels fishing in Norwegian jurisdiction areas have to comply with the same legislation prepared for foreign vessels (Schultz, *pers.comm.*, 2013).

Both Norwegian and foreign fishing vessels are required to report their positions on a regular basis and submit electronic reports for effective quota monitoring. Norwegian Coast guard is responsible for monitoring fishing vessels at sea, while the Directorate of Fisheries is responsible for monitoring dockside landings (Hannesson 2011).

5. What percentage of fishing vessels (>20 m OAL) is monitored through onboard observers at sea (for major commercial fish stocks)?

Score: 5

Score Range: 5-7

Norway does not use observers' systematically onboard fishing vessels at sea. The Directorate of Fisheries has their own unit called the Surveillance Service, which carry out different kinds of duties at sea. This is mainly linked to control intermixture of juveniles of bycatch in deep sea trawling for demersal species such as cod and haddock or bycatch in deep-sea cold-water shrimp fishery. Results from this surveillance programme are the key information used for real-time closures in waters north of latitude N 62 degrees. The same staff also partly is onboard fishing vessels as inspectors (Schultz, *pers.comm.*, 2013).

SECTION 2: INSPECTIONS

6. How often fishing vessels are inspected at sea (Identification by sight and boarding for inspections)?

Score: 8

Score Range: 7-8

The Norwegian Coast Guard has carried out from 2007 annually between 1700-1800 inspections, which are fishery, related. The number of reactions varies, but the trend line is that it is slightly increasing. Violations discovered (serious infringements) which ends in report to the police is around 2.5% of the total number of inspections (Schultz, *pers.comm.*, 2013).

In 2018, Norway Coast Guard conducted 1423 inspections that led to 258 warnings and 48 cases where breaches of fisheries laws were identified (Karlsen 2019).

Number of inspections has declined over the years. In 2009, NCG conducted 1050 vessels inspections at sea (Anon 2009), in comparison to 1750 inspections

at sea in 2008; 1767 inspections during 2007 (Anon 2008), and 3000 inspections during 2000 (Anon 2002). See OECD (2013); Honneland (2000); Skaret and Pitcher (2006); Anon (2012) documents for more information.

7. How often fishing vessels are scrutinized through aerial patrols?

Score: 7

Score Range: 5-7

Norwegian Coast Guard has 6 helicopters and two aircraft to monitor fishing operations in the Norwegian EEZ (Fiskeridirektoratet 2008c). In 2018, only one NH90 helicopter was operational for 67 flight hours (Karlsen 2019).

Regarding helicopters, the Norwegian Coast Guard is in a process to replace its Lynx helicopters with NH90. The plan is that 3 of these new helicopters are serving at the end of 2014. Regarding air surveillance with airplanes, the Norwegian Coast Guard hire all together 600 hours yearly, in partnership with other Norwegian Governmental bodies (Schultz, *pers. comm.*, 2013).

Only nine of the fourteen NH90 helicopters have been delivered and these are mostly grounded because of maintenance issues and shortage of spare parts (Anon 2019; Anon 2018). Occasionally, Norwegian Coast Guard also leases fixed-wing Beechcraft 350ER aircraft from Norway's Coastal Administration for fisheries patrols (Anon 2018).

8. How often are fishing vessels inspected at landing centers and docks for foreign and domestic vessels (Dockside monitoring)?

Score: 8.5

Score Range: 7-8

Almost all the fishing vessels are required to report their landings, which are checked against fishing quotas for the respective vessel/company through the contract-note system. Verification is accomplished by counterchecks of landings by fish sales organizations and through physical checks at Directorate of Fisheries. Vital information on quantity, species and fishing grounds is recorded and counted against individual quotas (Gullestad *et al.*, 2015; Fiskeridirektoratet 2008a; Fiskeridirektoratet 2015; Hoel 2005; OECD 2012; Tenningen 2014). In 2017, Norway inspected 8.1% of fresh and 7.5% of frozen seafood landed at its national ports (NEAFC 2018).

In order to verify the information that is used in the quota settlement system, to detect unregistered removal of fish, and to ensure compliance with other regulatory measures, the Directorate of Fisheries conducts a few inspections of

selected vessels in the fisheries sector. However, the investigation shows that both the scope and the transshipment of landing inspections and inspections of shore facilities vary substantially between the regions. There are also material variations in the number of violations of the regulations revealed by the inspections. In addition, it has been shown that the number of inspection activities at shore facilities that produce salted fish from cod is substantially lower than those at other shore facilities because of the inadequacy of the factors established for calculating the production yield of such fish (Anon, *pers.comm.*, 2015).

See Gezelius (2006); Aanes et al., (2011); Hoel (2005); OECD (2009) documents for more information. According to Pew (2009) there were 8 reported visits by 6 IUU vessels to Norwegian ports between 2006 and 2008 (www.portstateperformance.org). From 2009 there have been zero (Schultz, *pers.comm.*, 2013).

9. Are there adequate plans to monitor catches in coastal areas through coastal patrols (beach patrols, small-scale fishing gear and catch inspections) on a regular basis?

Score: 7

Score Range: 7-8

Yes, plans exist to monitor catches from coastal fisheries on a regular basis through purchase slips and appear to be well regulated (Gezelius 2002; Gezelius 2004; Hannesson 2011; Hoel 2005; Gullestad *et al.*, 2013, 2014, 2015). See Honneland (2000); Skaret and Pitcher (2006); Gezelius (2006); OECD (2009, 2013) for more information. Illegal dumping of cod and other commercial fisheries is reported (Fiskeribladet 2018).

10. Are all the catches that are caught in this jurisdiction at sea accounted for (i.e., unreported Trans-shipments at sea)?

Score: 8

Score Range: 7-8

Yes, to a large extent. Norway is also a signatory to the UN Fish Stocks Agreement. Although, illegal reloading of catches at sea and foreign ports is a major problem for Norwegian authorities (See Hoel 2005), Norway has addressed these issues to a limited extent through port state control in neighboring countries and participation in high seas RFMOs like NEAFC and NAFO.

All foreign vessels entering and exiting Norwegian EEZ are required to report the catch onboard. In addition, foreign vessels are also required to report catches on a weekly basis (Fiskeridirektoratet 2008b). See Q.4 and OECD (2012, 2013); Gullestad *et al.*, (2014); Gullestad *et al.*, (2015) documents for more information.

11. Are vessels required to undergo inspection of equipment and fishing gear for every fishing trip?

Score: 7

Score Range: 7-8

Norway legislation does not require vessels to get their fishing gear or other equipment related to fishery controlled for every fishing trip. The Norwegian Coast Guard has a risk-based approach to their inspections work. When they carry out inspections onboard a vessel, control of fishing gear is a part of the ordinary inspection work. Key elements are mesh size, different types of attachments to nets, grid-sorting systems etc...(Schultz, *pers. comm.*, 2013).

Inspections work in ports from the Directorate of Fisheries side; have a minimum control of fishing gear (Schultz, *pers. comm.*, 2013).

According to Norwegian Environment Agency, there is a growing problem with use of illegal driftnets targeting salmon, sea trout and Arctic char in coastal fisheries. Police and Coast Guard also seize unmarked illegal fishing gears (lobster traps) each year but are unable to track captains due to lack of evidence. In 2016 (Jan-Nov) 428 nets were seized by Statens naturoppsyn (SNO) of which 141 were seized in Oslo followed by Finnmark (68), Nordland (65) and 56 in Hordaland (Rostad 2016). In 2015, the agency confiscated 18 km of driftnets. 360 cases of illegal fishing gear were registered in 2015 (Jan-Oct) compared to 397 seizures in 2014. Such problems were greatest in Northern Norway where 115 gears were seized, followed by 67 seizures in Nordland and 58 in Finnmark (NEA 2015).

Information from Honneland (2000, 2011) suggests that fishing gear compliance (Mesh size) is regularly checked during inspections at sea. Inspections at ports are also effective in curtailing fishing gear violations. Illegal salmon nets and lobster traps are a growing problem and often seized in coastal waters during boarding's at-sea to send tough signal to the offenders (Aanes *et al.*, 2011; Hannesson 2011; Kvellestad 2015).

12. Has the country taken adequate measures to revise and implement national fisheries laws to curtail illegal fishing practices; and does it comply with national and international laws signed?

Score: 8.5

Score Range: 7-9

Act amending the Marine Living Resources Act No. 37 (No. 43 of 2010) of 25 June 2010 is the main national legislation for fisheries management in Norwegian waters. Although the country has not reported a NPOA on IUU Fishing, the provisions in the Marine Resources Act initiate coercive and infringement fines as penalties for fisheries violations. Further, the Act applies punishment of Norwegian citizens for fisheries crimes committed in other states' jurisdictional areas.

Norway is a world leader towards controlling IUU fishing in the world's oceans and has consistently supported international efforts (UN, FAO & Interpol) to accomplish sustainable fisheries management. Norway ratified all three international fisheries laws and applies stringent regulations to all Norwegian fishing vessels irrespective of whichever jurisdiction they operate (UN Port State Measures Agreement ratified on 20 July 2011, the FAO Compliance Agreement on 28 December 1994, and the UN Fish Stocks Agreement on 30 December 1996). See Karlsen (2019); Anon (2018); Regjeringen (2018); Fiskeribladet (2018); Jentoft and Johnsen (2015); Gullestad *et al.*, (2014); Steinshamn (2010); Aanese *et al.*, (2011); Hoel (2005) documents for more information.

Flag of Convenience	No	Source: ITF (2015)
Vessels on the RFMO - IUU vessel list	No	

RFMO	Year of the assessment	Compliant	Partially Compliant	Not Compliant	Source
CCAMLR	2013	Yes			CCAMLR (2014)
ICCAT	2013	Yes			ICCAT (2014a); ICCAT (2014b)
NAFO	2013	Yes			NAFO (2014)
NEAFC	2017	Yes			NEAFC (2018)
SEAFO	2013	Yes			SEAFO (2014)

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Note:

Bibliography and other notes relevant to this country report including methods, results and discussion for the global evaluation of 84 countries would be released shortly through IUU Risk Intelligence website (<https://iuriskintelligence.com/>). (The author can be contacted at pramod.raju@gmail.com to provide any feedback).

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