

# Greenpeace demands on traceability for retailers

Tracing seafood products from the ship that caught them to the supermarket shelf is essential to ensure that the fish has been legally and sustainably caught. Retailers and processors must take account of the following issues for all seafood products that they buy:

1. Not to buy fish from any **blacklisted vessels and their owners/ operators** listed on an Official Blacklist or on the Greenpeace Blacklist..
2. Not to buy fish from **transhipments** that have taken place at sea. Transhipments must only take place in preapproved transhipment ports after timely notification to relevant authorities, and under the surveillance of enforcement personnel. All such transhipments must be documented and available on the respective [quota] registry.
3. Only to buy fish that has been delivered to **preapproved ports/harbours**. In these ports, systems must be in place to ensure that all landings are:
  - recorded on the respective [quota] registry database and catch document;
  - reported in a systematic and coherent way to the authorities in charge;
  - verified between port and flag states through full exchange of all catch data.

## Ensuring traceability for large scale fisheries - monitoring, control and surveillance (MCS)

For fish caught by large scale fisheries, traceability can only be ensured when fully functioning MCS measures are in place. A functioning MCS system includes:

**tamper-proof satellite vessel monitoring systems (VMS)** reporting in real time to a centralised, common and independently held database available to all relevant authorities;

**automatic electronic catch diaries** for all vessels to shut out the possibility of double bookkeeping;

**electronic catch documentation** accompanying the catch or any part of it and, authorisation of the electronic catch documentation at each step by relevant authorities. The catch document must contain:

information on the vessel (name, call sign, flag);

area in which the fish has been caught;

fishing technique used;

size of the catch and whether it has been divided up (each part having its own document)

name of the Captain and Fishing Master.

The full catch document must accompany the catch or any part of it throughout the chain of custody and be provided to relevant authorities at least 24 hours in advance of the catch entering a port/shipping facility. It must be signed by the competent authority at each point in the chain.

## Small-scale fisheries and traceability

As MCS systems can pose a significant burden on small-scale fishing communities due to the high costs involved in installing MCS systems, a specific approach needs to be defined for small-scale fishermen. The development of such a model needs to be undertaken with the

involvement of small-scale fishing sector stakeholders. Capacity building and training of onboard as well as land-based fisheries inspection staff, providing them with an adequate status and salary, will be key.

Whatever the process to develop the appropriate technical framework for small-scale fishermen might be, it is essential that it result in an outcome making it possible for the information listed in the next section to be available for labelling of the end product.

## **Labelling**

All seafood products available for sale to customers needs to be fully labelled to ensure their traceability and consequently legality and sustainability.

Labels must contain:

The common and Latin name of the species;

The FAO fishing area where the fish was caught or country where the product was raised (for aquaculture);

The stock of fishery for wild caught or country of origin for aquaculture products;

The fishing capture method or type of aquaculture;

The port of landing for wild caught fish;

The day of catch and/or landing;

[Link to database](#)

[Link to database.](#)