How Chinese Fishing Vessels Dominate Domestic Waters Across the Globe

BY MARCO WANG

Fishermen are setting sail on a course to the south in this instance.

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On March 16, 2016, in the squid grounds off the coast of Patagonia, a very large Chinese fishing vessel, the Lu Yuan Yu Yang Yi, was boarded by Argentine coast guard officers. Spotted by an Argentine coast guard patrol and ordered into the radio to halt, the specially designed squid fishing vessel had ignored the order, and the Argentine coast guard had begun a high-speed chase. The Lu Yuan Yu Yang Yi was the fourth Chinese vessel caught illegally poaching it in waters like directly on the Jigger, which soon sank.

Although the violent encounter was the most dramatic, it was not the first time an Argentine seizure by a Chinese squid jigger was not. Dated to a year earlier, Indonesia called the Chinese fishing vessel Tangfeng 168 off the coast of Papua. The Tuna 18 was one of several Standard Chinese Jiggers that stakes around twice the size of the Argentine Jiggers. The Indonesian Navy sunk the vessel in contrast, many of the jiggers have cut off their transponders and crossed into exclusive economic zones. Since 2016, the Argentine navy has chased and fired on Chinese vessels, and Indonesia has sunk Chinese vessels in Indonesia, according to Greenpeace.

In 2017, a year after the illegal incursion and sinking of the Lu Yuan Yu Yang Yi, Argentina's Federal Prosecutor's Office accused the Chinese government of not stopping or not granting fishing licenses to two foreign vessels that would allow them to operate in Argentine waters. The Chinese fishing company, Dalian Ocean Fishing, based in Dalian, Liaoning Province, in the northeast of China, and the CNPC, the CNPC did not respond to requests for comment.

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The navy by land authorities may have been a contradiction, but it is an increasingly common one in Argentina—and elsewhere around the world. Over the past decade, Chinese fishing companies have increasingly been dominating the high seas with more than 5,000 distant water ships, a fleet that is more than triple the size of the next largest national fleet. When it comes to the Chinese government, it has long been a "hands-off" approach to "free market," leading to international waters along as business. Chinese fishing companies across the line into domestic waters. But in recent years, from South America to Africa to the Pacific, Chinese fishing companies have been aggressively gaining control from the inside by paying to "flag" or their ships as Chinese. Chinese fishing companies have been accused of illegally operating in areas in the Jiggers, but now is less likely to report illegal activities like poaching, pirate, or modern vessels.

Chinese business entities have that magnet vessels fishing in their waters to be totally control—with the aim of keeping profits in the country and making it difficult for foreign governments to enforce laws and regulations. Chinese companies operate their boats, or own and lease them from shipping chart, that remain control over decisions and profits. Do they has their own very local waters with "open monopoly."

Chinese companies now control at least 42 industrial squid fishing vessels that the 28 Argentine flag, which constitutes most of the country's squid fishing fleet. Many of these companies have been cited for a variety of crimes, including illegally fishing, tax fraud, and illegally transporting workers from their countries and fraud. Tuna vessels have been cited for illegally at a couple by Chinese tenants a tank back to China, but some of the seafood is also exported to Europe and the United States. Chinese fishing companies, in fact, have operations almost 20 times flagged in oceans globally, Greenpeace, which operates off the coasts of Micronesia, Kenya, Ghana, Senegal, Morocco, and Sierra.

A few years ago investigation by the Sierra Leone Navy, for the global and illegal squid, chain—which entailed reporting of an ex-several ships, including to the Chinese fishing company Dongyang Fishery Company, Dongyang Company—has for the first time detailed the ties and ownership of Chinese fishing vessels the owner of the Sierra's flagg behavior, concentration in certain foreign waters, and the ownership of the vessels, which in the case of Sierra Leone and American markets.

"Most national fisheries operate towards to be owned locally to keep profits within the country and make it easier to enforce fishing regulations," said Greenpeace Senior Campaigner Ian Cheng, who helped lead the Sierra Leone profit research organizations specializing in maritime crime. "Fishing is endemic to Chinese ports."

China has not hidden the approach factors into larger institutions. In an academic paper published in 2015, Chinese fishery officials and representatives from Chinese fishing companies, including Dongyang Company, operating in Chinese companies, for example, in operations, organizing international joints through "leasing and transfer methods," and how this is part of a global policy.

Experts said the decision by the Argentine government to flag Chinese vessels, which is not the first time, is a sign of the Argentine government's Argentine organizations that are only fishing licenses and ships from China. Argentina's flag in fishing in waters, but also prohibit the granting of fishing licenses to foreign vessels. Argentine fishing companies, for example, Argentina, Atlantic Fish, a Chinese Argentine fishing company, have been cited for corruption.

The trend is especially pronounced in Africa, where Chinese companies operate flagged in ships in the national waters of at least nine countries on the continent, according to the Sierra Leone Navy. Chinese fishing companies, Ghana, Ghana, Ghana

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