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ANNUAL REPORT TO THE COUNCIL AND THE EUROPEAN PARLIAMENT

**on the progress of the
multi-annual guidance programmes for the fishing fleets
at the end of 1994**

(presented by the Commission)

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1. Subject of the Communication and legal base

For each Member State in the Union, a multi-annual guidance programme fixes objectives for reducing the size of the fishing fleet.

The third generation of multiannual guidance programmes were adopted in December 1992¹ and fix objectives for the period 1992 - 1996. A mid term review of the programmes has recently been completed² in which the situation of the fleet and the objectives for 1996 were revised on the basis of more up to date information.

For reasons of transparency, when the programmes were adopted in 1992 the Commission undertook to transmit annually to the Council a report on the progress towards these objectives³.

The first report concerning the results of the transitional programme for 1992 was communicated to the Council in June 1993⁴. The second report on the results of the programmes at the end of 1993 was communicated to the Council and to the Parliament in June 1994⁵.

The Council made this annual communication obligatory in its decision of 1993 on the restructuring of the fisheries sector⁶ and this obligation was extended to report to the European Parliament⁷.

1 Commission Decisions 92/588/EEC to 92/598/EEC of 21.12.92 (O J L401 of 31.12.92 p.3)

2 Commission Decisions 95/.../... of

3 Declaration of the Commission annexed to the minutes of the Standing Committee for the Fishing Industry of 1.12.92.

4 SEC(93) 881 final and SEC(93) 881 final/2.

5 COM (94) 208 final.

6 Article 4 of Decision 94/15/CE (O J L10 of 14.1.94, p.20).

7 Article 6 of Council Regulation (EC) No 3699/93 of 21.12.93 (O J L346 of 31.12.93)

2. The objectives set by the multi-annual guidance programmes.

The fleets of each Member State are classified into segments, and objectives for the tonnage and power are set for each of these segments. By 31 December 1996, these targets must be achieved for all the segments. In addition, annual intermediate objectives have been set for the global fleet capacity, that is, the sum of the capacities of all the segments of the fleet of any one Member State.

The reduction rates applied to the fleet segments depend on the species targeted and on the gear used. Generally, any segment targeting demersal species is subject to a 20% reduction rate, whereas segments targeting benthic or pelagic species are subject to reduction rates of 15% and 0% respectively. The global reductions required for the fleets of different Member States will therefore differ according to the structure of the fleet. In all cases, the reductions are calculated from the objectives for 1991 that were set by the previous generation of multi-annual guidance programmes.

The annual intermediate objectives ensure that the fleet reductions required are achieved progressively. These intermediate objectives are important for the application of the structural policy in the fisheries sector, and in particular the Financial Instrument for Fisheries Guidance⁸. Member States cannot take measures in aid of vessel construction unless the global annual intermediate objectives are respected.

3. Measurement of capacity and fishing effort

3.1 Tonnage

When the programmes were adopted, the objectives for tonnage were expressed in gross registered tonnes (GRT). This disguised the fact that in all Member States a mixture of tonnage measurements were used, some vessels being measured in GRT, others in gross tonnes (GT) and others in nationally defined units of tonnage.

In order to harmonise tonnage measurements, Council Regulation (EC) No 3259/94⁹, and Commission Decision No. 95/84/EC¹⁰ were adopted. These require that all fishing vessels be measured in GT, simplifying its definition for small vessels and specifying formulae to estimate GT while awaiting full remeasurement.

Although it was intended to express the objectives of the multiannual guidance programmes in GT at the time of the mid term review of the programmes, many Member States were unable to comply with the deadlines to submit the GT values or estimates. The services of the Commission will therefore recalculate the objectives in terms of GT at a

⁸ Article 10 of Council Regulation (EC) No 3699/93 of 21.12.93 (O J L346 of 31.12.93).

⁹ O J No L 339, 29.12.94, p.11

¹⁰ O J No L67, 25.3.95, p33

later date.

For the purposes of the present report the objectives of the multiannual guidance programmes are expressed in GRT for all Member States.

3.2 Power

The power of the vessels refers to the main engine power. The power of auxiliary engines is not taken into account.

3.3 Fishing Effort

The fishing effort of a vessel is measured as the product of capacity and the number of days spent at sea during the year. There are therefore two measures of effort, one measured in GRT days and the other in kW days.

4. The fishing vessel register of the Community.

The multi-annual guidance programmes are monitored using monthly declarations to the fishing vessel register of the Community¹¹. The register is meant to be a record of the physical characteristics of all the commercial marine fishing vessels in the European fleets. In practice, the data for some countries are incomplete, and for the purposes of the present report more reliable data supplied on paper by the Member States concerned have been used instead. This is discussed more fully later.

Following the adoption of the third generation of multiannual guidance programmes, the data contained in the register was extended to include, amongst others, the segment of the fleet to which the vessel belongs and the fishing effort in power x days and in tonnage x days. In addition, the register is used to record the real or estimated gross tonnages of the fishing vessels following the recently adopted Council Regulation (EC) No 3259/94 and Commission Decision No. 95/84/EC.

In their monthly declarations, the Member States must notify the Commission of any changes to the fleet, such as new constructions, withdrawals, modifications or changes in activity. Erroneous data can also be corrected using these declarations. All such changes are recorded, but the existing information is not discarded. This makes it possible to reconstruct the situation of the fleet at any given date.

The register is continually being updated and the reliability of the information improved. Nevertheless some problems remain to be solved or certain data are lacking in a number of Member States, namely:

¹¹ Articles 4 and 5 of Commission Regulation (EC) No 109/94 (O J L19 of 22.1.94).

- Spain** The data in the fleet register are provisional. The revision of the database should have been completed by 30 June 1995.
- France** The capacity of the vessels operating in the French Overseas Departments are not yet included in the monthly declarations.
- Ireland** The last monthly declaration to the fleet register was made in August 1994, though the present situation of the Irish fleet is known and has been made available to the Commission. The delay in the transmissions to the register was due to the discovery of certain discrepancies in the data and a problem in the allocation of vessels to segments. These have now been resolved and Ireland is able to resume its regular declarations.
- Since the adoption of the programmes in 1992, a number of previously unregistered part time vessels have been included in the fleet register. Only a small proportion of the estimated 3000 GRT and 10800 kW involved have so far been registered. The remaining vessels in this group will be registered before the end of 1996.
- Italy** The Italian fleet register is not yet fully developed because of a number of logistical and technical problems. An action plan to reconstitute the database has been established and should be completed before the end of September 1995. The monthly declarations to the register will be resumed from this date.
- United Kingdom** The data submitted to the register by the United Kingdom do not include vessels registered in the Isle of Man or the Channel Islands. Steps are being taken to computerise the local registers on these islands so that they can be incorporated into the monthly declarations.

As at 31 March 1995, only Italy, Denmark, Germany and Spain had reported fishing effort data to the fleet register for all segments, though other Member States have submitted effort data on paper (see section 5 of this report).

Numerous missions to these and other Member States have been made or are planned for 1995 in order to resolve the outstanding problems. In addition a simplified system for access to the register, the Fleet Register Information System (FRIS), is under development. Other developments being examined are direct access to the database by the Member States and the establishment of a link between the register and the licencing system in order to monitor fishing effort in the various fisheries.

5. Results

Although the multi-annual guidance programmes allow the objectives to be reached by a combination of capacity and activity reductions, no Member State has submitted a

proposal to limit fishing activity. Therefore the objectives must be met purely in terms of capacity. For each country there is a histogram showing the fleet situation compared with the annual intermediate objectives expressed in capacity.

As well as meeting the capacity objectives, there must be a corresponding decrease in fishing effort. In other words, the activity of the vessels must not be allowed to increase. The fishing effort data supplied by the Member States for the years 1991- 1994 inclusive are shown on the same diagram as the capacity data, scaled such that the points for effort and capacity coincide for 1991. Any decrease or increase in effort relative to the intermediate objectives can therefore be clearly seen.

The capacity of each segment of the fleet at the end of the years 1991 - 1994 inclusive are also shown in a table for each Member State.

Also shown in the tables are the percentage decreases achieved over the period 1991 - 1994 compared with the percentage decreases required to meet the 1996 objectives for each segment.

5.1. Results for each Member State.

Belgium

The data used are those from the fishing vessel register as at 28/02/95.

The objectives for 1996 have been set independently of the objectives for 1991 and are much less severe than would have been the case had they been calculated using the standard formula. This was agreed by a majority of Member States in order to safeguard the viability of the fishing industry in Belgium and adopted by a Commission Decision of 22/11/93 revising the original Belgian programme.

Over the last three years, Belgium has reduced its fleet by 12% in tonnage and by 15% in power compared to reductions of 25% and 17% respectively required by the end of 1996. In terms of power the reductions so far achieved meet the intermediate objective for 31/12/94, but the tonnage of the fleet hardly decreased between 1993 and 1994 and is now just outside the intermediate objective.

No effort data have been provided. Power and tonnage by year and segment are shown in the table.

Denmark

The data used are those taken from the fishing vessel register as at 1/12/94. These correspond to the data in the table of objectives multiannual guidance programme, except that segment B09 (vessels of less than 5 GRT) has been omitted. These vessels were previously unregistered and therefore are not included in the figures for 1991 - 1994.

Denmark was within the objectives for 1991 set by the previous programme and needed to reduce its fleet by just 6% in tonnage and 8% in power from the situation at 1/1/92 in order to meet the objectives for 1996. These objectives have already been met, Denmark having reduced its fleet by 18% in tonnage and 20% in power by the end of 1994.

Effort data have been provided. From the line superimposed on the histogram for the total fleet it can be seen that the decrease in effort closely corresponds to the decrease in capacity, indicating that activity has remained more or less constant.

Denmark has already achieved its 1996 objectives in all segments of the fleet.

Germany

The data on capacity are taken from the fishing vessel register as at 02/05/95. The data on effort were supplied on paper by the German administration.

Germany has already more than met its global capacity objectives for 31/12/96. There has however been some increase in activity, so that fishing effort has not shown the same reduction. This is particularly true for effort measured in kw days.

Germany has also met the objectives for 31/12/96 for all segments except the Beam trawlers (flatfish) segment (programme categories G11 and G13), where a further 2% reduction in tonnage and 6% reduction in power is required.

Greece

The data are taken from the fishing vessel register as at 28/03/95. Greece has met the global intermediate objectives for 1994. The decrease in fishing effort corresponds very closely to the decrease in capacity.

Greece has already met the 1996 objectives for the segment "Fixed Gear and Seiners" (categories E20 and Z14). The capacity of the "trawlers" segment (category G18) is also close to the 1996 objectives, but the capacity of the bottom trawlers (category E14) must be reduced by a further 18% in tonnage and 17% in power.

Spain

The data for tonnage and power are taken from the fishing vessel register as at 01.06.94. The figures are however provisional and should have been revised before 30 June 1995 (see section 4).

According to the fishing vessel register data, Spain had already reached its 1996 tonnage target by the end of 1992 and had met its 1996 power target by the end of 1993.

No effort data have been provided by Spain, neither on paper nor in the declarations to the

fishing vessel register.

From the table of the situation each year by segment it can be seen that Spain has already reached its 1996 targets in all segments except for D10 (Trawlers and Polyvalent, Dredgers), where a further 4% reduction in tonnage is required.

France

The data are taken from the fishing vessel register as at 28/02/95.

The segments operating in the French Overseas Departments are not yet incorporated into the fishing vessel register. They were not included in the 1991 objectives and have therefore been excluded from the comparisons of the fleet capacity and the annual intermediate objectives.

France has met its 1994 intermediate objective in terms of tonnage, but not in terms of power. No effort data has been supplied.

France has increased the tonnage of the "Polyvalent, static gears and canners" segment (category A10) beyond that envisaged by the 1996 objective, and has to a lesser degree increased the power of this segment. Similarly the capacity of the "Polyvalent (trawlers)" segment (category M11) has increased while the objectives for 1996 call for a substantial decrease in the capacity. For the other segments, the objectives for 1996 have already been achieved in terms of tonnage or in terms of both tonnage and power.

The situation and objectives for the vessels operating in the French Overseas Departments are as yet provisional. They will be revised before the end of 1995 on the basis scientific advice on the state of the stocks. The vessels concerned will be incorporated into the fishing vessel register by the same date.

Ireland

The fishing vessel register was last brought up to date on 31/08/94. The Irish administration has supplied more up to date information which was used to revise the table of objectives for the programme. The data supplied by Ireland have been used as the basis for the present report.

From the figures it can be seen that the capacity of the Irish fleet has increased by 467 GRT and 14,021 kW over the period 1991 -1994. This largely results from the introduction of 20 offshore whitefish vessels following the Council declaration that fixed the objectives for 1996 independently of the objectives for 1991. However, the annual intermediate objectives were adjusted to take this declaration into account (using the situation at 1.1.93 as the starting point), and the power of the Irish fleet is now outside these objectives.

Ireland has introduced a decommissioning scheme which is expected to remove between

3000 and 4000 tonnes before the end of 1996.

From the effort data supplied by Ireland, it can be seen that effort in kW days very closely tracks the evolution of capacity in kW, the mean activity having remained relatively constant throughout the period.

The data supplied by the Irish administration includes the capacity of some, but not all, vessels that were unregistered at the time that the objectives for 1996 were fixed. No decision has yet been made on whether the objectives for 1996 should be modified to take these vessels into account. The Commission has for the time being rejected any increase in the objectives for 1996 on the grounds that they were set by the Council and are independent of the situation of the fleet in 1992.

The fleet capacity by segment at the end of each year is shown in the table. The 1996 objectives have already been met for the beam trawlers segment (category E11) and the Pelagic trawlers segment (category E15) requires only a further 1% reduction in power to meet the 1996 objectives. However the Polyvalent segment (categories E18, E19) has been expanded by 16% since 1991 compared with 1996 objectives which allow about half this increase.

Italy

Because of the problems with the data in the fleet register concerning the Italian fleet (see section 4), the data used in the present report are those supplied by the Italian administration. These indicate that the situation of the Italian fleet is within the intermediate objectives for 1994.

Data were provided on the tonnage and power of the fleet by segment, but these did not refer to the 31 December of each year as is the case for the other programmes. Effort data were provided but not used in the present report because of discrepancies with data in the fishing vessel register and because the data refer to periods of time other than 1 January to 31 December.

The most notable features of the table showing the evolution of the fleet by segment are the large increase in the capacity of pelagic pair trawlers (category C13) and the large decrease in the capacity of polyvalent trawlers (category C21) since 1991.

The Netherlands

The comparison of the situation at the end of each year with the annual intermediate objectives uses data from the fishing vessel register as at 30/4/95.

For the years 1991 and 1992, the capacity of the shrimp trawlers (category E12) was excluded from the comparison, since they were not included in the objectives for 1991 nor in the objectives of the transitional programme. The increase in capacity between 1992 and 1993 is partly explained by the inclusion of these vessels from that date.

Nevertheless, the Netherlands has failed to meet the objectives of the programme by a substantial margin. From the table showing the situation by segment it can be seen that tonnage has been increasing in all segments, whereas power has been reduced only slightly.

Portugal

The data used are those from the fishing vessel register as at 06/3/95.

Portugal was well within its 1996 objectives at the start of the programme and has continued to reduce capacity. The decrease in the fishing effort of the fleet corresponds very closely to the decrease in capacity, indicating that activity has remained fairly constant during this period.

Portugal has already reached its 1996 objectives in all segments, except for the trawlers operating from the mainland (segment B11) where a further 1% reduction is required.

United Kingdom

The data are taken from the fishing vessel register as at 28/02/95. However these exclude vessels registered in the Isle of Man and Channel Islands, so there are some discrepancies with the capacities shown in the table of objectives. The capacity involved amounted to approximately 2500 GRT and 33000 kW at 01/01/92.

Despite the exclusion of this capacity, the capacity of the United Kingdom fleet has been substantially higher than the series of annual intermediate objectives. The global reduction in the fleet since 1991 has been approximately 5% compared with a decrease of about 17% which is required to meet the 1996 objectives.

The table of the capacities by segment shows that the 1996 objectives have already been achieved for 4 segments, namely Shellfish mobile (category F14), Nephrops Trawl (category F16), Distant water vessels (category F17) and Others >10 metres (category F18). The reduction in capacity in the latter segment has largely been due to the reallocation of vessels to other segments rather than a real reduction in capacity. Other segments have shown marked increase in capacity since 1991, in particular the beam trawl segment (category F10).

In order to meet its 1996 objectives, the United Kingdom introduced a package of measures to reduce both capacity and activity. A decommissioning scheme was expected to remove about 6% of the total capacity, with further reductions achieved by licence aggregation penalties. Activity reductions were to be achieved by a days at sea regime, but the implementation of this was delayed when it was challenged by the industry in the European Court. Additional funding has now been found for the decommissioning scheme.

5.2 Global results

The global situation of the Community fleet at the end of each year is compared with the sum of the intermediate objectives for all Member States.

The data on the situation used for the comparison are all taken from the fishing vessel register of the Community for some countries and from data supplied by the administrations for other countries. This is because the reliability of these data varies from country to country. The information concerning the situation of the Community fleet as a whole should therefore be examined in conjunction with the notes on the situation for each Member State given in the next section.

During the first three years of application of the fleet has been reduced by approximately 214,500 GRT and by approximately 612,600 kW, or by about 10.5% and 7.4% respectively. These reductions in tonnage and power are within the intermediate objectives for the fleet, and for tonnage the global objective for 1996 has already been achieved.

6. Conclusions: Quality of the data and the reliability of the results.

In the last report to the Council and Parliament on the results achieved at the end of 1993, it was noted that there seemed to be the beginning of a real decrease in the overcapacity of the European fleet. This has been confirmed by the results at the end of 1994.

These results are satisfactory with respect to the global targets of the programme, but they conceal the varying degrees of success of the Member States in reaching their targets. Some Member States have contributed to the global reduction in the European fleet by exceeding their intermediate targets, while others have failed to reach these targets or even increased the capacity of their fleets.

The results show that it is possible to satisfactorily monitor the multiannual guidance programmes using the procedures adopted for the fishing vessel register of the Community, despite the sometimes large imperfections or deficiencies in the databases developed by the Member States to census, process and communicate to the services of the Commission the relevant elements required to manage the evolution of their fleet capacities.

A single tool is therefore now available to the Union for monitoring the programmes, which although not perfect represents a considerable progress in comparison with the recent past, when each Member State forwarded to the Commission aggregated results that the Commission had no means of controlling.

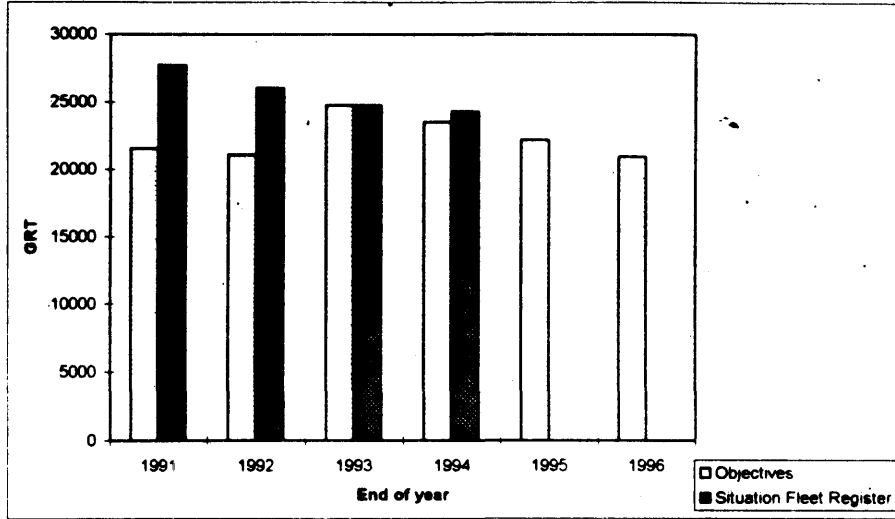
Apart from a few Member States which must very rapidly complete or improve the quality of the data available, the Commission is able to guarantee the reliability of the results presented in this Communication.

An extension of the Community register is envisaged to include new fishing licence and

fishing effort management applications, the success of which will depend in part on the success of the new instruments of the Common Fisheries Policy.

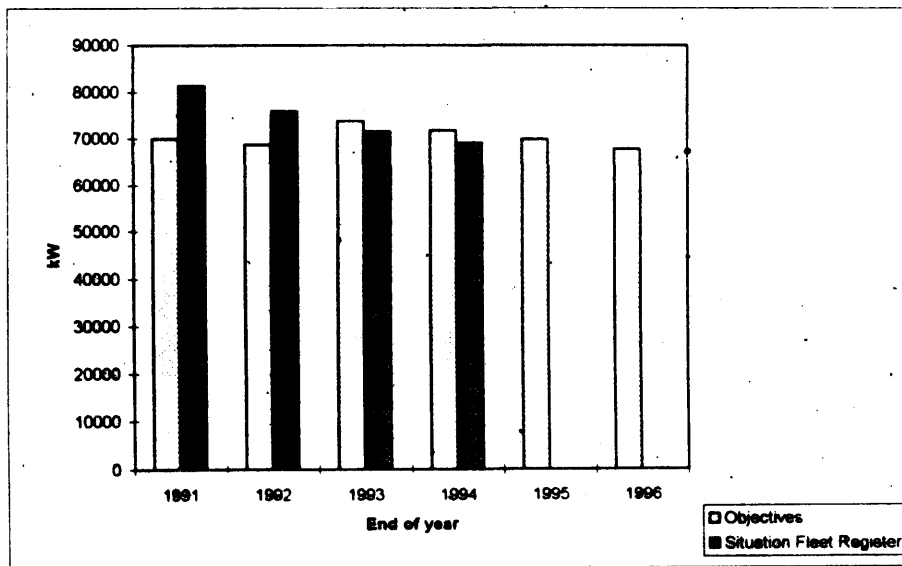
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	21551	21120	24783	23493	22204	20914
Situation Fleet Register *	27732	26072	24769	24337		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	70069	68668	73861	71860	69658	67857
Situation Fleet Register *	81431	75862	71586	69039		



* Last update on 28/02/95 (Based on treatment of data sent by the Member States)

Note : Following the revision to the Belgian programme adopted in 1993, the objectives for 1996 are now fixed independently of the objectives that were previously fixed for 1991. The annual intermediate objectives for 1993 - 1996 have therefore been calculated starting from the situation at the end of 1992.

BELGIUM

Changes in capacity by segment

Segment	MGP category	End of yea	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Netters & Beam trawlers	C10, C17, E10 (and unclassified)	GRT	23112	22446	22157	21941	19744	5	15
		kW	70357	67621	65755	63772	63987	9	9
Demersal trawlers	E13, G14	GRT	4620	3626	2612	2423	1170	48	75
		kW	11074	8241	5831	5267	3870	52	65
TOTAL		GRT	27732	26072	24769	24364	20914	12	25
		kW	81431	75862	71586	69039	67857	15	17

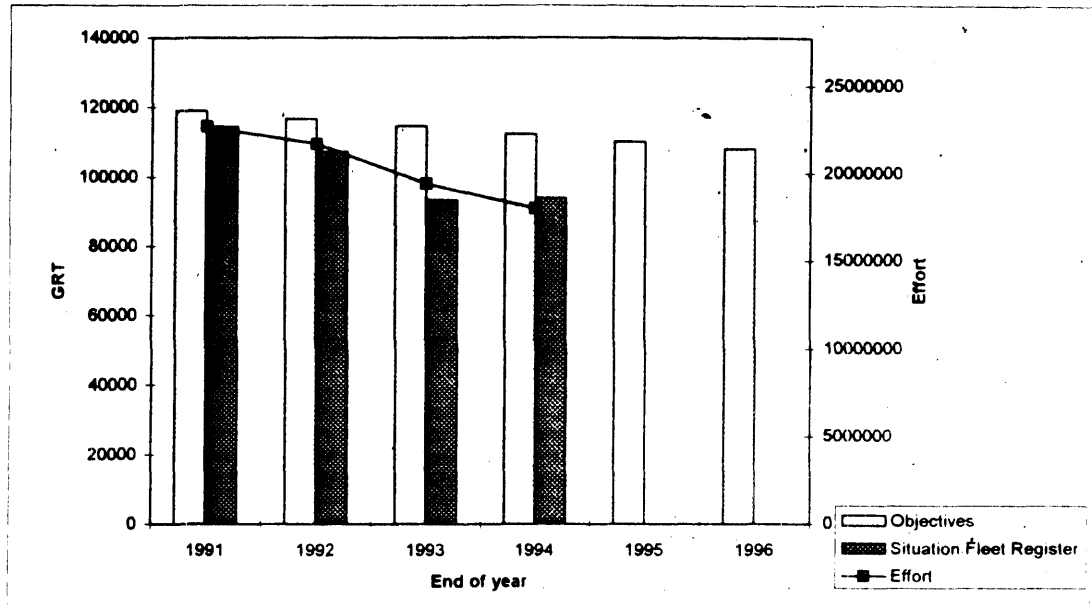
DENMARK

MGP III : Comparison between situations and objectives

Excludes vessels <5GRT

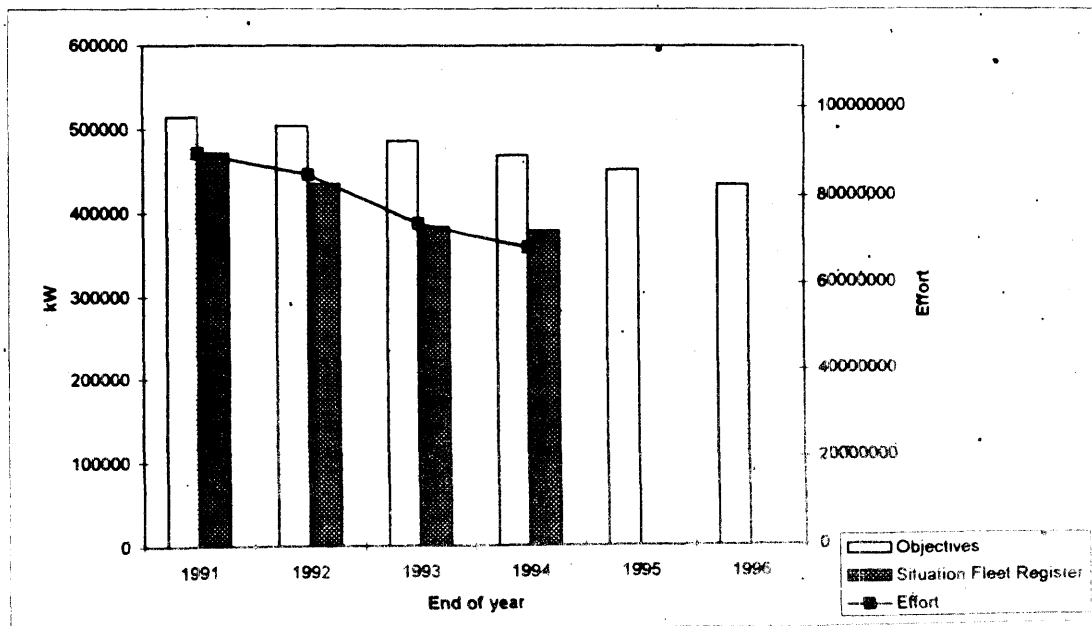
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	119188	116804	114583	112362	110141	107920
Situation Fleet Register *	114627	107135	93267	93714		
Effort	22715198	21675835	19410740	18005316		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	514716	504422	487131	469840	452550	435259
Situation Fleet Register *	472176	435492	384856	379592		
Effort	89511045	84747531	73590546	68115326		



* Last update on 1/12/94 (Based on treatment of data sent by the Member States)

DENMARK

Changes in capacity by segment

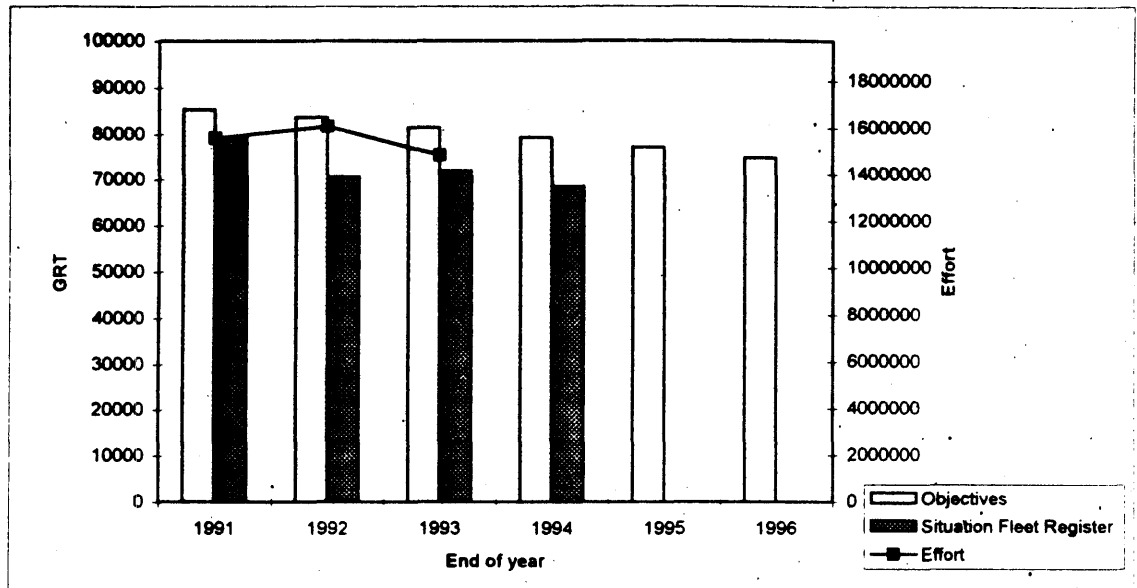
Segment	MGP category	End of yea	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Nets etc	B13	GRT	15056	14423	13801	13773	16433	9	-9
		kW	88239	85355	83118	82685	93998	6	-7
Trawlers + Danish Seine	B12	GRT	89145	81424	70952	70562	77894	21	13
		kW	364459	329526	284138	278423	314439	24	14
Pelagic fishing	B09	GRT					2300		
		kW					5700		
Trawlers (Greenland)	B10	GRT	3480	4236	1146	2011	3480	42	0
		kW	3810	4913	1912	3236	3810	15	0
Purse seiners	B17	GRT	6946	6946	7362	7362	7813	-6	-12
		kW	15668	15668	15668	15668	17312	0	-10
Vessels < 5GRT	B08	GRT					3718		
		kW					36503		
TOTAL (Except B08)		GRT	114627	107029	93261	93708	107920	18	6
		kW	472176	435462	384836	380012	435259	20	8

GERMANY

MGP III : Comparison between situations and objectives

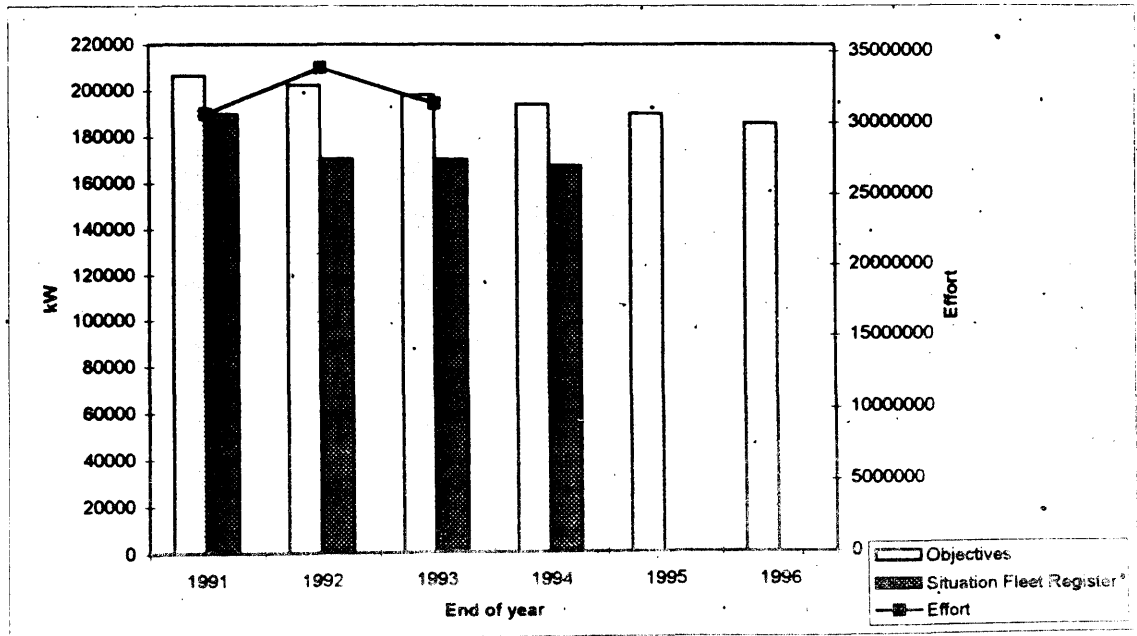
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	85336	83629	81417	79205	76992	74780
Situation Fleet Register *	79155	70595	71838	68455		
Effort	15578437	16066651	14817410			



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	206465	202336	198237	194138	190039	185940
Situation Fleet Register *	189801	170476	170327	167692		
Effort	30593524	33818105	31309652			



* Last update on 02/05/95 (Based on treatment of data sent by the Member States)

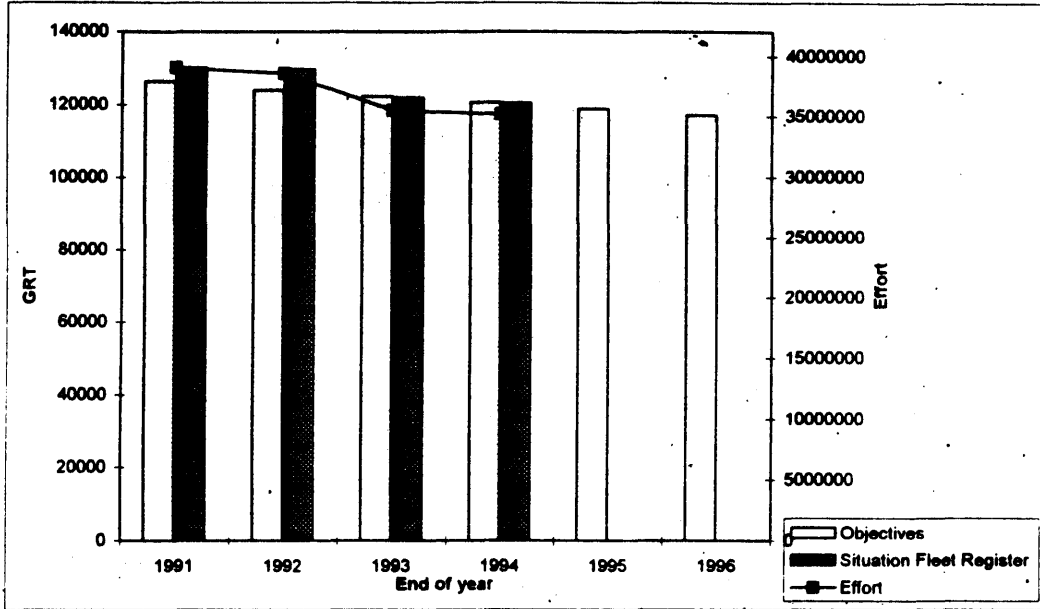
GERMANY

Changes in capacity by segment

Segment	MGP category	End of year	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Beam trawlers (crustaceans)	C11	GRT	7203	7575	7636	7761	7765	-8	-8
		kW	40230	40637	40559	40972	43762	-2	-9
Beam trawlers (flatfish)	C12	GRT	2417	2347	2294	2185	2215	10	8
		kW	9474	9236	8497	8027	8760	15	8
Fixed nets	C19	GRT	7511	7482	7409	7229	8098	4	-8
		kW	31737	29910	29964	29411	34523	7	-9
Beam trawlers (flatfish)	G11 + G13	GRT	1860	1169	1829	1754	1704	6	8
		kW	7310	4818	7725	7169	6759	2	8
Bottom trawlers (cutters)	G16 + G17	GRT	12858	10906	10251	9637	11090	25	14
		kW	40925	34236	32311	31246	35614	24	13
Pelagic trawlers	G19	GRT	11918	7721	11918	12050	12849	-1	-8
		kW	11805	6706	11805	11805	12841	0	-9
Pelagic trawlers (cutters)	G20	GRT	1461	1210	1101	980	1575	33	-8
		kW	4636	3651	3479	3075	5043	34	9
Longliners (cutters)	G21	GRT	1034	1161	1189	1189	1115	-15	-8
		kW	2857	3279	3279	3279	3108	-15	-9
Freezer vessels + wetfish trawlers	G22	GRT	32893	31024	28211	25670	28369	22	14
		kW	40827	38003	32708	32708	35529	20	13
TOTAL		GRT	79155	70595	71838	68455	74780	14	6
		kW	189801	170476	170327	167692	185939	12	2

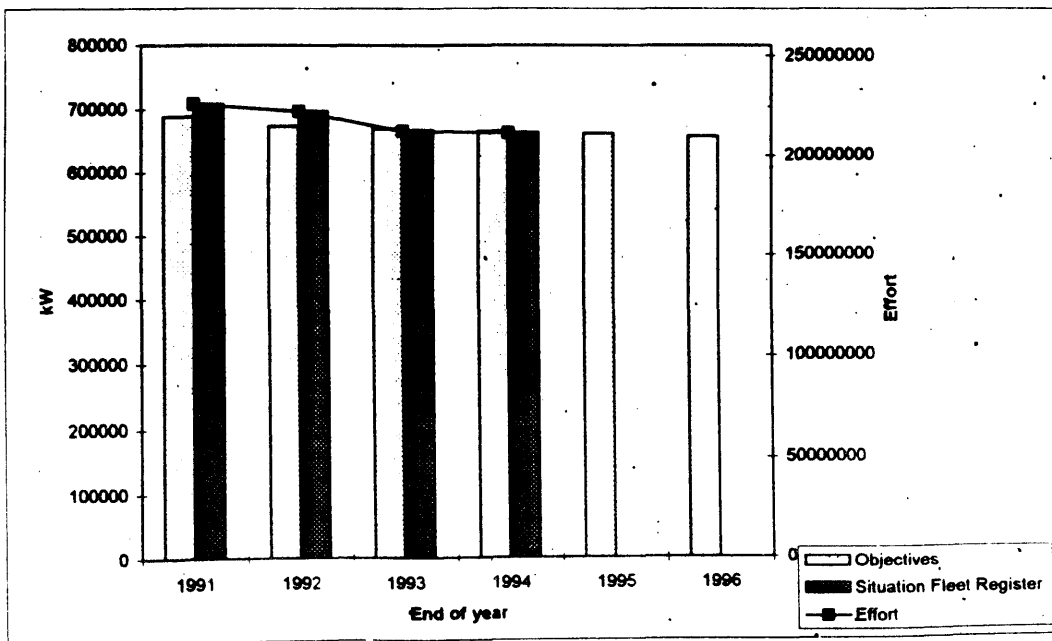
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	128528	123897	122261	120525	118788	117052
Situation Fleet Register *	130372	129808	121985	120495		
Effort	39103144	38602823	35509646	35184293		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	688203	674439	670308	666176	662045	657914
Situation Fleet Register *	708389	698352	668048	663996		
Effort	225957244	222232295	212468382	211719496		



* Last update on 28/03/95 (Based on treatment of data sent by the Member States)

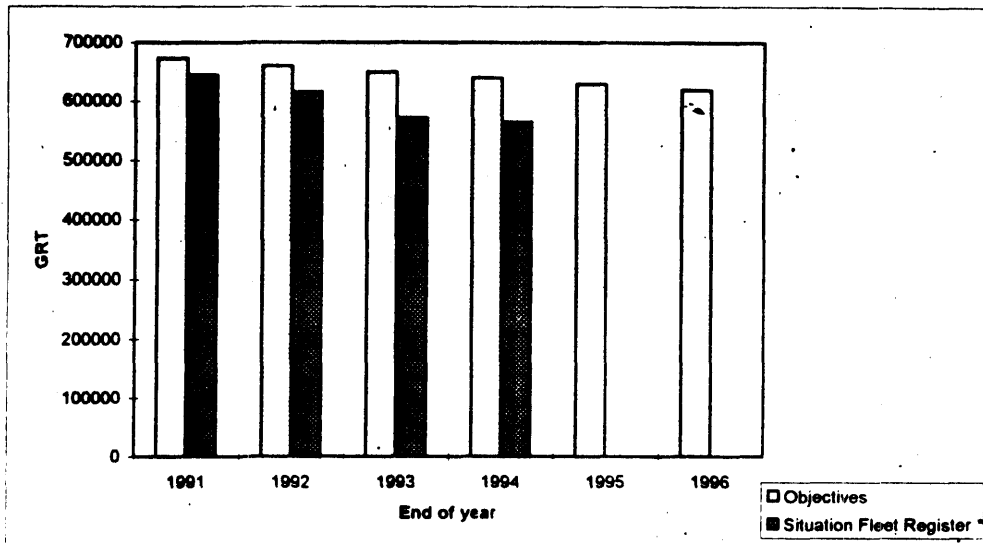
GREECE

Changes in capacity by segment

Segment	MGP category	End of yea		1991	1992	1993	1994	Objectives 1996	% Decrease	
		GRT	KW						1991 - 1994	for objectives 1996
Fixed Gear and seiners	E20+Z14	GRT		72829	72456	70390	70945	72667	3	0
		KW		535182	524522	506786	508158	523820	5	2
Bottom trawlers	E14	GRT		27935	28357	27600	27336	22292	2	20
		KW		120092	121432	117470	116177	95976	3	20
Trawlers	G18	GRT		29588	28964	23958	22180	22097	25	25
		KW		52931	52115	43435	39495	37751	25	29
TOTAL		GRT		130352	129777	121948	120461	117056	8	10
		KW		708205	698069	667691	663830	657547	6	7

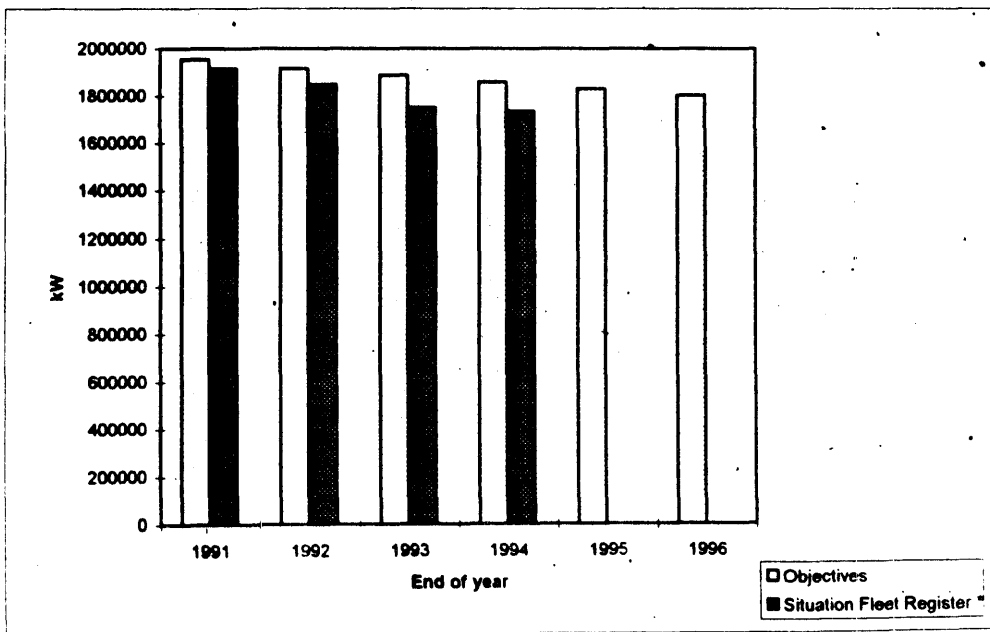
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	673303	659837	649421	639005	628590	618174
Situation Fleet Register *	645103	615008	570913	563969		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1955372	1916265	1888180	1860096	1832012	1803927
Situation Fleet Register *	1917442	1850972	1752965	1736171		



* Last update on 1/06/94 (Based on treatment of data sent by the Member States)

SPAIN

Changes in capacity by segment

Segment	MGP category	End of year	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Trawlers & Polyvalent Dredgers	D10 + unclassified	GRT	150775	147362	134924	132298	136748	12	9
		kW	505286	496553	468732	462543	442193	8	12
Pelagic seiners, Netters etc & Canaries	D11	GRT	140596	138458	135207	133935	146742	5	-4
		kW	616059	607801	593973	589545	628246	4	-2
Trawlers & Polyvalent	G12	GRT	263274	237982	213292	210494	233565	20	11
		kW	570207	520231	472314	467023	494264	18	13
Pelagic seiners, Netters etc	G26	GRT	31810	31545	32602	32175	33201	-1	-4
		kW	99131	98053	99645	98208	101092	1	-2
Tuna fleet	G28	GRT	58648	59661	54888	55067	67918	6	-16
		kW	126759	128334	118301	118852	138133	6	-9
TOTAL		GRT	645103	615008	570913	563969	618174	13	4
		kW	1917442	1850972	1752965	1736171	1803928	9	6

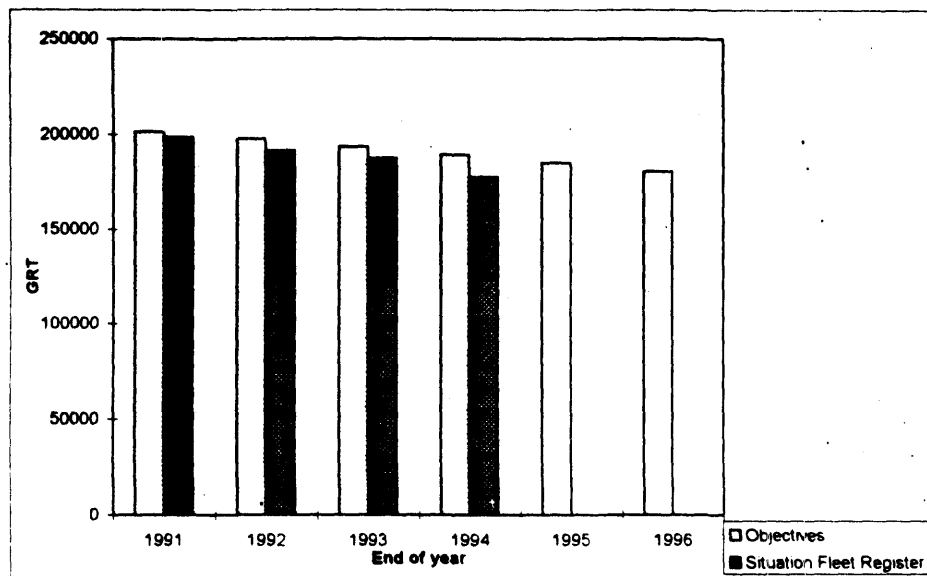
FRANCE

MGP III : Comparison between situations and objectives

Excluding French Overseas Departments

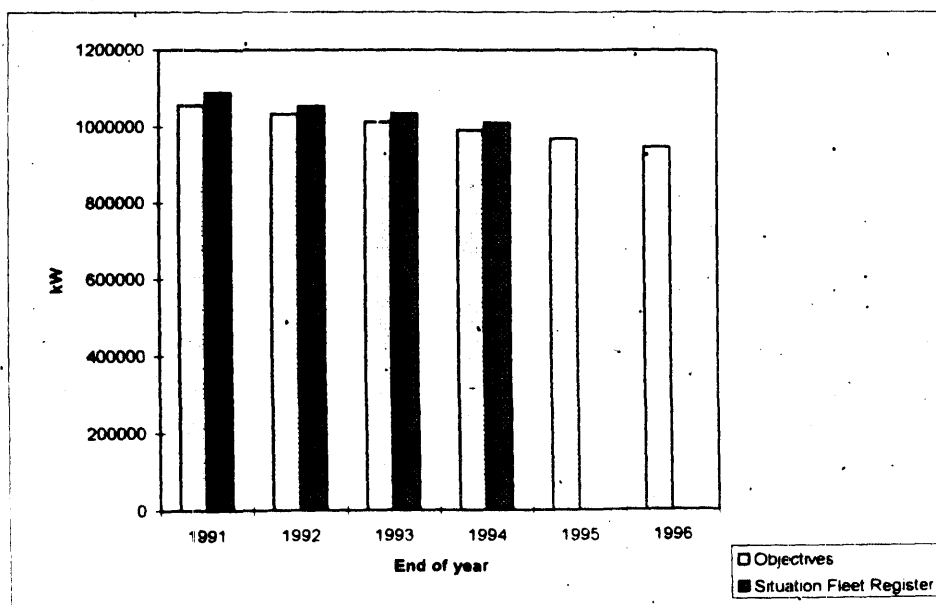
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	201604	197572	193318	189064	184811	180557
Situation Fleet Register *	198801	191211	187659	177709		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1055050	1033949	1012609	991270	969930	948591
Situation Fleet Register *	1088949	1054358	1034034	1010644		



* Last update on 28/02/95 (Based on treatment of data sent by the Member States)

FRANCE

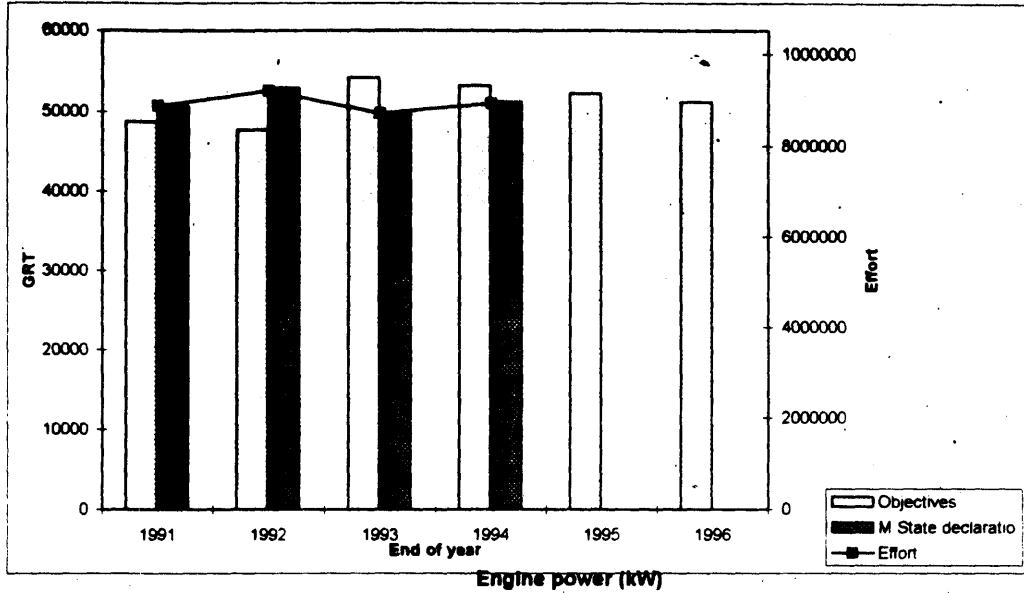
Changes in capacity by segment

Segment	MGP category	End of year	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Polyval., static gears - canners	A10	GRT	25530	25465	26730	30634	26893	-20	-5
		kW	225606	227481	229883	232048	222352	-3	1
Polyvalent (trawlers)	A11+ unclassified	GRT	117357	111336	105918	93381	98899	20	16
		kW	561120	534642	512808	490422	442421	13	21
Polyvalent static+Dredgers	A12	GRT	3734	3225	2998	3212	3343	14	10
		kW	38190	33600	31811	33055	31993	13	16
Polyvalent (trawlers)	M11	GRT	8079	8155	8543	8517	6808	-5	16
		kW	49012	48881	50359	49391	38644	-1	21
Pelagic trawl, seiners (tuna) + static gears	M13	GRT	9542	9828	9660	9894	10052	-4	-5
		kW	127527	126528	124328	125299	125887	2	1
Seiners (tuna)	H10	GRT	34561	33202	33810	32071	34561	7	0
		kW	87494	83226	84845	80429	87494	8	0
Coastal fleet (DOM)	I10	GRT	18990				18990		0
		kW	165387				165387		0
Tuna fleet (DOM)		GRT				1200			
		kW				6500			
TOTAL (Excluding DOM)		GRT	198803	191211	187659	177709	180556	11	9
		kW	1088949	1054358	1034034	1010644	948591	7	13

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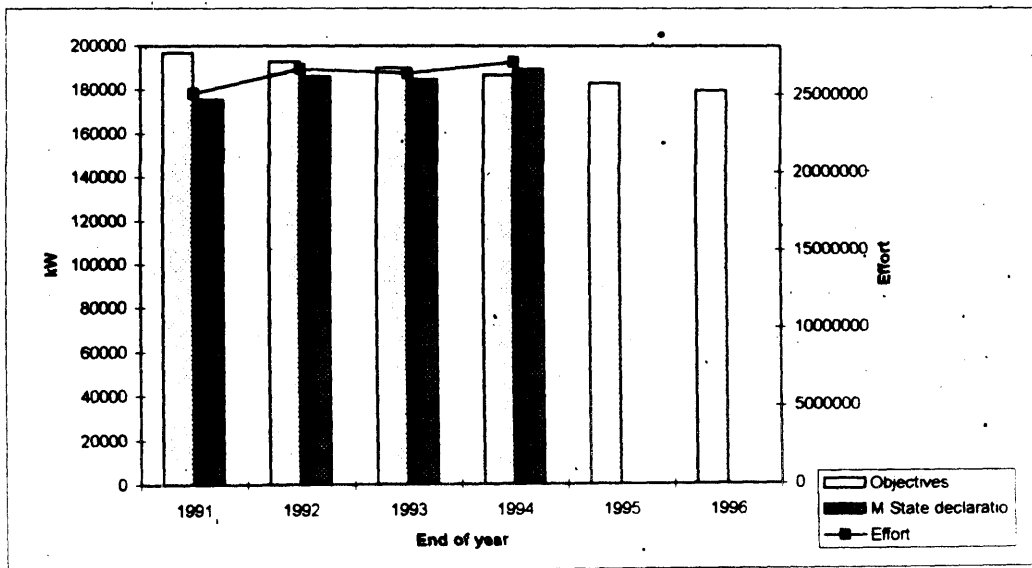
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	48750	47775	54151	53166	52180	51195
Situation Fleet Register *	52786	55136	51708	51622		
M State declaration	50693	52918	49707	51160		
Effort	8876947	9209497	8710747	8928697		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	197011	193071	190277	186762	183247	179732
Situation Fleet Register *	184629	193792	191092	190501		
M State declaration	175644	186302	184944	189623		
Effort	25080772	26683942	26397922	27099772		



* Last update on 31/08/94 (Based on treatment of data sent by the Member States)

Note : The objectives for 1996 are fixed independently of the objectives that were previously fixed for 1991. The annual intermediate objectives for 1993 - 1996 have therefore been calculated starting from the situation at the end of 1992.

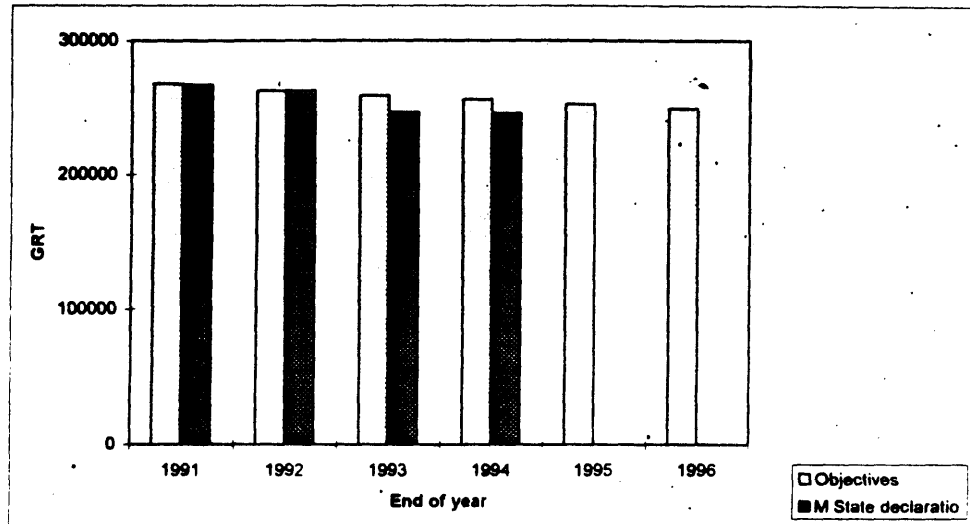
IRELAND

Changes in capacity by segment

Segment	MGP category	End of yea	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Beam trawlers	E11	GRT	1624	1684	1114	1114	1140	31	30
		kW	7742	7891	5147	5147	6113	34	21
Pelagic trawlers	E15	GRT	20905	16871	16871	17407	19500	17	7
		kW	47556	42706	42706	44599	44359	6	7
Polyvalent	E18, E19	GRT	28164	34363	31722	32639	30555	-16	-8
		kW	120346	135705	137091	139877	129260	-16	-7
TOTAL		GRT	50693	52918	49707	51160	51195	-1	-1
		kW	175644	186302	184944	189623	179732	-8	-2

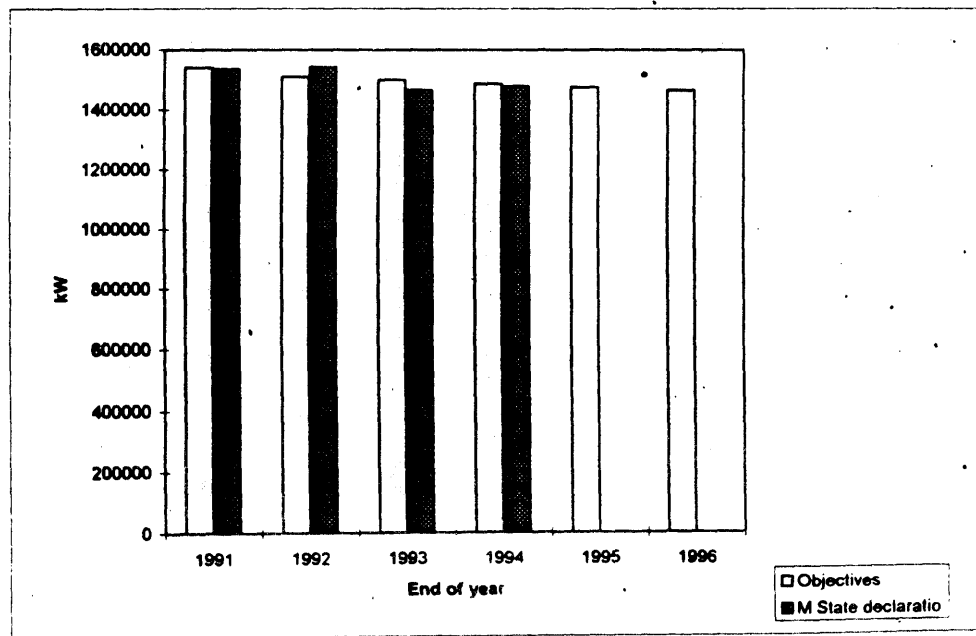
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	268198	262834	259421	256008	252595	249182
Situation Fleet Register *	272267	267817	265832	259982		
M State declaration	267469	262797	246488	245554		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1541664	1510831	1499293	1487755	1476218	1464680
Situation Fleet Register *	1522014	1527956	1527955	1513871		
M State declaration	1536518	1542851	1468155	1479637		



* Last update on 31/12/94 (Based on treatment of data sent by the Member States)

ITALY

Changes in capacity by segment

Based on Member State Declaration

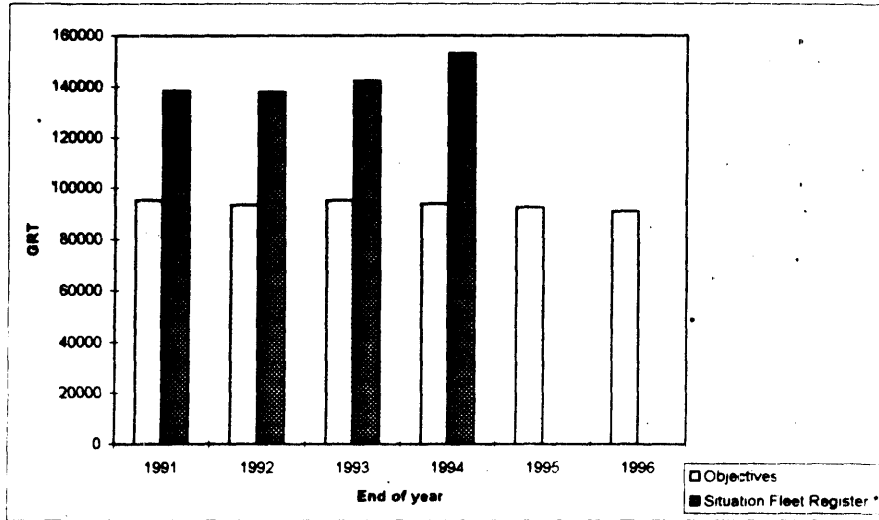
Segment	MGP category	Situation at					Objectives 1996	% Decrease	
			31/05/92	06/01/93	31/12/93	31/08/94		1991 - 1994	for objectives 1996
Pelagic pair trawlers	C13	GRT	1967	1570	2842	2849	1972	-45	0
		KW	11352	9560	17624	17544	11390	-55	0
Bottom trawlers' (& Volante)	C14	GRT	57199	58127	54448	54577	46883	5	20
		KW	285544	291394	276418	282644	229200	1	20
Manual dredgers	C15	GRT	242	51	46	46	243	81	0
		KW	2000	301	286	286	2007	86	0
Suction dredgers	C16	GRT	2348	2621	2369	2465	2366	-5	0
		KW	24393	27748	25244	26250	24475	-8	0
Netters	C18	GRT	3655	3657	3551	3559	3666	3	0
		KW	28103	28881	27798	28432	28197	-1	0
Longliners & liners	C20	GRT	1243	1046	908	942	1247	24	0
		KW	9774	8776	7961	8614	9887	12	0
Polyvalent (trawlers)	C21	GRT	2021	2012	768	760	1621	62	20
		KW	16090	15196	8290	8446	12915	48	20
Polyvalent (non trawlers)	C22	GRT	140936	141740	133844	134279	141319	5	0
		KW	1015761	1026101	976781	985761	1019163	3	0
Seliners (tuna)	C23	GRT	3662	4030	3759	4101	3672	-12	0
		KW	20082	21553	20096	22300	20160	-11	0
Bottom trawlers	M10	GRT	17251	16896	16124	15104	13838	12	20
		KW	46621	45601	44399	42683	37582	8	19
Polyvalent (non trawlers)	M12	GRT	3360	3507	3786	3456	3369	-3	0
		KW	14890	12075	13521	12296	11729	-3	1
Bottom trawlers	G16	GRT	24469	20729	18781	16054	20856	34	15
		KW	46912	39631	35219	30163	40008	36	15
Tuna fleet	G29	GRT	9116	6811	5262	7159	9141	21	0
		KW	17997	16034	13708	17031	18857	5	0
TOTAL		GRT	267469	262797	246488	245351	249180	8	7
		KW	1536519	1542851	1468155	1482450	1464680	4	5

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NETHERLANDS MGP III : Comparison between situations and objectives

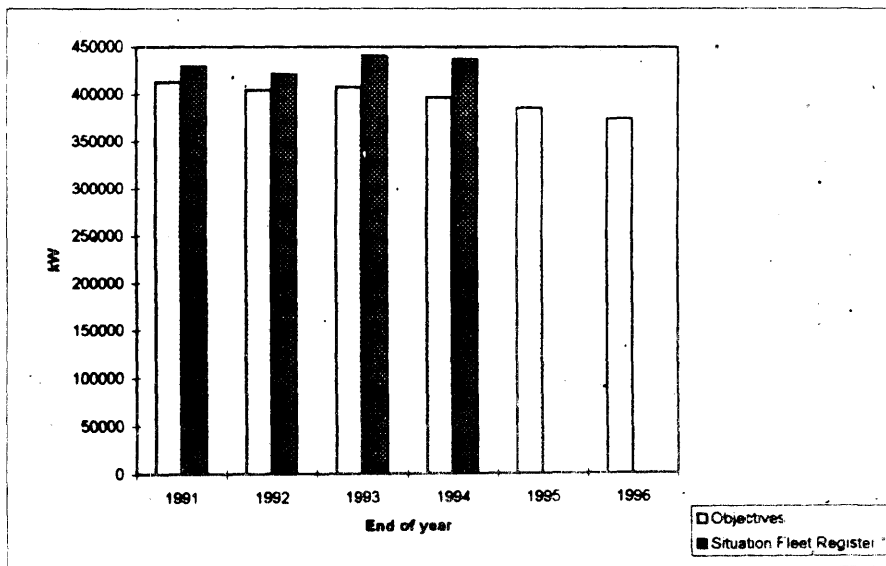
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	95496	93586	95343	93907	92471	91035
Situation Fleet Register *	138433	138065	142282	153096		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	412988	404728	408098	396968	385837	374707
Situation Fleet Register *	429890	421730	440710	436822		



* Last update on 30/04/95 (Based on treatment of data sent by the Member States)

Note: The capacity of shrimp trawlers (MGP category E12) are excluded from the objectives and the situations for 1991 and 1992 but are included for the years 1993 - 1996

NETHERLANDS

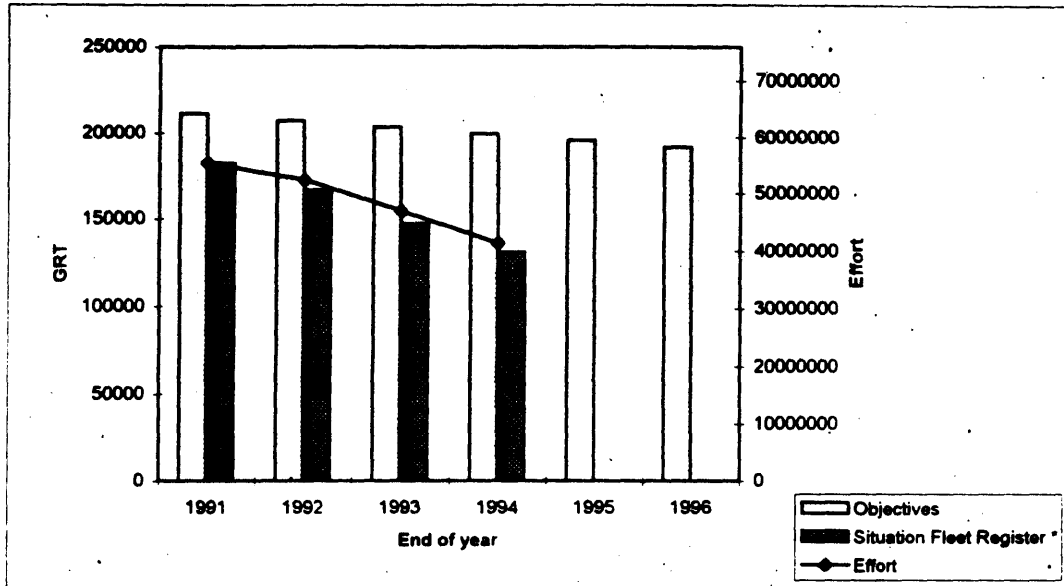
Changes in capacity by segment

Based on Member State Declaration

Segment	MGP category	End of yea	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Cutters (crust. and molluscs)	E12	GRT	4394	4648	4812	4733	4394	-8	0
		KW	16725	17614	18436	18160	16725	-9	0
Pelagic trawlers	E16	GRT	46328	46328	43099	53396	36465	-15	21
		KW	58796	58976	53943	57625	46278	2	21
Cutter fleet (excl. moll/crust.)	E17	GRT	92105	91737	94371	94967	50176	-3	46
		KW	370914	362934	368331	361037	311704	3	16
TOTAL		GRT	142827	142713	142282	153096	91035	-7	36
		KW	446435	439524	440710	436822	374707	2	15

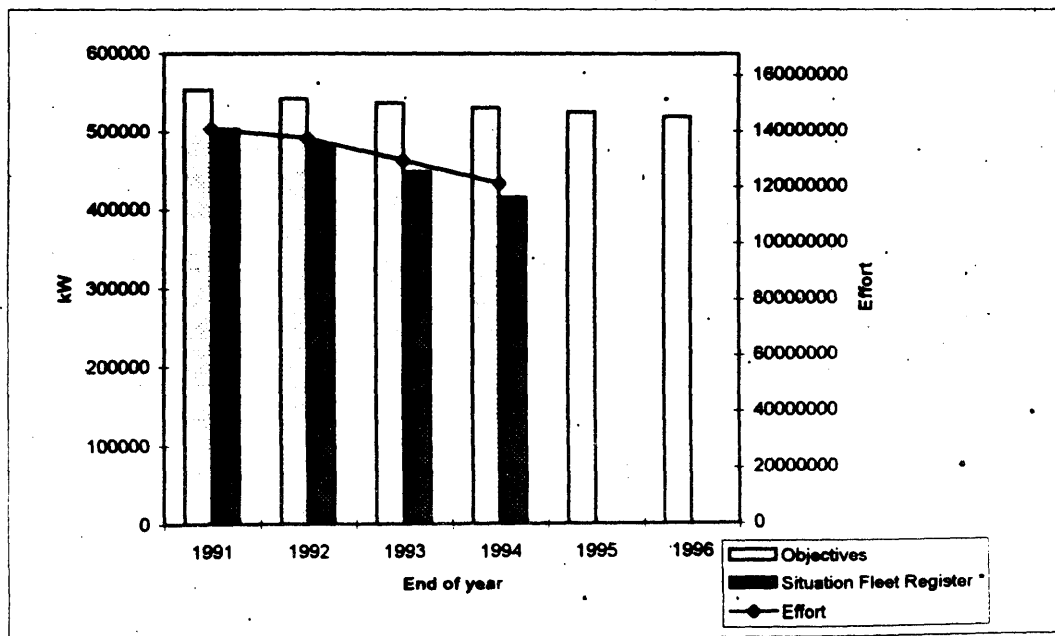
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	211530	207299	203442	199585	195727	191870
Situation Fleet Register *	182254	166680	147037	131123		
Effort	55320899	52394817	46968928	41365257		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	553678	542604	536922	531239	525556	519873
Situation Fleet Register *	503557	484415	448749	416010		
Effort	140592374	137315514	129464927	121113263		



* Last update on 06/03/95 (Based on treatment of data sent by the Member States)

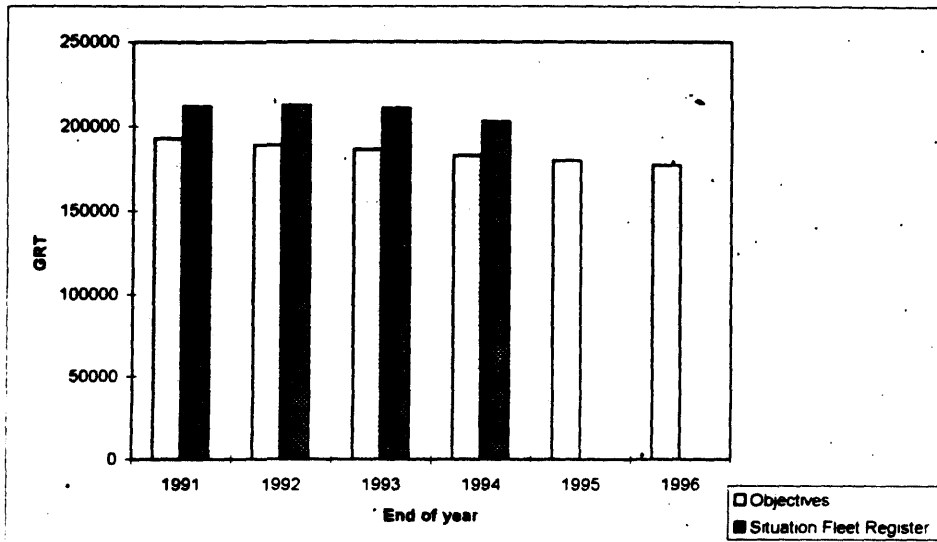
PORTUGAL

Changes in capacity by segment

Segment	MGP category	End of yea	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Trawlers	B11+ unclassified	GRT	22329	21908	20027	18372	18054	18	19
		kW	73620	71801	65590	58655	62749	20	15
Polyvalent (non trawlers)	B15	GRT	42643	39541	35602	31618	52227	26	-22
		kW	203101	194176	185842	176136	216388	13	-7
Purse seine (sardines)	B19	GRT	11759	11479	9777	8560	12871	27	-9
		kW	53056	52582	45135	39684	56527	25	-7
Polyvalent , Trawlers & Purse seine (tuna)	G24 + G27	GRT	85421	73449	62709	54853	83966	36	2
		kW	108313	97057	83788	73699	103390	32	5
Polyvalent (non trawlers)	B16	GRT	3788	3616	4151	4141	5024	-9	-33
		kW	15222	14598	16056	15917	19438	-5	-28
Purse seiners	B18	GRT	199	199	199	199	261	0	-31
		kW	916	916	916	916	1170	0	-28
Polyvalent (tuna)	G25	GRT	715	715	715	715	1200	0	-68
		kW	1670	1670	1670	1670	2550	0	-53
Polyvalent	B14	GRT	10043	11643	11186	11249	13653	-12	-36
		kW	42642	47591	46699	46979	53397	-10	-25
Polyvalent	G23	GRT	5357	4130	2671	1416	4614	74	14
		kW	5017	4024	3053	2354	4264	53	15
TOTAL		GRT	182254	166680	147037	131123	191870	28	-5
		kW	503557	484415	448749	416010	519873	17	-3

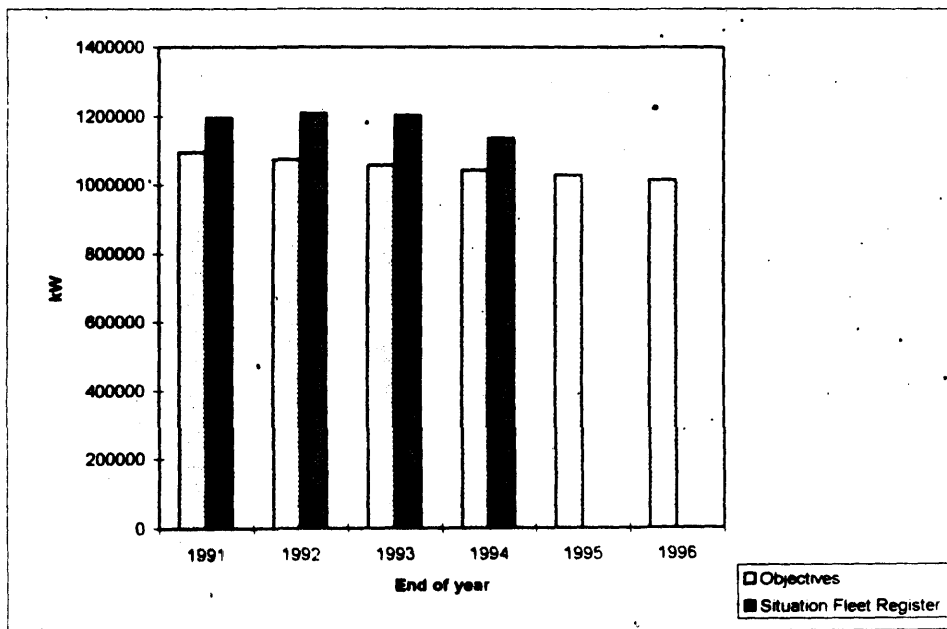
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	193027	189166	186120	183074	180027	176981
Situation Fleet Register *	212213	212300	210769	202723		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1095206	1073302	1058777	1044253	1029728	1015204
Situation Fleet Register *	1195450	1208816	1202190	1137415		



* Last update on 22/02/95 (Based on treatment of data sent by the Member States)
The fleet register data exclude the Isle of Man and Channel Island vessels

UNITED KINGDOM

Changes in capacity by segment

Data for the situation of the fleet exclude the Isle of Man and Channel Island vessels

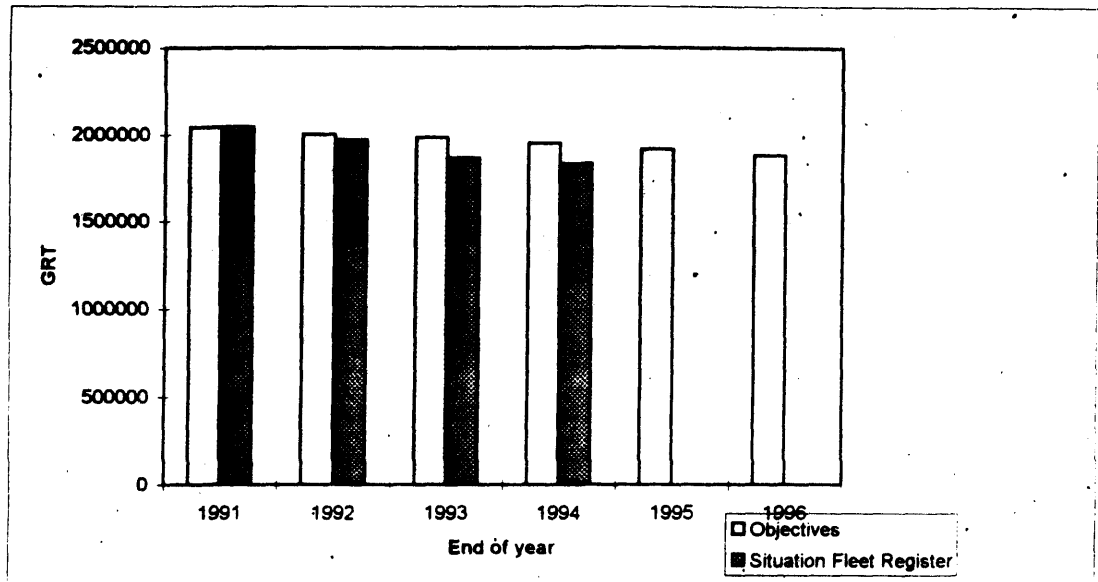
Segment	MGP category	End of year	1991	1992	1993	1994	Objectives 1996	% Decrease	
								1991 - 1994	for objectives 1996
Beam trawl	F10	GRT	23421	27738	28081	27472	17621	-17	25
		KW	112361	128966	129740	126118	81465	-12	27
Demersal Trawl & Seiners	F11, F20	GRT	63761	64463	66065	63049	51746	1	19
		KW	325149	325524	332902	318446	262505	2	19
Pelagic trawl	F12	GRT	23656	21199	25271	23772	22633	0	4
		KW	76965	66133	73297	70821	72060	8	6
Shellfish fixed	F13	GRT	3427	3447	3632	3502	2370	-2	31
		KW	28036	28853	29572	28559	16395	-2	42
Shellfish mobile	F14	GRT	4556	4695	4714	4434	5400	3	-19
		KW	27693	28942	29123	27353	30947	1	-12
Netters, Liners + other static gears	F15	GRT	12529	13773	14083	13470	10896	-8	13
		KW	56014	58939	60205	55090	52137	2	7
Nephrops trawl	F16	GRT	15812	15877	15930	14310	16306	9	-3
		KW	90466	90526	91094	83148	89246	8	1
Distant water	F17	GRT	8842	8842	8842	8433	9876	5	-12
		KW	20873	20873	20873	18021	21236	14	-2
Others >10 m	F18	GRT	17157	17560	18257	11557	18165	33	-6
		KW	92674	96054	100281	70477	117728	24	-27
Mixed (non trawlers) <10 m	F19	GRT	23647	24535	25195	23663	21968	0	7
		KW	293653	319015	331025	314097	271484	-7	8
	Unclassified	GRT	15405	10171	699	8651			
		KW	71566	44991	4078	25286			
TOTAL		GRT	212213	212300	210769	202313	176981	5	17
		KW	1195450	1208816	1202190	1137416	1015203	5	15

TOTAL

MGP III : Comparison between situations and objectives

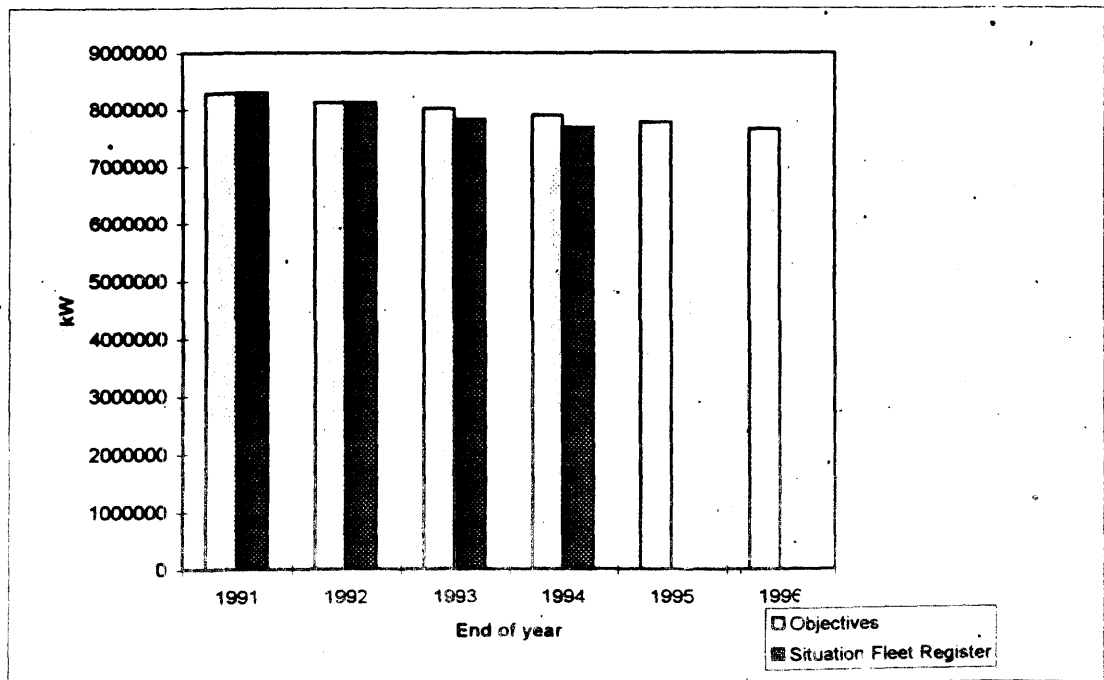
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	2044511	2003621	1984260	1949393	1914526	1879660
Situation Fleet Register	2046852	1972589	1866714	1832335		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	8290422	8124614	8023693	7900357	7777020	7653684
Situation Fleet Register	8299247	8129626	7826564	7686641		



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