



COMMISSION OF THE EUROPEAN COMMUNITIES

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**REPORT FROM THE COMMISSION TO THE COUNCIL
AND THE EUROPEAN PARLIAMENT**

**on the progress of the
multi-annual guidance programmes for the fishing fleets
at the end of 1995**

ANNUAL REPORT TO THE COUNCIL AND TO THE PARLIAMENT

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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 Council made this annual communication obligatory in its decision of 1993 on the restructuring of the fisheries sector⁴ and this obligation was extended to report to the European Parliament⁵. The present report is the fourth in the series^{6 7 8}.

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, the objectives 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 a Member State.

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 95/238/EC - 95/248/EC (O J L166 of 15.7.95, pp.1-46).

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

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

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

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

7 COM (94) 208 final.

8 COM (95) 463 final.

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 Guidance⁹. 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 almost 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. For some vessels, tonnage measurements were available in more than one of these units. To calculate the total tonnage of the fleet, the units were therefore selected in order of priority, namely GRT, GT or other.

In order to harmonise tonnage measurements, Council Regulation (EC) No 3259/94¹⁰, and Commission Decision No. 95/84/EC¹¹ 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 therefore postponed the recalculation of the objectives in terms of GT to a later date.

Most Member States have now declared GT or estimated GT values for at least part of the fleet, and it is now appropriate to change the order of priority for the tonnage measurements. The tonnage of the fleet is now calculated by taking the GT where available, or failing that GRT, or failing that another measure of tonnage. This means that

⁹ Article 10 of Council Regulation (EC) No 3699/93 of 21.12.93 (O J L346 of 31.12.93).

¹⁰ O J No L 339, 29.12.94, p.11

¹¹ O J No L67, 25.3.95, p33

when all the vessels will have been declared in GT the total tonnage will no longer be a mixture of units.

Unfortunately not all vessels have been measured in GT, and in the present report the total tonnage figures represent a mixture of units different to that used in the published MGP decisions. In most cases, changing the units from GRT to GT results in an apparent increase in capacity, because for large vessels the tonnage in GT is a larger value than the tonnage in GRT. The objectives must be adjusted to take into account this apparent increase in tonnage.

For the purpose of the present report, this adjustment has been done by calculating the situation at 1.1.92 for a given segment using the old mixture of units, (ignoring all remeasurements in GT since the adoption of the decisions at the time of the mid term review) and comparing this with the situation at 1.1.92 using the new mixture of units. The ratio of the two represents the increase in tonnage at 1.1.92 that arises purely as a result of the remeasurement. The objectives for that segment for 31.12.96 were then raised by the same ratio.

The revised global objectives for 1996 were calculated by summing the revised 1996 objectives over all segments. The revised objectives for 31.12.91 and the annual intermediate objectives were calculated by raising by the same factor as that for the 1996 global objectives.

The tonnage measurements so obtained have been re-labelled "GT", but it should be remembered that they still represent a mixture of units. It should also be noted that the adjustment of the objectives in terms of GT is approximate, since the method used implicitly assumes that the new mixture of units at 1.1.92 is valid for the subsequent years of the programme. There is therefore a certain amount of uncertainty which must be borne in mind when comparing the situation in tonnes to the annual intermediate objectives, especially when the values are very close.

Before the end of 1996 the objectives of the programme will be expressed purely in terms of GT, not a mixture of GT and other units. It will then be possible to determine unequivocally whether or not each of the Member States has reached its targets in terms of tonnage. This requires that all Member States forward to the Commission the capacity of all their vessels in units of GT. The method that will be used to recalculate the objectives in terms of GT will take into account all the entries and exits from the fleet during the period of the programme, and the GT of vessels which left the fleet without being remeasured will be estimated from the ratio of GT to GRT of other vessels in the same segment and length class.

3.2 Power

The power of the vessels refers to the main engine power, though the way in which this is measured differs between Member States. The figures presented in the report may not therefore be comparable between Member States, but nevertheless indicate the evolution of power in relation to the objectives for any one Member State.

The objectives for power are not affected by the remeasurement procedures described above.

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 GT 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 Community¹². The register is meant to be a record of the physical characteristics of all the commercial marine fishing vessels in the European fleets. In practise, the data for some countries are incomplete. This is discussed more fully in the annex describing the results in each of the Member States.

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. An amendment to the regulation was recently adopted¹³ which both extends and simplifies the information to be communicated, and also puts in place the procedures for direct access to the database by the Member States. This will greatly speed up the exchange of information and allow the register to be used to monitor the access of vessels to the various fisheries. Numerous missions to the Member States have been made or are planned for 1996 to discuss the implementation of these new procedures.

5. Results

5.1 Global results

¹² Articles 4 and 5 of Commission Regulation (EC) No 109/94 (O J L19 of 22.1.94).

¹³ Commission Regulation (EC) No 493/96 of 20.3.96 (O J L72 of 21.3.96 p.12)

The fleet register is intended to be the definitive source of information on the capacity of the fishing fleets. The present report therefore presents the progress of the multi-annual guidance programmes as indicated by the data in the fleet register. Where these data are considered unreliable or incomplete, this is clearly stated in the text describing the results in each Member State (annexed).

The global situations of the Community fleet at the end of each year compared with the sum of the intermediate objectives for all Member States (excluding Finland and Sweden) are illustrated in the attached histograms.

During the period 1991 - 1995 the fleet was reduced by approximately 263,000 GT and by approximately 807,333 kW, or by about 11.5% and 9.7% respectively. These reductions mean that the global objectives for 1996 in tonnage and power have already been achieved.

5.2 Results for each of the Member States

The multi-annual guidance programmes were formulated in a way that allowed the objectives to be reached by a combination of capacity and activity reductions. However no Member State submitted a proposal to limit fishing activity. The objectives must therefore be met purely in terms of capacity.

Detailed results by Member State are summarised in the Annex by a table showing the evolution of capacity by segment for each of the years 1991 - 1995, together with the objectives to be met by the end of 1996. Histograms show the evolution of the capacity of the whole fleet compared with the global annual intermediate objectives and the global objective for 1996.

Even though the objectives of the programme must be met purely in terms of capacity, there must be no compensatory increase in the activity of the vessels remaining in the fleet. For this reason, the Member States are required to submit aggregated fishing effort data to the fleet register. Denmark, Greece, Italy, and Portugal have submitted effort data for the years 1991 - 1994 and Germany has submitted effort data for the years 1991 - 1993. Other Member States have collected the effort data, but since they have not been submitted to the fleet register they have not been included in the present report.

The fishing effort data 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. Other Member States have effort data available at a national level, but these figures have not been included in the present report.

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

One of the main difficulties encountered when compiling this report was the estimation of the tonnage of the fleet. The difficulty arises because vessel tonnage is still measured in more than one unit, and demonstrates the importance of the Community legislation to

harmonise tonnage measurements. During the transition period from a heterogeneous set of tonnage measurements to measurements purely in GT there are inevitably problems of comparability from one year to another and with the objectives of the programme, but these problems will be resolved when the GT of all Community vessels have been forwarded to the fleet register. The deadlines to do so have already passed, and Member States are urged to complete the remeasurement of the fleets without delay.

The results presented in this report are satisfactory with respect to the global targets of the programme, and demonstrate the multi-annual guidance programmes have been effective in reducing the overcapacity of the European fleets. However, as noted in previous reports, the global results 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 also illustrate the utility of the fishing vessel register monitor the multiannual guidance programmes, notwithstanding the data collection and communication problems in some Member States. Such problems are in the process of being resolved and the reliability of the data in the register is constantly improving. 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.

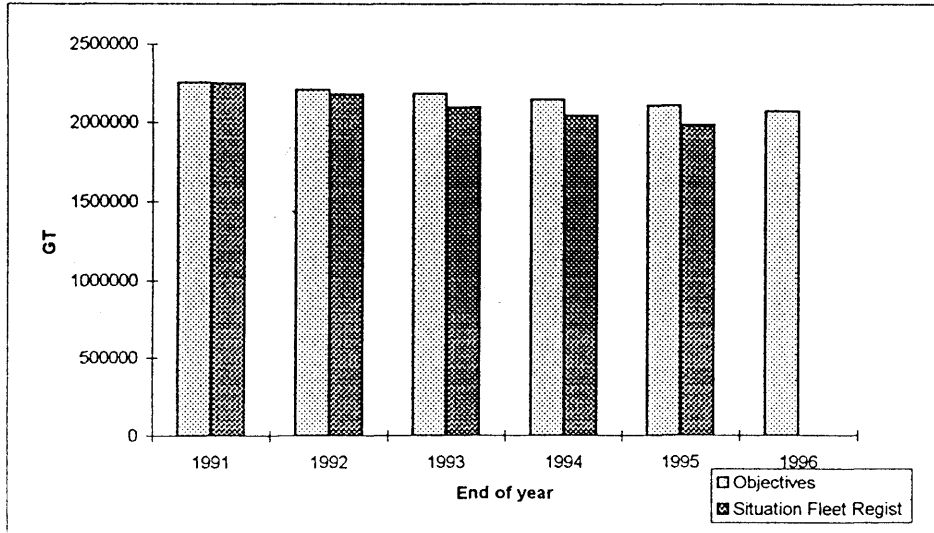
TOTAL

MGP III : Comparison between situations and objectives

Excluding Finland and Sweden

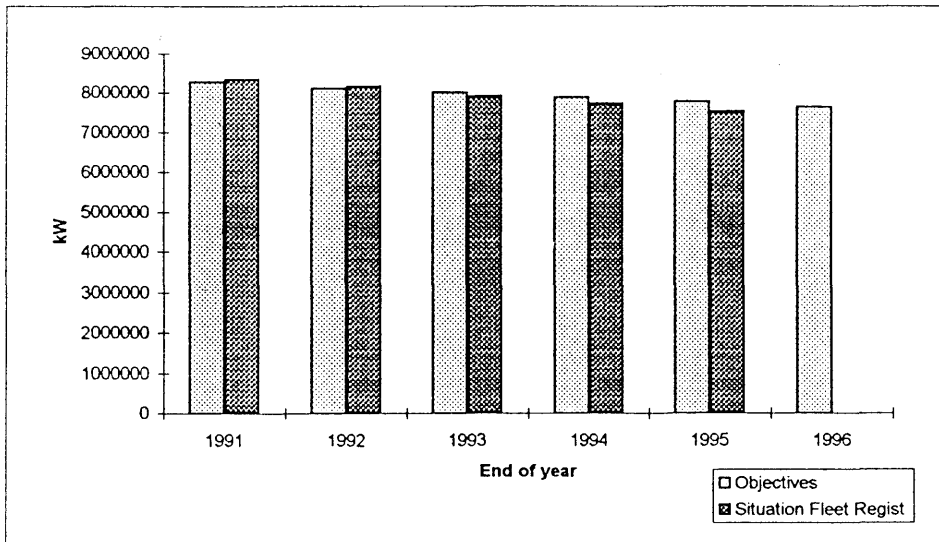
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	2253957	2208878	2186032	2147573	2109114	2071856
Situation Fleet Register	2250726	2180616	2098581	2045722	1987810	



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	8290422	8124614	8023693	7900357	7777020	7653684
Situation Fleet Register	8340950	8169985	7928386	7726553	7533617	

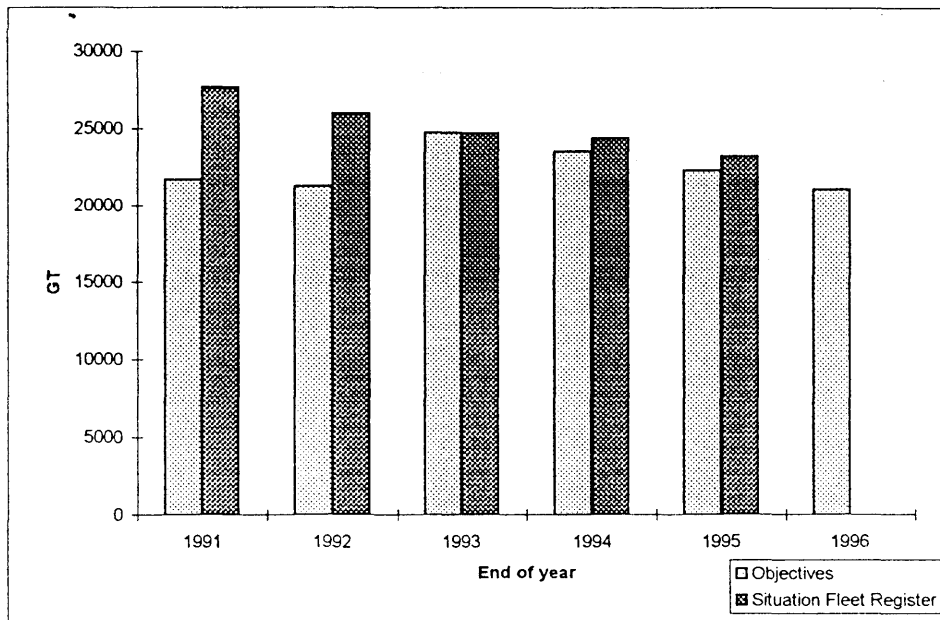


ANNEX

Results for each of the Member States

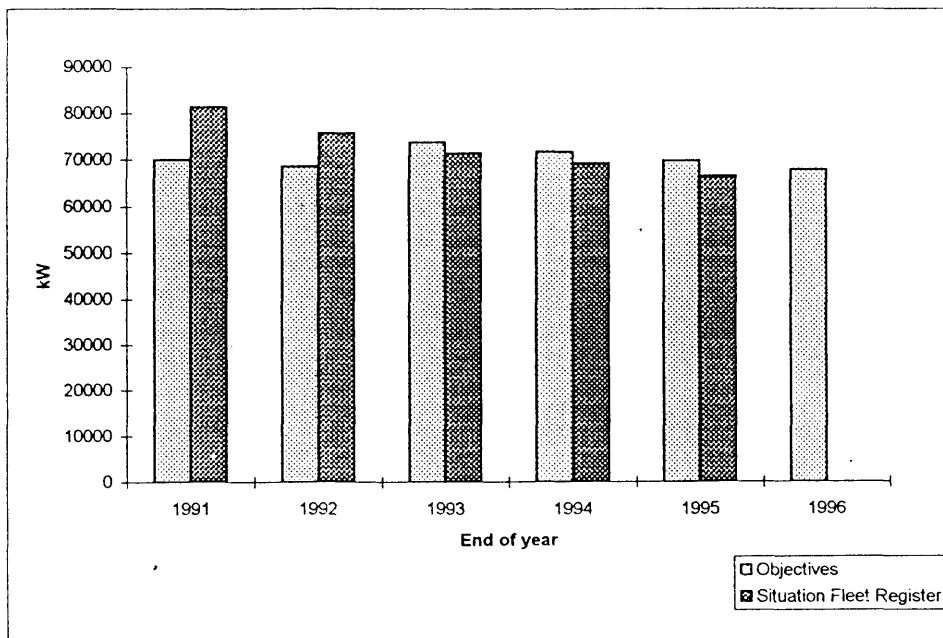
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	21727	21292	24825	23578	22332	21085
Situation Fleet Register *	27732	26072	24769	24439	23262	



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	70069	68668	73861	71860	69858	67857
Situation Fleet Register *	81431	75862	71586	69260	66626	



* Last update on 31/08/95 (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

The data used are those from the fishing vessel register as at 31/08/95.

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 four years, Belgium has reduced the power of its fleet by 18%. This reduction already meets the 1996 global objective, but the power of the demersal trawlers segment must be reduced by a further 8% in order to meet the 1996 objective for this segment.

The data suggest that the tonnage of the fleet remains above the intermediate objective for the end of 1995, but this may be an artefact of the procedures used to recalculate the tonnage objectives (see section 3.1). Belgium has communicated the GT of more than 90% of its fleet to the fleet register, and preliminary calculations show that the tonnage figures are probably much closer to the intermediate objective for 1995 expressed purely in GT, and may be within this objective.

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

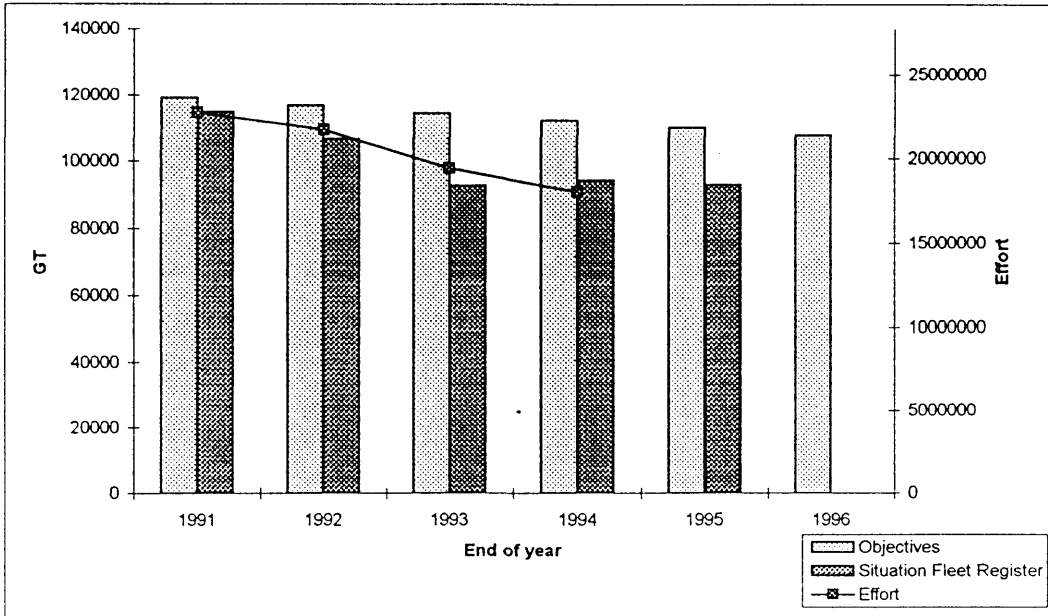
Changes in capacity by segment

Segment	MGP category	End of year	1991	1992	1993	1994	1995	Objectives 1996
Netters & Beam trawlers	C10, C17, E10 (and unclassified)	GT	23112	22446	22157	21914	21330	19887
		kW	70357	67621	65755	63772	62429	63987
Demersal trawlers	E13, G14	GT	4620	3626	2612	2525	1932	1198
		kW	11074	8241	5831	5488	4197	3870
TOTAL		GT	27732	26072	24769	24439	23262	21085
		kW	81431	75862	71586	69260	66626	67857

Excludes vessels <5GT

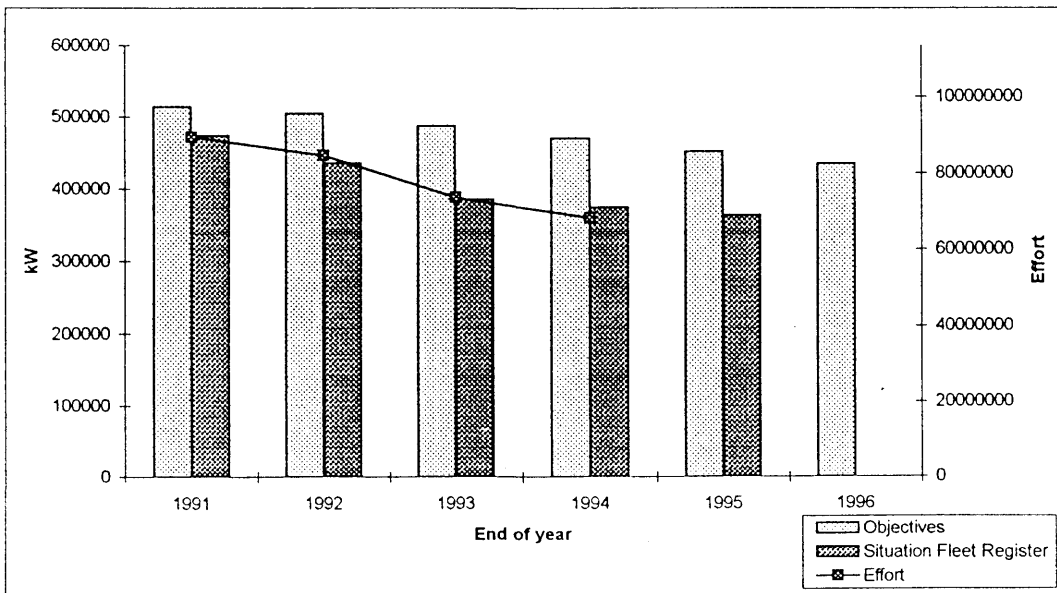
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	119188	116804	114583	112362	110141	107920
Situation Fleet Register *	114950	106608	92872	94394	93201	
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 *	473827	436177	385665	375000	362871	
Effort	89511045	84747531	73590546	68115326		



* Last update on 10/02/96 (Based on treatment of data sent by the Member States)

DENMARK

The data used are those taken from the fishing vessel register as at 10/02/96. 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 - 1995. Figures on the capacity of this segment have not yet been transmitted to the fleet register.

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 23% in tonnage and 30% in power by the end of 1995.

Effort data have been provided for the years 1991 to 1994. 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.

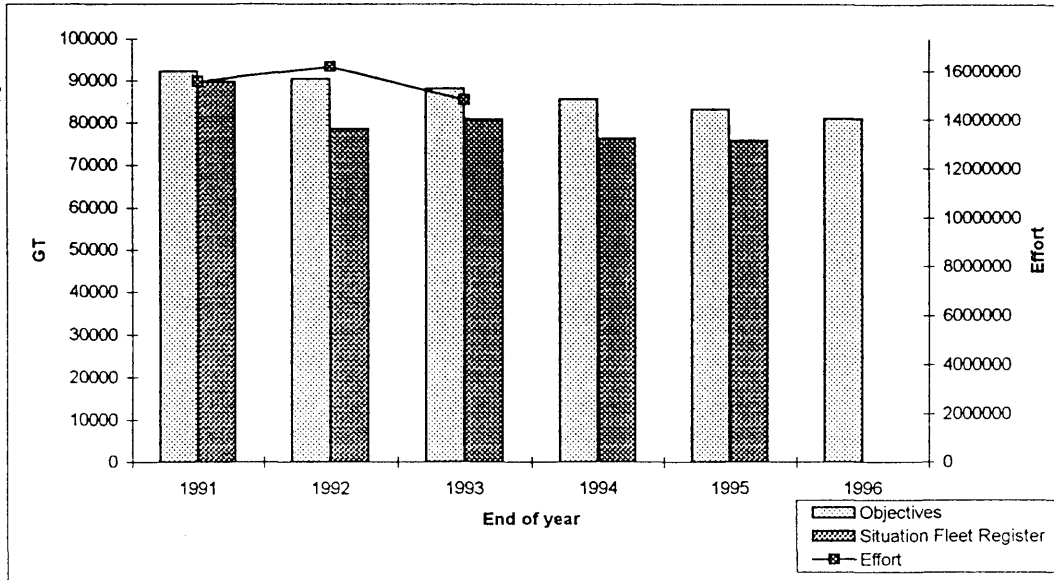
Denmark has already achieved its 1996 objectives in all segments of the fleet.

Changes in capacity by segment

Segment	MGP category	End of year		1992	1993	1994	1995	Objectives 1996
		1991						
Nets etc	B13	GT	15048	14407	13783	13584	12842	16433
		kW	88239	85325	82988	81683	77863	93998
Trawlers + Danish Seine	B12 + unclassified	GT	89975	82274	71837	73948	72596	77894
		kW	366110	331374	286200	277649	268591	314439
Pelagic fishing	B09	GT						2300
		kW						5700
Trawlers (Greenland)	B10	GT	3480	3480	390	0	0	3480
		kW	3810	3810	809	0	0	3810
Purse seiners	B17	GT	6447	6447	6862	6862	7763	7813
		kW	15668	15668	15668	15668	16417	17312
Vessels < 5GT	B08	GT						3718
		kW						36503
TOTAL (Except B08)		GT	114950	106608	92872	94394	93201	107920
		kW	473827	436177	385665	375000	362871	435259

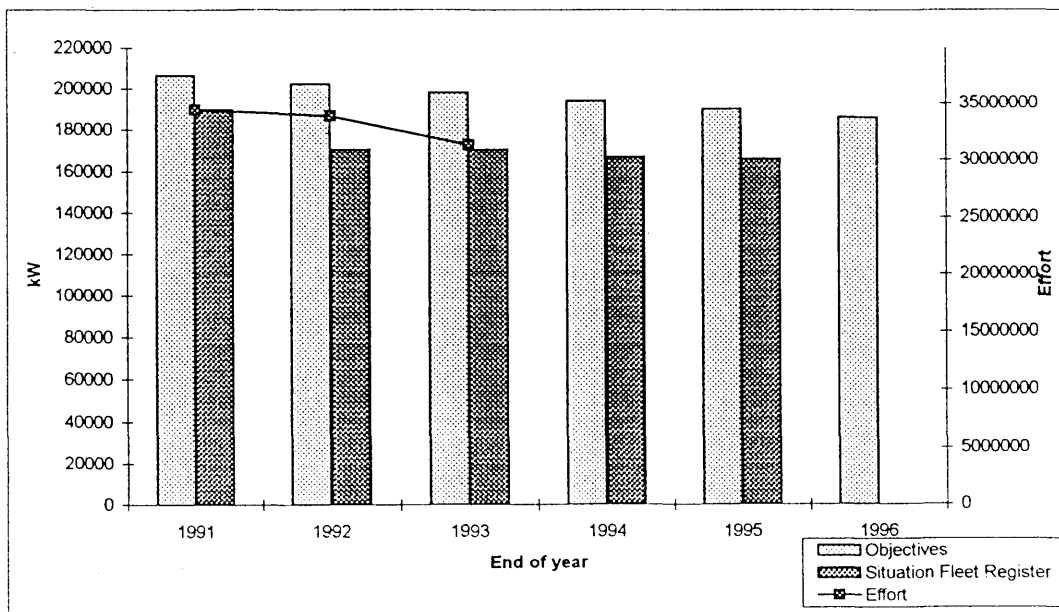
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	92402	90554	88158	85763	83367	80972
Situation Fleet Register *	89861	78519	80936	76519	75974	
Effort	15578437	16197079	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	166766	165726	
Effort	34413524	33818105	31309652			



* Last update on 31/12/95 (Based on treatment of data sent by the Member States)

GERMANY

The data on capacity and effort are taken from the fishing vessel register as at 31/12/95.

Germany has already more than met its global capacity objectives for 31/12/96.

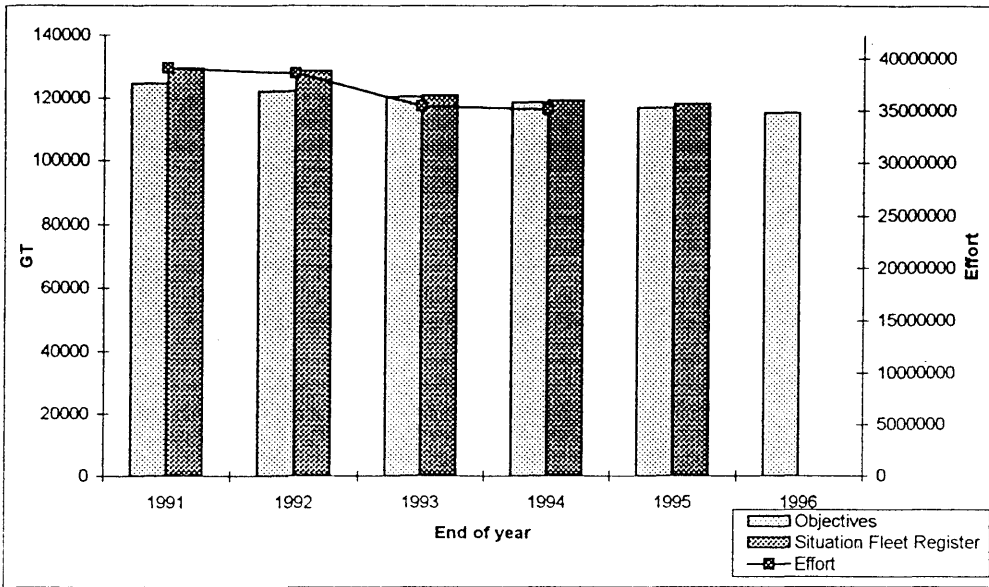
In terms of power, Germany has also met the objectives for 31/12/96 for all segments except the Beam trawlers (flatfish) segment programme categories G11 and G13), where a further 3% reduction is required, and the longliners segment (programme category G21), where a further 5% reduction is required. The tonnage figures suggest that further reductions are required in segments C11 and G19 and in segments C12 and G21, but owing to the inaccuracies involved in the recalculation of the objectives to take into account remeasurement in GT (see section 3.1) it is only for the latter two that this can be stated with any degree of certainty.

Changes in capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	Objectives 1996
		GT	kW						
Beam trawlers (crustaceans)	C11	GT		8209	8801	8912	9188	9890	8579
		kW		40230	40637	40559	41193	41854	43762
Beam trawlers (flatfish)	C12	GT		2982	2899	2844	2702	2507	2467
		kW		9474	9236	8497	8027	7424	8760
Fixed nets	C19	GT		5210	5089	5044	4895	4788	6315
		kW		31737	29910	29964	29340	29715	34523
Beam trawlers (flatfish)	G11 + G13	GT		2335	1501	2424	2255	2028	2114
		kW		7310	4818	7725	6948	6948	6759
Bottom trawlers (cutters)	G16 + G17	GT		14861	12717	12080	11236	10518	11605
		kW		40925	34236	32311	30686	29233	35614
Pelagic trawlers	G19	GT		14992	9851	14992	14992	14992	14522
		kW		11805	6706	11805	11805	11805	12841
Pelagic trawlers (cutters)	G20	GT		1761	1409	1326	1062	1062	1707
		kW		4636	3651	3479	2780	2760	5043
Longliners (cutters)	G21	GT		1430	1609	1609	1609	1609	1166
		kW		2857	3279	3279	3279	3279	3108
Freezer vessels + wetfish trawlers	G22	GT		38081	34643	31705	28580	28580	32497
		kW		40827	38003	32708	32708	32708	35529
TOTAL		GT		89861	78519	80936	76519	75974	80972
		kW		189801	170476	170327	166766	165726	185939

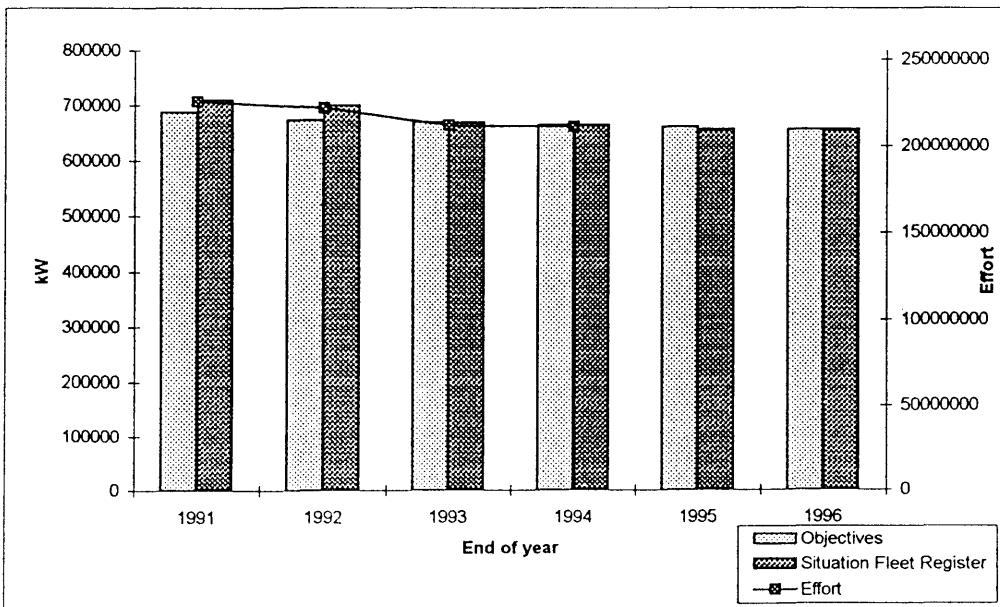
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	124662	122169	120458	118747	117036	115326
Situation Fleet Register *	129474	128761	120883	119375	118332	
Effort	39041992	38541357	35443307	35120411		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	688203	674439	670308	666176	662045	657914
Situation Fleet Register *	710701	700220	670244	666459	657285	657547
Effort	225575863	221849517	212053968	211335112		



* Last update on 28/02/96 (Based on treatment of data sent by the Member States)

GREECE

The data are taken from the fishing vessel register as at 28/02/96. Greece has met the 1996 global objectives in terms of power but in terms of tonnage the data suggest that the situation remains above the intermediate objective for 1995. The margin is small, and given the uncertainties in the recalculation of the objectives (see section 3.1) should not be regarded as precise.

Fishing effort data were provided up until the end of 1994. The decrease in fishing effort corresponds very closely to the decrease in capacity.

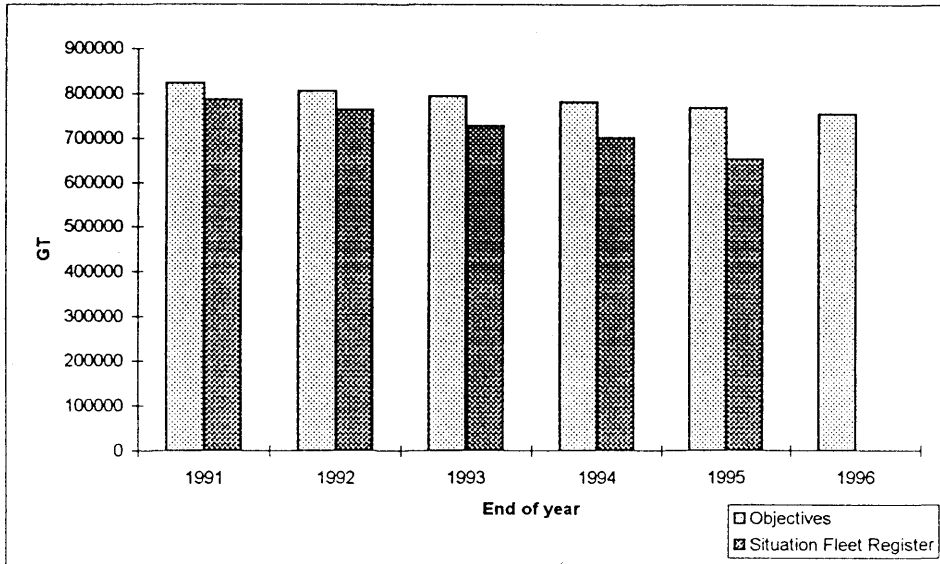
Greece has already met the 1996 objectives for the segment "Fixed Gear and Seiners" (categories E20 and Z14). The capacity of the "trawlers" segment (category G18) is also close to the 1996 objectives, but the capacity of the bottom trawlers (category E14) must be reduced by a further 22% in tonnage and 18% in power.

Changes in capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	Objectives 1996
		GT							
Fixed Gear and seiners	E20+Z14	GT		71649	71035	68822	69411	69056	71037
		kW		536017	525067	507248	508978	504161	523820
Bottom trawlers	E14 + unclassified	GT		28112	28637	27978	27659	27088	22191
		kW		121756	123041	119564	117989	113849	95976
Trawlers	G18	GT		29713	29089	24083	22305	22188	22097
		kW		52928	52112	43432	39492	39275	37751
TOTAL		GT		129474	128761	120883	119375	118332	115326
		kW		710701	700220	670244	666459	657285	657547

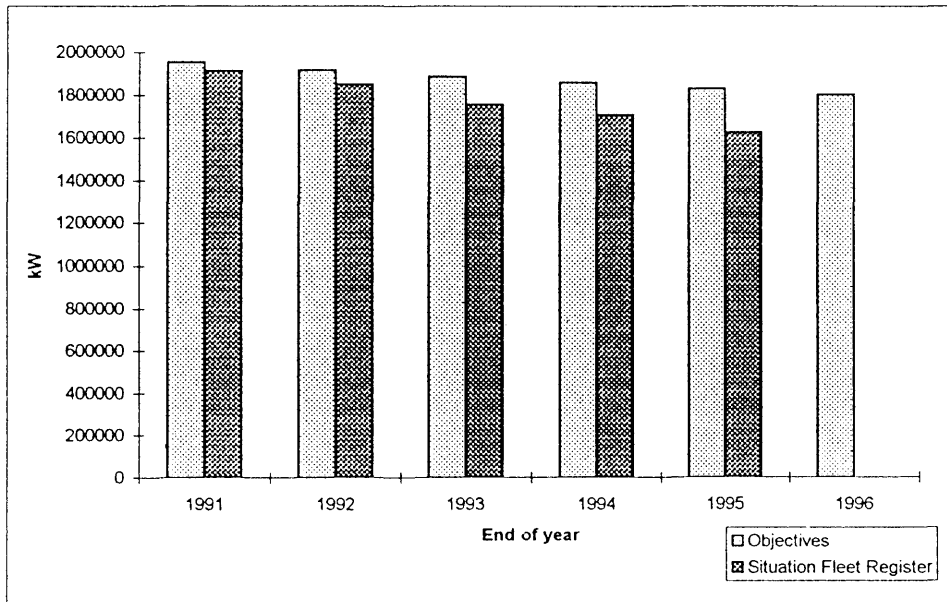
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	823021	806561	793829	781097	768365	755633
Situation Fleet Register *	786584	764254	727679	702461	654561	



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1955372	1916265	1888180	1860096	1832012	1803927
Situation Fleet Register *	1915572	1849708	1756492	1711538	1628384	



* Last update on 29/02/96 (Based on treatment of data sent by the Member States)

SPAIN

The data for tonnage and power are taken from the fishing vessel register as at 29.02.96.

Spain had already reached its 1996 global objectives in tonnage and power by the end of 1993, and has now reached its 1996 targets in all segments.

According to a footnote to the Decision adopted following the mid term review of the programmes, the vessels under article 158 of the Treaty of Accession will be fully integrated into the objectives of the programme. The objectives shown in the present report have not yet been adjusted to take these vessels into account.

No effort data have been provided by Spain.

Changes in capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	Objectives 1996
		GT	kW						
Trawlers & Polyvalent Dredgers	D10 + unclassified	GT		173843	171833	162310	157542	151480	160460
		kW		496640	485825	459940	449631	430307	442193
Pelagic seiners, Netters etc & Canaries	D11	GT		159122	153452	151136	149730	150457	166752
		kW		619644	601374	588612	583247	585523	628246
Trawlers & Polyvalent	G12	GT		335551	312044	288840	270999	238465	296093
		kW		572344	523421	475518	449008	407591	494264
Pelagic seiners, Netters etc	G26	GT		37963	45314	46416	45213	36182	39562
		kW		99264	109832	110516	107746	84747	101092
Tuna fleet	G28	GT		80105	81611	78977	78977	77977	92767
		kW		127680	129256	121906	121906	120216	138133
TOTAL		GT		786584	764254	727679	702461	654561	755633
		kW		1915572	1849708	1756492	1711538	1628384	1803928

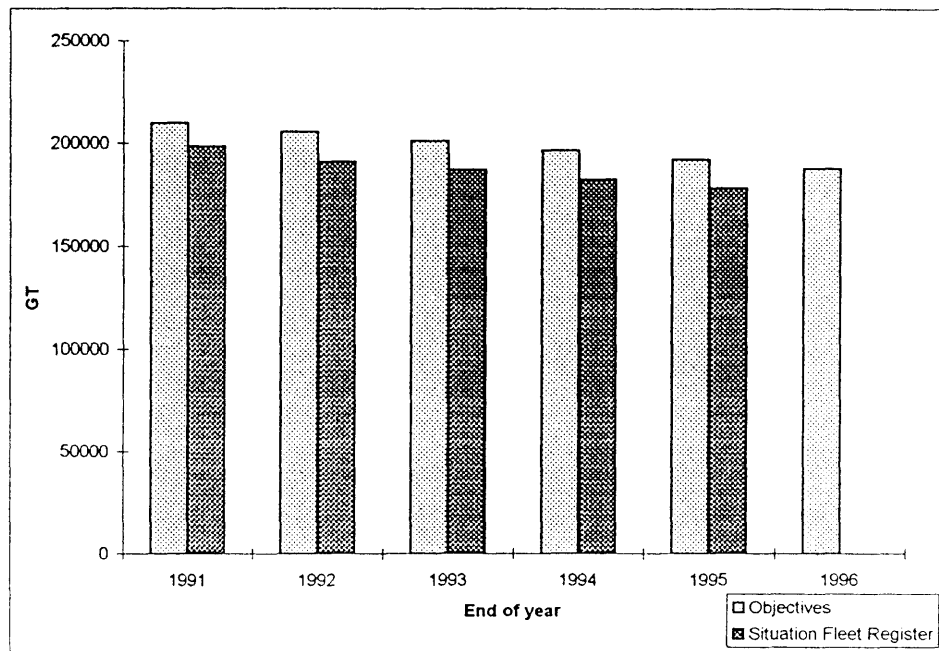
FRANCE

MGP III : Comparison between situations and objectives

Excluding French Overseas Departments

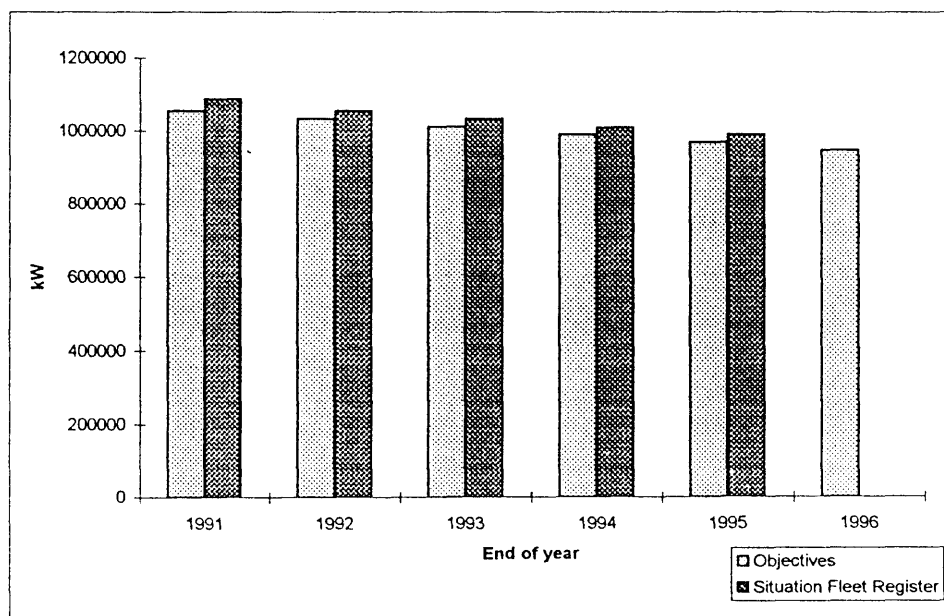
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	210067	205865	201433	197000	192568	188135
Situation Fleet Register *	198657	191067	187515	182576	178678	



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	1010791	990509	



* Last update on 29/02/96 (Based on treatment of data sent by the Member States)

FRANCE

The data are taken from the fishing vessel register as at 29/02/96.

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 1995 intermediate objective in terms of tonnage, but not in terms of power. No effort data have been supplied.

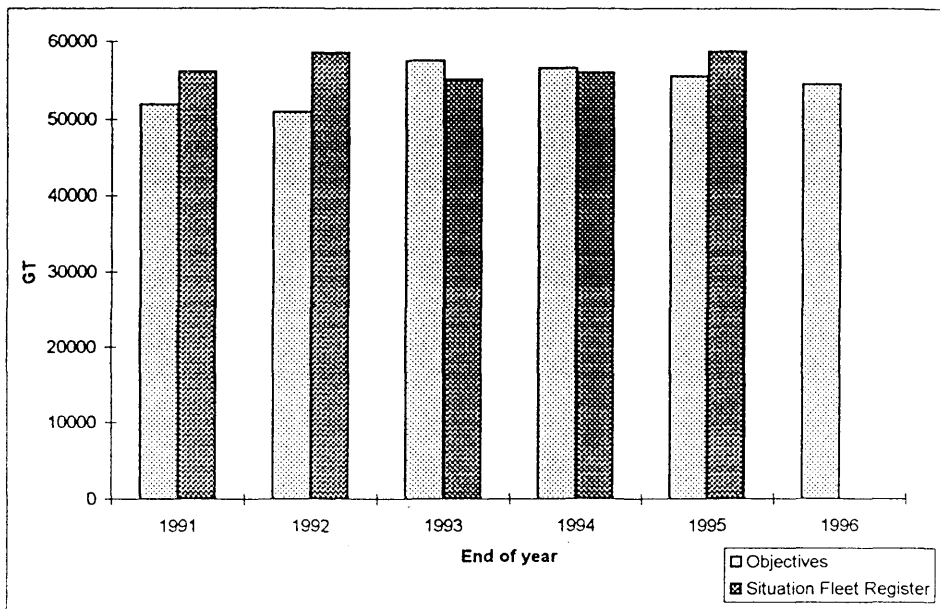
France has increased the tonnage of the "Polyvalent, static gears and canners" segment (category A10) beyond that envisaged by the 1996 objective, and has to a lesser degree increased the power of this segment. Similarly the capacity of the "Polyvalent (trawlers)" segment (category M11) has increased 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.

Changes in capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	Objectives 1996
		GT	kW						
Polyval.,static gears + canners	A10	GT		25530	25465	26730	30669	30416	26893
		kW		225606	227481	229883	232246	229941	222352
Polyvalent (trawlers)	A11+ unclassified	GT		117211	111192	105774	98201	94933	102411
		kW		561120	534642	512808	490224	473891	442421
Polyvalent static+Dredgers	A12	GT		3734	3225	2998	3212	3269	3343
		kW		38190	33600	31811	33055	34705	31993
Polyvalent (trawlers)	M11	GT		8079	8155	8543	8517	8470	6808
		kW		49012	48881	50359	49391	48957	38644
Pelagic trawl, seiners (tuna) + static gears	M13	GT		9542	9828	9660	9906	9662	10052
		kW		127527	126528	124328	125446	123106	125687
Seiners (tuna)	H10	GT		34561	33202	33810	32071	31928	38629
		kW		87494	83226	84845	80429	79909	87494
Coastal fleet (DOM)	I10	GT							18990
		kW							165387
Tuna fleet (DOM)		GT							1200
		kW							6500
TOTAL (Excluding DOM)		GT		198657	191067	187515	182576	178678	188136
		kW		1088949	1054358	1034034	1010791	990509	948591

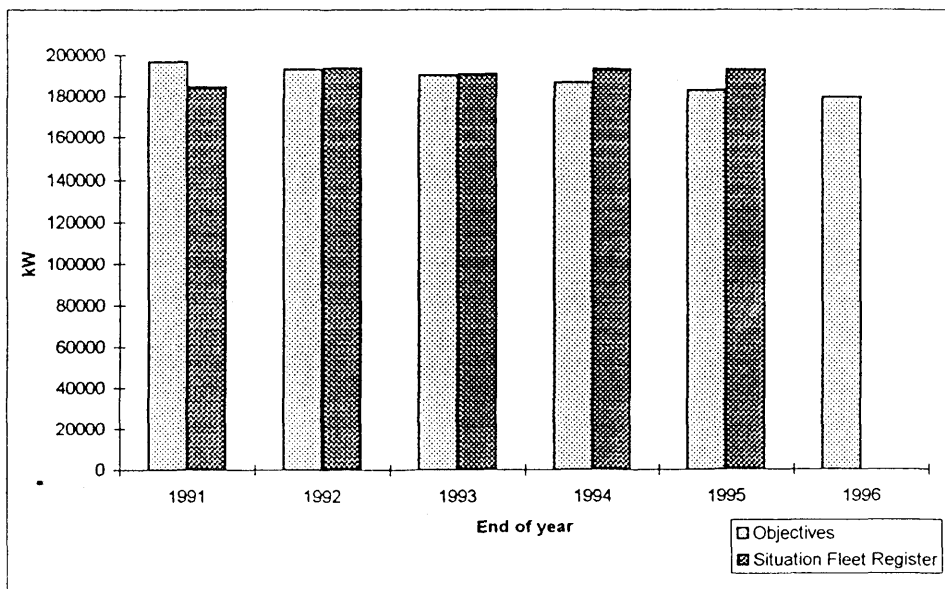
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	52039	50998	57641	56643	55646	54649
Situation Fleet Register *	56236	58638	55259	56110	58769	



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	193447	193168	



* Last update on 31/12/95 (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

The fishing vessel register was last brought up to date on 31/12/95.

Ireland has not submitted data on fleet segmentation to the fleet register. The tonnage objectives could not therefore be revised to take into account the remeasurement of vessels in GT using the procedure described in section 3.1. Instead, the tonnage objectives in the programme were raised using the ratio of the global situation at 1.1.92 with remeasurement to the global ratio at 1.1.92 without remeasurement.

From the figures it can be seen that the capacity of the Irish fleet has increased by 2533 GT and 8539 kW over the period 1991 -1995. This results partly from the introduction of 20 offshore whitefish vessels following the Council declaration that fixed the objectives for 1996 independently of the objectives for 1991. Moreover data in the fleet register includes the capacity of some, but not all, vessels that were unregistered at the time that the objectives for 1996 were fixed. The objectives were adjusted to take into account the capacity of the whitefish vessels, but no decision has yet been made on whether the objectives for 1996 should be modified to take into account the capacity of the previously unregistered vessels, which amounts to approximately 3000 tonnes.

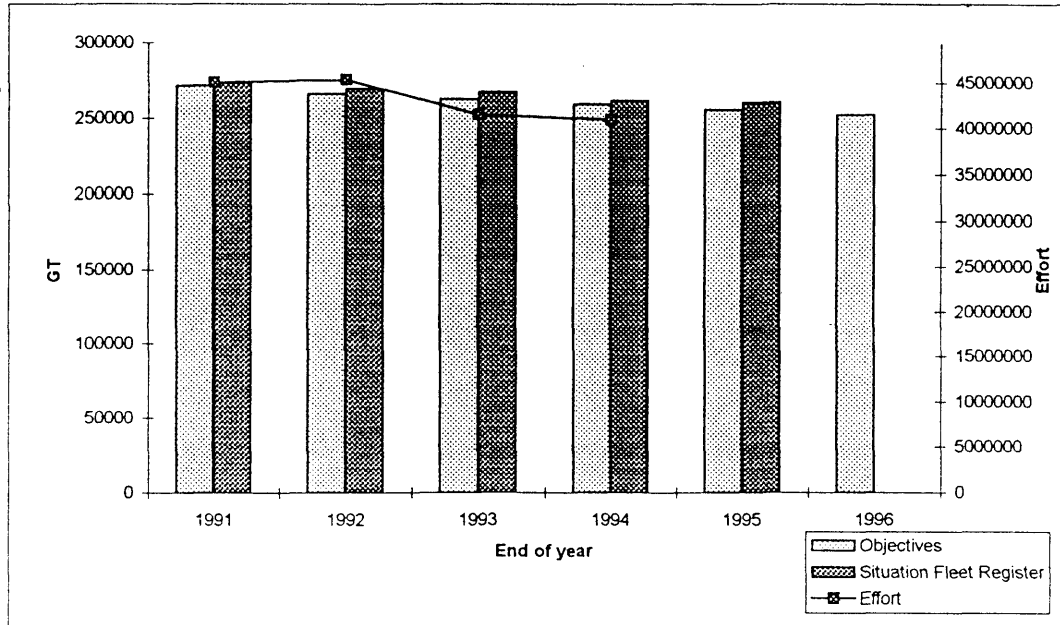
The data indicate that Ireland is outside the 1995 intermediate objectives in both tonnage and power, with reductions of 7% in required to meet the targets for the end of 1996.

Changes in capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	Objectives 1996
		GT	kW						
Beam trawlers	E11	GT							1217
		kW							6113
Pelagic trawlers	E15	GT							20815
		kW							44359
Polyvalent	E18, E19	GT							32616
		kW							129260
TOTAL		GT		56236	58638	55259	56110	58769	54649
		kW		184629	193792	191092	193447	193168	179732

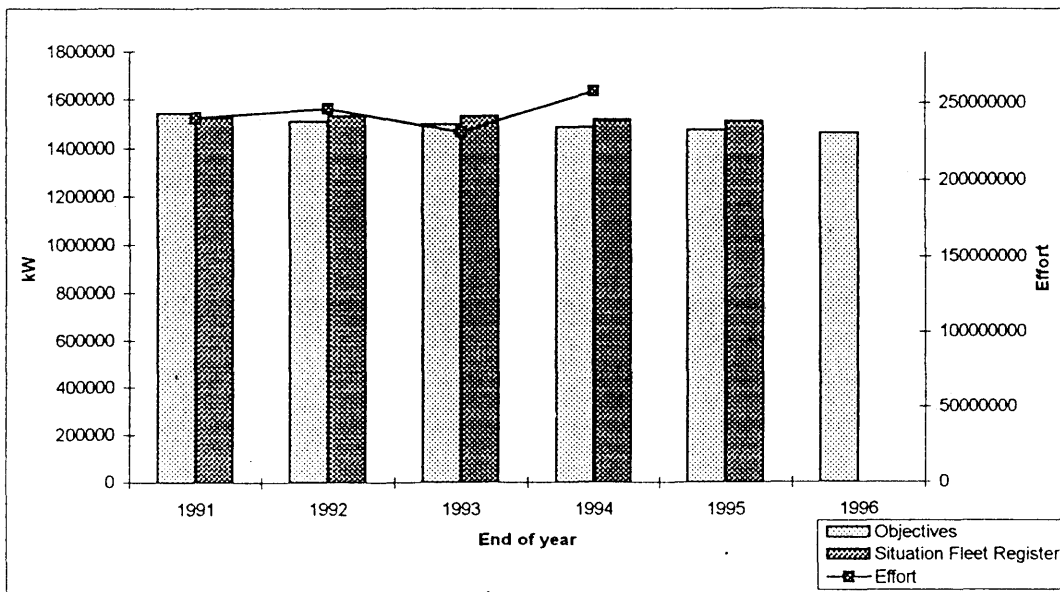
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	271857	266420	262961	259501	256041	252582
Situation Fleet Register *	273955	269691	267737	262102	260602	
Effort	45029950	45364600	41534726	40966552		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1541664	1510831	1499293	1487755	1476218	1464680
Situation Fleet Register *	1524219	1530476	1530927	1518508	1513677	
Effort	240255834	246166212	231379895	257609616		



* Last update on 31/08/95 (Based on treatment of data sent by the Member States)

ITALY

The data for Italy used in this report are taken from the fleet register, last updated on 31/08/95.

Italy has declared the information on fleet segmentation to the fleet register, but the indicated capacity of each segment bears no relation to the capacity of the same segments shown in the published decisions. It is therefore not possible to compare the evolution of the capacity by segment objectives for 1996 set by the programme. This also means that the tonnage objectives could not be revised to take into account the remeasurement of vessels in GT using the procedure described in section 3.1. Instead, the tonnage objectives in the programme were raised using the ratio of the global situation at 1.1.92 with remeasurement to the global ratio at 1.1.92 without remeasurement.

The data in the fleet register indicate that Italy is outside the global intermediate target for the end of 1995, but the reliability of these data are questionable.

Italy has provided effort data for the years 1991 - 1994. These suggest that there has been a small increase in the mean activity per kW in 1994, though there is no evidence that this is anything other than variability around a constant long term mean.

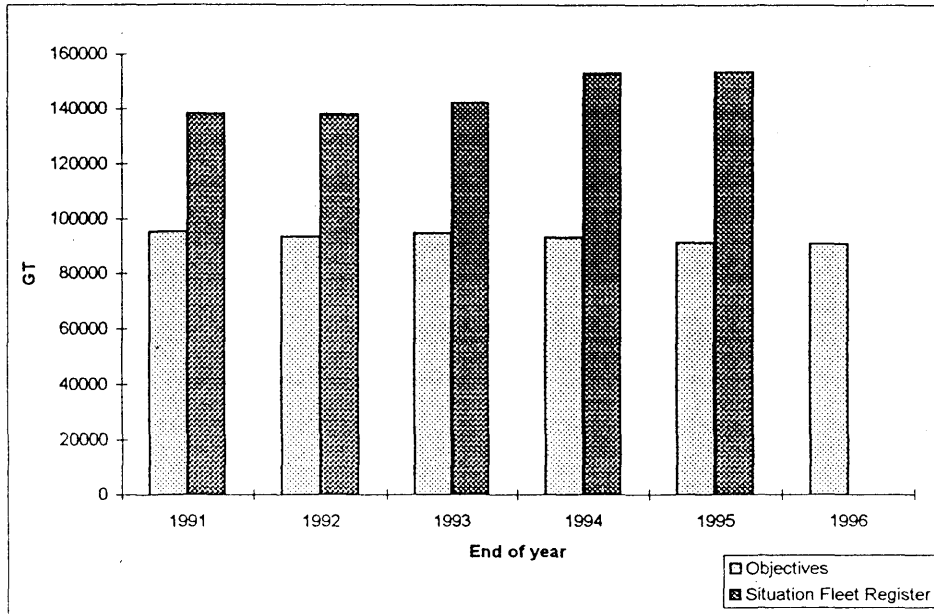
Changes in capacity by segment

Segment	MGP category	End of year					Objectives 1996	
		1991	1992	1993	1994	1995		
Pelagic pair trawlers	C13	GT kW					1999 11390	
Bottom trawlers'(&Volante)	C14	GT kW					46509 229200	
Manual dredgers	C15	GT kW					246 2007	
Suction dredgers	C16	GT kW					2387 24475	
Netters	C18	GT kW					3715 28197	
Longliners & liners	C20	GT kW					1264 9807	
Polyvalent (trawlers)	C21	GT kW					1643 12915	
Polyvalent (non trawlers)	C22	GT kW					143247 1019163	
Seiners (tuna)	C23	GT kW					3722 20150	
Bottom trawlers	M10	GT kW					14027 37582	
Polyvalent (non trawlers)	M12	GT kW					3415 11729	
Bottom trawlers	G15	GT kW					21140 40008	
Tuna fleet	G29	GT kW					9266 18057	
TOTAL		GT kW	273955 1524219	269691 1530476	267737 1530927	262102 1518508	260602 1513677	252580 1464680

NETHERLANDS MGP III : Comparison between situations and objectives

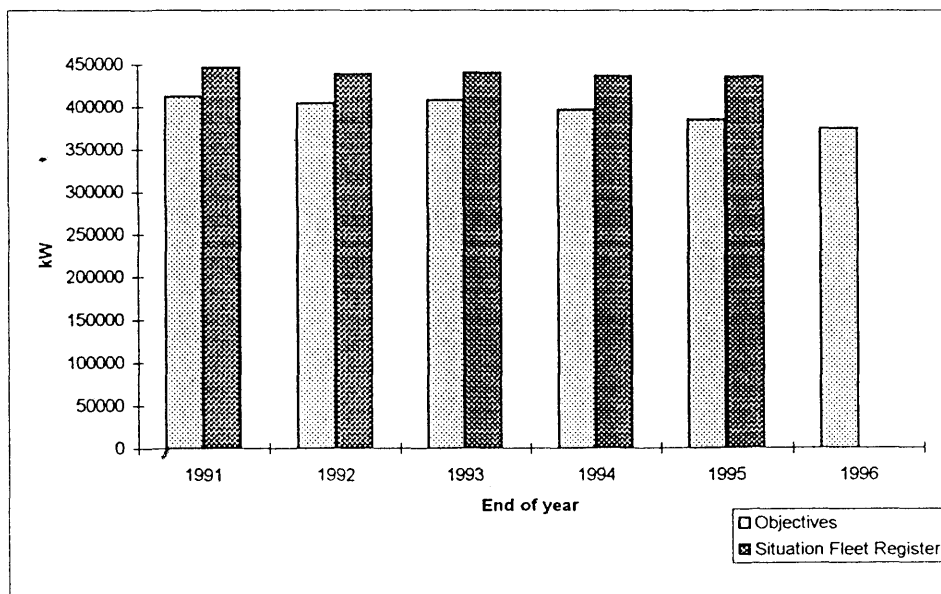
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	95496	93586	95043	93307	91570	91035
Situation Fleet Register *	138433	138065	142282	153096	153694	



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	412988	404728	408098	396968	385837	374707
Situation Fleet Register *	446752	439480	440846	437178	436630	



* Last update on 31/10/95 (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

The data are taken from the fishing vessel register and were last updated on 31/10/95.

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

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.

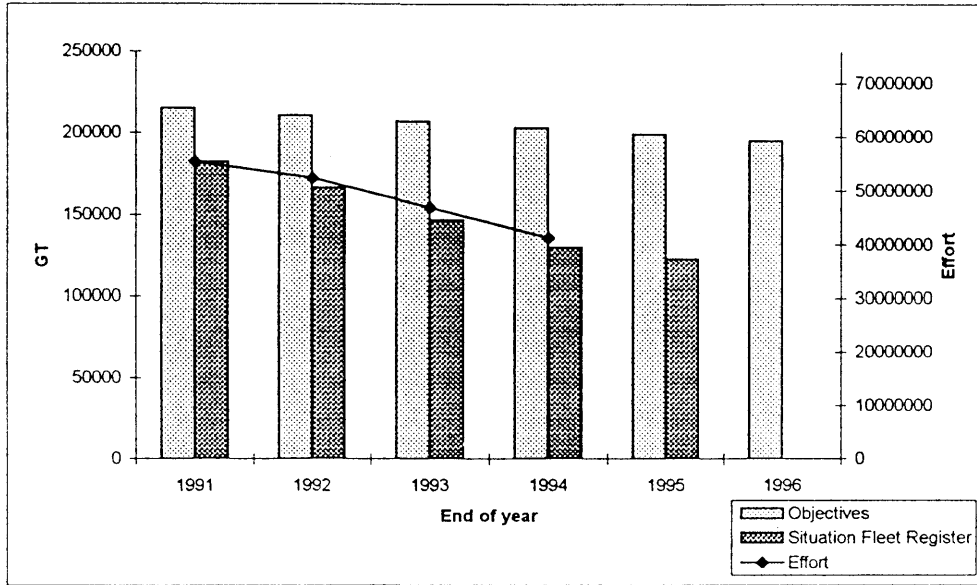
It should however be noted that the comparison of the situation and the objectives in terms of tonnage may be misleading. As noted in the published decisions, the historic data on the development of fleet capacity show major discrepancies with previously published data, especially for the pelagic trawlers segment. These discrepancies have not been satisfactorily explained and may require a revision of the tonnage objectives following a reassessment of the baseline situation.

Changes in capacity by segment

Segment	MGP category	End of year	1991	1992	1993	1994	1995	Objectives 1996
Cutters (crust. and molluscs)	E12	GT	4394	4648	4962	4883	4819	4394
		kW	16725	17614	18657	18381	17368	16725
Pelagic trawlers	E16	GT	46328	46328	43099	53396	53396	36465
		kW	58796	58796	53943	57625	57625	46278
Cutter fleet (excl. moll/crust.)	E17	GT	92105	91737	94221	94817	95479	50176
		kW	371231	363070	368246	361172	361637	311704
TOTAL		GT	142827	142713	142282	153096	153694	91035
		kW	446752	439480	440846	437178	436630	374707

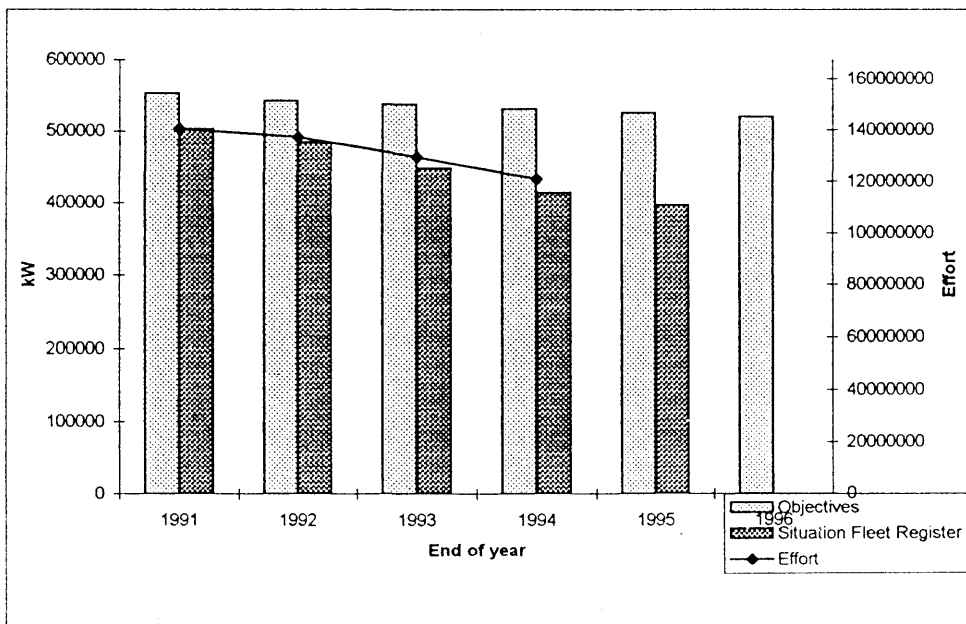
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	215146	210843	206920	202996	199073	195150
Situation Fleet Register *	182243	166726	147082	130550	123539	
Effort	55320900	52394815	46968929	41365255		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	553678	542604	536922	531239	525556	519873
Situation Fleet Register *	503654	484657	449015	414781	397818	
Effort	140592375	137315515	129464928	121113263		



* Last update on 30/04/96 (Based on treatment of data sent by the Member States)

PORTUGAL

The data used are those from the fishing vessel register as at 30/04/96.

Portugal was already well within its 1996 objectives at the start of the programme. It has continued to reduce capacity and is now more than 35% below the 1996 objective in terms of tonnage and about 25% below the 1996 objective in terms of power. Portugal has also declared fishing effort data for the years 1991 to 1994. These indicate that the fishing effort of the fleet has decreased in parallel with the decrease in capacity, indicating that activity has remained fairly constant during this period.

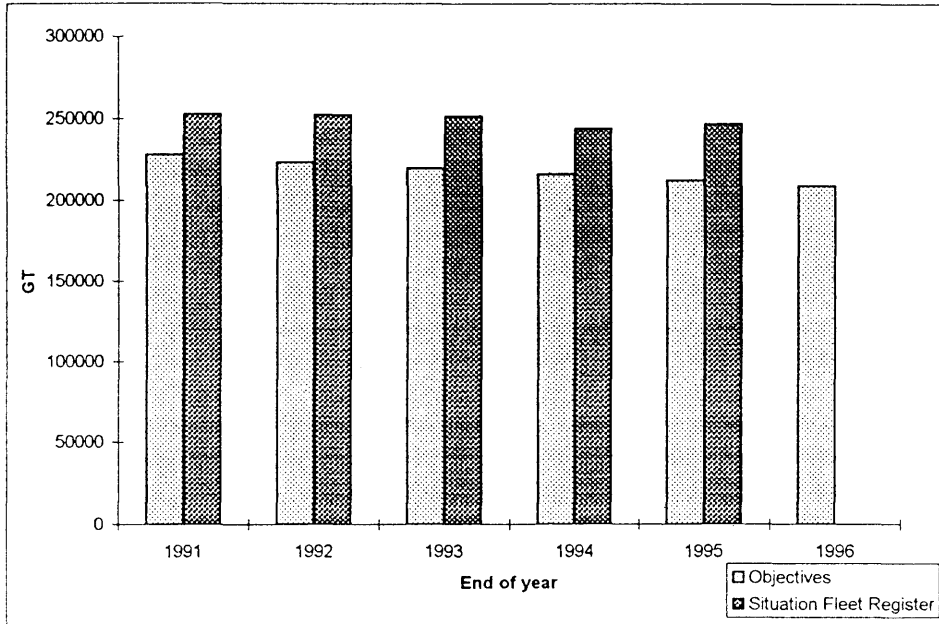
Portugal has already reached its 1996 objectives in all segments of the fleet.

Changes in capacity by segment

Segment	MGP category	End of year		1992	1993	1994	1995	Objectives 1996
		1991						
Trawlers	B11+ unclassified	GT	22331	21910	20029	18374	16914	19630
		kW	73627	71808	65597	58579	54355	62749
Polyvalent (non trawlers)	B15	GT	42637	39591	35651	31653	31312	50754
		kW	203191	194395	186085	176377	172641	216388
Purse seine (sardines)	B19	GT	11756	11476	9774	8505	8440	12904
		kW	53056	52598	45151	39392	39168	56527
Polyvalent , Trawlers & Purse seine (tuna)	G24 + G27	GT	85421	73449	62709	54486	49910	88905
		kW	108313	97057	83788	73140	66045	103390
Polyvalent (non trawlers)	B16	GT	3788	3616	4151	3974	4045	4747
		kW	15222	14598	16056	15089	15743	19438
Purse seiners	B18	GT	199	199	199	199	199	250
		kW	916	916	916	916	916	1170
Polyvalent (tuna)	G25	GT	715	715	715	715	715	1200
		kW	1670	1670	1670	1670	1670	2550
Polyvalent	B14	GT	10039	11640	11183	11228	10588	12169
		kW	42642	47591	46699	47264	44926	53397
Polyvalent	G23	GT	5357	4130	2671	1416	1416	4592
		kW	5017	4024	3053	2354	2354	4264
TOTAL		GT	182243	166726	147082	130550	123539	195150
		kW	503654	484657	449015	414781	397818	519873

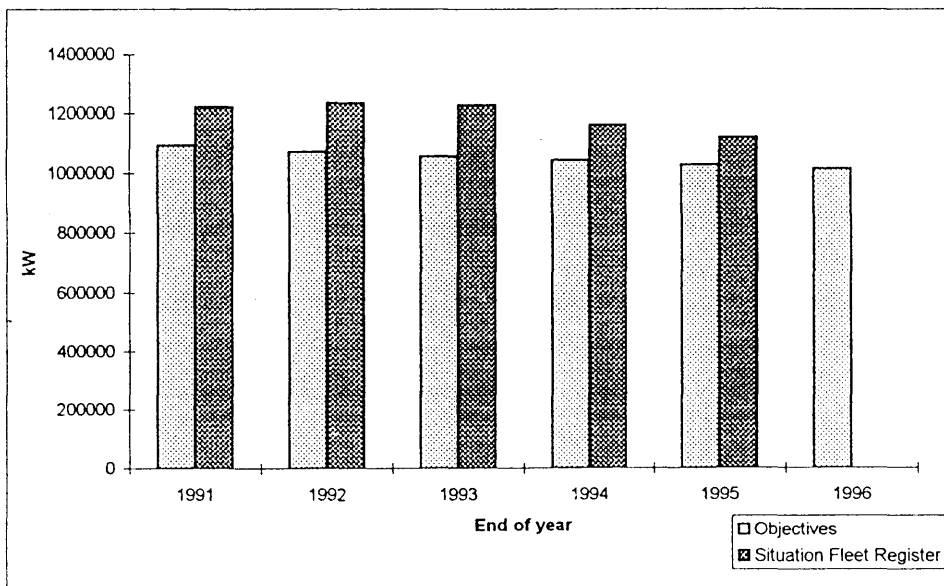
Tonnage (GT)

<i>End of year</i>	1991	1992	1993	1994	1995	1996
Objectives	228353	223786	220182	216578	212974	209370
Situation Fleet Register *	252601	252215	251567	244100	247198	



Engine power (kW)

<i>End of year</i>	1991	1992	1993	1994	1995	1996
Objectives	1095206	1073302	1058777	1044253	1029728	1015204
Situation Fleet Register *	1221415	1234779	1228158	1162825	1120923	



* Last update on 01/02/96 (Based on treatment of data sent by the Member States)

UNITED KINGDOM

The data are taken from the fishing vessel register as at 01/02/96 and now include vessels registered in the Isle of Man and Channel Islands. The capacity of the United Kingdom fleet has been substantially higher than the series of annual intermediate objectives throughout the period of the programme. The global reduction over the period 1991 - 1995 has been approximately 2% in tonnage and 9% in power compared with decreases of about 20% required to meet the 1996 objectives.

The 20% decrease in capacity required to meet the objectives for 1996 requires some qualification, because according to the published decisions the requirement was for a 17% reduction. The reason for the increase is that previously unregistered vessels have since been added to the fleet register. These vessels and the rights to fishing licences existed at the time the objectives for the MAGPs I and II were fixed, and it may therefore be necessary to revise the 1991 and 1996 objectives accordingly.

The table of the capacities by segment shows that the 1996 objectives have already been achieved for 3 segments, namely Shellfish mobile (category F14), Nephrops Trawl (category F16), and Distant water vessels (category F17). For the segment Others >10 metres (category F18) the power is already well within the 1996 objectives, but further reductions are required in tonnage. 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.

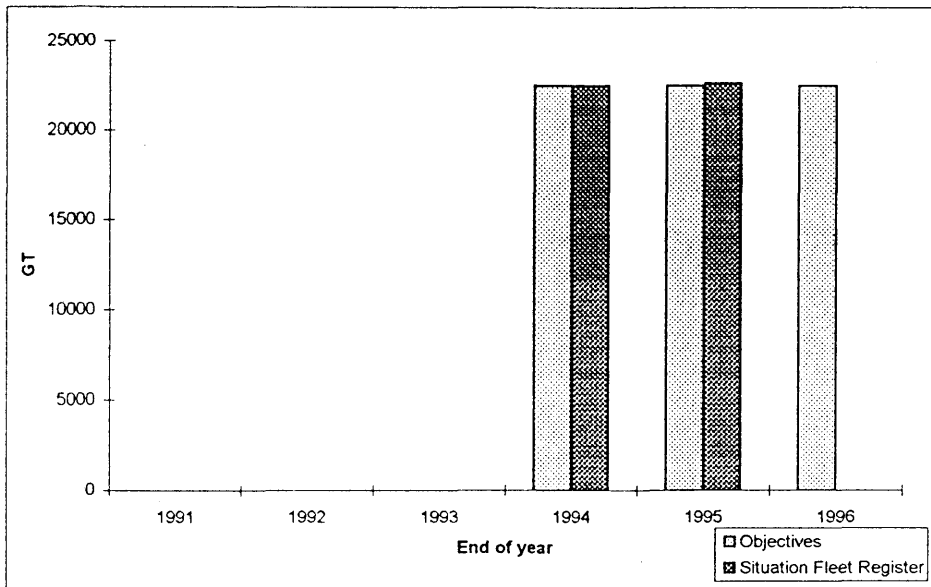
In order to meet its 1996 objectives, the United Kingdom introduced a package of measures to reduce both capacity and activity. A decommissioning scheme was expected to remove about 6% of the total capacity, with further reductions achieved by licence aggregation penalties. Activity reductions were to 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. The United Kingdom government won the case but decided not to proceed with the measures. Additional funding has now been found for the decommissioning scheme. One problem that emerged from the licence aggregation scheme was that the penalties were calculated using vessel capacity units (VCUs), which used only the parameters length, breadth and power. The result was that the penalty was met by a reduction in power rather than tonnage, and in some cases the tonnage on the aggregate licence actually increased. This possibly has now been removed by a revision in the terms of the penalties.

Changes in capacity by segment

Segment	MGP category	End of year	1991	1992	1993	1994	1995	Objectives 1996
			GT	GT	GT	GT	GT	GT
Beam trawl	F10	GT	25193	29581	29923	29339	27076	18957
		kW	112493	129098	129872	126061	114631	81465
Demersal Trawl & Seiners	F11 + F20 + unclassified	GT	110733	106112	99072	104648	104793	74455
		kW	422762	396562	363395	369012	366775	262505
Pelagic trawl	F12	GT	23453	20996	25071	23572	23625	23481
		kW	76965	66133	73297	70821	62191	72060
Shellfish fixed	F13	GT	3525	3597	3892	3768	3575	2442
		kW	27946	28947	29666	28653	26683	16395
Shellfish mobile	F14	GT	5966	6253	6276	6018	6289	7057
		kW	27782	29031	29212	27569	28915	30947
Netters, Liners + other static gears	F15	GT	13707	14945	15375	15008	15035	11881
		kW	56539	59464	60730	56148	53553	52137
Nephrops trawl	F16	GT	20751	20786	20921	19162	19262	21305
		kW	90377	90437	91005	82776	82494	89246
Distant water	F17	GT	8842	8842	8842	8433	6952	9876
		kW	20873	20873	20873	18021	14770	21236
Others >10 m	F18	GT	19273	19618	20259	13770	21722	20238
		kW	92040	95236	99094	69949	82486	117728
Mixed (non trawlers) <10 m	F19	GT	21158	21485	21936	20382	18869	19679
		kW	293638	318998	331014	313815	288425	271484
* TOTAL		GT	252601	252215	251567	244100	247198	209370
		kW	1221415	1234779	1228158	1162825	1120923	1015203

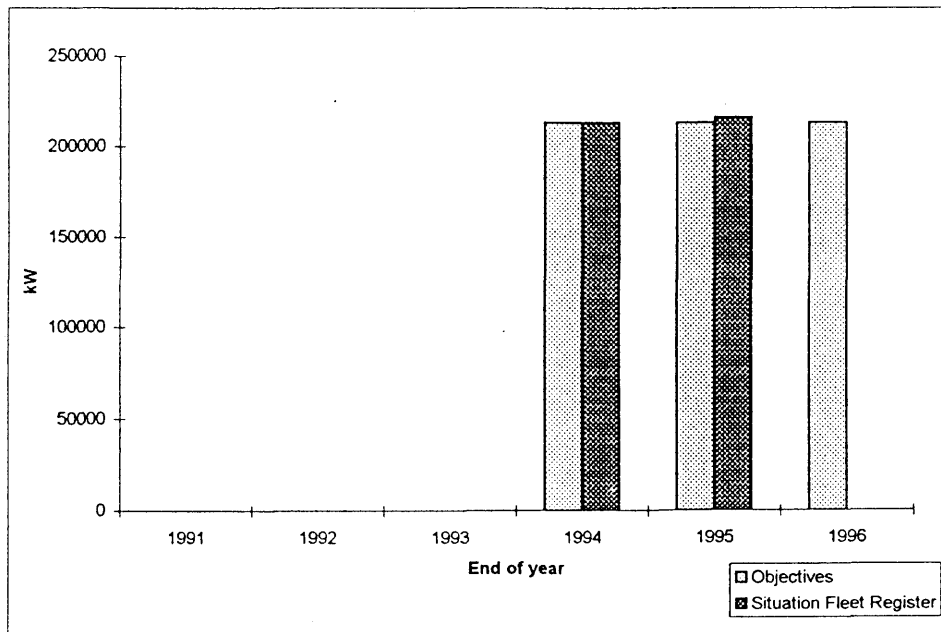
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives				22510	22517	22523
Situation Fleet Register *				22510	22661	



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives				213179	213179	213179
Situation Fleet Register *				213214	216025	



* Last update on 14/02/96 (Based on treatment of data sent by the Member States)

FINLAND

The data in the fleet register were last updated on 14/02/96.

The Finnish programme runs for the period 1995 -1996, and uses the situation at 01/01/95 as the baseline on which to base the objectives for 1996. In the case of Finland the objectives for 1996 were to stabilise capacity at the baseline level.

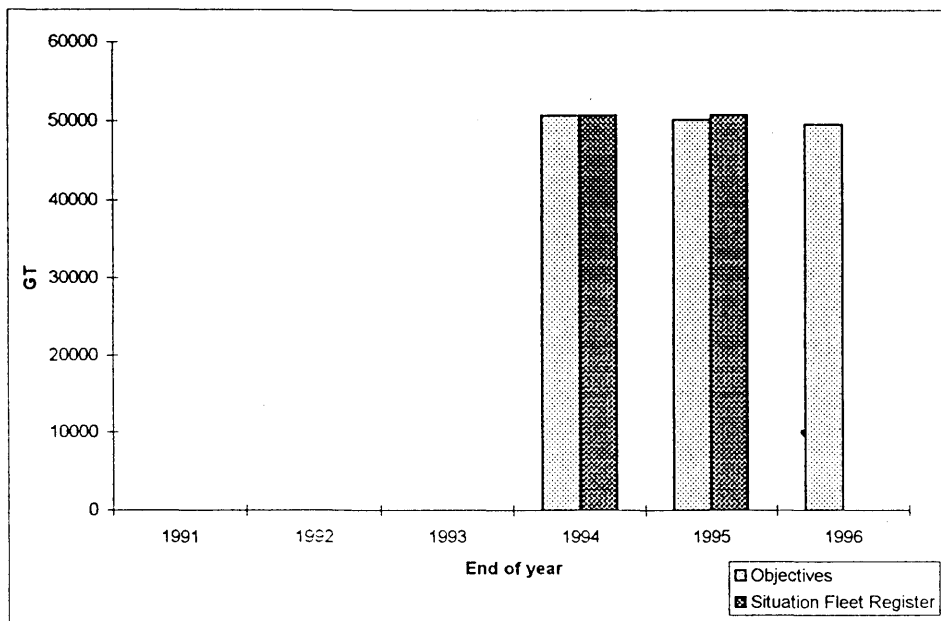
The baseline at 01/01/95 and the objectives for 31/12/96 shown in the present report differ slightly from those shown in the published decision, which were provisional. There seems to have been a small increase in tonnage and a more significant increase in power during the first year of the programme. The tonnage objectives of the Finnish programme are expressed purely in GT and are not affected by the problems of estimation described in section 3.1.

Changes in capacity by segment

Segment	MGP category	End of year	1991	1992	1993	1994	1995	Objectives 1996
Trawlers (Baltic Herring)	F21	GT kW				9022 47462	8999 47257	9040 47469
Driftnetters / Longliners	F22+F24	GT kW				3268 29053	3286 29121	3267 29059
Other Vessels	F23	GT kW				7782 119373	7935 122273	7778 119335
Trawlers (Baltic Herring) Aaland Islands	F25	GT kW				1267 4898	1267 4898	1267 4899
Driftnetters / Longliners Aaland Islands	F26	GT kW				531 4712	531 4712	531 4710
Other Vessels Aaland Islands	F27	GT kW				640 7716	643 7764	640 7707
TOTAL		GT kW				22510 213214	22661 216025	22523 213179

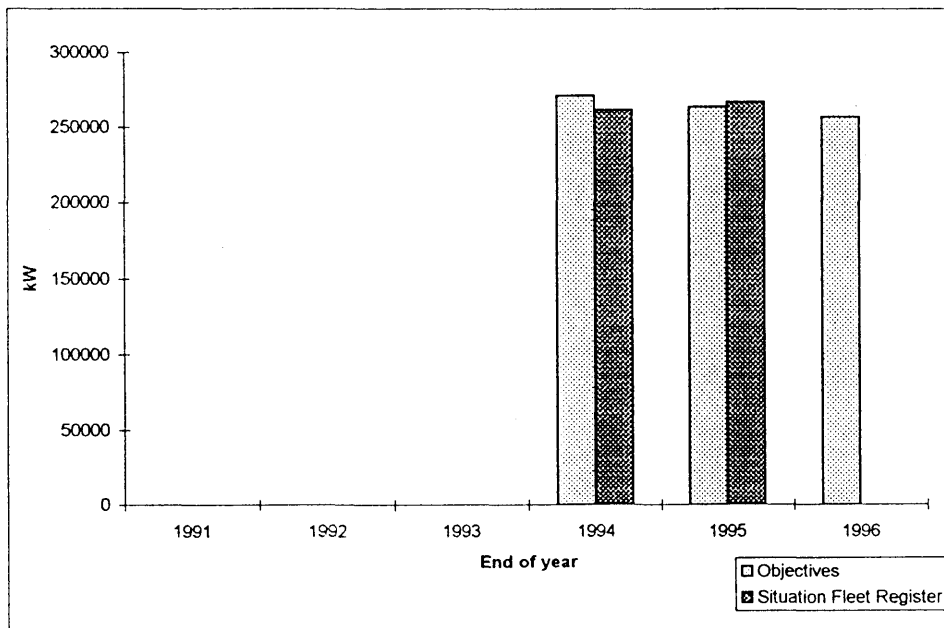
Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives				50752	50206	49660
Situation Fleet Register *				50752	50828	



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives				271409	264354	257298
Situation Fleet Register *				261976	267049	



* Last update on 01/02/96 (Based on treatment of data sent by the Member States)

SWEDEN

The data in the fleet register were last updated on 30/11/95.

The Swedish programme runs for the period 1995 -1996, and uses the situation at 01/01/95 as the baseline on which to base the objectives for 1996.

The baseline at 01/01/95 and the objectives for 31/12/96 shown in the present report differ slightly from those shown in the published decision, which were provisional.

There seems to have been a small increase in tonnage and power during the first year of the programme, and is largely attributable to an increase in the capacity of the segment "Others" (category F32).

Changes in capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	Objectives 1996
		GT	kW						
Trawlers-shellfish	F28	GT					6582 30416	6223 28703	6582 30416
Trawlers / Seiners > 30 metres	F29	GT					14223 42176	14221 42176	14223 42176
Polyvalent	F30	GT					13651 58475	13736 58152	12559 53797
Netters/Longliners in Baltic	F31	GT					5135 37942	5211 38550	5135 37942
Others	F32	GT					11161 92967	11437 99468	11161 92967
TOTAL		GT					50752 261976	50828 267049	49660 257298

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