



COMMISSION OF THE EUROPEAN COMMUNITIES

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ANNUAL REPORT TO THE COUNCIL AND TO THE EUROPEAN PARLIAMENT

**on the results of the
multi-annual guidance programmes for the fishing fleets
at the end of 1996**

(presented by the Commission)

1. Subject of the Communication and legal base

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

The third generation of MGPs were adopted in December 1992¹ and fix objectives for the period 1992 - 1996. These objectives were subsequently revised on the basis of more up to date information during a mid term review of the programmes² in 1995.

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 fifth in the series^{6 7 8 9} and the final report on the results of the third generation of programmes (MGP III).

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. The objectives of the programmes should have been achieved for all the segments by 31.12.96.

For each Member State, annual intermediate objectives were also set for the global fleet capacity, that is, the sum of the capacities of all the segments of the fleet. These were intended to ensure that the fleet reductions required were achieved progressively during the period of the programme.

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 MGPs.

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.

9 COM (96) 305 final

The objectives that are currently in force are those described in the MGP Decisions adopted at the time of the mid term review of the programmes. In many cases, footnotes to the tables of objectives indicated that certain revisions to these objectives would be required at a later date. The present report incorporates several such revisions, so there may be some discrepancies between the objectives presented here and those published in the Official Journal. In the case of the United Kingdom and Ireland, other possible revisions to the objectives have been described at the request of these Member States. Any difference between the published objectives and those presented in the present report are explained in the text, but it must be emphasised that they are subject to a formal proposal from the Commission for modification and the approval of the Management Committee for Fisheries and Aquaculture when the starting objectives for the fourth generation of programmes (MGP IV) are discussed.

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. They also simplify the definition of GT for vessels less than 15 metres in length and specify formulae to estimate the GT of vessels between 15 and 24 metres length pending full remeasurement.

Although it was intended to express the tonnage objectives of the MGP III in units of 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. After consultations with the Member States, it was agreed that the conversion of tonnages to units of GT would be done at the time the MGP IV was adopted, and that the results of the MGP III would be assessed purely in terms of GRT or national measures of tonnage, depending on the units used to fix the objectives. In this report, the term GRT is used to refer to all of these units, even if the definition of GRT varies from Member State to Member State.

This approach does not remove all of the difficulties of measuring the tonnage of the fleet. Not all countries have GRT values available for every vessel in their fleets, some vessels being measured only in GT. Estimates of GRT are therefore required for these vessels. A Decision of the Commission¹² was adopted in April of this year specifying the estimation formulae to be used to estimate the GRT for the countries concerned.

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 GRT days and the other in kW days.

10 O J No L 339, 29.12.94, p.11

11 O J No L67, 25.3.95, p33

12 Commission Decision 97/259/EC of 1.4.97 (OJ L104 of 22 April 1997 p 28)

4. The fishing vessel register of the Community.

The multi-annual guidance programmes are monitored using the declarations to the fishing vessel register of the Community¹³. These declarations were originally sent on a monthly basis, but are now sent weekly. 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 MGP III, 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 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 adopted¹⁴ 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.

5. Results

5.1 Results for each of the Member States

The detailed results by Member State are described in this section. In each case a table shows the evolution of capacity by segment for each of the years 1991 - 1996, together with the objectives to be met by the end of 1996. In these tables the situation at the end of 1996 is also expressed as a percentage of the objectives, so a percentage greater than 100 indicates that the objectives have not been met. Histograms show the evolution of the capacity of the whole fleet compared with the global annual intermediate objectives and the global objective for 1996

The data for the tables and histograms are taken from the fishing vessel register of the Community, or "fleet register". The fleet register is intended to be the definitive source of information on the capacity of the fishing fleets. Where these data are considered unreliable or incomplete, or where they show any discrepancies with the reports on the results of the MGP III submitted by the Member States themselves, this is clearly stated in the text.

The MGPs 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 have been met purely in terms of capacity.

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 by segment to the fleet register. For each of the countries that have submitted effort data, a table shows the evolution of effort by segment. Total fishing effort each year is also 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.

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

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

Belgium

a) Fleet register

The data in the fleet register are up to date. GT measures or estimates are available for 99% of the fleet, but no effort data have been provided by Belgium.

The evolution of the fleet based on the data in the fleet register is shown in Figure 1 and Table 1.

b) Comparison of the data in the fleet register and in the report submitted by Belgium.

The situation by segment at 31.12.96 based on the report from Belgium on the results of the MGP III is shown in the table below:

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Netters & Beam trawlers	C10, C17, E10	18490	59343
Demersal trawlers	E13, G14	1688	4197
TOTAL		20178	63540

The results are almost identical to those based on the data in the fleet register. The minor discrepancies that exist are within the limits expected from a combination of rounding errors in the GRT estimations and the time delays involved in communicating changes to the fleet to the fleet register.

c) Results

When the MGP III was first adopted, the 1996 objectives fixed for the Belgian fleet were calculated by the same formula as for other Member States, namely a reduction from the objectives set by MGP II. However in 1993 Belgium successfully argued that its fleet was already at the minimum viable capacity. The Belgian objectives for 1996 were therefore set independently of the 1991 objectives, and called for global reductions of just 3% in tonnage and power over the period of the programme.

From Figure 1 and Table 1 it can be seen that Belgium has achieved the global objectives for both tonnage and power, but the objectives were not met for the demersal trawler segment, with the tonnage 44% above the 1996 objective and the power 8% above the 1996 objective. However, it should be recognised that the objectives for this segment were particularly severe, requiring decreases of about 70% in tonnage and power over the period of the programme, and that the absolute capacity involved is small.

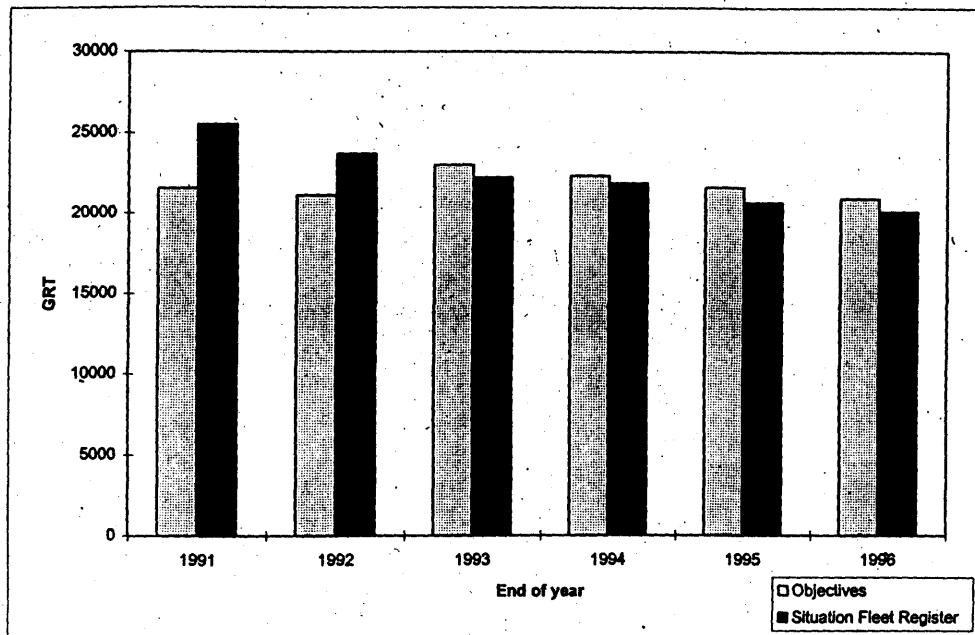
Figure 1

BELGIUM

MGP III : Comparison between situations and objectives

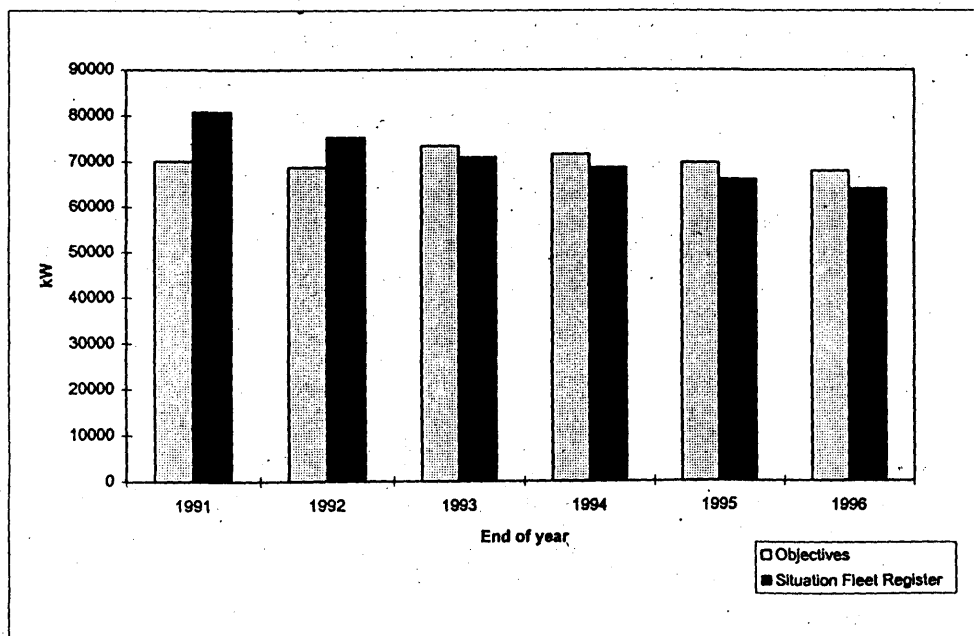
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	21551	21120	23007	22309	21612	20914
Situation Fleet Register	25524	23704	22204	21844	20648	20118



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	70069	68668	73365	71529	69693	67857
Situation Fleet Register	80770	75201	70925	68599	65965	63840



Note : Following the revision to the Belgian programme adopted in 1993, the objectives for 1996 were 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.

Table 1

BELGIUM

Evolution of capacity by segment

The GRT values shown in the table include estimates of GRT based on the formulae given in Commission Decision 97/259/EC. The percentage contributions of these estimates are shown in brackets.

Segment	MGP category	End of yea	1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
Netters & Beam trawlers	C10, C17, E10	GRT	20935 (55%)	20085 (58%)	19585 (60%)	19573 (60%)	18959 (63%)	18429 (67%)	19744	93%
		kW	68881	65867	63872	63111	61768	59643	63987	93%
Demersal trawlers	E13, G14	GRT	4421 (14%)	3389 (19%)	2385 (22%)	2271 (27%)	1689 (36%)	1689 (36%)	1170	144%
		kW	11074	8241	5831	5488	4197	4197	3870	108%
Unclassified		GRT	168 (81%)	230 (51%)	234 (68%)					
		kW	815	1093	1222					
TOTAL		GRT	25524 (48%)	23704 (53%)	22204 (56%)	21844 (57%)	20648 (61%)	20118 (64%)	20914	96%
		kW	80770	75201	70925	68599	65965	63840	67857	94%

Denmark

a) Fleet Register

The data in the fleet register are up to date, but GT measures or estimates have been provided for only 54% of the fleet..

There are 30 vessels that have not yet been allocated to segment, but the power and tonnage has been declared for just one of them. It is possible that some of these vessels belong to segment B08, which are in many cases without an engine. This will be clarified with the Danish authorities.

Figure 2 and Table 2a show the evolution of the fleet based on the data in the fleet register. Denmark has supplied effort data for all years of the programme (Table 2b).

b) Comparison of the data in the fleet register and in the report submitted by Denmark.

According to the report from Denmark on the results of the MGP, the situation at the end of 1996 is as follows:

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Netters	B13	11922	77006
Trawlers and seiners	B12	58288	270275
Trawlers Greenland	B10	498	1308
Purse seiners	B17+B19	6225	15821
Vessels <5GRT	B08	4354	47424
TOTAL		81287	411834

This is in line with but not identical to the data in the fleet register. The power figures in the Danish report are somewhat higher than those indicated in the fleet register. A more substantial difference is the presence of the trawler belonging to segment B10. This is not present in the fleet register, or has been mis-allocated to another segment.

c) Results

Figure 2 and Table 2a show that Denmark is well within its objectives for all segments of the fleet. No vessel has been declared as belonging to the segment B10 (Greenland Trawlers), though one vessel is indicated in the Danish report. Assuming the capacity of the vessel in the report is accurate, the objectives for segment B10 have still been achieved.

The objectives shown in the present report differ from those published in the MGP Decision for Denmark. There are two reasons for this. The first is that Denmark had requested an adjustment to the 1996 tonnage objectives to take into account that the situation of the fleet was measured as a mixture of GRT and GT. Based on a sample of the fleet, Denmark calculated that the situation at 1.1.92 measured purely in GRT was about 93% of the situation measured in the mixture of units, and the 1996 objectives were increased by a corresponding amount. A similar situation existed for many Member States, but Denmark was the only country that specifically requested such a correction to the 1996 objectives. However this means that the published 1996 tonnage objectives for Denmark represent a mixture of GT and GRT units, and now that the results of the MGP III are to be assessed purely in units of GRT the adjustment is no longer appropriate. The tonnage objectives for 1996 used in this report have therefore been recalculated so that they are purely in units of GRT.

The second change to the published objectives concerns the segment B08 (vessels <5GRT). These vessels were in the process of being registered when the MGP III for Denmark was adopted, and a footnote to the programme envisages the revision of the 1996 objectives for this segment to the actual capacity in December 1994. This revision has been included in the results presented in this report. The capacity of the segment in December 1994 has been taken from the fleet register (4459 GT and 44784 kW) rather than from the Danish report (4577 GT and 48047 kW). This segment is the only one in the Danish fleet where the tonnage objectives are expressed purely in terms of GT. However the declaration of GT values for all of the vessels concerned still needs to be completed, so these objectives could be subject to further adjustment at the time of the adoption of the MGP IV

No vessels have been declared as belonging to the segment B09 (pelagic fishing). This segment was created with the intention of identifying vessels in segment B12 that were engaged in pelagic fishing. The estimated capacity of the vessels concerned was subtracted from the objectives of segment B12 to create the objectives of B09, without any adjustment of the reduction rate applied to reflect the change from a demersal segment to a pelagic segment. The vessels have yet to be identified and removed from segment B12, the objectives of which have nevertheless been comfortably achieved.

Effort data have been provided for all years of the programme. These show that the evolution of fishing effort has closely paralleled that of capacity (Table 2b), indicating that activity has remained fairly constant throughout the period.

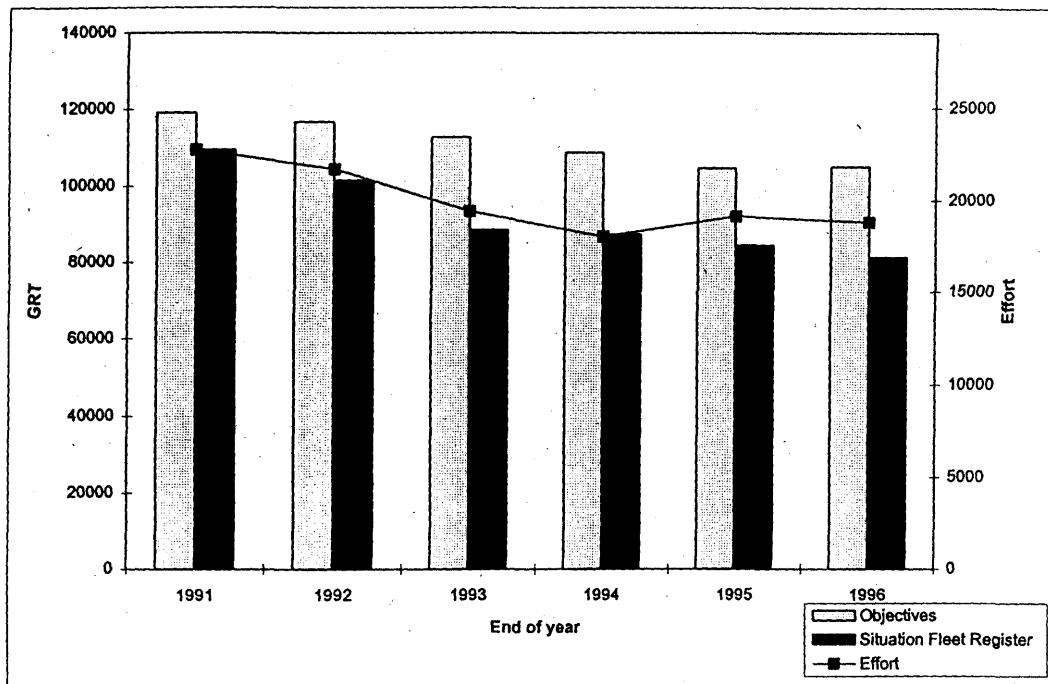
Figure 2

DENMARK

MGP III : Comparison between situations and objectives

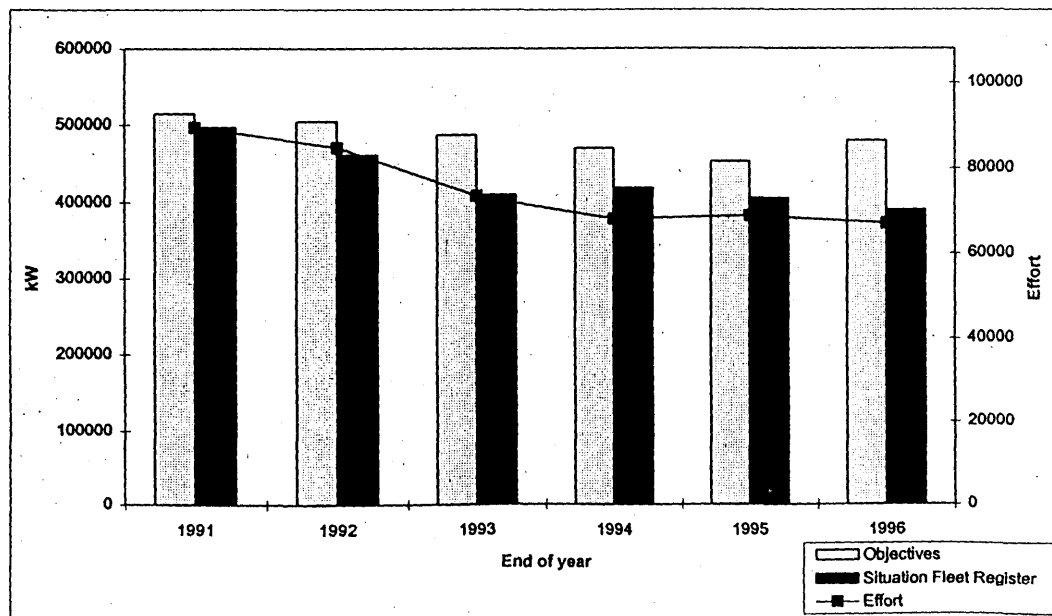
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	119188	116804	112766	108727	104689	105109
Situation Fleet Register	109406	101458	88546	87368	84386	81148
Effort	22716	21676	19410	18005	19126	18808



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	514716	504422	487131	469840	452550	480043
Situation Fleet Register	496690	460634	410245	418346	404941	390226
Effort	89512	84747	73593	68116	68781	67192



Vessels belonging to segment B08 were introduced into the objectives in the final year of the programme.

Table 2a

DENMARK*Evolution of capacity by segment*

The GRT values shown in the table include estimates of GRT based on the formulae given in Commission Decision 97/259/EC. The percentage contributions of these estimates are shown in brackets. The capacity of vessels in segment B08 is measured in units of GT.

Segment	MGP category	End of yea	1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
Nets etc	B13	GRT	14977 (4%)	14310 (4%)	13678 (5%)	13417 (5%)	12677 (6%)	12021 (6%)	15656	77%
		kW	88265	85359	83030	81717	77840	74759	93998	80%
Trawlers + Danish Seine	B12	GRT	83085 (8%)	75838 (9%)	65350 (11%)	63203 (11%)	61102 (13%)	58775 (13%)	71979	82%
		kW	364476	330671	285356	275625	266946	257606	314439	82%
Pelagic fishing	B09	GRT							2300	
		kW							5700	
Trawlers (Greenland)	B10	GRT	2001	2001	256				3480	0%
		kW	3810	3810	809				3810	0%
Purse seiners	B17	GRT	6258 (30%)	6258 (30%)	6207 (51%)	6207 (51%)	6207 (51%)	6225 (51%)	7235	86%
		kW	15668	15668	15668	15668	15668	15668	17312	91%
Vessels < 5GRT	B08	GT	3003	2969	2973	4459	4394	4121	4459	92%
		kW	23919	24574	24830	44784	44457	42163	44784	94%
Unclassified		GRT	82 (6%)	82 (6%)	82 (6%)	82 (6%)	6	6		
		kW	552	552	552	552	30	30		
TOTAL		GRT/GT	109406 (8%)	101458 (9%)	88546 (12%)	87368 (12%)	84386 (14%)	81148 (14%)	105109	77%
		kW	496690	460634	410245	418346	404941	390226	480043	81%

Table 2b

DENMARK

Fishing effort by segment (÷1000)

Segment	MGP category	Year	1991	1992	1993	1994	1995	1996
Nets etc	B13	GRT x t	1493	1547	1354	1451	1461	1447
		kW x t	8918	9495	8343	8933	9107	9133
Trawlers + Danish Seine	B12	GRT x t	19015	17597	15821	14361	15580	15297
		kW x t	74963	69540	59569	53549	54133	52719
Pelagic fishing	B09	GRT x t					25	
		kW x t					131	
Trawlers (Greenland)	B10	GRT x t	593	1066	264	396	294	285
		kW x t	735	1139	446	627	445	432
Purse seiners	B17	GRT x t	1484	1333	1871	1685	1661	1657
		kW x t	3400	3060	4050	3632	3465	3424
Vessels < 5GRT	B08	GT x t	131	133	100	112	130	122
		kW x t	1496	1513	1185	1375	1631	1484
TOTAL		GRT/GT x t	22716	21676	19410	18005	19126	18808
		kW x t	89512	84747	73593	68116	68781	67192

Germany

a) Fleet Register

The fleet register data for the German fleet are up to date and complete, though there are currently 18 vessels that have not been allocated to a segment. GT measures or estimates are available for all vessels..

The evolution of the fleet as indicated by the fleet register data is shown in Figure 3 and Table 3a. Fishing effort data have been declared for the years 1991 -1996 (Table 3b).

b) Comparison of the data in the fleet register and in the report submitted by Germany.

The situation of the fleet at 31.12.96, shown below, as indicated by the report from Germany on the results of the MGP III is almost identical to that indicated by the fleet register.

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Beam trawlers (crustaceans)	C11	8505	42585
Beam trawlers (flatfish)	C12	1997	7749
Fixed nets	C19	6691	30936
Beam trawlers (flatfish)	G11 + G13	1515	6724
Bottom trawlers (cutters)	G16 + G17	8684	31156
Pelagic trawlers	G19	1189	3279
Pelagic trawlers (cutters)	G20	745	2643
Longliners (cutters)	G21	12784	11749
Freezer vessels+ wetfish trawlers	G22	17045	25495
TOTAL		59155	162316

c) Results

Table 3a shows that Germany is comfortably within its global objectives for 1996, and also within its objectives for all segments except C11, where there has been some increase in capacity over the period of the programme resulting in a 10% excess of tonnage over the objective for 1996.

The fishing effort data show close parallels with the evolution of capacity, indicating that activity has remained relatively constant.

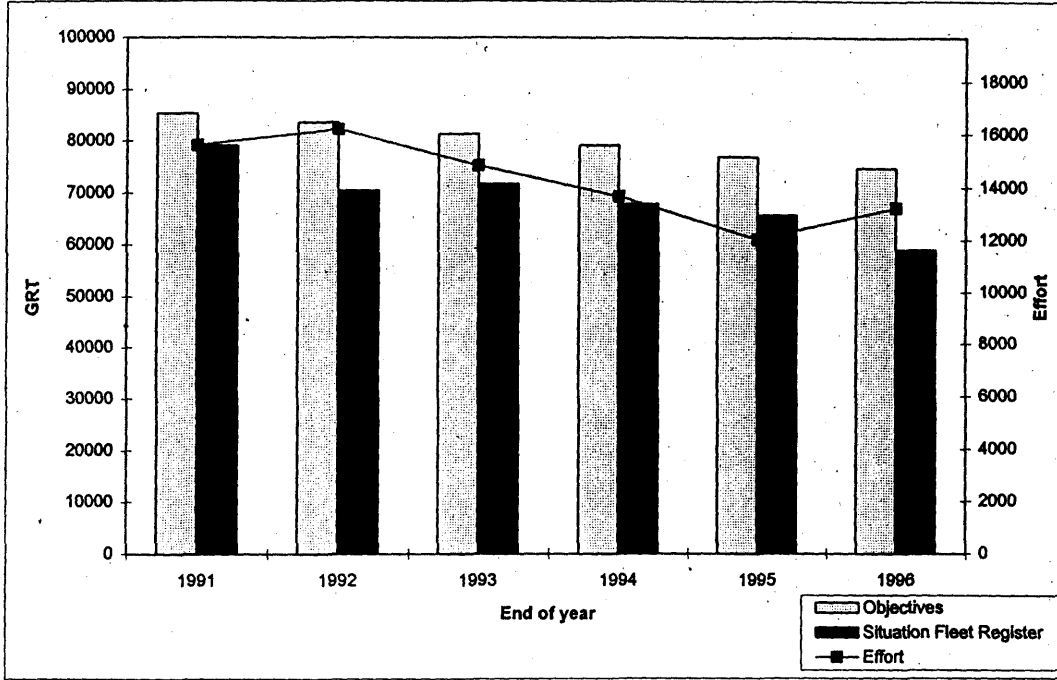
Figure 3

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	79141	70581	71823	67942	65831	59115
Effort	15578	16197	14817	13658	12022	13226



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	206465	202336	198237	194138	190039	185940
Situation Fleet Register	189762	170432	170283	166722	163623	161844
Effort	34414	33818	31309	29618	27907	30924

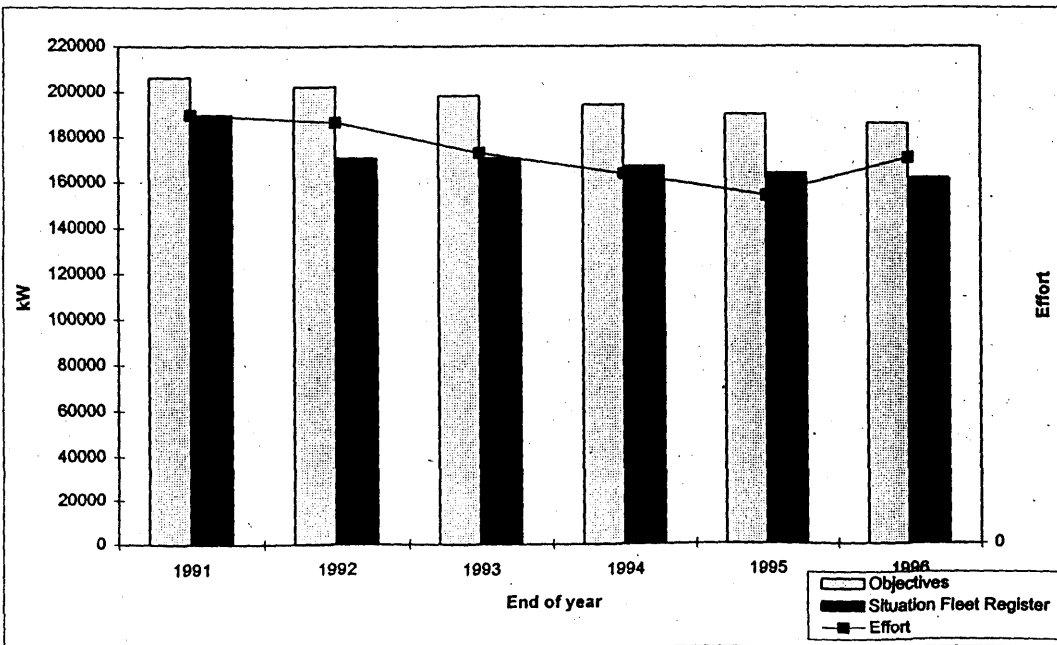


Table 3a

GERMANY

Evolution of capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
		GRT	kW								
Beam trawlers (crustaceans)	C11	GRT	7203	7575	7636	7761	8215	8578	7765	110%	
		kW	40230	40637	40559	41193	41589	42585	43762	97%	
Beam trawlers (flatfish)	C12	GRT	2417	2347	2294	2185	2018	1997	2215	90%	
		kW	9474	9236	8497	8027	7575	7749	8760	88%	
Fixed nets	C19	GRT	7497	7468	7395	7182	7000	6688	8098	83%	
		kW	31698	29866	29920	29296	29703	30887	34523	89%	
Beam trawlers (flatfish)	G11 + G13	GRT	1860	1169	1828	1685	1685	1515	1704	89%	
		kW	7310	4818	7725	6948	6948	6724	6759	99%	
Bottom trawlers (cutters)	G16 + G17	GRT	12858	10906	10251	9419	8904	8229	11090	74%	
		kW	40925	34236	32311	30686	29020	27822	35614	78%	
Pelagic trawlers	G19	GRT	11918	7721	11918	12050	11918	12784	12849	99%	
		kW	11805	6706	11805	11805	11805	11749	12841	91%	
Pelagic trawlers (cutters)	G20	GRT	1461	1210	1101	878	878	745	1575	47%	
		kW	4636	3651	3479	2780	2760	2643	5043	52%	
Longliners (cutters)	G21	GRT	1034	1161	1189	1189	1189	1061	1115	95%	
		kW	2857	3279	3279	3279	3279	2856	3108	92%	
Freezer vessels + wetfish trawlers	G22	GRT	32893	31024	28211	25593	24024	17045	28369	60%	
		kW	40827	38003	32708	32708	30944	25495	35529	72%	
Unclassified		GRT						473			
		kW						3334			
TOTAL		GRT	79141	70581	71823	67942	65831	59115	74780	79%	
		kW	189762	170432	170283	166722	163623	161844	185940	87%	

Table 3b

GERMANY

Fishing effort by segment (÷1000)

Segment	MGP category	Year	1991	1992	1993	1994	1995	1996
Beam trawlers (crustaceans)	C11	GRT x t	881	766	922	937	1123	1119
		kW x t	5185	4703	5000	5107	5415	5914
Beam trawlers (flatfish)	C12	GRT x t	592	767	603	675	476	484
		kW x t	2852	3196	2402	2697	2030	2296
Fixed nets	C19	GRT x t	1009	897	770	931	984	904
		kW x t	4242	3928	4146	3964	4162	4078
Beam trawlers (flatfish)	G11 + G13	GRT x t	352	444	419	279	354	289
		kW x t	1405	1739	1790	1051	1475	1144
Bottom trawlers (cutters)	G16 + G17	GRT x t	2302	2124	1758	1639	1606	1953
		kW x t	7195	6390	5516	5213	5014	6312
Pelagic trawlers	G19	GRT x t	2824	3414	3220	3386	2667	3321
		kW x t	2865	3412	3247	3340	2645	3152
Pelagic trawlers (cutters)	G20	GRT x t	164	145	177	119	136	201
		kW x t	504	365	507	372	422	694
Longliners (cutters)	G21	GRT x t	198	248	251	239	233	207
		kW x t	579	688	698	640	614	541
Freezer vessels + wetfish trawlers	G22	GRT x t	7256	7392	6697	5453	4443	4748
		kW x t	9587	9397	8003	7234	6130	6793
TOTAL		GRT x t	15578	16197	14817	13658	12022	13226
		kW x t	34414	33818	31309	29618	27907	30924

Greece

a) Fleet Register

The communication of data to the fleet register has generally been satisfactory and the register regularly brought up to date. However GT values are available for only 19% of the fleet. There are also 154 vessels that have not been allocated to segment and 462 vessels for which no tonnage has been communicated.

The evolution of the fleet based on the data in the fleet register is shown in Figure 4 and Table 4a. Greece has transmitted fishing effort data for the years 1991 - 1994 (Table 4b). Effort data were also supplied for the last quarter only of 1995.

b) Comparison of the data in the fleet register and in the report submitted by Greece.

The situation of the fleet at 31.12.96 given in the Greek report on the results of the MGP III is as follows:

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Fixed Gear and seiners	E20+Z14	71273	506364
Bottom trawlers	E14	24411	112017
Trawlers	G18	15424	36315
TOTAL		110563	654696

The results are very close to those based on the data in the fleet register. The minor discrepancies that exist are within the limits expected considering the time delays involved in communicating changes or corrections to the fleet register.

c) Results

Figures 4 and Table 4a show that Greece is within its global objectives for 1996, and within the objectives for all segments except for E14 (bottom trawlers). The decrease in global fishing effort corresponds very closely to the decrease in capacity, suggesting similar levels of activity during the period of the programme.

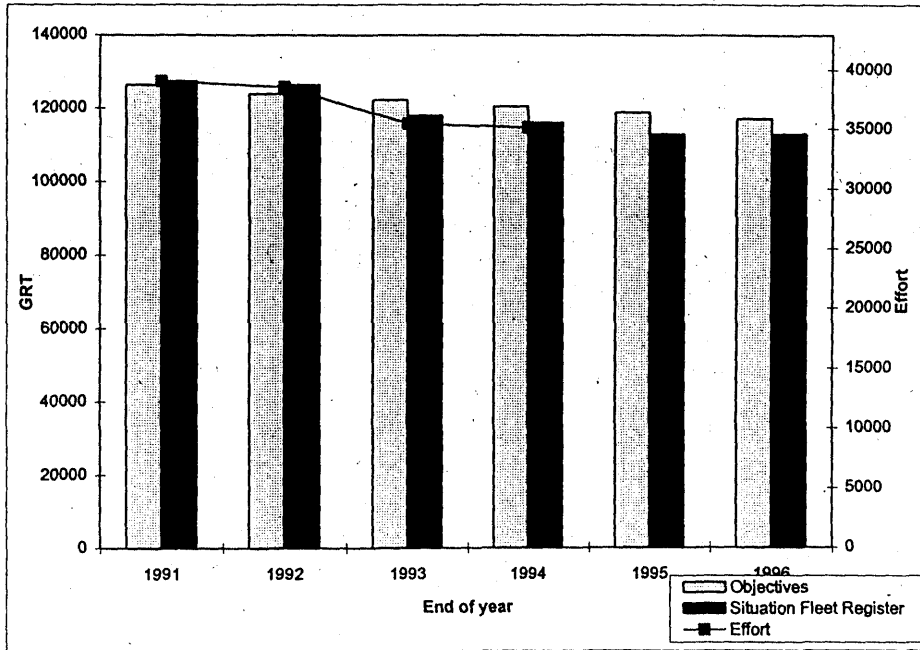
Figure 4

GREECE

MGP III : Comparison between situations and objectives

Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	126528	123997	122262	120527	118791	117056
Situation Fleet Register	127482	126459	118024	116043	112861	112917
Effort	39042	38542	35443	35120		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	688203	674439	670216	665993	661770	657547
Situation Fleet Register	711730	700872	670860	667261	655290	656845
Effort	225576	221849	212053	211335		

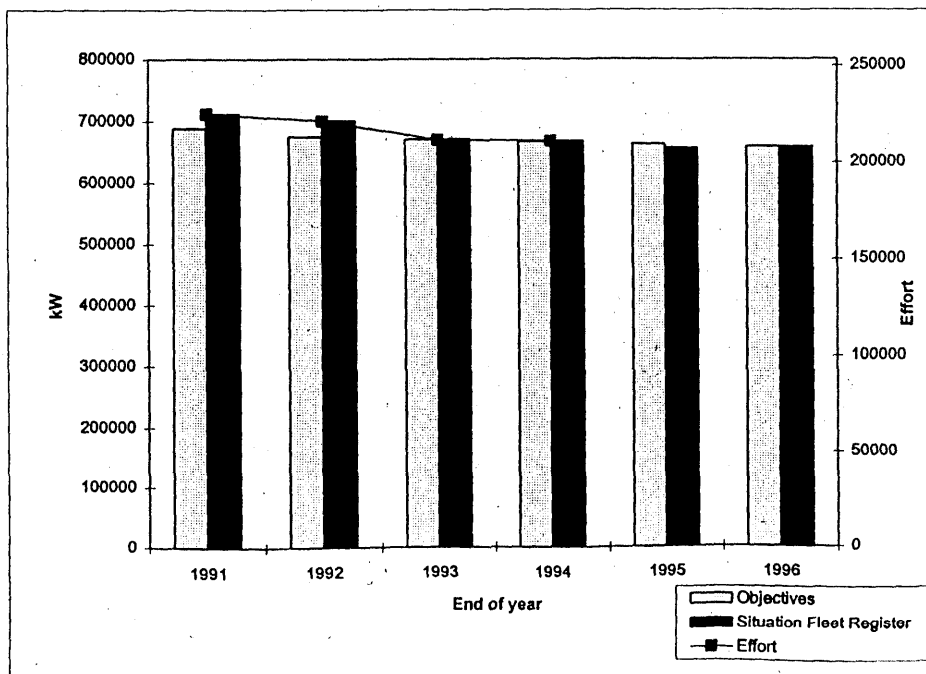


Table 4a

GREECE

Evolution of capacity by segment

Segment	MGP category	End of yea	1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
Fixed Gear and seiners	E20+Z14	GRT	73228	72759	70673	71294	70846	71339	72667	98%
		kW	535649	524142	506302	508070	503480	505773	523820	97%
Bottom trawlers	E14	GRT	27096	27053	26161	25821	24451	24270	22292	109%
		kW	120206	120947	117408	115993	111307	111296	95976	116%
Trawlers	G18	GRT	26754	26130	20653	18394	17064	16828	22097	76%
		kW	52928	52112	43432	39492	36990	36315	37751	96%
Unclassified		GRT	404	517	537	534	500	480		
		kW	2947	3671	3718	3706	3513	3461		
TOTAL		GRT	127482	126459	118024	116043	112861	112917	117056	96%
		kW	711730	700872	670860	667261	655290	656845	657547	100%

Table 4b

GREECE

Fishing effort by segment (÷1000)

Segment	MGP category	Year	1991	1992	1993	1994	1995	1996
Fixed Gear and seiners	E20+Z14	GRT x t	24691	24417	23707	23705		
		kW x t	180911	176977	170873	170888		
Bottom trawlers	E14	GRT x t	6393	6446	6166	6099		
		kW x t	28468	28925	27889	27666		
Trawlers	G18	GRT x t	7958	7679	5570	5316		
		kW x t	16197	15947	13291	12781		
TOTAL		GRT x t	39042	38542	35443	35120		
		kW x t	225576	221849	212053	211335		

Spain

a) Fleet Register

The data in the fleet register are regularly updated. GT estimations are available for all but 71 vessels, of which 4 are over 24 metres in length.

Figure 5 and Table 5a show the evolution of the fleet base on the data in the fleet register. Fishing effort data have been communicated for all years of the programme and are shown in Table 5b.

b) Comparison of the data in the fleet register and in the report submitted by Spain.

The situation of the fleet at 31.12.96 given in the Spanish report on the results of the MGP III is as follows:

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Trawlers & Polyvalent Dredgers	D10	113912	409059
Pelagic seiners, Netters etc & Canaries	D11	123355	565812
Trawlers & Polyvalent	G12	144948	345091
Pelagic seiners, Netters etc	G26	28211	85666
Tuna fleet	G28	53808	113910
TOTAL		464234	1519538

The results are very close to those based on the data in the fleet register. The discrepancies that exist are within the limits expected considering the time delays involved in communicating changes or corrections to the fleet to the fleet register.

c) Results

The objectives shown in Table 5a differ to those in the published MGP Decision. This is because the vessels covered by Article 158 of the Treaty of Accession were not subject to a capacity reduction for the first 4 years of the MGP III. A footnote to the table of objectives states that these vessels would be fully integrated into the programme on January 1 1996. This means that the capacity concerned was subject to the reduction rates of the programme during the final year. This changes the objectives only for segment D10, since it is the only segment in which vessels covered by Article 158 are found that is subject to a reduction rate. Applying a 4% reduction to the capacity concerned for the final year of the programme (4% over one year being the same rate as 20% over 5 years) changes the objectives for segment D10 from the published 136748 GRT and 442193 kW to those shown in Table 5a.

Spain is well within its objectives for 1996 for all segments of the fleet. The close parallels between the evolution of fishing effort and the evolution of capacity indicates that activity has remained constant.

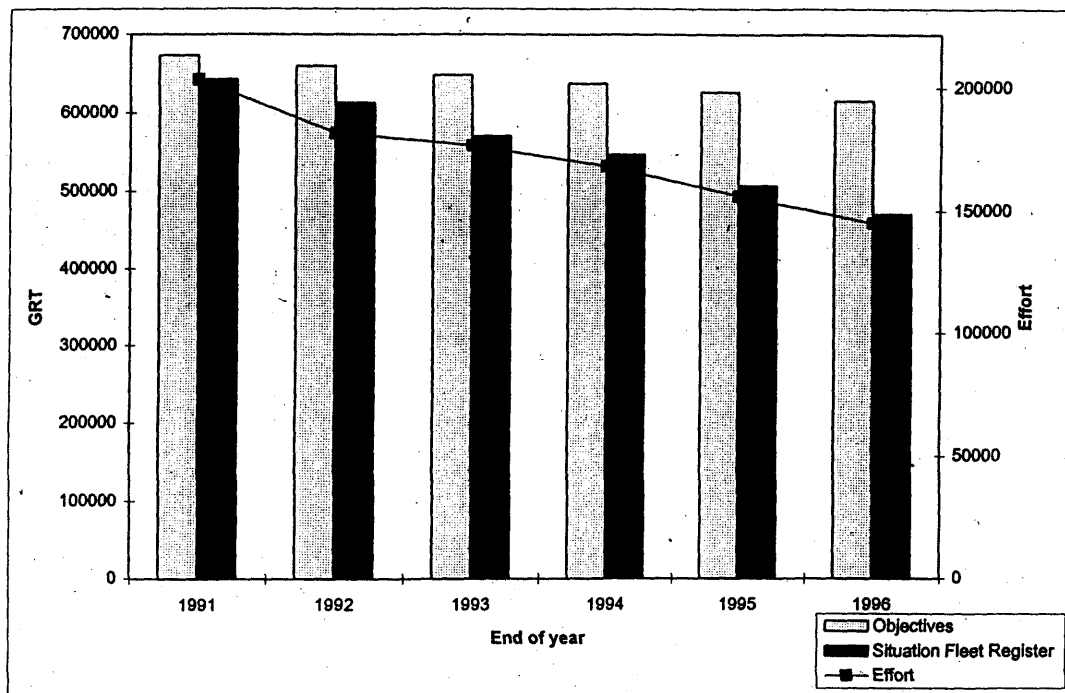
Figure 5

SPAIN

MGP III : Comparison between situations and objectives

Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	673303	659837	648784	637730	626677	615624
Situation Fleet Register	643231	613603	570819	546509	507190	470263
Effort	203500	181803	176693	168324	156237	145077



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1955372	1916265	1886580	1856896	1827211	1797527
Situation Fleet Register	1915279	1849614	1756502	1711660	1628271	1536436
Effort	598312	552456	538598	524515	496999	467781

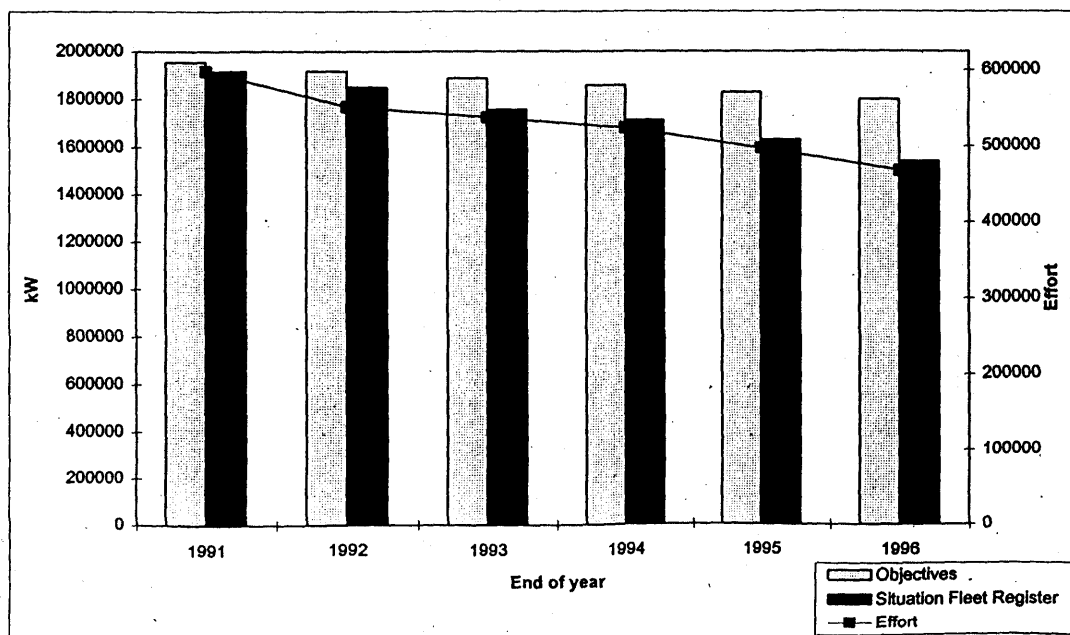


Table 5a

SPAIN

Evolution of capacity by segment

Segment	MGP category	End of year	1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
Trawlers & Polyvalent Dredgers	D10	GRT	148133	144363	133120	127946	121557	114054	134198	85%
		kW	496509	485701	459816	449514	430178	410370	435792	94%
Pelagic seiners, Netters etc & Canaries	D11	GRT	139896	133911	130532	128872	128778	124260	146742	85%
		kW	619482	601426	588768	583508	585689	569193	628246	91%
Trawlers & Polyvalent	G12	GRT	264695	239699	214682	198780	173745	148759	233565	64%
		kW	572344	523399	475496	448986	407569	354889	494264	72%
Pelagic seiners, Netters etc	G26	GRT	31859	36018	36349	34775	27824	28283	33201	85%
		kW	99264	109832	110516	107746	84619	85866	101092	85%
Tuna fleet	G28	GRT	58648	59612	56136	56136	55286	54907	67918	81%
		kW	127680	129256	121906	121906	120216	116118	138133	84%
TOTAL		GRT	643231	613603	570819	546509	507190	470263	615624	76%
		kW	1915279	1849614	1756502	1711660	1628271	1536436	1797527	85%

Table 5b

SPAIN

Fishing effort by segment (÷1000)

Segment	MGP category	Year	1991	1992	1993	1994	1995	1996
Trawlers & Polyvalent Dredgers	D10	GRT x t	35725	34894	32865	31964	31300	29782
		kW x t	123163	121211	116023	114325	111832	107589
Pelagic seiners, Netters etc & Canaries	D11	GRT x t	42325	41857	40428	40122	38333	37059
		kW x t	193826	191486	186632	187155	180813	174486
Trawlers & Polyvalent	G12	GRT x t	92495	72742	71506	64729	56931	49017
		kW x t	198831	159801	156565	144152	131752	115301
Pelagic seiners, Netters etc	G26	GRT x t	11513	10534	11404	11019	9494	9579
		kW x t	35802	32814	34887	34392	28724	28828
Tuna fleet	G28	GRT x t	21442	21776	20490	20490	20179	19640
		kW x t	46690	47144	44491	44491	43878	41577
TOTAL		GRT x t	203500	181803	176693	168324	156237	145077
		kW x t	598312	552456	538598	524515	496999	467781

France

a) Fleet Register

The fleet register has been regularly updated, but no data concerning vessels from the French Overseas Departments have been declared. GT measures or values are available for just 85 vessels, representing less than 2% of the total fleet. Of the vessels > 24 metres in length, about 50% have been declared in GT. France has not submitted fishing effort data.

The evolution of the fleet based on the data in the fleet register is shown in Figure 6 and Table 6.

b) Comparison of the data in the fleet register and in the report submitted by France.

France has not supplied information on the situation of the fleet at 31.12.96. Since for some segments there have been large changes in capacity during the first months of 1997, France has indicated the situation at 12.05.97.

Segment	MGP category	Situation 12.05.97	
		GRT	kW
Polyval.,static gears + canners	A10	28788	226334
Polyvalent (trawlers)	A11	90583	454818
Polyvalent static+Dredgers	A12	2865	32438
Polyvalent (trawlers)	M11	8190	47510
Pelagic trawl, seiners (tuna) + static gears	M13	8883	120181
Seiners (tuna)	H10	33286	83235
TOTAL		172595	964516

c) Results

From Table 6 it can be seen that in terms of tonnage France is inside its global MGP III (excluding the French Overseas Department segments, for which no data are available), but outside the global objectives in terms of power. France is also outside its objectives in segments A10, A11 and M11.

Concerning the segment M11 (Mediterranean trawlers), France has indicated in its report that it will request a modification of the objectives under the MAGP III. This is based on a reorientation of the vessels from demersal species to pelagic species, which now represent 30% and 70% of the catches respectively. France argues that this means that the 20% reduction applied to the whole segment should now be applied only to 30% of the capacity of the segment. France has also indicated that it would like the effort controls that are in effect for this segment be taken into account under the MGP III.

These modifications have not been included in the present report but could be presented to the Management Committee at the time of the adoption of MGP IV. However, it should be noted that under the MGP III there was no provision to weight the reductions by segment according to the catch composition. France's request would therefore be valid only if different vessels exploited the pelagic and demersal fisheries in the Mediterranean.

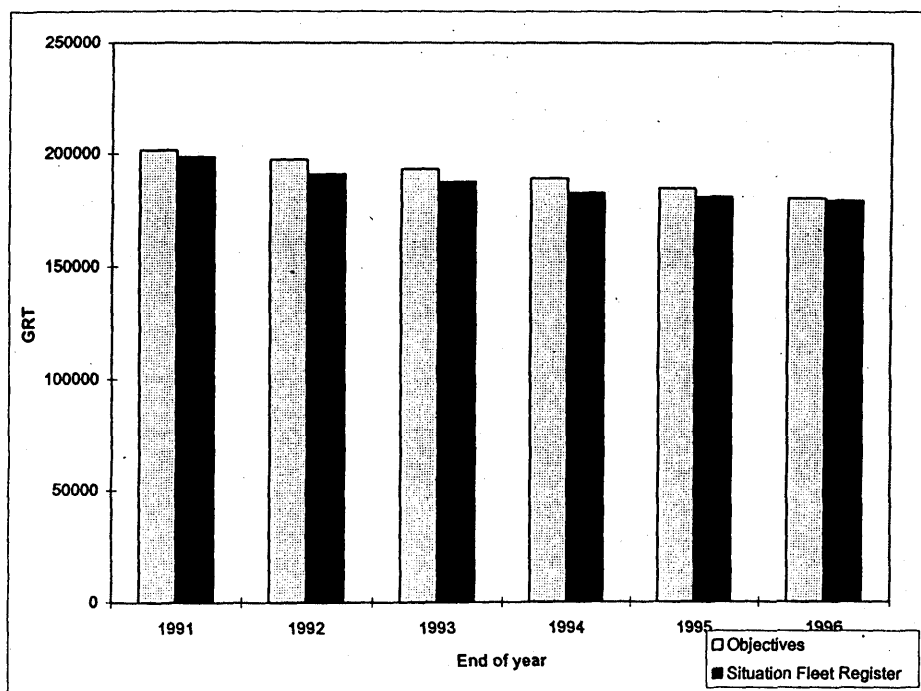
Figure 6

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	198772	191167	187659	182720	181035	179439



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	996397	986287

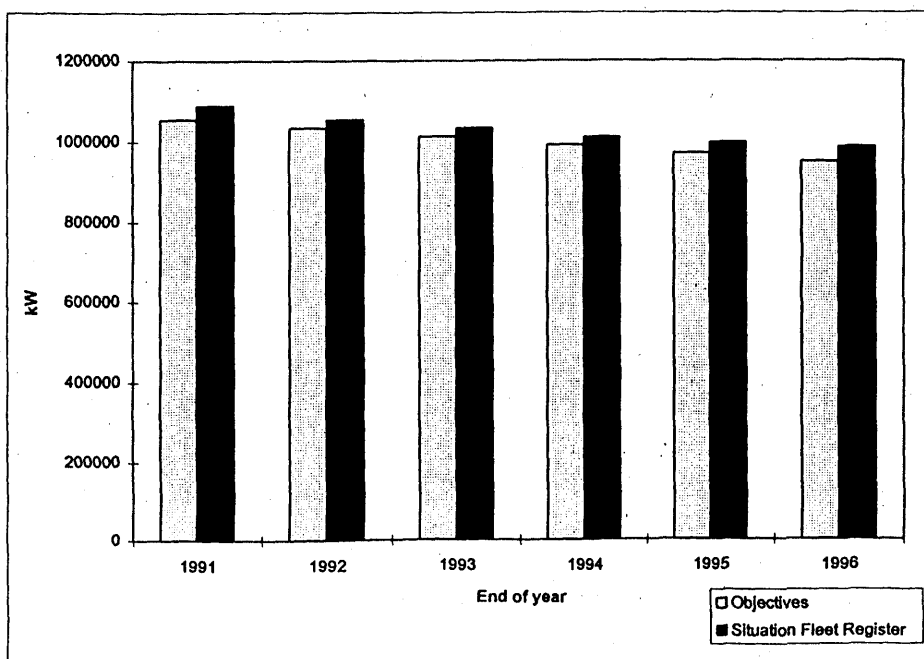


Table 6

FRANCE

Evolution of capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
		GRT	kW								
Polyval.,static gears + cannery	A10	GRT	25530	25465	26730	30669	30362	30444	26893	113%	
		kW	225606	227481	229883	232246	229674	229338	222352	103%	
Polyvalent (trawlers)	A11	GRT	113730	110363	105918	98345	97344	94626	98899	96%	
		kW	539359	528647	512808	490224	480046	470600	442421	106%	
Polyvalent static+Dredgers	A12	GRT	3734	3225	2998	3212	3269	3096	3343	93%	
		kW	38190	33600	31811	33055	34705	33042	31993	103%	
Polyvalent (trawlers)	M11	GRT	8079	8155	8543	8517	8470	8412	6808	124%	
		kW	49012	48881	50359	49391	48957	48644	38644	126%	
Pelagic trawl, seiners (tuna) + static gears	M13	GRT	9513	9784	9660	9906	9662	9883	10052	98%	
		kW	127527	126528	124328	125446	123106	121804	125687	97%	
Seiners (tuna)	H10	GRT	34561	33202	33810	32071	31928	32978	34561	95%	
		kW	87494	83226	84845	80429	79909	82859	87494	95%	
Coastal fleet (DOM)	I10	GRT							18990		
		kW							165387		
Tuna fleet (DOM)		GRT							1200		
		kW							6500		
Unclassified		GRT	3625	973							
		kW	21761	5995							
TOTAL (Excluding DOM)		GRT	198772	191167	187659	182720	181035	179439	180557	99%	
		kW	1088949	1054358	1034034	1010791	996397	986287	948591	104%	

Ireland

a) Fleet Register

The data in the register concerning the situation at the end of 1996 are in line with the data in the national database and are considered to be reliable. However, much work remains to be done to complete the historical data in the fleet register

For years prior to 1996 the segmentation data are not considered reliable. This is because the allocation of capacity to segments was originally done on the basis of vessel activity, the capacity of a single vessel being partitioned between more than one segment in some cases. The Commission requested a change in the allocation of vessels to segments such that one vessel belongs to just one segment at any one time. The work to do the reallocation retrospectively is part of a continuing programme to improve the data in the register.

The change in the way vessels are allocated to segments has also led Ireland to request a reallocation the 1996 objectives between certain segments. This is explained later.

GT measures or estimates have been supplied for about 89% of the total fleet. Ireland has supplied effort data for each year of the programme.

There are currently 26 vessels that have not been allocated to a segment.

The evolution of capacity and effort according to the data in the fleet register is shown in Figure 7 and Table 7.

b) Comparison of the data in the fleet register and the report submitted by Ireland.

The situation of the fleet at 31.12.96 as indicated in the report from Ireland is as follows:

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Beam trawlers	E11	1114	5129
Pelagic trawlers	E15	13807	38893
Polyvalent	E18, E19	29783	132785
TOTAL		44704	176807

c) Results

In the MGP Decision for Ireland, a footnote to the table of objectives states that the situation of the fleet at 1.1.92 and/or the objectives of the programme for 1991 may be revised to take into account an additional capacity in the polyvalent segment of vessels that were previously unregistered. These are mainly small vessels, and the total capacity amounts to approximately 3000 tonnes and about 10800 kW. Given that the objectives of the Irish MGP for 31.12.96 were subsequently set independently of the objectives for 1991; the services of the Commission consider that there is a case for adding the capacity of the vessels concerned to both the situation and the objectives of the polyvalent segment for 31.12.96.

The objectives of the programme cannot yet be modified to take into account this additional capacity, because the process of registering these vessels is continuing. A total of 55 vessels, amounting to 631 GRT and 3093 kW have so far been registered and declared to the fleet register. For the purposes of the present report, this capacity has been removed from the situation at 31.12.96 in order to compare the situation of the fleet with the published objectives of the programme. Registration of these vessels will be completed before the adoption of the MGP IV, when the additional capacity will be added to the objectives for 1996.

The results based on the fleet register (Figure 7 and Table 7) indicate that Ireland is within the global objectives of its MGP III but outside its targets for the polyvalent segment.

It should be noted that Ireland has requested a modification of the objectives of the programme which, if accepted, would change the results of the MGP III. The need for this modification is a result of the reallocation of vessels to segments, as mentioned in section (a) above. Prior to the mid term review of the programmes, Ireland allocated capacity to segments in such a way that the capacity of an individual vessel was partitioned between more than one segment. At the mid term review this procedure was changed at the Commission's request, and a certain capacity was consequently moved from the pelagic segment to a newly formed polyvalent segment. This capacity represented the dry-hold vessels fishing both demersal and pelagic species, leaving just refrigerated seawater vessels in the pelagic segment. However, no corresponding adjustment was made to the objectives of the pelagic and polyvalent segments. Ireland has now requested that such an adjustment be made before the adoption of the MGP IV.

The Commission services would in principle support this transfer of objectives provided that it can verify the figures concerned. This requires a list of the vessels involved, together with the history of the allocation of their capacities to segments throughout the programme.

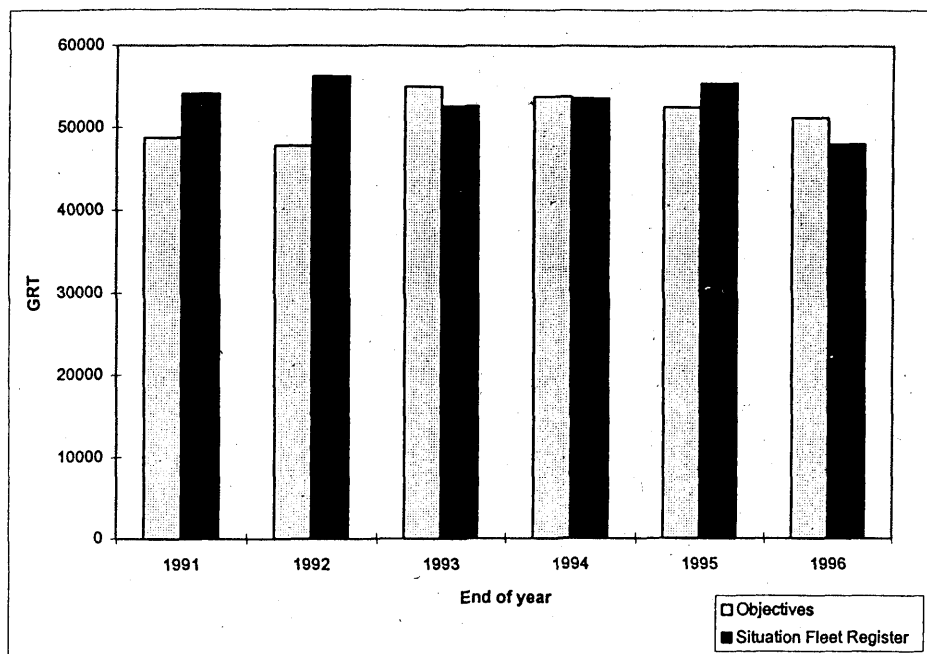
Figure 7

IRELAND

MGP III : Comparison between situation and objectives

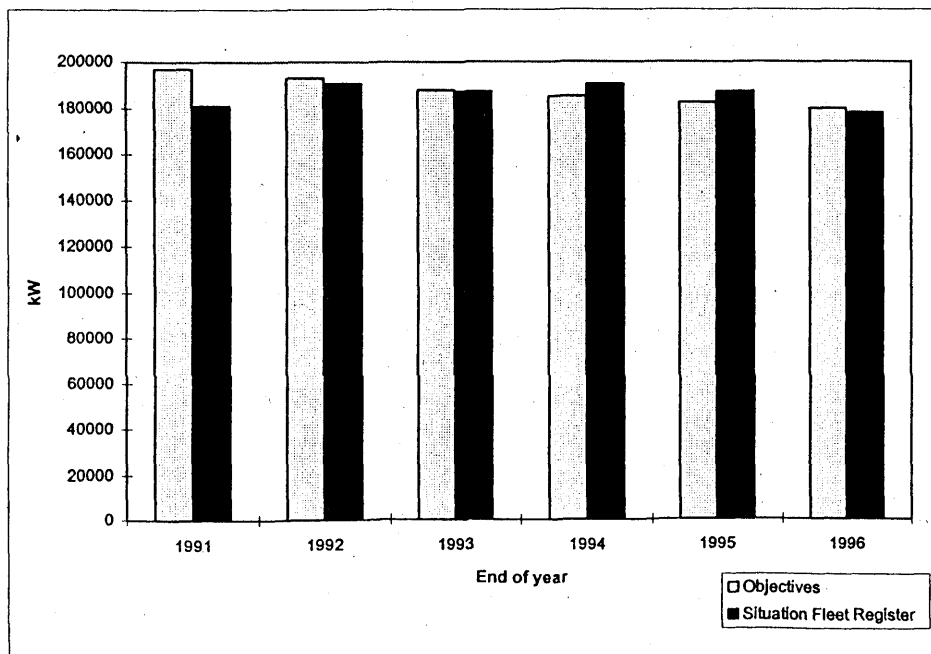
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	48750	47775	54990	53725	52460	51195
Situation Fleet Register	54083	56255	52589	53536	55391	47998



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	197011	193071	187910	185184	182458	179732
Situation Fleet Register	181027	190636	187197	190363	187184	177954



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

Table 7

IRELAND

Evolution of capacity by segment

The GRT values for 1996 shown in the table include estimates of GRT based on the formulae given in Commission Decision 97/259/EC. The percentage contributions of these estimates are shown in brackets. For all other years, tonnages are given as a mixture of GT and GRT.

Segment	MGP category	End of yea	1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
Beam trawlers	E11	GRT						1114	1140	98%
		kW						5128	6113	84%
Pelagic trawlers	E15	GRT						12385 (79%)	19500	64%
		kW						35953	44359	81%
Polyvalent	E18, E19	GRT						31940 (2%)	30555	105%
		kW						130855	129260	101%
Unclassified		GRT						2559		
		kW						6018		
TOTAL		GRT	54083	56255	52589	53536	55391	47998 (21%)	51195	94%
		kW	181027	190636	187197	190363	187184	177954	179732	99%

Italy

a) Fleet Register

The last declaration to the fleet register was made in August 1995. The allocation of vessels to segments in the register is unreliable and bears little relation to the objectives of the programme. For this reason only the evolution of the global situation is presented (Figure 8). Note that in the absence of new declarations the situation on 1996 is identical to that in 1995.

GT measures or estimates have been supplied for 92% of the total fleet, and for 38% of vessels greater than 24 metres in length. Italy has supplied effort data for the years 1991 - 1994 (Table 8)

b) Comparison of the data in the fleet register and in the report submitted by Italy.

Italy has indicated that the capacity of its fleet in at 31.12.96 was as follows:

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Pelagic pair trawlers	C13	1079	6825
Bottom trawlers'(&Volante)	C14	78657	390180
Manual dredgers	C15	72	382
Suction dredgers	C16	2069	22680
Netters	C18	6	21
Longliners & liners	C20	596	6406
Polyvalent (trawlers)	C21	75284	499868
Polyvalent (non trawlers)	C22	55286	460088
Seiners (tuna)	C23	4216	22570
Bottom trawlers	M10	6233	18472
Polyvalent (non trawlers)	M12	825	3830
Bottom trawlers	G15	10154	22093
Tuna fleet	G29	0	0
Others	-	11209	69343
TOTAL		245494	1522756

The data supplied by Italy includes vessels classified by gears but not by segment. These are shown as "others" in the above table.

c) Results

The fleet register data suggest that Italy is outside its global MGP III objectives in both tonnage and power, with an excess of 2% and 3% respectively. However, this is based on information received in 1995. The data supplied by Italy suggest that the objectives for 1996 have been achieved in terms of tonnage but not in terms of power. The Commission services cannot verify these data, nor evaluate the results of the programme by segment.

Italy has indicated that a revision of its power objectives may be requested to take into account the derating of engines when the baseline levels of power were established. The Commission will examine the case presented by Italy when the appropriate data are made available.

The global effort data suggest that activity has remained constant throughout the period of the programme.

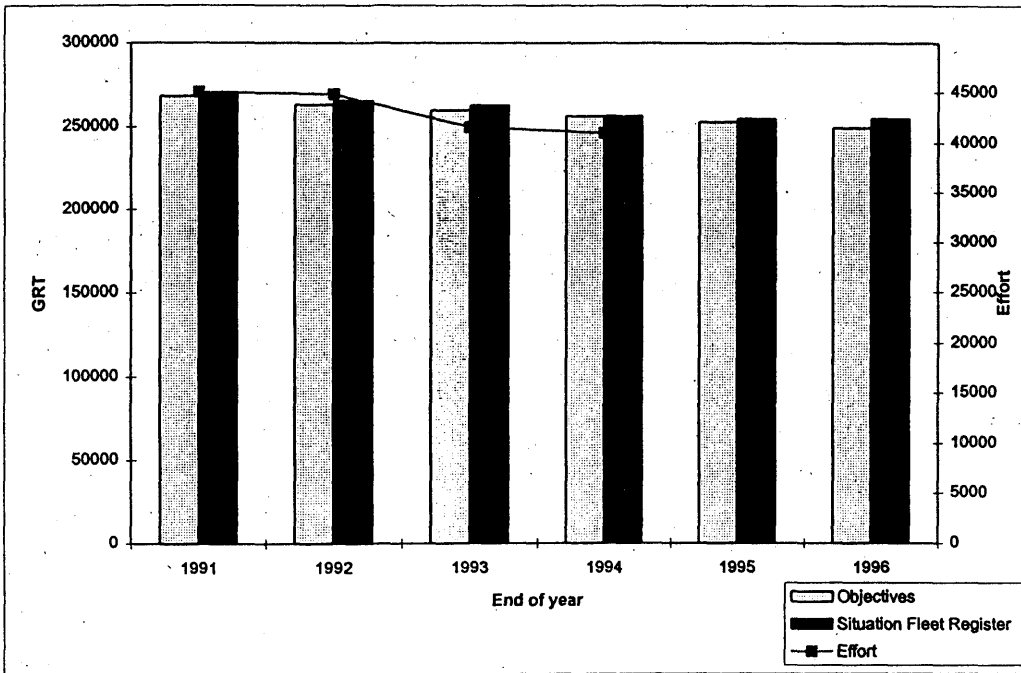
Figure 8

ITALY

MGP III : Comparison between situations and objectives

Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	268198	262834	259421	256008	252595	249182
Situation Fleet Register	270440	265232	262385	256246	254607	254607
Effort	45029	44793	41536	40967		



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1541664	1510831	1499293	1487755	1476218	1464680
Situation Fleet Register	1525678	1532687	1533170	1520751	1515842	1515842
Effort	240254	246166	231381	234610		

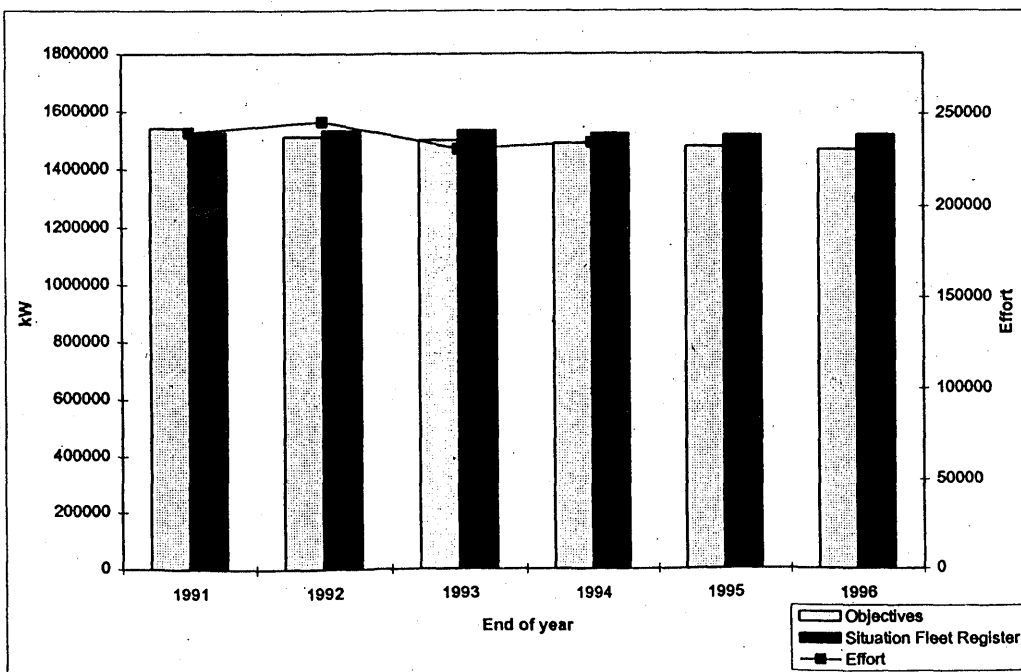


Table 8

ITALY

Fishing effort by segment (+1000)

Segment	MGP category	Year	1991	1992	1993	1994	1995	1996
			GRT x t kW x t	GRT x t kW x t	GRT x t kW x t	GRT x t kW x t	GRT x t kW x t	GRT x t kW x t
Pelagic pair trawlers	C13		370 2134	257 1568	452 2802	467 2877		
Bottom trawlers'(&Volante)	C14		9609 47871	10114 50703	9365 47544	9660 50028		
Manual dredgers	C15		25 210	6 33	5 29	5 30		
Suction dredgers	C16		242 2512	275 2914	270 2878	271 2888		
Netters	C18		471 3625	508 4014	561 4392	552 4407		
Longliners & liners	C20		159 1251	138 1158	111 971	118 1077		
Polyvalent (trawlers)	C21		293 2333	286 2158	108 1161	109 1216		
Polyvalent (non trawlers)	C22		20718 149317	21403 154941	19809 144564	20008 146878		
Seiners (tuna)	C23		454 2490	488 2608	459 2551	521 2832		
Bottom trawlers	M10		3916 10628	3971 10716	3757 10345	3595 10159		
Polyvalent (non trawlers)	M12		571 1987	596 2053	681 2434	622 2213		
Bottom trawlers	G15		6925 13276	5866 11216	5221 9791	3965 7450		
Tuna fleet	G29		1276 2520	885 2084	737 1919	1074 2555		
TOTAL			45029 240254	44793 246166	41536 231381	40967 234610		

The Netherlands

a) Fleet Register

A number of technical problems concerning the declarations of data to the fleet register have now been resolved and the data have now been brought up to date. However, GT measures or estimates are available for only 57% of the vessels in the fleet. For vessels greater than 24 metres in length, 78% of the GT values have been declared.

The Netherlands has not submitted effort data over the period of the programme. This is because the Dutch definition of time at sea differs from that required under the programmes.

The evolution of the fleet based on the data in the fleet register is shown in Figure 9 and Table 9.

b) Comparison of the data in the fleet register and in the report submitted by the Netherlands.

The Netherlands did not submit a report giving the situation of the fleet at 31.12.96. However data were supplied on the total number of days allocated over the period 1992 - 1996, as shown below.

Year	1992	1993	1994	1995	1996
Sea-days	114486	104783	109100	104309	106982

These data are not directly comparable with the definition of days at sea used in the MGP, but nevertheless indicate that mean activity has decreased over the period of the programme.

c) Results

The tonnage objectives shown in Table 9 for the pelagic segment (E16) differ from those published in the MGP Decision. In the Decision, a footnote to the Dutch table of objectives points out that the tonnage objectives for 1991 for this segment were generated by calculating the ratio (objective in kW for 31.12.91) / (situation in kW at 1.1.92) and applying the same ratio to the situation in tonnes at 1.1.92. This procedure was adopted because of historical inconsistencies in the tonnage figures for this segment, especially when compared to the evolution of the power. When the calculation was done to generate the tonnage objectives for 1991, the situation at 1.1.92 was measured in a mixture of GT and GRT. Now that it has been agreed that the MGP III will be assessed purely in units of GRT, the objectives for 1996 must be recalculated using the situation at 1.1.92 measured purely in units of GRT. The result is a substantial reduction in the objectives, from the published 36,465 tonnes to 21,100 GRT. However, it should be noted that this is due to the very high proportion of vessels in this segment that had been measured in GT and does not represent a more severe objective; the numerical value of the situation of the segment also shows a corresponding decrease.

From Table 9 it can be seen that the Netherlands has failed to reach its MGP targets in all segments. This is particularly marked for the tonnage of segments E16 and E17. However, it has long been recognised that the calculation of the tonnage objectives for the Dutch fleet are less than satisfactory. The calculations described in the preceding paragraph were necessary in order to establish objectives for the pelagic segment because the historical discrepancies in the data were particularly marked, but a similar problem may exist for the cutter fleet.

The Dutch authorities are investigating the source of the inconsistencies in the evolution of the tonnage of their fleet and have submitted further information to the Commission. Preliminary analyses indicate that the objective of segment E16 should be 26807 GRT and that of segment E17 should be 67690 GRT.

Apart from a possible modification of the tonnage objectives through a revision of the baseline, the Dutch authorities have requested that the effort reduction resulting from a reduction in beam length be taken into account towards the objectives of its cutter fleet (segment E17). This request is based on the results of scientific studies that suggest that a reduction in the length of the beam from 14 metres to 12 metres reduces the efficiency, and hence fishing effort, by about 10%.

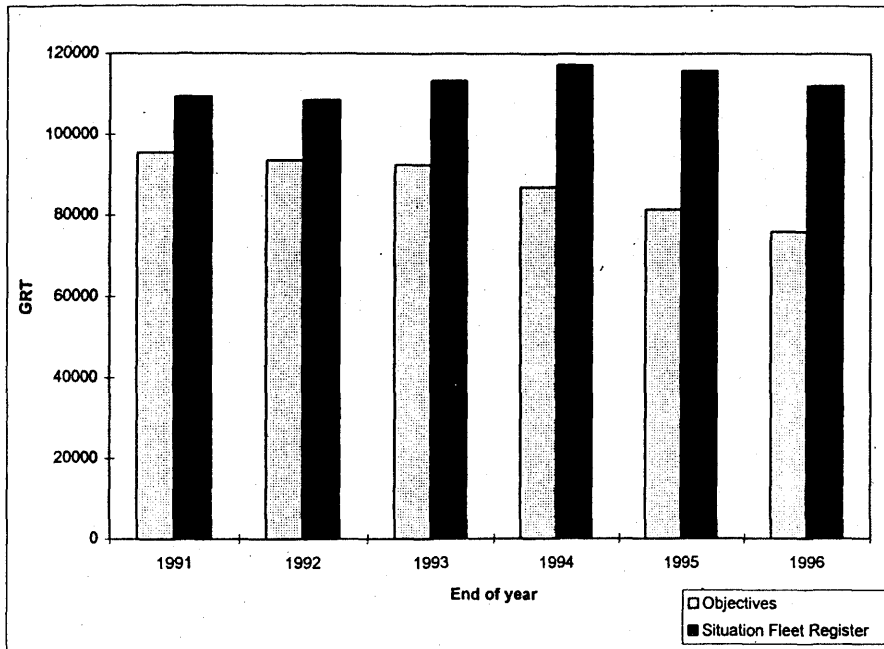
The Netherlands will supply further information in support of both requests for the modification of the MGP III objectives for examination by the Management Committee for Fisheries and Aquaculture at the time of the adoption of the MGP IV.

Figure 9

NETHERLANDS MGP III : Comparison between situations and objectives

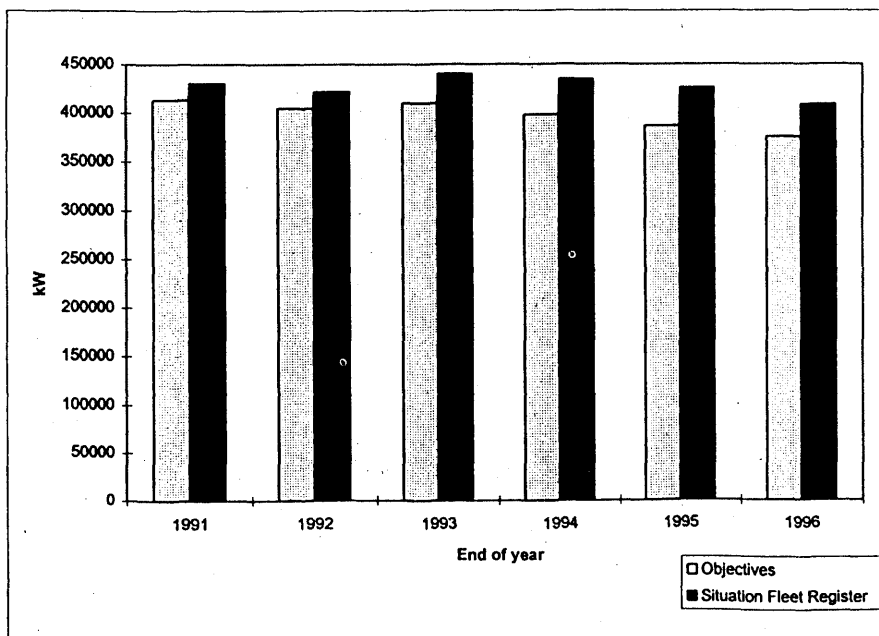
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	95496	93586	92425	86870	81315	75760
Situation Fleet Register	109387	108616	113383	117275	115829	112036



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	412988	404728	409767	398080	386394	374707
Situation Fleet Register	430090	421948	440405	434430	425860	408305



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

Table 9

NETHERLANDS *Evolution of capacity by segment*

The GRT values shown in the table include estimates of GRT based on the formulae given in Commission Decision 97/259/EC. The percentage contributions of these estimates are shown in brackets.

Segment	MGP category	End of year	1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
Cutters (crust. and molluscs)	E12	GRT	4312 (31%)	4525 (30%)	4658 (30%)	4596 (30%)	4712 (25%)	4551 (27%)	4394	104%
		kW	16725	17614	18193	18280	18737	17993	16725	108%
Pelagic trawlers	E16	GRT	26807 (82%)	26807 (82%)	24983 (81%)	29739 (87%)	29739 (87%)	29739 (87%)	21100	141%
		kW	58796	58796	53943	57625	56711	56711	46278	123%
Cutter fleet (excl. moll/crust.)	E17	GRT	82580 (54%)	81809 (57%)	83742 (61%)	82940 (66%)	81378 (68%)	77746 (71%)	50176	155%
		kW	371294	363152	368269	358525	350412	333601	311704	107%
TOTAL		GRT	113699 (59%)	113141 (62%)	113383 (64%)	117275 (70%)	115829 (71%)	112036 (73%)	75670	148%
		kW	446815	439562	440405	434430	425860	408305	374707	109%

Portugal

a) Fleet Register

The data in the fleet register are largely complete. GT values are available for all vessels over 24 metres, and for 99% of the fleet as a whole. Portugal has indicated that the remaining 1% have now been measured in GT and will be communicated to the fleet register in the next declaration.

The evolution of the fleet as indicated by the data in the fleet register is shown in Figure 10 and Table 10. Effort data has been communicated for all years of the programme (Table 10b).

b) Comparison of the data in the fleet register and in the report submitted by Portugal.

The situation of the fleet at 31.12.96 according to the report from Portugal, shown below, is almost identical to that given by the data in the fleet register :

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Trawlers	B11	15097	53355
Polyvalent (non trawlers)	B15	35443	175427
Purse seine (sardines)	B19	7797	36342
Polyvalent , Trawlers & Purse seine (tuna)	G24 + G27	43856	65692
Polyvalent (non trawlers)	B16	4297	15667
Purse seiners	B18	256	1093
Polyvalent (tuna)	G25	715	1670
Polyvalent	B14	11319	43720
Polyvalent	G23	1583	2354
TOTAL		120363	395320

c) Results

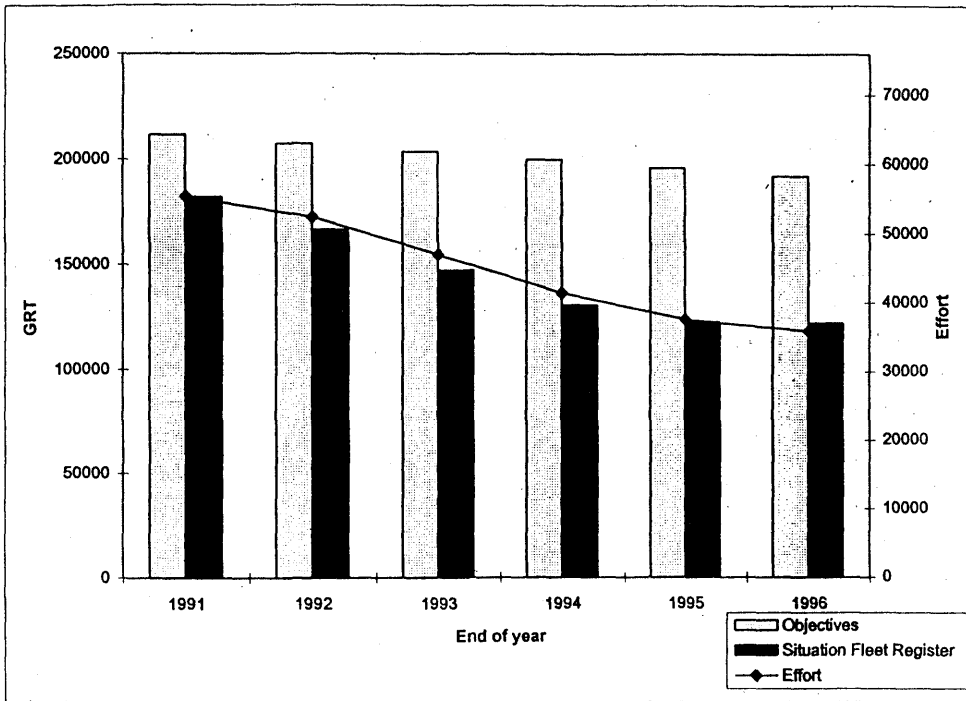
Portugal is within its objectives for all segments of the fleet and well below its global objectives. The decrease in fishing effort closely parallels that of capacity and indicates that activity has remained constant.

Figure 10

PORTUGAL MGP III : Comparison between situations and objectives

Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	211530	207299	203442	199585	195727	191870
Situation Fleet Register	182080	166585	147069	130377	122473	121933
Effort	55322	52396	46967	41363	37537	35853



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	553678	542604	536922	531239	525556	519873
Situation Fleet Register	503650	484551	448953	414544	396475	396040
Effort	140592	137315	129464	121114	114963	111368

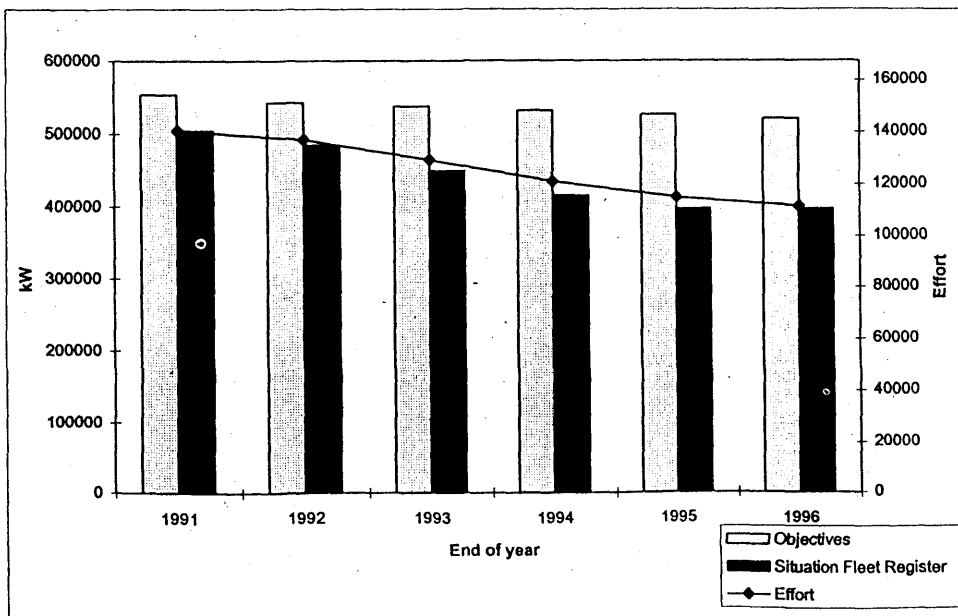


Table 10a

PORTUGAL

Evolution of capacity by segment

Segment	MGP category	End of yea	1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
Trawlers	B11	GRT	20520	20058	18189	16554	15200	15084	18054	84%
		kW	73560	71741	65530	58512	54288	53270	62749	85%
Polyvalent (non trawlers)	B15	GRT	47580	44695	40807	36721	35300	34955	52227	67%
		kW	203232	194451	186182	176537	172276	173012	216388	80%
Purse seine (sardines)	B19	GRT	11726	11445	9748	8488	8248	8259	12871	64%
		kW	53056	52598	45151	39392	38584	38533	56527	68%
Polyvalent , Trawlers & Purse seine (tuna)	G24 + G27	GRT	80676	68765	58025	49740	45468	45468	83966	54%
		kW	108313	97057	83788	73140	66045	66045	103390	64%
Polyvalent (non trawlers)	B16	GRT	4009	3838	4389	4156	4326	4334	5024	86%
		kW	15222	14602	16060	14877	15534	15691	19438	81%
Purse seiners	B18	GRT	208	208	208	208	208	256	261	98%
		kW	916	916	916	916	916	1093	1170	93%
Polyvalent (tuna)	G25	GRT	715	715	715	715	715	715	1200	60%
		kW	1670	1670	1670	1670	1670	1670	2550	65%
Polyvalent	B14	GRT	11263	12706	12291	12353	11566	11420	13653	84%
		kW	42664	47492	46603	47146	44808	44372	53397	83%
Polyvalent	G23	GRT	5383	4155	2697	1442	1442	1442	4614	31%
		kW	5017	4024	3053	2354	2354	2354	4264	55%
TOTAL		GRT	182080	166585	147069	130377	122473	121933	191870	64%
		kW	503650	484551	448953	414544	396475	396040	519873	76%

Table 10b

PORTUGAL

Fishing effort by segment (+1000)

Segment	MGP category	Year	1991	1992	1993	1994	1995	1996
Trawlers	B11	GRT x t	6531	6382	6027	5465	4972	4741
		kW x t	23157	22762	21531	19454	17656	16841
Polyvalent (non trawlers)	B15	GRT x t	12657	12170	11261	10163	9448	9269
		kW x t	50404	49247	46847	46181	45993	45535
Purse seine (sardines)	B19	GRT x t	3105	3030	2830	2417	2204	2112
		kW x t	13911	13751	12969	11202	10260	9839
Polyvalent , Trawlers & Purse seine (tuna)	G24 + G27	GRT x t	27128	24841	21116	18009	-15881	14794
		kW x t	36409	34135	30295	26441	23422	21919
Polyvalent (non trawlers)	B16	GRT x t	993	990	1070	1149	1135	1127
		kW x t	3706	3655	3870	4093	4054	4066
Purse seiners	B18	GRT x t	54	54	54	54	54	61
		kW x t	239	239	239	239	239	262
Polyvalent (tuna)	G25	GRT x t	236	236	236	236	236	236
		kW x t	551	551	551	551	551	551
Polyvalent	B14	GRT x t	2810	3072	3196	3187	3131	2991
		kW x t	10559	11483	11994	12061	12011	11578
Polyvalent	G23	GRT x t	1808	1621	1177	683	476	522
		kW x t	1656	1492	1168	892	777	777
TOTAL		GRT x t	55322	52396	46967	41363	37537	35853
		kW x t	140592	137315	129464	121114	114963	111368

United Kingdom

a) Fleet Register

Up until 1996 there had been large discrepancies between the data contained in the Community fleet register and those contained in the UK national database. During 1996 and the early part of 1997, a series of technical meetings between the services of the Commission and the UK administration succeeded in solving the technical difficulties that were causing the problems.

The fleet register is now broadly in line with the national data, though not all vessels from the Channel Islands and the Isle of Man are included. Power has been declared for all but 2 vessels, one belonging to segment F18 (average power 220kW), one to F19 (average power 47kW), and one to an unknown segment (vessel length 5.03 metres). There are a total of 474 vessels that have not been allocated to segment.

GT values have been declared for over 90% of the fleet, though for vessels more than 24 metres in length GT values have been declared for only 50%.

The evolution of capacity and effort based on the fleet register data is shown in Figure 11 and Table 11a. The United Kingdom has supplied effort data for all years of the MGP III. (Table 11b).

b) Comparison of the data in the fleet register and in the report submitted by the United Kingdom.

A direct comparison is not possible between the situation at 31.12.96 by MGP III segment based on the fleet register and that based on the report from the UK, since the latter anticipates the disappearance of segment F18 and a reallocation of the capacity to other segments. This is explained in more detail later. The situation at 31.12.96 as indicated in the UK report is as follows:

Segment	MGP category	Situation 31.12.96	
		GRT	kW
Beam trawl	F10	22104	117616
Demersal Trawl & Seiners	F11 + F20	64524	332337
Pelagic trawl	F12	27801	71876
Shellfish fixed	F13	5387	44463
Shellfish mobile	F14	8504	55648
Netters, Liners + other static gears	F15	13613	51977
Nephrops trawl	F16	11036	67790
Distant water	F17	12423	26853
Others >10 m	F18	0	0
Mixed (non trawlers) <10 m	F19	20851	286367
TOTAL		186252	1054927

The capacity of the fleet at 31.12.96 based on the UK report is approximately 2,000 GRT and 20,000 kW greater than that indicated by the fleet register, which may be partly explained by the incomplete data for the Channel Islands and Isle of Man vessels in the fleet register.

c) Results

Figure 11 and Table 11b show that the United Kingdom failed to reach the global objectives of the programme in both tonnage and power, and failed to reach the objectives in tonnage, power or both, for 6 of the 10 segments of the fleet. Moreover, the evolution of fishing effort diverges somewhat from the evolution of capacity. This may indicate that mean activity has have increased over the period of the programme. The United Kingdom has however indicated that the fishing effort data are not based on samples but on a complete census of the fleet, and that prior to 1993 these data were incomplete. Since 1993 the trend in fishing effort more closely parallels that of capacity. Further analysis will be undertaken to ascertain whether there has been a real increase in activity since 1991, or whether this is an artefact of improved data collection.

It should be noted that the United Kingdom has argued that several amendments to its MGP III objectives are appropriate. These are:

i) Reallocation of the vessels in segment F18

When the programme was adopted, segment F18 contained vessels for which there was very little information on the fishing activities, or vessels that had belonged to other segments but which had ceased fishing activities. As more information became available during the period of the programme, many of the vessels were reallocated to more appropriate segments. This is the reason that the objectives for this segment appear to have been achieved by a large margin. The UK now wants to redistribute both the situation and the objectives for this segment amongst the other segments based on their activity or most likely activity. The services of the Commission support this.

The effect of the reallocation is that the UK is marginally further away from the achievement of its 1996 objectives, as indicated in the table below (based on the data in the fleet register).

Segment	MGP category		Situation 31.12.96	Objectives 31.12.96	Situation / Objectives
Beam trawl	F10	GRT kW	20966 109259	18393 86467	114% 126%
Demersal Trawl & Seiners	F11 + F20	GRT kW	64111 323184	57559 300176	111% 108%
Pelagic trawl	F12	GRT kW	27132 73896	23541 77955	115% 95%
Shellfish fixed	F13	GRT kW	5839 36539	5094 34054	115% 107%
Shellfish mobile	F14	GRT kW	8110 45558	8125 48606	100% 94%
Netters, Liners + other static gears	F15	GRT kW	14588 54738	12712 63910	115% 86%
Nephrops trawl	F16	GRT kW	14350 83820	18123 101018	79% 83%
Distant water	F17	GRT kW	7107 18120	9876 21236	72% 85%
Others >10 m	F18	GRT kW			
Mixed (non trawlers) <10 m	F19	GRT kW	19577 264868	21968 271482	89% 98%
Unclassified		GRT kW	2760 24518		
TOTAL		GRT kW	184539 1034498	175391 1004903	105% 103%

ii) Revision of the 1991 baseline

At the time of MGP I, the UK recorded the size of its "active" fleet, but in 1989 at the Commission's request changed its database to include all registered vessels. Following a preliminary estimate in 1991 the objectives of MGP II were revised to take into account the apparent increase in the size of the fleet as a result of this change.

A much more complete census has now been completed, and suggests that the difference between the "active" and "registered" fleet was about 6,000 GRT more than previously supposed. The services of the Commission have confirmed that this is likely to be the case. The 6,000 GRT are already recorded in the fleet register and are therefore included in the figures for the situation of the UK fleet. The UK have requested that the objectives for 1991, and consequently the objectives for 1996, be revised to take this into account.

The methodology proposed by the UK involves an estimation of the difference between the "active" and the "registered" fleet in 1986. No information is available prior to this date.

The report submitted by the United Kingdom on the results of the MGP III anticipates these changes to the objectives and the segmentation. The data and calculations presented in the UK report differ a little from those based on the fleet register. The UK calculate the revised global objectives to be 181216 GRT and 1059212 kW, and the situation of the fleet is stated to be 186251 GRT and 1054927 kW, which are respectively 103% and just under 100% of the global objectives. The discrepancies in the situation at 31.12.96 may be due to some remaining differences between the national and fleet registers and will be resolved before any revision of the objectives is proposed to the Management Committee for Fisheries and Aquaculture.

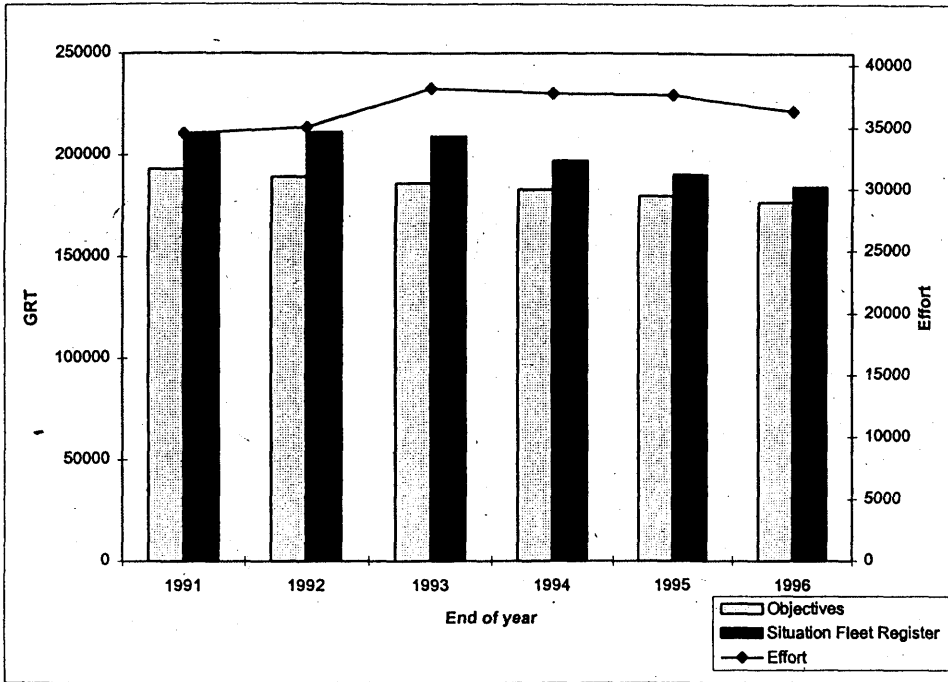
Figure 11

UNITED KINGDOM

MGP III : Comparison between situations and objectives

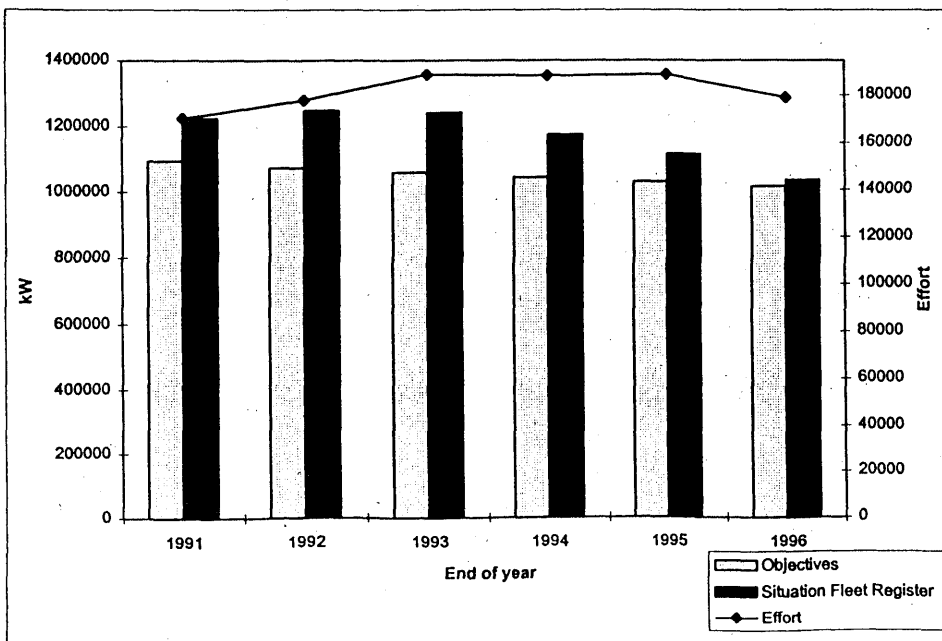
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	193027	189166	186120	183074	180027	176981
Situation Fleet Register	210637	211151	209249	197223	190422	184539
Effort	34500	35000	38100	37700	37600	36300



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	1095206	1073302	1058777	1044253	1029728	1015204
Situation Fleet Register	1223828	1248003	1241130	1174644	1115163	1034498
Effort	170400	178000	188800	188300	188800	179000



UNITED KINGDOM
Evolution of capacity by segment

The GRT values shown in the table include estimates of GRT based on the formulae given in Commission Decision 97/259/EC. The percentage contributions of these estimates are shown in brackets.

Segment	MGP category	End of year	1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
			GRT kW	GRT kW	GRT kW	GRT kW	GRT kW	GRT kW		
Beam trawl	F10		21733 (18%)	24729 (20%)	24466 (21%)	23295 (25%)	21296 (26%)	20146 (24%)	17621	114%
			114867	129321	126284	122935	112427	105866	81465	130%
Demersal Trawl & Seiners	F11 + F20		65832 (2%)	65365 (4%)	65983 (3%)	62326 (5%)	57914 (5%)	57549 (5%)	51746	111%
			337885	336730	336947	320063	299013	296044	262505	113%
Pelagic trawl	F12		23463 (2%)	22386 (2%)	25864 (8%)	23885 (20%)	23287 (31%)	26312 (32%)	22633	116%
			77371	71702	80524	78907	72821	70503	72060	98%
Shellfish fixed	F13		3879 (3%)	3804	3733	3628	3368	3378	2370	143%
			30087	30289	30526	29660	26944	26361	16395	161%
Shellfish mobile	F14		5531 (2%)	5444 (2%)	5209 (6%)	5774 (11%)	5491 (11%)	5649 (12%)	5400	105%
			31790	31818	32703	34207	35030	35380	30947	114%
Netters, Liners + other static gears	F15		12544 (10%)	13509 (10%)	14123 (10%)	14059 (12%)	13544 (13%)	12947 (13%)	10896	119%
			59189	60967	61639	58774	54227	47953	52137	92%
Nephrops trawl	F16		17550	17208	16502	15859 (2%)	15330 (1%)	12709 (2%)	16306	78%
			99145	96724	95522	91851	89297	77035	89246	86%
Distant water	F17		8350 (14%)	8281 (14%)	8281 (14%)	7002 (20%)	5504 (26%)	7106 (26%)	9876	72%
			21074	20873	20873	18021	14770	18120	21236	85%
Others >10 m	F18		17160 (7%)	16842 (9%)	15746 (9%)	9196 (14%)	17058 (34%)	16406 (45%)	18165	90%
			96582	98043	92643	62113	81788	67850	117728	58%
Mixed (non trawlers) <10 m	F19		23689	24674	25311	23760	21392	19577	21968	89%
			296516	324140	335906	318823	290663	264868	271484	98%
Unclassified			10906 (3%)	8909 (4%)	4031	8439	6238 (19%)	2760 (52%)		
			59322	47396	27563	39290	38183	24518		
TOTAL			210637 (5%)	211151 (6%)	209249 (7%)	197223 (10%)	190422 (14%)	184539 (19%)	176981	104%
			1223828	1248003	1241130	1174644	1115163	1034498	1015204	102%

Table 11b

UNITED KINGDOM

Fishing effort by segment (÷1000)

Segment	MGP category	Year	1991	1992	1993	1994	1995	1996
Beam trawl	F10	GRT x t	5200	5500	6200	5700	5700	5100
		kW x t	23800	26200	29700	28200	28400	26200
Demersal Trawl & Seiners	F11 + F20	GRT x t	13800	14800	15000	14800	14600	14900
		kW x t	68500	72200	73500	72500	71800	73100
Pelagic trawl	F12	GRT x t	4800	3700	5100	5200	5400	4100
		kW x t	13800	12100	15200	15100	15300	11300
Shellfish fixed	F13	GRT x t	300	300	400	400	500	400
		kW x t	1200	2400	2700	2600	3800	2800
Shellfish mobile	F14	GRT x t	600	600	600	800	1000	1100
		kW x t	2500	3100	2900	4800	5900	6300
Netters, Liners + other static gears	F15	GRT x t	2100	2300	3200	3400	3300	3400
		kW x t	7300	8400	10800	11200	10900	10800
Nephrops trawl	F16	GRT x t	2800	2700	2900	3100	2700	2000
		kW x t	16000	15700	16400	18200	16400	11800
Distant water	F17	GRT x t	2400	2600	2000	2000	1800	3200
		kW x t	5600	6000	4800	5000	4400	7100
Others >10 m	F18	GRT x t	400	400	600	200	500	0
		kW x t	1900	2100	3000	900	2100	0
Mixed (non trawlers) <10 m	F19	GRT x t	2100	2100	2100	2100	2100	2100
		kW x t	29800	29800	29800	29800	29800	29600
TOTAL		GRT x t	34500	35000	38100	37700	37600	36300
		kW x t	170400	178000	188800	188300	188800	179000

Finland

a) Fleet Register

The data in the fleet register are up to date and appear to be largely complete. Power figures have been declared for all vessels and tonnage figures have been supplied for all but one vessel belonging to segment F21 (Trawlers Baltic Herring¹⁵), which have an average tonnage of approximately 50 GT

GT figures are available for more than 99% of the fleet, though for vessels between 15 and 24 metres this is reduced to 88%.

Finland has not submitted effort data to the fleet register.

The evolution of capacity based on the data in the fleet register is shown in Figure 12 and Table 12.

b) Comparison of the data in the fleet register and in the report submitted by Finland.

The results presented in the Finnish report on the results of the MGP III are shown below. Since the objectives for 31.12.96 are based on the situation at 1.1.95, the situation of the fleet on both dates is shown:

Segment	MGP category	Situation 1.1.95		Situation 31.12.96	
		GT	kW	GT	kW
Trawlers (Baltic Herring)	F21	9280	47757	8631	44402
Driftnetters / Longliners	F22+F24	3527	29059	3336	27718
Other Vessels	F23	9259	130302	9054	127498
Trawlers (Baltic Herring) Aaland Islands	F25	1196	4899	1082	4648
Driftnetters / Longliners Aaland Islands	F26	546	4710	512	4810
Other Vessels Aaland Islands	F27	739	8374	731	8286
TOTAL		24547	224831	23346	217362

These are almost identical to those based on the data in the fleet register. The minor discrepancies that exist are within the limits expected due to the time delays involved in communicating changes to the fleet to the fleet register.

c) Results

The 1996 objectives of the Finnish programme¹⁵ were for a stabilisation of the capacities of all segments to their capacities as at 1.1.95. At the time the programme was adopted, Finland was still in the process of registering its fishing vessels, so a footnote envisaged the revision of the 1996 objectives when the size of the fleet at 1.1.95 became more accurately known. Now that this process of registration has been completed, the present report has incorporated these changes to the objectives of the programme.

It should be noted that in the case of Finland the tonnage objectives are considered to be in units of GT. However the GT has not been measured for all of the fleet. For the purposes of the present report a mixture of GT and GRT has therefore been used, in which the GT of a vessel is taken if known, otherwise its GRT is used without adjustment. It is important that all the vessels are measured in GT before the adoption of the MGP IV.

Figure 12 and Table 12 indicate that Finland has reached its targets in all segments of the fleet, except for segment F26 where there is an excess of 2% in power. This represents just 100 kW. The Finnish authorities have indicated that this is caused by the mis-allocation of one trawler to this segment, which will be corrected in the next declaration to the fleet register. In any case, the separation of the Aaland islands vessels from the remainder of the fleet was not a requirement of the MGP III, so that Finland can be considered to have achieved its objectives for the two "driftnetters/longliners" segments combined.

The data submitted by Finland in its report, though indicating slightly different situations and objectives, do not significantly change the results of the MGP III.

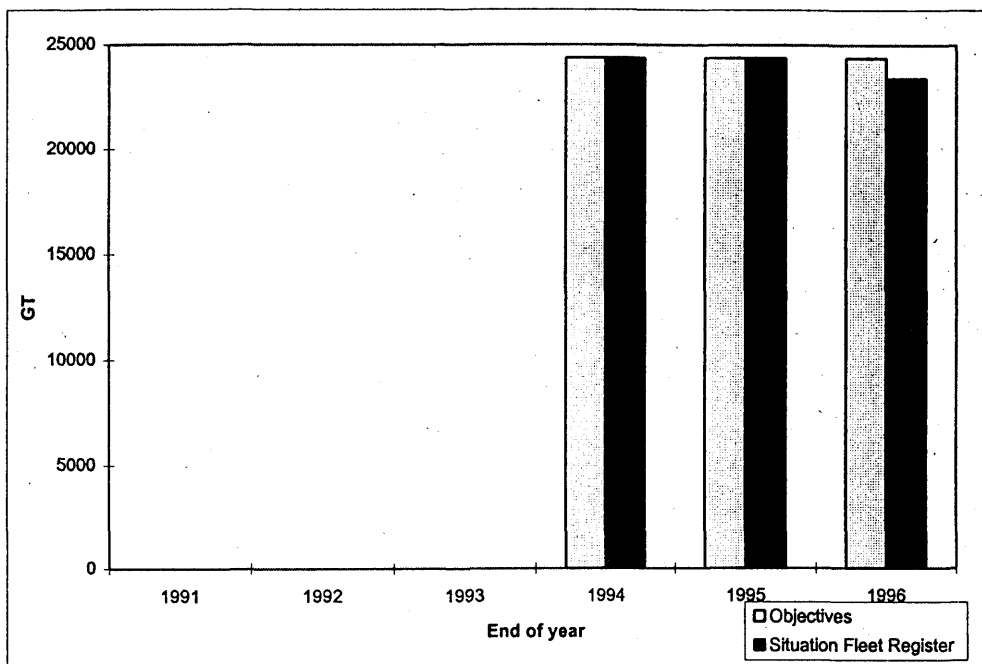
Figure 12

FINLAND

MGP III : Comparison between situations and objectives

Tonnage (GT)

<i>End of year</i>	1991	1992	1993	1994	1995	1996
Objectives				24381	24381	24381
Situation Fleet Register				24381	24383	23399



Engine power (kW)

<i>End of year</i>	1991	1992	1993	1994	1995	1996
Objectives				224454	224454	224454
Situation Fleet Register				224454	224384	219350

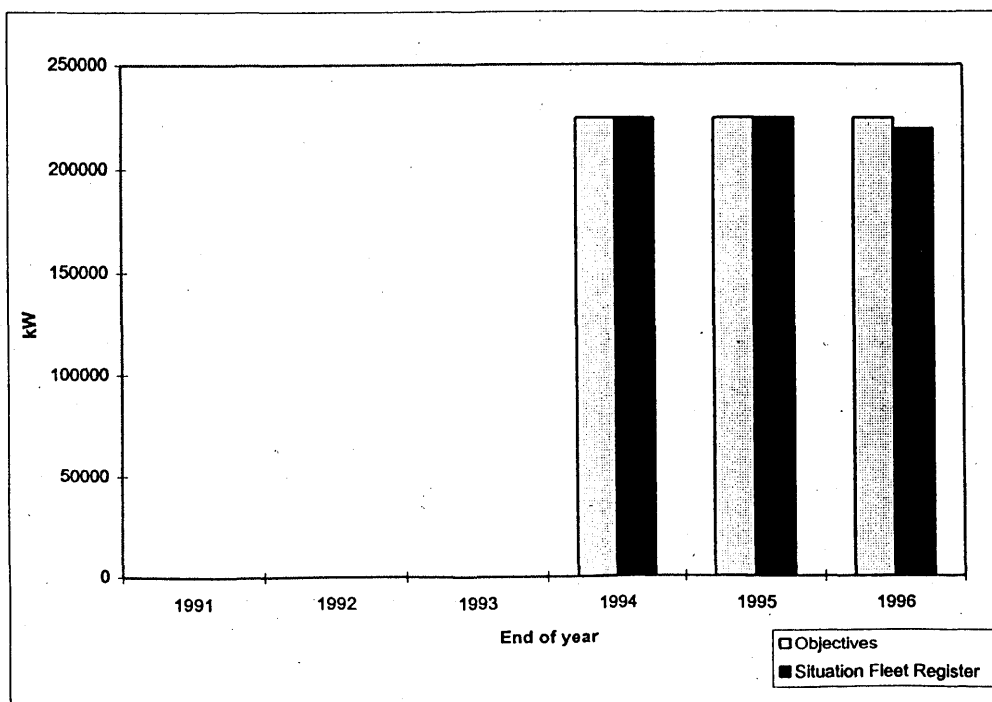


Table 12

FINLAND

Evolution of capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
		GT	kW								
Trawlers (Baltic Herring)	F21	GT					9145	9122	8641	9145	94%
		kW					47462	47257	45903	47462	97%
Driftnetters / Longliners	F22+F24	GT					3501	3519	3402	3501	97%
		kW					28904	28972	28213	28904	98%
Other Vessels	F23	GT					9254	9261	9034	9254	98%
		kW					130095	130162	127481	130095	98%
Trawlers (Baltic Herring) Aaland Islands	F25	GT					1196	1196	1082	1196	90%
		kW					4898	4898	4647	4898	95%
Driftnetters / Longliners Aaland Islands	F26	GT					546	546	509	546	93%
		kW					4712	4712	4812	4712	102%
Other Vessels Aaland Islands	F27	GT					739	739	731	739	99%
		kW					8383	8383	8294	8383	99%
TOTAL		GT					24381	24383	23399	24381	96%
		kW					224454	224384	219350	224454	98%

Sweden

a) Fleet Register

The data in the fleet register appear to be largely complete, though it seems that some available GT measures or estimates have yet to be declared. Tonnage figures have been declared for all vessels and power figures have been supplied for all but five vessels. The latter belong to the segment F32 ("Others") which have an average power of approximately 60 kW.

GT figures are available for about 93% of the total fleet.

Sweden has not submitted effort data to the fleet register.

The evolution of capacity based on the data in the fleet register is shown in Table 13 and Figure 13.

b) Comparison of the data in the fleet register and in the report submitted by Sweden.

The situation at 1.1.95 and at 31.12.96 presented by Sweden in its report are shown below:

Segment	MGP category	Situation 1.1.95		Situation 31.12.96	
		GT	kW	GT	kW
Trawlers-shellfish	F28	6593	30570	6395	28227
Trawlers / Seiners > 30 metres	F29	14223	42176	14125	40689
Polyvalent	F30	13916	58816	12715	53455
Netters/Longliners in Baltic	F31	6581	38567	6631	37470
Others	F32	11642	100415	10922	96475
TOTAL		52955	270550	50789	256316

The figures agree very closely with the fleet register. The situation at 1.1.95, which is the baseline from which the 1996 objectives have been calculated, shows just one discrepancy concerning the tonnage of segment F31 at 1.1.95, given as 5298 GT in the fleet register and 6581 GT in the Swedish report. This is likely to be due to the mixture of tonnage units used to measure the capacity, though this needs to be confirmed before the adoption of the MGP IV since the figure will be the 1996 objective for the segment.

The fleet register and the Swedish report are in close agreement concerning the power of the fleet at 31.12.96, but the report gives somewhat higher tonnage figures for all but one segment.

c) Results

The 1996 objectives of the Swedish programme¹⁶ are based on the situation at 1.1.95. As mentioned in the case of Finland, a revision to the situation at 1.1.95 therefore justifies a revision to the objectives for 31.12.96. Such a revision has been incorporated into the present report.

As was the case with Finland, the tonnage objectives for Sweden are considered to be in units of GT even though this is not available for all vessels in the fleet. The present report therefore uses a mixture of GT and GRT. It is important that all the vessels are measured in GT before the adoption of the MGP IV.

The interpretation of the results is made somewhat complicated by the discrepancies in the tonnage figures between the fleet register and those given in the Swedish report, especially since the situation at 1.1.95 is used to define the objectives for 31.12.96. According to Table 13 Sweden failed to meet its power objective for just one segment (F30, by just 130 kW), and failed to meet its tonnage objective in two segments, namely F30 and F31 (by 81 tonnes and 22 tonnes respectively). However, according to the data supplied by Sweden the objectives have been met in all segments.

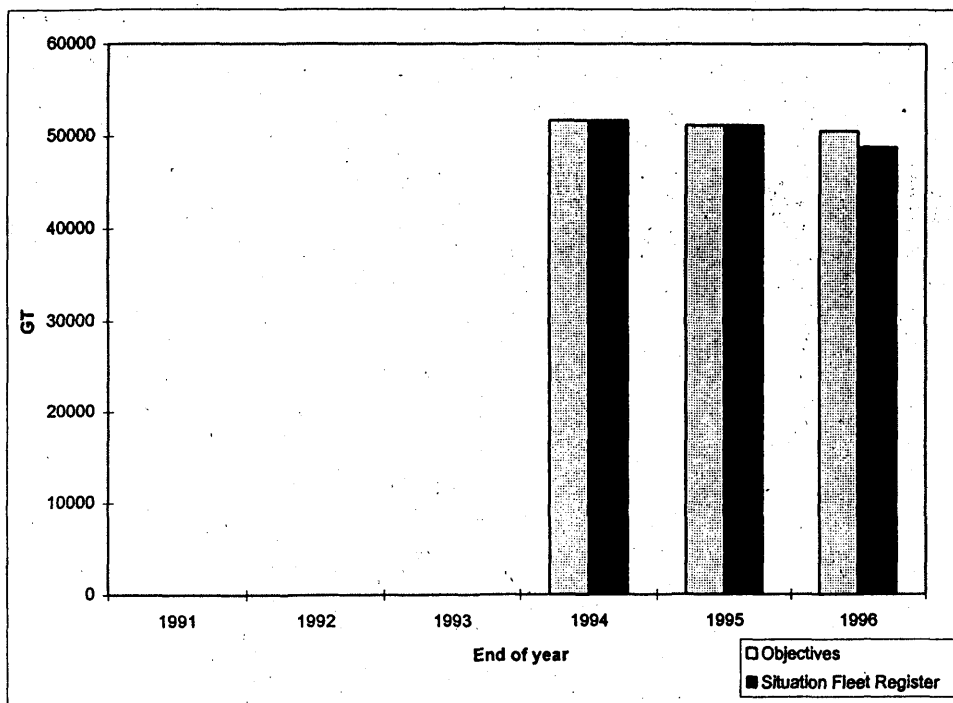
Figure 13

SWEDEN

MGP III : Comparison between situations and objectives

Tonnage (GT)

End of year	1991	1992	1993	1994	1995	1996
Objectives				51671	51114	50558
Situation Fleet Register				51671	51126	48841



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives				271409	268624	265839
Situation Fleet Register				270544	266205	256542

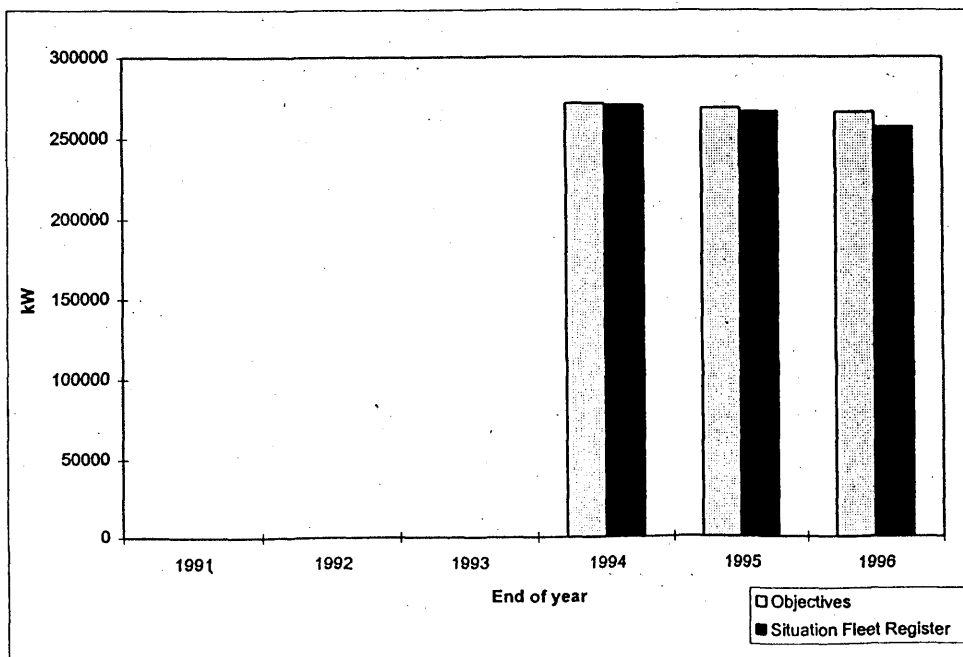


Table 13

SWEDEN

Evolution of capacity by segment

Segment	MGP category	End of year		1991	1992	1993	1994	1995	1996	Objectives	Sit. / Obj.
		GT									
Trawlers-shellfish	F28	GT					6593	6241	5903	6593	90%
		kW					30570	28850	26922	30570	88%
Trawlers / Seiners > 30 metres	F29	GT					14223	14044	13858	14223	97%
		kW					42176	41322	40499	42176	96%
Polyvalent	F30	GT					13916	13891	12884	12803	101%
		kW					58816	58131	54240	54111	100%
Netters/Longliners in Baltic	F31	GT					5298	5339	5320	5298	100%
		kW					38567	38489	37830	38567	98%
Others	F32	GT					11641	11611	10876	11641	93%
		kW					100415	99413	97051	100415	97%
TOTAL		GT					51671	51126	48841	50558	97%
		kW					270544	266205	256542	265839	97%

5.2 Global results and conclusions

Figure 14 compares the global situation of the Community fleet at the end of each year with the sum of the intermediate objectives for all Member States excluding Finland and Sweden since the programmes for these two countries began only in 1995.

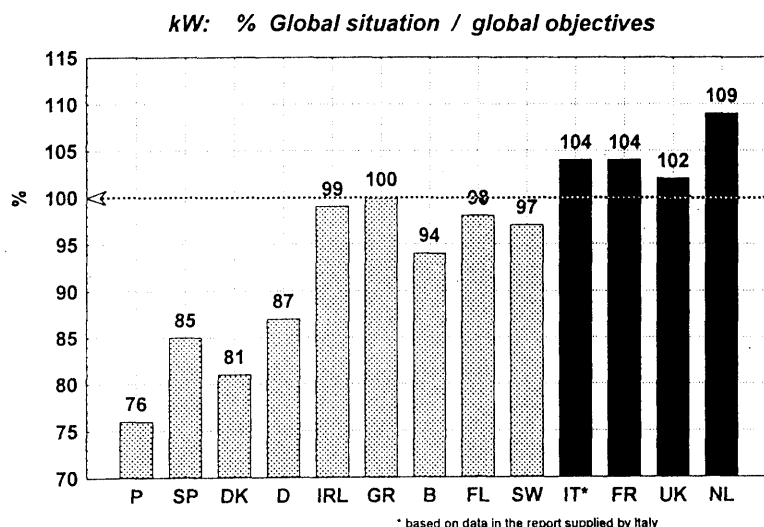
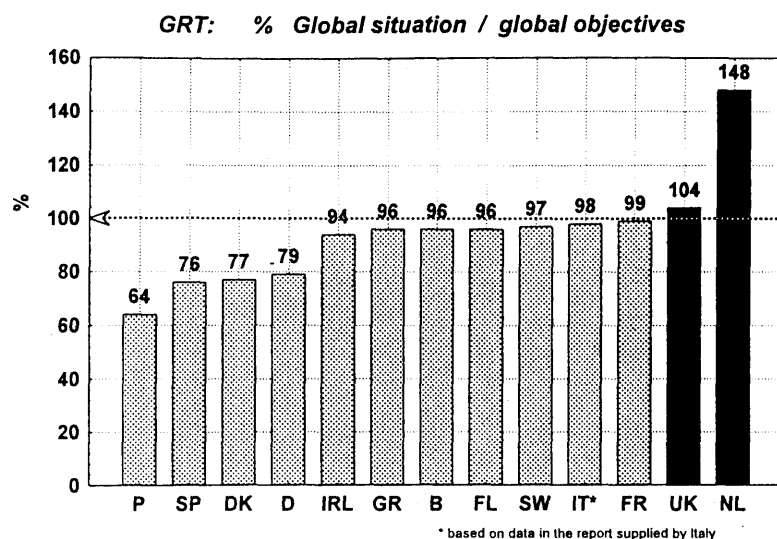
The multi-annual guidance programmes have been effective in reducing the overcapacity of the European fleets. During the period 1991 - 1996 the fleet was reduced by approximately 300 000 GRT and by approximately 790 000 kW, or by about 15% and 9.5% respectively. The capacity of the fleet at 31.12.96 was 11% below the global objectives for tonnage and 5% below the global objectives for power.

These global results are very satisfactory, but they have been achieved by some Member States reaching or exceeding the reductions required to meet their objectives, while others have failed to reach their objectives.

The following table and graphs summarise the performance of each of the Member States according to the data in the fleet register. These figures should not be interpreted without reference to the explanations given in the text for each Member State:

Member State	% global situation / global objectives		Number of segments in which the objectives were achieved / total number of segments	
	GRT	kW	GRT	kW
Portugal	64%	76%	9/9	9/9
Spain	76%	85%	5/5	5/5
Denmark	77%	81%	5/5	5/5
Germany	79%	87%	8/9	9/9
Finland	96%	98%	6/6	5/6
Sweden	97%	97%	3/5	5/5
Belgium	96%	94%	1/2	1/2
Ireland	94%	99%	2/3	2/3
Greece	96%	100%	2/3	2/3
France	99%	104%	4/6	2/6
United Kingdom	104%	102%	4/10	6/10
Netherlands	148%	109%	0/3	0/3
Italy *	(98%)	(104%)	Not available	Not available

* based on data supplied by Italy



For those that failed to reach their objectives there are two main consequences:

- Aid for fleet renewal and modernisation must be withheld (in accordance with articles 7 and 10 of Regulation 3699/93). The Commission is in the process of examining for each of the Member States concerned that this requirement is met.
- The backlog from the MGP III must be made up under the conditions that applied to the MGP III. This means that at least 55% of the backlog must be made up by a reduction in capacity.

There are also marked differences between the Member States in the extent to which the information in the fleet register has been kept up to date and reliable. This is particularly the case with respect to the estimation or remeasurement of vessels in units of GT, which should have been completed in 1995. These data will be of vital importance for the successful transition from the GRT objectives of MGP III to the GT objectives of MGP IV.

In accordance with its declaration at the meeting of the Council of Ministers on April 1997, the Commission reserves the right to commence with the appropriate procedures concerning the Member States that have not respected the multi-annual guidance programmes within the time period envisaged, or have not established the means to monitor the programmes or the means to inform the Commission of the exact situation of their fleets with respect to the objectives of the programmes.

Figure 14

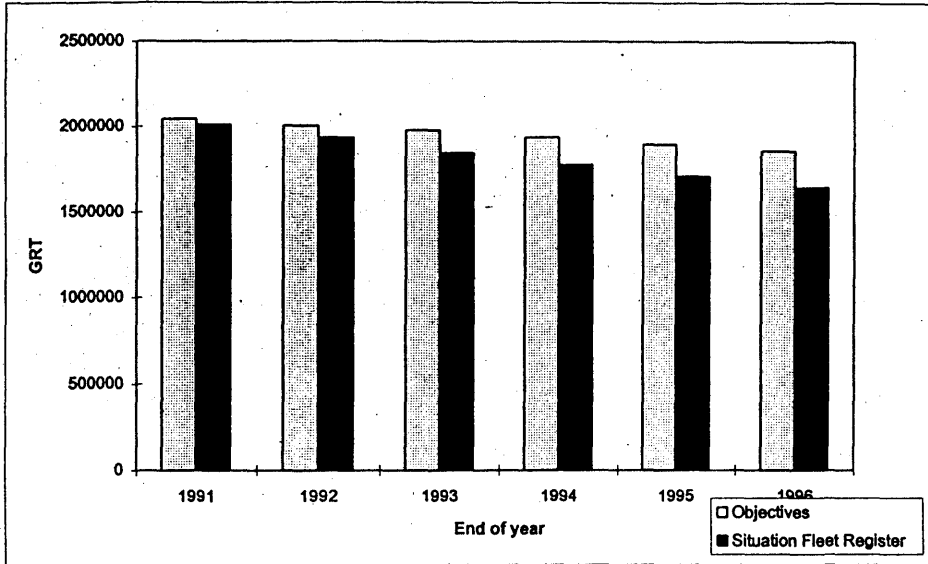
TOTAL

MGP III : Comparison between situations and objectives

Excluding Finland and Sweden

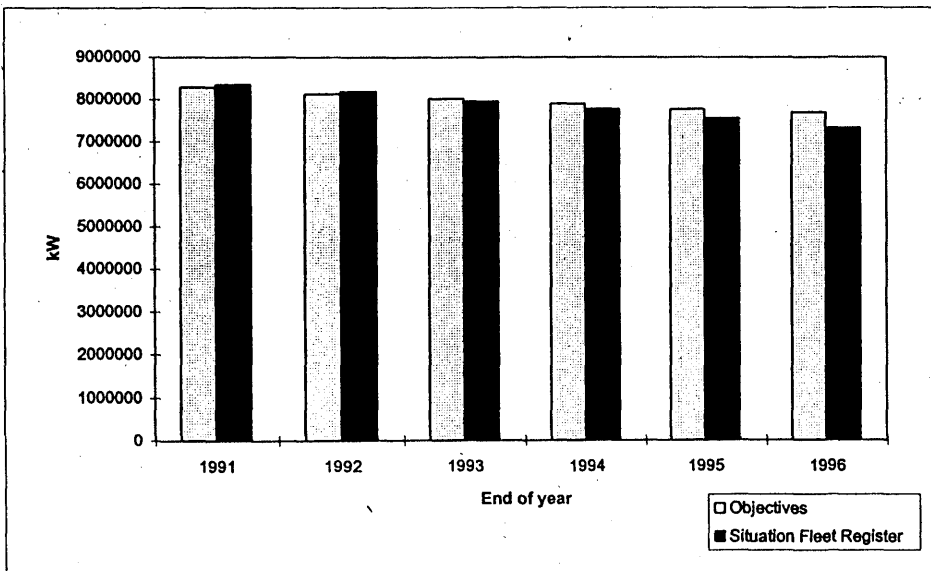
Tonnage (GRT)

End of year	1991	1992	1993	1994	1995	1996
Objectives	2044511	2003621	1977951	1936824	1895696	1859028
Situation Fleet Register	2010183	1934811	1843750	1777083	1710673	1644113



Engine power (kW)

End of year	1991	1992	1993	1994	1995	1996
Objectives	8290422	8124614	8020807	7896177	7771547	7691700
Situation Fleet Register	8347453	8188936	7963704	7778111	7555011	7328117



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