



**COUNCIL OF  
THE EUROPEAN UNION**

**Brussels, 10 January 2006**

**5187/06  
ADD 1**

**PECHE 9**

**ADDENDUM TO COVER NOTE**

---

from: Secretary-General of the European Commission,  
signed by Mr Jordi AYET PUIGARNAU, Director

date of receipt: 26 December 2005

to: Mr Javier SOLANA, Secretary-General/High Representative

---

Subject: Annual report from the Commission to the Council and the European  
Parliament on Member States' efforts during 2004 to achieve a sustainable  
balance between capacity and fishing opportunities  
- Commission Staff Working Document

---

Delegations will find attached Commission document SEC(2005) 1752.

---

Encl.: SEC(2005) 1752



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 23.12.2005  
SEC(2005) 1752

**COMMISSION STAFF WORKING DOCUMENT**

***Annex to the***

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

**on Member States' efforts during 2004 to achieve a sustainable balance between fishing  
capacity and fishing opportunities**

**{COM(2005) 691 final}**

## TABLE OF CONTENTS

I. MEMBER STATES' ANNUAL REPORTS .....	4
BELGIUM .....	4
DENMARK .....	9
GERMANY .....	23
ESTONIA .....	31
GREECE.....	40
SPAIN 49	
FRANCE.....	57
IRELAND.....	69
ITALY 81	
CYPRUS.....	87
LATVIA .....	92
LITHUANIA .....	100
MALTA.....	109
NEDERLANDS.....	109
POLAND.....	109
PORTUGAL.....	109
FINLAND.....	109
SWEDEN.....	109
UNITED KINGDOM .....	109
II. MINUTES OF THE COMMITTEE FOR FISHERIES AND AQUACULTURE MEETING, BRUSSELS, 6 JULY 2005 – “PRESENTATION BY THE COMMISSION OF THE SUMMARY ANNUAL REPORT ON THE FLEETS OF THE MEMBER STATES AT THE END OF 2004. ....	109
III. MINUTES OF THE COMMITTEE FOR FISHERIES AND AQUACULTURE MEETING, BRUSSELS, 13 SEPTEMBER 2005 – “EXCHANGE OF VIEWS ON THE ANNUAL REPORT ON THE FLEETS OF THE MEMBER STATES AT THE END OF 2004. ....	109

IV. MINUTES OF THE COMMITTEE FOR FISHERIES AND AQUACULTURE MEETING, BRUSSELS, 12 OCTOBER 2005 – “OPINION OF THE COMMITTEE ON THE ANNUAL REPORT FROM THE COMMISSION TO THE COUNCIL AND THE EUROPEAN PARLIAMENT ON MEMBER STATES’ EFFORTS DURING 2004 TO ACHIEVE A SUSTAINABLE BALANCE BETWEEN FISHING CAPACITY AND FISHING OPPORTUNITIES” ..... 109

V. “OPINION OF THE STECF ON THE ANNUAL REPORT FROM THE COMMISSION TO THE COUNCIL AND THE EUROPEAN PARLIAMENT ON MEMBER STATES’ EFFORTS DURING 2004 TO ACHIEVE A SUSTAINABLE BALANCE BETWEEN FISHING CAPACITY AND FISHING OPPORTUNITIES”.109

# I. MEMBER STATES' ANNUAL REPORTS

## *BELGIUM*

### Annual report – period 1 January 2004 to 31 December 2004 – BELGIUM

Article 14 of Council Regulation (EC) No 2371/2002 of 20 December 2002 on the conservation and sustainable exploitation of fisheries resources under the Common Fisheries Policy

Articles 12 and 13 of Commission Regulation (EC) No 1438/2003 of 12 August 2003 laying down implementing rules on the Community Fleet Policy as defined in Chapter III of Council Regulation (EC) No 2371/2002

#### 1. Description of Belgian fishing fleet

On 1 January 2004 the Belgian fishing fleet consisted of 125 vessels. In the course of 2004, four vessels were withdrawn from the fleet (scrapped) and two vessels added, so that on 31 December 2004 the fleet consisted of 123 vessels.

Broken down by type of fishing gear, 116 vessels were equipped for beam trawling, four for otter trawling and three for tangle net fishing.

In 2004 the Belgian fleet landed 23 680 tonnes of fishery products, of which 20 835 tonnes in the Belgian ports of Zeebrugge, Ostend and Nieuwpoort. The remainder, i.e. 2 845 tonnes, was landed in foreign ports. 90% of landings abroad were for the Netherlands.

The total value of these landings was EUR 86 125 000, EUR 77 590 000 of which in Belgian ports. The value of landings abroad was EUR 8 535 000.

#### 2. Changes in fleet capacity – entries-exits

- ✓ Fleet capacity on 1 January 2004: **66 869 kW** and **23 794 GT**
- ✓ Capacity entering **with** public aid in 2004: **none**

$GT_{100} = 0$  and  $kW_{100} = 0$

3% reduction in reference levels: not applicable.

- ✓ Engine power entering without public aid:
  - In 2003 the vessel O.274 – Lucali – (221 kW and 110 GT) left the fleet without public aid (see 2003 report).

The engine power of O.274 was not aggregated with the engine power of three other vessels until 2004. The tonnage of O.274 is lost.
  - In 2003 the vessel O.306 – Cleaner - (221 kW and 101 GT) was removed from the Community fleet register without public aid because there were no longer any vessels tied to a fishing licence.
  - In 2004 one vessel was again tied to the fishing licence (owners of fishing vessels remain entitled to a fishing licence for three years after a vessel has lost its licence – cf. Royal Decree of 21 June 1994, as amended).

However, the engine power of O.306 was aggregated with the power of six other vessels. The tonnage of O.306 is lost.

- In 2002 the vessel Z.123 – Mary – (221 kW and 37 GT) was removed from the Community fleet register without public aid because there were no longer any vessels tied to a fishing licence.

In 2004 one vessel (Z.123 – Fury – 221 kW and 5 GT) was again tied to the fishing licence (owners of fishing vessels remain entitled to a fishing licence for three years after a vessel has lost its licence – cf. Royal Decree of 21 June 1994, as amended).

This vessel was entered in the fleet register on 17 February 2004.

- In 2003 the vessel Z.184 – Linqenda – 684 kW and 202 GT was removed from the Community fleet register without public aid because there were no longer any vessels tied to a fishing licence (see 2003 report).

In 2004 one vessel (Z.184 – Pascal I – 684 kW and 205 GT) was again tied to the fishing licence (owners of fishing vessels remain entitled to a fishing licence for three years after a vessel has lost its licence – cf. Royal Decree of 21 June 1994, as amended).

This vessel was entered in the fleet register on 22 November 2004.

- ✓ Tonnage entering without public aid:

N. 88 – Nova Cura: 68 GT instead of 63 GT (+ 5 GT) – fleet register 4 March 2004

- ✓ Tonnage leaving without public aid:

Z.70 – Marleen: 79 GT instead of 70 GT (- 9 GT) – fleet register 28 January 2004

- ✓ In 2004 a total of 442 kW was aggregated with other existing vessels:

- O.15 – Zilvermeeuw – 69 kW – fleet register 26 January 2004
- Z.105 – Atlas – 77 kW – fleet register 26 January 2004
- Z.243 – Medusa – 75 kW – fleet register 6 January 2004
- Z.78 – Vertrouwen – 52 kW – fleet register 6 December 2004
- N.86 – Surcouf – 77 kW – fleet register 6 December 2004
- Z.76 – Zeejager – 74 kW – fleet register 6 December 2004
- Z.48 – Wodan – 3 kW – fleet register 6 December 2004
- O.700 – Bi-Si-Ti – 12 kW – fleet register December 2004
- O.229 – Liberty – 3 kW – fleet register 6 December 2004

- ✓ In 2004 a total of 1 546 kW and 711 GT left the fleet with public aid:

- N.723 – Pallieter – 221 kW and 82 GT – fleet register 10 December 2004
- O.533 – Virtus – 147 kW and 58 GT - fleet register 10 December 2004
- Z.321 – Westhinder – 957 kW and 462 GT - fleet register 10 December 2004
- N.706 – Ster der Zee – 221 kW and 109 GT - fleet register 10 December 2004

These four scrappings were approved by ministerial decision of 5 November 2004.

1 546 kW and 711 GT were scrapped.

- ✓ Fleet capacity on 31 December 2004: **66 670 kW** and **23 289 GT**

✓

Changes in fleet register	Engine power (kW)	Tonnage (GT)
Situation on 1 January 2004	66 869	23 794
GT exits	0	- 9
GT entries	0	+ 5
Entry by means of aggregation without aid	+ 442	0
Entry of Z.184	+ 684	+ 205
Entry of Z.123	+ 221	+ 5
Exits with public aid	- 1 546	- 711
Situation on 31 December 2004	<b>66 670</b>	<b>23 289</b>

## ✓ Conclusions

- At the end of 2004 the Belgian fleet consisted of 66 670 kW and 23 289 GT.
- At the end of 2004 an additional snapshot of the Belgian fleet was sent to the Commission. On 6 January 2005 the FIDES Helpdesk confirmed that these figures contained no errors and had been accepted.

### **3. Changes in capacity since 1 January 2003**

- Entries without public aid: 1 629 kW and 206 GT
- Exits without public aid: 1 529 kW and 482 GT
- Exits with public aid: 1 546 kW and 711 GT

### **4. Reference levels**

The reference levels established for Belgium under Commission Regulation (EC) No 1438/2003 are 67 857 kW and 23 372 GT.

Following the Commission hearing, the joint conclusion of 27 November 2003 agreed between the Commission and Belgium was that Belgium would make serious efforts to reduce fleet capacity in order to be able to comply with the reference levels.

In the course of 2004 a fleet policy was applied aimed at reducing fleet capacity and complying with the reference levels by means of scrapping some vessels.

The recalculation of the reference levels must be based on the fishing capacity at 1 January 2003, taking account of Article 6 of Regulation (EC) No 1438/2003.

In the case of Belgium, 221 kW and 66 GT (from the vessel Z.123 which was taken out of the fleet capacity on 29 July 2002) must be added to the 68 116 kW and 24.276 GT. This vessel must be added on the basis of an administrative decision based on Article 7(1) of the Royal Decree of 21 June 1994 on the introduction of fishing licences and temporary measures to apply the Community rules on the conservation and management of fish stocks (owners of fishing vessels remain entitled to a fishing licence for three years after a vessel has been removed from the fleet register).

This national scheme was notified to the Commission in accordance with Article 6 of Decision 97/413/EC.

The starting point is thus: 68 337 kW and 24 342 GT.

Reference levels: 67 857 kW and 23 372 GT

Excess capacity: 480 kW and 970 GT

Total capacity scrapped with public aid: 1 546 kW and 711 GT

The scrapped capacity in excess of the reference levels is 0 GT (i.e. no reduction in the GT reference level) and  $1\,546 - 480 = 1\,066$  kW.

The new reference levels are  $67\,857 - 1\,066 = 66\,791$  kW and  $23\,372 - 0 = 23\,372$  GT

### **5. Increased tonnage – Article 11(5) of Regulation (EC) No 2371/2002**

Not applicable in 2004.



## **6. Impact of recovery plans**

From 1 February 2004, Annex V to the quota Regulation (Council Regulation (EC) No 2287/2003 of 19 December 2003) applied. With the exception of the shrimp fleet, restrictions were applied under Annex V.

Days were allocated to the vessels depending on the mesh size used, in accordance with Annex V (14 days/month for a minimum of 80 mm, 10 days/month for a minimum of 100 mm and 22 days/month for a mesh size of between 70 and 99 mm). An additional two days per month were allocated in the Irish Sea to vessels which fished there for more than half of their time. Belgium opted for a management period of 11 months.

In addition, the Belgian system provides, on an annual basis, for a total number of permitted voyage days per vessel, covering all areas. In 2004 the total number was 260 voyage days.

The restriction on voyage days did not prevent the available quota from being used up.

In part of the recovery area, fishing effort restrictions were also applied in 2004. The authorised fishing effort in area VII was just enough to allow the available quota to be used up.

## **7. Fleet management**

The fleet is managed by means of the existing system of fishing licences as laid down in the Royal Decree of 21 June 1994, as amended.

Another vessel (newly built with or without public aid, or second-hand) can be added to existing fishing licences at any time, provided that the incoming vessel has a tonnage of no more than 0.3 times the engine power withdrawn.

In practice this means that not one single new vessel has been built during the 2000-06 Community structural programme.

The existing Royal Decree is to be replaced by a new Flemish Government decision, taking account of the Commission's approach to fishing licences. Any increase in engine power of the Belgian fleet will also be ruled out and the scope for aggregation will be extended, which will result in a fall in total tonnage.

## **DENMARK**

Ministry of Food, Agriculture and Fisheries

Directorate for Food, Fisheries and Agri Business

29 April 2005 J.nr.:3716-04-1

### **Annual Report on fishing fleet capacity - Denmark**

Article 11 of Council Regulation 2371/2002 states the obligation for Member States to put in place measures to adjust the fishing capacity of their fleets in order to achieve a stable and lasting balance between such fishing capacity and their fishing opportunities.

Member States send the Commission an annual report describing their efforts in this area not later than 30 April the following year, cf. article 14 in the above regulation.

In order to assess the balance between capacity and fishing opportunities it is important to analyse optimal capacity of fishing fleets and to document the present and potential capacity utilisation. In section 4 ongoing work on this subject is briefly presented.

The format of the Danish capacity report concerning 2004 follows the headlines mentioned in article 13 of Commission Regulation (EEC) No. 1438/2003.

#### **1. *Development of the Danish fishing fleet in 2004 in tonnage and engine power.***

A new methodology of producing a complementary Danish fleet statistics is under way, and the description of the development in tonnage and engine power of the Danish fleet takes its point of departure in this methodology. In short the methodology assigns only one specific fishery to each vessel each year on the basis of the composition of the fishery for each vessel. This means that the statistics below include all Danish vessels during the year and not only by the 31<sup>st</sup> of December as fleet statistics did in previous years. In annex 1 three tables, one for each year 2002-2004, are presented with the new segmentation of the fleet.

The capacity<sup>1</sup> of the Danish fishing fleet fell by 6 % in tonnage and 7 % in engine power from 2002 to 2004. Tonnage fell by 6,369 GT to 105,089 GT and engine power fell by 29,766 kW to 367,661 kW. The number of vessels fell by 474. The reduction was due amongst other things to the decommissioning scheme begun in 2002. The granting of aid for decommissioning began in 2002, but the physical destruction and removal of vessels was carried out in 2003. Capacity from scrapped vessels amounted to 5,344 GT in the period. In 2002 scrapped capacity amounted to 1 % of total capacity. In 2003 and 2004 scrapped capacity amounted to 2 % of total capacity.

If figures from 2002 and 2004 are compared to the new fishery segmentation, it appears Danish / Scottish seiners have been reduced most, 31 % in vessel number and 35 % in GT. In absolute figures the Netters / Liners segment has been most reduced, 349 vessels and 3,298 GT.

---

<sup>1</sup> All active vessels are now measured in GT.

The development of new fishery segments is shown in the table below:

Type of vessel / Length overall group		2002			2003			2004		
		GT	KW	No. vessels	GT	KW	No. vessels	GT	KW	No. vessels
Beam trawlers	12.00-23.00	1.426	5.218	28	1.550	5.417	29	1.603	5.514	30
	24.00-	2.208	6.848	7	2.208	6.848	7	2.208	6.848	7
	Total	3.634	12.066	35	3.758	12.265	36	3.811	12.362	37
Netters / Liners	00.00-11.99	7.291	72.976	2.884	7.006	71.712	2.781	6.480	68.094	2.593
	12.00-23.00	7.222	30.481	188	5.870	24.834	158	4.699	19.932	130
	24.00-	99	368	1	99	368	1	135	368	1
	Total	14.612	103.825	3.073	12.976	96.914	2.940	11.314	88.394	2.724
Purse seines	24.00-	8.629	17.007	11	9.732	20.448	12	10.277	21.259	11
	Total	8.629	17.007	11	9.732	20.448	12	10.277	21.259	11
Combination (seine, net, trawl)	00.00-11.99	898	8.319	124	888	8.518	126	859	8.338	123
	12.00-23.00	2.266	11.345	67	2.075	10.242	59	1.960	9.893	58
	24.00-	889	1.790	3	889	1.790	3	889	1.790	3
	Total	4.053	21.454	194	3.852	20.550	188	3.708	20.021	184
Danish/Scottish seines	00.00-11.99	31	299	4	31	299	4	21	179	3
	12.00-23.00	5.404	16.297	97	4.523	14.093	83	3.391	11.402	66
	24.00-	156	423	1	156	423	1	221	423	1
	Total	5.591	17.019	102	4.710	14.815	88	3.632	12.004	70
Trawlers	00.00-11.99	929	8.691	81	800	7.740	73	816	7.831	74
	12.00-23.00	21.465	102.085	469	20.060	93.963	425	18.195	88.154	397
	24.00-	52.545	115.280	170	52.001	112.594	166	53.337	117.636	164

	Total	74.939	226.056	720	72.861	214.297	664	72.347	213.621	635
Total		111.458	397.427	4.135	107.889	379.289	3.928	105.089	367.661	3.661

Note: For vessels not measured in GT, Calculated Gross Tonnage (CGT) is used. CGT is calculated according to Commission Decision of 20 March 1995 concerning the implementation of the annex to Council Regulation (EEC) No. 2930/86 defining the characteristics of fishing vessels.

In 2003 a regulation of days at sea was introduced in the North Sea, see Annex XVII of the TACs and quotas regulation for 2003 and Annex V of the TAC's and quotas regulation for 2004. The effects are explained in section 2.

A decommissioning scheme of 50 million DKK was heavily oversubscribed. More than 200 vessels applied. 34 vessels were granted aid.

## 2. *Impact of the cod recovery plan for the North Sea in 2004*

An overview of the data with respect to this section is given in Annex 1.

When describing the effects on the Danish fishing fleet for vessels involved in fishing with gear covered by Annex V of Reg. 2287/2003, it must be borne in mind that there are great variations in effort within each segment. One example: In the beam trawl segment  $\geq 80$  mm. there were 14 vessels in 2004, using a total of 1,323 days at sea, which adds up to an average of 95 days at sea per vessel. Of the 14 vessels 8 vessels used a total of 133 days, which is an average of 17 days at sea per vessel. The remaining 6 vessels used a total of 1,190 days at sea, i.e. an average of 198 days at sea per vessel. So there was a significant variation between vessels, not only in this segment but in all segments. Furthermore, when comparing 2004 with 2003 it can be noted that the regulated fishing areas in 2003 were less than those in 2004. In order to compare the two years the following includes only areas regulated in 2004.

The description is based on the logbook register kept by the Danish Directorate of Fisheries and covers Danish fishing vessels over 10 metres, which have been fishing with one of the gears covered by Council Regulation 2287/2003 Annex V.

In 2003 774 vessels took part in fisheries using gears covered by the days at sea regulation in 2003, as opposed to 777 vessels in 2004. That corresponds to an increase of 0,4 %. In 2004 81,326 days at sea were used as opposed to 86,040 days at sea in 2003, which is a reduction of 5 %. The reduction in terms of total kilowatt days used is 6 %.

In the fishery with **bottom trawl**  $\geq 100$  mm. 7,575,139 kilowatt days were used in 2003 compared to 6,618,646 kilowatt days in 2004 – a 13 % reduction. The number of vessels fishing in this category fell by 12 % to 313 vessels. The reduction in kilowatt days per vessel was 0.6 %.

In the fishery with **beam trawl**  $\geq 80$  mm. 1,474,109 kilowatt days were used in 2003 as opposed to 1,312,182 kilowatt days in 2004 – an 11 % reduction. The number of vessels fishing in this category was unchanged: 14. The reduction in kilowatt days per vessel was 11 %.

In the segment **netters** 2,684,301 kilowatt days were used in 2003 as opposed to 2,614,116 kilowatt days in 2004, which is a 3 % reduction. The number of vessels fell by 11 % to 212 vessels. There was an increase in kilowatt days per vessel by 10 %.

In the category **liners** 6,616 kilowatt days were used in 2003 compared to 0 kilowatt days in 2004.

In the **bottom trawl** fishery between **70 mm and 99 mm** 10,371,767 kilowatt days were used in 2003 as opposed to 10,421,389 kilowatt days in 2004 – a 0.5 % increase. The number of vessels increased by 3 % to 422 vessels. There was a 2% decline in kilowatt days per vessel.

In the **bottom trawl** fishery between **16 mm and 31 mm** 3,852,420 kilowatt days were used in 2003 compared to 3,463,688 kilowatt days in 2004 – a reduction of 10 %. The number of vessels in this fishery fell by 10 % to 170. The kilowatt days per vessel fell by 0.10 %.

### **3**      *Status concerning the entry-exit scheme and reference levels and after 1st January 2003*

#### *Entry/exit*

An overview of the situation for 2003 and for 2004 regarding entry/exit from is given in the tables below.

## 2003

		GT		kW	
1	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	99.763	kW <sub>03</sub>	369.517
2	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
3	Increases in tonnage GT for reasons of safety	GT <sub>s</sub>	0	kW <sub>s</sub>	0
4	Δ GT-GRT (due to change from GRT to GT) <sup>1)</sup>	Δ GT-GRT	3.427	-	-
5	Exits financed with public aid for 2003 <sup>2)</sup>	GT <sub>a</sub>	1.038	kW <sub>a</sub>	6.121
6	Capacity of the fleet on 31 December 2003	GT <sub>t</sub>	97.914	kW <sub>t</sub>	348.580
7	Fleet ceiling 31 December 2003 (1-35%2+3+4-5)		102.152		363.396

<sup>1</sup> 1 vessel is per April 19 2005 still not measured in GT, which is why it is excluded in delta BT-BRT. The vessel is no longer active.

<sup>2</sup> A capacity of 2.379 tonnage and 10.302 engine power was granted aid for decommissioning in 2002 and is not included.

## 2004

		GT		kW	
1	Fleet ceiling 31 December 2003	GT <sub>04</sub>	102.152	kW <sub>04</sub>	363.396
2	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
3	Increases in tonnage GT for reasons of safety	GT <sub>s</sub>	0	kW <sub>s</sub>	0
4	Δ GT-GRT (due to change from GRT to GT) <sup>1)</sup>	Δ GT-GRT	-	-	-
5	Exits financed with public aid for 2004	GT <sub>a</sub>	1.547	kW <sub>a</sub>	6.705
6	Capacity of the fleet on 31 December 2004	GT <sub>t</sub>	96.520	kW <sub>t</sub>	340.192
7	Fleet ceiling 31 December 2004 (1-35%2+3+4-5)		100.605		356.691

<sup>1</sup> Delta GT-GRT is included in 2003 figures.

The maximum possible entry-exit level is adjusted by capacity withdrawn from the fleet with public aid after 1 January 20003. However withdrawals which were granted aid before that date are not taken into account as Regulation 2371/2002 entered into force on 1 January 2003 and thus cannot

apply to these withdrawals. I should be noted that according to Regulation 2792/99 in force in 2002 that capacity withdrawn from the fleet with public aid may not be replaced.

The existing Danish fleet is clearly below the required entry-exit level. However, it must be taken into consideration that entitlements for a considerable fleet capacity are held by fishermen but not actually converted into active vessels at the moment. The allowed maximum fleet level would have to be adjusted for this excess capacity to the extent that the legal right was established before 1 January 2003. Furthermore, adjustments would have to be made for entitlements held after 1 January 2003.

For this reason the capacity ceiling is not final, but will have to be recalculated when proper data on the entitlements can be established.

### Reference levels

The level is determined on basis of the MAG objectives. The development for 2003 and 2004 is shown below:

#### 2003

		GT		kW	
1	Reference level on 1-1-2003	GT <sub>03</sub>	132.706	kW <sub>03</sub>	459.526
2	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
3	Increases in tonnage GT for reasons of safety	GT <sub>s</sub>	0	kW <sub>s</sub>	0
4	Δ GT-GRT (due to change from GRT to GT) <sup>1</sup>	Δ GT-GRT	3.427	-	-
5	Exits financed with public aid	GT <sub>a</sub>	1.038	kW <sub>a</sub>	6.121
6	Capacity of the fleet on 31 December 2003	GT <sub>t</sub>	97.914	kW <sub>t</sub>	348.580
7	Reference level on 31 December 2003 (1-35%2+3+4-5)		135.095		453.405

<sup>1</sup> 1 vessel is per April 19 2005 still not measured in GT, which is why it is excluded in delta BT-BRT. The vessel is no longer active.

<sup>2</sup> A capacity of 2.379 tonnage and 10.302 engine power was granted aid for decommissioning in 2002 and is not included.

## 2004

		GT		kW	
1	Reference level on 31 December 2003	GT <sub>04</sub>	135.095	kW <sub>04</sub>	453.405
2	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
3	Increases in tonnage GT for reasons of safety	GT <sub>s</sub>	0	kW <sub>s</sub>	0
4	Δ GT-GRT (due to change from GRT to GT) <sup>3</sup>	Δ GT-GRT	-	-	-
5	Exits financed with public aid	GT <sub>a</sub>	1.547	kW <sub>a</sub>	6.705
6	Capacity of the fleet on 31 December 2004	GT <sub>t</sub>	96.520	kW <sub>t</sub>	340.192
7	Reference level on 31 December 2004 (1-35%2+3+4-5)		133.548		446.700

<sup>1</sup> Delta GT-GRT is included in 2003 figures.

### Fleet renewal

The level is the same as the reference level, but without deducting capacity taken out with public aid. If public aid is given to new construction, 3% must be subtracted. Aid for new construction was not granted in 2003. Some aid has been granted in 2004. So far none of those projects has resulted in new vessels entering into the fleet. When this happens, probably in 2005, the reference level will be adjusted as necessary.

#### 4. *Summary report of the strengths and weaknesses of fleet management*

Work to establish the actual balance between fleet size and fishing possibilities is continuing. Some provisional results were presented in last year's report.

However, as pointed out by STECF, in its comments on the overall fleet report (SEC (2005) 369) the report fails to give adequate information on this, and STECF comments that further discussion among Member States will be required in order to reach a common approach.

#### 5. *Administrative procedures of relevance for fleet management*

The procedure concerning the rules for fleet capacity entries and exits has been changed in 2004. The rules are found in Government Order No. 124 of 27<sup>th</sup> February 2004 on Vessels Used for Commercial Salt Water Fishery. They ensure that entries into the fleet are counterbalanced by corresponding exits.

However rules to this effect have been in force since the mid 1980's. Recent changes have ensured that minor exemptions will not lead to even a small or insignificant increase in nominal capacity.

#### 6. *Conclusion on the effect of the entry/exit regime*

The regime as introduced in Regulation 2371/2002 has had no significant impact on fleet size in Denmark. The reason for this is that similar principles have been followed for 2 decades. However



the new Community rules create problems in relation to correct measurement of tonnage, and in general make it difficult to correct mistakes or allow for flexibility when needed.

## Annex 1

Danish Directorate of Fisheries (Statistical Unit) 9:16 - thursday 21. April 2005  
Development in the Danish fleet in GT and KW 2002-2004 divided by fleet segment

Year= 2004

Type of vessel / Length overall group	Mixed			Inactive			Industrial			Consumption			Special			Scrapped			Total				
	Vessels		GT	Vessels		GT	Vessels		GT	Vessels		GT	Vessels		GT	Vessels		GT	Vessels		GT	KW	Vessels
	KW	GT		KW	GT		KW	GT		KW	GT		KW	GT		KW	GT		KW	GT			
Beam trawl	12.00-23.00								140	220	1	1 463	5 294	29				1 603	5 514	30			
	24.00-							2 208	6 848	7								2 208	6 848	7			
	total							2 348	7 068	8	1 463	5 294	29					3 811	12 362	37			
Netters / Liners	00.00-11.99			1 069	11 749	828			5 126	33 867	1 642							285	2 478	113	6 480	68 094	2 593
	12.00-23.00			43	359	3	47	125	4 466	18 880	123							142	568	3	4 699	19 932	130
	24.00-								135	368	1							135	368	1			
total				1 112	12 108	841	47	125	9 727	73 115	1 766							428	3 046	116	11 314	88 394	2 724
Purse	24.00-	1 266	2 005						8 541	18 341	9							470	913	1	10 277	21 259	11
total		1 266	2 005						8 541	18 341	9							470	913	1	10 277	21 259	11
Combination (seine, net, trawl)	00.00-11.99								831	8 114	118							15	104	3	859	8 338	123
	12.00-23.00	53	347	2	16	133	1		1 891	9 413	55										1 960	9 893	58
	24.00-								889	1 790	3										889	1 790	3
total		53	347	2	29	253	3		3 611	19 317	176							15	104	3	3 708	20 021	184
Danish / Scottish seiners	00.00-11.99								21	179	3										21	179	3
	12.00-23.00								3 391	11 402	66										3 391	11 402	66
	24.00-								221	423	1										221	423	1
total								3 632	12 004	70											3 632	12 004	70
Trawl	00.00-11.99				49	386	4		415	4 054	38	343	3 262	31	10	129	1	816	7 831	74			
	12.00-23.00	3 337	13 862	56	239	947	6	960	4 667	19	12 737	64 267	283	668	4 055	31	54	356	2	18 195	88 154	397	
	24.00-	13 987	30 187	37	314	828	2	22 513	44 489	65	15 513	39 136	56	139	442	1	871	2 554	3	53 337	117 636	164	
total	17 324	44 049	93	602	2 161	12	23 473	49 156	84	28 664	107 457	377	1 150	7 759	63	935	3 039	6	72 347	213 621	635		
Total	18 843	46 401	96	1 743	14 522	856	23 520	49 281	85	56 523	237 302	2 406	2 614	13 053	92	1 847	7 102	126	105 089	367 661	3 661		

Note: Fishery segment definitions: Industrial=vessels with least 80% gross income from industrial fishery. Consumption=vessels with least 80% gross income from fishery for consumption.

Special=vessels with license to fish, musseis and vessels with least 80 gross income from common shrimp. Mixed=vessels not in the groups Industrial, Consumption and Special.

Inactive=vessels registered as inactive in the vessels register. Scrapped=vessels registered as scrapped with public aid or withdrawn from the fleet (the capacity may be entered at a later point in time for the latter category).

Note: For vessels not measured in GT, Calculated Gross Tonnage (CGT) is used. CGT is calculated according to Commission Decision of 20 March 1995 concerning the implementation of the annex to Council Regulation (EEC) No. 2930/86 defining the characteristics of fishing vessels.

Danish Directorate of Fisheries (Statistical Unit) 9:16 - Thursday 21. April 2005  
Development in the Danish fleet in GT and KW 2002-2004 divided by fleet segment.

ÅR= 2003

Type of vessel / Length overall group	Mixed		Inactive		Industrial		Consumption		Special		Scrapped		Total					
	GT	KW	Vessels	GT	KW	Vessels	GT	KW	Vessels	GT	KW	Vessels	GT	KW	Vessels			
Beam trawl																		
12.00-23.00							140	220	1	1.348	4.998	27	62	199	1	1.550	5.417	29
24.00-							2.208	6.848	7							2.208	6.848	7
total							2.348	7.068	8	1.348	4.998	27	62	199	1	3.758	12.265	36
Netters / Liners							5.407	55.760	1.690				407	3.491	200	7.006	71.712	2.781
12.00-23.00							5.376	23.041	1.47				344	1.118	6	5.870	24.834	158
24.00-							99	368	1							99	368	1
total							10.883	79.169	1.838				751	4.609	206	12.976	96.914	2.940
Purse Seiners							7.800	16.313	9				666	2.130	2	9.732	20.448	12
12.00-23.00							7.800	16.313	9				666	2.130	2	9.732	20.448	12
total							7.800	16.313	9				666	2.130	2	9.732	20.448	12
Combination (seine, net, trawl)							792	7.740	114				71	500	7	888	8.518	126
12.00-23.00							2.010	9.895	57							2.075	10.242	59
24.00-							889	1.790	3							889	1.790	3
total							3.691	19.425	174				71	500	7	3.832	20.530	188
Danish / Scottish seiners							21	179	3				10	120	1	31	299	4
12.00-23.00							4.224	13.295	78				299	798	5	4.523	14.093	83
24.00-							156	423	1							156	423	1
total							4.401	13.897	82				309	918	6	4.710	14.815	88
Trawl							435	4.239	39	307	2.986	29	29	240	2	800	7.740	73
12.00-23.00							19.600	38.600	58	19.600	38.600	58	19.600	38.600	58	19.600	38.600	58
24.00-							18.739	37.536	49	18.739	37.536	49	18.739	37.536	49	18.739	37.536	49
total							22.504	52.832	109	22.504	52.832	109	22.504	52.832	109	22.504	52.832	109
Total							23.908	55.508	114	23.908	55.508	114	23.908	55.508	114	23.908	55.508	114
							20.059	40.557	67	20.059	40.557	67	20.059	40.557	67	20.059	40.557	67
							2.461.115	2.520	2.520	2.547	12.802	90	2.424	10.664	233	107.889	379.289	3.928

Note: Fishery segment definitions: Industrial=vessels with least 80% gross income from industrial fishery. Consumption=vessels with least 80% gross income from fishery for consumption. Special=vessels with license to fish mussels and vessels with least 80 gross income from common shrimp. Mixed=vessels not in the groups Industrial, Consumption and Special. Inactive=vessels registered as inactive in the vessels register. Scrapped=vessels registered as scrapped with public aid or withdrawn from the fleet (the capacity may be entered at a later point in time for the latter category). Note: For vessels not measured in GT, Calculated Gross Tonnage (CGT) is used. CGT is calculated according to Commission Decision of 20 March 1995 concerning the implementation of the annex to Council Regulation (EEC) No. 2930/86 defining the characteristics of fishing vessels.

Danish Directorate of Fisheries (Statistical Unit) 9:16 - Thursday 21. April 2005  
 Development in the Danish Fleet in GT and KW 2002-2004 divided by fleet segment.

AR= 2002

Type of vessel / Length Overall group	Mixed			Inactive			Industrial			Consumption			Special			Scrapped			Total		
	GT	KW	Vessels	GT	KW	Vessels	GT	KW	Vessels	GT	KW	Vessels	GT	KW	Vessels	GT	KW	Vessels	GT	KW	Vessels
Beam trawl	12.00-23.00			20	199	1				140	220	1	1.267	4.799	26				1.426	5.218	28
	24.00-									2.208	6.848	7							2.208	6.848	7
	total			20	199	1				2.348	7.068	8	1.267	4.799	26				3.634	12.066	35
Netters / Liners	00.00-11.99			1.486	15.305	1.096				5.538	55.168	1.639				267	2.503	149	7.291	72.976	2.884
	12.00-23.00	47	125	1	35	134	2			6.616	28.257	174				524	1.965	11	7.222	30.481	188
	24.00-									99	368	1							99	368	1
	total	47	125	1	1.521	15.439	1.098			12.254	83.793	1.814				790	4.468	160	14.612	103.825	3.073
Purse Seiners	24.00-	2.023	4.030	2						6.606	12.977	9							8.639	17.007	11
	total	2.023	4.030	2						6.606	12.977	9							8.639	17.007	11
Combination (seine, net, trawl)	00.00-11.99			24	212	5				839	7.880	114				35	227	5	898	8.319	124
	12.00-23.00	275	972	5						1.940	10.076	39				51	297	3	2.266	11.345	67
	24.00-									889	1.790	3							889	1.790	3
	total	275	972	5	24	212	5			3.668	19.746	176				86	524	8	4.053	21.454	194
Danish / Scottish seiners	00.00-11.99									31	299	4							31	299	4
	12.00-23.00				55	126	1			5.279	15.994	95				70	177	1	5.404	16.297	97
	24.00-									156	423	1							156	423	1
	total				55	126	1			5.467	16.716	100				70	177	1	5.591	17.019	102
Trawl	00.00-11.99	10	129	1	24	205	3			561	5.194	46	323	3.082	30	12	81	1	929	8.691	81
	12.00-23.00	5.613	22.421	83	33	216	2			14.725	73.741	345	711	4.171	32	115	424	3	21.465	102.085	469
	24.00-	17.798	37.154	49						13.230	35.215	36	212	663	2				52.545	115.280	170
	total	23.420	59.704	133	56	421	5			28.516	114.150	447	1.246	7.916	64	127	505	4	74.939	226.056	720
total		25.766	64.831	141	1.676	16.397	1.110			21.573	43.360	67	58.857	254.450	2.554	2.513	12.715	90	1.073	5.674	173

Note: Fishery segment definitions: Industrial=vessels with least 80% gross income from industrial fishery. Consumption=vessels with least 80% gross income from fishery for consumption.  
 Special=vessels with license to fish mussels and vessels with least 80 gross income from common shrimp. Mixed=vessels not in the groups Industrial, Consumption and Special.  
 Inactive=vessels registered as inactive in the vessels register. Scrapped=vessels registered as scrapped with public aid or withdrawn from the fleet (the capacity may be entered at a later point in time for the latter category).  
 Note: For vessels not measured in GT, Calculated Gross Tonnage (CGT) is used. CGT is calculated according to Commission Decision of 20 March, 1995 concerning the implementation of the annex to Council Regulation (EEC) No. 2930/86 defining the characteristics of fishing vessels.

## Annex 2: Development in effort in relation to cod recovery plan in the North Sea ("annex V")

Table 1: Number of days at sea for Danish vessels 10 metres and over in regulated area 2003-2004. According to gear segments. Regulated areas applied are those regulated in 2004

	2003				2004				Change in %			
	Days at sea	kW-days	Vessels with gear	Days/vessel	Kwdays/vessel	Days at sea	kW-days	Vessels with gear	Days/vessel	Kwdays/vessel		
Trawl >= 100	19.195	7.575.139	356	53,92	21.278,48	17.729	6.618.646	313	56,64	21.145,83	5,04	-0,62
Beam trawl >= 80	1.517	1.474.109	14	108,36	105.293,50	1.323	1.312.182	14	94,5	93.727,29	-12,79	-10,98
Net	18.302	2.684.301	239	76,58	11.231,38	17.764	2.614.116	212	83,79	12.330,74	9,41	9,79
Liners	25	6.616	2	12,5	3.308,00	.	.	.	.	.	.	.
Trawl 70-99	39.889	10.371.767	411	97,05	25.235,44	38.469	10.421.389	422	91,16	24.695,23	-6,07	-2,14
Trawl 16-31	7.112	3.852.420	170	41,84	22.661,29	6.041	3.463.688	153	39,48	22.638,48	-5,64	-0,10
Total	86.040	25.964.352	774	111,16	33.545,67	81.326	24.430.021	777	104,67	31.441,47	-5,84	-6,27

Note: Given vessel information is the most recent known in 2003 and 2004.

Note: Regulated areas are 2A (EEC), 3A, 4AC, 6A, 7A and 7D.

Note: Net vessels are: Bottom nets (FPN), Net gears (GN), Bottom set gillnet (GNS) and Trammel nets (GTR).

Note: Trawl is: Bottom trawl (OTB), Twin trawl (OTT), Bottom pair trawl (PTB), Beach seines (SB),

Danish seine (SDN), Danish seine (SCC) and Other bottom trawl (TB).

Note: Beam trawl is: Beam trawl (TBB). Long line is : Long line (LLS).

Note: Vessel with gear is the number of vessels which have used the gear in question. The total is the actual number of vessels.

Source: Vessel and log book register of the Danish Directorate of Fisheries.

DG Fisheries

Att. J.-C. Cueff

Thursday, 06 October 2005

Rue de la Loi 200

**Annual Fleet Report 2004**

Referring to the annual report and the attached memo submitted by Denmark in April, the Danish authorities would like to mention the following problems with the figures on Denmark.

*Data on entry-exit*

- It is unclear how the Commission reaches the data in line 4 and 8 on entry-exits in table b). According to national rules entry and exits will be of the same size when all entitlements and rights are included.
- The difference on the data of exits financed with public aid for 2004. Capacity which was granted public aid before 1. January 2003 should not be drawn from the capacity ceiling of 2003.

*Re-measurement of tonnage*

A number of vessels have not yet been measured according to EU-rules, due to the existence in the past of several modes of rules such as the London Convention, Regulation 2930/86 and national rules on tonnage of vessels under 24 m. Now that the national rules have been brought in line with EU regulation, it has become apparent that the measured tonnage is generally lower than it would be according to EU-rules. This can cause problems for the individual vessel owner who wants to sell or renew the vessel.

The Danish Authorities would like the Commissions accept of a re-measurement of these vessels. To bring in line the data of the fleet management it is suggested to introduce a component for "delta GT-GT". This would be used for calculating the entry-exit ceiling. The re-measurement will have no impact on capacity in real terms.

*"Virtual Capacity"*

The figures do not include entitlements to introduce new capacity into the fleet existing on 1<sup>st</sup> of January 2003.

We would like to discuss these problems in further detail.

Yours sincerely

Anne-Marie Knuth-Winterfeldt

Telefon 3395 8139

amkw@dffe.dk

European Commission

01 November 2005

DG Fisheries

Att. J.-C. Cuffe

Rue de la Loi 200

B-1049 Brussels

Belgium

**Annual Report 2004 - Denmark**

Referring to the meeting in Committee for Fisheries and Aquaculture on the 12<sup>th</sup> of October, where you invited member states to give possible explanations to the graphs, we will give you a few remarks on the Danish graphs which could explain the fluctuations in the fleet capacity.

The national rules on capacity allows for introducing “virtual capacity” (capacity which was previously withdrawn without public support). Increases in capacity of the fleet, follows withdrawal of capacity without public support.

The re-measurement of tonnage of some vessels may also show increases in the tonnage of the fleet.

Yours sincerely

Anne-Marie Knuth-Winterfeldt

Phone +3395 8139

amkw@dffe.dk

## **GERMANY**

from: Mr Anton

German Federal Ministry of Consumer Protection, Food and Agriculture

to: Directorate-General for Fisheries

Structural Policy

dated: 29 April 2005, Berlin

sender's ref.: 621-1290-4/4

**Annual report to the Commission, under Articles 12 and 13 of Regulation (EC) No 1438/2003, on measures to achieve a sustainable balance between fishing capacity and fishing opportunities for the German fishing fleet in 2004**

**Under Article 12(1) of the above Regulation, the report is to be sent in electronic format.**

### **1. Development of fishing capacity and fishing opportunities**

(The description is based on the MAGP IV segmentation.)

The number of vessels in the German fishing fleet fell by 49 (-2%) in 2004. Tonnage increased by 1 823 GT (+3%) and engine power by 2 759 kW (+2%). The changes to the fleet are shown in Annex 1.

Annex 2 shows which stocks, and how many of each, were fished in each segment. The stocks listed are those of greatest importance to German fishing. The stock estimates (Annex 3) refer to ICES data at the end of 2003, since the assessment of stocks for 2004 will not take place until May and October 2005.

#### **1.1 Segment 4C1**

The number of vessels fell by 37 (-2%). This represents a reduction in tonnage of 85 GT (-2%) and in engine power of 327 kW (-1%). Vessels fished three stocks, one of which (cod in the western Baltic Sea) has a reduced reproductive capacity. The herring stock in the western Baltic Sea cannot be definitely assessed, but a positive trend is discernible. Classification of the flounder stock in the Baltic Sea is not possible. The capacity adjustment in this segment followed the stocks trend.

#### **1.2 Segment 4C2**

The number of vessels in this segment fell by 1. This reduced capacity by 71 GT (-4%) and 246 kW (-5%).

Some vessels fished in the Baltic Sea and the North Sea, others in the waters to the west of the British Isles, mainly with bottom set gillnets. Cod was fished in the North Sea, cod and herring in the Baltic. Both cod stocks have a reduced reproductive capacity, while a positive trend is discernible for herring in the western Baltic. Fishing in the waters to the west of the British Isles targeted shark and edible crab. There are no assessments for these stocks.



However, all shark stocks are considered to be at risk. The capacity adjustment in this segment took that into account.

### **1.3 Segment 4C3**

The number of vessels fell by 3 (-3%). This reduced capacity by 494 GT (-5%) and 1 295 kW (-5%).

Vessels in this segment fished cod, flounder, herring and sprat in the Baltic Sea. The cod stock has a reduced reproductive capacity. The trend for herring in the western Baltic is positive, while herring in the central Baltic appears to be at risk. Neither herring stock can be classified, however. By contrast, the sprat stock has full reproductive capacity and is being sustainably managed. The flounder stock cannot be classified.

Cod, saithe and herring were fished in the North Sea. The cod stock has a reduced reproductive capacity. The saithe and herring have full reproductive capacity and are being sustainably managed.

Some vessels in this segment also fished for redfish (*S. marinus*) in the Rosengarten area off Iceland and for saithe near the Faroe Islands. For the stock of *Sebastes marinus* management classification is not possible, but the stock does exhibit full reproductive capacity. The saithe stock near the Faroe Islands still has full reproductive capacity, but its sustainable management appears to be at risk. Capacity adjustment followed the stocks trend.

### **1.4 Segment 4C4**

The number of vessels in this segment remained the same. However, tonnage increased by 201 GT (+13%) and engine power by 368 kW (+6%).

Vessels fished mainly flatfish stocks in the North Sea. Unlike plaice, which has only a reduced reproductive capacity, sole still has full reproductive capacity – but sustainable management appears to be at risk. No stock assessment is available for American plaice. Overall, the capacity trend in this segment is still justifiable.

### **1.5 Segment 4C5**

The number of vessels in this segment fell by 7 (-2%). Tonnage fell by 310 GT (-3%) and engine power by 772 kW (-2%). But at 48 853 kW, total engine power is significantly below the upper limit of 53 552 kW stipulated in Regulation (EC) No 1922/1999.

Cod and herring were fished in the western Baltic. The cod stock has a reduced reproductive capacity. Herring in the western Baltic exhibits a positive trend, but cannot be classified. In the North Sea the most-fished species were cod, plaice and North Sea shrimp. Cod and plaice have a reduced reproductive capacity. No stock assessments are available for North Sea shrimp or plaice. Capacity adjustment in this segment followed the stocks trend.

### **1.6 Segment 4C6**

There were no changes in this segment.

The three vessels fished 11 pelagic stocks, two of which are located in Mauritanian waters. No classifications are available for those two stocks (pilchard and horse mackerel).

No stock assessment is available for horse mackerel in the North Sea. Atlanto-Scandic herring and North Sea herring have full reproductive capacity and are being sustainably managed. Herring to the west of Scotland exhibits a positive trend, but cannot be classified. The North Sea component of the western mackerel stock collapsed 30 years ago and has been protected since then. The western component of the mackerel stock exhibits a reduced productive capacity, but with a positive trend. Although blue whiting exhibits full reproductive capacity, its sustainable management appears to be at risk. For all other stocks, classification is not possible. Overall, current capacity in this segment is still justifiable.

### **1.7 Segment 4C7**

The number of vessels in this segment increased by 1. This increased capacity by 2 385 GT (+16%) and 3 604 kW (+21%).

The vessels fished five pelagic and four demersal stocks. Arcto-Norwegian cod has full reproductive capacity, but its sustainable management appears to be at risk. By contrast, the western mackerel stock has only a reduced reproductive capacity. There are no problems regarding saithe off Norway. For all other stocks, classification is not possible. The capacities are roughly in balance with the resources available.

### **1.8 Segment 4CZ**

This segment comprises mussel fishing vessels and vessels fishing exclusively for non-quota species. While the mussel fishing vessels were used mainly in mussel cultures, the other vessels – small boats only – were used for fishing non-quota species, in particular freshwater species.

## **2. Impact of fishing effort reduction schemes**

Owing to the small size of the German fishing fleet, fishing effort reduction schemes had no impact on fishing capacities in 2004.

## **3. Information on compliance with the entry/exit schemes and the reference level**

**Reference levels for Germany on 1 January 2003:            84 262 GT    175 927 kW**

(Regulation (EC) No 1438/2003, Annex I)

**Fleet size on 1 January 2003:                                    67 205 GT    162 059 kW**

**Fleet size on 31 December 2004:                                65 882 GT    161 243 kW**

**Entries in 2004:    3 434 GT    8 511 kW**

**Exits in 2004:    1 586 GT    5 752 kW**

1. In 2004 there were **no** entries of new capacity within the meaning of Article 11(5) of Regulation (EC) No 2371/2002 (so-called safety tonnage).

2. In 2004 there were **no** entries of new capacity within the meaning of Article 13(1)(b) of Regulation (EC) No 2371/2002 read in conjunction with Article 9(1)(b) of Regulation (EC) No 2792/1999 (entries, with public aid, of vessels >100 GT and <400 GT).
3. Entries within the meaning of Article 6 read in conjunction with Annex II to Regulation (EC) No 1438/2003:

File No of decision	Date of decision	CFR	Vessel identification	GT	kW	Segment	Annex II Reg 1438/2003
521-51.5-2002/25	2.12.2002	DEU001020612	TH14	12	135	4C1	GT3/kW3

4. In 2004 there were **no** exits of capacity within the meaning of Article 7 of Regulation (EC) No 2792/1999 (publicly-funded exits).

**4. Summary of the fleet management system's strengths and weaknesses and the general level of compliance with fleet policy instruments**

1. In the course of managing the fleet so as to establish a lasting balance between fishing capacities and available resources, the German fleet must retain sufficient overall capacity to be able to use the quotas allocated to Germany.

2. In 2004, further adjustment of the national fishing rules to the Community rules in force since 1 January 2003 was not necessary.

**5. Changes in administrative procedures relevant to fleet management**

In 2004, no changes to administrative procedures were necessary in order to implement the Community fishing rules in force since 1 January 2003.

**Annex 1**

**Overview of capacity changes in 2004**

Situation in the German fishing fleet on 31 December 2003

Segment	No of vessels	Total GT	Total kW
4C1	1.662	3.754	30.599
4C2	25	1.628	5.161
4C3	111	9.117	28.555
4C4	6	1.551	6.453
4C5	289	12.361	49.625
4C6	3	18.105	12.841

4C7	7	14.702	17.538
4CZ	108	2.841	7.712
Total	2.211	64.059	158.484

Situation in the German fishing fleet on 31 December 2004

Segment	No of vessels	Total GT	Total kW
4C1	1.625	3.669	30.272
4C2	26	1.699	5.407
4C3	108	8.623	27.260
4C4	6	1.752	6.821
4C5	282	12.051	48.853
4C6	3	18.105	12.841
4C7	8	17.087	21.142
4CZ	104	2.896	8.647
Total:	2.162	65.882	161.243

Absolute change in 2004 over the previous year

Segment	No of vessels	Total GT	Total kW
4C1	-37	-85	-327
4C2	1	71	246
4C3	-3	-494	-1.295
4C4	0	201	368
4C5	-7	-310	-772
4C6	0	0	0
4C7	1	2.385	3.604
4CZ	-4	55	935
Total:	-49	1.823	2.759

Relative change in 2004 over the previous year

Segment	No of vessels	Total GT	Total kW
4C1	-2%	-2%	-1%
4C2	4%	4%	5%
4C3	-3%	-5%	-5%
4C4	0%	13%	6%
4C5	-2%	-3%	-2%
4C6	0%	0%	0%
4C7	14%	16%	21%
4CZ	-4%	2%	12%
Total:	-2%	3%	2%

Stocks being fished	Segment											No of segments	Annex 2			
	4C1	4C2	4C3	4C4	4C5	4C6	4C7									
Argentine, ICES 2a, 6a										X					1	
Scandinavian Atlantic herring										X					1	
Blue whiting										X					1	
Common/brown shrimp					X										1	
Western Baltic cod	X	X													4	
Western Baltic flounder	X		X												2	
Elasmobranch, western British waters		X													1	
Herring, ICES 6a						X				X					1	
North Sea herring					X					X					3	
Eastern Baltic herring					X										1	
Western Baltic herring	X	X	X												4	
North Sea cod		X	X												3	
Norway/Spitzbergen cod												X			1	
Crab, ICES 12 and western British waters		X													1	
North Sea mackerel										X					2	
Mackerel, western stocks										X					2	
Mauritanian pilchard														X	1	
Icelandic redfish					X										1	
Pelagic redfish														X	1	
North Sea dab										X					1	
North Sea plaice									X						2	
Western Baltic plaice															1	
Eastern Greenland halibut														X	1	
Western Greenland halibut														X	1	
Pollack, ICES 5					X										1	
North Sea pollack			X												1	
Norwegian pollack			X												1	
North Sea sole							X								1	
Baltic sprat					X										1	
North Sea scad														X	1	
Scad, western stocks														X	2	
Mauritanian scad														X	1	
<b>Number of fish stocks</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>11</b>	<b>9</b>	<b>47</b>				

Segment	Vessel changes 2003 - 2004	GT changes 2003 - 2004	kW changes 2003 - 2004	Vessel changes % 2003 - 2004	GT changes % 2003 - 2004	kW changes % 2003 - 2004	Stocks being fished	Development of stocks 2003-2004
4C1	-37	-85	-327	-2%	-2%	-2%	Western Baltic cod Western Baltic flounder Western Baltic herring	reduced reproduction capacity, no sustainable management classification not possible positive trend, classification not possible reduced reproduction capacity, no sustainable management
4C2	1	71	246	4%	4%	5%	Western Baltic cod Elaasmobranch, west British waters Western Baltic herring North Sea cod Crab, ICES 12.7	classification not possible positive trend, classification not possible reduced reproduction capacity, no sustainable management classification not possible
4C3	-3	-494	-1,295	-3%	-3%	-5%	Western Baltic cod Western Baltic flounder North Sea herring Central Baltic herring Western Baltic herring North Sea cod Icelandic redfish (S. marinus) Western Baltic plaice Faroese pollack North Sea pollack Baltic sprat	reduced reproduction capacity, no sustainable management classification not possible sustainable management, full reproduction capacity classification not possible, sustainable management under threat positive trend, classification not possible reduced reproduction capacity, no sustainable management full reproduction capacity, classification of management not possible classification not possible full reproduction capacity, sustainable management at risk full reproduction capacity, sustainable management full reproduction capacity, sustainable management
4C4	0	201	368	0%	0%	13%	North Sea plaice North Sea sole	reduced reproduction capacity, sustainable management at risk full reproduction capacity, sustainable management at risk no classification possible
4C5	-7	-310	-772	-2%	-3%	-2%	Common brown shrimp Western Baltic cod Western Baltic herring North Sea cod North Sea dab North Sea plaice	reduced reproduction capacity, no sustainable management positive trend, classification not possible reduced reproduction capacity, no sustainable management classification not possible reduced reproduction capacity, sustainable management at risk
4C6	0	0	0	0%	0%	0%	Argentine, ICES 2a 6a Scandinavian Atlantic herring Blue whiting Herring, ICES 6a North Sea herring North Sea mackerel Mackerel, western stocks Mauritanian pilchard Scad, western stocks Mauritanian scad North Sea scad	classification not possible full reproduction capacity, sustainable management full reproduction capacity, sustainable management at risk positive trend, classification not possible sustainable management, full reproduction capacity classification not possible, no structured fishing reduced reproduction capacity, sustainable management at risk classification not possible classification not possible classification not possible classification not possible
4C7	1	2,385	3,604	14%	14%	16%	North Sea herring Norway/Spilzbergen cod North Sea mackerel Mackerel, western stocks Pelagic redfish Eastern Greenland halibut Western Greenland halibut Norwegian pollack Scad, western stocks	sustainable management, full reproduction capacity full reproduction capacity, sustainable management at risk classification not possible, no structured fishing reduced reproduction capacity, sustainable management at risk negative trend, classification not possible classification not possible classification not possible full reproduction capacity, sustainable management classification not possible
4CZ	-4	55	935	-4%	-4%	2%	North Sea mussels	classification not possible

## ***ESTONIA***

Mr John Farnell

Director

FISH-A

Conservation Policy

DG Fisheries

European Commission

B-1049 Brussels

BELGIUM

Fax: 32/2/295.56.21

Annual Report of Fishing fleet of Estonia for 2004

Dear Mr. Farnell

For preparation of the Annual Report 2004 of the Commission we will submit you our national report on our fishing fleet, according to Article 14 of Regulation (EC) 2371/2002.

**1. General description of the fishing fleet in relation to fisheries developments during the previous year, including fisheries covered by multi-annual management or recovery plans.**

From the 1st January 2003 new Common Fisheries Programmes came into force and therefore the Community Fleet Register was adapted including a new segmentation in the entry-exit regime (except for the outermost regions) etc. These requirements mentioned in Article 13 of Commission Regulation 1438/2003 are directly applicable to all MS, but as Estonia joined the EU in May 2004, the date of census for Estonia has been fixed for 1.5.2004. Therefore we could speak of modification after 1.5.2004 and due to that the introduction of a new segment code (MFL or AQU) through the MOD-declaration with event date 01/01/2003 cannot be applied for Estonia. We accepted a segmentation code MFL from 1.05.2004 and it was also approved with the Commission by correspondence.

Estonia as a new member state is not subject to reference levels (Council Regulation 1242/2004 and Commission Regulation 1438/2004). Council Regulation (EC) No 1242/2004 of 28 June 2004 granting derogations to the new Member States from certain provisions of Regulation (EC) No 2371/2002 relating to reference levels of fishing fleets and Council Regulation (EC) No 2371/2002 of 20 December 2002 on the conservation and sustainable exploitation of fisheries resources under the Common Fisheries Policy and Article 13 thereof defines:



## **Entry/Exit scheme and overall capacity reduction**

1. Member States shall manage entries into the fleet and exits from the fleet in such a way that, from 1 January 2003:

(a) the entry of new capacity into the fleet without public aid is compensated by the previous withdrawal without public aid of at least the same amount of capacity,

(b) the entry of new capacity into the fleet with public aid granted after 1 January 2003 is compensated by the previous withdrawal without public aid of:

(i) at least the same amount of capacity, for the entry of

new vessels equal or less than 100 GT, or

(ii) at least 1,35 times that amount of capacity, for the

entry of new vessels of more than 100 GT.

Estonia has followed all these requirements from 1.05.2004, including the entry/exit scheme. Before accession the Commission representatives have confirmed several times that the events in Estonian Fleet Register before accession could be managed according national rules.

Up to now multi annual management and recovery plans have not been introduced in the Baltic Sea and NAFO Regulatory area. Estonia follows TAC reduction for cod in the Baltic and the Rebuilding plan in NAFO RA applied by European Union according to Council Regulation (EC) No 27/2005 of 22 December 2004 fixing for 2005 the fishing opportunities and associated conditions for certain fish stocks and groups of fish stocks, applicable in Community waters and, for Community vessels, in waters where catch limitations are required.

## **2. Impact, if any, of fishing effort reduction schemes (adopted under multi-annual management or recovery plans or if appropriate, under a national scheme) on the fishing capacity of the fleet**

The Government of the Republic established a state register of fishing vessels in 18. 06. 2002. It was the first step to introduce the European Union capacity management tools of Common Fishery Policy in Estonia. The technical specifications and data concerning fishing vessels flying the national flag of the Republic of Estonia or small craft, which are not required to fly the national flag, have been entered into the register. In the abovementioned state register, fishing vessels are grouped into subdivisions according to their overall length, fishing grounds, the fishing gear used and the species of fish caught. The Government of the Republic has determined the criteria for grouping fishing vessels into subdivisions (hereinafter segments of fishing fleet), the requirements established for fishing vessels entered in a segment and the possibility of entry of fishing vessels in a segment. The size of a segment of fishing fleet is calculated on the basis of the fishing capacity. A fishing vessel shall be entered in a segment of fishing fleet into which no fishing vessels may be entered only if a vessel or vessels with the fishing capacity corresponds to or is greater than the fishing capacity of the vessel or vessels which has or have previously been deleted from the segment of fishing fleet and, as a result, a free fishing capacity is created.

A person who removes a fishing vessel from a segment or a person to whom the specified person assigns such right has the right to enter the fishing vessel in the segment on account of the free fishing capacity created in the segment of the fishing fleet into which no fishing vessels may be entered. The specified right is valid for thirty-six months as of deletion of the vessel from the state register of fishing vessels. If a person who removes a fishing vessel from a segment or a person to whom the specified person assigns such right has failed to submit an application for entry of a new fishing vessel in the segment within a specified period, it is considered that the person who removed the fishing vessel from the segment does not wish to enter a fishing vessel in the segment on account of the free fishing capacity or assign the specified right to another person. An agreement concerning assignment of the right to enter a fishing vessel in the register shall be entered into in writing. An agreement concerning assignment or a notarially authenticated copy thereof shall be submitted to the registrar of the state register of fishing vessels together with a new application for entry of a fishing vessel in the register. If a person who removes a fishing vessel from a register does not wish to enter a new fishing vessel in the register on account of the free fishing capacity and does not assign the right to enter a fishing vessel in the register to another person within 36 month, persons who own or possess a fishing vessel which is entered in the corresponding segment of fishing fleet may apply for the entry of the fishing vessel in the register on account of the free fishing capacity within twelve months. If persons who own or possess a vessel which is entered in the corresponding segment of fishing fleet fail to submit an application within the specified term, all persons may apply for the entry of a fishing vessel in the register. In the cases provided for in this subsection, an application submitted according to the requirements, which the registrar receives first, shall be satisfied. No vessel is entered in the state register of fishing vessels instead of the fishing capacity of a fishing vessel, which is permanently withdrawn

Entry of fishing vessels in the register shall be refused in the following cases:

- 1) the fishing vessel does not comply with the requirements of the segment of fishing fleet in which the vessel is to be entered;
- 2) there is no free fishing capacity in the segment of fishing fleet in which the vessel is to be entered and vessels must not be entered in the segment of the fishing fleet;
- 3) the owner of the fishing vessel or a person entered in the application as possessor does not comply with the requirements for the receipt of a fishing permit;
- 4) the applicant has submitted false information in the application;
- 5) the fishing vessel to be entered in the register has been granted with public aid for the permanent withdrawal of the vessel from fishing;
- 6) the fishing vessel does not comply with the requirements established by legislation;
- 7) the fishing vessel is not equipped with a satellite monitoring system, which enables the location of the vessel to be monitored, if such system is required.

A fishing vessel shall be deleted from the register:

- 1) if the fishing vessel or the owner or possessor thereof no longer fulfils the conditions for entry in the register;

- 2) if the fishing licence of the vessel entered in the register is revoked;
- 3) at the request of the usufructuary of the vessel or, in the case of a vessel entered in the register of small craft, at the request of the ship owner;
- 4) in the absence of the person specified in clause 3 of this subsection, at the request of the owner of the fishing vessel.

A fishing licence shall be issued only to a fishing vessel entered in the state register of fishing vessels. In addition each vessel is obliged to assume a special fishing permit to carry out fishing activities.

### 3. Information on compliance with the entry/exit scheme and with the levels of reference

#### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) at 31 December 2004

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
20298	0	0	999	0	21297

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
74280	0	0	2660	0	76940

#### b) Management of entry/exit regime during 2004

		GT		KW	
		GTfr	20298	KWfr	74280
1	Capacity of the fleet on 1 May 2004 (a)				
2	Capacity level for the application of the entry-exit regime	GT03	21297	KW03	76940
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT100	0	KW100	0
4	Other entries or capacity increases (not included in 3 & 5) d		999		2660

5	Increases in tonnage GT for reasons of safety (b)	GTs	0	KWs	0
6	<b>Total entries ( 3 + 4 + 5 )</b>		<b>999</b>		<b>2660</b>
7	Exits financed with public aid (a)	GTa	0	KWa	0
8	Other exits (not included in 7) (a)		<b>2688</b>		<b>4345</b>
9	<b>Total exits ( 7 + 8 ) (c)</b>		<b>2688</b>		<b>4345</b>
10	<b>Capacity of the fleet on 31 December 2004 (a)</b>	GTt	<b>22986</b>	KWt	<b>69936</b>
11	<b>Fleet ceiling 31 December 2004 (2-35%3+5-7)</b>		<b>21297</b>		<b>76940</b>

Exit-entry regime is very closely related to vessel parameters. Vessels above 15 m have been measured according to EU Regulation 2930/86 and specifications are given in KW and GT values.

The most important challenge for Estonia is re-measurement of fishing vessels below 15 meters, which generated main errors in test trials for Fleet Register. It is intended to re-measure boats below 15 meters by the end of this year and this process is going on now. Summarized GT figure in the above table of fishing vessels does not contain values for those small boats because for them GT nor GRT has been defined as re-measurement is not finalized yet and therefore, tonnage certificates for individual vessels have not been issued. Only registered parameters characterizing small boats' capacity are deadweight in KG and engine power in KW. When GT for small boats is measured the summarized GT trait for whole fishing fleet will be increased.

Residual errors do not create problems for Estonian Fishing Fleet Register and will be corrected in the process of development and completion.

Small boats catch less than 15% of the Estonian quotas. These boats are entirely used in coastal fisheries and fishing for species, which is not regulated by the EU. According to Annex IX of EU Regulation of 1639/2001 the fishing effort for long lines, pots, traps and pound nets is calculated in a way where vessel's parameters are not taken into account and data collection is related to gear numbers etc. Estonia follows the same scheme for coastal fisheries as indicated in the above EU Regulation. We are of the opinion that fishing effort measured in capacity is not applicable in coastal where fishing effort is regulated in limitation of numbers of fishing gears. In several working groups Commission representatives have confirmed that the assessment of fishing effort in coastal fisheries based on KW and GT should be revised.

**4. Summary report on the weaknesses and strengths of the fleet management system together with a plan for improvements and information on the general level of compliance with fleet policy instruments**

Estonia fulfils core requirements established for capacity management by Council Regulation (EC) No 2371/2002 of 20 December 2002 on the conservation and sustainable exploitation of fisheries resources under the Common Fisheries Policy. As mentioned above the most important challenge for Estonia is re-measurement of fishing vessels below 15 meters, which generates main errors in test trials of Fleet Register and we are in the process to accomplish re-measurement by the end of this year. The means for the re-measurement of boats have been allocated.

In 2005 the first time Estonia benefits the structural fund of European Community FIGG. The permanent cessation of vessel's fishing activities are achieved by the scrapping of a vessel or the vessel is definitively assigned for the preservation of historical heritage in the territory of Estonia, or it is used for fisheries research or training activities of public or semi-public bodies of Estonia, or for control of fishing activities.

Permanent withdrawal may concern only vessels which have carried out of fishing activity for at least 75 days at sea in each of the two periods of 12 months preceding the date of the application for permanent withdrawal or, as the case may be, a fishing activity for at least 80 % of the number of days at sea permitted by current national regulations for the vessel concerned. In the Baltic Sea the number of 75 days shall be reduced to:

— 60 for vessels registered in ports situated north of parallel 59°30'N,

— 40 for vessels registered in ports situated north of parallel 59°30'N

and fishing for salmon.

Prior to its permanent withdrawal, the vessel should be registered in the fishing vessel register. The vessel should be operational at the time the decision is taken to grant the premium. After permanent withdrawal, the fishing licence shall be cancelled and the vessel declared permanently deleted from the fishing vessel register of the Community.

**5. Information on changes to the administrative procedures relevant to the management of the fleet**

Estonia became member of the European Union on 1<sup>st</sup> of May 2004 and all Community regulations are directly applicable to Estonia and implemented according to Community and national law.

The national rules applicable to fleet management are described above. In 2005 we will enforce supplementary national guidelines for granting scrapping premium for fishing fleet.

**6. Conclusion: the Member State should indicate how the implementation of the Entry/Exit regime in 2004 has contributed to a better balance between resources and the capacity of the fleet.**

Estonia has implemented national legal framework for management exit-enter regime of fishing fleet capacity according to Council Regulation (EC) No 2371/2002 of 20 December

2002 on the conservation and sustainable exploitation of fisheries resources under the Common Fisheries Policy.

In compliance with exit-enter scheme of fishing fleet:

1. pressure on fishery resources has not been increased after implementation of national reference levels based on sound scientific advice;
2. Public aid for fleet renewal and modernisation of fishing vessels in 2004 have been granted in Estonia only on the conditions defined in Council Regulation (EC) No 2792/1999 of 17 December 1999 laying down the detailed rules and arrangements regarding Community structural assistance in the fisheries sector.

Vessels shall to be built to comply with the Regulations and Directives governing hygiene, safety, health, product quality and working conditions and the Community provisions concerning the measurement of vessels and the monitoring of fishing activities. Vessels had to enter in the appropriate segment of the Community register. Investments should relate to:

(i) the rationalisation of fishing operations, in particular by the use of more selective fishing technologies and methods on board in order to avoid undesirable by-catches,

and/or

(ii) improvement of the quality of products caught and preserved on board, the use of better fishing and preserving techniques and the implementation of legal and regulatory provisions regarding health,

and/or

(iii) improvement of working and safety conditions.

The replacement of fishing gear should not be considered eligible expenditure.

Yours sincerely,

Ain Soome

Director General

FISH "Arrivée"

N°

11878

Date: 26.07.2005

KESKKONNAMINISTEERIUM

Kalavarude osakond



Mr John Farnell  
Director  
FISH-A  
Conservation Policy  
DG Fisheries  
European Commission  
B-1049 Brussels  
BELGIUM

Our 107.05 no 9-7/4860

Dear Mr. Farnell

We regret to inform you that because of a wrong segmentation code in the Estonian Fleet Register, there were excluded eight (8) fishing vessels from our snapshots:

Name	Date of entry	kW	GT
TIIR	01.01.2001	54	8.23
LEA	01.01.2001	73.5	17
TAAT	01.01.2001	54.4	13
MMA-015	15.09.2003	44.1	7
MMA-013	15.09.2003	54.4	7
THERESE	26.08.2000	106.7	17
MAJAK-6	01.01.2001	66	13
MMA-016	15.09.2003	44	7

Therefore, a data presented at "Summary of the Annual Report on the fleets of the Member States at the end 2004" was not correct. In consideration of that, we would like to submit an accurate data:

a) Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

GT <sub>PR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
26.736	102	N/A	N/A	N/A	26.736

Narva mnt 7a  
15172 Tallinn  
Reg nr 70001231

telefon 626 2802  
faks 626 2801

min@ekm.envir.ee  
www.envir.ee

kW <sub>FR(1-5-2004)</sub>	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
64.961	0	N/A	N/A	N/A	64.961

b) Management of the entry exit regime until the end of 2004

1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	26.736	kW <sub>FR</sub>	64.961
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	26.736	kW <sub>04</sub>	64.961
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		997		2.641
5	Increases in tonnage GT for reasons of safety	GTs	0	kWs	
6	<b>Total entries (3 + 4 + 5)</b>		997		2.641
7	Exits financed with public aid	GTa	0	kWa	0
8	Other exits (not included in 7)		2.692		4.345
9	<b>Total exits (7 + 8)</b>		2.692		4.345
10	<b>Capacity on fleet on 31 December 2004 (1 + 6 - 9)</b>	GTt	25.041	kWt	63.257
11	<b>Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)</b>		26.736		64.961

Also we would like to inform you that the difference between our current data and the data that we sent by letter (20.04.2005 9-7/4302) is caused by exclusion of tree fishing vessels that were entered doubly to the Estonian Fleet Register. We also included GT of small boats that was excluded from our previous data because these GT values are calculated according to formulas and are not based on actual measurement. We have the pleasure to inform you that up-to-date there are 650 vessels remeasured of these 888 small boats.

We kindly ask to accept these amendments and to make corrections to the "Summary of the Annual Report on the fleets of the Member States at the end 2004".

Yours sincerely,

Ain Soome  
Director General



**GREECE**



<b>HELLENIC REPUBLIC</b>	<b>Athens, 31.5.2004</b>
<b>MINISTRY OF RURAL DEVELOPMENT AND FOOD</b>	<b>Ref.: 179422</b>
<b>DIRECTORATE-GENERAL FOR FISHERIES</b>	
<b>DIRECTORATE FOR SEA FISHERIES</b> Postal address : Acharnon 381 : 111 43 Athens Information : C. Hatzidakis M. Sfendilakis A. Hatzispirou D. Georgakopoulou Telephone : Fax : 210 2022086 Email : <a href="mailto:a381u071@minagric.gr">a381u071@minagric.gr</a>	<b>TO: DG FISH/A</b> <b>Conservation of Policy</b> <b>Management of fleets</b>

**SUBJECT:** 2004 Annual report on the fleet

Under Articles 12 and 13 of Regulation (EC) No 1438/2003, we hereby transmit the annual report on the work done on the Greek fishing fleet in 2004 in order to achieve a sustainable balance between fishing capacity and fishing opportunities. The delay in submission of the report is due mainly to the cross-checking and verification of our department's data and the data entered in the Community Fishing Fleet Register following its adaptation to FIDES 3.

The resulting corrections will be submitted in June as part of the quarterly submissions, together with the changes in the Community Fishing Fleet Register data, which are being carried out by the Ministry of Merchant Shipping, which is responsible for keeping the Community Fishing Fleet Register pursuant to Regulation (EC) No 26/2004.

*General description of the fishing fleet in relation to fisheries - reduction in fishing capacity.*

- No multiannual management plans or recovery plans were applied during 2004, because no such plans had been established for the Mediterranean fishery, while measures to adjust the fishing capacity of the fleet and fishing opportunities continued to be applied pursuant to Regulation (EC) No 2792/99, as amended by Regulation (EC) No 2369/02, under the 2000-2006 Operational Programme for Fisheries approved for Greece by Commission Decision No E 817 of 28 March 2001.

Accordingly, fishing capacity corresponding to 2 358.78 GT and 14 546.86 kW was withdrawn from the Greek fleet **with state aid** in 2004.

The corresponding figures for 2003 are 4 952.82 GT and 26 149.28 kW: the small discrepancy (12.19 GT and 12 kW) between these figures and the 4 965 GT and 26 161 kW quoted in the annual report for 2003 (document No 173923 of 7.5.2004) are due to the double entry of 2 fishing vessels.

- The fishing vessels withdrawn in 2003 and 2004 with state aid, the total fishing capacity of which amounts to 7 311.59 GT and 40 696.14 kW, are listed in the attached **Annex 1**.
- The fishing capacity of the fleet at 1 January 2004 and at 31 December 2004, as shown in the Community fishing fleet register on 10 March 2005, was 99 709 GT and 97 032 GT respectively in terms of tonnage, and 573 355 kW and 556 444 kW respectively in terms of power; thus the situation of the fleet in 2004 shows a reduction in fishing capacity of **2 677 GT and 16 911 kW**, while for the period from 1 January 2003 to 31 December 2004 the reduction in fishing capacity was **5 865 GT** and 41 300 kW, since according to Community fishing fleet register data (10 March 2005 edition) fishing capacity on **1 January 2003 was 102 897 GT and 597 744 kW**.

#### *Compliance with the entry/exit regime and reference levels*

- During 2004 the fishing capacity entering the fleet with or without public aid was accompanied by the withdrawal of equivalent capacity without public aid; no vessels of more than 100 GT entered the fleet with public aid, and no public aid was granted for increases in tonnage for safety reasons in the context of fleet modernisation (Article 11(5) of Regulation (EC) No 2371/2002).

The vessels which entered the fleet **with or without** public aid and those which left the fleet without public aid in 2003 and 2004 are listed in the attached **Tables 2 and 3**. The total capacity of vessels entering the fleet was 2 329.41 GT and 7 363.99 kW in 2003 and 2 870.01 GT and 9 374.91 kW in 2004; the total capacity of vessels leaving the fleet was 1 248.61 GT and 7 189.63 kW in 2003 and 3 403.63 GT and 12 232.45 kW in 2004. The total fleet capacity figures for 2003-2004 are 5 199.42 GT and 16 738.90 kW entering the fleet and 4 652.24 GT and 19 422.08 kW leaving the fleet.

The following also continued in 2004.

- **The progressive entry into the fleet** without public aid of small coastal fishing vessels with increased capacity in the context of implementation of the Greek administrative decisions adopted between 1 January 2000 and 31 December 2002, in accordance with Article 6(2) of Decision 27/413/EC (*sic – presumably 97/413/EC*), which were sent to you with the 2003 annual report and in respect of which the entry procedure will be completed in 2005. The entry of the additional fishing capacity is

offset by the exit of fishing capacity (1 762.44 GT and 16 798.52 kW) from the fleet before 31 December 2002 in the form of vessels of the same category with public aid, in accordance with the capacity laid down by Article 7(4) of Regulation (EC) No 2792/99 (a table listing the withdrawals of small coastal fishing vessels referred to was sent to you with the 2003 annual report and our letters ref. 181345 of 27 August 2004 and ref. 181982 of 2 September 2004), and a table listing the entry/exit in 2003 of 65 vessels of this category and a table of vessels of the same category which in 2003 increased the figure for entry of power to the fleet (engine replacement) **by 228.83 kW**.

- Entries/exits of the vessels referred to above in 2003 and 2004 are listed in the attached **Table 4**; the discrepancy between the figures for vessels in 2003 and those given in the 2003 annual report is due to the verification carried out by our department. The total difference between the fishing capacity of small coastal fishing vessels entering and leaving the fleet, equal to **1 469 GT and 540 kW**, has been included in the calculation of GT03 and kW03 in the 2003 annual report, while more recent data show an increase in power of 854.45 kW, which must be added to the 540 kW for the calculation of kW03.
- **The progressive entry into the fleet** without public aid of vessels with a greater tonnage expressed in GT which replaced vessels with an overall length greater than 15 metres and a length between perpendiculars of less than 24 metres and in respect of which the administrative decisions adopted between 1 January 2000 and 31 December 2002 required equal tonnage of old and new vessels expressed in GRT (special reference and explanations in our letters ref. 180309 of 6 August 2004 and 181345 of 27 August 2004 and table listing 23 vessels of this category in respect of which the difference in tonnage expressed in GT between entry/exit is equal to 1 613.93 GT) was replaced by the exit after 1 January 2003 of tonnage expressed in GT, without public aid, while the entry of those vessels will be completed in 2005.
- The vessels concerned in 2003 and 2004 are listed in the attached **Tables 2/3** of entries/exits and are included in the calculations, while the total difference in tonnage expressed in GT between entry/exit is offset by the exit after 1 January 2003 of tonnage expressed in GT without public aid.

On the basis of the above data, and in accordance with Articles 4, 6 and 7 of Regulation 1438/2003:

(a) The fishing capacity of the fleet at 1 January 2003 is calculated to be as follows:

<b>GT<sub>FR</sub> (1-1-2003)</b>	<b>GT1</b>	<b>GT2</b>	<b>GT3</b>	<b>GT4</b>	<b>GT03</b>
* 102.897	0	0	1 469	0	104 366
<b>kW<sub>FR</sub> (1-1-2003)</b>	<b>kW1</b>	<b>kW2</b>	<b>kW3</b>	<b>kW4</b>	<b>kW03</b>
* 597.744	0	0	1 395	0	599 139

\* Community fishing fleet register, 10 March 2005 edition

(b) The management of entry/exit up to the end of 2002 is calculated to be as follows:

		GT		kW	
1	Fishing capacity on 1.1.2003	GT <sub>FR</sub>	102 897	kW <sub>FR</sub>	597 744
2	Fishing capacity for the application of the entry/exit arrangements	GT <sub>03</sub>	104 366	kW <sub>03</sub>	599 139
3	Entry of vessels above 100 GT with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
* 4	Other entry of increase in capacity (not included in 3 & 5)		5 199		16 739
5	Increase in tonnage (in GT) for safety reasons	GT <sub>s</sub>			
6	TOTAL ENTRIES (3+4+5)		5 199		16 739
7	Exit with public aid	GT <sub>a</sub>	7 312	kW <sub>a</sub>	40 696
* 8	Other exit (not included in 7)		4 652		19 422
9	TOTAL EXITS		11 964		60 118
10	Fishing capacity of the fleet on 31.12.2004 (1+6-9)	GT <sub>t</sub>	96 132	kW <sub>t</sub>	554 365
11	Upper limit (ceiling) of the fleet on 31.12.2004 (2-35%3+5-7)		97 054		558 443

(c) The reference levels at the end of 2004 are calculated to be as follows:

		GT		kW	
1	Reference levels on 1.1.2003	R(GT) <sub>03</sub>	119 910	R(kW) <sub>03</sub>	653 497
2	Entry of vessels above 100 GT with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
3	Increase in tonnage (in GT) for safety reasons	GT <sub>s</sub> DR (GT- GRT)=	0	-	
4	Exit with public aid	G <sub>ta</sub>	7 312	kW <sub>a</sub>	40 696
10	Fishing capacity of the fleet on 31.12.2004 (a)	GT <sub>t</sub>	97 032	kW <sub>t</sub>	556 444
5	Reference levels on 31.12.2004 (1-35%2+3-4)	R(GT) <sub>t</sub>	112 598	R(kW) <sub>t</sub>	612 801

(a) Situation as recorded in the Community fishing fleet register on 10.3.2005, which does not yet take account of the changes (following the checking and cross-checking of the data carried out by our department) which the Ministry of Merchant Shipping will send in June. This explains the difference between point 10 of the tables in paragraphs (b) and (c).

*Weaknesses in the fleet management system and scope for improving it*

- The large amount of information and data which the Member States must collect (Article 10 of Regulation (EC) No 1438/2003) in order to transmit the annual reports in accordance with the provisions of Articles 11, 12 and 13 of Regulation (EC) No 1438/2003, in conjunction with the large number of vessels in Greece and the innumerable daily changes in these data have led to an increase in bureaucratic procedures resulting in shortcomings and delays both in recording changes in fishing vessels and sending them to the Commission and in collecting, cross-checking and verifying the data required in order to transmit the annual reports. The adaptation of

the Community Fishing Fleet Register data to FIDES 3 created an additional bureaucratic problem, which contributed to the delay in sending this report.

*Changes to administrative procedures relating to fleet management*

In the context of implementation of the requirements of the reformed CFP and as regards the fleet management system, in spite of all the weaknesses referred to above, Greece is doing everything possible to:

- Monitor the reference levels of the fleet in accordance with Article 13 of the above Regulation. Priority is given to supporting small coastal fishing vessels so that they can increase their capacity, for safety reasons, the resulting increase being offset by withdrawing equivalent capacity from the fleet without public aid.
- Enter into new public aid commitments for fleet renewal in accordance with Regulations (EC) Nos 2791/1999 and 2369/2002 by 31 December 2004, gradually reducing overall capacity by more than 3% for the whole period (from 1 January 2003 to 31 December 2004) in comparison to the reference levels on 1 January 2003.
- Cooperate with the competent department of the Ministry of Merchant Shipping to record, cross-reference and verify the data and changes occurring to fishing vessels in the Community Fishing Fleet Register, in the context of the quarterly submissions of information to the European Commission and also monitoring for the purposes of fleet management by our department.

Internal distribution:

- Office of the Minister
- Office of the Secretary-General, Mr Avgoulas
- Office of the Director-General
- Directorate for Sea Fishing
  - Section 1
  - Section 2
  - Section 3
  - Section 4

The DIRECTOR-GENERAL  
p.p.

A. PALEOKOSTAS



**HELLENIC REPUBLIC**  
**MINISTRY OF RURAL DEVELOPMENT**  
**AND FOOD**

**Athens 12 -09-2005**  
**Ref. No.: 187831**

**GENERAL DIRECTORATE FOR FISHERIES**  
**DIRECTORATE OF MARINE FISHERIES**

**Section 1<sup>st</sup>**

Mail Address: 150 Syngrou Ave.  
P.C. 17671, Kallithea, Athens  
Enquiries Ms B. Laliotou, Mr G. Katis,  
Tel. No: 0030-210-9287155, 7159  
Fax No: 0030-210-9287110

**TO: DG FISH/A**  
Conservation of Policy  
Management of fleets  
(c/o Mr. Casto Lopez Benitez)  
**B-1049 Bruxelles**

**TRANSLATION**

**SUBJECT:** «Annual report of the Member States for the condition of the fishing fleet, year 2004»

**Ref:** 1. The annual report of Greece to the E.C. for the condition of our fleet (179422/31-5-05)

2. Your letter with ref. no. D 08601/29-7-2005 with the enclosed annual report on the condition of the fleet, from the Commission to the Council and the European Parliament.

3. Our letter with ref. no. 186558/18-8-2005

4. The D08860/5-8-05 invitation of the European Commission for the meeting of the Committee for Fisheries and Aquaculture of 13-14/9/2005

Following our letter of Ref. 3, by which we started the bilateral communication with your services, and due to the forthcoming meeting of the Committee for Fisheries and Aquaculture (Ref. 4) in 13 & 14 September 2005, for item 2 of the Agenda concerning the Annual report of the M-S for the year 2004, we would like to mention the following:

The data concerning Greece, mentioned in tables a, b & c of Ref.2 have been confirmed by our services (they are in accordance with E.C.), following cross-checking, update and confirmation with those that have been sent on 1<sup>st</sup> June 2005 from the appropriate greek body which is responsible for the collection and processing of data from all decentralized port authorities (Ministry of Mercantile Marine).

This explains some mismatch (concerning mainly the entries-exits) in the data that we have sent in our Annual report (Ref. 1), which is due to the different dates in which data were obtained from the Community Fleet Register, since the Greek Annual report was prepared using data before June (10-3-2005). It was therefore inevitable to have differences in data between our services and yours (as also mentioned in our ref. 3), since you have used more recent data, after our submission of the report (17-7-05).

The data mentioned in the Community Fleet register are subject to continuous update and confirmation by the relevant decentralized services of our country and also by the relevant central authority, which is the Ministry of Mercantile Marine (MMM). Our service is in frequent contact with the above authorities for finalizing the data and succeeding in obtaining the maximum possible accordance in the differences observed in the final version of the Annual Report for the greek fishing fleet, which will be sent in the European Parliament and the Council. In this context and following cooperation with MMM (7-9-05), our service has updated the data of the annual Report according to the most recent entries, that have been sent to the E.C. on 1-9-05 (according to Reg. (EC) 26/2004). Please note that these data are not yet finally confirmed by the relevant authority of the E.C. so that they are entered in the database of the Community Register.

**According to the above entries, the relevant sizes of the greek fishing fleet (capacity in GT and KW) on 31-12-05 (table b, line 10) are smaller than the ceiling for the same period (table b, line 11)**

In detail, according to the most recent data (due to be confirmed by your services) of September, the situation is the following:

**a) Calculation of the baselines (GT03 and KW03) on 1 January 2003**

<b>GT<sub>FR</sub>(1-1-2003)</b>	<b>GT<sub>1</sub></b>	<b>GT<sub>2</sub></b>	<b>GT<sub>3</sub></b>	<b>GT<sub>4</sub></b>	<b>GT<sub>03</sub></b>
<b>101.942</b>	<b>0</b>	<b>0</b>	<b>1.469</b>	<b>0</b>	<b>103.411</b>

<b>KW<sub>FR</sub>(1-1-2003)</b>	<b>KW<sub>1</sub></b>	<b>KW<sub>2</sub></b>	<b>KW<sub>3</sub></b>	<b>KW<sub>4</sub></b>	<b>KW<sub>03</sub></b>
<b>597.945</b>	<b>0</b>	<b>0</b>	<b>1.394</b>	<b>0</b>	<b>599.339</b>

**b) Management of the entry exit regime until the end of 2004**

1	Capacity of the fleet on 1 January 2003	<b>GT<sub>FR</sub></b>	101.942	<b>KW<sub>FR</sub></b>	597.945
2	Capacity level for the application of the entry-exit regime	<b>GT<sub>03</sub></b>	103.411	<b>KW<sub>03</sub></b>	599.339
3	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>KW<sub>100</sub></b>	0
4	Other entries or capacity increases (not included in 3 & 5)		6.995		26.670
5	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	<b>KW<sub>s</sub></b>	0
6	<b>Total entries (3+4+5)</b>		6.995		26.670
7	Exits financed with public aid	<b>GT<sub>a</sub></b>	7.070	<b>KW<sub>a</sub></b>	40.309
8	Other exits (not included in 7)		6.276		28.829
9	<b>Total exits (7+8)</b>		13.346		69.138
10	<b>Capacity of the fleet on 31 December 2004 (1+6-9)</b>	<b>GT<sub>t</sub></b>	95.591	<b>KW<sub>t</sub></b>	555.477
11	<b>Fleet ceiling on 31 December 2004 (2-35%3+5-7)</b>		96.341		559.030



**c) Reference levels at the end of 2004**

1	Reference levels on 1-1-2003	<b>R(GT)<sub>03</sub></b>	119.910	<b>R(KW)<sub>03</sub></b>	653.497
2	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>KW<sub>100</sub></b>	0
3	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	-	0
4	Exits financed with public aid	<b>GT<sub>a</sub></b>	7.070	<b>KW<sub>a</sub></b>	40.309
10	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	95.591	<b>KW<sub>t</sub></b>	555.477
5	<b>Reference level on 31 December 2004 (1-35%2+3-4)</b>	<b>R(GT)<sub>t</sub></b>	112.840	<b>R(KW)<sub>t</sub></b>	613.188

(a) situation as submitted to the Community Services concerning the Comm. Fleet Register on 9-9-2005

In addition, and concerning the annual report (Ref. 1), we enclose the corrected Table 3 (exits 2003-2004), which was not sent, by mistake, in its correct form.

According to the above updated data and the corrections that have been made we believe that we have fully responded to our obligations as directed by Reg (EC) 1438/02. For this reason, we would like to ask you to modify the data concerning our country on the tables and the annex of the Annual Report. We remain at your disposal for any future communication so that we can contribute to any further clarification aiming to achieve complete agreement in the present negotiations.

We thank you in advance

THE DIRECTOR

D. MITROPOULOS

## SPAIN

### ANNUAL REPORT ON THE ACTIVITY OF THE SPANISH FISHING FLEET IN 2004

During 2004, Spain maintained the approach to fleet renewal and modernisation launched in 2003 as part of the reform of the Common Fisheries Policy, which became part of Spanish legislation upon publication of Royal Decree No 1048/2003 of 1 August 2003. The management of entries and exits has thus enabled there to be a continuing steady reduction in the fleet's capacity and, consequently, in its overall fishing effort.

A decommissioning policy has been strictly followed to this end and is the one currently being applied, in compliance with Community Regulations on the Common Fisheries Policy. In the case of construction of new vessels, it requires the decommissioning of equivalent capacity, the carrying out of the formalities applicable, and the owner's giving an undertaking to scrap the existing vessel when the new one enters into service.

This compulsory decommissioning also applies when importing a fishing vessel, when a vessel previously on another list of vessels is added to the third list, and when modernising or converting a vessel if there is an increase in tonnage and power and this affects the volume below the main deck.

The number of vessels in the Spanish fleet in 2004 was down 333 on the previous year.

The following tables show the balance of entries and exits in the Spanish fleet's capacity in 2004:

<b>GT<sub>FR</sub> (1-1- 2003)</b>	<b>GT<sub>1</sub></b>	<b>GT<sub>2</sub></b>	<b>GT<sub>3</sub></b>	<b>GT<sub>4</sub></b>	<b>GT<sub>03</sub></b>
467	25 742	0	0	0	492
185					927

ES

<b>kW<sub>FR</sub> (1-1- 2003)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>03</sub></b>
1 145	79 321	0	0	0	1 224
515					836

		GT		kW	
<b>1</b>	Capacity of the fleet as at 01/01/2003	<b>GT<sub>FR</sub></b>	467 185	<b>kW<sub>FR</sub></b>	1 145 515
<b>2</b>	Level of capacity for the entry/exit regime	<b>GT<sub>03</sub></b>	492 927	<b>kW<sub>03</sub></b>	1 224 836
<b>3</b>	Vessel entries of more than 100 GT with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>4</b>	Other entries or increases in capacity (not under 3 or 5 )		61 167		119 665
<b>5</b>	Increases in GT for safety reasons	<b>GT<sub>S</sub></b>	796		
<b>6</b>	<b>Total entries ( 3 + 4 + 5 )</b>		61 963		119 665
<b>7</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	20 697	<b>kW<sub>a</sub></b>	45 472
<b>8</b>	Other exits (not included in 7)		54 071		145 061
<b>9</b>	<b>Total exits ( 7 + 8 )</b>		74 768		190 532
<b>10</b>	<b>Capacity of the fleet as at 31/12/2004 (1 + 6 - 9)</b>	<b>GT<sub>t</sub></b>	454 380	<b>kW<sub>t</sub></b>	1 074 648
<b>11</b>	<b>Level of the fleet as at 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		473 026		1 179 364

		GT	kW		
1	Reference level as at 01/01/2003	R(GT) <sub>03</sub>	728 344	R(kW) <sub>03</sub>	1 671 739
2	Entries of vessels of more than 100 GT with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
3	Increases in GT for safety reasons	GT <sub>S</sub>	796	-	
4	Exits financed by public aid	GT <sub>a</sub>	20 697	kW <sub>a</sub>	45 472
10	<b>Capacity of the fleet as at 31 December 2004 (a)</b>	GT <sub>t</sub>	454 380	kW <sub>t</sub>	1 074 648
5	<b>Reference level as at 31/12/2004 (1 - 35% 2 + 3 - 4)</b>	R(GT) <sub>t</sub>	708 443	R(kW) <sub>t</sub>	1 621 587

Situation in the Community register as at 1  
March 2005

**A) GENERAL DESCRIPTION OF THE FISHING FLEET IN COMMUNITY WATERS IN RELATION TO THE DEVELOPMENT OF FISHERIES IN 2004, INCLUDING FISHERIES COVERED BY MULTIANNUAL OR RECOVERY PLANS**

One can distinguish four types of fleet in terms of fishing activity in Community waters. This reflects the various Community rules governing them on the basis of the species fished. The fleets are:

- the fleet fishing for demersal species.
- the fleet fishing for deep-sea species.
- the fleet fishing for pelagic species.
- the fleet which operates under the Agreement relating to conditions for the exercise of fishing activity by Spanish and Portuguese vessels in each other's waters.

The fleet fishing pelagic species and the one operating under the Agreement in Portuguese waters (except for trawlers) use vessels from the national fishing ground which fish in non-Spanish Community waters under a basic-list system and through the granting of periodic authorisations.

Similarly, we would indicate that vessels fishing for demersal species would be affected by the northern hake recovery plan, launched in 2004. In each case, landings of more than 2 tonnes were duly made at designated ports which were appropriately equipped with scales to weigh them as required by the monitoring authorities.

## **1. *Fleet fishing for demersal species***

### **1.1. *Fleet operating in zones VI, VII, VIIIa,b,d***

This fleet is known as the "300's fleet". The vessels are registered under Ministerial Order of 12 June 1981 and the fleet is subject to a system of access rights which determine each vessel's days of activity in each of the zones.

The gears used were towed gears, longline and bottom-set gill nets, the latter involving authorisations for change in fishing mode. The 2004 activity data for this fleet were 199 vessels, with a total effort of 31 789 229 kilowatts.

There were 12 replacements in the register in 2004. Of these, 10 relate to newly constructed vessels and 2 to vessels exchanged from other registers.

### **1.2. *Specialised fishing for demersal species in zone VIII,a,b,d***

This is based on the register of longliners under 100 GRT which are able to fish in ICES area VIII a,b,d, and which fish for hake and other non-regulated demersal species. In 2004, 18 authorisations were granted for temporary change in fishing mode in respect of fishing with bottom-set gill nets.

The activity data for this fleet comes to 26 vessels, with a fishing effort of 1 110 134 kilowatts.

As well as including the vessels in the above register, specialised fishery also includes fishing for hake by so-called pole-and-line vessels of less than 50 GRT, with gear using hooks. This involved 10 vessels during the period March-June.

## **2. *Fleet fishing for deep-sea species***

### **2.1. *Fishery of deep-sea species in zones VI, VII, VIIIa,b,d***

226 special fishing permits for by-catches of deep-sea species in ICES zones VI, VII, VIIIa,b,d were issued in 2004. All Spanish fishing vessels listed in the NEAFC register and the register of longliners under 100 GTR have accordingly been able to fish. The 2004 activity data for this fleet in terms of directed fishery for deep-sea species were 9 vessels, with 1953 fishing days and a fishing effort of 586 000 kilowatts.

## **3. *Fleet fishing for pelagic species***

### **3.1. *Fleet fishing with purse seines***

Traditional fishing vessels in zone VIIIa,b,d have received quarterly authorisations to fish for sardines, horse mackerel and anchovies using purse seines. 236 vessels with home ports in the Cantabrian Sea and North West received authorisations in 2004.

### 3.2. *Fleet fishing for tuna in Community waters*

A total of 566 fishing authorisations were granted in 2004 for tuna-fishing in ICES zones Vb, VI, VII, VIII, IX, X and CECAF. Two types of authorisation were involved:

- Fishing with trolling gears.
- Pole-and-line and live-bait fishing, accompanied as appropriate by authorisations for catching the live bait.

## 4. *Fleet which operates under the Agreement relating to conditions on the exercise of fishing activity by Spanish and Portuguese vessels in each other's waters*

### 4.1. *Trawl fishery in Portugal's continental waters*

Under Community rules, in 2004 there were 22 Spanish vessels operating in waters falling under Portuguese jurisdiction, totalling 1 660 000 kilowatts of effort.

### 4.2. *River Miño border agreement*

24 fortnightly lists were drawn up, authorising the simultaneous activity of 18 seiners fishing for sardines in Portuguese waters. 35 vessels based at Galician ports were involved.

19 vessels based in La Guardia were active, operating with various fishing gears. In addition, 30 "gamelas" [traditional Portuguese vessels] were noted as engaging in traditional activity.

### 4.3. *River Guadiana border agreement*

24 fortnightly lists were drawn up, authorising fishing by vessels with various gears, under the Guadiana agreement. 41 vessels based at ports in Huelva were active in tow-dredging, seining and trammel-net fishing.

### 4.4. *Seining in Portugal's continental waters*

A new fishing mode was launched in 2004 for Spanish vessels in Portugal's continental waters under the new conditions for fishing in Portuguese waters. 15 licences were available overall, with a total of 6 vessels benefiting from the existing licences.

### 4.5. *Tuna-fishing vessels/pole-and-line vessels in Portugal's continental waters*

Similarly, a fishery in tuna vessels/pole-and-line vessels and live bait started in Portugal's continental waters. 100 vessels took full advantage of the existing licences during the period 15 September - 15 December 2004.

## **B) FLEET ACTIVITY IN INTERNATIONAL WATERS (NORTH)**

### **1. FISHING ACTIVITY IN NORWEGIAN WATERS**

Spain resumed its fishing in Norway, following the entry into force on 31 December 1993 of the Agreement of the European Economic Area. In 2004 it had 2 712 tonnes of "cohesion cod", negotiated under this Agreement. That increased by 301 tonnes via exchange with Greece and by 50 via exchange with Germany. Similarly, it had 65 tonnes of redfish, 50 of haddock and 100 of saithe.

8 cod pair trawlers were involved in this fishery during the months of February to June 2002 [sic].

## **2. FISHING ACTIVITY WITHIN THE SCOPE OF MULTILATERAL FISHING AGREEMENTS**

### *2.1 Northwest Atlantic Fisheries Organisation (NAFO)*

#### **◆ Management in 2004**

Spain's quotas for 2004 were set out in Regulation (EC) No 2287/2003 of 19 December 2003, and indicated in *Table No 11*. That year, only the freezer fleet carried out fishing activity in the NAFO fishing ground. This comprises the fleet which traditionally fished for flat fish and the one which became involved in fishery of Greenland halibut (30 vessels in total). Both fish for shrimp, Greenland halibut, and "non-regulated" species. The diversification of target species is maintained by alternating fishing for Greenland halibut with a focus on other species such as skate, thereby enabling the period of activity in this fishing ground to be extended.

The IEO (Spanish Oceanographic Institute) continued its scientific observation programme which - as in other years - was very limited because of implementation of the NAFO observer pilot programme. Nonetheless, sampling was carried out by 10 scientific observers aboard vessels in 2004.

During 2004, NAFO observers (inspectors) covered 100% of the Spanish fleet. From May, their going aboard began to be managed directly by Spain. Similarly, this fleet is subject to satellite monitoring.

### *2.2 North East Atlantic Fisheries Commission (NEAFC)*

Spain was allocated a quota of 1 963 tonnes of oceanic redfish. The quota was increased by the transfer of 1 000 tonnes from Germany. In 2004, 6 Spanish freezer vessels fished for oceanic redfish. Their activity was overseen by scientific observers from the Spanish Oceanographic Institute and monitored by the satellite tracking system.

In addition, 41 authorisations were granted for fishing of non-regulated species in NEAFC international waters, in the "Hatton Bank" fishing ground. This fishery was undertaken by 37 freezer vessels and 2 cod pair trawlers.

## **3. FISHING ACTIVITY UNDER OTHER REGIMES GOVERNING THE HIGH SEAS**

### *3.1 Activity of the Spanish fleet in Svalbard in 2003*

Spain's 2003 cod allocation under Council Regulation (EC) No 2287/2003 of 19 December 2003 was 8 313 tonnes. Over the year, 16 temporary fishing permits for cod were issued. 8 units (cod pair trawlers), active in the period May-September, took part in the campaign. Each unit fished on average for two and a half months and its activity was overseen by a scientist from the Vigo Marine Research Institute and a scientist from the Basque Country's Technological Institute for Fishing and Food (AZTI).

As well as the cod fleet, 3 Spanish freezer trawlers operated in these waters, fishing for Arctic shrimp.

#### 4. *TEMPORARY FISHING PERMITS (TFPs)*

A total of .... temporary fishing permits were processed and authorised in 2004, specifically for freezer trawlers and the zones listed below:

- Norwegian EEZ.....	16
- Svalbard's protected fishery zone .....	20
- NEAFC Regulatory Area .....	47
- NAFO Regulatory Area .....	30
- Greenland's waters.....	16
- Falkland Islands' EEZ.....	30
- International waters of the S.W. Atlantic .....	3
- International waters of the North Atlantic.....	9
- International waters of the Central Atlantic .....	2
- International waters of the Indian Ocean.....	1
- Mozambique's EEZ .....	5
- Gabon's EEZ.....	14
- Mauritania's EEZ.....	17
- Brazil's EEZ.....	9
- Peru's EEZ.....	3
- Gambia's EEZ.....	1
- Guinea Bissau's EEZ.....	3
- Nigeria's EEZ.....	2
- Congo's EEZ.....	1
- Namibia's EEZ.....	5
- Libya's EEZ.....	1
<b>TOTAL</b>	<b>226</b>

#### C) **THE FLEET'S ACTIVITY IN THE NATIONAL FISHING GROUND**

The national fishing ground is, for management purposes, divided into the four distinct areas below.

##### 1. CANTABRIAN SEA AND NORTH WEST (Spanish waters of ICES divisions VIIIc and IXa north)

The following fishing modes are regulated in this fishing ground: bottom trawling, purse seining, gillnetting, bottom-set longlining, scraping, and fishing with small nets.

Bottom trawling is used by multi-species fisheries, the main target species being blue whiting, horse mackerel, hake, monkfish and Norway lobster.

Purse seining focuses on catching small pelagics (anchovies, sardines, horse mackerel, mackerel, etc.). A significant proportion of vessels using this mode temporarily switch to trolling gears and pole-and-line and live bait when fishing for tuna.

Gillnetting and bottom-set longlining are modes which have hake as the main target species.

In practice, scraping catches exclusively monkfish.



Fishing with small nets comprises various modes which are small in scale and generally used by low-capacity vessels.

## 2. GULF OF CADIZ FISHING GROUND (Spanish waters of the IXa south division)

Trawling, gillnetting and fishing with small nets are regulated in this fishing area. The fishery characteristics of the various modes are similar to those set out above for the Cantabrian Sea and North West.

## 3. CANARIES FISHING GROUND (Spanish waters in CECAF divisions 34.1 and 34.2)

Purse seining and fishing with small nets are regulated in the Canaries fishing ground. Owing to its specific characteristics, all the fishing activity is markedly small-scale in nature. One should point out that trawling in this fishing ground is prohibited.

## 4. MEDITERRANEAN FISHING GROUND (comprises Spanish and international waters in the Mediterranean)

The modes which are regulated in the Mediterranean fishing ground are bottom trawling, purse seining (small pelagics), purse seining (tuna), bottom-set longlining and fishing with small nets.

Trawling and purse seining (small pelagics) are similar to those described in relation to the Cantabrian Sea and North West, although the vessels generally have a smaller capacity.

Purse seining for tuna is practised by a very limited number of vessels which fish these species exclusively.

A great variety of species are caught through bottom-set longlining and fishing with small nets, among which one should highlight red seabream, seabreams, red mullet, hake, etc.

## SURFACE-SET LONGLINING

There are two distinct registers as regards the national fishing ground and this fishing mode: one is specific to the Mediterranean; the other is general in nature and authorises fishery throughout Spanish waters. This mode fundamentally targets swordfish, there being by-catches of tuna, sharks and oceanic sea breams.

**FRANCE**



**Directorate for Sea Fisheries  
and Aquaculture**

**Minister for Agriculture and Fisheries**

**Sub-Directorate for Sea Fisheries**

**to**

**Fisheries Economics Office**

**The Prime Minister**

Secretariat-General of the Interministerial Committee for  
European Economic Cooperation Issues

3, place de Fontenoy

AGRAP Section

75007 Paris

For the attention of Mr Lambert and Ms Sèverin

Report monitored by: Aurelia  
CUBERTAFOND/ Marie-Pierre  
MULLER

E-mail: aurelia.cubertafond@agriculture.gouv.fr

Subject: 2004 annual report

Tel. 01 49 55 82 41

Fax. 01 49 55 82 00 / 74 37

Re: Regulation (EC) No 1438/2003

Ref. :

Paris,

Please find enclosed a draft note to the Commission concerning a report to be provided by the end of April.

I should be grateful if you would pass it on as a matter of urgency to the Permanent Representative in Brussels for transmission to the Commission as soon as possible.

**NOTE FROM THE FRENCH AUTHORITIES**

**TO**

**THE COMMISSION**

**concerning the French annual report required under  
Articles 12 and 13 of Regulation (EC) No 1438/2003**

For the attention of Mr Cueff, Head of Unit

Directorate-General for Fisheries

**Subject:** annual report on efforts in 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities.

As required by Regulation (EC) No 1438/2003, the French authorities are transmitting herewith to the Commission the annual report on efforts in 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities.

## FRENCH ANNUAL REPORT

on

**efforts in 2004 to achieve a sustainable balance  
between fishing capacity and fishing opportunities**

### 1 – GENERAL DESCRIPTION OF THE FLEET BY FISHERY

#### 1. 1 General trend in fishing capacity

The overall decrease in the fishing capacity of the French fleet continued in 2004. At 31 December 2004, the total fishing capacity of the French fleet stood at 1 065 144 kW and 213 698 GT, including 852 769 kW and 198 869 GT for the fleet of the mainland regions and Corsica, and the remainder for the French overseas departments. This situation should be compared with that at 31 December 2003, when total capacity stood at 1 109 131 kW and 227 135 GT, including 900 280 kW and 211 008 GT for the fleet of the mainland regions and Corsica.

The following table summarises the overall trend in the fishing capacity of the French fleet:

	<i>At 31 December 2003</i>		<i>At 31 December 2004</i>		<i>Variation</i>	
	<b>Power (kW)</b>	<b>Tonnage (GT)</b>	<b>Power (kW)</b>	<b>Tonnage (GT)</b>	<b>Power (kW)</b>	<b>Tonnage (GT)</b>
<b>Mainland France</b>	<b>900 280</b>	<b>211 008</b>	<b>852 769</b>	<b>198 869</b>	<b>- 5.27%</b>	<b>- 5.75%</b>
<b>Total French overseas departments</b>	<b>208 851</b>	<b>16 127</b>	<b>212 375</b>	<b>14 829</b>	<b>+ 1.69%</b>	<b>- 8%</b>
Martinique	64 871	3 058	67 973	2 242	+	
Guadeloupe	97 365	2 282	99 124	2 374	+	
French Guiana	22 164	6 471	20 890	6 033	-	
Réunion	24 451	4 316	24 388	4 180	-	
<b>TOTAL</b>	<b>1 109 131</b>	<b>227 135</b>	<b>1 065 144</b>	<b>213 698</b>	<b>- 3.96%</b>	<b>- 5.91%</b>

\* this is the apparent situation in the fleet register, which does not take account of the "*coups partis*" (entries to the fleet linked to entitlements created through fleet exits that took place before 1 January 2003) also notified to the Commission, which represent a total fishing capacity of 5 801 kW and 2 170.45 GT.

In mainland France, this trend is the outcome of the policy aimed at reducing the overall fishing effort by means of, *inter alia*, aid for permanent withdrawal. This aid is financed under the non-Objective 1 FIFG SPD for 2000-06, one of the strategic aims of which is to adjust the fishing effort.

In this connection, the French authorities wish to emphasise that they have fulfilled their obligations in terms of both the means employed and the results achieved since, as described in this section, the fishing capacity of the fleet decreased

steadily over the 2000-04 period. The overall objectives under MAGP IV were met each year, as were the power objectives for 19 out of 21 segments and the tonnage objectives for 15 out of 21 segments (although there is some uncertainty regarding this indicator during the current transitional period for amending the unit of measurement applied in the Community).

The impact of the structural policy financed by the FIFG on resource management is difficult to gauge because it is not possible to establish a direct link between aid for permanent withdrawal or construction and developments in the state of stocks.

Resources also depend on the rates of stock removal and fishing effort authorised at Community or national level, and the checks performed by the Member States, both at sea and during landing, as well as on factors extraneous to fishing activity (pollution, other uses of the marine environment).

However, it should be emphasised that aid for permanent withdrawal is contributing substantially towards bringing fishing capacity into line with available resources and, in so doing, improving the economic viability of enterprises in a context where access to fisheries and levels of removal are restricted and monitored. At the same time, construction and modernisation aid is also a key factor in the sustainable management of resources: it facilitates the modernisation of production tools (introduction of selective trawls), adds value to catches (quality measure on board vessels under the aegis of the POs) and, in so doing, helps improve the economic situation of enterprises, thereby contributing towards the regulation of the fishing effort.

## 1.2 – Developments in principal fisheries

**On a general level**, the fishing activities of vessels in the mainland French fleet are subject to several levels of regulation aimed at guaranteeing sustainable management of resources:

- **limit on catches or days at sea** by means of total allowable catches (TACs) or measures taken in the context of multi-annual management plans or recovery plans. In the case of France, species quotas subjected to this type of restriction are distributed among the Producer Organisations (PO) and vessels which do not belong to a PO;

- **at national level, access to fisheries is restricted**, in accordance with Community legislation, which requests each Member State to set in place a management regime for entries and exits of fishing capacity (see point 3).

In considering the distribution of the fleet among the principal fisheries, a distinction should first be made in the case of the French overseas departments, whose fleet is subject to specific rules allowing an increase in capacity with aid, within the limits laid down by the MAGP IV objectives. The exemption arrangements for the overseas departments are provided for in Council Regulation (EC) No 639/2004, as implemented by Commission Regulation (EC) No 2104/2004.

Two of the fisheries of the French overseas departments are the subject of a fishing effort reduction in the form of licences (prawn fishing in French Guiana) or a restriction on total capacity (tuna fishing in the Indian Ocean, which is subject to the resolutions of the IOTC). The other fisheries mainly involve vessels under 12 metres in length fishing for demersal and pelagic species in inshore areas. A snapshot of the fleet as at 31 December 2004 shows an overrun of 507 kW in the case of segment 4FJ (vessels <12 metres in Martinique). In order to explain and remedy this situation, the Martinique regional directorate for maritime affairs has been carrying out an exhaustive check on the entire fleet since the beginning of 2005 and, at the same time, has relaunched fleet remeasuring operations. Since the capacity overrun has led to the discontinuation of aid for the segment concerned, developments in this area are attracting particular attention.

**In the case of mainland fisheries**, a distinction should be made according to the coastal area concerned:

- **In the Mediterranean**, the fishing effort is managed through the issue of a limited number of licences for different types of fishing (small vessels, trawlers, seiners) and, in the case of bluefin tuna,

through a limit on catches (quotas). The reform of the CFP and the disappearance of the segmentation under MAGP IV did not result in a change in the management arrangements based on the fishing effort, which have been pursued.

- **In the Atlantic/Channel/North Sea**, the principal fisheries are managed by means of the quotas laid down by Community legislation, which cover approximately half of the French fleet's catches in terms of tonnage. These quotas are distributed annually among the Producer Organisations.

The CFP reform abolished the MAGP IV management system and introduced the possibility of implementing multi-annual management plans and recovery plans. However, no significant link was observed between developments in the fleets and the measures adopted in the case of cod, which is only a by-catch for the French vessels subject to those measures in 2004, as in 2003.

In the case of **large pelagic trawler** fisheries (trawlers over 50 metres), the Commission took a retroactive decision to grant an increase in the MAGP IV objectives for the segment concerned<sup>2</sup>. France is authorised to use this option provided that it undertakes to introduce national measures restricting the fishing effort to the level laid down by MAGP IV and fishing capacity is increased. The fishing capacity of the three vessels belonging to the former 4F6 segment under MAGP IV remained the same and did not, therefore, require any additional measures. The tonnage of one of the three vessels concerned (GTs) was increased as a result of adjustments to the main deck in order to improve safety, working conditions and product quality. This increase in tonnage was carried out in accordance with Regulation (EC) No 1438/2003.

There are no special developments to report in the case of **tropical tuna** fisheries carried on by French seiners and pole-and-line vessels in the Atlantic Ocean and Indian Ocean. These fisheries are subject to a restriction on fishing capacity in the Atlantic Ocean and a restriction on catches for one species (bigeye tuna).

## **2 – IMPACT, WHERE APPROPRIATE, OF FISHING EFFORT REDUCTION SCHEMES**

The fishing effort limitation measures adopted under the cod recovery plan for the North Sea and West of Scotland in 2003 were renewed and extended to the Eastern Channel and Irish Sea in 2004. These measures, as described in Annex V to Council Regulation (EC) No 2287/2003 setting TACs and quotas for 2004, affected the Eastern Channel and North Sea fleets, as well as Breton vessels, i.e. a total of approximately 740 vessels in the Nord/Pas-de-Calais regions – Picardy, Upper and Lower Normandy and Brittany: bottom trawlers and small-scale (inshore) netters, deep-sea trawlers fishing for saithe in the North Sea and deep-sea trawlers targeting deep-sea species in West of Scotland.

The implementation of these measures involved limiting the number of days spent at sea by vessels using regulated gear for which cod remains a by-catch: at this stage, no significant reduction linked exclusively with these measures has been observed in the capacity of the fleets concerned.

Moreover, since the Commission rejected the French authorities' proposed interpretation of the eligibility criterion laid down in Regulation (EC) No 2370/2002 (emergency measure), those authorities have been unable to have recourse to increased aid for permanent withdrawal for vessels affected by these measures.

---

<sup>2</sup> Commission Decision of 13 April 2004 amending Decisions 98/119/EC, 98/121/EC and 98/125/EC approving the multiannual guidance programmes for the fishing fleets of France, the Netherlands and Ireland (OJ L114, 21.4.2004, pp. 25–31).

### 3 – INFORMATION ON COMPLIANCE WITH THE ENTRY/EXIT REGIME AND REFERENCE LEVELS

From 1 January 2003, the CFP reform abolished fleet segments at Community level and imposed a target, to be met by 31 December 2004, of a further 3% reduction in the fleet as compared with the reference levels for the French fleet at 31 December 2002.

The obligation to bring about a 3% reduction meant that the overall level of the mainland French fleet did not exceed **893 340 kW and 223 349 GT** at 31 December 2004.

In order to attain this objective, the French authorities implemented the following measures:

- **A national management regime for fleet entries and exits:** in France, this regime is based on Decree No 93-33 on licences to exploit fishing vessels, as amended in 2000 to take account of MAGP IV and the new segmentation introduced at that time. This regime was approved by the Commission on 10 April 2001.

This national regime has not been amended in the meantime since it establishes an adequate framework to meet the new requirements deriving from Regulation (EC) No 2371/2002. All entries into the fleet of new fishing capacity (construction, importation, change in tonnage or power, commencement of activity) are subject to prior administrative authorisation under this Decree. In particular, permits for construction and for modernisation with an increase in tonnage or power are strictly managed, and the requirement to keep global or individual capacity at an identical level or to reduce it in the event of renewal must be fulfilled before a construction or modernisation permit is issued. Similarly, the grant of construction aid – up to 31 December 2004 for the mainland fleet and 31 December 2005 in the French overseas departments – or modernisation aid depends on the prior issue of an exploitation licence and on compliance with the renewal rate by the developer. When applications for licences were being considered, particular attention was paid to examining the economic viability of the projects submitted, account being taken, *inter alia*, of the available access to quotas where the stocks concerned formed part of the vessels' future targets.

- **A specific aid programme for the permanent withdrawal of fishing vessels:** this programme was set in place from 15 July 2003 for the 2003-04 period. Anyone actively exploiting a vessel could apply for permanent withdrawal aid. The national scale of aid proposed to fishermen was increased substantially compared with previous years and the plan included a further incentive for vessels whose activity was targeted at species for which the catch levels must be reduced (cod, sole, hake, anglerfish and Norway lobster).

This plan was allocated a budget of EUR 30 million (EUR 15 million from the Government and EUR 15 million under the FIFG) for the 2003-04 period. **The original objective was to allow capacity of 6200 GT to leave the fleet; this represented total power in the order of 25 000-27 000 kW (the final figure depending on the characteristics of the vessels applying for permanent withdrawal, taking account of the characteristics set out in the Community list).**

**At 31 December 2004, these objectives were achieved. The situation was as follows:**

**Cases completed at 31 December 2004, since 1 January 2000  
(measures 11 and 12)**

	4F1	4F2	4F3	4F4	4F7	4F8	Total
Number of cases	100	133	3	20	4	3	263
Power	6371	24725	4532	2813	278	621	39430
Tonnage (GT)	601,04	3587,38	2609	574,57	20,09	68	7460,08

#### Cases not completed at 31 December 2004

	4F1	4F2	4F3	4F4	4FA	4FB	Total
Number of cases	21	31	2	7	1	2	64
Power	1700	7040	3459	1734	698	4121	18752
Tonnage (GT)	129,81	1271,65	1876	399,57	322	1902	5901,03

*In this context, taking account of the permanent withdrawals programmed at 30 April 2004, the French authorities are able to confirm to the Commission that the total capacity of the mainland fleet complied with the reference levels at 31 December 2004. The total capacity of the fleet stands at 852 769 kW and 198 869 GT, as compared with an objective of 893 340 kW and 223 349 GT.*

#### 4 – SUMMARY REPORT ON THE WEAKNESSES AND ADVANTAGES OF THE FLEET MANAGEMENT SYSTEM

The French authorities consider that the overall system for managing the fishing fleet, which was implemented on 1 January 2003 and is accompanied by the possibility of management plans and recovery plans, represents a marked improvement compared with MAGP IV.

An effort should nevertheless be made to improve this management system, particularly with regard to the effects of global management on the rising cost of vessels and on the renewal of vessels. This rise in costs is observed on the second-hand vessel market in France; it slows down renewal all the more since owners are encouraged to keep vessels in the fleet as long as possible while speculating on such an increase, which has the added effect of maintaining increasingly older and less safe vessels in the fleet. The French authorities consider that it would be desirable to remedy this situation by clarifying the concept of right of access to every fishery for every vessel or owner and by challenging the transferability of fishing rights on the market.

As regards compliance with provisions on the fleet, the French authorities transmitted the requisite information in 2004, at the request of the Commission and in the context of the annual report on checks carried out.

**In this connection, the French authorities wish to draw the Commission's attention to the errors contained in the information presented by Eurostat on the French fleet, according to which France is one of the only Member States to have increased its fishing capacity since 1997. However, the apparent increase in capacity stems from the fact that the French overseas departments' fleet was integrated into the Community fleet management and monitoring system as from 1999; this resulted in a significant change in the scope of the French fleet compared with previous data, which covered only the mainland fleet. The fleet of the overseas departments is also subject to specific rules (see legislation on the outermost regions), which allow it to be developed under certain conditions. The data on the fishing capacity of mainland**



**France, on the other hand, points to a significant decrease. The French authorities therefore request the Commission to correct this error and to take it into account in the documents which it draws up in future.**

On a general level, compliance with the management regime for capacity entries and exits is based on the checks performed on power and tonnage. Any change in power or tonnage is subject to the issue of an exploitation licence defining the characteristics of the active vessel and, in particular, the length, tonnage and power. A failure to comply with these characteristics will render the licence null and void.

**As regards tonnage**, before a vessel is constructed, the owner is obliged to send the Customs Service (Ministry of Economic Affairs, Finance and Industry, Directorate-General for Customs and Indirect Taxation) a building declaration. When the building work is sufficiently advanced to allow the tonnage to be calculated, the Customs departments measure the vessel and issue a tonnage certificate. This certificate must be produced by the owner in order to allow the Customs Service to issue the vessel registration document.

Where the owner subsequently decides to modify the characteristics of the vessel, he or she must notify the Customs Service, providing information on the projected changes. If the Customs Service considers that the work is likely to influence the tonnage, it will remeasure the vessel.

Any discrepancy between the particulars entered on the tonnage certificate and the actual tonnage of the vessel may be penalised under Articles 222 and 410 of the Customs Code.

**As regards engine power**, when a vessel is under construction in a shipyard, the engine manufacturer must produce a certificate stating the power attained by the engine in the course of a trial conducted on a test bed, in accordance with Regulation (EC) No 2930/86, which refers in particular to Standard ISO 3046/1, 2nd edition, October 1981. This statement is certified by a classification company and possibly a certification body. It is kept in the vessel's file by the decentralised maritime affairs departments.

During the entry-into-service visit by the Shipping Safety Centre (Directorate-General for Maritime Affairs, Ministry of Transport, Infrastructure, Tourism and the Sea), the inspectors attach particular importance to checking the characteristics of the vessel.

The owner is subsequently obliged to declare any change in the engine or engine power to the maritime affairs department. Such a declaration is also, in practice, made by the shipyards in the case of the largest vessels.

Each year, a safety check is carried out on every fishing vessel by the Shipping Safety Centre, the specialist maritime affairs department in charge of safety.

If a change in the engine or tonnage is noted compared with the previous year, the Shipping Safety Centre inspectors inform the maritime affairs department on which the vessel depends and which is responsible for its administrative monitoring. The vessel may not then be equipped for sailing until it complies with the exploitation licence issued to it.

In addition, the maritime affairs departments dealing with administration and safety regularly check on the compliance of power and tonnage in the course of documentary checks or inspections on board fishing vessels.

As regards monitoring of the fleet via the Community Fleet Register, the French authorities ensure that the Register is updated as soon as possible. The great efforts made in this connection have led to a substantial improvement in the quality of the information transmitted to the Commission for the purposes of the register. For example, the transmission in March 2005 revealed a residual error rate of 0.3% (for a list of 101179 events). This rate of error corresponds to 317 anomalies, broken down as follows:

- IRCS number missing: 1
- gear code unknown: 17
- tonnage missing: 297 (Martinique vessels only).

The French authorities are pursuing the efforts undertaken to complete the exhaustive remeasuring of the tonnage of the fleet. A total of 178 vessels currently remain to be remeasured in Martinique.

As regards the missing information, the French authorities intend to chase up the departments and vessel-owners concerned with a view to improving the quality of the data transmitted.

#### **5 – INFORMATION ON CHANGES IN ADMINISTRATIVE PROCEDURES RELATING TO FLEET MANAGEMENT**

There are no particular changes to report for 2004 in the administrative procedures relating to fleet management.

ANNEX 1

COMPLIANCE WITH PROVISIONS RELATING TO THE FLEET

**Tonnage**

<b>Reference</b>	<b>METHOD APPLIED</b>	
International Convention on Tonnage Measurement of Ships (London 1969)	Applied in accordance with Community legislation: - vessels over 24 m (overall length): compulsory since 18 July 1994; - vessels under 24 m (length between perpendiculars) and over 15 m: see Decision 95/84/EC, OJ L 67, 25.3.1995; - vessels below 15 m (length between perpendiculars): see Decision 95/84/EC, OJ L 67, 25.3.1995	
National regulation on tonnage measurement (specific customs regulation on "the tonnage measurement of vessels – Book II): rules of the old international Convention for a Uniform System of Tonnage Measurement of Ships (Oslo 1947)	Still used pending completion of the remeasurement of the fleet in GT.	
Situation at 31 December 2003 compared with the Community objectives and according to the method employed – France minus overseas departments	Estimate (definitive simplified formula)	Effective remeasurement
<i>Vessels of an overall length of less than 15 m</i>	Estimated at 98% (objective: 100% at 31 December 1999)	
<i>Vessels of a length of between 15 m and 24 m</i>	93% (objective: 100% at 31 December 2003)	
<i>Vessels of a length of over 24 m</i>	100% (since 31 December 2000) – in line with objective )	

Control and inspection	<p>The tonnage measurement of all vessels is performed by Customs prior to the entry into the fleet of any new capacity.</p> <p>An annual check (which may result in a new measurement) is carried out on the occasion of the annual safety inspection visit by the Safety Centre, a department depending on the Ministry of Transport, Infrastructure, Tourism and the Sea (Directorate-General for Maritime Affairs).</p>
------------------------	---

## Power of vessels

	Measuring method	Control and inspection
New vessels - Regulation (EEC) No 2930/86, Standard ISO 3046/1	According to Community legislation: a certificate from the manufacturer, following a check at the factory, is systematically required prior to any entry into the fleet and kept by the directorate for maritime affairs on which the vessel registration depends.	Ministry of Agriculture and Fisheries, Directorate for Sea Fisheries and Aquaculture;  Ministry of Transport, Infrastructure, Tourism and the Sea (Directorate for Maritime Affairs, Regional directorate for Maritime Affairs)
Existing vessels	An annual check is carried out on the occasion of the annual safety inspection visit by the Safety Centre, a department depending on the Ministry of Transport, Infrastructure, Tourism and the Sea (Directorate-General for Maritime Affairs).  In the event of a change of engine, the procedure provided for new vessels applies.	Ministry of Agriculture and Fisheries, Directorate for Sea Fisheries and Aquaculture;  Ministry of Transport, Infrastructure, Tourism and the Sea (Directorate for Maritime Affairs, Regional directorate for Maritime Affairs)

## ***IRELAND***

29 April 2005

Mr. Jean-Claude Cueff

Head of Unit

DG Fish A/2

European Commission

B-1049 Brussels

Belgium

### **Re: Annual Report – 2004**

Dear Jean-Claude,

*I am sending herewith the Annual Report in respect of the Irish fishing fleet for 2004. The figures contained in the tables recently provided by the Commission have been assessed and, where appropriate, revised on the basis of our records and information and explanations set out in section 3 of the report. The revised tables are provided in Annex II of the report. Should you have any queries in this regard please do not hesitate to contact us.*

I would like to also take this opportunity to refer to your letter dated 1 April 2005 to Josephine Kelly concerning certain issues that arose at our meeting in January. The position with regard to these issues is set out in the Annual Report. The need and basis for adjustment of the reference levels for the Irish fleet is explained in section 3 of the report.

I would like to elaborate here on the current situation in relation to the registration of small inshore boats, which is dealt with in a general manner in section 1 of the report.

The current position regarding the registration of vessels approved under the Scheme for the Licensing of Traditional Pot-fishing Boats in the Irish Inshore Fleet is that there are approximately 750 vessels approved under the Scheme, including over 30 which were approved after successfully appealing against an initial refusal. Appeals made by a further 50 applicants are still not completed and any of those whose appeals are successful will be offered licences under the Scheme. The Licensing Authority is continuing to check on an ongoing basis that successful applicants are eligible for licensing under the Scheme and in the event that information comes to light which indicates that a successful applicant is not in fact eligible the Licensing Authority may revoke the licence offer.

The main requirement to be met by successful applicants prior to the licensing and registration of their vessels is compliance with the safety requirements for small fishing vessels which were introduced by the Maritime Safety Directorate in 2004. There are a number of stages to be completed by fishing boat owners before they receive the required safety certification and this process is taking longer than envisaged in 2004 when most of the licence offers were issued. However the process is well underway and it is hoped that it will be completed in sufficient time to enable the vessels to be licensed and registered by the end of this year. It is not possible to give a firm estimate as to when the remaining appeals will be determined as the Appeals Officers are independent in the performance of their functions. However, if the appeals are determined within the next two to three months, there may still

be sufficient time for any successful appellants to complete the safety requirements and for the vessels concerned to be licensed and registered by the end of this year also.

I would propose that we have a bilateral meeting with the Commission to discuss in more detail the manner and timing of the proposed adjustment of the reference levels to take account of remeasurement, Specific (Z) segment vessels and inshore boats.

Yours sincerely,

---

Aidan Hodson

Registrar General of Fishing Boats

# ANNUAL REPORT ON

## THE IRISH FISHING FLEET FOR 2004

Department of Communications, Marine and Natural Resources  
Adelaide Road  
Dublin 2  
Ireland

### ANNUAL REPORT TO THE EUROPEAN COMMISSION ON THE IRISH FISHING FLEET FOR 2004

(Pursuant to Articles 12 and 13 of Commission Regulation (EC) No 1438/2003)

#### **1. General description of the fishing fleet in relation to fisheries:**

As explained in the Annual Report for 2003, a new policy governing the licensing and registration of Irish sea-fishing boats was introduced in 2003 following the enactment of the Fisheries (Amendment) Act 2003 and the adoption of Commission Regulation 1438/2003. (Further information in this regard is provided under section 5 below.) The policy essentially retains the fleet segmentation from the Fourth EU Multi-Annual Guidance Programme and also provides for a separate new Aquaculture segment (aquaculture vessels had previously been licensed and registered as part of the Specific segment). An outline of the 5 fleet segments in the Irish fleet in respect of 2004, and relevant developments, is provided below.

- (i) **Refrigerated Seawater (RSW) Pelagic Segment:** This segment contains 23 vessels engaged predominantly in fishing for pelagic species (herring, mackerel, horse mackerel and blue whiting mainly).
- (ii) **Beam Trawler Segment:** This contains 9 vessels, which are dedicated to beam trawling.
- (iii) **Polyvalent Segment:** This segment comprises 1,237 vessels, the vast majority of the fleet. These vessels are multi-purpose and include small inshore vessels (netters and potters), and medium and large offshore vessels targeting whitefish, pelagic fish and bivalve molluscs.

A new scheme for the registration of previously unregistered traditional potting boats in the inshore fleet was introduced in 2003 following approval from the European Commission. Successful applications under this scheme, approximately 750 vessels, with a total capacity of approximately 2,500 GT and 22,000 kW, are currently in the process of complying with



requirements for licensing and registration, mainly safety-related, before the vessels are entered onto the Fishing Boat Register within the Polyvalent segment. These vessels, which may only fish for non-quota species and by means of pots, are being ring-fenced within this segment and the capacity of these boats may not be used elsewhere in the segment for the purposes of compliance with the entry/exit scheme. A number of inshore boats approved for licensing under a previous inshore scheme approved by the Commission have also to be entered on the Fishing Boat Register. There are 128 vessels remaining to be registered under this earlier scheme, with a total capacity of approximately 450 GT and 3,500 kW. Provision for the registration of inshore boats, to allow for final completion of these inshore schemes, is made in footnote (1) to Annex I of Commission Regulation 1438/2003 concerning reference levels for Member States' fleets. The table separately provided by the Commission in relation to the calculation of the reference levels for Ireland makes provision for 3,904 GT and 35,914 kW in respect of completion of the registration of the inshore fishing vessels concerned. The Department has separately written to the Commission in relation to the position concerning registration of inshore vessels.

- (iv) **Specific Segment:** This segment contains 159 vessels, which can fish for bivalve molluscs and aquaculture species.

Under the new EU fleet management policy this segment is now subject to compliance with the entry/exit scheme. There had, however, already been in place, at national level, a moratorium on the licensing of further vessels in this segment, other than through the transfer of existing licence entitlements. This policy, which had been in place since April 1999, was designed to ensure the conservation and rational exploitation of bivalve mollusc stocks.

- (v) **Aquaculture Segment:** These vessels must be exclusively used in the management, development and servicing of aquaculture areas and can collect spat from wild mussel stocks as part of a service to aquaculture installations, subject to certain restrictions, as have been determined in the context of Article 1 of Commission Regulation 1438/2003. This segment, which contains 10 vessels, is not subject to the entry / exit scheme.

## **2. Impact, if any, of fishing effort reduction schemes:**

A fishing effort regime under Council Regulation 2287/03 has applied to the Irish fishing fleet in respect of fishing activity in the specified area in Area VIa and VIIa. Arrangements to implement the provisions of Annex V of this Regulation were put in place for fishing vessels operating in the specified area. No decommissioning scheme was introduced in respect of the Irish fishing fleet in 2003 or 2004.

Commission Decision 2004/365, which amends the EU Multi-Annual Guidance Programme for the Irish fleet, provides that the increase of 14,055 GT and 14,400 kW in the capacity objectives of the pelagic segment may under no circumstances lead to an increase in fishing effort in EU and international waters in the north-east Atlantic. This provision has been fully implemented in respect of the vessel concerned in the Irish fleet.

## **3. Information on compliance with the entry / exit scheme and with the levels of reference:**

### Fishing Capacity at 1 January 2003:

The total fishing capacity situation of the Irish fleet at 1 January 2003 is 86,602 GT and 229,090 kW. The tonnage capacity figure includes GT values for vessels remeasured since 1

January 2003. Fleet remeasurement resulted in a net increase of 3,876 GT in the fishing capacity situation.

#### “Coup Partis” Provision

Under Article 6 of Commission Regulation 1438/2003 the fishing capacity at 1 January 2003, for the purposes of monitoring entries and exits, shall be determined taking into account the entries of vessels based on administrative decisions taken between 1 January 2000 and 31 December 2002. (Information in relation to the administrative decisions concerned has previously been provided to the Commission.) A total of 4,363 GT and 3,103 kW was used towards the entry of a total of 25 vessels into the fleet under this provision in 2003 and 2004. (This represents the total amount of capacity entering the Irish fleet under this provision.) The internal fleet numbers of the vessels concerned, and the amount of capacity (arising from administrative decisions) used towards their introduction, are provided in **Annex I** to this report.

The fishing capacity level (fleet ceiling) for the application of the entry / exit scheme for the application of the entry / exit regime in 2004 is 90,965 GT and 232,193 kW. These figures were arrived at by adding the 4,363 GT and 3,103 kW registered under the “coup partis” provision to the baseline fishing capacity situation of 86,602 GT and 229,090 kW at 1 January 2003 which includes the net increase of 3,876 GT due to fleet remeasurement. It should be noted that the fishing capacity situation will increase in due course as inshore vessels which existed prior to 1 January 2003 are processed under the inshore schemes referred to earlier and entered on the fleet register.

#### Entries / exits of capacity up to end 2004:

In relation to monitoring compliance with the entry / exit scheme and levels of reference it should be generally noted that:

1. No vessels in the Irish fleet were approved for public aid in respect of renewal and modernisation after 31 December 2002.
2. No increases in tonnage were granted in 2003 or 2004 under the “safety tonnage” provisions in Article 11(5) of Council Regulation 2371/2002 and Article 8 of Commission Regulation 1438/2003.
3. No vessels left the fleet with public aid in 2003 or 2004.

The total capacity which entered the fleet in 2003 and 2004 is 25,665 GT and 53,660 kW. The tonnage figure properly excludes the net increase of 3,876 GT which was due solely to fleet remeasurement. This increase is instead included in the fishing capacity situation for 1 January 2003, as stated earlier. The total capacity which exited the fleet in 2003 and 2004 is 25,470 GT and 69,178 kW.

#### Fishing Capacity at 31 December 2004:

The overall fishing capacity situation of the Irish fleet at 31 December 2004 is 86,797 GT and 213,572 kW. **This is within the levels of reference of 86,981 GT and 230,226 kW, and the fleet ceiling for end 2004.**

#### Summary of position with regard to compliance with the entry / exit scheme and levels of reference:

A summary of the position set out earlier is provided in **Annex II** to this report in accordance with the tabular format used by the Commission. Figures recently provided by the Commission in this regard have been assessed and updated on the basis of our latest records and information and explanations provided earlier in this section of the report.

#### Adjustment of Reference Levels:

The reference levels require to be adjusted upwards, as provided for in Commission Regulation 1438/2003, to take account of fleet remeasurement, certain Specific (Z) segment vessels, and, in due course, inshore boats. Such adjustment is appropriate and necessary to reflect the true position of the fleet (remeasurement and vessels which existed in the fleet on 1 January 2003 do not represent capacity increases) and ensure that the fishing capacity situation of the Irish fleet does not in future appear to exceed the reference levels. (In reality this is only likely to arise in respect of tonnage capacity.)

It is anticipated that some additional capacity will enter the Irish fleet in 2005. The new national licensing policy introduced in November 2003 contained a provision concerning existing capacity (licence) entitlements not then realised on the fleet register whereby such capacity could be utilised subject to its re-introduction onto the fleet register by the end of 2005, otherwise the entitlement would be lost. It should be noted that this matter was treated separately from the EU “coup partis” provision, under which capacity could be introduced without further capacity having to be removed from the register. In order to facilitate compliance with the entry / exit regime, a further provision was included in the licensing policy introduced in November 2003 to ensure that the capacity required to accommodate the realisation of the existing capacity (licence) entitlements was removed from the register through an industry funded “decommissioning” scheme. While the capacity concerned has been removed from the register in accordance with the relevant policy provision, the “headroom” created to facilitate utilisation of the existing capacity (licence) entitlements has been artificially absorbed due to separate factors such as remeasurement. This situation can be addressed through the necessary adjustment of the reference levels for the reasons set out hereunder.

#### Remeasurement:

Remeasurement of the Irish fleet has been completed and the resultant GT values entered on the fleet register. The gross tonnage capacity of the fleet has increased significantly as a result of the remeasurement programme. This does not, however, represent a capacity increase in the fleet in real terms as additional capacity has not entered the fleet. An appropriate adjustment to the tonnage reference level is therefore required. Article 4 of Commission Regulation 1438/2003 specifically provides for such an adjustment.

#### Specific Segment Vessels:

The total capacity of vessels in the Specific (Z) segment of the Irish fleet on 31 December 2002 was 7,484 GT and 30,999 kW. These figures, along with a list of the vessels’ internal numbers, were sent to the Commission electronically in July 2003. However, in calculating the reference levels for Ireland the Commission only included 6,706 GT and 28,259 kW in respect of these vessels. The reference levels require, therefore, to be adjusted upwards by 778 GT and 2,740 kW, in accordance with Footnote (1) to Annex I of Commission Regulation 1438/2003.

#### Inshore Vessels:

It is hoped to complete the registration of all of these vessels, referred to earlier, by the end of 2005. A number of inshore boats have already been registered, under the earlier inshore scheme, since 1 January 2003. The reference levels will require to be adjusted on completion of this work.

#### **4. Summary report on the weaknesses and strengths of the fleet management system:**

The Annual Report for 2003 described the introduction of a comprehensive new software programme to provide for a new Integrated Fisheries Information System (known as IFIS). The Department is currently involved in final testing of the new system, which is due to be operational very shortly, and will deliver comprehensive and integrated information on all aspects of fisheries management.

The features of IFIS encompass:

- Issuing of licences for sea-fishing boats
- Registration of sea-fishing boats
- Capacity management of the Irish fishing fleet
- Monitoring the operational activities of fishing vessels via a link to the Irish Naval Service Lirguard System (later phase)
- Recording the declared landings of sea-fishing boats and shellfish gatherers as reported on EU log sheets
- Compilation of statistics on fishing effort and catch for policy development and EU regulatory compliance
- Transmission of reports on vessel registration and fish catch to the EU FIDES II System
- On-line application procedure for fishing boat licences.

The Department recognised deficiencies in the systems that currently support the key business processes of vessel licensing, vessel registration and sea fisheries management and control. The purpose of IFIS is to replace these systems with a single system which will integrate these related business processes, facilitate access to information for reporting purposes, enhance the ability of the Department to provide data to and access data from external agencies, and to maximise the potential for citizen access in line with the Government's Action Plan for the Information Society in Ireland.

#### **5. Information on changes of the administrative procedures relevant to the management of the fleet:**

Significant administrative and procedural developments have taken place within the past two years in relation to the management of the Irish fishing fleet. New primary legislation was introduced on 1 July 2003, in the form of the Fisheries (Amendment) Act 2003, which transferred functions in relation to the licensing of sea-fishing boats from the Minister for Communications, Marine and Natural Resources to a new legally independent Licensing Authority operating under the direction of the Registrar General of Fishing Boats, a senior Department official. The Licensing Authority is required to be independent in the exercise of its functions, subject to EU and international law. The Licensing Authority is also subject to such general policy directives as the Minister may give from time to time. The new legislation also established an independent appeals system in respect of decisions made by the Licensing Authority.

The Minister introduced a comprehensive new national policy for the licensing and registration of sea-fishing boats in November 2003, with the following twin objectives:

- To create a new open and transparent policy which will facilitate the achievement of a sustainable and viable livelihood for fishermen operating in the various types of fisheries, taking account of available fishing opportunities and resources
- To ensure compliance with fleet capacity reference levels set down at EU level.

Last year saw the introduction of a further change in procedures with regard to licensing and registration. The Minister introduced a new policy provision, effective from 21 September 2004, whereby sea-fishing boat licences granted by the Licensing Authority must be non-operative and not valid for fishing until such time as the boat is entered on the Fishing Boat Register. This policy provision was in response to a request from the Commission that the system for the licensing and registration of fishing boats in Ireland be modified to ensure that fishing vessels are not granted operative fishing licences before being entered on the fleet register.

The Licensing Authority is charged with implementing licensing policy. The new administrative regime, which separates policy formulation from service delivery, represents a significant new departure in fleet management in Ireland. It is designed to meet the sustainable needs of individual fishermen in an equitable and transparent manner, play a key role in the conservation and management of fishery resources, and ensure compliance with relevant EU requirements.

## **6. Conclusion:**

The Irish authorities have introduced over the past two years new policies and procedures for the management of the fishing fleet that substantially strengthen the management arrangements for the fleet. The new initiatives include an industry funded “decommissioning” scheme to remove capacity (licence) entitlements following the introduction of the new EU fleet management framework in Council Regulation 2371/2002. This scheme is near completion. An EU/ State funded decommissioning scheme for the whitefish fleet is currently being prepared and will commence shortly. These initiatives are designed to deliver strengthened economic viability for the fleet and provide for a long-term sustainable future for fishing communities.

**Annex I**

*Fishing vessels introduced in 2003 and 2004, toward which capacity was provided under the "Coup Partis" provision, and the amount of capacity involved.*

**2003**

<b>Internal Number of Vessel</b>	<b>GT</b>	<b>kW</b>
IRL000I00852	109	
IRL000I00853	283	
IRL000I00955	283	
IRL000I10527	214	
GBR000C16593		490.4
GBR000G00392		134
NLD198400069		970
GRB000A11754		100
FRA000707800		223.93
GBR000C16235		211
IRL000I00146		410.36
IRL000I00148		108
GBR000A22779		66.03
IRL000I00757		31.33
	889	2,745.05

**2004**

FIN000101242	415	
IRL000I13012	400	
IRL000I01397	91	
IRL000I01195	84	
IRL000I01275	406	
IRL000I01277	406	

IRL000I01395	193	
IRL000I00878	215	
IRL000I11713	590	
IRL000I11716	674	
FRA000555240		358
	3,474	358
<b>Total</b>	<b>4,363</b>	<b>3,103.05</b>

## Annex II

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
86.602	0	0	4.363	0	90.965

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
229.090	0	0	3.103	0	232.193

### b) Management of the entry/exit regime until the end of 2004

		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	86.602	kW <sub>FR</sub>	229.090
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	90.965	kW <sub>03</sub>	232.193
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		25.665		53.660
5	Increases in tonnage GT for reasons of safety	GT <sub>s</sub>	0	-	
6	Total entries (3 + 4 + 5)		25.665		53.660
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0



8	Other exits (not included in 7)		25.470		69.178
9	Total exits (7 + 8)		25.470		69.178
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT <sub>t</sub>	86.797	kW <sub>t</sub>	213.572
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		90.965		232.193

**c) Reference levels at the end of 2004**

		GT		kW	
1	Reference level on 1-1-2003	R(GT) <sub>03</sub>	86.981	R(kW) <sub>03</sub>	230.226
2	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
3	Increases in tonnage GT for reasons of safety	GT <sub>s</sub>	0	-	
4	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
10	Capacity of the fleet on 31 December 2004 (a)	GT <sub>t</sub>	86.797	kW <sub>t</sub>	213.572
5	Reference level on 31 December 2004 (1-35% 2 +3 - 4)	R(GT) <sub>t</sub>	86.981	R(kW) <sub>t</sub>	230.226

**ITALY**

FISH/2005/513-EN

TRANSLATION OF LETTER

From: Mr A. Tripodi,  
Directorate -General for Sea Fishing and Aquaculture,  
Ministry of Agricultural and Forestry Policy,  
Rome

Dated: -

To: - European Commission,  
Directorate-General for Fisheries  
(for attention Mr J.C. Cueff)

Head of Unit FISH A2

- Italian Permanent representation  
(for attention Mr C. Tabacchini)

**Subject: 2004 annual report for Italy – Article 12 of Regulation (EC) No 1438/2003**

Please find attached, in accordance with Article 12 of the above-mentioned Regulation, a report on the situation of the Italian fishing fleet and the changes which occurred in 2004.

A. Description of the fleet. As at 31 December 2003 the situation of the fishing fleet - broken down by major type of fishing activity – was as follows:

<i>Type of fishing</i>	<i>Number of vessels</i>	<i>GT</i>	<i>GT/GRT</i>	<i>GRT</i>	<i>kW</i>
Inshore – small-scale	7 363	13 204.22	13 855.47	20 183.49	189 788.81
Inshore – trawlers	1 454	67 231.41	67 333.31	52 562.19	307 274.52
Inshore – passive gear	3 829	31 813.61	32 445.38	30 141.36	278 135.24
Inshore – hydraulic dredge	669	8 721.00	8 727.24	6 931.63	71 932.04
Inshore – multi-purpose	2 004	59 397.47	59 731.34	46 998.54	326 717.46
Mediterranean – bottom trawl and pelagic	77	13 320.00	13 696.34	12 508.06	38 466.30
Mediterranean – passive gear	13	2 393.00	2 393.00	1 778.90	7 437.60
Mediterranean – tuna seiners	63	5 040.00	5 040.00	4 663.50	21 563.76
Ocean-going	26	13 400.00	13 604.00	11 639.45	30 299.00
<b>Grand total</b>	<b>15 498</b>	<b>214 520.71</b>	<b>216 826.08</b>	<b>187 407.12</b>	<b>1 271 614.73</b>

As at 31 December 2004, however, the figures were as follows:

<i>Type of fishing</i>	<i>Number of vessels</i>	<i>GT</i>	<i>GT/GRT</i>	<i>GRT</i>	<i>kW</i>
Inshore – small-scale	7 056	12 706.22	13 118.09	19 134.34	182 546.79
Inshore – trawlers	1 420	66 472.41	66 574.31	51 261.86	301 396.38
Inshore – passive gear	3 650	30 721.61	31 162.16	28 773.68	268 076.36
Inshore – hydraulic dredge	662	8 688.00	8 694.24	6 872.19	71 444.99
Inshore – multi-purpose	1 964	59 176.47	59 580.95	46 219.18	321 359.02
Mediterranean – bottom trawl and pelagic	85	14 948.00	15 324.34	13 414.51	41 879.55
Mediterranean – passive gear	12	2 422.00	2 422.00	1 674.66	6 731.60
Mediterranean – tuna seiners	60	5 261.00	5 261.00	4 666.51	21 601.16
Ocean-going	26	13 400.00	13 604.00	11 639.45	30 299.00
<b>Grand total</b>	<b>14 935</b>	<b>213 795.71</b>	<b>215 741.09</b>	<b>183 656.38</b>	<b>1 245 334.85</b>

**B. Reduction in fishing capacity – Fishing effort:** there was an increase in the number of cases of permanent cessation, which went up from 49 in 2003 to the 294 vessels scrapped in 2004. While this datum does not affect the way in which the system of entries and exits is evaluated in terms of compliance, it shows there has been a reduction in the fishing effort in [Italian] waters in absolute terms. Thanks to the measure providing for permanent cessation, the reduction in the fishing effort in 2004 totalled 3 316 GT and 20 206 kW (see Annex 8).

The aligning of information in the computerised archive (ALP) was also given a boost in 2004 with the input of documentation held at local level. Thanks in part to staff working in Harbourmasters' Offices, this led to the identification of tens of vessels which no longer satisfied the requirements for possession of a licence. It is worth adding that this type of crosschecking also helped to lower by 150 the number of vessels which have not yet gone over to international tonnage (it went down from 539 on 1 January 2004 to 389 on 31 December 2004). Please note that this administration has, in accordance with the national rules applicable, initiated the procedures for the ex officio cancellation of the

fishing licences of this group of vessels. The said procedures will be completed before the next report is sent.

**C. Entries and exits system** – In order to verify, pursuant to Article 7 of Regulation No 1438/03, compliance with the system of entries and exits, the tables presented for evaluating the figures for 2003 have been updated to 2004, both as regards the administrative decisions adopted in 2000-02 and the tonnage and engine power.

The data in our archives are constantly updated on the basis of daily reports by the local offices, which explains why there may be variations – albeit minor ones – in terms of capacity from one snapshot to another. The figures in Table 1 concern the latest snapshot, for June 2005. The fishing capacity figures as at 1 January 2003 differ slightly from those transmitted in the 2003 report – which were based on the snapshot for March – but the absolute figures in terms of capacity expressed in tonnage and engine power are in essence the same.

In the light of the above and the tables annexed to the 2003 report, the total reduction in the period from 1 January 2000 to 31 December 2002 was as follows:

Table 1

	GRT	GT	kW	
(a)	1 903	2 228	11 265	Annex 1
(b)	1 481	1 897	3 302	Annex 2
(c)	202	228	2 272	Annex 3
Total	3 586	4 353	16 839	

More specifically, (a) comprises fishing vessels removed from the fleet owing to expiry of the fishing licence (Article 6 of the Ministerial Decree of 26 July 1995). The said vessels are removed *ex officio* from naval registers in accordance with national rules, without aid and without a new vessel being built in that connection (see Annex 1). The fishing vessels referred to in (b) were exported, without aid and without a new vessel being built (Annex 2). Supporting documents are attached regarding the export of the two fishing vessels (Annex 9). The fishing vessels referred to in (c) were presented for withdrawal in connection with the construction of new vessels and were removed from the fleet prior to 31 December 2002, being set against new vessels which, as at that date, were not yet registered (Annex 3).

As matters stand, the fishing vessels added to the fleet by virtue of administrative decisions adopted in 2000-02 fall into the following groups (see Table 2):

Row (d) refers to unaided 2003 and 2004 entries pursuant to 2000-02 Ministerial Decrees (Annex 4); (e) refers to 2003 and 2004 entries pursuant to the Ministerial Decree of 11 March 2002 (new vessels) qualifying for Community aid (Annex 5); (f) refers to vessels added to the fleet – in connection with a withdrawal - in 2003 and 2004, approval having been granted between 1 January 2000 and 31 December 2002 (Annex 6).

Table 2

	GRT	GT	kW	
(d)	545	953	3 194	Annex 4
(e)	408	400	1 423	Annex 5
(f)	1 390	2 919	10 307	Annex 6
Total	2 343	4 272	14 924	

Annex 7 summarises the data used to calculate the figures for the Italian fleet. Annex 8, on the other hand, lists the fishing vessels removed – with Community aid – in 2003 and 2004.

Table 3 sets out in summary form the information used to evaluate whether the entry/removal system has been complied with. The figures show compliance for the period from 1 January 2003 to 31 December 2004.

Table 3

		GRT	GT	kW
Situation as at:				
1/1/2003	$GT_{FR} - kW_{FR}$	<b>188 457</b>	<b>215 692</b>	<b>1 279 527</b>
31/12/2004	$GT_1 - kW_1$		400	1 423
31/12/2004	$GT_2 - kW_2$		320	1 060
31/12/2004	$GT_3 - kW_3$		3 872	13 501
31/12/2004	$GT_4 - kW_4$			
31/12/2004	$GT_{03} - kW_{03}$		<b>219 620</b>	<b>1 292 857</b>
Assisted removals (2003-04)	$GT_a - kW_a$		3 931	24 404
As at: 31/12/2004	$GT_{100} - kW_{100}$			
31/12/2004	$GT_s - kW_s$			
31/12/2004	$GT_{05} - kW_{05}$		215 921	1 269 676
Situation as at 1/1/2005		<b>183 656</b>	<b>215 741</b>	<b>1 245 334</b>
<b>Difference</b>			<b>180</b>	<b>24 331</b>

(D) Fishing fleet management system

In order to make the fishing fleet management system effective, as stipulated in recent Community regulations, and thus satisfy Commission requirements, a number of choices were optimised as follows:

- Decentralisation A number of administrative tasks which were earlier performed centrally have been assigned to local maritime authorities, appreciably streamlining the administrative work;
- Introducing computerised procedures Under the computerisation project, which provides for a link-up with RUPA [Joint Public Administration Network], this administration is, in some cases with other authorities, linking up all the peripheral offices telematically. Harbourmasters' offices have, as a matter of priority, been allowed access to the fishing licence database in order to update it in real time;
- Strategy governing the scrapping of vessels A special measure is being implemented to increase the scrapping of small vessels operating within the six-mile limit. It allows the crews concerned to qualify for socio-economic benefits. More than 40 vessels are currently involved, and it is hoped this figure will rise. Consideration is also being given to scrapping additional vessels under specific schemes of the type currently being implemented;
- Responsible management of resources With a view to tailoring administrative activities to the latest concepts in terms of the exploitation of fisheries resources as part of a national sustainable development plan, this Directorate has, in particular at regional level, been actively collaborating with fishermen's associations with a view to boosting the development of fishermen's organisations, syndicates and cooperatives. The programme is aimed at raising awareness within the industry so that, in time, they will be able to manage the resources in such a way as to regard them as an asset to be preserved and protected, and play a role – in part through self-regulation - in the fight against overexploitation.
- Identification and development of alternatives to catches In view of the potential of Italy's coasts in terms of nature and landscape, the strongest emphasis has been put on the search for models of economic development based on integrated exploitation of the sea. This has begun to bear fruit, with an increase in fishermen applying to implement fishing-and-tourism projects and cooperate with the bodies running the marine parks and biological protection areas which were set up recently.



**MINISTRY OF AGRICULTURE, NATURAL RESOURCES AND ENVIRONMENT**

**DEPARTMENT OF FISHERIES AND MARINE RESEARCH**

---

**ANNUAL REPORT 2004**

**1. General Description of the fishing fleet in relation to fisheries development(s) during the previous year, including fisheries covered by multi-annual management or recovery plans;**

On the 1<sup>st</sup> of May, 2004 the Cyprus Fishing Vessel Register consisted of 755 fishing vessels less than 10 metres, 65 fishing vessels 10-<12 metres, 30 fishing vessels 12-<15 metres, 6 fishing vessels 15-<18 metres, 27 fishing vessels 18-<24 metres, 9 fishing vessels 24-<40 metres and 7 fishing vessels more than 40 metres.

The Cyprus Fishing Fleet (CFF) consists of the inshore fishery which is carried out with nets, long lines and fishing traps with vessels less than 12 meters length, the fishery with multi-purpose vessels over than 12 meters length and the fishery with bottom fishing trawlers with vessels around 25 meters length. During 2004, the inshore fishery consisted of 500 professional licenses, 38 of professional licenses for vessels over 12 meters length which work in coastal fisheries with nets and long lines, in the swordfish / tuna fishery with surface long lines and there is one vessel that is engaged in fishing with purse seines in National Waters and another one in International Waters. 25 licenses were granted to trawlers for bottom trawl fishing, 9 of which have also a fishing license for the Territorial Waters of Cyprus, while the rest fish only in International Waters – mainly in Eastern Mediterranean.

No multi-annual management or recovery plans were applied during 2004.

**2. Impact, if any, of fishing effort reduction schemes (adopted under multi-annual management or recovery plans or if appropriate, under a national scheme) on the fishing capacity of the fleet;**

The fishing effort (that is to say, the number of working days required to catch the quantities of fish by the coastal fishing vessels and the bottom fishing trawlers) constantly increases and between the years 1998-2001, has exceeded the number of 100.000 working days. However, the fishing effort was decreased during the last two years. More specific,



in 2003 it was estimated to 76.000 working days and in 2004 it was estimated to 67.000 working days.

During 2004 the total catch from inshore fishery was 639 tons, while the total catch from trawlers (national and international waters) was 473 tons.

For the implementation of the adjustment of fishing effort the following measures have been planned and they will be implemented through the National Multi Annual Guidance Programme of 2004-2006. Scrapping and Transfer to a Third Country / Reassignment. The first measure, scrapping, aims at the achievement of a balance between the fishing resources and their utilization through the reduction of the fishing effort, which originates mainly from the fishing of bottom fishing trawlers in territorial waters (and from old age vessels of inshore fisheries). This measure envisages the compensation of the owners of licensed bottom fishing trawlers that fish in Cyprus Waters, so that they permanently cease their fishing activity, through the destruction of their vessels. The second measure, Transfer to a Third Country / Reassignment, envisages the compensation, with public expenditure funds, of the owners of fishing vessels (of age 10 years and over) so that they permanently cease to engage in fishing activities, through the final disposal and entry of their vessels in other sectors such as: preservation of the historical heritage (vessels with museum value), fisheries research, professional training and control.

### **3. Information on compliance with the entry/exit scheme and with the levels of reference;**

On the 1<sup>st</sup> of May 2004 the fishing capacity of the fleet in terms of Tonnage was calculated  $36008.86GT_{FR}$  and in terms of power was calculated  $64606.22KW_{FR}$  (Table I).

**Table I: Calculation of the baselines on the 1<sup>st</sup> of May 2004**

<b>GT<sub>FR</sub> (1 May 2004)</b>	<b>Entry</b>	<b>Exit</b>	<b>GT<sub>04</sub></b>
12001.93	0	0	12001.93
<b>KW<sub>FR</sub> (1 May 2004)</b>	<b>Entry</b>	<b>Exit</b>	<b>KW<sub>04</sub></b>
52178.3	0	0	52178.3

The management of entry/exit scheme until the end of 2004 is shown on Table II.

**Table II: Management of the entry/exit regime until the 31 December 2004**

		<b>GT</b>	<b>KW</b>
1	Capacity of the Fleet on 1 Sep 2004	12001.93	52178.3
2	Capacity level for the application of the entry-exit regime	12001.93	52178.3
3	Entries of vessels of more than 100GT financed with public aid	0	0
4	Other entries or capacity increase (not included in 3 & 5)	0	0
5	Increase in tonnage GT for reasons of safety	0	0
6	Total entries (3 + 4 + 5)	0	0
7	Exits financed with public aid	0	0
8	Other exits (not included in 7)	11.18	101.5
9	Total exits (7 + 8)	11.18	101.5
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	11990.75	52076.8
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 +5 -7)	12001.93	52178.3

#### **4. Summary report on the weaknesses and strengths of the fleet management system together with a plan for improvements and information on the general level of compliance with fleet policy instruments;**

One of the main commitments undertaken by Cyprus under the Fisheries Chapter was the reduction of its high seas fishing fleet in order to comply with the fisheries common policy which seeks to limit the fishing activity. In this report, in July 2000 new legislative provisions entered into force amending *The Fisheries Law Cap. 135* and the *Fisheries Regulations 1990-1994* (Amendment Law no 102 (I)/2000 and Amendment Regulations P.I. 194/2000). The main objective of the above mentioned amendments is to set up the necessary basis for the progressive harmonisation of the Cyprus legislation with the

compulsory European Union legislation contained in a number of EU instruments, which will be binding upon the Republic of Cyprus on its accession date to the EU. (1) In broad terms, the new amendments impose the obligation on all Cyprus flag fishing vessels to be furnished with a fishing licence; establish the monitoring of the fishing activities of the Cyprus flag fishing vessels operating within or outside the territorial waters of the Republic and exclude from the registration under the Cyprus flag, or from being used in fishing, of fishing vessels whose majority ownership lies with foreign non Community interests.

By virtue of these measures, the number of fishing vessels over 24 metres flying the Cyprus flag has been reduced substantially from 104 in 1999 to about 16 in 2002, thereby reaching the commitment target to reduce their number to 20 by accession.

*(1) Council Regulation (EC) No. 3690/93 dated 20.12.1993 establishing a Community system laying down rules for the minimum information to be contained in fishing licenses. Commission Regulation (EC) No. 2090/98 dated 30.09.1998 concerning the fishing vessel register of the Community. Council Regulation (EC) No. 2847/93 dated 12.10.1993 establishing a control system applicable to the Common Fisheries Policy.*

#### **5. Information on changes to the administrative procedures relevant to the management of the fleet;**

During 2003 and 2004, additional legislation entered **into forced** which result and will result to better management of Cyprus Fishing Fleet.

The amendments of the Fisheries Law No. 106 of 2004 and the Fisheries Regulations of 2004 along with the Merchant Shipping (Registration, Sales and Mortgages of Ships) amended Law No. 138(I) of 2003 provide for the harmonization with the relevant EU Legislation (1).

The basic new administrative provisions of the above Law are the following:

- The Registration of a new fishing vessel into the Cyprus Register of Ships requires the consent of the Director of Department of Fisheries and Marine Research (DFMR).
- The validity of any fishing license is defined by the Director of the DFMR.
- The Duration of any Fishing license is defined by the Director of the DFMR.
- The Director of DFMR keeps a Fishing Vessels Register (FVR) which contains all Cyprus Fishing Vessels.
- No new entry into the FVR is allowed which will result to the exceed of fishing capacity of the fishing fleet of the Republic as it is defined by the Common Fisheries Policy.
- The Minister of Communication and works can proceed to deletion from the Cyprus Register of Ships of any vessel which directly or indirectly violates any legal provision of the Republic which defines the activities of specific type of vessel (including fishing vessels) or the procedures related to its license.

*(1) Council Regulation (EC) No. 2371/2000 of 20.12.2002 in the conservation and sustainable exploitation of Fisheries resources under the Common Fisheries Policy.*

**6. Conclusion: the Member State should indicate how the implementation of the Entry/Exit regime in 2004 has contributed to a better balance between resources and the capacity of the fleet.**

The new legislation entered into force facilitated the drastic reduction of the Cyprus fleet capacity.

The further reduction of the capacity of Cyprus fleet with the application of the Multi Annual Guidance Programme and therefore the scrapping of a number of fishing trawlers, will contribute to less pressure of fishing resources.

*LATVIA*



**The Ministry of Agriculture of the Republic of Latvia**

**THE NATIONAL BOARD OF FISHERIES**

---

2, Republikas laukums, Riga, LV-1010, Latvia; phone: (371) 7323877; fax: (371) 7334892

Riga, 29.04.2005

**THE ANNUAL REPORT  
ON THE NATIONAL FISHING FLEET  
IN LATVIA  
2004**

## 1. General Description of the Latvian Fishing Fleet

The Latvian Fishing Fleet historically divided in three major segments: High Sea vessels, Baltic Sea vessels and coastal fishing vessels. All fishing vessels flying Latvian flag are registered in ten Latvian ports (see table 1.).

Table 1. vessels	Port:	Number of vessels		Fishing
		01.05.2004	31.12.2004	
	Engure	113	115	
	Liepaja	147	144	
	Lielupe	31	33	
	Mersrags	37	39	
	Pavilosta	26	27	
	Roja	103	121	
	Riga	167	159	
	Skulte	104	113	
	Salacgriva	65	75	
	Ventspils	105	116	
	<b>Total:</b>	898	942	

### distribution by ports

Until 1<sup>st</sup> May 2004, physical re-measurement of Latvian Fishing Fleet according to the London Convention has been done by the Latvian Maritime Administration for 99 % of the vessels and by the end of November 2004 it was fully completed. On 31<sup>st</sup> December 2004 the Latvian Fishing Fleet contained 942 vessels, with total fleet engine power 72988.65 kW and overall gross tonnage 42075.39 GT. Due to large proportion of relatively new but small coastal fishing boats the average age of the Latvian fishing fleet is about 20 years. Nevertheless, average age of Baltic Sea and High Sea fleet is near 30 years. From 1<sup>st</sup> May 2004 to 31<sup>st</sup> December 2004 Latvian fishing fleet slightly increased in total number of the fishing vessels, because of re-measurment and entering of small scale fishing boats, however, it decreased in terms of total GT and kW (see table 2.).

<b>Date:</b>	<b>Number of vessels</b>	<b>GT</b>	<b>kW</b>
Census: 1 <sup>st</sup> May 2004	898	44387.37	76289.12
31 <sup>st</sup> December 2004	942	42075.39	72988.65
Difference between CEN date and 31 <sup>st</sup> December 2004	+ 44	- 2311.98	- 3300.47

**Table 2. Evolution of Latvian fishing fleet from 1<sup>st</sup> May 2004 to 31<sup>st</sup> December 2004**

### **Segmentation of the Latvian fishing fleet:**

#### **High Sea Fleet:**

- Represented by 13 vessels LOA > 40m, which is only 1.38 % of the total vessel number but 60.70 % in GT and 36.59 % in KW respectively;
- Vessels of this segment perform their fishing activities in the waters governed by the NAFO and NEAFC Conventions and in the CECAF area (economic zone waters of Mauritania and Senegal);
- Main fishing gear for these vessels are midwater and bottom otter trawls;
- High – sea fishing fleet target species in NAFO area are redfish, shrimp and Greenland halibut, in NEAFC area– redfish, and in CECAF area sardinella, mackerel and horse mackerel.

#### **Baltic Sea Fleet:**

- Consists of 185 fishing vessels LOA ≥ 12 - 40m and representing 19.64 % of total vessel number, 36.24 % of total GT and 53.17 % of total kW;
- Vessels of this segment fish only in the Baltic Sea (ICES 3D subdivisions 22 – 32);
- Main fishing gears for these vessels are midwater and bottom otter trawls for sprat, Baltic herring and cod, set gillnets for cod and drifting gillnets for salmon.

#### **Coastal Fishing Fleet:**

- Represented by 744 fishing boats with LOA less than 12 m which is a majority of total vessel number or 78.98 %, despite it contain just 10.24 % from total kW and only 3.05 % from GT;
- This fleet segment is very important from socio – economic point of view for coastal regions of Latvia along the Gulf of Riga and the Baltic Sea coastline;
- However, the catches of coastal fishing fleet are relatively small and these include cod, sprat, salmon and Baltic herring as well as various non-TAC and quota species mainly obtained by fixed fishing gears.

## **2. Impact form application of the fishing effort reduction scheme**

Fishing effort reduction scheme, which applies to the Latvian fishing fleet is represented by fishing vessels decommissioning (scraping) programme financed by public aid. This programme is lunched according to the conditions set in the Single Programming

Document 2004 - 2006. Financial compensation from Financial Instrument for Fisheries Guidance is possible for fishing vessels, which complies with the following provisions:

- Fishing vessel must fish in the Baltic Sea or in the Gulf of Riga;
- Fishing vessel shall be at least 20 years old;
- Fishing vessel shall be at least 10 GT;
- Fishing vessel may be scrapped only within EU;
- Fishing vessel must have been carrying out the fishing activity for at least 75 days at sea in previous two years / or utilized at least 80 % of the days allocated to the respective fishing company or its vessels.

After 1 May 2004 owners of the 33 Baltic Sea vessels were signed contracts for decommissioning of their fishing vessels by means of Structural funds (FIFG) and by the end of the year 2004, the 17 of them were scrapped and 11 already received appropriate grants. All decommissioned fishing vessels were withdrawn from the Baltic Sea fleet.

There is no financial aid granted to the High Sea or small-scale fishing vessels. The High Sea fleet at this stage for Latvia do not rise “over capacity” concerns and the coastal fleet were not fully re-measured and re-registered when the Single Programming Document was elaborated. However, in future, some decommissioning schemes possibly can be launched for small-scale fisheries as well.

The main reason why owners of the Baltic Sea fishing vessels actively applying for decommissioning with assistance of the FIFG aid is because of poor condition of fish stocks in the Baltic Sea. Particularly cod stocks are in the very weak situation, therefore majority of decommissioned vessels were cod fishing vessels. Another important reason why owners decide for scrapping was the old age (at least 20 years) and bad technical performance of their vessels.

Overall impact of above mentioned fishing effort reduction scheme for Latvia in year 2004 was 17 scrapped vessels or reduction of capacity by 951 GT and 2283 kW in total.

### **3. Compliance with the exit / entry regime**

There is no special and detailed description of the entry/exit regime in the national fisheries legislation, nevertheless, Latvia fully respect capacity limitation in terms of GT and kW according to the Commission Regulations 1438/2003 and 916/2004. National legislation prescribes that all new intensions for entries – purchase or construction of any fishing vessel shall be agreed before by the National Board of Fisheries (NBF). Advisory body of the NBF – Fisheries Commission - considers all the applications submitted to the NBF in connection with the entry/exit of the fishing vessels into the Fleet Register. Based on the recommendations of the Fisheries Commission the NBF enrolls into the national fishing fleet, the fishing vessels authorized to fish in the respective waters. The Fisheries Commission of the NBF requires withdrawal from the fishing fleet of the fishing vessel (or vessels) with equivalent or bigger capacity before the entry of the new fishing vessel into the fishing fleet. Any vessel capacity withdrawn from fleet with the FIFG assistance is not renewable and can not be replaced by any means.

Additionally, the list of planned Latvian fishing vessels entries that are based on administrative decisions taken between 1 May 2001 and 30 April 2004 (“coups partis”) was sent to the Commission. Therefore, capacity level for the application of entry/exit regime shall be properly adjusted (see table 3.). In year, 2004 there were 70 on “coups partis”



based decisions for entries of fishing vessels into the fleet. All these cases were entries of small-scale coastal fishing boats with total engine power of 745.33 kW and total tonnage 101.59 GT.

		GT		kW	
1	Capacity of fleet on 1 <sup>st</sup> May 2004	GT <sub>FR</sub>	44.387	kW <sub>FR</sub>	76.289
1A	Capacity of "coups partis"	GT <sub>1</sub>	305	kW <sub>1</sub>	1.098
2	Capacity level for the application of entry/exit regime (1+1A)	GT <sub>04</sub>	44.692	kW <sub>04</sub>	77.387
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases		398		1.445
5	Increases in tonnage for safety reasons	GT <sub>S</sub>	0		
6	<b>Total entries (3+4+5)</b>		<b>398</b>		<b>1.445</b>
7	Exits financed with public aid	GT <sub>a</sub>	951	kW <sub>a</sub>	2.283
8	Other exits		1.759		2.463
9	<b>Total exits (7+8)</b>		<b>2.710</b>		<b>4.746</b>
10	Capacity of fleet on 31 <sup>st</sup> December 2004	GT <sub>1</sub>	42.075		72.994
11	Fleet ceiling on 31 <sup>st</sup> December 2004 (2-7)		43.741		75.104

**Table 3. Management of entry/exit regime in year 2004**

#### **4. Weaknesses and strengths of the fleet management system**

The following governmental organisations are dealing with the implementation of the Common Fisheries Policy in Latvia:

- the National Board of Fisheries (NBF) under the supervision of the Ministry of Agriculture;
- the Marine and Inland Waters Administration (MIWA) under the State Environmental Service of the Ministry of Environment;
- the Latvian Ship Register (LSR) of the Maritime Administration of the Ministry of Transport;
- the Rural Support Service (RSS) under the supervision of the Ministry of Agriculture;
- The Latvian Fish Resources Agency (LFRA) as fisheries scientific and Bio data collection organization under the supervision of the Ministry of Agriculture.

National legislation clearly prescribes the competencies of the above-mentioned bodies. To ensure operative and precise information exchange between governmental institutions, the Integrated Control and Information System (ICIS) was established. ICIS contains all information on national fisheries and really is the main computer based on-line

fisheries management tool. The system includes fishing vessel, quota, log-book, landing declaration, sales note and licence data.

Regarding the national fleet management, main organisations responsible for that field are the NBF, LSR and MIWA. The LSR performs general registration of all vessels flying Latvian flag holds a State Register of the Latvian Fleet, including fishing vessels and also responsible for fleet re-measurement. Nevertheless, the NBF is responsible for keeping and reporting of the fishing vessel data, controlling fleet capacity ceiling and issuing special fishing permits for fishing vessels according to the EU requirements. MIWA is responsible for general management of fishing licences, control and enforcement of the fishing activities and VMS. The RSS deals with applications and financial aspects related with fishing vessels decommissioning programme, which used the FIFG financial support.

Strengths of fleet management system:

- Overall fleet management is based on close cooperation of above mentioned governmental institutions and basically is dependent on proper functioning of the ICIS;
- ICIS allows to carry out cross-checking by different users of all fishing fleet data;
- Fishing fleet register of the NBF has complete and precise data on all concerned vessels;
- Good and practically functioning entry / exit management scheme is established.

Weaknesses of fleet management system:

- Limited human capacity – lack of competent civil servants as concerns fishing fleet issues in state administration. Management of fishing fleet register is performed only by one civil servant in the NBF;
- The new fishing fleet register of the NBF is not yet operational (reasons for that is described in the next chapter) and snapshots are prepared manually with Microsoft Excel, and, it might cause some inconveniencies and “human errors”;
- Some data exchange problems exist in the ICIS that requires its further development and deeper integration of fishing fleet database into the common framework.

Despite above mentioned problems fleet management system in Latvia has respected all official requirements regarding fishing fleet data reporting to the Commission. Moreover, situation is recently improving and in year 2005 Latvia will be ready to send snapshots generated by new Fishing Vessels Register application.

## **5. Changes in fishing fleet administrative procedures**

Because of the Latvia's accession to the EU in the year 2004 there was transition period for entire national fisheries sector as well as for fleet management and administration procedures. Before Latvia's accession, during the *acquis* harmonisation process, the entire ICIS and fishing vessels register as a logical part of it has been designed according Community legislative acts, which were in force at the beginning of 2003. The above mentioned system has been built with significant EU financial support under the PHARE project LE 00/IB-AG-01 “Strengthening Latvia's Fisheries Administration to meet the requirements of the Common Fisheries Policy”. Furthermore, the Latvian fishing fleet register has been created with the assistance of Swedish experts from SWEDMAR under the PHARE contract No. 99-0049.00. Since 1<sup>st</sup> January 2004, Latvian fishing fleet register experts has been working in the full-scale regime with the data base programme supplied

by SWEDMAR. Unfortunately, despite of all efforts towards integration of supplied fishing vessels register programme into ICIS there persist serious operational problems with information uploading, data covertation and simple routine work. Additionally, operational source codes for fishing vessels register programme form SWEDMAR were received only 26<sup>th</sup> April 2004 after exchange of official letters between NBF, SWEDMAR and European Commission.

Moreover, from 1<sup>st</sup> September 2004, Latvia has to adapt new fleet management and reporting rules according Commission Regulation 26/2004. This regulation foresees introduction of numerous new data fields into national fishing vessels database.

Taking in to consideration above mentioned operational problems and legislative changes, administration of the NBF decided to give up with SWEDMAR programme and to create completely new National Fishing Fleet Register system fully integrated into existing ICIS. On 10 August 2004, the NBF signed contract with IT company Microlink ltd for elaboration of new Fishing Vessel Register (FVR) programme as a logical part of ICIS. The technical data for this programme are provided by the Latvian Ship Register, which maintains the State Register of all vessels flying the Latvian flag. The FVR programme foresees automaticall download (every 24 hours) of all fishing vessels data to the NBF server, after that these data are included into the national FVR database application. Moreover, all entries/exits, changes and corrections in the Fishing Fleet data shall be automatically reported to the NBF officials who are in charge of the Fleet Register. In that way the FVR always contains actual and updated information, which at any time can be submitted to the Commission via FIDES.

## **6. Conclusion**

Latvian fishing fleet is divided into High Sea, Baltic Sea and Coastal fishing segments (see table 4.). All Latvian fishing vessels are re-measured according London Convention. Following the impact of fishing vessels decommissioning scheme, which was realised by using of FIFG financial aid, overall capacity of Latvian fishing fleet in 2004, was reduced by 951 GT and 2283 kW.

Fleet segment	% from total No of vessels	% from total GT	% from total kW
High Seas	1.38	60.70	36.59
Baltic Sea	19.64	36.24	53.17
Coastal	78.98	3.05	10.24

**Table 4. Segmentation of Latvian Fishing Fleet**

Latvia strictly follows and fully complies with the existing rules for Community Fishing Fleet entry / exit scheme. The NBF requires withdrawal from the fishing fleet of the fishing vessel (or vessels) with equivalent or bigger capacity before the entry of the new fishing vessel into the fishing fleet.

Three governmental organisations are mainly involved in Latvian fishing fleet management: the NBF, LSR and MIWA, however the maintenance of the Fishing Vessels Register is NBF responsibility. In 2004 Latvia improved the national fishing fleet management system by working on the new Fishing Vessels Register application, which allows more efficiently maintain national fishing vessels data and accordingly report them to the Commission.

*LITHUANIA*



**ŽUVININKYSTĖS DEPARTAMENTAS  
PRIE LIETUVOS RESPUBLIKOS ŽEMĖS ŪKIO MINISTERIJOS  
FISHERIES DEPARTMENT  
UNDER THE MINISTRY OF AGRICULTURE  
OF THE REPUBLIC OF LITHUANIA**

Mr John FARNELL  
Director  
Conservation Policy  
Directorate-General for Fisheries and  
Maritime Affairs  
European Commission  
FAX: (32-2) 2955621

03 June 2005      Nr. R18-(10.5)-  
Ref. \_\_\_\_\_      Nr. \_\_\_\_\_

**Subject: Annual Report on Lithuanian fleet management for 2004**

Dear Mr Farnell,

Please find enclosed the Annual Report on Lithuanian Fleet Management for 2004.

Enclosures: (3)

Sincerely yours,

Director  
Aidas Adomaitis

SN 2558/05  
(OR. It)

### **Management of Lithuania's fishing fleet in 2004**

Pursuant to Article 14 of Council Regulation (EC) No 2371/2002 of 20 December 2002 and Article 12 of Commission Regulation (EC) No 1438/2003 of 12 August 2003, please find below the report for 2004 on efforts to achieve a sustainable balance between fishing capacity and fishing opportunities.

The Fishing Vessels Register (hereinafter "the Register"), in accordance with the provisions of Commission Regulation (EC) No 26/2004 of 30 December 2003, was set up in 2004. Some of the fishing vessels were already entered in the Register using software installed according to former EU requirements. When Regulation (EC) No 26/2004 entered into force the information system's software for the fleet Register was changed and is being improved according to the above Regulation. In December 2003, Baltic Sea and open-sea vessels started to be entered in the Register. In May 2004, all the data on registered vessels was transferred to the database of the new Register. Registering coastal fishing vessels was complicated. The problem was that the Order of 27 May 2004 by the Director of the Fishery Department, "Issuing permits for commercial fishing in the Baltic Sea" did not issue permits to vessels for coastal fishing, but to fishery companies, of which there are 103. There was insufficient information about coastal fishing vessels as the inland waters vessels register held by the Communications Ministry defined them as inland waters vessels. The arrangements for issuing and keeping the coastal fisheries logbook were amended in 2005, making it possible to monitor fishing vessels. Even though coastal fishing vessels historically have been fishing for years, the owners of some vessels which are not efficient enough have so far been applying to register vessels. Registration has continued in 2005. All of these vessels are being registered according to the provisions of Commission Regulation (EC) No 26/2004, according to the "Census" group code event (first census dated 1 May 2004).

Lithuania's fishing fleet is made up of:

vessels fishing in the Baltic Sea (not entitled to fish near the coast)

open-sea fishing vessels

vessels that fish near the coast of the Baltic Sea.

(3)

Fleet data: The fleet entry/exit regime is presented in the table. Our table does not concur with the Commission's as 18 small coastal vessels were entered on the Register after 31 December 2004 and the CEN (census) code was used for the event. It is thought that additional coastal vessels which have not been entered in the Register may come to light, since as of 2005 coastal fishing enterprises are obliged to keep the new fishing logbook, which must indicate what kind of vessel is fishing for the company, and this will enhance

the monitoring of fishing. Furthermore, the GT capacity of two vessels, the *Laguna* and the *Delta*, has also been recalculated.

#### Management of the entry/exit regime until the end of 2004

		GT		kW	
1.	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	76 507	kW <sub>FR</sub>	80 559
2.	Capacity level for the application of the entry/exit regime	GT <sub>04</sub>	76 507	kW <sub>03</sub>	80 559
3.	Entry of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4.	Other entries or capacity increases (not included in 3 & 5)		3 981		2 854
5.	Increase in tonnage GT for reasons of safety	GT <sub>S</sub>	0		0
6.	Total entries to the fleet (3+4+5)		3 981		2 854
7.	Exit financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8.	Other exits (not included in 7)		5 097		5 452
9.	Total exits (7+8)		5 097		5 452
10.	Capacity of the fleet on 31 December 2004 (1+6-9)	GT <sub>t</sub>	75 390	kW <sub>t</sub>	77 961
11.	Fleet ceiling on 31 December 2004 (2-35%3+5-7)		76 507		80 559

A vessel is removed from the Register after it has been removed from the sea vessels register or the inland waters vessels register; these registers are managed by the Transport and Communications Ministry. Up to 24 months after a vessel has been removed from the register the owner is allowed to register another vessel that is not more powerful, in terms of GT tonnage and engine power in kW, than the one removed from the register.

Pursuant to Article 6 of Commission Regulation (EC) No 1438/2003, the Orders of the Director of the Fisheries Department of 23 April 2004 allow two vessels to be entered on the Register (under the *coups partis* provision) before 31 December 2005. Pursuant to Article 2(2) of Commission Regulation (EC) No 916/2004 this deadline can be extended to 23 April 2007. Under the (enclosed) Orders issued by the Director of the Department:

- 1) A fishing vessel with a total GT tonnage of 1 204 and a main engine power of 1 980 kW may be entered in the fishing vessels register in the place of a vessel which had a total GT tonnage of 529 and a main engine power of 1 175 kW. The new fishing vessel's capacity would increase by a total GT tonnage of 675 and basic engine power of 805 kW.
- 2) A fishing vessel that is specialised in fishing sprats and Baltic herring, whose total GT tonnage does not exceed 700, whose a main engine power is no greater than 1500 kW and whose total length is no greater than 40 m may be entered in the fishing vessels register.

On the basis of the *coup partis* provision, Lithuania's fishing fleet will increase by no more than a total **GT tonnage of 1 375** and main engine power of **2 305 kW**. This fishing capacity is not yet entered in the Register.

The Order issued by Lithuania's Minister for Agriculture on 30 June 2004 adopted the **2004-2006 strategy** for reforming Lithuania's Baltic Sea fishing fleet, and established the goals and tasks of the reform:

to adjust fishing capacity to fish stocks;

optimise use of Lithuania's fishing quota;

improve sanitary, hygiene and safety conditions on board and navigation conditions;

avoid undesirable by-catches in vessels using more selective fishing technology and methods; and

improve the quality of products caught and stowed on board.

### **Management of the Baltic Sea fishing fleet**

In 2004, 67 open-sea fishing vessels fished on the Baltic Sea. Part of the fleet was not efficient and in need of modernisation. To this end, it needs to be rendered more efficient, its navigation equipment refined and its work, sanitary and hygiene conditions for the storage of products need to be improved. Some vessels were built more than 30 years ago and have not undergone marked renewal or modernisation since the 1990's.

Fleet reduction



In 2004 two Baltic Sea fishing vessels, with a combined GT tonnage of 270 and engine power of 390 kW, were scrapped without public aid. The vessel owners have a 24-month period during which they are entitled to register vessels that do not have a greater capacity. When scrapping

fishing vessels with public aid, preference is given to Baltic Sea vessels and vessels fishing near the Baltic coast. In 2004 applications for scrapping were made by 20 vessels owners, of which 18 were for open-sea fishing vessels on the Baltic Sea and 2 for Baltic Sea coastal fishing vessels. These vessels were struck off the Register and fishing was ceased in 2005.

#### Vessel modernisation

When vessels are modernised, preference is given to vessels fishing on the Baltic Sea. They need to be adapted to fishing pelagic fish and salmon. Preference is given to newer vessels. In 2004, 2 owners of Baltic Sea fishing vessels submitted applications for modernisation. These applications are being assessed.

#### **Management of the open-sea fleet**

23 open-sea fishing vessels have been entered in the Register. In 2004, two vessels were taken off the register without public aid, with a combined GT tonnage of 4 827 and main engine power of 5 062 kW, and one vessel with a total GT tonnage of 3 981 and main engine power of 2 854 kW was entered in the Register. The main fishing areas are: NAFO and NEAFC Regulatory Area (7 vessels), Svalbard (3 vessels), Mauritanian and Moroccan waters (8 vessels). 5 fishing vessels were under repair in 2004 or for other reasons did not fish. In practice, in 2004 Lithuania was not allowed to fish sea perch or mackerel in the NEAFC Regulatory Area, and so in order to safeguard fishing for these vessels fishing quota was exchanged with Germany. Lithuania received 6 000 t for sea perch in the NEAFC Regulatory Area and Greenlandic waters. Likewise, in order to ensure that the fishing opportunities for shrimps in the NAFO Area were utilised to the full, Lithuania received a further: 144 tonnes of shrimps in Division 3L and 60 shrimp fishing days in the 3M Division from Russia; 60 shrimp fishing days in the 3M Division from Poland; and 50 shrimp fishing days in the 3M Division from Portugal. With a view to gaining new fishing opportunities in 2004 some Lithuanian vessels started fishing in Moroccan waters under private agreements. In 2004, 7 vessels fished in Mauritanian waters. As Lithuania has insufficient licences under the EU-Mauritania agreement, some of the vessels fished under private agreements. Lithuania is very keen that the agreement with Mauritania on an additional 10 pelagic fishing licences be signed as soon as possible, and that the fisheries agreement with Morocco be renewed. We consider that in this way fishing vessels would be able to plan their fishing in African countries' waters more effectively. Norway granted Lithuania 679 shrimp fishing days in Norway's Svalbard area in the exclusive economic zone. 3 vessels fish in this area. So that these vessels' fishing opportunities are fully utilised, Lithuania would be interested in receiving further fishing days if other Member States do not utilise them fully. Only in the 2007-2013 strategy is consideration being given to scrapping open-sea fishing vessels with public aid.

#### **4. Strengths of the fleet management system**

Every year the list of vessels fishing cod on the Baltic Sea is drawn up.

The Register of sea vessels (which is administered by the Transport and Communications Ministry) does not register fishing vessels without the approval of the Fisheries Department.

### **Weaknesses of the fleet management system**

Before 2005 information was available only on coastal fishing vessel enterprises that were allocated quotas. There was no information on the number of coastal fishing vessels. Furthermore, some of the coastal vessels also fished in the Curonian Bay, that is counted as an inland water, which is why it is difficult to distinguish between vessels. As of 2005, enterprises fishing near the coast will have to keep a fishing logbook, which will show what kind of vessel is fishing for the enterprise. The number of coastal fishing vessels entered in the Register is expected to increase further under the "census" code event.

### **5. Information on administrative procedures relevant to the management of the fleet**

The Agriculture Minister's Order of 2 August 2004 authorised the Fisheries Department to administer the fishing vessels Register. The Director of the Fisheries Department approved the rules on entering vessels on the fishing vessels Register; according to these rules, a fishing vessel is entered on the Register once it has been put on the register administered by the Transport and Communications Ministry and given a registration number. According to the rules of the Transport and Communications Ministry, of 21 December 2001, on the registration of sea vessels, an owner registering a sea fishing vessel on the sea vessels register must present a certificate from the Fisheries Department under the Ministry of Agriculture certifying that registration has been approved. It has been agreed with the Fisheries Department that this provision will be included when the Transport and Communications Ministry's new rules on the registration of sea vessels are drawn up.

---

SN 2560/05  
(OR. It)

**Fisheries Department**  
**under the Director of the Ministry of Agriculture**

**Order VI-10**  
**on the Registration of a Fishing Vessel**

of 23 April 2004

Vilnius

Pursuant to Article 18(2) of the Law on Fisheries of the Republic of Lithuania (Official Gazette 2000, No. 56-1648), and the arrangements for the registration of fishing vessels on the Fishing Vessels Register, as adopted by the Government of the Republic of Lithuania on 20 August 2001 by Resolution No 1010 (Official Gazette 2001, No. 73-2579), and taking into account Council Regulation (EC) No 2792/1999 of 17 December 1999 laying down the detailed rules and arrangements regarding Community structural assistance in the fisheries sector, and Commission Regulation (EC) No 1438/2003 of 12 August 2003 laying down implementing rules on the Community Fleet Policy as defined in Chapter III of Council Regulation (EC) No 2371/2002,

1. "Banginis" UAB shall register a newly acquired fishing vessel on the fishing vessels register.
2. The newly acquired fishing vessel is specialised in sprat and Baltic herring fishing; its total tonnage, to within one hundredth of a tonne, may not be greater than 700.00 GT, its main engine power, to within one hundredth of a kW, may not be greater than 1500.00 kW, and its total length may not exceed 40 m.
3. This Order shall be valid until 31 December 2005.

Assistant Director

Aidas Adomaitis

(27.06)

SN 2559/05  
(OR. lt)

**Fisheries Department**  
**under the Director of the Ministry of Agriculture**

**Order VI-9**  
**on the Registration of a Fishing Vessel**  
**of 23 April 2004**

**Vilnius**

Pursuant to Article 18(2) of the Law on Fisheries of the Republic of Lithuania (Official Gazette 2000, No. 56-1648), and the arrangements for the registration of fishing vessels on the Fishing Vessels Register, as adopted by the Government of the Republic of Lithuania on 20 August 2001 by Resolution No 1010 (Official Gazette 2001, No. 73-2579), and taking into account Council Regulation (EC) No 2792/1999 of 17 December 1999 laying down the detailed rules and arrangements regarding Community structural assistance in the fisheries sector, and Commission Regulation (EC) No 1438/2003 of 12 August 2003 laying down implementing rules on the Community Fleet Policy as defined in Chapter III of Council Regulation (EC) No 2371/2002,

1. "Marestana" UAB shall register a leased fishing vessel on the fishing vessels register according to the bareboat charter, once the vessel "Eyborg" that belongs to "Marestana" UAB has been struck off the register; "Eyborg's" registration number is 715, its identification code is LTU 000000018, its total GT tonnage is 529.00 GT and its main engine power is 1175.00 kW.
2. The total tonnage, to within one hundredth of a tonne, of "Marestana" UAB's fishing vessel "Sjurdarberg", which has been leased according to the bareboat charter, may not be greater than 1204.00 GT, and the "Sjurdarberg's" main engine power, to within one hundredth of a kW, may not be greater than 1980.00 kW.
3. This Order shall be valid until 31 December 2005.

Assistant Director

Aidas Adomaitis

FISH "Arrivée"
N° 16185
Date: 20. 10. 2005



**ŽUVININKYSTĖS DEPARTAMENTAS  
PRIE LIETUVOS RESPUBLIKOS ŽEMĖS ŪKIO MINISTERIJOS**  
**FISHERIES DEPARTMENT  
UNDER THE MINISTRY OF AGRICULTURE  
OF THE REPUBLIC OF LITHUANIA**

Mr. Jean-Claude CUEFF  
Head of Unit A2  
Management of fleets  
Directorate-General for Fisheries and  
Maritime Affairs  
European Commission  
Fax: +32-2 2955621

19 October 2005 Nr. R18-(10.5)-1123  
Ref. \_\_\_\_\_ Nr. \_\_\_\_\_

**Subject:** Annual Report from the Commission to the Council and the European Parliament

Dear Mr Cueff,

Lithuania has no comments on the Commission's annual report „On Member States' efforts during 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities“. Lithuania glad that Commission has evaluated our Report as „new Member State provided good quality information“. Regarding Lithuanian figures we could comply that it fully correspond to our data.

However as we were explained earlier we had problems with fishermen not members of any fishermen association, but historically fishing in the Baltic Sea coastal area with small vessels. Due to some circumstances the Fisheries Department got applications to enter the vessels to FVR from some fishermen and after 1 May 2004. When Commission Report was prepared, we got an additional application from owner of small coastal vessel to register it in FVR.

Department would appreciate if you could allow us to entry into the FVR this coastal fishing vessel

Code 1887 52740  
J. Lelevoio str. 6,  
LT - 01103 Vilnius  
LITHUANIA

Phone: +370 5 239 11 75  
Fax: +370 5 239 11 76  
E-mail: zuvis@zum.lt  
<http://www.zum.lt>

Current account LT464010042400010026  
AB Bankas „NORDŪB Lietuva“  
SWIFT code AGBL LT 2X

(Tonnage GT 5,56, power of engine 58,9 kW) with Code type of event „entry to fleet“ as „Census“ according to Commission Regulation (EC) No 26/2004.

Sincerely yours,

Aidas Adomaitis  
Director



J. Lenkaitienė, ph. +370 5 2391177

**MALTA**

MINISTERU GHALL-AFFARIJJIET RURALI  
U L-AMBJENT



MINISTRY FOR RURAL AFFAIRS AND  
THE ENVIRONMENT

MALTA

*Taqsimha għall-Konservazzjoni u Kontroll tas-Sajd*

*Fisheries Conservation and Control Division*

Annual Report 2004:

**Concerning the Entry/Exit Regime and the Reference Levels, and**

**According to Articles 12 and 13 of Regulation (EC) 1438/2003**

To:

**the European Commission**

**Directorate-General for Fisheries and Maritime Affairs**

From:

**The Director-General Dr. Anthony Gruppetta**

**Fisheries Conservation and Control Division**

Malta

**30<sup>th</sup> April 2005**

## **1. Introduction**

In line with Commission Regulation (EC) No 1438/2003 of 12 August 2003 laying down implementing rules on the Community Fleet Policy as defined in Chapter III of Council Regulation (EC) No 2371/2002, Malta is obliged to send an annual report for the year 2004. According to Article 13 which deals with Information to be contained in the Annual Reports, the report should contain:

- a description of the fishing fleets in relation to fisheries: development(s) during the previous year, including fisheries covered by multiannual management or recovery plans;
- the impact on fishing capacity of fishing effort reduction schemes adopted under multiannual management or recovery plans or, if appropriate, under national schemes;
- information on the compliance with the entry/exit scheme and with the level of reference;
- a summary report on the weaknesses and strengths of the fleet management system together with a plan for improvements and information on the general level of compliance with fleet policy instruments;
- any information on changes of the administrative procedures relevant to the management of the fleet.

## **2. General Description of the Fishing Fleet**

The fishing fleet is composed of 2252 commercial and recreational vessels. 97% (2189) of these are below 15m (LOA), the other 3% that is 63 vessels are 15m or longer. Therefore the VMS is applicable to 3% of the fleet.

Since Malta joined the European Union in May 2004, the multi-annual management schemes and recovery plans did not have any effect on the Maltese fishing fleet because these are not yet applicable to Malta. No new vessels have been registered in the fleet and therefore the gross tonnage of the whole fleet did not increase. Any replacements were at equal tonnage and power of the vessels replaced.

## **3. Impact of Fishing Effort Reduction Schemes**

The Maltese fishing fleet does not yet fall under reduction schemes, because Malta acceded to the EU after the 1<sup>st</sup> of May 2004. Other national effort reduction schemes have not been setup. Therefore there was no impact arising as a result of reduction schemes.

Impact of fishing effort resulted from the application of Council Regulation (EC) No 813/2004 of 26 April 2004 amending Regulation (EC) No 1626/94 as regards certain conservation measures relating to waters around Malta. Mainly, these changes are set within the 25-mile management zone around Malta

(a) fishing within the management zone is limited to fishing vessels smaller than 12 metres overall length using other than towed gears;

(b) the total fishing effort of those vessels, expressed in terms of the overall fishing capacity, shall not exceed the average level observed in 2000-2001 that corresponds to 1950 vessels with an overall engine power and tonnage of 83000 kW and 4035 GT respectively.



2. By way of derogation from point (a) of paragraph 1, trawlers not exceeding an overall length of 24 metres is authorised to fish in certain areas within the management zone, as described in Annex V, part (a), to this Regulation, subject to the following conditions:

(a) the overall fishing capacity of the trawlers allowed to operate in the management zone shall not exceed the ceiling of 4800 kW;

(b) the fishing capacity of any trawler authorised to operate at a depth of less than 200 metres shall not exceed 185 kW; the isobath of 200 metres of depth shall be identified by a broken line, the waypoints of which are listed in Annex V, part (b), to this Regulation;

(c) trawlers fishing in the management zone shall hold a special fishing permit in accordance with Article 7 of Regulation (EC) No 1627/94 of 27 June 1994 laying down general provisions concerning special fishing permits(4) and shall be included in a list containing their name, their international registration number and vessel characteristics to be provided to the Commission annually by the Member States concerned;

(d) the capacity limits laid down in points (a) and (b) shall be periodically re-evaluated, following advice from relevant scientific bodies concerning their effects on the conservation of stocks.

3. If the overall fishing capacity referred to in point (a) of paragraph 2, exceeds the overall fishing capacity of trawlers with an overall length equal to, or less than, 24 metres and operating in the management zone in the reference period 2000-2001 (hereinafter referred to as the «reference fishing capacity» ), the Commission shall, in accordance with the procedure laid down in Article 10a, allocate this surplus of available fishing capacity between the Member States taking into account the interest of the Member States requesting an authorisation.

The reference fishing capacity shall correspond to the reference quantity of the trawler fleet on accession.

#### 4. Compliance with Entry/Exit Scheme

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
20.130	0	N/A	N/A	N/A	20.130

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
126.207	0	N/A	N/A	N/A	126.207

		GT		kW	
1	Capacity of the fleet on 1st May 2004	GT <sub>FR</sub>	20.130	kW <sub>FR</sub>	126.207

2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	20.130	kW <sub>04</sub>	126.207
3	Entries of vessels of more than 100GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		67		1.602
5	Increases in tonnage GT for reasons of safety	GT <sub>s</sub>	0	kW <sub>s</sub>	
6	Total entries (3 + 4 + 5)		67		1.602
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		279		6.481
9	Total exits (7 + 8)		279		6.481
10	Capacity of the fleet on 31st December 2004 (1 + 6 – 9)	GT <sub>t</sub>	19.918	kW <sub>t</sub>	121.328
11	Fleet ceiling on 31st December 2004 (2 – 35% 3 + 5 – 7)		20.130		126.207

*The above table has been received from Mr. Jean-Claude Cueff*

## 5. Weaknesses and Strengths of the Fleet Management System

The main components governing the fleet management system are:

- the legislative framework
- the Maltastat Fishing Vessel Register Information System (MFVRIS), and
- the licencing of vessels

### The legislative framework

The legislative framework has been strengthened by the adoption of a new legal notice 407 of 2004: "Fishing Vessel Register". The vessels have been reclassified into 4 categories. The previously part-time fishing vessels have now been reclassified, partly, as recreational vessels. A vessel retains its category through its landings or catch and sale of fish for three consecutive years. Each category has a certain threshold that is expected from a vessel within each category. If a vessel fails to produce the required criteria it will be shifted into a temporary register in which it can remain for three years, following which it will either regain its previous category or else will be demoted to a lower category. If a vessel loses its category, in order for it to regain the previously held category, a penalty has to be paid.

### The MFVRIS

The electronic fishing fleet register is in line with the guidelines of the FAO International Plan of Action to Prevent, deter and Eliminate Illegal, Unreported and Unregulated Fishing. Through the MFVRIS one is able to produce official, statistical and custom

reports. It also traces the history of a vessel. A number of inventory fields have been set as “obligatory” in order to ensure a minimum standard of important data. It is planned that the MFVRIS will be linked to other MaltaStat databases such as catch logbook for vessels equal to, or longer than 10 m, and catch assessment, for vessels less than 10m, through a central system.

### **The licencing of vessels**

The MFVRIS is used to issue the annual fishing licence to each vessel and therefore this ensures that at least there is one annual update for each vessel. The process to issue licences and maintain associated records was present in the previous version of MFVRIS and has, of course, been maintained by the latest MFVRIS version. However, the licence document generated by Release 2005/1 includes new details related to the European Community Fleet Register such as the CFR number and external marking, thus upgrading this licence to a legal European document. In addition the changes resulting from the new Maltese Fishing Vessel Regulations and the regulations on the management regime of the 25 mile zone were transposed smoothly into the licensing facility of this new release. The licence issued from the MFVRIS states the zone in which fishing is permitted. This system is an additional measure to facilitate surveillance and monitoring of fishing activities. The licence is now issued against a set of fees apart from the navigational register dues that are set by LN407 of 2004.

### **6. Administrative Changes**

In September 2004 a new legal notice about ‘Fishing Vessel Regulations’ (LN 407 of 2004) has been endorsed by parliament. This legal notice empowered through Cap. 425 The Fisheries Management and Conservation Act. This legal notice has created a new system for the classification of fishing vessels, whereby:

- Category A is for professional full time fishing vessels,
- Category B is for commercial part time fishing vessels,
- Category C is for recreational vessels, and
- Category D is for auxiliary vessels.

There has been increased collaboration and communication between the Fisheries Conservation and Control Division, the Malta Maritime Authority (MMA) and with the ‘Wireless and Telegraphy Department, all relevant authorities for vessel registration. LN 407 of 2004 specified that fishing vessels above 6 metres should be registered with the MMA and lists the safety requirements for various trip ranges.

There were a number of other important administrative changes, these include:

- The EU data requirements have been fully met and data uploaded through the FIDES-FRONT website.
- The introduction of the Community Fleet Register number.
- The GT of vessels below 15m has been re-measured in accordance with EC Regulations using the linear formula shown below:

$$GT = 8.07 \text{ EU tonnage} = V \times (0.2 + 0.02 \log V)$$

### **7. Conclusion**

The Malta Fishing Fleet Register is in constant development. At first it did not show the histories of the vessels but contained all regulatory data. In the last months the history of the vessels was developed and introduced. At present the Fishing Fleet Register is in accordance with requirements.

## ***NEDERLANDS***

Dear Mr Cueff,

Please find below the Dutch annual report on fleet management for 2004.

We have tried to keep to the desired breakdown as far as possible.

### **1. General description of the fishing fleet in relation to fisheries**

In 2004 the autonomous Dutch sea-days rule, which had been in force up to and including 2003 (with an additional MAGP reduction factor), was replaced by the cod recovery plan scheme. Although this scheme is altogether different from the autonomous Dutch sea-days rule, the transition did not give rise to major problems – inter alia because the new scheme is sufficiently flexible.

Nearly all beam trawlers come under the recovery plan scheme.

### **2. Impact of fishing effort reduction schemes**

From 1987 onwards the Netherlands had a national sea-days rule, which limited the number of days at sea for the various vessel categories. At the time of MAGP IV, a reduction percentage was applied to the nationally-allocated number of sea days with a view to attaining the MAGP IV objectives. In 2003 the national sea-days rule and the Community fishing-effort rules under the cod recovery plan (Annex XVII) existed side by side. This caused confusion. In 2004 it was therefore decided to discontinue the national sea-days system.

In January 2004 the Community effort rules under the “temporary” cod recovery plan (Annex XVII) were in force. From 1 February 2004 onwards the national rules on fishing effort under recovery plans gave effect to the final cod recovery plan as laid down in Annex V to Council Regulation (EC) No 2287/2003 of 19 December 2003.

Consequently, although there had already been a national fishing effort scheme in the Netherlands (in more recent years with an additional MAGP reduction factor), the introduction of the Community effort scheme under the cod recovery plan entailed a change in policy, e.g. in terms of amending the definition of a sea day. Previously, under the national system, sea days were calculated by dividing the number of hours at sea by 24 (hour count); under the Community system, sea days are calculated using 24-hour periods.

The vast majority of the Dutch trawler fleet fishes with 80 mm beam-trawl gear. This North-Sea fleet was therefore restricted to a maximum effort of 154 sea days during the period 1 February to 31 December 2004. Under the provision whereby extra days could be allocated on account of earlier remedial programmes, in December 2004 the Commission granted the Dutch beam-trawler fleet two extra sea days per month.

The other trawlers used gear in categories a and e of Annex V and were therefore allocated different numbers of sea days.

The Netherlands opted for as much flexibility as possible when implementing the rules, allowing mutual transfer of days between vessels and transfer between management periods.

### **3. Compliance with the entry/exit scheme**

Under the CFP basic Regulation which took effect on 1 January 2003, before a new vessel can join the fleet at least the same amount of capacity must be withdrawn from the fleet.

In order to comply fully with this requirement, the Dutch authorities intervened drastically in the national fleet-regulation system.

The change means that the “licence” has been done away with as a fleet-regulating system and completely replaced by the “fishing permit” system. The fishing permits are not the operator’s transferable property; instead they are tied to the vessel and regulated by the authorities.

The entry into force of the fishing-permit rules marked the completion of the dismantling – begun in February 2003 – of the national fishing licence as the instrument for managing the Dutch fishing fleet. With effect from 1 January 2004 that role was taken over by the (European) fishing permit, whereby the national fishing rules in that sphere were brought into line with the European rules.

In 2004 the Netherlands complied with the European system. The system worked satisfactorily.

#### **Aquaculture fleet**

In the Netherlands the entry/exit scheme was introduced on 28 February 2003 by amending the fishing-licence rules.

The fleet is divided into segments 4J1 to 4J7 (regulated under the MGAP) and the remaining segment 4Jz, which comprises vessels active in shellfish aquaculture and IJsselmeer fishing.

On 12 August 2003 the Commission adopted the fleet-policy implementing rules and expressly stipulated that all shellfish-aquaculture vessels also come under the entry/exit scheme. Only strictly aquaculture vessels operating exclusively on parcels within the base lines may be exempted from the entry/exit scheme.

Because the practical and legal division of the vessels concerned was not possible by the end of 2003, at the Netherlands’ request the Commission temporarily included the entire national shellfish fleet in the reference level. In 2004 a delay occurred in providing the Commission with the final list of vessels which can be allotted to aquaculture and, of those, which are to be definitively included in the entry/exit scheme. Using that list, the corresponding capacity will be subtracted from the reference level currently applying to the Netherlands.

The results were sent to the Commission in 2005.

#### **Aid for new construction/modernisation**

The Dutch authorities do not grant any aid for new construction and/or modernisation.

## Safety tonnage

In 2004, 5 GT safety tonnage was allocated in the Netherlands. The Dutch authorities operate a restrictive policy on this, in accordance with the Community implementing rules.

The Community rules remain somewhat unclear as regards the additional tonnage allotted to a vessel and the entry/exit scheme when that vessel leaves the fleet again.

## **4. Compliance with fleet-management instruments**

See 3, to which the following can be added:

### Handling segment limits

As provided for in Regulation (EC) No 2371/2002, publication of the reference level in the Commission Regulation of 12 August 2003 ended the previously stipulated Community division of the fleet into segments.

By analogy with the approach to the MGAP fishing effort reduction, in 2003 and 2004 a sort of transitional situation applied, whereby in 2004 the segment divisions as applicable during the MGAP IV period were still in force nationally. On 1 January 2005 the old MGAP IV segment limits were replaced by division of the fleet into two segments (main fleet and aquaculture). The important thing is that the discontinuation of segment limits has increased the scope for capacity transfers.

## **5. Information on changes in administrative procedures**

See 3.

## **6. Conclusions**

The introduction of the entry/exit system contributed in 2004 to stabilising the balance between the available quantity of fish and fishing capacity. In 2004 no restructuring took place in the Netherlands. Nor was there any question of capacity transfers from fishing for endangered stocks to fishing for healthy stocks.

With kind regards,

G. de Peuter

Acting Director of Fisheries

## **POLAND**

### ***Annual Report on the Polish fishing fleet for 2004***

#### Introduction

*In pursuance of Article 14 of Council Regulation (EC) No 2371/2002 as well as of Articles 12 and 13 of Commission Regulation (EC) No 1438/2003 each Member State shall send to the Commission by 30 April each year, in electronic format, a report on its effort during the previous year to achieve a sustainable balance between fishing capacity and fishing opportunities.*

Council Regulation (EC) No 1242/2004 grants derogations to the new Member States joining the European Union on 1<sup>st</sup> May 2004 from the relevant provisions of Council Regulation (EC) No 2371/2002. Article 11(2) and (4), Article 12 and Article 13(2) of Regulation No 2371/2002 do not apply to them.

The new Member States are not concerned by the reference levels.

*Having regard to Accession of the new Member States also the relevant provisions of Commission Regulation (EC) No 1438/2003 has been adapted by Commission Regulation (EC) No 916/2004 accordingly.*

The report covers period from 1<sup>st</sup> May 2004 to 31<sup>st</sup> December 2004.

#### **1. General description of the Polish fishing fleet in relation to the fisheries**

Poland's fisheries is divided into, in broad terms, 2 basic areas of activity:

- Baltic Sea (vast majority of the fleet employed)
- Deep sea (Distant water fisheries).

*The basic catches of the Polish Baltic fishing is: cod, salmon, herring, sprat, flatfish and sea trout. Most areas have been over fished already and relatively available fishing grounds are exceptionally few.*

*The cod is very important species from the economic point of view for Polish fishermen. No significant improvement in the Baltic cod biomass condition is expected within the next six years horizon. The salmon catches also determine significantly fishermen income.*

The deep see fleet includes fishing vessels of overall length greater than 40 m operating outside the Polish Marine Areas, i.e. fish processing trawlers.

The Baltic fleet consists of cutters and fishing boats. According to the Polish regulations cutter is a fishing vessel of overall length equal to, or greater than 15 m, any smaller one is a boat.

*The fleet's old age about 30 years on average inspires concern, especially to technical state of the vessels. It should be noted that some of fishing cutters have been upgraded, so their age does not reflect their real technical condition.*

The development of the fleet in reported period followed on mainly from:

- **decommissioning** of 27 vessels (**11 cutters and 16 boats**) – **807,28 GT; 3145,20 kW**,
- **temporally reduction** of the active fishing capacity (Exits of 5 vessels without Entries - 1 deep sea trawler, 1 cutter and 3 fishing boats) – **1040, 85 GT; 2235,30 kW**,



- **increase** of the capacity through the implementation of the administrative decisions undertaken before 1<sup>st</sup> May 2004 (renewal of the fleet – 20 vessels modernized and replaced plus the registration of 1 additional vessel) – **104,16 GT; 1320,56 kW**.

The development of the fishing fleet by fisheries is summed up in the table below.

	Situation 01.05.2004			Situation 31.12.2004			Change		
	GT	kW	number	GT	kW	number	GT	kW	number
Total	47273,28	151074,07	1280	45529,31	147012,43	1248	-1743,97	-4061,64	-32
Deep sea fleet	10290,31	14072,00	6	9538,31	12777,00	5	-752	-1295,00	-1
Baltic fleet	36982,97	137002,07	1274	35991,00	134235,43	1243	-991,97	-2766,64	-31
cutters	31975,13	97629,30	411	30997,13	95333,10	398	-978,00	-2296,20	-12
boats	5007,84	39372,77	863	4993,87	38902,33	845	-13,97	-470,44	-19

## 2. Impact of fishing effort reduction schemes on the fishing capacity of the fleet

Poland launched a fishing effort reduction scheme in the reported period mainly because of the overcapacity, severely in cod fisheries in Baltic Sea as well as on account of low profitability of the fisheries in Baltic Sea.

The activities concentrated on the reduction of the fishing capacities through withdrawal of some part of the fishing fleet with the support of public funds in the framework of the Sectoral Operational Programme “Fishery and Fish Processing 2004 – 2006”.

**The Programme is in conformity with the Common Fisheries Policy of the European Union.**

*The main objective of the Polish fishery policy is a rational management of the living aquatic resources and improvement of the effectiveness of the fishery sector.*

The particular objectives are:

- *keeping the deep-sea fishery on the basis of historical catches of Polish deep-sea fishery and guaranteeing the catches for the future;*
- *reaching the balance between the catch effort and the available and renewable fish resources;*
- *modernization of the fishing fleet;*
- *increase of profitability in all segments of the fishing fleet.*

The implementation of the planned measures shall indirectly permit to increase the competitiveness of the Polish fishery sector and ensure the economic activities for the fishermen.

By the end of 2004, practically in December, first 27 vessels have been scrapped under the Programme, with permanent withdrawal of the fishing capacities: **807,28 GT; 3145,20 kW (11 cutters and 16 boats)**.

*In respect to the fish stocks the reduction of corresponding capacities involved were as follows:*

Vessels	Number of vessels	GT	kW
Vessels fishing for cod	15	759,70	2492,0
Vessels fishing for salmon	7	183,70	574,2
Vessels fishing for herring and sprat	25	757,62	2968,2

Remarks:

*In 2004 Poland scrapped 27 vessels in Baltic Sea fleet segment. In this number agents of 15 vessels catching cod had also special fishing permits for other species (salmon, herring and/or sprat).*

### 3. Compliance with entry/exit scheme

Since the Accession Poland have strictly respected the entry/exit regime applying to the capacity of the fleet in pursuance to the provisions of Regulation No 2371/2002 as amended by Council Regulation (EC) No 1242/2004.

According to Commission Regulation (EC) No 916/2004 the list (in form of three annexes) of administrative decisions allowing the entry into the fleet of new capacity i.e. concerning new vessels or modernizations with an increase in tonnage and kW after 1<sup>st</sup> May 2004 was presented to the Commission on 6<sup>th</sup> May 2004.

An overview of the data with respect to this section is given in the tables below.

a/ Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) at 31 December 2004

GT <sub>FR</sub> (1.05.2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
47 289,68 <sup>*/</sup>	0	0	104,16 <sup>**/</sup>	0	47 393,84 <sup>*/</sup>

kW <sub>FR</sub> (1.05.2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
151 074,07	0	0	1 320,56 <sup>**/</sup>	0	152 394,63

<sup>\*/</sup> GT and GRT (6 vessels without GT - 5 of them without GRT as well; 6<sup>th</sup> with 16,4 GRT)

<sup>\*\*/</sup> balance of capacity exits and entries (without aid) according to the administrative decisions undertaken before 1.05.2004

Detailed list of the exits and entries of the capacities as the implementation of administrative decisions undertaken before 1.05.2004 is given in Annex 1.

b/ Management of entry/exit regime in the reported period

	Description	1.1.1. GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	47 289,68	kW <sub>FR</sub>	151 074,07
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	47 393,84	kW <sub>04</sub>	152 394,63
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		902,44		3737,86
5	Increases in tonnage GT for reasons of safety etc.	GT <sub>S</sub>	0		0
6	<b>Total entries (3 + 4 + 5)</b>		902,44		3737,86
7	Exits financed with public aid	GT <sub>a</sub>	807,28	kW <sub>a</sub>	3 145,20
8	Other exits (not included in 7)		1 839,13		4 654,30
9	<b>Total exits (7 + 8)</b>		2 646,41		7 799,50
10	1.1.1.1. Capacity of the fleet on 31 December 2004	GT <sub>t</sub>	45 529,31	kW <sub>t</sub>	147 012,43
11	1.1.1.2. Fleet ceiling 31 December 2004 (2 – 35% 3 + 5 – 7)		46 570,16		149 249,43

Remarks:

1/. In the reported period there were no vessels:

- over 100 GT which have entered the fleet with public aid,
- modernized over the main deck in order to improve safety etc.

2/. 6 vessels have not been measured, i.e. GT = 0 as well as GRT = 0 (except 1 vessel) in the FVR.

#### 4. Fleet management system

*The Polish fleet management system has no major weaknesses or special strengths. It is supported by integrated Sea Fisheries Information System (SFIS) developed in 2003 under the Phare 2000 Programme "Fishery administration". SFIS involves four modules: fishing vessel register, satellite monitoring of vessels, fishing quota management and statistics. The system provides a centrally stored database which contains all information pertinent to*

*sea fisheries administration and enforcement. It integrates the business processes around licensing, registration, vessel monitoring and log book recording.*

The fleet management is strictly connected with measures undertaken within the Sectoral Operational Programme "Fishery and Fish Processing 2004 – 2006" as one of the fleet policy instruments.

## **5. Administrative procedures relevant to the management of the fleet**

Since joining the European Union Poland has applied a strict entry/exit regime according to Council Regulation (EC) No 2371/2002, as amended by Council Regulation (EC) No 1242/2004, and Commission Regulation (EC) No 1438/2003, as amended by Commission Regulation (EC) No 916/2004.

*By the 1<sup>st</sup> September 2004 the Polish fishing vessel register has been adapted to the rules of Commission Regulation (EC) No 26/2004 entered into force on that day.*

## **6. Conclusions**

The overall capacity of the Polish fleet decreased by 1 743,97 GT and 4 061,64 kW in reported period, i.e. respectively by 3,69 % and 2,69 % of the total capacities on 1<sup>st</sup> May 2004.

The management of the Polish fishing fleet is in full compliance with the entry/exit regime established by Regulation No 2371/2002, as amended by Council Regulation (EC) No 1242/2004, and Commission Regulation (EC) No 1438/2003, as amended by Commission Regulation (EC) No 916/2004.

*Implementation of the Sectoral Operational Programme shall enable withdrawal of 30% - 40% of the existing fishing vessels - mainly by scrapping - at the same time contributing substantially to decreasing of pressure on the fish stocks as well as to enhanced profitability of the remaining part of the fleet.*

On the other hand in the light of reform of the CFP vessels were approved for public aid in respect of renewal and modernization until 31 December 2004r. only, shortly after the Accession. It diminishes possibilities of modernization and restoration of the fishing fleet and exerts social discontent of fishermen because of generally bad technical condition of their vessels.

Enclosures:

1. Exits and entries of capacities based on administrative decisions taken before 1<sup>st</sup> May 2004
2. Exits and entries of capacities (except decommissioning - GT<sub>a</sub>, with administrative decisions)
3. Exits with public aid

Department of Fisheries

Ministry of Agriculture and Rural Development

**Exits and Entries of capacities (GT; kW)**  
**(implementation of the administrative decisions undertaken before 2004-05-01)**  
**from 2004-05-01 to 2004-12-31**

No	Date of administrative decision	Owner	Exit			Entry			Remarks		
			Ext.mark.	GT	kW	Date	Ext.mark.	GT		kW	Date
1	31.03.2003	Tadeusz Budzisz	HEL-98	38,00	106,00	13.10.04	HEL-98	38,00	180,00	13.10.04	main engine replaced
2	10.07.2003	Edward Woźniak	GDA-18	92,00	166,00	06.07.04	GDA-18	92,00	304,00	06.07.04	main engine replaced
3	22.07.2003	Rafał Golla	CHA-20	2,63	18,00	28.10.04	WLA-53	9,84	66,00	19.11.04	vessel replaced
4	08.08.2003	Robert Wleklak	SWI-74	5,40	99,00	22.10.04	SWI-18	17,28	99,36	16.12.04	vessel replaced
5	01.09.2003	Czesław Reimer	GDA-20	77,00	228,00	06.07.04	GDA-20	77,00	304,00	06.07.04	main engine replaced
6	16.10.2003	Robert Matecki	ŁEB-26	6,02	38,20	07.09.04	DZI-15	13,37	180,00	16.09.04	vessel replaced
7	30.10.2003	Waldemar Indyk	HEL-23	43,00	107,00	09.11.04	HEL-23	43,00	240,00	09.11.04	main engine replaced
8	05.12.2003	Marek Zimowski	GDA-16	95	258,00	06.07.04	GDA-16	95,00	281,00	06.07.04	main engine replaced
9	05.12.2003	Rafał Budzisz	JAS-80	35,00	88,00	01.10.04	JAS-80	35,00	320,00	01.10.04	main engine replaced
10	31.12.2003	Jarosław Włodyka	CHY-18	6,07	70,00	29.10.04	CHY-20	12,97	70,00	16.12.04	vessel replaced
11	31.12.2003	Piotr Wróblewski	KOŁ-108	29,97	72,80	29.07.04	KOŁ-108	29,97	160,00	29.07.04	main engine replaced
12	03.02.2004	Mariusz Tomiak	HEL-142	95,00	258,00	24.11.04	HEL-142	142,00	258,00	24.11.04	vessel modernised
13	16.02.2004	Robert Klusek	UST-142	3,62	34,00	17.11.04	UST-142	8,45	50,00	17.11.04	vessel modernised
14	16.02.2004	Grzegorz Matyjaszczyk	UST-84	15,60	32,00	29.11.04	UST-84	20,21	90,00	29.11.04	main engine replaced
15	23.02.2004	Aleksander Melcer	WLA-250	77,00	258,00	28.09.04	WLA-250	77,00	340,00	28.09.04	main engine replaced
16	27.02.2004	Jan Krakowiak	CHY-5	3,48	22,50	20.10.04	CHY-5	3,48	45,00	20.10.04	main engine replaced
17	19.03.2004	Andrzej Zaluski	UST-107, UST-144	6,94	100,00	24.11.04	UST-86	14,08	50,00	24.11.04	vessels replaced
18	31.03.2004	Jan Bujnicki	MRZ-36	6,68	31,10	20.12.04	MRZ-36	6,68	70,00	20.12.04	main engine replaced
19	29.04.2004	Paweł Huzar	KOŁ-194	151,00	346,00	20.10.04	KOŁ-194	151,00	441,00	20.10.04	main engine replaced
20	29.04.2004	R.Kozłowski, A.Trybicki	TOL-50	3,59	17,70	23.11.04	TOL-50	3,59	53,00	23.11.04	main engine replaced
21	30.04.2004	Adrian Meger	-	-	-	-	DAR-113	7,24	69,50	30.12.04	additional vessel
<b>Total</b>				793,00	2350,30		<b>Total</b>	<b>897,16</b>	<b>3670,86</b>		

<b>Increase in GT</b>	<b>104,16</b>
<b>Increase in kW</b>	<b>1320,56</b>

Bold indicates the new (changed) values

**Exits and Entries of capacities (GT; kW)  
(all - except decommissioning)  
from 2004-05-01 to 2004-12-31**

No	Exit				Entry				Remarks
	Ext.mark.	GT	kW	Date	Ext.mark.	GT	kW	Date	
1	TOL-92	5,28	68,70	29.06.04	TOL-92	5,28	<b>67,00</b>	29.06.04	main engine replaced
2	GDY-2	752,00	1295,00	15.07.04	-	-	-	-	- retirement
3	DAR-300	145,00	419,20	09.08.04	-	-	-	-	- retirement
4	KOŁ-71	140,00	419,20	02.12.04	-	-	-	-	- sunk
5	REW-9	3,85	28,90	10.12.04	-	-	-	-	- sunk
6	DAR-111	-	73,00	20.12.04	-	-	-	-	- retirement
7	HEL-98	38,00	106,00	13.10.04	HEL-98	38,00	<b>180,00</b>	13.10.04	main engine replaced
8	GDA-18	92,00	166,00	06.07.04	GDA-18	92,00	<b>304,00</b>	06.07.04	main engine replaced
9	CHA-20	2,63	18,00	28.10.04	<b>WŁA-53</b>	<b>9,84</b>	<b>66,00</b>	19.11.04	vessel replaced
10	ŚWI-74	5,40	99,00	22.10.04	<b>SWI-18</b>	<b>17,28</b>	<b>99,36</b>	16.12.04	vessel replaced
11	GDA-20	77,00	228,00	06.07.04	GDA-20	77,00	<b>304,00</b>	06.07.04	main engine replaced
12	ŁEB-26	6,02	38,20	07.09.04	<b>DZI-15</b>	<b>13,37</b>	<b>180,00</b>	16.09.04	vessel replaced
13	HEL-23	43,00	107,00	09.11.04	HEL-23	43,00	<b>240,00</b>	09.11.04	main engine replaced
14	GDA-16	95,00	258,00	06.07.04	GDA-16	95,00	<b>281,00</b>	06.07.04	main engine replaced
15	JAS-80	35,00	88,00	01.10.04	JAS-80	35,00	<b>320,00</b>	01.10.04	main engine replaced
16	CHY-18	6,07	70,00	29.10.04	<b>CHY-20</b>	<b>12,97</b>	<b>70,00</b>	16.12.04	vessel replaced
17	KOŁ-108	29,97	72,80	29.07.04	KOŁ-108	29,97	<b>160,00</b>	29.07.04	main engine replaced
18	HEL-142	95,00	258,00	24.11.04	HEL-142	<b>142,00</b>	<b>258,00</b>	24.11.04	vessel modernised
19	UST-142	3,62	34,00	17.11.04	UST-142	<b>8,45</b>	<b>50,00</b>	17.11.04	vessel modernised
20	UST-84	15,60	32,00	29.11.04	UST-84	20,21	<b>90,00</b>	29.11.04	main engine replaced
21	WŁA-250	77,00	258,00	28.09.04	WŁA-250	77,00	<b>340,00</b>	28.09.04	main engine replaced
22	CHY-5	3,48	22,50	20.10.04	CHY-5	3,48	<b>45,00</b>	20.10.04	main engine replaced
23	UST-107, UST-144	6,94	100,00	24.11.04	<b>UST-86</b>	<b>14,08</b>	<b>50,00</b>	24.11.04	vessels replaced
24	MRZ-36	6,68	31,10	20.12.04	MRZ-36	6,68	<b>70,00</b>	20.12.04	main engine replaced
25	KOŁ-194	151,00	346,00	20.10.04	KOŁ-194	151,00	<b>441,00</b>	20.10.04	main engine replaced
26	TOL-50	3,59	17,70	23.11.04	TOL-50	3,59	<b>53,00</b>	23.11.04	main engine replaced
27	-	-	-	-	<b>DAR-113</b>	<b>7,24</b>	<b>69,50</b>	30.12.04	additional vessel
	<b>Total</b>	<b>1839,13</b>	<b>4654,30</b>		<b>Total</b>	<b>902,44</b>	<b>3737,86</b>		

<b>Increase in GT</b>	<b>-936,69</b>
<b>Increase in kW</b>	<b>-916,44</b>

Bold indicates the new data

**Exits with public aid  
1.05.2004 - 31.12.2004**

	CFR number	External marking	Length over all	Tonnage GT	Power of main engine	Date of event
1	POL023200799	DAR-66	10,14	8,66	70,00	2004-12-29
2	POL037300840	FRO-16	8,55	4,29	124,00	2004-12-29
3	POL037300846	FRO-24	8,60	5,12	33,10	2004-12-29
4	POL037300851	FRO-27	8,95	4,45	44,00	2004-12-29
5	POL037300833	FRO-6	8,70	3,54	31,50	2004-12-29
6	POL035200190	GDY-31	24,57	92,00	165,40	2004-12-29
7	POL035200192	GDY-32	24,62	92,00	165,40	2004-12-23
8	POL033800351	JAS-24	17,40	31,00	121,00	2004-12-17
9	POL036400970	KAT-2	7,85	2,72	59,00	2004-12-23
10	POL037000860	KMN-24	6,44	1,73	85,00	2004-12-23
11	POL022500293	KOŁ-36	17,59	44,00	257,00	2004-12-17
12	POL022500291	KOŁ-37	17,59	43,00	228,00	2004-12-17
13	POL022500016	KOŁ-47	32,95	179,00	422,00	2004-12-30
14	POL022500333	KOŁ-96	17,33	43,00	224,00	2004-12-29
15	POL036601106	KRM-14	7,96	2,88	55,90	2004-12-23
16	POL036701144	KRM-2	8,27	3,33	51,50	2004-12-23
17	POL037400863	PAS-10	8,98	4,26	31,50	2004-12-23
18	POL037400892	PAS-32	9,57	3,73	70,00	2004-12-23
19	POL037400903	PAS-49	8,57	4,67	31,50	2004-12-23
20	POL035400747	SOP-9	7,00	2,85	14,70	2004-12-29
21	POL035800758	SWB-7	8,00	4,86	45,00	2004-12-29
22	POL037200938	TOL-29	8,58	4,57	17,70	2004-12-23
23	POL037200924	TOL-6	8,98	5,62	70,00	2004-12-23
24	POL034500275	WŁA-102	18,96	42,00	228,00	2004-12-13
25	POL034500152	WŁA-145	24,55	92,00	165,00	2004-12-29
26	POL034500318	WŁA-25	19,00	41,00	107,00	2004-12-23
27	POL034500279	WŁA-96	17,38	41,00	228,00	2004-12-23
			<b>Total</b>	<b>807,28</b>	<b>3145,20</b>	

**PORTUGAL**



Ministério da  
Agricultura,  
Desenvolvimento  
Rural e Pescas

**DGPA**

Direcção-Geral das  
Pescas e Aquicultura

## **ANNUAL REPORT**

### **ON THE PORTUGUESE FISHING FLEET**

**2004**

In accordance with articles 12 and 13 of Commission Regulation (EC) No 1438/2003 of 12 August 2003, Portugal hereby presents its Annual Report on the Fleet.

Important changes took place in 2004, both internally, at a structural level, and in relation to the methods used for data processing and for the communication of data into the Community fishing fleet register.

Within a context of rationalisation, and following changes introduced in the 2002 State Budget, the Portuguese Directorate-General for Fisheries and Aquaculture has been restructured. With the entry into force of the new organic law – Decree-Law No 14/2004 of 13 January - the new Division "Management of Fleet Activity" was created, attached to central services, with responsibilities that include the control of the fishing fleet capacity in light of community obligations, namely as regards reference levels and the entry-exit regime, and also the control of the fishing effort.

Commission Regulation (EC) No 26/2004 of 30 December 2003 on the Community fishing fleet register also came into force, on 1 September 2004. This required the development of new working methods and necessitated an enormous effort of data collection and processing, in order to ensure periodical communication of "snapshots" with the information that is now required for the Community fleet register.

Furthermore, Commission Regulation (EC) No 2104/2004 of 9 December 2004 laying down detailed implementing rules for Council Regulation (EC) No 639/2004 on the management of fishing fleets registered in the Community outermost regions was also published.

The Directorate-General for Fisheries and Aquaculture carried on with the development of the Fisheries Information Integrated System, aiming to solve the difficulties found in ensuring compatibility between the national register and the new communication methods for the Community Register.



As shown in the annexes, which reflect the data already sent to the Commission as part of the Fleet Register procedures, in 2004 Portugal complied with the reference levels and the entry/exit regime, both in relation to its mainland fleet and to the fleets of its outermost regions of the Azores and Madeira.

## **1. General description of the fleet for each type of fishery**

Table 1 reflects the evolution of the national fishing fleet in 2004, showing the entries and exits for each segment.

On 31 December 2004, the national fishing fleet counted 10 089 vessels, with a total gross tonnage (GT) of 112 978 GT and a total propulsion power of 391 006 kW.

The data presented in those tables shows slight increases in the total fleet capacity, by 0.08% as regards gross tonnage and by 0.4% as regards propulsion power. As regards the number of vessels, the Portuguese fleet decreased by 123 vessels.

The mainland fleet – MFL – showed a slight increase of total capacity, by 0.9% in terms of tonnage and by 1.3% in terms of power, with a net decrease of 85 vessels.

The reduction in the number of vessels mainly concerned the segment of fixed gear vessels of less than 12 m (previously 4K1).

As a result of the capacity reductions observed within the fixed gear segments (4K6 and 4K7), the fleet of the Autonomous Region of Madeira showed a decrease of 14.8% in terms of tonnage and of 13.8% in terms of engine power.

In the Autonomous Region of the Azores, there were decreases in total capacity by 1.7% in terms of tonnage and by 1.1% in terms of engine power.

The above mentioned small increases in capacity stem from the technical conversion of vessels that were obsolete or not adapted for certain fisheries and, as regards GT, mainly from the need to protect the deck areas, for security reasons and in order to improve onboard working conditions.

## **2. Fishing effort reduction schemes**

During 2004, Portugal had no need to apply any recovery plan resulting in a further reduction of the total capacity of its fleet.

In this respect, at national level, and following procedures that had already been adopted in previous years within the National Plan for the Recovery of Sardine Stocks, implemented in 1998, Portugal maintained some restrictions in the sardine fisheries during 2004. These measures are deemed appropriate.

During its 2003 annual reunion, the North West Atlantic Fisheries Organisation (NAFO) adopted a Recovery Plan applicable to the Greenland halibut in sub area 2 and divisions 3KLMNO of that regulatory area, for a period of 15 years. In accordance with that plan, as of 2004 all Member States active in that area must submit a fishing plan, in order to ensure that fishing effort is adapted to the available fishing possibilities. As of January 2004, Portugal cut the number of vessels licensed to fish in that area (2 vessels less) and directed the activity of this fleet segment to alternative fisheries in other areas, namely in Greenland.

### **3. Information on compliance with the entry/exit scheme and the reference levels – Mainland Fleet**

The data now presented stems from new calculations made in relation to 2003 and 2004, taking into account the new file communication format that now provides the common base for fleet management.

Table II shows the evolution of the national fishing fleet during 2003 and 2004.

Table III shows the details relating to the management of the Entry/Exit Scheme for 2003 and 2004, as regards the mainland fishing fleet (MFL segment – Mainland).

Table IV shows the details relating to the management and calculation of the Reference Levels for 2003 and 2004, as regards the mainland fishing fleet (MFL segment – Mainland).

The data presented on Tables III and IV allows us to conclude that the Portuguese mainland fleet complied with both the entry/exit scheme and the reference levels.

Further to the data presented, the following should also be noted:

- **Entry/Exit Scheme**

- **Entries, in 2004, of vessels between 100 and 400 GT, with public aid decided after 1.1.2003**

- During 2004, 3 vessels of between 100 and 400 GT entered the fleet with public aid granted after 31.12.2002.

- **Capacity added to the fleet during 2004 by virtue of administrative decisions taken before 31.12.2002 (“coups partis”)**

- Table V shows the entries into the fleet occurred in 2003 and 2004 by virtue of authorisations granted before 31.12.2002, indicating the date of the administrative decision and the type of financial aid granted.

- It should be noted that some of the fleet register exits needed to compensate for the new entries occurred in 2004, whereas others had already occurred (without public aid) in previous years, namely the additional vessels that were used to compensate for the higher capacity of the new vessels in relation to the ones they replaced.

### **4. Information on compliance with the reference levels – Outermost Regions**

Table VI shows the details relating to the management and calculation of the Reference Levels for 2003 and 2004, as regards the fishing fleet of the Outermost Regions of the Azores and Madeira.

The data presented allows to conclude that Portugal has also complied with the reference levels for the fishing fleet of its Outermost Regions.

### **5. Summary on the strengths and weaknesses of the fleet management system**

The Portuguese fishing fleet is mainly made up of a large number of multipurpose, mostly small, fishing vessels. The remaining vessels are mainly found within the segments of coastal trawlers, coastal purse seiners aimed at the sardine fisheries and high seas vessels fishing in external fishing grounds.

Given the need to adapt the capacity of the fleet to the existing resources, as defined under the objectives of the multiannual guidance programmes, during the past two decades the fleet has suffered a significant decrease, both in terms of the number of vessels and of their capacity. Even though Portugal has always complied with the objectives set at Community level, the new entry/exit regime did not favour the management of the Portuguese fleet, since it did not allow for increases in either tonnage or propulsion power for some of the vessels replaced because they did not meet certain minimal conditions: many of these vessels are open-decked, with low moulded depth, and have no accommodations for the crew, working spaces, fish packing facilities, etc.

Despite huge investments in restructuring, the national fishing fleet still shows signs of ageing and needs to be improved, generally, as regards working, safety and operating conditions. This is why the suppression of the aid regimes for the renewal of the fleet represents a clear threat on the need to improve the working conditions on the fishing vessels, in light of the recognised social and economical importance of fisheries in Portugal.

Other weaknesses are the vulnerability of certain national resources, the exploitation of which must be limited in order to guarantee sustainability, as well as the progressive reduction of fishing possibilities in international and third country waters, with obvious consequences for the profitability of the fleet.

Strong points that deserve mentioning are the efforts made to ensure an increased quality of onboard fish packing, the reduction of the fleets' obsolescence, with the corresponding increase in competitiveness, and the resizing of the fleet in line with the situation of the resources.

## **6. Changes in administrative procedures relating to fleet management**

Compliance with the new Commission Regulation (EC) No 26/2004 of 30 December 2003 on the Community fishing fleet register meant that both the fleet register and its interface application have had to be adapted in such a way as to allow, from 1 September 2004 onwards, for the quarterly sending of data to the Community register through FIDES.

This task, involving the initial processing of about 90 000 registry entries representing the historical data for the Portuguese fishing fleet since 1989, is still unfinished, with some data recovery and updating still foreseen in order to solve certain problems that have been identified through "warnings" originating from the implemented validation procedures.

After this initial effort, and once the procedures are stabilised and optimised and the existing difficulties are solved, it should be expected that the management of the fishing fleet will become a lot easier.



MINISTRY OF AGRICULTURE AND FORESTRY

Department of Fisheries and Game

Date

25.4.2005

1(1)

Duo.

1992/312/2005

European Commission  
DG Fisheries  
Conservation Policy, Management of fleets  
Rue Joseph II  
B-1049 Brussels  
Belgium

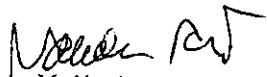
FISH "Arrivée"
N° 6910
Date: 02.05.2005

Reference Council Regulation (EC) No 2371/2002, Article 14  
Subject ANNUAL REPORT 2004, FINNISH FLEET

Dear Sir

According to Council Regulation (EC) No 2371 and to article 14 Member States have to send a national report regarding the development of fleet. Please find annexed annual report of the Finnish fleet. In this report Finland will present its efforts during the year 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities. The report will follow the format proposed by the Commission (e-mail of 22.2.2005, FISH/A2 D(2005) 2055).

Sincerely

  
Markku Aro

Director of Fishery Industry Unit

COPY Jean-Claude Cueff A-2

# **Annual Report 2004 - Finnish fishing fleet**

(According to Articles 12 and 13 of Commission Regulation (EC) 1438/2003)

Ministry of Agriculture and Forestry  
Department of Fisheries and Game

## Foreword

In this report Finland will present its efforts during the year 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities. The report will follow the format proposed by the Commission (e-mail of 22.2.2005, FISH/A2 D(2005) 2055).

## 1. Finnish fishing fleet in relation to fisheries

The development of Finnish fishing fleet during 1.1.1995-1.1.2005 is described in the table 1a. The fleet is decreased continuously in the terms of number (-17,4 %), GT (-26,1 %) and kw (-20,3 %) during Finnish membership in the European Union.

Situation 1.1.1995 - census: 1)		
GT	kw	number
24 438,86	224 807,37	4 107

Situation 1.1.1997:1)			Change compared to the earlier situation					
GT	kw	number	GT	kw	number			
23 376,04	218 413,86	4 019	-1 062,82	-4,3 %	-6 393,51	-2,8 %	-88	-2,1 %

Situation 1.1.2003:1)			Change compared to the earlier situation			Change compared to the census								
GT	kw	number	GT	kw	number	GT	kw	number						
19 686,99	188 480,91	3 568	-3 689,05	-15,6 %	-28 932,96	-13,2 %	-451	-11,2 %	-4 751,87	-19,4 %	-35 326,46	-15,7 %	-539	-13,1 %

Situation 1.1.2005			Change compared to the earlier situation			Change compared to the census								
GT	kw	number	GT	kw	number	GT	kw	number						
18 052,04	179 179,10	3 393	-1 634,95	-8,3 %	-10 301,81	-5,4 %	-175	-4,9 %	-6 386,82	-26,1 %	-45 628,27	-20,3 %	-714	-17,4 %

1) The latest corrected situation (snapshot 1.3.2005)

Table 1a. The development of the Finnish fleet during the membership of EU 1.1.1995-1.1.2005.

The development of Finnish fishing fleet by the four segments is summed up in the table 1b beneath.

The fishing in the 4L1 segment is concentrated especially on the unregulated and unquoted species and stocks. The pelagic trawlers in segment 4L2 fish mostly herring and sprat, while the activity of bottom trawlers (4L3) is directed in cod fisheries. The passive gear vessels are concentrated on salmon and cod fisheries.

Finland is still keeping the fleet segments for national management reasons even it is not required according to Community rules since 1.1.2003.

In all segments there has been some decrease in number of vessels, tonnage and power during the year 2004. Finnish fleet has been decreased 5,0 % - 8,3 % compared to the starting level 1.1.2003. The most important decrease has been in segment 4L2 *pelagic trawlers* (-11 -16 %).

	Situation 31.12.2002			Situation 31.12.2003			Situation 31.12.2004			Change % compared to the starting level		
	GT	KW	nbr	GT	KW	nbr	GT	KW	nbr	GT	KW	nbr
4L1, small scale coastal fisheries	8 223	130 422	13 342	8 012	129 470	13 271	7 822	128 014	13 188	-4,01	-5,5	-2,44
4L2, pelagic trawlers	9 281	48 816	169	9 154	45 755	163	8 215	38 271	142	-10,7	-11,5	-15,3
4L3, bottom trawlers	449	11 287	3	449	11 287	3	448	11 401	2	-0,2	0,0	-33,3
4L4, passive gear	1 737	11 392	5	1 737	11 392	5	1 568	10 544	51	-9,16	-7,4	-17,0
<b>TOTAL</b>	<b>19 690</b>	<b>189 817</b>	<b>3 574</b>	<b>19 352</b>	<b>187 605</b>	<b>3 494</b>	<b>18 052</b>	<b>178 179</b>	<b>3 383</b>	<b>-9,16</b>	<b>-6,1</b>	<b>-5,0</b>

Table 1b. The Changes in Finnish fishing fleet by segments during the year 2004.

## 2. Fishing effort reduction schemes

As it can be seen in table 2 (TACs/quotas and catches), the exploitation percentage of the quotas has been highest in herring, sprat and cod fisheries. To avoid exceeding the quotas and to guarantee the constant supply of fish to market and processing industry Ministry of Agriculture and Forestry gave five ministerial decrees to regulate (restrict) herring and sprat fisheries and three ministerial decrees to regulate the cod fisheries in the year 2004.

Nationality of a vessel	Quota code	Total quota	Landed in Finland	Landed elsewhere	catch/quota total (%)
FIN	HER/3BCD-C	7 386	4 308,4	376,9	63 %
FIN	HER/MU3	63 310	58 943,6	4 023,3	99 %
FIN	SPR/3BCD-C	18 001	10 093,6	6 377,7	92 %
FIN	SAL/3BCD-C	92 603	70 225	9 276	86 %
FIN	SAL/03D-32	28 490	5 958	0	21 %
FIN	COD/ 22/24-	444	0,0	0,0	0 %
FIN	COD/ 25/32-	1 025	0,2	866,5	85 %

Table 2. Finnish TACs/quotas and catches in year 2004

The high exploitation percentage in herring/sprat fisheries reflects the decreases in quotas during the recent years and the fishing capacity is relatively high compared to the fishing possibilities. In cod fisheries the high percentage rather reflects more the weak condition of cod stocks than overcapacity.

In the Baltic Sea area, the International Baltic Sea Fishery Commission (IBSFC) has accepted resolutions concerning the Long Term Management Strategies for Cod Stocks and Sprat stock and a Salmon Action Plan for natural spawning salmon. These resolutions are applied in the regulating of the fisheries by the IBSFC and Finland.

Any special fishing effort reduction schemes did not take place in Finland during the year 2004. Because of the overcapacity in herring and sprat fisheries and the driftnet ban in Baltic Sea, Finland will in 2005 take into consideration launching an effort reduction scheme for segment 4L2 and salmon fisheries in segment 4L4.

Baltic sea fisheries		Effort/power		
code	gear and target species	2002	2003	2004
TGD5	towed gear, demersal species	118 180	111 781	130 030
DGD5	static gear and drifnets, demersal species	41 650	47 428	57 008
AGH5	all gears, pelagic species	273 163	178 189	401 739
AGH51	all gears, pelagic species MU3	3 192 570	2 453 287	1 936 910
AGS5	all gears, salmon, sea trout and freshwater fish	214 971	148 846	62 184
	<b>total</b>	<b>3 840 534</b>	<b>2 939 531</b>	<b>2 587 871</b>

Table 3. Effort 2002-2004 of Finnish fleet.

It is described the development of effort during 2002-2004 in the table 3. The table is prepared following the declarations according to Council Regulations no's 2092/98 and 779/97.

In total figures the effort has followed the decreasing trend of the fleet number and capacity and the total effort has decreased in recent years.

The effort of pelagic fleet (AGH) has decreased strongly during 2002-2004 (approx. 30 %).

Fishing with towed gears and static gear targeting to demersal species (mainly cod) is increased slightly. However the question is about a very small catch (<1000 t) and a few vessels.

The effort targeting to salmon, trout and freshwater species (AGS5) has decreased most of all (-71 %).

### **3. Compliance with the entry/exit scheme and with the levels of reference**

According to the Commission the results of the application of the entry-exit regime will be calculated on the basis of the data contained in the Community Fishing Fleet Register (CFR). However, Commission asked for the following further information which will not be available in the CFR until the new application is fully operational.

a) The increases in tonnage granted under the provisions of Article 11(5) of R 2371/2002, GT<sub>S</sub> ("safety tonnage")

\* These "safety tonnage increases" did not take place in Finland during the year 2004.

b) The entries into the fleet with public aid of vessels between 100 and 400 GT when the decisions were taken after 1-1-2004 ("GT<sub>100</sub> and kW<sub>100</sub>")

\* These "100-400 GT entries" did not take place in Finland during the year 2004.

c) the entries into the fleet that took place during the previous year (2003) and that are eligible under the provisions of Article 6 and Annex II of Regulation 1438/2003 ('coups partis').

\* These "coups partis entries" did not take place in Finland during the year 2004.



### Levels of reference

The following reference levels 1 January 2003 of Finnish fishing fleet has been confirmed in the annex 1 of the Commission Regulation 1438/2003:

$$R(GT)_{03} = 23\,203 \text{ GT}$$

$$R(kW)_{03} = 216\,195 \text{ kW}$$

Finland had at the moment of 1 January 2003 met the goals of the MAGP IV. Because of the entry/exit regulations in the Council Regulation 2371/2002 article 13, actual reference levels of Finnish fleet are the following levels based on the situation of the 1 January 2003:

$$GT_{1.1.2003} = 19\,690 \text{ GT}$$

$$kW_{1.1.2003} = 189\,917 \text{ kW}$$

As it can be seen in the tables 1a and 1b, Finland has complied with the reference levels of its fishing fleet during the year 2004.

### **4. Summary report on the weaknesses and strengths of the fleet management system**

The Finnish fleet management system has no major weaknesses or special strengths. The administrative resources for fleet management in Finland are limited. Thus the changes in staff responsible for fishing fleet in October 2003 and the testing of the new central register (see item 5) have caused some minor delays in delivering required data. These delays are likely to disappear as experience and routine are being gained when the central register is gradually fully in operation. Finland has complied with the regulations of the fleet policy instruments.

### **5. Information on changes of the administrative procedures**

During the year 2003 a new central fisheries register system (KAKE) was constructed in Finland and it was tested along the year. The system was introduced officially in use in the beginning of 2004. Finnish control authorities have now better means to manage Finnish fleet and different control registers.

The fleet register was revised during 2004 so that it is now possible to send snapshots, transmissions according to regulation 26/2004. The content of the fleet register was also gone through during preparation of the Finnish first snapshot transmission (1 September 2004). Second snapshot -delivery was done in 1 December 2004. Both snapshot transmissions went without errors.

The fleet register is now in better shape and the data in the register is more relevant and more accurate. Finland has also developed a national system for checking the content of the register to guarantee higher quality of data in the register. The new system includes a function of vessel register acceptance, which helps to manage the situations of the fleet better than before.

### **6. Conclusion**

Finnish fleet has decreased continuously during the EU-membership and also after setting the latest reference level in 1.1.2003. Finland has specially cut down the segment 4L2, pelagic trawlers, to decrease fishing effort of the Baltic herring stocks. Finland has complied with the regulations of the fleet policy instruments.

**SWEDEN**



**FISKERIVERKET**

Date

Reference

**NATIONAL BOARD OF FISHERIES**

Unit for Marine Resources Management

Case officer

Your date

Your reference

Patrik Persson

**Annual report on the Swedish fishing fleet under Articles 12 and 13 of Council Regulation (EC) No 2371/2002**

**1. General description of the fishing fleet and fishing in 2004**

In 2004, landings from salt water fishing totalled 252 930 tonnes (landed weight) with a first-sale value of SEK 821 678 000. The corresponding figures for 2003 were 280 649 tonnes with a first-sale value of SEK 869 579 000. The table below shows the yield from commercial fishing, landed quantities and first-sale value. The most important species for the Swedish fishing fleet are cod, herring/Baltic herring, fish for animal feed and crustacea and molluscs.

Swedish fish catch	Quantity		Value				Share	
	Tonnes	Change since 2003	SEK (1 000)	Change since 2003	SEK/kg	Change since 2003	Quantity	Value
Cod	14 297	1	199 549	-4	13.96	-5	5.7%	24.3%
Herring/Baltic herring for human consumption	53 832	1	117 730	-12	2.19	-13	21.2%	14.3%
Sprat	18 111	5	38 373	47	2.12	39	7.2%	4.7%
Mackerel	4 423	4	42 585	57	9.63	50	1.7%	5.2%
Salmon	428	119	9 903	71	23.14	-22	0.1%	1.2%
Norway lobster	862	-1	61 969	-5	71.89	-4	0.5%	7.5%
Northern prawn	2 284	3	87 440	-1	38.28	-3	0.8%	10.6%
Fish for animal feed	151 662	-16	156 556	-24	1.03	-9	60.0%	19.1%
Other species	7 280	9	77 573	-30	10.66	-36	2.9%	9.4%
<b>TOTAL</b>	<b>252 930</b>	<b>-10</b>	<b>821 678</b>	<b>-6</b>	<b>3.24</b>	<b>5</b>		
Landings (Sweden)	111 842	6	587 369	0	5.25	-6	44%	
Landings (abroad)	141 087	-19	235 054	-16	1.67	4	56%	

In 2004, Swedish fishing was affected by the cod recovery plan for Kattegatt and the North Sea/Skagerrak, which imposed restrictions on the fishing effort and reduced quotas. The stock situation in the Baltic Sea is also critical, and measures have been adopted to increase cod stocks, including extended protection zones, thus restricting fishing opportunities also in this area.

At national level, the trawling limits have been moved further out from the coast in an attempt to protect spawning grounds and nursery areas. As a result, the fishing pressure on coastal fish stocks has decreased. Overall, reduced quotas and falling prices have led to a fall in income from many types of fishing.

## 2. Reduction of the fishing effort within the framework of multi-annual management and recovery plans

The North Sea cod recovery plan has restricted the fishing effort for cod. These restrictions will lead to reduced opportunities for combining cod fishing in the Baltic Sea with fishing in Kattegatt and the North Sea/Skagerrak, as regulation of the effort is based on catch history. In addition, the number of fishing days has been reduced and gear restrictions have been introduced, thus further limiting the fishing effort under the recovery plan.

## 3. Compliance with entry-exit schemes and reference levels

From 2003, a breakdown of fishing vessels by segment is no longer laid down by Council decision. However, a national breakdown by segment has been maintained for the purposes of restricting the size of the fishing fleet and keeping it within the limits set in the reference levels. The national breakdown by segment takes into account the requirement to remove capacity in terms of tonnage and power.

The fishing fleet is divided into five segments. Segment 1 contains vessels under 12 metres long which use passive gear only. Segment 2 contains vessels whose catches of prawn in tonnes per calendar year represent at least 20% of total catches.

Segment 3 contains vessels fishing using trawl or seine whose catches of herring, sprat (sardines), mackerel, sand eel, capelin, blue whiting and horse mackerel in tonnes per calendar year represent at least 90% of total catches. Segment 4 contains vessels using trawl, seine or Danish seine which are not contained in segments 2 or 3. Segment 5 contains vessels of 12 metres or longer which use passive gear only.

For the pelagic segment (segment 3), the capacity withdrawal requirement is 110% for the West and South coasts and 100% for the East coast. The 110% capacity withdrawal requirement applies also to the introduction of all types of trawlers on the West and South coasts. For vessels under 12 metres using passive gear, the withdrawal requirement is 100%. The different withdrawal requirements were intended to benefit regions where fishing has been in decline but where the fishing industry is of local or regional significance.

In 2004, three vessels were scrapped with support.

2004 was the last year in which support was granted for the construction of new fishing vessels. Sweden has previously restricted support for the construction of fishing vessels to vessels under 18 metres. In 2004, support was paid in respect of five vessels with a capacity of 8.4 GT.

#### **4. Benefits and deficiencies of the fleet management**

The geographical concentration of the fishing fleet on the West coast has become more pronounced in recent years. More relaxed introduction requirements in respect of fleet capacity in other parts of the country have not altered this situation.

In 2004, large parts of the fishing fleet also experienced viability problems. The measures adopted have not been adequate to secure economically viable fishing in all parts of the fleet.

More restrictive requirements in respect of capacity withdrawal have led to less new capacity being introduced and less suitable conversions of existing vessels being carried out.

#### **5. Administrative changes to the fleet management**

With a view to facilitating monitoring of the capacity of the Swedish fishing fleet, the National Board of Fisheries has set withdrawal periods within which applicants for fishing licenses must meet the conditions on capacity withdrawal.

These withdrawal periods will be shortened further in 2005.

Specific rules on exemptions from capacity withdrawal have also been drawn up as a result of measures to increase safety. These exemptions are intended to ensure that the measures do not increase the capacity of fishing vessels. Conversion must also be a requirement or be deemed to be a justified safety measure by the Maritime Safety Inspection.

## **6 Conclusions**

The entry/exit scheme has not proved adequate as an instrument for regulating fleet capacity. Priority is given to local small-scale coastal fishing, partly to preserve commercial fishing along the entire coast and in regions with limited opportunities for alternative employment. A further decrease was noted in 2004, particularly in small-scale fishing on the South and East coasts, and additional measures will therefore be adopted in future to support this activity. Measures currently being discussed include restrictions on fishing in respect of certain species and geographical areas and amended requirements with regard to introduction of vessels into and withdrawal of vessels from the fishing fleet within the framework of the common fisheries policy.

An additional reduction of capacity would also be needed in order to achieve a balance between fishing capacity and available resources. This is also a prerequisite for the long-term viability of the fishing fleet and the recruitment of new fishermen. As fish stocks are expected to remain fragile over the coming years, a further reduction of the size of the fleet is also to be expected.

## **UNITED KINGDOM**

*BY E-MAIL*

Mr J-C Cueff

DG Fish

Rue de la Loi 200

B-1049 European Commission

Brussels

*02 June 2005*

Dear Mr Cueff

### **UK FISHING FLEET - ANNUAL REPORT FOR 2004**

As required under Articles 12 and 13 of Commission Regulation (EC) 1438/2003, please find attached to this e-mail the text and accompanying tables for the annual report on the activity in the UK fishing fleet during 2003 and 2004, including specific information on fleet capacity changes during the year (fleet entries and exits). The 2003 data has been reworked given the change over to the snapshot approach to supplying fleet data has resulted in many of the major inconsistencies between the data on our UK vessel register and that sent for the EU vessel register finally being resolved.

The summary tables included in the report are the same as those sent over to you last week as a precursor of the final report. In addition to these tables, the detailed vessel-by-vessel details of entries related to administrative decisions taken between 1/1/2000 and 31/12/2002 (i.e. "coups partis") and exits related to public aid were also sent across to Mr Toms.

The key conclusions of the analysis of the UK fleet entries and exits during 2003 and 2004 are:

- The UK met its obligations in 2003 and 2004 to keep overall tonnage and power of the fleet within given ceilings set at EU level.
- As at the end of 2004, the UK was 6.90% within the ceiling for gross tonnage and 4.05% within the ceiling for engine power.
- Analysis of the monthly entries and exits shows the capacity ceilings were not exceeded during either year.
- The UK has actively managed its fleet to seek to balance effort and opportunities. Decommissioning schemes that were run in the UK in 2001/2 and 2003 led to the withdrawal of 157 and 106 vessels respectively from the whitefish fleet.
- The UK has also created an economic model of key segments of the UK fleet. This is being developed in cooperation with the fishing industry in the UK for use as a

scenario-testing tool in order to help identify the size of fleet that can be supported under different scenarios of the level of fishing opportunities that might exist in the future.

As part of the report there are several references to the way fishing effort by UK vessels has changed due to the recent decommissioning schemes and due to the introduction of the cod recovery regimes. I attach a copy of the full paper that was sent separately last month to Mr Penas in the Commission on this subject to give you the complete package of information. If you have any queries on any of the detail included in the fleet report or in the effort paper feel free to get in touch direct.

I am copying this report to others in the Commission with an interest in the subject, and to others in the UK and the office of the UK Permanent Representative.

Yours sincerely

Kevin Williamson

Head of Fisheries Statistics Unit

**Direct Line** 0207 270 8070 **GTN** 270 8070

Fax **0207 270 8072**

**Email** kevin.williamson@defra.gsi.gov.uk

## **Introduction**

1. Articles 12 and 13 of Commission Regulation (EC) 1438/2003 place a requirement on Member States to produce an annual report on its efforts during the previous year to achieve a sustainable balance between fishing capacity and fishing opportunities. During 2004 the introduction of the new "Snapshot" format for supply of data to the EU register allowed an opportunity for the resolution of many long-standing inconsistencies between the UK fleet register and the EU fleet register. As such, the tables included with this report include reworked information for fleet changes during 2003 in order to present a consistent picture of fleet changes since 1<sup>st</sup> January 2003.

## **Summary**

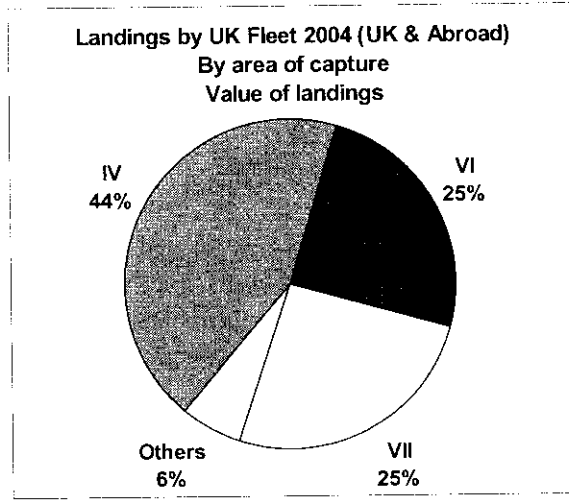
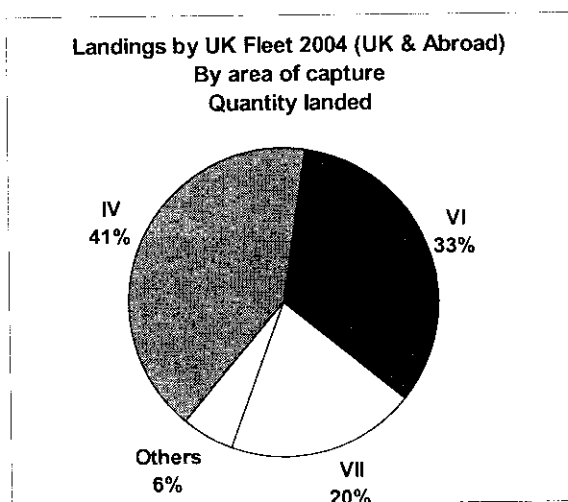
2. The key conclusions of the analysis of the UK fleet entries and exits during 2003 and 2004 are:
  - The UK met its obligations in 2003 and 2004 to keep overall tonnage and power of the fleet within given ceilings set at EU level.
  - As at the end of 2004, the UK was 6.90% within the ceiling for gross tonnage and 4.05% within the ceiling for engine power.
  - Analysis of the monthly entries and exits shows the capacity ceilings were not exceeded during either year.
  - The UK has actively managed its fleet to seek to balance effort and opportunities. Decommissioning schemes that were run in the UK in 2001/2 and 2003 led to the withdrawal of 157 and 106 vessels respectively from the whitefish fleet.
  - The UK has also created an economic model of key segments of the UK fleet. This is being developed in cooperation with the fishing industry in the UK for use as a scenario-testing tool in order to help identify the size of fleet that can be supported under different scenarios of the level of fishing opportunities that might exist in the future.

## **General Description of the UK Fishing Fleet:**

3. The UK fishing fleet is very diverse in nature, reflecting the wide range of fishing opportunities that exist around the UK coast. This is illustrated by the fact that the UK has an interest in over 100 EU quota stocks as well as an interest in a wide range of non-quota species. UK fisheries can be categorised into, in broad terms, 4 basic areas of activity:
  - North Sea
  - West of Scotland
  - Irish Sea and the Rest of Area VII (including the Channel fisheries)
  - Deep Sea/Distant water fisheries.

The charts below illustrate the relative importance of these four fisheries:

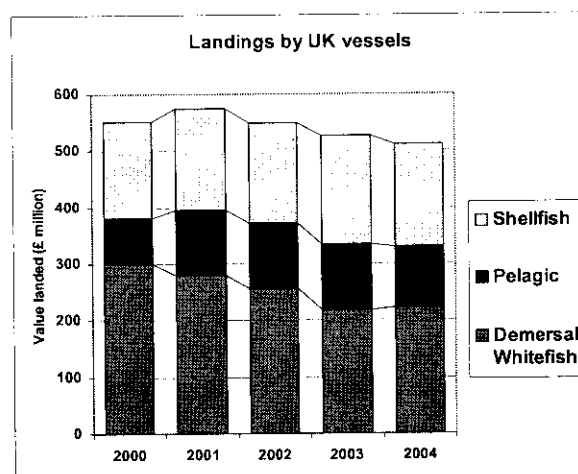
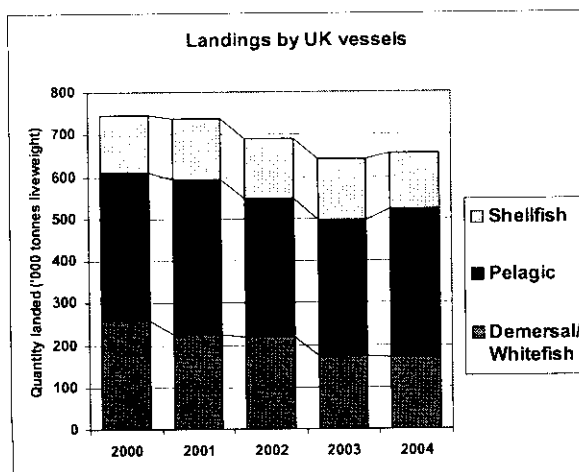




4. In addition, the UK fleet is highly mobile around the UK coast. Commonly vessels move around between the different sea areas, reflecting the migratory and seasonal nature of fishing opportunities. For example:
1. Pelagic vessels that follow fisheries that span both the North Sea and West of Scotland, and additionally that follow separate fisheries at certain times of the year (e.g. Blue Whiting or Channel Bass fisheries)
  2. Beam trawl vessels that fish part of the time in the North Sea and part in the Channel fisheries.

As such while UK fleets can broadly be categorised by general areas (e.g. North Sea demersal fleet, West coast pelagic fleet etc.), there is no distinct demarcation of fleets and thus any measures put in place which impose restrictions on access to fisheries, can have a significant impact across the UK fleet as a whole.

5. The UK fishing vessels are separated into those over 10m in overall length and those 10m and under, through the UK licensing regime. The majority of UK over 10m vessels are based in Scotland, while the majority of 10m and under vessels are based in England. The former represents the historic importance of the fishing industry to the economy of Scotland, while the latter reflects the major fishery that exists in the Channel (ICES Areas VIID and E).
6. The charts below illustrate the relative importance of the three basic types of fishing activity for the UK as a whole:



## **Background Information on Fleet management in the UK**

7. Fleet management measures in the UK are carried out primarily through the licensing regime administered by Fisheries Departments in the UK. This seeks to control both the capacity of the UK fishing fleet and also access to the various fishing opportunities available to UK vessels. The prime mechanism for doing this is the UK fishing vessel licensing regime.
8. Licensing of vessels was first applied in 1977 and covered only fishing vessels over 40 feet (12.14 metres) in certain fisheries. Following the adoption of the European Union's Common Fisheries Policy, the UK designated a number of fish stocks as pressure stocks and introduced a restrictive licensing scheme for vessels fishing those stocks. The licensing regime initially only covered vessels over 10 metres registered length, but its coverage has been progressively extended over the years. In February 1990 the licensing regime was extended to vessels of over 10 metres overall length fishing for TAC stocks. Later the same year, restrictive licensing was extended to cover all fishing by vessels over 10 metres in overall length, with the exception of those fishing for salmon and migratory trout which were covered by a separate regime. From May 1993 licensing was extended to vessels of 10 metres and under overall length.
9. As part of the system, there is an overall limit to the capacity of the fleet through Fisheries Departments having ring-fenced overall fleet capacity since the introduction of licensing was complete in 1993. The result of this is that, since that time, if an owner wants to bring a new vessel in as an entry to the UK fishing fleet, this can only be done through the owner purchasing an existing licence. Each licence has a fleet capacity associated with it in terms of gross tonnage, engine power and Vessel Capacity Units (a measure of capacity derived from the physical dimensions combined with the engine power of the vessel).
10. To enter the fleet, an owner must ensure that they acquire sufficient licence capacity to cover the requirements of the new vessel, and to cover any penalty payment, before they can fish. This can be either through a transfer of a single licence (e.g. if the new vessel coming in is a straight-forward replacement vessel and is within the dimensions of the replaced vessel) or, if the vessel is bigger, several existing licences will need to be aggregated together, to ensure that the capacity of the new vessel is fully covered by existing licences. In most licence transactions penalties are applied to the capacities involved, with the level of penalty varying depending on the number of licences involved in the transaction.
11. In some cases, e.g. the replacement of a vessel lost at sea, there can be some time between a vessel leaving the fleet and its replacement entering the fleet. Also, for entries where licence aggregations need to be carried out, there is a need to allow time for owners to find the appropriate licences or entitlements to put together as part of the aggregation. To allow for this, the UK licensing regime allows a vessel owner to take the fishing licence off an active vessel and convert it to an entitlement to a fishing licence (N.B. when this is done the original vessel has to either leave the fleet or gain a licence from elsewhere). These "entitlements" have a fixed life span from the date of creation, and have the vessel capacity details linked to them in the same way as a licence. They can thus be used in the same way as an actual licence in transfers and aggregations.
12. Through this regime, the UK fleet has effectively been ring-fenced in terms of its total capacity. In addition, the fact that the capacities involved in licence transactions are subject to penalties, means that new entries to the fleet lead to a reduction in the overall licensed capacity of the UK fleet.
13. In addition to this limitation and penalties at the overall level, there are similar restrictions for the various fleet sub-segments. For example, if a vessel is to enter the whitefish fleet, it has to acquire the appropriate category of licence for the type of activity to be pursued. Similar restrictions apply for the transfer of pelagic type licences and for other categories of

licences for over 10m vessels where specific fishing authorities [authorisations?] apply. Restrictions also prohibit the aggregation of licences between the under 10m and 10m and over fleets, and in the under 10m group, it is not permitted to aggregate licences from vessels under 8m to vessels between 8 and 10m in overall length. This was introduced to stop the aggregation of fleet capacity into vessels operating at just under 10m.

14. As well as capacity control and reductions through licensing arrangements, a substantial series of decommissioning schemes have been carried out by Fisheries Departments to reduce the capacity of the UK fleet and bring it more into line with available fishing opportunities. Each Fisheries Department in the UK, has the potential to operate separate schemes as part of an overall UK programme of such measures. The most recent sets of schemes were in the period 2001-2002 and during 2003. The latter scheme was specifically targeted at the reduction of the whitefish fleet capacity and effort as part of the UK's implementation of the Community's cod recovery measures. The 2001-2002 scheme has been reported on in previous UK reports as part of the Multi-Annual Guidance Programme Phase IV. Information on the 2003 exercise was given in the report submitted last year, and as the data for 2003 has been revisited it has been included in the tables below.

### **Impact of Effort Control and Recovery Plans**

15. Key effort control systems affecting the UK fleet in 2003 and 2004 were:

- Western Waters effort regime (overall fleet effort ceilings (KW days))
- Deep Water Species regime (fleet capacity pot)
- Cod recovery plans (days at sea limitations)

The aim of these regimes is to ensure that fishing effort is limited to levels that match the level of fishing opportunities through ensuring that excessive fishing effort does not take place.

16. Most active work carried out has been with regards to the impact of the Cod recovery regimes in 2003 and 2004. A fuller paper assessing the reductions in fishing effort that the UK has achieved under the regime has been submitted to the Commission. The information presented below represents a summary of the conclusions and estimates of effort reductions that have been achieved.

17. The conclusions of the work are as follows:

- Fishing effort in the Cod Recovery Zone has been significantly reduced
- Looking at the key fishing gear associated with cod mortality, i.e. Demersal and other trawls of over 100mm mesh size (which accounted for 88% of the cod landed from the Cod Recovery Zone in 2001):
- The number of vessels using this gear has decreased by 55% between 2001 and 2004, partly as a result of permanent removal of fishing capacity through decommissioning schemes and partly through diversification into other types of activity.
- Total fishing effort (in KW days) by these vessels in the cod recovery zone in 2004 was 56% lower than in 2001
- Of the cod caught by these vessels in the cod recovery zone in 2001, the vast majority (96.7%) was caught by vessels where cod made up 5% or more of their total landings.
- For these vessels, fishing effort in 2004 was 67% less than the level in 2001
- There was some increased effort in due to diversification onto other gears – e.g. fishing effort using Demersal trawl with a mesh of 70-99mm increased by 30%, but this increased effort did not increase significantly the amount of cod landed by these vessels.

18. The table below summarises the reductions in fishing effort that have been achieved through the application of the cod recovery regimes in the UK. These represent a significant alteration in activity by UK vessels.

<b>Fishing Effort by UK over 10m fishing vessels in the Cod Recovery Zone using Gear Group 4a – Demersal trawl &gt;=100mm</b>		
<b>Description</b>	<b>No of vessels using gear</b>	<b>Effort in CRZ (Mn KW Days at sea in CRZ)</b>
<b>Effort in 2001 in the CRZ (2004 definition), of which:</b>	<b>727</b>	<b>46.167</b>
By vessels decommissioned in 2001	97	5.666
By vessels decommissioned in 2003	96	7.574
By vessels whose licence capacity has since been aggregated into the pelagic sector	11	0.352
<b>Total fishing effort permanently removed</b>	<b>204</b>	<b>13.590</b>
Fishing Effort removed due to effort control regime in the Cod Recovery Zone in 2004	193 <sup>(1)</sup>	12.341
<b>Fishing Effort in 2004 in the CRZ</b>	<b>330</b>	<b>20.234</b>
<b>Reduction in effort achieved</b>	<b>55%</b>	<b>56%</b>

*(1) This figure represents the net number of vessels that were active in 2001 in the CRZ with 4a gear, but which have not been active in the CRZ in 2004 with 4a gear*

<b>Fishing Effort by UK over 10m fishing vessels in the Cod Recovery Zone using Gear Group 4a – Demersal trawl &gt;=100mm, excluding trips where cod made up less than 5% of the total landings from the CRZ</b>		
<b>Description</b>	<b>No of vessels using gear</b>	<b>Effort in CRZ</b> (Mn KW Days at sea in CRZ)
<b>Active in 2001 in the CRZ (2004 definition)</b>	<b>651</b>	<b>31.207</b>
Of which:		
By vessels decommissioned in 2001	92	4.010
By vessels decommissioned in 2003	93	5.416
By vessels whose licence capacity has since been aggregated into the pelagic sector	10	0.288
<b>Total fishing effort permanently removed</b>	<b>195</b>	<b>9.714</b>
Fishing Effort removed due to effort control regime in the Cod Recovery Zone in 2004	197 <sup>(1)</sup>	11.041
<b>Fishing Effort in 2004 in the CRZ</b>	<b>259</b>	<b>10.452</b>
<b>Reduction in effort achieved</b>		<b>67%</b>
<i>(1) This figure represents the <u>net</u> number of vessels that were active in 2001 in the CRZ with 4a gear, but which have not been active in the CRZ in 2004 with 4a gear</i>		

19. In addition to these factors, there was also the direct impact of the limitations on days at sea from the regime detailed in Annex XVII of Council Regulation (EC) 2341/2002. An additional factor in 2003 was a transitional aid scheme introduced for the Scottish administered vessels. These payments were made for a limited period covering 1<sup>st</sup> March to 31<sup>st</sup> December 2003, with the aim of the payments being to provide short-term support to help fishermen deal with the effects of the cod recovery measures and to help manage the process of catching sector restructuring and rationalisation. Vessels were only eligible for the aid if owners demonstrated that they were particularly affected by the measures (i.e. had a demonstrated track-record of activity in the fishery with the key cod gear for a significant period with a clear economic dependency on the fishery). Those eligible vessels were required to tie-up in port after having been at sea for the limited number of days allowed under the Annex XVII regime, rather than taking advantage of the flexibilities that were allowed and continuing to fish with other methods or in other areas. Any of the vessels involved that subsequently went on to take up offers to decommission had their decommissioning payments reduced by the amount of transitional aid already paid to them.
20. A transitional aid regime was also put in place for vessels based in Northern Ireland, which required vessels to tie-up altogether [for the period of the spring closure of the Irish Sea]. This aid scheme was operated for part of 2003, and an additional scheme was applied in 2004 as well, following the extension of recovery plans into the Irish Sea.

### Fleet Entry and Exit regime in 2003 and 2004

21. The Entry:Exit regime introduced by Commission Regulation (EC) No. 1483/2003 mirrors the regime already in place for vessels to enter the UK licensed fishing fleet (see details above). The ability to take into account entries to the fleet linked to entitlements created through fleet exits that took place before 1 January 2003 (i.e. “coups partis”) has allowed the UK to cover the transition from the UK regime to the Regulation’s regime. The requirements of the Regulation have not necessitated a significant level of change to the system used in the UK.
22. The table in Annex A summarises the fleet entries and exits during 2003 as a whole, with Annex B providing more details of the monthly changes to the fleet and Annex C providing the corresponding fleet reference levels. In each case the fleet situation at the end of the period is compared against the fleet reference ceiling allowed.
23. The fleet reference ceilings for the UK in Annexes A and C have been adjusted from the 1<sup>st</sup> January 2003 position for three factors:
- Adjustments for fleet entries during 2003 linked to entitlements created between 1/1/2000 and 31/12/2002 – “coups partis”.
  - Decommissioning of UK vessels in 2003.
  - The final impact of the remeasurement of UK vessels 15m and over on a Gross Tonnage basis.
- Full details at the level of individual vessels and entitlements involved in the first two of these factors will be separately provided to the Commission, with only summary details presented in this report and in the associated annexes.
24. With regards to fleet exits linked to decommissioning, there were three schemes carried out during 2003 by Fisheries Departments, where offers of decommissioning grant were accepted by the owners of a total of 106 UK vessels over 10m overall length. The capacity of these vessels was as follows:

#### ***Details of the results of UK decommissioning exercises 2003:***

Country based in:	No. of vessels	Total tonnage (tonnes)	Total Engine power (Kw)
England	20	2,500	7,472
Northern Ireland	19	1,952	5,900
Scotland	67	12,002	30,997
<b>Total</b>	<b>106</b>	<b>16,454</b>	<b>44,369</b>
<b>Of which:</b>			
<b>- left UK Register during 2003</b>	<b>87</b>	<b>14,111</b>	<b>38,091</b>

25. There were some delays in starting the exercises in 2003 as various aspects of the schemes had to be revised and cleared with the Commission. This led to a consequent need to extend the final deadlines for applications before offers could be made. There was also a need to send out offers to additional sets of owners and vessels, after some of those to whom offers had initially been made decided not to accept them. Of the total number of vessels involved, as at the end of 2003 87 of the vessels involved had actually left the UK vessel register and been scrapped. However, **all** of the 106 vessels involved had surrendered their fishing licences as part of their acceptance of the decommissioning offers, and thus their fishing capacity and effort had been removed permanently from the UK fleet. The outstanding 19 vessels are recorded as leaving the UK fleet register during 2004 and thus included as adjustments to the 2004 fleet situation. Full details of the individual vessels involved are included in detailed reports that will be provided separately to the Commission, hence only summary details are presented in this report.
26. With regards to fleet entries links to entitlements to licences created by administrative decisions taken during 1<sup>st</sup> January 2000 to 31<sup>st</sup> January 2002, the issue was investigated in depth with Commission staff during the discussions to establish Commission Regulation (EC) 1438/2003. These discussions resulted in a final list of entitlements that were regarded as eligible for incorporation as adjustments to the fleet ceilings when fleet entries took place associated with them took place. The table below summarises the level of fleet entries associated with these entitlements that took place in 2003 and 2004. Full details at the level of individual vessels and individual entitlements involved will be separately provided to the Commission:

<b><i>Details of Fleet Entries in 2003 and 2004 linked to Entitlements created in 2000-2002</i></b>	Total tonnage (tonnes)	Total Engine power (Kw)
Total capacity linked to eligible entitlements	16,905	55,362
<b>Capacity of fleet entries during 2003 linked to these entitlements</b>	<b>9,049</b>	<b>27,202</b>
<b>Capacity of fleet entries during 2004 linked to these entitlements</b>	<b>2,799</b>	<b>8,427</b>
Remaining capacity still left in entitlements	5,057	19,733

27. There were no fleet entries linked to public aid in either 2003 or 2004 as Fisheries Departments in the UK have a policy of not using public funds for such entries. Some increases in vessel tonnages have occurred linked to safety factors. Such increase can only be made through the purchase of the appropriate level of licence capacity to cover the increase in tonnage. As such while the appropriate adjustments to the fleet reference levels are not included in the UK report at the moment, these increases have not caused the UK to exceed its overall reference levels.
28. As the Table in Annex A illustrates, the UK fleet at the end of 2003 was 4.03% within the fleet tonnage ceiling and 2.26% within the fleet engine power ceiling, after adjusting for the

impact of decommissioning with public aid and fleet entries linked to entitlements created in the period 1<sup>st</sup> January 2000 to 31<sup>st</sup> December 2002, and adjusting the fleet reference levels for the impact of remeasurement of vessels onto a Gross Tonnage basis. The UK fleet as at the end of 2004 was 6.90% within the fleet tonnage ceiling and 4.05 % within the fleet engine power ceiling.

29. The UK was thus compliant with the measures set out in Commission Regulation (EC) 1438/2003 at these times and also at the first day of each month of 2003 and 2004.

### **Strengths and weaknesses of UK Regime**

30. There are several particular strengths of the UK licensing system:
- It effectively means that the Entry:Exit regime brought into existence by Commission Regulation (EC) 1438/2003 was already established in the UK. The system used is closely linked to the regime used to allocate fishing quotas each year to Producer Organisations in the UK for them to manage. It is thus an accepted mechanism for Fisheries Departments to control entry to the fleet as a whole and also to control access to particular fisheries, and compliance is strictly enforced by Fisheries Departments.
  - Regular exercises are carried out to ensure that only vessels licensed to fish are present on the UK vessel register, and that only licensed vessels are actually fishing.
  - Action is taken against any vessel found by enforcement officers to be fishing without having a valid UK licence.
  - A penalty regime in some form has been in place for several years and the industry has had to become used to it being a significant factor in their planning for fleet entries.
  - The effective ring fencing that the UK regime provides, does establish constraints on fishermen, and offers some protection against unsustainable capacity or fishing effort increases. For example, there have been some concerns voiced over the potentially harmful impacts of any diversion of effort by the main whitefish fleet away from their traditional activities into other areas. The UK regime prevents this fishing capacity simply switching to, for example, pelagic fishing, which would be regarded as destabilising.
  - The mechanism has worked to help constrain and reduce the UK fleet capacity as well as capacity within individual segments.
  - The licensing system has also been used to control fishing opportunities – for example with separate categories of licences to control each vessel's ability to fish for different types of fish.
  - The system has also been used as the mechanism to introduce other control measures, e.g. through variations of the licence conditions.
31. The major limitation of the regime is one common to any Entry:Exit regime, in that the reductions in fleet capacity that can be achieved are limited. For example, reductions through the application of penalties on licence transactions are only seen if such transactions actually take place. However, only a relatively small proportion of the total fleet capacity will be involved in such transactions during any period. For example, experience over recent years has shown that on average around 5% of fleet capacity changes ownership each year, through either 1:1 transactions or through aggregations. With 5% of fleet capacity turning over each year, a 10% penalty regime on all transactions will only give a 0.5% reduction in overall fleet capacity each year. Thus in most situations, the Entry:Exit regime cannot be a major contributor to any overall fleet capacity reduction.

### ***Changes to procedures in the UK***



32. On 16 March 2001 Fisheries Ministers announced their wish to move to a single capacity penalty that would cover both tonnage and engine power and invited the fishing industry to be involved in a working group with officials to consider the future arrangements. It was envisaged that these arrangements would take effect from 1 April 2003 and that, in view of the notice that was being given of the changes, there would be no provision for pipeline cases.
33. In the event, industry members of the Group asked in October 2001 for further time to consider the proposed changes. Ministers agreed and on 29 October 2001 announced the postponement of the introduction of the new arrangements. In view of their desire to avoid pipeline cases, they also undertook to give 18 months notice of the new regime.
34. In its third Report to Ministers in November 2002 the Group recommended that a decision on the level of penalty should be postponed until the results of further developments in fleet control measures, notably those arising out of the 2002 Review of the Common Fisheries Policy, were known. In the light of those developments, the Group was reconvened to consider the future level of UK capacity penalties.
35. The Group met twice in May and July 2003, and made several recommendations to Ministers, including the recommendation that licence transfer penalties should move away from the use of VCUs as mentioned above to be a straight system based on penalties applied in both tonnage and engine power terms. A decision on changes to the regime was put on hold due to the need to consider the recommendations of the Prime Minister's Strategy Unit report on the UK fishing industry. Fisheries Ministers are currently reviewing the recommendations before taking final decisions on the changes to be made to the system. These will be announced shortly.

2<sup>ND</sup> JUNE 2005

DEPARTMENT OF ENVIRONMENT, FOOD AND RURAL AFFAIRS

SCOTTISH EXECUTIVE, ENVIRONMENT AND RURAL AFFAIRS DEPARTMENT

DEPARTMENT OF AGRICULTURE AND RURAL DEVELOPMENT, NORTHERN IRELAND

## Annex A

### UK Fleet entries and Exits – 1 January 2003 to 1 January 2004

As part of the revisions to the CFP agreed in December 2002, it was agreed that a fleet Entry:Exit Regime would be established by Member States. The basic principles of the regime are that:

- Member States have to keep their total registered fleet tonnage and engine power below the levels seen at 1/1/2003
- These levels will be adjusted up to take account of some fleet entries linked to entitlements created before 1/1/2003
- These levels will be adjusted down to take account of any exits from the fleet due to decommissioning exercises after 31/12/2002

The UK position with regards to the EU Entry:Exit regime has been calculated. These estimates include details for the fleets of the Isle of Man and Channel Islands

#### UK Fleet entries and Exits during 1/1/2003 to 1 January 2004:

	Total GT	Total KW
<b>1</b> UK Fleet as at 1/1/2003 (MAGP report)	240,270	945,396
Fleet entries from 1/1/2003 to 1/1/2004:		
<b>2</b> Linked to entitlements created before 1/1/2003 eligible for inclusion	9,049	27,202
<b>3</b> Other entries (e.g. using entitlements created in 2003)	14,693	48,228
<b>4</b> Total Entries	23,741	75,430
Fleet exits from 1/1/2003 to 1/1/2004		
<b>5</b> Linked to decommissioning exercises using public aid:	14,111	38,091
<b>6</b> Other exits	22,242	69,326
<b>7</b> Total Exits	36,353	107,417
<b>UK Fleet position as at 1/1/2004 (1+4-7)</b>	<b>227,658</b>	<b>913,409</b>
<b>8</b> Impact of GT Remeasurement on 1/1/2003 position	<b>2,018</b>	<b>0</b>
<b>Revised UK Fleet ceiling (1+2+3-5)</b>	<b>237,226</b>	<b>934,507</b>
<b>UK Position compared to revised fleet ceiling:</b>	<b>-4.03%</b>	<b>-2.26%</b>

NB UK fleet position as at 1/1/2003 is as per the UK MAGP report for the end of MAGP IV but with tonnages of vessels revalorised to take account of the impact of the completion of the remeasurement of >15m vessels to a GT basis

## Annex B

### UK Fleet entries and Exits – 1 January 2004 to 1 January 2005

As part of the revisions to the CFP agreed in December 2002, it was agreed that a fleet Entry:Exit Regime would be established by Member States. The basic principles of the regime are that:

- Member States have to keep their total registered fleet tonnage and engine power below the levels seen at 1/1/2003
- These levels will be adjusted up to take account of some fleet entries linked to entitlements created before 1/1/2003
- These levels will be adjusted down to take account of any exits from the fleet due to decommissioning exercises after 31/12/2002

The UK position with regards to the EU Entry:Exit regime has been calculated. These estimates include details for the fleets of the Isle of Man and Channel Islands

#### UK Fleet entries and Exits during 1/1/2004 to 1 January 2005:

	Total GT	Total KW
<b>1</b> UK Fleet as at 1/1/2004	227,658	913,409
Fleet entries from 1/1/2004 to 1/1/2005:		
<b>2</b> Linked to entitlements created before 1/1/2003 eligible for inclusion	2,799	8,427
<b>3</b> Other entries (e.g. using entitlements created in 2003 or 2004)	12,645	47,661
<b>4</b> Total Entries	15,444	56,088
Fleet exits from 1/1/2004 to 1/1/2005		
<b>5</b> Linked to decommissioning exercises using public aid:	2,423	6,551
<b>6</b> Other exits	19,469	64,454
<b>7</b> Total Exits	21,892	71,005
<b>UK Fleet position as at 1/1/2005 (1+4-7)</b>	<b>221,210</b>	<b>898,492</b>
<b>8</b> Impact of GT Remeasurement on 1/1/2003 position	0	0
<b>Revised UK Fleet ceiling (Ceiling from 1/1/2003+2+3-5)</b>	<b>237,602</b>	<b>936,383</b>
<b>UK Position compared to revised fleet ceiling:</b>	<b>-6.90%</b>	<b>-4.05%</b>

Annex C  
Entry/Exit regime - Summary Report of UK Fleet Changes During 2003

Country	Months	Fleet at start of month	Fleet changes during the month:				Fleet at end of month	Fleet ceiling/ Reference Level	Compliant?
			Fleet entries ("coups partis")	other entries	With public Aid	Other Exits			
GBR	01/01/2003	240,270	325	116	0	1,745	238,965	240,763	Compliant
GBR	01/02/2003	238,965	242	755	0	2,368	237,594	241,173	Compliant
GBR	01/03/2003	237,594	1,361	1,190	0	471	239,673	242,702	Compliant
GBR	01/04/2003	239,673	119	375	0	1,859	238,309	242,989	Compliant
GBR	01/05/2003	238,309	95	109	0	4,161	234,352	243,252	Compliant
GBR	01/06/2003	234,352	590	633	0	3,365	232,210	244,011	Compliant
GBR	01/07/2003	232,210	918	3,831	577	598	235,786	244,521	Compliant
GBR	01/08/2003	235,786	1,268	497	672	1,783	235,095	245,285	Compliant
GBR	01/09/2003	235,095	1,143	1,654	2,353	1,213	234,327	244,244	Compliant
GBR	01/10/2003	234,327	1,365	1,651	4,302	2,351	230,690	241,475	Compliant
GBR	01/11/2003	230,690	255	666	3,994	694	226,925	237,905	Compliant
GBR	01/12/2003	226,925	1,366	3,217	2,214	1,636	227,658	237,226	Compliant
	FOR YEAR	240,270	9,049	14,693	14,111	22,242	227,658	237,226	Compliant

Country	Months	Fleet at start of month	Fleet changes during the month:				Fleet at end of month	Fleet ceiling/ Reference Level	Compliant?
			Fleet entries ("coups partis")	other entries	With public Aid	Other Exits			
GBR	01/01/2003	945,396	898	514	0	4,053	942,755	946,294	Compliant
GBR	01/02/2003	942,755	940	2,611	0	5,772	940,534	947,234	Compliant
GBR	01/03/2003	940,534	4,915	3,050	0	1,937	946,562	952,149	Compliant
GBR	01/04/2003	946,562	1,007	2,015	0	4,176	945,408	953,156	Compliant
GBR	01/05/2003	945,408	541	2,303	0	7,144	941,108	953,697	Compliant
GBR	01/06/2003	941,108	1,543	1,503	0	8,102	936,052	955,240	Compliant
GBR	01/07/2003	936,052	2,765	11,187	1,346	2,409	946,249	956,659	Compliant
GBR	01/08/2003	946,249	2,288	2,662	1,700	11,398	938,101	957,247	Compliant
GBR	01/09/2003	938,101	2,288	6,771	6,582	4,712	935,866	952,953	Compliant
GBR	01/10/2003	935,866	5,669	4,163	11,384	5,554	928,760	947,238	Compliant
GBR	01/11/2003	928,760	985	2,602	10,755	4,158	917,434	937,468	Compliant
GBR	01/12/2003	917,434	3,363	8,847	6,324	9,911	913,409	934,507	Compliant
	FOR YEAR	945,396	27,202	48,228	38,091	69,326	913,409	934,507	Compliant

**Annex D**  
**Entry/Exit regime - Summary Report of UK Fleet Changes During 2004**

Country	Months	Fleet at start of month	Fleet changes during the month:					Fleet at end of month	Fleet ceiling/ Reference Level	Compliant?
			Fleet entries		Fleet Exits					
			Entitlements ("coups partis")	other entries	With public Aid	Other Exits				
GBR	01/01/2004	227,658	70	573	966	1,697	225,639	236,329	Compliant	
GBR	01/02/2004	225,639	316	1,564	752	2,103	224,663	235,893	Compliant	
GBR	01/03/2004	224,663	777	1,205	705	5,614	220,327	235,965	Compliant	
GBR	01/04/2004	220,327	1,300	836	0	865	221,599	237,266	Compliant	
GBR	01/05/2004	221,599	15	353	0	189	221,777	237,281	Compliant	
GBR	01/06/2004	221,777	21	241	0	194	221,845	237,301	Compliant	
GBR	01/07/2004	221,845	3	641	0	2,935	219,553	237,304	Compliant	
GBR	01/08/2004	219,553	0	175	0	446	219,283	237,304	Compliant	
GBR	01/09/2004	219,283	1	1,845	0	2,448	218,681	237,305	Compliant	
GBR	01/10/2004	218,681	1	3,371	0	2,430	219,624	237,306	Compliant	
GBR	01/11/2004	219,624	296	826	0	344	220,401	237,602	Compliant	
GBR	01/12/2004	220,401	0	1,013	0	205	221,210	237,602	Compliant	
<b>FOR YEAR</b>		<b>227,658</b>	<b>2,799</b>	<b>12,645</b>	<b>2,423</b>	<b>19,469</b>	<b>221,210</b>	<b>237,602</b>	<b>Compliant</b>	

Country	Months	Fleet at start of month	Fleet changes during the month:					Fleet at end of month	Fleet ceiling/ Reference Level	Compliant?
			Fleet entries		Fleet Exits					
			Entitlements ("coups partis")	other entries	With public Aid	Other Exits				
GBR	01/01/2004	913,409	379	2,965	2,548	5,127	909,078	932,338	Compliant	
GBR	01/02/2004	909,078	791	4,575	1,924	7,853	904,667	931,205	Compliant	
GBR	01/03/2004	904,667	2,343	4,591	2,079	14,932	894,590	931,469	Compliant	
GBR	01/04/2004	894,590	3,052	6,102	0	3,292	900,452	934,521	Compliant	
GBR	01/05/2004	900,452	253	2,322	0	1,096	901,931	934,774	Compliant	
GBR	01/06/2004	901,931	197	2,827	0	1,296	903,659	934,971	Compliant	
GBR	01/07/2004	903,659	164	3,378	0	9,057	898,144	935,135	Compliant	
GBR	01/08/2004	898,144	0	2,022	0	2,481	897,685	935,135	Compliant	
GBR	01/09/2004	897,685	75	3,885	0	6,751	894,894	935,210	Compliant	
GBR	01/10/2004	894,894	37	9,063	0	8,824	895,170	935,247	Compliant	
GBR	01/11/2004	895,170	1,136	2,320	0	1,781	896,845	936,383	Compliant	
GBR	01/12/2004	896,845	0	3,611	0	1,964	898,492	936,383	Compliant	
<b>FOR YEAR</b>		<b>913,409</b>	<b>8,427</b>	<b>47,661</b>	<b>6,551</b>	<b>64,454</b>	<b>898,492</b>	<b>936,383</b>	<b>Compliant</b>	

**Annex E**  
**Reference levels - Revisions to Reference Levels for the UK Fishing Fleet During 2003**

Country	Months	Position at start of month	Additions:			Reductions Exits linked to public aid	Fleet ceiling/ Revised Reference Level
			Entitlements created between 1/1/2000 and 31/12/2002	Safety tonnage increases	AR(GT-GRT)		
			Fleet at 1/1/2003 usign 1/1/2003 GT			240,270	
			Fleet at 1/1/2003 usign 1/1/2004 GT			242,288	
			Revaluation over year			2,018	
GBR	01/01/2003	240,270	325	0	168	0	240,763
GBR	01/02/2003	240,763	242	0	168	0	241,173
GBR	01/03/2003	241,173	1,361	0	168	0	242,702
GBR	01/04/2003	242,702	119	0	168	0	242,989
GBR	01/05/2003	242,989	95	0	168	0	243,252
GBR	01/06/2003	243,252	590	0	168	0	244,011
GBR	01/07/2003	244,011	918	0	168	577	244,521
GBR	01/08/2003	244,521	1,268	0	168	672	245,285
GBR	01/09/2003	245,285	1,143	0	168	2,353	244,244
GBR	01/10/2003	244,244	1,365	0	168	4,302	241,475
GBR	01/11/2003	241,475	255	0	168	3,994	237,905
GBR	01/12/2003	237,905	1,366	0	168	2,214	237,226
GBR	YEAR	240,270	9,049	0	2018	14,111	237,226

Country	Months	Position at start of month	Additions:			Reductions Exits linked to public aid	Fleet ceiling/ Revised Reference Level
			Entitlements created between 1/1/2000 and 31/12/2002	Safety tonnage increases	AR(GT-GRT)		
GBR	01/01/2003	945,396	898	0		0	946,294
GBR	01/02/2003	946,294	940	0		0	947,234
GBR	01/03/2003	947,234	4,915	0		0	952,149
GBR	01/04/2003	952,149	1,007	0		0	953,156
GBR	01/05/2003	953,156	541	0		0	953,697
GBR	01/06/2003	953,697	1,543	0		0	955,240
GBR	01/07/2003	955,240	2,765	0		1,346	956,659
GBR	01/08/2003	956,659	2,288	0		1,700	957,247
GBR	01/09/2003	957,247	2,288	0		6,582	952,953
GBR	01/10/2003	952,953	5,669	0		11,384	947,238
GBR	01/11/2003	947,238	985	0		10,755	937,468
GBR	01/12/2003	937,468	3,363	0		6,324	934,507
GBR	YEAR	945,396	27,202	0		38,091	934,507

**Annex F**  
**Reference levels - Revisions to Reference Levels for the UK Fishing Fleet During 2004**

<b>GT</b>		Position at start of month	Additions:		Reductions Exits linked to public aid	Fleet ceiling/ Revised Reference Level	
Country	Months		Entitlements created between 1/1/2000 and 31/12/2002	Safety tonnage increases			AR(GT-GRT)
GBR	01/01/2004	237,226	70	0	966	236,329	
GBR	01/02/2004	236,329	316	0	752	235,893	
GBR	01/03/2004	235,893	777	0	705	235,965	
GBR	01/04/2004	235,965	1,300	0	0	237,266	
GBR	01/05/2004	237,266	15	0	0	237,281	
GBR	01/06/2004	237,281	21	0	0	237,301	
GBR	01/07/2004	237,301	3	0	0	237,304	
GBR	01/08/2004	237,304	0	0	0	237,304	
GBR	01/09/2004	237,304	1	0	0	237,305	
GBR	01/10/2004	237,305	1	0	0	237,306	
GBR	01/11/2004	237,306	296	0	0	237,602	
GBR	01/12/2004	237,602	0	0	0	237,602	
GBR	YEAR	237,226	2,799	0	2,423	237,602	

<b>KW</b>		Position at start of month	Additions:		Reductions Exits linked to public aid	Fleet ceiling/ Revised Reference Level	
Country	Months		Entitlements created between 1/1/2000 and 31/12/2002	Safety tonnage increases			AR(GT-GRT)
GBR	01/01/2004	934,507	379	0	2,548	932,338	
GBR	01/02/2004	932,338	791	0	1,924	931,205	
GBR	01/03/2004	931,205	2,343	0	2,079	931,469	
GBR	01/04/2004	931,469	3,052	0	0	934,521	
GBR	01/05/2004	934,521	253	0	0	934,774	
GBR	01/06/2004	934,774	197	0	0	934,971	
GBR	01/07/2004	934,971	164	0	0	935,135	
GBR	01/08/2004	935,135	0	0	0	935,135	
GBR	01/09/2004	935,135	75	0	0	935,210	
GBR	01/10/2004	935,210	37	0	0	935,247	
GBR	01/11/2004	935,247	1,136	0	0	936,383	
GBR	01/12/2004	936,383	0	0	0	936,383	
GBR	YEAR	934,507	8,427	0	6,551	936,383	

# COD RECOVERY PLAN; Analysis of Fishing Effort by UK Vessels 2001 to 2004

## Note by the UK

### *Summary*

1. This paper identifies the scale of cuts in fishing effort by the UK fleet landing cod, between 2001 and 2004.
2. It concludes that, for UK vessels of over 10m, counting trips that landed cod, and taking the 2004 Cod Recovery Zone as a whole:
  - a) 88% of cod landed in the CRZ in 2001 was landed by vessels carrying gear of over 100mm (Table 3);
  - b) Total fishing effort (KW/days) by vessels carrying gear of over 100mm, fell by 56% (Table 2);
  - c) Of the cod landed by those vessels in 2001, only a very small proportion - 3.3% - was landed by vessels whose landings included less than 5% cod (Table 6). The landings of cod by this category of boats fell between 2001 and 2004. It is reasonable therefore (and consistent with EU effort control provisions) to focus on vessels landing more than 5% cod;
  - d) **Total fishing effort by vessels carrying over 100mm gear and landing more than 5% cod fell by 67% (Table 7);**
  - e) There was some increase in effort – 30% - by vessels carrying gear of 70-99mm (Table 2). However the quantity of cod landed by those vessels did not increase significantly between 2001 and 2004 (Table 3). These vessels did not therefore undermine the reduction in cod landings by >100mm gear vessels.
3. Taking each area of the 2004 CRZ separately, and *including the Norwegian zone with the North Sea Zone*, the reductions for vessels carrying over 100mm gear and landing more than 5% cod were (Table 9):
  - i) Area IIA (EU Zone) = 91% reduction:
  - ii) North Sea, VIID combined = 69% reduction:
  - iii) West of Scotland = 67% reduction:
  - iv) Irish Sea = 17% reduction:
4. The scale of any discarding and unrecorded landings is relevant to the cod mortality generated by vessels. The number of vessels carrying 100mm gear and landing more than 5% cod fell from 651 to 259, a cut of 60%. Given the much smaller number of vessels at sea, coupled with effort restrictions, it is reasonable to estimate that a comparable cut in the volume of any discarding or unrecorded landings would have taken place. In addition:



- a) discarding
- The substantial Scottish discard surveys on which ICES and the Commission draw for analyses show that discarding from UK vessels with over 100mm gear and vessels with 70-99mm gear did not increase between 2001 and 2004.
  - UK uptake of the national quotas for cod were significantly below the level of the quota in 2004 e.g. uptake of the UK quota for North Sea cod was only 90% by the end of 2004, with nearly 1000 tonnes of quota still available. There was thus a reduced incentive to discard marketable fish
- b) unrecorded landings
- The scale of enforcement of landings rose between 2001 and 2004, reducing the scope for unrecorded landings
  - Again the low uptake of the UK cod quotas is indicative of a lowered incentive to fail to record landings
  - Analysis has shown that landings into the designated ports established for the UK cover nearly 80% of the total number of landings that take place in the UK by UK and foreign vessels over 10m in length, with these landings accounting for nearly 95% of the total quantity of cod caught in the Cod Recovery Zone that is landed into the UK.

#### *Introduction*

1. This paper details some of the real impacts of the cod recovery schemes that have been in existence in the Cod Recovery Zone since 2003. In particular it compares the level of fishing effort seen in 2001 and 2004 to quantify the reduction in fishing effort achieved through the application of the effort control regime in 2004 and also through the efforts made by the Fisheries Departments in the UK to reduce the size of the fishing fleet through decommissioning schemes in 2001 and 2003.

#### *Methodology*

2. The methodology for derivation of fishing effort statistics is described at Annex A.

#### **Analysis of fishing effort:**

3. Table 1 below summarises the numbers of UK fishing vessels fishing in the Cod Recovery Zone as defined for 2004 in both 2001 and 2004 broken down by the Cod Recovery Gear Groupings, with Table 2 showing the corresponding level of fishing effort (in terms of million KW days time at sea in the area during the year) and Table 3 showing the corresponding level of landings of cod caught in the CRZ, broken down by the Cod recovery gear groupings.

<b>Gear label</b>	<b>Gear Description</b>	<b>Active in 2001 (No. Vessels)</b>	<b>Active in 2004 (No. Vessels)</b>	<b>Change (%)</b>
1.1.1.	Demersal trawls, etc. >= 100mm	727	330	-55%
<b>4B</b>	Beam trawl >= 80mm	117	97	-17%
<b>4C</b>	Static nets	76	38	-50%
<b>4D</b>	Demersal long lines	28	13	-54%
<b>4E</b>	Demersal trawls, etc. >=70 and <=99mm	737	618	-16%
<b>4F</b>	Demersal trawls, etc. >=16 and <= 31mm	11	10	-9%
	Total regulated gear	1237	909	-27%
	Unregulated gears	607	581	-4%
	Total all gears	1612	1260	-22%

*NB A vessel can use more than one gear during the year so the numbers of vessels for each gear...omission?... due to the fact that a vessel can fish with more than one gear during the period.*

<b>Gear label</b>	<b>Gear Description</b>	<b>Effort in 2001 (Mn KW Days at sea in CRZ)</b>	<b>Effort in 2004 (Mn KW Days at sea in CRZ)</b>	<b>Change (%)</b>
1.1.1.	Demersal trawls, etc. >= 100mm	46.167	20.234	-56%
<b>4B</b>	Beam trawl >= 80mm	15.346	10.915	-29%
<b>4C</b>	Static nets	0.988	0.845	-15%
<b>4D</b>	Demersal long lines	1.128	0.746	-34%
<b>4E</b>	Demersal trawls, etc. >=70 and <=99mm	16.041	20.846	+30%
<b>4F</b>	Demersal trawls, etc. >=16 and <= 31mm	0.060	0.042	-30%
	Total regulated gear	79.730	53.628	-33%
	Unregulated gears	20.414	24.676	+21%
	Total all gears	100.145	78.304	-22%

<b>Gear label</b>	<b>Gear Description</b>	<b>Cod caught in 2001</b> <small>(Tonnes Cod in CRZ)</small>	<b>Cod caught in 2004</b> <small>(Tonnes cod in CRZ)</small>	<b>Change (%)</b>
1.1.1.	Demersal trawls, etc. >= 100mm	19,270	7,445	-61%
<b>4B</b>	Beam trawl >= 80mm	549	300	-45%
<b>4C</b>	Static nets	735	373	-49%
<b>4D</b>	Demersal long lines	118	21	-82%
<b>4E</b>	Demersal trawls, etc. >=70 and <=99mm	1,221	1,240	+2%
<b>4F</b>	Demersal trawls, etc. >=16 and <= 31mm	6	1	-83%
	Total regulated gear	21,899	9,380	-57%
	Unregulated gears	71	35	-51%
	Total all gears	21,970	9,415	-57%

4. As Table 3 illustrates, while contributing to the overall impact on reducing cod mortality to some extent, Gear Groups 4b to 4f have less of an impact on cod mortality than fishing using gear group 4a – Demersal and other trawls using 100mm or greater size mesh. Gear 4a is thus regarded as the key cod recovery gear, and it was seen as a priority for Fisheries Departments for the UK Decommissioning schemes to have made a significant contribution towards the reduction in effort required between 2001 and 2004. This led to the schemes in 2003 in Scotland and England targeting the removal of capacity of the most active vessels that caught larger amounts of cod.

5. As part of the decommissioning of vessels, the owners are required to surrender the fishing licence so that the removal of capacity from the UK fleet was permanent. In addition to decommissioning of vessels, there has also been a small permanent removal of capacity from the demersal fleet through the use of the licence aggregation system. The background to this is the restrictive licensing system (with associated transaction penalties) in the UK: and that in order to allow for some increases in the capacity of vessel covered by their fishing licences, certain vessels involved in the pelagic sector in the UK have been allowed to increase registered capacity through aggregating licences from vessels previously involved in demersal fisheries on to the pelagic vessels.

6. Many of these increases reflect corrections made to the recording of the engine power of the vessels rather than any actual increase in capacity of the vessels, or have been granted to allow for the entry of replacement vessels slightly larger than the original pelagic vessels. Any licence capacity transferred in this way from a licence held by a demersal vessel on to a pelagic vessel cannot be disaggregated in the future, and so the transfer thus reflects a permanent reduction in the overall capacity of vessels prosecuting

demersal fisheries. The fishing effort that was associated with these demersal licences has thus been permanently removed from the UK demersal fleet.

7. Table 4 thus contains aggregate information on the reduction in effort achieved by these two types of permanent reductions in demersal fishing capacity along with details of the fishing effort reduction seen through the application of the effort control scheme in 2004.

Gear label	Gear Description	Effort in 2001 (Mn KW Days at sea in CRZ)	Effort in 2004 (Mn KW Days at sea in CRZ)	Reduction in Effort (Mn KW Days at sea in CRZ)	Due to:	
					Permanent reduction	Effort Control Regime
4A	Demersal trawls, etc. >= 100mm	46.167	20.234	-25.934	-13.592	-12.341
4B	Beam trawl >= 80mm	15.346	10.915	-4.431	-1.584	-2.847
4C	Static nets	0.988	0.845	-0.144	-0.151	+0.007
4D	Demersal long lines	1.128	0.746	-0.381	-0.206	-0.175
4E	Demersal trawls, etc. >=70 and <=99mm	16.041	20.846	+4.805	-3.211	+8.017
4F	Demersal trawls, etc. >=16 and <= 31mm	0.060	0.042	-0.018	0.000	-0.018
	Total regulated gear	79.730	53.628	-26.102	-18.745	-7.357
	Unregulated gears	20.414	24.676	+4.262	-0.669	+4.931
	Total all gears	100.145	78.304	-21.840	-19.414	-2.426

8. Table 5 focuses more specifically on the reduction of effort achieved between 2001 and 2004 for vessels fishing with Gear Group 4a:

Description	No of vessels using gear	Effort in CRZ (Mn KW Days at sea in CRZ)
<b>Effort in 2001 in the CRZ (2004 definition), of which:</b>	<b>727</b>	<b>46.167</b>
By vessels decommissioned in 2001	97	5.666
By vessels decommissioned in 2003	96	7.574
By vessels whose licence capacity has since been aggregated into the pelagic sector	11	0.352
<b>Total fishing effort permanently removed</b>	<b>204</b>	<b>13.590</b>
Fishing Effort removed due to effort control regime in the Cod Recovery Zone in 2004	193 <sup>(1)</sup>	12.341
<b>Fishing Effort in 2004 in the CRZ</b>	<b>330</b>	<b>20.234</b>
<b>Reduction in effort achieved</b>	<b>55%</b>	<b>56%</b>

*(1) This figure represents the net number of vessels that were active in 2001 in the CRZ with 4a gear, but which have not been active in the CRZ in 2004 with 4a gear*

9. Annex V of Council Regulation (EC) No 2287/2003 of 19 December 2003 included revisions to the effort regime that applied during 2004 to vessels that intended to fish using gear group 4a. Vessels that had a track record of cod making up less than 5% of their total landings in 2002 were allowed various degrees of derogation depending on their levels of landings of other sensitive species. This was in recognition of the fact that while these vessels were using what the EU regulations defined as cod catching gear, their type of activity was such that they were significantly less harmful to cod than other types of vessels active with this gear. Table 6 shows the total effort using 4a gear during 2001 and 2004 broken down by the level of cod caught in the trips.

Description	Effort in 2001 (Mn KW Days at sea in CRZ)	As % total	Cod landed in 2001 (Tonnes Cod from the CRZ)	As % total
<b>Total Effort/cod landings from the CRZ (2004 definition), of which:</b>	<b>46.167</b>	<b>100.0</b>	<b>19270</b>	<b>100.0</b>
No cod caught in CRZ during trip	5.534	12.0	0	0.0
0-2.5% cod caught in trip	5.089	11.0	212	1.1
2.5-5% cod caught in trip	4.337	9.4	430	2.2

5-10% cod caught in trip	6.466	14.0	1257	6.5
10-25% cod caught in trip	14.838	32.1	6701	34.8
25-50% cod caught in trip	8.082	17.5	7416	38.5
>50% cod caught in trip	1.822	4.0	3254	16.9
<b>Description</b>	<b>Effort in 2004</b> (Mn KW Days at sea in CRZ)	<b>As % total</b>	<b>Cod landed in 2004</b> (Tonnes Cod from the CRZ)	<b>As % total</b>
<b>Total Effort/cod landings from the CRZ (2004 definition), of which:</b>	<b>20.234</b>	<b>100.0</b>	<b>7445</b>	<b>100.0</b>
No cod caught in CRZ during trip	3.492	17.3	0	0
0-2.5% cod caught in trip	3.781	18.7	199	2.7
2.5-5% cod caught in trip	2.508	12.4	372	5.0
5-10% cod caught in trip	3.095	15.3	912	12.2
10-25% cod caught in trip	5.039	24.9	2807	37.7
25-50% cod caught in trip	1.799	8.9	2080	27.9
>50% cod caught in trip	0.520	2.6	1076	14.5

10. These data confirm that while activity on trips where cod made up less than 5% of total landings accounted for nearly a third of total fishing effort with 4a type gear in the CRZ during 2001, these trips accounted for only 3.3% of the total amount of cod landed from the CRZ during 2001. Also the level of cod landings in 2001 associated with these trips is similar to the other individual gear groupings (see Tables 2 and 3 above). It is thus appropriate to identify separately trips using gear group 4a where more than 5% cod was landed. Table 7 thus contains the same analysis as presented in Table 5 above, but excluding the fishing effort associated with trips where less than 5% cod was landed from the totals for both 2001 and 2004.

<b>Description</b>	<b>No of vessels using gear</b>	<b>Effort in CRZ</b> (Mn KW Days at sea in CRZ)
<b>Active in 2001 in the CRZ (2004 definition)</b>	<b>651</b>	<b>31.207</b>
Of which:		
By vessels decommissioned in 2001	92	4.010
By vessels decommissioned in 2003	93	5.416

By vessels whose licence capacity has since been aggregated into the pelagic sector	10	0.288
Total fishing effort permanently removed	195	9.714
Fishing Effort removed due to effort control regime in the Cod Recovery Zone in 2004	197 <sup>(1)</sup>	11.041
<b>Fishing Effort in 2004 in the CRZ</b>	<b>259</b>	<b>10.452</b>
<b>Reduction in effort achieved</b>		<b>67%</b>
<i>(1) This figure represents the net number of vessels that were active in 2001 in the CRZ with 4a gear, but which have not been active in the CRZ in 2004 with 4a gear</i>		

11. In terms of where this decrease in fishing effort has come from, the figures in Table 7 can be broken down in terms of the nationality of the vessels involved (Table 8) and in terms of the sub-areas of the CRZ (Table 9).

Description	Number of vessels active in the CRZ			
	Scotland	Northern Ireland	England, Wales, Islands	Total UK
<b>Active in 2001 in the CRZ (2004 definition), of which:</b>	<b>456</b>	<b>56</b>	<b>139</b>	<b>651</b>
Vessels decommissioned in 2001	71	8	13	92
Vessels decommissioned in 2003	65	11	17	93
Vessels whose licence capacity has since been aggregated into the pelagic sector	5	1	4	10
Total number of vessels permanently removed	141	20	34	195
Vessels that have not landed >5% cod with 4a gear due to effort control regime in the CRZ in 2004 <sup>(1)</sup>	158	-1	40	197
<b>Active in 2004 in the CRZ landing &gt;5% cod with 4a gear</b>	<b>157</b>	<b>37</b>	<b>65</b>	<b>259</b>
<b>Reduction achieved</b>	<b>66%</b>	<b>34%</b>	<b>53%</b>	<b>60%</b>
<i>(1) This figure represents the net number of vessels that were active in 2001 in the CRZ with 4a gear, but which have not been active in the CRZ in 2004 landing &gt;5% cod with 4a gear</i>				
<b>Description</b>	<b>Effort in CRZ (Mn KW Days at sea in CRZ)</b>			

	Scotland	Northern Ireland	England, Wales, Islands	Total UK
<b>Effort in 2001 in the CRZ (2004 definition), of which:</b>	<b>26.632</b>	<b>1.142</b>	<b>3.433</b>	<b>31.207</b>
By vessels decommissioned in 2001	3.684	0.100	0.226	4.010
By vessels decommissioned in 2003	4.720	0.207	0.489	5.416
By vessels whose licence capacity has since been aggregated into the pelagic sector	0.241	0.002	0.045	0.288
Total fishing effort permanently removed	8.645	0.309	0.760	9.714
Fishing Effort removed due to effort control regime in the Cod Recovery Zone in 2004 <sup>(2)</sup>	9.468	-0.035	1.607	11.041
<b>Fishing Effort in 2004 in the CRZ</b>	<b>8.519</b>	<b>0.868</b>	<b>1.066</b>	<b>10.452</b>
<b>Reduction in effort achieved</b>	<b>68%</b>	<b>24%</b>	<b>69%</b>	<b>67%</b>

(2) A negative figure represents an increase in fishing effort seen under the Regime, where >5% cod was taken with 4a fishing gear

**Table 9 – Fishing Effort by UK over 10m fishing vessels in the Cod Recovery Zone using Gear Group 4a – Demersal trawl  $\geq$ 100mm, excluding trips where cod made up less than 5% of the total landings from the CRZ – by sub-area of the CRZ**

Description	Number of vessels active in the CRZ				
	IIa	IV&VIID	VIA	VIIA	Total UK (1)
<b>Active in 2001 in the CRZ (2004 definition), of which:</b>	<b>9</b>	<b>537</b>	<b>298</b>	<b>83</b>	<b>651</b>
Vessels decommissioned in 2001	--	78	47	13	92
Vessels decommissioned in 2003	2	81	48	12	93
Vessels whose licence capacity has since been aggregated into the pelagic sector	--	9	1	1	10
Total number of vessels permanently removed	2	168	96	26	195
Vessels that have not landed >5% cod with 4a gear due to effort control regime in the CRZ in 2004 <sup>(2)</sup>	4	166	112	9	197
<b>Active in 2004 in the CRZ landing</b>	<b>3</b>	<b>203</b>	<b>90</b>	<b>48</b>	<b>259</b>



>5% cod with 4a gear					
<b>Reduction achieved</b>	<b>67%</b>	<b>62%</b>	<b>70%</b>	<b>42%</b>	<b>60%</b>
<i>(1) Vessels could have fished in more than one area, and so the sum of the numbers of vessels for each area will be greater than the total number of vessels recorded for the CRZ as a whole.</i>					
<i>(2) This figure represents the <b>net</b> number of vessels that were active in 2001 in the CRZ with 4a gear, but which have not been active in the CRZ in 2004 landing &gt;5% cod with 4a gear</i>					
Description	Effort in CRZ (Mn KW Days at sea in CRZ)				
	Ila	IV&VIID	VIA	VIIA	Total UK
<b>Effort in 2001 in the CRZ (2004 definition), of which:</b>	<b>0.056</b>	<b>26.453</b>	<b>3.551</b>	<b>1.147</b>	<b>31.207</b>
By vessels decommissioned in 2001	--	3.602	0.235	0.174	4.010
By vessels decommissioned in 2003	0.011	4.748	0.434	0.224	5.416
By vessels whose licence capacity has since been aggregated into the pelagic sector	--	0.220	0.066	0.002	0.288
Total fishing effort permanently removed	0.011	8.570	0.735	0.400	9.714
Fishing Effort removed due to effort control regime in the Cod Recovery Zone in 2004 <sup>(3)</sup>	0.040	9.558	1.647	-0.207	11.041
<b>Fishing Effort in 2004 in the CRZ</b>	<b>0.005</b>	<b>8.325</b>	<b>1.169</b>	<b>0.954</b>	<b>10.452</b>
<b>Reduction in effort achieved</b>	<b>91%</b>	<b>69%</b>	<b>67%</b>	<b>17%</b>	<b>67%</b>
<i>(3) A negative figure represents an increase in fishing effort seen under the Regime, where &gt;5% cod was taken with 4a fishing gear</i>					

### **Cod mortality**

13. Data for cod from the Scottish and English Observer Sampling programmes has been examined, for the years 2001 – 2004, and for demersal and nephrops gears. The data show that discard rates have been stable. Data for vessels with demersal directed gears show that discards were very low. This implies that with the very substantial cut in fishing effort, the total extent of discarding of cod by vessels with these gears has fallen to a comparable extent.

### **Conclusions**

14. Gear group 4a (Demersal trawls using mesh size greater than or equal to 100mm) is the key cod gear with regards to fishing effort in the Cod Recovery Zone that impacts on cod catches. Within this gear category, vessels landing <5% cod contribute only a very small proportion of landings.

15. Analysing the levels of fishing effort of UK vessels using demersal trawls of greater than or equal to 100mm mesh size, where cod made up more than 5% of their total landings, the UK has been able to achieve the following reductions between 2001 and

2004, through a combination of permanent removal of fishing capacity from the UK fleet and also the implementation of the effort control regimes in the cod recovery zone:

- 67% reduction in fishing effort, of which;
  - 31% through a permanent reduction in capacity
  - 36% through the implementation of the effort control regime in 2004.

Defra, for

Fisheries Departments in the UK

20 May 2005

## Annex A: Methodology for derivation of fishing effort statistics

Annex V of Council Regulation (EC) No 2287/2003 of 19 December 2003 set out revisions to apply in 2004 to the effort control regime introduced in 2003 to help reduce the level of fishing effort exerted on cod fisheries in a defined Cod Recovery Zone (CRZ) through the use of limitation on the days at sea available to fishing vessels. The Cod Recovery Zone was defined for 2004 as the EU zones of the North Sea, West of Scotland, Irish Sea and Eastern Channel (ICES Divisions IVa, b, c, VIa, VIId, VIIa), as well as parts of ICES Divisions IIa and IIIa. As part of the restrictions, six groupings of fishing gear were identified as regulated gears, and during 2004 (i.e. from 1<sup>st</sup> February 2004), details were collected on all vessels notifying their intent to use these gears in the CRZ, as well as their subsequent activity in the Zone, through collecting details of the date and time of any entry into or exit from the zone, so that the accurate length of time spent in the CRZ could be monitored as part of the UK control measures.

While this gave detailed information on the effort exerted by these vessels during 2004 in terms of the detailed lengths of time each vessel spent in the CRZ during the year, what was not possible was to produce a comparable set of data for fishing effort in 2001. While details on the fishing gear used was available in sufficient detail to extract out fishing effort, the detailed information on date and times of entries into and exits from the Cod Recovery zone as defined in 2004 was not available, as the effort monitoring regime was not in place at that time. Nor has it been possible to take into account issues related to the amended definition of the CRZ for vessels with “appropriate” VMS on board, introduced into the cod recovery arrangements for 2004.

However, it was seen as a key priority for assessment purposes in the UK that some degree of comparison with fishing effort in 2001 was made to assess the effectiveness of both the effort control regime as well as the vessel decommissioning schemes in the UK. As such a compromise methodology was established. Fishing trips during 2001 were analysed such that the total length of the trip was allocated between individual ICES Divisions on the basis of the total length of time spent fishing in each ICES Division as reported by the vessels in their EU logbooks. These portions of each trip were then identified in terms of the fishing gear used such that each part of the trip was allocated to one of the regulated gear groups if applicable, or to a 7<sup>th</sup> grouping to cover unregulated gears, using the definitions given below:

Gear label	Cod Recovery Gear Description	Effort Reduction indicated as necessary
1.1.1.6. 4A	Demersal trawls, seines or similar towed gears with a mesh size $\geq$ 100mm	65%
4B	Beam trawl with a mesh size $\geq$ 80mm	40%
4C	Static Demersal nets (including Gill nets, Trammel nets, Tangle nets)	10%
4D	Demersal long lines	10%
4E	Demersal trawls, seines or similar towed gears with a mesh	0%

	size >=70 and <=99mm	
<b>4F</b>	Demersal trawls, seines or similar towed gears with a mesh size >=16 and <= 31mm	<b>10%</b>
<b>4U</b>	Unregulated gear	<b>N/A</b>

The need to use detailed activity information from EU logbooks limited the analysis possible to those vessels over 10m in overall length – i.e. those that were required to complete the EU logbook for each fishing trip. Thus for all activity by UK over 10m fishing vessels in 2001 it was possible to estimate the time spent in the CRZ allocated to each of these groups of fishing gear. It was also thus possible to apportion the landings of fish made during each trip in a similar way as well, allowing landings and activity data to be analysed in a similar way.

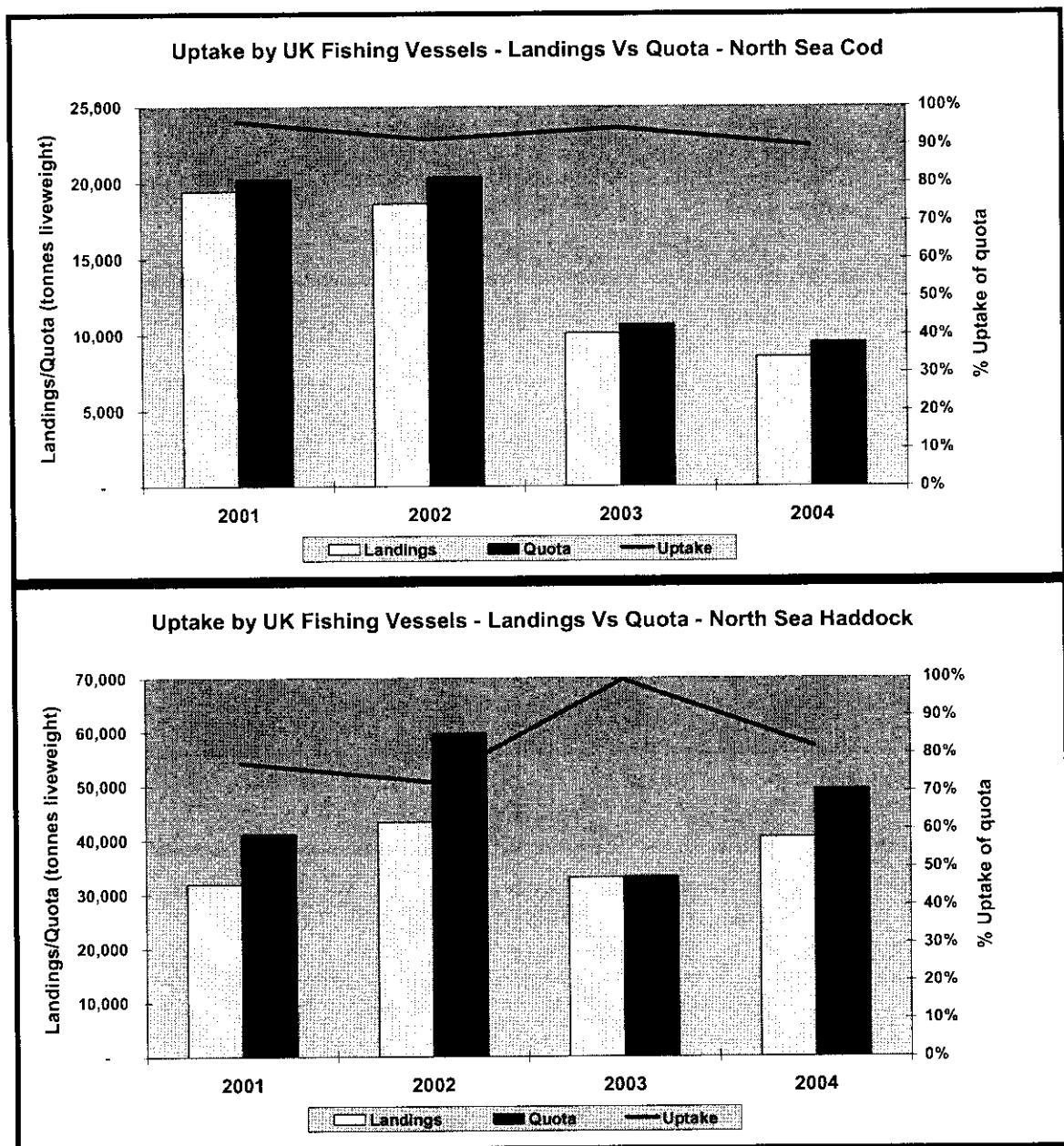
The above methodology was first used in 2003 to analyse the impact of the newly introduced regime in 2003 towards meeting the required levels of effort reduction for the UK fleet. At that time a cross-comparison was made of the effort data produced for 2003 using this method for apportioning fishing effort with the detailed information recoded in the monitoring system established as part of the implementation of the effort control regime during 2003. This comparison showed that the levels of fishing effort produced through apportioning the total time at sea between sea areas were very close to the overall totals seen through the use of the more detailed information on activity available from the monitoring system (more information on this comparison is available if required).

It was thus regarded as valid to apply the apportioning methodology across each year of activity to allow comparisons between the base year of 2001 and later years to identify the levels of fishing effort seen with each group of fishing gear and thus allow the levels of reduction in effort to be identified, along with the associated reasons for the reductions seen, e.g. changes in numbers of vessels, changes in activity by individual vessels etc. The methodology was thus applied to all activity reported by over 10m UK fishing vessels for the whole period 1998 to 2004. As part of the work, the area defined as the CRZ in 2004, where the coverage was expanded to cover the Irish Sea and Eastern Channel (ICES Divisions VIIa and VIIId), was applied back to 2001 activity.

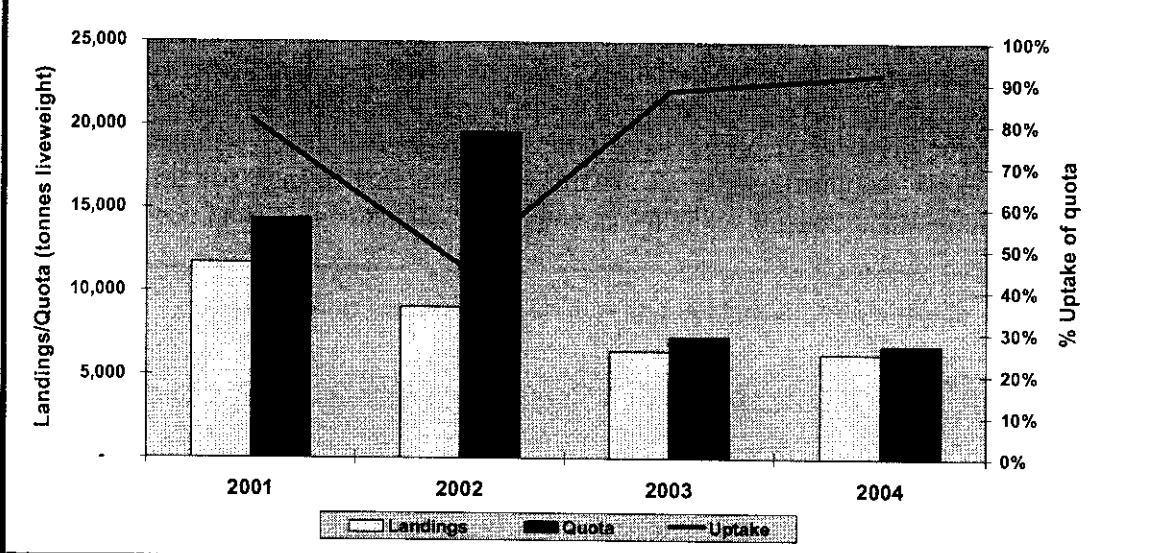
As mentioned above, the information reported in the EU logbooks is the source of fishing activity. Details are also held on Fisheries Departments' systems of the levels of landings associated with the detailed information on fishing effort. Ideally, what would be required is the ability to directly link the fishing effort with the resulting catches seen (i.e. landed quantities plus any discards). However, detailed information on discards is neither reported nor captured, and as such landings are used as a proxy for catch information, using the assumption that if a reduction in fishing effort results in a reduction in landings, there will be some possible equivalent effect on the level of catches. The use of landings rather than catch data does not place a significant limitation on the use of effort/landings analyses rather than effort/catch as long as there is a fairly constant relationship between the level of landings and the level of discards.

One key factor affecting the levels of discards is the level of uptake of fish quotas, and the reduced levels of fishing opportunity that high levels of quota uptake represent. The charts below compare the level of landings against the level of quotas for the North Sea and West of Scotland Cod, Haddock and Whiting stocks. These illustrate that whilst uptake of Haddock was high in 2003 for both the North Sea and West of Scotland, when comparing

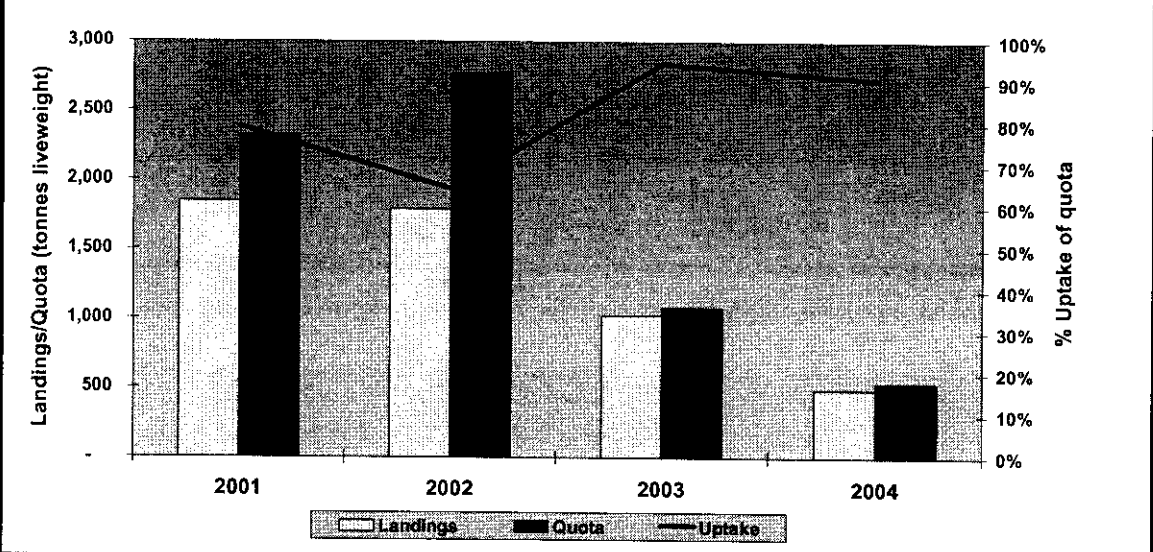
2001 and 2004, neither the cod, haddock nor whiting stocks were under any particular pressure in terms of the level of uptake (e.g. the North Sea stocks each remained open for the full year in each of 2001 and 2004 at both the overall level and for the majority of the individual Producer Organisations in the UK, who are given the management responsibility for shares of the UK quotas each year). From this it could be inferred that the lack of quota was not a major driver that might have led to an increased level of discards in 2004 compared to 2001, supporting the use of the reduction in landings per unit effort as a reliable indicator of the level of reduction in catch per unit effort that has been achieved.



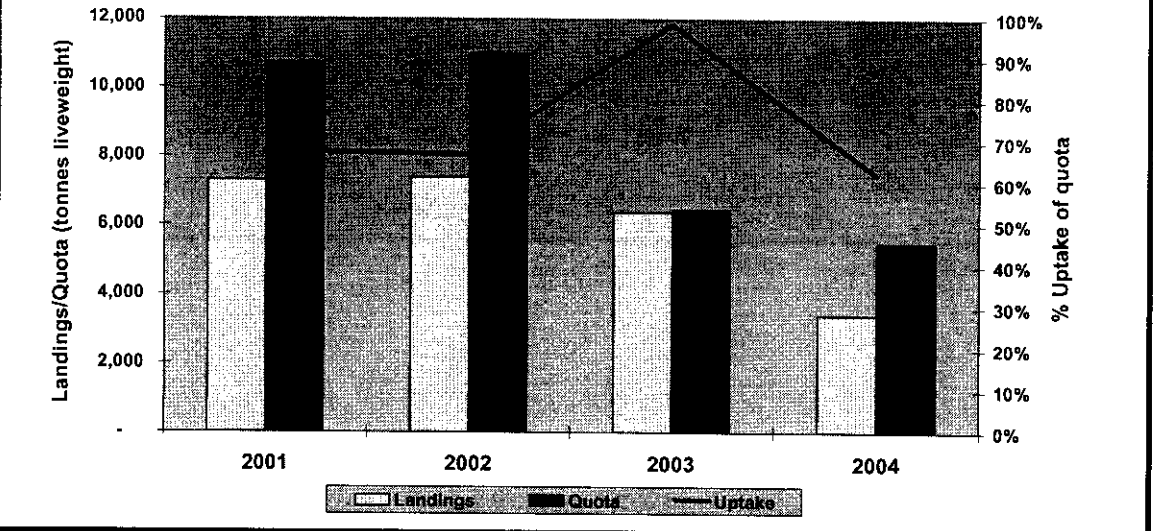
Uptake by UK Fishing Vessels - Landings Vs Quota - North Sea Whiting

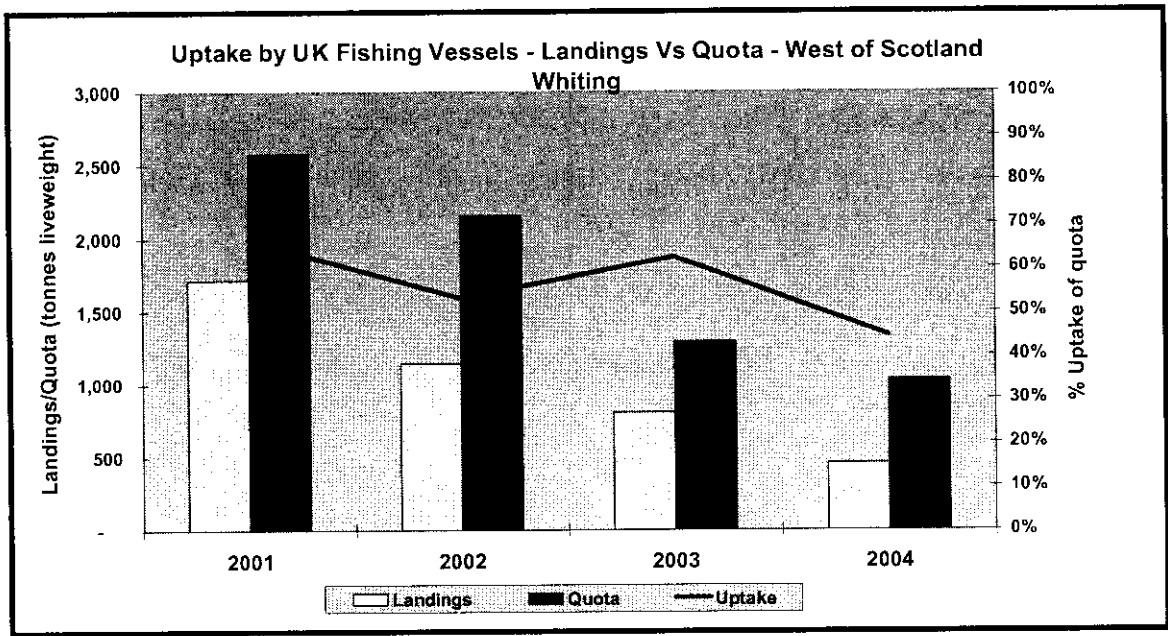


Uptake by UK Fishing Vessels - Landings Vs Quota - West of Scotland Cod



Uptake by UK Fishing Vessels - Landings Vs Quota - West of Scotland Haddock





## **II. Minutes of the Committee for Fisheries and Aquaculture meeting, Brussels, 6 July 2005 – “Presentation by the Commission of the summary annual report on the fleets of the Member States at the end of 2004.**

*Minutes of Committee for Fisheries and Aquaculture meeting 6 July, 2005*

*Point 3: Presentation by the Commission of the summary annual report on the fleets of the Member States at the end of 2004*

\*\*\*\*\*

COM informed the meeting that the Annual Report is an overview of the Community fishing fleet evolution over the previous years. COM presented the technical annex of the Annual Report, and reminded MS that they have an obligation to submit their reports in accordance with article 14 of Regulation (EC) No.2371/2002 as well as article 12 of Regulation 1438/2003. Many MS have been very late in submitting their report, and one MS has not submitted its report yet, therefore COM is not able to present a complete report to this meeting. COM circulated the technical annex which contains tables on MS compliance with the management of reference levels, entry/exit regime and fleet capacity levels in the Outermost regions. This technical annex is based solely on the Community fleet register data. If some MS discover that the tables concerning their national fleets contain discrepancies, they should contact their responsible desk officer within Unit A2. Moreover, they are also welcome to contact Mr. Casto Lopez-Benitez or Mr. Toms Torims who are responsible for COM Annual Report. COM underlined that these differences should be addressed bilaterally. If the differences cannot be resolved, the data according to the community fishing fleet register will be used in the final report. The data presented in this technical annex is giving an overall picture of the historical developments of MS fleets. As the outermost regions have different fleet management rules, these tables are presented separately. The procedure is that MS should submit their comments by October 31<sup>st</sup> 2005. These comments, together with the minutes of this meeting will be attached to the COM Annual Report which will be sent to the European Parliament and Council before the end of this year.

MS noticed that there are some discrepancies between distributed tables and their own data.

MS noted that their annual reports were based upon the same segmentation as was in the MAGP 4 regulations, and that the technical annex was not presented in that same manner.

MS noted that some of their small coastal vessels are not yet included in the fleet registry. These vessels always have been part of their fleet, but due to registration problems they have only been included in the national Fleet Register recently. Their length overall is five meters or less, so it will not affect their current capacity greatly.

COM answered that the issue of MS coastal fleet vessels has to be resolved on a bilateral basis.



### **III. Minutes of the Committee for Fisheries and Aquaculture meeting, Brussels, 13 September 2005 – “Exchange of views on the annual report on the fleets of the Member States at the end of 2004.**

*Minutes of Committee for Fisheries and Aquaculture meeting 13 September, 2005*

*Point 2: Exchange of Views on the Annual Report on the fleets of the Member States at the end of 2004*

\*\*\*\*\*

COM reminded MS that they should give an opinion on the Commission’s summary annual report on MS efforts during 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities before the end of October 2005. COM also reminded Member States that the technical annex of the report was presented to meeting on 7<sup>th</sup> July 2005 and the draft summary has been sent to MS and STECF.

COM stated that there are some discrepancies between the COM summary annual report tables and MS annual reports. Some MS had already contacted COM to update the figures in their tables. Table 1 on page 11 of the annual report shows MS compliance with entry/exit regime at the end of 2004. COM underlined that MS should respect entry/exit regime and reference levels. However, a slight overshoot in entry/exit ceilings has been detected for BE, EL and SI fleets, as well as an overshoot in reference levels for BE. Results for the management of the outermost regions’ fleets are presented on pages 51 to 57. Tables on pages 51 and 54 show that reference levels for the Canary Islands segment CA2 and Martinique segment 4FJ have not been respected in terms of engine power. COM asked the MS concerned for their comments.

A MS explained that they had a bilateral meeting with COM on this technical problem (respect of reference levels in kW) and this issue has now been resolved. As a result a new reference level has been established which is slightly higher and the respective table in the annual report should be updated. COM confirmed that a correction has been agreed and in the final version of the annual report the new figures will appear.

With regard to the EL overrun, COM informed the meeting that written comments from EL authorities has been received shortly before this meeting. Accordingly the new tables sent by EL authorities on the total capacity of vessels withdrawn from fleet with public aid is significantly lower, namely 7.070 GT and 40.300 kW. According to the MS letter they are inside the entry/exit ceiling now. COM underlined again that figures in the annual report tables will be corrected only from the Community Fleet Register data base and not by any additionally submitted documents. Therefore, if MS need to update their figures they must communicate it correctly via the Fleet Register system.

SI is not present at this meeting and did not submit any comments.

MS stated that communication has taken place with COM and a problem concerning the Canary Islands has been resolved by sending the Fleet Register updates. COM confirmed

that the information on the two vessels was corrected in the Fleet Register and updated figures will be included in the final version of the COM annual report.

MS confirmed that an overrun for Martinique has been looked at very carefully and COM will be informed about the results of this examination.

COM stressed that the aim of this annual report is more ambitious. This report should also include an analysis of the MS efforts to achieve a sustainable balance between fishing capacity and fishing opportunities. MS national reports must provide some comments on it, for example, specific recovery plans. The purpose of the report is to show MS efforts to reduce the fishing capacity. Most MS reports stated the existence of fleet withdrawal plans. However, fishing effort limitations are relatively new measures and in further reports it must be developed in more detail. Accordingly, COM information on the withdrawals of fishing vessels with public aid existed: BE in '04, DK in '03 and '04, DE in '04, EE nothing so far but will be decommissioning in '05 with FIFG aid, EL in '03 and '04, ES in '03 and '04, FR in '03 and '04, IE no withdrawals in '03 and '04 but soon will be some decommissioning programs, IT in '03 and '04, CY nothing, LV in '04, LT and MT nothing, NL in '03, PL in '04, PT and SI nothing, FI in '04, both SE and UK in '03 and '04.

COM asked MS for comments on their efforts to reach equilibrium between fishing capacity and available fish stocks as well as comments and suggestions regarding the quality of the annual reports and possible improvements.

MS informed the meeting that some figures in their annual report may be slightly incorrect because some small coastal vessels are not yet included in their fleet register and may not be reported to COM.

COM replied that in the last Committee meeting LT authorities has been asked to contact COM and to solve this issue bilaterally, but so far there has been no feedback from LT. COM will check information in the latest LT snapshot and will contact LT authorities. COM also underlined that if there is new capacity identified in a national fishing fleet this information must be reported within a snapshot or an interim transmission.

Other MS had no comments and COM informed them that the next Committee meeting will take place on 11 – 12 October 2005 when the final version of COM annual report will be presented. Minutes of that meeting will be included in final report to the Parliament and the Council.

After the meeting a MS submitted written comments: from their point of view there remains some slight discrepancies between the MS and COM data, however the MS is happy to proceed with the results which are presented in COM annual report. The MS agreed that it is rather difficult to establish a link between aid and permanent withdrawal and the development status of stocks. A key factor here is that there needs to be time allowed after the withdrawal of vessels for collection of scientific data. The MS stated that major part of reducing fishing effort in the cod recovery zone was achieved through decommissioning vessels in addition to the effort control regime. This reduction in capacity was carried out through a targeted removal of vessels that caught significant amounts of cod. The MS would welcome more guidelines on analysis needed to ensure that the report can contain a meaningful assessment of fleet capacity against fishing opportunity. Such an assessment needs to be made at the EU-wide level, so it may be sensible to ask STECF to

make such an assessment as part of the process of stock assessment each year, or at least give their advice as to what sort of information they would like to see in the analysis.

#### **IV. Minutes of the Committee for Fisheries and Aquaculture meeting, Brussels, 12 October 2005 – “Opinion of the Committee on the Annual Report from the Commission to the Council and the European Parliament on Member States’ efforts during 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities”.**

*Minutes of Committee for Fisheries and Aquaculture meeting 12 October 2005*

*Point “4”: Opinion of the Committee on the Annual Report from the Commission to the Council and the European Parliament on Member States’ efforts during 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities.*

\*\*\*\*\*

COM stated that Committee during this meeting shall give its opinion on the COM annual report. COM stated that MS are welcome to express their comments especially on how to achieve a sustainable balance between fishing capacity and fishing opportunities. COM reminded MS that their comments (if any) should be submitted to COM by 31.10.2005.

COM informed the meeting that there are some changes in the latest updated version of the report. The content of the annual report has been improved to take into account MS comments expressed during the previous Committee meetings and the latest Community Fleet Register data based on MS September snapshots.

COM noted that MS figures in the tables of the annual report have been updated based on 6<sup>th</sup> October Fleet Register data, in addition to the chapters on tonnage measurement, impact of effort reduction schemes on capacity. In addition the conclusions from the Commission have been developed. COM has also added graphs for each MS fleet entry/exit ceiling to the report.

COM informed the meeting that EL (absent from the meeting) submitted written comments on their fleet figures within the annual report, arguing that there were more entries into the fleet for which administrative decisions had been taken before 31 December 2002 and a smaller amount of capacity withdrawn with public aid. Nevertheless, COM stated that EL should correctly report their fleet figures to COM by means of a snapshot or an interim transmission. Meanwhile, according to data extracted from the Community Fleet Register on 6<sup>th</sup> October 2005, EL has slightly exceeded their entry/exit ceiling in terms of engine power. The same overrun concerns SI and one of the fleet segments in the French overseas department, Martinique. Data for PL and DE in table 1 on page 12 and individual tables for DE on page 26 and 27 will be updated in the final version of the report taking into account recently updated fleet data.

COM explained the graphs which were added to the report, and which represent each MS fleet development in terms of GT and kW over the period from 1 January 2003 to 31 December 2004 for EU-15 MS and for new MS as from day of accession. COM asked MS to look at the figures and check the increases in the graphs. COM briefly commented on the dynamics in some MS graphs and stated that EL exceeded its kW ceiling: COM is awaiting explanations from EL. Graphs for FR show the GT ceiling has been exceeded slightly in the period between 1 January 2003 and 31 December 2004: COM is waiting comments from FR.

Regarding the outermost regions fleets, COM stated that in the French overseas department of Martinique the GT reference level has been exceeded. A bilateral meeting with FR regarding this issue should be organised.

COM asked MS for their comments which will be seen as the opinion of this committee.

MS noted that compared to the previous version of the report in their tables there are no more exits from the fleet with public aid.

COM stated that there is a special code for indicating public aid within the MS snapshot. COM asked SE authorities to correct their data in the Community Fleet Register by the submission of an interim transmission no later than 17 October 2005 which is deadline for the commencement of the Commission's inter-service consultation procedure.

A MS said that they will try to explain the problem shown in the graphs, and there are no comments on text itself.

COM replied that the graphs are self-explanatory and that COM expects comments on it.

MS stated that the graphs for their fishing fleet reflect the actual situation.

MS noted that despite increases/decreases in their graph their fleet did not exceed maximum ceiling.

MS stated that if there are any comments they will be submitted to COM in writing.

In conclusion COM stated that it is now the third time that the Annual Report has been presented to this Committee. COM reminded MS that any overruns in fleet entry/exit regime are subject to sanctions under Article 16 of Regulation 2371/2002.

COM thanked MS for their final comments and stated that the final update for the annual report tables would be done on 17 October 2005.

## V. “Opinion of the STECF on the Annual Report from the Commission to the Council and the European Parliament on Member States’ efforts during 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities”.

### *ASSESS MEMBER STATES’ PROGRESS IN ACHIEVING A SUSTAINABLE BALANCE BETWEEN FISHING CAPACITY AND FISHING OPPORTUNITIES*

STECF was given the following Term of reference:

*The Commission, on the basis of the data in the Community Fleet Register and information contained in the Member States’ annual reports, has prepared a summary annual report and presented it to the Scientific Technical and Economic Committee for Fisheries on 29 July 2005. STECF should provide its opinion on this report.*

### **Background**

Article 14 of Council Regulation (EC) No 2371/2002<sup>3</sup> and Article 12 of Commission Regulation (EC) No 1438/2004<sup>4</sup> require Member States to submit to the Commission, before 1 May each year, a report on their efforts during the previous year to achieve a sustainable balance between fleet capacity and available fishing opportunities. On the basis of these reports and the data in the Community Fishing Fleet Register<sup>5</sup>, the Commission produced for the year 2004, a summary<sup>6</sup> which was presented to the ‘Scientific Technical and Economic Committee for Fisheries’ (STECF) and the ‘Committee for Fisheries and Aquaculture’. This report presents the considered opinion of the STECF on the Commission’s Summary Report.

### **STECF Comments and Recommendations**

STECF notes that the Commission’s report is presented in two main parts; one describing the rules governing the management of capacity and the information that member states are required to submit to the Commission, and a second describing the development of Member States’ fleet capacities during 2004.

STECF is of the opinion that the aim of achieving a balance between fishing capacity and resource availability is crucial for the long-term viability of the EU fleets. Continued over-

---

<sup>3</sup> Council Regulation (EC) No 2371/2002 (OJ L 358 of 31 December 2002, p.59 -80)

<sup>4</sup> Commission Regulation (EC) No 1438/2004 (OJ L 204 of 13 August 2004, p.21-28)

<sup>5</sup> Commission Regulation (EC) No 26/2004 (OJ L 5 of 9 January 2004, p.25-35)

<sup>6</sup> Annual Report from the Commission to the Council and the European Parliament on Member States’ effort during 2004 to achieve a sustainable balance between fishing capacity and fishing opportunities. COM \*\*\*\*\*

capacity and over capitalisation compared to the economic optimum<sup>7</sup> will tend to lead and maintain over-exploitation, which is likely to result in unsustainable fisheries.

STECF notes that in their National Reports submitted to the Commission, Member States emphasised the implementation of national fleet management rather than the assessment of the balance between fishing fleet capacity and available fishing opportunities. In terms of physical capacity the EU fleet reduced by 69,500 GT and 321,000 kW over the years 2003 and 2004, representing net reduction of 3.7 % of the total tonnage and 4.7 % of power of the EU-15 fleet. Furthermore, STECF also notes that in new Member States, starting from 1 May 2004, fleet capacity has been reduced by 7,000 GT and 18,500 kW. This represents a reduction of 3.1 % in the total tonnage and 3.3 % of Power for the fleets of new Member States.

The report from the Commission points out that there has been an improvement in compliance with the regulation by Member States and that the degree of non-compliance is rather small. If this is the case then by definition, the agreed targets to reduce overcapacity must also have been rather small and in the opinion of the STECF, far too small to effect the reductions in exploitation rates required for the majority of stocks exploited by the EU fishing fleets. In economical terms this situation is clearly reflected in the Annual Economic Report 2005, in which it is shown that most of the European fishing fleets operate at negative or zero profit level.

While the reported reductions in GT and kW represent an attempt to move towards a balance between fishing capacity and available fishing opportunities, reductions in physical capacity alone, are insufficient to achieve this objective. Not only are the reported reductions rather trivial, compared to the existing imbalance between fishing opportunities and fleet capacity, to achieve such a balance, there is a need to reduce the EU fleet's capability to catch fish, and not simply its physical capacity.

A reduction in physical capacity alone does not equate to a reduction in the capability to catch fish, since the latter is a function of numerous factors; physical, technological, temporal and economic, each of which can be used by managers to influence exploitation rates according to their objectives.

STECF notes that the implied objective of managing the fishing capacity of the EU Fleet, is to achieve a balance between the capacity and available fishing opportunities, it is how the capacity that exists at a particular time is deployed and the availability of fish resources at the same time that will achieve the correct balance.

A current overriding objective from a biological perspective is to achieve exploitation rates that are consistent with Maximum Sustainable Yield ( $F_{msy}$ ) by 2015. In principle this can be achieved with the existing EU fleet capacity, provided it is deployed in such a way that results in the desired level of fishing mortality. It is how the capacity is deployed that will influence the exploitation rate, and not the physical capacity itself. Hence, taken in isolation, the EU capacity management rules as implemented at present are rather a blunt instrument, which in principle may work against the objectives of fishery managers.

---

<sup>7</sup> The economical optimum, or Maximum Economical Yield in this respect, balances investment and returns in a fishery to the level in which the resources are optimally allocated.. In a single species set up this will lead to, compared to the Maximum Sustainable Yield, taking the production function (or yield curve) and cost curve into consideration, a situation in which less effort will be applied

Depending on the objectives of the managers, the decisions they take and the degree of compliance with those decisions, the desired balance between exploitation rates and resource availability could be achieved by a large capacity fleet being deployed for a small amount of time or a smaller fleet for a longer amount of time. However sustainable from an ecological perspective, this rather large overcapacity, or underutilisation of resources is from an economical and social perspective unsustainable.

From an economic perspective, if the fleet is underutilized (as measured by f.e. days at port, or time spend not fishing, but also in terms of over investment in capacity), this is a measure of overcapacity and economic waste. From an economic point of view the aim should be at maximising the economic resource rent of the fisheries i.e. profits of the fishing fleets. This process of optimisation will result in a most advantageous size of the fleet, i.e. the minimum and efficient capacity to harvest the long-term sustainable stock. (Maximum Economical Yield, MEY;  $F_{MEY}$ )

If the overriding objective of the EU capacity management rules is simply to reduce the physical capacity of the EU fleet, the rules as they exist, may continue to achieve this. However, it is debatable whether this alone will result in any reduction in the fleets' capability to catch fish. The time series of capacity measures for different fleets do suggest a sizable reduction in capacity for some fleets, but do not account for year on year increase in fishing capability of the fleet.

STECF **recommends** management objectives to be set for 'manageable units' i.e. set objectives for those EU fleets that can be managed independently. In addition, it should be taken into account that from a stock assessment perspective (i.e. MSY) and an economic perspective (MEY) and from a governance perspective (i.e. full employment) different sets of objectives can be formulated. STECF therefore **recommends** that a common set of objectives be established for those EU fleets and fleet segments, for which clear and consistent targets can be set. In addition, STECF suggests that in addition to using biological reference points as indicators for management, additional emphasis should be placed on utilising indicators such as capacity utilisation of the fleet (number of sea days per year deployed per fleet segment in proportion to the maximum number of sea days) and economic indicators such as operating profit margin (net profit relative to gross revenue) or return on capital i.e. profit before interest and depreciation relative to invested capital. Further indicators could be considered e.g. resource rent at the optimum level, break-even revenue in proportion to current revenue. All of these indicators will assist in defining what is meant by balance between resources and exploitation and in defining objectives for management.

With clearly stated objectives, fisheries scientists and economists will then be able to evaluate the effects of different management measures that are designed to achieve those objectives and advise on the biological and economic consequences of such measures.