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COVER NOTE

from: Secretary-General of the European Commission,
signed by Ms Patricia BUGNOT, Director

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

Subject: COMMISSION STAFF WORKING DOCUMENT
Annex to the annual report from the Commission to the Council and the
European Parliament on Member States' efforts during 2003 to achieve a
sustainable balance between fishing capacity and fishing opportunities

Delegations will find attached Commission document SEC(2004) 1559.

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COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 14.12.2004
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COMMISSION STAFF WORKING DOCUMENT

Annex to the

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

**on Member States' efforts during 2003 to achieve a sustainable balance between fishing
capacity and fishing opportunities**

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BELGIUM

Jaarverslag - periode 01/01/2003 tot en 31/12/2003 – BELGIË

Artikel 12 en 13 van Verordening (EG) nr. 1438/2003 van de Commissie van 12 augustus 2003 tot vaststelling van bepalingen ter uitvoering van het gemeenschappelijk vlootbeleid als omschreven in hoofdstuk III van Verordening (EG) nr. 2371/2002 van de Raad

1. Beschrijving vissersvloot

Op 1 januari 2003 telde de Belgische vissersvloot 130 eenheden. In de loop van het jaar werden 5 vaartuigen onttrokken aan de vloot zodanig dat de vloot op 31 december 2003 nog 125 vaartuigen telde. Opgesplitst naar visserij-uitrusting waren 117 vaartuigen uitgerust voor de boomkorvisserij, 5 voor de visserij met de planken en 3 voor de warrelnetvisserij.

In 2003 heeft de Belgische vloot een aanvoer van visserijproducten gerealiseerd van 23.637 ton. 20.107 ton daarvan werd aangevoerd in de Belgische havens Zeebrugge, Oostende of Nieuwpoort. De rest, hetzij 3.530 ton werd aangevoerd in buitenlandse havens.

De totale aanvoer vertegenwoordigde een waarde van 90.364.000 euro. De aanvoer van 20.107 ton in het buitenland vertegenwoordigde 12.155.000 euro.

2. Capaciteitsbewegingen binnen de vloot – entry - exit

- ✓ Capaciteit van de vloot op 01 januari 2003: **67.774 kW** en **24.267 GT**
- ✓ Toevoegingen van vaartuigen met of zonder overheidssteun in het jaar 2003: nihil
GT₁₀₀ = 0 en kW₁₀₀ = 0
Vermindering van de referentieniveaus met 3 %: niet van toepassing.
- ✓ Onttrekkingen van vaartuigen zonder overheidssteun: 1.529 kW en 482 GT
 - O.720 – Geoffrey William – 219 kW en 41 GT – Vlootregister: 13/03/2003
 - O.455 – Celtic – 184 kW en 28 GT – Vlootregister: 14/05/2003
 - O.306 – Cleaner – 221 kW en 101 GT – Vlootregister: 29/07/2003
 - Z.184 – Linqunda – 684 kW en 202 GT – Vlootregister 05/08/2003
 - O.274 – Lucali – 221 kW en 110 GT – Vlootregister 23/10/2003
- ✓ Toevoeging van motorvermogen zonder overheidssteun:

Motorvermogen (kW) kan worden toegevoegd aan de vloot via het instrument van de samenvoeging (Koninklijk besluit van 21 juni 1994 zoals gewijzigd). Concreet betekent dit dat de onttrokken kW's (1.529 kW) van deze 5 vaartuigen worden samengevoegd met het motorvermogen van andere bestaande vaartuigen van de vloot. De tonnage van deze 5 vaartuigen (482 GT) kan niet worden samengevoegd en gaat verloren.

- ✓ Toevoeging van capaciteit op basis van een administratieve beslissing: 221 kW en 0 GT.

Het betreft 221 kW van het vaartuig ex. Z.548 – Flamingo - dat gezonken is op 23/07/2002 (eigenaars van vissersvaartuigen behouden gedurende 3 jaar hun rechten op de visvergunning nadat het vaartuig van de visvergunning is geschrapt – cfr. Koninklijk Besluit 21 juni 1994, zoals gewijzigd).

- ✓ In 2003 werden 624 kW samengevoegd naar andere bestaande vaartuigen, als volgt:
 - Z.45 – Stephanie – 75 kW – vlootregister 29/08/2003
 - Z.59 – Gudrun – 75 kW – vlootregister 13/08/2003
 - Z.196 – Zeeduivel – 114 kW – vlootregister 26/08/2003
 - O.396 – Sabrina – 13 kW – vlootregister 25/07/2003
 - Z.510 – Dennis – 75 kW – vlootregister 06/10/2003
 - Z.526 – Vaya Con Dios – 104 kW – vlootregister 18/12/2003
 - Z.548 – Flamingo – 84 kW – vlootregister 03/11/2003
 - Z.571 – Custos Deus – 51 kW – vlootregister 04/06/2003
 - O.700 – Bi-Si-Ti – 33 kW – vlootregister 11/12/2003

- ✓ Capaciteit van de vloot op 31 december 2003: **66.869 kW** en **23.785 GT**

	Motorvermogen (kW)	Tonnage (GT)
Toestand op 01/01/2003	67.774	24.267
Onttrekkingen	- 1.529	- 482
Toegevoegd via samenvoeging	+ 624	0
Toestand op 31/12/2003	66.869	23.785

- ✓ Conclusie

In de loop van 2003 is het motorvermogen van de Belgische vloot verminderd met 905 kW en met 482 GT.

3. Referentieniveaus

De referentieniveaus die voor België werden vastgesteld bij Verordening (EG) nr. 1438/2003 van de Commissie zijn 67.857 kW en 23.372 GT.

Zowel in het begin als eind 2003 werd het referentieniveau uitgedrukt in kW gerespecteerd.

Op 1 januari 2003 was het referentieniveau voor de tonnage, uitgedrukt in GT, overschreden met 895 GT. **Op 31 december 2003 bedroeg de overschrijding nog 413 GT.**

In toepassing van artikel 16 van Verordening (EG) nr. 2371/2002 van de Raad van 20 december 2002 inzake de instandhouding en de duurzame exploitatie van de visbestanden in het kader van het gemeenschappelijk visserijbeleid werd België op 27 november 2003 gehoord door de Commissie.

De gemeenschappelijke conclusie was dat België er alles aan doet om de capaciteit van de vloot te verlagen teneinde te kunnen voldoen aan de vastgestelde referentieniveaus en aldus het steunregime te kunnen reactiveren.

De vooruitzichten voor 2004 bestaan er in de referentieniveaus te onderschrijven. Daarvoor zal een beperkte slooprondte worden georganiseerd terwijl zal getracht worden de tonnage verder af te bouwen met het instrument van de samenvoeging.

4. Verhoging van tonnage – artikel 11, lid 5 van Verordening (EG) nr. 2371/2002

Niet van toepassing in 2003.

5. Effect van de herstelplannen

De ganse Belgische vloot vist in de Noordzee. Vanaf 1 februari 2003 was bijlage 17 van de quotaverordening nr. 2341/2002 van de raad van 20 december 2002 van toepassing. Met uitzondering van de garnalenvloot werden beperkingen opgelegd ingevolge bijlage 17. De boomkorvvloot die vist met een maaswijdte van 80 mm kreeg 15 dagen per maand.

Het Belgische systeem voorziet op jaarbasis een totaal aantal toegelaten vaartdagen per vaarttuig, geldig voor alle gebieden. Terwijl enerzijds in 2001 dit totaal nog 285 vaartdagen bedroeg, werd het in 2003 verminderd tot 255 en moet anderzijds worden vastgesteld dat de beperking op de vaartdagen er niet heeft toe geleid dat de beschikbare quota niet konden worden opgevist.

6. Beheer van de vloot

De sterkte van het Belgische systeem is het bestaande stelsel van de visvergunningen zoals vastgelegd in het Koninklijk besluit van 21 juni 1994, zoals gewijzigd.

Op een bestaande visvergunning kan ten allen tijde een ander (nieuwbouw met of zonder staatssteun of tweedehands) vaarttuig worden geplaatst waarbij het ingebrachte vaarttuig slechts een tonnenmaat mag hebben die gelijk is 0,3 maal het onttrokken motorvermogen. Het resultaat van dergelijke maatregel in de praktijk is dat geen enkel nieuwbouwvaarttuig werd gerealiseerd in de loop van het communautaire structuurprogramma 2000-2006.

Voorlopig is de zwakke schakel dat binnen de context van de Belgische vloot voor vaartuigen met een motorvermogen van 221 kW of minder het theoretisch zou mogelijk zijn dat ingevolge de 0,3 coëfficiënt de tonnage van een individueel vervangend vaarttuig nog licht zou kunnen stijgen.

In de loop van 2004 zijn er vooruitzichten om het Koninklijk besluit van 21 juni 1994, zoals gewijzigd, te herwerken zodanig dat de tonnage op het vlak van een individueel vaarttuig herleid wordt tot hoogstens een entry -exit van 1 : 1.

GERMANY

Bundesministerium für Verbraucherschutz, Ernährung und Landwirtschaft
- Dienstsitz Berlin - 11055 Berlin

Europäische Kommission
Generaldirektion Fischerei
Strukturpolitik
Rue de la Loi 200

B-1049 Brüssel

VA Heinz-Werner Anton
Referat 621

HAUSANSCHRIFT Wilhelmstraße 54, 10117 Berlin

TEL +49 (0)1888 529 - 3598

FAX +49 (0)1888 529 - 3276

E-MAIL heinz.anton@bmv.l.bund.de

INTERNET www.verbraucherministerium.de

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Jährlicher Bericht an die Europäische Kommission nach Artikel 12 und 13 der Verordnung (EG) Nr. 1438/2003 über die Maßnahmen zur Herstellung eines dauerhaften Gleichgewichts zwischen den Fangkapazitäten und den Fangmöglichkeiten der deutschen Fischereiflotte im Jahr 2003

Der Bericht ist nach Artikel 12 Absatz 1 der o. g. Verordnung elektronisch zu übermitteln.

1. Beschreibung der Fangflotten für die einzelnen Fischerei (Die Beschreibung erfolgt nach der für das MAP IV gültigen Segmentierung.)

Die deutsche Fischereiflotte verringerte sich in 2003 um 35 Fischereifahrzeuge (-2%). Dies entspricht einer Reduzierung der Tonnage um 3.225 BRZ (-5%) und der Motorleistung um 3.614 kW (-2%). Die Veränderungen der Flotte sind in Anhang 1 dargestellt.

Die Anzahl befishter Bestände pro Fischereisegment bzw. welche Bestände von welchen Segmenten befishet wurden, ist in Anhang 2 dargestellt. Die aufgeführten Bestände sind die wichtigsten für die deutsche Fischerei. Die Bestandseinschätzungen (Anhang 3) beziehen sich auf die Angaben des ICES zum Ende 2002, da die Bewertung der Bestände für 2003 erst im Mai 2004 stattfindet.

1.1 Segment 4C1

Es schieden 31 Fahrzeuge (-2%) aus. Dies entspricht einer Verringerung der Tonnage um 83 BRZ (-2%) und der Motorleistung um 328 kW (-1%). Die Fahrzeuge befishen vier Bestände, von denen sich drei außerhalb sicherer biologischer Grenzen (SBG) befinden (Dorsch (Ostsee), Seezunge (Nordsee), Scholle (Nordsee) und einen Bestand, für den ein negativer Trend angenommen wird (Hering (Ostsee)). Der Kapazitätsabbau in diesem Segment folgte der Bestandsentwicklung.

1.2 Segment 4C2

Die Anzahl der Fahrzeuge verringerte sich nicht. Es erfolgte jedoch eine Kapazitätsreduzierung um 162 BRZ (-9%) und 74 kW (-1%).

Ein Teil der Fahrzeuge fischte in der Ostsee und in der Nordsee, ein anderer Teil in den Gewässern westlich der Britischen Inseln hauptsächlich mit Stellnetzen.

In der Nordsee wurde der Kabeljau befischt, in der Ostsee der Dorsch sowie der Hering. Kabeljau und Dorsch befinden sich außerhalb sicherer biologischer Grenzen, für den Hering in der Ostsee wird ein negativer Trend angenommen. In den Gewässern westlich der Britischen Inseln zielte die Fischerei auf Haie und Taschenkrebse. Für diese Bestände gibt es keine Bestandsabschätzungen. Jedoch werden alle Hai-Bestände generell als gefährdet eingestuft. Der Kapazitätsabbau in diesem Segment trug dem Rechnung.

1.3 Segment 4C3

Die Anzahl verringerte sich um 8 Fahrzeuge (-7%). Während sich die Tonnage um 26 BRZ leicht erhöhte, verringerte sich die Motorleistung um 1.055 kW (-4%). Die Fahrzeuge in diesem Segment befishen in der Ostsee den Dorsch, den Hering und den Sprott. Der Dorschbestand befindet sich außerhalb sicherer biologischer Grenzen, für den Hering wird ein negativer Trend angenommen, während der Sprottbestand unverändert ist.

In der Nordsee wurden Kabeljau und Seelachs befischt. Der Nordseekabeljau befindet sich außerhalb sicherer biologischer Grenzen, während sich der Seelachs in der Nordsee positiv entwickelt. Drei der befishen Bestände werden negativ eingestuft, zwei unverändert bzw. positiv. Der Kapazitätsrückgang in diesem Segment folgte der Bestandsentwicklung.

1.4 Segment 4C4

Aus dem Segment schied ein Fahrzeug aus. Dadurch verminderte sich die Tonnage um 249 BRZ. Bei der Motorleistung war eine Erhöhung um 150 kW (+2%) zu verzeichnen.

Die Fahrzeuge befishen hauptsächlich die Plattfischbestände in der Nordsee. Für den Bestand der Rauhen Scharbe gibt es keine Bestandsabschätzung. Die Scholle befindet sich außerhalb sicherer biologischer Grenzen, die Seezunge ebenfalls aber mit positivem Trend. Trotz des leichten Anwachsens der Motorleistung ist die Kapazitätsentwicklung insgesamt jedoch vertretbar.

1.5 Segment 4C5

Zwei Fahrzeuge schieden aus dem Segment aus (-1%). Die Tonnage verringerte sich um 43 BRZ (knapp 0,5%); die Motorleistung stieg um 337 kW (+1%). Mit 49.625 kW liegt die Gesamtmotorleistung aber deutlich unter der in der Verordnung (EG) Nr. 1922/1999 festgesetzten Obergrenze von 53.552 kW.

In der Nordsee waren die Nordseekrabbe, Scholle und Kabeljau die meist befishen Arten. Für die Nordseekrabben gibt es auf Grund der Bestandslage bisher keine Veranlassung für eine Quotierung. Kabeljau und Scholle befinden sich außerhalb sicherer biologischer Grenzen. In der Ostsee wurde zeitweise der Dorsch befischt, der sich außerhalb sicherer biologischer Grenzen befindet.

Die Kapazitätsentwicklung in dem Segment war in etwa im Gleichgewicht mit der Entwicklung der befishen Bestände.

1.6 Segment 4C6

In diesem Segment gab es keine Kapazitätsveränderungen. Von den drei Fahrzeugen wurden sieben pelagische Bestände befischt. Für den Stöcker in der Nordsee gibt es keine Bestandsabschätzung. Der Zustand des Atlanto-Skandischen Herings, des Nordseeherings und des Herings südwestlich

Irlands wird nicht als kritisch angesehen. Der Makrelenbestand in der Nordsee ist zusammengebrochen. Die westliche Komponente des Makrelenbestandes und der Blaue Wittling werden außerhalb sicherer biologischer Grenzen bewirtschaftet, d.h. die fischereiliche Sterblichkeit ist zu hoch, jedoch ist die Laicherbiomasse über dem kritischen Wert.

Der Zustand von drei befischten Bestände ist zwar kritisch, wird jedoch durch den Zustand von drei anderen Beständen relativiert, so dass der derzeitige Kapazitätsstand noch als vertretbar angesehen werden kann.

1.7 Segment 4C7

Durch das Ausscheiden eines Fahrzeugs sank die Kapazität um 3.071 BRZ (-16%) und 3.530 kW (-15%).

Von den Fahrzeugen wurden vier demersale und zwei pelagische Bestände befischt. Davon wird der Arktis-Norwegische Kabeljau außerhalb sicherer biologischer Grenzen befischt, befindet sich aber oberhalb der kritischen Biomasse. Die Tendenz für den Bestand wird positiv beurteilt. Alle anderen befischten Bestände werden nicht als kritisch betrachtet.

Hinsichtlich des Zustands der befischten Bestände ist ein Kapazitätsabbau nicht erforderlich.

1.8 Segment 4CZ

Das Segment beinhaltet die Muschelfahrzeuge und Fahrzeuge ausschließlich für den Fang unquotierter Arten. Während die Muschelfahrzeuge ganz überwiegend in den Muschelkulturen eingesetzt wurden, wurden die übrigen Fahrzeuge - ausschließlich Kleinfahrzeuge - für die Fischerei auf unquotierte Arten, insbesondere Süßwasserarten eingesetzt.

2. Auswirkungen von Fischereiaufwandsbeschränkungen

Aufgrund der geringen Größe der deutschen Fischereiflotte haben sich im Jahr 2003 Fischereiaufwandsbeschränkungen auf die Fangkapazitäten nicht ausgewirkt.

3. Angaben über die Einhaltung der Zu- und Abgangsregelungen und der Zielgröße

Referenzgrößen Deutschland zum 1. Januar 2003:	84.262 BRZ
175.927 kW	
(VO (EG) Nr. 1438/2003 Anhang I)	
Flottenstand zum 1. Januar 2004:	
66.002 BRZ	160.248 kW
Zugänge im Jahr 2003:	
1.450 BRZ	5.319 kW
Abgänge im Jahr 2003:	
4.783 BRZ	10.211 kW

1. Im Jahr 2003 gab es **keine** Kapazitätsgänge nach Artikel 11 Absatz 5 der Verordnung (EG) Nr. 2371/2002.

2. Im Jahr 2003 gab es **keine** Kapazitätsgänge nach Artikel 13 Absatz 1 Buchstabe b der Verordnung (EG) Nr. 2371/2002 in Verbindung mit Artikel 9 Absatz

1 Buchstabe b (Zugänge mit öffentlicher Förderung von Fahrzeugen >100 BRZ und <400 BRZ).

3. Zugänge nach Artikel 6 in Verbindung mit Anhang II der Verordnung (EG) Nr. 1438/2003:

Aktenzeichen der Entscheidung	Datum der Entscheidung	CFR	FKZ	BRZ	kW	Seg	Anhang II VO 1438/2003
521- 3.5-1999/02Ar	08.06.2001	DNK000007088	SH12	55	203	4C3	GT ₃ / kW ₃
521- 3.5-2002/13Ar	28.10.2002	DEU302720207	HEIL15	4	25	4C1	GT ₃ / kW ₃
521- 3.5-2002/14Ar	19.06.2002	DNK000012465	GROE2	3	0	4C1	GT ₃ / kW ₃
521- 3.5-2002/18Ar	16.12.2002	DEU101260209	KAP4	6	44	4C1	GT ₃ / kW ₃
521- 3.5-2003/02	19.09.2002	DNK000006137	SH4	369	961	4C3	GT ₃ / kW ₃
521- 4.5-2001/06	04.01.2002	NLD194800306	GRE25	19	134	4C5	GT ₃ / kW ₃
521- 4.5-2001/06	04.01.2002	NLD196100556	GRE30	31	221	4C5	GT ₃ / kW ₃
521- 4.5-2001/06	04.01.2002	NLD197800514	GRE31	18	149	4C5	GT ₃ / kW ₃
65205 / 65352 (NS)	03.05.2002	DEU002130300	GRE10	47	221	4C5	GT ₁ / kW ₁

4. Zusammenfassung der Stärken und Schwächen des Flottenmanagements und allgemeiner Grad der Umsetzung der flottenpolitischen Instrumente

1. Mit dem Wegfall der Segmentierung der Flotte ist eine erhebliche bürokratische Hürde abgebaut worden, die in der Vergangenheit (MAP IV) immer wieder zu Problemen bei der Anpassung der Fangkapazitäten an die vorhandenen Fangmöglichkeiten geführt hat.

2. Die nationalen fischereilichen Regelungen wurden an die seit dem 1. Januar 2003 geltenden Regelungen der Gemeinschaft angepasst.

5. Änderungen einschlägiger Verwaltungsverfahren für das Flottenmanagement

Zur Umsetzung der seit dem 1. Januar 2003 geltenden fischereilichen Regelungen der Gemeinschaft waren Änderungen von Verwaltungsverfahren nicht erforderlich.

Anhang 1 Übersicht über die Kapazitätsänderungen im Jahr 2003

Stand der dt. Fischereiflotte am 31.12.2002

Segment	Anzahl der Fife	Summe BRZ	Summe kW
4C1	1.693	3.837	30.927
4C2	25	1.790	5.235
4C3	119	9.091	29.610
4C4	7	1.800	6.303
4C5	291	12.404	49.288
4C6	3	18.105	12.841
4C7	9	19.716	22.832
4CZ	100	2.484	6.826
gesamt:	2.247	69.227	163.862

Stand der dt. Fischereiflotte am 31.12.2003

Segment	Anzahl der Fife	Summe BRZ	Summe 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	8	16.645	19.302
4CZ	108	2.841	7.712
gesamt:	2.212	66.002	160.248

Absolute Änderung 2003 zum Vorjahr

Segment	Anzahl der Fife	Summe BRZ	Summe kW
4C1	-31	-83	-328
4C2	0	-162	-74
4C3	-8	26	-1.055
4C4	-1	-249	150
4C5	-2	-43	337
4C6	0	0	0
4C7	-1	-3.071	-3.530
4CZ	8	357	886
gesamt:	-35	-3.225	-3.614

Relative Änderung 2003 zum Vorjahr

Segment	Anzahl der Fife	Summe BRZ	Summe kW
4C1	-2%	-2%	-1%
4C2	0%	-9%	-1%
4C3	-7%	0%	-4%
4C4	-14%	-14%	2%
4C5	-1%	0%	1%
4C6	0%	0%	0%
4C7	-11%	-16%	-15%
4CZ	8%	14%	13%

Anhang 3

Flottensegment	Ander. Fahrzeuge		Anderung BRZ		Anderung kW		Ander. Fahrzeuge %		Ander. BRZ %		Ander. kW %		Bestand		Bestandsentwicklung 2002 - 2003	
	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	2002 - 2003	Bestand	Trend	
4C1	-31	-83	-328	-2%	-2%	-1%	-2%	-1%	-2%	-1%	-2%	-1%	-2%	außerhalb SBG	außerhalb SBG	unsicheres Assessment, Trend negativ
4C2	0	-162	-74	0%	0%	-9%	-9%	-1%	-9%	-1%	-9%	-1%	-9%	Hering Ostsee Seezunge Nordsee Scholle Nordsee	außerhalb SBG	außerhalb SBG, Trend positiv
4C3	-8	26	-1055	-7%	-7%	0%	0%	-4%	0%	-4%	0%	-4%	0%	Hering Ostsee Spratt Ostsee Kabeljau Nordsee Taschkrebse west. GB Haie südwestl. Irland	außerhalb SBG	außerhalb SBG, Trend negativ
4C4	-1	-249	150	-14%	-14%	-14%	-14%	2%	-14%	2%	-14%	2%	-14%	Hering Ostsee Spratt Ostsee Kabeljau Nordsee Seelachs Nordsee	außerhalb SBG	außerhalb SBG, Trend negativ
4C5	-2	-43	337	-1%	-1%	0%	0%	1%	0%	1%	0%	1%	0%	Scholle Nordsee Seezunge Nordsee Scharbe Nordsee Stöcker Nordsee	außerhalb SBG, Trend positiv	kein Assessment
4C6	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	Dorsch Ostsee Kabeljau Nordsee Scholle Nordsee Nordseekrabben	außerhalb SBG	kein Assessment
4C7	-1	-3071	-3530	-11%	-11%	-16%	-16%	0%	-16%	0%	-16%	0%	-16%	Atlanto-Skandischer Hering Hering Nordsee Stöcker Nordsee Stöcker südwest. Irland Makrele Nordsee Makrele westl. Komponente Blauer Wittling Nordostatlantik	status quo	status quo
4CZ	8	357	886	8%	8%	14%	14%	-15%	14%	-15%	14%	-15%	14%	Kabeljau Norwegen Rotbarsch Irminger See Schwarzer Heilbutt Ostgrönland Schwarzer Heilbutt Westgrönland Hering Nordsee Hering westl. Schottland	status quo	status quo
gesamt:	-35	-3225	-3614	-2%	-2%	-5%	-5%	13%	-5%	13%	-5%	13%	-5%	Miesmuscheln Nordsee	kein Assessment	kein Assessment

DENMARK

Annual Report on fishing fleet capacity - Denmark

Article 11 of Council Regulation 2371/2002 which states an 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, constitutes a key element in the reformed common fisheries policy.

Member States must send the Commission a report describing the results of their efforts in this respect in the preceding year, cf. article 14 in the above regulation¹.

The obligation to produce a yearly report on the state of the fleet is thus directly linked to Article 11. The yearly report may prove to be central instrument, contributing to transparency and increased focus on fleet policy and fishing capacity.

The Commission statement on art. 14² emphasises that the report should describe the development of fleet capacity in nominal and real terms using inter alia data on actual and potential effort.

Implementing rules are laid down in art. 12 and 13 in Commission Regulation (EEC) No. 1438/2003³.

Non-compliance with the new capacity regime leads to suspension of financial assistance under Council Regulation (EC) No 2792/1999 (FIFG) and the Member State has to compensate over-capacity by effort reduction.

¹ The deadline is 30 April each year. At a later stage the Commission shall present to the Council and the European Parliament in writing an overview, attaching the Member States reports and the opinions of the STECF and the Committee for Fisheries and Aquaculture.

² It reads: "*The Commission intends to propose implementing rules according to which the annual reports to be drawn up by Member States and the summary to be presented by the Commission will have to show a true picture of the balance between fishing capacity and the fishing opportunities available. To achieve this at least the following elements shall be included in Member States' reports:*

- (i) *a fleet analysis in relation to stocks important to that Member State and in particular in relation to stocks outside safe biological limits;*
- (ii) *the development of fleet capacity in nominal and real terms using inter alia data on actual and potential effort;*
- (iii) *where appropriate analysis should be carried out for segments of the fleet."*

³ Article 13 reads "Information to be contained in the Annual Reports
1. The reports by the Member States as provided for in Article 12 shall contain at least the following information:

- (a) 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;
 - (b) the impact on fishing capacity of fishing effort reduction schemes adopted under multiannual management or recovery plans or, if appropriate, under national schemes;
 - (c) information on the compliance with the entry/exit scheme and with the level of reference;
 - (d) 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;
 - (e) any information on changes of the administrative procedures relevant to the management of the fleet.
2. The reports by Member State shall not exceed 10 pages."

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. This subject is introduced in section 4 of the report and an economic model on the Danish fleet is presented. The results are preliminary but work is under way, and more definitive results will be produced.

The format of the Danish capacity report concerning 2003 follows the break down of elements in article 13 of Commission Regulation (EEC) No. 1438/2003. Section 1 gives fleet data on MAGP segments for the sake of continuity. A new subdivision of the fleet will be considered for future reports.

1. Development of the Danish fishing fleet in 2003 in tonnage and engine power.

In 2003 the capacity of the Danish fishing fleet fell by 6 % in tonnage and engine power. Tonnage fell by 6,352 GT to 98,639 GT and engine power fell by 21,474 kW to 325,017 kW. Vessel number fell by 238. 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.

The tonnage is measured as defined in Reg. 2930/86. Almost all vessels are now measured in GT.

The development follows on from the reduction implemented during the MAGP IV programme from 1997 to 2002.

If figures are compared to the MAGP segmentation, it appears that the small netters have been reduced most. In absolute figures the trawler segment has been most reduced.

The development of MAGP IV segments is shown in the table below:

31 December	GT			kW			n		
	1997	2002	2003	1997	2002	2003	1997	2002	2003
Netters<12 m	8,452	7,160	6,939	75,874	69,854	68,306	3,309	2,723	2,577
Netters≥12 m	7,872	5,571	4,495	32,548	23,420	17,773	210	147	112
Trawl and Danish Seine	82,732	83,632	79,155	255,276	257,183	243,806	1,051	944	889
Purse seine	8,237	8,629	8,050	15,668	17,000	16,492	11	11	9
Total	107,293	104,991	98,639	377,937	367,457	346,377	4,581	3,825	3,587

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

In addition to this an extended ban on trawl fisheries was introduced in the Baltic see Reg. 677/2003. This extended ban was in force from 15 April till 31 May 2003. During this period a laying up scheme was implemented aimed at vessels which normally targeted out this fishery.

2. Impact of the cod recovery plan for the North Sea in 2003

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 XVII of Reg. 2341/2002, it must be borne in mind that there are great variations in effort within each segment. One example: In the beam trawl segment ≥ 80 mm. there were 14 vessels in 2003, using a total of 1,460 days at sea, which adds up to an average of 104 days at sea per vessel. Of the 14 vessels 7 vessels used a total of 33 days, which is an average of 4.7 days at sea per vessel. The remaining 7 vessels used a total of 427 days at sea, i.e. an average of 204 days at sea per vessel. So there was a significant variation between vessels, not only in this segment but in all segments.

The description is based on the logbook register kept by the Danish Directorate of Fisheries and covers Danish fishing vessels over 10 meters, which have been fishing with one of the gears covered by Council Regulation 2341/2002 Annex XVII, as well as in areas covered by Annex XVII.

In 2002 924 vessels took part in fisheries using gears covered by the days at sea regulation in 2003, as opposed to 774 vessels in 2003. That corresponds to a reduction of 16%. In 2003 78,867 days at sea were used as opposed to 98,317 days at sea in 2002, which is a reduction of 20%. The reduction in terms of total kilowatt days used is 17%.

In the fishery with **bottom trawl** ≥ 100 mm. 8,204,484 kilowatt days were used in 2002 compared to 4,076,208 kilowatt days in 2003 – a 50% reduction. The number of vessels fishing in this category fell by 27% to 356 vessels. The reduction in kilowatt days per vessel was 32%.

In the fishery with **beam trawl** ≥ 80 mm. 1,622,617 kilowatt days were used in 2002 as opposed to 1,412,458 kilowatt days in 2003 – a 13% reduction. The number of vessels fishing in this category was unchanged: 14. The reduction in kilowatt days per vessel was 13%.

In the segment **netters** 3,927,746 kilowatt days were used in 2002 as opposed to 2,656,371 kilowatt days in 2003, which is a 32% reduction. The number of vessels fell by 19% to 239 vessels. The reduction in kilowatt days per vessel was 16%.

In the category **long liners** 87,445 kilowatt days were used in 2002 compared to 6,616 in 2003 – a reduction of 92%. The number of vessels was reduced by 50% to 2. The reduction in kilowatt days per vessel was 85%.

In the **bottom trawl** fishery between **70 mm and 99 mm** 9,005,654 kilowatt days were used in 2002 as opposed to 10,299,877 kilowatt days in 2003 – an increase of 14%. The number of vessels increased by 10% to 411 vessels. The increase in kilowatt days per vessel was 4%.

It must be assumed that the increase is due to the fact that vessels to a certain extent transferred from fisheries with other mesh sizes – presumably larger than 100 mm, because the days at sea regulation in Annex XVII made that attractive.

In the **bottom trawl** fishery between **16 mm and 31 mm** 3,586,025 kilowatt days were used in 2002 compared to 3,499,798 kilowatt days in 2003 – a reduction of 2%. The number of vessels in this fishery fell by 13% to 170. The increase in kilowatt days per vessel was 13%.

3. Status concerning reference levels and entry-exit scheme after 1st January 2003

In this section the required variables in the formulae in Com Reg. (EF) nr. 1438/2003 are defined. Status is also given per 1st January 2004. An overview of the data with respect to this section is given in Annex 2.

The relevant formulae are as follows:

$$\begin{aligned} \text{Reference levels - } R(GT)_t &= R(GT)_{03} - G_{ta} - 0,35 GT_{100} + GT_s + \Delta R(GT-GRT) \\ R(kW)_t &= R(kW)_{03} - kW_a - 0,35 kW_{100} \end{aligned}$$

$$\begin{aligned} \text{Entry and exit - } GT_t &\leq GT_{03} - G_{ta} - 0,35 GT_{100} + GT_s + \Delta R(GT-GRT) \\ kW_t &\leq kW_{03} - kW_a - 0,35 kW_{100} \end{aligned}$$

Since no aid has been given to new vessels or new capacity in 2003, the account regarding fleet renewal can be disregarded, that is, the requirement to:

$$R(GT)_{05} \leq 0,97 R(GT)_{03} + GT_s + \Delta R(GT-GRT)$$

and

$$R(kW)_{05} \leq 0,97 R(kW)_{03}$$

As a result of this GT_{100} and kW_{100} are set at 0 in the formulae for the reference level, $R(GT)_t$ and $R(kW)_t$, and in the formulae for the entry and exit ceilings, GT_t and kW_t , since at the

present moment there are no vessels over 100 GT which have entered the fleet with public aid.

GT_s is also set at 0 in the formulae, since it is not possible to separate increase in tonnage as a result of vessel modernisation over the main deck in order to improve safety etc. This will possibly be taken up later.

All tonnage figures are in GT although for some vessels the GT has not been measured but is calculated, see Commission Decision of 20th March 1995 on implementation of the annex to Council Regulation (EEC) Nr. 2930/86 on the definition of fishing vessel characteristics. $\Delta R(GT-GRT)$ and $\Delta(GT-GRT)$ would have to show the difference between the estimated and the actual tonnage when measured. For technical reason this figure cannot easily be established from the fleet register. However, it is expected to be close to zero. It seems it can be omitted at this stage without any significant effect.

The figures given for GT_a and kW_a are estimates of tonnage and engine power of vessels which were granted decommissioning aid in 2003 and left the fleet. The estimates are:

$GT_a = 1,00GT$

$kW_a = 7,00$

If decommissioned vessels which were granted aid in 2002 are included the totals are 3.759 GT and 15,948 kW. The figures will later be adjusted.

GT_{03} is calculated as 105,504 and kW_{03} is calculated as 369,526. However these figures do not take into account adjustments as prescribed in Reg. 1483/03 Annex II. This will be done later.

The results

Reference levels

The departure level is determined in Regulation 1438/2003:

$R(GT)_{03} = 132,706$

$R(kW)_{03} = 459,526$

The levels per 1st January 2004 are:

$R(GT)_t = 130,906$ per 1st January 2004

$R(kW)_t = 452,526$ per 1st January 2004

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, but this has not been the case for Denmark.

Entries and exits

The ceiling is determined as the actual capacity per 1st January corrected for re-measurement and capacity withdrawn with public aid. The result is as follows:

$$\begin{aligned} GT_{t(\text{for } t=04)} &\leq 103,704 \text{ (where GT per 1st January 2004 is 98,741)} \\ kW_{t(\text{for } t=04)} &\leq 362,526 \text{ (where kW per 1st January 2004 is 348,246)} \end{aligned}$$

If we look at the results, we note that capacity in Denmark as on 1st January 2004 is considerably below the reference level in actual terms, even if corrected for possible aid for new construction until 1st January 2005. For entries and exits Denmark meets the targets as per 1st January 2004. Actual capacity is 5,065 GT and 14,376 kW below the ceiling.

4. Effects of fleet management

If one studies the formal results, fleet management meets fully the requirements with respect to observance of reference limits, ceilings with respect to entries and exits, as well as the special reference limit which is set when aid for new construction is introduced.

This is however not synonymous with there being a balance between fleet capacity and actual available fishing possibilities. In actual fact it can be seen that in the short term there is over-capacity, and against that background it has been decided to carry out additional scrapping in 2004.

It is therefore important to carry out analysis to look at this question.

4.1. Analysing the Balance between Fishing Fleets and Resource Availability

The long-term objective of capacity adjustment policy has been to make the fishing sector economically viable, whilst contributing to a more selective and sustainable utilisation of available resources. Another important objective has been to secure sound economic and social conditions for the enterprises and the persons employed in the sector. In order to satisfy these objectives, MAGPs have sought to encourage a sustainable balance between the capacity of the EU fishing fleets and the available resources by removing excess capacity from the fishery. In this regard Denmark has fully complied with capacity reduction targets by means of vessel decommissioning. At the end of MAGP IV capacity levels were well below (20-25%) overall GT and kW targets set by the Commission, with all fleet segments in compliance.

What nevertheless remains uncertain is whether this reduction has led to a balance between fleet capacity and available resources in Danish fisheries. And the same question is relevant to the fisheries in all Member States. The question is discussed in principle in the following, and some preliminary results are presented.

Since MAGP targets have not been based on scientific advice regarding optimal capacity levels, but merely on *ad hoc* advice on desired reductions in fishing mortality, it is highly uncertain what a nominal fleet tonnage reduction of for example 20% over 10 years actually

entails. The potential impact of technological progress on nominal capacity clouds the issue even further. Indeed, with continued declines in commercially important fish stocks, the need for emergency recovery plans, and continued economic hardship of fishermen, it can be argued that MAGPs have not had the desired effects. It thus seems pertinent that future capacity reduction initiatives, such as vessel decommissioning programmes, not only require a set of objectives based on some form of optimal capacity analysis, but also that a programme for monitoring and analysis is in place to ascertain the impact of capacity reduction on fisheries.

Optimal capacity objectives can be based on various criteria of highly contrasting outcomes (e.g. biological, economic and/or social), and are often determined by the political agenda. What should also be mentioned is that objectives are dynamic in nature, and a differentiation between short and long-term conditions is therefore important. For example, if desired optimal capacity levels are estimated for current resource conditions, it should be anticipated that these levels would differ significantly if stock recovery plans result in an increase in resource availability in the future.

The Food and Agriculture Organisation of the United Nations (FAO) and the International Plan of Action for the Management of Fishing Capacity programme have since 1998 contributed to a better understanding among administrators of what constitutes fishing capacity, and how fishing capacity can be measured and managed on a global scale¹. Capacity analysis tools are numerous and often apply a physical/technical approach, as economic data availability is often constrained. Such analysis options *inter alia* include:

- Catch Per Unit of Effort
- Variable Input Utilisation – Observed/potential days at sea calculations
- Peak-to-Peak analysis - Changes in catch rate relative to average technology trends
- Data Envelopment Analysis (DEA) – Capacity utilisation of vessels compared to ‘best practice’ input/output combination vessel (non-parametric)
- Stochastic Frontier Production analysis – Capacity utilisation of vessels compared to ‘best practice’ input/output combination vessel incorporating stochastics (parametric)

If economic cost/revenue data are available, a break-even revenue approach can be indicative of over-/under capacity in a pure economic sense, based on the extent to which short run gross cash flow is able to cover fixed costs. Since fishing is an economic activity, it is expected that an economic capacity analysis would provide more reliable insight into optimal capacity and predicted behaviour by fishermen.

The aggregation level of data will determine which measurement tools are most appropriate, as outlined by FAO. When aggregated data are used, estimates will be crude and should be interpreted with caution, and all underlying assumptions need to be made explicit.

Furthermore, results need to be compared for consistency. For the EU, it is advisable that a transparent and repeatable analytical tool is chosen: one that can be consistently applied to the

¹ See FAO (1999) "Report of the Technical Consultation on the Measurement of Fishing Capacity", FAO Fisheries Report No. 615, FAO (1999) "Managing Fishing Capacity", FAO Fisheries Technical Paper 386, FAO (2004) "Appraising Capacity in Fisheries", FAO Fisheries Circular 994, forthcoming May 2004.

fleet structure data outlined in the EU data collection programme¹, ensuring that the same level of data aggregation is employed.

The Danish authorities intend to analyse fishing capacity in relation to available resources, as discussed above. The work done so far has been carried out by independent fisheries economists at the Research Institute of Food Economics. The work programme incorporates the use of DEA and economic capacity measurement tools to gather information on short and long-term optimal capacity levels for the Danish fishing fleet. It is considered that if all EU member states apply a common analytical approach, useful information could be obtained and appraised for improved capacity management in EU fisheries. An example of current work in progress is described below.

An Economic Management Model for Fisheries in Denmark (EMMFID) has been developed, which makes it possible to analyse the optimal capacity and profits with respect to long run stock effects. This can help analyse the notion that although the current situation is plagued by excess capacity, there may be a need for this excess capacity in the future following stock recovery and increased fishing opportunities. For example, an optimal short-term capacity reduction of 20% may not be a desired target in the longer term.

EMMFID is set up in a static framework as a linear constrained optimisation model and includes spatial biological and economic information, as well as variables representing fleet size and fishing effort. The model seeks the combination of vessels and days at sea that maximises profits under different management scenarios (e.g. stock recovery, long run TACs, variable time paths), and may help determine the desired structure of decommissioning programmes or other management initiatives in order to reach an optimal capacity situation. An example is given as follows.

Example: Optimising fleet capacity with long-term stock effects

Scenarios:

2002 - Actual situation in 2002 (no optimisation)

#1 - 2002 TACs, 2002 quota-utilization, optimal allocation of effort

#2 - Long run TACs, catch-stock relationship incorporated, optimal allocation of effort

#3 - Long run TACs, catch-stock relationship *not* incorporated, optimal allocation of effort

Only vessels that are commercially active¹ and are at least 12 metres in length are included in the analysis, comprising a total of 927 vessels in total. In relation to the official fleet figures

¹ Commission Regulation (EC) No 1639/2001 of 25 July 2001: Establishing the minimum and extended Community programmes for the collection of data in the fisheries sector and laying down the detailed rules for the application of Council Regulation (EC) No 1543/2000.

for 2002 described in Section 1, this represents some 84% of Danish vessels of 12 metres or above.

Optimisation results:

The preliminary results indicate that the fleet GT and fishing effort need to increase in the long-term to take optimal advantage of increased fishing opportunities in an economic sense (profit maximisation). There is also a need for a substantial reduction in the number of smaller vessels in favour of the larger and more economically efficient vessels, hence a reduction in the number of vessels compared to the 2002 scenario.

Scenario #1 with optimal effort allocation in 2002 also indicates that although HP and days at sea decline in an optimal fleet set-up, the total GT of the fleet increases (cf. Figure 1). This can be explained by smaller vessels being replaced by larger vessels in the optimal situation. However, this remains a hypothetical example since such a reallocation cannot be expected to occur in the short term, and is presented for comparative purposes.

Table 1. Total number of vessels

	2002	#1	#2	#3
Total number of vessels	927	641	704	717

Figure 1. Total GT, hp and days at sea (Scenario 2002=100)

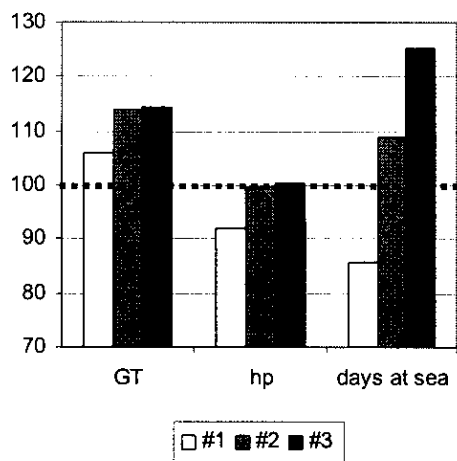
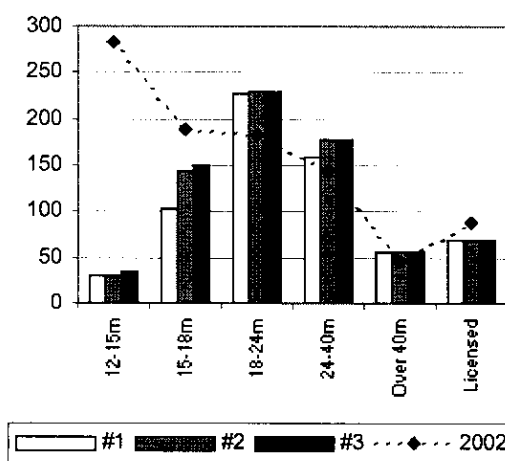


Figure 2. Number of vessels



¹ Defined as having an annual revenue that exceeds 29,435 € (minimum amount subject to VAT).

5. Administrative procedures of relevance for fleet management

The procedures governing entry and exit of vessels to and from the fleet have not been changed in 2003. The rules are found in Government Order no. 19 of 17th January 2001 on vessels used for commercial fishery. The rules ensure in principle that entry into the fleet is counterbalanced by corresponding exit. It is expected that the rules will be revised during 2004. The aim is to ensure that the new EU rules for entry and exit are observed as well as to give greater flexibility for fishermen who want to introduce new capacity.

Annex 1: Development in effort in relation to cod recovery plan in the North Sea ("annex XVI")

Danish Directorate for Fisheries (Statistical section TPA) 16:28 – Thursday 25th March 2004

Table 1: Number of days at sea for Danish vessels 10 metres and over in regulated area 2002-2003, see RFO 671/2003 (rev. Annex 17).

If given catch date in an ICES square which is exempted, deduction is made of 1 day per catch date. According to gear segments.

	2002					2003					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	Days/vessel	Kwdays/vessel
Trawl>=100	29.027	8.204.484	485	59,85	16.916,46	12.860	4.076.208	356	36,12	11.450,02	-39,65%	-32,31%
Beam trawl>=80	1.671	1.622.617	14	119,36	115.901,21	1.460	1.412.458	14	104,29	100.889,86	-12,63%	-12,95%
Net	25.722	3.927.746	296	86,9	13.269,41	18.165	2.656.371	239	76	11.114,52	-12,54%	-16,24%
Liners	292	87.445	4	73	21.861,25	25	6.616	2	12,5	3.308,00	-82,88%	-84,87%
Trawl 70-99	35.034	9.005.654	372	94,18	24.208,75	39.735	10.299.877	411	96,68	25.060,53	2,65%	3,52%
Trawl 16-31	6.571	3.586.025	196	33,52	18.296,05	6.622	3.499.798	170	38,95	20.587,05	16,20%	12,52%
Total	98.317	26.433.971	924	106,4	28.608,19	78.867	21.951.328	774	101,9	28.360,89	-4,23%	-0,86%

Note: Given vessel information is the most recent known in 2002 and 2003.

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

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.

Annex 2

Overview of fleet data

Reference level			
R(GT)03	132,706	R(kW)03	459,526
Gta	1,800	kW _a	7,000
0,35 GT100	0	0,35 kW100	0
GTs	Not available		...
ΔR(GT-GRT)	Not available		...
R(GT)04	130,906	R(kW)04	452,526
GT04	98,639	kW04	348,150
Requirement	GT04 < R(GT)04		kW(04) < R(kW)04
Entry/Exit			
GT03	105,504	KW03	369,526
GTa	1,800	kW _a	7,000
0,35 GT100	0	- 0,35 kW100	0
GTs	Not available		...
ΔR(GT-GRT)	Not available		...
a	GT03 - GTa - 0,35GT100 + GTs + Δ(GT-GRT)	a	kW03 - kW_a - 0,35kW100
b	GRT	b	362,526
	103,704	kW04	348,150
	98,639		b < a
	b < a		
Fleet renewal			
R(GT)03	132,706	R(kW)03	459,526
GTs	Not available		...
ΔR(GT-GRT)	Not available		...
3 pct. reduction (not used in 2003)	0	3 pct. reduction (not used in 2003)	0
a	R(GT)03- 3 pct. + GTs + Δ(GT-GRT)	a	R(kW)03 - 3 pct.
b	R(GT)05	b	459,526
Requirement	Not available	kW05	Not available
	b < a		b < a

Notes:

GTa and kWa is an estimate of vessels which were granted decommissioning aid in 2003 and left the fleet. If decommissioned vessels which were granted aid in 2002 are included the totals are 3,759 GT and 15,948 kW. The figures will later be adjusted.

GT03 is the actual registered figure on 1 January 2003. No adjustment has yet been made as prescribed in Reg. 1483/03 Annex II

It has not been possible to calculate the Δ element. Since all tonnage figures are in GT this element will be close to zero.

Management of entry/exit regime during 2003

		GT		kW	
1	Capacity level for the application of the entry-exit regime	GT ₀₃	99.764	kW ₀₃	369.549
2	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT _s	0	kW _s	0
4	Δ GT-GRT (due to change from GRT to GT) ¹	Δ GT-GRT	3.293	-	-
5	Exits financed with public aid for 2003	GT _a	1.172	kW _a	6.666
6	Capacity of the fleet on 31 December 2003	GT _t	97.777	kW _t	348.375
7	Fleet ceiling 31 December 2003 (1-35%2+3+4-5)		101.885		362.883

Management of reference levels during 2003

		GT		kW	
1	Reference level on 1-1-2003	GT ₀₃	132.706	kW ₀₃	459.526
2	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT _s	0	kW _s	0
4	Δ GT-GRT (due to change from GRT to GT) ¹	Δ GT-GRT	3.293	-	-
5	Exits financed with public aid	GT _a	1.172	kW _a	6.666
6	Capacity of the fleet on 31 December 2003	GT _t	97.777	kW _t	348.375
7	Reference level on 31 December 2003 (1-35%2+3+4-5)		134.827		452.860

¹ 10 vessels are per September 7th still not measured in GT, which is why they are excluded in delta BT-BRT.

SPAIN

INFORME ANUAL SOBRE LABOR REALIZADA DURANTE EL AÑO 2003

En cumplimiento de lo dispuesto en el Artículo 12 "Informe anual" del Reglamento (CE) nº 1438/2003 de la Comisión, de 12 de agosto, por el que se establecen las normas de aplicación de la política comunitaria de flotas pesqueras definida en el Capítulo III del Reglamento (CE) nº 2371/2002 del Consejo, pongo en su conocimiento lo siguiente:

Con respecto a la reducción del número de barcos de la flota española a fecha 31 de diciembre de 2003, y en comparación con el año anterior, éste es cómo a continuación se señala:

	<u>Nº Barcos</u>
Artesanales < 12 mts en aguas de U.E	343
Arrastreros en aguas U.E	12
Palangre de fondo y otros barcos de artes fijos en aguas U.E	18
Cerqueros con jareta en aguas U.E	12
Arrastreros y móviles en aguas Internacionales y Terceros Países	118
Artes fijos en aguas Internacionales y de terceros Países	53
Flota atunera	3

Esta reducción supone un total de barcos de 559 que conlleva una disminución de 34.442 GT y 96.669 KW.

Durante el año 2003, España ha continuado con sus criterios de renovación y modernización de la flota, gestionando de tal modo las entradas y salidas de la misma que ha permitido mantener una constante disminución de su capacidad.

Para ello se ha seguido estrictamente la política de bajas, que se venía aplicando hasta la publicación de los Reglamentos Comunitarios sobre la reforma de la Política Pesquera Común, obligando a aportar en caso de nuevas construcciones, bajas equivalentes a la unidad que se va a construir, llevándose a cabo documentalmente los requisitos que deben cumplir éstas y comprometiéndose el aportante a desguazar el buque cuando la nueva construcción entre en servicio.

Esta aportación obligatoria también se aplica en el caso de importación de buques pesqueros, en los casos de alta en la lista tercera de barcos procedentes de otras listas.

En los casos de modernización y reconversión de buques si existe incremento de arqueo y/o potencia también se ha exigido este requisito de aportación de bajas.

Annual Report 2003 - 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 2003 to achieve a sustainable balance between fishing capacity and fishing opportunities. The report will follow the format proposed by the Commission (e-mail of April 2004).

1. Finnish fishing fleet in relation to fisheries

The development of Finnish fishing fleet by the four segments is summed up in the table 1 beneath. In segments 4L1 and 4L2 there has been some decrease in number of vessels, tonnage and power during the year 2003. In segments 4L3 and 4L4 the situation has not changed.

Table 1. Changes in Finnish fishing fleet during the year 2003.

4L1, small-scale coastal fisheries	Situation 31.12.2002			Situation 31.12.2003			Change % compared to the starting level					
	GT	kW	number	GT	kW	number	GT	%	kW	%	number	%
Subtotal	8 222,75	130 421,68	3 342	8 012,25	129 169,96	3 271	-210,50	-2,6 %	-1 251,72	-1,0 %	-71	-2,1 %
4L2 pelagic trawlers	Situation 31.12.2002			Situation 31.12.2003			Change % compared to the starting level					
	GT	kW	number	GT	kW	number	GT	%	kW	%	number	%
Subtotal	9 281,40	46 816,06	169	9 154,19	45 755,13	163	-127,21	-1,4 %	-1 060,93	-2,3 %	-6	-3,6 %
4L3 bottom trawlers	Situation 31.12.2002			Situation 31.12.2003			Change % compared to the starting level					
	GT	kW	number	GT	kW	number	GT	%	kW	%	number	%
Subtotal	449,00	1 287,12	3	449,00	1 287,12	3	0,00	0,0 %	0,00	0,0 %	0	0,0 %
4L4 passive gear	Situation 31.12.2002			Situation 31.12.2003			Change % compared to the starting level					
	GT	kW	number	GT	kW	number	GT	%	kW	%	number	%
Subtotal	1 737,03	11 392,48	57	1 737,02	11 392,47	57	-0,01	0,0 %	-0,01	0,0 %	0	0,0 %
TOTAL	19 690,18	189 917,34	3 571	19 352,47	187 604,66	3 494	-337,71	-1,7 %	-2 312,66	-1,2 %	-77	-2,2 %

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. 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) the herring and sprat fisheries and three ministerial decrees to regulate the cod fisheries in the year 2003.

Table 2. Finnish TACs/quotas and catches in year 2003

Nationality of a vessel	Quota code	Total quota	Landed in Finland	Landed elsewhere	Total catch	catch/quota (%)
FIN	HER/3BCD	6826	2518	960	3478	51
FIN	HER/3D-LIT *	500	0	0	0	-
FIN	HER/3D-LAT *			0		
FIN	HER/3D-MU3	59611	57327	620	57947	97
FIN	SPR/3BCD	9715	5939	2913	8852	91
FIN	SPR/3D-LAT *	6000	0	32	0	-
FIN	SPR/3D-LIT *	3000	0	0	0	-
FIN	SAL/3BCD-C	116603	53557	17658	71215	61
FIN	SAL/3BCD-F	40700	5671	0	5671	14
FIN	SAL/3D-LAT **	2993	357	824	1181	32
FIN	SAL/3D-LIT **	1496	140	0	140	9
FIN	COD/3BCD	1155	0	1152	1152	100
FIN	COD/3D-LAT	0	0	0	0	0
FIN	COD/3D-LIT	0	0	0	0	0
FIN						
FIN	HER/1 ja IIA	192	0	0	0	0

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 is rather reflects more the bad shape of cod stocks than overcapacity. During the year 2003 also a ban for the use of driftnets in the Baltic Sea was under preparation in the EU. This driftnet ban would concern especially salmon fisheries in the segment 4L4.

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.

2. Fishing effort reduction schemes

Any fishing effort reduction schemes did not take place in Finland during the year 2003.

Because of the overcapacity in herring and sprat fisheries and the driftnet ban in Baltic Sea,

Finland will in 2004 take into consideration launching an effort reduction scheme for segment 4L2 and salmon fisheries in segment 4L4.

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, GTs ("safety tonnage")

These "safety tonnage increases" did not take place in Finland during the year 2003.

b) The entries into the fleet with public aid of vessels between 100 and 400 GT when the decisions were taken after 1-1-2003 ("GT₁₀₀ and kW₁₀₀")

These "100-400 GT entries" did not take place in Finland during the year 2003.

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 2003.

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:

$$\begin{aligned} R(\text{GT})_{03} &= 23\,203 \text{ GT} \\ R(\text{kW})_{03} &= 216\,195 \text{ kW} \end{aligned}$$

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:

$$\begin{aligned} \text{GT}_{1.1.2003} &= 19\,690 \text{ GT} \\ \text{kW}_{1.1.2003} &= 189\,917 \text{ kW} \end{aligned}$$

As it can be seen in the table 1, Finland has complied with the reference levels of its fishing fleet during the year 2003.

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 human 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 and the new central register is 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 in Finland (kalatalouden keskusrekisteri, KAKE) was under construction and it was tested along the year. It was introduced officially in 2004.

FRANCE

RAPPORT ANNUEL DE LA FRANCE

CONCERNANT

les efforts réalisés en 2003 pour obtenir un équilibre durable entre la capacité de pêche et les possibilités de pêche

1 – DESCRIPTION GENERALE DE LA FLOTTE PAR PECHERIE

1. 1 Evolution générale de la capacité de pêche

La diminution globale de la capacité de pêche de la flotte française s'est poursuivie en 2003. En effet, au 31 décembre 2003, la capacité totale de pêche de la flotte française s'élevait à 1 109 131 kW et 226 133 GT, dont 900 280 kW et 211 008 GT pour la flotte des régions de métropole et de Corse et le restant pour les départements d'outre-mer (DOM). Cette situation est à comparer avec l'état au 31 décembre 2002, lorsque la capacité totale s'élevait à 1 116 076 kW et 229 739 GT, dont 910 381 kW et 213 197 GT pour la flotte des régions de métropole et de Corse.

Le tableau ci-dessous récapitule l'évolution globale de la capacité de pêche de la flotte française :

	<i>Au 31 décembre 2002</i>		<i>Au 31 décembre 2003</i>		<i>Variation</i>	
	Puissance (kW)	Tonnage (GT)	Puissance (kW)	Tonnage (GT)	Puissance (kW)	Tonnage (GT)
Métropole	910 381	213 397	900 280	211 008	-1,11%	-1,12%
Total DOM	205 695	16 540	208 851	16 127	1,53%	-2,50%
Martinique	61 758	2 965	64 871	3 058	5,04%	3,14%
Guadeloupe	97 418	2 493	97 365	2 282	-0,05%	-8,46%
Guyane	22 023	6 565	22 164	6 471	0,64%	-1,43%
Réunion	24 496	4 517	24 451	4 316	-0,18%	-4,45%
Total	1 116 076	229 937	1 109 131	227 135	-0,62%	-1,22%

* il s'agit de la situation apparente dans le fichier flotte, qui ne tient pas compte des « coups partis » notifiés par ailleurs à la Commission, correspondant à une capacité totale de pêche de 5 801 kW et 2 170,45 GT.

Cette évolution résulte, en métropole, de la politique de réduction globale de l'effort de pêche qui est mise en œuvre notamment au moyen des aides à l'arrêt définitif. Ces aides sont financées dans le cadre du DOCUP IFOP hors objectif 1 2000-2006, dont l'un des objectifs stratégiques est l'ajustement de l'effort de pêche.

Dans ce contexte, les autorités françaises tiennent à souligner qu'elles ont rempli leur obligation de moyens et de résultat, dans la mesure où, comme cela est décrit dans ce chapitre, la capacité de pêche de la flotte a diminué régulièrement au cours de la période 2000-2003. Dans le cadre du POP IV, les objectifs globaux ont été respectés chaque année, ainsi que les objectifs concernant 19 segments sur 21 en puissance, et 15 segments sur 21 en jauge (avec toutefois une incertitude sur cet indicateur, compte-tenu de la période de transition en cours avec la modification de l'unité de jauge dans la Communauté).

S'agissant de l'impact sur la gestion de la ressource de la politique structurelle financée par l'IFOP, celui-ci est difficile à établir, car il n'est pas possible de mettre en évidence un lien direct entre les aides à l'arrêt définitif ou à la construction et l'évolution de l'état de la ressource.

Cette dernière est aussi dépendante des niveaux de prélèvement et d'effort de pêche autorisés au niveau communautaire ou national et par les contrôles pratiqués par les différents Etats membres, tant en mer qu'au débarquement, ainsi que de facteurs extérieurs à l'activité de pêche (pollution, autres usages du milieu maritime).

Cependant, il faut souligner que les aides à l'arrêt définitif contribuent, de manière significative, à l'adaptation des capacités de pêche aux ressources disponibles et, ce faisant, à l'amélioration de la viabilité économique des entreprises, dans un contexte où l'accès aux pêcheries et où les niveaux de prélèvement sont encadrés et contrôlés. Dans le même temps, les aides à la construction et à la modernisation sont également un pilier essentiel de la gestion durable de la ressource : elles facilitent la modernisation des outils de production (introduction de chaluts sélectifs), la valorisation des captures (démarche qualité à bord des navires, sous l'égide des OP) et, ce faisant, aident à améliorer la situation économique des entreprises, ce qui contribue à la régulation de l'effort de pêche.

1.2 – EVOLUTION DES PRINCIPALES PECHERIES

Sur un plan général, l'activité de pêche des navires de la flotte française de métropole est soumise à plusieurs niveaux de régulation, afin d'assurer une gestion durable des ressources :

- une **limitation des captures ou des jours de mer** respectivement au moyen des Totaux Admissibles de Captures (TAC) ou des mesures prises dans le cadre de plans de gestion pluriannuels ou de plans de restauration. Dans le cas de la France, les quotas des espèces soumises à ce type d'encadrement sont répartis entre les Organisations de Producteurs (OP) ;

- **au niveau national, l'accès aux pêcheries est encadré**, conformément à la réglementation communautaire qui demande à chaque Etat membre de mettre en place un régime de gestion des entrées et des sorties des capacités de pêche (Cf. point 3).

S'agissant de la répartition de la flotte entre les principales pêcheries, il convient tout d'abord de distinguer le cas des DOM, dont la flotte est soumise à un régime d'encadrement spécifique qui permet l'augmentation de capacité avec aides, dans les limites prévues par les objectifs du POP IV. Le régime dérogatoire des DOM est prévu par le règlement du Conseil R(CE) n°639/2004, qui lui-même fera l'objet d'un règlement d'application.

En ce qui concerne les pêcheries des DOM, deux d'entre elles font l'objet d'une limitation de l'effort de pêche sous forme de licences (pêche de la crevette en Guyane) ou de limitation de capacité totale (pêche des thonidés dans l'Océan Indien, soumises aux résolutions de la CTOI). Les autres pêcheries concernent principalement des navires d'une longueur inférieure à 12 m pêchant les espèces démersales et pélagiques dans les zones côtières. **La situation de ces pêcheries n'appelle pas d'observations particulières en 2003.**

S'agissant des pêcheries de métropole, il convient de distinguer les pêcheries par façade :

- **En Méditerranée**, les pêcheries font l'objet d'un encadrement de l'effort de pêche, au moyen de l'attribution d'un nombre limité de licences par métiers (petits métiers, chalutiers, senneurs), et, dans le cas du thon rouge, également d'une limitation des captures (quota). La réforme de la PCP et la disparition de la segmentation au titre du POP IV n'ont pas entraîné de modification des modalités de l'encadrement par l'effort de pêche, qui se sont poursuivies.

- **En Atlantique-Manche-Mer du Nord**, les principales pêcheries sont encadrées par l'intermédiaire des quotas fixés par la réglementation communautaire, qui concernent environ la moitié des captures réalisées par la flotte française, en tonnage. Ces quotas sont répartis annuellement entre les Organisations de Producteurs.

La réforme de la PCP a supprimé le régime d'encadrement du POP IV et a introduit la possibilité d'instaurer des plans de gestion pluriannuels et des plans de restauration. Toutefois, en

2003, et à l'exception des mesures prises dans le cas du cabillaud, dans le cadre du règlement relatifs aux TACs et aux quotas 2003 (Cf. point 2), aucun plan de gestion ou de restauration n'a concerné les pêcheries françaises.

S'agissant des pêcheries des **grands chalutiers pélagiques** (chalutiers de plus de 50 m), la Commission a pris une décision rétroactive accordant l'augmentation des objectifs du POP IV pour le segment concerné¹. La France est autorisée à exploiter cette possibilité moyennant l'engagement de mettre en place des mesures nationales de limitation de l'effort de pêche au niveau fixé par le POP IV, dès que la capacité de pêche est augmentée. La capacité des trois navires appartenant à l'ancien segment 4F6 du POP IV est demeurée identique et n'a donc nécessité aucune mesure supplémentaire.

S'agissant des pêcheries de **thonidés tropicaux** pratiquées par les senneurs et les canneurs français dans l'Océan Atlantique et dans l'Océan Indien, aucun développement particulier n'est à signaler. Ces pêcheries sont soumises à une limitation de la capacité de pêche dans l'Océan Atlantique et à une limitation des captures pour une espèce (thon obèse).

2 – IMPACT, LE CAS ECHEANT, DES REGIMES DE REDUCTION DE L'EFFORT DE PECHE

Depuis le 1^{er} février 2003, une partie restreinte de la flotte française a été soumise au système temporaire de gestion de l'effort de pêche s'appliquant aux pêcheries susceptibles de capturer du cabillaud dans la Mer du Nord et dans l'Ouest Ecosse. Ces mesures, décrites dans l'annexe XVII du règlement (CE) n°2341/2002 du Conseil fixant les TAC et quotas pour l'année 2003, concernaient de façon concrète les flottilles des quartiers de Boulogne-sur-Mer et Dunkerque (chalutiers et fileyeurs artisanaux d'une part, chalutiers hauturiers de la pêcherie de lieu noir d'autre part) pour la Mer du Nord, et des navires hauturiers ciblant les espèces profondes dans la zone Ouest Ecosse.

Le délai nécessaire à la mise en œuvre des mesures de limitation de l'effort de pêche, consistant en une réduction du nombre de jours de mer des navires dans les zones soumises à ces mesures, n'a pas permis, sur l'année 2003, d'observer une réduction significative et exclusivement liée à ces mesures de la capacité des flottilles concernées.

D'autre part, la Commission s'étant prononcée défavorablement sur l'interprétation proposée par les autorités françaises pour le critère d'éligibilité prévu par le règlement R(CE) n°2370/2002 (mesure d'urgence), les autorités françaises n'ont pas été en mesure d'avoir recours aux aides majorées à l'arrêt définitif pour les navires touchés par ces mesures.

3 – INFORMATIONS SUR LE RESPECT DU REGIME ENTREE-SORTIE ET DES NIVEAUX DE REFERENCE

A compter du 1^{er} janvier 2003, la réforme de la PCP a supprimé les segments de flotte au niveau communautaire, et imposé un objectif de réduction supplémentaire de 3 % de la flotte par rapport aux niveaux de référence de la flotte française au 31 décembre 2002, à constater au 31 décembre 2004.

L'obligation de réduction de 3 % implique que le niveau global de la flotte de pêche métropolitaine ne devra pas dépasser **893 340 kW** et **223 349 GT** le 31 décembre 2004.

En vue de respecter cet objectif, les autorités françaises ont mis en œuvre les mesures suivantes :

- **un régime national de gestion des entrées et des sorties de flotte** : dans le cas de la France, ce régime repose sur le décret n°93-33 relatif aux Permis de Mise en Exploitation des navires de pêche

¹ Décision de la Commission du 13 avril 2004 modifiant les décisions 98/119/CE, 98/121/CE et 98/125/CE portant approbation des programmes d'orientation pluriannuels des flottes de pêche de la France, des Pays-Bas et de l'Irlande. JOCE L 114 du 21 avril 2004, p 25 – 31.

(PME), modifié en 2000 pour tenir compte du POP IV et de la nouvelle segmentation introduite à l'époque. Ce régime a été approuvé par la Commission le 10 avril 2001.

Ce régime national n'a pas été modifié depuis car il définit un cadre suffisant pour répondre aux nouvelles obligations qui découlent du règlement R(CE) n° 2371/2002. Toutes les entrées en flotte de nouvelles capacités de pêche (construction, importation, modification du tonnage ou de puissance, entrée en activité) sont soumises à une autorisation administrative préalable au titre de ce décret. En particulier, les autorisations de construction et de modernisation avec augmentation de jauge ou de puissance sont strictement encadrées, et l'obligation de renouveler à capacité identique ou inférieure (ratio de 1,35 pour la construction avec aides de navires d'un tonnage supérieur à 100 GT) devant être respectée globalement ou individuellement est une condition préalable, exigée avant la délivrance de toute autorisation de construction ou de modernisation. De même, l'attribution d'une aide à la construction ou à la modernisation dépend de l'attribution préalable d'un PME et du respect du ratio de renouvellement par le promoteur.

- **un programme spécifique d'aide à l'arrêt définitif des navires de pêche** : il a été mis en place depuis le 15 juillet 2003, pour la période 2003-2004. Le barème national des aides proposées aux pêcheurs a été substantiellement augmenté par rapport aux années antérieures et tous les détenteurs de navires actifs peuvent prétendre à une aide à l'arrêt définitif. Il s'adresse à l'ensemble des pêcheurs, et comprend une incitation supplémentaire pour les navires dont l'activité porte sur des espèces pour lesquelles les niveaux de captures doivent être réduits (cabillaud, sole, merlu, baudroie, langoustine).

Ce plan est doté d'un budget de 30 millions d'Euros (15 millions au titre de l'Etat, 15 millions au titre de l'IFOP) sur la période 2003-2004 et devrait permettre de réaliser la sortie de capacités à hauteur de 6200 GT, ce qui correspond à une puissance totale de l'ordre de 25-27 000 kW (ce niveau dépend des caractéristiques des navires candidats à une aide à l'arrêt définitif, compte-tenu des caractéristiques du barème communautaire).

Au 31 décembre 2003, et compte-tenu de la mise en place en juillet 2003 du plan (en l'absence de réponse avant cette date des services de la Commission concernant le barème relatif à la mesure d'urgence prévue par le R(CE) n°2370/02), le bilan effectué porte essentiellement sur les aides délivrées sur la base du plan 2000-2002, ainsi que sur les premiers dossiers approuvés en 2003, tels qu'ils apparaissent dans l'état d'avancement arrêté au 31 décembre 2003.

	Dossiers terminés (mesure 11 et 12) au 31 décembre 2003 (depuis le 1 ^{er} janvier 2000)					Dossiers engagés et non soldés au 31 décembre 2003				Total
	4F1	4F2	4F4	4F8	Total	4F1	4F2	4F4	Total	
Nombre de dossiers	65	100	4	3	172	4	17	5	26	198
Puissance	4287	17878	1079	621	23865	408	2835	912	4 155	28020
Tonnage (TJB)	473,8 7	2498,8 1	294	62	3328,68	29,9	329,19	163	522,09	3850,77
Tonnage (GT)	391,2 5	2323,1 6	175	68	2957,41	21,09	401,84	167	589,93	3547,34

Le plan mis en place, pour la période 2003-2004, démontre la volonté des autorités françaises de se conformer au nouvel objectif de réduction global de 3 %, en mettant en place un barème majoré et modulé en fonction des espèces capturées, ceci afin de diminuer rapidement l'effort de pêche sur les espèces soumises à des plans de restauration.

Dans ce contexte, et compte-tenu des dossiers d'arrêt définitif programmés au 30 avril 2004, les autorités françaises sont en mesure de confirmer à la Commission que la capacité totale de la flotte de métropole respectera ses niveaux de référence au 31 décembre 2004.

En complément, les autorités françaises souhaitent indiquer à la Commission qu'à la date du 30 avril 2004, le niveau global de la flotte de métropole, qui est communiqué mensuellement à la

Commission par les autorités françaises dans le cadre des mises à jour du fichier flotte, respecte les niveaux de référence au 31 décembre 2004. La capacité totale de la flotte s'établit en effet à 892 311 kW et 210 326 GT par rapport à un objectif de 893 340 kW et 223 349 GT.

4 – RAPPORT DE SYNTHÈSE SUR LES FAIBLESSES ET LES AVANTAGES DU SYSTÈME DE GESTION DE LA FLOTTE

Les autorités françaises considèrent que le régime d'encadrement global de la flotte de pêche qui a été mis en œuvre depuis le 1^{er} janvier 2003 et qui s'accompagne de la possibilité de plans de gestion et de plans de restauration, représente une nette amélioration par rapport au POP IV.

Des améliorations de ce système d'encadrement sont néanmoins à rechercher, notamment en ce qui concerne les conséquences de l'encadrement global sur le renchérissement du coût des navires et sur le renouvellement des navires. Ce renchérissement est observé sur le marché des navires d'occasion en France ; il freine d'autant le renouvellement que le propriétaire est incité à maintenir son navire en flotte le plus longtemps possible en spéculant sur cette augmentation, ce qui, par ailleurs contribue à maintenir en flotte des navires de plus en plus âgés et de moins en moins sûrs. Les autorités françaises considèrent qu'il est souhaitable de remédier à cette situation en clarifiant la notion de droit d'accès à chaque pêcherie, pour chaque navire ou armement, tout en s'opposant à la transférabilité des droits de pêche au moyen du marché.

S'agissant du respect, en général, des dispositions sur la flotte, les autorités françaises ont communiqué en 2003, à la demande de la Commission et dans le cadre du rapport annuel sur les contrôles effectués, les informations demandées. Bien évidemment, les contrôles effectués sur la puissance et le tonnage sont à la base du respect du régime de gestion des entrées et des sorties de capacité. Toute modification de puissance ou de tonnage est en effet soumise à la délivrance d'un permis de mise en exploitation qui définit les caractéristiques du navire en activité, et en particulier la longueur, le tonnage et la puissance. Le non-respect de ces caractéristiques entraîne la caducité du PME.

S'agissant de la jauge, avant toute construction d'un navire, l'armateur a l'obligation de faire parvenir au service des Douanes (ministère de l'économie, des finances et de l'industrie, direction générale des douanes et des droits indirects) une déclaration de mise en construction. Lorsque la construction est suffisamment avancée pour permettre un jaugeage effectif, les services des Douanes mesurent le navire et délivrent un certificat de jauge. La production de ce certificat par le propriétaire est obligatoire pour permettre la délivrance de l'acte de francisation par les Douanes.

Lorsque le propriétaire du navire décide d'effectuer, par la suite une modification des caractéristiques de son navire, il saisit le service des Douanes en l'informant des transformations envisagées. Les services des Douanes, s'ils estiment que les travaux prévus sont susceptibles d'avoir une influence sur la jauge, procèdent alors à un rejaugage du navire.

Toute constatation d'une non concordance entre les mentions inscrites sur le certificat de jauge et la jauge effective du navire peut être sanctionnée conformément aux articles 222 et 410 du Code des douanes.

S'agissant de la puissance des navires, et lorsqu'un navire est en construction dans un chantier, le constructeur du moteur doit produire un certificat attestant de la puissance développée par le moteur installé lors d'un passage au banc d'essai, conformément au règlement CE n°2930/86, qui fait référence notamment à la norme ISO 3046/1 deuxième édition, d'octobre 1981, Cette attestation est certifiée par une société de classification et éventuellement par un organisme de certification. Elle est conservée dans le dossier du navire par les services déconcentrés des affaires maritimes.

Lors de la visite de mise en service du navire effectuée par le Centre de Sécurité des Navires (Direction régionale des affaires maritimes, ministère de l'équipement, du logement, du transport, et de la mer), les inspecteurs s'attachent en particulier à la vérification des caractéristiques du navire

Par la suite, l'armateur est dans l'obligation de déclarer tout changement de moteur au service des affaires maritimes ou toute modification de sa puissance. Cette déclaration est, dans les faits, également effectuée par les chantiers de construction pour les plus gros navires.

Chaque année, tout navire de pêche subit une visite de sécurité par le Centre de Sécurité des Navires (CSN), qui constitue également un service déconcentré des affaires maritimes en charge de la sécurité.

Si, à cette occasion, il est constaté un changement de moteur ou de jauge par rapport à l'an passé, les inspecteurs du CSN en informent le service des affaires maritimes dont relève le navire, et qui en assure le suivi administratif. L'armement du navire est alors refusé jusqu'à la mise en conformité du navire avec le permis de mise en exploitation qui lui a été délivré.

Par ailleurs les services des affaires maritimes, tant administratifs que ceux en charge de la sécurité s'assurent régulièrement de la cohérence entre les puissances et les jauges, lors de contrôles documentaires ou d'inspection à bord des navires de pêche.

S'agissant du suivi de la flotte effectué par l'intermédiaire du fichier flotte communautaire, les autorités françaises veillent à effectuer les mises à jour du fichier dès que possible. Le bilan mensuel établi par les services de la Commission au 26 avril 2004 fait apparaître le bilan suivant, concernant les données manquantes :

- 6 informations relatives aux navires ne sont pas fournies de manière exhaustive :
 - tonnage des navires : selon les informations dont disposent les autorités françaises, le bilan du remesurage est le suivant, au 31 décembre 2003 (Cf. annexe 1 pour un bilan détaillé provenant de l'administration des Douanes) :
 - navires de plus de 24 m : 100% en métropole et dans les DOM ;
 - navires de 15 à 24 m : 93 % (4 navires à rejauger, dont 2 navires en Méditerranée et 2 navires à la Réunion).
 - navires de moins de 15 m : 98 % en métropole (59 navires à rejauger, dont 58 en Méditerranée) et 92 % dans les DOM (235 navires à rejauger).

S'agissant du tonnage, les autorités françaises poursuivent les efforts entrepris pour terminer le remesurage exhaustif du tonnage de la flotte, en priorité en métropole. S'agissant des départements d'outre-mer, les autorités françaises entendent relancer de nouveau le remesurage du tonnage des navires de ces régions.

- Engins de pêche : 17 navires en métropole et 265 navires dans les départements d'outre-mer sont recensés avec l'engin de pêche n°1 manquant.
- Indications relatives au propriétaire, à l'armateur et au lieu de construction : absence pour 4638 navires (57,44 % de la flotte). Les autorités françaises ont transmis le 30 avril l'ensemble des mises à jour nécessaires afin de remédier à ces lacunes, qui résultaient d'une programmation retardée de la mise à jour informatique du fichier.

Concernant l'ensemble des informations manquantes, les autorités françaises entendent relancer les services concernés et les propriétaires de navires afin d'améliorer la qualité des données transmises.

5 – INFORMATIONS SUR LES CHANGEMENTS DE PROCEDURES ADMINISTRATIVES CONCERNANT LA GESTION DE LA FLOTTE

S'agissant des procédures administratives relatives à la gestion de la flotte, aucun changement particulier n'est à signaler en 2003.

ANNEXE 1
RESPECT DES DISPOSITIONS EN MATIERE DE FLOTTE

RESUME FACTUEL

Tonnage

Référence	METHODE APPLIQUEE	
Convention internationale sur le jaugeage des navires (Londres 1969)	Appliquée conformément à la réglementation communautaire : navires de plus de 24 m (LHT): obligatoire depuis 18 juillet 1994 ; navires de moins de 24 m (LPP) et de plus de 15 m : cf. décision 95/84/CE parue au JOCE du 25/03/1995 navires de moins de 15 m (LPP): cf. décision 95/84/CE parue au JOCE du 25/03/1995	
Règlement national sur le jaugeage (règlement particulier des douanes « le jaugeage des navires- Livre II): règles de l'ancienne convention internationale sur le jaugeage des navires (Oslo 1947)	Encore utilisé en attendant le rejaugage intégral de la flotte en GT.	
Bilan au 31 décembre 2003 par rapport aux objectifs communautaires et selon la méthode employée – France sans les DOM	Estimation (formule simplifiée définitive)	Remesurage effectif
<i>Navire d'une longueur hors-tout inférieure à 15 m</i>	98 % estimé (objectif : 100 % au 31/12/1999)	
<i>Navire d'une longueur entre 15 m et 24 m</i>		93 % (objectif : 100 % au 31/12/2003)
<i>Navires d'une longueur supérieure à 24 m</i>		100 % (depuis le 31/12/2000) – conforme à l'objectif)
Contrôle et inspection	Le jaugeage de tous les navires est effectué par les Douanes, préalablement à l'entrée en flotte de toute nouvelle capacité. Un contrôle annuel (pouvant déboucher sur un nouveau jaugeage) est effectué lors de la visite annuelle de sécurité du Centre de Sécurité, service dépendant du ministère de l'équipement, du logement, des transports, et de la mer (direction régionale des affaires maritimes).	

Puissance des navires

	Méthode de mesure	Contrôle et inspection
Navires neufs Règlement CE n°2930/86, norme ISO 3046/1	Conforme à la réglementation communautaire : un certificat du constructeur, après vérification au banc d'usine, est exigé systématiquement avant toute entrée en flotte et conservé par la direction des affaires maritimes dont dépend l'immatriculation du navire.	Ministère de l'agriculture, de l'alimentation, de la pêche et des affaires rurales, direction des pêches maritimes et de l'aquaculture Ministère de l'équipement, du logement, des transports, et de la mer (direction des affaires maritimes et des gens de mer, direction régionale des affaires maritimes)
Navires existants	Un contrôle annuel est effectué lors de la visite annuelle de sécurité du Centre de Sécurité, service dépendant du ministère de l'équipement, du logement, des transports, et de la mer (direction régionale des affaires maritimes). Dans le cas d'un changement de moteur, la procédure prévue pour les navires neufs s'applique.	Ministère de l'agriculture, de l'alimentation, de la pêche et des affaires rurales, direction des pêches maritimes et de l'aquaculture Ministère de l'équipement, du logement, des transports, et de la mer (direction des affaires maritimes et des gens de mer, direction régionale des affaires maritimes)

UNITED KINGDOM

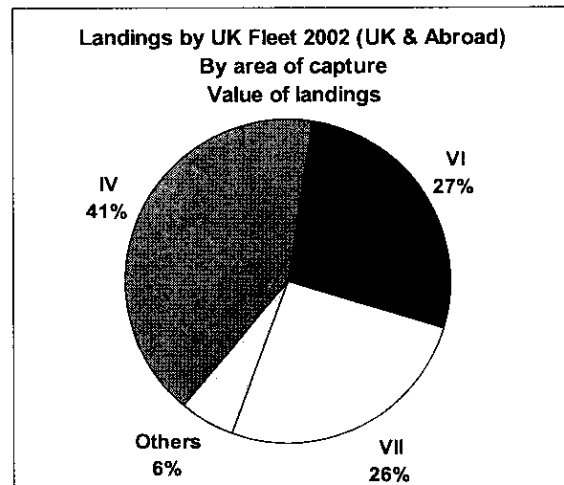
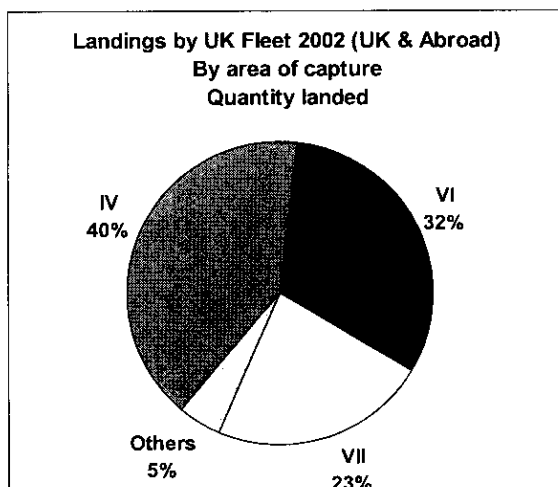
UK FISHING FLEET - ANNUAL REPORT FOR 2003

1. Articles 12 and 13 of Commission Regulation (EC) 1438/2003 places 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. This report covers activity in the UK fishing fleet during 2003, including specific information on fleet capacity changes during the year (fleet entries and exits).

General Description of the UK Fishing Fleet:

2. 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:



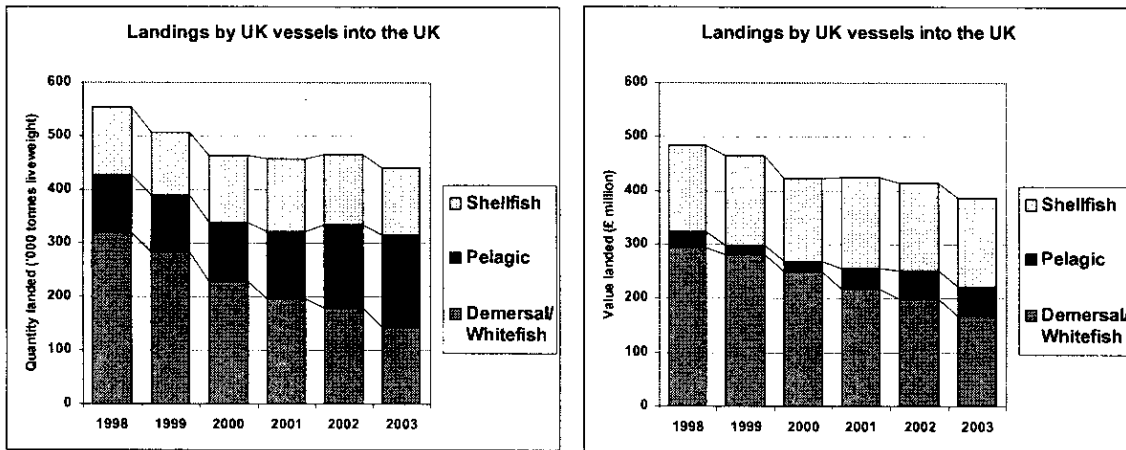
3. In addition, the UK fleet is highly mobile around the UK coast. Commonly vessels move around between the different sea areas, reflecting the migratory and seasonal nature of fishing opportunities. For example:
 1. Pelagic vessels that follow fisheries that span both the North Sea and West of Scotland, 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 in access to fisheries can have a significant level of impact across the UK fleet as a whole.

4. 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

5. 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 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.
6. Licensing of vessels 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 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.
7. As part of the system, there is an overall limit to the capacity of the fleet through UK Fisheries Department 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).

8. 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.
9. 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, in 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.
10. 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.
11. 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 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.
12. As well as capacity control and reductions through licensing arrangements, the UK has operated a substantial series of decommissioning exercises 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 carries out separate exercises as part of an overall UK programme of such measures. The most recent sets of exercises were in the period 2001-2002 and during 2003. The latter exercise 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. More information on the 2003 exercise is given in the tables below.

Impact of Effort Control and Recovery Plans

13. Key effort control systems affecting the UK fleet in 2003 were:
- Western Waters effort regime (overall fleet effort ceilings (KW days))
 - Deep Water Species regime (fleet capacity pot)
 - Interim Cod recovery plans (days at sea limitations)
14. Most active work carried out has been with regards to the impact of the interim Cod recovery plan in 2003 and its modification in 2004. Work has been carried out to assess the impact of the cod recovery regime during 2003, and the additional effects of the decommissioning and licence transaction penalties in the UK. Full details have been provided to the Commission on previous occasions, and so only a summary of the impact of the measures is included here for information. Further details can be provided if required.

UK baseline effort data ^(a)	Total effort by vessels over 10m using all types of gear Million KW days	Effort by vessels Demersal trawl etc. 100mm or greater Million Kw days
14.1. Effort in 2001 on trips catching cod	53.307	33.456
<i>Of which:</i>		
<i>Decommissioning in 2001-02</i>	5.962	4.619
<i>Transfer of whitefish licences to Pelagic Sector</i>	0.695	0.257
<i>Decommissioning in 2003</i>	6.984	5.722
<i>As percentage of baseline effort total:</i>		
<i>Decommissioning in 2001-02</i>	11.2%	13.8%
<i>Transfer of whitefish licences to Pelagic Sector</i>	1.3%	0.8%
<i>Decommissioning in 2003</i>	13.1%	17.1%
Total Reduction from decommissioning and other capacity removal	25.6%	31.7%
Effort by remaining fleet	39.666	22.858

Notes:

- (a) *Effort data relates to days at sea in the Cod Recovery Zone (As defined in Council Regulation (EC) 2341/2002, Annex XVI) in 2001 by UK over 10m vessels. All data is in Mn KW days effort from days at sea only for trips in Cod Recovery Zone using one of the 6 defined gear types where cod was caught*
15. The above analysis show how fishing effort in 2003 had been reduced by three identified factors compared to the base period of 2001:
 - Vessels that were active in 2001 but left the fleet in the decommissioning exercises carried out in 2001 and the early part of 2002.
 - Capacity of whitefish licences used in licence aggregations involving the replacement of pelagic vessels in the UK fishing fleet, thereby permanently removing whitefish capacity.
 - The impact of decommissioning vessels in the 2003 exercise.
 16. 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 was a transitional aid scheme introduced for the Scottish administered vessels. These payments were made for a limited period covering 1st March to 31st 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 (Annex XVII of Council Regulation (EC) No 2341/2002) 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.
 17. A transitional aid regime was also put in place for vessels based in Northern Ireland, which required vessels to tie-up altogether. This aid scheme was operated for part of 2003, and an additional scheme is being applied in 2004 as well due to the extension of recovery plans into the Irish Sea in 2004.
 18. Overall, it is estimated that these additional factors, the effort reduction regime and the transitional aid schemes, contributed approximately an additional 35% reduction in the fishing effort exerted by the key fishing fleet that targets cod; those vessels using demersal trawl with a mesh size of 100mm or more. The reduction in cod fishing effort achieved during 2003 was therefore around the 65% required compared to the level of fishing effort seen in 2001.

Fleet Entry and Exit regime in 2003

19. 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.
20. 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.
21. The fleet reference ceilings for the UK in Annexes A and C have been adjusted from the 1st 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 have been separately provided to the Commission, and so only summary details are presented in this report and in the associated annexes.
22. With regards to fleet exits linked to decommissioning, there were three exercises carried out during 2003 by UK Fisheries Departments, where offers to decommission 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	2,503	7,404
Northern Ireland	19	1,952	5,900
Scotland	67	12,276	31,659
Total	106	16,730	44,963
Of which:			
- left UK Register during 2003	86	13,981	37,820

23. 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 **86** 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 20 vessels will be recorded as leaving the UK fleet register during 2004 and will thus be included as adjustments in subsequent fleet reports. Full details of the individual vessels involved have been provided separately to Commission staff and so only summary details are presented in this report.

With regards to fleet entries links to entitlements to licences created by administrative decisions taken during 1st January 2000 to 31st 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. Full details at the level of individual vessels and entitlements involved have been separately provided to the Commission, and so only summary details are presented in this report:

Details of Fleet Entries in 2003 linked to Entitlements created in 2000-2002

	Total tonnage (tonnes)	Total Engine power (Kw)
Total capacity linked to eligible entitlements	16,905	55,362
Capacity of fleet entries during 2003 linked to these entitlements	8,588	23,286
Remaining capacity still left in entitlements	8,317	32,076

24. There were no fleet entries linked to public aid as Fisheries Departments in the UK have a policy of not using public funds for such entries. Similarly there are no increases in vessel tonnages linked to safety factors.
25. As the Table in Annex A illustrates, the UK fleet at the end of 2003 was 1.3% within the fleet tonnage ceiling and 1.6% 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 1st January 2000 to 31st December 2003, and adjusting the fleet reference levels for the impact of remeasurement of vessels onto a Gross Tonnage basis. The UK was thus compliant with the measures set out in Commission Regulation (EC) 1438/2003.

Strengths and weaknesses of UK Regime

26. 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.
27. 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 you 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

28. On 16 March 2001 Fisheries Ministers announced their wish to move to a single capacity penalty which would cover both tonnage and engine power and invited 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.
29. 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.
30. 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.
31. The Group met twice in May and July 2003, and has 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. Fisheries ministers are currently reviewing the recommendations made before taking final decisions on the changes to be made to the system. These will be announced shortly.

June 2004

DEPARTMENT OF ENVIRONMENT, FOOD AND RURAL AFFAIRS
SCOTTISH EXECUTIVE, ENVIRONMENT AND RURAL AFFAIRS DEPARTMENT
DEPARTMENT OF AGRICULTURE AND RURAL DEVELOPMENT, NORTHERN
IRELAND

Tables (in Excel file "Entries and exits 2003 EU tables.XLS"):

Annex A

ENTRY:EXIT SUMMARY – SUMMARY OF ENTRIES INTO AND EXITS FROM THE UK FISHING FLEET DURING 2003, ALONG WITH ADJUSTMENTS TO UK FLEET REFERENCE LEVELS

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
① UK Fleet as at 1/1/2003 (MAGP report)	240.898	947.965
Fleet entries from 1/1/2003 to 1/1/2004:		
② Linked to entitlements created before 1/1/2003 eligible for inclusion	8.588	23.286
③ Other entries (e.g. using entitlements created in 2003)	20.683	58.395
④ Total Entries	29.271	81.681
Fleet exits from 1/1/2003 to 1/1/2004		
⑤ Linked to decommissioning exercises using public aid:	13.981	37.820
⑥ Other exits	22.151	73.568
⑦ Total Exits	36.132	111.388
UK Fleet position as at 1/1/2004 (①+②-⑦)	234.037	918.258
⑧ Impact of GT Remeasurement on 1/1/2003 position	1.556	0
Revised UK Fleet ceiling (①+②+③-⑤)	237.061	933.431
UK Position compared to revised fleet ceiling:	-1,28%	-1,63%

- 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 revalourised to take account of the impact of the completion of the remeasurement of >15m vessels to a GT basis

Annex B

EU REPORT ENTRY:EXIT – MONTHLY INFORMATION ON FLEET ENTRIES AND EXITS THROUGH 2003.

Entry/Exit regime - Summary Report of UK Fleet Changes During 2003

GT		Fleet at start of month	Fleet changes during the month:				Fleet at end of month	Fleet ceiling/ Reference Level	Compliant?
Country	Months		Fleet entries		Fleet Exits				
			Entitlements ("coups partis")	other entries	With public Aid	Other Exits			
GBR	1/01/2003	240.898	324	112	0	1.743	239.582	241.352	Compliant
GBR	1/02/2003	239.592	742	253	0	2.334	238.252	242.223	Compliant
GBR	1/03/2003	238.252	9	2.801	0	471	240.591	242.362	Compliant
GBR	1/04/2003	240.591	88	398	0	2.046	239.031	242.580	Compliant
GBR	1/05/2003	239.031	84	310	0	4.522	234.904	242.794	Compliant
GBR	1/06/2003	234.904	737	493	0	2.990	233.143	243.660	Compliant
GBR	1/07/2003	233.143	384	4.385	577	594	236.741	243.597	Compliant
GBR	1/08/2003	236.741	1.266	278	640	1.606	236.038	244.352	Compliant
GBR	1/09/2003	236.038	2.240	452	2.326	1.184	235.221	244.397	Compliant
GBR	1/10/2003	235.221	2.424	557	4.310	2.349	231.544	242.641	Compliant
GBR	1/11/2003	231.544	241	677	3.924	693	227.845	239.087	Compliant
GBR	1/12/2003	227.845	49	9.969	2.205	1.620	234.037	237.061	Compliant
FOR YEAR		240.898	8.568	20.683	13.981	22.151	234.037	237.061	Compliant

KW		Fleet at start of month	Fleet changes during the month:				Fleet at end of month	Fleet ceiling/ Reference Level	Compliant?
Country	Months		Fleet entries		Fleet Exits				
			Entitlements ("coups partis")	other entries	With public Aid	Other Exits			
GBR	1/01/2003	947.965	824	567	0	3.983	945.373	948.789	Compliant
GBR	1/02/2003	945.373	2.578	1.080	0	5.517	943.514	951.367	Compliant
GBR	1/03/2003	943.514	297	8.565	0	1.937	950.439	951.664	Compliant
GBR	1/04/2003	950.439	900	2.346	0	9.538	944.147	952.564	Compliant
GBR	1/05/2003	944.147	567	7.279	0	8.534	943.459	953.131	Compliant
GBR	1/06/2003	943.459	1.998	1.544	0	6.613	940.388	955.129	Compliant
GBR	1/07/2003	940.388	909	13.353	1.346	2.413	950.891	954.692	Compliant
GBR	1/08/2003	950.891	2.238	1.920	1.700	10.901	942.448	955.230	Compliant
GBR	1/09/2003	942.448	5.315	3.541	6.310	4.534	940.460	954.235	Compliant
GBR	1/10/2003	940.460	6.000	3.382	11.385	5.558	932.899	948.850	Compliant
GBR	1/11/2003	932.899	895	2.796	10.755	4.169	921.666	938.990	Compliant
GBR	1/12/2003	921.666	765	12.022	6.324	9.871	918.258	933.431	Compliant
FOR YEAR		947.965	23.286	58.395	37.820	73.568	918.258	933.431	Compliant

Annex C

EU REPORT REFERENCE LEVELS – MONTHLY RECALCULATION OF UK FLEET REFERENCE LEVELS TAKING INTO ACCOUNT FLEET ENTRIES LINKED TO ENTITLEMENTS (“COUPS PARTIS”) AND FLEET EXITS WITH PUBLIC AID (DECOMMISSIONING).

Reference levels - Revisions to Reference Levels for the UK Fishing Fleet During 2003

<u>GT</u>				Fleet at 1/1/2003 using 1/1/2003 GT		240.898	
				Fleet at 1/1/2003 using 1/1/2004 GT		242.454	
				Revalorisation over year		1.556	
Country	Months	Position at start of month	Additions:			Reductions Exits linked to public aid	Fleet ceiling/ Revised Reference Level
			Entitlements created between 1/1/200 and 31/12/2002	Safety tonnage increases	$\Delta R(GT-GRT)$		
GBR	1/01/2003	240.898	324	0	130	0	241.352
GBR	1/02/2003	241.352	742	0	130	0	242.223
GBR	1/03/2003	242.223	9	0	130	0	242.362
GBR	1/04/2003	242.362	88	0	130	0	242.580
GBR	1/05/2003	242.580	84	0	130	0	242.794
GBR	1/06/2003	242.794	737	0	130	0	243.660
GBR	1/07/2003	243.660	384	0	130	577	243.597
GBR	1/08/2003	243.597	1.266	0	130	640	244.352
GBR	1/09/2003	244.352	2.240	0	130	2.326	244.397
GBR	1/10/2003	244.397	2.424	0	130	4.310	242.641
GBR	1/11/2003	242.641	241	0	130	3.924	239.087
GBR	1/12/2003	239.087	49	0	130	2.205	237.061
GBR	YEAR	240.898	8.588	0	1556	13.981	237.061

<u>KW</u>							
Country	Months	Position at start of month	Additions:			Reductions Exits linked to public aid	Fleet ceiling/ Revised Reference Level
			Entitlements created between 1/1/200 and 31/12/2002	Safety tonnage increases			
GBR	1/01/2003	947.965	824	0		0	948.789
GBR	1/02/2003	948.789	2.578	0		0	951.367
GBR	1/03/2003	951.367	297	0		0	951.664
GBR	1/04/2003	951.664	900	0		0	952.564
GBR	1/05/2003	952.564	567	0		0	953.131
GBR	1/06/2003	953.131	1.998	0		0	955.129
GBR	1/07/2003	955.129	909	0		1.346	954.692
GBR	1/08/2003	954.692	2.238	0		1.700	955.230
GBR	1/09/2003	955.230	5.315	0		6.310	954.235
GBR	1/10/2003	954.235	6.000	0		11.385	948.850
GBR	1/11/2003	948.850	895	0		10.755	938.990
GBR	1/12/2003	938.990	765	0		6.324	933.431
GBR	YEAR	947.965	23.286	0		37.820	933.431

GREECE



ΕΛΛΗΝΙΚΗ ΔΗΜΟΚΡΑΤΙΑ
ΥΠΟΥΡΓΕΙΟ ΑΓΡΟΤΙΚΗΣ ΑΝΑΠΤΥΞΗΣ
ΚΑΙ ΤΡΟΦΙΜΩΝ
ΓΕΝΙΚΗ Δ/ΝΣΗ ΑΛΙΕΙΑΣ
Δ/ΝΣΗ ΘΑΛ. ΑΛΙΕΙΑΣ

Αθήνα, 07 - 05 - 2004
Αρ. Πρωτ.: 173923

ΠΡΟΣ: DG FISH-
Gestion des Flottes

ΤΜΗΜΑΤΑ : 1^ο - 2^ο - 3^ο
Πληροφορίες: Χ. Χατζιδάκη- Δ.Μητρόπουλο-
Α.Χατζησπύρου
Τηλέφωνο : (210) 2125274- 2125278 - 2125318

ΘΕΜΑ: “ Ετήσια έκθεση 2003 για το στόλο ”

Στα πλαίσια του άρθρου 12 και 13 του Καν.1438/2003, σας διαβιβάζουμε την ετήσια έκθεση, σχετικά με τις προσπάθειες που ασκήθηκαν κατά το έτος 2003 στον αλιευτικό στόλο της χώρας μας, για την επίτευξη μιας βιώσιμης ισορροπίας μεταξύ της αλιευτικής ικανότητας και των αλιευτικών δυνατοτήτων.

Γενική περιγραφή του αλιευτικού μας στόλου σε σχέση με τους τύπους αλιείας-Μείωση της αλιευτικής ικανότητας .

Κατά το έτος 2003 και στα πλαίσια του Επιχειρησιακού Προγράμματος Αλιείας 2000-2006 που έχει εγκριθεί για τη Χώρα μας με την αριθμ. Ε.817/28-3-2001 Απόφαση της Ε.Ε. για τον ελληνικό στόλο, εφαρμόστηκαν :

- Μέτρα αναπροσαρμογής της αλιευτικής ικανότητας του στόλου, με στόχο τη σταθερή και διαρκή ισορροπία μεταξύ της αλιευτικής ικανότητας και των αλιευτικών δυνατοτήτων. Έτσι κατά το 2003 αποσύρθηκε από τον ελληνικό στόλο , με χορήγηση δημόσιας ενίσχυσης, αλιευτική ικανότητα που αντιστοιχεί σε 4.965 GT και 26.161 KW.
- Χορηγήθηκαν οικονομικές ενισχύσεις για τον εκσυγχρονισμό και την ανανέωση των αλιευτικών σκαφών, σύμφωνα με το νομοθετικό πλαίσιο που απορρέει από τις Κοινοτικές Διατάξεις για την εφαρμογή της Κ.Α.Π. και το εθνικό πλαίσιο εφαρμογής. Έτσι κατά το έτος 2003 χορηγήθηκαν οικονομικές ενισχύσεις (Δημόσια δαπάνη) ύψους 1.755.972 ευρώ για τον εκσυγχρονισμό αλιευτικών σκαφών και ύψους 399.054 ευρώ για την ανανέωση αλιευτικών σκαφών.

Κατά τη διάρκεια του έτους 2003 δεν εφαρμόστηκαν πολυετή σχέδια διαχείρισης και σχέδια αποκατάστασης λόγω μη θέσπισης τέτοιων σχεδίων για την αλιεία στη Μεσόγειο.

Η αλιευτική ικανότητα του στόλου την 1/1/03 και την 31/12/03 , όπως αυτή εμφανίζεται από την εκτύπωση του ΚΑΜ την 30^η Απριλίου 2004 είναι από άποψη χωρητικότητας σε GT, 102.688 GT και 98.995 GT αντίστοιχα, ενώ από άποψη ισχύος σε KW , 596.878 KW και 571.506 KW αντίστοιχα .

Ως εκ τούτου η κατάσταση του στόλου που αφορά την περίοδο από 1/1/2003 έως 31/12/2003, παρουσιάζει μείωση της αλιευτικής ικανότητας του στόλου από άποψη χωρητικότητας(GT) και ισχύος μηχανών(KW). Επισημαίνουμε ότι η αλιευτική ικανότητα από άποψη χωρητικότητας σε GT είναι η εκτιμώμενη δεδομένου ότι λόγω ανωτέρας βίας δεν έχει ολοκληρωθεί η επανακαταμέτρηση 8 αλιευτικών σκαφών σε πραγματικό GT.

Τήρηση του καθεστώτος εισόδων / εξόδων και των επιπέδων αναφοράς .

- Το έτος 2003 η αλιευτική ικανότητα που εισήλθε στο στόλο συνοδευόταν από αφαίρεση ανάλογης αλιευτικής ικανότητας , πλην της περίπτωσης αλιευτικών σκαφών μικρής παράκτιας αλιείας, με μήκος μεταξύ καθέτων μικρότερο των επτά (7) μ. και ισχύος μηχανών μικρότερης των 15 HP , για τα οποία έχει εγκριθεί η αντικατάστασή τους με αύξηση της αλιευτικής τους ικανότητας με διοικητικές Αποφάσεις έγκρισης μέχρι 31-12-2002 στα πλαίσια εφαρμογής της παραγρ.4, του άρθρου 7, του Καν.(ΕΚ) 2792/99 και της Εθνικής νομοθεσίας Π.Δ. 261/91.

Το εθνικό καθεστώς εισόδων / εξόδων συμπεριλαμβανομένης και της κατηγορίας σκαφών της μικρής παράκτιας αλιείας, είχε κοινοποιηθεί στην Ευρωπαϊκή Επιτροπή στα πλαίσια της Απόφασης 97/413/ΕΚ.

Συνημμένα παρατίθεται πίνακας με τις διοικητικές αποφάσεις έγκρισης της εισόδου στο στόλο αλιευτικής ικανότητας , που έχουν εκδοθεί από 1/1/2000 έως και 31/12/2002 , καθώς και τα στοιχεία που αφορούν την υλοποίηση της αντικατάστασης των σκαφών και τη χορήγηση οικονομικής ενίσχυσης εντός του έτους 2003.

Επισημαίνεται ότι η ολοκλήρωση της διαδικασίας εισόδου στο στόλο, βάσει των παραπάνω διοικητικών αποφάσεων έγκρισης, θα έχει ολοκληρωθεί το 2005, στα πλαίσια της τριετίας, από την έκδοση της εγκριτικής διοικητικής Απόφασης .

- Το έτος 2003 :

- δεν εισήχθησαν στο στόλο με οικονομική ενίσχυση σκάφη ολικής χωρητικότητας άνω των 100 GT, καθώς επίσης δε χορηγήθηκε δημόσια ενίσχυση για αύξηση της χωρητικότητας για λόγους ασφαλείας (άρθρο 11, παρ.5 του Καν.Ε.Ε./2371/2002), στα πλαίσια του εκσυγχρονισμού του στόλου.
- Η αλιευτική ικανότητα που εισήλθε στο στόλο, χωρίς κρατική ενίσχυση (άρθρο 13 παρ.1^ο του Καν.Ε.Ε.2371/2002) αντιστοιχεί σε 3.265 GT και 9.927 KW .
- Η αλιευτική ικανότητα που εισήλθε στο στόλο, με Δημόσια ενίσχυση (άρθρο 13 παρ.1β' του Καν.Ε.Ε.2371/2002) αντιστοιχεί σε 33 GT και 261 KW .

- Η αλιευτική ικανότητα των σκαφών που εξήλθαν από το στόλο, με Δημόσια ενίσχυση μετά την 31/12/2002 αντιστοιχεί σε 4.965 GT και 26.161 KW .
- Η προσαρμογή των τελικών συνολικών στόχων $[\Delta R(GT-GRT)]$ από άποψη χωρητικότητας του ΠΠΠ IV, λόγω συμπλήρωσης της επανακαταμέτρησης του στόλου σε μονάδες χωρητικότητας GT καθώς επίσης και το αποτέλεσμα της επανακαταμέτρησης του στόλου στις 31/12/2003 $[\Delta(GT-GR)]$, παραμένει ακόμη το εκτιμώμενο , δεδομένου ότι υπάρχουν 8 σκάφη τα οποία για λόγους ανωτέρας βίας δεν έχουν ολοκληρώσει την επανακαταμέτρηση σε πραγματικό GT και ως εκ τούτου οι αναφερόμενοι τύποι δεν λαμβάνονται υπόψη στους υπολογισμούς . Η εν λόγω επανακαταμέτρηση υπολογίζεται ότι θα πραγματοποιηθεί το ταχύτερο δυνατόν.

- Βάσει των παραπάνω στοιχείων και των άρθρων 4,6 και 7 του ΚΑΝ.1438/03 :

- 1) Τα επίπεδα αναφοράς ,σε ότι αφορά τη χωρητικότητα στις 31/12/2003,βάσει του τύπου $R(GT)_t = R(GT)_{03} - G_{\alpha} + G_{T_s} + \Delta R(GT-GRT)$, διαμορφώνονται ως εξής:

$$R(GT)_{31-12-2003} = 119.910 - 4.965 = 114.945 \text{ GT}$$

- 2) Τα επίπεδα αναφοράς ,σε ότι αφορά την ισχύ στις 31/12/2003 ,βάσει του τύπου $R(KW)_t = R(KW)_{03} - K_{\alpha}$, διαμορφώνονται ως εξής :

$$R(KW)_{31-12-2003} = 653.497 - 26.161 = 627.336 \text{ KW}$$

- 3) Η αλιευτική ικανότητα του στόλου (GT_t και KW_t) στις 31/12/2003, σύμφωνα με τα στοιχεία του ΚΑΜ είναι $GT_{31-12-2003} = 98.995 \text{ GT}$, και $KW_{31-12-2003} = 571.506 \text{ KW}$ από άποψη χωρητικότητας και ισχύος αντίστοιχα.

$$GT_{03} = 102.688 + 33 + 3.265 = 105.986 \text{ και}$$

$$KW_{03} = 596.878 + 261 + 9.927 = 607.066$$

- Έχοντας υπόψη τα παραπάνω και σε εφαρμογή των τύπων του άρθρου 7 του Καν 1438/03 :

$$GT_t < GT_{03} - G_{\alpha} - 0,35GT_{100} + G_{T_s} + \Delta(GT-GRT), \quad \text{όπου}$$

$$GT_{03} = G_{TFR} + GT_1 - 0,35GT_2 + GT_3 - 0,30GT_4$$

$$KW_t < KW_{03} - K_{\alpha} - 0,35KW_{100} \quad \text{όπου}$$

$$KW_{03} = K_{WFR} + KW_1 - 0,35KW_2 + KW_3 - 0,30KW_4$$

προκύπτει ότι για τη χρονική στιγμή 31/12/2003 έχει διασφαλιστεί η αλιευτική ικανότητα του στόλου μας, από άποψη χωρητικότητας σε GT και ισχύος σε KW, να είναι χαμηλότερη από την αλιευτική ικανότητα την 1/1/2003 δεδομένου ότι

$$GT_t \text{ στις } 31-12-2003: 98.995 < 105.986 - 4.965 \quad \text{ήτοι} \quad 98.995 < 101.021$$

$$KW_t \text{ στις } 31-12-2003: 571.506 < 607.066 - 26.161 \quad \text{ήτοι} \quad 571.506 < 580.905$$

Αδυναμίες και δυνατότητα καλύτερευσης του συστήματος διαχείρισης του στόλου.

Ο μεγάλος αριθμός δεδομένων σχετικά με τα χαρακτηριστικά και τα γεγονότα, που αφορούν τα σκάφη και απαιτούνται στα πλαίσια εφαρμογής των Κοινοτικών Κανονισμών 2090/1998 και 839/2002 και του Καν.26/2004 που θα ισχύει από την 1/9/2004 οδηγεί σε , αύξηση της γραφειοκρατικής διαδικασίας που σε συνδυασμό με το μεγάλο όγκο των μεταβολών εξ εταιρίας και του μεγάλου αριθμού των σκαφών έχει σαν αποτέλεσμα να παρατηρούνται ελλείψεις και υστέρηση στην καταχώρηση και διαβίβαση στην Ε.Ε. των ενημερωμένων δεδομένων για τα σκάφη.

Προσαρμογές διοικητικών διαδικασιών που αφορούν στη διαχείριση του στόλου.

Στα πλαίσια εφαρμογής των απαιτήσεων της αναμορφωμένης Κ.Αλ.Π. και σε ότι αφορά τη διαχείριση του στόλου, η Χώρα μας :

- Παρακολουθεί τη διαμόρφωση των επιπέδων αναφοράς του στόλου, σύμφωνα με τα οριζόμενα στο άρθρο 11 του Καν.(ΕΚ) 2371/02.
- Διαχειρίζεται τις εισόδους / εξόδους αλιευτικής ικανότητας, σύμφωνα με τα οριζόμενα στο άρθρο 13 του Καν.(ΕΚ) 2371/02.
- Στα πλαίσια στήριξης της μικρής παράκτιας αλιείας διατηρεί τη δυνατότητα αύξησης της αλιευτικής ικανότητας στα σκάφη αυτής της κατηγορίας, με διάθεση αλιευτικής ικανότητας που είναι δυνατόν να εξοικονομείται από την απόσυρση από τον ελληνικό στόλο χωρίς οικονομική ενίσχυση ανάλογης αλιευτικής ικανότητας .
- Έχει επιλέξει να προβεί σε νέα ανάληψη υποχρέωσης για δημόσια ενίσχυση, για ανανέωση του στόλου μέχρι 31/12/2004, και επομένως επιτυγχάνει σταδιακά μείωση της συνολικής ικανότητας του στόλου κατά 3% για ολόκληρη την περίοδο σε σχέση με τα ισχύοντα επίπεδα αναφοράς .
- Κατέβαλε σημαντική προσπάθεια για την ανακαταμέτρηση του στόλου, σύμφωνα με τον Καν.(ΕΟΚ)2930/86 όπως αυτός έχει τροποποιηθεί από τον Καν.(ΕΚ) 3259/94.
- Καθιέρωσε σύστημα αξιολόγησης και παρακολούθησης της αύξησης της χωρητικότητας για τη βελτίωση της ασφάλειας επί του σκάφους, των συνθηκών εργασίας, της υγιεινής και της ποιότητας των προϊόντων, βάσει των άρθρων 8 και 9 του Καν.(ΕΚ) 1438/2003 της Επιτροπής .

Συνημμένα: πίνακας διοικητικών αποφάσεων έγκρισης εισόδου στο στόλο.

Ε.Δ.

- Γραφείο Γενικού Διευθυντού
 - Διεύθυνση Θαλάσσιας Αλιείας
- Τμήμα 1^ο

Τμήμα 2^ο
Τμήμα 3^ο

Τμήμα 4^ο

Ο ΓΕΝΙΚΟΣ ΔΙΕΥΘΥΝΤΗΣ

ΑΠ. ΤΣΙΩΚΑΣ

IRELAND

ANNUAL REPORT ON THE IRISH FISHING FLEET FOR 2003

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

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

A new policy governing the licensing and registration of Irish sea-fishing boats was introduced in 2003 following the enactment of the Irish Fisheries (Amendment) Act 2003 and the adoption of Commission Regulation 1438/2003. (Further information in this regard is provided under section 5 below.) The new 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, 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 8 vessels, which are dedicated to beam trawling.
- (iii) Polyvalent Segment: This segment comprises 1,300 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. Applications under this scheme are currently being processed to finality before entering eligible boats 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 licensed under a previous inshore scheme approved by the Commission have also to be entered on the Fishing Boat Register. There are 202 vessels remaining to be registered under this earlier scheme, with a total capacity of approximately 700 GT and 5,500 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 189 vessels, which can fish for bivalve molluscs and aquaculture species.

Under the new EU fleet management policy this segment is for the first time 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 currently contains 8 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 2341/2002 has applied to the Irish fishing fleet in respect of fishing activity in the specified area in Area VIa. Arrangements to implement the provisions of Annex XVII 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.

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

Fishing Capacity at 1 January 2003:

The fishing capacity situation of the Irish fleet on 1 January 2003 is as follows:

Segment	GT	kW
Polyvalent	41,785	143,933
Pelagic	31,996	47,837
Beam Trawler	1,259	5,125
Specific	<u>7,484</u>	<u>30,999</u>
Total	82,524	227,894

It should be noted, however, that the above fishing capacity figures are provisional and subject to adjustment. The figures will have to be revised to take account of the following :

1. A number of vessels which were remeasured in GT but whose GT values were not yet entered on the register. (Some registered vessels remeasured in GT had their GT values entered on the register and are included in the above figures.)
2. A number of inshore vessels which existed prior to 1 January 2003 and which remain to be registered.
3. Fishing capacity which could be used in respect of the entry of vessels based on administrative decisions taken between 1 January 2000 and 31 December 2002, in accordance with Article 6 of Commission Regulation 1438/2003 ('coup partis'). This 'coup partis' provision is only relevant in an Irish context in relation to a maximum of 4,474 GT (arising from an administrative decision relating to the removal of MFV Veronica from the pelagic

segment in 2002) and approximately 3,100 kW (arising from administrative decisions taken in respect of the polyvalent segment).

The overall fishing capacity situation of the Irish fleet at 1 January 2003 (82,524 GT and 227,894 kW) is in any event within the reference levels of 86,981 GT and 230,226 kW set down in Annex I to Commission Regulation 1438/2003. It should be noted that there is sufficient 'headroom' between the fishing capacity situation on 1 January 2003 and the reference levels to cater for the introduction of relevant capacity under the 'coup partis' provision (see point 3 above) when the reference levels are adjusted upwards to take account of specific segment vessels (see paragraph below titled *Specific Segment vessels*).

Fishing Capacity at 31 December 2003:

The overall fishing capacity situation of the Irish fleet at 31 December 2003 is 84,892 GT and 227,154 kW. As with the total fishing capacity figures for 1 January 2003, these figures (which are also subject to revision – see below) are within the reference levels of 86,981 GT and 230,226 kW. It should be noted that there is sufficient 'headroom' between the fishing capacity situation on 31 December 2003 and the reference levels to allow for the introduction of relevant capacity under the 'coup partis' provision when the reference levels are adjusted upwards to take account of vessels remeasured in GT and whose GT values were entered on the register in 2003, specific segment vessels, and capacity which entered the fleet under the 'coup partis' provision in 2003 (see below).

The fishing capacity situation for end 2003 and/or the reference levels require to be adjusted for the reasons set out hereunder.

Remeasurement:

A programme for remeasurement of the Irish fleet was essentially completed by the end of 2003. While virtually all vessels with an overall length of 15 metres or greater have been re-measured in GT (about 20 boats not yet remeasured are being actively pursued), it has not yet been possible to enter all of these GT figures on the register, mainly due to a technical GRT/GT adjustment exercise which had to be carried out in conjunction with the Commission. This technical adjustment exercise has ultimately proved successful, if time-consuming, and means that the Irish and EU Registers should now be correctly aligned in respect of GT values for vessels under 15 metres. It is expected that this exercise will be fully completed very shortly and the remaining GT values determined in the remeasurement exercise for vessels of 15 metres and more in overall length will then be entered on the register. This will allow the Commission to adjust the reference levels to take account of the re-measurement of the Irish fleet.

Inshore Vessels:

It is proposed to register all of these vessels, referred to earlier, as soon as possible. The reference levels will require to be adjusted on completion of this work.

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.

Administrative Decisions:

A total of 889 GT was used towards the entry of four vessels into the fleet under the 'coup partis' provision in 2003. The internal fleet numbers of the vessels concerned, and the amount of tonnage used towards their introduction (arising from the administrative decision referred to earlier), are as follows:

Internal Number	GT
IRL000I00852	109
IRL000I00853	283
IRL000I00955	283
IRL000I10527	214

The Department is currently examining its records in order to confirm what kilowatt capacity entered the fleet in 2003 under the 'coup partis' provision. It is proposed to forward the relevant information to the Commission shortly.

The following further information is also of relevance to the Commission in relation to monitoring compliance with the entry/exit scheme and the levels of reference:

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

With regard to activity on the Irish register in 2003, it might be noted that the licensing (and consequent registration) of vessels was suspended for a number of months pending the introduction of the new EU implementing rules on fleet policy (Commission Regulation 1438/2003) and a new national policy on the licensing and registration of sea-fishing boats.

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

The Irish authorities introduced new software to manage the Irish Fishing Boat Register around the end of 2002. The incorporation of the historic records held in the old system into the new system has given rise to a number of difficult technical issues which are now substantially resolved. While this interim system facilitates timely communication of all fleet data to the Commission and as such meets the legal requirements in respect of the Fishing Boat Register, the Department has undertaken a comprehensive new software building programme to provide for an integrated fisheries information system.

The Department is in the latter stages of building a new Integrated Fisheries Information System (IFIS). This new system, which is due to be operational towards the end of this year, will deliver comprehensive and integrated information on all aspects of fisheries management.

IFIS will greatly support the Department's business processes as it relates to:

- 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
- 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.

The Department has 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.

The IFIS system will provide a single centrally stored database which will contain all information pertinent to sea fisheries administration and enforcement. The IFIS system will tightly integrate the currently disparate business processes around licensing, registration, management measures, vessel monitoring and log book recording, implicitly recognising the dependencies between these activities. IFIS users, subject to appropriate authorisation and security, and regardless of their location, will have access to the system via an Intranet browser on their desktop or portable device. It also means that aspects of the system can be exposed for citizen access over the public Internet infrastructure.

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 year in relation to the management of the Irish fishing fleet. New primary legislation was introduced on 1 July last, 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.

The Licensing Authority is charged with implementing the new policy. This 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.

Department of Communications, Marine and Natural Resources
Ireland

ITALY

RELAZIONE ANNUALE 2003 – ART. 12 REG. (CE) N. 1438/2003

Premessa

La flotta italiana è costituita prevalentemente da navi di piccole dimensioni che utilizzano nella maggior parte dei casi più di un sistema di pesca ed esercitano la propria attività nella fascia costiera.

Il tonnellaggio medio è di 14 GT, la potenza motrice media è di 82 kW e l'età media è di 23 anni con una percentuale di navi sotto i 10 anni pari a circa il 14% del totale.

Punto A dell'art.13

Nel corso del 2003 non ci sono state apprezzabili variazioni nelle attività di pesca. La riduzione del numero totale delle navi è stata operata soprattutto nella fascia costiera come si evince dai dati riportati nella tabella seguente.

Categoria di programma	Situazione 01/01/2003				Situazione 31/12/2003			
	N. navi	TSL	KW	GT*	N. navi	TSL	KW	GT*
Cost - Piccola pesca Costiera	7.169	19.357	181.729	12.511	7.073	19.161	180.109	12.570
Cost - Strascico	1.458	52.801	306.101	66.169	1.470	53.570	311.438	68.125
Cost - Traino pelagico coppia	4	211	1.361	287	4	211	1.361	287
Cost - Attrezzi passivi	4.078	30.478	285.106	31.021	3.995	30.131	283.209	31.206
Cost - Draga idraulica	672	6.944	72.060	8.715	674	6.962	72.433	8.766
Cost - Polivalenti	1.975	46.235	317.996	56.988	1.958	46.032	316.923	57.431
Med - Strascico e volante	72	11.933	35.621	12.145	75	12.280	36.923	12.808
Med - Attrezzi passivi	6	758	3.037	1.147	9	989	4.503	1.812
Med - Circonazione tonno	77	6.023	28.522	6.168	74	5.929	28.468	6.330
Med - Spadare	0	0	0	0	0	0	0	0
Oceanica	25	11.276	28.827	12.910	26	11.639	30.299	13.400
Totale	15.536	186.016	1.260.360	208.061	15.358	186.904	1.265.666	212.735

* I valori si riferiscono solo alle navi che risultano in possesso della stazzatura in GT.

Punto B dell'art.13

Gli effetti, sulla capacità di pesca, dei programmi di riduzione dello sforzo di pesca si possono evidenziare mettendo a confronto le variazioni intercorse nei singoli segmenti di flotta, dal 2000 al 2003, riportate nella tabelle seguenti:

Situazione 31/12/2000					Situazione 31/12/2001			
Categoria di programma	N. navi	TSL	KW	GT*	N. navi	TSL	KW	GT*
Cost - Piccola pesca Costiera	7.820	21.332	195.348	13.179	7.423	20.071	186.007	12.736
Cost - Strascico	1.684	63.969	354.772	75.705	1.553	57.551	326.003	70.678
Cost - Traino pelagico coppia	6	282	2.090	376	6	282	2.090	376
Cost - Attrezzi passivi	4.454	33.505	303.419	32.192	4.192	30.453	282.456	30.108
Cost - Draga idraulica	693	7.147	74.795	8.863	679	7.015	73.170	8.754
Cost - Polivalenti	2.180	51.625	348.581	60.761	2.067	48.830	331.612	59.043
Med - Strascico e volante	67	11.383	33.674	11.058	75	12.607	37.148	12.730
Med - Attrezzi passivi	6	667	2.728	805	5	594	2.368	717
Med - Circonuizione tonno	42	5.016	21.291	4.923	76	6.033	28.486	6.170
Med - Spadare	68	1.555	12.934	1.882	52	1.223	11.044	1.453
Oceanica	23	11.011	26.287	11.822	21	10.131	24.415	11.035
Totale	17.043	207.492	1.375.919	221.566	16.149	194.790	1.304.799	213.800

Situazione 31/12/2002					Situazione 31/12/2003			
Categoria di programma	N. navi	TSL	KW	GT*	N. navi	TSL	KW	GT*
Cost - Piccola pesca Costiera	7.169	19.357	181.729	12.511	7.073	19.161	180.109	12.570
Cost - Strascico	1.458	52.801	306.101	66.169	1.470	53.570	311.438	68.125
Cost - Traino pelagico coppia	4	211	1.361	287	4	211	1.361	287
Cost - Attrezzi passivi	4.078	30.478	285.106	31.022	3.995	30.131	283.209	31.206
Cost - Draga idraulica	672	6.944	72.060	8.715	674	6.962	72.433	8.766
Cost - Polivalenti	1.975	46.235	317.996	56.988	1.958	46.032	316.923	57.431
Med - Strascico e volante	72	11.933	35.621	12.145	75	12.280	36.923	12.808
Med - Attrezzi passivi	6	758	3.037	1.147	9	989	4.503	1.812
Med - Circonuizione tonno	77	6.023	28.522	6.168	74	5.929	28.468	6.330
Med - Spadare	0	0	0	0	0	0	0	0
Oceanica	25	11.276	28.827	12.910	26	11.639	30.299	13.400
Totale	15.536	186.016	1.260.360	208.062	15.358	186.904	1.265.666	212.735

* I valori si riferiscono solo alle navi che risultano in possesso della stazzatura in GT.

Dall'esame delle tabelle si evidenzia come la riduzione della capacità di pesca sia stata realizzata prevalentemente negli anni 2000,2001,2002 (numero di navi circa il 9%, TSL circa il 10%, kW circa il 9%, GT circa il 7%), mentre nel 2003 si registra una leggera inversione di tendenza determinata da varie cause (riapertura dei termini della circolare "arresto definitivo"; immissione in flotta di naviglio senza offerta di ritiro - attuazione normativa cosiddetti "Patti Territoriali"; applicazione integrale della normativa comunitaria in merito alle caratteristiche tecniche - GT in luogo di TSL, kW; etc.).

Se si prende in esame il periodo di riferimento 01/01/2003 - 31/12/2003, si evidenzia quanto

	N. NAVI	TSL	GT *	KW
01/01/2003	15.536	186.016	208.703	1.260.360
31/12/2003	15.358	186.904	213.541	1.265.666

segue:

* I valori si riferiscono solo alle navi che risultano in possesso della stazzatura in GT.

Per le navi, per le quali si stanno ancora acquisendo i certificati di stazza internazionale, si possono stimare ulteriori 5.000 GT da aggiungere al totale.

Per quanto riguarda la situazione della flotta italiana rispetto al livello di riferimento si evidenzia che a fronte dei valori già espressi non ci saranno problemi a rispettarlo entro il 1/1/2005, in quanto l'attuale capacità della flotta italiana è già abbondantemente al di sotto.

Al fine di integrare i dati presenti nel Fleet Register, con le informazioni che attualmente non possono essere acquisite per via informatica (FIDES), in attesa della entrata in vigore del Reg. 26/2004, si comunica quanto segue:

- non risultano agli atti navi che abbiano aumentato la stazza per motivi di sicurezza;
- non risultano agli atti navi di stazza compresa tra 100 e 400 GT, entrate in flotta con aiuti pubblici a seguito di decisioni amministrative prese successivamente al 1/1/2003;
- in allegato si invia l'elenco delle navi entrate in flotta dopo il 1/1/2003, a seguito di decisioni amministrative prese antecedentemente a tale data.

Punto D dell'art. 13

L'attuale sistema di gestione della flotta ha il suo punto di forza nella parità "offerta-ritiro", per il quale l'Amministrazione è impegnata costantemente nel controllo dei movimenti della navi in flotta attraverso l'utilizzo di procedure informatizzate che allo stato, essendo ancora gestite a livello centrale, assicurano riscontri obiettivi.

Peraltro, pur in virtù della gestione della flotta a livello nazionale, è da segnalare che la riconosciuta competenza delle regioni a statuto speciale comporta provvedimenti a livello normativo non allineati con la gestione centrale della flotta : ciò costituisce un evidente ostacolo alla corretta gestione della flotta.

L'Amministrazione per ovviare a questa carenza sta adottando ogni utile iniziativa con un maggior coinvolgimento degli organi regionali.

Punto E dell'art. 13

Si segnala che non sono intervenuti cambiamenti nelle procedure amministrative relative alla gestione della flotta.

Roma, 5 OTT. 2004

**Ministero delle Politiche
Agricole e Forestali**
DIPARTIMENTO DELLE POLITICHE DI
MERCATO
DIREZIONE GENERALE PER LA PESCA
E L'ACQUACOLTURA

Alla Commissione Europea
Direzione Generale Pesca
c.a. Mr. J.C. CUEFF
Capo Unità FISH A2
Bruxelles
Fax 00322-2955621

Divisione _____

Prot.N. 9.004.30872

Posiz. _____

OGGETTO: Integrazione Relazione annuale 2003 - Italia.

Si fa riferimento ai contatti di recente intercorsi circa la definizione del livello di capacità della flotta da pesca italiana al 1/1/2003 rispetto al nuovo regime comunitario di entrata/uscita, la scrivente Direzione fa presente quanto segue.

Dall'analisi dei dati già presenti nel nostro archivio licenze di pesca (ALP) risulta che, applicando le procedure di calcolo così come definite nel Reg. 1438/03, le variazioni riscontrate in termini di kW, TSL e GT, nel periodo in considerazione (1/1/2003 - 31/12/2003) evidenziano:

- una riduzione per quanto riguarda la potenza motore (kW);
- un lieve aumento considerando la stazza espressa in TSL (+0.004);
- un aumento consistente in GT (circa 3.000 GT) se non si tiene conto della ristazzatura in GT, ovvero si confronta il regime di uscita in TSL con quello in entrata in GT.

In altri termini appare che il regime di entrata-uscita è stato applicato correttamente considerando la stazzatura in TSL, mentre sostituendo, per le nuove entrate, ai TSL ritirati, la capacità equivalente espressa in GT, il bilancio risulta deficitario (+0.012).

Ad ogni buon fine si segnala che a decorrere da luglio 2003 ci si è resi conto che la gestione in TSL dei nulla osta per nuove costruzioni, a fronte della nuova normativa, ha creato un disallineamento evidente tra le entrate e le uscite in termini di

tonnellaggio. L'uso dei TSL, fino a tale data, non aveva fatto emergere alcun problema tecnico di rilievo per i seguenti motivi:

- Fino al 31/12/2003 una classe consistente di navi, offerta in ritiro, aveva la stazza misurata esclusivamente in TSL;
- Dalle elaborazioni fatte in passato, anche con funzionari della Comunità, sulle oltre 14.000 imbarcazioni della flotta italiana stazate sia in TSL che in GT risultava che in media il rapporto TSL : GT era di 1 : 1,1. Questo valore medio è stato accettato dalla Comunità negli anni precedenti, al momento di stabilire i livelli del POP IV;
- Nel precedente POP IV le nuove costruzioni erano obbligate a ritirare navi appartenenti alla stessa categoria di programma (e quindi sostanzialmente simili). In questo modo, pur valutando l'entrata e l'uscita in termini di TSL, è stata registrata una sostanziale uniformità anche per quanto riguarda i GT. Dal 1/1/2003, invece, venendo meno la condizione di appartenenza alla stessa categoria, è stato possibile offrire in ritiro più navi (anche di modeste dimensioni) per una nuova costruzione, con stazza complessiva in TSL invariata. Questo ha fatto sì che non ci sia più nessuna corrispondenza in termini di GT tra entrate ed uscite (soprattutto quando la nuova costruzione supera i 15 mt);

Per i casi dei nulla osta rilasciati in tempi recenti che prevedevano il ritiro associato in TSL, l'Amministrazione ha, con la circolare allegata (All. 2), provveduto a stabilire la data limite di novembre 2003 come termine ultimo per l'impostazione della chiglia ed il rilascio della licenza in TSL. Per tutto il resto ha condizionato la validità del nulla osta già rilasciati all'impegno, da parte del titolare, ad integrare l'offerta in ritiro per addivenire al 100% del valore di stazza in GT. In molti casi, inoltre, è stato concesso un lieve aumento di stazza a quegli armatori che in cambio hanno rinunciato a potenza motrice e/o sistemi di pesca con forte incidenza sugli stocks.

Ciò premesso per assicurare l'osservanza dei pertinenti regolamenti comunitari, salvaguardando altresì la norma nazionale che richiede per le nuove costruzioni l'offerta in ritiro per il naviglio da pesca uguale tonnellaggio e

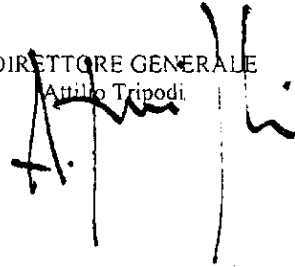
potenza', si è provveduto ad avviare opportune iniziative, come si può desumere dalle allegate circolari e provvedimenti emanati a tale data.

Ad ulteriore conferma delle iniziative adottate a riguardo si unisce in copia la lettera circolare del 1 ottobre 2004.

Allegati:

- L'ordine di servizio diretto a tutti i funzionari relativamente al rilascio dei Nulla Osta per nuove costruzioni con o senza finanziamento, al fine di indicare la misurazione della stazza in termini di GT (All. 1);
- Circolare di novembre 2003 con l'indicazione del termine di validità dei vecchi Nulla Osta in TSL (All. 2);
- Elaborazioni che stimano il rapporto TSL/GT come 1:1,1 su stime fatte fino alla fine del 31/12/2002 (All. 3).
- Fotocopia dei primi certificati rilasciati a luglio 2003 con l'indicazione dei soli valori in GT (All. 4);
- Circolari inviate alla Capitanerie di Porto che chiedono la sospensione delle licenze relative alle imbarcazioni ancora sprovviste della misurazione di stazza in GT (All. 5);
- Circolare che fissa al 31/12/2004 la validità dei nulla osta rilasciati in TSL senza necessità di integrazione in GT (All. 6);
- Comunicazioni di sospensione della licenza effettuate dal 1/1/2004 ad oggi (All. 7).

IL DIRETTORE GENERALE
Attilio Tripodi



ALL 1



Ministero delle Politiche Agricole e Forestali

DIPARTIMENTO DELLE POLITICHE DI MERCATO
DIREZIONE GENERALE PER LA PESCA E L'ACQUACOLTURA

ORDINE DI SERVIZIO

All'unità Dirigenziale PESC III

OGGETTO: Rilascio nulla osta.

In merito all'argomento in oggetto si ritiene opportuno rammentare che è prossima la scadenza del termine ultimo (31 dicembre 2003), previsto per la misurazione in GT della stazza lorda di tutte le unità da pesca della flotta nazionale.

Ciò premesso, al fine di evitare che le nuove unità realizzate in virtù di preventivo nulla osta abbiano una stazza lorda misurata in GT superiore a quella offerta in ritiro, ancorché determinata dalla necessità di adeguarsi alle nuove Convenzioni in materia di sicurezza nonché di igiene ed abitabilità, si ritiene opportuno che in tutti i nulla osta al trasferimento delle licenze di pesca, la caratteristica di stazza sia di norma espressa in GT. Ciò al fine di adeguarsi in toto ai pertinenti Regolamenti Comunitari disciplinanti il regime di entrata e di uscita dalla flotta che richiedono la misurazione in GT, salvaguardando altresì l'osservanza della norma nazionale che richiede per le nuove costruzioni l'offerta in ritiro di naviglio da pesca con "uguale tonnellaggio e potenza" (articolo 13 del D.M. 26 luglio 1995).

Si ritiene opportuna l'immediata osservanza del presente ordine di servizio da parte di tutto il personale responsabile del rilascio dei suddetti nulla osta.

22.VII.2003

IL DIRETTORE GENERALE

Atilio Tripodi



Ministero delle Politiche Agricole e Forestali

DIPARTIMENTO DELLE POLITICHE DI MERCATO
 Direzione Generale per la Pesca e l'Acquacoltura
 IL DIRETTORE GENERALE

LETTERA-CIRCOLARE

Prot. 800321468

A tutte le Capitanerie di Porto
 A tutte le Associazioni di Categoria
 A tutte le Associazioni Sindacali
 Al Rina - Direzione Generale Genova
 E, p.c. Maricogecap

Come è noto il Reg.2930/86 così come modificato dal Reg.3259/94, concernente la definizione delle caratteristiche tecniche dei pescherecci, prevede, per le unità da pesca, la misurazione della stazza in GT (Gross Tonnage). Il termine ultimo per la misurazione della stazza nel senso suindicato è il 31 dicembre p.v. e, pertanto, salvo casi in corso di definizione, per tutta la flotta nazionale, inserita nel fleet register, è disponibile il valore di stazza espresso in GT.

Ciò premesso, per quanto concerne il rilascio di nulla osta per nuove costruzioni da pesca, ai sensi degli artt. 3 e 13 punto c) del D.M. 26.07.95, al fine di valutare le prescritte "pari caratteristiche tecniche" i richiedenti dovranno indicare i valori di stazza e potenza delle unità di offerte in ritiro rispettivamente in GT e Kw. Tali valori dovranno essere indicati, anche se in via presuntiva, per le nuove unità da realizzare.

Per i nulla osta rilasciati con valore di stazza in T.S.L., la cui chiglia è stata già impostata alla data della presente lettera circolare, fermo restando il valore indicato nel relativo nulla osta, si provvederà al rilascio della licenza di pesca con i valori certificati in G.T. dall'Ente tecnico.

Ad ogni buon fine, si raccomanda, per quanto pratico e ragionevole, che il valore di stazza misurato in GT della nuova costruzione corrisponda a quello offerto in ritiro.

Le Capitanerie di Porto in indirizzo, sono invitate ad estendere agli Uffici dipendenti il contenuto di tale dispaccio.

28-XI-03

IL DIRETTORE GENERALE

Arturo Tripodi

Arturo Tripodi



Ministero delle Politiche Agricole e Forestali

DIPARTIMENTO DELLE POLITICHE DI MERCATO
DIREZIONE GENERALE
PER LA PESCA E L'ACQUACOLTURA

ALL. 4

Roma 23 LUG. 2003 2003

AL OGNO Daniele
Via Regione Giogioni
Terralba
p.c. UFFICIO CIRCONDARIALE
MARITTIMO DI ORISTANO

Divisione

Prot. N. 30166 Pesca

OGGETTO: nulla osta al rilascio delle licenze di pesca - art.3 del decreto ministeriale 26 luglio 1995 pubblicato sulla Gazzetta Ufficiale del 31 agosto 1995, n.203.

Con riferimento all'istanza pervenuta in data 17.07.2003, si comunica che, in base alla normativa vigente non esistono motivi ostativi al rilascio del nulla osta per il trasferimento della licenza di pesca dal m/p "GRAZIELLA" 3CA176 n. UE 21511 di GT 1 tsl 0,68 e hp 15 (kw 11), autorizzato a *attrezzi da posta, palangari e lenze* ad una nave di nuova costruzione, da adibire all'attività di pesca professionale, purchè l'unità "GRAZIELLA" sia munita di licenza di pesca (ovvero di attestazione provvisoria) in corso di validità.

Per quanto sopra, si provvederà al rilascio della licenza di pesca per il natante di nuova costruzione a condizione che la suddetta unità da pesca venga definitivamente ritirata dall'attività di pesca (in caso di trasferimento al traffico marittimo, sarà cura dell'Autorità marittima annotare sui pertinenti registri che tale unità resterà vincolata a tale ultima destinazione e non potrà più essere abilitata all'esercizio della pesca) e che per la stessa non venga concesso alcun premio di fermo definitivo. Si precisa che, ai sensi dell'art.13, non è consentito il ritiro consistente nel passaggio dell'unità al diporto, nè all'uso privato, nè la vendita, anche in caso di intervenuto trasferimento al traffico, in Paesi extracomunitari, le cui navi insistano sugli stessi stocks oggetto di attività di pesca da parte della flotta italiana (Croazia, Montenegro, Albania, Tunisia), nè alla quinta o sesta categoria di cui all'art.8 del decreto del Presidente della Repubblica 2 ottobre 1968, n.1639.

Pertanto, la nuova unità, considerato il modico aumento dei valori di stazza, e, precisamente, da tsl 0,68 a tsl 1,68 e, comunque, contenuto in una tonnellata, potrà avere come caratteristiche tecniche di stazza e potenza motrice rispettivamente non superiori a GT 1 T.S.L. 1,68 e H.P. 15 (KW 11) (potenza massima continuativa del motore, accertata e dichiarata dal R.I.Na. ai sensi delle vigenti norme ISO), e sarà autorizzata per i seguenti sistemi di pesca: *attrezzi da posta, palangari e lenze* (già autorizzati per l'unità "GRAZIELLA") in pesca costiera locale.

Ai sensi dell'art.27 il rilascio della licenza di pesca è condizionato alla presentazione di documentazione rilasciata dall'ente tecnico - Registro italiano navale (R.I.Na.) - attestante che la misurazione dei dati tecnici è stata effettuata ai sensi del Reg. CEE 2930/86.

VIALE DELL'ARTE, 16 00144 ROMA - FAX: 06/59084176

Il presente nulla osta, non trasferibile e non conferibile, ha validità di un anno dalla data di emissione e dovrà essere restituito alla scrivente Direzione generale all'atto dell'inoltro della richiesta documentata della licenza di pesca, come prescritto dall'art.4 del citato decreto. Unitamente alla richiesta suddetta codesta ditta dovrà, inoltre, produrre un estratto dai RR.NN.MM. e GG. dell'unità "GRAZIELLA" da cui si evinca che codesta ditta ne è proprietaria, l'avvenuto ritiro, la nuova destinazione, la cancellazione, nonché (nel caso in cui l'unità non fosse in possesso della licenza di pesca) copia autenticata dell'attestazione provvisoria che dimostri che l'unità era in possesso di un documento autorizzativo all'esercizio dell'attività di pesca in corso di validità.

L'Ufficio marittimo cui la presente è diretta per conoscenza dovrà confermare che la nuova unità non risulta essere mai stata iscritta nei registri della pesca.

Con l'occasione si precisa che, ai sensi dell'art.9 - quater della legge 27 febbraio 1998, n.30, la scrivente autorizza sin d'ora l'iscrizione nei registri navi minori e galleggianti della nuova unità da pesca di cui al presente nulla osta.

La Capitaneria di porto o l'ufficio marittimo di iscrizione non possono rilasciare alcuna attestazione provvisoria sulla base del presente nulla osta (art.3, comma 8).

Questa Direzione generale si riserva di confermare la validità del presente nulla osta nel caso di concessione di contributo regionale, nazionale o comunitario.

IL DIRETTORE GENERALE
Antonio Tripodi



Ministero delle Politiche Agricole

Forestali

DIPARTIMENTO DELLE POLITICHE DI MERCATO
DIREZIONE GENERALE PER LA PESCA
E L'ACQUACOLTURA
Divisione PESC III

Prot. n. 12003/15475 Pasia

ALL. 5

Roma, 09 OTT. 2003

P.D.C. CIGNINI - BOCCOLI 065908⁴⁹²⁰~~4552~~

Alla Capitaneria di Porto di

A Circomare

A Locamare

A Delemare

E, p.c.

MARICOGECAP

SEDE

Aile Associazioni di Categoria

Loro Sedi

Alla FEDERPESCA

Via Emilio de' Cavalieri, 7

00100 Roma

OGGETTO: Verifica misurazione stazza in G.T. (reg. 2930/86)

Si fa seguito alla nota n.° 200308087 del 4.7.2003 di pari oggetto.

Al fine di consentire a questa Direzione Generale di procedere ad analoga richiesta della Comunità Europea si invitano le Autorità Marittime in indirizzo a voler trasmettere, con ogni consentita urgenza, via fax, copia di certificati di stazza internazionale espressa in G.T. secondo il regolamento 2930/86 di cui devono essere in possesso le imbarcazioni da pesca già inserite anche in un precedente elenco trasmesso in data 29.04.2003.

Per la circostanza si richiama, all'attenzione di codeste AA.MM., il contenuto del D.M. 12/01/2000 (pubblicato sulla G.U. n.°75 del 30.03.2000) che per le inadempienze di cui al disposto del punto 2 prevede.... "l'immediata sospensione della validità della licenza di pesca o dell'attestazione provvisoria".

Qualora imbarcazioni di cui all'elenco oggetto d' interesse dovessero risultare trasferite, si richiede, altresì, a codeste Capitanerie di estendere per competenza il contenuto della presente al nuovo Ufficio d'iscrizione dandone conoscenza alla scrivente.

La pratica riveste il carattere della somma urgenza dovendosi rispettare precise scadenze e derivando, per dettato comunitario, precise responsabilità a carico di eventuali inadempienze.

IL DIRETTORE GENERALE

Attilio Tripodi

Roma, - 4 LUG. 2003



**Ministero delle Politiche
Agricole e Forestali**

DIPARTIMENTO DELLE POLITICHE DI MERCATO
DIREZIONE GENERALE PER LA PESCA
E L'ACQUACOLTURA

Divisione _____

Prot.N. 200308087 Posiz. _____

A tutte le Capitanerie di Porto

A tutti i Circomare

A tutti i Locamare

A tutti i Delemare

e p.c. Maricogecap

SEDE

Alle Associazioni di Categoria

Loro sedi

Federpesca

Via Emilio de' Cavalieri 7

00100 Roma

OGGETTO: Verifica misurazione stazza in GT (reg. 2930/86).

Per le navi di cui all'elenco trasmesso con nota del 29/04/2003 ove non risulti acquisita o avviata, da parte degli armatori interessati, la pratica di rimisurazione della stazza in GT secondo il reg. 2930/86 si resta in attesa di conoscere, via fax, la comunicazione dell'avvio della procedura di cui all'art. 1 del D.M. 12/1/2000 (pubblicato in G.U. n° 75 del 30/3/2000), che per inadempienza al punto 2 prevede " l'immediata sospensione della validità della licenza di pesca o dell'attestazione provvisoria".

IL DIRETTORE GENERALE
Attilio Tripodi

Roma, ~~28~~ APR. 2002



**Ministero delle Politiche
Agricole e Forestali**

DIPARTIMENTO DELLE POLITICHE DI MERCATO
DIREZIONE GENERALE PER LA PESCA
E L'ACQUACOLTURA

Divisione PES. III

Prot.N. 200301662 Posiz. _____

A tutte le Capitanerie di Porto
CASELLANUSSE DI STABIA

A tutti i Circomare

A tutti i Locamare

A tutti i Delemare

e p.c. Maricogecap

SEDE

Alle Associazioni di Categoria

Loro sedi

Federpesca

Via Emilio de' Cavalieri 7

00100 Roma

OGGETTO: Verifica misurazione stazza in GT (reg. 2930/86).

Agli atti della scrivente non risulta a tutt'oggi pervenuta la misurazione della stazza in GT, così come previsto dal Reg. (CE) n. 2930/86, per le navi da pesca di cui all'allegato elenco iscritte nei pertinenti registri di codesto Ufficio.

Ove la suddetta misurazione risulti già acquisita agli atti di codesto Ufficio si prega di trasmetterla immediatamente via fax (06-59084818 - 06-59084176) alla scrivente Direzione Generale.

Nel caso che gli armatori interessati non abbiano ancora avviata la procedura per la suddetta misurazione, ai sensi dell'art. 1 del D.M. 12/1/2000 (pubblicato in G.U. n° 75 del 30/3/2000), codesto Ufficio è legittimato a ritirare immediatamente la Licenza di Pesca o l'Attestazione Provvisoria: si resta in attesa della restituzione dell'elenco inviato debitamente completato.

All. 1

IL DIRETTORE GENERALE
Attilio Tripodi

ALL 8



Ministero delle Politiche Agricole e Forestali

DIPARTIMENTO DELLE POLITICHE DI MERCATO
DIREZIONE GENERALE PER LA PESCA E L'ACQUACOLTURA

A tutte le Capitanerie di Porto
A tutte le Associazioni di Categoria
A tutte le Associazioni sindacali
E, p.c. Maricogecap

LETTERA CIRCOLARE - Prot. n. 2004/30695

Si fa seguito alla lettera circolare n. 200321468 del 28 novembre 2003, emanata ai sensi delle disposizioni della Legge n.241/90 in materia di trasparenza dell'azione amministrativa, con la quale è stato assicurato, in particolare, il rilascio della licenza di pesca alle nuove costruzioni purché con chiglia impostata in data antecedente alla medesima data (28.11.2003) in virtù di nulla osta "illo tempore" rilasciato con valore di stazza espresso in tonnellate (T.S.L.).

Ciò premesso, considerata la validità annuale dei nulla osta in questione, ove le nuove unità di cui sopra siano ultimate ed iscritte (nel rispetto degli artt. 146 e 147 del Codice della Navigazione e 315 e seguenti del relativo Regolamento di esecuzione) nei pertinenti registri entro e non oltre la data del 31 dicembre 2004, la scrivente Direzione Generale continuerà a provvedere al rilascio della licenza di pesca nel senso suindicato.

Per le unità ultimate ed iscritte successivamente alla suddetta data del 31.12.2004 (sempre realizzate in virtù di nulla osta rilasciato "illo tempore" - come sopra), ove le nuove costruzioni abbiano stazza lorda misurata in GT con valore superiore alla corrispondente misura delle unità offerte in ritiro, il rilascio della licenza di pesca è subordinato all'integrazione dell'offerta in ritiro con ulteriore naviglio da pesca, munito di licenza in corso di validità, di stazza non inferiore alla differenza del valore misurato in GT: ciò a compensazione della maggiore stazza misurata in GT della nuova costruzione.

Quanto sopra è disposto in relazione alle pertinenti disposizioni dei Regolamenti Comunitari (nn. 2371/2002 e 1438 /2003) che disciplinano il fleet - register (regime entrata - uscita dalla flotta) la cui applicazione è diretta responsabilità dello Stato membro, pena la riduzione per l'intera flotta nazionale delle misure e dei benefici economici previsti per il settore.

La presente lettera circolare ha efficacia immediata ed è pertanto pubblicata con affissione, agli albi di tutte le Capitanerie di Porto.

- 1 OTT. 2004

IL DIRETTORE GENERALE
Attilio Tripodi

Navi cancellate per cessazione di validità della licenza (1/1/04 - 30-9-04) Allegato 7

Num. UE	Targa	TSL	GT	KW	Data cancellazione	Motivo
2471	02CI00043	1,00	-	-	16/01/04	Cess. validità licenza Art.6 DM 26/07/95
2473	02CI00142	2,70	-	17,60	16/01/04	Cess. validità licenza Art.6 DM 26/07/95
12413	01GT00200	1,69	-	7,30	16/01/04	Cess. validità licenza Art.6 DM 26/07/95
12593	00GL04054	4,90	4,00	25,00	16/01/04	Cess. validità licenza Art.6 DM 26/07/95
17479	10VM00284	1,70	-	5,80	16/01/04	Cess. validità licenza Art.6 DM 26/07/95
23185	02CI00228	1,12	1,00	18,40	16/01/04	Cess. validità licenza Art.6 DM 26/07/95
11307	00PT01272	1,85	-	26,40	23/01/04	Cancellata per perdita presunta
8641	00OL00345	1,12	1,00	-	12/02/04	Cess. validità licenza Art.6 DM 26/07/95
8648	00OL00889	1,92	-	8,80	12/02/04	Cess. validità licenza Art.6 DM 26/07/95
14851	00SR02277	4,46	-	11,00	12/02/04	Cess. validità licenza Art.6 DM 26/07/95
15251	05CA00138	0,76	1,00	6,99	12/02/04	Cess. validità licenza Art.6 DM 26/07/95
18084	03SR00832	2,35	-	8,00	12/02/04	Cess. validità licenza Art.6 DM 26/07/95
22614	06SR00169	0,84	-	4,00	12/02/04	Cess. validità licenza Art.6 DM 26/07/95
25329	01GT00265	1,90	-	19,00	23/02/04	Cess. validità licenza Art.6 DM 26/07/95
9837	01PC00252	2,16	-	6,60	26/02/04	Cess. validità licenza Art.6 DM 26/07/95
10097	03PC00313	2,51	-	20,50	26/02/04	Cess. validità licenza Art.6 DM 26/07/95
21103	01PC00170	0,60	-	-	26/02/04	Cess. validità licenza Art.6 DM 26/07/95
10708	01PE00675	1,30	1,00	15,00	27/02/04	Cess. validità licenza Art.6 DM 26/07/95
8645	00OL00444	0,98	-	4,40	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
8649	00OL00961	0,90	-	4,40	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
12610	07RC00303	1,64	-	5,80	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
12611	07RC00307	2,39	-	14,70	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
17104	00VG03437	2,30	-	22,00	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
20443	00OL01099	1,56	-	-	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
21866	03PC00301	0,77	1,00	-	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
22775	07RC00072	0,89	-	-	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
22776	07RC00089	0,57	-	-	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
22780	07RC00190	1,22	-	-	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
23618	00OL00828	2,29	-	-	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
24494	00OL00424	0,99	-	-	08/03/04	Cess. validità licenza Art.6 DM 26/07/95
3025	06CS00293	3,69	-	8,00	24/05/04	Cess. validità licenza Art.6 DM 26/07/95
22560	06CS00283	0,69	-	-	01/06/04	Cess. validità licenza Art.6 DM 26/07/95
2906	01CS00996	7,57	5,00	84,50	10/06/04	Cess. validità licenza Art.6 DM 26/07/95
2920	01CS01012	5,95	5,00	14,00	10/06/04	Cess. validità licenza Art.6 DM 26/07/95
3180	00CR01104	2,88	4,00	15,40	18/06/04	Cess. validità licenza Art.6 DM 26/07/95
11201	03PF00586	8,06	-	97,00	18/06/04	Cess. validità licenza Art.6 DM 26/07/95
23652	02CA00911	1,12	-	-	18/06/04	Cess. validità licenza Art.6 DM 26/07/95
3540	00CV02014	2,17	1,00	22,00	01/07/04	Cancellata per perdita presunta
3021	06CS00064	0,60	-	2,90	27/07/04	Cess. validità licenza Art.6 DM 26/07/95
3026	06CS00305	1,78	-	6,60	27/07/04	Cess. validità licenza Art.6 DM 26/07/95
8409	01CS01064	3,76	-	19,10	27/07/04	Cess. validità licenza Art.6 DM 26/07/95
17334	03VM00105	3,89	2,00	19,00	27/07/04	Cess. validità licenza Art.6 DM 26/07/95
22558	06CS00061	0,79	-	-	27/07/04	Cess. validità licenza Art.6 DM 26/07/95
4573	00GL03569	9,69	-	58,80	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
4748	00GL03841	1,21	-	9,90	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
8236	01NA01337	2,29	-	5,80	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
10076	03PC00264	1,17	-	4,40	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
10996	04PE00016	2,10	1,00	14,70	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
11234	00SP04300	1,91	-	8,83	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
13061	08RM00473	1,28	-	8,80	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
14720	09SP00275	1,38	-	11,77	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
16148	01TP01067	9,79	-	78,60	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
16339	08TP00287	2,15	-	14,70	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
17172	00VG03568	1,95	-	34,57	05/08/04	Cess. validità licenza Art.6 DM 26/07/95

Navi cancellate per cessazione di validità della licenza (1/1/04 - 30-9-04) *Allegato 7*

Num. UE	Targa	TSL	GT	KW	Data cancellazione	Motivo
17399	04VM00013	0,99	-	-	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
19912	00AU01326	1,02	1,00	-	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
21926	03SA00620	0,95	-	-	05/08/04	Cess. validità licenza Art.6 DM 26/07/95
22091	04CS00355	0,91	-	-	28/09/04	Cess. validità licenza Art.6 DM 26/07/95
Totale		133,12	28,00	791,06		

04/10/2004

2 di 2

NETHERLANDS

1. Algemene beschrijving in relatie tot herstelplannen/ General Description of the Fishing Fleet in relation to fisheries

Opheffing MOP-inspanningsreductie

De autonome Nederlandse zeedagenregeling dit tot en met 2003 van kracht was kende een aanvullende MOP-reductiefactor. Deze MOP-reductiefactor was per segment afhankelijk van de MOP-doelstelling. Deze is ook in 2003 voor de kotters nog toegepast, hoewel strikt genomen dit niet meer nodig zou zijn geweest omdat het communautaire MOP-instrument per 1 januari 2003 is losgelaten en vervangen door het systeem van herstelplannen. In de 'overgangssituatie' van het jaar 2003, en hangende nader verwachte uitwerking van de Commissie inzake de vlootregulerende regelgeving is in 2003 de MOP-reductiefactor vooralsnog gecontinueerd.

Het voorlopig handhaven van de MOP-reductiefactor heeft overigens niet tot grote commotie geleid omdat de feitelijk beschikbare dagen uit het kabeljauw-herstelplan in redelijke mate overeen kwamen.

Nagenoeg alle boomkorkotters waarop de nationale zeedagenregeling (en MOP-reductiefactor) van toepassing is, vallen onder het herstelplan-regiem. In cijfers uitgedrukt is een voorlopige schatting dat ca. 10 van de ca. 330 betreffende kotters niet onder het herstelplan regiem vallen. Deze 10 vaartuigen werden wat betreft de toegestane inspanning gereguleerd door het nationale zeedagen regiem waarbij de MOP-reductie inbegrepen was.

2. Inspanningsregiem kabeljauw herstelplan / Impact Fishing Effort Reduction Schemes

Tijdens de Visserijraad van december 2002 is in een bijlage bij de TAC-Verordening (Annex XVII van Vo 2341/2002) een inspanningsregime geïntroduceerd in relatie met het herstel van kabeljauwbestanden op en rond de Noordzee. Deze Annex is in april 2003 en laatstelijk in december 2003 gewijzigd bij Vo 671/2003.

De Nederlandse vloot heeft onder dit regime een communautaire zeedagenbeperking opgelegd gekregen. Hoewel in Nederland onder het MOP al eerder een inspanningsregime gold, heeft de introductie van de zeedagenbeperking een wijziging van beleid betekend, bijvoorbeeld in termen van een wijziging van de definitie van een zeedag.

De grote meerderheid van de vaartuigen (die vissen met boomkorren met mazen van tenminste 80 mm) uit de Noordzeevloot werd hierdoor beperkt tot een maximuminzet van 165 zeedagen voor de periode 1 februari – 31 december 2003. Op basis van de bepaling dat extra dagen konden worden toegekend vanwege eerdere saneringsprogramma's, is de Nederlandse boomkorvloot in juli 2003 door de Europese Commissie 2 extra zeedagen toegekend. Een beperkt deel van de vloot heeft een zeedagenbeperking opgelegd gekregen in overeenstemming met het gebruik van andere vistuigen.

Bij de implementatie heeft Nederland ervoor gekozen binnen de grenzen van de regelgeving zoveel mogelijk flexibiliteit toe te passen: zowel de onderlinge overheveling van dagen tussen vaartuigen als de overheveling tussen beheersperiodes is toegestaan.

3. Vlootregulerend stelsel, Entry/Exit-regiem / Compliance with Entry/Exit Scheme

De Basis-Verordening voor het GVB dat met ingang van 1 januari 2003 van kracht is geworden schrijft voor dat voorafgaand aan het toelaten van een nieuw vaartuig in de vloot er eerst minimaal evenveel capaciteit aan de vloot dient te zijn onttrokken. Om aan deze verplichting volledig uitvoering te kunnen geven heeft de Nederlandse overheid een drastische ingreep in het nationale vlootregulerend systeem doorgevoerd. Dit heeft om anticipatie te voorkomen zonder voorafgaand overleg met de sector op 28 februari 2003 plaatsgevonden.

De basis van het vlootregulerend systeem werd tot 28 februari in Nederland gevormd door het 'Licentiestelsel'. De eigenaar van een vaartuig diende over een licentie te beschikken om de visserij te mogen uitoefenen. Licenties waren niet onlosmakelijk aan één vaartuig verbonden maar waren eigendom van de ondernemer. De licentie was een 'individueel toegekend, splitsbaar en overdraagbaar' eigendomsrecht. De licentie gold voor een specifieke hoeveelheid capaciteit (tonnage en motorvermogen).

Hiernaast bestond in Nederland het communautair voorgeschreven register van 'visvergunningen'. Deze zijn wel gekoppeld aan het vaartuig, en geen overdraagbaar eigendom van de ondernemer, maar worden gereguleerd door de overheid.

De wijziging die is doorgevoerd is dat de 'licentie' als vlootregulerend systeem is losgelaten en volledig vervangen door het systeem van de 'visvergunningen' zoals hierboven gekarakteriseerd.

Deze wijziging impliceerde naast de ingrijpende structuurwijziging, tevens dat de op dat moment bestaande omvang aan 'gereserveerde licenties' die eigendom waren van ondernemers, niet meer geldig waren. Derhalve kon de omvang van de vloot per definitie niet verder toenemen dan de omvang die op 1 januari 2003 actief was ("foto vloot 1/1/2003").

Bij deze 'foto van de vloot' op datum 1 januari 2003 (i.c. de toegestane basisomvang) moet wel de kanttekening geplaatst worden dat in de Commissie-Verordening van 12 augustus 2003 de bepaling opgenomen is dat capaciteit volgend uit 'administratieve beslissingen tot 2 jaar terug' nog kan worden toegevoegd aan de toegestane omvang. (Deze additionele omvang bedraagt 2.944 kW en 1.151 GT; deze informatie is in detail aan de Commissie doorgegeven in het kader van de "Implementing Rules for the Fleet Policy", juni 2003).

Aquacultuur-vloot

In Nederland is het entry/exit-regiem op 28 februari 2003 ingevoerd door middel van een wijziging van de Regeling Visserijlicentie.

In Nederland is de vloot ingedeeld in de segmenten 4J1 t/m 4J7 (de segmenten die onder het MOP gereguleerd werden) en het restsegment 4Jz. Dat laatste segment betreft vaartuigen die actief zijn in de schelpdier-aquacultuur, en de IJsselmeer-visserij.

Op 12 augustus 2003 heeft de Europese Commissie de uitvoeringsbepalingen voor het vlootbeleid vastgesteld en daarbij uitdrukkelijk bepaald dat wat betreft de schelpdier-aquacultuur visserij ook al deze vaartuigen onder het entry/exit-regiem vallen. Slechts voor de strikte aquacultuur, en de vaartuigen die gedurende een beperkte periode onder specifieke

bepalingen en vergunningen op mosselzaad vissen mogen worden uitgezonderd van het entry/exit-regiem.

Aangezien de praktische en juridische uitsplitsing van de betreffende vaartuigen niet voor eind 2003 kon worden afgerond, heeft de Commissie op verzoek van Nederland voorlopig de gehele nationale schelpdierenvloot inbegrepen in het referentieniveau en reguleren de Nederlandse autoriteiten deze vloot vooralsnog volgens het entry/exit-regiem. In 2004 zal Nederland een definitieve opgave aan de Commissie doen welke van de betreffende vaartuigen aangemerkt kunnen worden als aquacultuur, en welke van deze vaartuigen definitief onder het entry/exit-regiem zullen worden gebracht. Op grond van deze lijst zal de corresponderende capaciteit in mindering worden gebracht op het thans voor Nederland geldende referentieniveau.

Steun voor nieuwbouw, modernisering

De Nederlandse autoriteiten verlenen geen steun voor nieuwbouw en/of modernisering.

Veiligheidstonnage

In het jaar 2003 heeft in Nederland geen toekenning van veiligheidstonnage plaatsgevonden. De Nederlandse autoriteiten voeren hierin een restrictief beleid, in strikte overeenstemming met de communautaire uitvoeringsbepalingen.

Overigens rest enige onduidelijkheid inzake communautaire regels voor de aan een vaartuig toegekende additionele tonnage en het entry/exit-regiem wanneer dat vaartuig de vloot weer verlaat.

Pelagisch segment

In het referentieniveau voor de Nederlandse vloot is tevens opgenomen de capaciteit van de Nederlandse pelagische vloot. Hierover werden reeds sinds 1999 gesprekken met de Commissie gevoerd. Het betrof de pelagische vloot die voor de West-Afrikaanse kust actief is. Wat betreft het uitgangspunt dat deze uitbreiding niet mag en kan leiden tot een oneigenlijke toename van de visserij-druk in de Noord-Atlantische en Europese wateren, zijn bepalingen opgenomen in een aanpassing van de MOP IV-Beschikking die in 2004 is gepubliceerd.

De inspanning voor het pelagisch segment wat betreft de EU- en Noord-Atlantische wateren is vanwege de aanzienlijke toename van de pelagische quota van 13,8 mln kWdagen (2002) licht verruimd naar 14,6 mln kWdagen (2003). De MOP IV-einddoelstelling bedroeg 17,1 mln kWdagen. De inspanning in de West-Afrikaanse wateren is stabiel gebleven (2001: 11,2; 2002: 12,5; 2003: 12,1 mln kWdagen).

4. Compliance with Fleet Policy Instruments

Zie hoofdstuk 3. Daaraan kan het volgende toegevoegd worden.

Handhaven segmentsgrenzen

Zoals voorzien in de 'basisVerordening van december 2002' is met de publicatie van het referentieniveau in de Commissieverordening van 12 augustus 2003, de voorheen voorgeschreven communautaire indeling van de vloot in 'segmenten' losgelaten.

Analoog aan de afwegingen inzake de MOP-inspanningsreductie is in het jaar 2003 een zekere 'overgangssituatie' van kracht geweest. Dit hield in dat in 2003 de segmentsindelingen zoals die golden gedurende de MOP IV-periode nationaal nog van kracht waren. Deze specifieke nationale handhaving heeft een voorlopig karakter aangezien de juridische basis strikt genomen is weggefallen. De nationale beleidslijn inzake het handhaven van segmentsgrenzen is dat segmenten nog slechts dan worden toegepast als hier daadwerkelijke duurzaamheids-overwegingen aangetoond kunnen worden. Van groot belang is dat het loslaten van de segmentsgrenzen betekent dat capaciteitstransfers kunnen plaatsvinden van onrendabele vlootonderdelen (herstelplannen) naar rendabele vlootonderdelen. Deze mogelijkheid neemt de druk op de schaarse publieke middelen voor sanering weg. Dit beleid zal in 2004 verder uitgewerkt worden.

5. *Information on changes of the administrative procedures*

Zie hoofdstuk 3.

PORTUGAL

RELATORIO ANUAL FROTA DE PESCA PORTUGUESA 2003

Como é do conhecimento desses serviços, a Direcção Geral das Pescas e Aquicultura (DGPA), nos finais de 2002 e durante o ano de 2003 teve grandes dificuldades no registo e gestão dos dados do 'Ficheiro Frota' já que esteve envolvida na substituição do antigo sistema informático para um Sistema Integrado de Informação das Pescas.

Dadas as dificuldades que surgiram durante aquele processo, verificaram-se atrasos no envio da informação, relativamente aos quais se agradece a compreensão e a colaboração desses serviços.

Presentemente Portugal já enviou, via FRONT, a totalidade dos dados referentes ao ano de 2003, bem como procedeu ao envio das correcções que nos foram solicitadas.

No cumprimento dos artigos 12 e 13 do regulamento (CE) 1438/2003 Portugal apresenta o Relatório Anual da Frota - 2003

1. Descrição geral da frota por pescaria

Os quadros I e II, em anexo, fazem o ponto de situação da frota Portuguesa ao início e fim do ano de 2003, contabilizando as entradas e saídas relativas a cada segmento. Identificam, igualmente, as variações e a situação face aos níveis de referência para a frota do continente e a situação relativa aos níveis dos objectivos do POP para as regiões ultraperiféricas dos Açores e Madeira. Como se pode constatar pelos referidos quadros Portugal respeitou os níveis de referência e o regime de entradas/saídas no que respeita à frota do Continente, bem como cumpriu os níveis dos objectivos do POP para as ilhas dos Açores e da Madeira.

Verifica-se um decréscimo de 181 embarcações na totalidade da frota portuguesa, e, em termos da arqueação total (GT) e da potência total instalada (Kw), verifica-se igualmente um decréscimo na ordem dos 2,1% e 2,9%, respectivamente.

Constatam-se, ainda, decréscimos na maioria dos antigos segmentos com excepção da pequena pesca (embarcações < 12m de cff) onde, muito embora

tenha havido uma redução de 120 embarcações, aumentou ligeiramente a arqueação (0,7%) e a potência instalada (2,5%).

Tal facto resulta da necessidade de dotar as novas embarcações, principalmente de condições de segurança, mas também das condições de trabalho e de conservação a bordo (questão várias vezes transmitida à Comissão).

2. Regimes de redução da frota

No ano de 2003 Portugal não teve de implementar nenhum plano de recuperação, pelo que não esteve sujeito a nenhuma redução suplementar da sua frota.

Todavia, manteve as restrições à pescaria da sardinha, que tinham sido implementadas em 1998 (Plano Nacional de Recuperação da Sardinha) face ao estado preocupante do recurso. Tais medidas parecem ter sido adequadas, já que, actualmente, o estado do recurso sardinha parece encontrar-se mais estável.

3. Informações complementares sobre o cumprimento do regime de entradas e saídas e dos níveis de referência

Como referido no ponto 1 Portugal reduziu a sua frota quer em número de unidades, quer em termos de arqueação e de potência instalada, verificando-se assim que cumpriu o regime de entradas e saídas e respeitou os níveis de referência.

Para complementar os dados que permitem avaliar, em detalhe, o cumprimento do referido regime refere-se o seguinte:

Aumento de arqueação bruta por motivos de segurança (artigo 11, paragrafo 5 do R (CE) 2371/2002, GT_S .

Portugal, praticamente, não aumentou a arqueação da frota existente de acordo com estas disposições, já que, sendo a frota, na sua maioria demasiadamente envelhecida e obsoleta, não se torna economicamente rentável investir na modificação dessas embarcações, justificando-se, apenas, a sua substituição.

Todavia verificaram-se pequenos aumentos de arqueação e de potência, por motivos de segurança, principalmente na pequena pesca cuja relação GT/KW se encontra, ainda, abaixo do tecnicamente aconselhável.

- **Entradas com ajudas públicas de embarcações entre 100 e 400 GT se as decisões relativas tiverem sido tomadas após 01.01.2003**

Durante o ano de 2003, apenas entraram na frota 4 embarcações com arqueação entre 100 e 400 GT cujas decisões sobre a sua construção e respectivo apoio foram tomadas até 31.12.2002.

Assim, e dado não ter havido entradas de novas embarcações cujas decisões tivessem ocorrido posteriormente àquela data, não se procedeu a deduções dos níveis de referência.

- **Capacidades entradas na frota no ano de 2003 cujas decisões administrativas foram tomadas até 13.12.2002**

Junta-se quadro III relacionando as entradas que ocorreram durante o ano de 2003 e as embarcações substituídas indicando a data da decisão administrativa.

De referir, que as saídas das embarcações a substituir pelas novas entradas, ocorreram, algumas durante o ano de 2003 e outras tinham sido já abatidas (sem apoios) em anos anteriores (2000- 2002), principalmente as embarcações adicionais utilizadas para compensar os aumentos das novas unidades face às substituídas.

4. Síntese sobre os pontos fortes e fracos do sistema de gestão da frota

Como foi referido, repetidamente, durante as discussões sobre as alterações à política estrutural, o novo regime de gestão da frota acarreta para Portugal graves estrangulamentos e dificuldades.

Sendo a frota portuguesa muito envelhecida, não se justifica economicamente a modernização e a criação de condições de segurança de uma boa parte das embarcações, já que o investimento necessário ultrapassaria largamente os 50% do custo da construção.

Assim, Portugal, acaba por não poder beneficiar da possibilidade de aumentos de GT por motivos de segurança.

Por outro lado, quando se pretende construir novas embarcações com as devidas condições de segurança, de trabalho e habitabilidade e de conservação do pescado a bordo, torna-se necessário aumentar a arqueação e correspondentemente a potência instalada relativamente à embarcação a substituir – que não reúne essas condições mínimas: é de convés aberto, tem baixo pontal, não tem acomodações para a tripulação, não tem espaço para trabalhar, tem más condições para acondicionamento do pescado, etc., etc.

Para cumprir o regime de entradas e saídas torna-se necessária a saída de outras embarcações além da que é substituída para compensar os aumentos de GT e KW . Tal exigência obriga a um investimento adicional por parte do armador na compra de outras embarcações, tornando muito difícil substituir as embarcações optando, os armadores, algumas vezes, por continuar a actividade com a embarcação envelhecida, cada vez com maiores riscos de segurança.

A DGPA, a fim de apoiar o armamento na renovação da frota, contabiliza o conjunto das embarcações que são abatidas ao ficheiro frota sem apoios (embarcações cujos proprietários pretendem abandonar a pesca mas cujas embarcações não reúnem as condições para ser abatidas com ajudas públicas) para compensar uma parte dos aumentos de arqueação e potência das novas embarcações além das compensações apresentadas pelo armador.

Neste sentido, Portugal ao longo dos últimos anos, de forma a poder construir as novas embarcações com as devidas condições, cumprindo os objectivos, contabilizou o abate de embarcações sem apoios para gerar saldos que compensassem os aumentos de arqueação e potência.

Infelizmente, e embora tivesse sido um dos poucos Estados Membros que sempre cumpriu, integralmente, os objectivos do POP, o novo regime de entradas/saídas apenas considera a hipótese de utilização dos saldos obtidos durante os anos de 2000-2002 (uma pequena parcela da totalidade dos saldos existentes) o que dificulta a gestão da frota portuguesa.

Assim, o sistema de entradas e saídas revela-se iníquo, penalizando os Estados Membros cujas frotas sejam mais envelhecidas, obrigando a investimentos adicionais por parte dos armadores, gerando desvantagens relativamente a armadores de outros Estados Membros.

5. Alterações dos procedimentos administrativos relativos à gestão da frota

Actualmente os procedimentos para os registos da frota no ficheiro comunitário e a actual estrutura do FRONT tornam complicada a gestão da frota no respeito das regras definidas.

As alterações desses procedimentos e da nova estrutura do ficheiro, já aprovados, parecem vir melhorar a situação, facilitando as tarefas de execução e controlo do regime de gestão da frota.

SWEDEN

Annual report of the Swedish fishing fleet 2003 (according to Articles 12 and 13 of Regulation (EC) 1438/2003)

1. General development of the fisheries

During 2003, there has been a decline in both the landed quantity and the landed value for the Swedish fishery. The only increase occurred in the industrial fishery, due to the expansion of the fishing for blue whiting. The decrease in landed value was 19% in total and was reinforced by the fact that the price per kg for almost all species was lower compared to the previous year. The total landed value and quantity for 2003 in comparison with the previous year is shown in the table below.

Swedish fishing 2003	Landings		Landed value			Share of total		
	Ton	Compr prev. year	KSEK	Compr prev. year	SEK/Kg	Compr prev. year	Quantity	Value
Cod	14 181	-6%	207 778	-19%	14,65	-13%	5.1%	23.9%
Herring	53 458	-15%	134 392	-32%	2,51	-21%	19.0%	15.5%
Sprat	17 226	-28%	26 189	-38%	1,52	-14%	6.1%	3.0%
Mackerel	4 235	-17%	27 103	-39%	6,40	-26%	1.5%	3.1%
Salmon	195	-26%	5 806	-26%	29,77	0%	0.1%	0.7%
Norway lobster	866	-14%	64 904	-32%	74,95	-21%	0.3%	7.5%
Shrimp	2 216	3%	87 832	-5%	39,64	-8%	0.8%	10.1%
Fodder	181 612	8%	205 351	-3%	1,13	-10%	64.7%	23.6%
Misc.	6 660	-6%	110 224	-13%	16,55	-8%	2.4%	12.7%
TOTAL	280 649	1%	869 579	-19%	3,10	-18%		
Landings in Sweden	106 011	-16%	589 655	-19%	5,56	-4%	37.8%	67.8%
Landings abroad	174 638	10%	279 925	-19%	1,60	-26%	62.2%	32.2%

Quotas in the Skagerrak, Kattegat and the North Sea, apart from the Norwegian Zone, for most species, such as cod, saithe, haddock, and sole were exhausted during the autumn which led to severe constraints for parts of the fleet. The cod fishery in the Baltic was closed by the Commission during the spring, due to high proportion juvenile cod. Through a reduction of the weekly quotas for each vessel, it was possible to continue this fishery to the end of the year. Long-term management plans have been established for most of the important species. Cod in the Skagerrak and the North Sea is managed by a recovery plan. For the cod in the Baltic a new management plan during 2003 has replaced the previous recovery plan from 2001, which reflects a certain improvement.

The capacity in relation to available resources is to some extent balanced within the Swedish fishing fleet. This is due to the possibility, in most cases, of moving from one type of fishery to another. In general, however, there is an overcapacity in most of the segments.

With Council Regulation 2371/2002 the previous segments were abolished. In the Swedish fishing fleet a vessel was allocated to a segment based on records of previous fishing. Subsequently, during 2003 the fleet remained within the same segments as according to EU regulation 2091/98.

During 2003, there has been a discussion within the fishing administration and the fishing industry on how to formulate a new appropriate policy for the management of the fishing

fleet. The fleet has been divided into five segments which are based on the previous ones, but adjusted to be better in line with the actual fishing patterns.

Based on a national perspective and the general objectives and priorities for the fishery, a number of objectives for the national fishing fleet have been formulated. These will form the basis of and guidance for national policy for the development of the fishing fleet. The objectives are, in brief:

- The size and capacity of the fleet shall be adjusted to available resources in order to create a sound and sustainable fishing.
- A regionally based fishery should be prioritized in order to safeguard the presence of professional fishing along the Swedish coast. This will contribute to and enable a living coast and archipelagos as well as the general objective of creating local labour markets with basic services in all parts of the country.
- When designing policy and priorities for the fishing fleet, consideration should be given to operating an environmentally appropriate fishery.
- Fishing is primarily aimed at human consumption and the fishing fleet shall be designed to provide the processing industry and the market with fish of the best quality at the right time.
- The Swedish fishing fleet shall be effective, economically viable, competitive and capable of providing for a selfgenerated renewal.

2. Impact of fishing effort reduction schemes

During 2003, there has been a programme for decommissioning vessels which resulted in the decommissioning of five vessels, four of them from the west coast. In total, the fleet was reduced by 792 GT and 2,576 kW.

3. Compliance with entry/exit scheme

Since joining the EU, Sweden has applied a strict entry/exit regime with a ratio of at least 1:1 for all segments with the exception of segment 1 (passive fishing boats less than 12 m). Despite that, segment 1 has gradually decreased. Since 2003, the ratio of 1:1 has been applicable also for segment 1. For segment 3 (pelagic fishing vessels) an entry/exit ratio of 1:1.3 had been in place since September 2001. At the end of 2003, a decision was taken, together with the establishment of five new national segments, to apply an entry/exit ratio of 1:1.1 for all segments, except for segment 1 and for the entry of fishing vessels from other segments on the east coast where the ratio of 1:1 will be applied.

During 2003 within the framework of the Management Committee's task of forming implementing rules for the fleet, a list of vessels pending entry based on administrative decisions prior to 1st of January was presented to the Commission. The list was presented in

July 2003 and did not include vessels that had already entered the fleet during the period 1st of January to the 30th of June 2003, and was based on a previous exit and granted entry prior to 1st of January 2003. A list of these vessels is submitted with this report.

Two fishing vessels have left the Swedish fishing fleet and joined the German fleet. They have for a period remained in the Swedish fleet but were, based on a request from the Commission, by a decision 18 of November 2003 withdrawn from the Swedish fleet. The date of exit in the fleet register was set to 25th of August 2002, the same date as they joined the German fleet. The companies have entitlements of entering capacity equivalent to the withdrawn capacity.

Entry/Exit regime		skrotning 2003											GT _t
Country	Months	GT _{1/1/2003}	coups partis	GT ₀₃	GT _a	ΣGT _i	GT ₁₀₀	0,35GT ₁₀₀	Σ0,35GT ₁₀₀	GT _s	Δ(GT-GRT)	GT ₀₃ - GT _a - 0,35GT ₁₀₀ + GT _s + Δ(GT-GRT)	GT _t
SWE	1/01/2003	44.847	0	44.875	0	0	0	0	0	0	0	44.875	44.847
SWE	1/02/2003	0	0	44.917	0	0	0	0	0	0	13	44.930	44.801
SWE	1/03/2003	0	0	45.230	0	0	0	0	0	0	0	45.243	44.956
SWE	1/04/2003	0	0	45.274	0	0	0	0	0	0	0	45.287	44.789
SWE	1/05/2003	0	0	45.294	0	0	0	0	0	0	0	45.307	44.749
SWE	1/06/2003	0	0	45.318	0	0	0	0	0	0	42	45.373	44.816
SWE	1/07/2003	0	0	45.397	0	0	0	0	0	0	7	45.459	44.887
SWE	1/08/2003	0	0	45.418	271	271	0	0	0	0	0	45.209	44.616
SWE	1/09/2003	0	0	45.434	0	0	0	0	0	0	2	45.227	44.615
SWE	1/10/2003	0	0	45.443	0	0	0	0	0	0	0	45.236	44.392
SWE	1/11/2003	0	0	45.482	0	0	0	0	0	0	0	45.275	44.049
SWE	1/12/2003	0	0	45.514	119	119	0	0	0	0	0	45.188	43.933

GT₀₃: fishing capacity in terms of tonnage at 1st January 2003

GT_a: total tonnage of vessels leaving the fleet with public aid after 31 December 2002

GT₁₀₀: 35% of the total tonnage of vessels of more than 100 GT entering the fleet with public aid granted after 31 December 2002

GT_s: total safety tonnage increase

Δ(GT-GRT): adjustment in the final global objectives of MAGP as a result of the remeasurement of the fleet

$$GT_t = \text{red: if } GT_t > GT_{03} - GT_a - 0,35GT_{100} + GT_s + \Delta(GT-GRT)$$

Months	kW _{1/1/2003}	coups partis	kW ₀₃	kW _a	ΣkW _i	kW ₁₀₀	0,35kW ₁₀₀	Σ0,35kW ₁₀₀	kW ₀₃ - kW _a - 0,35kW ₁₀₀	kW _t
1/01/03	224.646	0	227.428	0	0	0	0	0	227.428	224.646
1/02/03	0	0	228.279	0	0	0	0	0	228.279	224.464
1/03/03	0	0	229.689	0	0	0	0	0	229.689	224.423
1/04/03	0	0	230.353	0	0	0	0	0	230.353	223.161
1/05/03	0	0	230.656	0	0	0	0	0	230.656	222.866
1/06/03	0	0	231.182	0	0	0	0	0	231.182	223.207
1/07/03	0	0	232.482	0	0	0	0	0	232.482	223.833
1/08/03	0	0	232.701	632	632	0	0	0	232.069	223.409
1/09/03	0	0	232.968	0	0	0	0	0	232.968	223.252
1/10/03	0	0	233.753	0	0	0	0	0	233.753	222.499
1/11/03	0	0	234.288	0	0	0	0	0	234.288	221.412
1/12/03	0	0	234.746	410	410	0	0	0	234.336	221.262

kW₀₃: fishing capacity in terms of engine power at 1st January 2003

kW_a: total power of vessels leaving the fleet with public aid after 31 December 2002

kW₁₀₀: 35% of the total power of vessels of more than 100 GT entering the fleet with public aid granted after 31 December 2002

$$kW_t = \text{red: if } kW_t > kW_{03} - kW_a - 0,35kW_{100}$$

Reference levels

Country	Months	R(GT) ₀₃	GT _a	ΣGT _a	GT ₁₀₀	0,35GT ₁₀₀	Σ0,35GT ₁₀₀	GT _s	ΣGT _s	ΔR(GT-GRT)	R(GT) _t	GT _t
SWE	1/01/2003	51.993	0	0	0	0	0	0	0	0	51.993	44.847
SWE	1/02/2003	51.993	0	0	0	0	0	0	0	13	52.006	44.801
SWE	1/03/2003	52.006	0	0	0	0	0	0	0	0	52.006	44.956
SWE	1/04/2003	52.006	0	0	0	0	0	0	0	0	52.006	44.789
SWE	1/05/2003	52.006	0	0	0	0	0	0	0	0	52.006	44.749
SWE	1/06/2003	52.006	0	0	0	0	0	0	0	42	52.048	44.816
SWE	1/07/2003	52.048	0	0	0	0	0	0	0	7	52.055	44.887
SWE	1/08/2003	52.055	271	271	0	0	0	0	0	0	51.784	44.616
SWE	1/09/2003	51.784	0	0	0	0	0	0	0	2	51.786	44.615
SWE	1/10/2003	51.786	0	0	0	0	0	0	0	0	51.786	44.392
SWE	1/11/2003	51.786	0	0	0	0	0	0	0	0	51.786	44.049
SWE	1/12/2003	51.786	119	119	0	0	0	0	0	0	51.667	43.933

GT₀₃: fishing capacity in terms of tonnage at 1st January 2003
 GT_a: total tonnage of vessels leaving the fleet with public aid after 31 December 2002
 GT₁₀₀: 35% of the total tonnage of vessels of more than 100 GT entering the fleet with public aid granted after 31 December 2002
 GT_s: total safety tonnage increase
 ΔR(GT-GRT): adjustment in the final global objectives of MAGP as a result of the rem easurement of the fleet

GT_t = red: if GT_t > R(GT_t)

R(kW) ₀₃	kW _a	ΣkW _a	kW ₁₀₀	0,35kW ₁₀₀	Σ0,35kW ₁₀₀	R(kW) _t	kW _t
261.028	0	0	0	0	0	261.028	224.646
261.028	0	0	0	0	0	261.028	224.464
261.028	0	0	0	0	0	261.028	224.423
261.028	0	0	0	0	0	261.028	223.161
261.028	0	0	0	0	0	261.028	222.866
261.028	0	0	0	0	0	261.028	223.207
261.028	0	0	0	0	0	261.028	223.833
261.028	632	632	0	0	0	260.396	223.409
260.396	0	0	0	0	0	260.396	223.252
260.396	0	0	0	0	0	260.396	222.499
260.396	0	0	0	0	0	260.396	221.412
260.396	410	410	0	0	0	259.986	221.262

kW₀₃: fishing capacity in terms of engine power at 1st January 2003
 kW_a: total power of vessels leaving the fleet with public aid after 31 December 2002
 kW₁₀₀: 35% of the total power of vessels of more than 100 GT entering the fleet with public aid granted after 31 December 2002

kW_t = red: if kW_t > R(kW_t)

ENTRY OF CAPACITY FROM THE FLEET 1 JANUARY - 30 JUNE 2003 REPLACING EXIT BEFORE 1 JANUARY 2003

Internal number	Segment	District number	Name of vessel	GT	kW	Date of entry
SWE000008244	4	GG 398	WESTERÖ	272	735	20030305
GBR000010051	4	GG 250	ROXY	41	176	20030414
SWE000007019	5	KA 5	ZELENA	14	88	20030318
SWE000008014	4	GG 71	KRISTINA		18	20030305
				327	1.017	

RETROACTIVE EXIT FROM THE FLEET

						Date of exit
SWE 000008025	4	GG 36	Kristin af Donsö	306	735	20020825
SWE 000008077	4	GG 578	Victoria av Öckerö	308	736	20020825

**IIA. SUMMARY OF THE COMMITTEE FOR FISHERIES AND AQUACULTURE, BRUSSELS,
9 SEPTEMBER 2004**

1. Agenda item “Commission Annual Report on the fleets of the Member States for 2003” :

EC According to article 14 of Council Regulation (EC) No 2371/2002 and article 12 of Commission Regulation (EC) No 1438/2003, the EC has to present its annual report ‘on Member States’ efforts during 2003 to achieve a sustainable balance between fishing capacity and fishing opportunities’ to the Committee for Fisheries and Aquaculture for consultation. DG FISH has asked for legal advice regarding the procedure and the status of the opinion from the Committee for Fisheries and Aquaculture as described in the above mentioned legislations.

DEU, FRA, PRT, ITA expected a presentation of the annual report instead of a consultation. Therefore they ask for the possibility to give their opinion in writing.

FRA would like to know the outcome of the legal advice regarding the legacy of the Committee’s opinion on the EC’s annual report 2003.

EC indicates that several Member States have sent additional information after the draft report had been sent to them on 27 August. The Commission has prepared a document with these changes, which mainly concern additional information on entries in 2003 that were based on decisions taken before (“coups partis”) and on the results of the remeasurement of the fleet. This document has been circulated at the beginning of the meeting. It was very difficult to obtain all the information regarding “coups partis” and safety tonnage from the Member States. Even on the eve of the Committee a Member State sent revised figures regarding their “coups partis”. Regarding the remeasurement, it is difficult to find out if a “MOD”-declaration to the Fleet Register refers to the remeasurement of a vessel, to an increase in the tonnage value, or to a simple correction.

ITA will send further documentation regarding the entry/exit regime and the “coups partis”. However Italy also reports organisational problems with management of such a big fleet. Therefore they find the EC’s conclusion ‘ITA does not comply’ too tough.

GBR shows understanding for the frustration of the EC and also reports problems in matching the Community Fleet Register (CFR) with their own one. They will revise their figures again and announce some new information for the following week, namely on the licence entitlements (coups partis).

FRA would like to know the impact of remeasurement, especially the parameters used for the calculation of it. Concerning exits with public aid, the relevant information is transmitted to the CFR only once the aid for the decommissioning has been granted, which can take up to one year from the date of exit of the vessel. Therefore an exit is first registered as an exit without public aid. This is the main reason why there are differences between the national fleet registers and the CFR.

DNK thanks the Commission for the work on the annual report. Furthermore they declare that 9 vessels still have to be remeasured.

DEU also expressed their thanks. The annual report will improve the transparency between the Member States.

NLD mentions that this is the first report of the new Community Fleet Management System. Furthermore they would like to get some clarification from the EC concerning the date of the exit supported by public aid of a vessel from the CFR: is it the day when the application is made, the date when the vessel commercially leaves the active fleet, or the date when the last payment of the aid has been paid?

On this **EC** replies that at the moment when an exit is declared to the Fishing fleet register, the exit must be labelled an exit with public aid according to the date of the administrative decision granting aid for this exit, even if the payments have not yet been made.

EC announces that in the next Committee meeting the remeasurement issue will be discussed. Once more the Commission inform the MS that it was really very difficult to collect all information regarding the entitlements (coups partis) and the administrative data. The EC asks the MS how much extra time they would require in order to finalise this.

SWE says that their fleet register department is preparing the transition towards the new FRONT application. Therefore it is not possible to keep the old CFR up to date at the same time. Furthermore they hope that the new system will be more efficient and user-friendly.

NLD asks if the information regarding the fleet of the outermost regions (RUP) will also be included in the annual report in the future.

EC states that article 14 does not exclude the RUP from the annual report, but the reference levels for 2003 are not yet fixed. For FRA and PRT, there is no problem because they had segments for the fleets of their RUP. However for ESP the negotiations are ongoing regarding the fixing of the reference levels for the Canary Islands. For the outermost regions a joint report for the years 2003 and 2004 will be done next year.

DNK wants to see more information in the annual report on the main underlying objective for fleet policy, which is to reach a balance between the resources and the fishing capacity. Something could be added in this respect to the last paragraph of p. 6, especially in the sense that it is not enough to keep the balance between entries and exits, since without any capacity reductions the real fishing capacity increases because of technological progress.

EC acknowledges Denmark's remark and indicates that certain national reports indeed contain such information. All the national reports will be added to the final annual report by the Commission, so the MS' opinions regarding the effectiveness of the entry/exits will be available for the Council and the European Parliament.

Subsequently the MS' tables are discussed one by one. MS are offered to give their comments on the figures mentioned in these tables.

BEL, DEU, FRA and FIN : no comments.

DNK: there is an additional 3.000 GT of remeasurement to take into account for the GT situation on 1 January 2003.

ESP: the differences are not known yet, but probably it will be about a difference of approximately 400 GT for GT_{fr} on 01/01/2003 due to errors in registration of small vessels.

GBR: they are verifying detailed information on a vessel by vessel basis regarding the entitlements. [i.e. coups partis]

EC states that for GBR the exits with aid are not taken from the CFR but from GBR's annual report. The GT_a amounts to 13.981 GT.

IRL: there are minor differences between the figures in the CFR and those handled by Ireland.

EC states that the corrections, including the remeasurement, do not affect the compliance.

ITA: is aware that they have to back up the arrears regarding the CFR, but according to them they are apparently not the only one.

NLD: does not have any comments on the figures. The only remark is that the different reports, like this one and others like FIG, do not have the same figures because the reference date is different for all of them. Therefore a comparison between these reports or even a cross-check is simply not possible. Furthermore, the reference level fixed last year also contained the aquaculture vessels and the crustacean fleet. They now have detailed figures regarding this sector of the fleet and the reference levels can be adjusted. How and when do the EC want to get this information?

EC replies that the adjustment of the reference levels should be done as soon as possible. Other MS concerned should also forward this information to the EC as soon as possible.

PRT: there are differences for the GT_{fr} and kW_{fr} and the entries. They would like to discuss them bilaterally with the EC.

SWE: they want to verify the entries and exits as mentioned in the draft annual report once more.

EC reminds MS once more that all adjustments should be done via the old CFR reporting system. Information on the coups partis and GTs should be sent to the EC by e-mail. The deadline for MS to clarify and adjust their figures is the end of next week (17 September 2004)

**IIB. SUMMARY OF THE COMMITTEE FOR FISHERIES AND AQUACULTURE, BRUSSELS,
13 OCTOBER 2004**

1. Agenda Item – Opinion of the Committee on the Commission’s Annual Report on the entry/exit regime and reference levels for the fleet

COM -According to article 14 of Council Regulation (EC) No 2371/2002 and article 12 of Commission Regulation (EC) No 1438/2003, the COM has to present its annual report, “on Member States’ efforts during 2003 to achieve a sustainable balance between fishing capacity and fishing opportunities”, to the Committee for Fisheries and Aquaculture for consultation. DG FISH has asked for legal advice regarding the procedure and the status of the opinion from the Committee for Fisheries and Aquaculture as described in the above mentioned legislations and the Legal Service of the European Commission states that no vote on the annual report from the Committee is required. The opinion of the Committee will be expressed in the minutes of its meeting. These minutes will be added to the COM’s annual report and those of the MS when it is transmitted to the EP and the Council.

An amendment in the conclusion concerning IT has been added. Once more it is stated that the differences between the MS annual reports and the data from the Community Fleet Register are minor differences and above all, they do not influence the outcome of the report, except for IT.

IT thanks the COM for reviewing the additional information. The transition to GT and some legislative difficulties prevented ITA from handing over all necessary information on time. ITA hopes that this additional information will be added to the summary of this meeting.

FR cannot give an opinion because the document is not in French. They also ask once more for some additional information on the validation processes.

COM indicates that translation takes a lot of time and then there would be no time left for discussion. Therefore the COM opts for a presentation of a single language version as soon as the report is ready in order to give the Committee more time for discussion. With regard to the validation process, **COM** states that this item is not a subject of this meeting. The validation programme is working well. There are still some small adaptations needed. However, the philosophy of the legislation is not always easy to translate in IT language. On the 25th November a FRONT meeting will be held in Brussels, where this will be discussed in detail.

ES agrees with FRA but wants nevertheless to show some flexibility. Although they would like to mention that the language regime was already decided in 1958 and the COM should respect it. Furthermore, they would like to know if the opinions of the MS will be added to the COM annual report and if it is necessary that all MS agree upon the contents of it.

COM confirms that the opinions of the MS expressed in the Management Committee will be added to the COM’s annual report 2003 in the form of the minutes of the meeting. Furthermore the written opinion of the STEFC will also be added. The COM states once more that the annual report 2003 could only be presented in September because some MS

did not respect the deadline for sending their annual reports to the COM. The COM will investigate if a presentation in all languages will be possible next month.

DK states that the figures on kW do not correspond. Also the exits with public aid do not match the figures of their annual report. Furthermore, they want to see more in the annual report on the main underlying objective for fleet policy, which is to reach a balance between the resources and the fishing capacity. Something could be added in the sense that it is not enough to keep the balance between entries and exits, since without any capacity reductions the real fishing capacity increases because of technological progress. They also express their reservation on the figures mentioned in the COM's annual report.

COM confirms that some additional information was received from DK. The way the remeasurement of the tonnage capacity has been declared into the Community Fleet Register has influenced the determination of the tonnage capacity at 01/01/2003. A change of tonnage due to remeasurement should not be declared as a modification. For DNK a lot of vessels were remeasured during 2003 and therefore the differences in figures for 01/01/2003 are largely due to wrong declarations to the CFR.

The CFR was the reference point for each MS data in the annual report, except for the capacity withdrawn from the fleet with public aid, because these data were not always actualised in the CFR. During a bilateral meeting with DK the EC will also discuss the difference in opinion regarding the date relevant for an exit with public aid in order to be accounted for in a given year.

UK announces that they have updated the CFR and therefore the footnote for the exits with public aid can now be changed.

IE states that there are some small discrepancies but they accept the figures as they are.

To a question from **NL** on the management of entry/exits from the fleet with public aid in relation to the date of the event, COM restates that it is the date of the administrative decision which counts in the case of a vessel entry in the form of "coups partis", but in the case of an exit with public aid, it is the date of the vessel's exit which is important for the management of entry/exit regime. In other words, a vessel which leaves the fleet register after 1 January 2003 does not figure in the snapshot of the fleet on 1 January 2003 and has to be deducted from the snapshot capacity at this date if the exit is with public aid, even if the full payments have not been implemented at this date.

PT: there are differences but hopefully with the new CFR this will be resolved next year.

COM expresses its conviction that next year's annual report discussions will be easier thanks to the new CFR reporting system.

III. Opinion of the STECF on Annual Report from the Commission to the Council and the European Parliament on Member States' efforts during 2003 to achieve a sustainable balance between fishing capacity and fishing opportunities

General comments

The Commission should be commended on the new annual report on the EU fishing fleet, as it provides a good overall reflection of the new Community Fleet Policy framework, following the suspension of the MAGP at the end of 2002. The STECF also acknowledges that the quality of the report hinges on the accurate reporting of Member States and initial teething problems are probable in this regard. STECF nevertheless recommends that the following issues and comments be specifically considered in future reporting on the EU fishing fleet.

8.1 Reference levels

STECF understands the reference levels, and the reported compliance levels herewith, to be a transitional measure following the discontinuation of the MAGP at the end of 2002. STECF notes from the annual report that some Member States fleets are sufficiently below their reference levels that their fleet size is, in effect, not restricted, beyond limitations imposed by the entry/exit regime, while Member States with fleet sizes close to their reference levels are restricted, to a greater extent. If the long-term goal of balancing fleets with resources is to be reached, these reference levels should be suitably adapted and form the foundation to linking fishing capacity and fishing opportunities, as discussed below.

8.2 Link between fishing capacity and fishing opportunities

STECF finds that the annual report fails to give adequate information to reflect the demands 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, paragraph 12 (L 204/22), stating:

“The annual reports and the summary thereof made by the Commission in accordance with Article 14 of Council Regulation (EC) No 2371/2002 should give a clear picture of the equilibrium between fleet fishing capacity and fishing opportunities”.

STECF argues that an explicit link between fishing capacity and fishing opportunities, as called for in *Article 14 of Council Regulation (EC) No 2371/2002* must be given due attention in future annual reporting on the EU fishing fleet. This is especially relevant where stock recovery plans and days at sea limitations have been implemented. Information on feasible analytical approaches should thus be sought to allow the assessment of the real balance between fishing fleets and fishing opportunities. However, further discussion among Member States will be required in order to reach a common approach.

8.3 Entry/exit regime

STECF considers that the adopted entry/exit regime and reporting is a step in the right direction, and provides a framework for information on the overall fleet situation in relation to public aid. The adopted regime should help ensure that public money earmarked for fleet renewal and modernisation does not lead to an increase in nominal or effective fishing capacity. Further, it should help confirm that vessels removed by public aid are not replaced and reference levels are lowered accordingly.

STECF suggests that some form of analysis is undertaken to examine how more specified entry/exit regimes can be deployed for individual fleets and fisheries, where there may be a desire to either neutralise or reduce fishing capacity. This may be especially important where stock recovery plans are in force. Such analyses should also help to account for dynamic changes in effective fishing capacity due to, for example, technological progress, changes in fish stocks, impacts of days at sea limitations, etc. Currently, the entry/exit regime is strictly based on funding criteria and/or vessel characteristics including GT's and kW's, and no attempt is made to manage fishing capacity in specific fisheries or fleet segments so as to achieve a sustainable balance between fishing capacity and fishing opportunities.

STECF considers that an analysis of the impact of the currently adopted entry/exit regime on fleet structure and balance with fishing opportunities should provide valuable preliminary information for establishing future, more targeted, entry/exit regimes.

8.4 Consideration of new Member State fleets

To secure a sustainable balance between fishing capacity and fishing opportunities in EU waters, STECF recommends that the Commission explicitly consider the steps to incorporate the fleets of the new fishing nations, following the accession of 10 new Member States in 2004.