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COMMISSION STAFF WORKING PAPER

Figures on the EU fishing fleet

Accompanying the document

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

**on Member States' efforts during 2010 to achieve a sustainable balance between fishing
capacity and fishing opportunities**

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1. FISHING CAPACITY MANAGEMENT UNDER THE COMMON FISHERIES POLICY

The present document presents data in the form of tables and graphs to illustrate the trend in fishing capacity, the compliance of the Member States' fleet with the fishing capacity management rules and the application of the guidelines for the assessment of the balance between fishing capacity and fishing opportunities. A short description of the applicable provisions is given next.

1.1. The entry-exit regime

The entry-exit regime, which applies to the fleet of each Member State, excluding the fleet registered in the outermost regions since 1 January 2003 is one of the main pillars of the fishing capacity management system (Article 13 of the basic regulation). The entry-exit regime applies separately to the capacity measured in terms of tonnage and power. Any entry of capacity into the fleet of a Member State has to be compensated by the previous exit of at least the same amount of capacity (entry to exit ratio of 1:1).

Two exceptions to this rule allow capacity increases exempted from the entry-exit regime when they result from improvements in safety, hygiene or living and working conditions on board:

- Article 11(5) gives Member States the possibility to increase the tonnage of existing vessels which are at least 5 years old and when the increases of volume result from works above the main deck
- Article 11(6) allows Member States to re-allocate 4% of the capacity scrapped with public aid to increase the tonnage of some vessels; in this case Member States are obliged to give priority to small scale coastal vessels. This provision was adopted in 2007 and has resulted in slightly increased tonnage ceilings for most Member States.

For entries of new vessels of more than 100 GT built with public aid on the basis of an administrative decision adopted after 1 January 2003, Member States had to withdraw 35% more capacity than they introduced, i.e. apply an entry to exit ratio of 1:1,35 (Article 13(1)(b)). The effects of this transitional measure are reflected in the value of the capacity ceilings, but this provision no longer applies, since aid for vessels construction was only permitted until the end of 2004.

All of this means that, as a general rule, the capacity of the national fleets cannot increase with respect to its levels on 1 January 2003, for 'EU 15' Member States and on the accession date for the Member States, which acceded to the Community after 2003. However, Articles 5 and 6 of Commission Regulation (EC) No 1013/2010, the implementing rules for the fleet policy, allowed for the registration of vessels outside the framework of the entry-exit regime if administrative decisions have been adopted by the national authorities before 1 January 2003 or before accession.

1.2. Prohibition to replace capacity withdrawn with public aid

The second pillar of the fishing capacity management system is the rule that capacity leaving the fleet with public aid cannot be replaced (Article 11(3)). Such capacity, expressed both in tonnage and power, is subtracted directly from the maximum fleet capacity of each Member State. Capacity reductions supported with public aid are therefore permanent. The total amount of fishing capacity withdrawn with public aid during the period 2003-2010 is shown in table 5, 6 and 7.

1.3. Reference levels

The reference levels for the fleets of Member States are the sum of the global final objectives of the Fourth Multi-annual Guidance Programme (MAGP IV) as established by Article 12 of Council Regulation (EC) No 2371/2002. Since the reference levels are a legacy of MAGP IV (period 1997- 2002), the Council decided that they would not apply to the 'EU 10' Member States (Council Regulation (EC) No 1242/2004). Member States may not exceed their reference levels at any time.

In the same way as it is done for the entry exit regime, the reference levels are revised to take into account the amount of capacity scrapped, the increase in tonnage under the provisions of Article 11(5) and (6) of Regulation 2371 and the 35% extra capacity withdrawn for new vessels of 100 GT or more built with public aid after 1 January 2003.

For the 'EU 15' Member States, the comparison between the capacity of their fleets and the reference levels on 31 December 2010 is shown in Table 2. It can be seen that for all these Member States the reference levels are greater, and for most Member States much greater, than the capacity ceilings resulting from the entry-exit regime, which makes the reference levels irrelevant.

1.4. Management of the fleets registered in the outermost regions

The fishing fleets registered in the outermost regions of the European Union, namely the French Overseas Departments, the Spanish Canary Islands and the Portuguese Azores and Madeira have to comply with specific rules for the management of fishing capacity. These fleets are divided into fleet 'segments', according to their region of registration, vessel characteristics, fishing areas or target species. For each fleet segment, reference levels are fixed in terms of tonnage and power. The capacity of the vessels decommissioned with public aid is deducted from the reference levels of the corresponding fleet segment.

The specific regime for the fleets registered in the outermost regions is defined by Council Regulation (EC) No 639/2004 and Commission Regulation (EC) No 2104/2004. The latter includes the definition of fleet segments and their reference levels.

The variations in the capacity of the outermost regions' fleets are shown in Table 4. Compliance with reference levels at 31/12/2010 in the outermost regions of the EU is shown in Table 5. Detailed calculations per segment are published on the Fleet Register website.

1.5. Use of the guidelines

With a view to helping the Member States to carry out a harmonised and well-founded analysis of the balance between their fleet and the available fishing opportunities, the Commission produced in cooperation with the STECF guidelines for an improved analysis of the balance between fishing capacity and fishing opportunities. The 'guidelines' were prepared in March 2008. They contain a set of indicators (technical, biological, economic and social) on the basis of which Member States could better assess the balance between fishing capacity and fishing opportunities. These guidelines have a non-binding character. The indicators proposed do not exclude the possibility for Member States to propose and apply other indicators. For the third time, Member States were requested to apply the guidelines to their fleets. A summary of the indicators provided by Member States is shown in Table 9. Its values can be consulted in the Member States' reports.

1.6. European Union fishing fleet register

The European Union fleet register is the main tool for monitoring the EU fishing fleet. In accordance with Commission Regulation (EC) No 26/2004, Member States are obliged to keep a register of fishing vessels and transmit electronically to the Commission on a quarterly

basis ("snapshots" are sent on the first working day of March, June, September and December) all relevant information on their identification and characteristics, together with information on entries to and exits from the fleet. The EU fleet register is managed via a web-based application, called the Fleet Register On the NeT (FRONT).

The FRONT is also available for the general public on the following web page:
<http://ec.europa.eu/comm/fisheries/fleet/index.cfm>

It is important to note that all information which is provided in this Commission Staff Working Document can be found on the "Europa" site and has been taken from the CFR, with the exception of:

- data on entries corresponding to administrative decisions taken by national authorities before 1 January 2003 (or accession date for Member States which acceded after 1 January 2003) and for which the special transitional provisions apply;
- data on exits with public aid in some cases where this information was not available.

Only in these two cases has the information been taken directly from the Member States.

2. SUMMARY TABLES AND GRAPHS

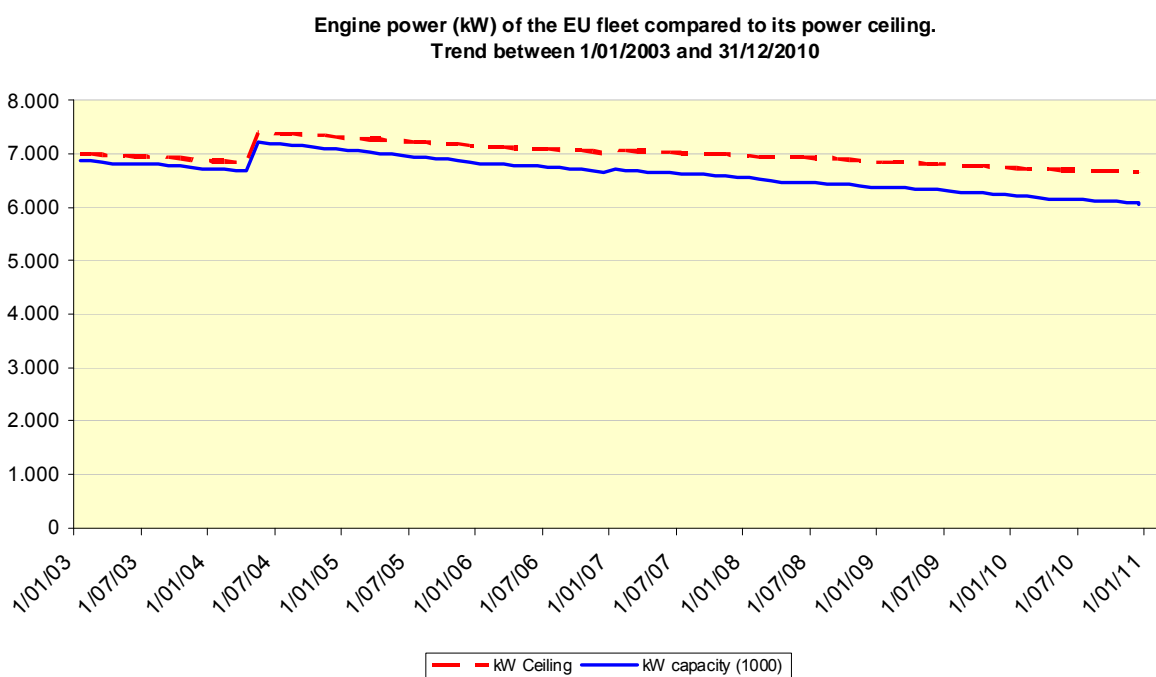
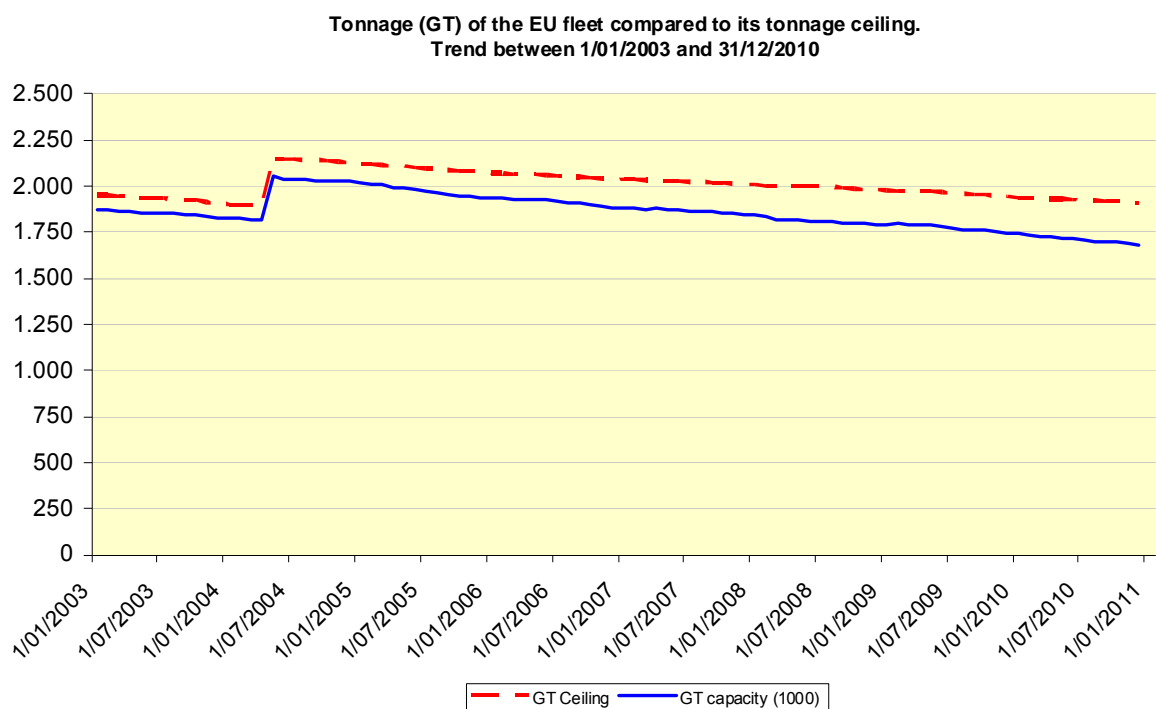
The tables and the graphs are based on data of the September 2011 snapshot.

Table 1: Compliance with the entry-exit ceiling at 31 December 2010 (Except outermost regions)

| Member State | GT | | | kW | | |
|----------------------------|---------------------|-------------------------|---------------|---------------------|-------------------------|---------------|
| | Fleet capacity A | Entry/Exit ceiling B | A/B | Fleet capacity C | Entry/Exit ceiling D | C/D |
| | at 31/12/2010 | | | at 31/12/2010 | | |
| Belgium | 15.812 | 18.864 | 83,82% | 51.198 | 51.585 | 99,25% |
| Bulgaria | 7.931 | 8.448 | 93,88% | 63.444 | 67.607 | 93,84% |
| Denmark | 66.756 | 88.529 | 75,41% | 242.596 | 313.644 | 77,35% |
| Germany | 67.218 | 71.114 | 94,52% | 158.378 | 167.089 | 94,79% |
| Estonia | 14.683 | 22.057 | 66,57% | 40.234 | 53.770 | 74,83% |
| Ireland | 64.581 | 77.254 | 83,60% | 185.392 | 210.083 | 88,25% |
| Greece | 86.911 | 91.274 | 95,22% | 504.007 | 514.264 | 98,01% |
| Spain | 387.536 | 406.237 | 95,40% | 873.834 | 931.088 | 93,85% |
| France | 158.916 | 183.057 | 86,81% | 713.914 | 797.455 | 89,52% |
| Italy | 186.200 | 193.048 | 96,45% | 1.110.488 | 1.159.282 | 95,79% |
| Cyprus | 4.149 | 11.193 | 37,07% | 43.016 | 48.508 | 88,68% |
| Latvia | 40.804 | 49.067 | 83,16% | 61.455 | 65.196 | 94,26% |
| Lithuania | 45.965 | 73.489 | 62,55% | 54.395 | 73.516 | 73,99% |
| Malta | 11.983 | 15.071 | 79,51% | 85.559 | 96.912 | 88,28% |
| Netherlands | 131.237 | 166.384 | 78,88% | 289.717 | 350.736 | 82,60% |
| Poland | 37.265 | 38.376 | 97,10% | 86.899 | 92.745 | 93,70% |
| Portugal | 86.933 | 94.789 | 91,71% | 300.402 | 314.803 | 95,43% |
| Romania | 1.168 | 1.885 | 61,98% | 6.604 | 6.716 | 98,34% |
| Slovenia | 1.004 | 1.057 | 95,01% | 10.953 | 10.974 | 99,82% |
| Finland | 16.525 | 18.138 | 91,11% | 168.265 | 181.095 | 92,92% |
| Sweden | 32.961 | 42.883 | 76,86% | 178.547 | 211.479 | 84,43% |
| United Kingdom | 207.779 | 235.659 | 88,17% | 828.719 | 927.587 | 89,34% |
| Total at 31/12/2010 | 1.674.320 | 1.907.871 | 87,76% | 6.058.017 | 6.646.134 | 91,15% |

NB : Data extracted from the Community Fleet Register on 12/12/2011

Figure 1: Overall trend of the EU fishing fleet capacity ceiling (except outermost regions)



NB: data extracted from the Community Fleet Register on 12-12-2011

Table 2: Compliance with reference levels at 31 December 2010 (except outermost regions)

| Member State | GT | | | kW | | |
|----------------------------|---------------------|----------------------|---------------|---------------------|----------------------|---------------|
| | Fleet capacity A | Reference level B | A/B | Fleet capacity C | Reference level D | C/D |
| | at 31/12/2010 | | | at 31/12/2010 | | |
| Belgium | 15.812 | 18.864 | 83,82% | 51.198 | 51.585 | 99,25% |
| Denmark | 66.756 | 117.946 | 56,60% | 242.596 | 406.379 | 59,70% |
| Germany | 67.218 | 84.259 | 79,78% | 158.378 | 175.839 | 90,07% |
| Ireland | 64.581 | 77.254 | 83,60% | 185.392 | 210.083 | 88,25% |
| Greece | 86.911 | 104.973 | 82,79% | 504.007 | 575.553 | 87,57% |
| Spain | 387.536 | 631.777 | 61,34% | 873.834 | 1.431.179 | 61,06% |
| France | 158.916 | 200.018 | 79,45% | 713.914 | 803.283 | 88,87% |
| Italy | 186.200 | 198.318 | 93,89% | 1.110.488 | 1.194.457 | 92,97% |
| Netherlands | 131.237 | 179.181 | 73,24% | 289.717 | 417.302 | 69,43% |
| Portugal | 86.933 | 156.614 | 55,51% | 300.402 | 369.877 | 81,22% |
| Finland | 16.525 | 21.646 | 76,34% | 168.265 | 208.900 | 80,55% |
| Sweden | 32.961 | 48.083 | 68,55% | 178.547 | 244.406 | 73,05% |
| United Kingdom | 207.779 | 267.459 | 77,69% | 828.719 | 1.071.409 | 77,35% |
| Total at 31/12/2010 | 1.509.368 | 2.106.393 | 71,66% | 5.605.457 | 7.160.252 | 78,29% |

NB : Data extracted from the Community Fleet Register on 12/12/2011

Table 3: Fleet fishing capacity variations between 1 January 2003 and 31 December 2010 (except outermost regions)

| Member States | N° of vessels | GT | kW | N° of vessels | GT | kW | N° of vessels | Δ GT | Δ GT in % | Δ kW | Δ kW in % |
|---|-------------------|------------------|------------------|-------------------|------------------|------------------|----------------------------------|-----------------|----------------|-------------------|----------------|
| EU-15 | 01/01/2003 | | | 31/12/2010 | | | Fleet capacity variations | | | | |
| BE | 132 | 24.363 | 68.304 | 89 | 15.812 | 51.198 | -43 | -8.551 | -35,10% | -17.106 | -25,04% |
| DK | 3.815 | 103.289 | 366.791 | 2.826 | 66.756 | 242.596 | -989 | -36.532 | -35,37% | -124.195 | -33,86% |
| DE | 2.244 | 66.844 | 161.045 | 1.673 | 67.218 | 158.378 | -571 | 374 | 0,56% | -2.667 | -1,66% |
| IE | 2.086 | 87.279 | 242.977 | 2.061 | 64.581 | 185.392 | -25 | -22.698 | -26,01% | -57.585 | -23,70% |
| EL | 19.111 | 101.685 | 590.975 | 17.178 | 86.911 | 504.007 | -1.933 | -14.774 | -14,53% | -86.967 | -14,72% |
| ES | 13.637 | 466.084 | 1.147.670 | 9.892 | 387.536 | 873.834 | -3.745 | -78.548 | -16,85% | -273.836 | -23,86% |
| FR | 5.745 | 212.406 | 913.082 | 4.721 | 158.916 | 713.914 | -1.024 | -53.490 | -25,18% | -199.168 | -21,81% |
| IT | 15.771 | 217.314 | 1.278.464 | 13.520 | 186.200 | 1.110.488 | -2.251 | -31.114 | -14,32% | -167.976 | -13,14% |
| NL | 779 | 183.669 | 418.521 | 744 | 131.237 | 289.717 | -35 | -52.432 | -28,55% | -128.803 | -30,78% |
| PT | 8.209 | 99.734 | 333.329 | 7.182 | 86.933 | 300.402 | -1.027 | -12.801 | -12,84% | -32.927 | -9,88% |
| FI | 3.547 | 19.695 | 188.390 | 3.308 | 16.525 | 168.265 | -239 | -3.170 | -16,09% | -20.125 | -10,68% |
| SE | 1.814 | 45.921 | 225.512 | 1.364 | 32.961 | 178.547 | -450 | -12.960 | -28,22% | -46.965 | -20,83% |
| UK | 7.491 | 241.029 | 945.991 | 6.490 | 207.779 | 828.719 | -1.001 | -33.250 | -13,79% | -117.273 | -12,40% |
| Total | 84.381 | 1.869.313 | 6.881.051 | 71.048 | 1.509.368 | 5.605.457 | -13.333 | -359.945 | -19,26% | -1.275.594 | -18,54% |
| EU-10 | 01/05/2004 | | | 31/12/2010 | | | Fleet capacity variations | | | | |
| EE | 1054 | 26.625 | 64.967 | 935 | 14.683 | 40.234 | -119 | -11.942 | -44,85% | -24.733 | -38,07% |
| CY | 901 | 11.994 | 53.066 | 1006 | 4.149 | 43.016 | 105 | -7.844 | -65,40% | -10.050 | -18,94% |
| LV | 898 | 44.449 | 74.283 | 786 | 40.804 | 61.455 | -112 | -3.644 | -8,20% | -12.828 | -17,27% |
| LT | 307 | 76.738 | 80.702 | 171 | 45.965 | 54.395 | -136 | -30.773 | -40,10% | -26.307 | -32,60% |
| MT | 1431 | 15.334 | 99.206 | 1092 | 11.983 | 85.559 | -339 | -3.351 | -21,85% | -13.648 | -13,76% |
| PL | 1283 | 58.880 | 160.984 | 793 | 37.265 | 86.899 | -490 | -21.615 | -36,71% | -74.085 | -46,02% |
| SI | 176 | 1.057 | 10.974 | 185 | 1.004 | 10.953 | 9 | -53 | -4,99% | -20 | -0,18% |
| Total | 6.050 | 235.077 | 544.182 | 4.968 | 155.854 | 382.511 | -1082 | -79.223 | -33,70% | -161.671 | -29,71% |
| EU-2 | 01/01/2007 | | | 31/12/2010 | | | Fleet capacity variations | | | | |
| BG | 2545 | 8.147 | 64.924 | 2340 | 7.931 | 63.444 | -205 | -216 | -2,65% | -1.480 | -2,28% |
| RO | 438 | 2.312 | 7.748 | 475 | 1.168 | 6.604 | 37 | -1.143 | -49,47% | -1.144 | -14,77% |
| Total | 2.983 | 10.458 | 72.672 | 2.815 | 9.099 | 70.048 | -168 | -1.359 | -13,00% | -2.624 | -3,61% |
| Total EU fishing fleet at 31/12/2010 | | | | 78.831 | 1.674.320 | 6.058.017 | | | | | |

NB : Data extracted from the Community Fleet Register on 12/12/2011

Figure 2: Trend in the number of EU fishing vessels between 1992 and 2010

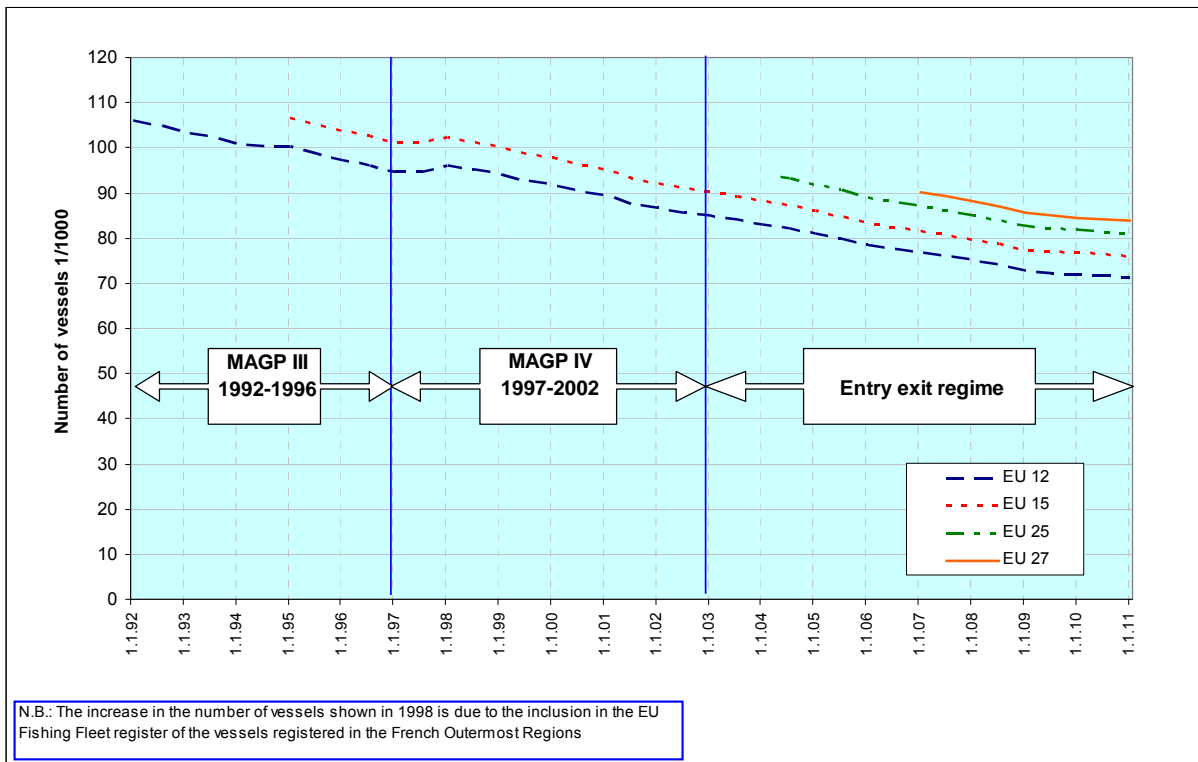


Figure 3: Trend in the EU fishing fleet capacity in terms of tonnage between 1992 and 2010

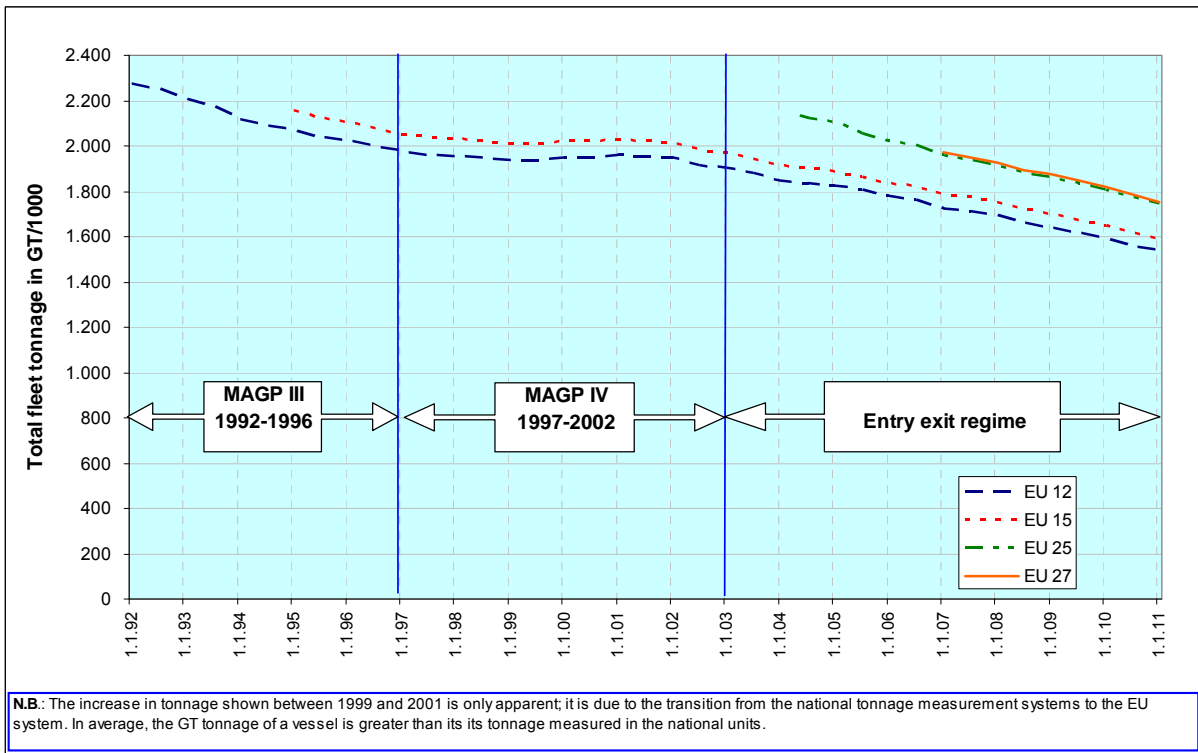


Figure 4: Trend in the EU fishing fleet capacity in terms of power between 1992 and 2010

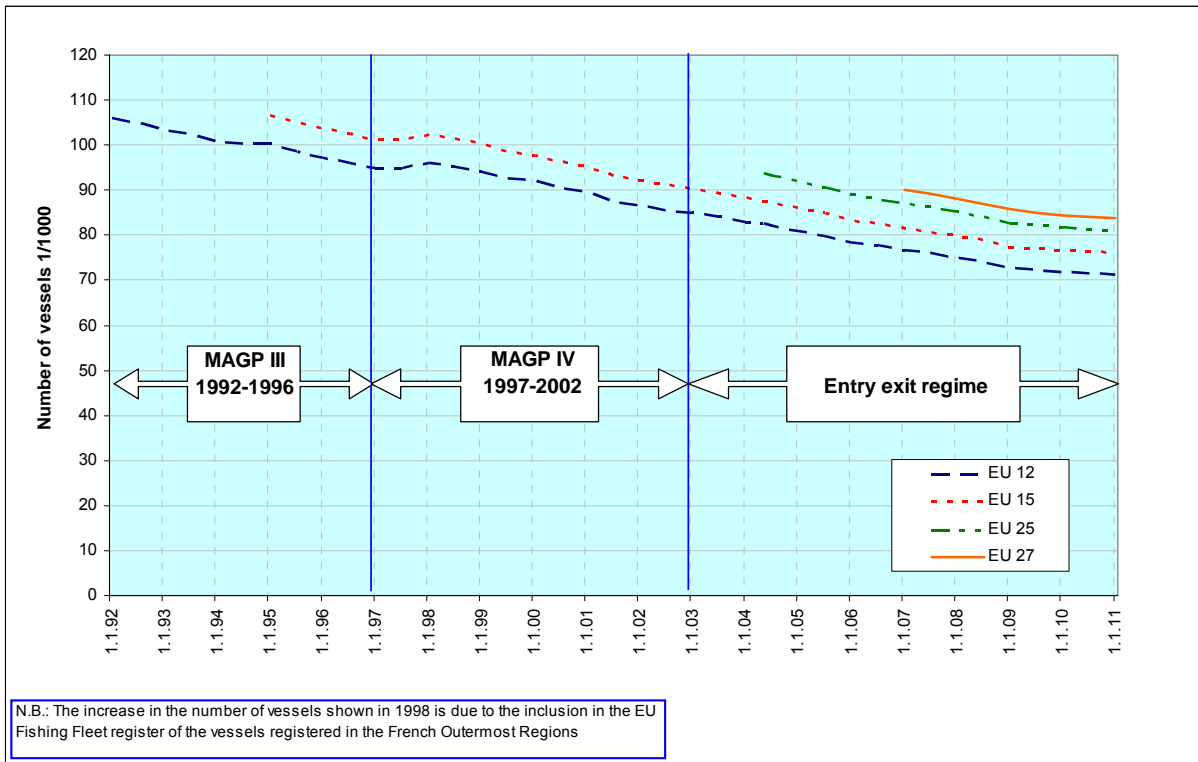


Table 4: Fleet capacity variations between 1 January 2003 and 31 December 2010 in the outermost regions of the EU

| Member State | Segment code* | 01/01/2003 | | | 31/12/2010 | | | Fleet capacity variations | | | | |
|--------------------------------|---------------|-------------------|----------------|----------------|-------------------|----------------|----------------|---------------------------|----------------|----------------|----------------|----------------|
| | | Number of vessels | GT | kW | Number of vessels | GT | kW | Number of vessels | Δ GT | Δ GT in % | Δ kW | Δ kW in % |
| Spain | CA1 | 1.082 | 2.110 | 16.386 | 819 | 1.820 | 17.101 | -263 | -290 | -13,73% | 715 | 4,36% |
| | CA2 | 104 | 4.243 | 15.387 | 79 | 2.555 | 9.722 | -25 | -1.688 | -39,78% | -5.665 | -36,81% |
| | CA3 | 131 | 45.996 | 83.667 | 57 | 22.396 | 33.824 | -74 | -23.599 | -51,31% | -49.844 | -59,57% |
| | Total | 1.317 | 52.348 | 115.441 | 955 | 26.772 | 60.647 | -362 | -25.577 | -48,86% | -54.794 | -47,46% |
| France | 4FC | 266 | 362 | 11.535 | 229 | 397 | 12.610 | -37 | 35 | 9,61% | 1.075 | 9,32% |
| | 4FD | 48 | 4.321 | 14.049 | 50 | 4.955 | 16.471 | 2 | 633 | 14,65% | 2.422 | 17,24% |
| | 4FF | 89 | 349 | 4.739 | 123 | 526 | 6.245 | 34 | 177 | 50,63% | 1.506 | 31,78% |
| | 4FG | 63 | 7.199 | 20.172 | 38 | 4.107 | 11.867 | -25 | -3.092 | -42,96% | -8.305 | -41,17% |
| | 4FH | 7 | 355 | 1.429 | 5 | 211 | 1.017 | -2 | -144 | -40,56% | -412 | -28,83% |
| | 4FJ | 1.153 | 2.167 | 61.946 | 1.103 | 1.813 | 88.936 | -50 | -354 | -16,33% | 26.990 | 43,57% |
| | 4FK | 8 | 848 | 2.598 | 8 | 460 | 2.642 | 0 | -388 | -45,71% | 44 | 1,69% |
| | 4FL | 943 | 2.551 | 99.637 | 954 | 2.792 | 141.014 | 11 | 241 | 9,43% | 41.377 | 41,53% |
| | 4FM | 2 | 124 | 551 | 0 | 0 | 0 | -2 | -124 | -100,00% | -551 | -100,00% |
| Total | 2.579 | 18.277 | 216.656 | 2.510 | 15.261 | 280.802 | -69 | -3.016 | -16,50% | 64.146 | 29,61% | |
| Portugal | 4K6 | 423 | 411 | 2.808 | 402 | 456 | 3.684 | -21 | 44 | 10,75% | 875 | 31,17% |
| | 4K7 | 51 | 3.622 | 12.840 | 44 | 3.390 | 11.871 | -7 | -232 | -6,41% | -969 | -7,55% |
| | 4K8 | 5 | 193 | 1.006 | 3 | 136 | 777 | -2 | -57 | -29,69% | -229 | -22,72% |
| | 4K9 | 1475 | 2.267 | 20.461 | 714 | 2.141 | 29.178 | -761 | -126 | -5,56% | 8.718 | 42,61% |
| | 4KA | 115 | 10.047 | 29.622 | 116 | 8.394 | 25.660 | 1 | -1.654 | -16,46% | -3.962 | -13,38% |
| Total | 2.069 | 16.542 | 66.737 | 1.279 | 14.516 | 71.170 | -790 | -2.025 | -12,24% | 4.433 | 6,64% | |
| Total outermost regions | | 5.965 | 87.167 | 398.834 | 4.744 | 56.549 | 412.619 | -1.221 | -30.618 | -35,13% | 13.785 | 3,46% |

NB : Data extracted from the Fleet Register on : 12/12/2011

* Description of the outer most regions fleets segmentation codes are given in the Commission Regulation (EC) No 2104/2004

Table 5: Compliance with reference levels at 31/12/2010 in the outermost regions of the EU

| Member State | Segment code* | reference levels 31/12/2010 | | Fleet capacity 31/12/2010 | | Fleet capacity variations | | | |
|-------------------------------|---------------|-----------------------------|----------------|---------------------------|----------------|---------------------------|-----------------|-----------------|---------------|
| | | GT | kW | GT | kW | Δ GT | Δ GT in % | Δ kW | Δ kW in % |
| Spain | CA1 | 2.649 | 21.219 | 1.820 | 17.101 | -829 | -31,3% | -4.118 | -19,4% |
| | CA2 | 3.059 | 10.364 | 2.555 | 9.722 | -504 | -16,5% | -642 | -6,2% |
| | CA3 | 28.823 | 45.593 | 22.396 | 33.824 | -6.427 | -22,3% | -11.769 | -25,8% |
| | Total | 34.531 | 77.176 | 26.772 | 60.647 | -7.759 | -22,5% | -16.529 | -21,4% |
| France | 4FC | 1.050 | 19.320 | 397 | 12.610 | -653 | -62,2% | -6.710 | -34,7% |
| | 4FD | 10.002 | 31.465 | 4.955 | 16.471 | -5.047 | -50,5% | -14.994 | -47,7% |
| | 4FF | 903 | 11.644 | 526 | 6.245 | -377 | -41,7% | -5.399 | -46,4% |
| | 4FG | 7.560 | 19.726 | 4.107 | 11.867 | -3.453 | -45,7% | -7.859 | -39,8% |
| | 4FH | 3.500 | 5.000 | 211 | 1.017 | -3.289 | -94,0% | -3.983 | -79,7% |
| | 4FJ | 5.409 | 142.116 | 1.813 | 88.936 | -3.596 | -66,5% | -53.180 | -37,4% |
| | 4FK | 1.046 | 3.294 | 460 | 2.642 | -586 | -56,0% | -652 | -19,8% |
| | 4FL | 6.177 | 162.429 | 2.792 | 141.014 | -3.385 | -54,8% | -21.415 | -13,2% |
| | 4FM | 0 | 0 | 0 | 0 | 0 | 0,0% | -162.429 | -100,0% |
| Total | 35.647 | 394.994 | 15.261 | 280.802 | -20.386 | -57,2% | -276.621 | -70,0% | |
| Portugal | 4K6 | 617 | 4.134 | 456 | 3.684 | -161 | -26,1% | -450 | -10,9% |
| | 4K7 | 4.114 | 12.734 | 3.390 | 11.871 | -724 | -17,6% | -863 | -6,8% |
| | 4K8 | 181 | 777 | 136 | 777 | -45 | -25,0% | 0 | 0,0% |
| | 4K9 | 2.626 | 29.895 | 2.141 | 29.178 | -485 | -18,5% | -717 | -2,4% |
| | 4KA | 12.979 | 25.721 | 8.394 | 25.660 | -4.585 | -35,3% | -61 | -0,2% |
| Total | 20.517 | 73.261 | 14.516 | 71.170 | -6.001 | -29,2% | -2.091 | -2,9% | |
| total outermost region | | 90.695 | 545.431 | 56.549 | 412.619 | -34.146 | -37,6% | -295.241 | -54,1% |

Situation as registered in the Community Fleet Register on 12-12-2011

* Description of the outermost regions fleets segmentation codes are given in the Commission Regulation (EC) No 2104/2004

NB : data based on snapshot of September 2011

Table 6: Vessels withdrawn from the fleet with public aid over the period 2003 2010

| Member State | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | Total |
|----------------|-------------|-------------|-------------|------------|------------|------------|------------|------------|-------------|
| Belgium | | 4 | | 9 | | | 8 | 1 | 22 |
| Bulgaria | | | | | | | | | 0 |
| Cyprus | | | 4 | 5 | | | 12 | 1 | 22 |
| Denmark | 106 | 35 | 6 | 41 | | | 34 | | 222 |
| Estonia | | | | 17 | 12 | | 12 | 5 | 46 |
| Finland | | 2 | 11 | 2 | | | 5 | | 20 |
| France | 21 | 171 | 2 | 86 | | 134 | 56 | 26 | 496 |
| Germany | 1 | | | | | | | | 1 |
| Greece | 407 | 320 | 242 | 226 | 197 | 150 | 26 | | 1568 |
| Ireland | | | 16 | 20 | | 44 | 2 | | 82 |
| Italy | 54 | 316 | 177 | 116 | 209 | 97 | 18 | 58 | 1045 |
| Latvia | | 17 | 14 | 28 | 17 | 34 | 50 | 3 | 163 |
| Lithuania | | | 20 | | 11 | 3 | 18 | 26 | 78 |
| Malta | | | | 3 | | | 4 | 7 | 14 |
| Netherlands | 2 | | 28 | 1 | | 23 | | | 54 |
| Poland | | 27 | 270 | 84 | 24 | 34 | 46 | 18 | 503 |
| Portugal | 61 | 32 | 46 | 22 | 11 | 1 | 24 | 35 | 232 |
| Romania | | | | | | | | 7 | 7 |
| Slovenia | | | | | | | | | 0 |
| Spain | 286 | 186 | 180 | 132 | 124 | 127 | 147 | 101 | 1283 |
| Sweden | 2 | 3 | 2 | 3 | 17 | 1 | 6 | 23 | 57 |
| United Kingdom | 88 | 20 | 2 | 2 | 8 | | 65 | | 185 |
| Total | 1028 | 1133 | 1020 | 797 | 630 | 648 | 533 | 311 | 6100 |

Data extracted on 12-12-2011

Table 7: Tonnage of the vessels withdrawn from the fleet with public aid over the period 2003 2010

| Member State | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | Total |
|----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|---------------|
| Belgium | | 711 | | 2224 | | | 2432 | 259 | 5626 |
| Bulgaria | | | | | | | | | 0 |
| Cyprus | | | 360 | 200 | | | 239 | 20 | 819 |
| Denmark | 3738 | 1618 | 210 | 4560 | | | 4932 | | 15058 |
| Estonia | | | | 1779 | 937 | | 1661 | 336 | 4713 |
| Finland | | 143 | 1023 | 264 | | | 184 | | 1614 |
| France | 711 | 12313 | 6 | 6167 | | 6587 | 3077 | 2455 | 31316 |
| Germany | 16 | | | | | | | | 16 |
| Greece | 4959 | 2376 | 2908 | 1105 | 1533 | 1811 | 526 | | 15218 |
| Ireland | | | 2464 | 2437 | | 6746 | 168 | | 11815 |
| Italy | 912 | 3568 | 2626 | 5265 | 10382 | 1343 | 823 | 7305 | 32224 |
| Latvia | | 951 | 978 | 1205 | 950 | 1159 | 2248 | 230 | 7721 |
| Lithuania | | | 1576 | | 1173 | 241 | 784 | 137 | 3910 |
| Malta | | | | 90 | | | 48 | 134 | 272 |
| Netherlands | 173 | | 8953 | 29 | | 9971 | | | 19126 |
| Poland | | 807 | 15564 | 2469 | 741 | 1612 | 3023 | 1529 | 25744 |
| Portugal | 4211 | 751 | 6246 | 705 | 646 | 199 | 3045 | 1627 | 17430 |
| Romania | | | | | | | | 565 | 565 |
| Slovenia | | | | | | | | | 0 |
| Spain | 38014 | 11486 | 10031 | 13686 | 10345 | 6847 | 14822 | 16651 | 121880 |
| Sweden | 390 | 402 | 143 | 242 | 472 | 42 | 1040 | 1426 | 4157 |
| United Kingdom | 14202 | 2425 | 246 | 3 | 1578 | | 457 | | 18911 |
| Total | 67326 | 37551 | 53334 | 42429 | 28756 | 36556 | 39510 | 32672 | 338134 |

Data extracted on 12-12-2011

Table 8: Engine power of the vessels withdrawn from the fleet with public aid over the period 2003-2010

| Member State | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | Total |
|----------------|---------------|---------------|---------------|---------------|--------------|---------------|---------------|--------------|----------------|
| Belgium | | 1546 | | 6038 | | | 8001 | 957 | 16542 |
| Bulgaria | | | | | | | | | 0 |
| Cyprus | | | 1307 | 1209 | | | 1893 | 149 | 4558 |
| Denmark | 18026 | 7122 | 1242 | 12709 | | | 14048 | | 53147 |
| Estonia | | | | 4691 | 2245 | | 3380 | 882 | 11197 |
| Finland | | 573 | 4755 | 789 | | | 1178 | | 7295 |
| France | 3756 | 40192 | 91 | 23299 | | 29021 | 12806 | 8682 | 117847 |
| Germany | 44 | | | | | | | | 44 |
| Greece | 26006 | 14704 | 11960 | 8283 | 8284 | 6786 | 1921 | | 77944 |
| Ireland | | | 7742 | 7649 | | 18717 | 642 | | 34751 |
| Italy | 5538 | 21665 | 15685 | 20333 | 41479 | 10446 | 3435 | 25343 | 143925 |
| Latvia | | 2283 | 2377 | 2781 | 2228 | 2854 | 5725 | 496 | 18744 |
| Lithuania | | | 3104 | | 1893 | 489 | 2063 | 1037 | 8586 |
| Malta | | | | 679 | | | 574 | 1041 | 2294 |
| Netherlands | 815 | | 35680 | 118 | | 33894 | | | 70507 |
| Poland | | 3145 | 42237 | 9118 | 2626 | 5256 | 9083 | 4380 | 75846 |
| Portugal | 12842 | 3196 | 13546 | 3114 | 2639 | 570 | 9455 | 6230 | 51592 |
| Romania | | | | | | | | 1500 | 1500 |
| Slovenia | | | | | | | | | 0 |
| Spain | 79588 | 31611 | 28131 | 32860 | 24232 | 25469 | 34555 | 30664 | 287110 |
| Sweden | 1042 | 1600 | 517 | 1145 | 2429 | 300 | 3306 | 6284 | 16622 |
| United Kingdom | 38588 | 6561 | 641 | 62 | 6329 | | 5604 | | 57785 |
| Total | 186244 | 134198 | 169016 | 134877 | 94385 | 133803 | 117668 | 87645 | 1057835 |

Data extracted on 12-12-2011

Table 9: Use by MS of the indicators of the guidelines for assessment of the balance between fleet capacity and fishing opportunities¹

| Member State | Technical ² | Biological ³ | | Economic ⁴ | | social ⁵ | | Traffic light-system ⁶ |
|--------------|------------------------|-------------------------|----------------|-----------------------|--------------|---------------------|-----------|-----------------------------------|
| | | used | type | used | type | used | type | used |
| Belgium | √ | √ | Fest/Ft | √ | ROI | √ | ACS | √ |
| Bulgaria | √ | √ | Fest/Ft + cpue | √ | ROI + CR/BER | √ | ACS + GVA | √ |
| Denmark | √ | √ | cpue | √ | ROI + CR/BER | √ | ACS + GVA | √ |
| Germany | – | – | | – | | – | | – |
| Estonia | √ | √ | cpue | √ | ROI | – | | √ |
| Ireland | – | – | | – | | – | | – |
| Greece | – | – | | – | | – | | – |
| Spain | – | √ | cpue | – | | – | | – |
| France | – | – | | – | | – | | – |
| Italy | √ | √ | cpue | √ | ROI + CR/BER | √ | ACS + GVA | √ |
| Cyprus | √ | √ | cpue | √ | ROI | √ | GVA | √ |
| Latvia | √ | √ | Fest/Ft | √ | ROI + CR/BER | √ | ACS + GVA | √ |
| Lithuania | – | – | | – | | – | | – |

¹ This table refers to the indicators mentioned in the non-binding guidelines. The indicators proposed do not exclude the possibility for Member States to propose and apply other indicators.

² Ratio between days at sea and maximum days at sea

³ Ratio Estimated fishing mortality / targeted fishing mortality (Fest/Ft) or Catch per unit of effort (cpue)

⁴ Return on Investment (ROI) or Ratio between current revenue and break-even revenue (CR/BER)

⁵ Average crew share per Full-time equivalent (ACS) OR Gross value added (GVA)

⁶ Green: ROI>=0 and F =< Ft, Orange: ROI>=0 and F>=Ft, or ROI=<0 and F=<Ft, Red: ROI=<0 and F>=Ft.

| | | | | | | | | |
|----------------|---|---|----------------|---|--------------|---|-----------|---|
| Malta | √ | √ | Fest/Ft + cpue | √ | CR/BER | √ | ACS | √ |
| Netherlands | √ | √ | Fest/Ft | √ | ROI + CR/BER | √ | ACS + GVA | √ |
| Poland | - | √ | Fest/Ft + H | √ | ROI + CR/BER | √ | ACS + GVA | √ |
| Portugal | - | - | | - | | - | | - |
| Romania | - | - | | - | | - | | - |
| Slovenia | √ | √ | cpue | √ | ROI + CR/BER | √ | ACS + GVA | √ |
| Finland | - | - | | - | | - | | - |
| Sweden | √ | √ | Fest/Ft | √ | ROI + CR/BER | √ | GVA | √ |
| United Kingdom | | | | | | | | |