European Commission

JRC SCIENTIFIC AND POLICY REPORTS

The 2014 Annual Economic Report on the EU Fishing Fleet (STECF 14-16)

Scientific, Technical and Economic Committee for Fisheries (STECF)

Edited by
Anton Paulrud
Natacha Carvalho
Alessandra Borrello

This report was reviewed by the STECF through written procedure, 24-30 October 2014

Joint Research Centre

EUR 26901 EN

European Commission
Joint Research Centre
Institute for the Protection and Security of the Citizen

Contact information
STECF secretariat

Address:
Maritime Affairs Unit, Via Enrico Fermi 2749,
21027 Ispra (VA), Italy

E-mail: stecf-secretariat@jrc.ec.europa.eu
Tel.: 0039 0332 789343
Fax: 0039 0332 789658

https://stecf.jrc.ec.europa.eu/home
http://ipsc.jrc.ec.europa.eu/
http://www.jrc.ec.europa.eu/

JRC 92507

EUR 26901 EN

ISBN 978-92-79-43858-5

ISSN 1977-6578

doi:10.2788/19812

Luxembourg: Publications Office of the European Union, 2014

How to cite this report:

Scientific, Technical and Economic Committee for Fisheries (STECF) – The 2014 Annual Economic Report on the EU Fishing Fleet

(STECF-14-16). 2014. Publications Office of the European Union, Luxembourg, EUR 26901 EN, JRC 92507, 363 pp.

Printed in Italy

CONTENTS

LIST OF TABLES

LIST OF FIGURES

SCIENTIFIC, TECHNICAL AND ECONOMIC COMMITTEE FOR FISHERIES (STECF)

THE 2014 ANNUAL ECONOMIC REPORT ON THE EU FISHING FLEET (STECF 14-16)

THIS REPORT WAS REVIEWED THROUGH WRTTEN PROCEDURE, 24-30 OCTOBER 2014

Request to the STECF

STECF is requested to review the report of the STECF Expert Working Group meetings, evaluate the findings and make any appropriate comments and recommendations.

Background

Following the 2014 DCF call for economic data on the EU fishing fleet, EWG 14-04 & 14-05 was requested to analyse the data and comment on the economic performance of the EU and Member State fishing fleets between 2008 and 2014.

STECF OBSERVATIONS

STECF observes and appreciate the huge effort undertaken by the EWG, JRC and the EWG chair in order to produce the AER report 2014.
STECF notes that some Member States did not provide all the data requested under the 2014 fleet economic data call issued by DG MARE. Furthermore, the quality (questionable accuracy) of some Member States data submissions remains a concern. Missing and questionable data compromises the ability of the STECF to produce comprehensive and accurate analyses of fleet economic performance at the national, regional and EU level, and to undertake the additional analyses requested. Also late arrival of data is of great concern, and undermines the possibility for STECF to publish the report within an acceptable time.
STECF would welcome more efforts on the chapter: trends of performance of the EU fishing fleet with data from all MS and a deeper analysis of the year following the target year. In this report, the likely performance in 2013 is very interesting.

STECF CONCLUSIONS

STECF concludes that the Annual Economic report prepared by the EWG 14-04 and 14-05 represents the most comprehensive assessment of the performance of EU fishing fleets currently available, and despite its limitations through incomplete or missing data sets, STECF endorses the Report.

Furthermore, the usefulness of future Annual Economic Reports on the performance of EU fishing fleets will remain less than optimal unless Member States submit complete, accurate and timely data submissions in response to annual economic data calls. STECF urges the Commission to take whatever action is necessary to ensure that future data submission from Member States are complete, accurate and are submitted within timescale specified in the annual data calls.

EXPERT WORKING GROUP REPORT

REPORT TO THE STECF

EXPERT WORKING GROUP OF THE 2014 ANNUAL ECONOMIC REPORT ON THE EU FISHING FLEET

EWG-14-04 & 14-05

ISPRA, ITALY, 7-11 APRIL & GOTHENBURG, SWEDEN, 9-13 JUNE 2014

EXTENDED SUMMARY

The 2014 Annual Economic Report (AER) on the European Union (EU) fishing fleet provides a comprehensive overview of the latest information available on the structure and economic performance of EU Member States fishing fleets.

The 2014 AER was produced by two working groups of economic experts[1] convened under the Scientific, Technical and Economic Committee for Fisheries (STECF). The data used to compile all the various analyses contained within the report were collected under the data collection framework (DCF). The data call requested economic and transversal data for the years 2008 to 2013.

This extended summary supplements the 2014 Annual Economic Report on the EU fishing Fleet[2].

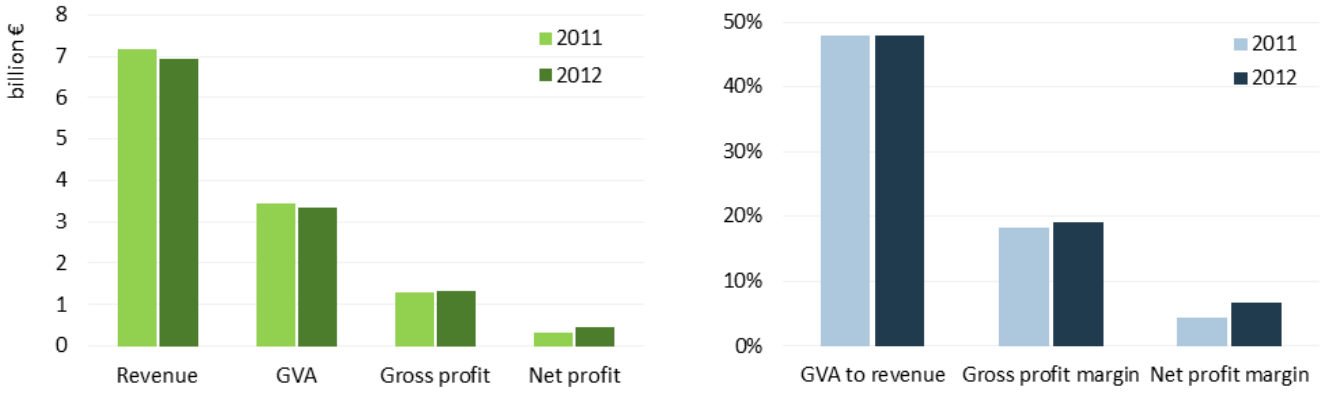
Main Findings of the 2014 AER

EU Fleet economic performance results for 2012

The 2012 data from EU Member States show that although revenue (income from seafood sales plus other income from non-fishing activities) generated by the fleet decreased compared to 2011, costs decreased even more, making the EU fishing fleet generally profitable and more so than in 2011. The decrease in revenue is consistent with a decrease in the total weight and value of seafood landed by the EU fleet.

In 2012, the EU fleet generated €6.9 billion in revenue, amounting to €3.3 billion in Gross Value Added (GVA), which measures the direct contribution of the fishing fleet to the economy. After deducting for operating costs, the fleet generated €1.3 billion in gross profit and €458 million in net profit after accounting for capital costs, (Figure 1).

In relative terms, GVA as a proportion of revenue was estimated at 48%, which means that fishing fleet transforms roughly half of the total revenue into salaries and profits for the fishing community. An estimated 6.6% of the fleet's revenue was retained as net profit in 2012[3] (see Annex Tables 3 to 5).



Source: Member State data submissions under the DCF 2014 Fleet Economic

Figure 1 EU fishing fleet economic performance indicators: comparing 2011 and 2012
Note: excludes Bulgaria, Croatia, Cyprus, Greece and Malta

[1] EWG 14-04 and EWG 14-05

[2] Due to some incomplete and/or questionable datasets for several MS fleets over the period 2008-2013, a complete overview of the EU fleet, including all 23 coastal MS fishing fleets, was not possible (see Table 1). To overcome some of the data limitations, the AER provides a snap-shot of the EU fleet in 2012 including results for all MS fleets with the exception of Bulgaria, Croatia, Cyprus, Greece and Malta. A trend analysis is also provided but, for consistency, includes only the MS fleets for which all the relevant datasets were available for 2008-2013. This analysis covers just 15 MS fleets and excludes, in addition to the five MS mentioned above, Estonia, France and Spain. Given that France and Spain comprise two of the most important EU fishing fleets, the analysis serves mainly to provide insights on the main development trends of the EU fleet, represented by the selected fleets, over the period 2008-2013. See Annex Table 1 and Table 2 for more information on the data quality and coverage.

[3] Projection results for 2013, covering 15 MS fleets, suggest that GVA to revenue decreases to 46%, gross profit margin increases to 19.5% of revenue and net profit margin falls to 4%

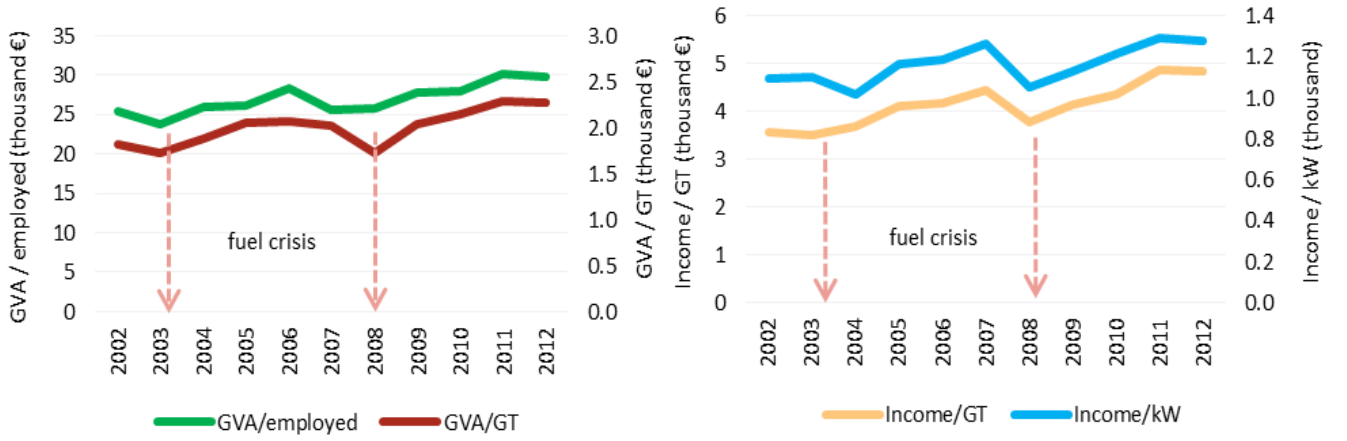
The fleet's improved economic performance in 2012 was mainly a result of lower overall costs, which declined when compared to 2011. More specifically, labour costs declined 6% and capital costs (mainly depreciation) 13%.

However, as the EU fleet is very diverse, operating in many different fishing regions using a wide variety of fishing techniques, this overall positive evolution in 2012 did not apply to all fleets. Five national fleets made overall net losses, and while the performance of the large-scale and distant-water fleets improved in 2012, that of small-scale fleets tended to deteriorate.

Economic performance projections for 2013 suggest decreased revenue for nine out of 15 Member State fleets assessed. However, GVA as a proportion of revenue is expected to have increased or remained stable in 9 out of the 15 MS fleets, and gross profit and net profit margins are expected to have increased in about half of the fleets assessed. Results suggest that the performance of the small-scale fleet could deteriorate somewhat more, although to what extent is yet uncertain.

The data available makes it possible to examine longer time series (2002-2012) but including only 11 MS fleets[4] (Figure 2). This time series analysis shows that the economic performance of the covered national fleets improved gradually over the period. This is due to a combination of factors including higher market prices for several commercially important species, improved situation of some stocks, implementation of long-term management plans under the CFP, capacity reduction in some fleet segments, etc.

Time series also shows the impact of the fuel crises in 2003 and 2008, highlighting the vulnerability of the fishing sector to external shocks but also its resilience.



Source: Member State data submissions under the DCF 2014 Fleet Economic

Figure 2 Trends in fleet economic performance indicators: 2002 to 2012

Drivers affecting the economic performance of the EU fleet

Drivers that may have contributed to improve economic performance include, but are not limited to the following (in no specific order):

- Higher average first sale prices for many commercially important species, e.g. European pilchard, anchovy and brown shrimp;
- Recovery of some stocks, such as the Baltic cod, herring and North Sea plaice, leading to increased TACs and quotas;
- Research and innovation projects (more selective fishing gears, bio-marine ingredients facility) funded by the European Fishing Fund and national support;
- Capacity reduction (decommissioning with or without public support);

[4] The performance indicators were estimated using DCR and DCF data on the following MS fleets: Belgium, Denmark, Germany, Finland, France, Italy, Latvia, Lithuania, Spain, Sweden and the UK.

- Favourable market conditions (internal and export) for several species;
- Implementation of certification schemes and the growing demand for certified products;
- More fuel efficient fishing techniques and changes of fishing behaviour in order to reduce fuel consumption.

Drivers that may have contributed to deteriorating economic performance include, but are not limited to the following (in no specific order):

- Increasing fuel prices and other operating costs;
- Effects of the global economic crisis that continue to affect internal and international markets for some species and limit access to credit;
- Reduced TACs and quotas for several key stocks, such as European sprat and Atlantic herring;
- Market saturation (e.g. Baltic cod) and poor marketing to place products on new markets;
- Low abundance (e.g. anchovy and pilchard in the Mediterranean) and/or low quality of some species (e.g. Baltic cod);
- Severe weather conditions and for a few number of fleets (e.g. Baltic and Celtic Seas) damage caused by marine mammals (e.g. seals);
- Shortage of local crews as young people in fishing communities are less and less attracted to fishing as a career choice;
- Increase in the number and size of areas that prohibit or limit specific fishing access/activity due to established restrictions for energy production or temporary closures of areas for stock recovery.

Overview of the EU Fishing Fleet

The total number of vessels in the EU fishing fleet on the 1st of January 2012 was 86,283 vessels, with a combined gross tonnage (GT) of 1.7 million tonnes and engine power of 6.7 million kilowatts (kW).

According to DCF data, the EU active fleet generated direct employment for around 151 thousand people in 2012, corresponding to 120 thousand FTEs[5]. The fleet spent almost 5 million days at sea[6], consumed around 2.4 billion litres of fuel[7] and landed 4,3 thousand tonnes of seafood in 2012.

The total amount of income from landings was estimated at almost €6.9 billion. The fleet made an additional €92 million in other income from non-fishing activities. Costs incurred by the fleet amounted to almost €6.5 billion: €5.6 billion in operating costs and €874 million in capital costs. The main costs items were labour (almost €1.8 billion in crew wages and €223 million in unpaid labour) and energy (€1.6 billion). Other costs linked to production amounted to €957 million, while other non-variable and repair costs amounted to another €1.1 billion. Annual depreciation, totalling €804 million, accounted for 92% of capital costs, while the opportunity cost of capital was estimated at €70 million.

Gross value added and gross profit generated by the fleet in 2012 amounted to €3.3 billion and €1.3 billion, respectively. After deducting capital costs, net profit was estimated at €458 million, indicating that 6.6% of the fleet's revenue was retained as profit in 2012.

5 excl. Bulgaria
6 excl. Cyprus and Greece
7 excl. Bulgaria and Cyprus

EU small-scale coastal fleet

Based on EU Member States' DCF data submissions, the EU small-scale fleet (SSF) consisted of around 51 thousand vessels and 74% of the EU active fleet in 2012. The small-scale coastal fleet landed 6% of the landings in weight but around 12% of the landed value. This suggests that when compared to larger vessels, the small-scale fleet obtains on average higher first sale prices (higher value species composition and/or better quality of product). Over the period, the economic performance of the SSF has generally deteriorated and projection results for 2013 suggest a continuing declining trend for this segment[8].

Small-scale coastal fleet (SSF) is defined as all vessels under 12 metres using static gears.

The SSF showed that despite representing only 8% of the gross tonnage it generated 48% of the total employment and 16% of the total GVA.

EU large-scale fleet

The EU large-scale fleet (LSF) comprised 74% of EU fleet tonnage and employed 48% of EU fleet employment. It landed 79% of the landings in weight and generated 71% of the landings value. The segment's contribution to GVA equated to 73%, 75% to gross profit and 72% to the net profit produced by the EU fleet. The LSF economic performance has generally improved over the period analysed. As the main fleet component in the EU fleet in terms of profit generation, the overall performance of the EU fleet is largely driven by the LSF.

Large-scale fleet (LSF) is defined as all vessels using towed gears and vessels over 12 meters using static gears operating in EU fishing regions as well as in NAFO and NEAFC fishing areas

Large-scale fleet (LSF) consumed 76% of the energy used by the EU fleet. In relative terms, the LSF generated gross profit and net profit margins of 22% and 7.6%, respectively.

EU distant-water fleet

There were 7 EU MS distant-water fleets (DWF) operating in 2012 for which data were available[9]. The DWF contributed 15% to landings in weight and 17% of the landed value generated in 2012.

The distant-water fleets covered contributed around 11% of the GVA, 14% of the gross profit and 19% of the net profit by the EU fleet in 2012. In relative terms, it generated a GVA, gross profit and net profit margin of 41%, 30% and 8.9%, respectively. The economic performance of the DWF fleet has generally improved over the period.

Distant-water fleet (DWF) is defined as all EU-registered vessels over 24 metres operating in Other Fishing Regions (OFR) including some EU outermost regions.

This fleet segment accounted for less than 1% of the number of vessels but 18% of the EU fleet GT and 7% of the engine power.

The DWF contributed to 4% of the EU fleet employment and deployed 2% of the effort in days at sea, but consumed 16% of the energy used by the EU fleet.

[8]Contrary to larger vessels, SSF vessels have normally one employee on board, which in most cases is also the vessel owner. Owner/workers can chose, normally for fiscal reasons, between wages or profits. Low profitability could just be a result of a decision to have bigger wages.

[9] Values provided for the EU distant-water fleet should be considered with caution, taking into account that the data availability on the EU distant-water fleet is limited and in many cases underreported or not provided due to data collection and/or confidentiality reasons (few fishing vessels owned by reduced number of enterprises). To protect commercial sensitive economic data, these fleets are often omitted or aggregated into other fleet segments.

EU Fishing Fleet Structure

Fleet capacity: status in 2012

The EU fishing fleet is very diverse, using a large variety of fishing gear types on vessels up to and over 140 meters in length. According to the DCF data submitted, the total number of vessels active vessels in the EU fleet in 2012 was 68,935 vessels, with a combined gross tonnage (GT) of 1.5 million tonnes and engine power of 5.8 million kilowatts (kW)[10]. The number of vessels (84,750) provided in Table 1 excludes inactive vessels from the French and Greek fleets (Table 1 and Table 2). The total number of vessels according to the EU Fleet Register in 2012 numbered 86,283.

Greece had the highest number of registered vessels in 2012, accounting for 19% of the EU total. The Italian fleet was the second largest in number (17%), followed by Spain (12%). Spain's fishing fleet was the largest in terms of GT, with 24% of the EU total, followed by the UK at 12% and Italy at 10%. Italy's fishing fleet was the largest in terms of engine power, with 18% of the EU total, followed by Spain (14%) and then France (13%). Between 2011 and 2012, the number of vessels decreased or remained stable in all MS except for Ireland, Croatia and Bulgaria (Table 1).

Table 1 DCF capacity data for the EU fishing fleet in 2012

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	N vessels	as % of total	Δ to 2011	N of active vessels	as % of total active	Δ to 2011	N of inactive vessels	as % of inactive	Δ to 2011	Inactive as % of fleet
BEL	86	0.1%	↘	82	0.1%	↘	4	0.0%	↘	0.0%
BGR*	2,387	2.8%	↗	1,192	1.7%	↗	1,195	7.6%	↗	1.4%
CYP	1,382	1.6%	↔	858	1.2%	↘	524	3.3%	↘	0.6%
DEU	1,564	1.8%	↘	1,153	1.7%	↘	411	2.6%	↘	0.5%
DNK	2,052	2.4%	↘	1,537	2.2%	↘	515	3.3%	↘	0.6%
ESP	10,544	12.4%	↘	8,938	13.0%	↘	1,606	10.2%	↘	1.9%
EST	923	1.1%	↘	913	1.3%	↘	10	0.1%	↘	0.0%
FIN	3,359	4.0%	↔	1,952	2.8%	↗	1,407	8.9%	↘	1.7%
FRA**	5,830	6.9%	↘	5,830	8.5%	↘	-		-	
GBR	6,413	7.6%	↔	4,583	6.6%	↘	1,830	11.6%	↘	2.2%
GRC**	16,063	19.0%		16,063	23.3%	-	-		-	
HRV	4,236	5.0%	↗	2,815	4.1%	↔	1,421	9.0%	↘	1.7%
IRL	2,203	2.6%	↗	2,024	2.9%	↗	179	1.1%	↘	0.2%
ITA	14,433	17.0%	↘	12,888	18.7%	↘	1,545	9.8%	↘	1.8%
LTU	151	0.2%	↘	104	0.2%	↔	47	0.3%	↘	0.1%
LVA	356	0.4%	↘	279	0.4%	↗	77	0.5%	↘	0.1%
MLT	1,060	1.3%	↘	784	1.1%	↗	276	1.7%	↘	0.3%
NLD	740	0.9%	↔	558	0.8%	↘	182	1.2%	↘	0.2%
POL	806	1.0%	↔	768	1.1%	↗	38	0.2%	↘	0.0%
PRT	8,398	9.9%	↘	4,323	6.3%	↘	4,075	25.8%	↘	4.8%
ROU	261	0.3%	↘	183	0.3%	↘	78	0.5%	↘	0.1%
SVN	181	0.2%	↘	89	0.1%	↗	92	0.6%	↗	0.1%
SWE	1,322	1.6%	↘	1,019	1.5%	↘	303	1.9%	↘	0.4%
Total	84,750			68,935			15,815			

Source: Member State data submissions under the DCF 2014 Fleet Economic.

*Inactive vessels added to Total number of vessels for BGR and LVA due to incorrect submission of data;
**Data on inactive vessels missing for FRA and GRC due to non-submission.

With over 4,000 vessels, Portugal possessed the largest inactive fleet (26%), followed by the UK with 1,830 vessels (12%). However, in terms of gross tonnage and engine power, Spain possessed the largest latent GT and Italy the most inactive kW, with each MS covering 21% of the total[11]. Inactive vessels for the selected fleets, represented on average 26% of the total number of vessels over the period 2008-2012, 9% of the gross tonnage and 14% of the engine power (Table 2).

[10] These values may differ somewhat from the EU Fleet Register due in part to missing data on inactive vessels from several Member State fleets
[11] excl. France and Greece

Table 2 DCF capacity data for the EU fishing fleet in 2012, continued

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	Engine power (thousand kW)	as % of total	Δ to 2011	Vessel tonnage (thousand GT)	as % of total	Δ to 2011	Inactive kW	as % of total	Δ to 2011	Inactive GT	as % of total	Δ to 2011
BEL	49.1	1%	↘	15.3	1%	↘	2.6	0%	↘	0.8	1%	↘
BGR	37.6	1%	↘	5.1	0%	↘	25.4	3%	↘	2.3	2%	↘
CYP	64.3	1%	↘	11.4	1%	↘	28.4	4%	↘	7.9	7%	↘
DEU	142.2	2%	↘	62.1	4%	↘	14.0	2%	↘	3.0	3%	↘
DNK	212.6	3%	↘	62.2	4%	↘	15.6	2%	↘	1.9	2%	↘
ESP	903.6	14%	↘	400.1	24%	↘	66.4	9%	↘	24.9	21%	↘
EST	38.8	1%	↘	14.3	1%	↘	3.4	0%	↘	1.8	2%	↘
FIN	169.9	3%	↘	15.6	1%	↘	64.4	9%	↘	4.2	4%	↘
FRA	863.7	13%	↘	157.2	9%	↘	na		-	na	-	-
GBR	808.2	12%	↘	201.8	12%	↘	109.7	15%	↘	13.8	12%	↘
GRC	462.4	7%	-	79.7	5%	-	na		-	na	-	-
HRV	326.5	5%	↘	44.9	3%	↘	86.9	12%	↘	12.0	10%	↘
IRL	197.8	3%	↘	65.2	4%	↘	30.8	4%	↘	9.7	8%	↘
ITA	1,176.2	18%	↘	165.7	10%	↘	160.2	21%	↘	6.6	6%	↘
LTU	54.2	1%	↘	45.0	3%	↘	5.1	1%	↘	2.4	2%	↘
LVA	21.9	0%	↘	8.3	1%	↘	0.8	0%	↘	0.1	0%	↘
MLT	77.9	1%	↘	8.0	0%	↘	17.1	2%	↘	1.9	2%	↘
NLD	286.5	4%	↘	133.7	8%	↘	22.4	3%	↘	5.6	5%	↘
POL	83.4	1%	↘	33.6	2%	↘	2.4	0%	↘	0.6	0%	↘
PRT	372.4	6%	↘	101.3	6%	↘	69.2	9%	↘	17.1	14%	↘
ROU	5.9	0%	↘	0.7	0%	↘	1.1	0%	↘	0.2	0%	↘
SVN	10.1	0%	↘	0.8	0%	↘	3.8	1%	↘	0.2	0%	↘
SWE	169.1	3%	↘	29.5	2%	↘	17.3	2%	↘	1.1	1%	↘
Total	6,534			1,662			747			118		

Source: Member State data submissions under the DCF 2014 Fleet Economic

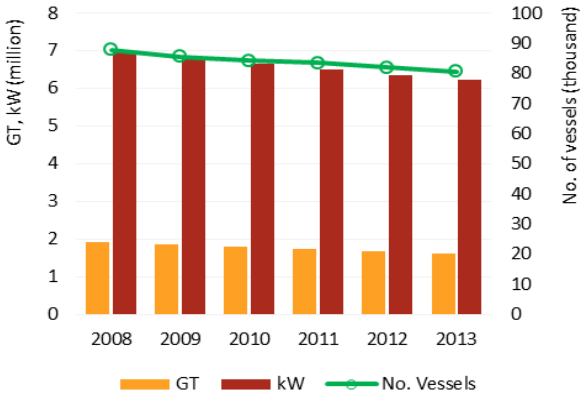
In 2012, the EU SSF consisted of almost 51 thousand vessels, the LSF numbered 17.7 thousand vessels and the DWF 335 vessels, accounting for 74%, 26% and 0.5% of the vessels in the EU fleet, respectively. Greece, totalling 14.9 thousand vessels, possessed the largest SSF (29% of the total), followed by Italy (17%), France, Spain (each 8%) and then Portugal (7%). Combined, these five MS possessed almost 70% of the EU small-scale vessels.

With almost 4,500 vessels, Spain encompassed the largest LSF (25%), followed by Italy (24%) and France (9%). Spain also possessed the largest distant-water fleet with 264 vessels, totalling 79% of the vessels and 63% of the gross tonnage and engine power of the EU distant-water fleet covered (see Annex Tables 6 to 8 and Figure 1, for a break-down of the EU fleet capacity by main type of fishing operation into small-scale, large-scale and distant-water fleets).

Trends in fleet capacity: 2008-2012

Overall, EU fleet capacity has decreased steadily over the years, with an average annual decrease of 2% in terms of vessel numbers and kW and 3% in GT. Between 2008 and 2013, the fleet decreased 8% in number, 11% in kW and 15% in GT (Figure 3).

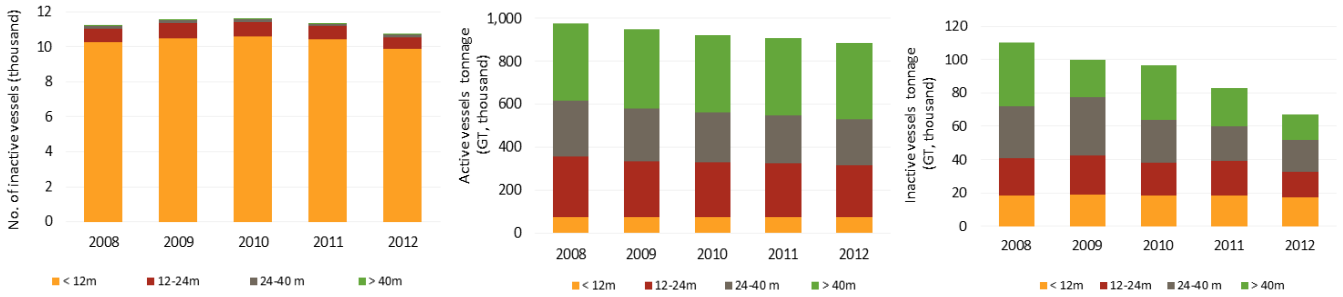
These decreases are mainly a result of MS attempts to bring their fishing capacity in line with fishing opportunities; reducing excess capacity through mechanisms such as decommissioning schemes and the introduction of tradable fishing right concessions (TFC or ITQs-Individual transferable quotas).



Source: EU Fleet register

Figure 3 Trends in EU fleet capacity: 2008-2013

The number of inactive vessels has remained quite stable over the period, peaking in 2009 and 2010, mainly due to the increase of inactive vessels less than 12 metres. Despite the high number of inactive vessels in terms of GT, the percentage of the inactive fleet has decreased dramatically by 40% between 2008 and 2012. This decrease was more pronounced in the over 40m vessel length group, where inactive GT declined 60% over the same period (Figure 4).



Source: Member State data submissions under the DCF 2014 Fleet Economic

Figure 4 Trends in EU fleet capacity: 2008-2012

EU Fleet Socio-Economic Structure

Employment and average wage: status in 2012

According to the DCF data submitted by Member States, the number of fishers employed in the EU fleet[12] in 2012 was 151,383, corresponding to 120,315 full time equivalents (FTEs). Three countries accounted for 60% of the total FTE employment levels: Spain employed 23%, followed by Italy (19%) and Greece (18%) (Table 3).

Table 3 EU fleet employment and average wage by Member State, 2012
Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	Total employed	as % of total	Δ to 2011	FTE	as % of total	Δ to 2011	Av. wage per employed	Δ to 2011	Av. Wage per FTE	Δ to 2011
BEL	351	0%	↘	334	0%	↘	74,380	↗	78,166	↗
BGR	13,466	-	↗	7,180	-	↗	-	-	-	-
CYP	1,290	1%	↗	817	1%	↗	1,297	↗	2,047	↗
DEU	1,752	1%	↗	1,372	1%	↗	28,097	↗	35,879	↗
DNK	1,469	1%	↔	1,556	1%	↘	71,851	↘	67,816	↘
ESP	34,399	23%	↘	30,302	25%	↘	16,775	↘	19,043	↘
EST	2,046	1%	↗	540	0%	↗	2,420	↗	9,169	↗
FIN	2,016	1%	↗	282	0%	↘	5,133	↗	36,694	↗
FRA	9,678	6%	↘	7,375	6%	↔	39,008	↗	51,189	↘
GBR	12,445	8%	↔	9,868	8%	↗	18,665	↗	23,538	↗
GRC	27,558	18%	-	23,944	20%	-	5,968	-	6,869	-
HRV	1,125	1%	↘	163	0%	↘	8,211	↘	56,585	↘
IRL	3,392	2%	↗	2,233	2%	↘	26,679	↗	40,528	↗
ITA	28,292	19%	↘	20,716	17%	↔	8,063	↘	11,012	↘
LTU	732	0%	↘	566	0%	↘	6,001	↘	7,761	↘
LVA	643	0%	↘	353	0%	↘	5,977	↗	10,888	↗
MLT	425	0%	↗	413	0%	↗	9,653	↘	9,934	↘
NLD	2,881	2%	↗	1,769	1%	↘	32,538	↗	52,993	↗
POL	2,504	2%	↗	1,737	1%	↗	6,510	↗	9,385	↗
PRT	16,143	11%	↘	14,931	12%	↘	8,813	↘	9,529	↗
ROU	471	0%	↗	39	0%	↗	671	↘	8,202	↘
SVN	107	0%	↘	63	0%	↘	12,019	↘	20,514	↗
SWE	1,663	1%	↔	942	1%	↘	18,244	↗	32,192	↗
Total*	151,383			120,315			14,358		18,066	

* excluding Bulgaria

Source: Member State data submissions under the DCF 2014 Fleet Economic

[12] excl. Bulgaria

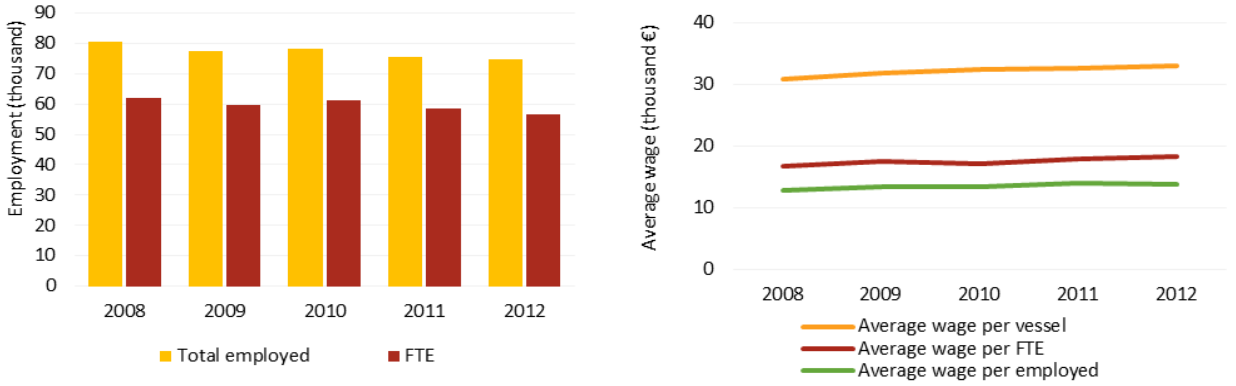
The average wage per FTE in 2012 was estimated at €18 thousand. Belgian (FTE) fishers, at €78 thousand earned the highest wages on average; four times more than the average EU fisher. At €68 thousand, Danish fishers earned three and a half times more than the average EU fisher and Dutch fishers, at €53 thousand, three times more. In contrast, Cypriot and Greek fishers received an average wage of €2 thousand and €6.9 thousand, respectively (Table 3). These differences could be due to a variety of reasons including misreporting and only partial activity.

When analysed by main fishing activity and in terms of total employment, the small-scale fleet employed 72.8 thousand fishers (48%), followed by the large-scale fleet with 72.3 thousand (48%) and the distant-water fleet with 6.2 thousand (4%). In terms of FTE, the large-scale fleet in turn accounted for 52%, the small-scale for 42% and the distant-water for fleet 6%. The different figures indicate that the SSF has more part-time employment than larger fleets (see Annex Tables 9 to 11). In fact, for most MS the lower ratio FTE/total employed observed in the SSF fleets suggests that fishing is mostly a part-time occupation in this segment.

Average wage per FTE in the small-scale fleet was estimated at €8.5 thousand in 2012. The same indicator for fishers operating in the large-scale fleet was €25.3 thousand while for fishers in the distant-water fleet, the average wage per FTE was surprising low (€10.2 thousand) which may in part be due to high levels of employment of third country nationals that are paid relatively lower wages. Fishers engaged in the French distant-water fleet received by far the highest average wage (€98,844) while large-scale Danish fishers received the highest average wage (€81.6 thousand) in that segment, followed by Belgian fishers (€73.8 thousand). Additionally, fishers engaged in the small-scale fleet received high wages if they were employed in the Danish and French fleets (see Annex Tables 9 to 11).

Trends in Employment and average wage: 2008- 2012

Employment in the EU fishing fleet decreased steadily over the period. The number of fishers (and FTE), declined on average 2% per year. This decrease of on-board employment can be a result of the reduction in the number of EU vessels. Decreased employment was accompanied by a steady increase in average wage (+2% per year over the period) (Figure 5). Trends in fleet employment and wages by fishing activity can be found in Annex Figure 2.



Source: Member State data submissions under the DCF 2014 Fleet Economic

Figure 5 Trends in employment and average wage indicators: 2008-2012

EU Fishing Activity and Output

Fishing Effort: status in 2012

The EU fleet[13] spent almost 5 million days at sea in 2012. The Italian, Spanish, French, UK and Portuguese fleets together accounted for 80% of the registered days at sea (See Annex Table 12). The EU fleet[14] consumed 2.4 billion litres of fuel (energy), 5% less than in 2011. The reduction in fuel consumption is due to a variety of

[13] excl. Cyprus and Greece
[14] excl. Bulgaria and Cyprus

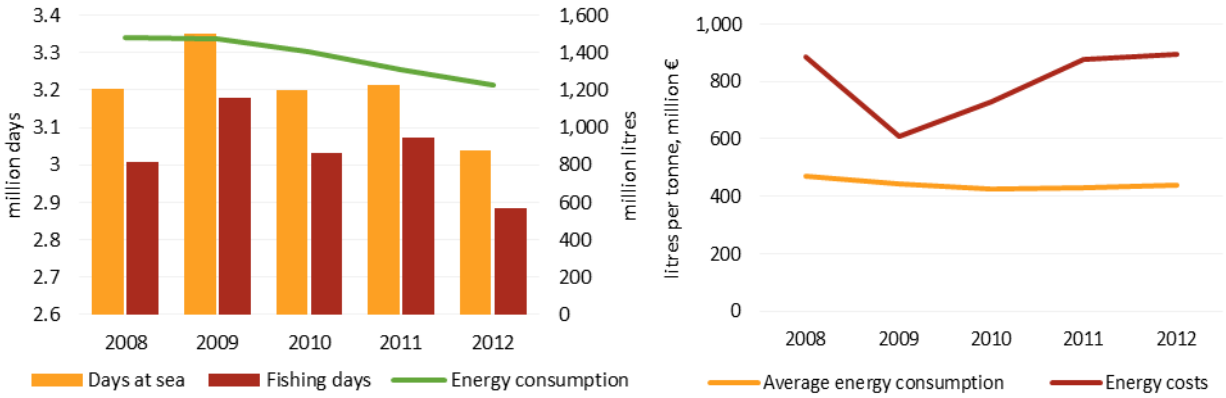
factors including the shift to more fuel efficient fishing gears, fleet reduction and changes in fishing behaviour and fleet dynamics.

By fishing activity, the small-scale fleet deployed more than half of the total EU fleet effort in days at sea (54%) but consumed less than a tenth of the fuel in 2012. Conversely, the large-scale fleet consumed 76% of the fuel for 44% of the effort in days at sea (see Annex Tables 13 to 15, Figure 3).

Trends in fishing effort: 2008-2012

Days at sea has declined on average 1% per year over the period. In parallel, energy consumption has been decreasing continuously, particularly after the fuel crisis of 2008. As explained above, the reduction in fishing capacity and fishing fleet coupled with adaptions in the fishing technology and behaviour of the fleets may explain these trends (Figure 6).

Average energy consumption per landed weight also revealed a decreasing, although less marked, trend. Despite lower energy consumption, energy costs have increased sharply since 2009 due to higher fuel prices. Actually, the average price of fuel increased for almost all MS fleets (Figure 6, Annex Table 12).



Source: Member State data submissions under the DCF 2014 Fleet Economic.

Figure 6 Trends in effort and fuel consumption: 2008-2012

Landings: status in 2012

According to DCF data, the EU fleet landed 4,295 thousand tonnes of seafood in 2012, corresponding to €6.9 billion in landed value[15].

Spain, the UK, France and Denmark together accounted for over half the landings in 2012. The Spanish fleet landed the most, accounting for 20% of the landed weight, followed by the UK fleet (14%) (see Annex Table 16).

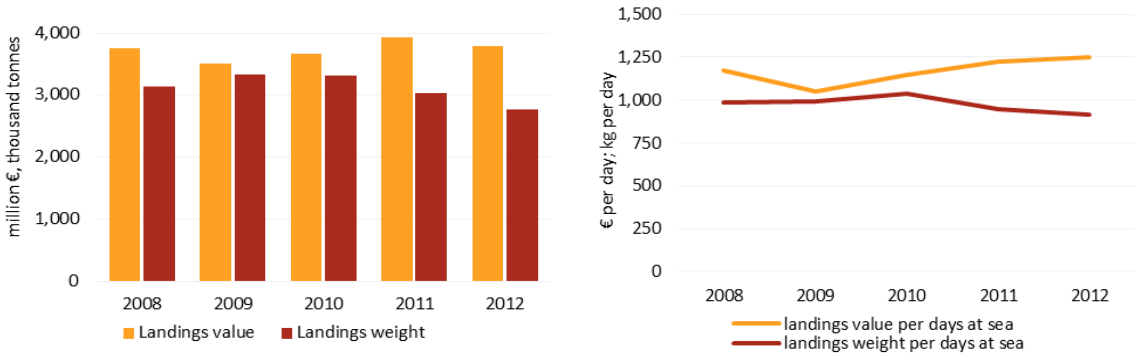
In terms of landed value, the Spanish fleet generated the highest landed value (28% of the total), followed by the French (16%), UK (14%) and then Italian (13%) fleets (See Annex, Table 17).

The SSF landed 6% of the landings in weight but accounted for 12% of the landed value in 2012, indicating high-valued species composition and/or higher product quality. The LSF landed 79% in weight and 71% in value while the DWF accounted for 15% in weight and 17% in value (see Annex Tables 18 to 20).

Trends in landings: 2008-2012

Despite the decline in landed weight since 2009-2010, landed value has increased steadily from 2009 to 2011 but declined slightly in 2012. A similar trend is observed when analysed by effort: an increase in landed value per day at sea since 2009 and a decrease in the weight landed per day at sea from 2010 (Figure 7).

[15] excl. Greece, for both landed weight and value



Source: Member State data submissions under the DCF 2014 Fleet Economic

Figure 7 Trend in landings weight and value: 2008-2012

Atlantic herring has remained the most landed species in terms of weight, surpassed only by sprat in 2009, reaching a record high in 2012. In terms of landed value, Atlantic mackerel and Norway lobster remained the two top species throughout the period, alternating places between 2008 and 2010, after which Atlantic mackerel has remained in first place, with a record high in 2011 (see Annex Figure 4).

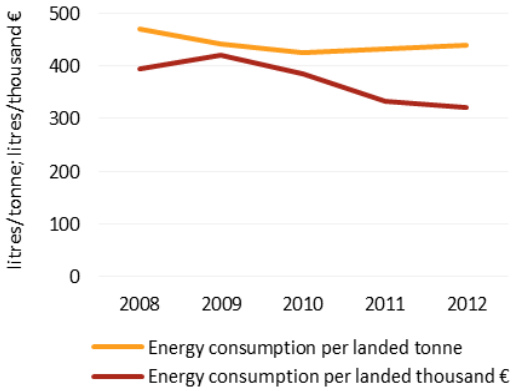
Results by main fishing activity followed the general trend with landings in weight decreasing steadily since 2009 for all fleet categories. While the average landed price for the LSF and DWF have generally increased over recent years, the SSF has suffered declines apart from an increase in 2011. The DWF also suffered a slight decline in average landed price in 2012 (see Annex Figure 5).

Trends in fuel use intensity: 2008-2012

Fuel use intensity for the EU fleet can be analysed as litres of fuel consumed per tonne of live weight landed and/or litres consumed per thousand € landed.

Results indicate that average fuel use intensity per tonne landed decreased between 2008 and 2010, but increased slightly in 2011 and 2012, because of the decrease in landed weight.

Fuel use intensity per value of landings also decreased, with the exception of during the fuel crisis of 2008. The sharp decrease from 2009 to 2011 is related to the increase in landed value and to the decrease in fuel consumption observed over the same period (Figure 8). As explained above the causes for the reduction in fuel consumption are due to a variety of factors such as more fuel efficient fishing gears, fleet reduction and changes in the fleet dynamics.



Source: Member State data submissions under the DCF 2014 Fleet Economic

Figure 8 Trends in fuel consumption per tonne of live weight landed (litres/tonne) and fuel consumption per landed value (litres/thousand €): 2008-2012

Compared to other vessels, small-scale coastal vessels are more fuel intensive, in terms of fuel per landed live weight but less fuel intensive in terms of litres per thousand € landed. The difference can be explained by the higher value species composition landed by the SSF. On the other hand, results suggest that the distant-water fleet consumes less fuel per landed tonne. Yet, significant yearly variations occur, and in 2012 it surpassed the large-scale fleet in the amount of fuel consumed per landed tonne. In the LSF, fuel consumption per landed tonne remained quite stable over the period while the amount of fuel consumed per thousand € of landings decreased steadily since 2009 (see Annex Figure 6).

EU Fleet Economic Performance

Income and Expenditure: status in 2012

In 2012, the EU fishing fleet generated over €6.9 billion in revenue, consisting of €6.85 billion in seafood sales and €92 million in other income[16]. The Spanish fleet generated the most amount of revenue (27% of the EU total), almost exclusively from landings income. The UK fleet, which was the third most important fleet in terms of revenue, generated the most other income (30% of the EU total), equating to almost 3% of its revenue (Table 4).

Total costs, including capital costs but excluding fishing right costs, incurred by the fleet in 2012 amounted to €6.48 billion. Of these, €5.6 billion (or 86.5% of total costs) were operating costs[17] and €874 million capital costs[18] (13.5% of total costs) (Table 5).

Total costs to revenue was estimated at 93.4% in 2012. For a breakdown of revenue and costs by fishing activity see Annex Table 21 to 26.

Table 4 EU fleet revenue by Member State, 2012 (million €)
Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	Landings income	as % of total	Δ to 2011	Other income	as % of total	Δ to 2011	Revenue[1]	as % of total	Δ to 2011
BEL	76	1%	↘	4.0	4%	↗	80.4	1%	↘
BGR	5	0%	↗	0.6	1%	-	5.3	0%	↗
CYP	7	0%	↘	-	0%	-	6.7	0%	↘
DEU	148	2%	↗	2.6	3%	↘	150.8	2%	↗
DNK	378	5%	↘	7.5	8%	↘	385.2	6%	↘
ESP	1,908	28%	↘	0.1	0%	↘	1,907.8	27%	↘
EST	14	0%	↘	0.1	0%	↗	14.0	0%	↔
FIN	39	1%	↗	4.6	5%	↗	43.2	1%	↗
FRA	1,065	15%	↘	15.2	16%	↘	1,079.7	15%	↘
GBR	944	14%	↔	28.2	30%	↗	971.9	14%	↔
GRC	-	-	-	-	-	-	-	-	-
HRV	246		↗	37.0		↗	282.5		↗
IRL	301	4%	↗	5.2	6%	↘	306.0	4%	↗
ITA	932	14%	↘		-	-	931.6	13%	↘
LTU	43	1%	↘	0.7	1%	↗	43.4	1%	↘
LVA	23	0%	↗	1.4	1%	↗	24.7	0%	↗
MLT	13	0%	↗	0.5	1%	-	13.1	0%	↗
NLD	358	5%	↗	5.9	6%	↘	364.3	5%	↗
POL	55	1%	↗	0.2	0%	↘	55.5	1%	↗
PRT	439	6%	↔	10.0	11%	↘	449.5	6%	↔
ROU	0.9	0%	↘	-	-	-	0.9	0%	↘
SVN	1.5	0%	↘	0.9	1%	↗	2.3	0%	↘
SWE	124	2%	↗	5.6	6%	↘	129.8	2%	↔
Total*	6,873			93.2			6,966		
Total**	6,849			92.1			6,941		

* excludes Croatia (HRV); ** excludes Bulgaria (BGR), Cyprus (CYP), Croatia and Malta (MLT)

Source: Member State data submissions under the DCF 2014 Fleet Economic
HRV - questionable MS level data and inconsistent with landings value
[1]Revenue excludes direct income subsidies and income from fishing rights but may include indirect subsidies such as fuel tax concessions

[16] excl. Croatia and Greece
[17] Operating costs consisted mainly of labour costs, representing 35.6% of total operating costs (amounting to €1.8 billion in crew wages and €223 in imputed value of unpaid labour) and €1.6 billion in fuel costs (27.6% of operating costs). Other costs linked to production amounted to €957 million, while other non-variable and repair costs amounted to €551 and €804 million, respectively.
[18] Capital costs, consisting of €804 million in annual depreciation and €70 million in opportunity costs of capital, amounted to 13% of revenue.

Table 5 EU fleet cost structure by Member State, 2012 (million €)

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

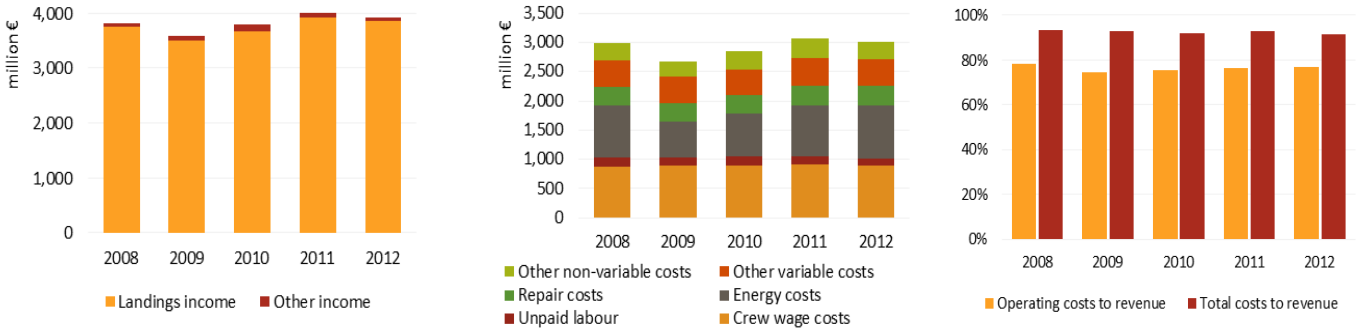
	Crew wages	as % of total	Δ to 2011	Upaid labour	as % of total	Δ to 2011	Energy costs	as % of total	Δ to 2011	Repair costs	as % of total	Δ to 2011	Other variable costs	as % of total	Δ to 2011	Non-variable costs	as % of total	Δ to 2011	Annual depreciation	as % of total	Δ to 2011	Opport. cost of capital	as % of total	Δ to 2011	Total Costs	Δ to 2011
BEL	23.5	1%	↘	2.7	1%	↗	27.4	2%	↗	5.5	1%	↗	10.8	1%	↗	6.8	1%	↗	9.3	1%	↗	0.2	0%	↘	86.1	↗
BGR	1.4	0%	↘	0.1	0%	↘	1.3	0%	↘	0.4	0%	↘	1.5	0%	↘	0.2	0%	↘	0.2	0%	↗	0.2	0%		5.1	
CYP	0.5	0%	↗	1.2	1%	↗	3.0	0%	↗	1.7	0%	↗	4.5	0%	↔	0.1	0%	↗	3.8	0%	↗	26.1	27%	↗	41.0	↗
DEU	38.6	2%	↗	10.6	5%	↗	31.2	2%	↗	17.8	3%	↘	11.3	1%	↗	16.7	3%	↗	19.1	2%	↘	- 0.5	-1%	↘	144.8	↗
DNK	68.8	4%	↘	36.7	16%	↘	56.4	4%	↗	36.2	6%	↘	29.4	3%	↘	20.7	4%	↔	91.7	11%	↗	- 5.0	-5%	↘	334.9	↘
ESP	490.4	28%	↘	86.7	38%	↘	430.1	28%	↘	121.3	22%	↘	386.2	40%	↘	132.5	24%	↘	125.9	15%	↘	17.3	18%	↗	1,790.4	↘
EST	4.9	0%	↗	0.1	0%	↗	3.1	0%	↗	1.6	0%	↘	1.2	0%	↗	0.5	0%	↘	1.3	0%	↘	- 0.7	-1%	↗	11.9	↗
FIN	4.5	0%	↗	5.9	3%	↗	11.0	1%	↗	4.8	1%	↔	2.8	0%	↘	5.1	1%	↘	3.4	0%	↘	- 0.8	-1%	↘	36.6	↔
FRA	377.5	21%	↘	-			221.5	14%	↗	85.2	15%	↘	115.7	12%	↘	125.0	23%	↘	144.7	18%	↘	2.9	3%	↘	1,072.5	↘
GBR	220.3	12%	↗	12.0	5%	↗	187.7	12%	↗	83.6	15%	↘	158.9	16%	↘	106.0	19%	↘	53.8	7%	↗	- 5.6	-6%	↗	816.7	↔
GRC	73.4	4%		91.1	40%		109.1	7%		40.1	7%		83.9	9%		7.8	1%		53.5	7%		48.1	50%		507.0	
HRV	8.4		↘	0.9		↘	7.5		↘	2.6		↗	3.3		↘	2.6		↘	4.8		↘	1.9			32.0	
IRL	89.5	5%	↗	1.0	0%	↘	52.1	3%	↗	27.0	5%	↘	26.8	3%	↗	21.8	4%	↘	27.7	3%	↘	15.2	16%	↘	261.2	↘
ITA	187.2	11%	↘	40.9	18%	↘	270.1	17%	↘	42.0	8%	↘	109.5	11%	↘	37.8	7%	↘	178.1	22%	↘	16.5	17%	↘	882.2	↘
LTU	4.4	0%	↘	0.0	0%	↘	11.5	1%	↘	6.1	1%	↔	11.0	1%	↘	1.8	0%	↘	2.2	0%	↔	0.8	1%	↗	37.9	↘
LVA	3.8	0%	↗	0.0	0%	↔	4.9	0%	↗	1.4	0%	↗	3.7	0%	↗	6.3	1%	↗	1.4	0%	↗	0.2	0%	↗	21.7	↗
MLT	2.1	0%	↗	2.0	1%	↘	4.3	0%	↗	1.6	0%	↗	2.8	0%	↗	0.3	0%	↗	5.7	1%	↘	0.4	0%	↘	19.2	↘
NLD	84.7	5%	↗	9.1	4%	↗	104.9	7%	↗	62.3	11%	↗	28.1	3%	↘	38.6	7%	↘	42.4	5%	↘	- 2.9	-3%	↘	367.2	↗
POL	14.7	1%	↗	1.6	1%	↗	14.1	1%	↗	4.0	1%	↘	4.9	1%	↗	5.3	1%	↗	3.6	0%	↗	1.2	1%	↘	49.3	↗
PRT	141.5	8%	↘	0.8	0%	↘	89.8	6%	↗	36.9	7%	↗	46.3	5%	↗	16.9	3%	↗	76.0	9%	↔	29.9	31%	↗	438.2	↗
ROU	0.3	0%	↘	0.0	0%		0.2	0%	↘	0.1	0%	↘	0.1	0%	↘	0.0	0%		0.1	0%	↘	0.1	0%	↗	0.9	↘
SVN	0.9	0%	↘	0.3	0%	↘	0.3	0%	↘	0.2	0%	↘	0.2	0%	↗	0.0	0%	↔	0.2	0%	↘	0.1	0%	↘	2.3	↘
SWE	16.1	1%	↗	14.2	6%	↘	33.7	2%	↗	20.3	4%	↘	9.9	1%	↘	9.3	2%	↔	23.1	3%	↘	0.9	1%	↘	127.6	↘
Total*	1,775			226			1,559			560			966			552			814			96			6,548	
Total**	1,772			223			1,550			556			957			551			804			70			6,482	

*excludes Croatia (HRV) and Greece (GRC); ** excludes Bulgaria, Cyprus (CYP), Croatia (HRV), Greece (GRC) and Malta (MLT)

Source: Member State data submissions under the DCF 2014 Fleet Economic

Trends in income and expenditure: 2008-2012

After increasing in 2010 and 2011, revenue generated by the EU fleet decreased in 2012. However, costs decreased even more and the fleet was again profitable. Operating costs to revenue and total costs to revenue have remained relatively stable over the period 2008-2012 (Figure 9).



Source: Member State data submissions under the DCF 2014 Fleet Economic

Figure 9 Trends in revenue and main cost items: 2008 - 2012

Economic Performance Indicators: status in 2012

The amount of GVA generated by the EU fishing fleet in 2012 was estimated at €3.3 billion. Gross profit[19] and net profit were €1.3 billion[20] and €458 million, respectively (Table 6).

While GVA and gross profit suffered a marginal decline in 2012 compared to 2011, mainly due to lower revenue, net profit improved, and 6.6% of revenue was retained as net profit, an improvement on 2011 results (Table 6).

Analysis of economic performance in 2012 by Member State revealed a mixed picture. The data suggests that 15 out of 18 Member States generated net profits while three Member States (Belgium, The Netherlands and Slovenia) generated net losses in 2012 (see Annex Table 27, Figure 8).

Labour productivity (GVA/FTE) was estimated at €35 thousand, remaining rather stable (+1%) compared to 2011. The Danish fishers were by far the most productive in 2012, generating on average €156 thousand per FTE, followed by the Belgian (€89 thousand) and Dutch (€74 thousand) fishers (see Annex Table 27).

In terms of capital productivity, i.e. profits in relation to capital invested, the EU fleet generated a 9.5% return on fixed tangible assets (RoFTA) in 2012, a significant improvement on 2011 results (5.8%). This indicator is one of the parameters considered in the balance of fishing capacity and fishing opportunities as a long-term performance indicators and it may be compared with the interest rate of an alternative investment (normally long term risk-free government bonds). In-year investments amounted to €419 million, 6% increase from the €396 million invested in 2011, which could indicate some optimism in the future of the fishing sector (see Annex Table 28, Figure 9)[21].

At fishing activity level, the large-scale fleet generated 73% of the total GVA in 2012 and 75% of the gross and 72% of net profits. The small-scale fleet contributed the least to the gross and net profit generated (12 and 7%, respectively), while the DWF contributed the least to GVA (11% of the total) (see Annex Tables 29 to 31, Figure 10).

Yet, in relative terms, the small-scale coastal fleet generated the highest GVA as a percentage of revenue while the distant-water fleet each generated the highest profit margin 8.9% in 2012. Results suggest that the performance of the SSF deteriorated over the period while it improved for the LSF and DWF, although the DWF suffered a significant decline in 2010 (Annex Table 32, Figure 10).

In terms of capital productivity, the SSF generated a low return on fixed tangible assets (RoFTA) in 2012 (2.8%), a slight decline on 2011 results (3%); the LSF performed better generating a 6.6% rate of return (relatively modest for a high risk economic activity) while the DWF obtained an impressive 25% return on investment.

[19] calculated as revenue minus operating costs
[20] calculated as revenue minus operating costs and capital costs
[21] excl. Bulgaria, Croatia, Cyprus, Greece, Malta

In 2012, the SSF had an estimated (depreciated) replacement value of €872 million and in-year investments amounted to €104 million (-10% compared to 2011), indicating that 11.5% of revenue was invested in 2012 (an increase of 4% compared to 2011) (see Annex Table 33). The LSF had an estimated (depreciated) replacement value of €4 billion and in-year investments amounted to €388 million (+45% compared to 2011), indicating that 7.7% of revenue was invested in 2012 (see Annex Table 34). The DWF had an estimated (depreciated) replacement value of €298 million and in-year investments amounted to €7.6 million (-74% compared to 2011), indicating that 0.7% of revenue was invested in 2012 (see Annex Table 35).

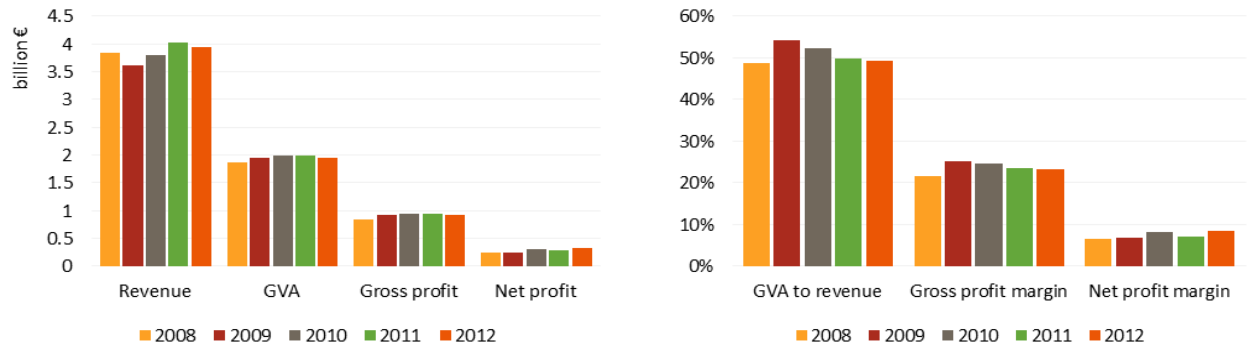
Table 6 EU fishing fleet economic performance indicators, 2012 (million €)[22]
Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	Revenue	as % of total	Δ to 2011	Operating costs	as % of total	Δ to 2011	Capital Costs	as % of total	Δ to 2011	GVA	as % of total	Δ to 2011	Gross profit	as % of total	Δ to 2011	Net profit	as % of total	Δ to 2011
BEL	80.4	1%	↘	76.7	1%	↗	9.5	1%	↗	29.8	1%	↘	3.7	0%	↘	- 5.8	-1%	↘
BGR	5.3	0%	↗	4.8	0%	↘	0.4	0%	↗	2.0	0%	↗	0.5	0%	↗	0.2	0%	↗
CYP	6.7	0%	↘	11.1	0%	↗	29.9	3%	↗	- 2.7	0%	↘	- 4.4	0%	↘	- 34.3	-8%	↘
DEU	150.8	2%	↗	126.1	2%	↗	18.6	2%	↘	73.9	2%	↗	24.6	2%	↗	6.0	1%	↗
DNK	385.2	6%	↘	248.2	4%	↘	86.6	10%	↘	242.5	7%	↘	137.0	10%	↗	50.3	12%	↗
ESP	1,907.8	27%	↘	1,647.2	29%	↘	143.3	16%	↘	837.7	25%	↗	260.6	20%	↗	117.3	28%	↗
EST	14.0	0%	↔	11.3	0%	↗	0.6	0%	↘	7.7	0%	↔	2.7	0%	↘	2.1	0%	↘
FIN	43.2	1%	↗	34.0	1%	↗	2.6	0%	↘	19.5	1%	↗	9.1	1%	↗	6.6	2%	↗
FRA	1,079.7	15%	↘	924.9	16%	↘	147.6	16%	↘	532.3	16%	↘	154.8	12%	↘	7.3	2%	↘
GBR	971.9	14%	↔	768.5	14%	↔	48.2	5%	↗	435.7	13%	↗	203.4	15%	↔	155.2	37%	↘
GRC	-			405.3			101.6			-			-			-		
HRV	282.5		↗	25.3		↘	6.7			266.5		↗	257.3		↗	250.6		
IRL	306.0	4%	↗	218.3	4%	↗	42.9	5%	↘	178.2	5%	↗	87.7	7%	↗	44.8	11%	↗
ITA	931.6	13%	↘	687.6	12%	↘	194.6	21%	↘	472.1	14%	↘	244.0	18%	↘	49.4	12%	↘
LTU	43.4	1%	↘	34.9	1%	↘	3.0	0%	↗	12.9	0%	↔	8.5	1%	↗	5.5	1%	↗
LVA	24.7	0%	↗	20.1	0%	↗	1.6	0%	↗	8.5	0%	↘	4.6	0%	↘	3.0	1%	↘
MLT	13.1	0%	↗	13.1	0%	↗	6.1	1%	↘	4.2	0%	↘	0.1	0%	↗	- 6.1	-1%	↗
NLD	364.3	5%	↗	327.7	6%	↗	39.5	4%	↘	130.3	4%	↗	36.5	3%	↘	- 3.0	-1%	↘
POL	55.5	1%	↗	44.5	1%	↗	4.8	1%	↗	27.3	1%	↗	11.0	1%	↗	6.2	1%	↗
PRT	449.5	6%	↔	332.2	6%	↗	105.9	12%	↗	259.5	8%	↘	117.2	9%	↘	11.3	3%	↘
ROU	0.9	0%	↘	0.7	0%	↘	0.2	0%	↗	0.6	0%	↘	0.3	0%	↘	0.1	0%	↘
SVN	2.3	0%	↘	2.0	0%	↘	0.3	0%	↘	1.6	0%	↔	0.3	0%	↗	- 0.0	0%	↗
SWE	129.8	2%	↔	103.6	2%	↗	24.0	3%	↘	56.6	2%	↘	26.2	2%	↘	2.2	1%	↗
Total*	6,966			5,638			910			3,330			1,328			418		
Total**	6,941			5,609			874			3,326			1,332			458		

*excludes Croatia (HRV) and Greece (GRC); **excludes Bulgaria (BGR), Cyprus (CYP) , Croatia (HRV) , Greece (GRC) and Malta (MLT)

Trends in economic performance: 2008-2012

Overall, the economic performance of the EU fleet improved in 2012 compared to 2011, however, showing some signs of stagnation (Figure 11).



Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 10 Trends in fleet economic performance indicators: 2008-2012

[22] Note: Total* Croatia excluded due to unreliable income estimates; Greece excluded as only costs were provided (no income). EU** provides estimates excluding Cyprus, Croatia, Greece and Malta for consistency and comparison with economic performance indicators.

Fleet performance in terms of GVA as a percentage of revenue and gross profit margin declined steadily after peaking in 2009, mainly reflecting lower fuel prices as revenue declined, levelling off between 2011 and 2012. Net profit margin has remained rather stable but positive over the period with marked improvements in 2010 and 2012, reaching its highest point in 2012 (Figure 11).

Labour productivity, defined as gross value added per FTE (GVA/FTE), measures the amount of output produced by the amount of labour and gives an indication of the economic growth in the sector. Labour productivity in the fishing fleet increased over the period analysed, stabilising between 2011 and 2012 (see Annex Figure 11), although decreasing steadily in the SSF, where productivity is on average lower. Fishers in the LSF appear more efficient, generating on average more output per employee while results for the DWF shows significant variations.

The ratio between the number of jobs and vessel gross tonnage provides an indication of the labour and capital use on-board vessels: the higher the ratio, the more labour intensive the vessel is and the lower the ratio the more capital intensive or industrialised (see Annex Figure 12).

Over the period, the number of jobs per vessel has remained quite stable while the number of jobs per GT increased between 2008 and 2012. As expected, the SSF is more labour intensive, with a high number of jobs per GT. Conversely, the large-scale and the distant-water fleets are more capitalised, revealing lower "jobs to GT ratio" values (see Annex Figure 13).

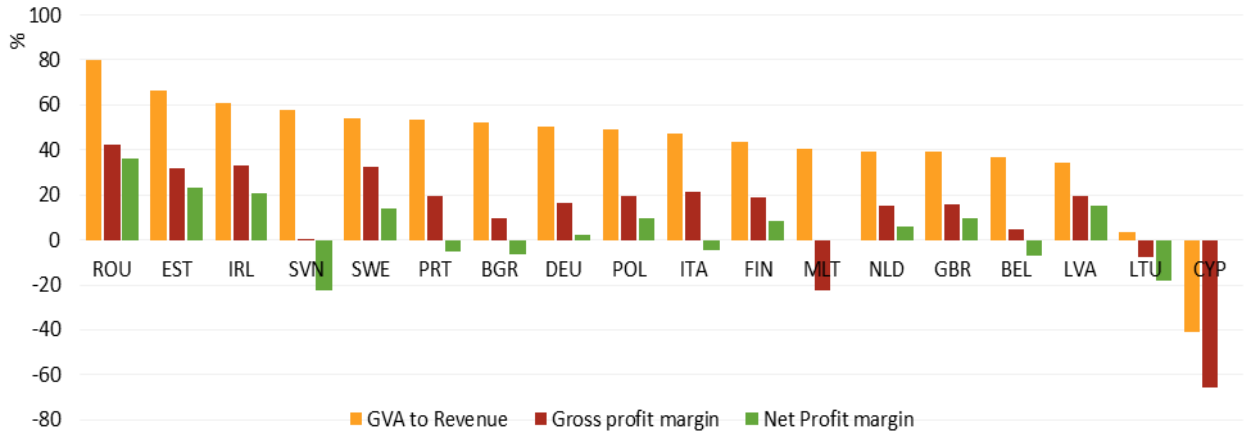
Economic Performance Assessment for 2013

Due to the 2-year lag in data collection, the most recent economic data available in 2014 refers to the year 2012. In order to bring the report more 'up-to-date', economic performance indicators for 2013 were estimated based on transversal data (effort, landings and capacity) and preliminary landings income data for the year 2013 (see methodology section). Not all MS were in a position to provide the necessary data within the time-frame and hence, EU fleet level projections for 2013 were not possible.

Projections suggest that although fleet revenue decreased in most Member States, GVA as a proportion of revenue increased or remained stable in 9 out of the 15 MS assessed (Figure 12, see Annex Table 36 and 37).

Therefore, improved economic performance in 2013 is expected for roughly half of the national fleets. Although preliminary economic performance projections for a number of key fleets in 2013 suggest mixed performance, it was not possible to project an overall economic position in 2013 for the whole EU fleet due to insufficient data on a number of Member States' fleets.

Projection results by fishing activity suggest that the performance of the SSF deteriorated further in 2013 while the LSF generated a higher net profit (see Annex Figure 14). Due to limited data, results for the DWF should be considered with care.



Source: Member State data submissions under the DCF 2014 Fleet Economic

Figure 11 Projection performance results for 2013 by MS

EU Member State Fleet Summary Report

A summary of the main issues affecting the economic performance of each EU Member States' national fleet in 2012 and 2013 are summarised below:

Belgium

The Belgian fleet mainly consists of beam trawlers operating in the North Sea, English Channel and other areas of the North Atlantic. Belgian fleet capacity decreased further in 2013. Additionally, the deteriorating trend observed over the last few years is expected to continue, with poor performance projected for 2013. The Belgian fleet has high operating costs, accounting for over 85% of revenue in 2013, with crew and fuel costs alone accounting for 70% of revenue.

Bulgaria

National Fleet

In 2013, the Bulgarian fishing fleet with an average age of 19 years consisted of 2,054 vessels, of which 862 were inactive. The overall size of the Bulgarian fishing fleet decreased between 2012 and 2013; 20 vessels were scrapped through EFF before 2011. Landings weight increased to 8.1 kilo-tonnes from 7.6 kilo-tonnes in 2011 and landed value increased from €2.7 million to €4.4 million. In terms of employment, the fleet generated 5,638 jobs, corresponding to 2,872 FTEs; the level of employment increased 72% compared to 2011.

Gross Value Added (GVA), gross profit and net profit generated by the Bulgarian fleet in 2012 were €2 million, €0.5 million and €0.2 million, respectively. According to the data, GVA increased 231% and gross profit and net profit increased by 117%, and 105%, respectively, between 2011 and 2012. Due to the inconsistent data on landings income and other income reported under the DCF, these estimates are questionable.

The main factors that influenced the economic status of the Bulgarian fisheries sector in 2012 were: absence of bank credit lending policy, something which is desperately needed to facilitate the development of the sector; a comparatively large number of ageing vessels; poor weather conditions and poor domestic consumption demand due to a lack of affordability.

Most of the fishing activities are carried out in territorial waters up to 12 nm. There are quotas for two species in Bulgaria, turbot and sprat. The Black Sea TAC (quota regime) was introduced in 2008, following the accession of Bulgaria and Romania to the European Union (EU). A decreasing trend in turbot biomass indices has been observed since 2008, despite the presence of the quotas regime for turbot in community waters. For this reason, implementation of additional and more effective management measures restricting turbot exploitation is necessary. Bulgaria has made significant efforts in withdrawing vessels from the fleet, particularly in the 6-12mm 12-18m and 18-24m length classes.

Small-scale Fleet

The small-scale fleet has an average age of 24 years. Most of the vessels under 12m are engaged in small-scale coastal fishing with (anchored) gillnets. These vessels are generally owner-operated, for whom fishing is an additional income stream. The profit is the actual remuneration (wages) of the owner's work.

There are limited human resources available and procedures to work with the data in Bulgaria; there is a difficulty in analysing the fishing effort data because of the large number of vessels under 12m engaged in mixed fisheries, targeting several species of fish at the same time using different fishing gears throughout the year. Furthermore, there is no established automatic system for fleet management and or separate fish markets. The presence of many very small landing ports and the fact that the majority of the fleet is under 12m creates difficulties with the accuracy of landings and their monitoring. Joint research conducted with Romanian scientists on turbot and sprat stocks in Community waters in 2010 and 2011 is a big step forward because it gives a more accurate picture on the stocks. Amendments have also been adopted in national legislation, which has enabled effective measures to be taken against inactive vessels.

Croatia

National Fleet

The Croatian fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the Adriatic Sea. The national fleet consisted of 29 (DCF) fleet segments and 4,236 vessels in 2012. The total amount of income generated in 2012 was €994 million. The Croatian fleet's income increased 17% between 2010 and 2012. Total operating costs incurred by the Croatian national fleet in 2012 equated to €783 million, amounting to 79% of total income. Crew cost and fuel costs, the two major fishing expenses, were €227 and €194 million respectively. Between 2008 and 2012, total operating costs increased by 19%, largely due to an increase in fuel costs, which amounted to 20% of total income in 2012.

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Croatian national fleet in 2012 were €400 million, €173 million and €124 million respectively. Gross Value Added (GVA), gross profit and net profit decreased 7%, 14% and 22% respectively between 2011 and 2012. The major factors causing the decline in economic performance included a 15% increase in fuel costs despite the number of days at sea remaining almost unchanged.

While overall the fleet is profitable, with 16% of income being retained as net profit, there are considerable variations within the fleet segments and these are inconsistent within the segments or according to vessel size or according to the number of vessels within a segment offering little indication of the cause of the variability. The value of fishing rights showed a sharp increase of 29% between 2010 and 2011 reflecting optimism about the prospects of the industry.

Small-scale Fleet

The 7% increase in landed value between 2010 and 2011 is considerably poorer than the 19% increase experienced by the national fleet as a whole, indicating that the smaller vessels have not been able to exploit the species where demand has been strongest. Landings in weight remained stable over the period.

Some 30 Marine Protected Areas are in the course of being established in Croatia. The importance of these to the fleets is variable but it is more likely that their impact will be mainly on the small-scale fleet which is less able to navigate longer distances to avoid them.

Approximately 20 fishermen have lost their jobs due to vessel scrapping. In the near future, an increased number of small-scale vessels is expected because some of them will start operating in a self-employed manner. Due to reduced catches, increase in prices for European pilchard (sardine) and anchovy and, consequently, higher income for those targeting these species can be expected.

Cyprus

Passive gear vessels form the majority of the Cypriot fleet. Capacity increased between 2011-2012 when measured in terms of number of active vessels, total kilowatt but total gross tonnage remained stable in contrast with the decreasing 2008-2012 trend. Employment also increased. At the same time, profitability (in terms of both gross and net profits) decreased significantly and stayed negative showing a worrying situation for Cyprus.

Small-scale fleet

The small-scale fleet (defined as vessels below 12 meters using non-towed gears), represented more than 65% of the total active fleet. The amount of income generated by the small-scale fleet accounted for €4.4 million in 2012. The landings value generated by the small-scale fleet has been decreasing from 2011-2012. The small-scale fleet made losses in 2012 (gross loss of €3.8 million and net loss of €6.6 million). Whether the small-scale fleet can halt the negative trend of the economic performance in the coming years is uncertain and potentially threatens the current level of fleet employment (732 FTE in 2012).

Large-scale fleet

The Cypriot large-scale fleet comprised only 33 vessels in 2012, with €2.3 million landings income and 85 full time employees. The economic performance remained negative but the fleet slowed down the negative trend in 2012. However, the ability to maintain or increase the economic indicators for this fleet is uncertain.

Denmark

Capacity in the Danish fleet decreased further in 2013 when measured in terms of number of active vessels, total gross tonnage or total kilowatt. In 2012 the Danish government cleaned up their register which resulted in a decrease of around 600 inactive vessels compared to the previous year. In 2013, landings weight dropped drastically due to a decrease in quota for sandeels. The decreased landing weight of sandeel together with lower prices for Atlantic mackerel and Norway Lobster caused a decrease in total landings value.

Small-scale fleet

The small-scale fleet operates mostly in the Baltic Sea, and Kattegat. The amount of revenue generated by the small-scale fleet equated to €27 million in 2012, which is 7% of the national income for fisheries. The landings value generated by the small-scale fleet increased 5% between 2011-2012. The small-scale fleet made losses in 2012 (gross loss of €0.9 million and net loss of €5.1 million). The loss in gross profit decreased 50% and the net loss decreased by 15% from 2011 to 2012. Whether the small-scale fleet can halt the negative trend of the economic performance in the coming years is uncertain.

Large-scale fleet

The total amount of revenue generated by the large-scale fleet accounted for €359 million in 2012. Landings value decreased 9% between 2011-2012. The large-scale fleet made profits in 2012 (gross profit of €137.8 million and net profit of €55.4 million). Most of the net profit is generated by the distant-water fleet targeting pelagic species such as sandeel, mackerel and herring. Gross profit increased by 1% and the net loss increased by 8% from 2011 to 2012.

Estonia

The Estonian national fleet includes three main segments: Baltic pelagic trawlers, small-scale fleet with passive gears and distant-water fleet. In 2013, the Estonian fishing fleet consisted of 1,349 registered vessels, with average age of 20 years. The weight landed by the Estonian Baltic Sea fleet in 2012 was 53 thousand tonnes of seafood, with a landed value of €14 million. The total weight of landings decreased over the period analysed. However, the total value of landings has remained rather stable. This shows a rise in average prices of key species. The higher first sales prices were primarily due to good export conditions. The decrease in quotas for the internationally TAC-regulated species (European sprat and Atlantic herring) was the main reason for decreases in total weight landed. However, a slight increase in quotas and total catches took place in 2013. The Estonian fishing fleet segments were profitable in 2012.

Fisheries subsidies paid in 2012 to fishing companies for permanent cessation of fishing activities by scrapping or permanent reassignment of fishing vessels amounted to nearly €251 thousand. In addition, €340 thousand was paid for investments on-board fishing vessels. The rise in fuel prices will be an important factor influencing fleet economic performance in the coming years.

The main management measures in Estonia are individual volume quotas (ITQs) in the open water fisheries (both Baltic and Atlantic trawling) and gear usage quotas (ITE; individual transferable effort) in the Baltic coastal fisheries. The Estonian experience shows that ITQs are an effective method for increasing the allocation of fishing rights to the most effective enterprises and speeding up the process of reducing excessive fleet capacity. The number of trawlers decreased significantly during the ITQ period (since 2001). In 2000, there were 189 vessels in the Estonian Baltic trawling sector and after 14 years, this number decreased to 37 and is likely to decrease even further.

Small-scale fleet

An important increase in size took place in the small-scale fleet in 2013. The small-scale fleet increased as fishing capacity was released in other fleet segments and the Ministry of Agriculture decided to use it in order to meet the additional need for small-scale fishing vessels to enter into the register.

Finland

National Fleet

The Finnish national fleet is based mainly on pelagic trawling and small-scale fishing. The pelagic trawler fleet is the dominant fishery in terms of weight and value. In 2012 the profitability of the fleet as a whole turned positive. Baltic herring stocks are currently exceptionally strong especially in the most important fishing grounds in Bothnian

Bay. Catches in 2012 and the 2013 for herring were at record highs. The market situation has also been favourable and therefore the economic performance of the pelagic trawlers looks promising for the near future.

Small-scale fleet

The coastal small-scale fleet is the biggest Finnish fleet segment with 1,890 vessels. Increased seal populations have strongly influenced the coastal fishery for several years. Many fishermen have had to stop their activity in traditional fishing grounds. An EMFF subsidy scheme was put in place to support fishermen to continue fishing elsewhere. There was also a pilot project to subsidise intensive fishing for low value fish (mostly cyprinid fish) to remove nutrients from the water system. This has contributed to a new method of fishing and created new markets for non-commercial species. There is a high variation in the activity and the economic performance varied with the activity. Overall the segment as whole turned positive in 2012.

France

National Fleet

The size of the French fishing fleet decreased between 2008 and 2012, with the number of vessels decreasing by 11%, and GT and kW decreasing by 16% and 10% respectively.

Year 2012 remained broadly stable compared to 2011 in terms of landed value, due to a slight increase in the weight of landings combined with a decrease in average landed price.

The gross profit margin reached 14.3% for the national fleet in 2012, against 15.7% observed in 2011. Economic performance differs significantly nevertheless between fleet segments and supra regions. Fuel prices remained high in 2012, and had a direct negative impact on vessel profitability, especially for demersal, pelagic trawlers and dredgers. In the Atlantic region, the situation differs depending on ports, fishing gear used and target species. Abundance of species was generally good in 2012, however resulting in a reduction in average prices for some (monkfish, hake, etc.).

Economic situation in the Mediterranean Sea, which was particularly worrying in 2011, remains fragile due to the lack of abundance of pelagic species in 2012 (anchovy, pilchard). Year 2012 was also the last year of "European payback" from the French purse seiners. Thereby, 2013 quotas of bluefin tuna for Mediterranean seiners have returned to normal levels in 2013 (around 2,000 tons).

Small-scale Fleet / Large-scale fleet

The total weight landed by the French small-scale fleet in 2012 represented 14% of the total weight and 17% of the total value of the national fleet. The gross profit margin reached 18.6% for the national fleet in 2012, against 21% observed in 2011.

The total weight landed by the French large-scale fleet in 2012 represented 70% of the total weight and 68% of the total value of the national fleet. The gross profit margin reached 12.1% for the national fleet in 2012, against 14.2% observed in 2011.

Long Distant-water Fleet

Total revenue increased significantly between 2011 and 2012 (+21.6%). This good economic year is due to an increase of average prices, especially for yellowfin tuna. This favourable situation is explained both by the stability of the global production and the development of new markets.

During the year 2012, the frequency of piracy has decreased significantly in the Indian Ocean. However, the instability of access to the resource (non-renewal of EU bilateral fisheries agreements with some African countries for example) may have an impact on the economic sustainability of this fleet in the coming years. A significant proportion of the catch is indeed caught in exclusive economic zones.

Germany

National Fleet

The German fishing fleet decreased further in size in 2013 in terms of vessels numbers. One demersal trawler vessel from the high seas fleet was sold outside Germany. The number of cutters and small-scale fishing vessels decreased, thus continuing the long term trend. Fleet segments were affected differently by price and quota

developments.

The most striking development for the cutter fleet was the considerable increase in revenues from brown shrimp landings; the price more than doubled in 2012 after the 2011 crash and basically remained at that level in 2013. Therefore, the economic situation became satisfactory again for the shrimp beam trawl fleet as the total catch remained stable. As a consequence, owners increased investments. The North Sea plaice stock was assessed at another all-time high, and thus quota increased again as well. However, the benefit for the fleet was limited due to decreasing prices even dropping to the intervention price at one point.

Saithe fisheries in the North Sea were satisfactory. The lower quota was fully exploited, but decreasing prices affected the profitability in 2013. The MSC certification of this fishery has been renewed in 2012 and again proven conducive for marketing. The Nephrops fishery has become more and more important for the German cutter fleet due to the possibility of international quota exchange.

The Cod fishery in the North Sea was regarded as satisfactory due to stock recovery. Baltic cod quota had increased, but was not fully exploited. The considerable stock increase led to a lack of food. Thus the fish showed sign of malnutrition which resulted in decreasing prices. Moreover, Baltic cod did not aggregate as usual, according to the fisheries, thus leading to lower hourly catches in spite of increased stock.

Small-scale Fleet

The coastal fishery on Baltic herring was satisfactory, and the considerably increased quota could be fully exploited in short time in 2013. Due to the still pending long-term management plan Baltic herring could not be MSC certified. As several buyers only accept certified herring, prices were not always at a satisfactory level.

Distant-Water Fleet

According to the German fishing industry, 2013 was a mediocre year for both pelagic and demersal trawlers, particularly due to the unresolved dispute on Atlantic mackerel. One large demersal trawler exited the German fleet due to decreasing fishing opportunities in Greenland waters, according to information from the sector. On the other hand, considerable investment has been undertaken for modernising the high seas fleet. This mainly referred to on-board processing facilities and cooling technology. In 2013 the construction of a new pelagic trawler has been initiated which is expected to be operational in 2015.

The MSC certification for fisheries cod, saithe and haddock in the North Sea and in Norwegian waters was successfully renewed. The annual audit for fisheries on North Sea herring (including Norwegian waters) was passed successfully. Due to the ongoing uncertainties over quota allocation on Atlantic mackerel the certification was cancelled causing negative consequences for the participating industry.

Cod fisheries in the Svalbard, Barents Sea and Norwegian areas were efficient. However, decreasing prices had a negative impact on profitability. The saithe fishery in the North Sea did not entirely fulfil their expectations. The Greenland halibut fishery was efficient and led to positive results. The demersal high seas fleet did not perform any fishing activities in the North Sea. Quota was exchanged with the cutter fleet.

The pelagic fleet experienced good results in the North Sea and North Atlantic fisheries on herring, jack mackerel and mackerel. The quota for blue whiting was unsatisfactory, but as in 2012 partial compensation could be achieved through the fishery on argentine. Some fisheries for both pelagic and demersal redfish were opened up in 2012. In 2013 no fishery took place in African or pacific waters.

Greece

National Fleet

The Greek fishing fleet continues to fall steadily in terms of vessel numbers, gross tonnage and total power in 2012. Total employment was estimated at 27,558 jobs corresponding to 23,944 FTEs in 2012. The fishing fleet spent an estimated 2.8 million days at sea and consumed in total around 115 million litres. The fleet's economic performance reveals a net loss. The main costs include energy costs and wages as well as the imputed value of unpaid labour.

In Greece, the majority of vessels (93%) are small-scale vessels. The small-scale fleet employs a total of 19,394 FTEs, thus contributing 81% of the total national employment in the sector.

The polyvalent passive gear segment is the most important fleet segment. It comprises 94% of the vessels, represents 56% of the total value of national landings and employs 82% of the national FTEs. This fleet segment made net losses. The main cost is the imputed value of unpaid labour, which, in fact, represents the value of the owner's work.

The bottom trawler segment includes 3% of the Greek fishing fleet (540 vessels). It produces 26% of the national landings and employs 7% of the national FTEs. This segment provides positive net profit. Energy costs is the main cost item. Other important expenses are crew costs as well as variable costs.

The purse seiner segment is a small segment (252 vessels), representing 2% of the Greek fishing fleet. It produces 13% of the national landings and employs 9% of the national FTEs. The purse seiner 12-18m segment generated net profits. The main costs of the purse seiners are wages and salaries of the crew.

Ireland

National Fleet

The composition, by segment, of the Irish national fleet (i.e. >10m and <10m LOA) in 2012 and 2013 reflects that reported for 2012. No significant removals or additions to the national fleet occurred, other than adjustments due to accidental loss, damage and occasional redundancy.

In terms of the profitability and development trends the national fleet improved for net profit margin (%), RoFTA (%) and GVA per FTE (thousand €). Running costs continue to be a key driver influencing the economic performance of the Irish national fleet in 2013, particularly those associated with the identification and retention of crew and the cost of fuel and oils which both increase from 2011 to 2012. Although marine gas oil prices throughout 2012 and into 2013 have shown some volatility they have maintained a slow annual increase in average price, which is consistent with the 5 year trend in the prices of crude, bunker and marine gas oil. Landing value and weight increased from 2011 to 2012 with landings of Boarfish (BOR and BOC) contributing significantly to this increase.

Small-scale fleet

The number of vessels (under 10m) rose by 3% every year from 2011 and prior to 2011 increased by 8% and 5% between the years 2008/2009 and 2009/2010 respectively. Overall, this represents a 25% increase in the number of under 10m vessels from 1337 to 1677 between the years 2008 and 2013.

The number of the small-scale fleet demonstrates a similar trend (under 12m – passive gears). This segment consisted of 1317 vessels in 2013, an increase from 1159 vessels in 2009. Figures for small-scale fisheries for static gears, under 12m only, also demonstrate a 4% increase from 2011 to 2012.

Italy

National Fleet

The economic performance of the Italian fleet in 2012 was negative, with decreased revenues and profits when compared to the previous year.

For the last few years, several factors have greatly contributed to reduced profit margins of fishing enterprises. While the overexploitation status of some assessed stocks could have had an impact on this trend, other factors seems to have affected the fall in total captures and unitary productivity, even more strongly than the decrease in stock abundance, and include: increase in fuel price, changes in fishing zones due to increased production costs, and a different catch composition, which targeted the most sought-after species in domestic and International markets.

However, according to the 2013 projections, a slight increase in the economic performance of the fleet can be expected, mainly triggered by the increase in income levels. Gross profit and net profit generated by the Italian national fleet in 2013 reached the highest values over the last three years. The recovery of the sector also seems to be confirmed by the trend observed in the profitability indicators, such as the net profit margin and the RoFTA indicators.

The size of the Italian fishing fleet decreased between 2012 and 2013, with the number of vessels decreasing by 2% and GT by 7%.

Small-scale Fleet

The small-scale fleet was not particularly profitable in 2012, with a reported gross profit of around €82 million and an estimated net profit of €38 million, a reduction of 19% and 29%, respectively from 2011.

The sustained increase of intermediate costs, together with a decrease in production level, eroded added value and profits; further weakening the sector already in an economic recession. Several factors affected the decrease in total captures and unitary productivity, such as the increase in fuel price and the implementation of new restrictive management measures. However, according to projected data for 2013, the trend is improving, mainly driven by an increase in total landings.

In 2012, 11 Local Management Plans were implemented. They contain restrictive management measures in order to reduce fishing effort, to improve the state of fishery resource, to limit the conflict between other users (sport and recreational fisheries, tourism). These local plans represent a completely innovative intervention tool in the range of available management measures and are expected to have a positive impact on the state of the resources as well as on the economic profitability of the small-scale fleet.

Large-scale fleet

This fleet includes trawlers, dredgers, purse seiners and pelagic trawlers. In 2012, the economic performance of these fleets was mostly negative, with a reduction in gross profit of 19% compared with the previous year. According to projected data for 2013, income will continue to decrease, but profitability will increase slightly. This can be explained by the reduction in operating costs that was driven by the decreased number of days spent at sea, a responsible strategy undertaken by the fishing operators to face the increase of intermediate costs.

At the end of 2013, 22 fishing effort adjustment plans and several national management plans were implemented. They are expected to achieve significant improvements in the biological and economic sustainability.

Latvia

National Fleet

In 2012, the Latvian Baltic Sea fishing fleet consisted of 279 registered vessels, with a combined gross tonnage of 8.3 thousand GT and total power of 21.9 thousand kW. The size of the Latvian fishing fleet has followed a decreasing trend between 2011 and 2012. The number of vessels declined by 13% (or 40 vessels), while the total GT and kW of the fleet declined by 2% during the same period. The general reason for the changes was connected to the vessel scrappage program according to the multi-annual management plan to achieve a better balance between fishing capacity and the available resources. Vessel scrapping between 2008 and 2012 and changes in the structure of fleet segments had a positive impact on incomes and minimised total costs.

The total weight landed by the Latvian fleet in 2012 was 57.5 thousand tonnes of fish, with a landed value of €23.4 million. The total weight of landings declined 9% between 2011 and 2012 and the value of landings increased 8% during the same period. The main reason for the decrease in weight of landing was reduced Latvian quota for European Sprat in the Baltic. The Gross Value Added (GVA) and gross profit decreased by 20% and 36% respectively between 2011 and 2012. Therefore in terms of profitability, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Latvian national fleet in 2012 was €8.4 million, €4.6 million and €3.0 million respectively.

Small-scale Fleet

The number of vessels in the small-scale fleet decreased 16% between 2011 and 2012. Landings weight decreased 14% while the value of landings increased 18% and was around €1.4 million between 2011 and 2012. The small-scale fishing fleet is important for employment in coastal regions and was estimated at 258 jobs, corresponding to 154 FTEs. Total employment and FTEs for small-scale fleet decreased 20% and 24%, respectively over the observed period. While total costs increased 19%, net profit increased during the same period by 12%. Gross Value Added (GVA) and gross profit, increased by 11% between 2011 and 2012. Nevertheless the share of landings generated by small coastal vessels to total income is quite insignificant, around 6%.

Distance-water fleet

In 2012, Latvia had two distant-water trawlers over 40m operating in the North Atlantic and five trawlers operating in the CECAF area (EEZ of Mauritania and Morocco), which all belong to three fishing firms.

Lithuania

National Fleet

The total amount of income generated by the Lithuanian national fleet in 2012 was €42.8 million representing an 8% annual decrease. Total revenues consisted of 98% of fishing income and less than 2% of other income. Total operating costs equated to €34.9 million and were 12% lower compared to the year before. In 2012 sea fisheries employed 732 people, corresponding to 566 FTEs. The level of employment during 2011 and 2012 slightly decreased and FTE was more or less stable in this period. In fact these changes were mostly influenced by distant-water fisheries due to temporary outage for vessels in the CECAF area.

Small-scale

The fleet targets a variety of species but in particular Baltic cod, European smelt and Baltic herring. In terms of value of landings the main part of income comes from Baltic cod and European smelt, with marginal differences between them. In 2012, the total income was almost €0.33 million and around 30 FTEs were employed in this fleet segment. This fleet segment was profitable, with a reported gross profit of around €0.134 million and net profit of €0.123 million in 2012. Regarding profitability and development trends between 2011 and 2012, the small-scale fishery performed relatively well and improved in such positions as net profit margin and return on tangible assets.

Large-scale

For demersal trawlers the main target was Baltic cod, though a certain part of this segment performed mixed fisheries using a second gear for pelagic species. The catches of Baltic cod have a tendency to decrease despite the constantly increasing quotas. Around 84% of catches are landed in national ports according to legal obligations. This segment is energy demanding and expenditure for fuel amounted to 36.7% of total operating costs. The national landing obligation, mentioned above, from one point of view adversely affected profitability for an already inefficient old fleet. Increased effort in days at sea increased production cost, while weight with that effort declined as well. The insufficient level of cod price in local markets resulted in weak economic performance for the demersal trawler segment. Net profit margin for the demersal trawler segment was around 1% and was the lowest value among the national fleet. Large-scale vessels such as pelagic trawlers demonstrated good economic results. Increased demand for small pelagic species at sufficiently good prices lead to high profitability even with decreased effort. For example, days at sea between 2011 and 2012 decreased 10%, whereas net profit increased 27%.

Distance-water fleet

Long distance vessels predominantly operate in CECAF region (area 34) and some vessels fishing in the North Atlantic (area 27). In the CECAF region the fleet was targeting mainly small pelagic species, such as Cunene horse mackerel and Round sardinella, whereas vessels from Area 27 were fishing sandeels, Atlantic redfish and northern prawns. In 2012, the total income was almost €35.6 million and around 355 FTEs were employed in this fleet segment, contributing to 83% and 63% of the total income from landings and FTEs generated by the Lithuanian fishing fleet, respectively. This fleet segment was profitable, with a reported gross profit of around €6.8 million and net profit of €4.2 million in 2012. Despite outstanding problems in the long distance fleet, with bilateral agreements with third countries and relatively unfavourable conditions for Lithuanian pelagic vessels fishing in the CECAF area which reduced effort around 19%, economic performance was sufficient with an annual increase of net profit by 20%.

Malta

Overall, at the Maltese national fleet level increases in landings weight and higher average prices resulted in a 10.3% increase in the value of landings, from €11.3 million in 2011 to €12.6 million in 2012. Total operational costs and energy consumption for the year 2012 are expected to decline, consistent with the decrease in effort (days at sea) which decreased by 18.5% between 2011 and 2012.

Fleet profitability in 2011 was weak in nearly all fleet segments and this is expected to continue in future years considering the current trends but the economic development trend may improve in some sectors. From the socio-economic performance trends observed in the latest years (2010 and 2011) for the 14 segments analysed, over a third of the segments (5 segments) improved but these are mainly small-scale fleet segments and the 18–24m demersal trawlers. For the demersal trawl fleet segment, the situation is not expected to improve for several reasons. One reason is the rising fuel prices, which form a considerable percentage of variable costs. In addition, area restrictions to trawling around Malta may be implemented, which will greatly affect trawlers

targeting demersal and deep-water shrimps. Therefore, economic performance is expected to remain low and potentially deteriorate further. Most other economic variables for the year 2013 are not expected to change drastically. However, fuel costs are expected to increase due to the substantial rise in fuel prices and consequently, profitability from this point of view is expected to be negatively affected.

Small-scale Fleet

The small-scale fleet decreased significantly between 2010 and 2011, however the economic performance increased and the improving trend in the small-scale fleet segments is expected to continue into the future.

The Netherlands

National Fleet

In 2012 the Dutch fisheries sector was not profitable. The major factors causing the deterioration in economic performance include lower income due to decreasing prices for fish and higher costs, mainly by higher fuel prices. Additionally, the pelagic fleet lost fishing opportunities in 2012. Fishery licenses for African waters were not prolonged and fishing in Pacific waters was not profitable due to poor catches. Some pelagic vessels could not fish for some months and were tied up temporarily. Due to research and innovation projects in the demersal sector, in 2013 the economic performance of the Dutch fleet showed some improvement and turned from making a loss to slightly profitable. The most important issues in the Dutch fishery sector are:

Flatfish fishery in general (beam trawl 12-18m, 24-40m and over 40m segments)

Introduction of pulse technique as an alternative for tickler chains in beam trawl: In 2009 only 5 vessels received a permit, in 2011, 15 more vessels (i.e. totalling 20) were allowed to start and to invest in pulse technique by the ministry. Performance of vessels using pulse was quite positive, both in sustainability and economically. In 2012, an additional 22 vessels (i.e. totalling 42) were allowed to invest in pulse technique (temporary permits) and those entrepreneurs started fishing during 2012. In addition to that, another 42 fishermen applied for permits and recently (March 2014) they were allowed to start using pulse technique (total number in 2014 will be 84, after completion of investments). Permits are given on a temporary basis and it is still uncertain whether these permits will be transformed into permanent ones.

Economic, ecologic as well as societal reasons (increase in profitability, avoiding discards (discard ban), Natura 2000 and closed areas, market requirements and responsible fisheries) force fishermen to innovate and to invest in more sustainable and economic viable flatfish fishing techniques (as an alternative for beam trawl). Saving fuel and costs (up to 50%), better wages for the crew, better profitability, less discards and less impact on the seabed are the most important advantages of using pulse technique to catch flatfish.

Shrimp fishery in general (beam trawl 18-24m segment)

Introduction of pulse technique: In 2011 the ministry of Economic Affairs allowed some vessels from this segment to invest in pulse technique, suitable for shrimp fishery. The economic performance of these shrimp vessels (on an experimental, but commercial basis) is rather promising and it is expected that results will improve in the future, compared to traditional beam trawl. Other shrimp fishermen applied for permits but until now (2014) they are prohibited from using the pulse technique. The permits were given on a temporary basis and it is still uncertain and unclear if the permits will be transformed into permanent ones.

Distant-water Fleet (pelagic trawl over 40m segment)

In 2012 (and 2013 also) this segment faced problems with effort in African waters and in the Pacific. EU-appointments and contracts with Mauritania stopped. Mid 2012, a part of the capacity of the Dutch pelagic fleet was tied up. As a result of that, effort and volume went down by 23% and 8%, respectively. It looks like that in (mid) 2014 fisheries in African waters will start up again but negotiations are still going on.

Small-scale Fleet

This part of the fleet operates in the coastal zone and depends highly on sole catches. Other species of less importance include turbot, cod, mullet and seabass. The state of the sole stock is very important and (seasonal) effort and economic performance depends largely on that. The gill net fishery was profitable but because of lack of quota and high competition (high price quota) they are not able to lease quota from other fishermen.

Poland

National Fleet

In 2013 the Polish fishing fleet consisted of 836 registered vessels, with a combined gross tonnage of 57 thousand GT, a total power of 98.4 thousand kW and an average age of 28 years. The number of vessels remained unchanged between 2011 and 2012; however GT and kW decreased 11% and 5%, respectively. The total weight of seafood landed by the Polish fleet in 2013 was 195 thousand tonnes (8% more than in 2012). The national fleet consisted of 8 (DCF) fleet segments in 2012, with 4 inactive length classes consisting of 43 vessels. One of the active fleet segments made losses in 2012 while 5 made an overall profit (information lacking for deep sea fleet segment).

The total amount of Baltic Sea fleet landings was 133 thousand tonnes, with a landed value of €56 million. The total landings weight and value of the Baltic Sea fleet increased 2% between 2012 and 2013. In 2013, European sprat generated the highest landed value in Baltic fisheries, followed by Atlantic cod, Atlantic herring and then European flounder. The major factor causing the growth in 2013 weight and value of landings was high pelagic catches and prices. The total amount of income generated by the Polish Baltic fleet in 2012 was €55.5 million (without subsidies), a 21% increase between compared to 2011.

In 2013 the Polish small-scale fleet consisted of 585 registered vessels, with a combined gross tonnage of 2.7 thousand GT, a total power of 21.1 thousand kW. The size of the fleet increased between 2012 and 2011, with the number of vessels increasing by 6% and GT and kW by 11% and 7%, respectively. The major factor causing the small-scale fleet to increase was termination of the cod management plan. The total amount of income generated by the Polish small-scale fleet in 2012 was €12 million (without subsidies, which amounted to € 10.5 million). The Polish small-scale fleet's total income increased 9% between 2011 and 2012. Crew cost and fuel costs, the two major fishing expenses. Gross Value Added (GVA) increased by 6%, gross profit and net profit decreased 31% and 34% respectively between 2011 and 2012. The major factors causing the deterioration in economic performance include increases in labour, energy and non-variable costs.

The Polish large-scale fleet's total income increased 25% between 2011 and 2012 and amounted to €43.3 million (without subsidies - € 4.8 million). The net profit margin development trend for large-scale Baltic fleet improved significantly and the indicator improved in 2012 compared to 2011 (10%). This may be explained by high increase in prices of small pelagic species. Similarly RoFTA and GVA per FTE indicators improved in 2012 compared to 2011 as well as the development trend had improved compared to the 2008-2011 average. Gross Value Added (GVA) increased by 31%, gross profit and net profit increased by 39% and 37%, respectively, between 2011 and 2012. The major factor causing the improvement in economic performance was again high herring and sprat prices.

Total amount of landings by the deep water fleet was 61.4 thousand tonnes in 2013, a 4% increase compared to 2012. In 2013, Atlantic horse mackerel generated the highest landed weight, followed by round sardinella and Atlantic mackerel. Two vessels operated in Mauritanian waters and one in the North-East Atlantic fishing grounds.

Baltic landings income were slightly higher in 2013 (€56.4 million) compared to 2012 (€55.3 million). In spite of similar TAC available for Poland in Baltic Sea for 2014, lower landings revenues are expected. This will be a result of a crisis in cod fisheries and a new pelagic quota allocation system implemented by Polish fisheries administration. Deteriorating condition of Baltic cod (skinny fish) is also negatively influencing performance of demersal fleet segments targeting cod.

Portugal

National Fleet

The economic performance of the Portuguese fleet, which has been profitable over the last 4 years, deteriorated in 2012, mainly due to a decrease in landings and increased operational costs.

There is an overall decreasing trend in capacity of the national fleet, in terms of number of vessels, power and GT and in the number of active vessels, which is most likely to continue over the next few years. This is mainly due to the scrapping of particularly older aged vessels in the fleet. The price per kilo of landings shows an increasing trend and may be party related to the decrease in the total weight of landings. The implementation of measures at national level for restriction of catches of European pilchard resulted in a decrease in catches of about 40% in 2012, from around 54 thousand tonnes to 35 thousand tonnes. This trend continued into 2013, where total catches were reduced to 27 thousand tonnes.

The Portuguese fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the Portuguese Exclusive Economic Zone (27.9.a for the mainland fleet, 27.10 for the Azores and CECAF 34.1.2 for the Madeira fleet). Eighteen vessels make up the hook 24-40m segment, which mainly operates along the Africa Coast and Indian Ocean (FAO 34, 41, 51, 57). The fleet targets a variety of species but in particular large pelagic fishes, such as blue shark, bigeye tuna and swordfish.

Small-scale Fleet

The small-scale fleet continues to decrease in terms of number of vessels. The economic performance of the Portuguese small-scale fleet has deteriorated over the last few years, a situation aggravated in 2012 due to decreasing landings and an increase in operational costs. The situation is expected to improve in 2013, due to the increase in landings value.

Distant-water Fleet

Economic performance has deteriorated in recent years. However, the long-distant-water fleet is expected to remain profitable over the next few years. Longliners faced some constraints due to increasing restrictions regarding deep-sea species and shark catches. The registered decrease in landings value was compensated with a reduction in operational costs, although net profit reduced substantially. Projections show an improvement in 2013, due to adjustments made in cost structure and increased landing values. A greater improvement for 2014 is expected due to the increase in available quotas for Portugal.

Romania

National Fleet

In 2012, the Romanian fishing fleet had an average age of 12 years and decreased in size between 2008 and 2012, by 1.6 thousand GT – 68% and 2.9 thousand kW - 33%, respectively. Landings in weight increased 400% and value 28%. Employment has decreased in number from 875 in 2008 to 471 in 2012, due to the decreasing quota for turbot – the main commercially important species

The major factor causing the decrease in economic performance corresponds to a decrease in the value of landings, compounded by market price evolution during the period. It should be noted that the fishing sector and the weight and value of landings generated are relatively modest compared to other EU member states, with more than 85% of production attributed to the small-scale fishery.

The major factor causing a stable situation is the reduced dimension of the fleet and concentration of high capital dependency on internal markets. Additionally, the absence of fishing infrastructures, government subsidies system and an integrated supply chain (including an organised selling system – e.g. no fishery auction) negatively affects the sector. The difficult access of fishermen to finance, including loans, is reflected in the character of the sector's general and technical efficiency.

Small-scale Fleet

The small-scale fishery is represented by vessels less than 12m overall length using, in the same season, polyvalent gears and polyvalent mobile and passive gears, the same boats shifting from one gear to another in the same period of time. The reported data are supplied by fishermen more or less in strict correspondence with the effective fishing activity. These fishermen simultaneously use various kinds of gear during the season, and in general, do not accurately record all the associated expenses/selling value, etc. of the species captured for each type of gear or technique used. This fishery is characterised by a very high mix of techniques due to the lack of target species. The main explanation for the actual status is the dependency of the fishery on the internal market and a weak selling system, due to fishermen, in principal, acting on their own, and a lack of concentration in the sector; the existing fishermen's organizations do not participate in marketing the catch.

Slovenia

National Fleet

The economic performance increased in recent years due to lower expenditure on fuel and labour costs and increases in income from other sources, although the performance is still poor. In 2013 the Slovenian fishing fleet consisted of 171 registered vessels, with a combined gross tonnage of 599 GT, a total power of 8.5 thousand kW

and an average age of 36 years. The size of the Slovenian fishing fleet decreased between 2008 and 2013; the number of vessels by 5.5% and GT and kW by 40% and 20%, respectively. The major factors causing the fleet to decrease include the scrapping of some vessels in the Slovenian fleet, including two of the largest vessels. Consequently, landings weight decreased in 2012. Hence, a decrease in the value of landings and thus the total income of the Slovenian fleet is expected. Due to fleet reduction and related lower fishing effort, the biological status of fish stocks may improve. In view of this, landings weight may start to increase again due to better catches. Repair and maintenance costs are expected to continue to increase in the future because the fleet is generally old and poorly equipped.

Small-scale Fleet

The same issues apply to the small-scale fleet. Approximately 20 fishermen have lost their jobs because of vessel scrapping. In the future, an increased number of small-scale vessels is expected as some will start operating in a self-employed manner. Due to reduced catches, increase in prices for European pilchard (sardine) and anchovy and, consequently, higher income for vessels targeting these species can be expected.

Spain

National Fleet

The Spanish fleet is highly diversified with a broad range of vessel types (10,544 registered vessels in 2012) targeting many different species (tunas, cod, anchovies, sardines, squid, cuttlefish, octopus among others) predominantly in the Mediterranean and North Atlantic. As in previous years, in 2012 the Spanish fishing fleet decreased in terms of number of vessels. This reduction has also been in size, decreasing in tonnage and power (about 3-4% less). This declining trend for the period 2008-2012 is expected to follow in 2013 motivated by the structural adjustment of the Spanish fleet, mainly the small-scale fleet. The number of fishing enterprises totalled 9,776 in 2012, 3% less than the year before, with the vast majority of enterprises (94%) owning a single vessel.

The value of landings decreased 2% in 2012 and it is expected to decrease over the next year, reversing the increasing trend of the last years. The level of employment also decreased, decreasing the number of jobs by 5% and FTEs by 6%. This reduction in the landings income and employment was caused by the declining trend in the number of fishing vessels.

Although landings income fell in 2012, profitability of the Spanish fleet improved lead by a larger reduction in all operating costs, but specifically in crew and energy expenses, which represented 30% and 23% of total income respectively. In addition, the number of inactive vessels increased 59% in 2012 (possibly an effect of the declining profitability of the activity in the previous years), may be another factor in improving the profitability of the sector. The amount of income generated by the Spanish fleet in 2012 was €1,907.7 million, decreasing 3% between 2011 and 2012 caused mainly by the small-scale fleet, where income decreased by 31%.

Small-scale Fleet

In 2012, the small-scale fleet, with 4,188 vessels, represented 40% of the whole Spanish fleet whereas it only represented 19% of the total employment. This fleet has suffered an important reduction in landings income of 31% driven by a similar reduction in the number of vessels (39%), in the last year. The small-scale fleet was not profitable in 2012, although performance improved compared to former years.

Large-scale Fleet

In 2012, the large-scale fleet increased significantly in number of vessels (62%), representing a 46% of the Spanish fleet in number of vessels and a 69% of the total employment. Despite this increase in capacity, the landings income suffered a reduction of 5% in 2012. However, the fleet improved its profitability.

Distant-water Fleet

In 2012, the long-distant and outermost region fleets, numbered 264 vessels and represented 3% of the whole Spanish fleet. This fleet was the most profitable in Spain since its landings income increased by 12% while its operating costs decreased.

Sweden

The size of the Swedish fleet decreased between 2008 and 2013. The general trend since the beginning of 2000s is a decrease in capacity, i.e. the number of vessels, which is also reflected in the reduction of total engine power and gross tonnage. This is partly due to management efforts directed at decreasing fleet size in order to bring it in balance with the resources. The major factors causing the fleet to decrease include decreased number of permits to fish European Eel, entry barriers, bad profitability, scrapping campaigns, introduction of transferable fishing rights and natural wastage due to age. However, this is not the whole truth since a part of the decrease is because many fishermen have left the trade since they cannot make a living from fishing anymore. Some fishermen operating inside the pelagic fishing rights system have sold their rights and left the sector while others just left the sector without being compensated.

The total weight decreased while the value of landings increased over the period analysed. The profitability of the diminishing Swedish fleet is increasing perhaps not as fast as expected due to decreasing quotas and prices (Baltic cod). The analysis of economic performance shows that all Swedish segments with vessels over 12 meters were making positive net profits. Segments with vessels less than 12 meters in length were all making net losses. But the variation in performance is large. The large vessels over 12 meters fishing mainly for Northern prawn and those fishing for cod are making losses, although their negative results are outweighed by the profits of the pelagic vessels and the vessels fishing for Norwegian lobster since they are reported in the same segment.

Towards the end of 2009, Sweden introduced a tradable fishing right system for pelagic quotas. Transactions took place in the beginning of 2010 and the first effects became visible in late 2010 in terms of profitability for the pelagic fisheries. The effect of the new system can be better seen in the profitability of 2011 and 2012 once capacity had been removed. However, decreases in quotas for pelagic species (most importantly for herring and sprat) had a negative effect on the expected profitability increase resulting from the system. The pelagic vessels also partly fish demersal for cod.

Fuel prices increased during 2010 and 2011 and remained at high levels during 2012, which had an effect on all fisheries. The increase is supposed to have the greatest effect on segments fishing with active gears (e.g. trawls and seiners). In general, fuel consumption has decreased between 2009 and 2011 but started to increase again in 2012. All segments with vessels fishing with active gears have increased their use of fuel from 2011 to 2012. Higher fuel consumption was generally the result of increased number of days spent at sea and better fuel efficiency. Most of the rest of the Swedish fleet, the part fishing with passive gears has decreased their fuel use or more or less used the same amount. The question, how much further fuel efficiency rationalisation that could occur without significant investments in new technologies and newer vessels has perhaps been answered.

Segments fishing with passive gears have been heavily affected in recent years by increasing populations of seals. The damages caused by seals increase costs (e.g. gears repairs) and create extra working hours. There is also a crew recruitment problem as jobs on board fishing vessels is not seen as a particularly attractive way of living for younger people due to the low wages and relatively poor working conditions compared to other jobs on land; this poor recruitment is reflected in the increasing average age of Swedish fishermen. This coupled with a decreasing fleet size is expected to continue for some time.

United Kingdom

National Fleet

The increase in the value of landings of 23% from 2008 to 2012 matches the 23% increase in the consumer price index for fish and seafood. The decline in landings of mackerel has been compensated for by increases in herring and the other species important to the UK fleet. The number of vessels continues to fall steadily from 6,796 in 2008 to 6,406 in 2013 but the falling average age suggests that there has been little if any fall in capacity, newer boats being more effective than older ones. The fall in FTEs from 10,055 in 2009 – there was a decommissioning scheme in 2008 which distorts the impression for that year - to 9,868 in 2012 suggests that the cost of labour is continuing to cause substitution of capital for labour but the magnitude of the trend is not unduly strong.

While overall the fleet is profitable, with 16% of income being retained as net profit, there are considerable variations within the fleet segments and these are inconsistent within the segments or according to vessel size or according to the number of vessels within a segment offering little indication of the cause of the variability. The

value of fishing rights showed a sharp increase of 30% between 2010 and 2011 and a slight increase of 2% between 2011 and 2012 reflecting optimism about the prospects of the industry.

Energy efficiency of the fleet continued to improve, by 4%, between 2011 and 2012, a consequence of the decreasing average age of vessels in the UK fleet.

There has been a significant increase in landings of both scallops and nephrops into the UK from foreign vessels. Both weight and value of these landings have nearly doubled in 2012. This influx of vessels has largely come from the North Sea fishery into the fishery West of Scotland and has led to a shortage of kilowatt days-at-sea to catch the quota.

Small Scale Fleet

Although value of landings for the fleet saw a slight drop from 2011 to 2012 the small scale fleet saw a 7% increase. This is despite a 5% decrease in the number of vessels making up the fleet.

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the small scale fleet in 2012 were €59 million, €17 million and €11 million respectively. All three variables saw increases of around 15% between 2011 and 2012. This increase in economic performances comes in spite of rising costs and largely due to a 12% increase in landings income and 65% increase in other income. In 2011, 9% of income was retained as net profit.

The reallocation of quota from the “over 10m” sector to the “less than 10m” sector was upheld by judicial review which will benefit the Small Scale Coastal Fleet going forward.

Distant Water Fleet

The UK distant water fleet consists of a few very large vessels fishing in Arctic waters and in the northern Atlantic near Greenland. Little information can be separated from the aggregate because the size of the fleet is too small to protect the commercial sensitivity of the data.

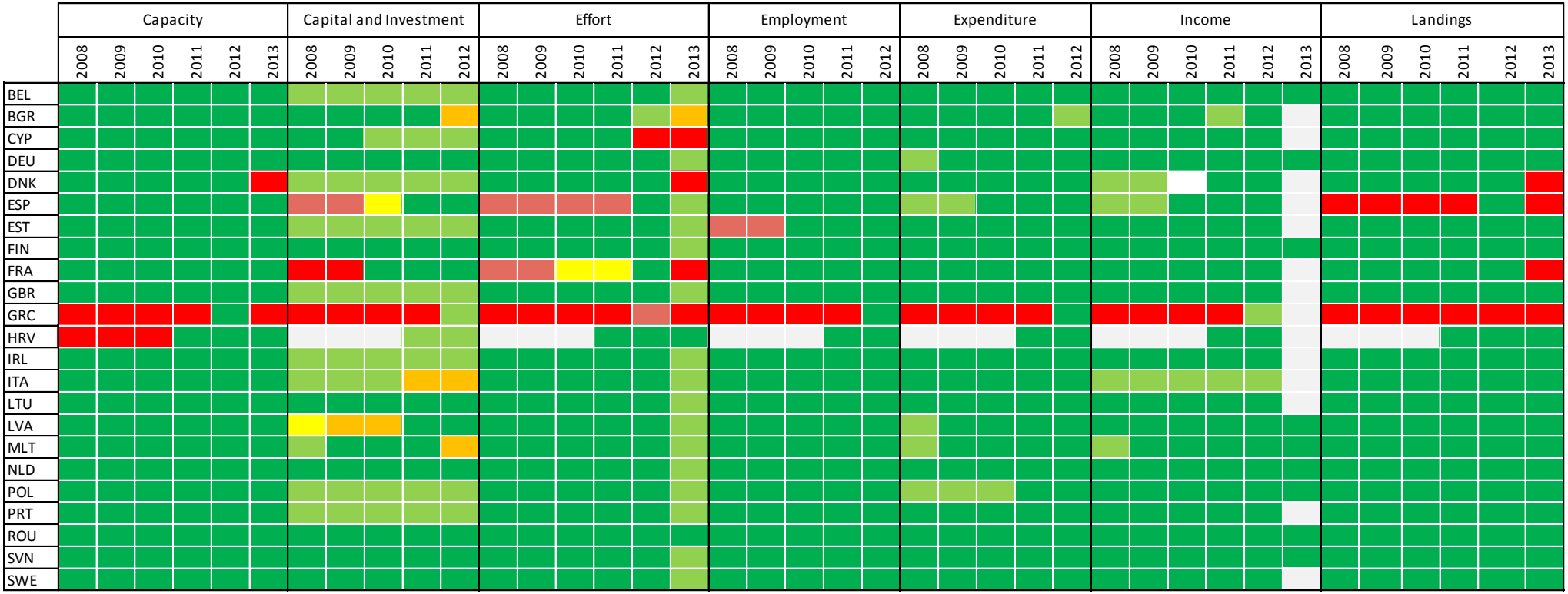
A ban on bottom trawling and the introduction of capacity limits has been proposed by the European Commission for the distant waters fleet. In the short term this seems destined to reduce landings and GVA as well as directly impact employment. The longer-run effects are hard to judge. Potentially these rules could limit the growth of the fishery if new opportunities emerge.

Annex 1 - Data coverage and quality issues

Annex Table 1 Data issues by MS regarding the 2014 DCF call on economic data on the EU fishing fleet

Main data issues 2014 DCF data call
BEL: no major data issues
BGR: emplyment data for 2012, missing energy consumption 2011 and 2012
CYP: seadays in 2008 and 2012, fishing days 2012, energy consumption 2011 and 2012
DEU: DCF data excludes the DEU pelagic trawlers
DNK: no major data issues; no 2013 data provided
ESP: seadays and fishing days missing 2008-2011; landings weight 2008-2011; Landings value 2008-2011; Depreciated replacemnet value 2008-2010
EST: DWF (1 vessel in 2010, 2011 and 2012) only capacity data provided; SSF: FTE missing in 2008 and 2009; seadays, fishing days and energy consumption missing for all years
FIN: no major data issues
FRA: for SSF and LSF, seadays and fishing days and depreciated replacement value missing 2008-2009; DWF: employed and FTE missing in 2008; seadays and fishing days missing in 2008, 2009 and 2011; energy consumption, landings weight, landings value, income from landings missing in 2008; not possible to estimate performance indicators for FRA DWF in 2008, and net profit for all years; number of inactive vessles missing in all years
GBR: no major data issues
GRC: data provided only for 2012; seadays, fishing days, landings weight and value, landings income missing; number of inactive vessles missing for all years
HRV: data provided for 2011 - 2013; data estimation issues
IRL: SSF: depreciated replacement value missing in 2009 and 2010 (net profit not estimated)
ITA: no major data issues
LTU: no major data issues; incomplete data for several fleet segments (confidentiality)
LVA: SSF and LSF - depreciated replacement value missing in 2008; number of inactive vessles missing in 2008-2010
MLT: no major missing data issues; although some questionable data quality issues
NLD: no major data issues
POL: DWF - energy consumption, landings value, landings income, costs missing for all years (performance indicators not estimated for DWF for all years)
PRT: no major data issues
ROU: LSF - all values missing in 2010 (reduced number of vessels)
SVN: no major data issues
SWE: no major data issues

Annex Table 2 Data coverage by MS regarding the 2014 DCF call on economic data on the EU fishing fleet



Annex 2- COMPLEMENTARY DATA TABLES AND FIGURES: EU and Member State level

Annex Table 3 Trends on the main DCF variables and estimated indicators for the 15 selected EU fleets

Development trend based on the % change in 2012 to the average 2008-2011. Arrows indicate change (Δ) in relation to the average 2008-2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

2011* and 2012* includes DCF data available for all MS excluding Bulgaria, Croatia, Cyprus, Greece and Malta.

		2008	2009	% Δ	2010	% Δ	2011	% Δ	2012	% Δ	Development trend		2011*	2012*
No. Vessels	(number)	45,369	44,960	-1%	44,574	-1%	43,747	-2%	42,248	-3%	-4%	↘	61,576	59,545
Vessel tonnage	(thousand tonne)	1,088	1,047	-4%	1,015	-3%	990	-3%	941	-5%	-7%	↘	1,576	1,513
Vessel power	(thousand kW)	4,179	4,074	-2%	3,841	-6%	3,908	2%	3,759	-4%	-5%	↘	5,758	5,566
Total employed	(number)	80,354	77,461	-4%	78,072	1%	75,387	-3%	74,861	-1%	-3%	↘	124,388	120,984
FTE	(number)	61,902	59,546	-4%	61,039	3%	58,577	-4%	56,761	-3%	-5%	↘	98,742	94,978
Days at sea	(thousand day)	3,202	3,352	5%	3,199	-5%	3,213	0%	3,036	-6%	-5%	↘	3,218	4,684
Fishing days	(thousand days)	3,007	3,179	6%	3,031	-5%	3,078	2%	2,884	-6%	-5%	↘	3,082	4,443
Energy consumption	(million litre)	1,475	1,480	0%	1,421	-4%	1,303	-8%	1,235	-5%	-11%	↘	2,488	2,228
Energy consumed/landed tonne	(litre/tonne)	8,383	8,843	5%	9,160	4%	8,342	-9%	8,107	-3%	-5%	↘	9,131	9,556
Landings weight	(thousand tonne)	3,175	3,344	5%	3,320	-1%	3,049	-8%	2,791	-8%	-11%	↘	3,576	4,221
Landings value	(million €)	3,779	3,516	-7%	3,665	4%	3,948	8%	3,809	-4%	2%	↗	5,013	6,821
Landings income	(million €)	3,768	3,519	-7%	3,681	5%	3,938	7%	3,863	-2%	3%	↗	7,036	6,849
Other income	(million €)	72	85	18%	115	36%	84	-27%	77	-9%	-11%	↘	126	92.1
Crew wage costs	(million €)	879	887	1%	898	1%	906	1%	899	-1%	1%	↔	1,872	1,772
Unpaid labour	(million €)	151	154	2%	150	-3%	145	-3%	136	-6%	-8%	↘	252	223
Energy costs	(million €)	885	608	-31%	731	20%	870	19%	895	3%	12%	↗	1,525	1,550
Repair costs	(million €)	322	320	-1%	314	-2%	344	9%	348	1%	6%	↗	577	556
Other variable costs	(million €)	453	441	-3%	448	2%	475	6%	454	-4%	0%	↔	1,024	957
Other non-variable costs	(million €)	301	273	-9%	314	15%	327	4%	293	-10%	-3%	↘	604	551
Annual depreciation	(million €)	530	530	0%	521	-2%	577	11%	532	-8%	-1%	↘	886	804
GVA	(million €)	1,879	1,962	4%	1,989	1%	2,006	1%	1,949	-3%	0%	↔	3,430	3,326
GVA to Revenue	(%)	48.9%	54.4%	11%	52.4%	-4%	49.9%	-5%	49.5%	-1%	-4%	↘	47.9%	47.9%
Gross profit	(million €)	849	920	8%	941	2%	955	1%	914	-4%	0%	↔	1,306	1,332
Gross profit margin	(%)	22.1%	25.5%	16%	24.8%	-3%	23.7%	-4%	23.2%	-2%	-3%	↘	18.2%	19.2%
Net profit	(million €)	269	259	-4%	318	23%	286	-10%	332	16%	13%	↗	307	458
Net Profit margin	(%)	7.0%	7.2%	3%	8.4%	16%	7.1%	-15%	8.4%	19%	14%	↗	4.3%	6.6%
GVA per FTE	(thousand €)	30,350	32,947	9%	32,591	-1%	34,249	5%	34,332	0%	6%	↗	34,739	35,023

Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Table 4 Trends for main DCF variables and estimated indicators for selected fleets by fishing activity, 2008-2012

Development trend based on the % change in 2012 to the average 2008-2011. Arrows indicate change (Δ) in relation to the average 2008-2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

The column **2012*** includes DCF data available for all MS excluding Bulgaria, Croatia, Cyprus, Greece and Malta.

		2008	as % of total	2009	as % of total	2010	as % of total	2011	as % of total	2012	as % of total	%Δ to 2011	Development trend		2012*	as % of total
Total N of vessels		*45,371*		*44,965*		*44,589*		*43,838*		*42,391*		-3% ↘	-5%	↘	*84,816*	
Inactive vessels		*11,260*	*25%*	*11,569*	*26%*	*11,632*	*26%*	*11,428*	*26%*	*10,783*	*25%*	-6% ↘	-6%	↘	*15,815*	*19%*
N. of active vessels		*34,111*		*33,396*		*32,957*		*32,410*		*31,608*		-2% ↘	-5%	↘	*69,001*	
	SSF	24,186	71%	23,514	70%	23,372	71%	22,957	71%	22,417	71%	-2% ↘	-5%	↘	50,948	74%
	LSF	9,852	29%	9,805	29%	9,516	29%	9,385	29%	9,139	29%	-3% ↘	-5%	↘	17,718	26%
	DWF	74	0%	77	0%	70	0%	68	0%	52	0%	-24% ↘	-30%	↘	335	0.5%
Vessel tonnage		*977*		*947*		*919*		*908*		*885*		-3% ↘	-6%	↘	*1,554*	
thousnad tonnes	SSF	77	8%	61	6%	61	7%	61	7%	60	7%	-2% ↘	-8%	↘	128	8%
	LSF	820	84%	770	81%	755	82%	742	82%	757	85%	2% ↗	-2%	↘	1,150	74%
	DWF	81	8%	116	12%	103	11%	105	12%	69	8%	-35% ↘	-34%	↘	276	18%
Engine power		*3,576*		*3,465*		*3,383*		*3,365*		*3,277*		-3% ↘	-5%	↘	*5,843*	
thousand kW	SSF	843	24%	821	24%	828	24%	841	25%	834	25%	-1% ↔	0%	↔	1,828	31%
	LSF	2,631	74%	2,515	73%	2,440	72%	2,407	72%	2,363	72%	-2% ↘	-5%	↘	3,638	62%
	DWF	102	3%	129	4%	115	3%	117	3%	80	2%	-31% ↘	-33%	↘	377	6%
Total employed		*80,357*		*77,461*		*78,073*		*75,385*		*74,859*		-1% ↔	-4%	↘	*151,303*	
	SSF	37,589	47%	36,243	47%	38,013	49%	36,940	49%	35,568	48%	-4% ↘	-4%	↘	72,818	48%
	LSF	41,412	52%	40,048	52%	38,863	50%	37,221	49%	38,224	51%	3% ↗	-3%	↘	72,291	48%
	DWF	1,356	2%	1,170	2%	1,197	2%	1,225	2%	1,067	1%	-13% ↘	-14%	↘	6,193	4%
FTE		*61,902*		*59,546*		*61,038*		*58,573*		*56,760*		-3% ↘	-6%	↘	*120,268*	
	SSF	24,269	39%	23,021	39%	24,685	40%	24,529	42%	22,253	39%	-9% ↘	-8%	↘	50,759	42%
	LSF	36,606	59%	35,543	60%	35,352	58%	33,008	56%	33,491	59%	1% ↗	-5%	↘	62,250	52%
	DWF	1,027	2%	981	2%	1,001	2%	1,036	2%	1,017	2%	-2% ↘	1%	↔	7,259	6%
Days at sea		*3,200*		*3,352*		*3,199*		*3,210*		*3,022*		-6% ↘	-7%	↘	*4,951*	
thousand days	SSF	1,939	61%	2,071	62%	1,971	62%	2,046	64%	1,887	62%	-8% ↘	-6%	↘	2,695	54%
	LSF	1,248	39%	1,266	38%	1,217	38%	1,153	36%	1,126	37%	-2% ↘	-8%	↘	2,174	44%
	DWF	12	0%	15	0%	11	0%	11	0%	10	0%	-11% ↘	-21%	↘	82	2%
Energy consumption		*1,472*		*1,479*		*1,416*		*1,301*		*1,237*		-5% ↘	-13%	↘	*2,358*	
million litres	SSF	118	8%	132	9%	125	9%	133	10%	118	9%	-12% ↘	-8%	↘	215	9%
	LSF	1,295	88%	1,300	88%	1,251	88%	1,129	87%	1,092	88%	-3% ↘	-13%	↘	1,780	76%
	DWF	58	4%	47	3%	40	3%	39	3%	28	2%	-29% ↘	-43%	↘	362	15%
Landed weight		*3,178*		*3,330*		*3,285*		*3,044*		*2,790*		-8% ↘	-13%	↘	*4,293*	
thousand tonnes	SSF	154	5%	155	5%	152	5%	150	5%	155	6%	3% ↗	1%	↗	269	6%
	LSF	2,822	89%	2,896	87%	2,967	90%	2,715	89%	2,525	90%	-7% ↘	-12%	↘	3,387	79%
	DWF	202	6%	278	8%	166	5%	179	6%	110	4%	-39% ↘	-51%	↘	637	15%
Landed value		*3,778*		*3,509*		*3,661*		*3,943*		*3,806*		-3% ↘	2%	↗	*6,875*	
million €	SSF	551	15%	543	15%	533	15%	563	14%	512	13%	-9% ↘	-7%	↘	812	12%
	LSF	3,090	82%	2,876	82%	3,055	83%	3,257	83%	3,219	85%	-1% ↘	5%	↗	4,900	71%
	DWF	137	4%	90	3%	73	2%	124	3%	76	2%	-39% ↘	-30%	↘	1,163	17%

Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Table 5 Trends for main DCF variables and estimated indicators for selected fleets by fishing activity, 2008-2012

Development trend based on the % change in 2012 to the average 2008-2011. Arrows indicate change (Δ) in relation to the average 2008-2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

The columns **2011* and 2012*** includes DCF data available for all MS excluding Bulgaria, Croatia, Cyprus, Greece and Malta.

		2008	as %of total	2009	as %of total	2010	as %of total	2011	as %of total	2012	as %of total	%Δ to 2011	Develop-ment trend		2011*	as %of total	2012*	as %of total
Revenue		*3,777*		*3,570*		*3,739*		*3,946*		*3,847*		-2%	↘	2%	↗	*7,144*		*6,925*	
million €	SSF	583	15%	558	16%	548	15%	576	15%	522	14%	-9%	↘	-8%	↘	1,033	14%	891	13%
	LSF	3,080	82%	2,921	82%	3,108	83%	3,275	83%	3,245	84%	-1%	↔	5%	↗	5,104	71%	4,982	72%
	DWF	113	3%	90	3%	83	2%	94	2%	80	2%	-15%	↘	-16%	↘	1,006	14%	1,052	15%
Labour costs		*1,022*		*1,041*		*1,044*		*1,044*		*1,032*		-1%	↘	-1%	↔	*2,120*		*1,992*	
million €	SSF	213	21%	195	19%	199	19%	190	18%	182	18%	-4%	↘	-9%	↘	431	20%	347	17%
	LSF	798	78%	838	80%	836	80%	843	81%	842	82%	0%	↔	2%	↗	1,490	70%	1,460	73%
	DWF	12	1%	8	1%	9	1%	11	1%	9	1%	-20%	↘	-14%	↘	199	9%	185	9%
Energy costs		*876*		*604*		*725*		*862*		*887*		3%	↗	15%	↗	*1,521*		*1,547*	
million €	SSF	77	9%	62	10%	74	10%	95	11%	88	10%	-7%	↘	14%	↗	141	9%	126	8%
	LSF	763	87%	523	87%	630	87%	745	86%	779	88%	5%	↗	17%	↗	1,157	76%	1,187	77%
	DWF	36	4%	19	3%	21	3%	22	3%	20	2%	-13%	↘	-21%	↘	223	15%	234	15%
Total operating cost		*2,962*		*2,672*		*2,834*		*3,037*		*3,000*		-1%	↘	4%	↗	*5,845*		*5,602*	
million €	SSF	429	14%	390	15%	407	14%	432	14%	418	14%	-3%	↘	1%	↔	831	14%	718	13%
	LSF	2,440	82%	2,218	83%	2,360	83%	2,539	84%	2,526	84%	0%	↔	6%	↗	4,160	71%	4,005	71%
	DWF	93	3%	64	2%	67	2%	66	2%	56	2%	-16%	↘	-24%	↘	854	15%	879	16%
Capital costs		*557*		*640*		*610*		*637*		*573*		-10%	↘	-6%	↘	*971*		*864*	
million €	SSF	78	14%	87	14%	94	15%	90	14%	84	15%	-6%	↘	-4%	↘	144	15%	125	14%
	LSF	468	84%	536	84%	501	82%	527	83%	472	82%	-11%	↘	-7%	↘	755	78%	671	78%
	DWF	11	2%	17	3%	15	2%	20	3%	17	3%	-14%	↘	9%	↗	73	8%	68	8%
GVA		*1,837*		*1,939*		*1,949*		*1,953*		*1,880*		-4%	↘	-2.1%	↘	*3,406*		*3,304*	
million €	SSF	367	20%	364	19%	340	17%	335	17%	286	15%	-15%	↘	-19%	↘	634	19%	521	16%
	LSF	1,438	78%	1,541	79%	1,584	81%	1,580	81%	1,561	83%	-1%	↘	2%	↗	2,422	71%	2,425	73%
	DWF	32	2%	34	2%	25	1%	38	2%	33	2%	-14%	↘	2%	↗	350	10%	358	11%
Gross profit		*815*		*898*		*904*		*909*		*847*		-7%	↘	-3.9%	↘	*1,285*		*1,269*	
million €	SSF	154	19%	169	19%	141	16%	145	16%	104	12%	-28%	↘	-34%	↘	202	16%	147	12%
	LSF	641	79%	703	78%	748	83%	737	81%	719	85%	-2%	↘	2%	↗	931	72%	949	75%
	DWF	20	2%	26	3%	16	2%	28	3%	24	3%	-12%	↘	8%	↗	152	12%	173	14%
Net profit		*258*		*258*		*294*		*272*		*274*		1%	↔	14%	↗	*256.4*		*360.0*	
million €	SSF	76	30%	82	32%	47	16%	55	20%	20	7%	-63%	↘	-80%	↘	42	16%	27	7%
	LSF	172	67%	167	65%	246	84%	209	77%	247	90%	18%	↗	23%	↗	157	61%	258	72%
	DWF	9	4%	9	3%	1	0%	8	3%	7	3%	-7%	↘	7%	↗	58	23%	75	21%

Source: Member State data submissions under the DCF 2014 Fleet Economic

Note: The analysis presented in the table is based on the fleet segment level data submissions and refers to the sample covered under the DCF with complete time series data. This excludes Bulgaria, Croatia, Cyprus, Greece, Malta, France and Spain.

Annex Table 6 EU small-scale fleet capacity data by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU SMALL-SCALE FLEET									
	N vessels	as % of total	Δ to 2011	kW	as % of total	Δ to 2011	GT	as % of total	Δ to 2011
BGR	1,112	2.2%	↗	25,214	1.4%	↗	2,223	1.7%	↗
CYP	828	1.6%	↘	29,913	1.6%	↘	1,960	1.5%	↘
DEU	852	1.7%	↘	22,678	1.2%	↔	2,333	1.8%	↘
DNK	1,075	2.1%	↘	42,854	2.3%	↘	4,096	3.2%	↘
ESP	4,188	8.2%	↘	108,996	6.0%	↘	11,585	9.1%	↘
EST	872	1.7%	↔	14,616	0.8%	↗	1,726	1.3%	↔
FIN	1,890	3.7%	↗	84,563	4.6%	↗	4,330	3.4%	↗
FRA	4,209	8.3%	↘	410,877	22.5%	↔	15,290	11.9%	↘
GBR	3,176	6.2%	↘	191,052	10.5%	↔	12,236	9.6%	↔
GRC	14,903	29.3%	-	274,706	15.0%	-	28,835	22.5%	-
HRV	1,712	3.4%	↔	89,088	4.9%	↗	4,955	3.9%	↗
IRL	1,281	2.5%	↗	33,165	1.8%	↗	3,592	2.8%	↗
ITA	8,663	17.0%	↘	247,737	13.6%	↘	16,577	13.0%	↘
LTU	69	0.1%	↔	1,700	0.1%	↘	200	0.2%	↘
LVA	207	0.4%	↘	2,187	0.1%	↘	354	0.3%	↘
MLT	707	1.4%	↗	40,422	2.2%	↗	1,684	1.3%	↗
NLD	199	0.4%	↘	19,342	1.1%	↘	1,414	1.1%	↘
POL	558	1.1%	↗	21,397	1.2%	↗	2,675	2.1%	↗
PRT	3,447	6.8%	↘	108,235	5.9%	↘	7,873	6.2%	↘
ROU	179	0.4%	↘	3,501	0.2%	↗	286	0.2%	↗
SVN	67	0.1%	↗	2,697	0.1%	↗	168	0.1%	↔
SWE	754	1.5%	↔	53,268	2.9%	↗	3,588	2.8%	↗
EU	50,948			1,828,208			127,982		

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Table 7 EU large-scale fleet capacity data by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU LARGE-SCALE FLEET									
	N vessels	as % of total	Δ to 2011	kW	as % of total	Δ to 2011	GT	as % of total	Δ to 2011
BEL	82	0.5%	↘	46,538	1.3%	↔	14,526	1.3%	↗
BGR	80	0.5%	↘	12,344	0.3%	↘	2,892	0.3%	↘
CYP	30	0.2%	↘	6,022	0.2%	↘	1,506	0.1%	↘
DEU	301	1.7%	↘	105,522	2.9%	↗	56,834	4.9%	↗
DNK	462	2.6%	↘	154,063	4.2%	↘	56,210	4.9%	↘
ESP	4,486	25.3%	↗	487,719	13.4%	↘	189,674	16.5%	↘
EST	40	0.2%	↘	19,887	0.5%	↘	10,154	0.9%	↘
FIN	62	0.3%	↗	30,308	0.8%	↘	8,560	0.7%	↘
FRA	1,603	9.0%	↘	397,457	10.9%	↘	109,190	9.5%	↘
GBR	1,410	8.0%	↘	507,557	14.0%	↘	175,691	15.3%	↔
GRC	1,160	6.5%	-	180,935	5.0%	-	47,376	4.1%	-
HRV	1,103	6.2%	↘	150,473	4.1%	↗	27,945	2.4%	↘
IRL	743	4.2%	↔	133,842	3.7%	↗	51,978	4.5%	↔
ITA	4,283	24.2%	↘	790,125	21.7%	↘	149,791	13.0%	↘
LTU	25	0.1%	↗	7,058	0.2%	↗	3,522	0.3%	↗
LVA	72	0.4%	↘	19,756	0.5%	↗	7,981	0.7%	↔
MLT	77	0.4%	↘	20,444	0.6%	↘	4,436	0.4%	↘
NLD	359	2.0%	↘	244,756	6.7%	↔	126,706	11.0%	↗
POL	208	1.2%	↗	47,710	1.3%	↗	14,743	1.3%	↗
PRT	841	4.7%	↔	172,312	4.7%	↘	64,824	5.6%	↘
ROU	4	0.0%	↗	1,236	0.0%	↗	262	0.0%	↘
SVN	22	0.1%	↔	3,618	0.1%	↘	452	0.0%	↘
SWE	265	1.5%	↘	98,480	2.7%	↘	24,823	2.2%	↘
EU	17,718			3,638,160			1,150,078		

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

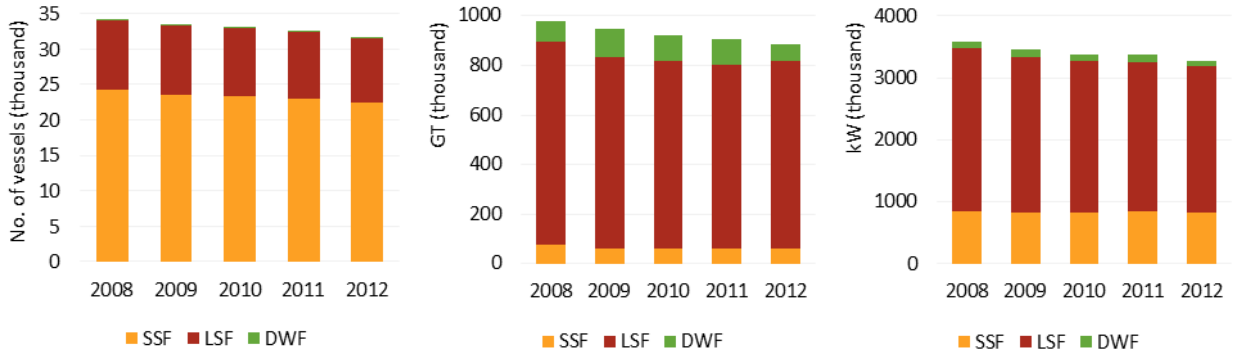
Annex Table 8 EU distant-water fleet capacity data by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU DISTANT-WATER FLEET									
	N vessels	as % of total	Δ to 2011	kW	as % of total	Δ to 2011	GT	as % of total	Δ to 2011
ESP	264	78.8%	↘	240,496	63.8%	↘	173,964	63.1%	↗
EST	1	0.3%	↔	904	0.2%	↔	555	0.2%	↔
FRA	18	5.4%	↗	55,402	14.7%	↗	32,694	11.9%	↗
ITA	5	1.5%	↘	5,280	1.4%	↘	2,726	1.0%	↘
LTU	10	3.0%	↔	40,338	10.7%	↔	38,788	14.1%	↘
POL	2	0.6%	↘	11,840	3.1%	↘	15,610	5.7%	↘
PRT	35	10.4%	↗	22,681	6.0%	↗	11,535	4.2%	↗
EU	335		↘	376,942		↘	275,872		↔

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Note: For several MS, data on the distant-water fleet may be missing due to non-submission or aggregation of data for confidentially reasons. Additionally, DCF criteria may limit data availability on certain fleet segments as each vessel can only be allocated to one fleet segment (fishing gear and vessel length and supra-region combination) based on dominance (more than 50% of fishing time). For more information http://datacollection.jrc.ec.europa.eu/dcf-fish/eco/dsgr



Source: Member State data submissions under the DCR (2011) and DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Figure 1 Trends in fleet capacity by fishing activity: 2008-2012

Annex Table 9 EU small-scale fleet employment and average wage by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU SMALL-SCALE FLEET												
	Total employed	as % of total	Δ to 2011	FTE	as % of total	Δ to 2011	Av. wage per employed	Δ to 2011	Av. wage per FTE	Δ to 2011	Av. wage per vessel	Δ 2011
BGR	4,870	6.7%	↗	2,451	5.5%	↗						
CYP	1,205	1.7%	↗	732	1.6%	↗	-		-		-	
DEU	876	1.2%	↔	668	1.5%	↔	4,020	↘	2,054	↘	1,814	↘
DNK	345	0.5%	↗	252	0.6%	↘	51,361	↘	2,626	↘	2,364	↘
ESP	8,601	11.8%	↘	5,378	12.1%	↘	15,262	↘	6,689	↘	8,343	↗
EST	1,858	2.6%	↗	362	0.8%	↗	3,539	↗	1,293	↘	1,514	↗
FIN	1,878	2.6%	↗	173	0.4%	↘	18,280	↗	418	↘	419	↔
FRA	3,525	4.8%	↘	2,378	5.3%	↘	41,955	↘	44,943	↗	38,378	↘
GBR	5,468	7.5%	↘	2,032	4.6%	↘	16,506	↗	8,378	↘	9,730	↗
GRC	21,780	29.9%	-	19,396	43.6%	-	-	-	-	-	1,623	-
HRV	122	0.2%	↗	26	0.1%	↗	18,160	↗	121	↘	145	-
IRL	1,648	2.3%	↗	841	1.9%	↔	4,890	↘	1,957	↘	71,839	↗
ITA	13,856	19.0%	↘	9,779	22.0%	↘	8,386	↘	3,716	↘	2,997	↘
LTU	149	0.2%	↘	49	0.1%	↗	6,158	↗	2,936	↘	2,589	↘
LVA	258	0.4%	↘	154	0.3%	↘	454	↘	288	↘	354	↗
MLT	159	0.2%	↗	235	0.5%	↗	95,610	↗	1,255	↘	655	↘
NLD	359	0.5%	↗	117	0.3%	↗	2,415	↘	191	↘	4,054	↗
POL	1,271	1.7%	↗	482	1.1%	↗	9,399	↗	7,129	↘	9,106	↗
PRT	8,026	11.0%	↘	7,288	16.4%	↘	3,628	↘	8,001	↗	8,256	↗
ROU	445	0.6%	↗	35	0.1%	↗	16,391	↗	2,159	↘	1,381	↘
SVN	68	0.1%	↗	44	0.1%	↗	14,107	↘	5,917	↘	7,383	↗
SWE	920	1.3%	↔	340	0.8%	↘	26,635	↗	1,168	↘	1,378	↗
Total*	72,818			44,497			5,279		8,466		8,412	

* excludes Bulgaria (BGR)

Annex Table 10 EU large-scale fleet employment and average wage by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU LARGE-SCALE FLEET												
	Total employed	as % of total	Δ to 2011	FTE	as % of total	Δ to 2011	Av. wage per employed	Δ to 2011	Av. wage per FTE	Δ to 2011	Av. wage per vessel	Δ 2011
BEL	354	0.5%	↘	334	0.5%	↘	73,750	↗	78,166	↔	291,377	↗
BGR	768		↗	421		↗						
CYP	85	0.1%	↔	85	0.1%	↔	5,811	↗	5,811	↗	11,698	↗
DEU	876	1.2%	↗	704	1.1%	↗	52,897	↔	65,821	↘	98,542	↗
DNK	1,123	1.6%	↔	1,304	2.1%	↘	81,647	↘	70,319	↘	144,724	↗
ESP	21,085	29.2%	↗	19,033	30.6%	↗	17,610	↘	19,509	↘	128,903	↗
EST	188	0.3%	↘	178	0.3%	↘	19,312	↗	20,397	↗	80,009	↗
FIN	138	0.2%	↗	109	0.2%	↔	36,819	↗	46,615	↗	54,219	↗
FRA	5,740	7.9%	↘	4,646	7.5%	↗	42,319	↗	52,281	↘	163,942	↗
GBR	6,968	9.6%	↗	7,836	12.6%	↗	27,388	↘	24,355	↘	132,459	↔
GRC	5,778	8.0%	-	4,548	7.3%	-	9,063	-	11,514	-	-	-
HRV	1,003	1.4%	↘	138	0.2%	↘	8,820	↘	64,265	↔	7,785	↘
IRL	1,744	2.4%	↗	1,392	2.2%	↘	61,305	↗	71,788	↗	230,136	↗
ITA	14,361	19.9%	↘	10,913	17.5%	↗	11,364	↘	14,955	↘	43,747	↗
LTU	228	0.3%	↘	163	0.3%	↘	4,674	↔	6,545	↗	44,953	↗
LVA	385	0.5%	↘	199	0.3%	↗	9,735	↗	18,834	↗	43,431	↗
MLT	189	0.3%	↗	131	0.2%	↗	11,877	↘	16,448	↘	15,076	↘
NLD	2,522	3.5%	↘	1,652	2.7%	↘	36,517	↗	55,737	↗	198,298	↗
POL	1,053	1.5%	↗	1,075	1.7%	↗	10,498	↗	10,275	↘	41,895	↗
PRT	7,663	10.6%	↗	7,185	11.5%	↔	13,783	↘	14,700	↘	131,477	↗
ROU	26	0.0%	↗	4	0.0%	↗	1,160	↘	8,309	↘	11,702	↗
SVN	39	0.1%	↘	19	0.0%	↘	17,031	↘	34,554	↗	36,895	↗
SWE	743	1.0%	↘	602	1.0%	↔	27,791	↗	34,294	↗	41,311	↗
Total*	72,291			62,250			22,264		25,332		97,591	

* excludes Bulgaria (BGR)

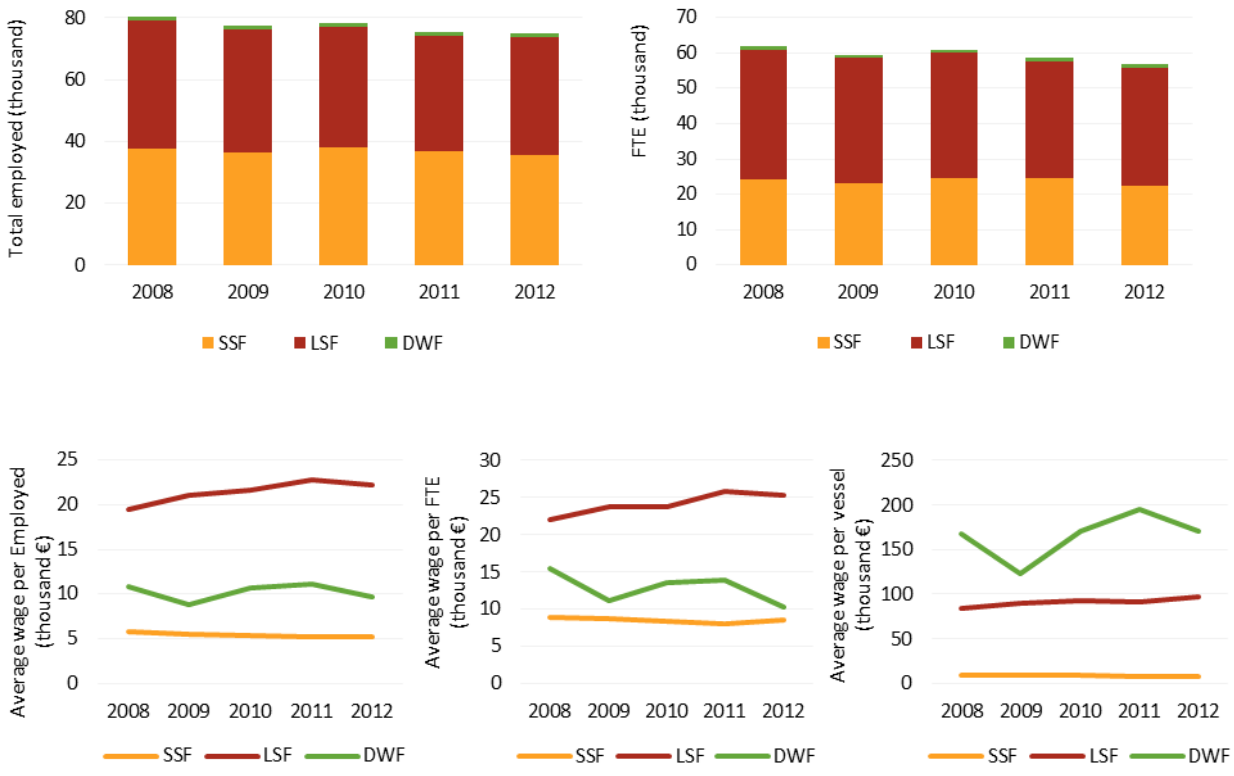
Annex Table 11 EU distant-water fleet employment and average wage by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	EU DISTANT WATER FLEET											
	Total employed	as % of total	Δ to 2011	FTE	as % of total	Δ to 2011	Av. wage per employed	Δ to 2011	Av. wage per FTE	Δ to 2011	Av. wage per vessel	Δ 2011
ESP	4,713	76.1%	↘	5,891	81.2%	↗	28,712	↘	22,974	↘	507,410	↘
EST	-	-	-	-	-	-	-	-	-	-	-	-
FRA	413	6.7%	↘	351	4.8%	↘	98,844	↗	116,287	↗	2,267,927	↗
ITA	75	1.2%	↘	25	0.3%	↘	4,411	↗	13,324	↔	66,166	↗
LTU	355	5.7%	↘	355	4.9%	↘	8,845	↘	8,845	↘	314,009	↘
POL	180	2.9%	↘	180	2.5%	↘	-	-	-	-	-	-
PRT	457	7.4%	↗	457	6.3%	↗	11,106	↘	11,106	↘	145,019	↘
Total	6,193			7,259			9,635		10,213		170,931	

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Note: For several MS, data on the distant-water fleet may be missing due to non-submission or aggregation of data for confidentially reasons. Additionally, DCF criteria may limit data availability on certain fleet segments as each vessel can only be allocated to one fleet segment (fishing gear and vessel length and supra-region combination) based on dominance (more than 50% of fishing time). For more information http://datacollection.jrc.ec.europa.eu/dcf-fish/eco/dsgr



Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Figure 2 Trends in fleet employment by fishing activity: 2008-2012

Annex Table 12 EU fleet effort and fuel consumption data by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	Days at sea (thousand)	as % of total	Δ 2011	Fishing days (thousand)	as % of total	Δ to 2011	Energy consumed (million l)	as % of total	Δ to 2011	Av. fuel (l) consumed per DAS	Δ to 2011	Average fuel price (€/l)	Δ to 2011
BEL	16.8	0%	↘	10	0%	↘	39.7	2%	↘	2,368	↗	0.69	↗
BGR	25.1	1%	↗	25	1%	↗	-	-		-			-
CYP	-	-		-	-		-	-		-			-
DEU	118.6	2%	↗	124	3%	↗	46.6	2%	↗	393	↗	0.67	↗
DNK	114.5	2%	↘	108	2%	↔	81.0	3%	↘	708	↘	0.70	↗
ESP	1,149.1	23%		1,102	23%		683.3	29%	↘	595		0.63	-
EST	4.2	0%	↘	4	0%	↘	3.1	0%	↘	745	↗	0.99	↗
FIN	149.4	3%	↔	137	3%	↘	14.1	1%	↔	94	↘	0.78	↗
FRA	494.8	10%		452	9%		306.2	13%	↘	619		0.72	↗
GBR	405.0	8%	↘	332	7%	↔	269.3	11%	↔	665	↗	0.70	↗
GRC	-	-		-	-		115.1	5%		-		0.95	-
HRV	221.4	4%	↘	268	6%	↘	11.0	0%	↘	50	↘	0.68	↗
IRL	53.6	1%	↗	43	1%	↗	69.5	3%	↗	1,297	↘	0.75	↘
ITA	1,556.1	31%	↘	1,538	32%	↘	336.2	14%	↘	216	↘	0.80	↗
LTU	11.0	0%	↗	9	0%	↗	17.4	1%	↘	1,583	↘	0.66	↗
LVA	19.5	0%	↔	17	0%	↔	9.4	0%	↗	483	↗	0.52	↘
MLT	33.7	1%	↘	56	1%	↗	1.6	0%	↘	48	↘	2.68	↗
NLD	48.8	1%	↗	43	1%	↗	170.8	7%	↘	3,499	↘	0.61	↗
POL	67.2	1%	↗	64	1%	↗	20.2	1%	↗	301	↔	0.70	↗
PRT	385.8	8%	↔	369	8%	↔	113.4	5%	↗	294	↗	0.79	↗
ROU	3.4	0%	↗	3	0%	↗	0.2	0%	↘	48	↘	1.00	↔
SVN	7.6	0%	↔	8	0%	↔	0.3	0%	↘	36	↘	1.00	↘
SWE	78.8	2%	↘	79	2%	↘	47.4	2%	↗	601	↗	0.71	↗
Total	4,964			4,791			2,356			454		0.71	

Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Table 13 EU small-scale fleet effort and fuel consumption data by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU SMALL-SCALE FLEET													
	Days at sea (thousand)	as % of total	Δ to 2011	Fishing days (thousand)	as % of total	Δ to 2011	Energy consumed (million l)	as % of total	Δ to 2011	Av. fuel consumed per DAS	Δ to 2011	Av. fuel consumed per tonne landed	Δ to 2011
BGR	17.6	0.7%	↗	17.6	0.7%	↗		-		-		-	
CYP	-	-	↘	-	-	↘		-		-		-	
DEU	75.2	2.8%	↗	80.9	3.0%	↗	1.4	0.6%	↗	18.0	↗	169.5	↘
DNK	47.9	1.8%	↘	47.6	1.8%	↘	3.1	1.5%	↘	65.5	↗	277.0	↘
ESP	392.2	14.6%		392.2	14.7%		21.3	9.9%	↘	54.3		747.4	
EST	-	-		-	-			-		-		-	
FIN	131.6	4.9%	↘	131.2	4.9%	↘	1.6	0.8%	↘	12.4	↘	123.9	↘
FRA	226.1	8.4%	↗	222.5	8.3%	↗	25.1	11.7%	↘	114.4	↘	347.7	↘
GBR	215.9	8.0%	↘	165.2	6.2%	↗	27.8	12.9%	↗	128.8	↗	623.2	↔
GRC	-	-		-	-		49.5	23.0%		-		-	
HRV	144.0	5.3%	↘	154.8	5.8%	↔	0.4	0.2%	↘	3.1	↔	382.3	↗
IRL	8.5	0.3%	↗	8.1	0.3%	↗	8.8	4.1%	↗	492.4	↗	803.1	↗
ITA	1,033.0	38.3%	↘	1,033.0	38.6%	↘	57.0	26.5%	↘	55.2	↘	1,829.4	↘
LTU	5.6	0.2%	↗	5.6	0.2%	↗	0.2	0.1%	↗	35.9	↘	355.7	↗
LVA	10.9	0.4%	↔	9.4	0.4%	↔	0.1	0.0%	↗	4.4	↗	16.7	↗
MLT	28.2	1.0%	↘	51.6	1.9%	↗	1.1	0.5%	↘	37.1	↗	1,460.4	↗
NLD	2.5	0.1%	↘	2.4	0.1%	↘	0.8	0.4%	↗	322.6	↗	1,809.9	↗
POL	43.5	1.6%	↗	42.6	1.6%	↗	1.8	0.8%	↗	40.2	↘	138.5	↘
PRT	253.6	9.4%	↔	250.1	9.4%	↔	10.5	4.9%	↘	41.4	↘	557.0	↘
ROU	3.3	0.1%	↗	3.3	0.1%	↗	0.1	0.1%	↘	39.4	↘	177.8	↘
SVN	6.2	0.2%	↗	6.2	0.2%	↗	0.1	0.0%	↔	9.8	↘	1,041.4	↘
SWE	49.2	1.8%	↘	49.2	1.8%	↘	4.3	2.0%	↘	87.5	↘	834.7	↘
Total	2,695			2,673			215			59.8		729.8	

Annex Table 14 EU large-scale fleet effort and fuel consumption by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU LARGE-SCALE FLEET												
	Days at sea (thousand)	as % of total	Δ to 2011	Fishing days (thousand)	as % of total	Δ to 2011	Energy consumed (million l)	as % of total	Δ to 2011	Av. fuel consumed per DAS	Δ to 2011	Av. fuel consumed per tonne landed	Δ to 2011
BEL	16.5	0.8%	↘	9.8	0.5%	↘	39.7	2.2%	↘	2,414	↗	1,815.0	↘
BGR	7.5	0.3%	↗	7.5	0.4%	↗	-	-		-	-	-	-
CYP	-	-	-	-	-	-	-	-		-	-	-	-
DEU	42.9	2.0%	↗	42.4	2.1%	↗	45.2	2.5%	↗	1,054	↘	647.0	↗
DNK	66.5	3.1%	↗	60.6	3.0%	↗	77.9	4.4%	↘	1,170	↘	159.6	↗
ESP	684.9	31.5%	-	647.6	31.7%	-	373.5	21.0%	↘	545		945.4	
EST	4.2	0.2%	↘	4.1	0.2%	↘	3.1	0.2%	↘	745	↗	70.0	↗
FIN	6.0	0.3%	↗	5.5	0.3%	↗	12.4	0.7%	↗	2,079	↘	103.9	↘
FRA	268.6	12.4%	↔	229.5	11.2%	↘	235.0	13.2%	↘	885	↘	675.2	↘
GBR	188.1	8.7%	↘	165.9	8.1%	↘	241.5	13.6%	↔	1,284	↗	419.3	↘
GRC	-	-	-	-	0.0%	-	65.7	3.7%	-	-		-	
HRV	77.4	3.6%	↘	112.8	5.5%	↘	10.6	0.6%	↘	137	↘	172.9	↘
IRL	45.1	2.1%	↗	35.3	1.7%	↗	62.6	3.5%	↗	1,523	↗	245.6	↘
ITA	522.8	24.0%	↘	505.3	24.7%	↘	278.2	15.6%	↘	531	↘	1,689.3	↘
LTU	3.0	0.1%	↗	2.0	0.1%	↘	2.8	0.2%	↗	927	↘	169.1	↘
LVA	8.6	0.4%	↘	8.0	0.4%	↘	9.4	0.5%	↗	1,091	↗	171.6	↗
MLT	5.4	0.2%	↗	4.3	0.2%	↔	0.6	0.0%	↘	103	↘	502.2	↘
NLD	46.3	2.1%	↗	40.6	2.0%	↗	170.0	9.5%	↘	3,673	↘	508.1	↘
POL	23.3	1.1%	↗	21.1	1.0%	↗	18.5	1.0%	↗	803	↘	171.7	↗
PRT	125.6	5.8%	↗	112.9	5.5%	↗	90.6	5.1%	↗	721	↗	510.9	↗
ROU	0.1	0.0%	↗	0.1	0.0%	↗	0.0	0.0%	↘	297	↘	467.7	↗
SVN	1.4	0.1%	↘	1.4	0.1%	↘	0.2	0.0%	↘	158	↘	801.3	↗
SWE	29.7	1.4%	↘	29.7	1.4%	↘	43.1	2.4%	↗	1,452	↗	328.0	↗
Total	2,174			2,046			1,780			972.9		434.3	

Source: EU Member States 2014 DCF data submissions (MARE/A3/AC(2014)).

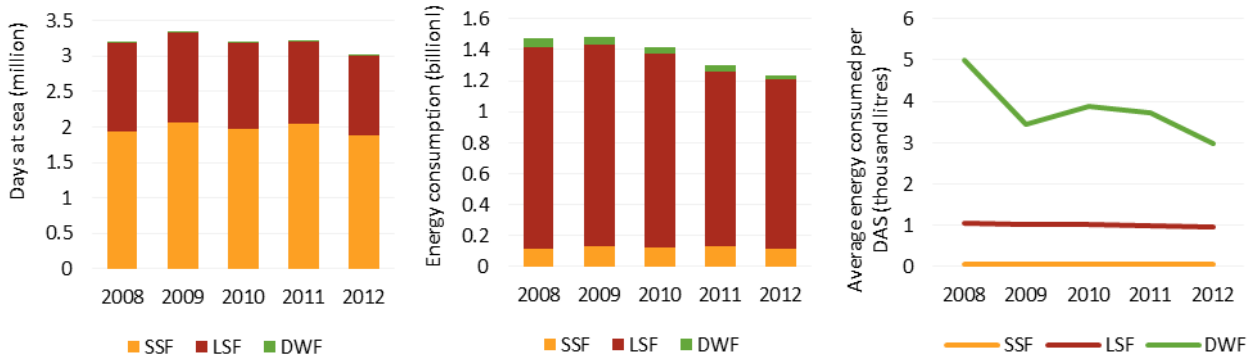
Annex Table 15 EU distant-water fleet effort and fuel consumption by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU DISTANT-WATER FLEET												
	Days at sea (thousand)	as % of total	Δ to 2011	Fishing days (thousand)	as % of total	Δ to 2011	Energy consumed (million l)	as % of total	Δ to 2011	Av. fuel consumed per DAS	Δ 2011	Av. fuel consumed per tonne landed	Δ 2011
ESP	72.0	87.9%	-	62.6	89%	-	288.5	79.6%	↘	4,007	-	644	-
EST	-	-	-	-	-	-	-	-	-	-	-	-	-
FRA	0.1	0.1%	-	0.04	0.1%	-	46.0	12.7%	-	393,352	↗	586	
ITA	0.3	0.4%		-	0.0%		1.0	0.3%	↘	3,000	↗	1,052	
LTU	2.4	3.0%	↘	1.2	1.8%	↘	14.5	4.0%	↘	5,940	↗	347	↘
POL	0.5	0.5%	↘	0.4	0.5%	↘	-	-	-	-	-	-	-
PRT	6.6	8.1%	↘	6.1	8.6%	↗	12.4	3.4%	↘	1,875	↗	888	↘
Total	81.9			70.3			362.3			2,971		491.8	

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Note: For several MS, data on the distant-water fleet may be missing due to non-submission or aggregation of data for confidentially reasons. Additionally, DCF criteria may limit data availability on certain fleet segments as each vessel can only be allocated to one fleet segment (fishing gear and vessel length and supra-region combination) based on dominance (more than 50% of fishing time). For more information http://datacollection.jrc.ec.europa.eu/dcf-fish/eco/dsgr



Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Figure 3 Trends in effort and fuel consumption by days at sea by fishing activity, 2008-20012

Annex Table 16 EU fleet landings in weight (thousand tonnes) by Member State: 2008-2012

Development trend based on the % change (**%Δ**) of landings in weight in 2011 to landings in weight over 2008-2011. Arrows indicate change (**Δ**) in relation to the average 2008-2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

	2008	as % of total	2009	as % of total	2010	as % of total	2011	as % of total	2012	as % of total	Development trend	
BEL	20.0	1%	19.0	0%	19.8	1%	20.1	1%	21.9	1%	11%	↗
BGR	7.5	0%	7.1	0%	9.3	0%	7.6	0%	8.1	0%	2%	↗
CYP	2.0	0%	1.4	0%	1.4	0%	1.2	0%	1.1	0%	-27%	↘
DEU	110.2	3%	113.6	3%	87.3	2%	78.1	2%	77.9	2%	-20%	↘
DNK	690.5	19%	773.0	20%	822.3	21%	711.0	19%	499.3	12%	-33%	↘
ESP	-		-		-		-		871.4	20%		
EST	83.6	2%	83.5	2%	79.6	2%	63.3	2%	53.3	1%	-31%	↘
FIN	111.6	3%	117.5	3%	122.1	3%	119.7	3%	132.9	3%	13%	↗
FRA	433.9	12%	431.4	11%	447.4	12%	463.7	13%	505.4	12%	14%	↗
GBR	559.4	15%	563.3	15%	555.3	14%	596.8	16%	621.5	14%	9%	↗
GRC	-		-		-		-		-			
HRV	-		-		-		69.2	2%	62.3	1%	-10%	↘
IRL	197.6	5%	262.7	7%	314.1	8%	199.8	5%	262.8	6%	8%	↗
ITA	227.0	6%	242.4	6%	224.8	6%	212.4	6%	196.8	5%	-13%	↘
LTU	176.1	5%	209.1	5%	107.0	3%	114.1	3%	58.5	1%	-61%	↘
LVA	86.5	2%	78.5	2%	74.0	2%	63.1	2%	57.5	1%	-24%	↘
MLT	1.3	0%	1.6	0%	1.8	0%	1.9	0%	2.2	0%	33%	↗
NLD	415.1	11%	350.0	9%	385.5	10%	350.6	10%	334.9	8%	-11%	↘
POL	126.2	3%	212.1	5%	170.8	4%	179.5	5%	179.2	4%	4%	↗
PRT	239.8	6%	202.3	5%	231.4	6%	229.4	6%	210.1	5%	-7%	↘
ROU	0.4	0%	0.3	0%	0.2	0%	0.5	0%	0.8	0%	116%	↗
SVN	0.7	0%	0.9	0%	0.8	0%	0.7	0%	0.3	0%	-57%	↘
SWE	214.1	6%	199.4	5%	204.4	5%	173.2	5%	136.5	3%	-31%	↘
Total	3,703		3,869		3,859		3,656		4,295			
Total*							3,587		3,361			

*excluidng Croatia (HRV) and Spain (ESP)

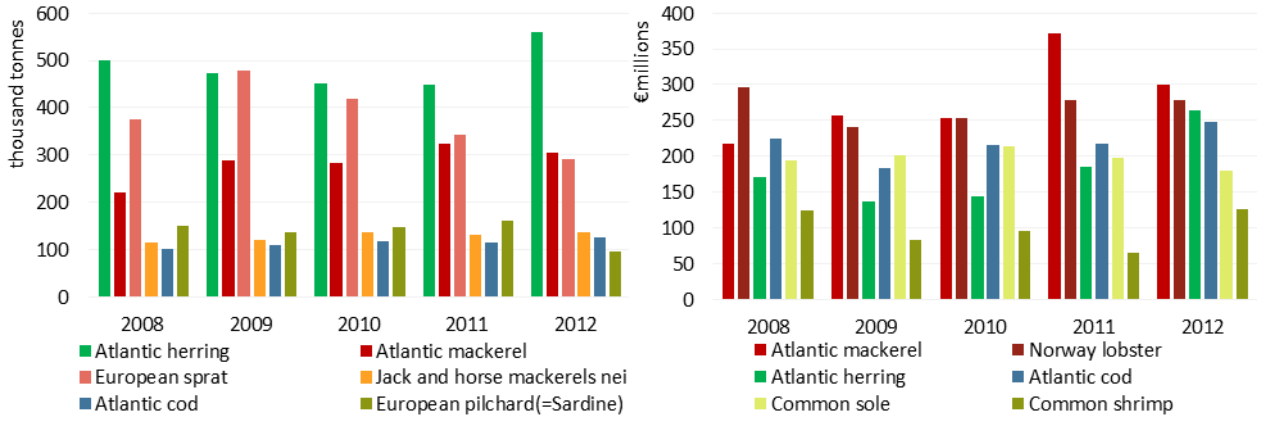
Annex Table 17 EU fleet landings in value (million €) by Member State: 2008-2012

Development trend based on the % change (**%Δ**) of landings value in 2012 to the average landings value over 2008-2011. Arrows indicate change (**Δ**) in relation to the average 2008-2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

	2008	as % of total	2009	as % of total	2010	as % of total	2011	as % of total	2012	as % of total	Development trend	
BEL	76.3	2%	68.0	2%	76.3	2%	79.4	2%	76.4	1%	2%	↗
BGR	3.1	0%	2.8	0%	2.3	0%	2.7	0%	4.4	0%	62%	↗
CYP	13.2	0%	8.8	0%	10.2	0%	8.0	0%	6.7	0%	-33%	↘
DEU	153.9	3%	123.4	3%	137.0	3%	125.5	2%	149.8	2%	11%	↗
DNK	334.5	7%	285.8	6%	384.3	8%	412.8	8%	377.6	5%	7%	↗
ESP	-		-		-		-		1,930.3	28%		
EST	15.6	0%	14.4	0%	12.9	0%	13.8	0%	14.1	0%	-1%	↔
FIN	23.1	0%	23.8	1%	26.6	1%	32.5	1%	35.7	1%	35%	↗
FRA	903.8	19%	876.4	20%	924.3	20%	1,050.7	21%	1,068.1	16%	14%	↗
GBR	767.2	16%	738.3	17%	796.3	17%	952.5	19%	942.2	14%	16%	↗
GRC	-		-		-		-		-			
HRV	-		-		-		46.3	1%	41.6	1%	-10%	↘
IRL	222.0	5%	157.7	4%	163.7	4%	204.2	4%	241.5	4%	29%	↗
ITA	1,105.6	23%	1,202.0	27%	1,114.9	24%	1,101.0	22%	929.5	13%	-18%	↘
LTU	84.3	2%	40.2	1%	25.4	1%	74.0	1%	40.5	1%	-28%	↘
LVA	23.2	0%	17.8	0%	21.2	0%	21.6	0%	23.4	0%	12%	↗
MLT	7.8	0%	8.4	0%	9.6	0%	11.4	0%	12.7	0%	36%	↗
NLD	389.3	8%	326.3	7%	357.8	8%	342.2	7%	358.3	5%	1%	↗
POL	34.8	1%	37.3	1%	40.0	1%	45.6	1%	55.3	1%	40%	↗
PRT	447.5	9%	392.4	9%	415.7	9%	437.1	9%	451.9	7%	7%	↗
ROU	0.7	0%	0.6	0%	0.5	0%	1.4	0%	0.9	0%	17%	↗
SVN	2.1	0%	2.2	0%	2.0	0%	2.1	0%	1.5	0%	-30%	↘
SWE	114.4	2%	100.4	2%	103.4	2%	116.4	2%	124.2	2%	14%	↗
Total	4,722.3		4,426.9		4,624.1		5,081.3		6,886.6			
Total*							5,035.0		4,914.6			

*excludes Croatia (HRV) and Spain (ESP)

Source: Member State data submissions under the DCF 2014 Fleet Economic



Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Figure 4 Trend in landings weight and value of top 6 species: 2008-2012

Annex Table 18 EU small-scale fleet landings in weight and value by Member State: 2008-2013

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU SMALL-SCALE FLEET								
	Landings weight	as % of total	Δ to 2011	Landings value	as % of total	Δ to 2011	Av. landed price (€/kg)	Δ to 2011
BGR	2.0	0.8%	↘	1.3	0.2%	↗	0.7	↗
CYP	0.6	0.2%	↘	4.4	-	↘	7.7	↘
DEU	8.0	3.0%	↗	8.8	1.1%	↗	1.1	↘
DNK	11.3	4.2%	↗	24.2	3.0%	↗	2.1	↘
ESP	28.5	10.6%		100.2	-	-	3.5	
EST	8.7	3.2%	↘	4.7	-	↗	0.5	↗
FIN	13.1	4.9%	↗	10.4	1.3%	↘	0.8	↘
FRA	72.6	27.0%	↗	181.4	22.4%	↘	2.5	↘
GBR	44.6	16.6%	↗	115.8	14.3%	↗	2.6	↘
GRC	-	-		-	-	-		
HRV	1.2	0.4%	↘	3.6	0.4%	↘	3.1	↘
IRL	5.3	2.0%	↘	5.9	0.7%	↘	1.1	↘
ITA	31.1	11.6%	↘	242.1	29.8%	↘	7.8	↘
LTU	0.6	0.2%	↗	0.6	0.1%	↗	1.0	↗
LVA	2.9	1.1%	↘	1.4	0.2%	↗	0.5	↗
MLT	0.7	0.3%	↘	4.4	0.5%	↔	6.1	↗
NLD	0.5	0.2%	↘	3.1	0.4%	↘	6.8	↘
POL	12.6	4.7%	↗	12.0	1.5%	↗	1.0	↔
PRT	18.9	7.0%	↘	71.5	8.8%	↘	3.8	↘
ROU	0.7	0.3%	↗	0.8	0.1%	↘	1.2	↘
SVN	0.1	0.0%	↗	0.5	0.1%	↗	8.5	↘
SWE	5.2	1.9%	↗	14.5	1.8%	↗	2.8	↗
Total	269.1			811.6			3.4	

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Table 19 EU large-scale fleet landings in weight and value by Member State: 2008-2013

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU LARGE-SCALE FLEET								
	Landings weight	as % of total	Δ to 2011	Landings value	as % of total	Δ to 2011	Av. landed price (€/kg)	Δ to 2011
BEL	21.9	0.6%	↗	76.4	1.6%	↘	3.5	↘
BGR	5.7	0.2%	↗	3.0	0.1%	↗	0.5	↗
CYP	0.5	0.02%	↗	2.3	0.0%	↗	4.6	↗
DEU	69.9	2.1%	↘	141.0	2.9%	↗	2.0	↗
DNK	487.9	14.4%	↘	353.2	7.2%	↘	0.7	↗
ESP	395.1	11.7%		890.7	-		2.3	
EST	44.5	1.3%	↘	9.4	0.2%	↘	0.2	↗
FIN	119.8	3.5%	↗	25.3	0.5%	↗	0.2	↗
FRA	354.2	10.5%	↗	729.6	14.9%	↔	2.1	↘
GBR	575.8	17.0%	↗	824.4	16.8%	↘	1.4	↘
GRC	-	-		-	-			
HRV	61.1	1.8%	↘	38.0	0.8%	↘	0.6	↔
IRL	257.4	7.6%	↗	235.4	4.8%	↗	0.9	↘
ITA	164.7	4.9%	↘	683.0	13.9%	↘	4.1	↘
LTU	16.3	0.5%	↗	6.5	0.1%	↗	0.4	↗
LVA	54.6	1.6%	↘	21.9	0.4%	↗	0.4	↗
MLT	1.5	0.0%	↗	8.3	0.2%	↗	5.6	↘
NLD	334.5	9.9%	↘	355.3	7.2%	↗	1.1	↗
POL	112.9	3.3%	↗	43.3	0.9%	↗	0.4	↗
PRT	177.3	5.2%	↘	342.6	7.0%	↗	1.9	↗
ROU	0.1	0.0%	↘	0.1	0.0%	↘	1.1	↗
SVN	0.3	0.0%	↘	1.0	0.0%	↘	3.5	↗
SWE	131.3	3.9%	↘	109.7	2.2%	↗	0.8	↗
Total	3,387.3			4,900.3			1.6	

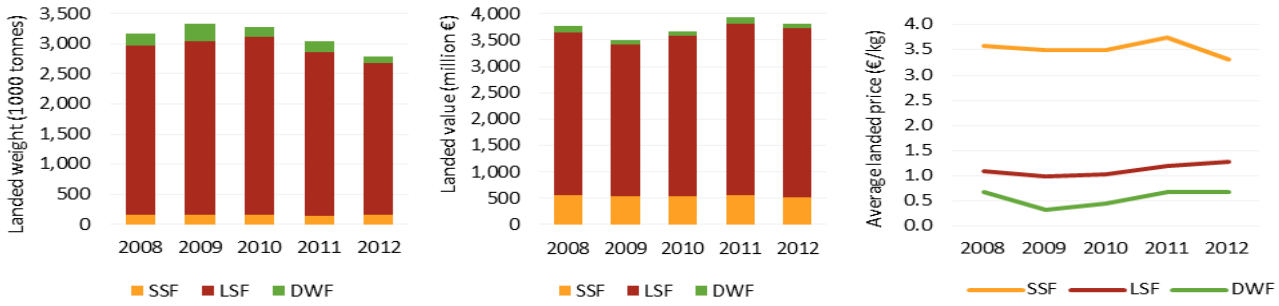
Annex Table 20 EU distant-water fleet landings in weight and value by Member State: 2008-2013

Arrows indicate change (**Δ**) in relation to 2011 (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU DISTANT-WATER FLEET								
	Landings weight	as % of total	Δ to 2011	Landings value	as % of total	Δ to 2011	Av. landed price (€/kg)	Δ to 2011
ESP	447.9	70.3%		939.4	-		2.1	
EST	-			-	-			
FRA	78.5	12.3%	↘	148.1	12.7%	↗	1.9	↗
ITA	0.9	0.1%	↘	4.5	0.4%	↘	4.7	↘
LTU	41.7	6.5%	↘	33.4	2.9%	↘	0.8	↗
POL	53.8	8.4%	↘	-	-	-	-	
PRT	13.9	2.2%	↘	37.8	3.3%	↘	2.7	↗
Total	636.7			1,163.2			8.6	

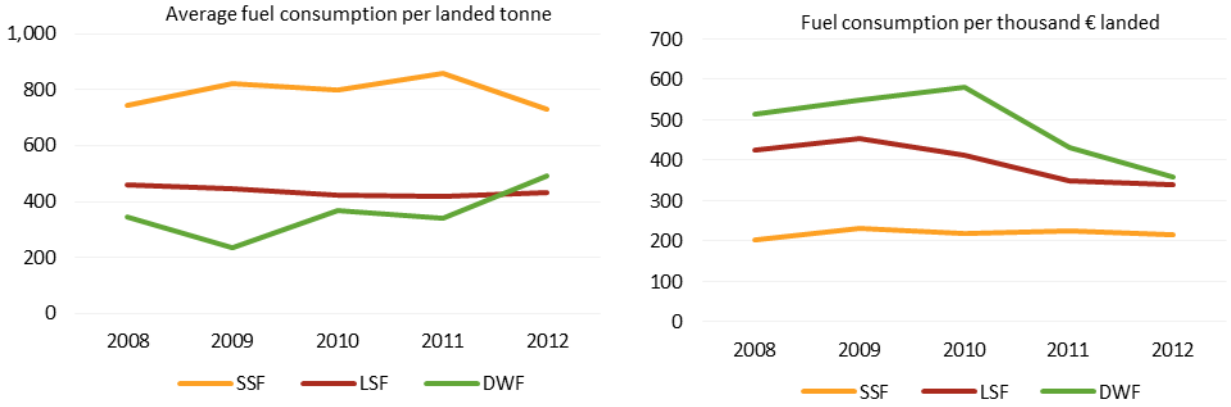
Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Note: For several MS, data on the distant-water fleet may be missing due to non-submission or aggregation of data for confidentially reasons. Additionally, DCF criteria may limit data availability on certain fleet segments as each vessel can only be allocated to one fleet segment (fishing gear and vessel length and supra-region combination) based on dominance (more than 50% of fishing time). For more information http://datacollection.jrc.ec.europa.eu/dcf-fish/eco/dsgr



Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Figure 5 Trends in landings by fishing activity: 2008 - 2012



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Figure 6 Trends in fuel consumption per tonne of live weight landed (litres/tonne) and fuel consumption per landed value (litres/thousand €) by fishing activity: 2008-2012

Table 21 Small-scale fleet revenue by Member State for 2012, (million €)

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU SMALL-SCALE FLEET									
	Landings income	as % of total	Δ to 2011	Other income	as % of total	Δ to 2011	Revenue*	as % of total	Δ to 2011
BGR	0.9	0%	↗	0.5	2%	-	1.4	0%	↗
CYP	4.4	0%	↘	-	-	-	4.4	0%	↘
DEU	8.8	1%	↗	0.8	4%	↘	9.7	1%	↗
DNK	25.0	3%	↗	2.0	9%	↗	26.9	3%	↗
ESP	112.4	13%	↘	0.0	0%	↘	112.4	12%	↘
EST	4.7	1%	↗	0.1	0%	↗	4.8	1%	↗
FIN	11.9	1%	↗	2.6	12%	↗	14.4	2%	↗
FRA	209.5	24%	↘	1.5	7%	↘	211.0	23%	↘
GBR	117.0	13%	↗	6.8	31%	↗	123.8	14%	↗
GRC	-	-		-	-		-	-	
HRV	0.4	0%	↗	0.1	0%	↗	0.5	0%	↗
IRL	45.2	5%	↗	1.5	7%	↗	46.7	5%	↗
ITA	242.1	28%	↘		-	-	242.1	27%	↘
LTU	0.6	0%	↗	0.0	0%	↔	0.7	0%	↗
LVA	1.4	0%	↗	0.0	0%	↘	1.5	0%	↗
MLT	4.4	0%	↔	0.1	0%	-	4.5	0%	↗
NLD	3.1	0%	↘	0.7	3%	-	3.8	0%	↘
POL	12.0	1%	↗	0.0	0%	↘	12.0	1%	↗
PRT	60.8	7%	↘	1.9	9%	↗	62.7	7%	↘
ROU	0.9	0%	↘	-	-	-	0.9	0%	↘
SVN	0.5	0%	↗	0.3	1%	↘	0.8	0%	↘
SWE	14.5	2%	↗	3.0	14%	↘	17.6	2%	↘
Total*	879.8			21.9			901.7		
Total**	870.2			21.3			891.5		

* excludes Croatia (HRV) and Greece (GRC)

** excludes Bulgaria (BGR), Cyprus (CYP), Croatia (HRV), Greece (GRC) and Malta (MLT)

Annex Table 22 Large-scale fleet revenue by Member State for 2012, (million €)

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU LARGE-SCALE FLEET									
	Landings income	as % of total	Δ to 2011	Other income	as % of total	Δ to 2011	Revenue*	as % of total	Δ to 2011
BEL	76.4	2%	↘	4.0	6%	↗	80.4	2%	↘
BGR	2.7	0%	↗	0.1	0%		2.7	0%	↗
CYP	2.3	0%	↗	-			2.3	0%	↗
DEU	139.4	3%	↗	1.7	3%	↘	141.1	3%	↗
DNK	352.7	7%	↘	6.1	9%	↘	358.8	7%	↘
ESP	973.4	20%	↘	-		↘	973.4	19%	↘
EST	9.2	0%	↘	0.0	0%	↗	9.2	0%	↘
FIN	26.8	1%	↗	2.0	3%	↗	28.8	1%	↗
FRA	705.1	14%	↘	13.7	20%	↔	718.8	14%	↘
GBR	826.7	17%	↘	21.4	32%	↗	848.1	17%	↘
GRC	-			-			-		
HRV	32.2	1%	↗	4.8	7%	↗	37.0	1%	↗
IRL	255.6	5%	↗	3.7	5%	↘	259.3	5%	↗
ITA	683.0	14%	↘				683.0	14%	↘
LTU	6.5	0%	↘	0.4	1%	↗	6.9	0%	↘
LVA	21.9	0%	↗	1.4	2%	↗	23.3	0%	↗
MLT	8.3	0%	↗	0.4	1%	-	8.7	0%	↗
NLD	355.3	7%	↗	5.2	8%	↘	360.4	7%	↗
POL	43.3	1%	↗	0.1	0%	↘	43.5	1%	↗
PRT	328.5	7%	↗	4.6	7%	↘	333.0	7%	↗
ROU	0.1	0%	↘	-			0.1	0%	↘
SVN	1.0	0%	↘	0.6	1%		1.5	0%	↘
SWE	109.7	2%	↗	2.6	4%	↘	112.3	2%	↗
Total*	4,928			67.9			4,996		
Total**	4,914			67.5			4,982		

* excludes Croatia (HRV) and Greece (GRC)

** excludes Bulgaria (BGR), Cyprus (CYP), Croatia (HRV), Greece (GRC) and Malta (MLT)

Annex Table 23 Distant-water fleet revenue by Member State for 2012, (million €)

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU DISTANT-WATER FLEET									
	Landings income	as % of total	Δ to 2011	Other income	as % of total	Δ to 2011	Revenue*	as % of total	Δ to 2011
ESP	821.8	78%	↗	0.1	4%	↘	821.9	78%	↗
EST	-	-			-		-	-	
FRA	150.0	14%	↗	-	-		150.0	14%	↗
ITA	6.5	1%	↘		-		6.5	1%	↘
LTU	35.6	3%	↘	0.3	12%	↗	35.9	3%	↘
POL	-	-			-		-	-	
PRT	35.4	3%	↘	2.1	84%	↘	37.6	4%	↘
Total	1,049.4			2.5		↘	1,051.9		

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Figure 7 Trends in revenue and costs by fishing activity: 2008 - 2012

Note: For several MS, data on the distant-water fleet may be missing due to non-submission or aggregation of data for confidentially reasons. Additionally, DCF criteria may limit data availability on certain fleet segments as each vessel can only be allocated to one fleet segment (fishing gear and vessel length and supra-region combination) based on dominance (more than 50% of fishing time). For more information http://datacollection.jrc.ec.europa.eu/dcf-fish/eco/dsgr

Annex Table 24 EU small-scale fleet cost structure by Member State, 2012 (million €)

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	EU SMALL-SCALE FLEET																					
	Crew wages	as % of total	Δ to 2011	Upaid labour	as % of total	Δ to 2011	Energy costs	as % of total	Δ to 2011	Repair costs	as % of total	Δ to 2011	Other variable costs	as % of total	Δ to 2011	Non-variable costs	as % of total	Δ to 2011	Annual depreciation	as % of total	Δ to 2011	Opport. cost of capital	as % of total	Δ to 2011
BGR	0.7	0%	↘	0.0	0%	↘	0.3	0%	↘	0.2	0%	↘	0.4	0%	↘	0.1	0%	↘	0.0	0%	↘	0.1	1%	
CYP	-	0%		1.2	1%	↗	2.1	2%	↗	1.3	2%	↗	3.7	3%	↔	0.0	0%	↔	1.5	1%	↗	1.3	11%	↘
DEU	1.6	1%	↘	1.3	1%	↗	1.1	1%	↗	1.2	2%	↘	1.5	1%	↗	2.4	3%	↗	1.5	1%	↘	- 0.0	0%	↘
DNK	2.5	1%	↘	11.3	10%	↔	2.4	2%	↗	3.8	6%	↘	4.1	4%	↗	3.7	5%	↗	4.6	4%	↗	- 0.4	-3%	↘
ESP	34.9	15%	↘	35.5	31%	↘	14.4	11%	↘	7.0	12%	↔	14.4	13%	↘	4.4	6%	↘	4.4	4%	↘	1.1	10%	↗
EST	1.3	1%	↗	-	0%		0.7	1%	↗	0.6	1%	↗	0.4	0%	↔	0.0	0%	↔	0.4	0%	↗	- 0.3	-2%	↗
FIN	0.8	0%	↗	4.5	4%	↗	1.5	1%	↘	1.7	3%	↘	1.0	1%	↘	2.1	3%	↘	1.4	1%	↘	- 0.3	-2%	↘
FRA	93.8	40%	↘	-	0%		18.7	14%	↘	10.5	18%	↘	21.9	19%	↘	27.0	35%	↘	34.6	30%	↘	0.7	6%	↘
GBR	30.9	13%	↗	10.5	9%	↗	19.4	15%	↗	9.2	15%	↘	26.2	23%	↗	10.2	13%	↗	7.2	6%	↗	- 0.7	-6%	↗
GRC	24.2			87.9			56.7			25.8			34.2			3.8			30.6			28.4		
HRV	0.2		↗	0.2		↔	0.1		↔	0.1		↗	0.1		↗	0.1		↘	0.0		↗	0.2		
IRL	6.4	3%	↗	0.1	0%	↘	6.6	5%	↗	3.3	6%	↗	6.4	6%	↗	6.6	8%	↘	0.5	0%	↘	0.4	3%	↘
ITA	25.9	11%	↘	38.7	34%	↘	45.8	35%	↘	9.9	17%	↘	26.4	23%	↘	13.1	17%	↗	41.5	36%	↘	3.5	30%	↘
LTU	0.2	0%	↘	0.0	0%	↘	0.2	0%	↗	0.0	0%	↘	0.1	0%	↘	0.1	0%	↗	0.0	0%	↔	0.0	0%	↔
LVA	0.1	0%	↔	0.0	0%	↔	0.0	0%	↘	0.0	0%	↔	0.0	0%	↘	0.1	0%	↗	0.0	0%	↘	-	0%	
MLT	0.4	0%	↗	1.4	1%	↘	1.3	1%	↗	0.6	1%	↗	1.1	1%	↗	0.1	0%	↗	0.7	1%	↘	0.1	0%	↘
NLD	0.8	0%	↗	0.9	1%		0.6	0%	↗	0.8	1%	↗	0.4	0%	↗	0.5	1%	↗	1.1	1%	↗	- 0.1	-1%	↘
POL	5.1	2%	↗	0.6	0%	↗	1.3	1%	↗	0.6	1%	↘	1.3	1%	↗	1.0	1%	↗	0.3	0%	↘	0.4	3%	↘
PRT	28.5	12%	↘	0.7	1%	↘	9.8	8%	↘	5.6	9%	↗	2.7	2%	↗	4.3	6%	↗	13.6	12%	↘	5.7	49%	↗
ROU	0.3	0%	↘	0.0	0%		0.1	0%	↘	0.1	0%	↘	0.1	0%	↘	0.0	0%		0.1	0%	↘	0.0	0%	↗
SVN	0.5	0%	↗	0.1	0%	↘	0.1	0%	↔	0.1	0%	↗	0.1	0%	↗	0.0	0%	↔	0.1	0%	↘	0.0	0%	↗
SWE	1.0	0%	↗	8.6	7%	↘	3.2	2%	↘	3.2	5%	↘	1.9	2%	↘	2.1	3%	↘	3.4	3%	↘	0.1	1%	↘
Total*	235.6			115.5			129.7			59.6			114.1			77.8			116.9			11.6		
Total**	234.5			112.8			125.9			57.6			109.0			77.6			114.7			10.2		

* excludes Croatia (HRV) and Greece (GRC)

** excludes Bulgaria (BGR), Cyprus (CYP), Croatia (HRV), Greece (GRC) and Malta (MLT)

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Table 25 EU large-scale fleet cost structure by Member State, 2012 (million €)

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	EU LARGE-SCALE FLEET																					
	Crew wages	as % of total	Δ to 2011	Upaid labour	as % of total	Δ to 2011	Energy costs	as % of total	Δ to 2011	Repair costs	as % of total	Δ to 2011	Other variable costs	as % of total	Δ to 2011	Non-variable costs	as % of total	Δ to 2011	Annual depreciation	as % of total	Δ to 2011	Opport. cost of capital	as % of total	Δ to 2011
BEL	23.5	2%	↘	2.7	2%	↗	27.4	2%	↗	5.5	1%	↗	10.8	2%	↗	6.8	2%	↗	9.3	1%	↗	0.2	0%	↘
BGR	0.7	0%	↘	0.0	0%	↗	1.0	0%	↘	0.2	0%	↘	1.2	0%	↘	0.1	0%	↘	0.2	0%	↗	0.1	0%	
CYP	0.5	0%	↗	-			0.9	0%	↘	0.5	0%	↗	0.9	0%	↘	0.1	0%	↗	2.3	0%	↔	4.4	8%	↗
DEU	37.1	3%	↗	9.3	8%	↗	30.1	3%	↗	16.6	4%	↘	9.8	2%	↔	14.3	4%	↔	17.6	3%	↘	- 0.5	-1%	↘
DNK	66.3	5%	↘	25.5	23%	↘	54.0	5%	↗	32.4	8%	↘	25.9	5%	↘	17.1	4%	↘	87.1	14%	↗	- 4.7	-9%	↘
ESP	321.5	24%	↘	49.8	46%	↗	232.7	20%	↘	56.4	14%	↘	116.4	20%	↘	56.4	15%	↘	76.9	12%	↘	8.9	17%	↗
EST	3.6	0%	↗	0.1	0%	↗	2.4	0%	↗	1.0	0%	↘	0.8	0%	↗	0.4	0%	↘	0.9	0%	↘	- 0.4	-1%	↗
FIN	3.7	0%	↗	1.4	1%	↗	9.5	1%	↗	3.1	1%	↗	1.8	0%	↗	3.0	1%	↗	2.0	0%	↘	- 0.4	-1%	↘
FRA	242.9	18%	↘	-	0%		171.2	14%	↗	51.8	13%	↘	89.1	16%	↘	78.2	20%	↘	110.1	18%	↘	2.2	4%	↘
GBR	189.4	14%	↔	1.5	1%	↗	168.3	14%	↗	74.4	18%	↘	132.7	23%	↘	95.8	25%	↘	40.8	6%	↔	- 4.3	-8%	↗
GRC	49.2			3.2			52.4			14.3			49.7			4.0			22.9			19.7		
HRV	8.2		↘	0.7		↘	7.4		↘	2.5		↗	3.2		↘	2.6		↔	4.7		↘	1.6		
IRL	83.1	6%	↗	0.9	1%	↘	45.5	4%	↗	23.7	6%	↘	20.4	4%	↘	15.2	4%	↘	27.2	4%	↘	14.8	28%	↘
ITA	161.0	12%	↘	2.3	2%	↗	223.6	19%	↘	27.9	7%	↘	82.8	14%	↘	28.9	8%	↘	134.3	21%	↘	12.6	24%	↘
LTU	1.1	0%	↘	-			2.0	0%	↗	0.7	0%	↘	0.8	0%	↘	0.7	0%	↘	0.3	0%	↗	0.1	0%	↗
LVA	3.8	0%	↗	-			4.9	0%	↗	1.4	0%	↗	3.7	1%	↗	6.2	2%	↗	1.3	0%	↗	0.2	0%	↗
MLT	1.6	0%	↗	0.6	1%	↘	2.6	0%	↗	0.6	0%	↗	1.6	0%	↗	0.1	0%	↗	3.9	1%	↘	0.3	1%	↘
NLD	83.9	6%	↗	8.2	8%	↗	104.3	9%	↗	61.5	15%	↗	27.8	5%	↘	38.1	10%	↘	41.3	7%	↘	- 2.5	-5%	↘
POL	9.6	1%	↗	1.1	1%	↗	12.8	1%	↗	3.3	1%	↘	3.5	1%	↔	4.3	1%	↗	3.3	1%	↗	0.8	2%	↘
PRT	105.5	8%	↘	0.1	0%	↘	67.6	6%	↗	28.0	7%	↗	34.9	6%	↗	11.5	3%	↗	51.3	8%	↔	19.9	38%	↗
ROU	0.03	0%	↘	-			0.04	0%	↘	0.0	0%	↔	0.01	0%	↔	-			0.01	0%	↔	0.1	0%	↗
SVN	0.5	0%	↘	0.2	0%	↗	0.2	0%	↘	0.1	0%	↘	0.1	0%	↔	0.01	0%	↔	0.1	0%	↘	0.1	0%	↘
SWE	15.1	1%	↗	5.6	5%	↘	30.5	3%	↗	17.2	4%	↘	8.1	1%	↘	7.2	2%	↗	18.8	3%	↘	0.7	1%	↘
Total*	1,354			109.1			1,191			406.2			572.8			384.5			629.0			52.7		
Total**	1,352			108.4			1,189			405.8			571.0			384.5			627.3			56.8		

* excludes Croatia (HRV) and Greece (GRC)

** excludes Bulgaria (BGR), Cyprus (CYP), Croatia (HRV), Greece (GRC) and Malta (MLT)

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Table 26 EU distant-water fleet cost structure by Member State, 2012 (million €)

Arrows indicate change (**Δ**) in relation to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	EU DISTANT-WATER FLEET																					
	Crew wages	as % of total	Δ to 2011	Upaid labour	as % of total	Δ to 2011	Energy costs	as % of total	Δ to 2011	Repair costs	as % of total	Δ to 2011	Other variable costs	as % of total	Δ to 2011	Non-variable costs	as % of total	Δ to 2011	Annual depreciation	as % of total	Δ to 2011	Opport. cost of capital	as % of total	Δ to 2011
ESP	134.0	73%	↘	1.4	100%	↘	183.1	78%	↗	58.0	66%	↗	255.4	92%	↗	71.7	77%	↗	44.6	78%	↘	6.4	59%	↗
EST	-			-			-			-			-			-			-			-		
FRA	40.8	22%	↗	-			31.6	13%	↗	22.8	26%	↗	4.8	2%	↗	19.8	21%	↗	-			-		
ITA	0.3	0%	↘	-			0.8	0%	↘	0.1	0%	↘	0.3	0%	↘	0.1	0%	↘	2.3	4%	↘	0.5	5%	↘
LTU	3.1	2%	↘	-			9.4	4%	↘	5.4	6%	↗	10.2	4%	↘	1.0	1%	↘	1.9	3%	↘	0.7	6%	↗
POL	-			-			-			-			-			-			-			-		
PRT	5.1	3%	↘	-			9.4	4%	↘	2.2	2%	↘	7.6	3%	↘	0.7	1%	↘	8.6	15%	↗	3.3	30%	↗
Total	183.3			1.4			234.3			88.4			278.2			93.4			57.4			10.8		

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Note: For several MS, data on the distant-water fleet may be missing due to non-submission or aggregation of data for confidentially reasons. Additionally, DCF criteria may limit data availability on certain fleet segments as each vessel can only be allocated to one fleet segment (fishing gear and vessel length and supra-region combination) based on dominance (more than 50% of fishing time). For more information http://datacollection.jrc.ec.europa.eu/dcf-fish/eco/dsgr

Annex Table 27 Economic performance indicators as a percentage of revenue by Member State, 2012

Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	GVA to Revenue (%)	Δ to 2011	Gross profit margin (%)	Δ to 2011	Net profit margin (%)	Δ to 2011	GVA/FTE (thousand €)	Δ to 2011	RoFTA (%)	Δ to 2011
BEL	37.1	↘	4.6	↘	- 7.2	↘	89.3	↘	- 11.3	↘
BGR	37.2	↗	9.9	↗	3.3	↗	0.3	↗	4.3	↗
CYP	- 40.7	↘	- 65.6	↘	- 511.1	↘	- 3.3	↘	- 1.2	↘
DEU	49.0	↗	16.3	↗	4.0	↗	53.8	↗	6.2	↗
DNK	63.0	↔	35.6	↗	13.1	↗	155.8	↗	8.8	↘
ESP	43.9	↗	13.7	↗	6.2	↗	27.6	↗	26.2	↗
EST	54.9	↔	19.4	↘	15.0	↘	14.2	↘	8.6	↘
FIN	45.1	↗	21.2	↗	15.2	↗	69.1	↗	8.8	↗
FRA	49.3	↘	14.3	↘	0.7	↘	72.2	↘	1.2	↘
GBR	44.8	↗	20.9	↔	16.0	↘	44.2	↔	27.8	↘
GRC	-		-		-		-		-	
HRV	94.3	↗	91.1	↗	88.7		1,632.3	↗	343.6	↗
IRL	58.2	↗	28.7	↗	14.6	↗	79.8	↗	16.5	↗
ITA	50.7	↘	26.2	↘	5.3	↘	22.8	↘	8.5	↘
LTU	29.7	↗	19.6	↗	12.7	↗	22.8	↗	12.9	↗
LVA	34.1	↘	18.6	↘	12.1	↘	23.9	↘	30.7	↘
MLT	31.6	↘	0.4	↗	- 46.1	↗	10.1	↘	- 13.9	↗
NLD	35.8	↘	10.0	↘	- 0.8	↘	73.7	↗	- 1.7	↘
POL	49.1	↗	19.8	↘	11.1	↘	15.7	↗	7.7	↘
PRT	57.7	↘	26.1	↘	2.5	↘	17.4	↔	10.4	↘
ROU	61.5	↗	27.8	↘	9.0	↘	15.0	↘	5.6	↘
SVN	69.3	↗	13.8	↗	- 0.4	↗	25.6	↗	2.7	↗
SWE	43.6	↘	20.2	↘	1.7	↗	60.0	↘	2.4	↗
EU*	47.9		19.2		6.6		35.0		9.5	

* excluding Bulgaria (BGR), Cyprus (CYP), Croatia (HRV), Greece (GRC), Malta (MLT)

Source: Member State data submissions under the DCF 2014 Fleet Economic

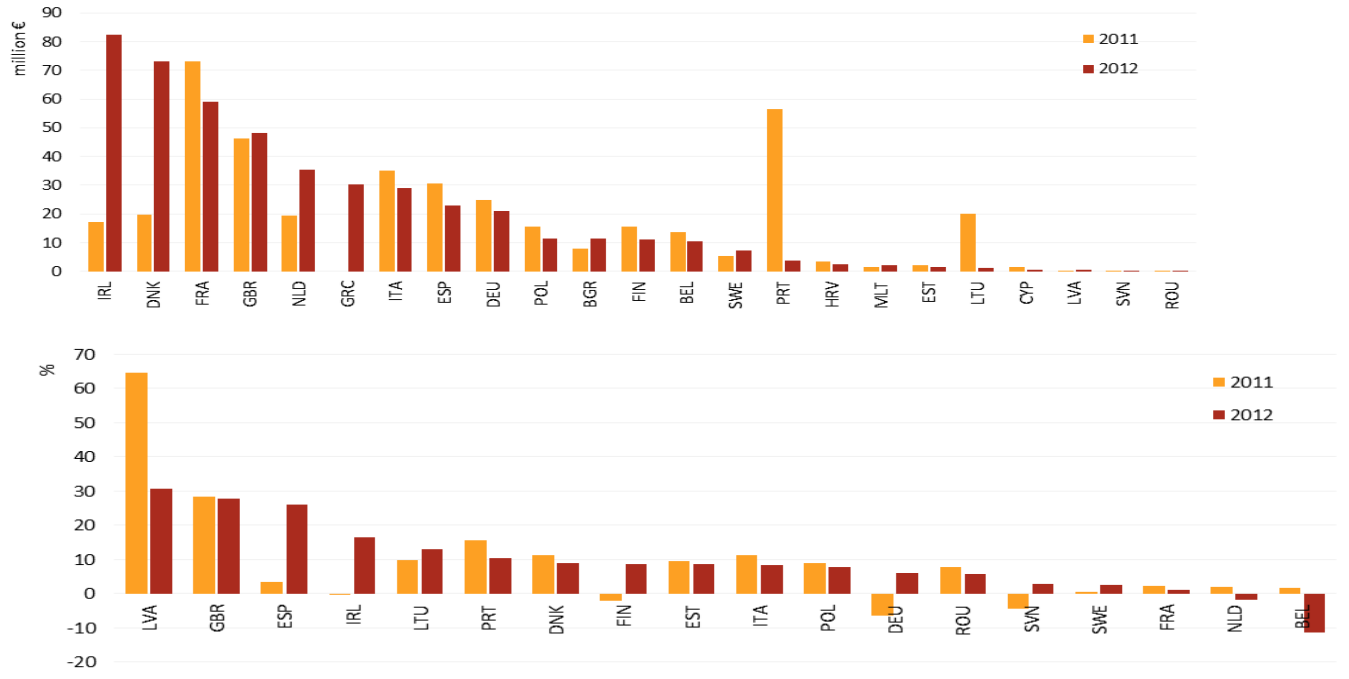
Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Figure 8 EU Member States performance indicators as a percentage of revenue in 2012

Annex Table 28 Capital and investment indicators by Member State, 2012

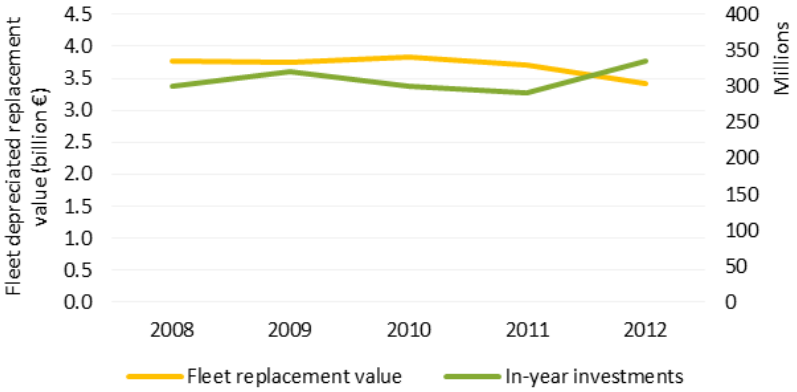
	Fleet replacement value	as % of total	Δ to 2011	In-year Investment	as % of total	Δ to 2011	Investment as % of revenue	Δ to 2011
BEL	49.4	1%	↗	10.4	2%	↘	13.0%	↗
BGR	-	-		11.4	-	↗	214.7%	↗
CYP	689.9	12%	↘	0.6	0%	↘	8.6%	↗
DEU	88.8	2%	↘	21.0	5%	↘	13.9%	↗
DNK	514.0	9%	↗	73.3	16%	↗	19.0%	↘
ESP	514.6	9%	↔	22.9	5%	↘	1.2%	↗
EST	16.6	0%	↘	1.6	0%	↘	11.3%	↗
FIN	65.3	1%	↘	11.1	2%	↘	25.7%	↗
FRA	863.4	15%	↘	59.2	13%	↘	5.5%	↗
GBR	539.3	9%	↗	48.2	11%	↗	5.0%	↘
GRC	226.1	4%		30.2	7%			
HRV	73.5	1%	↘	2.6	1%	↘	0.9%	↗
IRL	362.6	6%	↘	82.3	18%	↗	26.9%	↘
ITA	779.8	13%	↘	29.1	6%	↘	3.1%	↗
LTU	48.9	1%	↘	1.2	0%	↘	2.8%	↗
LVA	10.5	0%	↗	0.5	0%	↗	2.1%	↘
MLT	41.0	1%	↘	2.3	1%	↗	17.4%	↘
NLD	339.8	6%	↘	35.4	8%	↗	9.7%	↘
POL	95.4	2%	↗	11.6	3%	↘	20.9%	↗
PRT	396.7	7%	↘	3.9	1%	↘	0.9%	↗
ROU	3.5	0%	↘	0.1	0%	↗	12.8%	↘
SVN	4.6	0%	↘	0.3	0%	↘	13.4%	↘
SWE	127.8	2%	↘	7.2	2%	↗	5.6%	↘
Total	5,851.1			455.0			6.0%	
Total*	4,820.7			419.3			6.0%	

* excluding Bulgaria, Croatia, Cyprus, Greece, Malta



Source: Member State data submissions under the DCF 2014 Fleet Economic.

Annex Figure 9 In-year investments (top) and RoFTA by EU Member State in 2011 and 2012



Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Figure 12 Trends in estimated fleet replacement value and in-year investments: 2008-2012

Annex Table 29 EU small-scale coastal fleet economic performance indicators, 2012 (million €)

Arrows indicate change (Δ) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

EU SMALL-SCALE FLEET															
	Revenue	as % of total	Δ to 2011	Operating costs	as % of total	Δ to 2011	GVA	as % of total	Δ to 2011	Gross profit	as % of total	Δ 2011	Net profit	as % of total	Δ 2011
BGR	1.4	0%	↗	1.6	0%	↘	0.5	0%	↗	-0.2	0%	↗	-0.2	-1%	↗
CYP	4.4	0%	↘	8.2	1%	↗	-0.5	0%	↘	-1.5	-1%	↘	-4.2	-20%	↘
DEU	9.7	1%	↗	9.1	1%	↗	3.4	1%	↗	0.5	0%	↗	-0.9	-4%	↗
DNK	26.9	3%	↗	27.8	4%	↗	12.9	2%	↗	-0.9	-1%	↗	-5.1	-24%	↗
ESP	112.4	12%	↘	110.5	15%	↘	72.3	14%	↘	1.9	1%	↗	0.9	4%	↗
EST	4.8	1%	↗	3.1	0%	↗	3.0	1%	↗	1.7	1%	↗	1.6	7%	↗
FIN	14.4	2%	↗	11.6	2%	↗	8.1	2%	↗	2.8	2%	↗	1.7	8%	↗
FRA	211.0	23%	↘	171.9	23%	↘	132.9	25%	↘	39.1	27%	↘	3.8	18%	↘
GBR	123.8	14%	↗	106.5	15%	↗	58.8	11%	↗	17.4	12%	↗	10.9	52%	↗
GRC	-			232.5			-			-			-		
HRV	0.5		↗	0.8		↗	0.2		↗	-0.2		↗	-0.4		
IRL	46.7	5%	↗	29.5	4%	↗	23.7	5%	↗	-10.1	-7%	↘	-11.1	-53%	↘
ITA	242.1	27%	↘	159.8	22%	↘	146.9	28%	↘	82.6	57%	↘	37.7	180%	↘
LTU	0.7	0%	↗	0.5	0%	↘	0.4	0%	↗	0.2	0%	↗	0.1	1%	↗
LVA	1.5	0%	↗	0.3	0%	↗	1.3	0%	↗	1.2	1%	↗	1.2	6%	↗
MLT	4.5	0%	↗	5.0	1%	↘	1.3	0%	↘	-0.5	0%	↗	-1.2	-6%	↗
NLD	3.8	0%	↘	4.0	1%	↗	1.5	0%	↘	-0.2	0%	↘	-1.1	-5%	↘
POL	12.0	1%	↗	9.9	1%	↗	7.7	1%	↗	2.1	1%	↘	1.5	7%	↘
PRT	62.7	7%	↘	51.6	7%	↘	40.3	8%	↘	11.1	8%	↘	-8.2	-39%	↘
ROU	0.9	0%	↘	0.6	0%	↘	0.5	0%	↘	0.3	0%	↘	0.2	1%	↘
SVN	0.8	0%	↘	0.9	0%	↗	0.5	0%	↘	-0.1	0%	↘	-0.3	-1%	↘
SWE	17.6	2%	↘	20.1	3%	↘	7.2	1%	↘	-2.5	-2%	↘	-6.0	-29%	↘
Total*	901.7			732.3			522.7			144.8			21.0		
Total**	891.5			717.5			521.3			147.0			26.7		

* excludes Croatia (HRV) and Greece (GRC)

** excludes Bulgaria (BGR), Cyprus (CYP), Croatia (HRV), Greece (GRC) and Malta (MLT)

Annex Table 30 EU large-scale fleet economic performance indicators, 2012 (million €)

Arrows indicate change (Δ) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

EU LARGE-SCALE FLEET															
	Revenue	as % of total	Δ to 2011	Operating costs	as % of total	Δ to 2011	GVA	as % of total	Δ to 2011	Gross profit	as % of total	Δ to 2011	Net profit	as % of total	Δ 2011
BEL	80.4	2%	↘	76.7	2%	↗	29.8	1%	↘	3.7	0%	↘	- 5.8	-2%	↘
BGR	2.7	0%	↗	3.2	0%	↘	0.3	0%	↗	- 0.4	0%	↗	- 0.6	0%	↗
CYP	2.3	0%	↗	2.9	0%	↗	- 0.1	0%	↗	- 0.6	0%	↗	- 7.3	-3%	↘
DEU	141.1	3%	↗	117.0	3%	↗	70.4	3%	↗	24.1	3%	↗	6.9	3%	↗
DNK	358.8	7%	↘	221.0	5%	↘	229.6	9%	↘	137.8	15%	↗	55.4	22%	↗
ESP	973.4	19%	↘	833.2	21%	↘	511.6	21%	↗	140.3	15%	↗	48.3	19%	↗
EST	9.2	0%	↘	8.2	0%	↔	4.7	0%	↘	1.0	0%	↘	0.5	0%	↘
FIN	28.8	1%	↗	22.5	1%	↗	11.4	0%	↗	6.3	1%	↗	4.6	2%	↗
FRA	718.8	14%	↘	633.2	16%	↘	328.4	14%	↘	85.5	9%	↘	- 37.2	-15%	↘
GBR	848.1	17%	↘	662.0	16%	↘	376.9	16%	↔	186.1	20%	↔	149.5	60%	↘
GRC	-			172.8	4%		-			-			-		
HRV	37.0	1%	↗	24.5	1%	↘	21.4	1%	↗	12.6	1%	↗	6.2	3%	
IRL	259.3	5%	↗	188.9	5%	↗	142.7	6%	↗	42.1	4%	↗	- 2.9	-1%	↗
ITA	683.0	14%	↘	526.4	13%	↘	319.8	13%	↘	156.6	16%	↘	9.8	4%	↘
LTU	6.9	0%	↘	5.3	0%	↘	2.7	0%	↗	1.6	0%	↗	1.2	0%	↔
LVA	23.3	0%	↗	19.9	0%	↗	7.2	0%	↘	3.4	0%	↘	1.8	1%	↘
MLT	8.7	0%	↗	7.1	0%	↗	3.8	0%	↗	1.7	0%	↗	- 2.3	-1%	↗
NLD	360.4	7%	↗	323.7	8%	↗	128.8	5%	↗	36.7	4%	↘	- 2.1	-1%	↘
POL	43.5	1%	↗	34.6	1%	↗	19.5	1%	↗	8.9	1%	↗	4.7	2%	↗
PRT	333.0	7%	↗	247.6	6%	↗	191.0	8%	↘	85.4	9%	↘	14.2	6%	↘
ROU	0.1	0%	↘	0.1	0%	↘	0.0	0%	↘	0.0	0%	↔	- 0.0	0%	↘
SVN	1.5	0%	↘	1.1	0%	↘	1.1	0%	↗	0.5	0%	↗	0.3	0%	↗
SWE	112.3	2%	↗	83.5	2%	↗	49.4	2%	↘	28.8	3%	↘	9.3	4%	↗
Total*	4,996			4,018			2,429			949			248		
Total**	4,982			4,005			2,425			949			258		

* excludes Croatia (HRV) and Greece (GRC)

** excludes Bulgaria (BGR), Cyprus (CYP), Croatia (HRV), Greece (GRC) and Malta (MLT)

Annex Table 31 EU distant-water fleet economic performance indicators, 2012 (million €)

Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

EU DISTANT-WATER FLEET															
	Revenue	as % of total	Δ to 2011	Operating costs	as % of total	Δ to 2011	GVA	as % of total	Δ to 2011	Gross profit	as % of total	Δ to 2011	Net profit	as % of total	Δ to 2011
ESP	821.9	78%	↗	703.4	80%	↗	253.8	71%	↔	118.5	68.5%	↗	67.46	90%	↗
EST	-			-			-			-	-		-		
FRA	150.0	14%	↗	119.8	14%	↗	71.0	20%	↗	30.2	17.4%	↗	-		
ITA	6.5	1%	↘	1.6	0%	↘	5.2	1%	↘	4.9	2.8%	↘	2.13	3%	↗
LTU	35.9	3%	↘	29.1	3%	↘	9.9	3%	↔	6.8	3.9%	↗	4.20	6%	↗
POL	-	0%		-			-			-	-		-		
PRT	37.6	4%	↘	25.0	3%	↘	17.7	5%	↘	12.6	7.3%	↘	0.79	1%	↘
Total	1,051.9		↗	879.0		↗	357.6		↗	172.9		↗	74.58		↗

Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Note: For several MS, data on the distant-water fleet may be missing due to non-submission or aggregation of data for confidentially reasons. Additionally, DCF criteria may limit data availability on certain fleet segments as each vessel can only be allocated to one fleet segment (fishing gear and vessel length and supra-region combination) based on dominance (more than 50% of fishing time). For more information http://datacollection.jrc.ec.europa.eu/dcf-fish/eco/dsgr

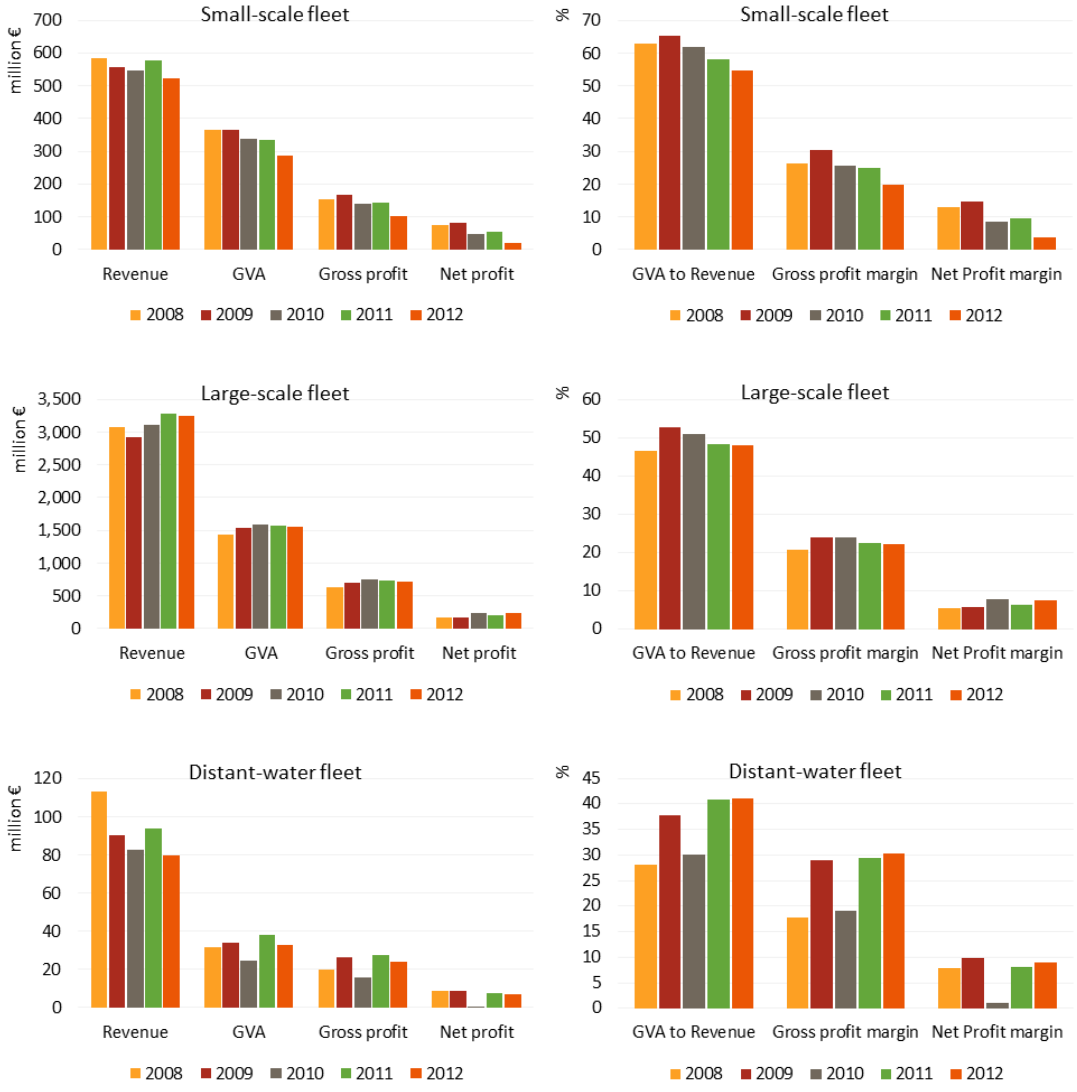
Annex Table 32 Main performance indicators for the EU fleet by main fishing activity: 2008-2012

Development trend based on the % change (%**Δ**) of the net profit margin in 2012 to the average net profit margin in 2008-2011. Arrows indicate change (**Δ**) in relation to the average 2008-2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

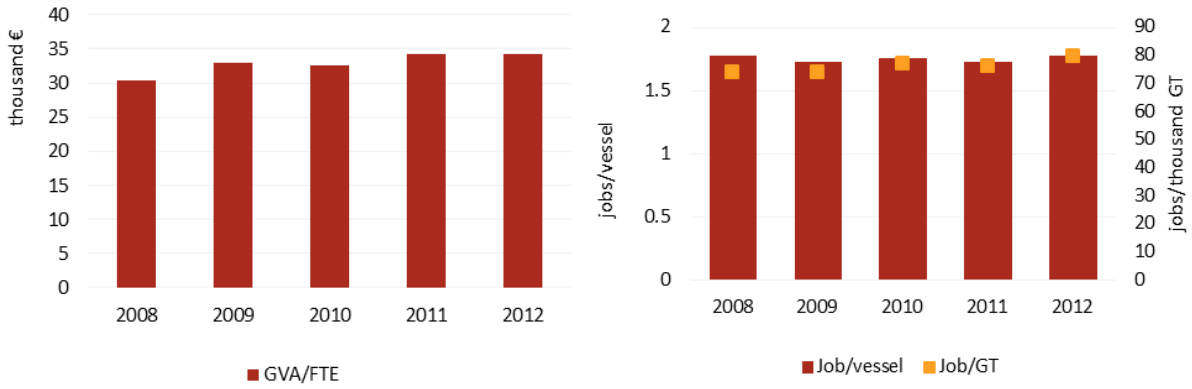
		2008	2009	2010	2011	2012	Development trend	
GVA to revenue (%)		*44.8%*	*49.2%*	*49.3%*	*46.8%*	*47.3%*		
	SSF	62.9	65.2	62.0	58.1	54.8	-12%	Deteriorated
	LSF	46.7	52.8	51.0	48.2	48.1	-3%	Stable
	DWF	28.1	37.9	30.1	40.8	41.0	20%	Improved
Gross profit margin (%)		*14.5%*	*14.9%*	*17.0%*	*17.5%*	*19.0%*		
	SSF	26.4	30.3	25.8	25.1	20.0	-26%	Deteriorated
	LSF	20.8	24.1	24.1	22.5	22.2	-3%	Stable
	DWF	17.7	29.0	19.0	29.4	30.3	28%	Improved
Net profit margin (%)		*3.5%*	*3.4%*	*4.2%*	*3.8%*	*6.7%*		
	SSF	13.1	14.8	8.7	9.6	3.9	-66%	Deteriorated
	LSF	5.6	5.7	7.9	6.4	7.6	19%	Improved
	DWF	8.0	10.0	1.0	8.1	8.9	32%	Improved

Source: Member State data submissions under the DCF 2014 Fleet Economic

Note: For several MS, data on the DWF may be missing due to non-submission or aggregation of data for confidentially reasons. Additionally, DCF criteria may limit data availability on certain fleet segments as each vessel can only be allocated to one fleet segment (fishing gear and vessel length and supra-region combination) based on dominance (more than 50% of fishing time).



Annex Figure 10 Trends in economic performance by fishing activity: 2008-2012



Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Annex Figure 11 Trends in labour productivity and indicators of labour/capital use: 2008-2012

Table 33 EU small-scale fleet capital and investment indicators, 2012

Arrows indicate change (Δ) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

EU SMALL-SCALE FLEET										
	Fleet replacement value	as % of total	Δ to 2011	In-year investments	as % of total	Δ to 2011	Investment as % of Revenue	Δ to 2011	RoFTA (%)	Δ to 2011
BGR	-	0.0%	↘	9.9	9.6%	↗	736%	↘	- 14.1	↗
CYP	34.2	3.9%	↘	0.1	0.1%	↘	1.8%	↘	- 12.4	↘
DEU	6.9	0.8%	↘	2.3	2.2%	↘	23.8%	↘	- 13.7	↗
DNK	36.7	4.2%	↗	4.1	4.0%	↗	15.3%	↗	- 13.9	↗
ESP	33.0	3.8%	↘	1.8	1.8%	↘	1.6%	↘	3.6	↗
EST	6.3	0.7%	↘	0.3	0.3%	↗	5.5%	↘	24.8	↗
FIN	19.3	2.2%	↔	5.2	5.0%	↘	36.1%	↘	8.9	↗
FRA	209.3	24.0%	↘	18.1	17.4%	↘	8.6%	↘	1.8	↘
GBR	71.3	8.2%	↗	15.7	15.1%	↘	12.7%	↘	15.2	↗
GRC	133.6	15.3%	-	24.4	23.4%					
HRV	5.6	0.6%	↗	0.1	0.1%	↘	18.5%	↘	- 7.5	
IRL	9.2	1.1%	↘	8.7	8.3%	↗	18.5%	↗	- 121.3	↘
ITA	164.0	18.8%	↘	8.6	8.3%	↘	3.6%	↗	23.1	↘
LTU	0.5	0.1%	↘	0.04	0.0%	↗	6.1%	↗	29.0	↗
LVA	0.2	0.0%	↗	0.01	0.0%	↘	0.7%	↘	619.8	↘
MLT	5.1	0.6%	↘	1.3	1.3%	↗	30.0%	↗	- 24.4	↗
NLD	12.6	1.4%	↗	-	0.0%				- 9.1	↘
POL	28.4	3.3%	↗	1.3	1.2%	↗	10.5%	↗	5.2	↘
PRT	75.6	8.7%	↘	0.3	0.3%	↘	0.5%	↘	- 10.9	↘
ROU	0.9	0.1%	↗	0.1	0.1%	↗	9.4%	↗	17.1	↘
SVN	1.3	0.1%	↗	0.1	0.1%	↘	7.5%	↘	- 21.1	↘
SWE	18.1	2.1%	↘	1.5	1.5%	↗	8.8%	↗	- 33.3	↘
Total	872.1			104			11.5%		2.8	

Annex Table 34 EU large-scale fleet capital and investment indicators, 2012

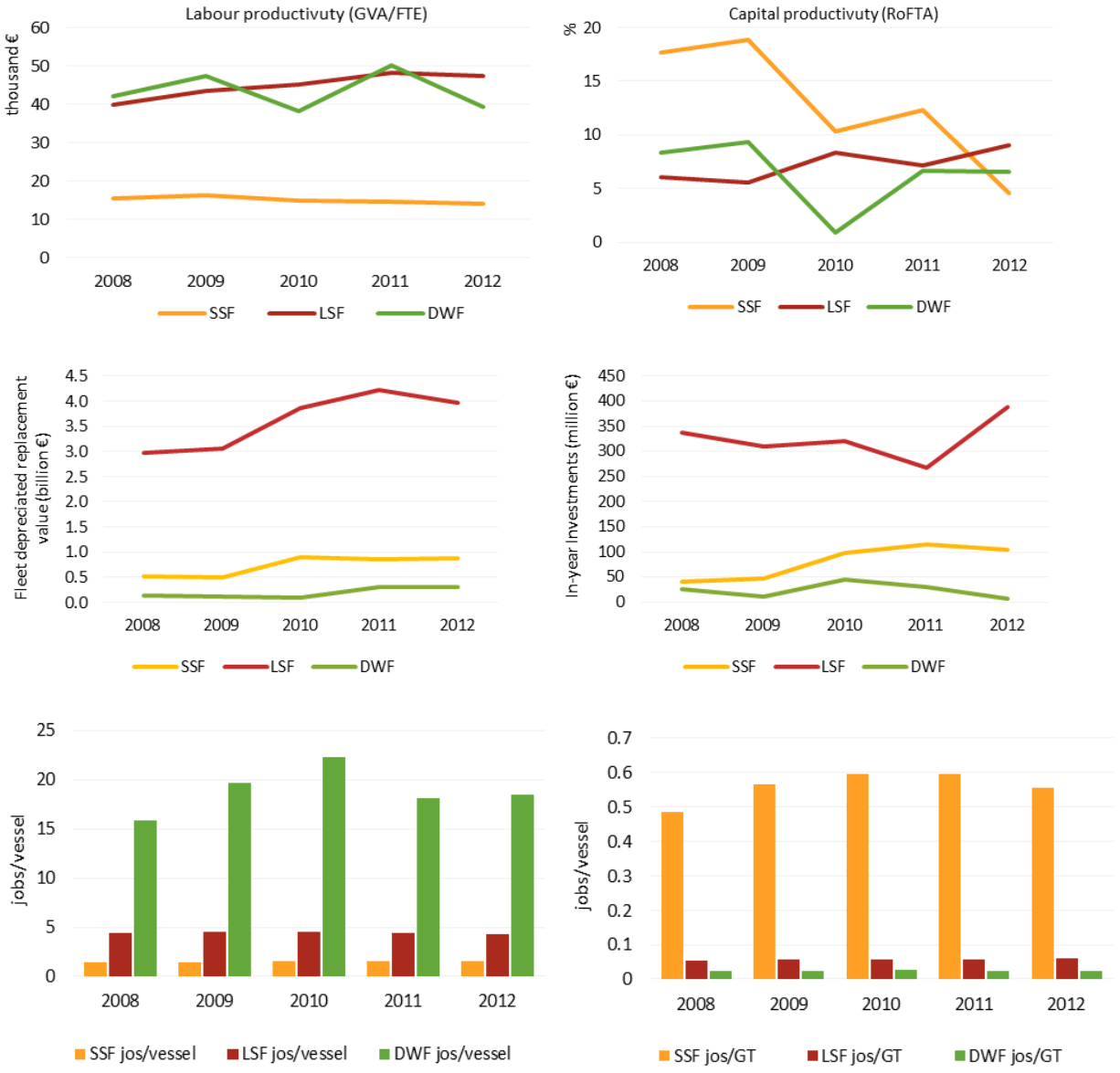
Arrows indicate change (Δ) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

EU LARGE-SCALE FLEET										
	Fleet replacement value	as % of total	Δ to 2011	In-year investments	as % of total	Δ to 2011	Investment as % of Revenue	Δ to 2011	RoFTA (%)	Δ to 2011
BEL	57.6	6.6%	↗	11.9	11.4%	↘	15%	↘	- 10.1	↘
BGR	-	0.0%	↘	1.4	1.4%	↔	51%	↘	- 17.5	↗
CYP	117.0	13.4%	↘	0.5	0.5%	↔	21%	↘	- 6.2	↘
DEU	76.2	8.7%	↘	18.7	18.0%	↘	13%	↘	9.1	↗
DNK	477.2	54.7%	↗	101.0	97.3%	↗	28%	↗	11.6	↘
ESP	264.9	30.4%	↘	14.6	14.1%	↘	2%	↘	19.2	↗
EST	9.9	1.1%	↘	1.3	1.3%	↘	14%	↘	5.1	↘
FIN	28.5	3.3%	↘	5.9	5.7%	↘	20%	↘	16.4	↗
FRA	654.1	75.0%	↘	41.1	39.6%	↘	6%	↗	- 5.7	↘
GBR	412.0	47.2%		32.5	31.3%	↗	4%	↗	36.3	↘
GRC	92.5	10.6%		5.9	5.6%					
HRV	61.5	7.1%	↘	2.5	2.4%	↘	7%	↘	10.1	
IRL	353.4	40.5%	↘	73.7	71.0%	↗	28%	↗	- 0.8	↗
ITA	591.9	67.9%	↘	19.7	18.9%	↘	3%	↘	1.7	↘
LTU	6.3	0.7%	↗	1.0	1.0%	↗	15%	↗	19.1	↔
LVA	10.3	1.2%	↗	0.5	0.5%	↗	2%	↗	17.8	↘
MLT	29.6	3.4%	↘	0.7	0.7%	↗	9%	↘	- 8.0	↗
NLD	294.5	33.8%	↘	35.4	34.1%	↗	10%	↗	- 0.7	↘
POL	67.0	7.7%	↗	10.3	9.9%	↘	24%	↘	7.0	↗
PRT	263.7	30.2%	↘	3.0	2.9%	↘	1%	↘	5.4	↘
ROU	1.5	0.2%	↗	0.02	0.0%		22%		- 2.8	↘
SVN	1.6	0.2%	↘	0.1	0.1%	↗	9%	↗	19.5	↗
SWE	104.4	12.0%		5.7	5.5%	↗	5%	↗	8.9	↗
Total	3,975.7			388			7.7%		6.6	

Annex Table 35 EU distant-water fleet capital and investment indicators, 2012

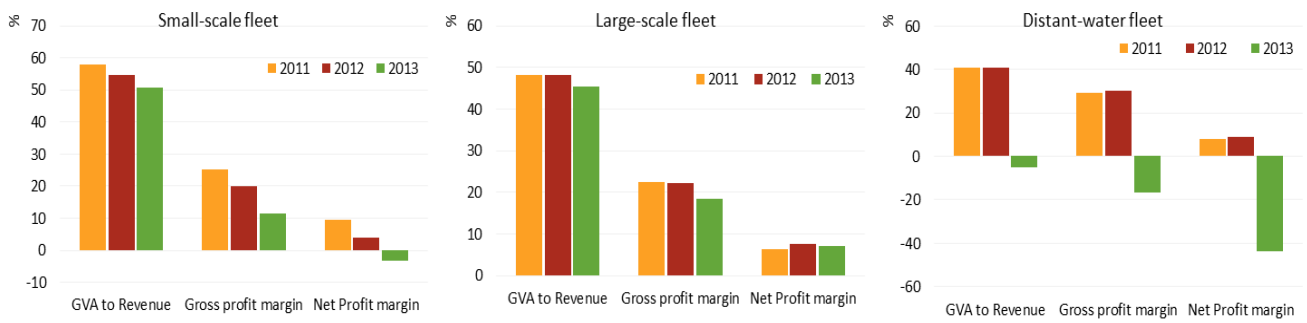
Arrows indicate change (Δ) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%).

EU LARGE-SCALE FLEET										
	Fleet replacement value	as % of total	Δ to 2011	In-year investments	as % of total	Δ to 2011	Investment as % of Revenue	Δ to 2011	RoFTA (%)	Δ to 2011
ESP	189.5	21.7%	↗	6.5	6.2%	↘	0.8%	↘	35.6	↗
ITA	23.9	2.7%	↘	0.8	0.7%	↘	11.8%	↗	8.9	↗
LTU	41.1	4.7%	↘	0.2	0.1%	↘	0.4%	↘	10.2	↗
PRT	43.3	5.0%	↗	0.3	0.3%	↘	0.7%	↔	1.8	↘
Total	297.7			7.6			0.7%		25.1	



Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Figure 13 Trends in labour and capital productivity and indicators of vessel labour/capital use by fishing activity: 2008-2012



Source: Member State data submissions under the DCF 2014 Fleet Economic

Annex Figure 14 Projection performance results for 2013 by fishing activity.

Annex Table 36 Economic performance AER forecast indicators (million €) for 2013

Arrows indicate change (**Δ**) in relation to 2012: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).

	Revenue	as % of total	Δ to 2012	Operating costs	as % of total	Δ to 2012	Capital Costs	as % of total	Δ to 2012	GVA	as % of total	Δ to 2012	Gross profit	as % of total	Δ to 2012	Net profit	as % of total	Δ to 2012
BEL	75.6	2%	↘	72.2	2%	↘	8.9	1%	↘	28.0	2%	↘	3.5	1%	↘	- 5.4	-6%	↗
BGR	6.2	0%	↗	5.6	0%	↗	1.0	0%	↗	3.3	0%	↗	0.6	0%	↗	- 0.4	0%	↘
CYP	5.8	0%	↘	1.1	0%	↘	48.5	5%	↗	-	0%	↗	-	0%	↗	-	0%	↗
DEU	139.9	4%	↘	117.3	3%	↘	19.5	2%	↗	70.7	5%	↘	22.6	4%	↘	3.1	3%	↘
DNK	-			-			-	0%	↘	-			-			-		
ESP	-			1,000.6	24%	↘	142.2	16%	↔	-			-			-		
EST	15.4	0%	↗	10.5	0%	↘	1.4	0%	↗	10.3	1%	↗	5.0	1%	↗	3.6	4%	↗
FIN	38.6	1%	↘	31.2	1%	↘	4.1	0%	↗	16.8	1%	↘	7.4	1%	↘	3.3	3%	↘
FRA	-			532.8	13%	↘	156.9	18%	↗	-			-			-		
GBR	842.8	26%	↘	710.3	17%	↘	50.5	6%	↗	332.9	22%	↘	132.5	21%	↘	82.0	87%	↘
GRC	-			-			-			-			-			-		
HRV	305.2		↗	25.6		↗	7.9			290.9		↗	279.7		↗	271.7		↗
IRL	312.6	10%	↗	209.0	5%	↘	39.0	4%	↘	189.5	13%	↗	103.5	16%	↗	64.5	69%	↗
ITA	813.8	25%	↘	641.1	15%	↘	207.4	23%	↗	386.1	26%	↘	172.7	27%	↘	- 34.7	-37%	↘
LTU	29.8	1%	↘	32.0	1%	↘	3.2	0.4%	↗	1.0	0.1%	↘	- 2.2	-0.3%	↘	- 5.4	-6%	↘
LVA	24.1	1%	↘	19.5	0%	↘	1.1	0.1%	↘	8.3	1%	↘	4.7	1%	↗	3.6	4%	↗
MLT	12.5	0.4%	↘	15.4	0.4%	↗	33.4	4%	↗	5.1	0%	↗	- 2.8	-0.4%	↘	- 36.2	-38%	↘
NLD	373.7	11%	↗	325.1	8%	↔	39.2	4%	↔	140.2	9%	↗	48.5	8%	↗	9.4	10%	↗
POL	56.7	2%	↗	45.5	1%	↗	5.7	1%	↗	27.9	2%	↗	11.2	2%	↗	5.5	6%	↘
PRT	379.3	12%	↘	304.6	7%	↘	94.8	11%	↘	203.4	13%	↘	74.8	12%	↘	- 20.1	-21%	↘
ROU	1.4	0.0%	↗	0.8	0.0%	↗	0.1	0.0%	↘	1.2	0.1%	↗	0.6	0.1%	↗	0.5	0.6%	↗
SVN	1.66	0.1%	↘	1.66	0.0%	↘	0.4	0.0%	↗	1.0	0.1%	↘	0.0	0.0%	↘	- 0.4	-0.4%	↘
SWE	153.2	5%	↗	103.3	2%	↔	28.6	3%	↗	83.0	6%	↗	49.9	8%	↗	21.3	23%	↗
Total*	3,283			4,179			886			1,508			632			94		
Total**	3,259			4,157			803			1,500			635			131		

*excludes Croatia (HRV); **excludes Bulgaria (BGR), Cyprus (CYP), Croatia (HRV) and Malta (MLT). Greece no data

The analysis covers the national fleets for which there were enough data to forecast economic indicators.

Annex Table 37 Economic performance AER forecast indicators (%) for 2013

Arrows indicate change (**Δ**) in relation to 2012: (↗) increase; (↘) decrease and (↔) stable/no change (**Δ** between -1 and +1%).
The analysis covers the national fleets for which there were enough data to forecast economic indicators.

	GVA to Revenue	Δ to 2012	Gross profit margin	Δ to 2012	Net profit margin	Δ to 2012	GVA/FTE	Δ to 2012	RoFTA	Δ to 2012
BEL	37.1	↔	4.6	↔	- 7.2	↔	86.7	↘	- 10.2	↗
BGR	52.4	↗	9.4	↘	- 6.3	↘	0.5	↗	0.1	↘
CYP	-		-		-		-		-	
DEU	50.5	↗	16.1	↘	2.2	↘	57.2	↗	3.5	↘
DNK	-		-		-		-		-	
ESP	-		-		-		-		-	
EST	66.4	↗	32.1	↗	23.1	↗	13.4	↘	11.6	↗
FIN	43.5	↘	19.2	↘	8.5	↘	56.8	↘	4.9	↘
FRA	-		-		-		-		-	
GBR	39.5	↘	15.7	↘	9.7	↘	33.7	↘	14.7	↘
GRC	-		-		-		-		-	
HRV	95.3	↗	91.6	↔	89.0	↔	1,640.1	↔	360.9	↗
IRL	60.6	↗	33.1	↗	20.6	↗	83.1	↗	20.7	↗
ITA	47.4	↘	21.2	↘	- 4.3	↘	19.1	↘	- 1.6	↘
LTU	3.4	↘	- 7.4	↘	- 18.0	↘	2.1	↘	- 8.6	↘
LVA	34.4	↔	19.4	↗	14.9	↗	33.3	↗	38.3	↗
MLT	40.7	↗	- 22.7	↘	- 289.3	↘	19.4	↗	- 87.6	↘
NLD	37.5	↗	13.0	↗	2.5	↗	70.8	↘	2.1	↗
POL	49.3	↔	19.8	↔	9.7	↘	16.6	↗	8.8	↗
PRT	53.6	↘	19.7	↘	- 5.3	↘	12.8	↘	0.8	↘
ROU	79.8	↗	42.5	↗	36.4	↗	65.5	↗	22.4	↗
SVN	58.0	↘	0.2	↘	- 22.4	↘	14.1	↘	- 4.8	↘
SWE	54.2	↗	32.6	↗	13.9	↗	90.0	↗	18.7	↗

Source: Member State data submissions under the DCF 2014 Fleet Economic

1. INTRODUCTION

The 2014 Annual Economic Report (AER) on the European Union (EU) fishing fleet provides a comprehensive overview of the latest information available on the structure and economic performance of EU Member States fishing fleets.

This report covers a six year time period and includes information on the EU fleet's fishing effort, landings, revenue, costs and employment for the years 2008 to 2012. The economic performance of the EU fishing fleet is also reported in terms of gross value added, profits, labour and capital productivity.

This publication includes:

1) An structural and economic overview of the EU fishing fleet in 2012 and trend analyses for the years 2008-2012;
2) A regional analysis of the EU fishing fleet by major sea basin: Baltic Sea, North Sea and Eastern Arctic, North Atlantic, Mediterranean and Black Sea, as well as fleets operating in Other Fishing Regions;
3) A detailed structural and economic overview of each EU Member State fishing fleet, including qualitative economic performance assessments for 2012 and projections for 2013.

1.1. TERMS OF REFERENCE FOR STECF EWG-14-04 & 14-05

Background

Following the 2014 DCF call for economic data on the EU fishing fleet, EWG 14-04 and 14-05 are requested to analyse and comment on the economic performance of the EU and national fishing fleets between 2008 and 2012; and 2013 where relevant. The two main objectives for the 2014 AER are to increase qualitative interpretation of all data outputs and bring the report more "up to date".

Quality of data remains essential. Data quality checks and data validation tools will be applied by the JRC. Experts will receive the data tables for the national and regional analyses, already validated where possible, on the first day of the meeting. Past experience suggests that some quality issues will remain (errors that can only be identified by those with specific knowledge of the data) and therefore experts are requested to check for further errors and report on these whilst carrying out the various tasks. Time saved by the experts as a result of not having to carry out specific quality checks on MS DCF data submissions will enable an increased qualitative interpretation of the economic data analysed in the report.

The 2014 AER will follow a more analytical approach and contain qualitative information and analysis on the drivers and trends in fleet economic performance and other aspects of policy relevance. For this, questions on the major drivers and issues affecting fleet economic performance, such as market prices, capacity imbalance, decommissioning, discards/high-grading, poor stock recruitment/stock recovery situations, ITQs systems, certification, MPAs, etc., should be asked consistently at all levels of analysis, i.e. fleet segment level, national level, regional level, and overall EU level. Furthermore, trends will be based on longer data series: generally 5 years of DCF data including DCR data, prepared previously by the JRC, where applicable.

Increased qualitative interpretation of the data outputs requires sufficient attendance of experts knowledgeable in Member State specific fleet economic performance issues, while a more 'up-to-date' report requires that MS provide the data necessary to successfully undertake the calculations.

The regional analysis will be further improved, particularly in terms of the level of disaggregation (in some instances it may be necessary to make assumptions about the allocation of costs and earnings for fleet segments operating in two or more sea basin areas).

Another improvement will be bringing the report more 'up-to-date' by providing, where possible, robust estimates of 2014 economic performance using the latest available data (2014 agreed quota and effort restrictions).

EWG 14-04 must prepare a long summary of the AER report 2014 to be included at the beginning of the report but which can also be published as a stand-alone STECF document if necessary.

EWG 14-04 is requested to quality check, analyse and summarise economic, social and technical balance indicators produced by JRC for the period 2008-2012/13. The procedure will be as follows:

JRC calculates the economic, technical and social indicators plus the number of inactive vessels. Under an ad-hoc contract, the SHI and SAR indicators are calculated and checked using the methodology used by the balance group. The figures produced in step 1 are provided to the first EWG 14-04 in order to check these before being submitted together with the provided step 2 to STECF for written procedure on 11 April (or shortly after). DG MARE sends the estimates, if endorsed by STECF, to Member States to be used in the fleet reports.

Terms of Reference - 2014 AER on the EU fishing fleet

STECF is requested to provide the Annual Economic Report on EU fleets for 2014 including, at least, the following sections:

1 - Introductory remarks

- STECF observations
- Extended summary
- Expert working group report

2 – Overview of the EU fishing fleet

- EU fleet structure
- Socio-economic structure of the EU fleet, including employment and average salaries
- EU fleet fishing activity and output
- EU fleet economic performance
- Section on resource efficiency examining aspects such as energy efficiency and labour productivity
- Section on EU small-scale fleet segments distant water fleets (key socio-economic indicators)
- Assessment for 2013

3 - Regional analyses

- Baltic Sea
- Mediterranean and Black sea
- North Atlantic
- North Sea and Eastern Arctic area
- Other fishing regions

4 - National chapters on the economic performance of each MS fleet

- Should include a section on the small-scale, large-scale and distant-water fleet segments

5 - Annex

- Concepts, terms & definitions,
- Methodology

1.2. DATA SOURCE AND COVERAGE

The data used to compile all the various analyses contained within the report were collected under the frameworks of the Data Collection Regulation (DCR); cf. Council Regulation (European Commission (EC)) No 1543/2000 of 29 June 2000 and the data collection framework (DCF), cf. Council regulation (European Commission (EC) No 199/2008 of 25th February 2008).

The 2014 data call requested data for the years 2008 to 2014. Capacity data was requested up to and including 2014, while employment and economic parameters were requested up to and including 2012. Most effort and all landings data were requested up to and including 2013, as well as, income from landings (non-mandatory) to allow for economic performance projections to be estimated at fleet segment and national level for 2013.

This report includes data reported by national totals and by fleet segments (a combination of the main fishing technology used and vessel length group operating predominately in one supra-region). The data analysed covers transversal (capacity, landings and effort) and economic data (income, costs, employment, enterprises, capital and investment).

For a full list of variables and reference years requested under the 2014 DCF call for economic data on the EU fishing fleet see the Methodology section.

In terms of the completeness of the Member States data submissions, most countries submitted the majority of parameters requested under the call. In many cases missing data relates to fleet segments with low vessel numbers for which data is hard to obtain. In terms of data quality, inevitably some 'abnormal' estimates for various parameters were detected by JRC or the experts and in many cases rectified by the Member States. However, some quality issues remain outstanding.

This year, Greece provided data but only for 2012, and with substantial amount of missing data, in particular on effort and landings.

Additionally, the new Member State, Croatia was only able to provide data since 2011.

This year's submission from Cyprus, France and Spain continue to be incomplete and some data quality issues remain for several other Member States, such as Bulgaria and Malta.

Incomplete time series data due to either the non-submission of data, questionable data and/or new MS additions, make trend analysis at the EU and regional levels impossible without excluding the MS fleets that are incomplete.

The MS that were unable to deliver complete and reliable data on their fishing fleets for the years 2008-2012 were excluded from the trend analysis and include Bulgaria, Croatia, Cyprus, Estonia, France, Greece, Malta and Spain. For results on the current situation (2012) of the EU fleet, Estonia, France and Spain were included. Other relevant data related issues are highlighted throughout the text.

The National Chapters present all the DCF data provided by MS, highlighting some questionable data.

For more information on data coverage and limitations see the Methodology section.

1.3. ABBREVIATIONS

European Member States

BEL	Belgium	**HRV**	Croatia
BGR	Bulgaria	**IRL**	Ireland
CYP	Cyprus	**ITA**	Italy
DEU	Germany	**LTU**	Lithuania
DNK	Denmark	**LVA**	Latvia
ESP	Spain	**MLT**	Malta
EST	Estonia	**NLD**	Netherlands
EU	European Union	**POL**	Poland
FIN	Finland	**PRT**	Portugal
FRA	France	**ROU**	Romania
GBR	United Kingdom	**SVN**	Slovenia
GRC	Greece	**SWE**	Sweden

Fishing Technologies – DCF categories

DFN	Drift and/or fixed netters
DRB	Dredgers
DTS	Demersal trawlers and/or demersal seiners
FPO	Vessels using pots and/or traps
HOK	Vessels using hooks
MGO	Vessel using other active gears
MGP	Vessels using polyvalent active gears only
PG	Vessels using passive gears only for vessels < 12m
PGO	Vessels using other passive gears
PGP	Vessels using polyvalent passive gears only
PMP	Vessels using active and passive gears
PS	Purse seiners
TM	Pelagic trawlers
TBB	Beam trawlers

Fishing activity – scale of fishing vessel / activity

SSF	Small-scale fleet
LSF	Large-scale fleet
DWF	Distant-water fleet

2. LIST OF PARTICIPANTS

The report has been produced by two working groups of economic experts (expert working group 14-04 and 14-05) convened under the Scientific, Technical and Economic Committee for Fisheries (STECF), which took place from the 7 to 11 of April in Ispra, Italy and from the 9 to 13 June 2014 in Gothenburg, Sweden. The groups consisted of independent experts from within the EU and experts from the European Commission's Research Centre (JRC).

The full list of participants at EWG 14-04 and 14-05 is presented in section 7.

3. EU FLEET OVERVIEW

KEY FINDINGS

Situation 2012

- The EU fishing fleet numbered 86,283 vessels on the 1st of January 2012 based on EU's fleet register (including available data on Croatia) with a combined gross tonnage (GT) of 1.7 million tonnes and engine power of 6.7 million kilowatts (kW).
- EU fleet capacity has decreased steadily over the years, with an average annual decrease of 2% in terms of vessel numbers and kW and 3% in terms of GT.
- Based on DCF data, there were 68.9 thousand vessels active in 2012.
- Of the active vessels, 74% were small-scale, 26% large-scale and less than 1% distant-water vessels.
- Direct employment generated by the fleet amounted to just over 151 thousand fishers, corresponding to 120 thousand FTEs (excluding Bulgaria).
- Average annual wage per FTE was estimated at €18 thousand, ranging from €78 thousand for Belgian fishers to less than €7 thousand (e.g. Greek fishers).
- The EU fleet (excl. Greece) spent almost 5 million days at sea and consumed 2.36 billion litres of fuel (excluding Bulgaria and Cyprus). Average fuel price increased 14% in 2012.
- The EU fleet (excl. Greece) landed 4,295 thousand tonnes of seafood in 2012, amounting to almost €6.9 billion in landed value.

Economic performance

- Revenue generated by the EU fishing fleet in 2012 (excl. Bulgaria, Croatia, Cyprus, Greece and Malta) was estimated at €6.9 billion, consisting of €6.8 billion in fish sales and €92 million in non-fishing income.
- As in previous years, the major cost items were labour and energy, representing 35% and 28% of total operating costs, respectively.
- The amount of Gross Value Added (GVA) and gross profit (all excl. subsidies) generated by the EU fishing fleet (excl. Bulgaria, Croatia, Cyprus, Greece and Malta) in 2012 was €3.3 billion and €1.3 billion, respectively.
- GVA as a proportion of revenue was estimated at 48% and gross profit margin at 19.2%.
- With a net profit of €458 million in 2012, 6.6% of the EU fleet's revenue was retained as net profit.
- Fifteen out of 18 Member States (MS) generated net profits in 2012 while three MS generated net losses.

Trend analyses on key performance indicators for selected EU fleets

- Projections for 2013 suggest that revenue decreased in nine out of the 15 MS assessed. GVA as a % of revenue also increased or remain stable in 9 out of 15 MS, while gross profit and net profit margins increased in about half of the MS fleets assessed.

Main drivers and trends

- Factors that may have contributed to improved economic performance include: higher average first-sale prices; reduced operating costs; research and innovation projects (e.g. more fuel efficient techniques); recovery of some stocks under management plans and reduced capacity.
- Main factors that may have contributed to poor economic performance include: reduced TACs and quotas for several key stocks; low abundances and/or low quality of some species; increased fuel prices; market saturation (e.g. Baltic cod) and poor marketing channels.

Background

This chapter provides an overview of the structure and economic performance of the EU fishing fleet in 2012 and highlights some key trends between 2008 and 2013 based on data obtained through the 2014 DCF fleet economic data call.

Capacity data on the EU fishing fleet held in the EU Fleet Register database were used to complement the DCF capacity data. All fishing activity (effort and landings) and socio-economic analysis are based on the data provided by MS during the 2014 DCF data call.

The EU fleet encompasses all fishing vessels registered in the EU coastal Member States, which, with the addition of the Croatia, numbered 23. Croatia officially joined the EU in 2013 and was only in a position to provide DCF data for the years 2011 to 2013. On the other hand, Greece was only able to submit data on its national fleet for the year 2012. The remaining 21 MS were able to submit, at least in most part, data for all DCF years (2008-2013). Due to these and other data related issues, a comprehensive overview of the EU fleet was not possible for the period 2008-2013.

Considering these data limitations and in order to provide the most reliable, complete and up-to-date information as possible on the EU fleet, this chapter is structured as follows:

- Section 3.2 provides a snapshot of the EU fleet in 2012, including all 23 MS fleets where possible. Results are presented at EU level with additional analyses by Member State and main type of fishing activity (i.e. small-scale, large scale and distant-water fleet);
- Section 3.3 provides an overview of the economic performance of the EU fleet in 2012. Due to several data inconsistencies, results include all MS fleets with the exception of Bulgaria, Croatia, Cyprus, Greece and Malta;
- Section 3.4 relates trend analyses on the key performance indicators for selected EU fleets. These selected MS fleets include only those with a complete coverage of reliable data for the period 2008-2012. This analysis covers 15 of the 23 MS fleets and excludes, in addition to the five MS mentioned above, Estonia, France and Spain. Given that France and Spain comprise two of the most important EU fishing fleets, this section serves to provide some insight on the development trends of the EU fleet, represented by the selected fleets, over the period 2008-2013. Additionally, results by main type of fishing activity (small-scale, large-scale and distant-water fleet) and projections results for 2013 are provided;
- Section 3.5 concludes with a short description of the main drivers and trends affecting the economic performance of the EU fleet over recent years.

Under the DCF, Member States provide transversal and economic data on their fleets at the national level and by fleet segment (combination of main fishing technology and vessel length group at the supra-region level).

For this chapter, national level datasets were used for analyses at the EU and MS levels while fleet segment level data were used to compile results by fishing activity (i.e. by small-scale, large-scale and distant-water fleets). While in theory both national and fleet segment datasets submitted by MS should equate, this is not always the case and some discrepancies exist between the two sets of data. These discrepancies are mainly due to missing/incomplete datasets at the fleet segment level. Discrepancies may also arise due to the fact that MS cluster (aggregate fleet segments) to avoid breaching secrecy issues when fleet segments contain too few vessels. For confidentiality reasons, MS may aggregate fleet segments into clusters to provide sensitive economic data. In several cases, clustering may not be enough to guarantee confidentiality, and hence, parts of MS fleets are not covered at all.

3.1. Overview of the EU Fishing Fleet in 2012

The following section provides data on the EU fleet in 2012, aggregated at the EU level and by main type of fishing activity, i.e. small-scale, large-scale and distant-water fleets.

The types of fishing activity are defined as:

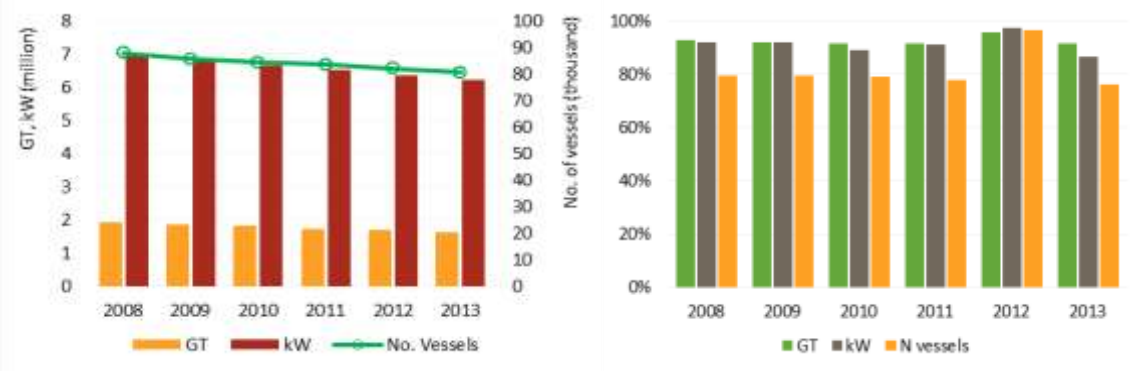
- Small scale fleet (SSF) - includes all vessels under 12m using static gears. According to the DCF gear definitions these include: 'drift and/or fixed netters', 'pots and/or traps', 'hooks', 'passive gears only', 'other passive gears', 'polyvalent passive gears only', 'active and passive gears'.
- Large-scale fleet (LSF) - segment includes all vessels using towed gears. According to the DCF gear definitions these include: 'dredgers', 'demersal trawlers and/or demersal seiners', 'other active gears', 'polyvalent active gears only', 'purse seiners', 'beam trawlers', 'pelagic trawlers' and vessels over 12 metres using static gears operating in EU fishing regions.
- The distant-water fleet (DWF) - includes EU registered vessels over 24 metres operating in 'other fishing regions' including EU outermost regions (excluding the Azores region).

More detailed results by Member State and fishing activity for the period 2008 to 2012, can be found in Tables 3.1 and 3.2 at the end of this section.

Fleet Capacity

According to the EU fishing fleet register, which includes information on all commercial fishing vessels from 22 coastal Member States (Croatia is not yet covered), the total number of vessels in the EU fleet on 1 January 2012, totalled 82,047 vessels with a combined gross tonnage (GT) of 1.69 million tonnes and total engine power of 6.36 million kilowatts (kW). When including the available DCF capacity data on the Croatian fleet, the EU fleet comprised 86,238 vessels and a combined gross tonnage of 1.73 million tonnes and total engine power of 6.69 million kilowatts in 2012. The overall capacity of the EU fleet decreased between 2008 and 2013 by: vessels -8%, GT -15% and kW -11% (Figure 3.1).

Relative to the data held in the EU fleet register, the latest DCF data covered 96% of the EU fleet in GT, 98% in kW and 97% in number. The higher coverage in 2012 is due to the submission of Greek data that were previous lacking in the DCF data[1].



Data source: EU Fleet register and Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.1 Trends on the EU fishing fleet capacity: 2008-2013.

Left: Data held in the EU Fleet Register (not covering Croatia); Right: coverage of the DCF capacity data related to EU Fleet Register.

According to the EU Fleet Register and including Croatia, Greece possessed the largest fleet in terms of vessel number, encompassing 19% of the total EU fleet in 2012, followed by Italy (17%) and then Spain (13%). The Spanish fishing fleet was the largest in terms of vessel tonnage (24% of the EU total), followed by the UK (12%) and Italian (10%) fleets.

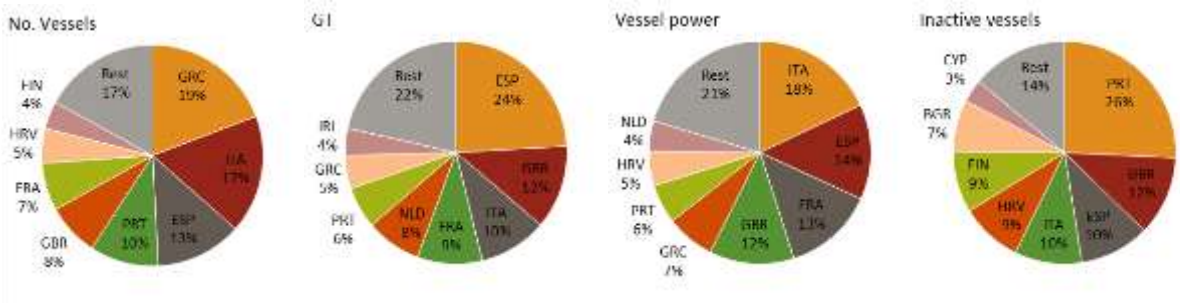
1 DCF data for Croatia, available only for the years 2011-2013, are excluded from the coverage for consistency, as the EU fleet register does not yet contain data on the Croatian fleet.

In terms of engine power, the Italian fleet encompassed 18% of the total EU fleet kW, followed by France (16%) and Spain (14%).

Belgium, with 86 vessels, possessed the smallest fleet in number and Romania the lowest gross tonnage and engine power, only 0.1% of the EU total (Figure 3.2).

Inactive vessels, excluding the French and Greek fleets, represented 25% of the total fleet in number, 9% of the gross tonnage and 16% of the engine power, indicating that most of the inactive vessels are small-scale in nature. In fact, 93% of the inactive vessels were less than 12 m in length while vessels between 12 and 24 m accounted for 6% and vessels over 24 m less than 2% of the inactive fleet (Figure 3.3).

With over 4,000 vessels, Portugal possessed the largest inactive fleet (26%), followed by the UK with more than 1,800 vessels (12%) (Figure 3.2). However, in terms of gross tonnage, the Spanish fleet possessed the largest latent GT with 21% of the EU total while the Italian fleet held the most inactive engine power (21% of the inactive kW).

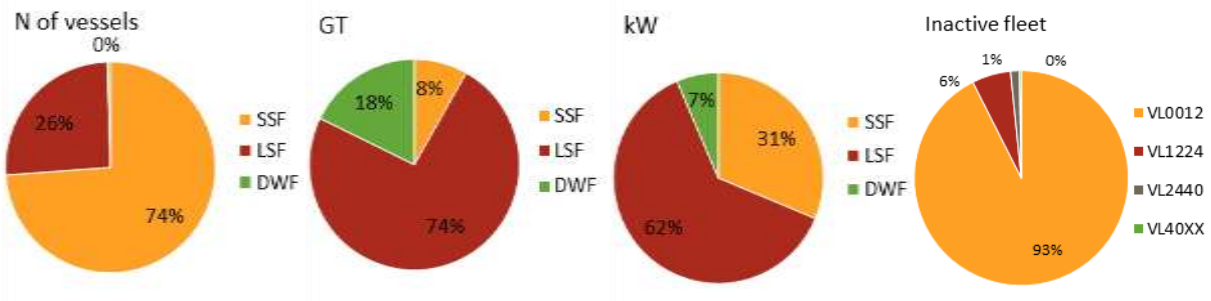


Data source: EU Fleet Register and Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.2 MS fleet capacity as percentage of EU fleet in 2012

Note: Data on number of inactive vessels are not available for France and Greece

Analysing the active part of the fleet by fishing activity, the small-scale fleet comprised 51 thousand vessels, 74% of the total EU fleet in number, 8% in gross tonnage (128 thousand GT) and 31% in engine power (1.8 million kW). The distant-water fleet, although comprising less than 1% of the number of vessels (335), represented 18% of the total gross tonnage (275 thousand GT) and 7% of the engine power. The large-scale fleet represented the remaining 26% of the fleet in number (17.7 thousand), 74% of the gross tonnage and 62% of the engine power (3.6 million kW) (Figure 3.3).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.3 Capacity by main fishing activity as percentage of EU fleet in 2012

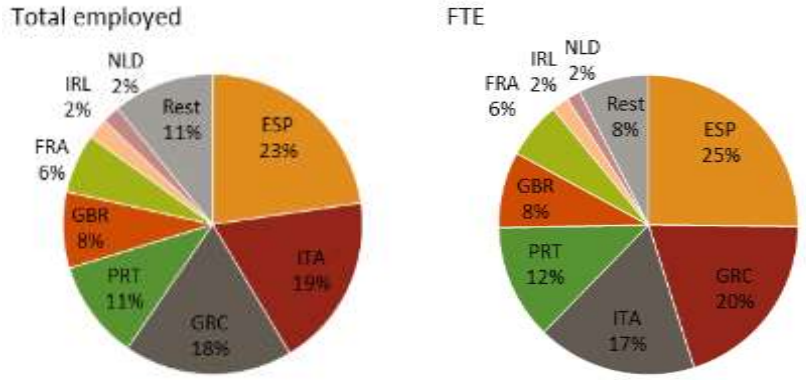
Employment and average wage

The EU fishing fleet directly employed 151,383 fishers in 2012, corresponding to 120,315 FTEs[2]. Five MS fleets employed 80% of the total EU fishers, with the Spanish fleet employing 23%, followed by the Italian (19%) and

[2] Excludes Bulgaria

Greek (18%) fleets. In terms of FTEs, the same five MS fleets employed 83% of the EU total, with the Greek fleet surpassing the Italian fleet (Figure 3.4), indicating more part-time fishers in the Italian fleet.

According to DCF data, the average wage per FTE[3] in 2012 was €18 thousand. At €78 thousand, Belgian (FTE) fishers earned the highest wages on average, followed by the Danish fishers (€68 thousand), and Dutch fishers (€53 thousand). On the other hand, the Cypriot fishers received the lowest average wage at €2 thousand followed by Greek fishers (€7 thousand) in 2012 (Table 3.1).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.4 Employment (total employed and FTE) by MS as a percentage of the EU fleet: 2012

Note: Data for Bulgaria excluded due to questionable data quality

When analysed by fishing activity, the small-scale fleet employed 72.8 thousand fishers, equating to 48% of the total number of employees and corresponding to 44.5 thousand FTEs (42% of total) in 2012. The large-scale fleet employed 72.3 thousand fishers, corresponding to 62 thousand FTEs (52%). On the other hand, the distant-water fleet employed 6 thousand fishers, corresponding to 7 thousand FTEs (or 6% of the total) (Figure 3.5). Higher FTE values are due to crewmembers usually having longer and/or extra shifts on-board distant-water fleets.

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.5 Employment (total employed and FTE) by fishing activity as a percentage of the EU fleet: 2012

Average wage per FTE in the small-scale fleet was estimated at €8.5 thousand in 2012. The same indicator for fishers operating in the large-scale fleet was €25.3 thousand while for fishers in the distant-water fleet, average wage per FTE was surprising low at €10.2 thousand, possibly reflecting high levels of employment of third country nationals (Table 3.2).

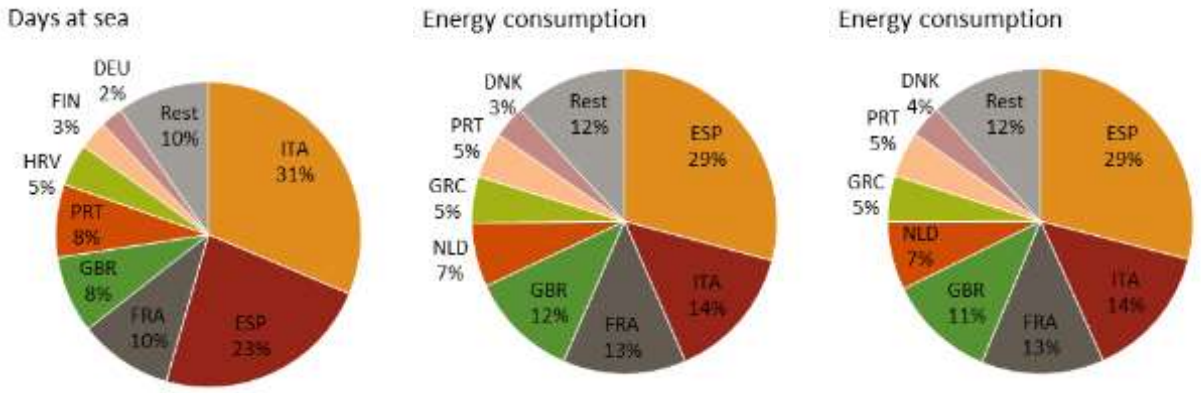
According to the data, crew engaged in the French distant-water fleet received by far the highest salary, earning on average €98,844. Among those engaged in the large-scale fleet, Danish fishers received on average the highest salary (€81.6 thousand), followed by Belgian fishers (€73.8 thousand). In addition, fishers engaged in the small-scale fleet, received high wages if they were employed in the Danish and French fleets.

[3] Wage indicators are estimated including crew wages and unpaid labour; estimations excludes employment figures for Bulgaria, due to their unreliability

Effort and fuel consumption

The total number of days at sea reported by the EU fleet[4] reached almost 5 million days in 2012. Italy reported by far the highest number of days at sea, amounting to 1.5 million days (31% of the total), followed by Spain (23%), France (10%), the UK (8%) and Portugal (8%). Together, these five MS accounted for 80% of the total registered days at sea in 2012 (Figure 3.6).

Energy consumed by the EU fleet[5] in 2012 was reported at 2.36 billion litres. According to the data available, the Spanish fleet consumed the most, accounting for 29% of total fleet fuel consumption, followed by the Italian (14%) and French (13%) fleets (Figure 3.6).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.6 Effort and fuel consumption, expressed as a percentage of the EU fleet: 2012

Figure 3.7 shows the spatial distribution of fishing effort deployed by the EU fleet in 2012. While the EU fleet operates in most fishing areas worldwide, effort is concentrated in the Mediterranean Sea and coastal Atlantic waters, owing to the high number of small-scale vessels operating in these regions.

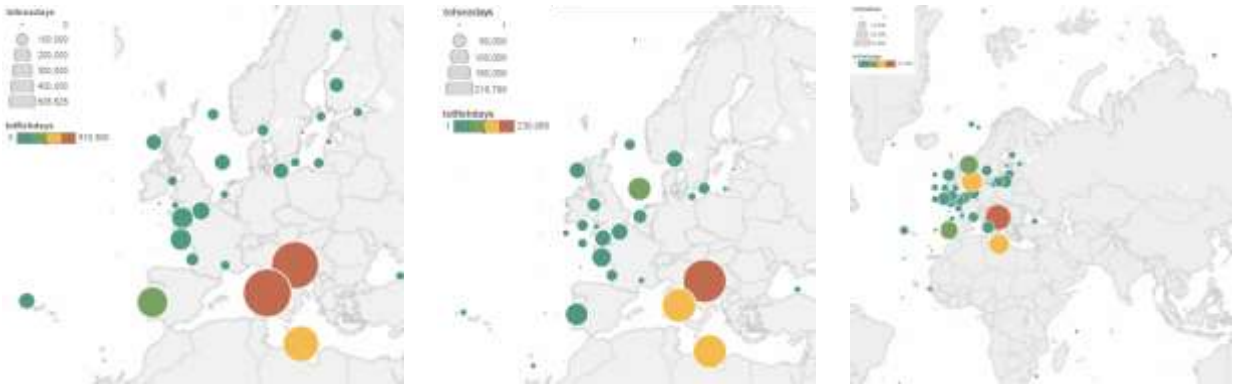
Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.7 Distribution of fishing effort in 2012 by main FAO fishing area.
Colour shows fishing days and size shows days at sea.

[4] excluding Cyprus and Greece due to missing data
[5] excluding Cyprus and Bulgaria

The map in Figure 3.8 presents fishing effort distribution in days at sea and fishing days by vessel length groups and shows that most of the fishing effort is applied in the Mediterranean Sea. This is not surprising since the Italian, Spanish and French fleets, important Mediterranean MS fleets, deploy around 64% of the total effort in sea days.

Vessels less than 12 m operate predominately in the Mediterranean Sea, while larger vessels deploy a large portion of their effort also in the North and Baltic Seas, in the Celtic Sea and in the Bay of Biscay. Vessels greater than 40 m also operate in distant waters, along the African coast, W Atlantic and Arctic Sea.

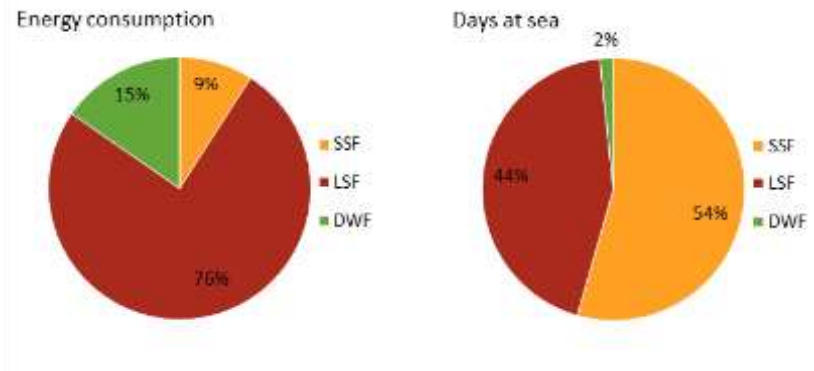


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.8 EU fishing fleet effort in Days at sea and Fishing days, 2012.

From left to right: vessels <12 m; between 12-24m; 24 to over 40 meters. Colour shows fishing days and size shows days at sea.

By fishing activity, the small-scale fleet deployed more than half of the total fishing effort of the EU fleet in days at sea (54%) but consumed less than a tenth of the fuel in 2012. Conversely, the distant-water fleet deployed 2% of the total effort but consumed 15% of the energy used by the fleet. The large-scale fleet consumed 76% of the fuel for 44% of the effort in sea days (Figure 3.9).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.9 Effort deployed and fuel consumption by fishing activity, expressed as a percentage of the EU fleet: 2012

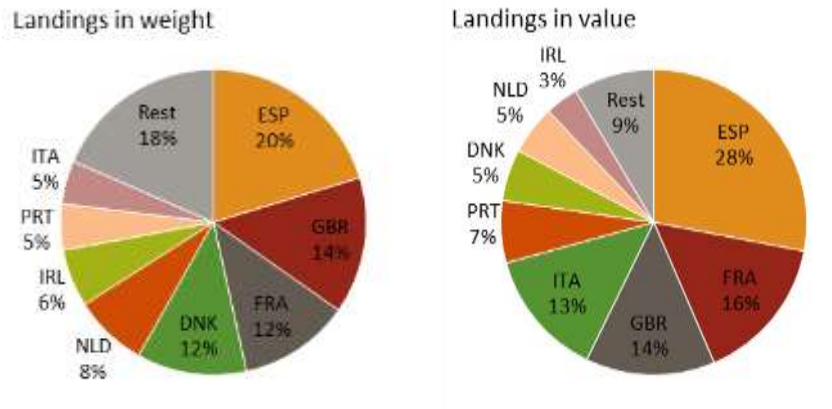
Landings

According to DCF data, the EU fleet[6] landed 4,295 thousand tonnes of seafood in 2012, corresponding to almost €6.9 billion in value (Figure 3.30).

The Spanish fleet landed the most in weight, totalling 20% of the landings covered, followed by the UK (14%), French and Danish fleets (both contributing 12%, respectively).

In terms of landed value, the Spanish fleet landed the most (28% of the total), followed by France (16%), the UK (14%), Italy (13%) and Portugal (7%) (Figure 3.10).

[6] Excl. Greece due to missing landings data

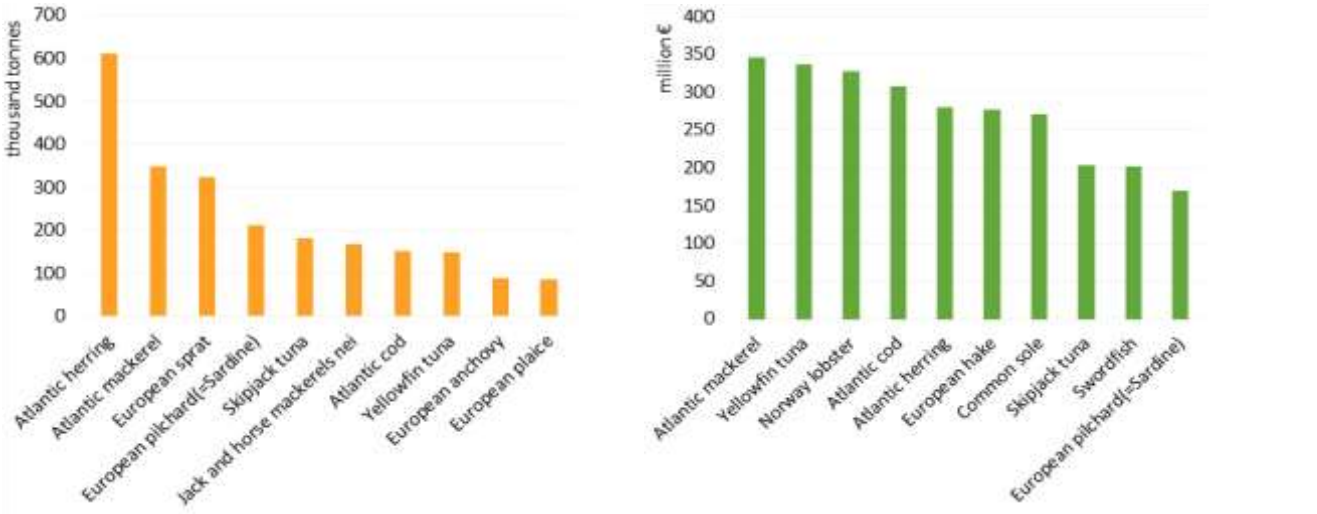


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.10 Landings in weight and value by MS, expressed as a percentage of the EU fleet: 2012

At 610.6 thousand tonnes, herring was the most important species in terms of weight landed in 2012[7], followed by Atlantic mackerel at 349 thousand tonnes and then European sprat at 324 thousand tonnes.

At €346 million, landings of Atlantic mackerel generated the most landed value, followed by yellowfin tuna at €337 million, Norway lobster at €328 million and then Atlantic cod at €308 million (Figure 3.11).

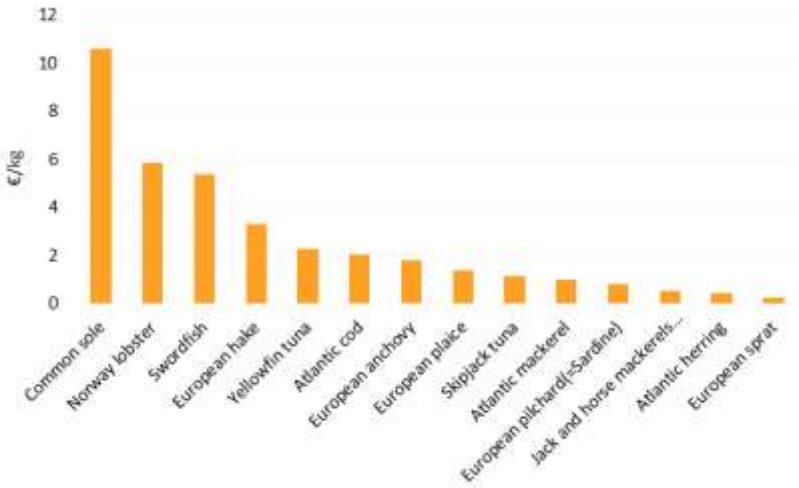


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.11 Top ten species landed in weight (left) and in value (right) in 2012.

Note: Spanish data excluded, as Spain provided data on landings weight but not on landings value

The common sole achieved by far the highest average first-sale price in 2012 at €10.6/kg, followed by Norway lobster at €5.9/kg, swordfish at €5.4/kg and European hake at €3.3/kg (Figure 3.12).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.12 Average price of the top species landed in terms of weight and/or value in 2012.

[7] Spanish figures have been excluded from this analysis, as Spain provided data on landings weight but not on landings value

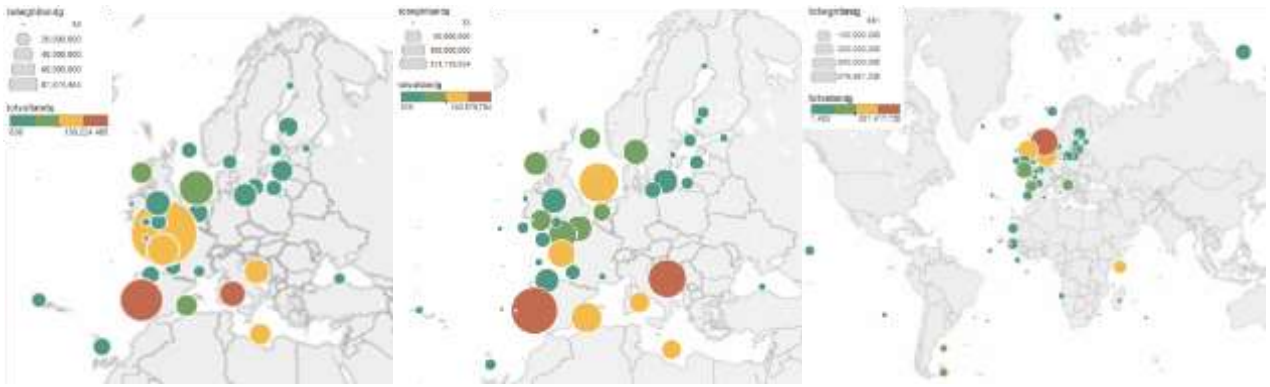
Figure 3.13 shows the spatial distribution of landings (representing catches) by the EU fishing fleet in 2012. The majority of landings, in weight and value, are taken in the North Sea and to a lesser extent in the Mediterranean Sea, while lower quantities and valued landings occur in the Black, Baltic and Celtic Seas.

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.13 EU fishing fleet landing in 2012 by main fishing area (ICES rectangle).

Colour shows landings value and size shows weight of landings.

Figure 3.14 presents landings (representing catch) in weight and value by vessel length groups and shows that in general, vessels under 12m catch lower quantities mainly in EU coastal and island regions, with one exception being the north coast of France (Brittany) and Portugal. Higher SSF landings in value are obtained in the Mediterranean Sea and along the coasts of France and Portugal (no data available for the Greek fleet) while lower landings in weight and value occur in the Baltic and North Seas. Larger vessel landings in weight are taken mainly from the Baltic and North Sea, with the North Sea being more important in terms of landed value.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

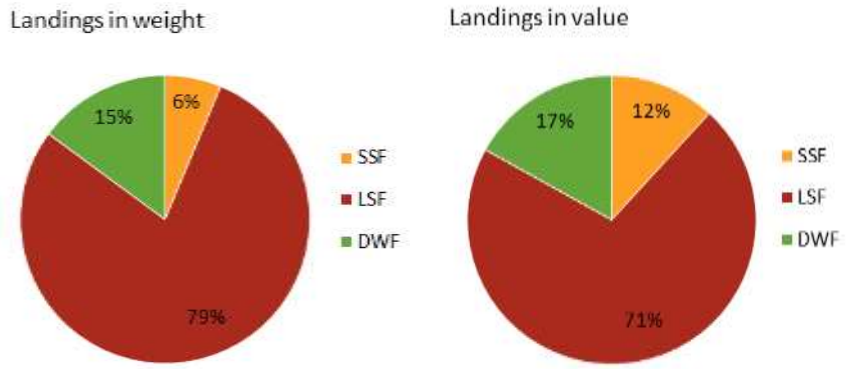
Figure 3.14 EU landings in weight and value, 2012.

From left to right: vessels <12 m; between 12-24m; 24m to over 40 meters

Colour shows value of landings and size shows weight of landings.

By fishing activity, the large-scale fleet contributed 79% to landings in weight and 71% to landings value. While the small-scale fleet landed 6% of the landing in weight (excluding Greece), it produced more than 12%

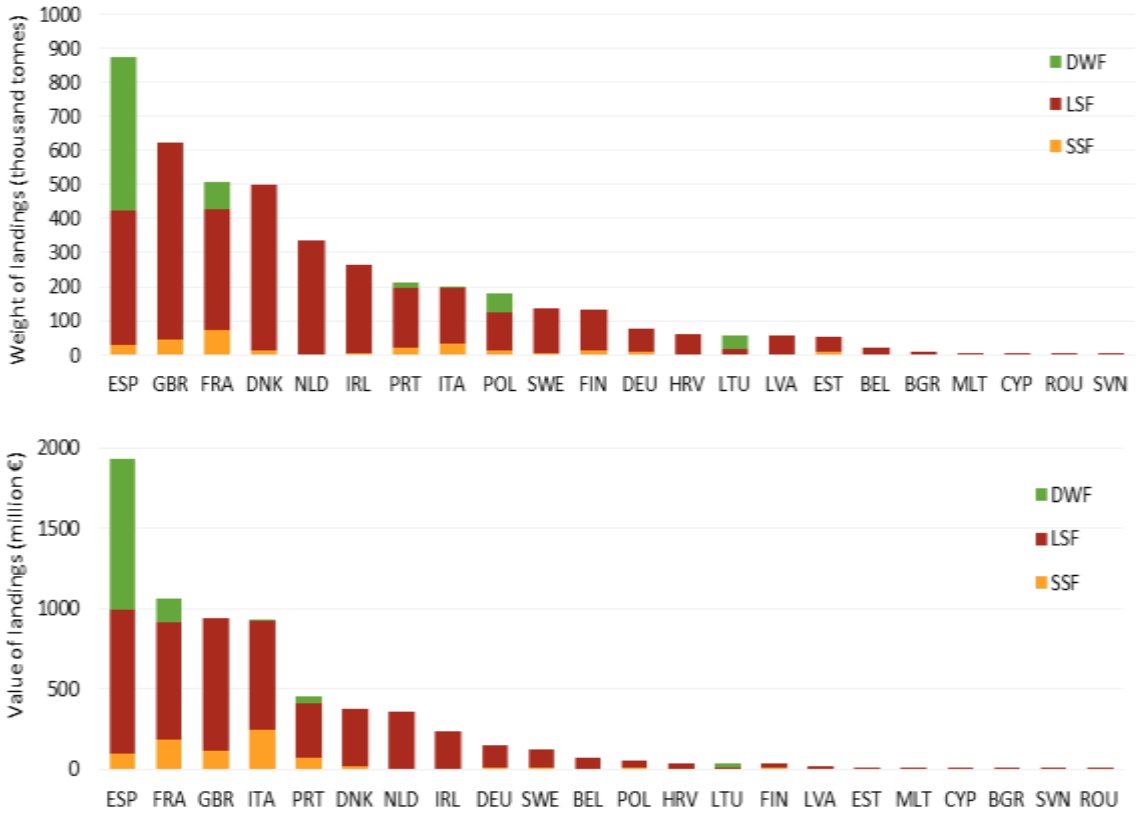
of landed value (excluding Greece), indicating that when compared to its larger counterpart, the small-scale fleet on average obtains higher first sale value, depending on species etc.(Figure 3.15).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.15 Landings by fishing activity, expressed as a percentage of the EU fleet: 2012

According to the data submitted, the large-scale fleet contributes the most to landings, both in weight and value, for almost all MS (Figure 3.15). For example, the UK LSF landed 93% of the seafood weight in 2012, corresponding to 88% in value; for France, 70% in weight and 69% in value; for Denmark, 98% in weight and 94% in value. The only exceptions were Spain, Lithuania, Cyprus and Romania. For Spain and Lithuania, the distant water fleet landed, 51% and 71%, respectively, of the total amount of seafood in 2012, which for Lithuania corresponded to 82% of its overall value. Conversely, for Cyprus and Romania[8] the largest part of landings derive from the small-scale fleet: 53% in weight and 65% in value for Cyprus, and 90% in weight and value for Romania (Figure 3.16).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.16 Landings by MS and fishing activity: 2012

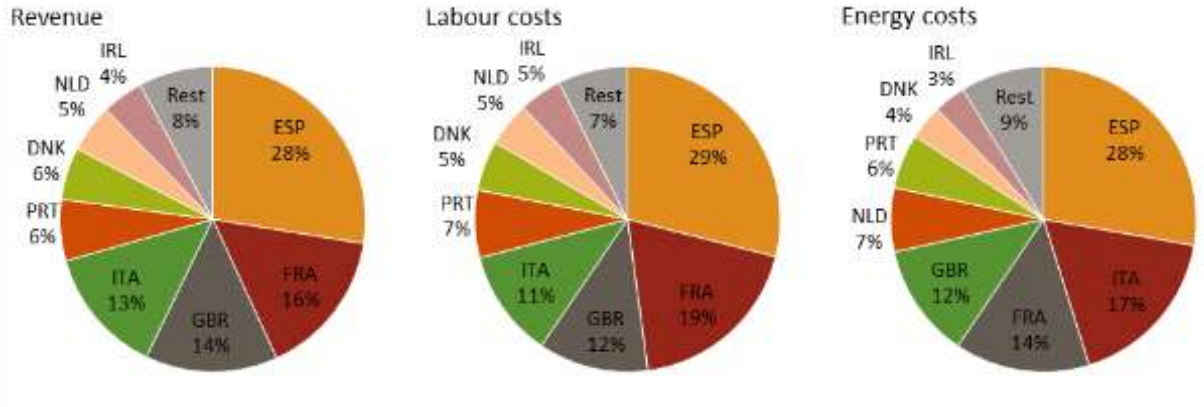
[8] Cypriot and Romanian large-scale fleets are very small (in 2012, they comprised 30 and 4 vessels, respectively); Furthermore, these two countries do not have a distant water fleet.

Income and Costs

The available data suggest that the amount of revenue[9] generated by the EU fishing fleet (excluding Greece, Croatia, Bulgaria, Cyprus and Malta[10]) in 2012 was €6.941 billion. This amount consisted of €6.849 billion in fish sales and €92 million in non-fishing income.

With the exclusion of the same five countries, costs incurred by the EU fishing fleet in 2012 amounted to 6.5 billion[11], 13.5% of which consisted of capital costs (€804 million in annual depreciation and €70 million in opportunity costs of capital) and 86.5% of operating costs[12]. This mainly consisted of labour costs (35.6% of total operating costs, €1.8 billion in crew wages and €223 million in unpaid labour) and fuel costs (€1.6 billion, 27.6% of total operating costs). Other costs linked to production amounted to €957 million; while other non-variable costs and repair costs amounted to €551 million and €556 million, respectively. Total costs amounted to 93.4% of revenue generated by the fleet in 2012.

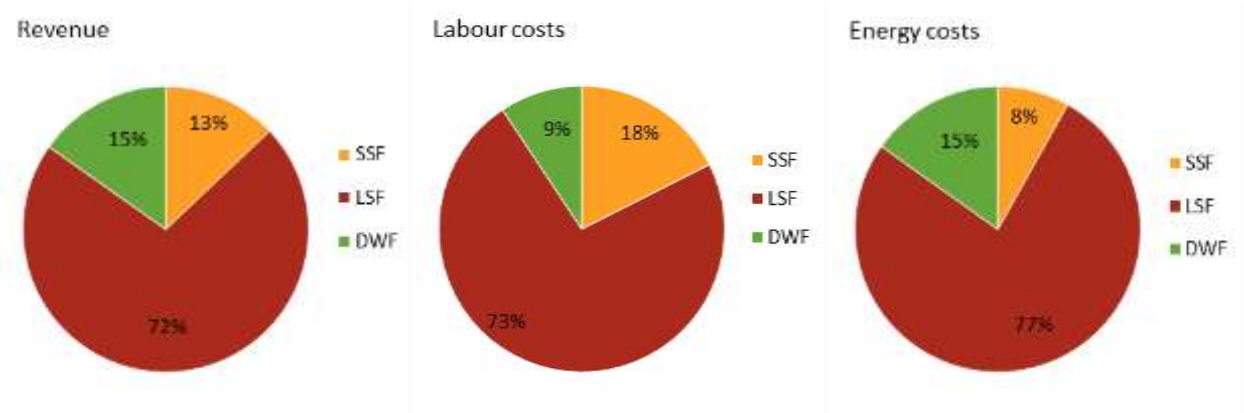
The top four MS fleets in terms of revenue (Spain, France, the UK and Italy) accounted for over 70% of the revenue generated, as well as, the labour and energy costs incurred by the fleet in 2012 (Figure 3.17).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.17 Revenue and main cost items by MS, expressed as a percentage of the total: 2012

Analysed by fishing activity, the large-scale fleet generated 72% of the revenue, accounting for 73% of the labour costs and 77% of the energy costs. Conversely, the small-scale fleet generated 13% of the revenue and accounted for 18% of the labour costs and 8% of the energy costs. The distant-water fleet generated 15% of the revenue and contributed 9% to labour costs (Figure 3.18).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.18 Revenue and main cost items by fishing activity, expressed as a percentage of the total: 2012

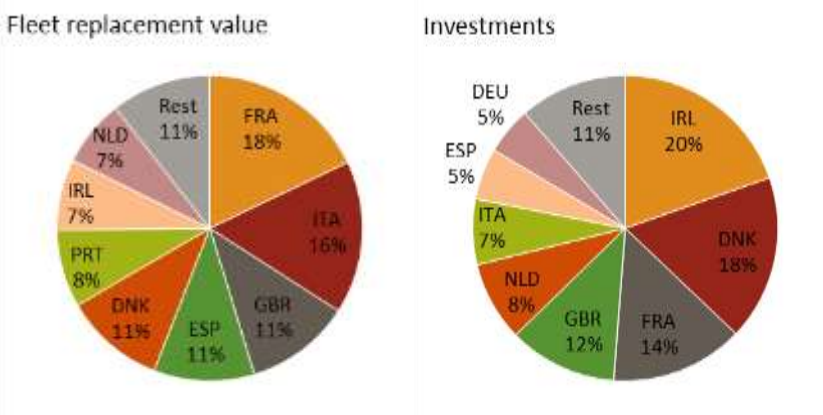
[9] Direct income subsidies and income from leasing out fishing rights excluded from the economic analyses.
[10] Data for Greece not reported; data for Bulgaria, Croatia, Cyprus and Malta considered unreliable.
[11] Fishing rights costs excluded for methodological reasons.
[12] Total operating costs include: crew wage costs, unpaid labour, energy costs, other variable costs, repair costs, other non-variable costs

Capital value and investments

In 2012, the fleet had an estimated (depreciated) replacement value of €4.8 billion and in-year investments amounted to €419 million, 6% increase from the €396 million invested in 2011, showing some signs of optimism in the future of the sector.

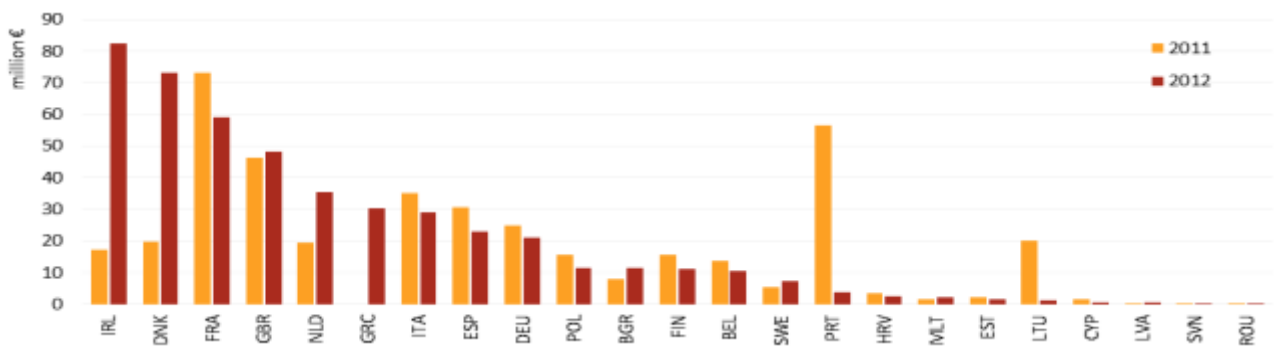
The French fleet was estimated at having a (depreciated) replacement value of €863 million in 2012, followed by the Italian fleet (€780 million) and the UK fleet (€540 million). The Spanish and Danish fleets were both valued at around €514 million (Figure 3.19).

In terms of investment, the Irish fleet invested €82 million in 2012, followed by the Danish fleet (€73 million) and then the French fleet (€59 million) (Figure 3.20).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.19 Fleet replacement value and Investment, expressed as a percentage of the total: 2012



Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.20 In-year investments by EU Member in 2011 and 2012

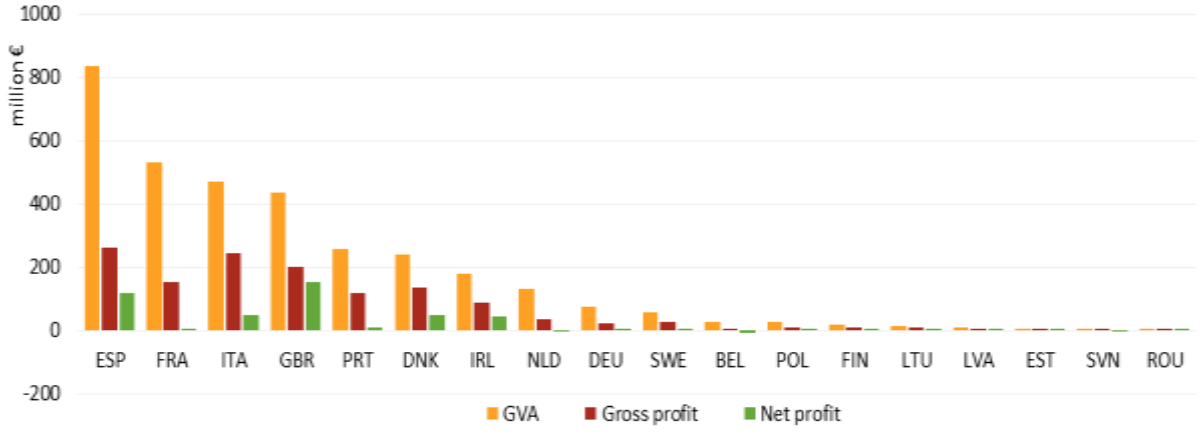
3.2. Economic Performance indicators 2012

The amount of Gross Value Added (GVA), Gross profit and net profit (all excluding subsidies) generated by the EU fishing fleet (excluding Greece, Bulgaria, Croatia, Cyprus and Malta[13]) in 2012 was €3.31 billion, €1.33 billion and €458 million, respectively.

In relative terms, GVA as a proportion of revenue was estimated at 48%, while 19% of revenue was retained as gross profit and after deducting for capital costs, 6.6% of revenue was retained as net profit in 2012.

Analysis of economic performance in 2012 by Member State revealed a mixed picture. The data suggests that 15 out of 18 Member States generated net profits while three Member States (Belgium, The Netherlands and Slovenia) generated net losses in 2012 (Figure 3.21).

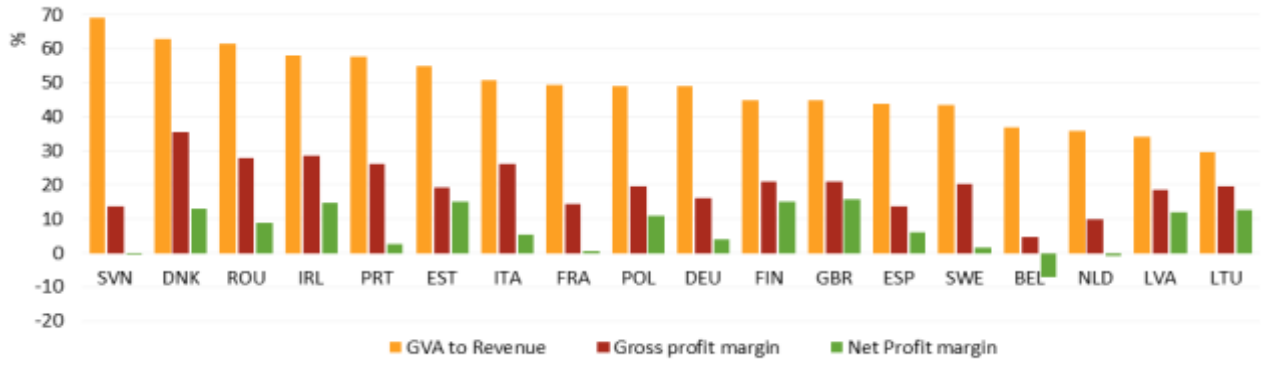
Results indicate that Spanish fleet generated the highest revenue and GVA, followed by the French, UK and Italian fleets, although the Italian fleet generated a higher GVA than the UK fleet (Figure 3.21).



Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.21 Economic performance indicators by MS: 2012

In relative terms, the Slovenian fleet generated the highest level of GVA relative to revenue (69%), followed by the Danish fleet (63%) and the Romanian fleet (62%). The Danish fleet generated the highest gross profit margin (36%), followed by the Irish fleet (29%) and the Romanian fleet (28%). The UK fleet generated the highest net profit margin with 16% of revenue retained, followed by the Finnish (15%), Estonian (15%) and Danish (13%) fleets (Figure 3.22).



Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.22 Economic performance indicators as a percentage of revenue by MS: 2012

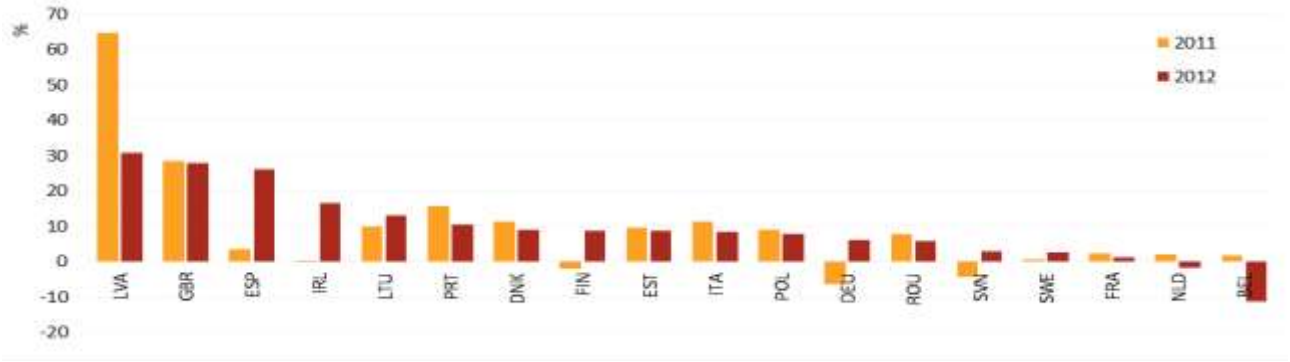
[13] Data for Greece not reported; data for Bulgaria, Croatia, Cyprus and Malta considered unreliable.

Economic performance data[14] broken down by main fishing activity suggest that the EU large-scale fleet generated 73% of the total GVA produced by the fleet in 2012, 75% of the gross profit and 72% of net profits.

The small-scale fleet contributed 16% to GVA, 12% to gross profit in 2012 and 7% to the net profit. In relative terms, the small-scale fleet generated the highest GVA as a percentage of revenue (55%), while the large-scale fleet generated the highest gross profit margin (22%).

Labour productivity (GVA/FTE) in the EU fleet was estimated at €35 thousand per FTE in 2012, with the Danish fishers being by far the most productive, generating on average €156 thousand per FTE, followed by the Belgian (€89 thousand) and Dutch (€74 thousand) fishers.

In terms of capital productivity, i.e. profits in relation to capital invested, the EU fleet generated a 9.5% return on fixed tangible assets (RoFTA) in 2012, a significant improvement on 2011 results (5.8%). The Latvian fleet obtained the highest rate of return in 2012, followed by the UK and Spanish fleets (Figure 3.23).



Source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.23 RoFTA by EU Member State in 2011 and 2012

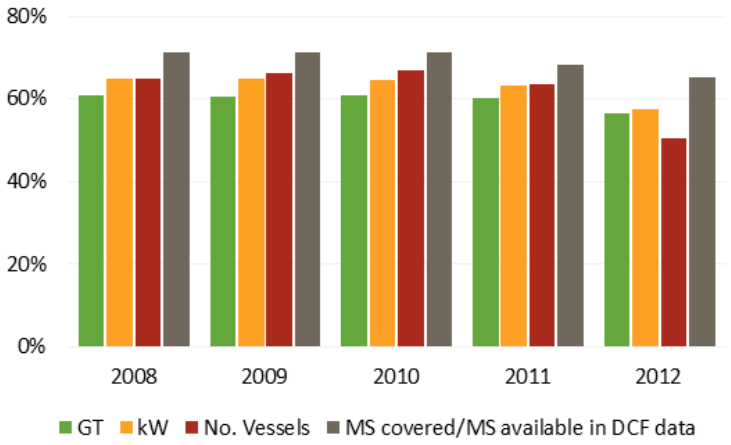
[14] always excluding Greece, Bulgaria, Croatia, Cyprus and Malta

3.3. Trends of performance for selected EU fishing fleets: 2008-2013

Data coverage for trend analyses

The following trend analysis covers 15 selected MS fleets for the years 2008-2012 and serves mainly to assess the main development trends of the EU fleet over this period. The selection of fleets was based on data availability and reliability for the years 2008 to 2012. Due to insufficient and/or unreliable data over the time series, MS excluded from the analysis were Bulgaria, Cyprus, Croatia, Estonia, France, Greece, Malta and Spain.

According to the DCF submissions, data coverage of the selected 15 MS fleets over the period 2008-2012 ranged from 51% to 67% in terms of total number of vessels, 57% to 61% in GT and 58% to 65% in kW. The lower coverage in 2011 and 2012 reflects the availability of DCF data on two additional MS fleets not previously covered by the DCF: Croatia in 2011 and 2012 and Greece in 2012 (Figure 3.24).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.24 Coverage of the selected EU fishing fleets according to the DCF data.

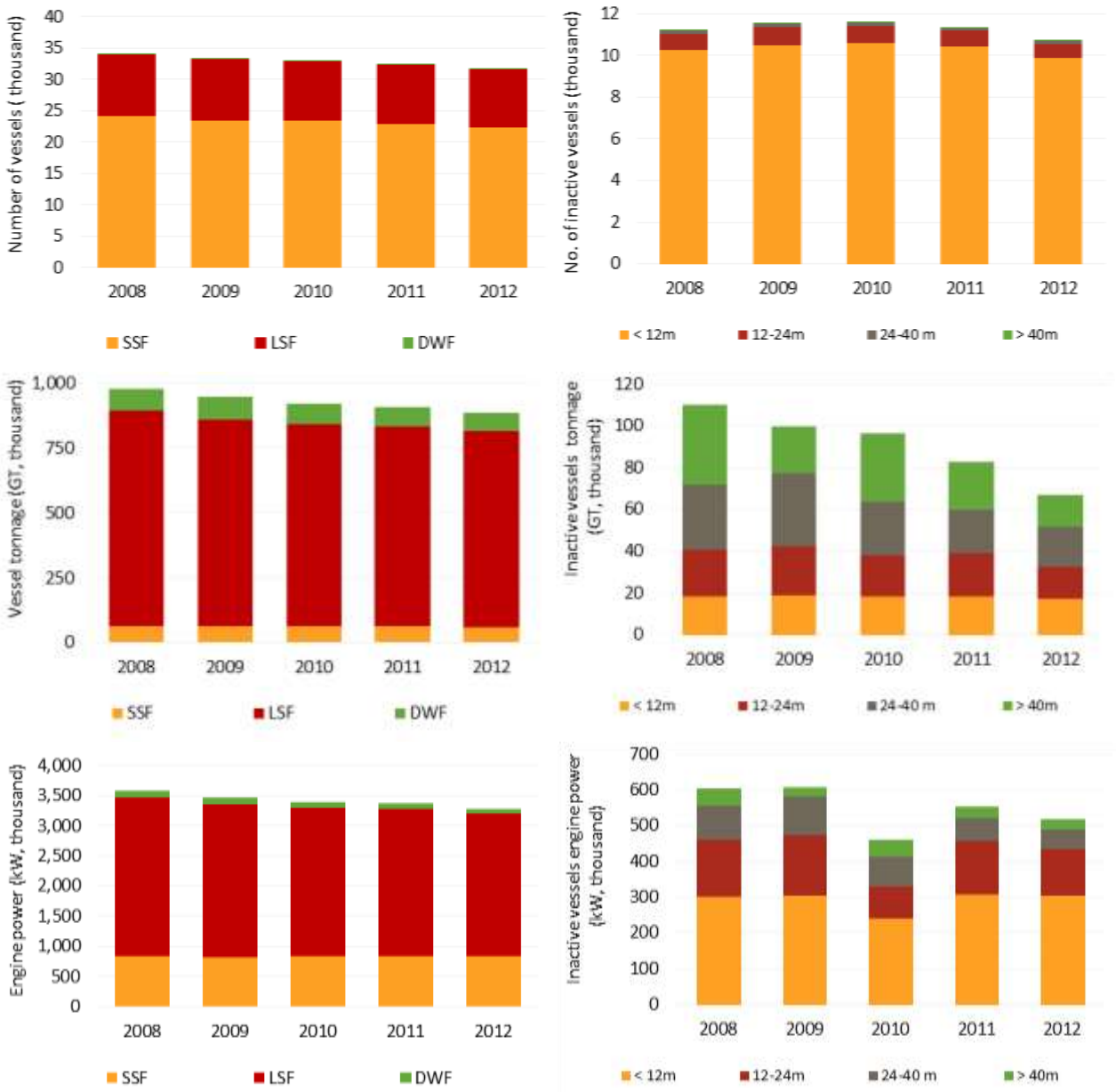
Fleet Structure

According to the data on the selected fleets, the number of vessels decreased steadily between 2008 and 2012 (-3% p.a. on average). While the number of SSF and LSF vessels decreased on average 3% p.a., the decrease in DWF vessels was more pronounced (-13% p.a.). Additionally, the declining trend was more marked between 2011 and 2012, with SSF and LSF vessels decreasing 8% and DWF vessels decreasing 33% (Figure 3.25).

A similar trend was observed in terms of gross tonnage (GT) and engine power (kW), both decreasing 4% p.a. on average. For the SSF, the decrease was slightly lower at around 3% p.a. while for the LSF and DWF, the decrease average 4% and 5%, respectively. In terms of engine power, between 2008 and 2012, SSF kW decreased on average 1% p.a., LSF kW 4% p.a. and DWF kW 10% p.a. (Figure 3.25).

Inactive vessels in the selected fleets (also excluding the Latvian fleet due to missing data for several years), represented on average 26% of the total number of vessels over the period 2008-2012, 9% of the gross tonnage and 14% of the engine power (Figure 3.25).

The number of inactive vessels has remained quite stable over the period, peaking in 2009 and 2010 due mainly to the increase of vessels under 12 m. Conversely, the latent GT has decreased significantly, declining almost 40% between 2008 and 2012. The decrease was more pronounced for the group of vessels with a length of over 40m, with inactive GT declining 60% over the same period (Figure 3.25).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.25 Trends in EU fleet capacity by main fishing activity and vessel length groups: 2008-2012.

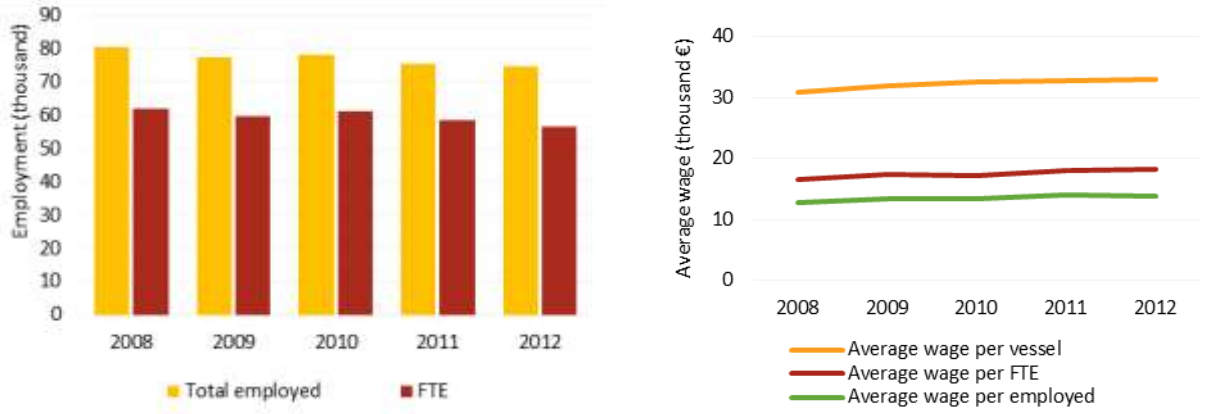
Note: figures for inactive vessels (number, GT and kW) exclude also Latvia, for which data were not available for all years.

Employment and Average crew wage

Employment decreased steadily between 2008 and 2012 (-2% p.a. on average for number of employees and FTEs). Accompanying this decrease was an increase in average wage per FTE and per employee by about 2% p.a. on average (Figure 3.26).

The contribution to fleet employment by the three types of fishing activity has remained rather stable over the period analysed: SSF contributing 48% on average over the period to the total employed, the LSF 51% and the DWF 2%. The corresponding shares in FTEs were 40% (SSF), 58% (LSF) and 2% (DWF). The differences between the shares in terms of employees and FTEs indicate that the SSF tends to have more part-time jobs compared to the LSF (Figure 3.27).

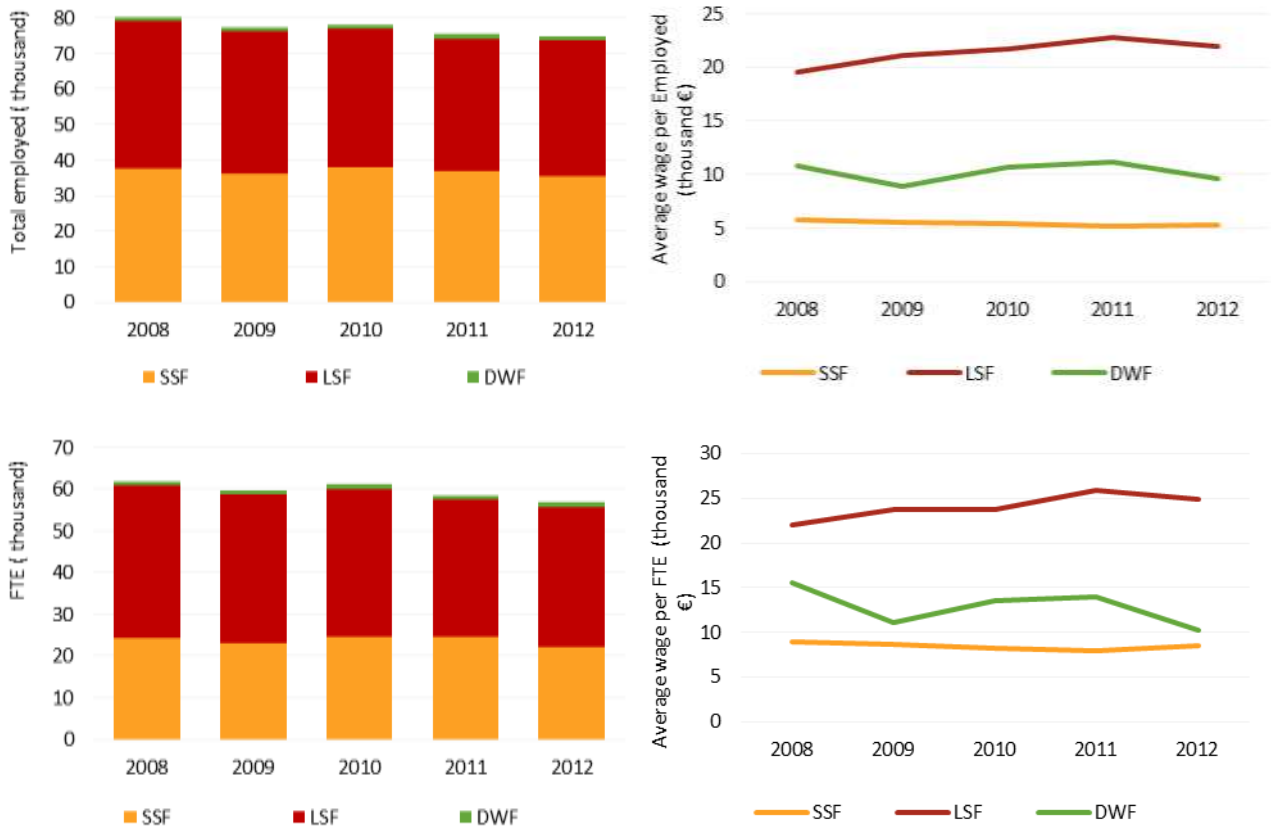
In absolute terms, the LSF lost the highest number of FTEs over the period (3,118 FTEs between 2008 and 2012, against 2,017 FTEs and 11 FTEs for the SSF and the DWF, respectively). In relative terms, the same order is observed but lower in magnitudes (-9% for LSF, -8% for SSF, -1% for DWF).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.26 Trends in fleet employment and average wage indicators: 2008-2012

Note: Latvia excluded from the estimation of the indicator "average wage per vessel", due to incomplete data on active fleet

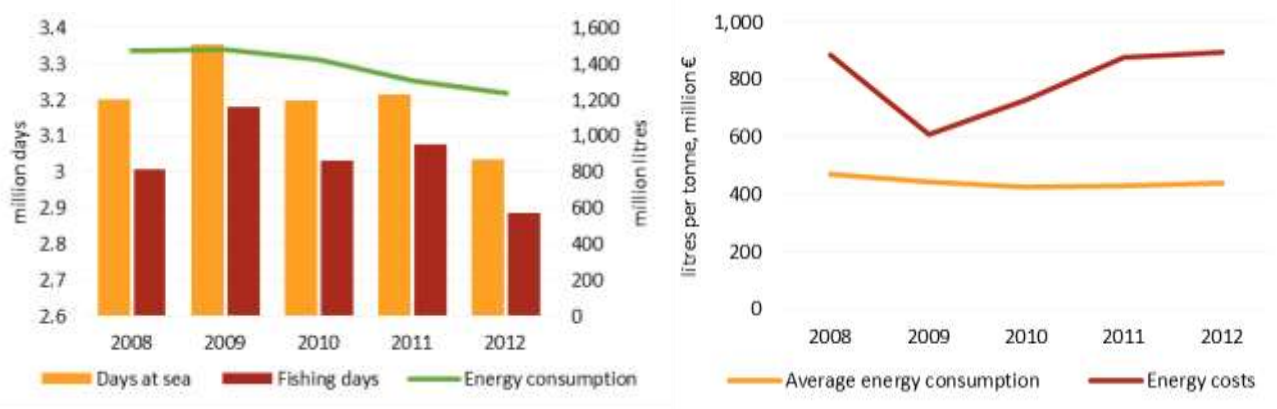


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.27 Trends in fleet employment and average wage indicators by fishing activity: 2008-2012

Fishing Effort

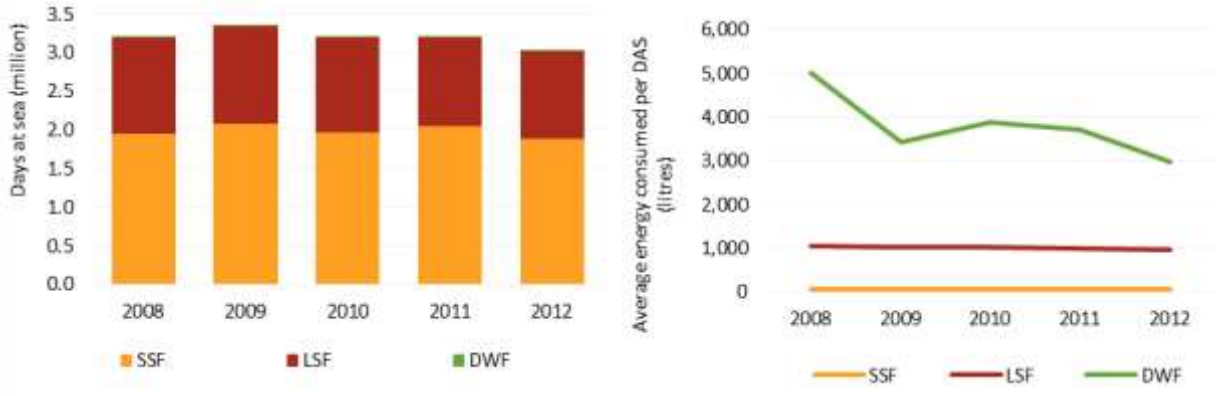
Data on the number of days at sea for the selected fleets reveal a declining trend although with some variation (-1% p.a. on average over the period; -6% between 2011 and 2012). Energy consumption has decreased continuously since 2009 (-4% on average) while average energy consumption per landed tonne also decreased but less marked (-2% p.a. in average). Despite lower energy consumption, energy costs have increased sharply since 2009 (Figure 3.28), reflecting increasingly higher average fuel prices.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.28 Trends in fishing effort and fuel consumption: 2008-2012

Analysed by fishing activity, the decrease in energy consumption per day at sea between 2008 and 2009 appears to be largely attributed to the DWF, as average energy consumption in the SSF and LSF has followed a steady, slightly decreasing trend over the period (Figure 3.29).



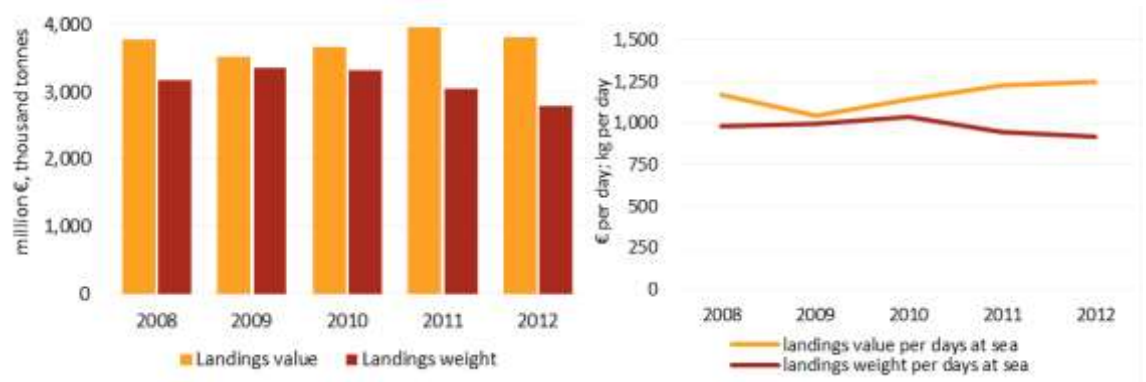
Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.29 Trends in fishing effort and fuel consumption by fishing activity: 2008-2012

Landings

Landings in weight and value for the selected fleets have continued to decline since 2009. However, while a 8% increase in value accompanied the decrease in weight in 2011, the decline in weight in 2012 (-8%) also corresponded to a decrease in landed value (-4%) (Figure 3.30).

Analysed by day at sea, landed weight has declined over the last few years while landed value per sea day has increased steadily since 2009, levelling off somewhat between 2011 and 2012 (Figure 3.30).

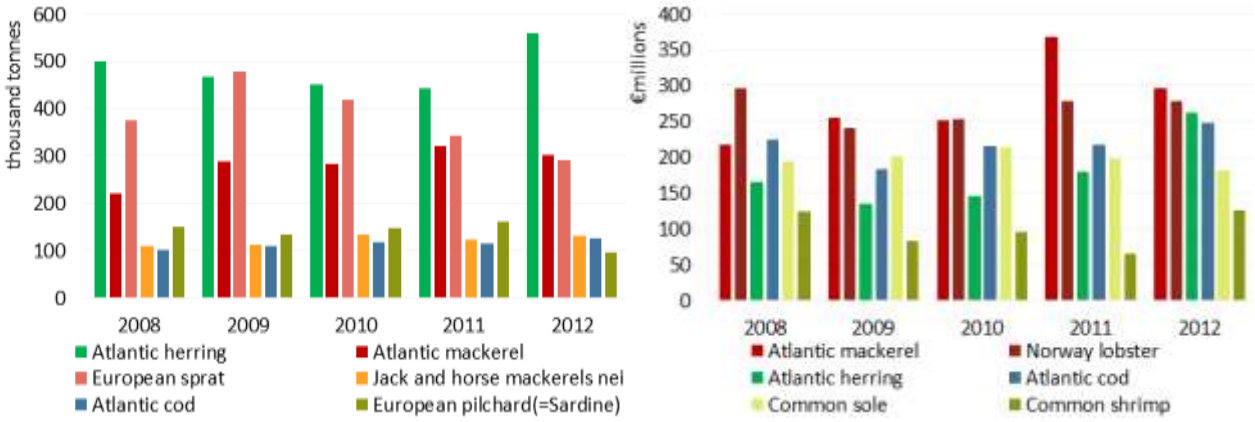


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.30 Trends in fleet landings in weight and value: 2008-2012

Data on landings by species for the selected fleets reveal that Atlantic herring has remained the most landed species in terms of weight, surpassed only by sprat in 2009. However, while landings of sprat declined steadily since 2009, reaching its lowest point in 2012, Atlantic herring landing peaked in 2012 (Figure 3.31).

In terms of landed value, Atlantic mackerel and Norway lobster remained the two top species throughout the period, alternating places between 2008 and 2010, after which Atlantic mackerel has remained in first place, with a record high in 2011 (Figure 3.31).



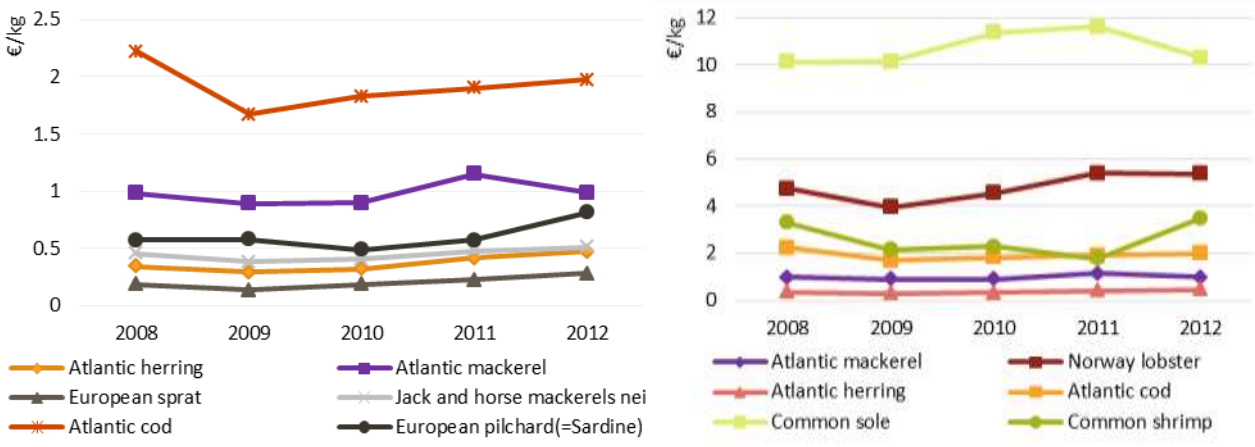
Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.31 Trends in landings by top species in terms of weight (left) and value (right): 2008 – 2012

Figure 3.32 contains the average real price of the top 6 species landed by the selected EU fleets in terms of weight (left) and value (right) over the period 2008-2012. While from 2010 to 2011, the average first-sale price for all species (except for Atlantic mackerel) increased, in 2012 the average price fell for most of the top species in terms of value (e.g. -15% for Atlantic mackerel, -8% for common sole and -5% for European hake).

For several species, the increase in the average unit price appears linked to reductions in landed weight. This is observed for European sprat (-15% in weight, +24% in unit price) and European pilchard (-38% in weight, +26% in unit price). Conversely, and as expected, for other species (i.e. common sole and European hake), a decrease in unit price is coupled with an increase in landed weight (+2% in weight and -8% in the unit price for sole and +8% in weight and -5% in price for hake).

However, this rule does not appear to apply for the other top species. For example, the increase in weight landed for Atlantic herring (+27%), Atlantic cod (+11%) and horse mackerel (+9%) occurred together with higher average unit prices in 2012 (+15%, +4% and +5%, respectively). On the contrary, for Norway lobster and Atlantic mackerel the decrease in value landed (-4% and -19%, respectively) in 2012 was coupled by a decrease in the average unit price (-1% and -15%, respectively).

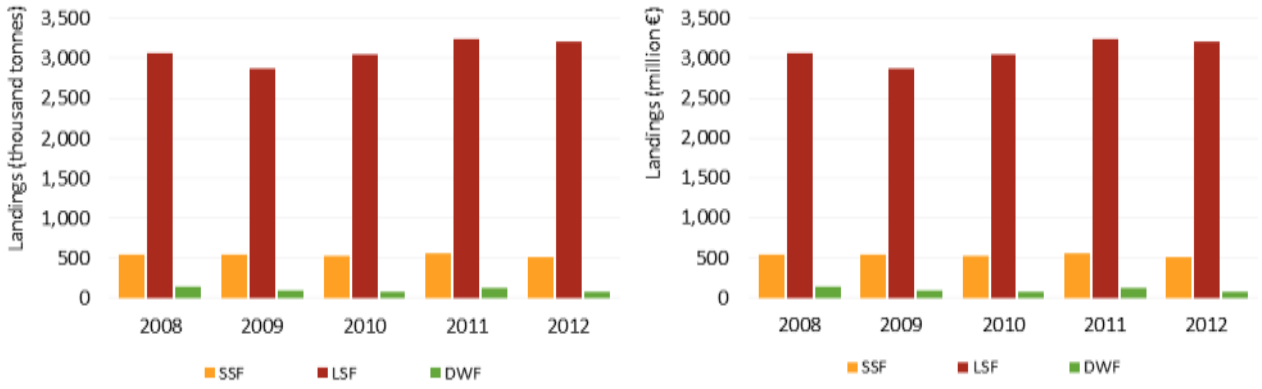


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.32 Trends in average first sales price for key species: 2008-2012

Left: top six species in terms of weight; Right: top six species in terms of landed value.

As shown in the Figure 3.33, landings in weight and value decreased for all fishing activity types when compared to 2011.



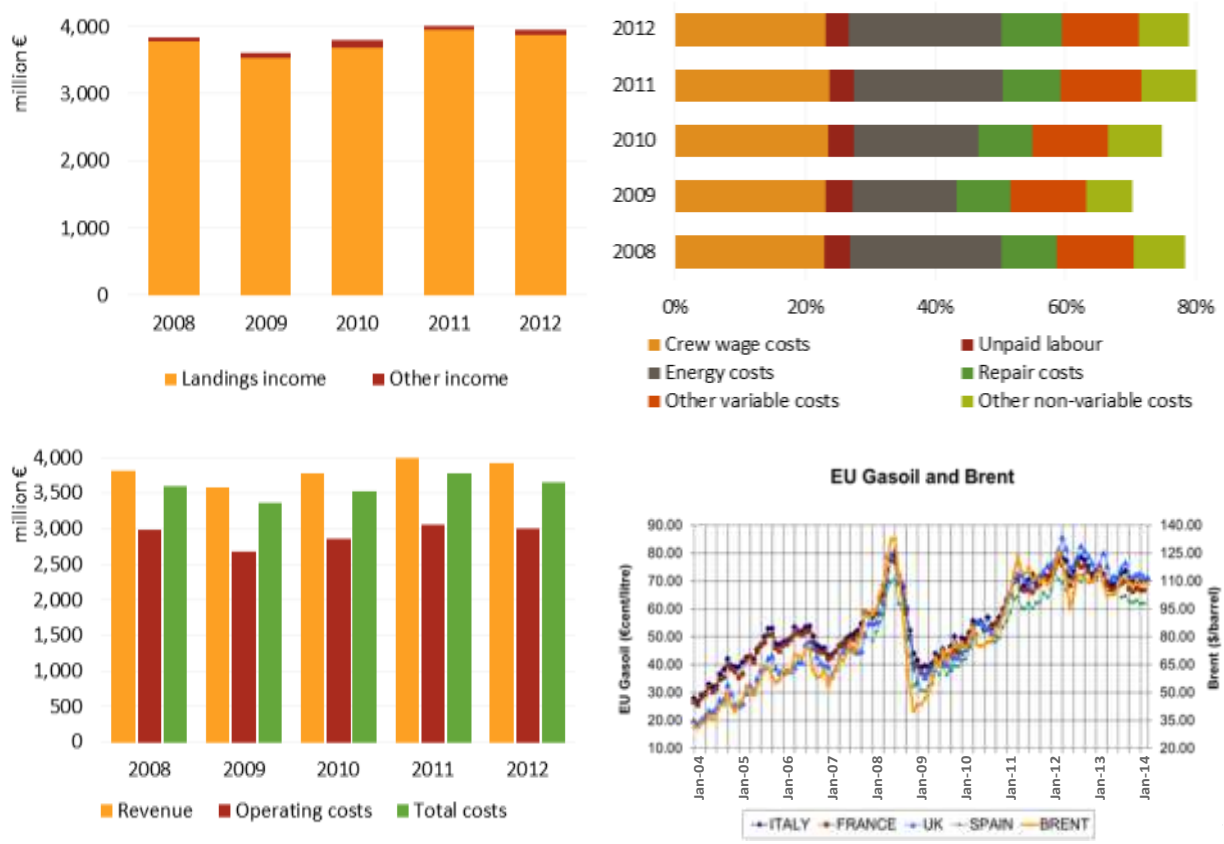
Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.33 Trends in landings weight (left) and value (right) by main fishing operation: 2008-2012

Data: Data for Spain, Croatia, Greece, Romania, France, Poland and Estonia excluded from the analysis for the sake of comparability across years

Income and Costs

After increasing in 2010 and 2011, revenue generated by the fleet decreased in 2012. While revenue decreased so did costs and by more making the fleet again profitable. For the selected fleets operating costs to revenue and total costs to revenue have remained relatively stable, averaging 76% and 93% of revenue over the period 2008-2012 (Figure 3.34).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)); DG MARE (for the EU gasoil and Brent trend)

Figure 3.34 Trends in EU fleet revenue and costs: 2008 - 2012

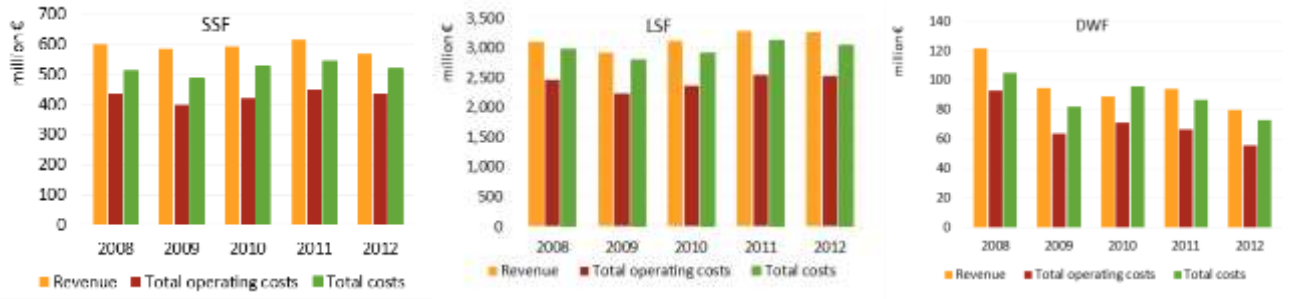
Top left: revenue; top right: breakdown of costs items as % of total costs; bottom left: revenue, operating costs and total costs; bottom right: average energy prices

Figure 3.34 (bottom right) provides EU Gasoil and Brent prices for 2008-2014 and shows that average prices rose sharply in 2008, reaching a peak in July before declining rapidly in the following months. While fuel prices remained relatively low during 2009 and early 2010, they increased steadily throughout 2010 and 2011, peaking in early 2012. These fluctuations in fuel prices have a significant impact on the performance of the fleet. The data suggest that as fuel prices eased in 2009, energy costs of the EU fleet fell significantly, both in absolute terms and in relation to revenue. Compared to 2009, energy costs increased 47% in 2012.

When analysing the selected fleets by fishing activity, revenue generated by the SSF decreased just over 1% p.a. on average and although costs increased, they did so to a lesser extent (0.4% p.a.) and the fleet segment was profitable over the period. Total costs to revenue ranged from 85% in 2008 to 91% in 2012. The percentage variation between 2012 and the average over the period 2008-2011 shows that revenue decreased almost 5% while operating costs increased by less than 2% (Figure 3.35).

For the LSF, revenue increased on average 1.5% p.a. while total costs increase by 0.6%. Total costs to revenue decreased over the period, from 95% in 2008 to 92% in 2012. The percentage change between 2012 and the average over the period 2008-2011, shows that revenue increased 5.3% while operating costs increased 5% but total costs only 2.9%.

For the DWF, revenue decreased on average 9% p.a. but total costs decreased even more and total costs to revenue averaged 92% over the period (Figure 3.35).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.35 Trends costs and revenue by fishing activity: 2008 - 2012;

Economic performance Indicators

Figure 2.36 shows GVA, gross profit and net profit in absolute terms and as a proportion of revenue for the selected fleets. The economic performance indicators have remained relatively stable over the period 2008-2012, with GVA to revenue peaking in 2009 at 54%.

Gross profit margin also peaked in 2009, mainly reflecting lower fuel prices as revenue declined.

Net profit margin peaked in 2012, with 8.4% of revenue generated by the select fleet was retained as profit.

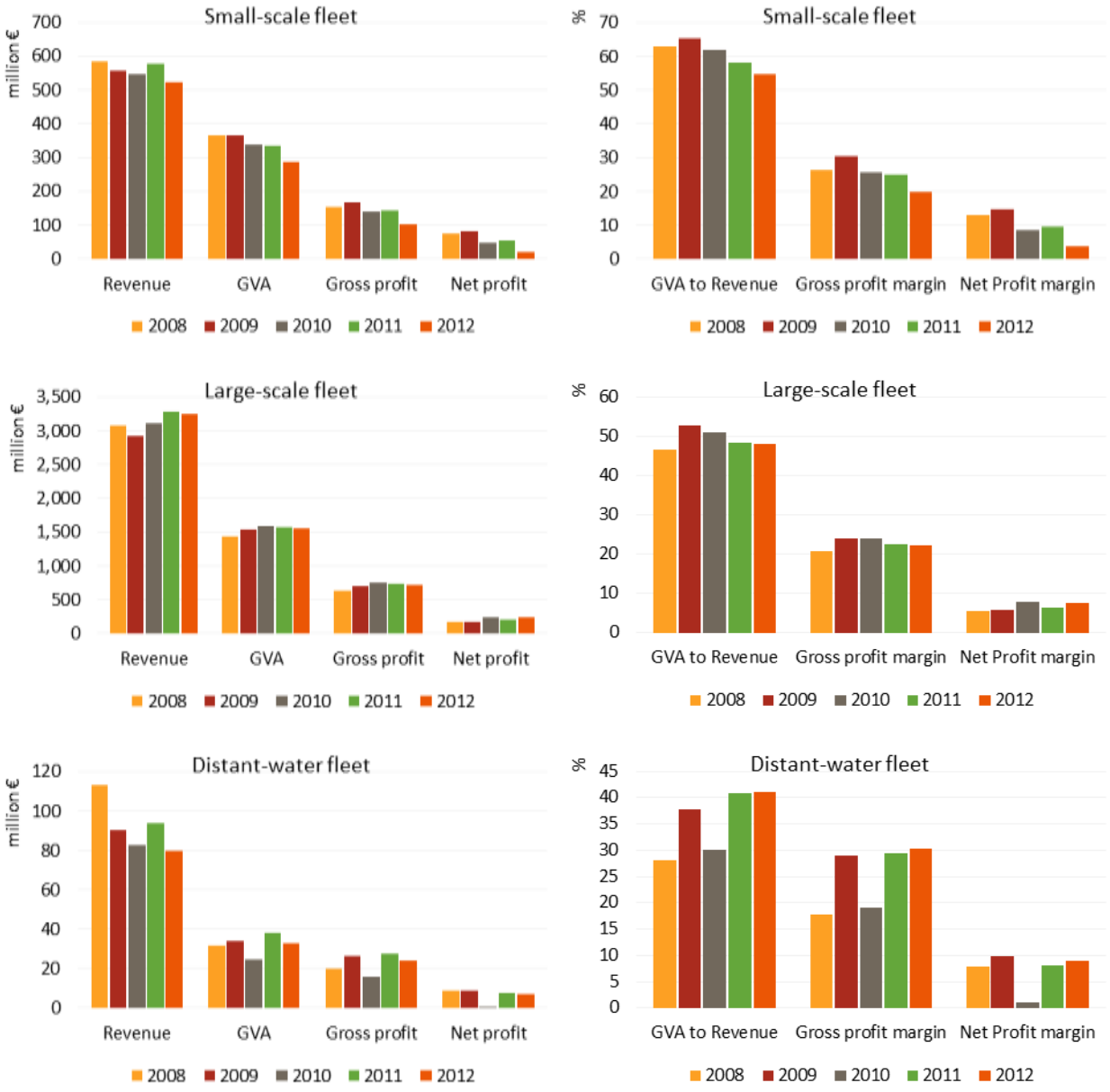
Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.36 Trends in fleet economic performance indicators: 2008-2012

Economic performance analysis by fishing activity reveals that the performance of the EU small-scale has generally deteriorated over the period. The development trend (percentage change from 2012 to average over the years 2008-2011) suggests that GVA decreased 19%, gross profit 34% and net profit 80%.

Conversely, the data on the selected fleets suggests that the economic performance of the EU large-scale and distant-water fleets have generally improved, although the DWF suffered a significant decline in 2010, due to higher than average capital costs and possibly problems related to the renewal of fisheries agreements with non-EU countries (Morocco).

The development trend for the LSF suggests that GVA and gross profit increased 2% and net profit 23%. The GVA generated by the LSF on average increased 2% p.a., gross profit 4% p.a. and net profit 16.5% p.a. Development trend for the DWF suggests that GVA increased 2% while gross profit and net profit increased 8% and 7%, respectively (Figure 3.37).

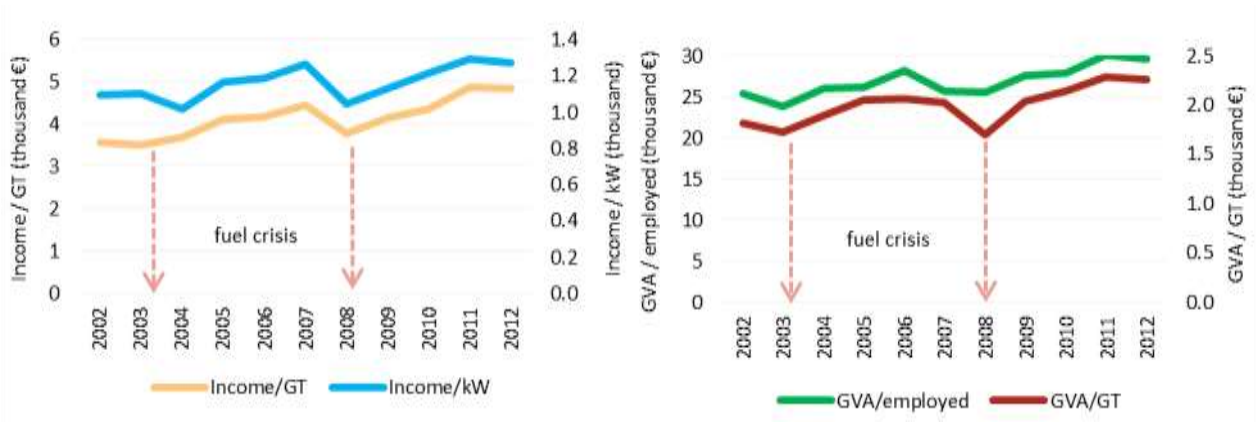


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.37 Trends in fleet economic performance indicators by fishing activity: 2008-2012

A longer time series analysis, including data on 11 Member States (due to availability over the time series), suggests that the economic performance of the EU fleet covered improved since 2002, with deteriorations coinciding with global fuel crises that peaked in 2003 and 2008 (Figure 3.38). These performance indicators

were estimated including data on the following MS fleets: Belgium, Denmark, Finland, France, Germany, Italy, Latvia, The Netherlands, Spain, Sweden and the UK.



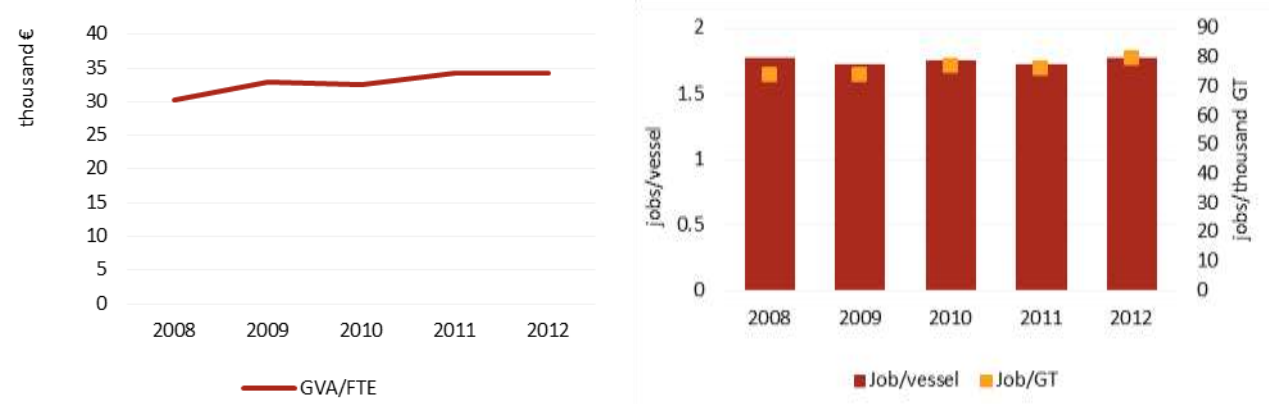
Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.38 Trends in selected EU Member States economic performance indicators: 2002 to 2012

Labour and Capital Productivity

Labour productivity, defined as gross value added per FTE (GVA/FTE), measures the amount of output produced by the amount of labour (input) and gives an indication of the economic growth in the sector. Labour productivity in the fishing fleet increased over the period analysed, stabilising between 2011 and 2012 (Figure 3.39).

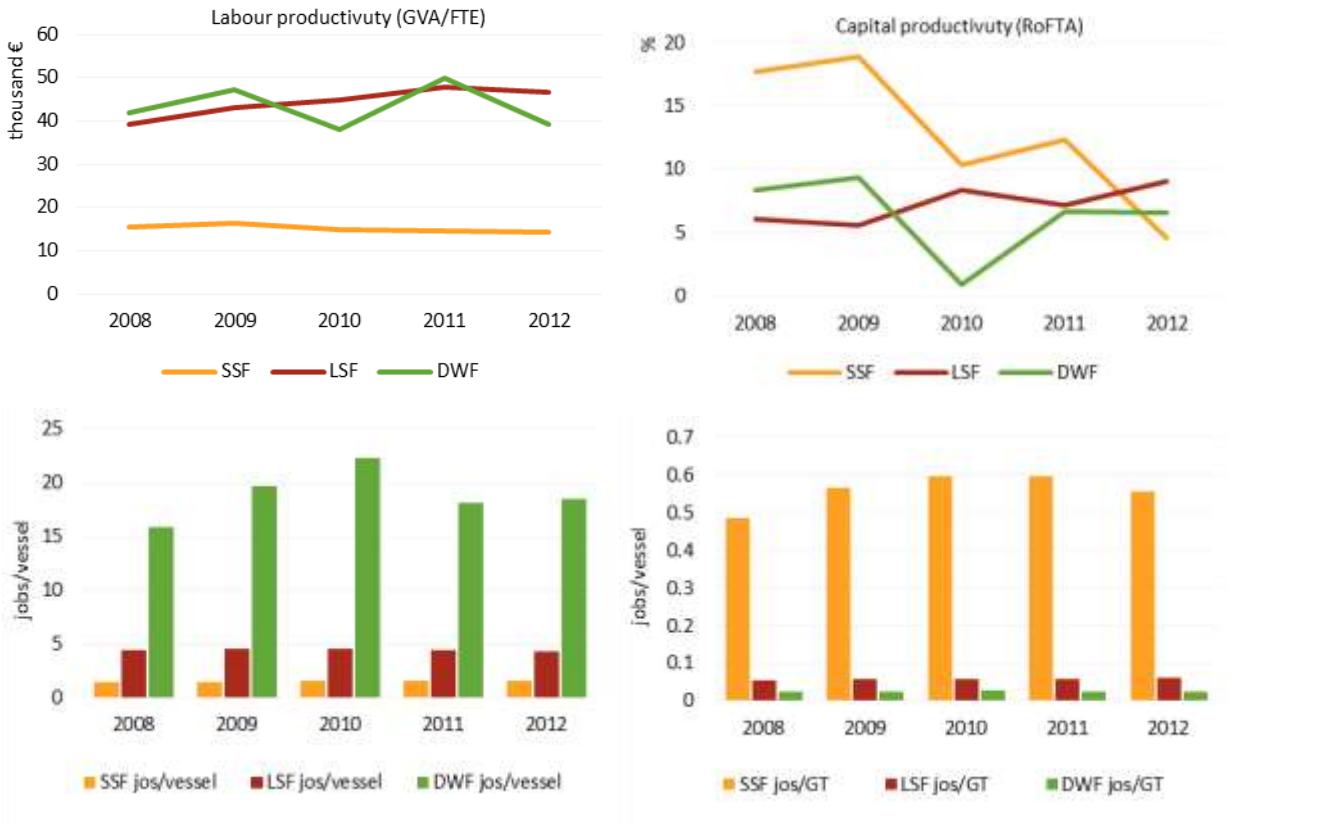
The ratio between the number of jobs and vessel gross tonnage provides an indication of the labour and capital use aboard vessels: the higher the ratio, the more labour intensive the vessel is and the lower the ratio the more capital intensive or industrialised. Over the period, the number of jobs per vessel has remained quite stable while the number of jobs per GT increased between 2008 and 2012.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 3.39 Trends in labour productivity (GVA per FTE) and capital use: 2008- 2012

Figure 3.40 shows that labour productivity (GVA/FTE) is low in the SSF and has decreased steadily over the period while LSF fishers are more efficient, generating on average more output per FTE. Data on the DWF shows significant variations. In addition, as expected, the SSF is more labour intensive, with a high number of jobs per GT. On the contrary, the large-scale and the distant-water fleets are more capitalised (low number of jobs to GT ratio), with low "jobs to GT ratio" values.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014))

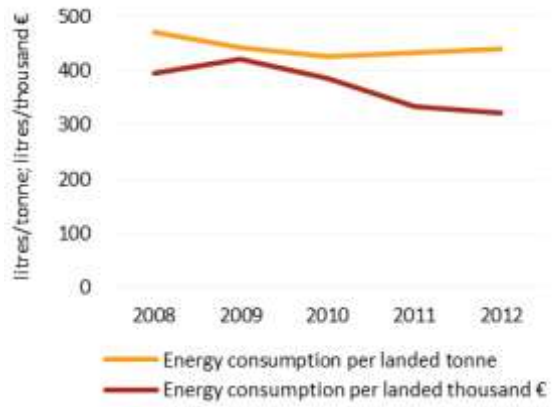
Figure 3.40 Trends in labour productivity (GVA per FTE) and capital use by fishing activity: 2008- 2012

Note: employment data for Bulgaria excluded due to questionable reliability

Fuel use intensity

Fuel use intensity of the EU fleet was analysed as litres of fuel consumed per tonne of live weight landed and litres consumed per thousand € landed.

Fuel use intensity varies largely on the type of fishing operation, fishing gear, fish targeted and CPUE (catch per unit of effort). Based on the data submitted by MS, the results indicate that average fuel use intensity per tonne landed decreased between 2008 and 2010, increasing slightly in 2011 and 2012. On the other hand, fuel use intensity per thousand € of fish landed, albeit an increase between 2008 and 2009, has since decreased (Figure 3.41).

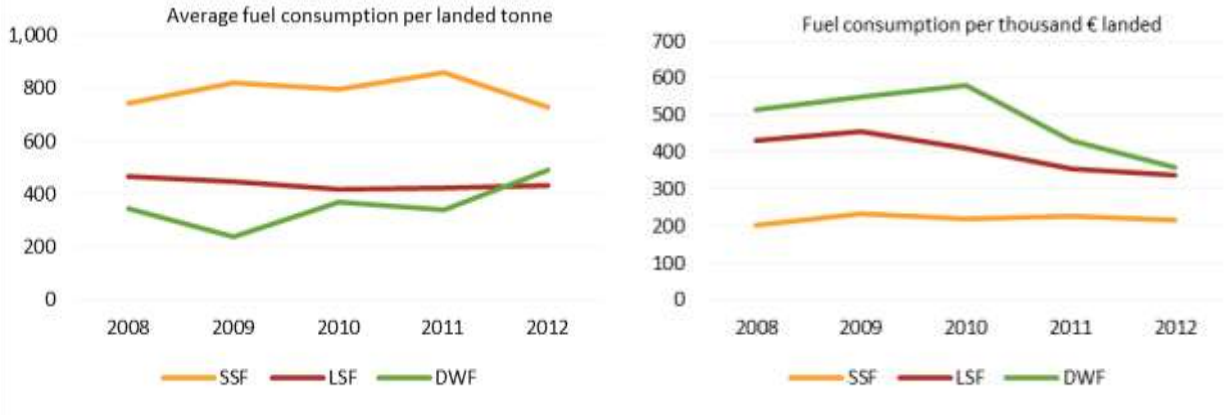


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.41 Trends in average fuel consumption per tonne landed (litres/tonne) and per landed value (litres/thousand €): 2008-2012

By fishing activity, small-scale vessels are more fuel intensive, consuming more fuel per landed weight but when analysed by landed value the SSF is less fuel intensive than its larger counterparts (Figure 3.42). On the

other hand, results suggest that the distant-water fleet is less fuel intensive, consuming less fuel per landed tonne. Yet, significant variations occur from year to year and in 2012, it surpassed the large-scale fleet for fuel consumed per landed tonne. Fuel consumption per landed tonne by the large-scale fleet remained quite stable over the period while the amount of fuel consumed per value landed decreased steadily since 2009.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.42 Trends in fuel consumption per tonne of live weight landed (litres/tonne) and fuel consumption per landed value (litres/thousand €) by fishing activity: 2008-2012

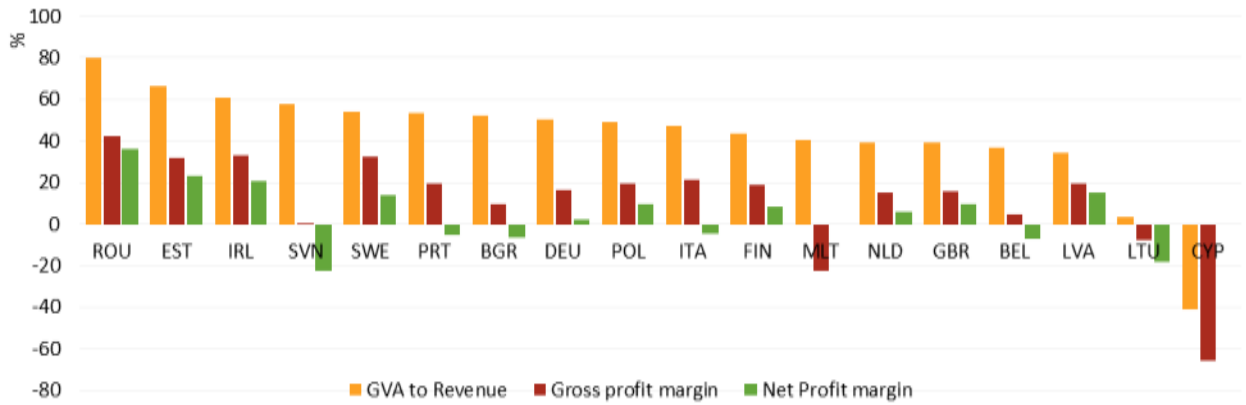
Assessment for 2012 and 2013

The 2014 call for economic data on the EU fishing fleet requested transversal data (effort, landings and capacity) from MS for 2013, as well as income from landings, which were used to forecast fleet economic performance indicators for 2013. Fifteen MS submitted reliable data to carry out the forecasts.

Projection results for 2013 suggest that fleet revenue and GVA increased or remained stable in six out of the 15 MS considered while gross profit and net profits in seven out of the 15 MS (Figure 3.43).

Economic performance estimates for 2013 suggest that although fleet revenue decreased in most Member States, GVA as a proportion of revenue increased or remained stable in nine out of 15 MS while gross profit increased or remained stable in eight MS and net profit margins increased or remained stable in seven out of the 15 MS (Figure 3.43).

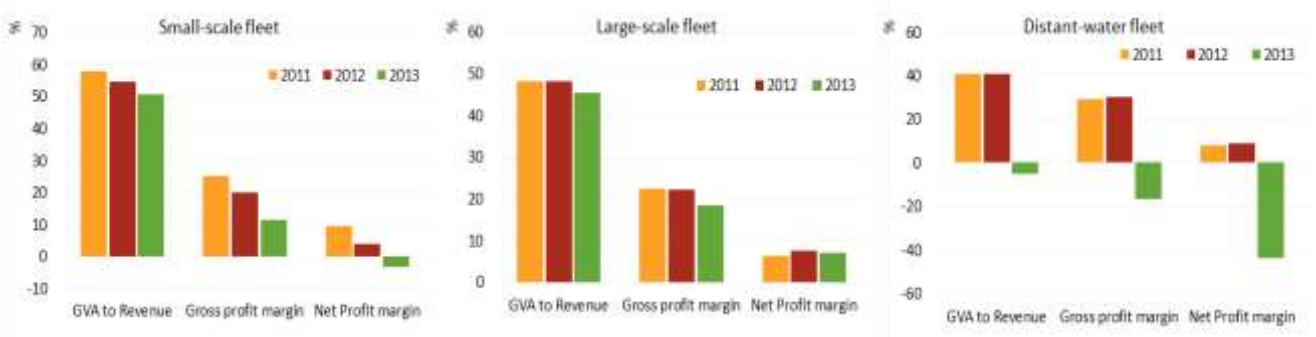
Therefore, improved economic performance in 2013 is expected for roughly half of the national fleets. Although preliminary economic performance projections for a number of key fleets in 2013 suggest mixed performance, it was not possible to project an overall economic position in 2013 due to insufficient data on a number of Member States' fleets.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.43 - Projection performance results for 2013 by MS

Projection results by fishing activity suggest that the performance of the SSF deteriorated further in 2013 while the net profit of the LSF remained stable (Figure 3.44). Due to limited data, results for the DWF should be considered with care.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 3.44 - Projection performance results for 2013 by fishing activity.

3.4. Main drivers and trends affecting the economic performance of the EU fleet

Overall, in 2012 there was a decrease in the total weight and value of seafood landed by the EU fleet. Both revenue and costs decreased in 2012 compared to 2011. Costs, and in particular labour and capital costs (mainly annual depreciation costs), decreased more than revenue and the fleet was again profitable in 2012.

The economic performance of the EU fleet also showed improvements to 2011, with 6.6% of income retained as net profit, up from 4.4% in 2011. However, as the EU fleet is very diverse, operating in many different fisheries using a wide variety of fishing techniques, this trend did not apply to all fleet segments. While overall the EU fleet was profitable in 2012, five national fleets made net losses. In general, the performance of the large-scale and distant-water fleets improved from 2008 to 2012, while the performance of small-scale fleets tended to deteriorate.

Economic performance projections for 2013 suggest decreased revenue for nine out of 15 Member State fleets assessed. However, GVA as a proportion of revenue is expected to have increased or remained stable in 9 out of the 15 MS fleets, and gross profit and net profit margins are expected to have increased in about half of the fleets assessed.

Factors that may have contributed to improved economic performance include, but are not limited to the following (in no specific order):

- Higher average first sale prices for many commercially important species, e.g. European pilchard and anchovy
- Recovery of some stocks, such as the Baltic herring and North Sea plaice, leading to increased TAC and quotas.
- Research and innovation projects (more selective fishing gears, bio-marine ingredients facility) funded by the European Fishing Fund and national support.
- Capacity reduction (decommissioning with or without public support)
- Favourable market conditions (internal and export) for several species
- Implementation of certification schemes and the growing demand for certified products
- More fuel efficient fishing techniques and fishing behaviour

Factors that may have contributed to poor economic performance include, but are not limited to the following (in no specific order):

- Increasing fuel prices and other operating costs
- The effects of the global economic crisis that continues to affect internal and international markets for some species and limits access to credit
- Reduced TACs and quotas for several key stocks, such as European sprat and Atlantic herring
- Market saturation (e.g. Baltic cod) and poor marketing to place products on new markets
- Low abundance and/or low quality of some species and severe weather conditions and for a few number of fleets (e.g. Baltic and Celtic seas) damage caused by marine mammals (e.g. seals)
- Shortage of local crews as young people in fishing communities are less and less attracted to fishing as a career choice
- Increase in areas that prohibit or limit specific fishing access/activity due to established restrictions for energy production or temporary closures of areas for stock recovery and nature conservation.

3.5. Appendix Tables

Appendix Table 3.1 Main variables and indicators by Member State, 2012

	No. Vessels (number)	Vessel tonnage (thousand tonne)	Vessel power (thousand kW)	Total employed (number)	FTE (number)	Days at sea (thousand day)	Energy consumption (million litre)	Landings weight (thousand tonne)	Landings value	Landings income (million €)	Other income (million €)	Crew wage costs (million €)	Unpaid labour (million €)	Energy costs (million €)	Repair costs (million €)	Other variable costs (million €)	Other non-variable costs (million €)	Annual depreciation (million €)	GVA (million €)	GVA to Revenue (%)	Gross profit (million €)	Gross profit margin (%)	Net profit (million €)	Net Profit margin (%)	GVA per FTE (thousand €)
BEL	86.0	15.3	49.1	351.0	334.0	16.8	39.7	21.9	76.4	76.4	4.0	23.5	2.7	27.4	5.5	10.8	6.8	9.3	29.8	37.1	3.7	4.6	- 5.8	- 7.2	89.3
BGR	1,192.0	5.1	37.6	13,465.9	7,180.0	25.1	-	8.1	4.4	4.7	0.6	14	0.1	13	0.4	15	0.2	0.2	2.0	37.2	0.5	9.9	0.2	3.3	0.3
CYP	1,382.0	11.4	64.3	1,290.0	817.0	-	-	1.1	6.7	6.7	-	0.5	1.2	3.0	1.7	4.5	0.1	3.8	- 2.7	- 40.7	- 4.4	-65.6	- 34.3	- 511.1	- 3.3
DEU	1,564.0	62.1	142.2	1,752.0	1,372.0	118.6	46.6	77.9	149.8	148.2	2.6	38.6	10.6	31.2	17.8	11.3	16.7	19.1	73.9	49.0	24.6	16.3	6.0	4.0	53.8
DNK	2,052.0	62.2	212.6	1,468.5	1,555.9	114.5	81.0	499.3	377.6	377.7	7.5	68.8	36.7	56.4	36.2	29.4	20.7	91.7	242.5	63.0	137.0	35.6	50.3	13.1	155.8
ESP	10,544.0	400.1	903.7	34,399.3	30,301.9	1,149.1	683.3	871.4	-	1,907.6	0.1	490.4	86.7	430.1	121.3	386.2	132.5	125.9	837.7	43.9	260.6	13.7	117.3	6.2	27.6
EST	923.0	14.3	38.8	2,046.0	540.0	4.2	3.1	53.3	14.1	13.8	0.1	4.9	0.1	3.1	1.6	1.2	0.5	1.3	7.7	54.9	2.7	19.4	2.1	15.0	14.2
FIN	3,359.0	15.6	169.9	2,016.0	282.0	149.4	14.1	132.9	35.7	38.6	4.6	4.5	5.9	11.0	4.8	2.8	5.1	3.4	19.5	45.1	9.1	21.2	6.6	15.2	69.1
FRA	5,830.0	157.2	863.7	9,678.0	7,375.0	494.8	306.2	505.4	1,068.1	1,064.5	15.2	377.5	-	221.5	85.2	115.7	125.0	144.7	532.3	49.3	154.8	14.3	7.3	0.7	72.2
GBR	6,413.0	201.8	808.2	12,445.0	9,868.5	405.0	269.3	621.5	942.2	943.7	28.2	220.3	12.0	187.7	83.6	158.9	106.0	53.8	435.7	44.8	203.4	20.9	155.2	16.0	44.2
GRC	16,063.0	79.7	462.4	27,558.4	23,943.7	-	115.1	-	-	-	-	73.4	91.1	109.1	40.1	83.9	7.8	53.5	-	-	-	-	-	-	-
HRV	4,236.0	44.9	326.5	1,125.2	163.3	221.4	11.0	62.3	41.6	245.5	37.0	8.4	0.9	7.5	2.6	3.3	2.6	4.8	266.5	94.3	257.3	91.1	250.6	88.7	1,632.3
IRL	2,203.0	65.2	197.8	3,392.3	2,233.1	53.6	69.5	262.8	241.5	300.8	5.2	89.5	1.0	52.1	27.0	26.8	21.8	27.7	178.2	58.2	87.7	28.7	44.8	14.6	79.8
ITA	14,432.8	165.7	1,176.2	28,292.3	20,716.1	1,556.1	336.2	196.8	929.5	931.6	-	187.2	40.9	270.1	42.0	109.5	37.8	178.1	472.1	50.7	244.0	26.2	49.4	5.3	22.8
LTU	151.0	45.0	54.2	732.0	566.0	11.0	17.4	58.5	40.5	42.8	0.7	4.4	0.0	11.5	6.1	11.0	1.8	2.2	12.9	29.7	8.5	19.6	5.5	12.7	22.8
LVA	279.0	8.3	21.9	643.0	353.0	19.5	9.4	57.5	23.4	23.4	1.4	3.8	0.0	4.9	1.4	3.7	6.3	1.4	8.5	34.1	4.6	18.6	3.0	12.1	23.9
MLT	1,060.0	8.1	77.9	425.0	413.0	33.7	1.6	2.2	12.7	12.7	0.5	2.1	2.0	4.3	1.6	2.8	0.3	5.7	4.2	31.6	0.1	0.4	- 6.1	- 46.1	10.1
NLD	740.0	133.7	286.5	2,880.9	1,768.9	50.8	159.4	322.4	347.1	347.1	3.1	70.8	9.2	104.9	62.3	28.1	38.6	42.4	116.2	33.2	36.3	10.4	- 3.4	- 1.0	65.7
POL	806.0	33.6	83.4	2,504.0	1,737.0	67.2	20.2	179.2	55.3	55.3	0.2	14.7	1.6	14.1	4.0	4.9	5.3	3.6	27.3	49.1	11.0	19.8	6.2	11.1	15.7
PRT	8,398.0	101.3	372.4	16,143.0	14,931.0	385.8	113.4	210.1	451.9	439.4	10.0	141.5	0.8	89.8	36.9	46.3	16.9	76.0	259.5	57.7	117.2	26.1	11.3	2.5	17.4
ROU	261.0	0.7	5.9	471.0	38.5	3.4	0.2	0.8	0.9	0.9	-	0.3	0.0	0.2	0.1	0.1	0.0	0.1	0.6	61.5	0.3	27.8	0.1	9.0	15.0
SVN	181.0	0.8	10.1	107.0	62.7	7.6	0.3	0.3	1.5	1.5	0.9	0.9	0.3	0.3	0.2	0.2	0.0	0.2	1.6	69.3	0.3	13.8	- 0.0	- 0.4	25.6
SWE	1,322.0	29.5	169.1	1,663.0	942.4	78.8	47.4	136.5	124.2	124.2	5.6	16.1	14.2	33.7	20.3	9.9	9.3	23.1	56.6	43.6	26.2	20.2	2.2	1.7	60.0
Tot.*	83,478	1,662	6,534			4,966	2,344	4,282	4,945																
Tot.**	59,545	1,513	5,566	120,984	94,978	4,686	2,217	4,208	4,880	6,838	89	1,758	223	1,550	556	957	551	804	3,312	48%	1,332	48%	458	7%	34.87

* All countries available

** Exc.BGR,CYP,MLT,HRV&GRC

Appendix Table 3.2 Main variables and indicators by MS and fishing activity in 2012

Variable/indicator	Fishing activity	BEL	BGR	CYP	DEU	DNK	ESP	EST	FIN	FRA	GBR	GRC	HRV	IRL	ITA	LTU	LVA	MLT	NLD	POL	PRT	ROU	SVN	SWE	Total	Total*
No. Vessels (number)	SSF		1,112	828	852	1,075	4,188	872	1,890	4,209	3,176	14,903	1,712	1,281	8,663	69	207	707	195	558	3,447	179	67	754	50,944	
	LSF	82	80	30	301	462	4,486	40	62	1,603	1,410	1,160	1,103	743	4,283	25	72	77	363	208	841	4	22	265	17,722	
	DWF						264	10		18					5	10				2	35				335	
Vessel tonnage (thousand tonne)	SSF		2.2	2.0	2.3	4.1	12	1.7	4.3	15	12	29	5.0	3.6	17	0.2	0.4	1.7	1.3	2.7	7.9	0.3	0.2	3.6	128	
	LSF	14.5	2.9	1.5	57	56	190	10	8.6	109	176	47	28	52	150	3.5	8.0	4.4	127	14.7	65	0.3	0.5	25	1,150	
	DWF						174	0.6		33					2.7	39				15.6	11.5				276	
Vessel power (thousand kW)	SSF		25	30	23	43	109	15	85	411	191	275	89	33	248	17	2.2	40	19	21	108	3.5	2.7	53	1,828	
	LSF	46.5	12	6.0	106	154	488	20	30	397	508	181	150	134	790	7.1	20	20	245	48	172	1.2	3.6	98	3,639	
	DWF						241	0.9		55					5.3	40				12	23				377	
Total employed (number)	SSF		4,870	1,205	876	345	8,601	1,858	1,878	3,525	5,468	21,780	122	1,648	13,856	149	258	159	359	1,271	8,026	445	68	920		72,818
	LSF	354	768	85	876	1,123	21,085	188	138	5,740	6,968	5,778	1,003	1,744	14,361	228	385	189	2,522	1,053	7,663	26	39	743		72,291
	DWF						4,713			413					75	355				180	457				6,193	
FTE (number)	SSF		2,451	732	668	252	5,378	362	173	2,378	2,032	19,396	26	841	9,779	49	154	235	117	482	7,288	35	44	340		50,759
	LSF	334	421	85	704	1,304	19,033	178	109	4,646	7,836	4,548	138	1,392	10,913	163	199	131	1,652	1,075	7,185	3.6	18.8	602		62,250
	DWF						5,891			351					25	355				180	457				7,259	
Days at sea (thousand day)	SSF		18		75	48	392		132	226	216		144	8.5	1,033	5.6	10.9	28.2	4.0	43	254	3.3	6.2	49	2,697	
	LSF	16.5	7.5		43	67	685	4.2	6	269	188		77	45	523	3.0	8.6	5.4	47	23	126	0.1	1.4	30	2,174	
	DWF						72			0.1					0.3	2.4				0.5	6.6				82	
Fishing days (thousand days)	SSF		18		81	48	392		131	222	165		155	8	1,033	5.6	9.4	51.6	4	43	250	3.3	6.2	49	2,675	
	LSF	9.8	7		42	61	648	4.1	6	230	166		113	35	505	2.0	8.0	4.3	41	21	113	0.1	1.4	30	2,047	
	DWF						63			0.04						12				0.4	6				70	
Energy consumption (million litre)	SSF				1.4	3.1	21		1.6	25	28	49	0.4	9	57	0.2	0.1	1.1	0.8	2	11	0.1	0.1	4.3	215	
	LSF	39.7			45	78	373	3.1	12	235	241	66	11	63	278	2.8	9.4	0.6	159	18	91	0.0	0.2	43	1,769	
	DWF						288			46					10	14					12.4				362	
Energy consumption per landed tonne	SSF				170	277	747		124	348	623		382	803	1,829	356	17	1,460	870	139	557	178	1,041	835	10,756	
	LSF	1,815			647	160	945	70	104	675	419		173	246	1,689	169	172	502	493	172	511	468	801	328	10,559	
	DWF						644			586					1,052	347					888				3,517	
Landings weight (thousand tonne)	SSF		2.0	0.6	8	11	29	9	13	73	45		1.2	5.3	31	0.6	2.9	0.7	0.9	13	19	0.7	0.1	5.2	270	
	LSF	21.9	5.7	0.5	70	488	395	45	120	354	576		61	257	165	16	55	1.5	321	113	177	0.1	0.3	131	3,374	
	DWF						448			79					0.9	42				5.4	14				637	
Landings value (million €)	SSF		1.3	4.4	8.8	24		4.7	10	181	116		3.6	5.9	242	0.6	1.4	4.4	6.0	12	72	0.8	0.5	15	714	
	LSF	76.4	3.0	2.3	141	353		9.4	25	730	824		38	235	683	6.5	22	8.3	341	43	343	0.1	1.0	110	3,995	
	DWF									148					4.5	33					38				224	

* Excluding BGR

Note: data in red are considered unreliable

Variable/indicator	Fishing activity	BEL	BGR	CYP	DEU	DNK	ESP	EST	FIN	FRA	GBR	GRC	HRV	IRL	ITA	LTU	LVA	MLT	NLD	POL	PRT	ROU	SVN	SWE	Total	Total*
Landings income (thousand €)	SSF		0.9	4.4	8.8	25.0	112.4	4.7	11.9	209.5	117.0		0.4	45.2	242.1	0.6	1.4	4.4	6.0	12.0	60.8	0.9	0.5	14.5		873.1
	LSF	76.4	2.7	2.3	139.4	352.7	973.4	9.2	26.8	705.1	826.7		32.2	255.6	683.0	6.5	21.9	8.3	34.1.1	43.3	328.5	0.1	1.0	109.7		4,900.2
	DWF						82.18			150.0					6.5	35.6					35.4				1,049.4	
Other income (thousand €)	SSF		0.5	0.0	0.8	2.0	0.0	0.1	2.6	1.5	6.8	0.0	0.1	1.5		0.0	0.0	0.1	0.7	0.0	1.9	0.0	0.3	3.0		21.3
	LSF	4.0	0.1	0.0	1.7	6.1	0.0	0.0	2.0	13.7	21.4	0.0	4.8	3.7		0.4	1.4	0.4	2.4	0.1	4.6	0.0	0.6	2.6		64.6
	DWF						0.1			0.0						0.3					2.1				2.5	
Crew wage costs (thousand €)	SSF		0.7	0.0	1.6	2.5	34.9	1.3	0.8	93.8	30.9	24.2	0.2	6.4	25.9	0.2	0.1	0.4	0.8	5.1	28.5	0.3	0.5	1.0		234.5
	LSF	23.5	0.7	0.5	37.1	66.3	321.5	3.6	3.7	242.9	189.4	49.2	8.2	83.1	161.0	1.1	3.8	16	70.0	9.6	105.5	0.0	0.5	15.1		1,337.4
	DWF						134.0			40.8					0.3	3.1					5.1				183.3	
Unpaid labour (thousand €)	SSF		0.0	1.2	1.3	11.3	35.5	0.0	4.5	0.0	10.5	87.9	0.2	0.1	38.7	0.0	0.0	1.4	0.9	0.6	0.7	0.0	0.1	8.6		112.8
	LSF	2.7	0.0	0.0	9.3	25.5	49.8	0.1	1.4	0.0	1.5	3.2	0.7	0.9	2.3	0.0	0.0	0.6	8.4	1.1	0.1	0.0	0.2	5.6		108.6
	DWF						1.4			0.0					0.0	0.0					0.0				1.4	
Energy costs (thousand €)	SSF		0.3	2.1	1.1	2.4	14.4	0.7	1.5	18.7	19.4	56.7	0.1	6.6	45.8	0.2	0.0	1.3	0.6	1.3	9.8	0.1	0.1	3.2		125.9
	LSF	27.4	1.0	0.9	30.1	54.0	232.7	2.4	9.5	171.2	168.3	52.4	7.4	45.5	223.6	2.0	4.9	2.6	104.3	12.8	67.6	0.0	0.2	30.5		1,186.8
	DWF						183.1			31.6					0.8	9.4					9.4				234.3	
Repair costs (thousand €)	SSF		0.2	1.3	1.2	3.8	7.0	0.6	1.7	10.5	9.2	25.8	0.1	3.3	9.9	0.0	0.0	0.6	0.8	0.6	5.6	0.1	0.1	3.2		57.6
	LSF	5.5	0.2	0.5	16.6	32.4	56.4	1.0	3.1	51.8	74.4	14.3	2.5	23.7	27.9	0.7	1.4	0.6	61.5	3.3	28.0	0.0	0.1	17.2		404.9
	DWF						58.0			22.8					0.1	5.4					2.2				88.4	
Other variable costs (thousand €)	SSF		0.4	3.7	1.5	4.1	14.4	0.4	1.0	21.9	26.2	34.2	0.1	6.4	26.4	0.1	0.0	1.1	0.4	1.3	2.7	0.1	0.1	1.9		109.0
	LSF	10.8	1.2	0.9	9.8	25.9	116.4	0.8	1.8	89.1	132.7	49.7	3.2	20.4	82.8	0.8	3.7	1.6	27.8	3.5	34.9	0.0	0.1	8.1		569.2
	DWF						255.4			4.8					0.3	10.2					7.6				278.2	
Non-variable costs (thousand €)	SSF		0.1	0.0	2.4	3.7	4.4	0.0	2.1	27.0	10.2	3.8	0.1	6.6	13.1	0.1	0.1	0.1	0.5	1.0	4.3	0.0	0.0	2.1		77.6
	LSF	6.8	0.1	0.1	14.3	17.1	56.4	0.4	3.0	78.2	95.8	4.0	2.6	15.2	28.9	0.7	6.2	0.1	38.1	4.3	11.5	0.0	0.0	7.2		384.2
	DWF						7.1.7			19.8					0.1	1.0					0.7				93.4	
Annual depreciation (thousand €)	SSF		0.0	1.5	1.5	4.6	4.4	0.4	1.4	34.6	7.2	30.6	0.0	0.5	41.5	0.0	0.0	0.7	1.1	0.3	13.6	0.1	0.1	3.4		114.7
	LSF	9.3	0.2	2.3	17.6	87.1	76.9	0.9	2.0	110.1	40.8	22.9	4.7	27.2	134.3	0.3	1.3	3.9	41.3	3.3	51.3	0.0	0.1	18.8		622.7
	DWF						44.6			0.0					2.3	1.9					8.6				57.4	
GVA (thousand €)	SSF		0.5	-0.5	3.4	12.9	72.3	3.0	8.1	132.9	58.8		0.2	23.7	146.9	0.4	1.3	1.3	4.4	7.7	40.3	0.5	0.5	7.2		524.3
	LSF	29.8	0.3	-0.1	70.4	229.6	511.6	4.7	11.4	328.4	376.9		21.4	142.7	319.8	2.7	7.2	3.8	111.9	19.5	191.0	0.0	1.1	49.4		2,408.0
	DWF						253.8			71.0					5.2	9.9					17.7				357.6	
GVA to Revenue (%)	SSF		34.2	-10.6	35.5	48.0	64.3	63.2	56.2	63.0	47.5		29.5	50.8	60.7	54.9	89.2	30.1	65.0	64.5	64.3	63.2	63.0	40.8		58.6
	LSF	37.1	11.3	-2.9	49.9	64.0	52.6	50.6	39.6	45.7	44.4		57.8	57.7	46.8	38.5	30.7	44.1	32.6	44.9	57.4	45.8	72.7	44.0		48.6
	DWF						30.9			47.3					80.0	27.6					47.1				34.0	
OCF (thousand €)	SSF		0.0	0.6	2.1	9.9	38.5	1.7	8.6	39.8	27.9		0.0	-9.9	121.3	0.2	1.3	0.3	3.9	13.2	11.9	0.3	0.1	6.1		0.3
	LSF	8.2	0.0	-0.6	34.4	155.8	190.8	1.1	7.6	98.7	157.2		18.4	43.2	166.5	1.6	4.3	2.4	40.7	14.7	86.5	0.0	0.9	34.4		10
	DWF						131.8			30.2					4.8	6.8					12.6				186.2	
Gross profit (thousand €)	SSF		-0.2	-1.5	0.5	-0.9	1.9	1.7	2.8	39.1	17.4		-0.2	-10.1	82.6	0.2	1.2	-0.5	2.7	2.1	11.1	0.3	-0.1	-2.5		149.9
	LSF	3.7	-0.4	-0.6	24.1	137.8	140.3	1.0	6.3	85.5	186.1		12.6	42.1	156.6	1.6	3.4	1.7	33.5	8.9	85.4	0.0	0.5	28.8		945.5
	DWF						118.5			30.2					4.9	6.8					12.6				172.9	
Gross profit margin (%)	SSF		-16.7	-33.2	5.5	-3.3	1.7	35.5	19.7	18.5	14.0		-45.4	-161.4	34.2	26.4	82.6	-11.2	40.5	17.5	17.7	29.3	-16.8	-14.4		17.6
	LSF	4.6	-16.2	-24.1	17.1	38.4	14.4	11.1	21.9	11.9	21.9		33.9	18.5	22.9	23.0	14.6	19.3	9.8	20.4	25.6	12.9	29.9	25.6		19.2
	DWF						14.4			20.1					74.9	18.8					33.6				16.4	
Net profit (thousand €)	SSF		-0.2	-4.2	-0.9	-5.1	0.9	1.6	1.7	3.8	10.9		-0.4	-11.1	37.7	0.1	1.2	-1.2	1.8	1.5	-8.2	0.2	-0.3	-6.0		29.6
	LSF	-5.8	-0.6	-7.3	6.9	55.4	48.3	0.5	4.6	-37.2	149.5		6.2	-2.9	9.8	1.2	1.8	-2.3	-5.3	4.7	14.2	0.0	0.3	9.3		255.2
	DWF						67.5			2.1					4.2						0.8				74.6	
Net Profit margin (%)	SSF		-32.4	-96.5	-9.8	-19.0	1.0	33.0	11.9	1.8	8.8		-75.0	-183.9	15.6	21.4	79.9	-27.5	26.5	12.2	-13.1	18.6	-33.5	-34.4		3.6
	LSF	-7.2	-33.4	-31.3.6	4.9	15.5	5.2	5.5	16.1	-6.1	17.6		16.8	-1.3	1.4	17.4	7.9	-26.9	-1.5	10.8	4.3	-44.6	20.4	8.3		5.3
	DWF						8.2								32.7	11.7					2.1				8.3	
GVA per FTE (thousand €)	SSF		0.2	-0.7	5.1	51.4	13.4	8.3	46.9	55.9	28.9		6.3	29.2	15.0	7.5	8.4	5.7	37.6	16.1	5.5	15.3	11.5	21.0		10.6
	LSF	89.3	0.7	-0.8	100.0	176.0	26.9	26.1	104.3	70.7	48.1		155.5	105.6	29.3	16.3	36.0	29.0	67.7	18.8	26.6	11.6	58.8	82.0		37.0
	DWF						43.1			202.2					21.0.2	27.9					38.7				50.5	

* excluding BGR,CYP,MLT,HRV,GRC; unreliable values have been highlighted in red

4. EU FLEET REGIONAL ANALYSIS

KEY FINDINGS

BALTIC SEA FLEET: Nine Member State fleets operated in the region in 2012; the most important in terms of active vessel number was the Finnish fleet, also accounting for the most effort deployed due to its sheer size.

- In terms of production, the Finnish, Polish, Swedish and Danish fleets were the most important, collectively responsible for 74% of the landed weight and 76% of the value landed in 2012.
- Baltic herring, sprat and cod continue to be the most important species.
- Revenue generated by the Baltic Sea fleet was estimated at around €259 million, with the Polish and Swedish fleets each contributing 21%. GVA produced by the fleet in 2012 was estimated at €110 million and after accounting for operating costs, the fleet made €37 million in gross profit.
- While overall the Baltic fleet was profitable, three MS fleets, Denmark, Germany and Sweden, suffered net losses in 2012. Two MS small-scale fleets and one MS large-scale fleet generated gross losses in 2012. Development trend of the Baltic SSF fleets improved or remained stable in 5 out of the 7 MS fleets while performance deteriorated in four out of the eight MS large-scale fleets over the period 2008-2012.
- The most important fleets in terms of revenue and GVA generated were the Polish and Finnish pelagic trawlers 24-40 m and Swedish demersal trawlers 24-40 m.

MEDITERRANEAN & BLACK SEA FLEET: Eleven Member State fleets operated in the region in 2012, with Bulgaria and Romania fishing exclusively in the Black Sea; the most important in terms of active vessel number was the Greek fleet, while the Italian fleet was the largest in terms of gross tonnage and engine power.

- In terms of production, landings (excl. Greece) amounted to approx. 363 thousand tonnes, corresponding to €1.3 billion. Italy, Spain and Croatia were the leading countries, accounting for 93% of the recorded landings.
- Overall the Mediterranean & Black Sea fleet saw declines in capacity, effort deployed and landings in weight from 2011 to 2012. European pilchard (sardine) and anchovy were the most important species.
- Revenue generated by the Mediterranean & Black Sea fleet covered was estimated at around €1 billion (excluding around €300 million in landings value by the Spanish fleet), with the Italian fleet contributing 87% (€910 million). In fact, the top 4 fleet segments operating in the region where all Italian and collectively accounted for 38% of the vessels, 57% of the effort, 47% of landings weight and 45% of the revenue generated.
- GVA produced by the fleets covered was estimated at €522 million. After accounting for operating costs, the fleet made €252 million in gross profit.

NORTH ATLANTIC FLEET: Eleven Member State fleet operated in the region in 2012 (data on the Polish fleet not available); the most important in terms of active vessel number was the Portuguese fleet, also accounting for the most effort deployed.

- In terms of production, the UK, French and Irish fleets were collectively responsible for 72% of the landed weight. In value, the French, UK and Portuguese fleets, together accounted for 80% of the landed value in 2012.
- The main species included the small pelagics Atlantic mackerel, jack and horse mackerels and European pilchard (sardine) and demersal species, such as Norway lobster and European hake.
- Revenue generated by the North Atlantic Sea fleet was €1.9 billion, 91% distributed amongst four MS fleets: France (€673 million), UK (€509 million), Portugal (€357 million) and Ireland (€238 million). GVA produced by the fleet in 2012 was estimated at €951 million and after accounting for operating costs, the fleet made €327 million in gross profit. These values exclude the Spanish fleet operating in the region.
- The small-scale fleet generated €171 million in GVA and €42 million in gross profits but overall performance deteriorated, with the SSF moving from a profit making position in 2011 to posting a net loss in 2012. Collectively, the large-scale fleet generated gross profits in 2012, improving compared to 2011, largely a result of the improved performance of the UK fleet.
- While overall the North Atlantic fleet generated gross profits, all expect for three MS fleets suffered net loss in 2012. Profitable fleets were the German (€1.6 million), Dutch (€524 thousand) and UK (€88 million) fleets.

NORTH SEA & EASTERN ARCTIC: Eleven Member State fleet operated in the region in 2012; the most important in terms of active vessel number was the UK fleet, also accounting for the most effort deployed.

- In terms of production, the Danish, UK, Dutch and French fleets were the most important, collectively responsible for 87% of the landed weight and 81% of the value landed in 2012. Atlantic herring, mackerel and sprat were the most important species.
- Revenue generated by fleet was estimated at around €1.6 billion, with the UK and Danish fleets together contributing 51%. The GVA produced by the fleet in 2012 was estimated at €774 million and after accounting for operating costs, the fleet made €385 million in gross profit.
- While overall the North Sea fleet was profitable, two MS small-scale fleets generated gross losses in 2012. Development trend of the Baltic SSF fleets deteriorated in 5 out of 10 MS fleets.
- The most important fleets in terms of production generated were the Danish pelagic trawlers over 40 m and the UK purse seiners over 40 m.

***OTHER FISHING REGIONS* FLEET**: According to FAO fisheries statistics, there were 12 EU fleets operating in OFR in 2012: Estonia, France, Germany, Greece, Italy, Latvia, Lithuania, Netherlands, Poland, Portugal, Spain and United Kingdom (Figure 4.1). No landings data was recorded for Ireland in 2012. DCF economic data on the EU OFR or distant-water fleet is limited but DCF landings data compared to the corresponding FAO statistics had 94% coverage in 2012.

- According to the DCF data submitted, the nine Member State fleets operating in the OFR, for which data was available, numbered 2,870 vessels in 2012. The French fleet comprised the largest fleet in number (65% of the total reported), while the Spanish fleet, possessed 42% of the engine power and 62% of the gross tonnage.
- In terms of production, the EU OFR fleet landed 780 thousand tonnes in 2012, corresponding to €1.2 billion (excluding the Polish fleet). Spain was the main EU MS fishing in other regions, covering 58% of all capture production in weight and 76% in value in 2012. The most important species were skipjack tuna (178 thousand tonnes; €201 million), yellowfin tuna (147.6 thousand tonnes; €335 million) and swordfish (€117 million).
- At fleet segment level, the Spanish pelagic seiners over 40m generated the highest landed value in 2012, amounting to €422 million (54% of the total), followed at a distance by the Spanish demersal trawler over 40m segment (€263 million) and then the French purse seiners over 40m (€148 million).

Background

This chapter provides an overview of the MS fleets operating in each sea basin region. For each region, data on fleet capacity, employment, fishing effort, landings and economic performance indicators are provided by Member State, fishing activity and fleet segment (top 25 in terms of revenue) and results are summarised in the regional tables.

To assess the economic performance of the EU fleet at regional sea basin level, JRC and STECF EWG 14-05 produced estimates on the structure and economic performance of fleet segments by allocating FTEs, revenue and costs to the sea basin using the effort and landings data available at a higher disaggregation level (sub-region, FAO level 3 and level 4 for the Baltic Sea).

Fleet economic data cannot be collected at higher resolution than defined in the DCF, i.e. Supra-region. Only the transversal variables, landings (value and weight) and effort data (days at sea, fishing days, etc.) are provided by Member States at the sub-region level and by fleet segment. Therefore, the correlation with transversal data is the only viable way for disaggregating economic data at the sea basin level, namely: Baltic Sea, North Sea & Eastern Arctic, North Atlantic, Mediterranean & Black Sea and Other Fishing regions).

As DCF economic data is collected at the supra region level, the economic data for fleet segments that operate in a specific region does not always relate exclusively to the fishing activity of those vessels in the region. For example, a Danish trawl segment that spends half of its time in the Baltic Sea and half of its time in the North Sea will only have economic data available at supra region level 27, which consists of the Baltic Sea, the North Sea and the North Atlantic fishing regions. Therefore, to assess the performance of the Danish North Sea fleet, economic data provided for the fleet segment at the supra-region (area 27) is disaggregated at the sub-region (North Sea) level by assuming several correlations with transversal data. For this exercise, transversal and

economic data by fleet segment were disaggregated based on either the value of landings or effort (days at sea), as:

(1) Value of landings was used to allocate crew costs and all income indicators;
(2) Effort in days at sea was used to allocate fuel costs, repair and maintenance costs, depreciation and variable and non-variable costs; capacity and employment indicators.

The number of vessels operating in the region was provided by Member States with their data submissions.

There are several limitations to this approach, which should be considered exploratory rather than a source of factual statements that are considered robust enough to be a basis for policy decisions. Apart from missing and/or questionable datasets, other limitations due to the nature of the DCF data and the methodology used may affect the quality (or reality) of the results to a certain extent. One example of data/methodology limitation is when a fleet segment that is based in the Baltic Sea but operates predominately in the North Sea will have sea days in the Baltic region (steaming to and from fishing grounds) with little or no corresponding income (landings). This can introduce errors that will negatively affect the performance of the "Baltic fleet" while conversely "improving" the performance of the "North Sea fleet" by underestimating costs (steaming to get to the North Sea fishing areas will be attributed to the Baltic Sea, where perhaps, little of no fishing activity occurred, i.e. reduced revenue). Therefore, estimates for fleet segments with less than 30% of effort and/or landings value/weight in a region should be considered with caution.

In several cases, the share of active vessels in the region showed very low values but attained very high effort and/or landings share in the region (and vice-versa). These apparent data inconsistencies should be further investigated and improved in future.

See Methodology (section 8.4) for more details on the method used to disaggregate and allocate economic variables at the sea basin level.

4.1. EU Baltic Sea Fishing Fleet

The Baltic Sea covers ICES areas IIIb, IIIc and IIId and is bounded by the Swedish part of the Scandinavian Peninsula, mainland Europe and the Danish islands. The central part of the Baltic Sea is bordered on its northern edge by the Gulf of Bothnia, on its north-eastern edge by the Gulf of Finland, and on its eastern edge by the Gulf of Riga.

Eight EU Member States were involved in Baltic Sea fisheries in 2012: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden (Figure 4.1).

Results for the Baltic Sea fleet exclude the German pelagic trawl segment due to confidentiality issues. Due to incomplete and/or unreliable datasets, the Baltic fleet analysis excludes the Estonian fleet.

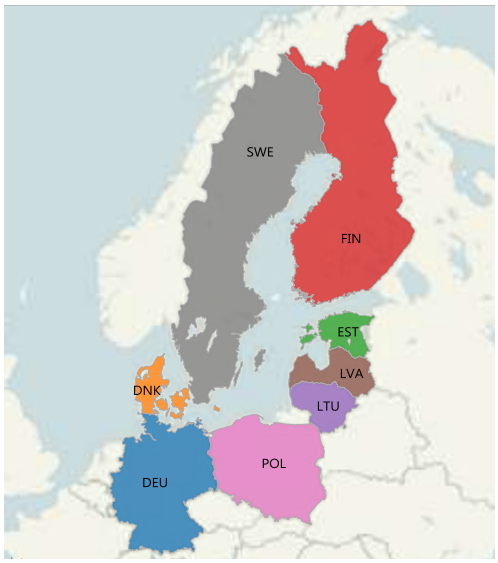


Figure 4.1 - Regional map, highlighting the Baltic Sea MS fleets and FAO fishing areas.

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Regional Fisheries management

The European Commission (EC) prepares proposals for measures and instruments for resource conservation including fishing quotas and fishing effort limitations after a certain consultative process. TACs (Total Allowable Catches) and quotas are annually defined for commercially important fish stocks in the Baltic (cod, herring, sprat, salmon and plaice).

There are currently 5 species/stocks under TAC management in the Baltic Sea: (1) Cod; (2) Herring; (3) Sprat; (4) Atlantic salmon and (5) Plaice.

Cod is the only fish species for which a multi-annual plan exists (Council Regulation (EC) No 1098/2007) (Table 4.1). The plan defines targets for stock recovery (in terms of cod mortality for Eastern and Western cod stocks) and also maximum fishing effort and licensing system for vessels fishing cod in the Baltic. Compared to 2011, available cod quota increased in 2012 while effort limitation remained stable (163 fishing days for Western cod (ICES subdivisions 22-24) and 160 fishing days for Eastern cod (ICES subdivision 25-28)).

The European eel Recovery plan also affects several Baltic States. Within this plan, MS through national eel management plans need take measures that allow 40% of adult eels to escape from inland waters to the sea, where they can spawn.

EU regulations also comprise specific fishery technical regulatory measures, such as mesh sizes, minimum landing sizes, by-catch limitations as well as periods and areas closed for fishing. Ban on driftnet fisheries was set after a three year transitional period in 2008. The Baltic Sea coastal and inland fisheries are mainly regulated by each MS in the region through their national legislation.

Table 4.1 - TAC in the Baltic Sea in 2012

	ICES subdivision 22-24		ICES subdivision 25-32		Overall TAC and % change to 2011	
	TAC and % change to 2011		TAC and % change to 2011			
Cod	21300	13%	67850	15%	89150	15%
Plaice					2889	-5%
Herring	20900	32%	214993	-13%	235893	-11%
Sprat					225237	-22%
Salmon (number of fishes)					137972	-48%

Baltic Sea fishing fleet, effort and landings

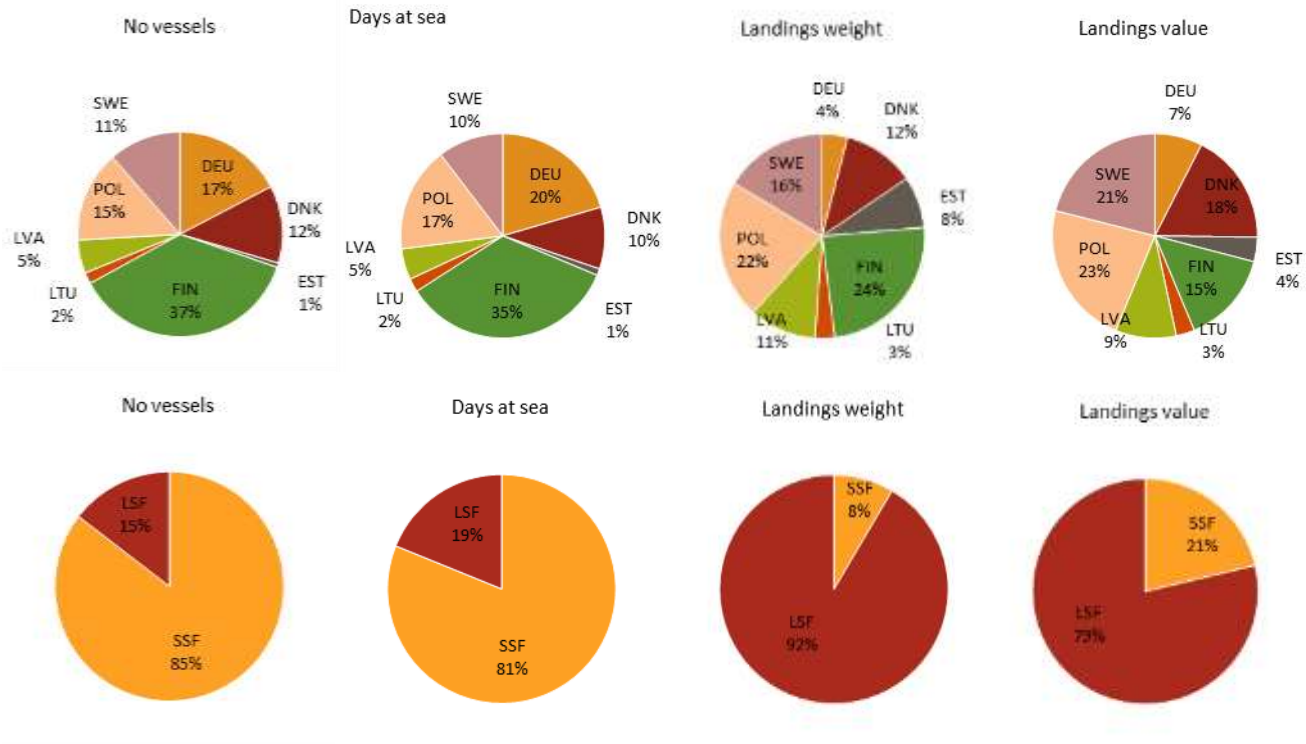
According to the DCF data submitted by region, the Member State fleets operating in the Baltic Sea collectively numbered 5,297 vessels in 2012. The Finnish fleet comprised the largest fleet in number (1,952 vessels) and engine power (115 thousand kW) while the Swedish Baltic fleet was the largest in gross tonnage (18.6 thousand GT) (Figure 4.2).

The latest official DCF data suggests that the EU Baltic Sea fleet spent almost 400 thousand days at sea in 2012, 98.6% of which were actual fishing days. The weight and value of landings generated by the fleet amounted to approximately 545 thousand tonnes and €243 million, respectively.

Finland, Germany and Poland together accounted for around 72% of the total days at sea (mostly generated by small scale fisheries). In terms of landed weight, Finland (133 thousand tonnes), Poland (120 thousand tonnes), Sweden (89 thousand tonnes) and Denmark (62 thousand tonnes) were again the leading MS fleets. Poland (€55 million), Sweden (€51 million) and Denmark (€43 million), collectively accounted for around 61% of the total value of landings in the Baltic Sea in 2012, followed by Finland, Latvia and Germany (again, bear in mind the exclusion of German pelagic landings) (Figure 4.2).

The small-scale fleet accounted for 81% of the days at sea in the Baltic Sea while large-scale vessels generated by far the highest landed weight, with 92% of the total. The difference between the two fishing activities was slightly less for landed value, with LSF accounting for 79% of the total and SSF vessels 21%, reflecting the lower value of pelagic species that are mainly targeted by the LSF (Figure 4.2). While SSF covered 85% of the number of vessels, employment in this group amounted to 1,521 FTE in 2012, representing around 40% of the total FTEs in the Baltic Sea fisheries, indicating the part-time nature of this fleet segment.

In fact, the SSF showed a high variety of targeted species and species/stocks under quota management in the Baltic Sea (cod, herring and salmon). Other targeted species include perch, eel (also under the management plan), pike-perch, flounder and whitefish.



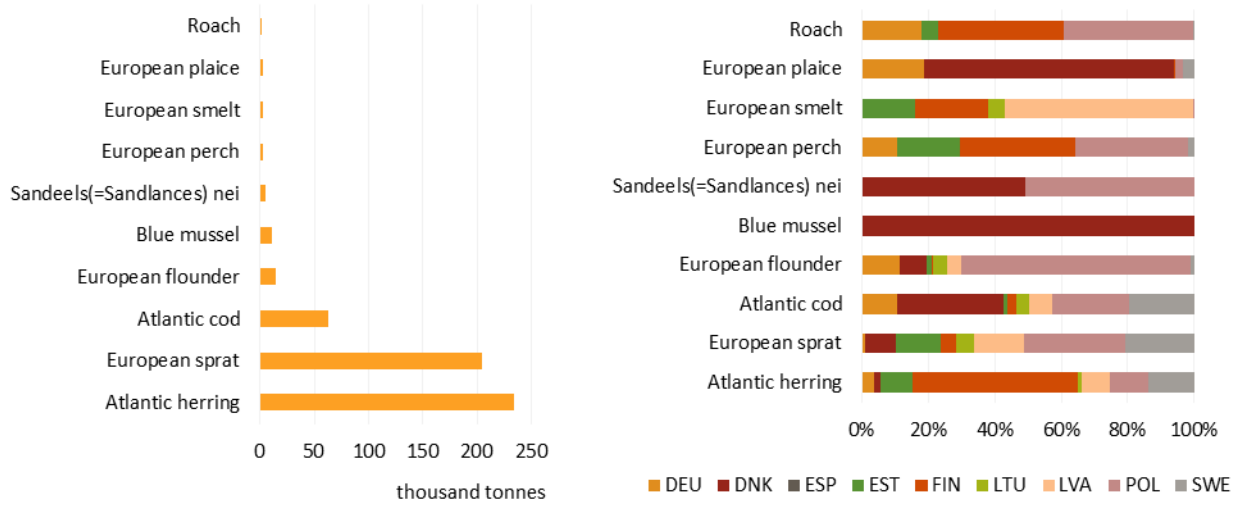
Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 4.2 - EU Baltic Sea fleet capacity, effort and landings by MS and fishing activity: 2012.

For confidentiality reasons, the figure for landed weight excludes the German pelagic trawl segment, which would have increased the total catch weight of the German fleet by around 38%. In addition, German demersal trawl segments sometimes target pelagic species while pelagic trawls may also target demersal

species. This is also the case for Swedish vessels, fishing both pelagic and demersal. Results should therefore be interpreted taking this into account.

In 2012, due to quota reduction, herring (234 thousand tonnes) overtook sprat (204 thousand tonnes) in terms of total weight landed, followed by cod (63.5 thousand tonnes) and then flounder (14.6 thousand tonnes) (Figure 4.3). Cod generated the highest value of landings in 2012 (€77 million), followed by herring (€68 million), and then sprat (€50 million).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 4.3 - List of the top 10 species in terms of weight landed for MS fleets operating in the Baltic Sea, 2012

Sprat landings in weight and value in the Baltic Sea decreased 14% from 2011 to 2012. Baltic sprat quota (subdivisions 22-32) decreased again by 22% between 2011 and 2012, causing the decrease in landed weight. Although the total landed weight of Baltic herring decreased 6% between 2011 and 2012, value increased 14% over the same period. Cod landings remained relatively stable in both weight and value between 2011 and 2012. The multi-annual plan for cod in the Baltic impacts all fleets that have quota for cod and which interact with the cod fisheries. With an increase in TAC, the limited number of licenses and days at sea restrictions are becoming more constraining for fleets and may have an impact on the economic performance.

Socio-economic performance

Tables 4.2 to 4.4 contain a summary of economic performance of the Baltic Sea fleet by Member State, fishing activity and fleet segment, respectively.

Performance by Member State

The revenue (income from landings and other income) generated by the Baltic Sea fleet in 2012 was an estimated €259 million, 76% of which was split between four Member States - Poland (€55.5 million), Sweden (€53.8 million), Denmark (€45 million) and Finland (€43 million). Revenue increased 5% compared to 2011, largely driven by increased revenue in the Finnish and Lithuanian fleets (Table 4.2).

GVA produced by the Baltic Sea fleet in 2012 was estimated at €110 million. After accounting for operating costs, the fleet made €37 million in gross profit (Table 4.2).

While overall the Baltic fleet was profitable, one MS fleet (Germany), suffered gross losses in 2012; deteriorating further compared to previous years. In fact, the German Baltic fleet moved from a profit making position in 2011 to post a loss in 2012, mainly as a result of the poor performance of its large-scale fleet (again, pelagic trawlers are excluded), which generated a gross loss of almost €1.8 million. The German small-scale fleet performed slightly better than its larger counterpart as well as improving on 2011 results by generating a gross profit of €671 thousand (Table 4.2).

Performance by fishing activity[1]

By fishing activity, the Finnish small-scale fleet, consisting of 1,890 vessels and employing 173 FTEs (indicating that fishing is mostly a part-time activity), generated the highest revenue (€14.4 million) in this fleet segment, followed by Danish and Polish SSF fleets – €12.9 and €12 million, respectively.

The Swedish Baltic large-scale fleet, consisting of 147 vessels, generated the highest revenue (€45.5 million), followed by the Polish (€43.5 million) and Danish (€32.3 million) large-scale fleets (Table 4.3).

Although two MS small-scale fleets generated gross losses in 2012 (Danish SSF -€1.7 million and Swedish SSF -€2.9 million), the performance of the Baltic SSF fleets improved or remained stable in 5 out of the 7 MS fleets over the period 2008-2012. Performance of the Polish and Swedish SSF, the latter already in a loss making position, deteriorated compared to previous years.

Only the German Baltic large-scale fleet generated gross losses in 2012 (-€1.8 million) but performance deteriorated in four out of the eight MS large-scale fleets over the period analysed (Table 4.3).

Performance by fleet segment

Table 4.4 provides results for the top 35 MS fleet segments in terms of landed value, operating in the Baltic Sea in 2012. These 35 MS fleet segments represented 93% of the effort deployed (369 thousand days at sea), 97% of the landed weight (531 thousand tonnes) and 96% of the landed value (€233 million) generated by the Baltic Sea fleet in 2012.

At fleet segment level, the Polish pelagic trawl 24-40m segment operating in the Baltic Sea region generated the most revenue in 2012 (€24 million), followed by the Swedish demersal trawl and seine 24-40m segment (€23.6 million) and the Finnish pelagic trawl 24-40m segment (€23.3 million) (Table 4.4).

The most important fleets in terms of revenue and GVA were again the Polish and Finnish pelagic trawlers 24-40m and Swedish demersal trawlers 24-40m.

In relative terms, the Latvian passive gear segment under 10m generated the highest profit margins, followed by the German drift and fixed netters 12-18m and the Swedish demersal trawlers 10-12m. The Swedish demersal trawler 10-12m and 12-18m segments were estimated to have generated the highest GVA per FTE in 2012, €203 and €189 thousand, respectively (Table 4.4).

4.2. Mediterranean & Black Sea

EU Member States fishing in Mediterranean waters include Croatia, Cyprus, France, Greece, Italy, Malta, Portugal, Slovenia and Spain, while Bulgaria and Romania fish exclusively in the Black Sea (Figure 4.4).

Cyprus, Greece, France and Spain submitted incomplete data under the 2014 DCF. Spain did not submit data on landings by species and effort for the years 2008-2011. Due to data inconsistencies for several MS fleets were excluded from the trend analysis. Greece failed to provide any effort and landings data and is therefore excluded from the analysis. Hence, a fully comprehensive and realistic analysis could therefore not be carried out due to insufficient data. Due to very low levels of activity, the Portuguese fleet was not considered in the analysis.

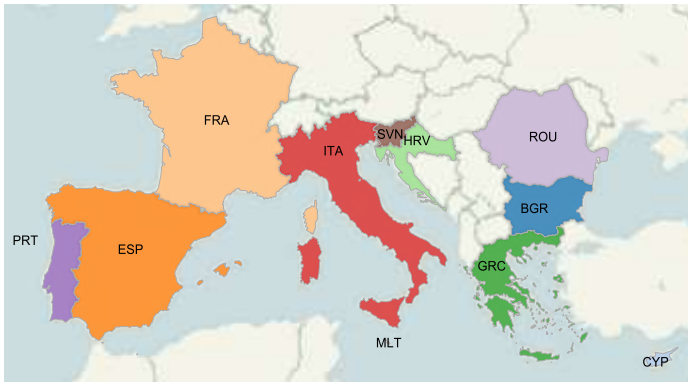


Figure 4.4 - Regional map, highlighting MS fleets operating in the Mediterranean & Black Sea.

Note: no data submitted for GRC. GRC and fishing area to be included in map

[1] based on data submitted by fleet segments and including only those with all the relevant data to estimate gross profit; Spain excluded in the economic indicator estimations due to missing data

Fisheries Management in the Region

The fisheries management in the Mediterranean Sea is mostly effort and area based, there are also some technical measures defined through the restriction of gear use and minimum landing sizes for species as listed in the COM 1967/2006. TAC is defined for the only for the highly valuable blue fin tuna. All quotas defined in the Mediterranean Sea for 2012 remained stable compared to 2011.

There are 2 species under TAC management in the Black sea:

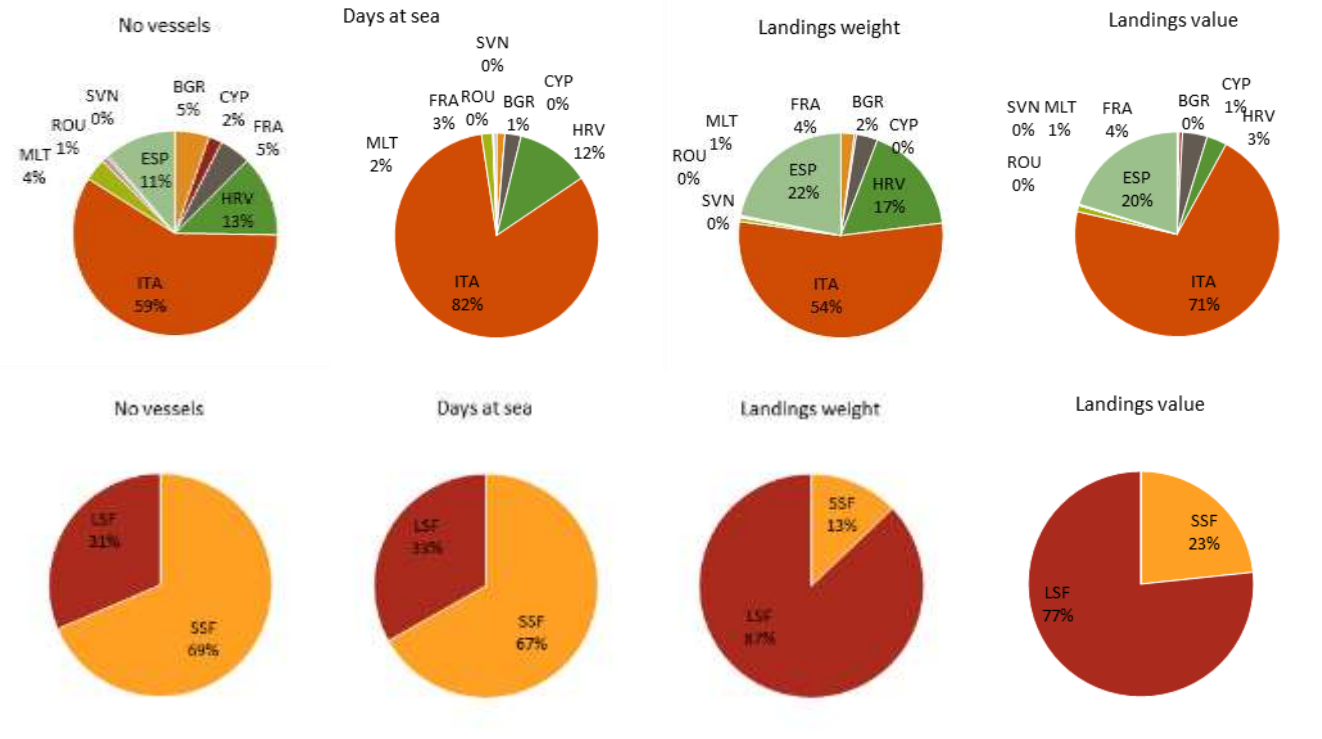
- Turbot (Bulgaria 43.2 tonnes; Romania 43.2 tonnes)
- Sprat (Bulgaria 8,032.5 tonnes; Romania 3,442.5 tonnes)

Mediterranean & Black Sea fishing fleet, effort and landings

When including available data for Greece, the EU fleet fishing in the Mediterranean & Black Sea consisted of 38,484 vessels. Greece comprised the largest fleet in number (16 thousand vessels) while the Italian Mediterranean fleet was the largest in gross tonnage (166 thousand GT) and engine power (1 million kW) (Figure 4.5). In 2012, according to the data available, which excludes Greece, there were 21,972 active vessels operating in the region.

The Mediterranean & Black Sea fleet (excluding Cyprus, Greece and Spain due to incomplete effort data) spent more than 1.9 million days at sea in 2012. The weight and value of landings generated by the regional fleet (excluding Greece) in 2012 amounted to approximately 362 thousand tonnes and €1.3 billion, respectively. It should again be emphasised that the lack of complete data for all MS fleets operating in the region does not allow for a very realistic overall analysis of the Euro-Mediterranean fleet production, as seen in Figure 4.5, where according to the available data, which excludes Cyprus, Greece and Spain), the Italian fleet accounted for 82% of the total number of days, followed at some distance by Croatia (12%).

In terms of landed weight, Italy (196 thousand tonnes), Spain (80 thousand tonnes) and Croatia (62 thousand tonnes) were again the leading countries of those who provided data, together accounting for 93% of the total weight of landings by the EU Mediterranean & Black Sea fleet (excluding Greece). Large-scale vessels generated by the far the highest landed weight with 87% of the landed weight.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 4.5 - EU Mediterranean & Black Sea fleet capacity, effort and landings by MS and fishing activity: 2012.

Note: no data submitted for GRC; effort data missing for Cyprus and Spain

The Italian (€925 million) and Spanish (€267 million) fleets collectively accounted for around 91% of the total value of landings by the EU Mediterranean & Black Sea fleet (excluding Greece). Around 87% of the value landed by the EU Mediterranean & Black Sea fleet covered was predominantly generated by the large-scale fleet. Although over two thirds of the effort in Mediterranean & Black Sea is deployed by the small-scale fleet, these vessels landed only 13% of weight and 23% of the value in the region (Figure 4.5). This fleet segment is more important from a social point of view as it represents almost 47% of the FTE employment in the Mediterranean & Black Sea fleet. Again, these figures do not include the Greek fleet and hence, not a complete picture of the regional fleet.

The main species for the EU Mediterranean & Black Sea fleet (excluding Greek landings) in 2012, in terms of weight was European pilchard (=sardine) (78.5 thousand tonnes), followed by European anchovy (64 thousand tonnes) and then striped venus (20 thousand tonnes) (Figure 4.6). European pilchards are mainly landed in the Adriatic Sea by Italian and Croatian dredgers. The most landed species in value in 2012 was European anchovy (€110 million), followed by European hake (€101 million).

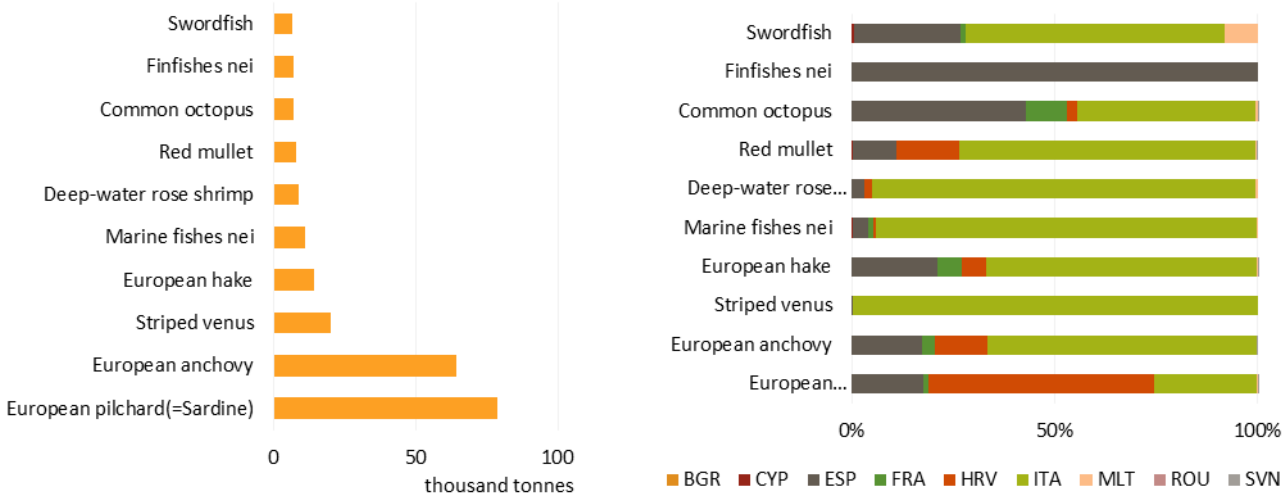


Figure 4.6 - List of the top 10 species in terms of weight landed in the for MS fleets operating in the Mediterranean & Black Sea, 2012

Note: no data submitted for GRC

Socio-economic performance

Tables 4.5 to 4.7 contain a summary of economic performance of the Mediterranean & Black Sea fleet by Member State, fishing activity and fleet segment, respectively. The Greek fleet is not included due to missing data.

Performance by Member State

The revenue (income from landings and other income) generated by the Mediterranean & Black Sea fleet (excluding Spain) in 2012 was an estimated €1,045 million, 87% of which was generated by the Italian fleet (€910 million). If considering the value of landings reported for the Spanish fleet (€265 million) as a proxy of revenue, the regional fleet generated approx. €1,310 million in revenue in 2012 (Table 4.5).

GVA produced by the Mediterranean & Black Sea fleet (excluding Spain) in 2012 was estimated at €522 million and after accounting for operating costs, the fleet made €252 million in gross profit (Table 4.5).

Five out of eight EU Member States fleet considered in the regional analysis and operating in the Mediterranean & Black Sea suffered decreases in revenue between 2011 and 2012.

Italian Mediterranean fleet is estimated to have generated the highest GVA and gross profit in 2012 (€453 million and €232 million, respectively).

Performance by fishing activity[1]

By fishing activity, and according to the available data, the Mediterranean & Black Sea fleet appears somewhat unevenly distributed between the two main types of fishing activity. The SSF possessed 69% of the fleet in number and accounted for 67% of the effort but employed only 47% of the FTE (or 51% of the total employed). In terms of production, the SSF landed only 13% in weight but 23% in value; overall generating 27% of the revenue, 32% of the GVA and 34% of gross profit (Table 4.6).

Although five MS small-scale fleets and two large-scale fleets generated gross losses in 2012, overall the Mediterranean & Black Sea SSF and LSF (excluding Spain) generated a gross profit of €87 million and €172 million, respectively.

Performance by fleet segment

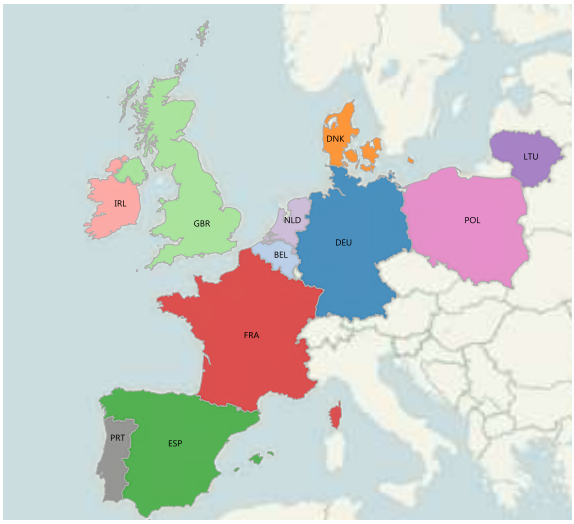
Table 4.7 provides results for the top 35 MS fleet segments in terms of landed value operating in the Mediterranean & Black Sea in 2012. These 35 MS fleet segments represented 84% of the effort deployed (1.6 million days at sea), 91% of the landed weight (328 thousand tonnes) and 93% of the landed value (€1,223 million) generated by the regional fleet, which included around 150 active fleet segments in 2012.

At fleet segment level, the Italian polyvalent passive gear 6-12m segment generated the most revenue from the Mediterranean & Black Sea region in 2012 (€197 million, 13% decrease from 2011), followed by the Italian demersal trawls and seines 12-18m segment (€169 million, 18% decrease from 2011) and then the Italian demersal trawls and seines 18-24m segment (€166 million, 9% decrease from 2011). The same fleet segments also generated the highest GVA and gross profit in 2012 (Table 4.7).

4.3. EU North Atlantic Fishing Fleet

The North Atlantic covers ICES subdivisions V, VI, VII (except VIId) and VIII, IX, X, XII, as well as NAFO areas (AREA 21). There were 11 Member State fleets operating in the North Atlantic region in 2012: Belgium, Denmark, France, Germany, Ireland, Lithuania, Portugal, Poland, Spain, The Netherlands and the United Kingdom in 2012 (Figure 4.7).

Due to insufficient data, the Polish fleet is not covered in the analysis. Additionally, estimates provided for the Danish, Dutch, German and Lithuanian fleets should be considered with caution due to the limited fishing activity reported for these MS fleets (effort and landings shares in the region less than 30%). Hence, according to the available data, the main fleets operating in the North Atlantic region in 2012 were the French, Irish, Portuguese and UK fleets.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 4.7 - Regional map, highlighting MS fleets active in the North Atlantic region.

Fisheries management

The management plans that impact on North Atlantic fleets include:

- Long-term plan for cod stocks and the fisheries exploiting those stocks (Council Regulation (EC) No 1342/2008)
- Council Regulation (EC) No 388/2006 established a multiannual plan for the sustainable exploitation of the stock of sole in the Bay of Biscay covering ICES areas VIIIa and VIIIb
- Council Regulation (EC) No 509/2007 established a multi-annual plan for the sustainable exploitation of the stock of sole in the Western Channel (ICES VIIe)

- COUNCIL REGULATION (EC) No 2166/2005 established measures for the recovery of the Southern hake and Norway lobster stocks in the Cantabrian Sea and Western Iberian Peninsula and amending Regulation (EC) No 850/98 for the conservation of fishery resources through technical measures for the protection of juveniles of marine organisms.
- COUNCIL REGULATION (EC) No 1300/2008 established a multi-annual plan for the herring stock distributed to the west of Scotland and the fisheries exploiting that stock in international and EU waters in ICES zones Vb and VIb, and the northern part of ICES zone VIa excluding the Clyde.
- Measures for the recovery of eel - Area covered includes EU estuaries and rivers that flow into seas in ICES areas III, IV, VI, VII, VIII, IX and the Mediterranean (Council Regulation (EC) No 1100/2007 of 18 September 2007).

The long term plan for cod impacts on all fleets that have quota for cod and that interact with the cod fisheries. Days at sea restrictions are becoming more constraining and may have an effect on the economic performance of the fleets.

In 2012, there were catch/landings limitations for 50 fish species defined for the region, such as: boarfish, hake, capelin, horse mackerel, herring, blue whiting, Atlantic redfish, anchovy, Norway lobster, Greenland halibut, anglerfish, skates and rays, northern prawn, haddock, ling, saithe, Atlantic cod, roundnose grenadier, common sole and black scabbardfish. For some species, e.g. boarfish, capelin and blue whiting, the fishing opportunities in 2012 increased by more than 100% compared to 2011. However for others, e.g. anchovy and skates and rays, fishing opportunities decreased by more than 30%.

Other management measures that may affect economic performance of the fleets operating in the North Atlantic include marine protected areas and other legislation that has a multispecies impact.

North Atlantic fishing fleet, effort and landings

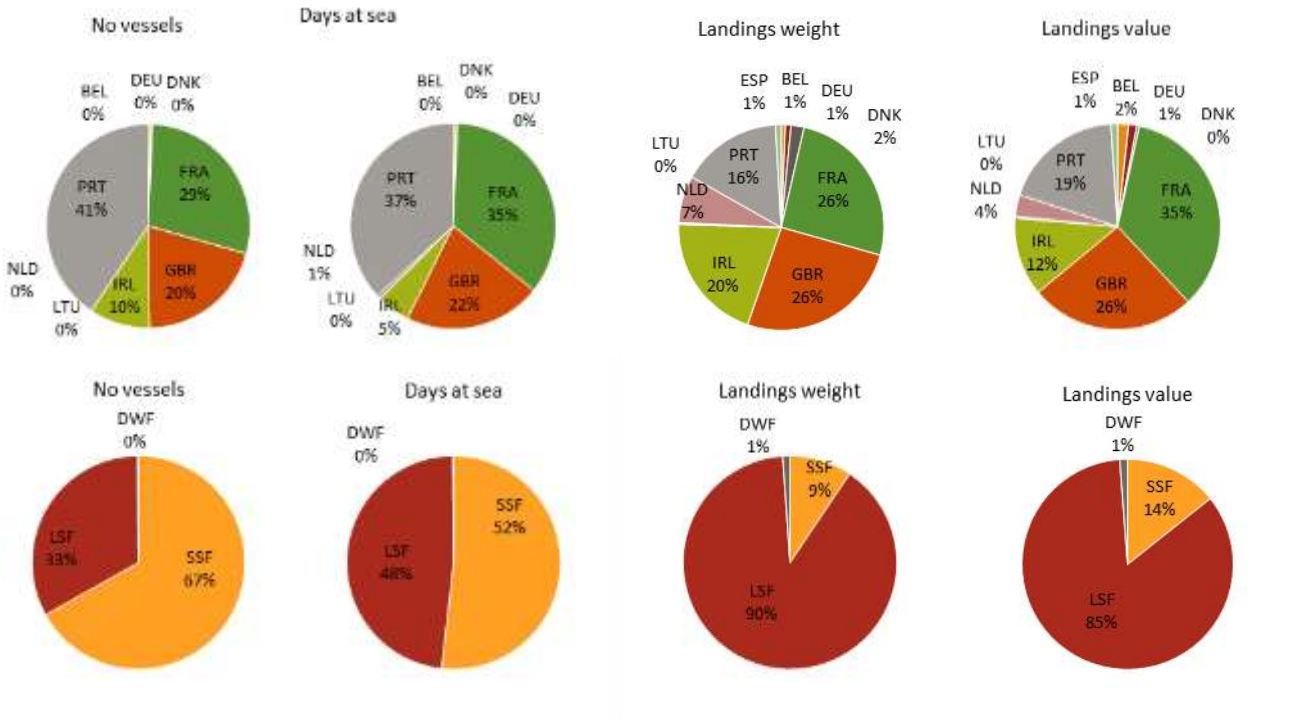
According to the data provided at the regional level, Member State fleets operating in the North Atlantic region numbered over 8 thousand vessels in 2012. Due to the non-submission of data, this value is underreported as it excludes the Dutch, Lithuanian, Polish and Spanish fleets.

The pie charts presented in Figure 4.8 indicate the proportion of days at sea, landings weight and value for the Member State fleets and by fishing activity operating in the North Atlantic in 2012.

With 3,314 vessels, the Portuguese fleet comprised the largest fleet in number. The data available also suggests that the EU North Atlantic fleet spent a total of around 1 million days at sea in 2012, 90% of which were actual fishing days. Collectively, the Portuguese, French and UK North Atlantic fleets accounted for 94% of the days at sea in the region (Figure 4.8)

The weight and value of landings generated by the EU North Atlantic fleet in 2012 amounted to almost 1.2 million tonnes and €1.9 billion, respectively. In terms of landed weight, the UK (303.5 thousand tonnes), French (301 thousand tonnes) and Irish (235 thousand tonnes) were the leading national fleets, together accounting for 72% of the total weight landed. The French (€655 million), UK (€492 million) and Portuguese (€358 million) fleets together accounted for around 80% of the total value of landings in 2012; indicating that the Irish fleet has a relatively low value species composition while conversely, landings by the French and Portuguese fleets have higher value species compositions (Figure 4.8).

SSF vessels accounted for 52% of the total number of days at sea in the North Atlantic area but only 9% of the landed weight and 14% of the landed value share. It should be noted that these values exclude the Polish fleet fishing in the North Atlantic and days at sea figures for Ireland were only provided for the over 10m fleet (Figure 4.8).

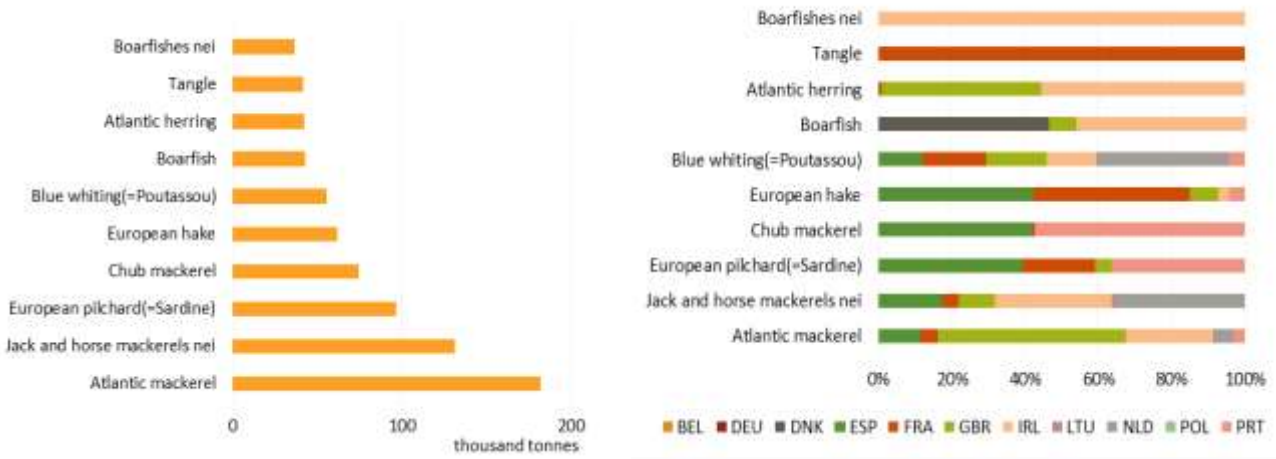


Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 4.8 - North Atlantic fleet capacity, effort and landings by MS and fishing activity: 2012.

Note: excludes Polish vessels and capacity for the Spanish fleet

In 2012, the main species landed by the North Atlantic fleet in terms of weight were small pelagic species, including Atlantic mackerel (182 thousand tonnes), jack and horse mackerels (131 thousand tonnes) and European pilchard (98 thousand tonnes) (Figure 4.9). In terms of value, Atlantic mackerel was also the most important species in 2012 (€205 million), followed by Norway lobster (€169 million) and European hake (€161 million).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 4.9 - List of the top 10 species in terms of weight landed for MS fleets operating in the North Atlantic region, 2012

Socio-Economic performance

Table 4.8 to Table 4.10 contain a summary of economic performance of the North Atlantic fleet by Member State, fishing activity and fleet segment, respectively.

Performance by Member State

Revenue (income from landings and other income) generated by the EU North Atlantic fleet in 2012 was estimated at €1.9 billion, 91% of which was split between four Member States - France (€673 million), UK (€509 million), Portugal (€357 million) and Ireland (€238 million). These figures exclude the Spanish fleet due to insufficient data provided.

Revenue increased 3% compared to 2011, driven mainly by increased revenue generated by the Irish, Dutch and UK fleets, as revenue decreased significantly for the Danish (-24%) and German (-21%) fleets (Table 4.8).

GVA produced by the North Atlantic fleet in 2012 was estimated at €951 million and, after accounting for operating costs, €327 million in gross profit. All MS fleets operating in the North Atlantic fleet generated gross profits.

The development trend of all MS fleets operating in the region, with the exception of the Danish and Portuguese fleets, improved over the period 2008-2011. However, when compared to the previous year, the performance of five MS fleets deteriorated in 2012 (Table 4.8).

Performance by fishing activity[1]

By fishing activity, the North Atlantic small-scale fleet generated €296 million in revenue, while the large-scale fleet generated €1.6 billion in revenue (excluding Spain). The French small-scale fleet, consisting of 1,278 vessels and employing 1,837 FTEs, generated the highest revenue (€162 million) in the SSF segment, followed by UK and Portuguese SSF fleets – €66 and €62 million, respectively (Table 4.9).

Similarly for the large-scale fleet, the French North Atlantic fleet, consisting of 1,063 vessels and employing 3,289 FTEs, generated the highest revenue (€511 million), followed by the UK (€443 million) and Portuguese (€274 million) large-scale fleets.

The North Atlantic small-scale fleet generated €171 million in GVA and €42 million in gross profit. The Irish small-scale fleet suffered a gross loss estimated at €10 million in 2012, deteriorating further compared to 2011, when losses amounted to €3 million. Collectively, the large-scale fleet (excluding Spain) generated €760 million in GVA and a gross profit of €271 million in 2012 (Table 4.9).

Additionally, three distant water fleets (Lithuanian, Portuguese and Spanish fleets) were also active in the region in 2012, with landings in weight reported at 12.8 thousand tonnes, corresponding to €22.5 million in landed value; 73% of which was landed by the Spanish DWF fleet.

Performance by fleet segment

Table 4.10 provides results for the top 35 MS fleet segments in terms of landed value operating in the North Atlantic region in 2012. These 35 MS fleet segments represented 53% of the effort (528 thousand days at sea), 71% of the landed weight (833 thousand tonnes) and 73% of the landed value (€1.4 billion) generated by the North Atlantic fleet in 2012. Again, Spanish fleet segments are not included due to insufficient data provided and necessary to disaggregate economic data at the regional level.

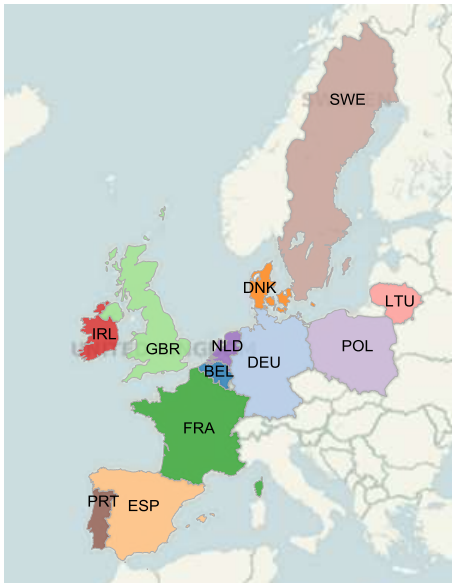
At fleet segment level, the UK purse seiners over 40m operating in the North Atlantic region generated the most revenue in 2012 (€147 million), amounting to 7.6% of the total, followed by the French demersal trawl and seine 18-24 m segment (€103 million) and the Irish pelagic trawler over 40m segment (€87 million) (Table 4.10).

The most important fleets in terms of gross profit generated were again the UK purse seiners over 40m (€63 million), followed by the Irish pelagic trawl over 40 m (€33 million) and the Portuguese demersal trawl and seine over 40 m segment (€20 million). However, the most important fleet with 1,193 vessels (PGP 0010) in Portugal had a general decreasing economic performance (Table 4.10).

4.4. North Sea & Eastern Arctic area

The North Sea & Eastern Arctic area includes ICES areas IIIa, IV, VIId, I and II. The analysis includes reported landings from 11 MS fleets: Belgium, Denmark, Germany, France, Ireland, Lithuania, The Netherlands, Portugal, Spain, Sweden and the UK (Figure 4.10).

Spanish and French data were missing or incomplete and thus are only partially covered in the analysis. In addition, for confidentiality reasons, data on the German pelagic trawl segment is not available. Trends should therefore be interpreted with care. For simplicity from this point on we will refer to the EU vessels operating in the aforementioned ICES areas as the EU North Sea fleet. It has to be born in mind, though, that the Eastern Arctic (ICES areas I and II) is included as well.



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 4.10 - Regional map, highlighting the North Sea and Eastern Arctic MS fleets and FAO fishing areas.

Fisheries management

The management plans in force in 2012 that impacted on the North Sea and Eastern Arctic included:

- Long-term plan for cod stocks and the fisheries exploiting those stocks (Council Regulation (EC) No 1342/2008).
- Multiannual plan for fisheries exploiting stocks of plaice and sole in the North Sea (Council Regulation (EC) No 676/2007).
- Recovery plan for the Northern hake stock covering the areas Kattegat, Skagerrak, North Sea, the Channel, West of Scotland, all around Ireland and Bay of Biscay (Council Regulation (EC) No 811/2004).
- Measures for the recovery of eel - Area covered includes EU estuaries and rivers that flow into seas in ICES areas III, IV, VI, VII, VIII, IX and the Mediterranean (Council Regulation (EC) No 1100/2007 of 18 September 2007).

The long term plan for cod impacts on all fleets that have quota for cod and that interact with the cod fisheries. Days at sea restrictions are becoming more constraining to the fleets that will have an effect on economic performance.

Other management measures that may affect economic performance of the fleets operating in the North Sea and Eastern Arctic include marine protected areas and other national legislation.

North Sea & Easter Arctic fishing fleet, effort and landings

Member State fleets operating in the North Sea & Eastern Arctic region in 2012, for which data was available numbered 5,861 vessels. This value is underreported as data (number of vessels operating in the region) was not provided for the Irish and Lithuanian fleets. The UK North Sea fleet comprised the largest fleet in number (2,905 vessels), accounting for 50% of the total reported (Figure 4.11).

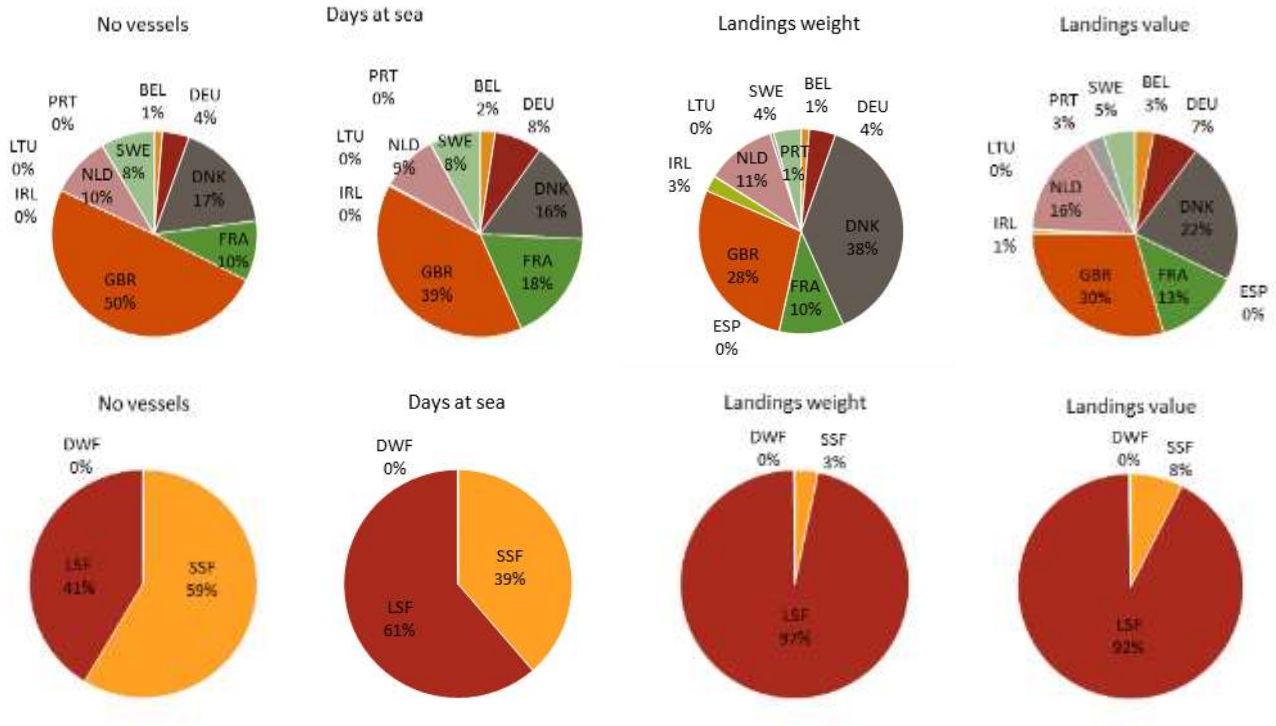
Overall the North Sea fleet saw declines in capacity and effort deployed over the period 2009-2012. Landed value also increased steadily from 2010 onwards while landed weight increased between 2010 and 2011, remaining rather stable in 2012.

The latest official DCF data suggests that the EU North Sea fleet spent over 471 thousand days at sea in 2012. The weight and value of landings generated by the fleet amounted to approximately 1,094 thousand tonnes and almost €1.5 billion, respectively.

The pie charts presented in Figure 4.11 also indicate the proportion of days at sea, landings weight and value attributable to each North Sea Member State fleet and by fishing activity in 2012. Denmark, France and UK together accounted for around 73% of the total days at sea (mostly generated by large-scale fisheries).

In terms of landed weight, Denmark (413 thousand tonnes), UK (306 thousand tonnes), The Netherlands (121 thousand tonnes) and France (112 thousand tonnes) were the leading MS fleets, together accounting for 87% of the total reported landings. The same MS fleets: UK (€436 million); Denmark (€327 million); The Netherlands (€241 million) and France (€196 million), also collectively accounted for 81% of the total value of landings in the North Sea in 2012. These figures suggest that the Danish fleet landings are composed mainly of low valued species (Figure 4.11).

According to the data reported, the North Sea fisheries are dominated by large-scale vessels; although accounting for only 41% of the number, LSF vessels deployed 61% of the effort and landed 97% of the weight and 92% of the value (Figure 4.11).



Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Figure 4.11 North Sea and Eastern Artic fleet capacity, effort and landings by MS and fishing activity: 2012.

Note: number of vessels missing for Ireland, Lithuanian and Spain.

Based on the data provided, in 2012 Atlantic herring (290 thousand tonnes) was the most important species in terms of weight. Landings of sandeel, which had been the most important species in the region in 2011, fell 82% in 2012 due to significant cuts in the TAC for this quota species. Landed weight of Atlantic mackerel (149 thousand tonnes) overtook European sprat (101 thousand tonnes), becoming the third most important species in terms of weight in the North Sea. Landings of relatively low value 'industrial' species (sandeel, sprat, herring, Norway pout) appears to have decreased substantially, the majority being landed by the Danish fleet. In terms of demersal species, plaice (77 thousand tonnes) and cod (71 thousand tonnes) were the most prevalent in terms of weight landed (Figure 4.12).

In terms of value, Atlantic cod was the most important species in 2012 (€173 million) followed by Atlantic herring (€172 million), common sole (€141 million), common shrimp (€123 million) and Atlantic mackerel (€121 million).

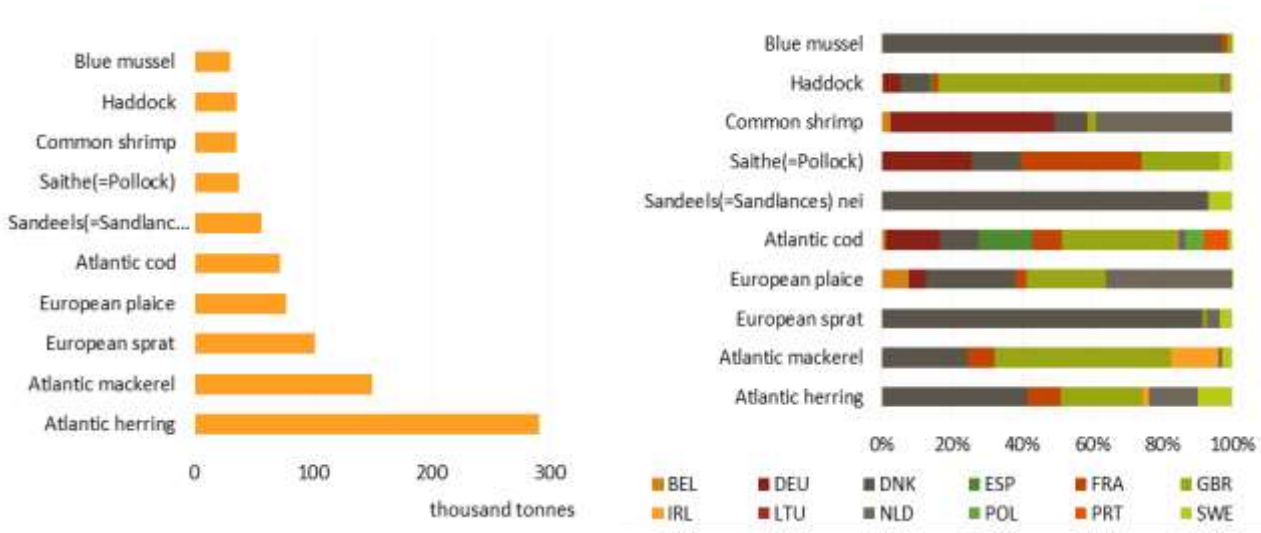


Figure 4.12 List of the top 10 species in terms of weight landed of MS fleets operating in the North Sea and Eastern Artic region, 2012

Socio-Economic performance

Table 4.11 to Table 4.13 contain a summary of economic performance of the North Sea & Eastern Arctic fleet by Member State, fishing activity and fleet segment, respectively.

Performance by Member State

The revenue (income from landings and other income) generated by the North Sea fleet in 2012 was an estimated €1.6 billion, 86% of which was split between five Member States - UK (€451 million), Demark (€333 million), The Netherlands (€244 million), France (€201 million) and Germany (€106 million). Revenue decreased 2% compared to 2011, largely driven by decreased revenue in the UK fleet (-11%). Conversely, the Portuguese fleet saw its revenue almost double in 2012 while the German fleet saw a 35% increase (Table 4.11). Data on the Spanish fleet is not included due to insufficient data provided. However, according to the data available, the Spanish fleet contribution to the region is insignificant with landings equating to only 230 tonnes and €1.1 thousand reported in 2012.

GVA produced by the North Sea fleet in 2012 was estimated at €774 million. After accounting for operating costs, the fleet made €385 million in gross profit and when deducting for capital costs, the fleet was profitable, generating €161 million in net profits (Table 4.11).

Danish fishers were the most productive in 2012, with a labour productivity (GVA per FTE) estimated at around €184 thousand per FTE, followed by the German (€101 thousand per FTE) and then Dutch (€76 thousand per FTE) fishers. Results suggest that the UK fishers were the least productive, generating €47 thousand per FTE (Table 4.11).

Performance by fishing activity[1]

By fishing activity, the North Sea small-scale fleet generated €122 million in revenue, a 5% increase on 2011 results, while the large-scale fleet generated €1.5 billion in revenue, a 0.3% increase compared to 2011.

There were six MS small-scale fleets operating in the North Sea region. The UK small-scale fleet, consisting of 2,075 vessels and employing 1,012 FTEs (indicating high part-time activity), generated the highest revenue (€58 million) in the SSF segment. Additionally, the UK North Sea large-scale fleet, consisting of 830 vessels, generated the highest revenue (€393 million) in the LSF segment, followed by the Danish (€319 million) and Dutch (€40 million) large-scale fleets (Table 4.12).

Although the German small-scale fleet generated gross losses in 2012, overall the SSF segment was profitable in 2012; generating €16 million in gross profit (a 12% decrease compared to 2011). All North Sea MS large-scale fleets generated gross profits in 2012 (Table 4.12).

Performance by fleet segment

Table 4.13 provides results for the top 35 MS fleet segments in terms of landed value operating in the North Sea in 2012. These 35 MS fleet segments represented 60% of the effort (284 thousand days at sea), 84% of the landed weight (915 thousand tonnes) and 83% of the landed value generated by the regional fleet in 2012.

At fleet segment level, the Danish pelagic trawl over 40m segment operating in the North Sea region generated the most revenue in 2012 (€121 million), followed by the UK purse seiners over 40m (€105 million) and the Dutch beam trawlers over 40m (€101 million) (Table 4.13).

The most important fleets in terms of GVA were again the Danish pelagic trawlers and UK purse seiners over 40m followed by the Portuguese demersal trawler/seiners over 40m.

4.5. Other Fishing Regions (OFR) – EU Distant-water fleet

Although the main fishing grounds for the EU fishing fleet are the Baltic Sea, North Sea, North Atlantic and Mediterranean Sea, parts of the EU fleet operate much further afield. This analysis is concentrated on all the other fishing regions where the EU fleets are present and operational. These regions, collectively termed "other regions" (or OFR) encompass all fishing areas outside the North Atlantic (FAO AREA 21 & 27) and Mediterranean & Black Sea (FAO AREA 37), including EU-waters in outermost regions and non-EU waters (international waters/high seas and EEZs of non-EU countries).

While the majority of the production in 'Other Regions' is the result of Member States high seas fleets (usually over 40m), EU Member States also have a substantial fleet, consisting mainly of small to large-scale coastal vessels, operating in EU outermost regions.

EU outermost Region fleet - There are seven "EU outermost regions": Guadeloupe, French Guyana, Martinique, Réunion, Saint Martin and Saint-Barthélemy (the French overseas departments), the Canaries (autonomous community belonging to Spain), and the Azores and Madeira (autonomous regions of Portugal). Their respective geographical locations (Atlantic, Caribbean and Indian Ocean) enable the EU to have the world's largest maritime territory with an exclusive economic zone covering 25 million km². The Portuguese Azores region is not included in *Other Fishing Regions* as it is located in the North Atlantic (AREA 27).

EU high seas or distant-water fleet - The EU distant-water fleet operates in international waters (high seas) and through bilateral agreements with countries outside the EU. These include fishing areas in the South and Central Atlantic, Indian, Pacific and Antarctic (or Southern) Oceans.

The EU has 2 types of fishing agreements with non-EU countries: (1) fisheries partnership agreements (FPA) – the EU gives financial and technical support in exchange for fishing rights, generally with southern partner countries and (2) the "northern agreements" – these are excluded from the *Other Fishing Regions* analysis and instead included, by definition, in either the North Atlantic or the North Sea & Eastern Arctic Regions.

According to the definition applied in the AER, the EU distant-water fleet is defined as vessels over 24 m predominately operating in *Other Fishing Regions*.

Due to the limited data provided for many EU fleet segment operating in *Other Fishing Regions*, this analysis is complemented with FAO statistics.

Fisheries management

Outermost regions/national regional fisheries regulations – Apart from TACs for all main species/stocks, EU regulations comprise specific fishery technical regulatory measures, such as mesh sizes, minimum landing sizes, by-catch limitations as well as periods and areas closed for fishing. Coastal and offshore fisheries are mainly regulated by each MS country through their national legislation (France, Spain and Portugal).

Fisheries Partner Agreements (FPAs) with 3rd countries – these are fisheries agreements with non-EU countries, negotiated and concluded by the Commission on behalf of the EU. They are intended to allow EU vessels to fish for surplus stocks in other country's exclusive economic zone (EEZ), in a legally regulated

environment. In return, the EU pays the partner countries a financial contribution composed of 2 distinct parts: access rights to the EEZ and "sectoral" financial support.

There are currently 16 FPA in force, which can be divided into two main forms:

1 - Tuna agreements – 11 bilateral tuna agreements that allow EU vessels to pursue migrating tuna stocks as they move along the shores of Africa and through the Indian and Pacific Oceans;

2 - Mixed agreements – 5 bilateral agreements that provide access to a wide range of fish stocks in the partner country's exclusive economic zone.

More information on these fisheries agreements can be found in Annex Table X.

Regional Fisheries Management Organisations (RMFOs) - Fishing in international waters outside the EEZ is regulated by RFMOs and their member countries. These members include bordering states as well as countries that are heavily involved in fishing in a given marine region. EU Member States are represented in numerous RFMOs through the European Commission. Annual negotiations are held to determine which countries are allowed to catch how much of a species. Almost all commercially relevant fish species are covered by the RFMOs. There are specific RFMOs for the management of certain fish species, for example, tuna, salmon and pollock.

RFMOs that manage fish stocks by region include: North Atlantic Salmon Conservation Organization (NASCO); South East Atlantic Fisheries Organisation (SEAFO); South Indian Ocean Fisheries Agreement (SIOFA); South Pacific Regional Fisheries Management Organisation (SPRFMO); Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), etc.

RFMOs that manage highly migratory fish species, mainly tuna include: International Commission for the Conservation of Atlantic Tunas (ICCAT); Indian Ocean Tuna Commission (IOTC); Western and Central Pacific Fisheries Commission (WCPFC); Inter-American Tropical Tuna Commission (IATTC); Commission for the Conservation of Southern Bluefin Tuna (CCSBT), etc.

EU fishing fleet, effort and landings in Other Fishing Regions

For the analysis both DCF data provided by Member States and FAO capture production by country and area are presented so as to provide as much information as possible.

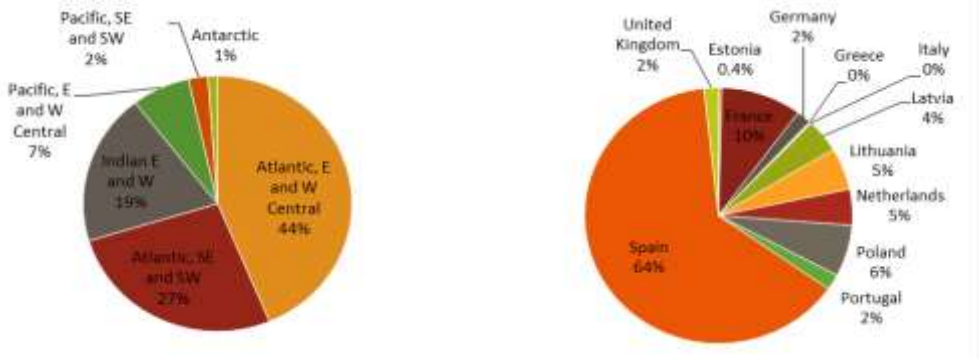
Due to several reasons, the DCF data on the EU fleet fishing in other regions is rather limited. However, with the inclusion of Spanish landings data, submitted for the year 2012, the coverage of DCF data compared to corresponding FAO statistics improved significantly and was estimated at 94% in 2012.

Although the UK provided effort and landings data for other regions, due to the small number of vessels involved (less than ten) the economic performance data for those vessels is allocated to supra region 27, where the vast majority of UK vessels operate. In addition, Estonia, Poland, Germany and Latvia, who collectively account for around 17% of catches in other regions (FAO data), could not provide any economic data, mainly due to confidentiality reasons. Poland provided the number of vessels, effort, and landings, but not the corresponding value due to confidentiality reasons. Additionally, due to missing effort data for France and Spain, economic data on these MS fleets could not be disaggregated to the region.

According to FAO fisheries statistics, there were 12 EU fleets operating in *Other Fishing Regions* in 2012: Estonia, France, Germany, Greece, Italy, Latvia, Lithuania, Netherlands, Poland, Portugal, Spain and United Kingdom (no landings data was recorded for Ireland in 2012). However, under the DCF, data was available for only nine Member State fleets operating in 'Other Regions' and often only incomplete data sets were provided. Eight EU Member States provided landed weight and value data for 2012 under the DCF, while Poland only provided weight landed due to confidentiality issues. Furthermore, data for Estonia and Germany were lacking.

According to FAO, the majority (71%) of the landings is taken in the Atlantic Ocean (360 thousand tonnes), followed by the Indian Ocean (19%) and then the Pacific Ocean (9%). Only 1% of the fishing activity in 'Other Regions' occurs in the Antarctic or Southern Ocean (Figure 4.13).

The total landed weight in 'Other Regions' in 2012 reported by FAO for the EU fleet amounted to 826 thousand tonnes, a 23% decrease compared to 2011. Fishing in non-EU waters or outermost regions is led by Spain, whose fleet catches 64% of the catches in other countries' exclusive economic zones or on the high seas (Figure 4.13).



Source: FAO statistics

Figure 4.13 - Landings (in weight) in *Other Fishing Regions* by Region (left) and MS (right): 2012

According to FAO data, there was a sharp decline in landings from the Atlantic region in 2012 compared to record high value in 2011. Decreases in landings also reported for all the other regions. Landings in weight decreased in 2012 when compared to 2008 for all MS with the exception of Spain, who saw landings increase by 30%, from 403 thousand tonnes in 2008 to 525 thousand tonnes in 2012 (Figure 4.14). No landings reported for Estonia in 2008 and for Ireland in 2012.

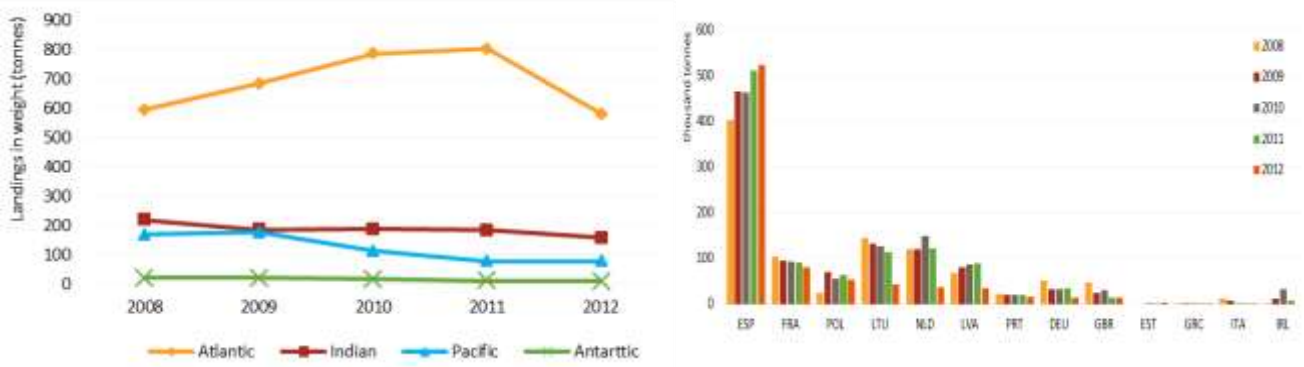


Figure 4.14 - Trend of landings (in weight) by major fishing area and MS fleet in *Other Fishing Regions*: 2008-2012

Source: FAO statistics

The weight of landings reported under the DCF for the eight Member States fleets covered was 780 thousand tonnes in 2012, suggesting a coverage of around 94% of the landings weight reported in FAO statistics. The corresponding landed value, which excludes Polish fleet landings, was €1.2 billion. The DWF fleet accounted for 80% of the landed weight and 92% of the landed value (Figure 4.15).

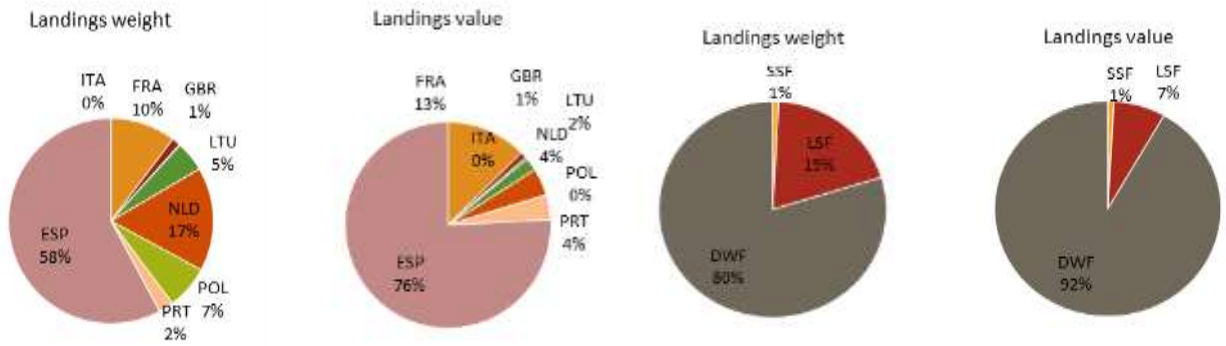
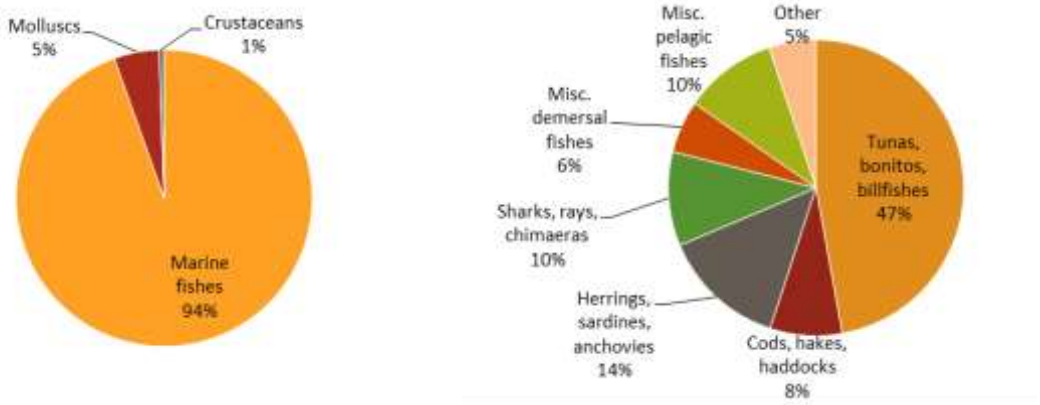


Figure 4.15 – "Other fishing region" fleet capacity, effort and landings by MS and fishing activity: 2012.

According to FAO statistics, 781 thousand tonnes of marine fishes, 40.7 thousand tonnes of molluscs and almost 5 thousand tonnes of crustaceans were landed by EU fleets operating in OFR in 2012. Of the marine fishes, tunas, bonitos and billfishes accounted for 47%, followed by small pelagics such as herrings, sardines and anchovies (14%) (Figure 4.16).



Source: FAO statistics

Figure 4.16 - List of the top 10 species in terms of weight landed in the for MS fleets operating in "*Other Fishing Regions*", 2012

According to the DCF data, the 3 most important species in terms of weight were several highly migratory species. Landings of skipjack tuna (178 thousand tonnes) represented 23% of the total weight while yellowfin tuna (147.6 thousand tonnes) contributed to 19% of the weight. Blue sharks came in third, amounting to 49 thousand tonnes (Figure 4.17). In terms of value, large pelagics were also the most important species; yellowfin tuna (€335 million), followed by skipjack tuna (€201 million) and swordfish (€117 million).

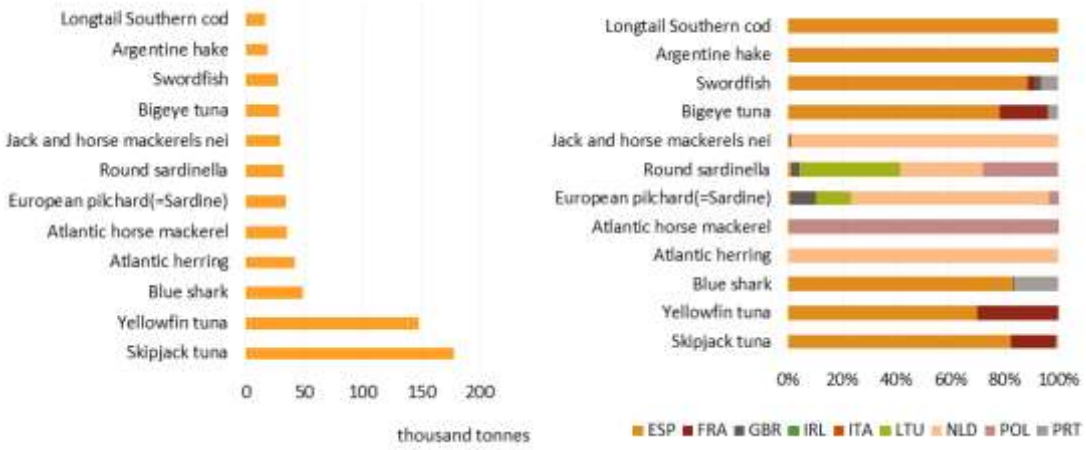


Figure 4.17 - List of the top 10 species in terms of weight landed in the for MS fleets operating in "Other fishing regions": 2012

Socio-Economic performance

Table 4.14 to Table 4.16 contain a summary of economic performance of the "Other Fishing Region" fleet by Member State, fishing activity and fleet segment, respectively.

Due to the incompleteness of the data, an overall regional assessment is not presented.

Results for the top 35 MS fleet segments in terms of value of landings operating in *Other Regions* in 2012 are presented in Table 4.16. These 35 MS fleet segments represented 93% of the landed weight reported for the OFR fleet in 2012. At fleet segment level, the Spanish pelagic seiners over 40m generated the highest landed value in 2012, amounting to €422 million (54% of the total), followed at a distance by the Spanish demersal trawler over 40m segment (€263 million) and then the French purse seiners over 40m (€148 million) (Table 4.16).

Summary of some major MS fleet segments operating in OFR

FRANCE: The French industrial fleet of Purse Seiners consisted of 17 vessels in 2012, operating in Indian Ocean and Western Africa. The average age of the vessels in this fleet segment was 17.5 years in 2012 and average length was 75.3 meters. The average full time employment is 19.5 employees by vessel in 2012 (fishermen employees come from both France and foreign countries (mostly African).

In 2012, total volumes of landings of tropical tuna amounted more than 78 500 tons, (down 8.7% compared to 2011). The overwhelming majority of this fleet is made of freezer tuna seiners operating in the Indian Ocean and Atlantic Ocean. Tuna species caught are yellowfin tuna (YFT – around 43 900 tons), skipjack tuna (SKJ – around 29 300 tons), big eye tuna (BET – around 4 900 tons) and albacore (ALB – around 500 tons).

Total values of landings for the whole 17 vessels reached €148,1 million in 2012. Total income increased significantly between 2011 and 2012 (+21.6%). This good economic year is due to an increase of the average prices, especially for the yellowfin tuna. This favorable situation is explained both by the stability of the global production and the development of new markets. Yellowfin tuna represented 55.9% of the total catches both in the Indian Ocean and in the Atlantic. The ratio gross profit / turnover reached 20.4% in 2012 for this fleet segment. The profitability is nevertheless impacted by the high fuel prices (fuel costs represent 21.1% of the income in 2012).

During the year 2012, the frequency of piracy has decreased significantly in the Indian Ocean. In addition, the instability of access to the resources (non-renewal of EU bilateral fisheries agreements with some African countries for example) may have an impact on the economic sustainability of this fleet in the coming years. A significant proportion of the catch is indeed caught in exclusive economic zone.

LATVIA: There were five Latvian distant seas over 40m trawlers operating in CECAF area (EEZ of Mauritania and Morocco) in 2012. All the vessels belong to the three fishing companies and economic data could not be provided due the confidentiality reasons. The total volume landed by the Latvian fleet operating in the 'Other Regions' in 2012 was over 30 thousand tonnes of fish. Volume landed in the Mauritanian fishing zone 3.31 was 19 thousand tonnes. The main landed species were Atlantic chub mackerel (3 thousand tonnes), Madeiran sardinella (2 thousand tonnes) and sardine (over 6 thousand tonnes). The total landed weight in the Mauritanian fishing zone 3.11 was 3 thousand tonnes. The main landed species were Atlantic chub mackerel (1 thousand tonnes). The total landed weight in the Morocco fishing zone was 8 thousand tonnes. The main landed species were chub mackerel (3 thousand tonnes) and jack and horse mackerels (2 thousand tonnes).

In 2012 Mauritania and Morocco did not define quotas for their fishing area. There is no official agreement between Latvia and Mauritanian and Morocco. However, it was possible to buy permission from native princes who are fishing rights owners for fishing in their territorial waters. To obtain the permits it is necessary to arrangement a job on-board for local people from Mauritania and Morocco but the largest part of crew on board is usually Latvian citizens. The salary is higher than Latvian national average and average salary in the fishery sector. There were no landings from 'Other Regions' into the Latvian ports. The catches from Latvian vessels are usually landed in the ports of Mauritania or Morocco. Thus for previous years information on days at sea, catches and value of landings were received directly from the vessel owners or from Latvian observers.

LITHUANIA: In 2013, around 86% of the total value landed by Lithuanian national fleet was contributed by the long distance segment, which employs around 355 FTEs. In 2012 landing volume of Lithuanian long distance fleet decreased significantly, from 114.1 thousand tons in 2011 to 58.5 thousand tons in 2012. This drop was related to compulsory termination of fishing operations in CECAF area due to missing contracts between EU and Morocco as well as delayed agreement and severe conditions with Mauritania. In 2013 fishing volume for long distance fleet recovered to 89.3 thousand tones, but in the long term trend, it continues to decrease. Significant part of landings in 2013 was generated from fisheries in Pacific Ocean. The crew for long distance vessels consists mostly from Lithuanian employees as well as mixed foreign employees from non EU countries including from the area where the vessel operates.

In 2013 the main species for long distance segment landings were Cunene horse mackerel (HMZ), Chub mackerel (MAS) from CECAF area and Chilean jack mackerel (CJM) from Southeast Pacific. Other important regions are NAFO and NEAFC where vessels target mainly demersal species. All catches from the long distance fleet are landed and sold solely in other countries. Lithuanian ports fish supplies are only from Baltic Sea and coastal area.

THE NETHERLANDS: In 2012 the Dutch pelagic fleet consisted of 13 vessels. The vessels were mainly operating in the Northeast Atlantic Ocean and some vessels also (partly) in the North Sea. However, according to an EU-agreement with the Mauritanian government some Dutch vessels (limited capacity) were allowed to fish in Mauritanian waters. In the first months of 2012 five vessels of the fleet operated in African waters (approximately four hundred days at sea, 17% of total days at sea). The pelagic fleet themselves paid for licences also to get final access to the Mauritanian waters. Catches were quota restricted. Total FTE in the fleet is around 440 of which approximately 17% (75 FTE) can be accounted to Mauritanian waters.

Fishing in Mauritanian waters: the crew partly consisted of Mauritanian fishermen. Approximately 55% of the crew was Dutch nationality, 20% Mauritanian, 15% Portuguese and 10% Russian/Lithuanian. The salary for crew (depending on function and the share in revenues) is on par with the national average. The vessels in Mauritanian waters mainly targeted sardines. Other by-catch can be more profitable but these quantities are very small (less than 1%). Almost all landings in Mauritanian waters are sold to African countries. In 2012 the fishery agreement with the Mauritanian government ended and a new agreement could not be established. Some vessels were timely tied up during summertime because of lack of other fishing rights and opportunities in Northeast Atlantic waters and in the Pacific. As at June 2013 a new agreement is still not foreseen and it is expected that vessels will be tied up during summertime again.

POLAND: After termination of fisheries in Pacific waters (outside Chilean EEZ) caused by poor Chilean jack mackerel stocks the economic performance of the Polish long distance fleet is highly dependent on access to Moroccan and Mauritanian fishing grounds and quotas available. If the EU efforts to reach an agreement that will allow the EU fleet to return to the Moroccan waters fail, the Polish fleet will probably consider moving to Atlantic-Antarctic fishing grounds to commence a krill fishery. This however may happen only if a ready market for krill products is found.

PORTUGAL: The Portuguese fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the Portuguese Exclusive Economic Zone (27.9.a for the mainland fleet, 27.10 for the Azores's fleet and CECAF 34.1.2 for the Madeira's fleet). 18 vessels make up the hooks 24-40m segment which operates in the Africa Coast and Indian Ocean (FAO 34, 41, 51, 57). The fleet targets a variety of species but in particular large pelagic fishes, such as blue shark, bigeye tuna and swordfish.

ITALY: At 1st of January 2012, 14 vessels were included in the vessel register as vessels operating outside the Mediterranean Sea. However, only 5 vessels actually operated in other regions in 2012. This fleet operates around Mauritania waters (CECAF Region). The vessels are classified as demersal trawlers targeting shrimps and cephalopods. In 2012, they fished only 331 days and generated an income of landings of €6.5 million. The total employment was equal to 75 units. The gross value added was €5 million in 2012, with a decrease of 38% compared with the previous year. This negative trend was mainly due to the strong reduction in activity and production

ESTONIA AND **IRELAND**: There is only one Irish and one Estonian company operating in other regions. Economic information could therefore not be provided due the confidentiality reasons.

References

http://ec.europa.eu/fisheries/cfp/international/agreements/index_en.htm

http://ec.europa.eu/fisheries/documentation/publications/cfp_factsheets/fisheries_partnership_agreements_en.pdf

http://worldoceanreview.com/en/wor-2/fisheries/deep-sea-fishing/catching-fish-in-international-waters

http://www.fao.org/fishery/statistics/software/fishstat

Table 4.2 - EU Baltic Sea fleet structure and economic performance estimates by MS in 2012

Region	Member State	N Vessels	%Δ 2011	Trend 2008-2011	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Landings weight (kg)	%Δ 2011	Trend 2008-2011	Value of landings (€)	%Δ 2011	Trend 2008-2011	Revenue (€)	%Δ 2011	Trend 2008-2011	GVA (€)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend
Baltic Sea	Denmark	648	↘	Deteriorated	343	↘	38,947	↔	62,210,714	↘	Deteriorated	43,086,073	↘	Stable	45,113,343	↔	Stable	18,793,872	↘	Deteriorated	1,307,178	↘	Improved
Baltic Sea	Estonia	36	↘	Deteriorated	178	↘	4,187	↘	44,544,772	↘	Deteriorated	9,381,108	↘	Deteriorate	9,191,099	↘	Deteriorated	4,647,313	↘	Deteriorated	1,016,661	↘	Deteriorated
Baltic Sea	Finland	1,952	↗	Improved	282	↘	137,960	↘	132,917,219	↗	Improved	35,670,493	↗	Improved	43,168,816	↗	Improved	19,479,243	↗	Improved	9,131,511	↗	Improved
Baltic Sea	Germany	917	↘	Deteriorated	745	↔	81,603	↗	22,085,933	↗	Deteriorated	18,309,594	↗	Deteriorate	20,082,910	↔	Deteriorated	6,013,191	↘	Deteriorated	- 1,089,578	↘	Deteriorated
Baltic Sea	Latvia	279	↘	Deteriorated	353	↘	19,480	↔	57,472,974	↘	Deteriorated	23,374,298	↗	Improved	24,744,286	↗	Improved	8,445,980	↘	Deteriorated	4,602,526	↘	Deteriorated
Baltic Sea	Lithuania	94	↗	Deteriorated	211	↗	8,563	↗	16,827,266	↗	Deteriorated	7,094,769	↗	Improved	7,537,620	↘	Stable	3,011,646	↗	Improved	1,759,059	↗	Improved
Baltic Sea	Poland	765	↗	Stable	1,520	↗	66,449	↗	120,109,793	↗	Improved	55,299,145	↗	Improved	55,475,302	↗	Improved	27,262,482	↗	Improved	10,960,319	↗	Improved
Baltic Sea	Sweden	606	↔	Deteriorated	443	↘	41,360	↘	89,042,707	↘	Deteriorated	51,195,682	↘	Improved	53,759,919	↘	Deteriorated	22,406,015	↘	Deteriorated	9,256,578	↘	Deteriorated
Baltic Sea fleet		*5,297*			*4,075*		*398,549*		*545,211,378*			*243,411,164*			*259,073,296*			*110,059,742*			*36,944,253*		

Table 4.3 EU Baltic Sea fleet structure and economic performance estimates by MS and fishing activity in 2012

Region	MS	Fishing activity	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Profit margin (%)	%Δ 2011	Development Trend	Net Profit (€)	%Δ 2011	Profit margin (%)	%Δ 2011	Development Trend	GVA per FTE (€)	%Δ 2011	Development Trend
BS	DEU	SSF	845	↘	99%	664	↔	74,656	↗	99%	7,942,496	↗	100%	8,794,711	↗	100%	9,636,603	↗	Improved	3,555,347	↗	36.9	↗	Stable	671,262	↗	6.97	↗	Improved	- 772,412	↗	- 8.02	↗	Improved	5,355	↗	Stable
BS	DNK	SSF	497	↘	45%	141	↘	26,576	↘	56%	5,669,778	↗	50%	11,846,688	↗	49%	12,856,879	↗	Stable	4,996,501	↘	38.9	↘	Deteriorated	- 1,657,118	↗	-12.89	↗	Improved	- 4,039,810	↗	- 31.42	↗	Improved	35,494	↗	Improved
BS	FIN	SSF	1,890	↗	100%	173	↘	131,708	↘	100%	13,128,670	↗	100%	10,407,339	↘	100%	14,417,705	↗	Improved	8,106,743	↗	56.2	↗	Improved	2,840,039	↗	19.7	↗	Improved	1,714,736	↗	11.89	↗	Improved	46,860	↗	Improved
BS	LTU	SSF	69	↔	100%	49	↗	5,595	↗	100%	564,473	↗	100%	561,090	↗	100%	661,093	↗	Deteriorated	362,636	↗	54.9	↗	Improved	174,792	↗	26.44	↗	Improved	141,703	↗	21.43	↗	Improved	7,475	↘	Improved
BS	LVA	SSF	207	↘	100%	154	↘	10,891	↔	100%	2,849,341	↘	100%	1,441,620	↗	100%	1,447,523	↗	Improved	1,291,241	↗	89.2	↘	Stable	1,195,848	↗	82.61	↘	Improved	1,157,176	↗	79.94	↘	Improved	8,385	↗	Improved
BS	POL	SSF	558	↗	100%	482	↗	43,461	↗	100%	12,604,204	↗	100%	11,969,113	↗	100%	12,005,799	↗	Improved	7,742,711	↗	64.5	↘	Stable	2,106,228	↘	17.54	↘	Deteriorated	1,465,287	↘	12.20	↘	Deteriorated	16,064	↔	Stable
BS	SWE	SSF	459	↔	59%	211	↘	30,487	↘	62%	3,521,721	↘	68%	6,802,428	↘	47%	8,264,607	↘	Deteriorated	1,817,960	↘	22.0	↘	Deteriorated	- 2,857,705	↘	-34.58	↘	Deteriorated	- 5,027,136	↘	- 60.83	↘	Stable	8,621	↘	Deteriorated
BS	DEU	LSF	72	↘	23%	81	↘	6,947	↘	16%	14,143,437	↘	20%	9,514,883	↘	7%	10,446,307	↘	Deteriorated	2,457,844	↘	23.5	↘	Deteriorated	- 1,760,839	↘	-16.86	↘	Deteriorated	- 3,690,441	↘	- 35.33	↘	Deteriorated	30,445	↘	Deteriorated
BS	DNK	LSF	151	↘	26%	202	↔	12,371	↗	19%	56,540,936	↘	12%	31,239,386	↘	9%	32,256,464	↘	Stable	13,797,370	↘	42.8	↘	Stable	2,964,296	↘	9.19	↘	Stable	- 6,971,115	↗	- 21.61	↗	Improved	68,176	↘	Improved
BS	EST	LSF	36	↘	100%	178	↘	4,187	↘	100%	44,544,772	↘	100%	9,381,108	↘	100%	9,191,099	↘	Deteriorated	4,647,313	↘	50.6	↘	Deteriorated	1,016,661	↘	11.06	↘	Deteriorated	504,869	↘	5.49	↘	Deteriorated	26,109	↘	Deteriorated
BS	FIN	LSF	57	↘	100%	109	↔	6,071	↗	100%	119,748,952	↗	100%	25,150,639	↗	100%	28,751,111	↗	Improved	11,372,500	↗	39.6	↗	Stable	6,291,472	↗	21.88	↗	Improved	4,620,593	↗	16.07	↗	Improved	104,335	↗	Improved
BS	LTU	LSF	25	↗	100%	163	↘	2,968	↗	100%	16,262,793	↗	100%	6,533,680	↗	100%	6,876,527	↘	Stable	2,649,010	↗	38.5	↗	Improved	1,584,267	↗	23.04	↗	Improved	1,194,356	↗	17.37	↗	Improved	16,285	↗	Improved
BS	LVA	LSF	72	↘	100%	199	↗	8,589	↘	100%	54,623,633	↘	100%	21,932,678	↗	100%	23,296,763	↗	Improved	7,154,739	↘	30.7	↘	Deteriorated	3,406,678	↘	14.62	↘	Deteriorated	1,837,312	↘	7.89	↘	Deteriorated	35,953	↘	Deteriorated
BS	POL	LSF	207	↗	100%	1,038	↗	22,988	↗	100%	107,505,589	↗	100%	43,330,033	↗	100%	43,469,503	↗	Improved	19,519,771	↗	44.9	↗	Stable	8,854,091	↗	20.37	↗	Improved	4,705,381	↗	10.82	↗	Improved	18,805	↗	Improved
BS	SWE	LSF	147	↘	46%	232	↘	10,873	↘	37%	85,520,987	↘	65%	44,393,254	↘	40%	45,495,312	↘	Stable	20,588,055	↘	45.3	↘	Stable	12,114,283	↘	26.63	↘	Deteriorated	4,423,796	↗	9.72	↗	Improved	88,570	↘	Stable

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.4 EU Baltic Sea fleet structure and economic performance estimates of the top 25 MS Fleet Segment in terms of revenue in 2012

Region	MS fleet segment	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	Development Trend	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend	Gross Profit margin (%)	%Δ 2011	Development Trend	GVA per FTE (€)	%Δ 2011	Development Trend
BS	POL AREA27 TM VL2440	47	↗	100%	380	↗	6,717	↗	100%	79,712,132	↗	100%	24,189,866	↗	100%	24,201,631	↗	Improved	9,598,846	↗	Improved	39.7	↗	Stable	3,073,343	↗	Improved	12.7	↗	Deteriorated	25,260	↗	Improved
BS	SWE AREA27 DTS VL2440	31	↘	45%	110	↘	3,212	↘	42%	66,349,209	↘	62%	23,467,152	↘	37%	23,597,312	↘	Deteriorated	8,834,673	↘	Deteriorated	37.4	↘	Deteriorated	5,152,494	↘	Deteriorated	21.84	↘	Deteriorated	80,162	↘	Deteriorated
BS	FIN AREA27 TM VL2440	20	↘	100%	76	↗	3,554	↗	106%	96,025,229	↗	100%	20,047,001	↗	100%	23,289,399	↗	Improved	8,080,511	↗	Improved	34.7	↗	Deteriorated	4,740,038	↗	Improved	20.35	↗	Improved	106,323	↗	Improved
BS	LVA AREA27 TM VL2440°	48	↔	100%	138	↗	5,158	↗	100%	43,722,412	↘	100%	17,369,795	↗	100%	17,486,569	↗	Improved	6,746,473	↗	Stable	38.6	↘	Deteriorated	4,201,566	↗	Deteriorated	24.03	↘	Deteriorated	48,887	↘	Deteriorated
BS	POL AREA27 DTS VL1218	80	↗	100%	317	↗	8,254	↗	100%	16,877,281	↗	100%	10,586,042	↗	100%	10,607,515	↗	Improved	5,687,539	↗	Improved	53.6	↗	Stable	3,682,059	↗	Improved	34.71	↗	Stable	17,942	↗	Deteriorated
BS	SWE AREA27 DTS VL1824	32	↗	53%	74	↗	3,477	↗	48%	12,374,278	↗	81%	10,322,811	↗	47%	10,539,580	↗	Improved	3,814,174	↘	Stable	36.2	↘	Deteriorated	1,725,211	↘	Deteriorated	16.37	↘	Deteriorated	51,418	↘	Deteriorated
BS	DNK AREA27 DTS VL1218°	55	↘	34%	64	↘	5,168	↗	27%	12,971,210	↘	50%	9,990,018	↘	28%	9,305,177	↘	Deteriorated	4,901,308	↘	Deteriorated	52.7	↘	Stable	1,187,905	↘	Deteriorated	12.77	↘	Deteriorated	76,072	↘	Stable
BS	FIN AREA27 PG VL0010°	1,834	↗	100%	159	↘	129,705	↘	100%	10,077,782	↗	100%	9,559,223	↘	100%	12,323,249	↗	Stable	6,906,045	↗	Improved	56.0	↗	Improved	2,254,403	↗	Improved	18.29	↗	Improved	43,434	↗	Improved
BS	EST AREA27 TM VL2440	29	↘	100%	169	↘	3,796	↘	100%	43,482,772	↘	100%	9,172,878	↘	100%	8,978,295	↘	Deteriorated	4,514,901	↘	Deteriorated	50.3	↘	Deteriorated	947,291	↘	Deteriorated	10.55	↘	Deteriorated	26,715	↘	Deteriorated
BS	POL AREA27 PG VL0010	455	↗	100%	323	↗	35,334	↗	100%	8,216,934	↗	100%	8,059,209	↗	100%	8,075,627	↗		5,662,287	↗		70.1	↔		1,684,587	↘		20.86	↘		17,530	↗	
BS	DNK AREA27 PGP VL0010°	384	↘	44%	79	↘	17,049	↘	52%	2,693,085	↘	49%	7,007,801	↘	50%	7,462,782	↘	Stable	3,686,677	↘	Improved	49.4	↗	Stable	- 611,988	↗	Improved	-8.2	↗	Improved	46,910	↗	Improved
BS	SWE AREA27 DTS VL1218	32	↘	37%	27	↘	1,819	↘	23%	5,103,428	↘	82%	6,907,068	↗	42%	7,304,959	↗	Improved	5,066,860	↗	Improved	69.4	↗	Improved	3,343,043	↗	Improved	45.76	↗	Improved	188,079	↗	Improved
BS	DEU AREA27 PG VL0010°	782	↘	100%	615	↔	67,939	↗	100%	4,722,259	↗	100%	6,132,437	↗	100%	6,605,278	↗	Improved	2,409,132	↗	Stable	36.5	↗	Stable	498,160	↗	Deteriorated	7.54	↗	Deteriorated	3,919	↗	Stable
BS	POL AREA27 DTS VL1824	39	↗	100%	130	↗	3,257	↗	100%	8,502,011	↗	100%	5,687,682	↗	100%	5,746,838	↗		3,089,168	↗		53.8	↘		1,947,734	↗		33.89	↘		23,763	↘	
BS	DNK AREA27 DTS VL1824°	22	↘	27%	38	↗	1,655	↗	15%	5,635,933	↘	14%	5,650,850	↗	14%	5,830,257	↗	Stable	2,797,936	↘	Deteriorated	48.0	↘	Deteriorated	754,920	↘	Deteriorated	12.95	↘	Deteriorated	73,980	↘	Deteriorated
BS	DNK AREA27 DTS VL2440°	10	↔	21%	23	↗	798	↗	9%	4,942,875	↘	12%	4,803,794	↘	9%	5,028,545	↘	Stable	2,503,265	↘	Deteriorated	49.8	↘	Deteriorated	1,180,055	↘	Deteriorated	23.47	↘	Deteriorated	110,568	↘	Deteriorated
BS	SWE AREA27 DFN VL0010	355	↗	57%	153	↘	23,967	↘	62%	1,660,663	↘	73%	4,099,755	↔	51%	5,177,332	↘	Deteriorated	1,345,007	↘	Deteriorated	26.0	↘	Deteriorated	-2,214,654	↘	Deteriorated	-42.78	↘	Deteriorated	8,770	↘	Deteriorated
BS	LTU AREA27 TM VL2440	4	↔	100%	25	↘	765	↘	100%	13,473,514	↗	100%	3,986,462	↗	100%	3,105,960	↗	Stable	1,586,017	↗	Improved	51.1	↗	Improved	1,296,815	↗	Improved	41.75	↗	Improved	63,441	↗	Improved
BS	POL AREA27 PG VL1012°	103	↗	100%	159	↗	8,127	↗	100%	4,387,270	↗	100%	3,909,904	↗	100%	3,930,172	↔	Improved	2,080,424	↘	Improved	52.9	↘	Deteriorated	421,641	↘	Deteriorated	10.73	↘	Deteriorated	13,084	↘	Deteriorated
BS	DEU AREA27 DTS VL1824°	14	↘	52%	27	↘	1,647	↗	49%	5,050,885	↘	62%	3,574,386	↘	36%	3,879,071	↘	Stable	1,526,204	↗	Deteriorated	39.3	↗	Deteriorated	- 452,720	↘	Deteriorated	-11.67	↘	Deteriorated	56,905	↗	Improved
BS	FIN AREA27 TM VL1824°	13	↗	100%	18	↔	1,179	↗	105%	15,632,808	↗	100%	3,230,360	↗	100%	3,270,654	↗	Improved	2,323,477	↗	Improved	71.0	↗	Improved	1,188,092	↗	Improved	36.33	↗	Improved	129,082	↗	Improved
BS	LVA AREA27 TM VL1218°	14	↘	100%	27	↘	2,032	↘	100%	9,679,548	↘	100%	3,217,470	↘	100%	4,270,377	↗	Improved	313,519	↘	Deteriorated	7.3	↘	Deteriorated	- 658,073	↘	Deteriorated	-15.41	↘	Deteriorated	11,612	↘	Deteriorated
BS	DNK AREA27 PMP VL1218°	23	↘	38%	25	↗	1,784	↘	39%	2,929,997	↘	53%	3,090,759	↘	37%	4,031,784	↗	Improved	1,745,652	↗	Improved	43.3	↗	Stable	262,612	↗	Improved	6.51	↗	Improved	70,304	↗	Improved
BS	DEU AREA27 DTS VL1218°	27	↘	93%	24	↘	2,996	↘	98%	4,908,236	↗	100%	2,970,743	↘	96%	3,381,497	↘	Stable	1,743,403	↗	Stable	51.6	↗	Stable	491,543	↗	Improved	14.54	↗	Improved	73,842	↗	Improved
BS	DNK AREA27 PGP VL1012°	35	↘	65%	29	↘	4,958	↗	74%	1,566,282	↗	68%	2,922,165	↗	60%	2,639,695	↗	Deteriorated	965,745	↗	Deteriorated	36.6	↗	Deteriorated	- 244,570	↗	Improved	-9.27	↗	Improved	33,359	↗	Improved
BS	POL AREA27 DFN VL1218	41		100%	211		4,760		100%	2,414,164		100%	2,866,442		100%	2,913,520			1,144,217			39.3			150,955			5.18			5,423		
BS	SWE AREA27 DTS VL1012	36	↔	43%	11	↘	1,009	↘	20%	1,027,438	↗	68%	2,735,704	↗	41%	3,021,617	↗	Improved	2,299,179	↗	Improved	76.1	↗	Improved	1,547,670	↗	Improved	51.22	↗	Improved	202,571	↗	Improved
BS	SWE AREA27 DFN VL1012	104	↘	67%	58	↘	6,520	↘	62%	1,861,058	↘	65%	2,702,674	↘	42%	3,087,275	↘	Deteriorated	472,953	↘	Deteriorated	15.3	↘	Deteriorated	- 643,051	↘	Deteriorated	-20.83	↘	Deteriorated	8,224	↘	Deteriorated
BS	DEU AREA27 PG VL1012°	63	↗	93%	49	↗	6,717	↗	93%	3,220,237	↗	99%	2,662,274	↗	100%	3,031,325	↗	Improved	1,146,215	↗	Improved	37.8	↗	Stable	173,101	↗	Improved	5.71	↗	Improved	23,292	↗	Improved
BS	LTU AREA27 DTS VL2440°	21	↗	100%	138	↔	2,203	↗	100%	2,789,279	↘	100%	2,547,217	↘	100%	3,770,567	↘	Stable	1,062,993	↘	Deteriorated	28.2	↘	Deteriorated	287,452	↘	Deteriorated	7.62	↘	Deteriorated	7,721	↘	Deteriorated
BS	DNK AREA27 TM VL40XX°	6		20%	14		272		11%	10,686,724		5%	2,505,931		2%	2,591,921			- 401,107			-15.5			- 768,867			-29.66			- 28,069		
BS	DNK AREA27 TM VL1218°	12		48%	10		520		35%	6,404,213		34%	2,038,081		33%	2,195,048			1,023,219			46.6			324,313			14.77			101,813		
BS	FIN AREA27 TM VL1218	24	↗	100%	15	↔	1,338	↗	102%	8,090,915	↗	100%	1,873,278	↗	100%	2,191,058	↗	Improved	968,512	↗	Improved	44.2	↔	Deteriorated	363,342	↗	Improved	16.58	↔	Deteriorated	64,567	↗	Deteriorated
BS	DEU AREA27 DTS VL2440°	6	↘	40%	13	↘	646	↗	31%	2,457,685	↘	25%	1,746,793	↘	11%	1,765,240	↘	Deteriorated	- 1,408,967	↘	Deteriorated	-79.8	↘	Deteriorated	- 1,888,884	↘	Deteriorated	-107	↘	Deteriorated	- 111,117	↘	Deteriorated
BS	DNK AREA27 DRB VL1218°	5	↔	18%	7	↗	559	↗	24%	10,913,974	↗	42%	1,469,556	↗	31%	1,630,117	↗	Improved	1,009,537	↗	Improved	61.9	↔	Stable	416,179	↗	Improved	25.53	↘	Improved	138,483	↘	Improved

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.5 - EU Mediterranean & Black Sea fleet structure and economic performance estimates by MS and fishing activity in 2012

Region / Member State		N Vessels	%Δ 2011	Trend 2008-2011	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Landings weight (kg)	%Δ 2011	Trend 2008-2011	Value of landings (€)	%Δ 2011	Trend 2008-2011	Revenue (€)	%Δ 2011	Trend 2008-2011	GVA (€)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend
Med & Black Sea	Bulgaria	1,192	↗	Improved	2,872	↗	25,118	↗	7,744,136	↗	Stable	4,283,583	↗	Improved	4,094,982	↗	Stable	771,365	↗	Improved	- 669,419	↗	Improved
Med & Black Sea	Croatia	2,815	↔	Improved	163	↘	221,393	↘	62,285,563	↘	Improved	41,586,456	↘	Improved	37,582,993	↗	Improved	21,562,707	↗	Improved	12,326,999	↗	Improved
Med & Black Sea	Cyprus	467	↘	Stable	697	↗	-		1,077,960	↘	Deteriorated	6,710,028	↘	Deteriorate	6,368,258	↘	Deteriorated	- 507,725	↘	Improved	- 1,921,131	↘	Stable
Med & Black Sea	France	1,074	↘	Improved	944	↘	48,092	↘	12,279,349	↘	Stable	51,278,822	↘	Improved	70,255,691	↘	Improved	39,253,889	↘	Improved	8,100,612	↘	Deteriorated
Med & Black Sea	Italy	12,897	↘	Stable	20,691	↔	1,555,750	↘	195,838,525	↘	Deteriorated	925,030,351	↘	Deteriorate	909,981,115	↘	Deteriorated	453,262,331	↘	Deteriorated	232,116,232	↘	Deteriorated
Med & Black Sea	Malta	776	↗	Improved	366	↗	33,662	↘	2,203,859	↗	Improved	12,672,432	↗	Improved	13,128,335	↗	Improved	5,139,905	↗	Improved	1,165,924	↗	Improved
Med & Black Sea	Romania	183	↘	Deteriorated	39	↗	3,320	↗	808,079	↗	Improved	928,527	↘	Improved	937,226	↘	Improved	576,737	↘	Improved	259,912	↘	Improved
Med & Black Sea	Slovenia	88	↗	Stable	63	↘	7,613	↔	329,220	↘	Deteriorated	1,463,958	↘	Deteriorate	2,314,592	↘	Deteriorated	1,604,695	↔	Improved	318,699	↗	Improved
Med & Black Sea	Spain	2,480			6,672		-		78,995,746			265,029,553			-			-			-		
Med & Black Sea fleet		*21,972*			*32,508*		*1,894,948*		*361,562,437*			*1,308,983,711*			*1,044,663,193*			*521,663,904*			*251,697,829*		

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.6 - EU Mediterranean & Black Sea fleet structure and economic performance estimates by MS and fishing activity in 2012

Region / MS		Fishing activity	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend	Gross profit margin (%)	%Δ 2011	Development Trend	GVA per FTE (€)	%Δ 2011	Development Trend
MBS	BGR	SSF	934	↗	100%	2,451	↗	14,985		100%	1,822,649	↗	100%	1,203,078	↗	100%	1,352,436	↗	Deteriorated	462,643	↗	34.2	↗	Improved	- 226,373	↗	Improved	-16.74	↗	Improved	189	↗	Improved
MBS	CYP	SSF	437	↘	100%	612	↗				571,667	↘	100%	4,381,665	↘	100%	4,039,895	↘	Deteriorated	- 440,830	↘	-10.9	↘	Deteriorated	- 1,360,326	↘	Deteriorated	-33.67	↘	Deteriorated	- 720	↘	Deteriorated
MBS	FRA	SSF	941	↔	39%	631	↘	34,369	↗	16%	2,476,218	↔	3%	14,779,638	↘	8%	32,681,290	↘	Deteriorated	23,300,726	↘	71.3	↘	Deteriorated	6,624,181	↘	Deteriorated	20.27	↘	Deteriorated	36,919	↘	Deteriorated
MBS	HRV	SSF	1,424	↘	100%	23	↗	124,814	↘	100%	1,037,424	↘	100%	3,133,188	↘	100%	509,961	↗		161,077	↗	31.6	↗		- 231,352	↗		-45.37	↗		7,055	↗	
MBS	ITA	SSF	8,638	↘	100%	9,733	↘	1,030,707	↘	100%	31,056,455	↘	100%	241,470,085	↘	100%	241,470,085	↘	Deteriorated	147,161,011	↘	60.9	↘	Deteriorated	82,556,580	↘	Deteriorated	34.19	↔	Deteriorated	15,120	↘	Deteriorated
MBS	MLT	SSF	700	↗	100%	235	↗	28,199	↘	100%	717,219	↘	100%	4,339,544	↔	100%	4,444,225	↗	Improved	1,336,313	↘	30.1	↘	Improved	- 499,376	↗	Improved	-11.24	↗	Improved	5,683	↘	Deteriorated
MBS	ROU	SSF	179	↘	100%	35	↗	3,199	↗	100%	731,338	↗	100%	836,842	↘	100%	845,540	↘	Improved	534,736	↘	63.2	↗	Deteriorated	248,071	↘	Improved	29.34	↔	Improved	15,322	↘	Stable
MBS	SVN	SSF	67	↗	100%	44	↗	6,237	↗	100%	58,469	↗	100%	512,126	↗	100%	800,690	↘	Stable	504,263	↘	63.0	↘	Stable	- 134,540	↘	Deteriorated	-16.8	↘	Deteriorated	11,500	↘	Stable
MBS	ESP	SSF	1,265		70%	1,398					7,703,117		56%	33,522,258		78%											0.86					
MBS	BGR	LSF	38	↘	100%	421	↗	4,627	↗	100%	5,101,404	↗	100%	2,458,476	↗	100%	2,742,546	↗	Improved	308,723	↗	11.3	↗	Improved	- 443,046	↗	Improved	-16.15	↗	Improved	732	↗	Improved
MBS	CYP	LSF	30	↘	100%	85	↔				506,293	↗	100%	2,328,363	↗	100%	2,328,363	↗	Deteriorated	- 66,896	↗	-2.9	↗	Improved	- 560,805	↗	Improved	-24.09	↗	Improved	- 787	↗	Improved
MBS	FRA	LSF	133	↘	9%	314	↗	13,152	↘	5%	8,568,820	↘	2%	34,629,632	↘	5%	37,574,401	↘	Deteriorated	15,953,163	↗	42.5	↗	Stable	1,476,432	↗	Deteriorated	3.93	↗	Deteriorated	50,874	↗	Stable
MBS	HRV	LSF	1,093	↔	100%	138	↘	76,517	↘	100%	61,043,589	↘	100%	37,796,820	↘	100%	37,040,645	↗		21,404,488	↗	57.8	↗		12,558,351	↗		33.9	↗		155,499	↗	
MBS	ITA	LSF	4,244	↘	100%	10,913	↗	522,764	↘	100%	164,699,025	↘	100%	682,981,547	↘	100%	682,981,574	↘	Deteriorated	319,800,713	↘	46.8	↘	Deteriorated	156,605,817	↘	Deteriorated	22.93	↘	Deteriorated	29,305	↘	Deteriorated
MBS	MLT	LSF	71	↘	100%	131	↗	5,349	↗	100%	1,479,505	↗	100%	8,283,439	↗	100%	8,634,661	↗	Improved	3,812,594	↗	44.2	↗	Improved	1,665,300	↗	Improved	19.29	↗	Improved	29,204	↗	Improved
MBS	ROU	LSF	4	↗	100%	4	↗	121	↗	100%	76,741	↘	100%	91,686	↘	100%	91,686	↘		42,001	↘	45.8	↗		11,841	↗		12.91	↗		11,571	↘	
MBS	SVN	LSF	21	↘	100%	19	↘	1,376	↘	100%	270,751	↘	100%	951,832	↘	100%	1,513,902	↘	Deteriorated	1,100,432	↗	72.7	↗	Improved	453,239	↗	Improved	29.94	↗	Improved	58,752	↗	Improved
MBS	ESP	LSF	1,215		95%	5,445					71,292,629		90%	231,507,294		95%						48.7											

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.7 - EU Mediterranean & Black Sea fleet economic performance estimates for top 35 MS fleet segment in 2012

Region	MS fleet segment	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	Development Trend	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend	Gross Profit margin (%)	%Δ 2011	Development Trend	GVA per FTE (€)	%Δ 2011	Development Trend
MBS	ITA AREA37 PGP VL0612°	5,872	↘	100%	7,305	↘	761,219	↘	100%	25,552,934	↘	100%	196,675,096	↘	100%	196,675,096	↘	Deteriorated	118,140,978	↘	Deteriorated	60.1	↔	Deteriorated	67,474,820	↘	Deteriorated	34.31	↗	Stable	16,172	↘	Deteriorated
MBS	ITA AREA37 DTS VL1218°	1,315	↘	100%	3,040	↔	181,660	↘	100%	25,976,099	↘	100%	168,942,777	↘	100%	168,942,804	↘	Deteriorated	75,406,233	↘	Deteriorated	44.6	↘	Deteriorated	36,367,276	↘	Deteriorated	21.53	↘	Deteriorated	24,805	↘	Deteriorated
MBS	ITA AREA37 DTS VL1824°	676	↘	100%	2,459	↗	104,709	↘	100%	24,336,223	↘	100%	165,997,245	↘	100%	165,997,245	↘	Deteriorated	68,231,607	↘	Deteriorated	41.1	↘	Deteriorated	32,891,468	↘	Deteriorated	19.81	↘	Deteriorated	27,752	↘	Deteriorated
MBS	ITA AREA37 DTS VL2440°	216	↘	100%	1,299	↘	33,667	↘	100%	9,824,847	↘	100%	87,354,067	↘	100%	87,354,067	↘	Deteriorated	38,652,707	↘	Deteriorated	44.3	↗	Improved	22,588,055	↗	Improved	25.86	↗	Improved	29,746	↘	Stable
MBS	ESP AREA37 DTS VL1824°	346		100%	1,784					12,274,189		100%	67,277,704		100%																	
MBS	ITA AREA37 DRB VL1218	702	↔	100%	330	↘	54,640	↘	100%	21,906,117	↔	100%	51,959,313	↘	100%	51,959,313	↘	Deteriorated	35,098,678	↘	Deteriorated	67.6	↘	Deteriorated	19,014,399	↘	Deteriorated	36.59	↘	Deteriorated	106,434	↘	Deteriorated
MBS	ITA AREA37 PGP VL0006°	2,766	↘	100%	2,428	↘	269,488	↘	100%	5,503,521	↘	100%	44,794,989	↘	100%	44,794,989	↘	Deteriorated	29,020,033	↘	Deteriorated	64.8	↘	Deteriorated	15,081,760	↘	Deteriorated	33.67	↘	Deteriorated	11,952	↘	Deteriorated
MBS	ESP AREA37 DTS VL2440°	155		100%	630					6,380,784		100%	40,791,430		100%																	
MBS	ITA AREA37 PGP VL1218	451	↔	100%	1,078	↘	48,991	↘	100%	4,390,962	↘	100%	35,435,134	↘	100%	35,435,134	↘	Deteriorated	12,852,483	↘	Deteriorated	36.3	↘	Deteriorated	6,424,241	↘	Deteriorated	18.13	↘	Deteriorated	11,918	↘	Deteriorated
MBS	ESP AREA37 PS VL1824°	93		100%	892					20,925,247		100%	32,987,556		100%																	
MBS	ITA AREA37 TM VL2440°	81	↗	100%	362	↗	11,659	↗	100%	25,168,630	↗	100%	31,515,364	↗	100%	31,515,364	↗	Stable	13,668,533	↗	Deteriorated	43.4	↔	Deteriorated	5,289,501	↘	Deteriorated	16.78	↘	Deteriorated	37,729	↘	Deteriorated
MBS	ESP AREA37 PGP VL0612°	944		100%	960					5,480,216		99%	23,654,340		99%																	
MBS	ESP AREA37 PS VL1218°	92		100%	487					15,672,752		100%	21,829,403		100%																	
MBS	ITA AREA37 PS VL2440°	50	↘	100%	259	↘	5,417	↗	100%	10,920,510	↘	100%	21,135,293	↗	100%	21,135,293	↗	Improved	13,321,151	↗	Stable	63.0	↗	Stable	6,196,911	↗	Stable	29.32	↘	Deteriorated	51,503	↗	Improved
MBS	ESP AREA37 PS VL2440	26		100%	251					5,064,394		100%	20,351,287		100%																	
MBS	ITA AREA37 HOK VL1218	137	↘	100%	427	↗	14,902	↘	100%	2,207,217	↘	100%	20,036,699	↘	100%	20,036,699	↘	Deteriorated	9,877,892	↘	Deteriorated	49.3	↘	Deteriorated	4,147,152	↘	Deteriorated	20.7	↘	Deteriorated	23,135	↘	Deteriorated
MBS	ESP AREA37 DTS VL1218°	164		100%	333					4,734,811		100%	19,053,350		100%																	
MBS	ITA AREA37 PS VL40XX°	10	↘	100%	20	↘				1,166,610	↗	100%	15,049,263	↗	100%																	
MBS	HRV AREA37 PS VL2440	73	↘	100%	53	↔	7,839	↘	100%	33,744,605	↘	100%	14,719,536	↘	100%	26,374,508	↗		18,098,765	↗		68.6	↗		12,733,771	↗		48.28	↗		344,410	↗	
MBS	ITA AREA37 PS VL1218°	96		100%	361		11,196		100%	5,455,952		100%	14,197,384		100%	14,197,384			5,953,682			41.9			2,444,799			17.22			16,494		
MBS	FRA AREA37 DTS VL2440°	36		100%	111		5,353		100%	4,414,936		100%	13,512,264		100%	15,038,303			3,863,672			25.7			- 697,106			-4.64			34,695		
MBS	ITA AREA37 TM VL1824°	44	↔	100%	169	↗	7,719	↗	100%	11,345,265	↗	100%	11,506,233	↗	100%	11,506,233	↗	Improved	6,426,400	↗	Improved	55.9	↗	Improved	3,694,815	↗	Improved	32.11	↗	Improved	37,961	↗	Stable
MBS	ITA AREA37 HOK VL1824	43	↘	100%	208	↘	5,475	↘	100%	1,471,143	↘	100%	11,083,410	↘	100%	11,083,410	↘	Deteriorated	4,790,057	↘	Deteriorated	43.2	↘	Deteriorated	2,420,563	↘	Deteriorated	21.84	↘	Deteriorated	23,046	↘	Deteriorated
MBS	ITA AREA37 PS VL1824°	38	↘	100%	156	↘	3,867	↗	100%	6,116,521	↘	100%	10,714,627	↘	100%	10,714,627	↘	Deteriorated	6,677,664	↘	Deteriorated	62.3	↘	Deteriorated	3,009,608	↘	Deteriorated	28.09	↘	Deteriorated	42,773	↘	Deteriorated
MBS	ITA AREA37 DTS VL0612°	225	↗	100%	243	↗	21,018	↗	100%	1,595,400	↔	100%	10,362,568	↘	100%	10,362,568	↘	Deteriorated	3,878,308	↘	Deteriorated	37.4	↘	Deteriorated	1,014,019	↘	Deteriorated	9.79	↘	Deteriorated	15,977	↘	Deteriorated
MBS	ESP AREA37 HOK VL1218°	90		100%	240					1,582,791		98%	9,394,806		99%																	
MBS	FRA AREA37 PS VL2440	10	↘	100%	53		224	↘	100%	719,523	↘	100%	9,341,311	↗	100%	7,209,977	↗		5,357,094	↗		74.3	↗		722,312	↗		10.02	↗		100,925		
MBS	FRA AREA37 DTS VL1824°	28	↘	100%	71	↘	4,673	↘	100%	2,332,760	↘	100%	9,007,868	↘	100%	10,363,791	↘		3,420,624	↘		33.0	↘		661,195	↘		6.38	↘		48,478	↘	
MBS	ITA AREA37 TBB VL2440°	27	↘	100%	151	↗	3,488	↘	100%	2,395,070	↘	100%	8,464,186	↘	100%	8,464,186	↘	Deteriorated	3,466,884	↘	Deteriorated	41.0	↘	Deteriorated	1,707,188	↘	Deteriorated	20.17	↘	Deteriorated	22,946	↘	Deteriorated
MBS	HRV AREA37 PS VL1824°	57	↘	100%	24	↘	5,216	↘	100%	17,260,657	↘	100%	7,498,727	↘	100%	4,649,637	↘		2,258,431	↘		48.6	↔		713,873	↘		15.35	↘		92,901	↘	
MBS	ITA AREA37 TM VL1218	47	↗	100%	117	↗	5,225	↗	100%	7,625,087	↗	100%	7,183,903	↗	100%	7,183,903	↗	Improved	3,817,808	↗	Improved	53.1	↗	Stable	1,394,768	↗	Stable	19.42	↘	Deteriorated	32,712	↘	Deteriorated
MBS	ESP AREA37 HOK VL1824	30		100%	225					1,055,556		75%	6,804,738		82%																	
MBS	ITA AREA37 TBB VL1824°	26	↘	100%	118	↗	3,667	↗	100%	888,933	↗	100%	5,067,708	↘	100%	5,067,708	↘	Deteriorated	919,009	↘	Deteriorated	18.1	↘	Deteriorated	- 128,149	↘	Deteriorated	-2.53	↘	Deteriorated	7,820	↘	Deteriorated
MBS	HRV AREA37 DTS VL1218°	212	↘	100%	14	↘	13,145	↘	100%	2,090,061	↗	100%	4,931,341	↗	100%	814,147	↘		43,499	↘		5.3	↘		- 326,987	↘		-40.16	↘		3,184	↘	
MBS	FRA AREA37 DFN VL0612°	404	↘	100%	273	↘	15,539	↘	100%	730,978	↘	99%	4,700,052	↘	100%	13,569,863	↘	Deteriorated	9,260,898	↘	Deteriorated	68.3	↘	Deteriorated	2,443,250	↘	Deteriorated	18	↘	Deteriorated	33,977	↘	Deteriorated

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.8 - EU North Atlantic fleet economic performance by MS fleets in 2012

Region / Member State	N Vessels	%Δ 2011	Trend 2008-2011	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Landings weight (kg)	%Δ 2011	Trend 2008-2011	Value of landings (€)	%Δ 2011	Trend 2008-2011	Revenue (€)	%Δ 2011	Trend 2008-2011	GVA (€)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend
North Atlantic Belgium	40	↘	Deteriorated	119	↗	5,219	↗	7,663,571	↗	Improved	32,632,290	↗	Improved	34,367,944	↗	Improved	13,834,013	↘	Improved	2,971,032	↘	Improved
North Atlantic Denmark	7	↘	Deteriorated	16	↗	342	↗	23,909,779	↘	Deteriorated	7,276,060	↘	Stable	7,344,998	↘	Improved	3,776,960	↘	Deteriorated	2,634,695	↘	Deteriorated
North Atlantic France	2,342	↘	Improved	4,713	↗	352,401	↘	300,727,553	↗	Improved	654,699,053	↘	Improved	672,799,299	↘	Improved	339,499,571	↘	Improved	93,424,294	↘	Improved
North Atlantic Germany	10	↔	Deteriorated	92	↘	1,300	↘	10,257,105	↘	Improved	24,400,788	↘	Stable	24,418,931	↘	Stable	13,493,394	↘	Improved	4,782,264	↘	Improved
North Atlantic Ireland	789	↗	Improved	1,511	↔	52,594	↗	235,440,650	↗	Improved	233,431,628	↗	Improved	237,557,864	↗	Improved	118,296,108	↗	Improved	31,008,344	↗	Improved
North Atlantic Lithuania						683	↗	3,276,373	↗	Deteriorated	5,059,995	↘	Improved	35,890,915	↘	Deteriorated	9,903,680	↔	Stable	6,763,587	↗	Improved
North Atlantic Netherlands						5,490	↗	86,453,731	↗	Deteriorated	64,314,424	↗	Improved	65,511,240	↗	Improved	25,592,124	↗	Improved	8,710,250	↗	Improved
North Atlantic Portugal	3,314	↘	Stable	13,476	↘	370,512	↗	185,852,509	↘	Deteriorated	358,134,061	↗	Improved	356,645,970	↘	Stable	194,048,213	↘	Deteriorated	67,855,929	↘	Deteriorated
North Atlantic Spain						-		10,465,030			19,936,300			-			-					
North Atlantic UK	1,668	↔	Stable	5,294	↗	217,414	↔	303,503,679	↔	Improved	492,360,678	↗	Improved	509,019,438	↗	Improved	232,847,230	↗	Improved	109,161,897	↗	Improved
North Atlantic fleet	*8,170*			*25,221*		*1,005,955*		*1,167,549,978*			*1,892,245,277*			*1,943,556,598*			*951,291,293*			*327,312,293*		

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.9 - EU North Atlantic fleet economic performance by MS and fishing activity – small-scale (SSF), large-scale (LSF) and distant-water (DWF) fleets in 2012

Region / MS	Fishing activity	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	GVA per FTE (€)	%Δ 2011	Development Trend
NA FRA	SSF	1,278	↘	52%	1,837	↗	155,631	↘	71%	61,435,791	↗	85%	130,304,711	↘	73%	162,199,467	↘	Stable	101,078,457	↘	62.3	↔	Stable	29,440,591	↘	55,011	↘	Deteriorated
NA GBR	SSF	1,098	↔	35%	1,021	↘	106,242	↘	49%	24,553,397	↗	55%	62,082,288	↗	54%	66,238,773	↗	Improved	33,912,631	↗	51.2	↗	Deteriorated	11,817,793	↗	33,223	↗	Improved
NA IRL	SSF	497	↗	100%	305	↗	8,500	↗	100%	5,255,774	↘	100%	5,845,897	↘	100%	6,243,188	↘	Deteriorated	- 3,581,761	↘	-57.4	↘	Deteriorated	- 10,075,969	↘	- 11,754	↘	Deteriorated
NA NLD	SSF				2		33		1%	6,423		1%	16,252		1%	20,162			- 10,706		-53.1			- 19,427		- 7,043		
NA PRT	SSF	2,589	↘	100%	7,128	↘	250,759	↔	99%	18,293,854	↘	97%	70,400,186	↘	98%	61,787,564	↘	Deteriorated	40,003,957	↘	64.7	↘	Deteriorated	11,252,123	↘	5,612	↘	Deteriorated
NA ESP	SSF				2,037					367,578		3%	1,470,055		3%													
NA BEL	LSF	40	↘	35%	119	↗	5,219	↗	32%	7,663,571	↗	35%	32,632,290	↗	43%	34,367,944	↗	Improved	13,834,013	↘	40.3	↘	Improved	2,971,032	↘	116,262	↘	Improved
NA DEU	LSF	9	↘	3%	92	↘	1,300	↘	3%	10,248,358	↘	15%	24,392,219	↘	17%	24,410,272	↘	Stable	13,493,394	↘	55.3	↗	Improved	4,782,264	↘	147,019	↗	Improved
NA DNK	LSF	7	↘	1%	17	↗	342	↗	1%	23,909,779	↘	5%	7,276,060	↘	2%	7,344,998	↘	Improved	3,776,960	↘	51.4	↘	Deteriorated	2,634,695	↘	219,081	↘	Deteriorated
NA FRA	LSF	1,063	↘	69%	3,289	↗	194,391	↘	74%	234,661,119	↗	67%	513,790,183	↘	72%	510,599,832	↘	Stable	238,421,114	↘	46.7	↘	Stable	63,983,703	↘	72,496	↘	Stable
NA GBR	LSF	570	↘	40%	4,443	↗	111,171	↗	59%	278,950,281	↔	48%	430,278,389	↗	52%	442,780,665	↗	Improved	198,934,599	↗	44.9	↗	Improved	97,344,103	↗	44,776	↗	Improved
NA IRL	LSF	245	↘	100%	1,153	↘	37,920	↘	97%	221,961,949	↗	89%	215,784,836	↗	97%	219,493,169	↗	Improved	122,212,706	↗	55.7	↗	Improved	41,084,314	↗	106,034	↗	Improved
NA NLD	LSF				255	↗	5,457	↗	12%	86,447,308	↗	26%	64,298,172	↗	18%	65,491,078	↗	Improved	25,602,830	↗	39.1	↗	Improved	8,729,677	↗	100,553	↗	Improved
NA PRT	LSF	717	↗	92%	6,691	↘	119,258	↗	94%	167,217,641	↘	94%	286,651,258	↗	84%	274,027,391	↘	Improved	143,662,867	↘	52.4	↘	Deteriorated	49,295,548	↘	21,470	↘	Stable
NA ESP	LSF				5,473					873,011		1%	2,077,064		1%													
NA LTU	DWF				355	↘	683	↗	28%	3,276,373	↗	8%	5,059,995	↘	15%	35,890,915	↘	Deteriorated	9,903,680	↔	27.6	↗	Improved	6,763,587	↗	27,898	↗	Stable
NA PRT	DWF	8	↔	22%	296	↗	495	↗	7%	341,014	↗	2%	1,082,617	↗	3%	20,831,015	↘	Deteriorated	10,381,389	↔	49.8	↗	Improved	7,308,258	↔	35,072	↘	Deteriorated
NA ESP	DWF				2,493					9,224,441		2%	16,389,181		2%													

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.10: EU North Atlantic fleet economic performance of the top 35 MS fleet segments in 2012

Region	MS	fleet segment	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	Development Trend	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend	Gross Profit margin (%)	%Δ 2011	Development Trend	GVA per FTE (€)	%Δ 2011	Development Trend
NA	GBR	AREA27 PS VL40XX	14	↗	44%	157	↗	1,092	↘	48%	136,471,394	↘	47%	144,811,416	↗	58%	146,795,881	↗	Improved	90,253,592	↗	Improved	61.5	↗	Improved	63,346,537	↗	Improved	43.15	↗	Improved	576,369	↘	Improved
NA	FRA	AREA27 DTS VL1824	119	↘	77%	603	↗	30,790	↘	81%	41,787,063	↗	73%	117,238,306	↘	81%	103,346,649	↘		34,231,753	↘		33.1	↘		5,441,226	↘		5.27	↘		56,755	↘	
NA	IRL	AREA27 TM VL40XX°	21	↗	100%	176	↗	1,982	↗	89%	127,931,181	↗	85%	85,808,928	↗	94%	86,775,608	↗	Improved	61,006,183	↗	Improved	70.3	↗	Improved	33,042,635	↗	Improved	38.08	↗	Improved	347,238	↗	Improved
NA	FRA	AREA27 DTS VL2440	52	↘	79%	315	↗	15,674	↗	84%	32,463,115	↗	79%	84,796,889	↗	87%	72,794,339	↗		25,922,404	↗		35.6	↗		6,696,309	↗		9.2	↗		82,317	↘	
NA	FRA	AREA27 DTS VL1218	163	↘	87%	483	↗	34,879	↔	89%	19,105,110	↔	83%	72,356,264	↘	89%	72,511,740	↘		33,924,007	↘		46.8	↘		8,185,828	↘		11.29	↘		70,203	↘	
NA	PRT	AREA27 DTS VL40XX°	13	↔	68%	349	↘	2,684	↘	96%	17,395,930	↘	74%	63,384,320	↗	58%	64,098,257	↗	Improved	28,545,981	↗	Improved	44.5	↘	Improved	20,116,864	↗	Improved	31.38	↗	Improved	81,864	↗	Improved
NA	IRL	AREA27 DTS VL1824°	64	↔	100%	399	↗	13,261	↗	99%	22,388,620	↗	96%	48,574,029	↗	100%	50,899,871	↗	Improved	21,458,469	↗	Improved	42.2	↗	Improved	8,812,757	↗	Improved	17.31	↗	Improved	53,758	↗	Improved
NA	GBR	AREA27 DTS VL1218	73	↗	30%	917	↗	26,403	↗	74%	20,643,628	↗	74%	46,627,653	↗	71%	48,331,125	↗	Improved	19,488,946	↗	Improved	40.3	↗	Improved	7,584,083	↗	Improved	15.69	↗	Improved	21,251	↔	Improved
NA	PRT	AREA27 DTS VL2440°	61	↔	88%	564	↘	14,959	↗	101%	23,076,107	↗	100%	44,187,413	↗	100%	46,164,108	↗	Stable	12,617,108	↘	Deteriorated	27.3	↘	Deteriorated	- 424,003	↘	Deteriorated	-0.92	↘	Deteriorated	22,380	↘	Deteriorated
NA	GBR	AREA27 DTS VL2440	68	↔	71%	406	↘	6,207	↘	35%	17,409,605	↗	27%	43,991,053	↗	33%	45,130,140	↗	Improved	16,413,815	↗	Improved	36.4	↗	Improved	7,138,665	↗	Improved	15.82	↗	Improved	40,406	↗	Improved
NA	IRL	AREA27 DTS VL2440°	37	↘	100%	249	↘	7,809	↘	100%	21,200,987	↗	96%	40,754,611	↗	100%	40,916,390	↗	Improved	15,946,792	↗	Improved	39.0	↗	Improved	6,872,234	↗	Improved	16.8	↗	Improved	64,085	↗	Improved
NA	PRT	AREA27 PS VL1824°	51	↘	84%	943	↘	9,989	↗	100%	51,078,208	↘	100%	40,597,689	↔	100%	39,336,669	↗		30,766,818	↗		78.2	↗		10,989,779	↗		27.94	↘		32,641	↗	
NA	NLD	AREA27 TM VL40XX°						699	↗	28%	76,859,838	↗	30%	35,800,969	↗	33%	36,760,334	↗	Deteriorated	13,072,928	↗	Deteriorated	35.6	↗	Improved	2,716,373	↗	Deteriorated	7.39	↗	Improved	105,299	↗	Improved
NA	GBR	AREA27 DTS VL1824	110	↘	60%	663	↗	12,972	↗	44%	12,983,207	↗	31%	35,310,005	↗	34%	37,472,958	↗	Improved	8,488,880	↗	Improved	22.7	↗	Improved	- 128,754	↗	Improved	-0.34	↗	Improved	12,800	↗	Improved
NA	GBR	AREA27 FPO VL0010	731	↘	43%	539	↗	62,889	↘	46%	13,244,697	↗	52%	34,286,615	↗	51%	36,618,073	↗	Improved	18,003,451	↗	Deteriorated	49.2	↘	Deteriorated	5,121,390	↘	Deteriorated	13.99	↘	Deteriorated	33,404	↗	Stable
NA	FRA	AREA27 DFN VL1218°	61	↘	84%	247	↗	13,253	↗	86%	6,548,929	↗	87%	33,141,484	↔	87%	30,868,714	↘	Stable	18,191,697	↘	Stable	58.9	↔	Stable	4,804,929	↘	Stable	15.57	↘	Stable	73,725	↘	Deteriorated
NA	FRA	AREA27 DTS VL1012	148		82%	268		24,494		83%	9,087,676		77%	31,679,658		82%	30,742,866			14,581,645			47.4			4,135,049			13.45			54,462		
NA	FRA	AREA27 DFN VL1012°	120	↘	62%	270	↗	17,032	↘	58%	7,156,067	↗	64%	29,993,267	↗	59%	32,406,458	↗	Improved	19,172,453	↔	Improved	59.2	↘	Stable	5,317,366	↘	Stable	16.41	↘	Stable	71,112	↘	Improved
NA	FRA	AREA27 DFN VL2440	26	↗	100%	273	↘	4,577	↘	100%	12,391,222	↗	100%	28,711,524	↗	100%	39,226,627	↗		25,113,184	↗		64.0	↗		10,549,757	↗		26.89	↗		92,034	↗	
NA	BEL	AREA27 TBB VL2440°	25	↘	48%	103	↗	4,416	↗	55%	6,532,903	↗	44%	28,492,659	↗	55%	29,815,346	↗	Improved	11,280,313	↘	Improved	37.8	↘	Stable	1,721,233	↘	Improved	5.77	↘	Stable	109,475	↘	Improved
NA	FRA	AREA27 DFN VL1824°	37		95%	243		7,548		95%	6,881,064		97%	28,169,724		97%	36,942,269			22,413,639			60.7			5,771,137			15.62			92,165		
NA	PRT	AREA27 PGP VL0010°	1,193	↘	100%	2,415	↘	89,864	↘	100%	6,266,340	↘	100%	26,185,527	↘	100%	27,672,093	↘	Deteriorated	19,103,761	↘	Deteriorated	69.0	↘	Deteriorated	7,002,796	↘	Deteriorated	25.31	↘	Deteriorated	7,910	↗	Improved
NA	FRA	AREA27 TM VL1824°	22	↘	85%	106	↗	5,130	↘	89%	9,858,826	↗	77%	23,600,216	↗	88%	22,429,774	↗	Improved	9,898,964	↗	Improved	44.1	↗	Improved	2,182,600	↗	Improved	9.73	↗	Improved	93,625	↘	Deteriorated
NA	DEU	AREA27 DTS VL40XX°	5	↔	38%	65	↘	760	↘	39%	9,742,265	↘	38%	22,651,133	↘	52%	22,651,312	↘	Improved	13,101,108	↘	Improved	57.8	↗	Stable	5,654,904	↔	Improved	24.97	↗	Improved	200,415	↗	Improved
NA	IRL	AREA27 TM VL2440	15	↗	100%	112	↗	1,867	↗	96%	35,233,429	↗	96%	20,686,041	↗	98%	20,862,869	↗	Improved	11,356,058	↗	Improved	54.4	↘	Improved	- 12,543,857	↘	Deteriorated	-60.13	↘	Deteriorated	101,493	↘	Improved
NA	FRA	AREA27 PS VL1218	29	↔	100%	144	↗	4,223	↘	100%	20,255,222	↘	100%	20,039,029	↗	100%	19,624,245	↗		14,391,044	↗		73.3	↗		5,047,755	↗		25.72	↗		99,792	↗	
NA	GBR	AREA27 DRB VL1218	11	↘	15%	302	↗	9,259	↘	87%	15,805,124	↗	93%	19,767,399	↗	91%	20,297,639	↗	Improved	9,857,243	↘	Improved	48.6	↘	Stable	4,447,582	↘	Improved	21.91	↘	Stable	32,634	↘	Stable
NA	FRA	AREA27 HOK VL0010	225	↘	86%	183	↗	28,189	↗	88%	2,801,334	↔	90%	18,593,907	↘	90%	19,262,878	↘		12,443,055	↘		64.6	↗		4,170,755	↘		21.65	↗		68,017	↘	
NA	PRT	AREA27 PS VL2440°	18	↔	100%	416	↗	3,290	↗	100%	18,714,487	↘	100%	17,903,900	↘	100%	18,979,410	↗		12,311,219	↘		64.9	↘		55,289	↘		0.29	↘		29,594	↘	
NA	FRA	AREA27 FPO VL0010°	245	↘	85%	242	↘	28,643	↗	84%	6,210,087	↘	78%	17,588,320	↘	80%	21,894,362	↘	Deteriorated	13,794,507	↘	Deteriorated	63.0	↗	Stable	4,044,549	↘	Deteriorated	18.47	↘	Stable	57,085	↗	Stable
NA	GBR	AREA27 TBB VL2440	8	↘	29%	279	↗	4,230	↘	70%	5,706,849	↘	38%	17,079,713	↘	48%	17,341,140	↘	Stable	- 6,828,236	↘	Deteriorated	-39.4	↘	Deteriorated	- 12,882,291	↘	Deteriorated	-74.29	↘	Deteriorated	- 24,467	↘	Deteriorated
NA	FRA	AREA27 DFN VL0010°	275	↘	85%	202	↘	31,441	↘	85%	3,306,460	↗	75%	16,528,271	↗	78%	17,562,315	↘	Deteriorated	10,560,891	↘	Deteriorated	60.1	↗	Stable	2,803,438	↔	Improved	15.96	↗	Improved	52,238	↗	Improved
NA	PRT	AREA27 PMP VL2440°	1	↘	100%	341	↗	2,542	↔	87%	6,510,783	↘	99%	15,929,325	↗	99%	2,727,379	↘		- 891,676	↘		-32.7	↘		- 2,067,468	↘		-75.8	↘		- 2,613	↘	
NA	GBR	AREA27 TBB VL1824	1	↔	6%	177	↗	4,314	↗	96%	4,906,944	↗	97%	15,501,817	↗	96%	16,098,386	↗	Improved	7,040,106	↗	Improved	43.7	↗	Improved	3,201,220	↗	Improved	19.89	↗	Improved	39,701	↗	Improved
NA	NLD	AREA27 TBB VL40XX°						1,122	↗	10%	4,847,928		13%	15,072,772		13%	15,118,633			8,192,683			54.2			5,551,927			36.72			223,722		

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.11 EU North Sea and Eastern Arctic fleet structure, landings and revenue by MS in 2012

Region	Member State	N Vessels	%Δ 2011	Trend 2008-2011	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Landings weight (kg)	%Δ 2011	Trend 2008-2011	Value of landings (€)	%Δ 2011	Trend 2008-2011	Revenue (€)	%Δ 2011	Trend 2008-2011	GVA (€)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend
North Sea	Belgium	75	↘	Deteriorated	215	↘	11,242	↘	14,230,234	↗	Stable	43,718,426	↘	Deteriorated	46,018,217	↘	Deteriorated	15,975,006	↘	Deteriorated	730,554	↘	Deteriorated
North Sea	Denmark	1,023	↘	Deteriorated	1,195	↘	75,007	↘	413,132,117	↘	Deteriorated	327,057,567	↘	Improved	333,284,111	↘	Improved	219,902,828	↔	Improved	133,018,181	↗	Improved
North Sea	France	555			1,280		83,100	↘	111,860,982	↗	Improved	196,258,827	↗	Improved	200,962,595	↘	Improved	95,578,716	↘	Improved	27,446,261	↘	Improved
North Sea	Germany	247	↘	Deteriorated	536	↗	35,229	↗	45,527,118	↔	Deteriorated	107,075,273	↗	Improved	106,255,329	↗	Improved	54,331,153	↗	Improved	20,921,847	↗	Improved
North Sea	Ireland	-					1,024	↗	27,245,589	↗	Improved	7,840,990	↘	Deteriorated	7,931,439	↘	Deteriorated	3,862,400	↗	Deteriorated	980,547	↗	Deteriorated
North Sea	Lithuania	-					305	↘	1,143,179	↘	Improved	3,088,323	↘	Improved	35,890,915	↘	Deteriorated	9,903,680	↔	Stable	6,763,587	↗	Improved
North Sea	Netherlands	558	↘	Stable	1,270	↘	41,948	↘	120,683,836	↗	Deteriorated	240,950,596	↗	Deteriorated	244,253,208	↗	Deteriorated	96,503,191	↗	Deteriorated	34,997,326	↘	Deteriorated
North Sea	Portugal	4	↔	Deteriorated	54	↗	416	↗	6,072,216	↘	Stable	45,387,591	↗	Improved	45,886,647	↗	Improved	40,376,309	↗	Improved	34,342,075	↗	Improved
North Sea	Spain	-					-		230			1,108			-			-			-		
North Sea	Sweden	494	↘	Deteriorated	499	↗	37,457	↗	47,406,669	↘	Deteriorated	73,017,186	↗	Improved	76,073,045	↗	Improved	34,156,771	↗	Deteriorated	16,967,015	↘	Deteriorated
North Sea	United Kingdom	2,905	↘	Stable	4,297	↘	185,452	↘	306,466,132	↗	Improved	436,003,765	↘	Stable	450,948,675	↘	Improved	201,506,786	↘	Deteriorated	95,057,556	↘	Deteriorated
North Sea fleet		*5,861*			*9,348*		*471,180*		*1,093,768,302*			*1,480,399,652*			*1,547,504,182*			*772,096,841*			*371,224,953*		

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.12 EU North Sea and Eastern Arctic fleet economic performance estimates by MS and fishing activity – Small-scale (SSF) and Large-scale (LSF) in 2012

Region	MS	Fishing activity	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend	GVA per FTE (€)	%Δ 2011	Development Trend
NS	DEU	SSF	8	↗	1%	4	↘	548	↘	1%	31,830	↘	0%	11,074	↘	0%	12,356	↘	Deteriorated	- 134,654	↘	-1089.8	↘	Deteriorated	- 138,480	↘	Deteriorated	- 33,084	↘	Deteriorated
NS	DNK	SSF	608	↘	55%	111	↘	21,200	↘	44%	5,646,135	↗	50%	12,381,051	↗	51%	14,070,202	↗	Improved	7,922,069	↗	56.3	↘	Stable	781,377	↗	Improved	71,525	↗	Improved
NS	FRA	SSF	225		9%	323	↘	29,454	↘	13%	8,267,016	↗	11%	34,608,389	↗	19%	37,566,360	↗	Stable	23,404,938	↗	62.3	↔	Stable	7,181,427	↗	Deteriorated	72,436	↗	Stable
NS	GBR	SSF	2,075	↘	65%	1,012	↘	109,686	↘	51%	20,076,130	↗	45%	53,695,471	↗	46%	57,588,427	↗	Improved	24,871,264	↗	43.2	↘	Deteriorated	5,533,038	↘	Improved	24,586	↗	Improved
NS	NLD	SSF	199	↘	100%	115	↗	2,507	↘	99%	446,262	↘	99%	3,062,616	↘	99%	3,799,410	↘	Deteriorated	1,467,178	↘	38.6	↘	Deteriorated	- 176,252	↘	Deteriorated	12,734	↘	Deteriorated
NS	SWE	SSF	320	↔	41%	129	↗	18,670	↔	38%	1,634,179	↗	32%	7,706,125	↗	53%	9,285,376	↘	Improved	5,332,871	↘	57.4	↘	Deteriorated	327,589	↘	Deteriorated	41,279	↘	Improved
NS	BEL	LSF	75	↘	65%	215	↘	11,242	↘	68%	14,230,234	↗	65%	43,718,426	↘	57%	46,018,217	↘	Deteriorated	15,975,006	↘	34.7	↘	Deteriorated	730,554	↘	Deteriorated	74,299	↘	Deteriorated
NS	DEU	LSF	239	↘	75%	531	↗	34,681	↗	81%	45,495,288	↔	65%	107,064,199	↗	76%	106,242,973	↗	Improved	54,465,807	↗	51.3	↗	Improved	21,060,327	↗	Improved	102,478	↗	Improved
NS	DNK	LSF	415	↘	72%	1,085	↘	53,807	↔	81%	407,485,982	↘	84%	314,676,517	↘	89%	319,213,909	↘	Improved	211,980,758	↘	66.4	↗	Stable	132,236,804	↗	Improved	195,428	↗	Improved
NS	FRA	LSF	329		21%	960	↗	53,396	↔	20%	103,320,900	↗	30%	160,845,894	↗	22%	163,396,235	↘	Stable	72,173,778	↘	44.2	↘	Deteriorated	20,264,834	↘	Deteriorated	75,193	↘	Deteriorated
NS	GBR	LSF	830	↘	59%	3,286	↘	75,766	↘	40%	286,390,002	↗	50%	382,308,293	↘	46%	393,360,248	↘	Stable	176,635,522	↘	44.9	↘	Deteriorated	89,524,518	↘	Deteriorated	53,756	↘	Stable
NS	IRL	LSF				39	↗	996	↗	3%	27,134,090	↗	11%	7,806,219	↘	3%	7,896,668	↘	Deteriorated	3,862,400	↗	48.9	↗	Deteriorated	980,547	↗	Deteriorated	99,546	↔	Deteriorated
NS	NLD	LSF	359	↘	100%	1,155	↘	39,441	↔	85%	120,237,574	↗	36%	237,887,980	↗	67%	240,453,797	↗	Deteriorated	95,036,013	↗	39.5	↔	Deteriorated	35,173,578	↘	Deteriorated	82,293	↗	Improved
NS	PRT	LSF	4	↔	1%	54	↗	416	↗	0%	6,067,560	↘	3%	45,375,554	↗	13%	45,886,647	↗	Improved	40,376,309	↗	88.0	↘	Stable	34,342,075	↗	Improved	747,018	↗	Improved
NS	SWE	LSF	174	↘	54%	370	↗	18,787	↗	63%	45,772,490	↘	35%	65,311,062	↗	60%	66,787,669	↗	Stable	28,823,900	↗	43.2	↘	Deteriorated	16,639,426	↔	Deteriorated	77,915	↗	Deteriorated
NS	LTU	DWF				355	↘	305	↘	13%	1,143,179	↘	3%	3,088,323	↘	9%	35,890,915	↘	Deteriorated	9,903,680	↔	27.6	↗	Improved	6,763,587	↗	Improved	27,898	↗	Stable

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.13 EU North Sea and Eastern Arctic fleet economic performance estimates for top 35 MS fleet segments in 2012

Region	MS fleet segment	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	Development Trend	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend	Gross Profit margin (%)	%Δ 2011	Development Trend	GVA per FTE (€)	%Δ 2011	Development Trend
NS	DNK AREA27 TM VL40XX°	17		57%	100		1,911		77%	184,878,174		87%	116,934,423		93%	120,947,000			99,914,590			82.6			82,753,825			68.42			995,066		
NS	GBR AREA27 PS VL40XX	16	↘	50%	155	↗	1,082	↗	48%	147,449,372	↗	51%	103,849,753	↘	41%	105,272,888	↘	Improved	49,239,620	↘	Deteriorated	46.8	↘	Deteriorated	29,943,551	↘	Deteriorated	28.44	↘	Deteriorated	317,306	↘	Deteriorated
NS	NLD AREA27 TBB VL40XX°	64	↔	100%	336	↘	10,305	↘	90%	31,944,538	↘	87%	100,471,894	↘	87%	100,777,596	↘	Deteriorated	37,177,092	↘	Deteriorated	36.9	↗	Deteriorated	19,574,372	↘	Deteriorated	19.42	↗	Deteriorated	110,570	↗	Deteriorated
NS	GBR AREA27 DTS VL2440	28	↘	29%	761	↘	11,622	↘	65%	47,158,383	↗	73%	88,641,282	↗	67%	90,936,526	↗	Improved	37,164,969	↘	Improved	40.9	↘	Stable	18,475,686	↘	Improved	20.32	↘	Stable	48,860	↘	Improved
NS	GBR AREA27 DTS VL1824	72	↗	40%	833	↘	16,291	↘	56%	29,411,232	↘	69%	69,468,084	↘	66%	73,723,428	↘	Deteriorated	37,323,203	↘	Deteriorated	50.6	↘	Stable	20,369,070	↘	Deteriorated	27.63	↘	Improved	44,811	↘	Improved
NS	NLD AREA27 TBB VL1824°	165	↘	100%	435	↘	18,786	↗	90%	15,351,269	↘	91%	54,902,531	↗	92%	55,876,731	↗	Improved	26,987,631	↗	Improved	48.3	↗	Improved	6,809,852	↗	Improved	12.19	↗	Improved	61,976	↗	Improved
NS	DNK AREA27 DTS VL2440°	38	↘	79%	219	↔	7,733	↔	91%	37,331,610	↘	88%	50,329,702	↘	91%	52,684,437	↗	Stable	28,213,309	↗	Stable	53.6	↔	Stable	14,349,934	↗	Improved	27.24	↗	Improved	128,587	↗	Improved
NS	PRT AREA27 DTS VL40XX°	4	↔	21%	54	↗	416	↗	15%	6,067,560	↘	26%	45,375,554	↗	42%	45,886,647	↗	Improved	40,376,309	↗	Improved	88.0	↘	Stable	34,342,075	↗	Improved	74.84	↗	Improved	747,018	↗	Improved
NS	SWE AREA27 DTS VL2440	38	↘	55%	150	↗	4,368	↘	58%	40,964,419	↘	38%	39,450,187	↗	63%	39,668,998	↗	Stable	19,593,279	↗	Deteriorated	49.4	↔	Deteriorated	13,403,237	↗	Deteriorated	33.79	↘	Deteriorated	130,735	↗	Deteriorated
NS	DNK AREA27 DTS VL1824°	59	↘	73%	216	↘	9,450	↘	85%	33,931,950	↘	86%	36,165,450	↘	86%	37,313,654	↘	Deteriorated	19,999,072	↘	Deteriorated	53.6	↘	Deteriorated	6,923,767	↘	Deteriorated	18.56	↘	Deteriorated	92,597	↘	Stable
NS	DNK AREA27 DTS VL40XX°	12	↘	92%	60	↘	1,788	↘	96%	79,855,135	↘	92%	35,657,815	↘	95%	32,538,483	↘	Deteriorated	22,182,367	↘	Deteriorated	68.2	↘	Deteriorated	15,160,127	↘	Deteriorated	46.59	↘	Deteriorated	372,125	↘	Deteriorated
NS	GBR AREA27 FPO VL0010	984	↘	57%	625	↗	72,893	↔	54%	12,352,637	↗	48%	32,984,313	↗	49%	35,227,215	↗	Improved	13,651,442	↗	Improved	38.8	↘	Deteriorated	1,258,678	↘	Deteriorated	3.57	↘	Deteriorated	21,853	↘	Deteriorated
NS	DEU AREA27 TBB VL1218°	118	↘	98%	161	↗	16,711	↗	100%	8,993,917	↘	99%	31,037,486	↗	100%	30,640,214	↗	Improved	19,810,778	↗	Improved	64.7	↗	Improved	9,989,512	↗	Improved	32.6	↗	Improved	122,728	↗	Improved
NS	FRA AREA27 DRB VL1218	76		84%	244		13,161		83%	13,041,271		79%	30,440,959		87%	33,936,398			15,995,949			47.1			4,373,652			12.89			65,445		
NS	FRA AREA27 DTS VL40XX°	7		70%	92		1,595	↘	65%	19,038,041	↗	73%	30,207,184	↗	67%	26,657,215	↗	Improved	9,915,220	↗	Improved	37.2	↗	Improved	2,148,486	↗	Improved	8.06	↗	Improved	107,238	↗	Improved
NS	FRA AREA27 DTS VL1824	36		23%	144		7,326	↘	19%	15,624,664	↘	27%	27,875,773	↘	19%	24,572,752	↘		8,127,357	↘		33.1	↘		1,281,828	↘		5.22	↘		56,629	↘	
NS	DNK AREA27 DTS VL1218°	109	↘	66%	170	↘	13,632	↘	73%	12,900,261	↘	50%	25,456,957	↘	72%	23,711,819	↘	Deteriorated	12,094,296	↘	Deteriorated	51.0	↘	Deteriorated	2,631,656	↘	Deteriorated	11.1	↘	Deteriorated	71,164	↘	Deteriorated
NS	NLD AREA27 TBB VL2440°	26	↘	100%	135	↘	4,200	↗	92%	8,587,360	↗	94%	25,000,503	↗	94%	25,106,226	↗	Stable	8,339,945	↗	Deteriorated	33.2	↗	Stable	1,178,410	↗	Deteriorated	4.69	↗	Deteriorated	61,695	↗	Improved
NS	BEL AREA27 TBB VL2440°	27	↘	52%	84	↘	3,598	↘	45%	8,259,912	↗	56%	23,761,661	↘	45%	24,864,725	↘	Deteriorated	9,763,039	↘	Deteriorated	39.3	↘	Deteriorated	1,791,175	↘	Deteriorated	7.2	↘	Deteriorated	116,282	↘	Stable
NS	DEU AREA27 TBB VL1824°	63	↗	95%	125	↗	9,690	↗	99%	6,606,341	↗	98%	23,585,508	↗	99%	22,382,841	↗	Improved	12,715,506	↗	Improved	56.8	↗	Improved	6,070,227	↗	Improved	27.12	↗	Improved	101,659	↗	Improved
NS	GBR AREA27 DTS VL40XX	1	↘	8%	190	↘	1,834	↘	77%	19,324,443	↘	72%	21,392,741	↘	62%	21,625,456	↘	Deteriorated	4,143,100	↗	Deteriorated	19.2	↗	Deteriorated	319,815	↗	Deteriorated	1.48	↗	Deteriorated	21,762	↗	Deteriorated
NS	NLD AREA27 DTS VL2440	21	↘	100%	84	↘	3,071	↘	77%	8,376,374	↗	79%	20,915,854	↗	78%	21,030,358	↗	Improved	8,117,944	↘	Deteriorated	38.6	↘	Deteriorated	3,142,044	↘	Deteriorated	14.94	↘	Deteriorated	96,196	↘	Improved
NS	DEU AREA27 DTS VL40XX°	7	↔	54%	100	↗	1,163	↘	60%	15,854,021	↗	62%	20,849,826	↗	48%	20,849,991	↗	Stable	6,235,665	↗	Deteriorated	29.9	↗	Deteriorated	- 618,387	↗	Deteriorated	-2.97	↗	Deteriorated	62,338	↗	Deteriorated
NS	FRA AREA27 DFN VL1012°	73		38%	192		12,108	↔	42%	3,957,569	↗	36%	20,692,439	↗	41%	22,357,306	↗	Improved	12,949,207	↗	Stable	57.9	↘	Deteriorated	3,390,544	↘	Deteriorated	15.17	↘	Deteriorated	67,560	↘	Stable
NS	NLD AREA27 TM VL40XX°	13	↗	100%	75	↗	423	↗	17%	49,912,049	↗	20%	18,996,061	↗	18%	19,505,102	↗	Deteriorated	5,171,038	↗	Deteriorated	26.5	↗	Stable	- 324,169	↗	Deteriorated	-1.66	↗	Deteriorated	68,828	↗	Improved
NS	GBR AREA27 DTS VL1218	167	↗	70%	316	↗	9,099	↘	26%	7,440,480	↗	26%	18,705,041	↘	29%	19,388,402	↘	Stable	9,448,393	↘	Deteriorated	48.7	↘	Deteriorated	4,672,665	↘	Deteriorated	24.1	↘	Deteriorated	29,894	↘	Stable
NS	GBR AREA27 TBB VL2440	20	↘	71%	118	↗	1,783	↘	30%	9,419,353	↗	62%	18,581,640	↘	52%	18,866,055	↘	Stable	8,678,349	↘	Deteriorated	46.0	↘	Deteriorated	2,091,923	↘	Deteriorated	11.09	↘	Deteriorated	73,770	↘	Deteriorated
NS	DEU AREA27 DTS VL2440°	8	↘	53%	28	↘	1,442	↘	69%	7,481,417	↘	75%	14,273,977	↘	89%	14,424,721	↘	Stable	7,339,262	↘	Improved	50.9	↘	Improved	3,417,600	↘	Improved	23.69	↘	Improved	259,155	↗	Improved
NS	GBR AREA27 DRB VL2440	26	↗	87%	160	↘	2,529	↘	43%	7,099,929	↘	33%	13,932,797	↘	50%	14,148,209	↘	Improved	8,160,745	↘	Improved	57.7	↘	Stable	4,871,842	↘	Improved	34.43	↘	Stable	51,046	↘	Deteriorated
NS	FRA AREA27 DTS VL2440	14		21%	61		3,052	↘	16%	8,869,847	↘	21%	12,461,980	↘	13%	10,698,053	↘		1,571,995	↘		14.7	↘		- 1,253,524	↘		-11.72	↘		25,640	↘	
NS	BEL AREA27 TBB VL1824°	31	↘	78%	73	↘	4,693	↘	96%	3,244,746	↘	96%	11,612,045	↘	94%	11,984,974	↘	Deteriorated	3,590,390	↘	Deteriorated	30.0	↘	Deteriorated	- 307,850	↘	Deteriorated	-2.57	↘	Deteriorated	49,325	↘	Deteriorated
NS	SWE AREA27 DTS VL1824	28	↗	47%	82	↗	3,828	↗	52%	2,997,153	↘	19%	11,602,701	↗	53%	11,846,346	↔	Improved	4,442,017	↘	Deteriorated	37.5	↘	Deteriorated	2,094,050	↘	Deteriorated	17.68	↘	Deteriorated	54,390	↘	Deteriorated
NS	DNK AREA27 PGP VL1218°	33	↘	85%	68	↘	4,305	↘	84%	3,938,040	↘	93%	10,551,145	↘	94%	9,667,432	↘	Deteriorated	6,054,874	↘	Deteriorated	62.6	↔	Stable	1,928,291	↘	Deteriorated	19.95	↗	Improved	88,560	↗	Improved
NS	FRA AREA27 DRB VL1012°	37		43%	69		5,557		52%	4,310,408		36%	10,186,398		61%	10,169,509			6,055,723			59.6			2,387,726			23.48			87,548		
NS	DNK AREA27 PMP VL1824'	12	↘	100%	66	↘	2,424	↗	100%	3,473,481	↔	100%	9,892,179	↘	100%	10,053,647	↘	Deteriorated	6,048,959	↘	Deteriorated	60.2	↗	Stable	2,318,908	↘	Stable	23.07	↗	Improved	92,041	↘	Stable

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.14 - EU OFR fleet structure and economic performance estimates by MS in 2012 (REGIONAL_LEVEL ANALYSIS)

Region / Member State		N Vessels	%Δ 2011	Trend 2008-2011	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Landings weight (kg)	%Δ 2011	Trend 2008-2011	Value of landings (€)	%Δ 2011	Trend 2008-2011	Revenue (€)	%Δ 2011	Trend 2008-2011	GVA (€)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend
Other Regions	France	1,232	↗	Improved	435	↘	-		80,464,174	↘	Improved	156,953,936	↗	Improved	-		Deteriorated	-		Deteriorated	-		Deteriorated
Other Regions	Italy	-		Deteriorated			331		944,000	↘	Deteriorated	4,445,310	↘	Deteriorated	6,524,191		Deteriorated	5,219,198		Deteriorated	4,888,370		Stable
Other Regions	Lithuania	10	↔	Stable	355	↘	1,445	↘	37,249,163	↘	Deteriorated	25,270,699	↘	Deteriorated	35,890,915	↘	Deteriorated	9,903,680	↔	Stable	6,763,587	↗	Improved
Other Regions	Netherlands	-					1,366	↘	127,803,068	↘	Improved	53,072,197	↘	Improved	54,494,383	↘	Improved	8,184,253	↘	Deteriorated	- 7,168,548	↘	Deteriorated
Other Regions	Poland	2	↘	Deteriorated	180	↘	452	↘	53,788,163	↘	Stable	-			-			-			-		
Other Regions	Portugal	85	↗	Improved	513	↘	15,611	↘	18,070,626	↘	Deteriorated	48,106,768	↘	Deteriorated	51,335,676	↘	Stable	25,358,194	↘	Stable	14,710,093	↘	Improved
Other Regions	Spain	868			6,994		-		451,593,064			940,859,749			-			-			-		
Other Regions	United Kingdom	9	↘	Deteriorated	107	↘	1,175	↘	10,498,094	↘	Deteriorated	11,796,002	↘	Improved	11,958,299	↘	Improved	1,359,972	↗	Improved	- 789,205	↗	Improved
OFR fleet		*2,206*			*8,584*		*20,380*		*780,410,352*			*1,240,504,661*			*160,203,463*			*50,025,297*			*18,404,297*		

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.15 - EU OFR fleet structure and economic performance estimates by MS and fishing activity in 2012 (REGIONAL_LEVEL ANALYSIS)

Region / MS		Fishing activity	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	GVA per FTE (€)	%Δ 2011	Development Trend
OFR	FRA	SSF					↗				2,709	↘	0%	15,468	↘	0%												
OFR	IRL	SSF									-			-			-			-		0.0			-		-		
OFR	PRT	SSF					↗	2,905	↗	1%	558,979	↗	3%	1,121,495	↗	2%	886,371	↘	Deteriorated	311,222	↘	35.1	↘	Deteriorated	- 130,897	↘	1,945	↘	Deteriorated
OFR	ESP	SSF	536		30%	1,045					5,744,996		42%	7,959,191		19%												
OFR	FRA	LSF	22	↗	1%	320	↗				1,426,663	↗	0%	6,889,168	↗	1%												
OFR	GBR	LSF	9	↘	1%	107	↘	1,175	↘	1%	10,498,094	↘	2%	11,796,002	↘	1%	11,958,299	↘	Improved	1,359,972	↗	11.4	↗	Improved	- 789,205	↗	12,674	↗	Improved
OFR	IRL	LSF									-			-			-			-		0.0			-		-		
OFR	NLD	LSF					↘	1,366	↘	3%	127,803,068	↘	38%	53,072,197	↘	15%	54,494,383	↘	Improved	8,184,253	↘	15.0	↘	Deteriorated	- 7,168,548	↘	33,719	↘	Deteriorated
OFR	PRT	LSF	56	↗	7%	387	↘	6,385	↘	5%	3,925,748	↘	2%	10,251,200	↘	3%	12,885,657	↘	Deteriorated	7,356,932	↘	57.1	↘	Deteriorated	2,226,598	↘	19,005	↘	Deteriorated
OFR	ESP	LSF	68		5%	3,052					7,227,971		9%	9,893,230		4%												
OFR	FRA	DWF	18	↗	100%	351	↘				78,525,154	↘	100%	148,118,341	↗	100%												
OFR	ITA	DWF					↘	331		100%	944,000	↘	100%	4,445,310	↘	100%	6,524,191	↘	Deteriorated	5,219,198	↘	80.0	↔	Improved	4,888,370	↘	210,197	↗	Improved
OFR	LTU	DWF	10	↔	100%	355	↘	1,445	↘	59%	37,249,163	↘	89%	25,270,699	↘	76%	35,890,915	↘	Deteriorated	9,903,680	↔	27.6	↗	Improved	6,763,587	↗	27,898	↗	Stable
OFR	PRT	DWF	29	↗	78%	457	↗	6,321	↘	93%	13,585,899	↘	98%	36,734,073	↘	97%	37,563,648	↘	Improved	17,690,040	↘	47.1	↗	Improved	12,614,392	↘	38,709	↘	Stable
OFR	ESP	DWF	264		100%	5,891					438,620,097		98%	923,007,328		98%												

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.16 - EU OFR fleet structure and economic performance estimates of the top 25 MS Fleet Segment in terms of revenue in 2012 (REGIONAL_LEVEL ANALYSIS)

Region	MS fleet segment	N Vessels	%Δ 2011	Share	FTE (#)	%Δ 2011	Days at Sea (days)	%Δ 2011	Share	Landings weight (kg)	%Δ 2011	Share	Value of landings (€)	%Δ 2011	Share	Revenue (€)	%Δ 2011	Development Trend	GVA (€)	%Δ 2011	Development Trend	GVA to revenue (%)	%Δ 2011	Development Trend	Gross Profit (€)	%Δ 2011	Development Trend	Gross Profit margin (%)	%Δ 2011	Development Trend	GVA per FTE (€)	%Δ 2011	Development Trend
OFR	ESP OFR PS VL40XX	32		100%	1,598					249,448,720		100%	422,196,839		100%																	
OFR	ESP OFR DTS VL40XX°	35		100%	912					88,779,984		99%	263,156,328		99%																	
OFR	FRA OFR PS VL40XX°	18	↗	100%	351	↘				78,525,154	↘	100%	148,118,341	↗	100%			Improved			Improved			Improved			Improved			Improved			Improved
OFR	ESP OFR HOK VL2440°	112		100%	1,581					66,775,629		89%	110,410,695		89%																	
OFR	ESP OFR DTS VL2440°	55		100%	786					12,882,619		100%	73,416,011		100%																	
OFR	ESP OFR HOK VL40XX°	30		100%	1,013					20,733,145		100%	53,827,455		100%																	
OFR	NLD AREA27 TM VL40XX°						1,366	↘	55%	127,803,068	↘	50%	53,072,197	↘	49%	54,494,383	↘	Improved	8,184,253	↘	Deteriorated	15.0	↘	Deteriorated	- 7,168,548	↘	Deteriorated	-13.15	↘	Deteriorated	33,719	↘	Deteriorated
OFR	LTU OFR TM VL40XX	10	↔	100%	355	↘	1,445	↘	59%	37,249,163	↘	89%	25,270,699	↘	76%	35,890,915	↘	Deteriorated	9,903,680	↔	Stable	27.6	↗	Improved	6,763,587	↗	Improved	18.84	↗	Improved	27,898	↗	Stable
OFR	PRT OFR HOK VL2440°	18	↗	69%	296	↗	3,751	↘	91%	7,551,137	↘	96%	17,800,016	↘	94%	20,831,015	↘	Deteriorated	10,381,389	↔	Improved	49.8	↗	Improved	7,308,258	↔	Improved	35.08	↗	Improved	35,072	↘	Deteriorated
OFR	PRT OFR HOK VL40XX°	5	↔	100%	80	↘	1,529	↘	104%	5,064,113	↘	100%	14,465,064	↔	100%	11,773,262	↗	Improved	7,473,467	↗	Improved	63.5	↗	Improved	6,484,447	↗	Improved	55.08	↗	Improved	93,418	↗	Improved
OFR	GBR AREA27 DTS VL40XX	4	↗	33%	28	↘	269	↘	11%	5,594,077	↗	21%	9,124,175	↗	26%	9,223,430	↗	Improved	6,659,545	↗	Improved	72.2	↗	Improved	5,028,883	↗	Improved	54.52	↗	Improved	238,522	↗	Improved
OFR	PRT OFR HOK VL1218°						3,474	↘	100%	2,213,952	↗	100%	5,905,902	↘	100%	7,249,925	↔	Deteriorated	4,650,768	↘	Deteriorated	64.2	↘	Deteriorated	1,537,348	↘	Deteriorated	21.21	↘	Deteriorated	22,687	↘	Stable
OFR	ESP OFR PGP VL0010°	481		100%	671					3,541,780		92%	5,581,406		82%																	
OFR	PRT OFR DTS VL2440°	6	↗	100%	81	↗	1,041	↗	103%	970,649	↘	100%	4,468,993	↘	100%	4,959,371	↘		- 164,816	↘		-3.3	↘		- 1,178,313	↘		-23.76	↘		- 2,035	↘	
OFR	ITA OFR DTS VL40XX						331		100%	944,000	↘	100%	4,445,310	↘	100%	6,524,191		Deteriorated	5,219,198		Deteriorated	80.0		Improved	4,888,370		Deteriorated	74.93		Improved	210,197		Improved
OFR	FRA OFR HOK VL1218°	15		100%	50					865,195		100%	4,186,626		100%																	
OFR	ESP OFR HOK VL1824°	12		100%	120					2,357,123		80%	3,811,138		81%																	
OFR	ESP OFR HOK VL1218°	25		100%	94					2,954,637		100%	3,659,363		100%																	
OFR	FRA OFR HOK VL1824°	7		100%	34					499,243		100%	2,560,517		100%																	
OFR	GBR AREA27 PS VL40XX	2	↔	6%	15	↗	102	↘	4%	4,721,028	↘	2%	2,365,847	↘	1%	2,398,268	↘	Deteriorated	- 2,883,542	↗	Deteriorated	-120.2	↘	Deteriorated	- 3,323,134	↗	Stable	-138.56	↘	Deteriorated	-197,098	↗	Improved
OFR	ESP OFR HOK VL1012	30		100%	49					1,513,501		100%	1,555,227		96%																	
OFR	PRT AREA27 HOK VL1824°	14	↗	37%	26	↘	547	↘	10%	360,534	↗	8%	1,319,042	↗	10%	1,412,223	↗	Deteriorated	764,330	↗	Deteriorated	54.1	↘	Deteriorated	164,042	↘	Deteriorated	11.62	↘	Deteriorated	28,919	↗	Stable
OFR	ESP OFR PS VL1218	16		100%	91					1,546,385		100%	1,294,067		100%																	
OFR	FRA OFR HOK VL0010°	421		100%	-					287,899		100%	1,180,980		100%																	
OFR	PRT AREA27 HOK VL2440°	12	↗	40%	26	↘	539	↘	12%	242,380	↘	5%	982,126	↘	9%	1,133,572	↘	Deteriorated	- 171,637	↘	Deteriorated	-15.1	↘	Deteriorated	- 510,286	↘	Deteriorated	-45.02	↘	Deteriorated	- 6,650	↘	Deteriorated
OFR	ESP OFR PGP VL1012	25		100%	38					679,000		100%	800,611		100%																	
OFR	PRT OFR HOK VL0010°						2,329		100%	391,024		100%	767,270		100%	480,807			16,263			3.4			- 251,293			-52.26			127		
OFR	PRT OFR HOK VL1824°						279	↘	100%	405,275	↘	100%	757,195	↘	100%	1,875,627	↘	Deteriorated	1,363,458	↘	Deteriorated	72.7	↗	Improved	994,705	↘	Stable	53.03	↗	Improved	32,463	↗	Improved
OFR	PRT OFR MGP VL1824°						703	↗	100%	526,138	↘	100%	729,342	↗	100%	704,353	↘		423,560	↘		60.1	↘		- 44,026	↘		-6.25	↘		9,412	↘	
OFR	ESP AREA37 HOK VL1824									189,863		13%	723,800		9%																	
OFR	PRT OFR MGP VL0010						778	↗	100%	106,718	↘	100%	375,151	↘	100%	326,338	↘	Deteriorated	231,332	↘	Deteriorated	70.9	↗	Stable	28,207	↘	Deteriorated	8.64	↘	Deteriorated	5,932	↘	Deteriorated
OFR	PRT OFR HOK VL1012°						398		100%	165,846		100%	343,197		100%	399,551			292,814			73.3			120,203			30.08			10,097		
OFR	ESP OFR FPO VL1218	15		100%	40					160,167		100%	333,769		100%																	
OFR	FRA OFR HOK VL1012°	25		100%	-					70,293		100%	321,916		100%																	
OFR	GBR AREA27 HOK VL2440	3	↘	20%	64	↘	796	↘	26%	118,121	↘	2%	168,835	↘	1%	195,904	↘	Deteriorated	- 2,520,085	↘	Deteriorated	-1286.4	↘	Deteriorated	- 2,570,092	↘	Deteriorated	-1311.91	↘	Deteriorated	- 39,235	↘	Deteriorated

Data source: Member State data submissions under the DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 4.6 Fisheries Agreements

Country	Period	Fishing opportunities	Reference tonnage	Total EU finance	Main EU fleets involved	History and Current status of agreement
Cape-Verde	2007-2010	Tuna: 25 seiners 48 surface longliners 11 pole-and-line	5,000 tonnes	€ 385,000	ESP, PRT, FRA	First partnership agreement 1990; Renewed
	2011-		5 000 t./year	€ 435,000		
Comoros	2005-2011	Tuna: 40 seiners, 17 surface longliners	6,000 tonnes	€ 390,000	ESP, FRA, PRT	First partnership agreement 1988; Tacitly renewed for a period of 7 years
	2012-2018		6 000 t./year	€600,000		
Ivory Coast	2007-2013	Tuna: 25 seiners, 15 surface longliners	7,000 tonnes	€595,000	EU vessels mainly from ESP, FRA and PRT	First partnership agreement 1990; Tacitly renewed for a period of 6 years
	2013-2018		6,500 t./year	€680,000 / year		
Gabon	2005-2011	Tuna: 24 seiners, 16 surface longliners	11,000 tonnes	€860,000	ESP and FRA	First partnership agreement 1998; Tacitly renewed for a period of 6 years
	2013-2016		20,000 t./year	€1,325,000		
Kiribati	2006-2012	Tuna: 4 seiners, 12 longliners	6,400 tonnes	€478,400	ESP, FRA, PRT	First partnership agreement 2003; Renewed, 6 years
	2012-2015		15,000 t./year	€1,325,000/year		
Madagascar	2007-2012	Tuna: 43 seiners, 50 longliners (> 100 GT), 26 longliners (< 100 GT), 5 demersal	13,300 tonnes	€1,197,000	ESP, FRA, PRT	First partnership agreement 1986; Renewed, 2 years
	2013-2014		15,000 t./year	€1,525,000/year		
Mauritius	2014-2017		5,500 t./year	€660,000/year	ESP, FRA, PRT, ITA and UK	New partnership agreement 2012; 6 years, renewable for 3 years
Mauritania	2008-2012	Tuna: 22 seiners, 22 surface longliners and pole-and-liners; various crustaceans and demersal species		€86,000,000 (1st year) €76,000,000 (2nd year) €73,000,000 (3rd year) €70,000,000 (4th year)		
Mozambique	2007-2011	Tuna: 44 purse seiners, 45 longliners	10,000 tonnes	€ 900 000	ESP, FRA, PRT, ITA, UK	First partnership agreement 1987; Renewed, 3 years
	2012-2015		8,000 t./year	€980,000		
Solomon Islands	2006-2009	Tuna: 4 seiners 10 longliners	6,000 tonnes	€400,000		Agreement tacitly renewed for the period 2009-2012;
	No protocol in force since 9 October 2012					
Sao Tomé e Principe	2006-2010	Tuna: 25 seiners, 18 longliners	8,500 tonnes	€ 663 000	ESP, FRA and PRT	First partnership agreement 1984; Tacitly renewed for a period of 4 years; 2010-2014
	2014-2018		7,000 t./year	€710,000/year (3years) €675,000 (4th year)		
Seychelles	2005-2011	Tuna: 40 seiners, 12 longliners	63,000 tonnes	€ 5 355 000	ESP, PRT, ITA, FRA	First partnership agreement 1987; Renewed for a period of 6 years
	2013-2019		50,000 t./year	1st – 2nd years: €5,530,000/year 3rd to 6th years: €5,000,000/year		
Micronesia	2007-2010	Tuna: 6 seiners, 12 longliners	8,600 tonnes	€ 559 000		

- EU and Senegal agree new sustainable fisheries partnership (25/04/2014)

Table 4.6 Mixed fisheries agreements

Country	Period	Fishing opportunities	Total EU finance	History and Current status of agreement
Greenland	2007-2012	Cod: 3 500 t, redfish: 8 000 t, Greenland halibut: 10 000 t, shrimp: 11 000 t, Atlantic halibut: 1 400 t, capelin: 55 000 t, snowcrab: 500 t, by-catches: 2 300 t	€ 15 847 244	The first fisheries agreement concluded between the EU and Greenland which dates back to 1985 was concluded for an initial period of ten years and thereafter extended for additional six-year periods until it was replaced by the fisheries partnership agreements. The first fisheries agreement was implemented by successive protocols.
	2013-2015	Cod: 2,200 t Pelagic redfish: 3,000 t Demersal redfish: 2,000 t Greenland halibut - west: 2,500 t Greenland halibut - east: 4,315 t Shrimp - west: 3,400 t Shrimp - east: 7,500 t Atlantic halibut - west: 200 t Atlantic halibut - east: 200 t capelin: 60,000 t snowcrab: 250 t Grenadier – west: 100 t Grenadier – east: 100 t TOTAL: 85,765 t	€15,104,203	
Guinea Conakry	2004-2008	2 500 grt/month for fish and cephalopods, 1 500 grt/month for shrimps; tuna: 34 seiners, 14 pole-and-line vessels, 9 longliners	€ 3 400 000 This may be increased gradually to €3,995,000 depending on fishing possibilities	
Guinea-Bissau	2007-2011	4 400 grt for shrimps and 4 400 grt for fish and cephalopods; tuna: 23 seiners, 14 pole-and-line vessels	€7,500,00	First partnership agreement 1980; There is currently no protocol in force. EU vessels are not allowed to fish in the EEZ of Guinea-Bissau
Morocco	2007-2011	20 small-scale pelagic seiners North, 30 small-scale longliners North, 20 small-scale fishing south, 22 demersal fishing, 27 tuna pole-and-liners, 60 000 tonnes small pelagics (max 18 vessels)	€36,100,000	First partnership agreement 1995;
	2011-2015 Provisionally applied until 14.12.2011		€30 million/year	the parties did not reach an agreement to renew the protocol in 1999 and there was no agreement until the current Fisheries Partnership Agreement came into force in February 2007.
	New protocol signed on 18 Nov 2013			Will enter into force when Morocco will have completed its ratification
Mauritania		Tuna: 22 seiners, 22 surface longliners and pole-and-liners; various crustaceans and demersal species		

The current Fisheries Partnership Agreement between the EU and Morocco entered into force on 28 February 2007 for a period of four years. It has been tacitly renewed, from 28 February 2011 to 27 February 2015. The first Protocol to this Agreement ran until 27 February 2011 and provided for a financial contribution of €36.1 million out of which €13.5 million was dedicated to the support of the fisheries policy of Morocco. Vessels from 11 EU Member States could obtain fishing authorisations from Morocco under the Agreement and this Protocol.

A second Protocol, extending its predecessor by one year under essentially the same terms, was negotiated in February 2011 and provisionally applied until December 2011, when the European Parliament decided not to consent to its conclusion.

A new protocol was signed on 18 November 2013 and adopted by Council and European Parliament. It will enter in force once Morocco will have completed its ratification

Table 4.6 Mixed fisheries agreements by MS

		SPAIN	FRANCE	PORTUGAL	ITALY	UK	TOTAL
Cape Verde	Tuna seiners	16	12	-			28 vessels
	Surface longliners	26	-	9			35 vessels
	Pole and line	7	4	-			11 vessels
Comoros	Tuna seiners	21	21	-			42 vessels
	Surface longliners	8	9	3			20 vessels
Côte d'Ivoire	Tuna seiners	16	12	-			28 vessels
	Surface longliners	7	-	3			10 vessels
Gabon	Tuna seiners	12	15				27 vessels
	Poles and lines vessels	7	1				8 vessels
Kiribati	Tuna seiners	3	1	-			4 vessels
	Surface longliners	3	-	3			6 vessels
Mauritius	Tuna seiners	22	16	-	2	1	41 vessels
	Surface longliners	12	29	4	-	-	45 vessels
Micronesia	Tuna seiners	5	1				6 vessels
	Surface longliners	12	-				12 vessels
São Tomé and Principe	Tuna seiners	16	12	-			28 vessels
	Surface longliners	4 / 5*	-	2 / 1*			6 vessels
Seychelles	Tuna seiners	22	16	-	2		
	Surface longliners	2	2	2	-		

5. NATIONAL CHAPTERS

KEY FINDINGS

Facts and Figures for EU Member State fleets in 2012:

- **Belgium**: 86 vessels of which 4 inactive; employed 334 FTE fishers and generated €29.8 million in GVA, €3.7 million in gross profit and a profit margin of -7.2%; deteriorated performance expected to continue in 2013.
- **Bulgaria**: 2,387 vessels of which 1,195 inactive; generated €2 million in GVA, €0.5 million in gross profit and a profit margin of 3.3%; insufficient data for trend analysis.
- **Croatia**: 4,236 vessels of which 1,421 inactive; employed 163 FTE fishers and generated €266,5 million in GVA, €257.3 million in gross profit and a profit margin of 88.7 (economic data are to some extent unreliable); insufficient data for trend analysis.
- **Denmark**: 2,052 vessels of which 515 inactive; employed 1,556 FTE fishers and generated €242.5 million in GVA, €137.0 million in gross profit and a net profit margin of 13.1%; improved economic performance.
- **Estonia**: 923 vessels of which 10 inactive; employed 2,046 FTE fishers and generated €7.7 million in GVA, €2.7 million in gross profit and a net profit margin of 15%; a slight deteriorated performance but expected to improve in 2013.
- **Finland**: 3,359 vessels of which 1,407 inactive; employed 282 FTE fishers and generated €19.5 million in GVA, €9.1 million in gross profit and a net profit margin of 15.2%; improved economic performance but a slightly deteriorated performance is expected in 2013.
- **France**: 5,830 vessels employing 7,375 FTE fishers generated €532.3 million in GVA, €154.8 million in gross profit and a profit margin of 0.7%; deteriorated economic performance expected to continue in 2013.
- **Germany**: 1,564 vessels of which 411 inactive, employed 1,372 FTE and generated €73.9 million in GVA, gross profit of €24.6 million and a net profit margin of 4%; improved economic performance and expected to improve further in 2013.
- **Greece***:* 16,063 vessels employing 23,944 FTE. Economic performance could not be calculated due to missing data.
- **Ireland**: 2,203 vessels of which 179 inactive, employed 2,233 FTE and generated €178.2 million in GVA, a €103.5 million gross profit and a net profit margin of 20.6%; improved economic trend expected to continue 2013.
- **Italy**: 14,433 vessels of which 1,545 inactive; employed 20,716 FTEs and generated €472.1 million in GVA, €244 million gross profit and a net profit margin of 5.3%; deteriorated performance expected to continue in 2013.
- **Latvia:** 279 vessels of which 77 inactive; employed 353 FTE fishers and generated €8.5 million in GVA, €4.6 million in gross profit and a net profit margin of 12.1%; deteriorated performance expected to continue in 2013.
- **Lithuania:** 151 vessels of which 47 inactive; employed 566 FTE and generated €12.9 million in GVA, €8.5 million in gross profit and a net profit margin of 12.7%; development trend improving but expected to deteriorate in 2013.
- **Malta**: 1,060 vessels of which 276 inactive; employed 413 FTE fishers and generated €4.2 million in GVA and a gross profit of €0.1 million; economic development trend improving but expected to deteriorate in 2013.
- **Netherlands**: 740 vessels of which 182 inactive; employed 1 769 FTE and generated €130.3 million in GVA, a €36.5 million gross profit and a profit margin of -0.8%; deteriorated performance but expected to improve in 2013.
- **Poland**: 806 vessels of which 38 inactive; employed 1,737 FTE fishers and generated €27.3 million in GVA, €11 million in gross profit and a profit margin of 11.1%; economic development trend improving but not clear (slight decrease in profit margin) and expected to continue in 2013.
- **Portugal**: 8,398 vessels of which 4,075 inactive; employed 14,931 FTE fishers, generated €259.5 million in GVA, €117.2 million gross profit and net profit margin of 2.5%; deteriorated performance expected to continue in 2013.
- **Romania**: 261 vessels of which 78 inactive; employed 39 FTE fishers and generated €0.6 million in GVA, a €0.3 million gross profit and a net profit margin of 9%; deteriorated performance expected to continue in 2013.
- **Slovenia**: 181 vessels of which 92 inactive; employed 63 FTE fishers and generated €1.6 million in GVA, a €0.3 million gross profit and a net margin of 0.4%; economic development trend improving expected to continue 2013.
- **Spain**: 10,544 vessels of which 1,606 inactive, employed 30,302 FTE, and generated €837.7 million in GVA, €260.6 million in gross profit and a net profit margin of 6.2%; economic development trend improving expected to continue 2013but insufficient data for complete trend analysis.
- **Sweden**: 1,322 vessels of which 303 inactive, employed 942 FTE fishers, generated €56.6 million in GVA, €26.2 million gross profit and net profit margin of 1.7%; economic development trend improving but not clear (slight decrease in GVA and gross profit) and expected to continue in 2013.
- **United Kingdom**: 6,413 vessels of which 1,830 inactive; employed 9,868 FTE, generated €435.7 million in GVA, 203.4 million in gross profit and a net profit margin of 16%; development trend improving and expected to continue in 2013.

This chapter provides an overview of the structure and economic performance of the EU fishing fleet by Member State and highlights some key trends between 2008 and 2013, based on data obtained from the latest DCF fleet economic data call.

5.1 BELGIUM

Fleet Structure, Fishing Activity and Production

In 2013, the Belgian fishing fleet consisted of 83 registered vessels with a combined gross tonnage (GT) of 15.1 thousand tonnes, a total engine power of 47.6 thousand kilowatts (kW) and an average age of 26 years. The size of the Belgian fleet decreased between 2012 and 2013; vessel numbers decreased by 3%, GT by 4% and kW by 2% (Figure 5.1.1). The size of the fleet in terms of vessel numbers has decreased 19% since 2008.

The Belgian fleet comprised 80 fishing enterprises in 2013, with the vast majority (96%) owning a single vessel. Total employment in 2012 was estimated at 351 jobs, corresponding to 334 FTEs. Employment levels decreased between 2008 and 2012; total employed decreased by 23% and FTEs by 12% over the period. The data suggest that the number of FTEs per vessel has remained stable since 2008, and the average wage per FTE has been relatively steady between 2011 and 2013.

Table 5.1.1 Belgian national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

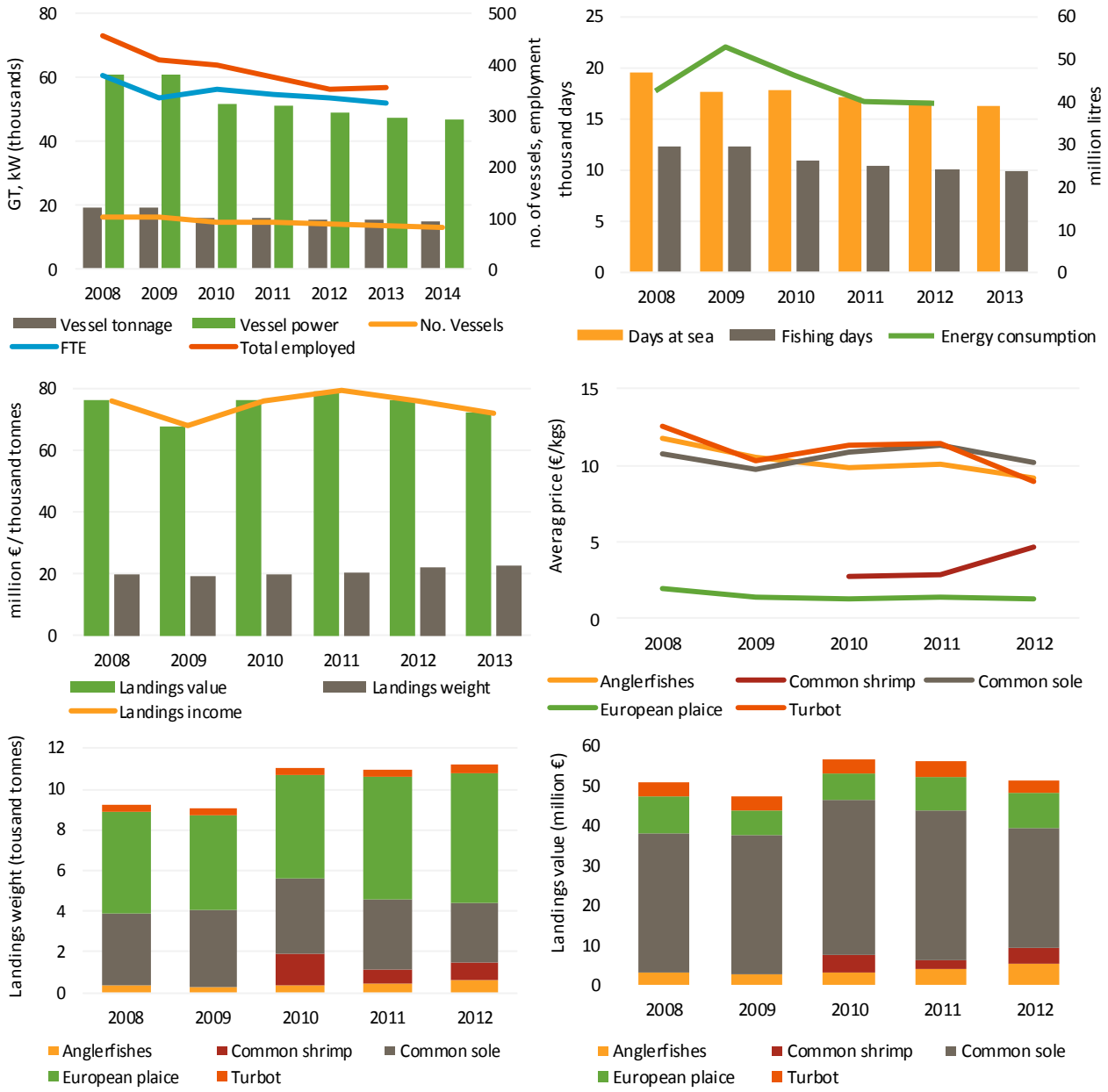
	Variable	NATIONAL FLEET						%Δ	
		2008	2009	2010	2011	2012	2013	2012-11	2014
Structure	Total No. Vessels (#)	102	100	89	89	86	83	-3% ↘	*80*
	No. of Inactive vessels (#)	4	8	5	6	4	3	-33% ↘	*4*
	Average vessel age (year)	22	23	23	24	25	26	4% ↗	*27*
	Vessel tonnage (thousand GT)	19.3	19.0	16.1	15.8	15.3	15.1	-3% ↘	*15*
	Vessel power (thousand kW)	60.6	60.6	51.6	51.2	49.1	47.6	-4% ↘	*47*
	No. of Enterprises (#)	97	92	83	88	80	*80*	-9% ↘	
Employment	Total employed (#)	458	409	400	377	351	*355*	-7% ↘	
	FTE (#)	380	335	352	342	334	*323*	-2% ↘	
	Average wage per employed (thousand €)	61.5	60.3	64.9	70.2	74.4	*69.2*	6% ↗	
	Average wage per FTE (thousand €)	74.1	73.7	73.7	77.3	78.2	*75.9*	1% ↗	
Fishing Effort	Days at sea (thousand days)	19.5	17.7	17.9	17.2	16.8	*16.3*	-2% ↘	
	Fishing days (thousand days)	12.3	12.2	10.9	10.4	10.1	*9.8*	-3% ↘	
	Energy consumption (milion litres)	42.4	52.9	46.4	40.3	39.7		-1% ↘	
	Energy consumption per landed tonne (l/T)	2121	2784	2348	2000	1815		-9% ↘	
Output	Landings weight (thousand tonnes)	20.0	19.0	19.8	20.1	21.9	22.6	9% ↗	
	Landings value (million €)	76.3	68.0	76.3	79.4	76.4	72.6	-4% ↘	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

In 2013, the Belgian fleet spent 16.3 thousand days at sea, a decrease of approximately 17% compared to 2008 and 3% in comparison to 2012. The quantity of fuel consumed in 2012 amounted to 40 million litres, a decrease of 1% from 2011. The decrease in fuel consumption is believed to be influenced by increasing fuel prices.

The total weight of seafood landed by the Belgian fleet in 2012 was 21.9 thousand tonnes (+9% compare to 2011), with a landed value of €76.4 million (-4% compare to 2011). The total weight increased by 10% over the period 2008-2012 while the value of landings has decreased over the same period, indicating lower average first sale prices.

In 2012, common sole generated the highest landed value (€30 million), followed by European plaice (€8.5 million), anglerfishes (€5.5 million), common shrimp (€4 million) and then turbot (€3.5 million). Common shrimp appeared in 2011 replacing Crangon shrimps. In terms of landings weight, the order differs with European plaice in first with 6.4 thousand tonnes, followed by common sole (2.9 thousand tonnes) and Atlantic cod (1 thousand tonnes) (Figure 5.1.1).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.1.1 Belgian fleet: main trends 2008-2014

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of landed value in 2012; bottom left - top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

Prices were relatively stable between 2010 and 2011 for the five key species landed by the Belgian fleet. However, prices decreased between 2011 and 2012 for most species except common shrimp (+67%). Common sole achieved the highest average price per kilo in 2012 (€10 per kg), followed by anglerfishes (€9.2 per kg) and turbot (€9 per kg). Common sole accounted for 47% of the total value of landings in 2011, decreasing to 39% in 2012, while European plaice remained stable at 11% for both years. Compared to 2011, the landed value of common sole and turbot decreased in 2012 by 21% and 12%, respectively, while the landed value of common shrimp and anglerfish increased 175% and 28%, respectively. Only common shrimp prices increased; by 67% between 2011 and 2012.

National Fleet Economic performance

The amount of income generated by the Belgian national fleet in 2012 was €80.4 million. This consisted of €76.4 million in landings value and €4 million in non-fishing income. The Belgian fleet's income has remained relatively steady over the period 2008-2012, albeit demonstrating a slight deterioration in 2009. Total

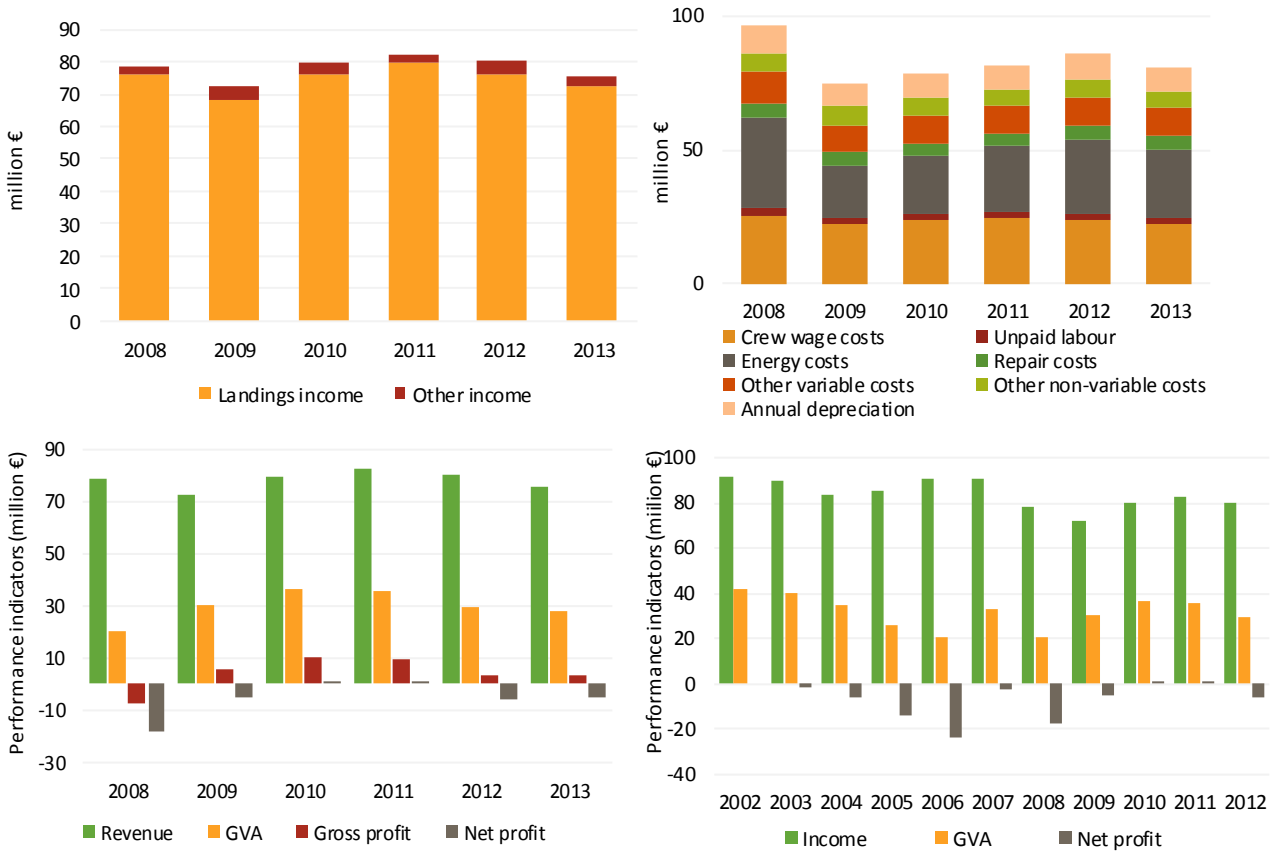
operating costs incurred by the Belgian national fleet in 2012 equated to €74 million, amounting to 86% of total income. Crew cost and fuel costs, the two major expenses, amounted to €26.1 and €27.4 million, respectively (Table 5.1.2). Between 2012 and 2013, total operating costs decreased 4% due to lower fishing effort in 2013.

Table 5.1.2 Belgian national fishing fleet economic performance in 2008-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Income	Landings income	76.3	68.1	76.3	79.4	76.4	72.3	-4%	↘
	Other income	2.3	4.3	3.6	2.9	4.0	*3.3*	39%	↗
Costs	Labour costs	28.2	24.7	26.0	26.5	26.1	*24.5*	-1%	↘
	Energy costs	34.1	19.3	21.7	24.8	27.4	*25.1*	11%	↗
	Repair costs	5.4	4.9	4.9	4.9	5.5	*5.3*	13%	↗
	Other variable costs	11.9	10.2	9.9	10.4	10.8	*10.5*	5%	↗
	Other non-variable costs	6.7	7.3	7.2	6.5	6.8	*6.6*	6%	↗
	Capital costs	10.4	11.3	9.4	9.0	9.5	*8.9*	5%	↗
Economic Indicators	GVA	20.5	30.6	36.3	35.9	29.8	*28.0*	-17%	↘
	Gross profit	-7.7	5.9	10.3	9.5	3.7	*3.5*	-61%	↘
	Net profit	-18.1	-5.4	0.9	0.5	-5.8	*-5.4*	-1350%	↘
Capital value	Depreciated replacement value	53.5	72.6	66.1	45.1	49.4	*47.7*	9%	↗
	Investments	3.9	7.3	10.7	13.6	10.4		-24%	↘
Profitability and development trends	Net profit margin (%)	-23.0	-7.4	1.1	0.6	-7.2	*-7.2*	-1379%	↘
	development trend			Stable				0%	↔
	RoFTA (%)	-33.9	-3.5	2.5	1.8	-11.3	*-10.2*	-715%	↘
	development trend			Deteriorated				-36%	↘
	GVA per FTE (thousand €)	53.9	91.4	103.0	105.0	89.3	*86.7*	-15%	↘
	development trend			Stable				1%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.
Note: ''other income'' for 2008 includes only TBB fleet segments

The total amount of Gross Value Added (GVA), gross profit and net profit generated by the Belgium fleet in 2012 were €29.8 million, €3.7 million and -€5.8 million, respectively. Gross Value Added (GVA) and gross profit decreased by 17% and 61% respectively, between 2011 and 2012, and further decrease is expected in 2013. In 2012, the Belgian fleet moved, once again, into a net loss making position (-€1.8 million), a situation that is expected to be continued into 2013 (Figure 5.1.2). In 2012, the (depreciated) replacement value of the Belgian fleet was estimated at €49 million and investments amounted to €10.4 million, a decrease of 24% compared to 2011.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.1.2 Belgian fleet main economic performance trends 2008-2013

Top left – income structure; top right – cost structure; bottom left – economic performance indicators; bottom right– performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Belgian fleet is composed of seven fleet segments operating in the North Sea, English Channel and other areas of the North Atlantic (Figure 5.1.3). Beam trawlers dominate the fleet, representing 83% of the active vessels.

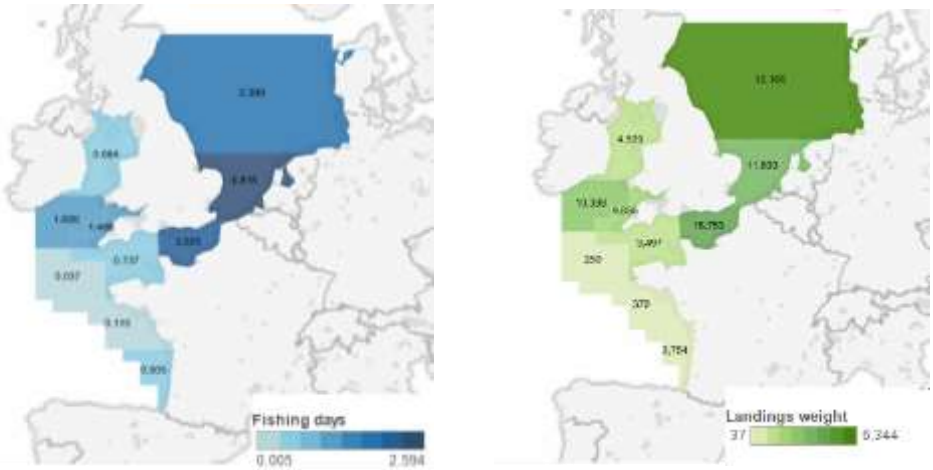


Figure 5.1.3 Belgian fleet fishing effort by main FAO fishing areas, 2012.

Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

The Belgium fleet is composed mainly of large-scale vessels. In fact, according to the data there was only one small-scale vessel (10-12m) active in 2012. The structure of the large-scale fleet segment has remained stable,

while its economic situation has deteriorated with a general increase in costs, particularly, labour and energy costs, showing overall non profitability.

Table 5.1.3 contains economic performance indicators for each of the main Belgian fleet segments in 2012, and highlights low profitability in most of the segments. The 24-40m beam trawlers, which generated a reasonable €4 million profit in 2011, performed at a loss in 2012. The total value landed and days at sea decreased by 4% while, at the same time, energy costs increased.

Beam trawl 18-24m – 34 vessels make up this segment and operate predominantly in Area 27.7. Even with the addition of 2 vessels in 2012, the days at sea decreased by 13%, with an associated decrease of energy costs (-11%). However, the revenue decreased by 17% because of lower landings and lower fish prices. The fleet targets a variety of species including common sole (€5 million), common shrimp (€4 million) and European plaice (€1.8 million). These three main species represented 73% of the total of landings by this segment in 2012.

In 2012, the total value of landings reached almost €13 million, employing almost 76 FTEs and contributing to 16% and 23% of the total income from landings and FTEs generated by the Belgian fleet, respectively. This fleet segment reported a negative gross profit of around €0.1 million and a net loss of €1.6 million in 2012.

Beam Trawl 24-40m – there were 31 vessels registered in this segment in 2012, targeting a variety of species, particularly common sole, European plaice and lemon sole. In 2012, the total value of landings amounted to almost €54 million and 187 FTEs were employed in this fleet segment, contributing to 68% and 56% of the total income from landings and FTEs generated by the Belgian fleet, respectively. In 2012, this fleet segment reported a gross profit of €3.5 million, decreasing by 63% from 2011 and a net loss of €3 million.

Demersal trawl and seine 24-40m – 4 vessels made up this segment in 2012. This fleet operates in the North Sea and English Channel and has remained stable in terms of numbers. However, in terms of profitability the fleet deteriorated in 2012. The increase in energy costs (+15%) and decrease in landings (-3%) contributed to this negative performance.

The fleet targets a variety of species including common sole, surmullet and European plaice. In 2012, this fleet segment achieved almost €5.2 million in landed value and employed 26 FTEs, contributing to 8% of the income from landings and 7% of total FTEs generated by the Belgian national fleet. The fleet segment generated a gross profit of around €1 million and a negligible net profit in 2012.

Assessment and Future Trends

General trend: The economic performance of the Belgian fleet has deteriorated. Even with fleet segments continuing to limit energy consumption, if fish prices do not increase it will be difficult to improve profitability, except perhaps for some beam trawlers, which managed to improve their net profit margin.

Development in flatfish fishery: Development of technical innovation in the flatfish fishery in Belgium is stagnating. Contrary to the Dutch fleet, no Belgian commercial vessel is currently using innovative fishing techniques as an alternative for the conventional beam trawl. The Flemish government issued three permits to commence pulse technique; however these are still to be implemented. One of the reasons behind this is that the reduced quota for sole in the North Sea (the only area where pulse is partly permitted) does not justify such an investment. Quota for sole in other areas cannot be targeted using the pulse technique as it is prohibited.

Development in shrimp fishery: The supply industry and research institutes are ready to introduce new and more sustainable fishing techniques but the sector is not willing to implement these. Fishermen are hesitant due to uncertainty in the impact of the techniques and the possible market effects.

Longer trends on the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), are provided at the end of this chapter.

Data issues

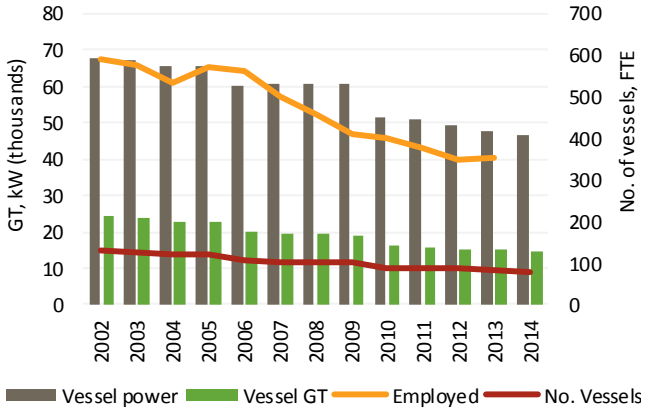
No major issues detected. However, a national expert was not present at both EWGs to further comment on the data and developments of the Belgian fleet.

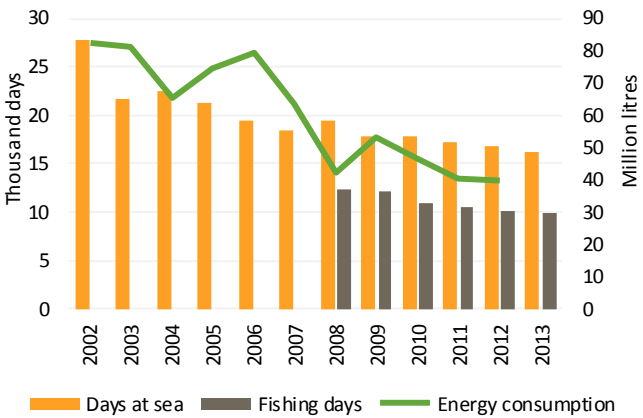
Table 5.1.3 Main socio-economic performance indicators by fleet segment in the Belgian national fishing fleet in 2012.

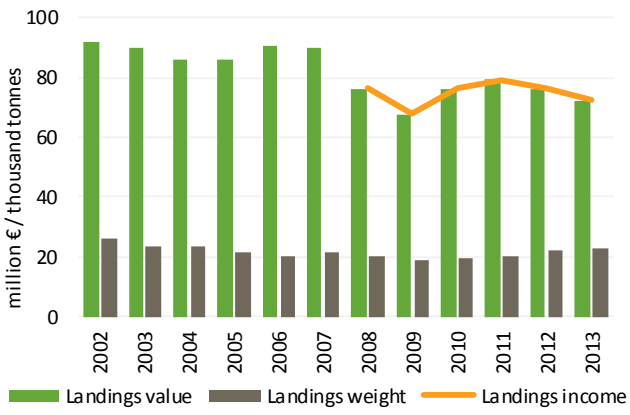
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

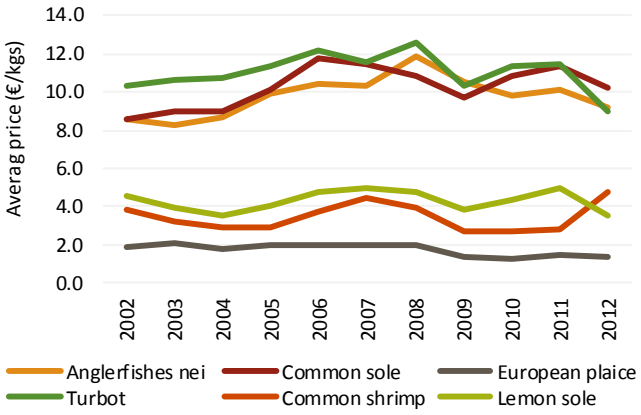
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
BELAREA27DFNVL1824	4	-33%	6	-40%	225	-46%	72	-60%	726	-28%	93	-26%	477	17%	79.5	95%	159	129%	-1		0		Weak	98%	Improved
BELAREA27DTSVL1824	5	0%	25	56%	1490	75%	2481	134%	4091	105%	1264	91%	748	64%	29.9	5%	-1165	-226%	-1823	-153%	-41	-12%	Weak	-12%	Deteriorated
BELAREA27DTSVL2440°	4	0%	26	4%	1168	1%	1781	-20%	5238	-4%	1741	11%	2680	9%	103.1	5%	908	35%	19	179%	0	174%	Reasonable	131%	Improved
BELAREA27TBBVL1218°	3	-40%	11	0%	519	-27%	315	-45%	543	-36%	196	-33%	-13	-115%	-1.2	-115%	-292	10%	-364	32%	-65	-7%	Weak	-13%	Deteriorated
BELAREA27TBBVL1824°	34	6%	76	-12%	4900	-13%	6593	-21%	12383	-17%	3397	-11%	4016	-27%	52.9	-18%	-141	-138%	-1558	5%	-12	-15%	Weak	-1%	Stable
BELAREA27TBBVL2440°	31	7%	187	1%	8014	0%	28300	3%	52254	-3%	14793	12%	21043	-21%	112.5	-21%	3512	-63%	-2748	-170%	-5	-172%	Weak	-48%	Deteriorated

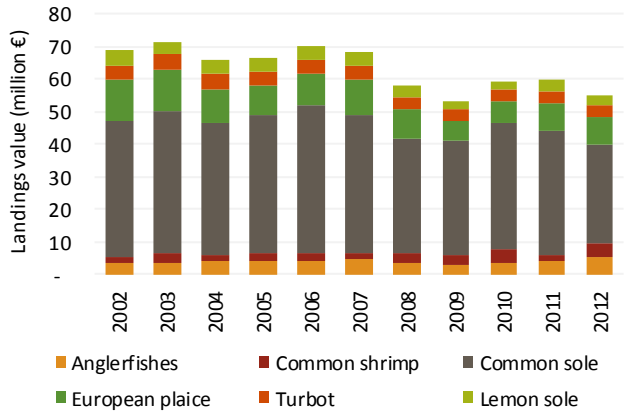
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

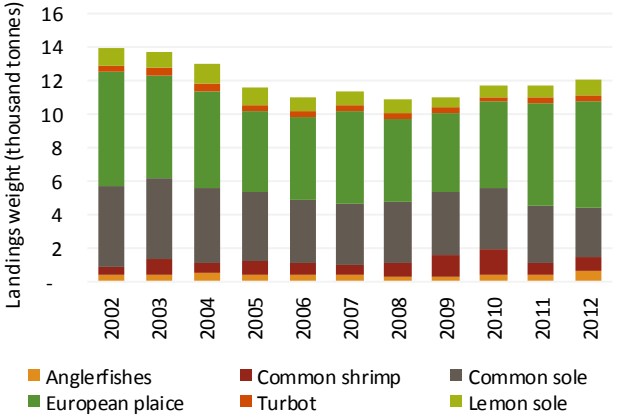

GT, kW (thousands)
No. of vessels, FTE
Vessel power
Vessel GT
Employed
No. Vessels

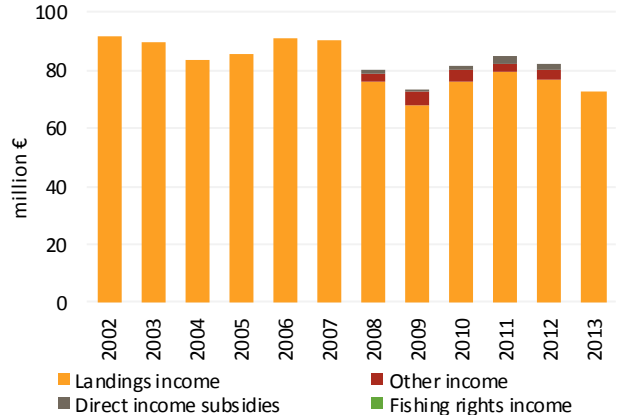

Thousand days
Million litres
Days at sea
Fishing days
Energy consumption

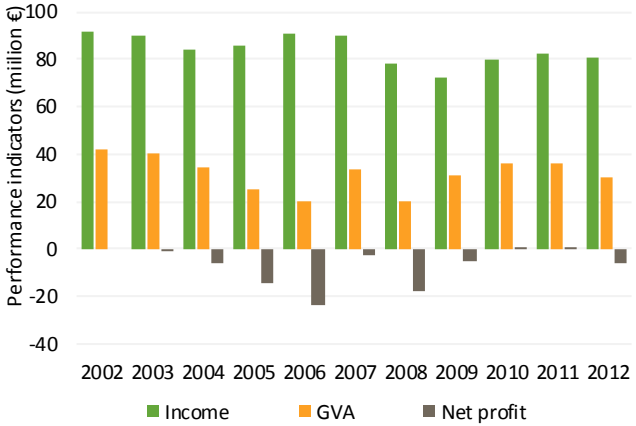

million € / thousand tonnes
Landings value
Landings weight
Landings income

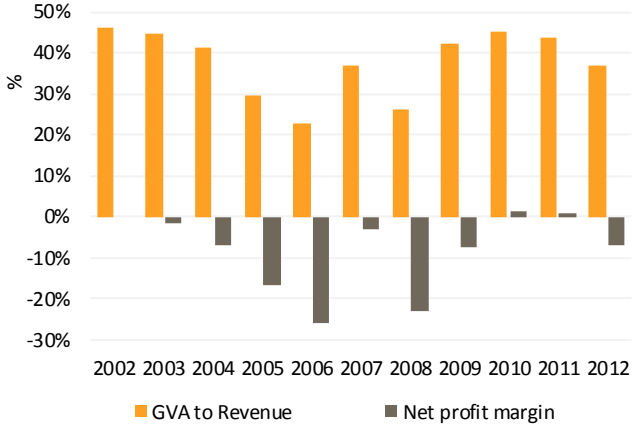

Averag price (€/kgs)
Anglerfishes nei
Common sole
European plaice
Turbot
Common shrimp
Lemon sole


Landings value (million €)
Anglerfishes
Common shrimp
Common sole
European plaice
Turbot
Lemon sole


Landings weight (thousand tonnes)
Anglerfishes
Common shrimp
Common sole
European plaice
Turbot
Lemon sole


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.2 BULGARIA[1]

Fleet Structure, Fishing Activity and Production

In 2012, the Bulgarian fishing fleet consisted of 2,387 registered vessels, of which 1,192 were active and the remaining 1,195 vessels were inactive. The active fleet had a combined gross tonnage of 5.1 thousand tonnes, total power of 37.6 thousand kW and an average age of 24 years. The overall size of the Bulgaria fishing fleet decreased between 2012 and 2013; the active fleet remained stable while inactive vessels decreased by 10%. In the active fleet, GT and kW decreased by 2% and 1%, respectively between 2011 and 2012 (Table 5.2.1). Through the use of the European Fisheries Fund (EFF) aid, 20 Bulgarian vessels were scrapped before the end of 2011. Capacity data appears somewhat inconsistent as the total number of vessels (active and inactive) in the national fleet normally varies from one year to the next. Generally, less than half of the fleet is active throughout the year. For example, in 2011 there were 2,345 in the fleet register but only 1010 vessels were active, i.e. with at least one recorded day at sea (Table 5.2.1).

In 2012, there were 184 fishing enterprises; with the majority (68%) owning a single vessel and 30% of the enterprises owning two to five fishing vessels. Total employment in 2012 was estimated at 5,638 jobs, corresponding to 2,872 FTEs, but data submitted are not reliable. Thus, the accuracy of data and indicator calculation do not allow for the assessment of the employment situation at national level, and consequently any related indicators (Table 5.2.1).

Table 5.2.1 Bulgarian national fleet structure, activity and production trends: 2008-2014.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

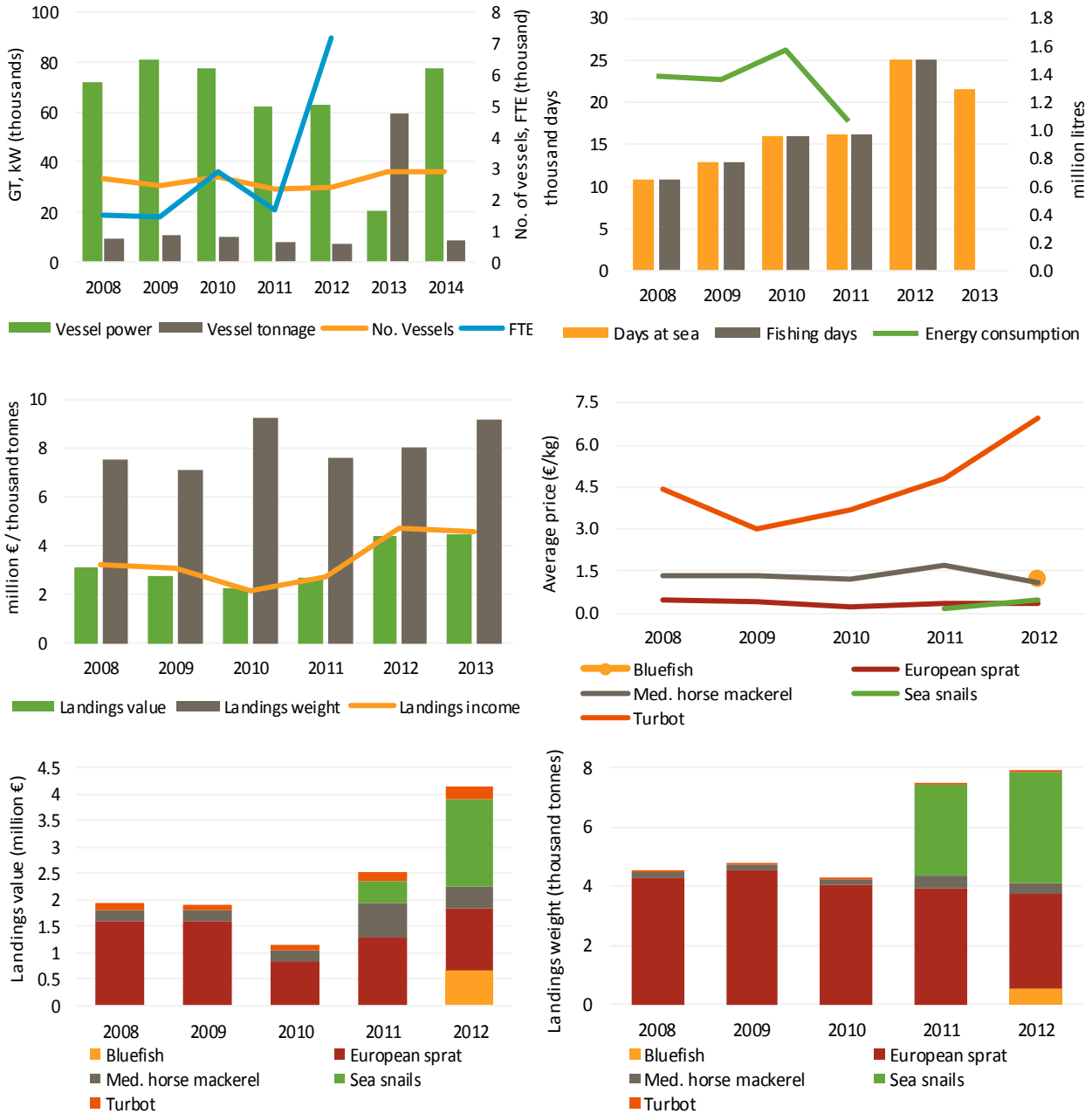
	Variable	NATIONAL FLEET 2008	2009	2010	2011	2012	2013	%Δ 2012-11		2014
Structure	Total No. Vessels (#)	2,680	2,421	2,692	2,345	2,387	2,054	2%	↗	*2043*
	No. of Inactive vessels (#)	1,826	1,303	1,309	1,335	1,195	862	-10%	↘	*862*
	Average vessel age (year)	14	15	20	22	24	20	9%	↗	*20*
	Vessel tonnage (thousand GT)	9.4	10.9	10.2	7.5	7.4	7.0	-2%	↘	*8.5*
	Vessel power (thousand kW)	71.9	81.5	77.7	62.1	62.9	57.8	1%	↗	*77.7*
	No. of Enterprises (#)	56	69	77	99	184	1,955	86%	↗	
Employment	Total employed (#)	1,433	1,732	3,933	3,276	13,466	11,782	311%	↗	
	FTE (#)	1,507	1,430	2,889	1,668	7,180	6,689	330%	↗	
	Average wage per employed (thousand €)	0.6	0.8	0.6	0.5	0.1	0.2	-78%	↘	
	Average wage per FTE (thousand €)	0.6	1.0	0.9	1.0	0.2	0.4	-80%	↘	
Fishing Effort	Days at sea (thousand days)	10.8	12.8	16.0	16.1	25.1	21.6	56%	↗	
	Fishing days (thousand days)	10.8	12.8	16.0	16.1	25.1		56%	↗	
	Energy consumption (milion litres)	1.4	1.4	1.6	1.1					
	Energy consumption per landed tonne (l/T)	184.5	192.6	169.7	140.2					
Output	Landings weight (thousand tonnes)	7.5	7.1	9.3	7.6	8.1	9.2	6%	↗	
	Landings value (million €)	3.1	2.8	2.3	2.7	4.4	4.5	64%	↗	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

The Bulgarian fleet spent just over 25 thousand days at sea in 2012, a 56% increase compared to 2011. Data on fuel consumption is missing for 2012. However, given the increase in the number of active vessels and effort variables it may be assumed that fuel consumption also increased in 2012.

[1] This National Chapter is built on data that by experts has been judged as questionable regarding both coverage and quality. Results should therefore be treated carefully!

The total landed weight by the Bulgarian fleet in 2012 was 8.1 thousand tonnes of seafood, with a landed value of €4.4 million. The total volume and value of landing increased by 6% and 64% respectively over the period analysed (Figure 5.2.1).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional

Figure 5.2.1 Bulgarian fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of landed value in 2012; bottom left - top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

Regarding the top species in terms of value, the average first sale price for European sprat, Mediterranean horse mackerel and picked dogfish remained stable while for turbot it increased between 2008 and 2012. Turbot achieved the highest average price per kilo in 2012 (€6.94 per kg), followed by picked dogfish (€1.8 per kg) (Figure 5.2.1).

National Fleet Economic performance

The amount of income generated by the Bulgaria national fleet in 2012 was €5.3 million. This consisted of €4.7 million in landings value and €600 thousand in non-fishing income. The Bulgarian fleet's income increased 75% between 2011 and 2012. However, official data suggests that total operating costs incurred by the Bulgarian fleet in 2012 equated to €5.2 million, amounting to 111% of income (Table 5.2.2, Figure 5.2.2).[2]

The economic performance, based on the data submitted, suggests that the Bulgarian fleet was barely profitable in 2012, moving from a loss making position (in 2009 to 2011) to generating €2 million in GVA, €500 thousand in gross profit and a net profit of €200 thousand in 2012 (Figure 5.2.2). Data inconsistencies and substantial inter-annual variations should, however, be considered with care.

Table 5.2.2 Bulgarian national fishing fleet economic performance in 2008-2012 and projections for 2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11
Income	Landings income	3.2	3.1	2.2	2.7	4.7	4.6	75% ↗
	Other income	1.1	0.04	1.7		0.6	*1.6*	
Costs	Labour costs	0.9	1.5	2.5	1.6	1.4	*2.7*	-12% ↘
	Energy costs	1.4	0.8	1.8	1.5	1.3	*1.0*	-14% ↘
	Repair costs	0.7	0.6	1.0	0.6	0.4	*0.3*	-36% ↘
	Other variable costs	0.3	1.8	2.0	1.9	1.5	*1.3*	-20% ↘
	Other non-variable costs	0.3	0.2	0.8	0.3	0.2	*0.3*	-35% ↘
	Capital costs	-0.1	0.3	1.2	0.1	0.4	*1.0*	192% ↗
Economic Indicators	GVA	1.8	-0.2	-1.7	-1.5	2.0	*3.3*	231% ↗
	Gross profit	0.9	-1.7	-4.2	-3.1	0.5	*0.6*	117% ↗
	Net profit	1.0	-2.0	-5.4	-3.3	0.2	*-0.4*	105% ↗
Capital value	Depreciated replacement value	2.4	2.5	16.5	0.1			
	Investments	3.2	1.4	3.4	7.9	11.4		44% ↗
Profitability and development trends	Net profit margin (%)	22.3	-63.4	-141.0	-120.7	3.3	-6.3	103% ↗
	development trend			Improved				104% ↗
	RoFTA (%)	34.4	-75.2	-29.7	- 2,751	4.3	0.1	100% ↗
	development trend			Improved				101% ↗
	GVA per FTE (thousand €)	1.2	-0.2	-0.6	-0.9	0.3	0.5	130% ↗
	development trend			Improved				330% ↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

[2] The realibility of the data submitted, in particular for 2012, is questionable and hence, the accuracy of the analysis is doubtful.

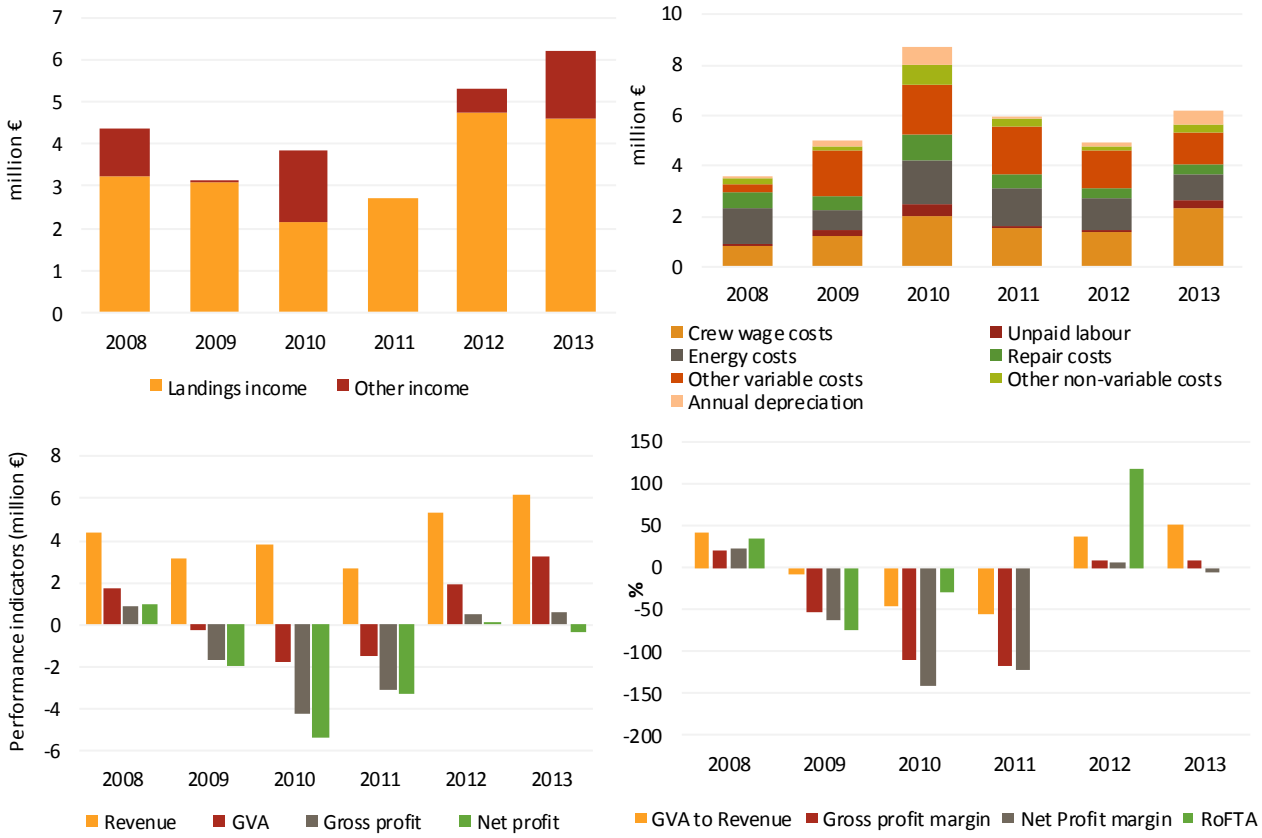


Figure 5.2.2 Bulgarian fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Bulgarian fleet is diverse with a broad range of vessel types targeting different species predominantly in the Black Sea. The national fleet consisted of 18 (DCF) fleet segments in 2012, with a further 1,195 inactive vessels.

Most of the vessels under 12m are mainly engaged in small-scale coastal fishing with gillnets (anchored). These vessels are mainly operated solely by the owner, for whom fishing is an additional income stream. The profit is the actual remuneration (wages) of the working effort of the owner. The large-scale fleet is active also only in the EU Black Sea waters, including Romanian and Bulgarian community waters (Table 5.2.3; Table 5.2.4)

Table 5.2.5 provides a breakdown of key performance indicators for all fleet segments in 2012. A short description of the three most important segments in terms of total value of landings is provided below.

Pelagic trawl 18-24m – In 2012, 22 vessels made up this segment that targets a variety of species but in particular European sprat, Mediterranean horse mackerel and picked dogfish. In 2012, the total value of landings was €1.5 million and around 61 FTEs were employed in this fleet segment.

Polyvalent mobile and passive gears 12-18m – In 2012, 16 vessels make up this segment that targets a variety of species but in particular sea snails and picked dogfish. In 2012, the total value of landings was €0.98 million and the fleet segment employed around 360 FTEs. This fleet segment was unprofitable in 2012, with a reported gross and net loss of around €2.3 million and €0.03 million, respectively.

Polyvalent mobile and passive gears 06-12m – In 2012, 174 vessels make up this segment which targets a variety of species but in particular sea snails and picked dogfish. In 2012, the total value of landings was €1,41 million and around 241 FTEs were employed in this fleet segment.

Table 5.2.3 Bulgarian national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Structure	No. Vessels (#)	770	998	1,207	927	1,112	1,137	20% ↗	84	120	176	83	80	*67*	-4% ↘
	Vessel tonnage (thousand GT)	2.0	3.0	2.9	1.8	2.2	3.2	26% ↗	3.4	5.0	4.6	3.2	2.9	*2.8*	-10% ↘
	Vessel power (thousand kW)	19.1	29.5	29.6	19.9	25.2	25.8	27% ↗	12.8	21.4	18.7	13.8	12.3	*13.1*	-11% ↘
Employment	Total employed (#)	1,096	1,372	3,555	2,823	4,870	5,848	73% ↗	337	360	378	453	768	*467*	
	FTE (#)	1,293	1,151	2,604	1,423	2,451		72% ↗	214	279	285	245	421		72% ↗
	Average wage per employed (thousand €)	0.2	0.8	0.4	0.3	0.1		-55% ↘	2.0	1.2	2.8	1.7	1.0	*4.7*	-41% ↘
	Average wage per FTE (thousand €)	0.2	0.9	0.5	0.6	0.3	1.3	-55% ↘	3.1	1.5	3.7	3.1	1.8	*7.9*	-42% ↘
Fishing Effort	Days at sea (thousand days)	7.9	9.1	11.6	10.7	17.6	15.2	65% ↗	3.0	3.8	4.4	4.7	7.5	*6.5*	6%
	Fishing days (thousand days)	7.9	9.1	11.6	10.7	17.6		65% ↗	3.0	3.8	4.4	4.7	7.5		61% ↗
	Energy consumption (milion litres)	0.6	0.5	0.8					0.5	0.8	0.8				
	Energy consumption per landed tonne (l/T)	6,528	329	289					132	172	134				
Output	Landings weight (thousand tonnes)	2.6	1.8	3.0	2.3	2.0	2.2	-12% ↘	4.8	5.3	6.1	5.2	5.7	*6.4*	10% ↗
	Landings value (million €)	1.0	0.7	0.7	0.6	1.3	1.2	136% ↗	1.8	1.9	1.3	2.0	3.0	*2.9*	47% ↗

Table 5.2.4 Economic performance of the Bulgarian national fishing fleet by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Income	Landings income	1.22	0.89	2.86	0.56	0.87	5.86	55% ↗	2.01	2.19	2.30	2.02	2.65	5.32	31% ↗
	Other income		0.02	1.64		0.48	*5.02*		1.12	0.02	0.03		0.09	*0.20*	
Costs	Labour costs	0.24	1.03	1.41	0.88	0.69	*4.53*	-22% ↘	0.66	0.42	1.06	0.75	0.75	*2.18*	0% ↔
	Energy costs	0.16	0.19	0.90	0.37	0.27	*0.13*	-27% ↘	1.23	0.57	0.87	1.10	1.00	*1.89*	-9% ↘
	Repair costs	0.21	0.28	0.55	0.20	0.17	*0.08*	-15% ↘	0.44	0.34	0.41	0.39	0.22	*0.45*	-44% ↘
	Other variable costs	0.13	0.74	1.14	0.45	0.37	*0.19*	-18% ↘	0.16	1.03	0.96	1.43	1.15	*2.25*	-20% ↘
	Non-variable costs	0.11	0.14	0.36	0.13	0.09	*0.06*	-31% ↘	0.14	0.05	0.42	0.12	0.08	*0.21*	-33% ↘
	Capital costs	-0.01	0.11	0.71	0.08	0.11	*0.53*	38% ↗	-0.09	0.20	0.47	0.04	0.25	*0.44*	525% ↗
Economic Indicators	GVA	0.60	-0.43	1.55	-1.00	0.46	*10.43*	146% ↗	1.17	0.22	-0.33	-1.29	0.31	*0.72*	124% ↗
	Gross profit	0.36	-1.46	0.13	-1.88	-0.23	*5.91*	88% ↗	0.52	-0.20	-1.40	-2.05	-0.44	*-1.46*	79% ↗
	Net profit	0.35	-1.55	-0.48	-1.97	-0.23	*5.38*	88% ↗	0.29	-0.40	-1.87	-2.73	-0.60	*-1.85*	78% ↗
Capital value	Depreciated replacement value	0.80	1.01	6.34	0.08				1.62	1.47	10.15	0.04			
	Investments	0.65	1.03	2.24	6.49	9.94		53% ↗	2.55	0.37	1.12	1.41	1.41		0% ↔
Profitability and development trends	Net profit margin (%)	28.5	-169.7	-10.7	-1,291	-32.4	49.4	97% ↗	15.7	-18.4	-80.1	-1,448	-33.4	-40.4	98% ↗
	development trend			Improved				91% ↗			Improved				91% ↗
	RoFTA (%)	86.7	-305.9	-15.3	-4766	-14.1	255.7	100% ↗	43.1	-27.6	-18.4	-7638	-17.5	-17.6	100% ↗
	development trend			Improved				99% ↗			Improved				99% ↗
	GVA per FTE (thousand €)	0.5	-0.4	0.6	-0.7	0.2	2.9	127% ↗	5.5	0.8	-1.2	-5.3	0.7	2.6	114% ↗
	development trend			Improved				3900% ↗			Improved				1818% ↗

Assessment and Future Trends

National Fleet

The main factors that influenced the economic status of the Bulgarian fish catching sector in 2012 were: absence of bank credit lending policy, something which is desperately needed to facilitate the development of the sector; a comparatively large number of ageing vessels; poor weather conditions and poor domestic consumption demand due to lack of affordability.

Bulgaria has a 378 km coastline, a continental shelf of 10,886 km² and an Exclusive Economic Zone in the Black Sea of about 25,699 km². Most of the fishing activities are carried out in territorial waters up to 12 nm. There are quotas for two species in Bulgaria, turbot and sprat.

The Black Sea TAC (quota regime) was introduced in 2008, following the accession of Bulgaria and Romania to the European Union (EU). A decreasing trend in turbot biomass indices has been observed since 2008, despite

the presence of the quotas regime for turbot in community waters. For this reason, implementation of additional and more effective management measures for restricting turbot exploitation are necessary.

In compliance with the Operational Program for the development of the Bulgarian fisheries sector for Programming period 2007-2013, priority axis 1 (Measures for adaptation of the fishing fleet), Measure 1.1. (Public aid for permanent cessation of fishing activities) states that "the decrease of capacity will be achieved, based on the national plans for adjustment of the fishing effort in direction of restructuring of the fishing fleet and conservation of its sustainable management, in compliance with the principles of the Common Fisheries Policy." Bulgaria has therefore made significant efforts in withdrawing vessels from the fleet, particularly in the 6-12m, 12-18m and 18-24m length classes.

Data issues

The Bulgarian expert consulted before the meeting stated: "There are limited human resources available and procedures to work with the data in Bulgaria; there is a difficulty in analysing the fishing effort data because of the large number of vessels under 12m engaged in mixed fisheries that are fishing for several species at the same time using different fishing gears throughout the year. There is an absence of established automatic system for fleet management and an absence of separate fish markets; the presence of very small landing ports and the fact that the majority of the fleet is under 12m creates difficulties with the accuracy of landings and their monitoring. Joint research conducted with Romanian scientists on turbot and sprat stocks in Community waters in 2010 and 2011 is a big step forward because it gives a more accurate picture of the stocks. Amendments have also been adopted in national legislation enabling effective measures to be taken against inactive vessels. According to the changes in the Bulgarian Fisheries and Aquaculture Act in 2012, all Bulgarian fishermen are obliged to become 'enterprises'. This will allow collection of economic information by two sources - from balance sheets and from questionnaires on economic statistics. There will be a single authority responsible for the management of fisheries resources and the fishing fleet, assuring accurate and continuous updates of the fleet register, sufficient monitoring of fleet entries and exits and all the other necessary information related to fleet management."

Other assumptions cannot be made based on data transmitted by the member state and strong actions are needed to underline to the member state to resubmit reliable, sound and complete data as per EU Decision 93/2010, and the Regulation 199/2008 requirements.

Table 5.2.5 Main socio-economic performance indicators by fleet segment in the Bulgarian national fishing fleet in 2012.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
BGRAREA37DFNVL0612	628	1360%	680	-52%	10346				406	167%	170	173%	231	123%	0.3	149%	-19	99%	-54	97%	-10	99%	Weak	97%	Improved
BGRAREA37DFNVL1824°	4	300%			440				44	49%	6	1%													
BGRAREA37HOKVL0006°	7	600%	14		108	-60%			4	1995%	3	661%	9		0.7		9								
BGRAREA37HOKVL0612°	54	286%			822	61%			27	11%	16	17%													
BGRAREA37HOKVL1218°	3				222				25		14														
BGRAREA37HOKVL1824°	1				11				1		0														
BGRAREA37PGVL0006°	21		551		307				17		17		5		0.0		-159		-176		-100		Weak		
BGRAREA37PGVL0612°	104		965		1584				153		223		156		0.2		-75								
BGRAREA37PMPVL0006°	124	-59%			1817	-60%			89	57%	189	-33%													
BGRAREA37PMPVL0612°	174	-65%	241		2640	-51%			623	152%	1411	-17%	61		0.3		17								
BGRAREA37PMPVL1218	16	-63%	360	87%	1471	82%			982	420%	2231	89%	189	108%	0.5	105%	-361	87%	-602	78%	-33	98%	Weak	91%	Improved
BGRAREA37TMVL0612°	8				120				12		10														
BGRAREA37TMVL1218°	26	13%			2074	71%			424	82%	584	17%													
BGRAREA37TMVL1824	22	38%	61	18%	3156	20%			1477	-6%	2870	-19%	119	-87%	2.0	-89%	-82	-113%							

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

5.3 CROATIA[1]

Fleet Structure, Fishing Activity and Production

In 2013, the Croatian fishing fleet consisted of 4,368 registered commercial vessels, with a combined gross tonnage of 45,792 GT, a total power of 347,544 kW and an average age of 32 years. The size of the Croatian fishing fleet increased between 2012 and 2013, with the number of vessels rising by 3% and GT and kW increasing by 2% and 6% respectively (Table 5.3.1; Figure 5.3.1). During 2012 and first half of 2013 the Fleet Register in the Fisheries Information System in Croatia underwent a revision, which resulted in an increase of the number of vessels in the Fleet Register. Additionally, from the previous category of subsistence fisheries 3,500 vessels have entered into the commercial fleet register, following the provisions of the Accession Treaty of Croatia.

In 2013, the number of fishing enterprises in the Croatian fleet totalled 3,682, with the majority (78%) owning a single vessel. Total employment in 2011 was estimated at 1,150 jobs, corresponding to 168 FTEs. The level of employment decreased between 2011 and 2012, with total employed decreasing by just 2% and the number of FTEs decreasing by 3% over the period. Factors causing employment to decrease is uncertain due to lack of information, in particular since the data does not correlate to the increase of number of vessels. The employments figures are very low and appear unreliable. With 2,739 vessels in the fleet in 2013 there are only 1,220 employed and 177 FTE. This can't be with 78% of the fleet comprising of single vessel ownership. In relation to number of vessels and fishing day, an average employee should work on 3 vessels and an average FTE create around 1500 fishing days.

Table 5.3.1 Croatian national fleet structure, activity and production trends: 2011-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET 2011	2012	2013	%Δ 2012-11		2014
Structure	Total No. Vessels (#)	3,912	4,236	4,368	8%	↗	*4,368*
	No. of Inactive vessels (#)	1,069	1,421	1,629	33%	↗	*3,923*
	Average vessel age (year)	32	32	32	0%	↔	*33*
	Vessel tonnage (thousand GT)	42.1	44.9	45.8	7%	↗	*46*
	Vessel power (thousand kW)	235.1	326.5	347.5	39%	↗	*348*
	No. of Enterprises (#)	2,768	3,602	3,682	30%	↗	
Employment	Total employed (#)	1,150	1,125	1,220	-2%	↘	
	FTE (#)	168	163	177	-3%	↘	
	Average wage per employed (thousand €)	8.4	8.2	9.2	-2%	↘	
	Average wage per FTE (thousand €)	57.8	56.6	63.4	-2%	↘	
Fishing Effort	Days at sea (thousand days)	228.0	221.4	198.0	-3%	↘	
	Fishing days (thousand days)	273.1	267.6	259.5	-2%	↘	
	Energy consumption (milion litres)	14.8	11.0		-26%	↘	
	Energy consumption per landed tonne (l/T)	213.8	176.8	6.0	-17%	↘	
Output	Landings weight (thousand tonnes)	69.2	62.3	73.8	-10%	↘	
	Landings value (million €)	46.3	41.6	52.3	-10%	↘	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

Note: FTE values are incomplete due to error in estimation methodology

[1] This National Chapter is built on data that, in part, has been judged by experts as questionable regarding both coverage and quality. Results should therefore be treated carefully!

The Croatian fleet spent a total of around 198 thousand days at sea in 2013 according to preliminary data. The total number of days at sea decreased 3% between 2011 and 2012 and a further 11% between 2012 and 2013. The main factor causing the decrease in days at sea is related to the increase in fuel price. The quantity of fuel consumed in 2011 totalled 14.8 million litres, decreasing 26% in 2012, totalling 11 million litres. The major factors causing the decrease in fuel consumption include increasing fuel efficiency of newer engines and the rising cost of fuel.

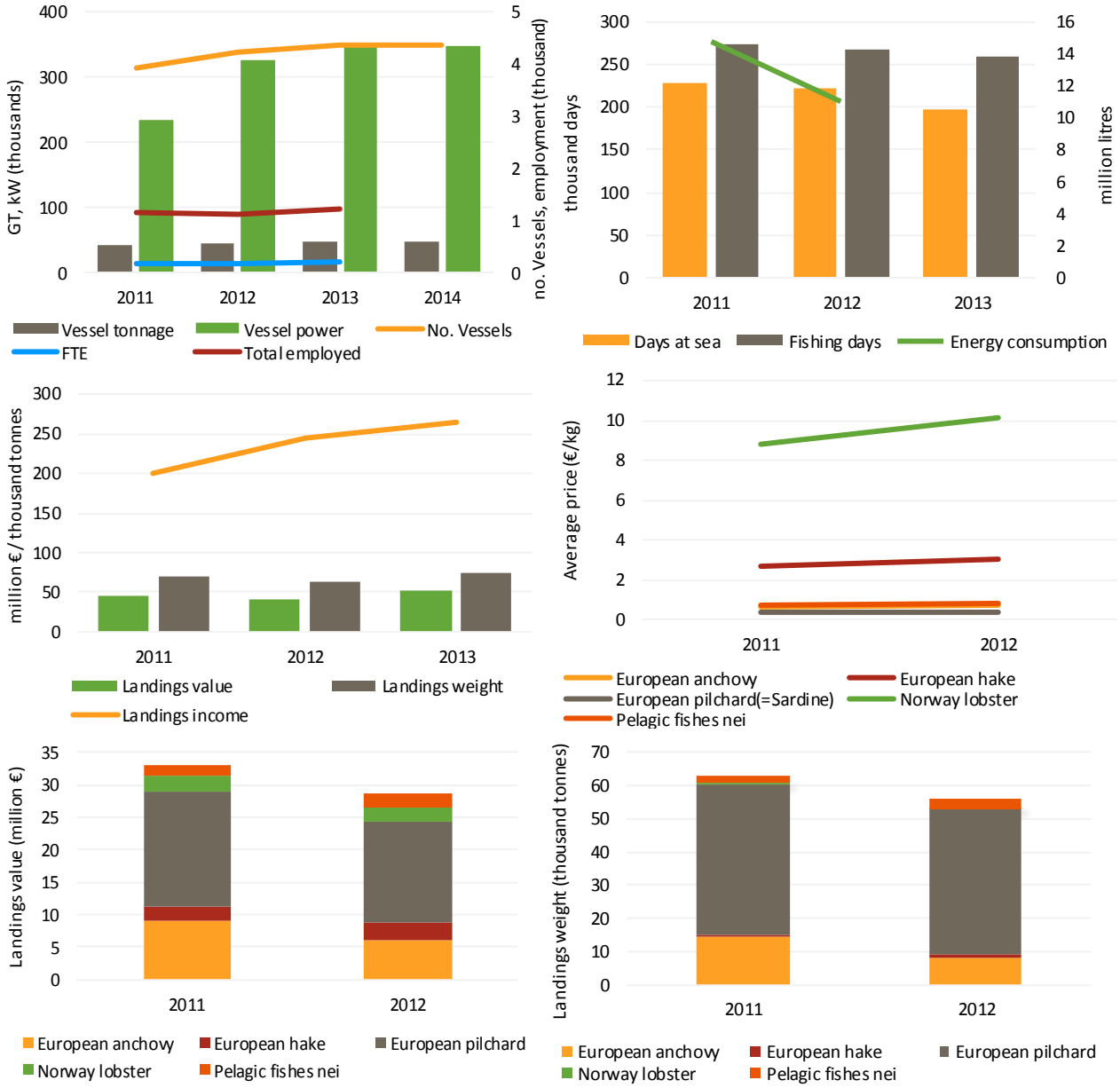


Figure 5.3.1 Croatian fleet main trends for the period 2011-2013.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of landed value in 2012; bottom left - top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The total weight landed by the Croatian fleet in 2012 was 62,286 tonnes of seafood, with a landed value of €41.6 million. The total weight and value of landings decreased by 10% over the period analysed. In 2012, European pilchard (sardine) generated the highest landed value (€15.5 million), followed by European anchovy (€6 million), European hake (€2.7 million), Norway lobster (€2.3 million) and common sole (€1.2 million). In terms of weight, landings of European pilchard (sardine) reached 43.8 thousand tonnes, followed by European anchovy (8.3 thousand tonnes). The major factors causing the changes in volume and value of landings include a decline in the landings of the main commercial small pelagic fish, e.g. sardine and anchovy.

The changes in prices obtained for these key species varied slightly between 2011 and 2012. The decline in the landings of anchovy was followed by a slight increase in the average price, while the average price of sardine decreased in 2012. Of main commercial fish species, Norway lobster achieved the highest average price per kilo in 2012 (€10,16 per kg), followed by scallops (€6,52 per kg). While the inverse relationship between price and quantity largely prevails, it does not explain the fall in price of sardine and the price increase of anchovy.

The value of landings of European pilchard (sardine) varied slightly from 2011 to 2013, from 37% of the total landings value in 2012 to 40% in 2013. Norway lobster remained more or less stable, increasing from 15% in 2011 to 16% in 2012. The decline in importance of European pilchard (sardine) in 2012 reflects both the decrease in landings and average price, while there is a definite rising trend in 2013.

National Fleet Economic performance

According to the data submitted, the amount of income (income from landings and non-fishing income) generated by Croatian national fleet appears grossly overestimated when compared to the declared landings value and are not presented and analysed further.

Table 5.3.2 Croatian national fishing fleet economic performance in 2011-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2011	2012	2013	%Δ 2012-11
Income	Income from landings	199.8	245.5	*264.7*	23% ↗
	Other income	31.1	37.0	*40.5*	19% ↗
Costs	Labour costs	9.7	9.2	*11.3*	-5% ↘
	Energy costs	8.2	7.5	*6.3*	-9% ↘
	Repair & maintenance costs	2.4	2.6	*2.3*	7% ↗
	Other variable costs	3.8	3.3	*3.0*	-12% ↘
	Other non-variable costs	2.7	2.6	*2.7*	-1% ↘
	Capital costs		6.7	*7.9*	
Economic Indicators	Gross Value Added (GVA)	213.8	266.5	*290.9*	25% ↗
	Gross Profit	204.1	257.3	*279.7*	26% ↗
	Net Profit		250.6	*271.7*	
Capital value	Tangible asset value (replacement)	74.8	73.5	*75.8*	-2% ↘
	Investment (Capital value)	3.5	2.6		-26% ↘
Profitability and development trends	Net profit margin (%)		88.7	*89.0*	
	development trend				
	RoFTA (%)	263.8	343.6	*360.9*	30% ↗
	development trend				
	GVA per FTE (thousand €)	1,276	1,632	*1,640*	28% ↗
	development trend				

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Total operating costs incurred by the Croatian fleet in 2012 equated to €25.2 million, amounting to 60.5% of the value of landings. Crew cost and fuel costs, the two major fishing expenses, were €9.2 and €7.5 million respectively. Between 2011 and 2012, all major cost items decreased with the exception of repair and maintenance costs (Table 5.3.2, Figure 5.3.2).

The Croatian fleet had an estimated (depreciated) replacement value of €73.5 million in 2012. Investments by the fleet amounted to €2.6 million in 2012, a decrease of 26% when compared to 2011 (Table 5.3.2, Figure 5.3.2).

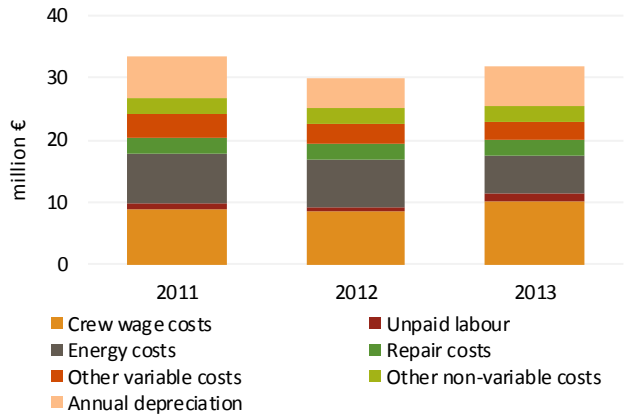


Figure 5.3.2 Cost structure of the Croatian fleet for the period 2011-2013.

Fleet Segment Level Economic performance

The Croatian fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the Adriatic Sea.

Table 5.3.3 and Table 5.3.4 provide a breakdown of the key performance indicators for the Croatian fleet by main fishing activity (small and large-scale).

Table 5.3.5provides a breakdown of key performance indicators for all Croatian fleet segments in 2012. However, due to inconsistent data of questionable reliability, the data has not been analysed further in this chapter.

Table 5.3.3 Croatian national fleet structure, activity and production trends by operational scale: 2008-2013.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet			%Δ	Large scale fleet			%Δ
		2011	2012	2013	2012-11	2011	2012	2013	2012-11
Structure	No. Vessels (#)	1,722	1,712	*1,683*	-1% ↔	1,121	1,103	*1,056*	-2% ↘
	Average vessel age (year)	289	266	*257*	-8% ↘	488	492	*451*	1% ↔
	Vessel tonnage (thousand GT)	4.9	5.0	*4.9*	1% ↗	28.5	27.9	*27.0*	-2% ↘
	Vessel power (thousand kW)	59.0	89.1	*92.5*	51% ↗	115.3	150.5	*149.0*	31% ↗
Employment	Total employed (#)	100	122	*108*	22% ↗	1,050	1,003	*907*	-4%
	FTE (#)	22	26		17% ↗	146	138		-5% ↘
	Average wage per employed (thousand €)	4.2	3.7	*5.0*	-12% ↘	9.0	8.8	*12*	-1% ↘
	Average wage per FTE (thousand €)	18.2	17.2	*21.7*	-5% ↘	63.8	64.3	*88*	1% ↔
Fishing Effort	Days at sea (thousand days)	147.1	144.0	*125.8*	-2% ↘	80.8	77.4	*72*	-4%
	Fishing days (thousand days)	155.4	154.8	*137.2*	0% ↔	117.7	112.8	*122*	-4% ↘
	Energy consumption (milion litres)	0.5	0.4	*0.4*	-2% ↘	14.4	10.6	*0*	-26% ↘
	Energy consumption per landed tonne (l/T)	366	382	*343*	4% ↗	211	173	*7*	-18% ↘
Output	Landings weight (thousand tonnes)	1.2	1.2	*1.1*	-6% ↘	68.0	61.1	*72.7*	-10% ↘
	Landings value (million €)	4.0	3.6	*4.5*	-9% ↘	42.3	38.0	*47.7*	-10% ↘

Table 5.3.4 Economic performance of the Croatian national fishing fleet by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet 2011	2012	2013	%Δ 2012-11		Large scale fleet 2011	2012	2013	%Δ 2012-11	
Income	Landings income	0.4	0.4	0.5	-2%	↘	26.4	32.2	34.3	-18%	↘
	Other income	0.0	0.1	0.1	-90%	↘	4.2	4.8	*5.3*	-13%	↘
Costs	Labour costs	0.4	0.4	0.5	-3%	↘	9.3	8.9	*10.8*	5%	↗
	Energy costs	0.1	0.1	0.1	0%	↔	8.2	7.4	*6.7*	11%	↗
	Repair costs	0.1	0.1	0.1	-33%	↘	2.4	2.5	*2.4*	-5%	↘
	Other variable costs	0.1	0.1	0.1	-23%	↘	3.7	3.2	*3.0*	15%	↗
	Non-variable costs	0.1	0.1	0.1	14%	↗	2.6	2.6	*2.4*	1%	↔
	Capital costs	0.0	0.2	0.2	-89%	↘	6.7	6.3	*6.5*	6%	↗
Economic Indicators	GVA	0.1	0.2	0.3	-25%	↘	13.8	21.4	*25.0*	-35%	↘
	Gross profit	-0.3	-0.2	-0.2	-9%	↘	4.5	12.6	*14.3*	-64%	↘
	Net profit		-0.4	-0.3				6.2	*7.8*		
Capital value	Depreciated replacement value	3.0	5.6	5.6	-46%	↘	68.3	61.5	*55.5*	11%	↗
	Investments	0.1	0.1		30%	↗	3.3	2.5		35%	↗
Profitability and development trends	Net profit margin (%)		-75.0	-60.9				16.8	19.8		
	development trend										
	RoFTA (%)		-7.5	-7.0				10.1	14.2		
	development trend										
	GVA per FTE (thousand €)	5.7	6.3	10.9	-10%	↘	95.0	155.5	208.8	-39%	↘
	development trend										

Data issues

There are some questionable data, in particular related to income values at the national level. Income values appear to be grossly overestimated in particular when compared to landings value. A problem with the estimation procedure was identified by the expert during the first AER meeting. However, in the meantime this issue was not addressed by HRV and a national expert was not available to comment further on data related issues during the second meeting.

The reader should note that Croatian fleet revenues and costs do not include trade in quota. Quota trades take two forms; transfer in perpetuity and transfers for a defined period, usually one year - generally called leasing. There are two components within each of these. First, there is the windfall accruing to those enjoying the initial allocation of the resource in 2009 and secondly the normal capital gain or loss arising on transfer of the asset. Only the latter should be included in the accounts used in this report. However, it is impossible to identify the contribution of each component, but as the proportion of the total value is declining with each transfer of the original allocation, the problem will disappear as time goes by. Initially, however, the windfall component will be by far the greater proportion and hence for the time being omission of transfers limits any distortion of the fleet profitability figures.

The data related to employment might not be representative of the small scale fleet and estimation methodology will be revised.

Table 5.3.5 Main socio-economic performance indicators by fleet segment in the Croatian national fishing fleet in 2012.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)
HRVAREA37DFNVL0006°	345	-1%	3	22%	30893	-2%	33	127%	248	31%	157	-1%	4	86%	2	52%	-50	8%	-54		-242		Weak
HRVAREA37DFNVL0612°	795	-1%	14	9%	76364	-3%	258	-14%	1820	-22%	610	-14%	95	219%	7	194%	-130	37%	-238		-93		Weak
HRVAREA37DFNVL1218	28		3		1128		88		270		42		48		19		18		-34		-50		Weak
HRVAREA37DRBVL0612°	10				869		27		158		86												
HRVAREA37DRBVL1218°	11		2		894		81		202		43		-13		-5		-51		-64		-86		Weak
HRVAREA37DTSVL0006°	10	-9%	1	56%	453	-20%	1	-90%	10	233%	13	4%	9	116%	14	39%	-4	8%	-22		-181		Weak
HRVAREA37DTSVL0612°	191	-7%	5	-7%	9787	-16%	135	-57%	2090	-4%	928	-5%	206	-48%	39	-44%	37	-76%	-3		-1		Weak
HRVAREA37DTSVL1218°	212	-1%	14	-9%	13145	-2%	652	-25%	4931	13%	2090	10%	44	-79%	3	-77%	-327	-818%	-474		-58		Weak
HRVAREA37DTSVL1824°	43		10		4373		1021		2244		779		453		47		123		-23		-2		Weak
HRVAREA37DTSVL2440°	19	-21%	9	-27%	2766	-11%	2213	-23%	2908	5%	588	-3%	582	390%	65	568%	122	127%	-567		-22		Weak
HRVAREA37FPOVL0006°	35				2280		5		32		10												
HRVAREA37FPOVL0612°	101				8217		20		298		49												
HRVAREA37HOKVL0006°	87	-5%	0	17%	4181	-4%	5	104%	30	-49%	20	-10%	0	-6%	1	-19%							
HRVAREA37HOKVL0612	231		5		14114		96		890		178		51		11		-21		-71		-35		Weak
HRVAREA37PGPVL0612	31	41%	1	-14%	2349	17%	8	-39%	112	-54%	17	-31%	1	-94%	1	-94%							
HRVAREA37PMPVL0006	34		1		2166		4		26		23		-4		-7								
HRVAREA37PMPVL0612	53		2		3443		13		176		92		11		7		-30						
HRVAREA37PSVL0612	43	5%	1	285%	2325	-11%	32	-1%	220	-41%	238	-45%	-73	65%	-55	91%	-185	38%	-216		-105		Weak
HRVAREA37PSVL1218°	42	-2%	5	-9%	3448	3%	180	-11%	2185	-27%	5030	-19%	-198	-253%	-36	-268%	-564	-126%	-694		-169		Weak
HRVAREA37PSVL1824°	57	-7%	24	-1%	5216	-13%	1344	-28%	7499	-27%	17261	-12%	2258	-13%	93	-12%	714	-31%	-163		-4		Weak
HRVAREA37PSVL2440	73	-1%	53	0%	7839	-7%	4733	-27%	14720	-8%	33745	-9%	18099	85%	344	84%	12734	183%	8561		32		High

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

5.4 CYPRUS[1]

Fleet Structure, Fishing Activity and Production

In 2013, the Cypriot fishing fleet[2] consisted of 1,463 registered vessels, with a combined gross tonnage of 9 thousand GT, a total engine power of 65 thousand kW and an average age of 50 years. The number of vessels of the Cypriot fishing fleet decreased between 2008 and 2013 by 10%, but remained stable between 2011 and 2012, increasing again in 2013. Although the fleet remained stable in terms of number between 2011 and 2012, it increased in GT by 39% and engine power by 5% over the same period. The number of inactive vessels increased 25% between 2011 and 2012, and by a further 2% in 2013 (Table 5.4.1; Figure 5.4.1).

In 2013, the number of fishing enterprises in the Cypriot fleet totalled 925, with the vast majority (96%), owning a single vessel. Total employment in 2013 was estimated at 1,431 jobs, corresponding to 909 FTEs. The level of employment increased between 2008 and 2013, with total employees increasing by 44% and the number of FTEs increasing by 10% over the period.

Table 5.4.1 Cypriot national fleet structure, activity and production trends: 2008-2014.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	1618	1768	1313	1380	1382	1463	0%	↔	*732*
	No. of Inactive vessels (#)	832	866	408	419	524	537	25%	↗	
	Average vessel age (year)			51	47	48	50	2%	↗	
	Vessel tonnage (thousand GT)	6.8	6.8	8.3	8.2	11.4	8.8	39%	↗	*3.1*
	Vessel power (thousand kW)	63.6	69.0	59.6	61.1	64.3	64.6	5%	↗	*33.6*
	No. of Enterprises (#)	531	533	911	962	849	925	-12%	↘	
Employment	Total employed (#)	992	937	1421	1276	1290	1431	1%	↗	
	FTE (#)	828	1086	911	803	817	909	2%	↗	
	Average wage per employed (thousand €)	1.3	1.3	1.1	0.7	1.3	0.7	78%	↗	
	Average wage per FTE (thousand €)	1.6	1.2	1.7	1.2	2.1	1.1	77%	↗	
Fishing Effort	Days at sea (thousand days)	94	81	76	59		67			
	Fishing days (thousand days)	94	81	76	59					
	Energy consumption (milion litres)	3.4	4.3	3.2						
	Energy consumption per landed tonne (l/T)	1727	3069	2336						
Output	Landings weight (thousand tonnes)	2.0	1.4	1.4	1.2	1.1	0.9	-7%	↘	
	Landings value (million €)	13.2	8.8	10.2	8.0	6.7	5.8	-16%	↘	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

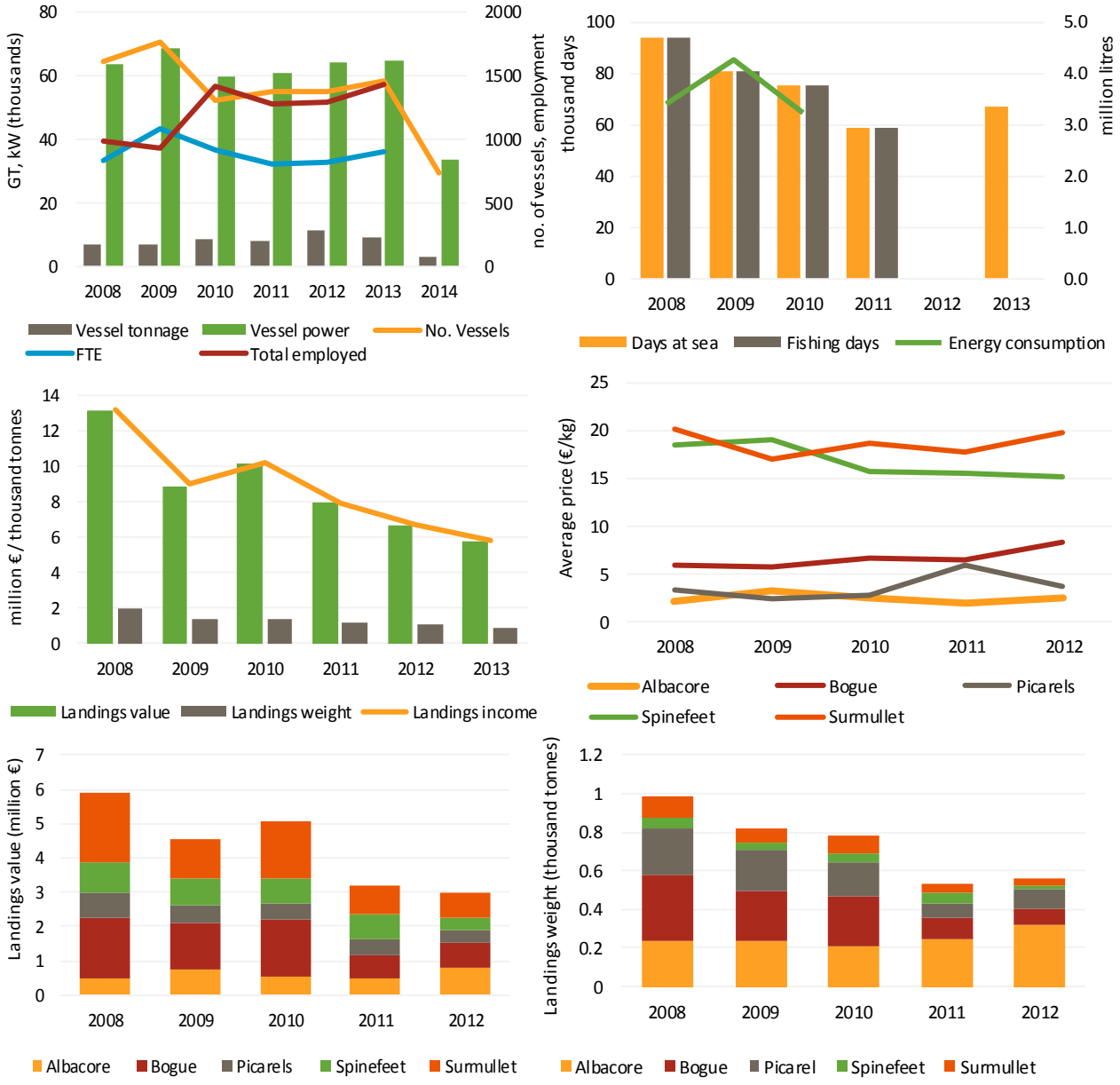
In 2013 the Cypriot fishing fleet spent a total of around 67 thousand days at sea. The total number of sea days has decreased between 2008 and 2013 by about 29%.

The total volume of landings achieved by the Cypriot fleet in 2013 was around 0.9 thousand tonnes of seafood, a fall of around 57% compared to 2008. The total value of seafood landed by the Cypriot fleet in 2013 was €5.3 million, a decrease of around 56% compared to 2008 results.

[1] This National Chapter is built on data that by experts has been judged as questionable regarding both coverage and quality. Results should therefore be treated carefully!

[2] There was no national expert present at both EWG meetings to assess the final data and to provide insight on the development trends of the Cypriot fishing fleet.

In 2012, albacore obtained the highest landed value (€0.78 million), followed by bogue (€0.74 million) and surmullets (€0.69 million). In terms of volume, in 2012 albacore was also the most common species landed in terms of weight (317 tonnes), followed by picarels (95 tonnes) and bogue (89 tonnes).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.4.1 Cypriot fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of landed value in 2012; bottom left - top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The average first-sale price of the key value species landed by the Cypriot fleet registered an overall increase in 2012 compared to 2011, apart from picarels and spinefeet. Surmullet and spinefeet attained the highest average prices, around €20 and €15 per kilo in 2012, respectively.

National Fleet Economic performance

The total amount of income generated by the Cypriot national fleet in 2012 was €6.7 million. The total income of the Cypriot fleet decreased 49% between 2008 and 2012. Total operating costs amounted to €11.1 million in 2012. The largest expenditure items were other variable costs (€4.5 million) and energy costs (€3 million).

In 2012 the total operating costs of the Cypriot fleet increased 18% from 2011 from 2009 essentially due to a significant increase in labour costs (Table 5.4.2; Figure 5.4.2).

In terms of profitability, the Cypriot national fleet in 2012 generated a negative GVA of €2.7 million and a gross loss of €4.4 million. The data indicates that the profitability of the Cypriot fleet has significantly deteriorated since 2008. However, this deterioration coincides with a sharp increase in capital costs, which increased by 325% between 2008 and 2009, and further increased substantially over the period 2011-2013. Furthermore, estimates provided on the replacement value of the Cypriot fleet also appear to be grossly overestimated (for example, they are higher than the values estimated for the Danish fleet). These data inconsistencies do not confer data reliability, especially in regards to the estimates of net profit.

Table 5.4.2 Cypriot national fishing fleet economic performance in 2008-2012 and projections for 2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	
Income	Landings income	13.2	9.1	10.2	8.0	6.7	5.8	-16%	↘
	Other income								
Costs	Labour costs	1.3	1.3	1.6	0.9	1.7	*1.0*	80%	↗
	Energy costs	2.4	2.2	2.9	2.6	3.0		16%	↗
	Repair costs	0.8	0.9	2.0	1.2	1.7		44%	↗
	Other variable costs	6.7	7.6	10.6	4.5	4.5		0%	↔
	Other non-variable costs	0.2	7.3	0.4	0.1	0.1	*0.2*	27%	↗
	Capital costs	4.8	20.4	12.4	22.1	29.9	*48.5*	35%	↗
Economic Indicators	GVA	3.2	-8.9	-5.6	-0.5	-2.7		-415%	↘
	Gross profit	1.9	-10.2	-7.1	-1.5	-4.4		-201%	↘
	Net profit	-2.9	-30.5	-19.5	-23.6	-34.3		-45%	↘
Capital value	Depreciated replacement value	288.2	376.0	438.0	830.9	689.9	*730.3*	-17%	↘
	Investments	0.9	0.2	1.3	1.5	0.6		-62%	↘
Profitability and development trends	Net profit margin (%)	-22.3	-337.3	-191.2	-296.6	-511.1		-72%	↘
	development trend			Deteriorated				-141%	↘
	RoFTA (%)	-0.8	-3.7	-2.5	-0.6	-1.2		-89%	↘
	development trend			Improved				38%	↗
	GVA per FTE (thousand €)	3.8	-8.2	-6.1	-0.7	-3.3		-406%	↘
	development trend			Deteriorated				-20%	↘

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Fleet Segment Level Economic performance

The Cypriot national fleet consisted of 6 (DCF, clustered) fleet segments in 2012, targeting different species predominantly in the Mediterranean Sea. A breakdown of the key performance indicators for 2012 by main fishing activity is provided in Table 5.4.3 and Table 5.4.4. Table 5.4.5 provides a breakdown of key performance indicators for each fleet segment in 2012.

A short description of the two most important is provided below.

Passive gears 6-12m – 437 vessels make up this segment and are based in the Mediterranean Sea. These vessels usually target species such as bogue, surmullet and parrotfish. The total value of landings in 2012 was about €4.38 million and around 612 FTEs were employed in the fleet segment in 2012. This segment made losses in 2012, generating a negative GVA of €0.44 million and a net loss of €4 million.

PGP VL1218 – 23 vessels based in the Mediterranean Sea make up this segment and target species such as sargo breams, albacore and swordfish. The total value of landings was around €1.29 million and around 64 FTEs were employed in the fleet segment in 2012. This segment made losses in 2012, generating a net loss of €3 million.

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.4.2 Cypriot fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; bottom left –economic performance indicators; bottom right– performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Assessment and Future Trends

There was no national expert present at both EWG meetings to comment on and provide insight on the development trends of the Cypriot fishing fleet over the time series analysed.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007) is provided at the end of this chapter.

Data issues

Data quality and completeness is questionable. However, there was no national expert present at both EWG meetings to assess the quality of the final data submitted and to provide insight on the development trends of the Cypriot fishing fleet.

Table 5.4.3 Cypriot national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	499	873	876	932	828	894	-11% ↘	31	28	31	32	30	*33*	-6% ↘
	Vessel tonnage (thousand GT)	1.4	2.2	2.2	2.3	2.0	2.2	-14% ↘	1.4	1.8	1.9	1.8	1.5	*2.0*	-15% ↘
	Vessel power (thousand kW)	19.4	12.6	33.8	35.3	29.9	33.8	-15% ↘	6.6	7.1	7.3	7.1	6.0	*6.9*	-15% ↘
Employment	Total employed (#)	1,604	789	1,288	1,191	1,205	1,229	1% ↗	190	148	133	85	85	*104*	
	FTE (#)	1,300	643	778	718	732		2% ↗	178	148	133	85	85		0% ↔
	Average wage per employed (thousand €)	0.2	0.5	0.6	0.5	1.0	1	109% ↗	4.8	5.6	5.4	4.4	5.8	*6.8*	32% ↗
	Average wage per FTE (thousand €)								5.2	5.6	5.4	4.4	5.8	*6.8*	32% ↗
Fishing Effort	Days at sea (thousand days)		78.6	72.9	56.6		68			2.7	2.7	2.5		*2.6*	-8%
	Fishing days (thousand days)	96.7	78.6	72.9	56.6				2.4	2.7	2.7	1.5			
	Energy consumption (milion litres)	1.1	1.9	1.6					2.3	2.4	1.4				
	Energy consumption per landed tonne (l/T)	975	2,129	1,728					2,718	4,186	2,571				
Output	Landings weight (thousand tonnes)	1.2	0.8	0.9	0.8	0.6	0.5	-24% ↘	0.9	0.6	0.5	0.4	0.5	*0.2*	21% ↗
	Landings value (million €)	9.1	6.3	7.0	6.1	4.4	3.9	-28% ↘	4.1	2.7	3.2	1.9	2.3	*1.2*	25% ↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Table 5.4.4 Economic performance of the Cypriot national fishing fleet by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Income	Landings income	9.1	6.3	7.0	6.1	4.4	3.5	-28% ↘	4.1	2.7	3.2	1.9	2.3	1.2	25% ↗
	Other income														
Costs	Labour costs	0.4	0.4	0.8	0.6	1.2	*0.5*	111% ↗	0.9	0.8	0.7	0.4	0.5	*0.2*	32% ↗
	Energy costs	0.9	1.0	1.7	1.6	2.1		29% ↗	1.5	1.3	1.2	1.0	0.9		-8% ↘
	Repair costs	0.5	0.6	1.4	0.9	1.3		37% ↗	0.3	0.3	0.6	0.3	0.5		68% ↗
	Other variable costs	3.2	4.9	7.5	3.7	3.7		0% ↔	3.4	2.7	3.0	0.9	0.9		-1% ↘
	Non-variable costs	0.01	0.01	0.01	0.01	0.01		0% ↔	0.2	0.1	0.4	0.1	0.1	*0.1*	27% ↗
	Capital costs	1.9	3.4	3.0	2.9	2.8	*3.5*	-3% ↘	2.5	3.8	3.6	5.3	6.7	*9.5*	28% ↗
Economic Indicators	GVA	4.5	-0.1	-2.0	0.7	-0.5		-166% ↘	-1.3	-1.6	-2.0	-0.4	-0.1		83% ↗
	Gross profit	4.1	-0.5	-2.8	0.2	-1.5		-1006% ↘	-2.2	-2.5	-2.7	-0.8	-0.6		27% ↗
	Net profit	2.1	-4.0	-5.8	-2.7	-4.2		-57% ↘	-4.7	-6.3	-6.3	-6.0	-7.3		-21% ↘
Capital value	Depreciated replacement value	39.0	37.5	73.9	64.2	34.2	*34.1*	-47% ↘	43.4	38.1	64.1	133.9	117.0	*121.4*	-13% ↘
	Investments	0.7	0.1	1.0	1.0	0.1		-92% ↘	0.2	0.1	0.3	0.5	0.5		0% ↔
Profitability and development trends	Net profit margin (%)	23.6	-62.5	-81.8	-44.5	-96.5		-117% ↘	-113.0	-229.2	-199.0	-323.0	-313.6		3% ↗
	development trend		Deteriorated					-134% ↘		Deteriorated					-45% ↘
	RoFTA (%)	5.5	-10.5	-7.8	-4.2	-12.4		-194% ↘	-10.7	-16.5	-9.9	-4.5	-6.2		-38% ↘
	development trend		Deteriorated					-190% ↘			Improved				40% ↗
	GVA per FTE (thousand €)	3.4	-0.2	-2.9	1.1	-0.7		-164% ↘	-7.0	-11.1	-15.2	-4.7	-0.8		83% ↗
	development trend		Deteriorated					-296% ↘			Improved				92% ↗

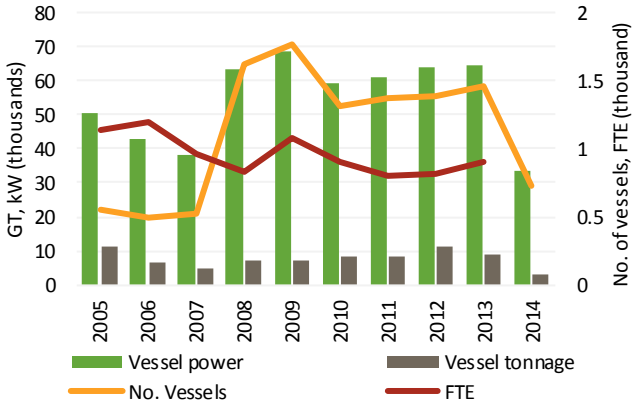
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

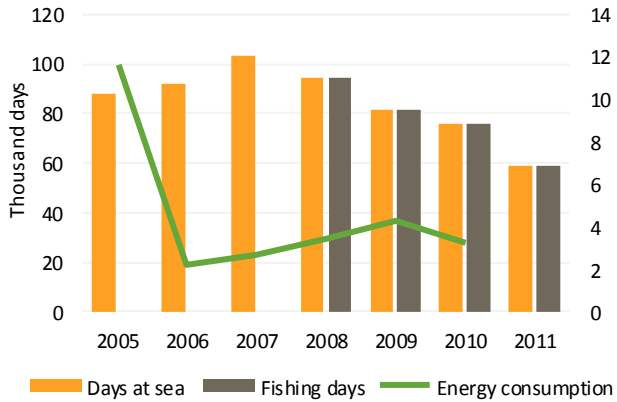
Table 5.4.5 Main socio-economic performance indicators by fleet segment in the Cypriot national fishing fleet in 2012.

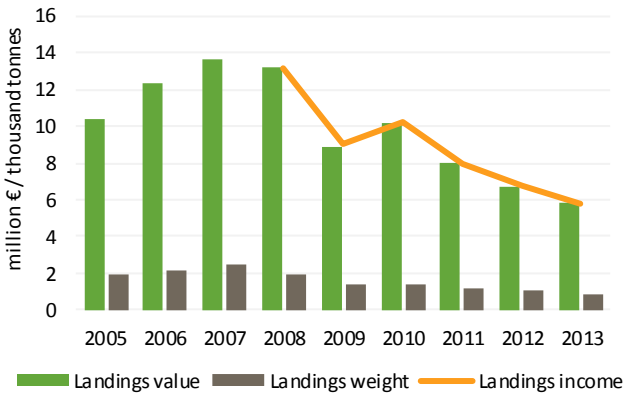
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

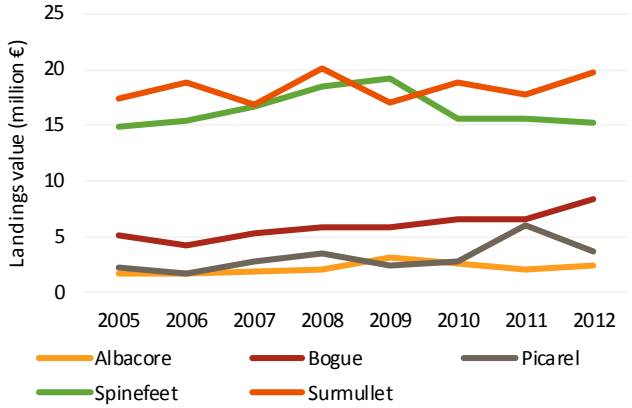
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
CYPAREA37DTSVL1824	7	-22%	21	0%					1043	3%	124	-8%	-79	49%	-3.8	48%	-292	-34%	-4288	-23%	-411	-19%	Weak	-82%	Deteriorated
CYPAREA37PGOVL0006	283	-12%	57	0%																					
CYPAREA37PGOVL0612	74	-29%	15	0%																					
CYPAREA37PGPVL1218	23	0%	64	0%					1286	50%	383	36%	12	105%	0.2	105%	-269	51%	-3013	-18%	-234	21%	Weak	-8%	Deteriorated
CYPAREA37PGVL0006	34	-26%	48	-10%									-23	-121%	-0.5	-123%	-94	-247%	-198	65%	-58	39%	Weak	-250%	Deteriorated
CYPAREA37PGVL0612	437	-5%	612	3%					4382	-28%	572	-24%	-441	-174%	-0.7	-171%	-1360	-1574%	-4029	-89%	-100	-156%	Weak	-128%	Deteriorated

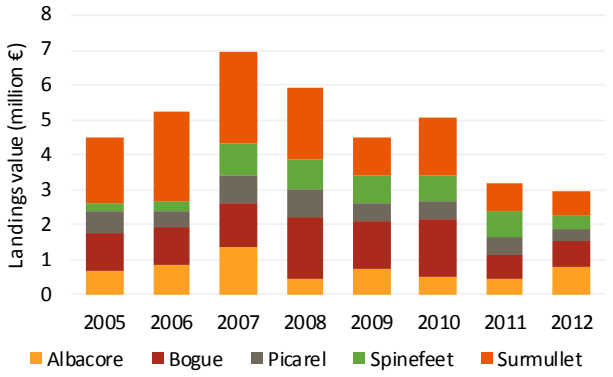
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

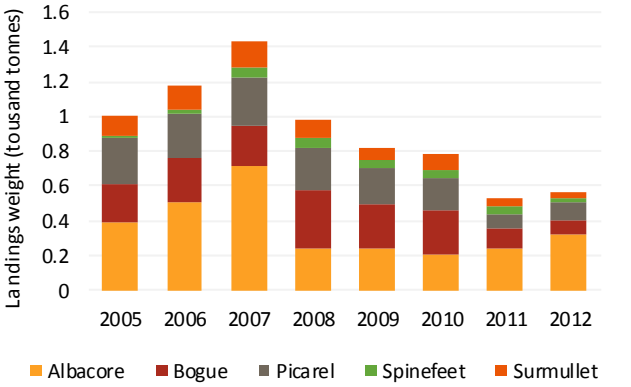

GT, kW (thousands)
No. of vessels, FTE (thousand)
Vessel power
Vessel tonnage
No. Vessels
FTE

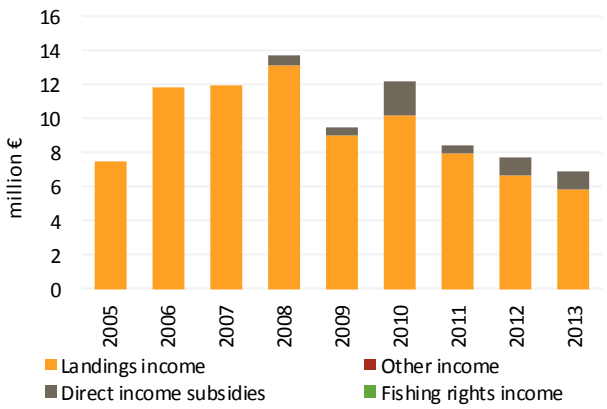

Thousand days
Million litres
Days at sea
Fishing days
Energy consumption

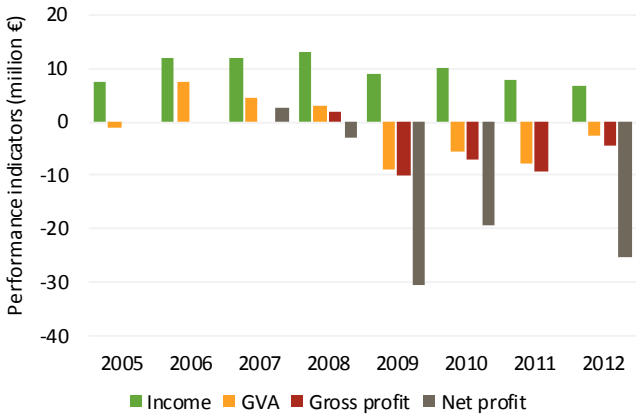

million € / thousand tonnes
Landings value
Landings weight
Landings income

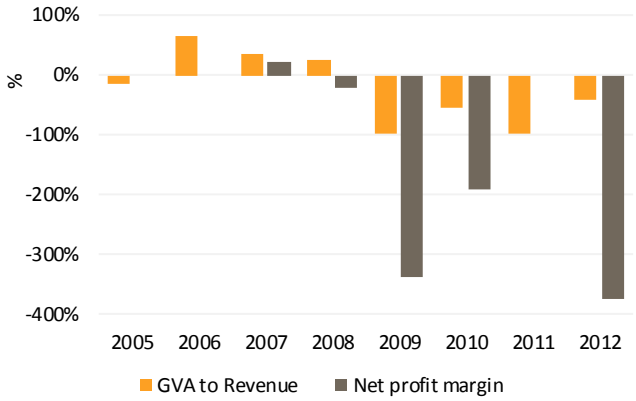

Landings value (million €)
Albacore
Bogue
Picarel
Spinefeet
Surmullet


Landings value (million €)
Albacore
Bogue
Picarel
Spinefeet
Surmullet


Landings weight (tousand tonnes)
Albacore
Bogue
Picarel
Spinefeet
Surmullet


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (miilion €)
Income
GVA
Gross profit
Net profit


%
GVA to Revenue
Net profit margin

5.5 DENMARK

Fleet Structure, Fishing Activity and Production

In 2012, the Danish fishing fleet consisted of 2,052 registered vessels, with a combined gross tonnage of 62 thousand GT, engine power of 213 thousand kW and an average age of 30 years. The number of registered fishing vessels decreased 23% between 2011 and 2012, with GT and kW decreasing 8% and 11% respectively (Table 5.5.1, Figure 5.5.1), due to a cleaning up of inactive vessels in the register. The "regulation" that initiated this process was the introduction of a yearly fee for registering.

The total landings decreased 30% between 2011 and 2012, caused mainly by a large reduction in the quota of sandeel. This also affected the total value of landings, which decreased by 9%.

In 2012, the number of fishing enterprises in the Danish fleet totalled 1,492, with the vast majority (95%), owning a single vessel. Total employment in 2012 was estimated at 1,469 jobs, corresponding to 1,556 FTEs. The reason that the FTE is higher than the number of jobs is that the FTE´s is estimated based on the DK-standard that a full working year consists of 1,665 working hours. However, in reality the yearly working hours in the Danish fishing fleet is more likely to be around 2000 hours. The total employed increased by 1% between 2011 and 2012 and the number of FTEs decreased by 6%.

Table 5.5.1 Danish national fleet structure, activity and production trends: 2008-2012.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

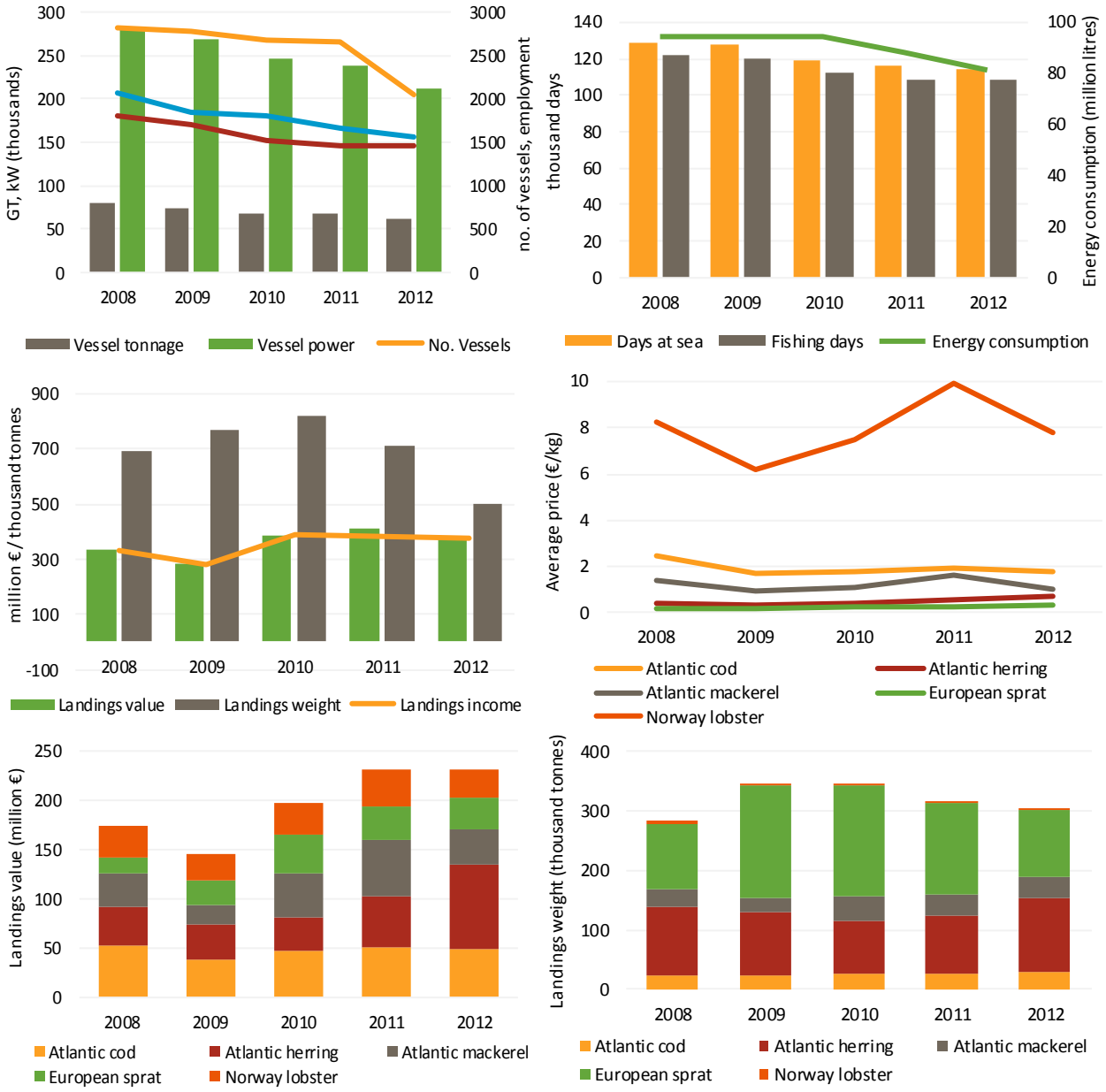
	Variable	NATIONAL FLEET					%Δ 2012-11	
		2008	2009	2010	2011	2012		
Structure	Total No. Vessels (#)	2813	2786	2682	2663	2052	-23%	↘
	No. of Inactive vessels (#)	1003	1017	1043	1060	515	-51%	↘
	Average vessel age (year)	29	29	29	30	30	1%	↗
	Vessel tonnage (thousand GT)	79	74	68	68	62	-8%	↘
	Vessel power (thousand kW)	283	269	247	239	213	-11%	↘
	No. of Enterprises (#)	1721	1655	1574	1553	1492	-4%	↘
Employment	Total employed (#)	1801	1694	1528	1460	1469	1%	↔
	FTE (#)	2061	1854	1804	1661	1556	-6%	↘
	Average wage per employed (thousand €)	67.5	63.3	78.2	78.5	71.9	-8%	↘
	Average wage per FTE (thousand €)	59.0	57.9	66.3	69.0	67.8	-2%	↘
Fishing Effort	Days at sea (thousand days)	129	128	119	116	114	-1%	↘
	Fishing days (thousand days)	123	121	113	109	108	0%	↔
	Energy consumption (milion litres)	94.1	94.5	94.7	88.1	81.0	-8%	↘
	Energy consumption per landed tonne (l/T)	136	122	115	124	162	31%	↗
Output	Landings weight (thousand tonnes)	690.5	773.0	822.3	711.0	499.3	-30%	↘
	Landings value (million €)	334.5	285.8	384.3	412.8	377.6	-9%	↘

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

In 2012, the Danish fleet spent a total of around 114 thousand days at sea. The total number of days at sea decreased 1% between 2011 and 2012. In 2012, the total volume landed by the Danish fleet was 499 thousand tonnes of seafood, with a landed value of €378 million. The total volume and value of landings decreased from 2011 to 2012 by 30% and 9% respectively. The major factor causing the volume and value to decrease was a significant decrease (around 80%) in the sandeel quota in 2012. Sandeel is an important species for the Danish industrial fisheries. Price decreases for Atlantic mackerel and Norway lobster also played a part (Figure 5.5.1).

In 2012, Atlantic herring generated the highest landed value (€86 million) by the national fleet, followed by Atlantic cod (€50 million), Atlantic mackerel (€36 million), European sprat (€33 million) and Norway lobster

(€29 million). In terms of landings weight in 2012, Atlantic herring accounted for 125 thousand tonnes, European sprat for 112 thousand tonnes and Atlantic mackerel for 36 thousand tonnes (Figure 5.5.1).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.5.1 Danish fleet: main trends for the period 2008-2013.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices for top 5 species in terms of value landed in 2012; bottom left - top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The prices obtained for herring and sprat increased both by 24% between 2011 and 2012, while the prices for mackerel, Norway lobster and cod decreased by 40%, 21% and 9% respectively. A minor explanation for the price increase of mackerel was a 5% decrease in landed mackerel in the North East Atlantic from 2011 to 2012, which changed the balance between supply and demand and increased the prices. Norway lobster achieved the highest average price per kilo in 2012 (€7.8 per kg), followed by Atlantic cod (€1.7 per kg).

National Fleet Economic performance

The total amount of income generated by the Danish fleet in 2012 was €385 million. This consisted of €378 million in landings value and €7 million in non-fishing income. The Danish fleet's total income decreased 2% between 2011 and 2012. Total operating costs incurred by the Danish national fleet in 2012 equated to €248 million, amounting to 66% of total income. Labour cost and fuel costs, the two major fishing expenses, accounted for €106 and €56 million respectively (Table 5.5.2). Between 2011 and 2012, total operating costs decreased by 5%, largely due to decreased labour.

Table 5.5.2 Danish national fishing fleet economic performance in 2008-2012.

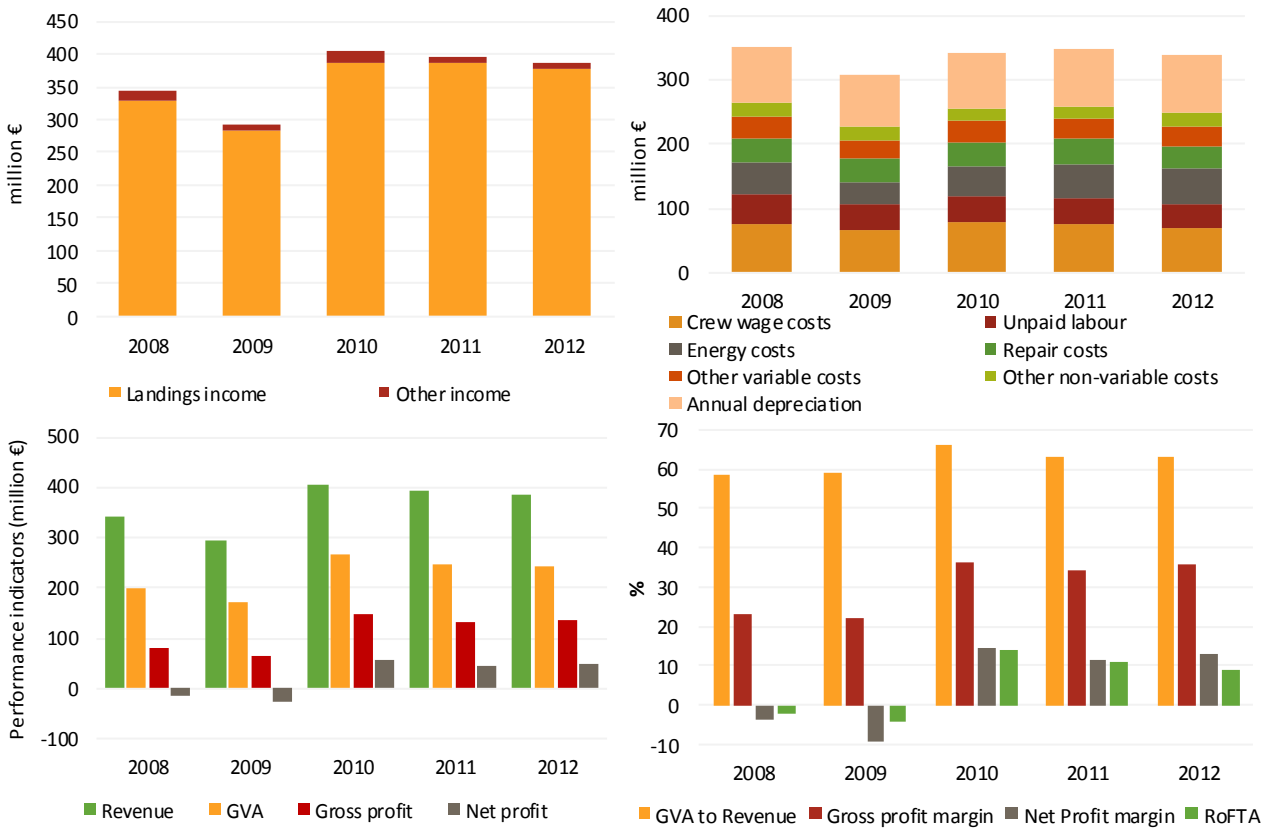
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	%Δ 2012-11	
Income	Landings income	330.1	281.9	387.2	385.9	377.7	-2%	↘
	Other income	13.3	10.8	17.4	8.2	7.5	-9%	↘
Costs	Labour costs	121.6	107.3	119.5	114.6	105.5	-8%	↘
	Energy costs	51.8	33.9	45.1	53.2	56.4	6%	↗
	Repair costs	37.1	35.8	39.1	40.9	36.2	-12%	↘
	Other variable costs	32.3	29.9	32.0	30.7	29.4	-4%	↘
	Other non-variable costs	21.7	20.6	21.3	20.5	20.7	1%	↔
	Capital costs	91.6	93.1	88.6	88.7	86.6	-2%	↘
Economic Indicators	GVA	200.5	172.6	267.0	248.7	242.5	-3%	↘
	Gross profit	78.9	65.3	147.5	134.1	137.0	2%	↗
	Net profit	-12.7	-27.7	58.9	45.4	50.3	11%	↗
Capital value	Depreciated replacement value	433.3	422.1	441.7	406.5	514.0	26%	↗
	Investments	57.8	69.9	23.2	19.7	73.3	272%	↗
Profitability and development trends	Net profit margin (%)	-3.7	-9.5	14.6	11.5	13.1	13%	↗
	development trend			Improved			305%	↗
	RoFTA (%)	-2.3	-4.1	14.0	11.2	8.8	-21%	↘
	development trend			Improved			87%	↗
	GVA per FTE (thousand €)	97.3	93.1	148.0	149.7	155.8	4%	↗
	development trend			Improved			28%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Danish national fleet in 2012 were €242 million, €137 million and €50 million, respectively. Gross Value Added (GVA) decreased 3% between 2011 and 2012, while gross profit and net profit increased 2% and 11% respectively in the same period.

In 2012, the Danish fleet had an estimated (depreciated) replacement value of €514 million and an estimated value of fishing rights of €1.3 billion. Investments by the fleet amounted to €73 million in 2012. Factors causing a change in the capital value of the fleet include variation in investments from year to year and the variation in the value of fishing rights (Table 5.5.2).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.5.2 Danish fleet main economic performance trends for the period 2008-2012.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income).

Fleet Segment Level Economic performance

The Danish fleet is highly diversified with a broad range of vessel types operating and targeting different species predominantly in the North Sea, Baltic Sea and North Atlantic (Figure 5.5.3). The national fleet consisted of 19 DCF fleet segments in 2012, consisting of 1,537 active vessels. 13 of the active fleets made losses in 2012, while 6 made an overall profit.

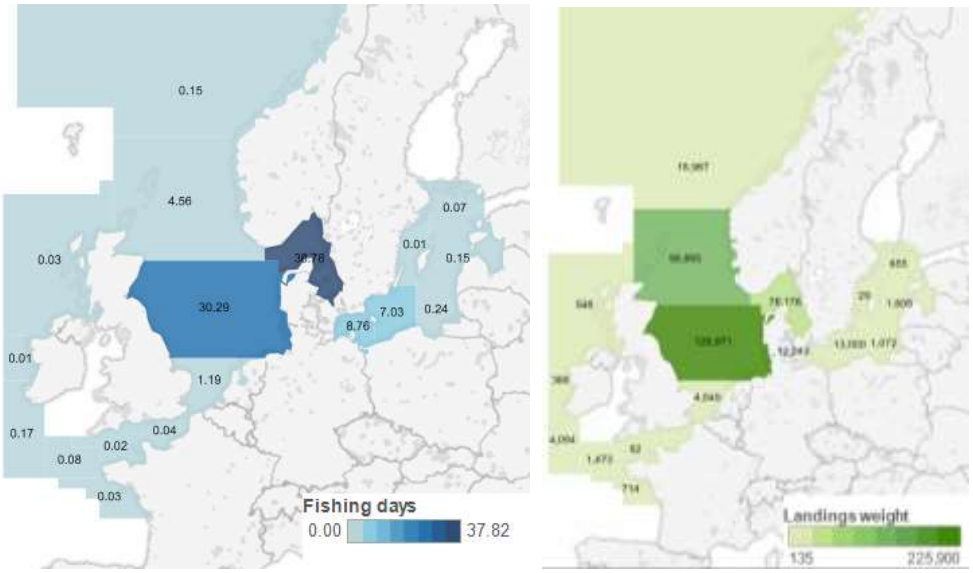


Figure 5.5.3 Danish fleet fishing effort by FAO fishing area, 2012

Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

A breakdown of the key performance indicators by main fishing activity is provided in Table 5.5.3 and

Table 5.5.4. Table 5.5.5 provides a breakdown of key performance indicators for all 19 fleet segments in 2012. A short description of the three most important segments in terms of total value of landings is provided below (Table 5.5.5).

Demersal trawl / seine 18-24m – 64 vessels make up this segment which operates predominantly in the North Sea and Skagerrak. The fleet targets a variety of species but in particular demersal species, such as cod, plaice and Norway lobster. In 2012, the total value of landings was around €42 million and 254 FTEs were employed in this fleet segment, contributing to 11% and 16% of the total income from landings generated and FTEs in the Danish fishing fleet, respectively. This fleet had a gross profit of €7.7 million and net profit of €-45 thousand in 2012. The gross profit of the fleet decreased with 32% from 2011-2012.

Demersal trawl / seine 24-40m – 38 vessels make up this segment which operates predominantly in the North Sea and Skagerrak. The fleet targets a variety of species but in particular cod, saithe and Northern Prawn. In 2012, the total value of landings was around €55 million and 242 FTEs were employed in this fleet segment, contributing to 15% and 16% of the total income from landings and FTEs generated by the Danish fishing fleet, respectively. This fleet had a gross profit of €15.5 million and net profit of €-0.2 million in 2012. The gross profit of the fleet increased with 11% from 2011-2012, while the net profit went from positive to negative.

Pelagic trawl >40m – 17 vessels make up this segment which operates predominantly in the North Sea and in the Norwegian Sea. The fleet targets pelagic species for consumption (mackerel and herring) as well as reduction species such as sandeel, sprat and blue whiting. In 2012, the total value of landings was around €125 million and 131 FTEs were employed in this fleet segment, contributing to 33% and 8% of the total income from landings and FTEs generated by the Danish fishing fleet, respectively. This fleet segment was profitable, with a reported gross profit of around €84 million and net profit of €46 million in 2012.

Small scale / large scale fleet

The small scale fleet, which is defined as vessels below 12 meters using static gears, operate mostly in the Baltic Sea, the sounds and Kattegat. In 2012, the small scale fishing fleet consisted of 1,075 registered vessels, with a combined gross tonnage of 4.1 thousand tonnes and engine power of 43 thousand kW. The size of the small scale fleet decreased between 2011 and 2012 regarding number of vessels, GT and kW, all decreasing 2% (Table 5.5.3).

The total amount of income generated by the small scale fleet accounted for €27 million in 2012, which is 7% of the national income for fisheries. The landings value generated by the Danish small scale fleet has increased with 5% from 2011-2012. Total operating costs incurred by the small scale fleet in 2012 equated to €28 million, amounting for more than the total income. Crew costs are a major fishing expense for the small scale fleet and accounted for €14 million in 2012. Between 2011 and 2012, total operating costs increased by 4%, largely due to an increase in other variable costs (

Table 5.5.4). The small scale fleet made a loss in 2012 with gross profit and net profits of €-0.9 million and €-5.1 million respectively. The loss in gross profit decreased 52% from 2011 to 2012, while the net loss decreased 15%. The reduction in loss is mainly due to increased productivity, in terms of CPUE.

The Danish large scale fleet target a large variety of species including codfish, flatfish, Norway lobster, herring, mackerel, sprat and sandeel in the Baltics Sea, the sounds, Kattegat, Skagerrak, the North Sea and the Norwegian Sea. In 2012, the large scale fishing fleet consisted of 462 registered vessels, with a combined gross tonnage of 56.2 thousand GT and engine power of 154.1 thousand kW. The size of the large scale fleet decreased between 2011 and 2012, with the number of vessels and vessel power decreasing 8% and with GT decreasing 5% (Table 5.5.3).

The total amount of income generated by the large scale fleet accounted for €353 million in 2012, which is 93% of the national income for fisheries (

Table 5.5.4). The landings value generated by the Danish large scale fleet has decreased by 3% from 2011-2012. Total operating costs incurred by the small scale fleet in 2012 equated to €221 million. Of these, crew costs and energy costs are the major fishing expenses for the large scale fleet and accounted for €92 million and €54 million in 2012. Likewise, capital costs are a major expense for the large scale fleet and amount to €82 million. Between 2011 and 2012, total operating costs decreased by 5%, while capital costs decreased by 3% (

Table 5.5.4). The large scale fleet have in 2012 increased their gross profit and net profit of €1.9 million and €4.0 million, corresponding to an increase in gross profit of 1.4% and 7.8% respectively. A major reason for the increasing profitability is the increased prices on Atlantic herring. Another reason is the decreasing capital costs that arise as a result of decreasing fishing capacity.

Table 5.5.3 Danish small and Large scale fleet structure, activity and production trends: 2008-2012.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet					%Δ	Large scale fleet					%Δ
		2008	2009	2010	2011	2012	2012-11	2008	2009	2010	2011	2012	2012-11
Structure	No. Vessels (#)	1,228	1,203	1,118	1,102	1,075	-2% ↘	*582*	566	521	501	462	-8% ↘
	Vessel tonnage (thousand GT)	4.4	4.3	4.2	4.2	4.1	-2% ↘	*59.4*	59.9	58.8	59.1	56.2	-5% ↘
	Vessel power (thousand kW)	44.9	44.1	44.0	43.7	42.9	-2% ↘	*181.2*	178.2	171.1	167.0	154.1	-8% ↘
Employment	Total employed (#)	420	378	333	342	345	1% ↗	*1,380*	1,317	1,195	1,119	1,123	0% ↔
	FTE (#)	379	319	281	276	252	-9% ↘	*1,682*	1,535	1,523	1,385	1,304	-6% ↘
	Average wage per employed (thousand €)	45.0	42.2	43.8	41.5	40.0	-4% ↘	*74*	69.4	87.8	89.8	81.7	-9% ↘
	Average wage per FTE (thousand €)	50.0	50.0	51.9	51.4	54.8	7% ↗	*61*	59.6	69.0	72.5	70.3	-3% ↘
Fishing Effort	Days at sea (thousand days)	56.3	53.5	49.3	50.6	47.9	-5% ↘	*73*	74.0	70.1	65.3	66.5	2% ↗
	Fishing days (thousand days)	55.8	53.0	48.8	50.3	47.6	-5% ↘	*67*	67.6	63.7	58.2	60.6	4% ↗
	Energy consumption (milion litres)	3.7	3.7	3.2	3.2	3.1	-3% ↘	*90*	90.9	91.5	84.8	77.9	-8% ↘
	Energy consumption per landed tonne (l/T)	284	310	313	338	277	-18% ↘	*134*	119	113	121	160	31% ↗
Output	Landings weight (thousand tonnes)	12.9	11.9	10.1	9.5	11.3	19% ↗	*677.5*	761	811	699	488	-30% ↘
	Landings value (million €)	29.2	22.8	20.5	21.8	24.2	11% ↗	*305.2*	262.9	361.1	386.7	353.2	-9% ↘

Table 5.5.4 Danish small scale and large scale fishing fleet economic performance in 2008-2012.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet					%Δ	Large scale fleet					%Δ
		2008	2009	2010	2011	2012	2012-11	2008	2009	2010	2011	2012	2012-11
Income	Landings income	28.4	21.4	21.5	23.7	25.0	5% ↗	301.6	260.5	365.7	362.2	352.7	-3% ↘
	Other income	1.5	1.7	3.3	1.2	2.0	68% ↗	*11.9*	9.1	14.2	7.5	6.1	-19% ↘
Costs	Labour costs	18.9	15.9	14.6	14.2	13.8	-3% ↘	*102.6*	91.3	105.0	100.4	91.7	-9% ↘
	Energy costs	2.2	1.6	1.7	2.2	2.4	10% ↗	*49.6*	32.3	43.4	51.0	54.0	6% ↗
	Repair costs	4.8	3.9	3.6	4.1	3.8	-7% ↘	*32.3*	31.9	35.5	36.8	32.4	-12% ↘
	Other variable costs	4.1	3.1	3.0	3.0	4.1	38% ↗	*28.2*	26.8	29.1	28.1	25.9	-8% ↘
	Non-variable costs	3.6	3.3	3.3	3.3	3.7	12% ↗	*18.1*	17.3	18.1	17.3	17.1	-1% ↘
	Capital costs	6.7	6.1	4.6	4.2	4.2	1% ↗	*84.9*	87.0	84.0	84.5	82.4	-3% ↘
Economic Indicators	GVA	15.2	11.4	13.2	12.4	12.9	5% ↗	*185.3*	161.3	253.8	236.4	229.6	-3% ↘
	Gross profit	-3.7	-4.6	-1.4	-1.8	-0.9	52% ↗	*82.7*	69.9	148.8	135.9	137.8	1% ↗
	Net profit	-10.4	-10.7	-6.0	-6.0	-5.1	15% ↗	*-2.3*	-17.1	64.8	51.4	55.4	8% ↗
Capital value	Depreciated replacement value	38.6	31.6	30.5	27.8	36.7	32% ↗	*394.7*	390.5	411.2	378.7	477.2	26% ↗
	Investments	4.5	2.7	2.8	2.2	4.1	87% ↗	*53.3*	67.3	20.9	20.1	101.0	404% ↗
Profitability and development trends	Net profit margin (%)	-34.9	-46.0	-24.1	-24.1	-19.0	21% ↗	-0.7	-6.3	17.1	13.9	15.5	11% ↗
	development trend			Improved			41% ↗			Improved			158% ↗
	RoFTA (%)	-27.1	-33.8	-19.6	-21.6	-13.9	35% ↗	-0.6	-4.4	15.8	13.6	11.6	-14% ↘
	development trend			Improved			45% ↗			Improved			90% ↗
	GVA per FTE (thousand €)	40.1	35.6	47.1	44.8	51.4	15% ↗	110.1	105.1	166.6	170.6	176.0	3% ↗
	development trend			Improved			23% ↗			Improved			27% ↗

Assessment and Future Trends

Overall, the Danish fleet consists of 19 fleet segments, covering both static and active gears and targeting both demersal and pelagic species. The capacity of the Danish fleet has decreased from 2011-2012, when

measured in terms of number of active vessels, total gross tonnage or total kilowatt. The same did the employment, measured in terms of Full Time Equivalents (FTE). Thereby, the trend of decreasing FTE from 2008-2011 continued. If the current trend towards fewer vessels and less fishing capacity continue, the employment in the Danish fishery is also likely to decrease.

In economic terms, the profitability (in terms of both gross and net profits) has increased by 2% and 11% respectively from 2001-2012. This gain is driven by the large scale fleet, whereas the small scale fleet is experiencing a minor loss. However, the profitability of the small scale fleet has improved during the last 5 years. The same positive trend of increasing profitability is the case for the large scale fisheries and could be the effect of the Vessel Quota Share (VQS) system that was introduced in 1st January 2007.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

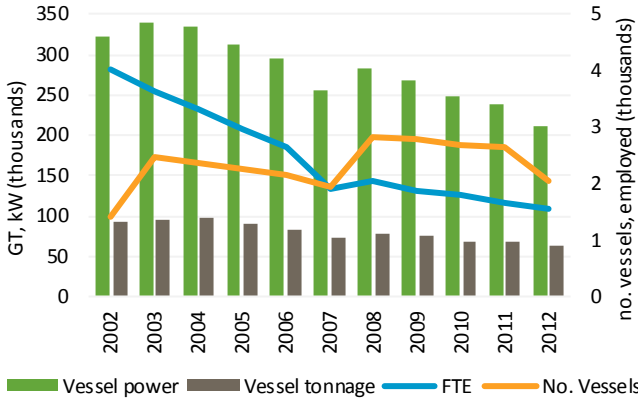
The 2012 value of fishing rights has been calculated based on all registered privately owned quota shares. Previously the calculation has been based on a sample. The new comprehensive gives a much better coverage of the quota value, and has changed the level from €740 million to €1.3 billion. But the result has to be seen as preliminary, as the shadow prices used in the estimations are based on the calculated gain in profit on the individual level instead of the macro level

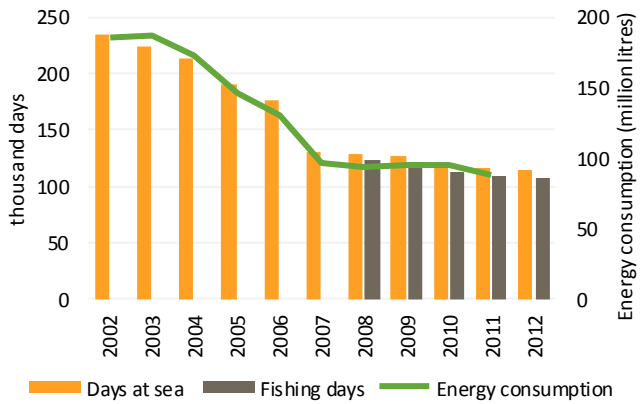
Table 5.5.5 Main socio-economic performance indicators by fleet segment in the Danish national fishing fleet in 2012.

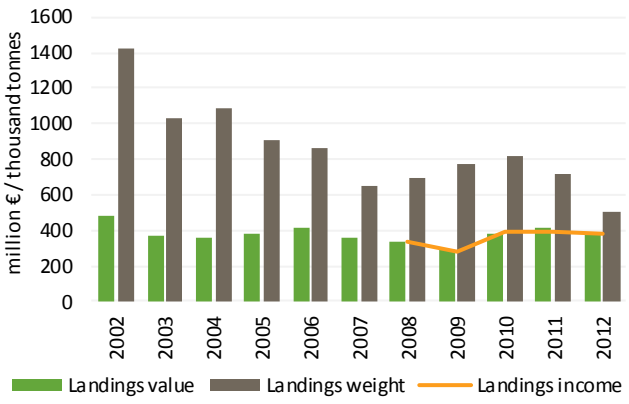
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

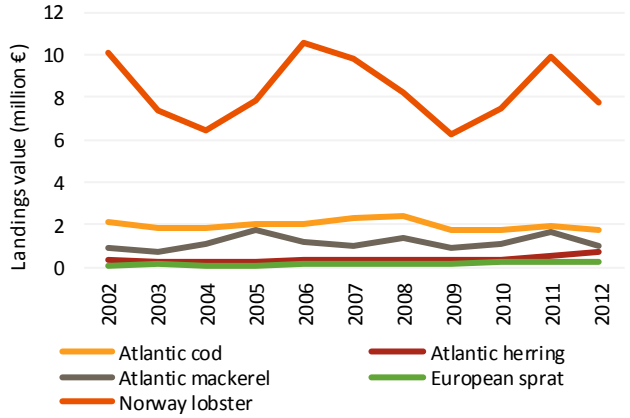
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
DNKAREA27DRBVL1012°	21	-16%	15	-12%	1666	-2%	424	-3%	2656	-13%	12484	-2%	1348	-22%	88.3	-12%	476	-39%	-27	79%	-1	77%	Weak	88%	Improved
DNKAREA27DRBVL1218°	27	0%	30	37%	2304	10%	852	62%	4783	9%	25863	20%	2748	9%	91.5	-21%	817	-39%	-456	21%	-9	33%	Weak	65%	Improved
DNKAREA27DTSVL0010°	10	-29%	3	-73%	552	-7%	81	-75%	298	40%	127	43%	134	-73%	50.8	-2%	-24	5%	-88	70%	-24	2%	Weak	54%	Improved
DNKAREA27DTSVL1012°	9		10		1018		276		1224		1948		486		48.8		10		-206		-16		Weak	41%	Improved
DNKAREA27DTSVL1218°	127	-19%	234	-18%	18801	-4%	8361	-17%	35447	-19%	25871	-46%	16996	-26%	72.5	-10%	3820	-43%	-999	-80%	-3	-135%	Weak	44%	Improved
DNKAREA27DTSVL1824°	64	-9%	254	-5%	11106	0%	11178	-4%	41816	-9%	39568	-11%	22797	-19%	89.8	-14%	7679	-32%	-45	-102%	0	-102%	Weak	-117%	Deteriorated
DNKAREA27DTSVL2440°	38	-3%	242	0%	8531	0%	20059	4%	55134	-2%	42274	-27%	30717	3%	126.9	4%	15530	11%	-192	-113%	0	-112%	Weak	-114%	Deteriorated
DNKAREA27DTSVL40XX°	12	-61%	62	-73%	1856	-65%	6601	-79%	37410	-81%	86782	-82%	23388	-81%	378.0	-32%	16020	-83%	10519	-79%	31	3%	High	80%	Improved
DNKAREA27PGPVL0010°	855	-16%	150	-28%	32600	-21%	1206	-37%	14070	-9%	5502	-10%	7787	-12%	52.0	22%	-843	55%	-2812	39%	-19	28%	Weak	48%	Improved
DNKAREA27PGPVL1012°	50	-11%	39	-9%	6672	3%	421	-35%	4895	1%	2307	-1%	2169	2%	55.7	12%	142	942%	-554	16%	-13	17%	Weak	38%	Improved
DNKAREA27PGPVL1218°	35	-27%	81	-30%	5096	-12%	1238	-36%	11258	-19%	4237	-17%	6039	-30%	74.6	0%	1636	-29%	-624	-756%	-6	-1086%	Weak	22%	Improved
DNKAREA27PMPVL0010°	126		36		5974		756		3051		1412		1564		43.9		-181		-1005		-26		Weak		
DNKAREA27PMPVL1012°	44	29%	27	4%	2642	-15%	752	12%	2212	43%	2095	93%	1398	0%	51.5	-4%	7	-89%	-745	0%	-21	19%	Weak	51%	Improved
DNKAREA27PMPVL1218°	46	-2%	63	3%	4538	-5%	2941	36%	8258	-7%	5580	-34%	4957	20%	78.5	16%	994	16%	-459	40%	-4	51%	Weak	51%	Improved
DNKAREA27PMPVL1824°	12	-20%	66	-23%	2424	3%	2056	-48%	9892	-1%	3473	-1%	6049	-28%	92.0	-6%	2319	-31%	381	-47%	4	-20%	Reasonable	270%	Improved
DNKAREA27TBBVL1218°	11	0%	30	90%	1771	49%	1426	100%	4906	89%	2681	33%	3043	217%	103.0	67%	1268	2924%	496	182%	10	134%	Reasonable	153%	Improved
DNKAREA27TBBVL1824°	17	-6%	55	59%	2868	36%	2562	42%	8688	65%	4378	-14%	5430	122%	98.4	40%	2368	524%	926	171%	10	139%	High	158%	Improved
DNKAREA27TMVL1218°	16		29		1505		1245		6188		18938		3273		112.6		1151		21		0		Reasonable		
DNKAREA27TMVL40XX°	17		131		2488		18555		125232		213731		102151		781.5		83772		46188		36		High		

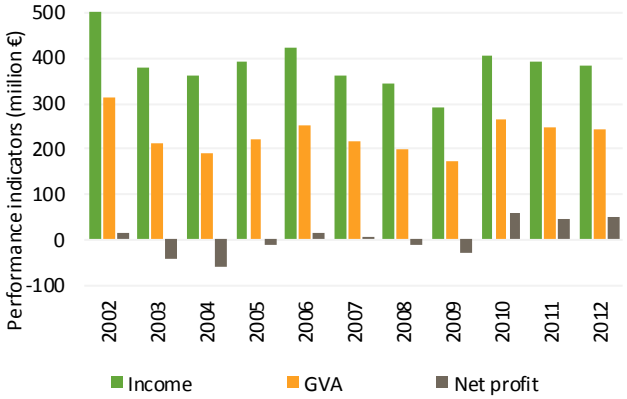
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

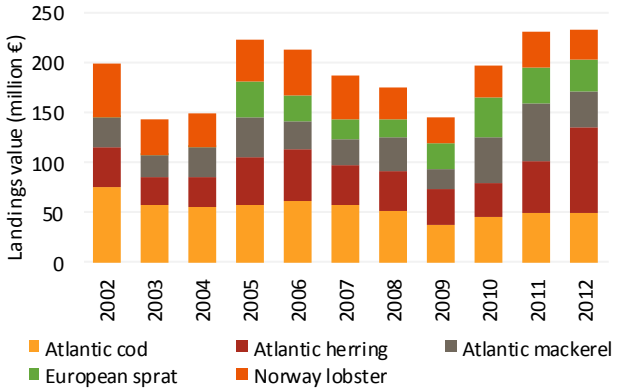

GT, kW (thousands)
no. vessels, employed (thousands)
Vessel power
Vessel tonnage
FTE
No. Vessels

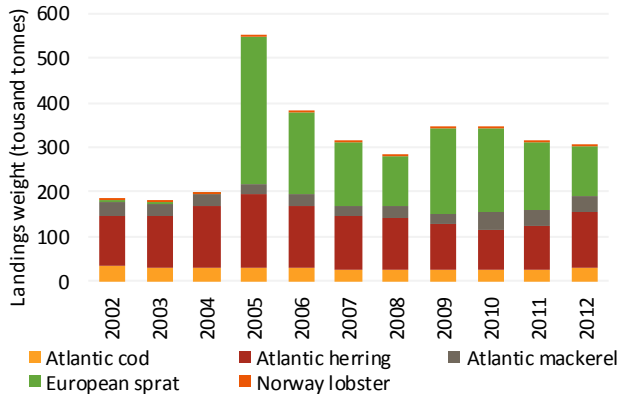

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

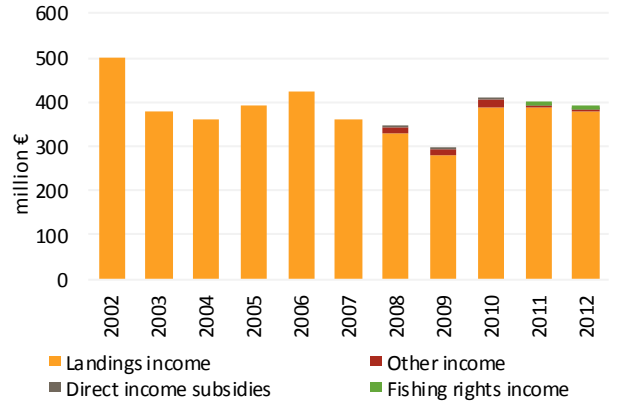

million € / thousand tonnes
Landings value
Landings weight
Landings income

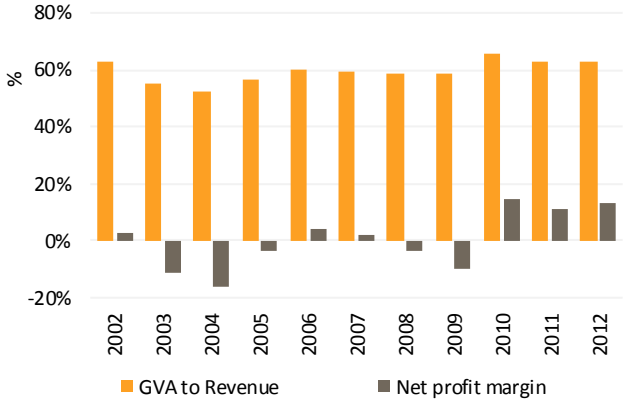

Landings value (million €)
Atlantic cod
Atlantic herring
Atlantic mackerel
European sprat
Norway lobster


Performance indicators (million €)
Income
GVA
Net profit


Landings value (million €)
Atlantic cod
Atlantic herring
Atlantic mackerel
European sprat
Norway lobster


Landings weight (tousand tonnes)
Atlantic cod
Atlantic herring
Atlantic mackerel
European sprat
Norway lobster


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


%
GVA to Revenue
Net profit margin

5.6 ESTONIA[1]

Fleet Structure, Fishing Activity and Production

In 2013, the Estonian fishing fleet consisted of 1,349 registered vessels, with a combined gross tonnage of 15.2 thousand GT, a total power of 46.6 thousand kW and an average age of 20 years. The size of the Estonian fishing fleet decreased between 2008 and 2012; the number of vessels decreased by 3% and GT and kW decreased by 36% and 27%, respectively (Table 5.6.1; Figure 5.6.1). The main reason for changes in the structure of the national fleet was capacity reduction due to a decommissioning program aimed at achieving balance between the size of the fishing fleet and available fishing opportunities. The decrease mainly took place among trawlers, explaining why the decrease in total fleet GT and kW is greater than the total number of vessels. The number of vessels started to increase in 2013, mainly in the small scale fleet. As an amount of fishing capacity had been released in other fleet segments, the Ministry of Agriculture decided to use that capacity to meet the additional need of small scale fishing boat entry into the register. Due to confidentiality issues, only capacity data for the deep-sea fleet (DTS VL40XX) are reported.

In 2013, the number of fishing enterprises in the Estonian fleet totalled 1,050, with the vast majority (80%) owned a single vessel. Around 20% of the enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 2,046 jobs, corresponding to 540 FTEs. The level of employment decreased between 2008 and 2012, with total employed decreasing by 32%. There was a significant drop in the total number employed between 2008 and 2009. The decline occurred mainly in the small scale coastal sector, due to the fact that it became compulsory for all fishermen dealing with commercial fishing to hold a professional certificate. However, the number of employed shows slight increase since 2009 (Table 5.6.1).

Table 5.6.1 Estonian national fleet structure, activity and production trends: 2008-2014.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

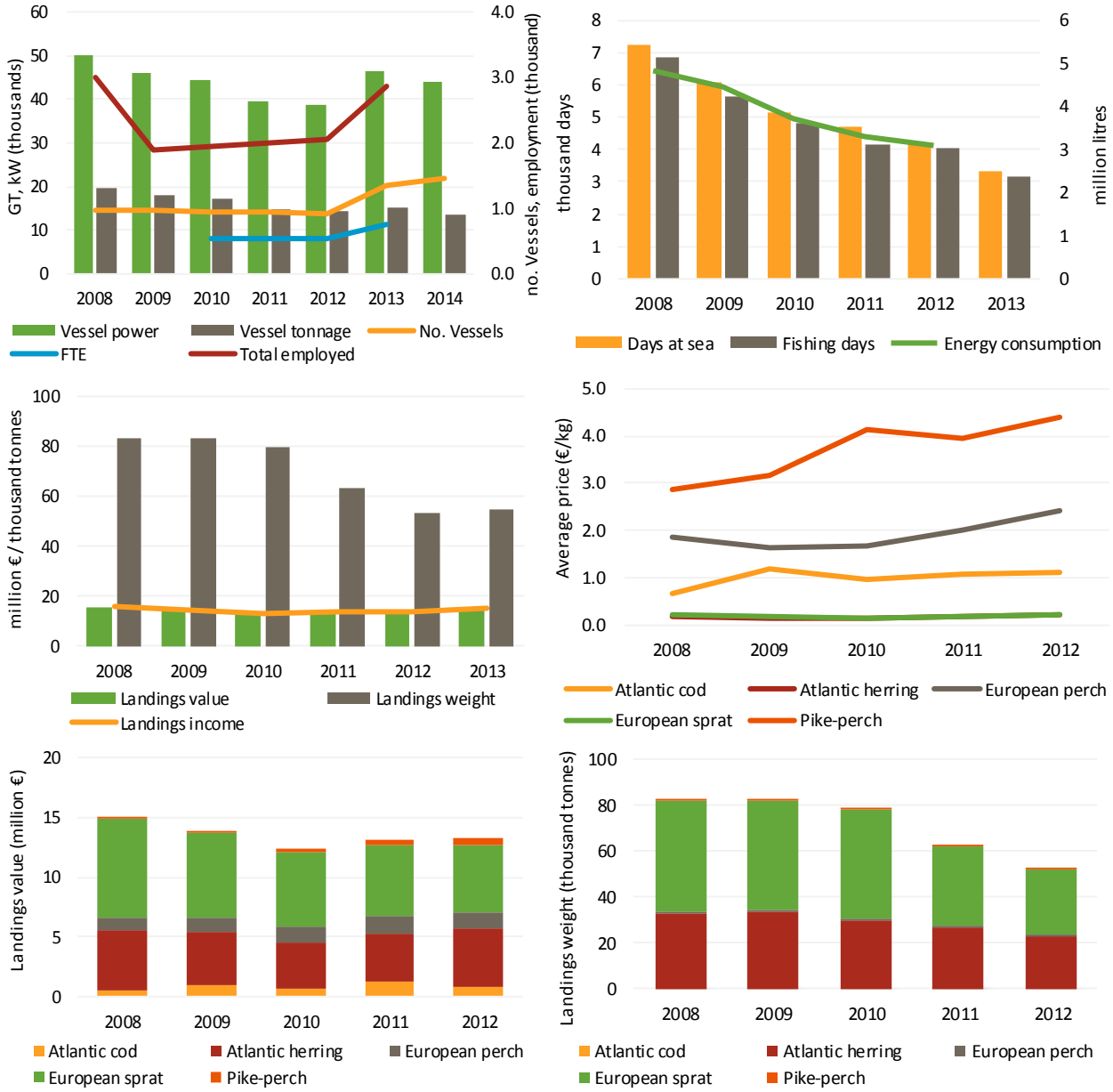
	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	964	963	947	934	923	1,349	-1%	↘	*1,447*
	No. of Inactive vessels (#)	14	22	13	11	10	7	-9%	↘	*6*
	Average vessel age (year)	19	20	21	22	20	20	-9%	↘	*20*
	Vessel tonnage (thousand GT)	19.8	17.9	17.4	14.7	14.3	15.2	-3%	↘	*13.4*
	Vessel power (thousand kW)	50.3	46.1	44.4	39.6	38.8	46.6	-2%	↘	*44.1*
	No. of Enterprises (#)	687	686	662	659	658	1,050	0%	↔	
Employment	Total employed (#)	3,002	1,895	1,948	1,993	2,046	2,880	3%	↗	
	FTE (#)			521	524	540	763	3%	↗	
	Average wage per employed (thousand €)	1.7	2.5	2.4	2.3	2.4	1.8	7%	↗	
	Average wage per FTE (thousand €)			8.8	8.7	9.2	6.9	6%	↗	
Fishing Effort	Days at sea (thousand days)	7.3	6.1	5.2	4.7	4.2	3.3	-11%	↘	
	Fishing days (thousand days)	6.9	5.6	4.8	4.2	4.1	3.2	-2%	↘	
	Energy consumption (milion litres)	4.9	4.5	3.7	3.3	3.1		-6%	↘	
	Energy consumption per landed tonne (l/T)	58.0	53.3	46.9	52.4	58.5		12%	↗	
Output	Landings weight (thousand tonnes)	83.6	83.5	79.6	63.3	53.3	54.6	-16%	↘	
	Landings value (million €)	15.6	14.4	12.9	13.8	14.1	15.3	2%	↗	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

[1] This National Chapter is built on data that has been judged, at least in part, as questionable by experts regarding both coverage and quality. Results should therefore be treated carefully!

The weight landed by the Estonian Baltic Sea fleet in 2012 was 53 thousand tonnes of seafood, with a landed value of €14 million. The total volume of landings decreased over the period analysed. However, the total value of landings was stable compared to 2011.

In 2012, European sprat generated the highest landed value (€5.7 million) by the national fleet, followed by Atlantic herring (€4.9 million) and European perch (€1.3 million). In terms of landings weight, European sprat landings were 28.3 thousand tonnes, Atlantic herring landings were 22.5 thousand tonnes and Atlantic cod landings were 0.7 thousand tonnes. The decrease in quotas for the internationally TAC-regulated species (European sprat and Atlantic herring) was the main reason for decreases in total weight landed. The decrease in total landings weight and persistent demand were the main reasons for price rises in key species. The decrease in quotas also affected vessel energy consumption levels (Figure 5.6.1).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.6.1 Estonian fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The prices obtained for these key species generally increased between 2008 and 2012. Pike-perch achieved the highest average price per kilo in 2012 (€4.39 per kg), followed by European perch (€2.42 per kg). In terms

of turnover, sprat accounted for 41% of the total landings value in 2012, followed by Atlantic herring at 35% and European perch with 10%.

National Fleet Economic performance

The total amount of income generated by the Estonian national fleet in 2012 was €13.9 million. This consisted of €13.8 million in landings value and €0.1 million in non-fishing income (Table 5.6.2). The total income of the Estonian fleet decreased 11.5% between 2008 and 2012 (Figure 5.6.2). Decreases in landing volumes were the main reason for this trend.

Total expenditure by the Estonian national fleet in 2012 was €12 million, amounting to 86% of total income. The largest expenditure items were crew wages (€5 million) and fuel costs (€3.1 million) (Table 5.6.2). Between 2008 and 2012, the total expenditure of the Estonian remained relatively stable.

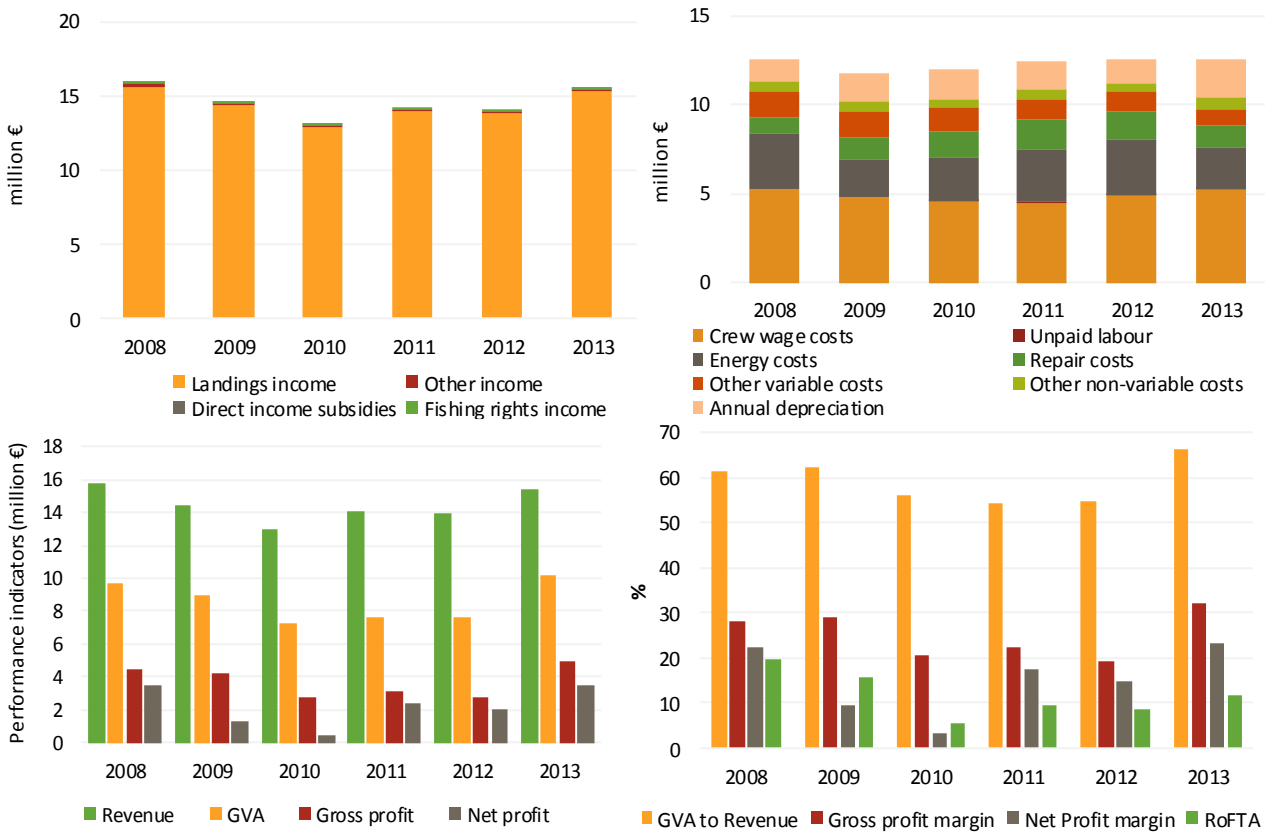
In terms of profitability, the total amount of GVA, gross profit and net profit generated by the Estonian national fleet in 2012 was €7.7 million, €2.7 million and €2.1 million, respectively (Table 5.6.2; Figure 5.6.2). Compared to 2008, the total amount of GVA and net profit decreased 21% and 40% in 2012, respectively. In 2012, the Estonian fleet had an estimated capital value of €16.6 million and an investment of €1.6 million.

Table 5.6.2 Estonian national fishing fleet economic performance in 2008-2012 and projections for 2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Income	Landings income	15.6	14.4	12.9	14.0	13.8	15.3	-1%	↘
	Other income	0.1	0.1	0.1	0.1	0.1	*0.1*	50%	↗
Costs	Labour costs	5.2	4.8	4.6	4.5	5.0	*5.3*	9%	↗
	Energy costs	3.2	2.2	2.4	3.0	3.1	*2.3*	3%	↗
	Repair costs	0.8	1.3	1.4	1.7	1.6	*1.2*	-6%	↘
	Other variable costs	1.5	1.4	1.4	1.1	1.2	*0.9*	5%	↗
	Other non-variable costs	0.5	0.6	0.5	0.6	0.5	*0.7*	-25%	↘
	Capital costs	0.9	2.9	2.3	0.7	0.6	*1.4*	-9%	↘
Economic Indicators	GVA	9.7	9.0	7.3	7.7	7.7	*10.3*	0%	↔
	Gross profit	4.5	4.2	2.7	3.1	2.7	*5.0*	-13%	↘
	Net profit	3.5	1.4	0.5	2.5	2.1	*3.6*	-15%	↘
Capital value	Depreciated replacement value	16.2	16.7	18.2	17.1	16.6	*24.3*	-3%	↘
	Investments	0.8	1.0	1.7	2.2	1.6		-28%	↘
Profitability and development trends	Net profit margin (%)	22.4	9.4	3.4	17.5	15.0	23.1	-14%	↘
	development trend			Improved				14%	↗
	RoFTA (%)	19.6	15.9	5.6	9.5	8.6	11.6	-10%	↘
	development trend			Deteriorated				-32%	↘
	GVA per FTE (thousand €)			14.0	14.6	14.2	13.4	-3%	↘
	development trend			Stable				-1%	↔

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.6.2 Estonian fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Estonian fleet is highly diversified with a broad range of vessel types operating and targeting different species predominantly in the Baltic Sea and North Atlantic (data provided on the fleet operating in the North Atlantic is limited).

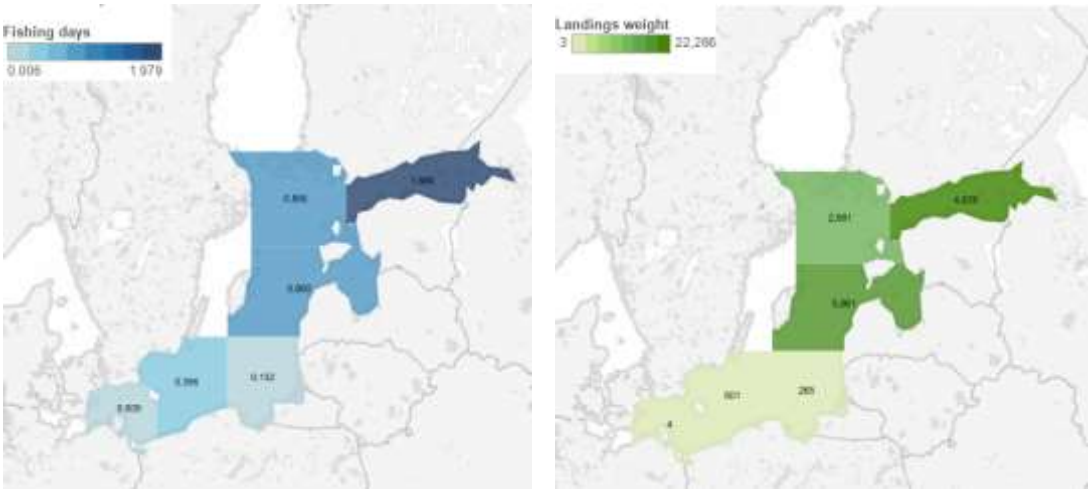


Figure 5.6.3 Estonian fleet effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 5.6.3 provides a spatial distribution of effort and landings by the Estonian fleet in 2012. Table 5.6.3 and Table 5.6.4 provide a breakdown of the main performance indicators by small and large-scale fleet segments.

A short description of both main fishing activities is provided below. The national fleet consisted of 5 active fleet segments in 2012. Table 5.6.5 provides a further breakdown of the key performance indicators for all the Estonian fleet segments in 2012.

Small-scale fleet

The number of vessels in the small scale fleet remained stable between 2008 and 2012 (around 880 vessels), but increased 50% in 2013 (1,300 vessels). This was a result of fishermen getting additional possibilities to bring vessels into the fishing vessel register. There was a significant drop in the total number employed in 2008 (from 2,727 to 1,646). The decline occurred because it became mandatory for all fishermen to hold a professional certificate. The number of employed has demonstrated increases since 2009. Generally the total weight of landings decreased over the period, but the value of landings increased. This shows rise in average prices of key species. Energy prices have increased. The fleet has been profitable (Table 5.6.3; Table 5.6.4).

Large-scale fleet

The size of the fleet has decreased 42% between 2008 and 2013 (from 64 to 37 vessels). The main reason for that change was capacity reduction to achieve balance between the size of the fishing fleet and fishing opportunities. The decrease in quotas for the internationally regulated species (European sprat and Atlantic herring) was the main reason for decreases in total weight landed. Compared to previous years economic indicators (GVA, net profit) decreased in 2012. The energy prices have increased. The fleet has been profitable (Table 5.6.3; Table 5.6.4).

A short description of the two most important segments in the Baltic Sea is provided below.

The **24-40m pelagic trawlers** are the most important segment in the Estonian fishing fleet in the Baltic Sea. In 2012 this fleet segment consisted of 29 active vessels accounting for a total of 3836 GT and 9485 kW. The number of vessels decreased 9% between 2011 and 2012 and total kW and GT followed a broadly similar trend. The employment in 2012 was estimated at 174 jobs, corresponding to 169 FTEs. The segment targets pelagic species such as European sprat and Atlantic herring. The total value of landings was €9.2 million in 2012. The fleet segment was profitable, with a reported gross profit of around €947 thousand and net profit of €441 thousand in 2012.

The segment with the highest number of vessels and employment in the Estonian fleet is the **0-10m passive gears** segment that operates in the coastal fishery. In 2012 this segment consisted of 786 vessels accounting for a total 1,133 GT and 9939 kW. The number of vessels in this segment was stable between 2011 and 2012. The employment in 2012 was estimated at 1,538 jobs, corresponding to 256 FTEs. The fleet targets mostly freshwater species, such as Pike-perch, European perch, but also marine species such as European flounder and Atlantic herring. The total value of landings was €3.3 million in 2012. This fleet segment was profitable, with a reported gross profit of around €1.2 million and net profit of €1 million in 2012.

Assessment and Future Trends

The main management measures in Estonia are volume quotas (ITQs) in the open water fisheries (both Baltic and Atlantic trawling) and gear usage quotas (ITE; individual transferable effort) in the Baltic coastal fisheries. The Estonian experience shows that ITQs can be considered an effective method for increasing the allocation of fishing rights to the most effective enterprises and speeding the process of reducing excessive fleet capacity. The number of trawlers decreased significantly during the ITQ period, since 2001. There were 189 vessels in the trawling sector in 2000, and after 14 years this number decreased to 38 and is likely to decrease even further. However, the total number of vessels in the Estonian national fleet increased in 2013. The increase took place in the small scale fleet. As an amount of fishing capacity was released in other fleet segments the Ministry of Agriculture decided to use that in order to meet the additional need for the entry of small scale fishing vessels into the register.

The year 2012 was characterised by a continued decrease in fishing quotas (in particular, European sprat) and an increase in operating expenses. However, the decrease in sales was offset by the rise in first sales prices of fish (sprat and herring) compared to the preceding year. The higher first sales prices were primarily due to

good export conditions. To increase sales and profits and alleviate the shortage of raw material, several Estonian fishing companies acquired subsidiaries in Finland and Lithuania. While no significant catch figures can be reported for the Lithuanian subsidiaries in 2012, in Finland the fishing vessels owned by Estonians caught nearly a third of the sprat and herring quota of Finland, i.e. around 40 thousand tonnes of fish. Herring caught in Bothnian Bay accounted for most of the catch (around 30 thousand tonnes). Fisheries subsidies paid in 2012 to fishing companies for permanent cessation of fishing activities by scrapping or permanent reassignment of fishing vessels amounted to 250,946 euros. In addition, €339,690 was paid for investments in fishing vessels.

Although a slight increase in quotas is expected in 2014, this year will be particularly difficult to sell fish production because of the problems on the eastern market. Therefore, efforts are being made to find additional markets so as to diversify risks. Also the rise in fuel prices will be an important factor influencing fleet economic performance in the coming years.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

Due to confidentiality issues, only capacity data for the deep-sea fleet (DTS VL40XX) were reported. There are only two companies operating with 5 vessels in this segment. The effort data are missing for the coastal fisheries segments (PG VL0010 and PG VL1012) because they were not available.

The data concerning economic variables were collected as listed and defined in Appendix VI of Commission Decision 2008/949/EC. For economic variables included in Estonian Fisheries Information System (EFIS) (includes log book data, fishing vessel register) data were collected on all members of the population. For other economic variables questionnaires were sent out. It is important to mention that all these surveys have been carried out on a voluntary basis.

Table 5.6.3 Estonian national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ	DWF			%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11	2010	2011	2012	2012-11
Structure	No. Vessels (#)	880	884	881	876	872	1,300	0% ↔	70	57	52	46	40	*42*	-13% ↘	1	1	1	
Structure	Vessel tonnage (thousand GT)	1.8	1.8	1.8	1.7	1.7	2.0	-1% ↔	14.0	11.6	11.2	10.6	10.2	*13.1*	-4% ↘	1	1	0.6	
Structure	Vessel power (thousand kW)	14.6	14.6	14.5	14.4	14.6	19.6	2% ↗	27.9	23.3	22.4	20.8	19.9	*26.1*	-4% ↘	1	1	0.9	
Employment	Total employed (#)	2,727	1,646	1,721	1,777	1,858	2,543	5% ↗	275	249	227	216	188	*186*					
Employment	FTE (#)			309	320	362		13% ↗	255	244	212	204	178		-13% ↘				
Employment	Average wage per employed (thousand €)	0.5	0.6	0.6	0.6	0.7	0.6	11% ↗	14.5	15.0	15.8	15.7	19.3	*19.2*	23% ↗				
Employment	Average wage per FTE (thousand €)			3.3	3.5	3.7	3.7	3% ↗	15.6	15.3	16.9	16.7	20.4	*20.2*	22% ↗				
Fishing Effort	Days at sea (thousand days)								7.3	6.1	5.2	4.7	4.2	*3.3*	-9%				
Fishing Effort	Fishing days (thousand days)								6.9	5.6	4.8	4.2	4.1	*3.2*	-2% ↘				
Fishing Effort	Energy consumption (milion litres)								4.9	4.5	3.7	3.3	3.1		-6% ↘				
Fishing Effort	Energy consumption per landed tonne (l/T)								68	64	55	63	70		12% ↗				
Output	Landings weight (thousand tonnes)	12.6	14.2	11.2	10.4	8.7	9.6	-16% ↘	70.9	69.5	68.3	53.0	44.5	*44.9*	-16% ↘				
Output	Landings value (million €)	3.5	3.5	3.4	3.9	4.7	5.6	21% ↗	12.2	11.0	9.5	10.1	9.4	*9.7*	-7% ↘				

Most of vessels from the distant-water fleet (all vessels over 40m in Estonian case - DTS VL40XX), according to the definition used here in the AER, are inserted under the large scale fleet (only structure data is available for this fleet).

Table 5.6.4 Economic performance of the Estonian national fishing fleet by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

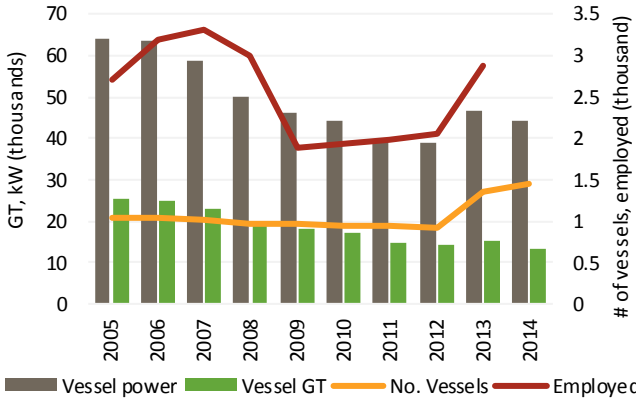
	Variable (million €)	Small scale Fleet						%Δ		Large scale fleet						%Δ	
		2008	2009	2010	2011	2012	2013	2012-11		2008	2009	2010	2011	2012	2013	2012-11	
Income	Landings income	3.4	3.5	3.4	3.9	4.7	5.6	21%	↗	12.2	10.9	9.5	10.1	9.2	9.7	-9%	↘
	Other income	0.1	0.1	0.1	0.1	0.1	*0.1*	43%	↗	0.1	0.0	0.0	0.0	0.0	*0.0*	100%	↗
Costs	Labour costs	1.3	1.0	1.0	1.1	1.3	*1.6*	17%	↗	4.0	3.7	3.6	3.4	3.6	*3.6*	7%	↗
	Energy costs	0.6	0.5	0.6	0.7	0.7		6%	↗	2.7	1.7	1.8	2.3	2.4	*1.8*	3%	↗
	Repair costs	0.5	0.5	0.6	0.6	0.6		5%	↗	0.3	0.8	0.9	1.1	1.0	*0.7*	-12%	↘
	Other variable costs	0.4	0.4	0.4	0.4	0.4		0%	↔	1.1	1.0	1.0	0.7	0.8	*0.6*	7%	↗
	Non-variable costs	0.0	0.0	0.0	0.0	0.0	*0.1*	0%	↔	0.5	0.6	0.5	0.6	0.4	*0.4*	-25%	↘
	Capital costs	0.2	0.9	0.6	0.0	0.1	*0.2*	300%	↗	0.8	2.0	1.7	0.7	0.5	*0.7*	-22%	↘
Economic Indicators	GVA	2.0	2.2	1.9	2.3	3.0		33%	↗	7.7	6.8	5.4	5.4	4.7	*6.1*	-14%	↘
	Gross profit	0.8	1.1	0.9	1.1	1.7		51%	↗	3.7	3.1	1.8	2.0	1.0	*2.6*	-49%	↘
	Net profit	0.6	0.2	0.3	1.1	1.6		44%	↗	2.9	1.2	0.2	1.4	0.5	*1.9*	-63%	↘
Capital value	Depreciated replacement value	7.0	6.7	6.7	6.6	6.3	*8.2*	-3%	↘	9.1	9.4	11.1	10.6	9.9	*9.9*	-6%	↘
	Investments	0.3	0.2	0.2	0.2	0.3		8%	↗	0.5	0.8	1.4	2.0	1.3		-33%	↘
Profitability and development trends	Net profit margin (%)	17.0	6.9	9.0	27.7	33.0		19%	↗	23.9	10.6	1.5	13.4	5.5	19.4	-59%	↘
	development trend			Improved				118%	↗			Deteriorated				-56%	↘
	RoFTA (%)	8.4	3.6	4.7	16.7	24.8		49%	↗	32.3	12.4	1.3	12.9	5.1	18.9	-60%	↘
	development trend			Improved				197%	↗			Deteriorated				-65%	↘
	GVA per FTE (thousand €)			6.1	7.1	8.3		18%	↗	30.0	28.1	25.6	26.5	26.1	34.9	-1%	↘
	development trend			Improved				27%	↗			Deteriorated				-5%	↘

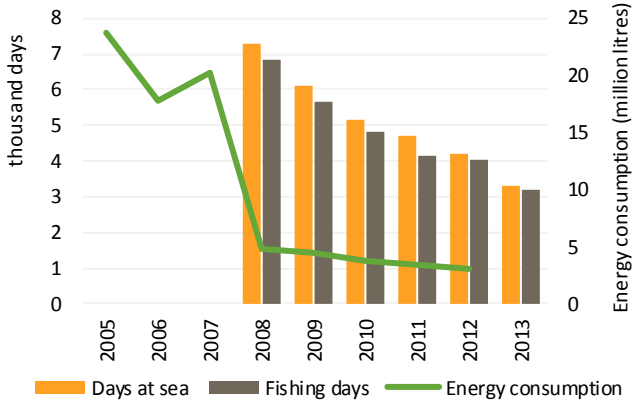
Table 5.6.5 Main socio-economic performance indicators by fleet segment in the Estonian national fishing fleet in 2012.

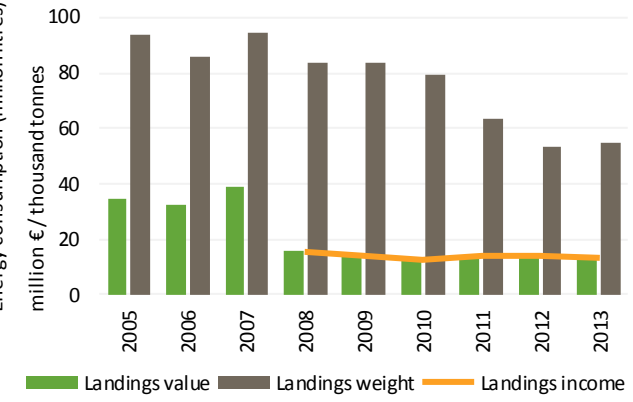
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

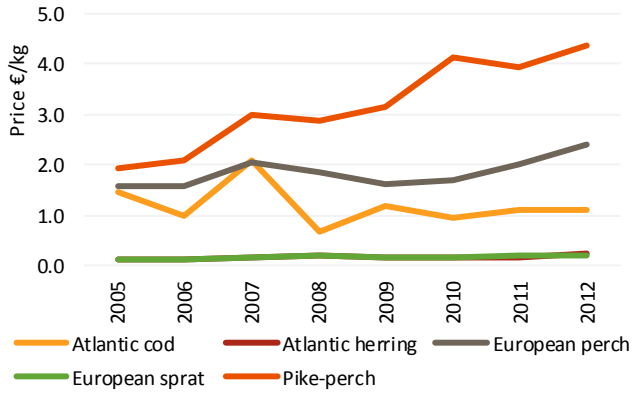
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
ESTAREA27DTSVL40XX°	4	0%																							
ESTAREA27PGVL0010°	786	-1%	256	20%					3266	21%	3728	20%	2104	33%	8.2	11%	1191	51%	1067	46%	32	20%	High	94%	Improved
ESTAREA27PGVL1012°	86	0%	106	-1%					1400	21%	5000	-31%	907	35%	8.6	36%	499	49%	505	40%	36	16%	High	191%	Improved
ESTAREA27TMVL1218	7	-30%	9	0%	391	-23%	37	-22%	208	2%	1062	-14%	132	6%	14.7	6%	69	5%	63	39%	30	38%	High		
ESTAREA27TMVL2440	29	-9%	169	-13%	3796	-9%	3081	-6%	9173	-7%	43483	-16%	4515	-14%	26.7	-1%	947	-51%	441	-66%	5	-63%	Reasonable	-62%	Deteriorated
ESTOFRDTSVL40XX°	1	0%																							

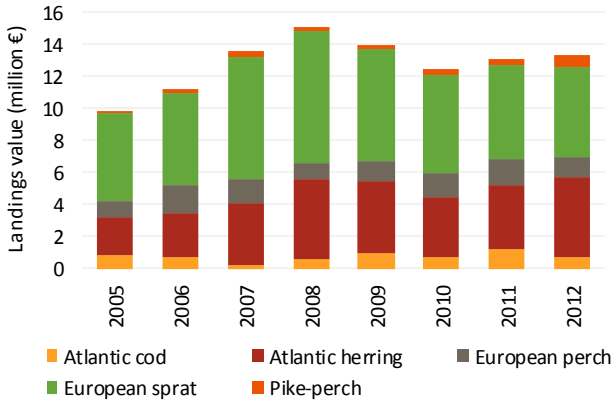
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

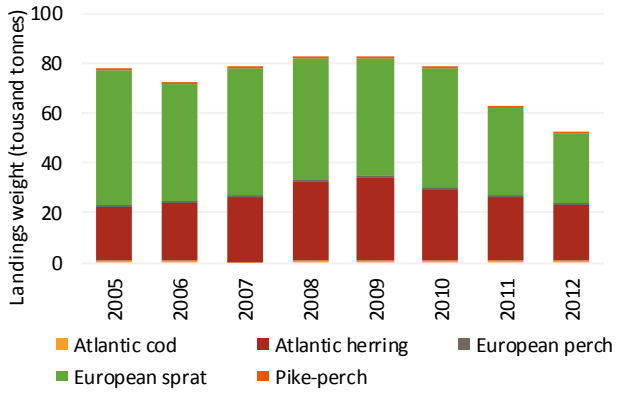

GT, kW (thousands)
# of vessels, employed (thousand)
Vessel power
Vessel GT
No. Vessels
Employec

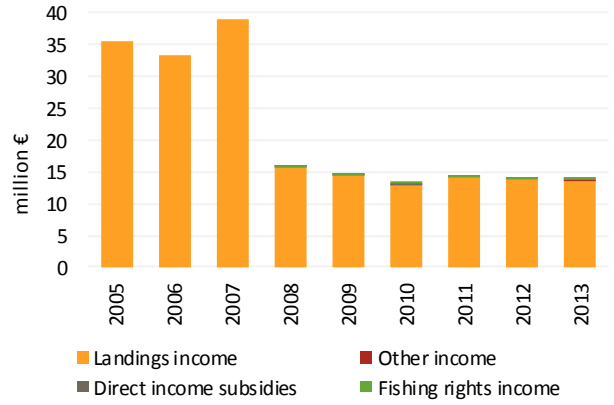

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

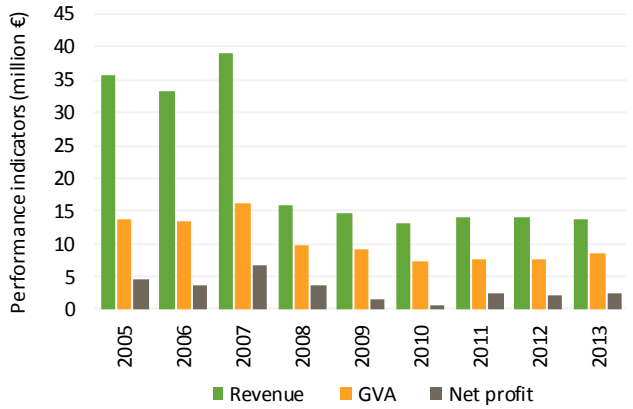

million €/ thousand tonnes
Landings value
Landings weight
Landings income

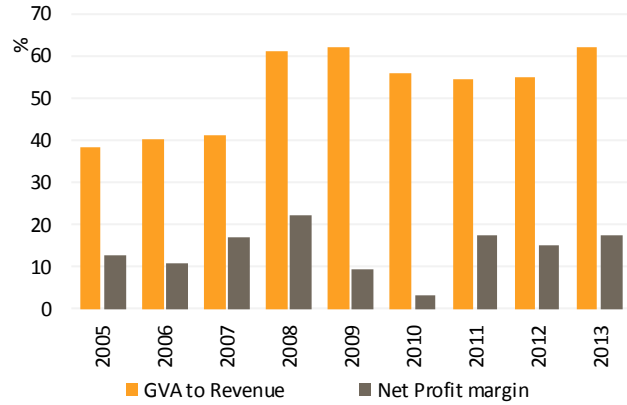

Price €/kg
Atlantic cod
Atlantic herring
European perch
European sprat
Pike-perch


Landings value (million €)
Atlantic cod
Atlantic herring
European perch
European sprat
Pike-perch


Landings weight (tousand tonnes)
Atlantic cod
Atlantic herring
European perch
European sprat
Pike-perch


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Revenue
GVA
Net profit


%
GVA to Revenue
Net Profit margin

5.7 FINLAND

Fleet Structure, Fishing Activity and Production

In 2012 the Finnish fishing fleet consisted of 3,359 registered vessels of which 1,407 were inactive. The active fleet consisted of 1,952 vessels, with a combined gross tonnage of 15.6 thousand GT and a total power of 170 thousand kW. The vast majority of the vessels were small scale. The number of active vessels increased in 2012 by 300 vessels due to a change in statistical recordings: in 2012 fishermen recorded all vessels that they used in fishing during that year. In 2013 the number of active vessels dropped again by 55 vessels.

The number of fishing enterprises in 2012 totalled 1,500, with the vast majority owning a single vessel. Only 3% of the enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 2,016 jobs. The majority of the jobs are created by the small scale fleet that is a seasonal fishery. Therefore, the employment in that sector is usually only part-time and in terms of FTE the total fleet added up to only 282 FTEs (Table 5.7.1).

Table 5.7.1 Finnish national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	3,240	3,240	3,270	3,365	3,359	3,241	0%	↔	*3,210*
	No. of Inactive vessels (#)	1,687	1,709	1,662	1,716	1,407	1,344	-18%	↘	
	Average vessel age (year)	24	24	24	25	25	26	3%	↗	*27*
	Vessel tonnage (thousand GT)	16.4	16.9	16.4	16.7	15.6	16.4	-6%	↘	*16.5*
	Vessel power (thousand kW)	173.4	174.8	171.1	172.8	169.9	170.7	-2%	↘	*172.6*
	No. of Enterprises (#)	1,549	1,531	1,579	1,613	1,500	1,897	-7%	↘	
Employment	Total employed (#)	1,613	1,609	1,703	1,722	2,016	1,764	17%	↗	
	FTE (#)	264	229	313	316	282	295	-11%	↘	
	Average wage per employed (thousand €)	5.3	6.1	3.9	4.9	5.1	5.3	5%	↗	
	Average wage per FTE (thousand €)	32.2	42.9	21.3	26.6	36.7	31.7	38%	↗	
Fishing Effort	Days at sea (thousand days)	129.5	143.0	149.7	148.2	149.4	140.1	1%	↔	
	Fishing days (thousand days)	128.7	142.4	148.9	147.3	136.7	139.4	-7%	↘	
	Energy consumption (milion litres)	8.7	13.5	13.6	14.2	14.1		-1%	↔	
	Energy consumption per landed tonne (l/T)	77.7	114.8	111.7	118.4	105.8		-11%	↘	
Output	Landings weight (thousand tonnes)	111.6	117.5	122.1	119.7	132.9	138.2	11%	↗	
	Landings value (million €)	23.1	23.8	26.6	32.5	35.7	34.9	10%	↗	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

In 2012, the total effort in days at sea was around 137,6[1] thousand days at sea. The small scale fleet accounted for 96% of the total effort. The total effort dropped in small-scale in 2012 due to a long winter shortening the fishing season in small scale fishing significantly. At the same time the fishing effort increased for trawlers.

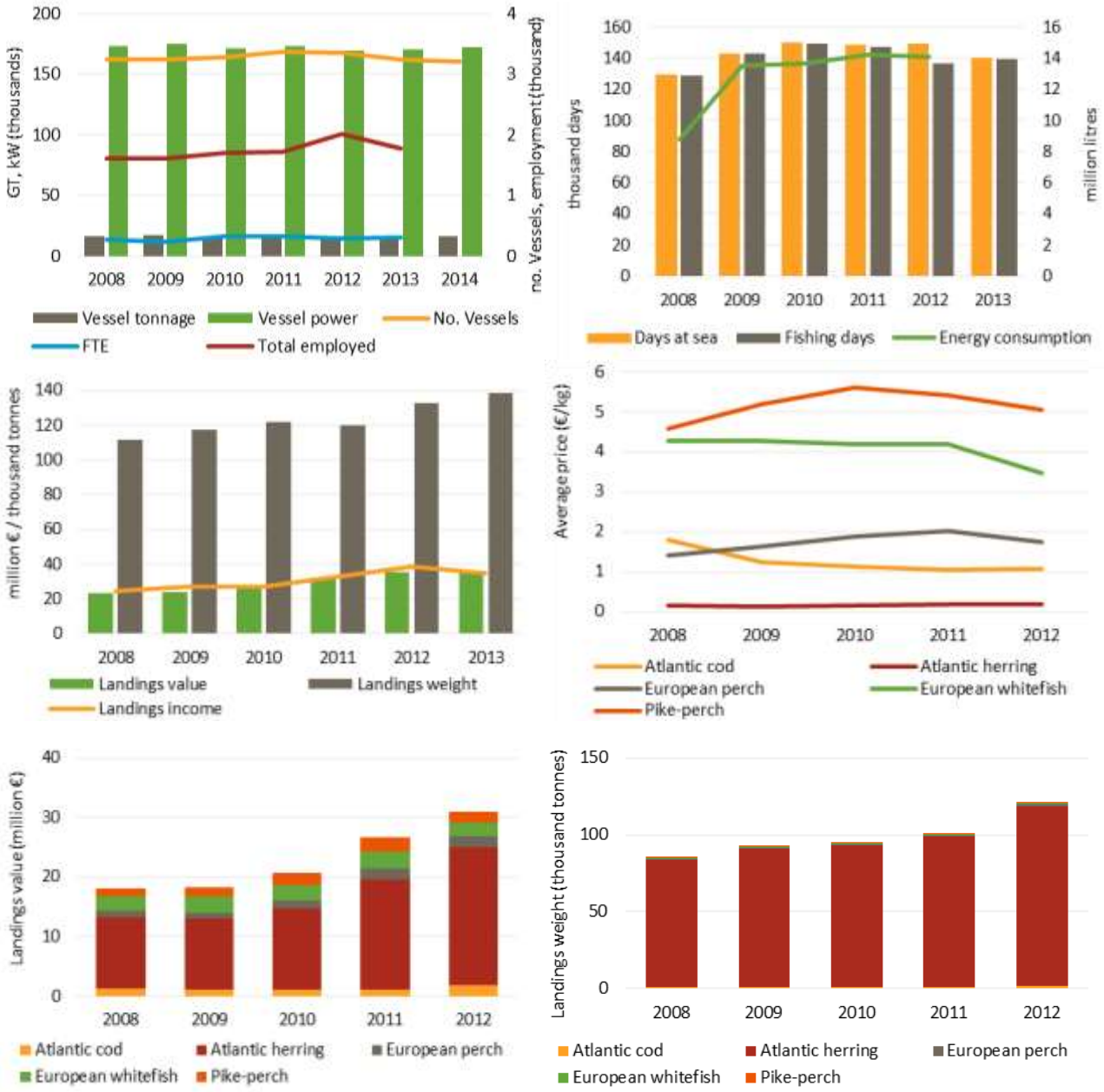
The total weight landed by the Finnish fleet in 2012 was 133 thousand tonnes of seafood, with a landed value of €35.7 million. The total value and weight of landings increased by around 10% compared to 2011, even though the average landing price decreased slightly. One reason for the increase in the volume of landings was an EFF project to remove nutrients from fish through intensive fishing on non-commercial species.

[1] This value does not correspond to the value provided in Table 5.7.1. An error in the DCF data provided by Finland was detected just prior to the publishing of the report.

Therefore the landings in small-scale fishing increase 30%. Landings of the pelagic trawler segment increased due to a high demand for fishmeal.

Pelagic species are the most important species for Finnish fisheries in terms of landing weight and value. In 2012, Baltic herring accounted for the highest landed value (€23 million), followed by European sprat (€1.5 million). European whitefish and pike-perch were the most important species for the small scale fleet (Figure 5.7.1).

The market situation for pelagic species improved in 2011 and the prices for Baltic herring and sprat increased. The development in prices of the main small scale fleet species varied. Prices have mostly showed an increasing trend. However, the price of the most valuable species, pikeperch, decreased after several years of increases.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.7.1 Finnish fleet: main trends 2008-2013/14

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

National Fleet Economic performance

The total amount of income generated by the Finnish national fleet in 2012 was €43.2 million; a marked improvement from the previous year. Income consisted of €38.6 million in landings income and €4.6 million in other income. Profitability increased with the income; gross value added was €19.5 million that was 60% more than the year before. Gross profit margin doubled and was high enough to turn net profit positive to €6.6 million (Table 5.7.2; Figure 5.7.2). The economic performance increased in both the small scale and the large scale fleet (Table 5.7.3; Table 5.7.4).

Table 5.7.2 Finnish national fishing fleet economic performance in 2008-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	
Income	Landings income	24.5	27.4	27.1	33.0	38.6	34.8	17%	↗
	Other income	2.3	5.1	3.1	2.5	4.6	*3.7*	83%	↗
Costs	Labour costs	8.5	9.8	6.7	8.4	10.4	*9.4*	23%	↗
	Energy costs	5.4	5.9	7.6	10.3	11.0	*9.8*	7%	↗
	Repair costs	3.7	5.0	4.0	4.8	4.8	*4.5*	0%	↔
	Other variable costs	0.9	1.5	2.2	3.0	2.8	*2.7*	-4%	↘
	Other non-variable costs	3.0	4.2	4.1	5.2	5.1	*4.9*	-3%	↘
	Capital costs	3.1	3.8	5.5	5.1	2.6	*4.1*	-50%	↘
Economic Indicators	GVA	13.7	16.0	12.3	12.3	19.5	*16.8*	59%	↗
	Gross profit	5.2	6.1	5.6	3.9	9.1	*7.4*	135%	↗
	Net profit	2.1	2.4	0.1	-1.3	6.6	*3.3*	621%	↗
Capital value	Depreciated replacement value	64.7	62.4	69.3	72.8	65.3	*63.0*	-10%	↘
	Investments	5.0	3.4	4.4	15.5	11.1		-28%	↘
Profitability and development trends	Net profit margin (%)	7.9	7.2	0.2	-3.6	15.2	8.5	527%	↗
	development trend			Improved				416%	↗
	RoFTA (%)	3.6	5.9	1.4	-2.0	8.8	4.9	535%	↗
	development trend			Improved				295%	↗
	GVA per FTE (thousand €)	51.9	69.7	39.1	38.9	69.1	56.8	78%	↗
	development trend			Improved				38%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.7.2 Finnish main economic performance trends 2008-2013*:*

Top left – income structure; top right – cost structure; bottom left –economic performance indicators; bottom right– performance indicators as a % of revenue (landings income + other income) (projections figures for 2013).

Fleet Segment Level Economic performance

The Finnish fleet operates exclusively in the Baltic Sea and is based on two main fisheries: pelagic trawlers and small scale fleet. Pelagic trawlers are divided into three size groups. The small scale fleet is highly diversified with a range of vessel types targeting species in the coastal waters along Finnish coastline (Table 5.7.3). All fleet segments were making profits in 2012.

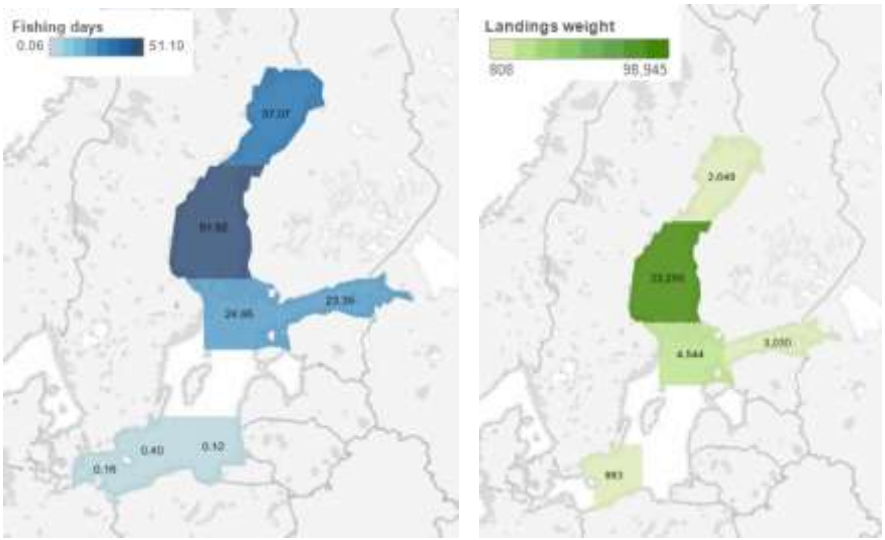


Figure 5.7.3 Finnish effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Figure 5.7.3 provides a spatial distribution of effort and landings by the Finnish fleet in 2012.

Passive gears 0-10m and 10-12 – The coastal small scale fleet is the biggest Finnish fleet segment with 1,834 vessels. The small scale fleet consists of diversified vessels targeting mainly freshwater fish species; European whitefish, pike-perch and perch. In 2012, the total value of landings of **small-scale fishery** (including 10-12m vessels) was €11.8 million making a significant positive gross value added of €8.1 million. Increased landing value with in general reduction in costs made the segment profitable.

The coastal fleet is highly seasonal, and there is also a high variation in the activity of the vessels; the 500 most active fishing units make up around 90% of the total landings. The average vessel landings value is only €5,000 while the average landing value of the 500 most active vessels has an average landing value of €17,000. Evidently the economic performance of the most active part of the segment is quite different than that of all vessels. The implication of this is reflected when comparing segments 0-10m and 10-12. Longer vessels are more active and have a higher average size and are making net profit double as high as the 0-10 segment. The economic performance of small scale segment as whole improved from 2011 and the profitability turned positive (Table 5.7.3; Table 5.7.4; Table 5.7.5).

Pelagic trawlers 24-40m – This fleet are economically the most important fleet. The fleet targets Baltic herring and sprat in the Baltic Sea. In 2012 these 20 vessels accounted for more than half of the total value landed by the Finnish fleet and employed 76 FTE. On average these vessels landing income are around one million euro, employing 3.5 FTEs. The fleet segment made profits of €3.3 million with a reasonable met profit margin of 14%.

Pelagic trawlers 18-24m – This fleet segment consists of 13 vessels. They also target Baltic herring and sprat. The average vessel landings value were €249,000, second highest in the Finnish fleet and average on-board employment is 1.5 FTE. The segment had a remarkable profitability with 35% net profit margin making profits of €1.1 million.

Pelagic trawlers 12-18m – This is the smallest pelagic trawler segment in terms of individual vessel size and consists of 24 vessels. The average vessel landings value was significantly lower than that of the bigger vessels, only €78,000. An average vessel employed less than one FTE. However, the segment was making profits resulting in a 7% net profit margin.

Assessment and future trends

Baltic herring stocks are currently exceptionally strong especially in the most important fishing grounds in Botnian Bay. Catches of herring have been increasing and 2013 catches were at record high. The market situation has also been favourable with high demand in the fishmeal industry due to the cuts in sandeel quotas. Therefore the economic performance of the pelagic trawlers has been strong. However the Russian markets are important for the pelagic fish and uncertainty in there may turn down the positive development of the pelagic segment.

Increased seal populations have strongly influenced the Finnish coastal fishery for several years. Many fishermen have had to stop fishing in traditional grounds. There has been a subsidy scheme in place under EFF to support fishermen to continue fishing elsewhere. There has also been an EFF pilot project to subsidise intensive fishing for low value fish (mostly cyprinid fish) to remove nutrients from the water system. This has contributed to a new method of fishing and created new markets for non-commercial species.

Data issues

Capacity, logbook and landings data are derived from sources which are covered by different legislations. All these data are available exhaustively. The bigger vessels are covered by log-books and smaller vessels are covered by the coastal fishing report.

Economic data collection is based on a hierarchical multi-stage survey that combines information from different data sources. The main sources were the central control register on commercial fishery (includes landing data, vessel register, first hand sales of quota species), the financial database in Statistic Finland (SF) and the account survey. Starting in 2009, new account data became available for the coastal fishermen collected by Ministry of Agriculture and Forestry in connection to seal damage compensation applications.

Due to the good coverage of the data collection and an efficient estimation method the achieved precision of the economic variables are satisfactory. However there is a break in the time series in number of active vessels in small scale fishing in 2012 when the recording of active vessels was re-specified. This increased the active number of vessels in the fleet.

Table 5.7.3 Finnish national fleet structure, activity and production trends by operational scale: 2008-2013.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Structure	No. Vessels (#)	1,486	1,465	1,559	1,589	1,890	1,835	19% ↗	67	66	60	60	62	*60*	3% ↗
	Vessel tonnage (thousand GT)	4.1	3.8	4.1	4.2	4.3	4.3	3% ↗	7.1	7.5	7.6	9.2	8.6	*8.4*	-7% ↘
	Vessel power (thousand kW)	71.9	68.8	74.9	75.8	84.6	84.2	12% ↗	27.2	27.7	27.1	31.3	30.3	*29.0*	-3% ↘
Employment	Total employed (#)	1,486	1,465	1,560	1,589	1,878	1,831	18% ↗	127	144	143	133	138	*146*	4% ↗
	FTE (#)	178	135	220	208	173		-17% ↘	86	94	93	108	109		1% ↔
	Average wage per employed (thousand €)	2.4	3.2	2.3	2.4	2.8	2	17% ↗	39.3	35.8	22.0	34.6	36.8	*34.4*	6% ↗
	Average wage per FTE (thousand €)	19.6	34.6	16.1	18.3	30.4	19	67% ↗	59.2	54.6	33.8	42.7	46.6	*44.6*	9% ↗
Fishing Effort	Days at sea (thousand days)	124.0	138.0	145.1	142.8	131.6	134	-8% ↘	5.6	5.0	4.6	5.4	6.0	*5.9*	11% ↗
	Fishing days (thousand days)	123.9	137.8	144.8	142.5	131.2	134	-8% ↘	4.8	4.6	4.1	4.8	5.5	*5.4*	14% ↗
	Energy consumption (milion litres)	1.7	2.6	2.3	2.0	1.6		-20% ↘	6.9	10.9	11.3	12.1	12.4		3% ↗
	Energy consumption per landed tonne (l/T)	206	278	230	202	124		-39% ↘	67	101	101	111	104		-6% ↘
Output	Landings weight (thousand tonnes)	8.4	9.4	10.2	10.1	13.1	12.8	30% ↗	103.1	108.1	111.9	109.6	119.8	*125.4*	9% ↗
	Landings value (million €)	7.4	8.2	9.0	10.7	10.4	9.8	-3% ↘	15.8	15.6	17.6	21.8	25.3	*25.2*	16% ↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Table 5.7.4 Economic performance of the Finnish national fishing fleet by operational scale: 2008-2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Income	Landings income	9.3	11.9	10.3	10.4	11.9	9.7	14% ↗	15.3	15.5	16.8	22.6	26.8	25.2	18% ↗
	Other income	2.0	4.6	2.0	1.6	2.6	*2.1*	59% ↗	0.2	0.5	1.1	0.9	2.0	*1.5*	130% ↗
Costs	Labour costs	3.5	4.7	3.5	3.8	5.3	*4.2*	39% ↗	5.0	5.2	3.1	4.6	5.1	*5.0*	10% ↗
	Energy costs	1.2	1.5	1.4	1.7	1.5	*1.4*	-11% ↘	4.2	4.4	6.2	8.6	9.5	*9.4*	10% ↗
	Repair costs	1.7	2.9	2.1	2.0	1.7	*1.7*	-15% ↘	2.0	2.0	2.0	2.8	3.1	*3.2*	11% ↗
	Other variable costs	0.4	1.0	1.1	1.3	1.0	*1.1*	-21% ↘	0.5	0.5	1.2	1.6	1.8	*1.9*	10% ↗
	Non-variable costs	1.6	2.8	2.2	2.6	2.1	*2.0*	-19% ↘	1.4	1.4	1.9	2.6	3.0	*3.1*	12% ↗
	Capital costs	1.3	1.7	1.7	1.5	1.1	*1.5*	-25% ↘	1.7	1.7	3.6	3.7	1.7	*3.2*	-55% ↘
Economic Indicators	GVA	6.3	8.3	5.6	4.5	8.1	*5.5*	79% ↗	7.5	7.7	6.7	7.8	11.4	*9.1*	47% ↗
	Gross profit	2.8	3.6	2.0	0.7	2.8	*1.4*	289% ↗	2.5	2.5	3.5	3.2	6.3	*4.1*	100% ↗
	Net profit	1.4	2.0	0.4	-0.8	1.7	*-0.2*	316% ↗	0.8	0.8	0.0	-0.5	4.6	*0.9*	972% ↗
Capital value	Depreciated replacement value	18.4	17.3	18.7	19.4	19.3	*18.7*	0% ↔	25.5	22.7	28.7	33.6	28.5	*29.7*	-15% ↘
	Investments	4.6	2.0	3.5	9.3	5.2		-44% ↘	0.4	1.5	0.9	6.2	5.9		-5% ↘
Profitability and development trends	Net profit margin (%)	12.6	12.1	3.1	-6.5	11.9	-1.4	283% ↗	4.9	5.2	-0.1	-2.3	16.1	3.4	805% ↗
	development trend			Improved				124% ↗			Improved				737% ↗
	RoFTA (%)	7.7	11.5	2.0	-4.0	8.9	-0.9	320% ↗	3.0	3.6	-0.1	-1.6	16.4	3.1	1130% ↗
	development trend			Improved				106% ↗			Improved				1218% ↗
	GVA per FTE (thousand €)	35.1	61.5	25.3	21.8	46.9	25.2	115% ↗	86.7	81.4	71.8	71.8	104.3	80.6	45% ↗
	development trend			Improved				30% ↗			Improved				34% ↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Table 5.7.5 Main socio-economic performance indicators by fleet segment in the Finnish national fishing fleet in 2011.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
FINAREA27DFNVL1218	5	-17%			179	-37%	48	14%	113	-30%	40	-43%													
FINAREA27PGVL0010°	1834	18%	159	-21%	129612	-9%	1319	-28%	9559	-7%	10078	24%	6906	64%	43.4	108%	2254	218%	1268	300%	10	282%	High	72%	Improved
FINAREA27PGVL1012	56	37%	14	100%	1998	142%	307	47%	848	94%	3051	57%	1201	266%	85.8	83%	586	2691%	447	397%	21	221%	High	507%	Improved
FINAREA27TMVL1218	24	14%	15	0%	1314	12%	317	-6%	1873	15%	8091	25%	969	18%	64.6	18%	363	17%	155	34%	7	14%	Reasonable	180%	Improved
FINAREA27TMVL1824°	13	8%	18	0%	1128	5%	523	20%	3230	20%	15633	5%	2323	67%	129.1	67%	1188	132%	1143	265%	35	137%	High	170%	Improved
FINAREA27TMVL2440	20	-5%	76	3%	3362	18%	11551	2%	20047	16%	96025	9%	8081	50%	106.3	46%	4740	114%	3322	418%	14	363%	High	3490%	Improved

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

5.8 FRANCE[1]

Fleet Structure, Fishing Activity and Production

In 2012 the French fishing fleet consisted of 5,830 registered active vessels, with a combined gross tonnage of 157 thousand GT, a total power of 864 thousand kW and an average age of 22 years. The size of the French fishing fleet decreased between 2008 and 2012, with the number of vessels decreasing by 12% (or 775 vessels) and GT and kW decreasing by 16% and 10% respectively. The major factor causing the fleet to decrease in size is vessel decommissioning, entry barriers and natural wastage due to age.

The number of active fishing vessels less than 12m in 2012 was 4,899 with on-board employment of 4,695 jobs. Active less than 12m vessels represented 84% of the number of vessels and 49% of total jobs in the French fishing fleet in 2012. Among vessels less than 12m, 86% used passive gears in 2012 (corresponding to the definition of "small-scale fleet" according to the European Commission). Vessels less than 12 meters using active gears included mainly demersal trawlers, dredgers, polyvalent vessels and some purse seiners (in the Mediterranean area and overseas territories). The small-scale fleet represented 72% of the national fleet in terms of active vessel numbers (4,209 vessels), 48% in terms of engine power (410 thousand kW) and 9,7% in terms of GT (15 thousand GT) (Table 5.8.3).

On 1st January 2012, the French fishing fleet consisted of 7,144 vessels (including non-active vessels) with a total power of 999 thousand kW. Vessel distribution was as follows: (a) 4,556 vessels in Metropolitan France; 3,070 in the Atlantic area, including vessels less than 12 meters as netters, trawlers, vessels using pots, vessels using hooks, dredgers and polyvalent vessels; vessels more than 12 meters were mainly trawlers, netters and dredgers; (b) 1,486 in the Mediterranean area, mainly small scale fleet (around 90%) including netters and polyvalent vessels; vessels more than 12 meters were trawlers and purse seiners and (c) 2,588 vessels in overseas territories (French West Indies: Martinique & Guadeloupe, French Guiana and Reunion), mainly (more than 90%) small scale fleets as polyvalent vessels, vessels using hooks or pots, netters, some purse seiners less than 12 meters, and some vessels more than 12 meters as demersal trawlers, tropical purse seiners targeting tuna in South Atlantic and Ocean India and vessels using hooks (Reunion).

Table 5.8.1 French national fleet structure, activity and production trends: 2008-2013.
Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

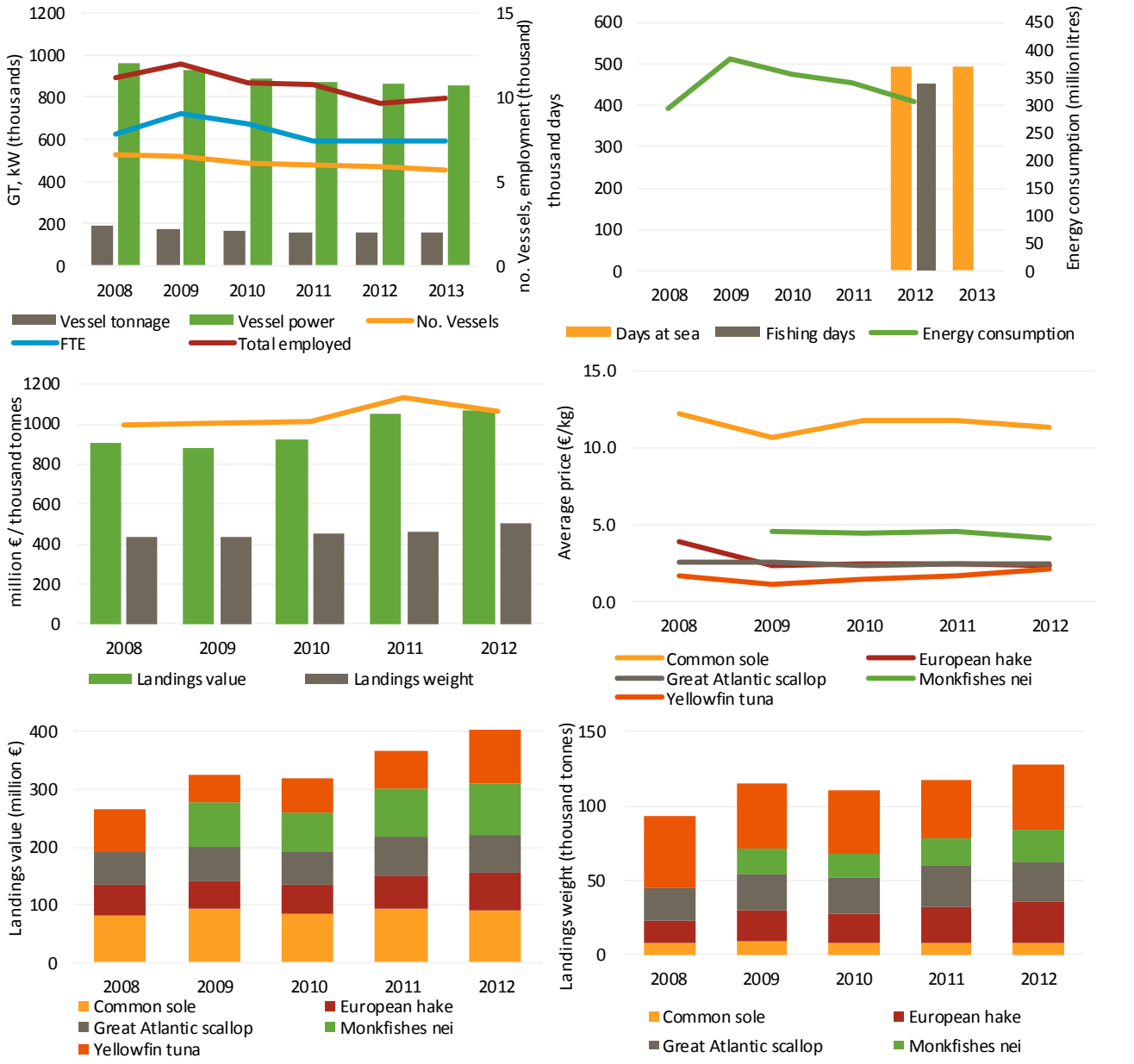
	Variable	NATIONAL FLEET						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Structure	Total No. Vessels (#)	6,605	6,475	6,100	6,003	5,830	*5,707*	-3%	↘
	No. of Inactive vessels (#)								
	Average vessel age (year)	20	21	21	21	22	*23*	4%	↗
	Vessel tonnage (thousand GT)	188	176	164	157	157	*154*	0%	↔
	Vessel power (thousand kW)	958	929	885	875	864	*855*	-1%	↘
	No. of Enterprises (#)	4,166	5,093	5,185	5,059	4,993	*4,956*	-1%	↘
Employment	Total employed (#)	11,140	11,960	10,872	10,713	9,678	*9,948*	-10%	↘
	FTE (#)	7,841	9,058	8,403	7,447	7,375	*7,391*	-1%	↔
	Average wage per employed (thousand €)	35	34	36	38	39		2%	↗
	Average wage per FTE (thousand €)	50	45	46	55	51		-7%	↘
Fishing Effort	Days at sea (thousand days)					495	*495*		
	Fishing days (thousand days)					452			
	Energy consumption (milion litres)	295	384	357	342	306		-10%	↘
	Energy consumption per landed tonne (l/T)	679	889	798	737	606		-18%	↘
Output	Landings weight (thousand tonnes)	434	431	447	464	505		9%	↗
	Landings value (million €)	904	876	924	1,051	1,068		2%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

[1] This National Chapter is built on data that has been judged as questionable in terms of coverage.

In 2012, the number of fishing enterprises in the French fleet totalled 4,993, with the vast majority (88%), owning a single vessel. Only 12% of the enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 9,678 jobs, corresponding to 7,375 FTEs. The level of employment decreased between 2009 and 2012, with total employed decreasing by 19% (2282 jobs) and FTEs decreasing by 18,5% (1683 FTE) over the period (Table 5.8.1; Figure 5.8.1). The major factor causing employment to decrease was the decrease in vessels numbers. The small-scale fleet represented 32% of national fleet in terms of FTEs (2,378 FTEs) in 2012.

In 2012 the French fleet spent a total of around 495 thousand days at sea; 46% of those were attributable to the small-scale fleet (which represented 72% of active vessels). The quantity of fuel consumed in 2012 totalled around 306 million litres, a decrease of around 11% from 2011, 20% from 2009. The major factors causing the decrease in fuel consumption included the decrease in vessel numbers and the increase in fuel price. The average consumption of fuel by vessel decreased of 11% from 2009 (Figure 5.8.1).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.8.1 French fleet: main trends 2008-2012/13

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The small-scale fleet consumed 25 million litres of fuel in 2012, representing 8% of total fuel consumption. The average consumption of fuel by vessel decreased of 17% from 2009 for SSCF.

The total weight of seafood landed by the French fleet in 2012 was 506 thousand tonnes, with a landed value of €1,071 million. The total weight landed increased between 2011 and 2012 (9%) while the value remained relatively stable (2%) showing that the prices in 2012 were globally not as high as in 2011. Indeed, between 2010 and 2011 the landings increased by 14% in value and only 4% in weight thanks to a global price increase in 2011.

In 2012, 'albacore tuna' generated the highest landed value by the national fleet (€93 million), followed by 'monkfish' (€91 million), then 'sole' (€90 million), and then 'European hake' and 'scallops' (€66 million each). In terms of landings weight, between 2011 and 2012, weight of landings of 'albacore tuna' (44 thousand tonnes), 'European hake' (28 thousand tonnes) and 'monkfish' (22 thousand tonnes) increased by 13%, 18% and 19%, while landings weight of 'scallops' (27 thousand tonnes) and 'sole' (8 thousand tonnes) decreased slightly.

The prices obtained for these key species decreased between 2011 and 2012 from 5% to 10% excepted 'scallops' price which remained stable and 'albacore tuna' price which increased for 22%. Among those 5 species, 'sole' achieved the highest average price per kilo in 2011 (€11.30 per kg), followed by 'monkfishes' (€4.12 per kg) (Figure 5.8.1).

The total weight landed by the French small-scale fleet in 2012 was 73 thousand tonnes of seafood with a landed value of €183 million. That represented 14% of the total weight and 17% of the total value of the national fleet. In terms of species, 'sole' generated the highest landed value by the small-scale fleet (€33 million), followed by 'bass' (€24 million), 'whelk' (€18 million). In terms of landed weight, in 2012 'seaweeds' and 'whelk' generated the highest landings with 27 and 11 thousand tonnes, respectively, which together represented 53% of total weight landed by French small-scale fleet.

National Fleet Economic performance

The total amount of income generated by the French national fleet in 2012 was €1,080 million. This consisted of €1,065 million in landings value and €15 million in non-fishing income. Income generated by the French fleet decreased 6% between 2011 and 2012. Total operating costs incurred by the French national fleet in 2011 equated to €925 million, amounting to 85% of total income. Crew cost and fuel cost, the two major fishing expenses, were €378 and €222 million respectively, see Table 5.8.2 and Figure 5.8.2. Between 2011 and 2012, total operating costs decreased 5% while fuel costs increased 4% which amounted to almost 20% of total income in 2012.

The landings income generated by the French small-scale fleet in 2012 was €209 million, around 20% of national landings income. It decreased 15% between 2011 and 2012. Total operating costs incurred by the French small-scale fleet in 2012 equated to €172 million, amounting to 82% of the total income of the small-scale fleet, representing 19% of total operating costs at national level. Between 2011 and 2012, total operating costs globally decreased 14%. The fuel cost for the French small-scale fleet was €19 million and represented only 8% of national fuel cost. Fuel cost represented 9% of total income by the small-scale fleet in 2012 and decreased around 8% between 2011 and 2012 while it increased 4% for the national fleet.

In terms of economic performance, the total amount of Gross Value Added (GVA) and gross profit generated by the French national fleet in 2012 were €532 million and €155 million, respectively. Gross Value Added (GVA) and gross profit decreased 10% and 15% respectively between 2011 and 2012. The major factor causing the degradation in economic performance was a bigger decrease for income (due to prices) than for operating costs.

For the small-scale fleet, the amount of Gross Value Added (GVA) and gross profit generated in 2012 were €133 million and €39 million respectively, amounting to 25% of the national total. Economic indicators also degraded for the small-scale fleet between 2011 and 2012.

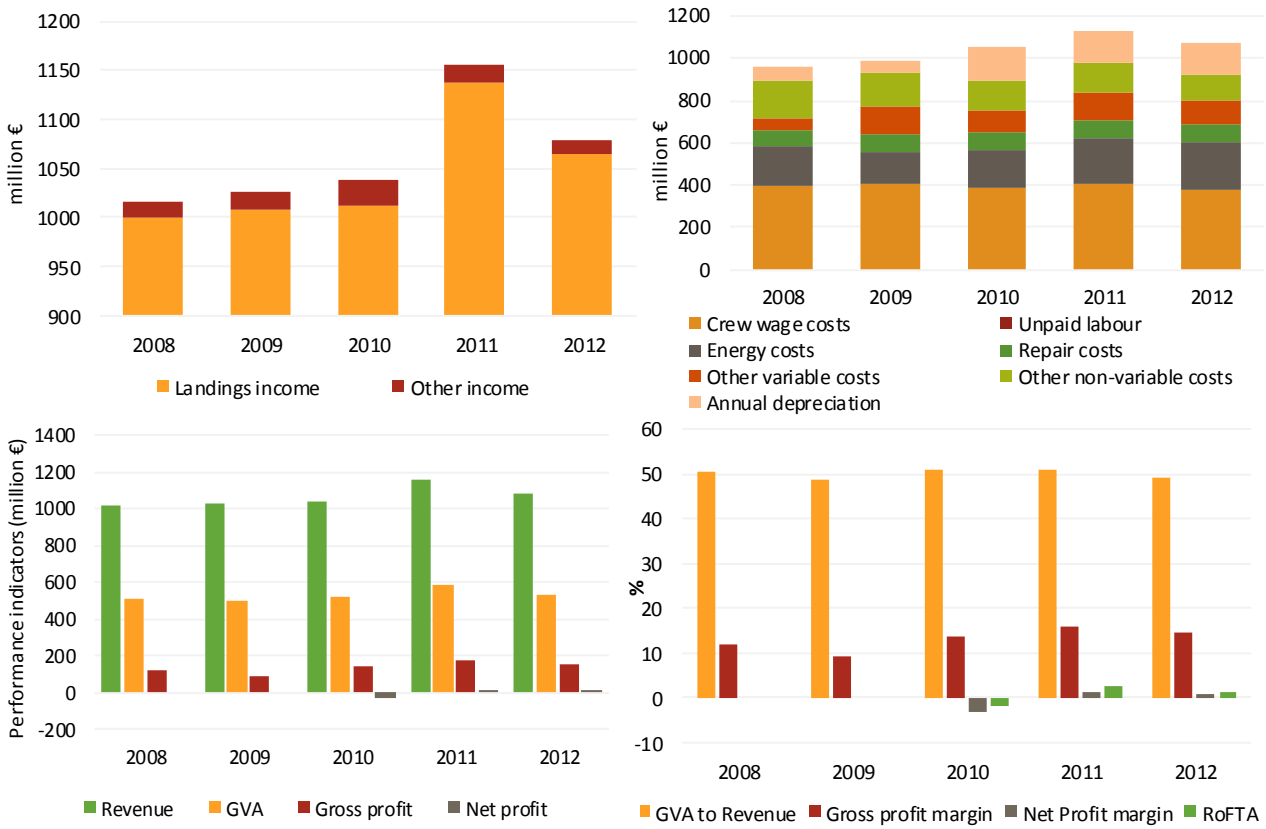
Table 5.8.2 French national fishing fleet economic performance in 2008-2012.

Development trend based on %Δ net profit margin 2011 to average net profit margin 2008-2010. Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	%Δ 2012-11
Income	Landings income	999.7	1,007.6	1,011.4	1,136.9	1,064.5	-6% ↘
	Other income	15.7	18.3	27.1	19.5	15.2	-22% ↘
Costs	Labour costs	392.9	403.1	386.2	409.5	377.5	-8% ↘
	Energy costs	191.4	154.6	179.7	212.5	221.5	4% ↗
	Repair costs	71.2	85.6	80.6	87.9	85.2	-3% ↘
	Other variable costs	56.2	132.6	104.2	125.5	115.7	-8% ↘
	Other non-variable costs	182.6	155.0	147.1	139.6	125.0	-10% ↘
	Capital costs	68.0	61.1	174.0	167.3	147.6	-12% ↘
Economic Indicators	GVA	514.0	498.0	527.0	590.8	532.3	-10% ↘
	Gross profit	121.1	94.9	140.8	181.2	154.8	-15% ↘
	Net profit			-33.2	13.9	7.3	-48% ↘
Capital value	Depreciated replacement value			1,038.1	1,014.5	863.4	-15% ↘
	Investments			106.4	73.2	59.2	-19% ↘
Profitability and development trends	Net profit margin (%)			-3.2	1.2	0.7	-44% ↘
	development trend			Improved			167% ↗
	RoFTA (%)			-1.8	2.4	1.2	-50% ↘
	development trend			Improved			314% ↗
	GVA per FTE (thousand €)	65.6	55.0	62.7	79.3	72.2	-9% ↘
	development trend			Improved			10% ↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Note: capital costs for 2008 and 2009 excludes opportunity costs of capital



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.8.2 French fleet main economic performance trends 2008-2012.

Top left – income structure; top right – cost structure; bottom left – cost items as a percentage of income (fishing income and other income); bottom right – economic performance indicators (projected figures for 2012).

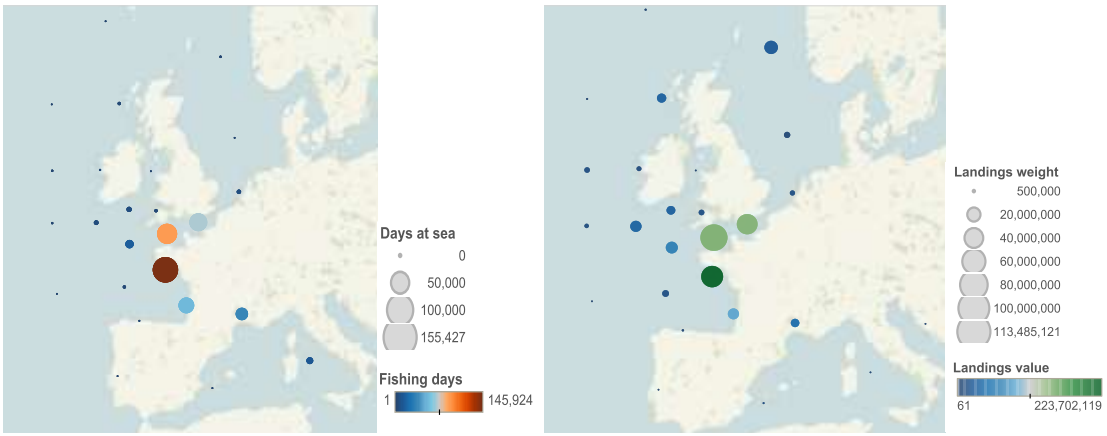


Figure 5.8.3 FRA effort (days-at-sea and fishing days) and landings (weight and value) by FAO fishing area, 2012.

Colour shows fishing days and landings in value (€) and size shows days-at-sea and landings in weight (kg). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Fleet Segment Level Economic performance

The French fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the North East Atlantic, but also in the Mediterranean and in more distant fisheries. Indeed, the national fleet consisted of 100 (DCF) fleet segments in 2012 (DCF gear*length class). 1,132 vessels were inactive that year.

Table 5.8.5 contains a breakdown of key performance indicators for the fleet segments active in 2012. A short description of the 5 most important segments in terms of total landings value is provided below.

Drift and fixed nets 10-12m – 193 vessels make up this segment which operates predominantly in the North East Atlantic (excluding overseas). The fleet targets a variety of species but in particular common sole, anglerfish and European sea bass (respectively 48.4%, 9.0% and 5.3% of the total value of landings of this fleet segment). In 2012, total income from landings was almost €55 million (landings and other income) and around 461 FTEs were employed in this fleet segment, contributing to 5.1% and 6.3% of the total income from landings generated and FTEs in the national fishing fleet, respectively. This fleet segment produced a gross profit of around €8.8 million in 2012, decreasing by 18% between 2011 and 2012. Total of operating costs represents 84% of income generated by this fleet segment in 2012. Analysis of the net profit is not performed because the recommended method used to assess the economic depreciation (indicator used in the calculation of net profit) did not give consistent results in 2012.

Drift and fixed nets 12-18m – 86 vessels make up this segment (73 in the North East Atlantic and 13 in the Mediterranean excluding overseas). The fleet targets a variety of species but in particular common sole (44% and 35% of the total values of landings of this fleet segment respectively in the North East Atlantic and the Mediterranean Sea), anglerfish, turbot and European sea bass. In 2012, total landings value was almost €38 million and around 298 FTEs were employed in this fleet segment, contributing to 3.5% and 4.0% of the total income from landings generated and FTEs in the national fishing fleet, respectively. The North East Atlantic fleet generated a gross profit of around €5.3 million in 2012, and remained relatively stable between 2011 and 2012. Total of operating costs represents 85% of income generated by this fleet segment in 2012. Analysis of the net profit is not performed because the recommended method used to assess the economic depreciation (indicator used in the calculation of net profit) did not give consistent results in 2012.

Demersal trawl / seine 12-18m – 187 vessels make up this segment and they are all based in the North East Atlantic. These vessels target a variety of species; the top three in terms of value landed in 2012 were Norway lobster, anglerfish and sole (respectively 26%, 10% and 10% of the total values of landings of this fleet segment). Total value of landings was almost €82 million and 545 jobs were supported by this segment in 2012, accounting for 7.6% and 7.4% of the national fleet income and national fleet FTEs respectively. This fleet segment generated a gross profit of around €9.2 million in 2012, decreasing by 16% between 2011 and 2012. Total of operating costs represents 89% of income generated by this fleet segment in 2012. Analysis of the net profit is not performed because the recommended method used to assess the economic depreciation (indicator used in the calculation of net profit) did not give consistent results in 2012.

Demersal trawl / seine 18-24m – 202 vessels made up this segment in 2012. 77% of the vessels in this segment operate in the Atlantic, North Sea and the Channel, 14% of the vessels operate in the Mediterranean Sea and 9% in French Guyana (no data available for this supra region). Depending on the supra region, vessels have different fishing activities in terms of target species or number of days at sea. The vessels operating in the Atlantic, North Sea and the Channel target a variety of species, such as anglerfish (22% of the total values of landings of this fleet segment), squids, cod and Common cuttlefish. In the Mediterranean Sea the vessels target hake (17% of the total values of landings of this fleet segment), squids and common octopus. In 2012 turnover decreased by 13% and 15% respectively on the Atlantic area and in the Mediterranean Sea. This fleet segment produced a gross profit down of around €6.8 million in the Atlantic area and €0.7 million in the Mediterranean in 2012. Total of operating costs represents respectively 95% and 94% of income generated by this fleet segment in 2012, on the Atlantic area and in the Mediterranean Sea. Analysis of the net profit is not performed because the recommended method used to assess the economic depreciation (indicator used in the calculation of net profit) did not give consistent results in 2012.

Dredgers 12-18m – 90 vessels made up this segment in 2012 which operates exclusively in the North Atlantic. The fleet mainly targets great Atlantic scallop (67% of the total values of landings of this fleet segment in 2012) but also a variety of species as sole, mussel, cuttlefish and warty venus. In 2012, total income from landings was around €38 million, remaining stable in 2012, and around 293 FTEs were employed in this fleet segment, accounting for 3.6% and 4.0% of national fleet and national FTEs respectively. This fleet segment generated gross profit of around €4.3 million in 2012. Total of operating costs represents 89% of income generated by this fleet segment in 2012. Analysis of the net profit is not performed because the recommended method used to assess the economic depreciation (indicator used in the calculation of net profit) did not give consistent results in 2012.

Assessment and Future Trends

In terms of economic activity, 2012 remained broadly stable – with a slight decrease of 6% - compared to 2011 in terms of landed value. Economic performance differs nevertheless significantly between fleet segments and supra regions.

In the Atlantic area, situations are different depending ports, fishing gear used and target species. Weigth of landings were generally correct in 2012, however resulting in a reduction in average prices for some of species (monkfish, hake, etc.). French fishing sector is trying to find solution to increase the average fish prices paid to fishermen.

Economic situation in the Mediterranean Sea, which was particularly worrying in 2011, remains fragile due to the lack of abundance of pelagic species in 2012 (anchovy, pilchard). Year 2012 was also the last year of "European payback" from the French purse seiners. Thereby, quotas 2013 of bluefin tuna for Mediterranean seiners have returned to normal levels in 2013 (2471 tons).

At the same time, fuel prices remained high in 2012, and had a direct negative impact on vessel profitability, especially for demersal, pelagic trawlers and dredgers. Investment in new fuel-efficient vessels, less fuel intensive fishing techniques (e.g. Danish seine) can become solutions to maintain profitability for the vessels.

More generally, fleet adaptation (by improving the selectivity of fishing gear) is particularly important during this intense regulatory period (i.e. moving toward MSY, discards bans, etc.). This adaptation of vessels (in terms of innovation) will be essential to ensure the economic sustainability of the fishing fleet.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

For the first time, a method of probability sampling has been applied: vessels have been selected by systematic random sampling, the fleet having been classified, inside each segment, by size and maritime quartier, to assure a good representativeness of the overall diversity of the French fleet.

Not all data have been collected because of total or partial non responses: a statistical method has been used for the first time to know the criteria (explanatory variables) that could explain the response rate and then to increase the weight of vessels for which data have been collected.

In a very limited number of cases, cluster names are identical for two different years however the composition of the cluster is different. Care should be taken when making comparisons, even when the name cluster is identical. This problem will be corrected in the following years, the idea being to retain the same clusters (name and composition) for each year requested under the data call. The 18 over 40m purse seine vessels operating in other fishing regions are based and registered in a French metropolitan port but they operate in the Indian ocean. Only data for French hooks 12-18m and 18-24m in the Indian Ocean is available for 2012. The existing small-scale fleet definition could be extended in the French case to include all vessels less than 12 meters even if they use active gears as trawls, dredges or various active gears because they concern small vessels fishing in coastal areas with trips during less than 24 hours (646 French vessels are concerned in North Atlantic and 39 vessels in Mediterranean Sea in 2012). The capital value and depreciation parameters have been calculated with the recommended method. The implementation of this method needs improvements so data should be used with caution.

Table 5.8.3 French national fleet structure, activity and production trends by operational scale: 2008-2013.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet					%Δ	Large scale fleet					%Δ	Distant water & othermost region					%Δ
		2008	2009	2010	2011	2012	2012-11	2008	2009	2010	2011	2012	2012-11	2008	2009	2010	2011	2012	2012-11
Structure	No. Vessels (#)	4,589	4,629	4,244	4,306	4,209	-2% ↘	*2,011*	1,826	1,835	1,680	1,603	-5% ↘	5	*20*	21	17	18	6% ↗
	Vessel tonnage (thousand GT)	16.1	16.2	15.0	15.5	15.3	-1% ↘	*168.9*	126.5	118.3	113.3	109.2	-4% ↘	3.2	*33.6*	31	28	33	16% ↗
	Vessel power (thousand kW)	405.8	418.0	398.3	414.9	410.9	-1% ↔	*547.9*	453.6	433.9	410.2	397.5	-3% ↘	4.6	*57.8*	53	49	55	12% ↗
Employment	Total employed (#)	4,307	4,270	3,828	3,973	3,525	-11% ↘	*6,833*	7,201	6,628	6,302	5,740	-9% ↘		*488*	415	438	413	-6% ↘
	FTE (#)	2,931	3,015	2,743	2,647	2,378	-10% ↘	*4,910*	5,555	5,245	4,362	4,646	7% ↗		*488*	415	438	351	-20% ↘
	Average wage per employed (thousand €)	27.1	26.2	27.8	28.0	26.6	-5% ↘	*38*	36.6	38.0	41.1	42.3	3% ↗		*56*	66	81	99	21% ↗
	Average wage per FTE (thousand €)	39.8	37.1	38.8	42.0	39.4	-6% ↘	*52*	47.1	47.8	58.8	52.3	-11% ↘		*56*	66	81	116	43% ↗
Fishing Effort	Days at sea (thousand days)			217.4	221.8	226.1	2% ↗			282.9	270.1	268.6	-1% ↔			5			
	Fishing days (thousand days)			213.6	218.8	222.5	2% ↗			243.8	235.8	229.5	-3% ↘			4			
	Energy consumption (milion litres)	29.1	33.3	30.8	30.8	25.1	-18% ↘	*266*	297.3	278.2	263.5	235.0	-11% ↘		*52.9*	48	47	46	-3% ↘
	Energy consumption per landed tonne (l/T)	840	623	618	481	348	-28% ↘	*1,032*	1,067	913	846	675	-20% ↘		*561*	565	577	586	2% ↗
Output	Landings weight (thousand tonnes)	26.9	54.1	50.5	64.0	72.6	14% ↗	*316.1*	282.5	309.6	314.3	354.2	13% ↗		*94.2*	85	82	79	-4% ↘
	Landings value (million €)	110.4	178.3	155.2	189.1	181.4	-4% ↘	*666.6*	613.4	666.9	733.8	729.6	-1% ↔		*83.6*	96	114	148	30% ↗

Table 5.8.4 Economic performance of the French national fishing fleet by operational scale: 2008-2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet					%Δ 2012-11		Large scale fleet					%Δ 2012-11		Distant water & othermost region					%Δ 2012-11	
		2008	2009	2010	2011	2012			2008	2009	2010	2011	2012			2008	2009	2010	2011	2012		
Income	Landings income	232.6	232.1	225.6	247.4	209.5	-15%	↘	708.0	691.9	696.2	767.7	705.1	-8%	↘		83.6	90	122	150	23%	↗
	Other income	3.4	7.7	13.6	5.6	1.5	-73%	↘	*12.3*	10.5	13.5	13.8	13.7	-1%	↔							
Costs	Labour costs	116.7	111.9	106.5	111.1	93.8	-16%	↘	*254.6*	263.9	252.1	262.8	242.9	-8%	↘		*27.3*	28	36	41	14%	↗
	Energy costs	18.9	14.7	16.4	20.4	18.7	-8%	↘	*160.5*	119.0	141.1	163.7	171.2	5%	↗		*21.0*	22	28	32	11%	↗
	Repair costs	12.2	12.5	12.4	12.1	10.5	-13%	↘	*52.0*	55.3	53.5	57.3	51.8	-10%	↘		*17.8*	15	19	23	23%	↗
	Other variable costs	10.3	19.0	21.8	25.0	21.9	-12%	↘	*45.9*	87.4	79.4	98.4	89.1	-9%	↘		*26.2*	3	2	5	116%	↗
	Non-variable costs	42.4	34.0	32.7	32.4	27.0	-17%	↘	*130.6*	103.7	99.0	90.6	78.2	-14%	↘		*17.3*	15	17	20	19%	↗
	Capital costs	13.3	12.6	42.6	42.3	35.3	-17%	↘	*52.4*	47.7	131.4	125.0	112.3	-10%	↘							
Economic Indicators	GVA	152.2	159.7	155.8	163.2	132.9	-19%	↘	*331.3*	337.0	335.5	371.6	328.4	-12%	↘		*1.3*	34	56	71	27%	↗
	Gross profit	35.5	47.7	49.4	52.1	39.1	-25%	↘	*76.7*	73.1	83.4	108.8	85.5	-21%	↘		*-26.0*	7	20	30	48%	↗
	Net profit			7.0	9.3	3.8	-60%	↘			-54.2	-31.7	-37.2	-18%	↘							
Capital value	Depreciated replacement value			245.6	244.7	209.3	-14%	↘			792.5	769.8	654.1	-15%	↘							
	Investments			53.2	30.3	18.1	-40%	↘			53.1	42.9	41.1	-4%	↘							
Profitability and development trends	Net profit margin (%)			3.0	3.7	1.8	-52%	↘			-8.9	-4.7	-6.1	-30%	↘							
	development trend			Deteriorated			-46%	↘			Improved			10%	↗							
	RoFTA (%)			2.9	3.8	1.8	-53%	↘			-7.7	-4.7	-5.7	-22%	↘							
	development trend			Deteriorated			-46%	↘			Improved			7%	↗							
	GVA per FTE (thousand €)	51.9	53.0	56.8	61.7	55.9	-9%	↘	68.1	60.2	63.2	83.7	70.7	-16%	↘		2.7	83	128	202	58%	↗
	development trend			Stable			0%	↔			Stable			3%	↗				Improved		184%	↗

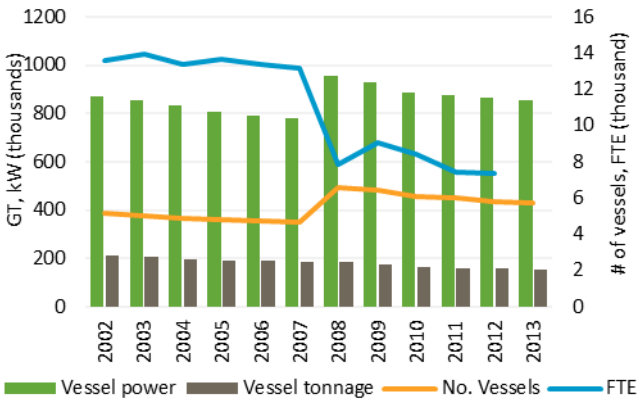
Table 5.8.5 Main socio-economic performance indicators by fleet segment in the French national fishing fleet in 2012

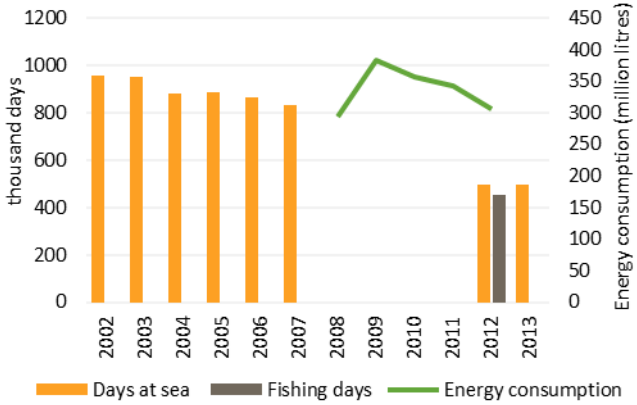
Development trend based on %Δ net profit margin 2011 to average net profit margin 2008-2010. Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

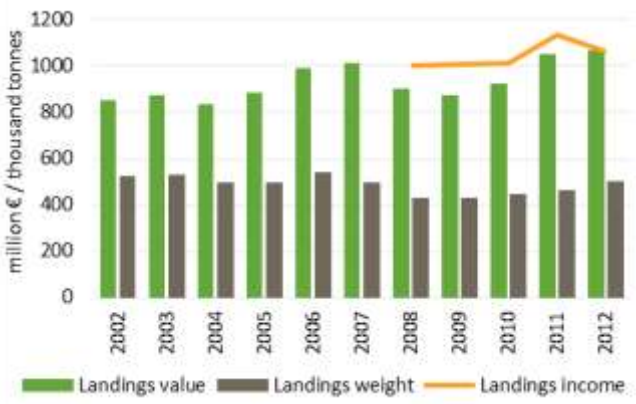
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2010-11)	Economic development trend
FRAAREA27DFNVL0010°	325	-2%	238	-20%	37081	-17%	2489	-22%	21285	3%	4421	5%	14359	-20%	60.2	1%	4369	-11%	303	210%	1	241%	Reasonable	134%	Improved
FRAAREA27DFNVL1012°	193	2%	461	6%	29139	-2%	6914	-4%	50779	3%	11132	9%	32222	-2%	69.9	-7%	8765	-18%	1260	-55%	2	-58%	Reasonable	-16%	Deteriorated
FRAAREA27DFNVL1218°	73	-6%	286	15%	15373	3%	4444	-15%	37953	-2%	7522	9%	20646	-5%	72.1	-18%	5315	-9%	-890	-2991%	-3	-3250%	Weak	-24%	Deteriorated
FRAAREA27DFNVL1824°	35		256		7955		5151		29090		7075		22836		89.1		5650		930		2		Reasonable	146%	Improved
FRAAREA27DFNVL2440	20	-17%	273	-1%	4577	-5%	6108	-29%	28712	2%	12391	3%	25113	20%	92.0	22%	10550	21%	2453	197%	6	163%	Reasonable		
FRAAREA27DFNVL40XX°	1		0		164				1323		315														
FRAAREA27DRBVL0010°	68	-14%	53	-19%	5163	-21%	532	-9%	4952	-22%	9187	10%	3694	-30%	70.3	-13%	1370	-32%	546	-19%	10	8%	Reasonable	68%	Improved
FRAAREA27DRBVL1012°	87		132		10613		3804		16693		11851		8809		66.7		2798		-555		-3		Weak	-13%	Deteriorated
FRAAREA27DRBVL1218	90		293		15762		12375		35160		16435		17711		60.5		4286		-3361		-9		Weak		
FRAAREA27DRBVL2440°	1				184				509		165														
FRAAREA27DTSVL0010	103	1%	96	21%	11207	-25%	2257	-29%	9270	7%	1990	17%	6018	-6%	62.8	-23%	1969	14%	569	827%	5	932%	Reasonable		
FRAAREA27DTSVL1012	180		323		29566		11034		38695		11785		18043		55.8		5283		-1393		-4		Weak		
FRAAREA27DTSVL1218	187	3%	545	35%	39310	2%	28291	-10%	81593	-5%	23036	6%	38278	-11%	70.3	-34%	9255	-16%	-6102	-82%	-7	-102%	Weak		
FRAAREA27DTSVL1824	155	0%	747	1%	38117	-3%	58272	-6%	145210	-5%	57456	-1%	42444	-28%	56.8	-28%	6784	-62%	-14876	-176%	-12	-212%	Weak		
FRAAREA27DTSVL2440	66	5%	376	39%	18726	11%	38694	-10%	97295	17%	41349	18%	27526	3%	73.2	-26%	5466	21%	-16628	-9%	-20	-3%	Weak		
FRAAREA27DTSVL40XX°	10	-9%	143	-32%	2463	-13%	15347	-18%	44880	17%	25934	26%	13748	-34%	96.3	-2%	2209	-67%							
FRAAREA27FPOVL0010°	287	-1%	287	-16%	34020	2%	2916	-10%	21954	-6%	7985	-1%	17708	-6%	61.7	12%	5538	-3%	2037	76%	7	98%	Reasonable	145%	Improved
FRAAREA27FPOVL1012°	57	-2%	114	-14%	10598	2%	1783	-23%	14019	-11%	6839	-26%	7100	-29%	62.3	-18%	1877	-38%	-518	-219%	-4	-255%	Weak	-745%	Deteriorated
FRAAREA27FPOVL1824	18		81		3463		1386		9897		4290		4826		60.0		1540		-343		-4		Weak		
FRAAREA27HOKVL0010	263	-2%	208	7%	32000	16%	2801	-31%	20564	-1%	3126	3%	13562	-19%	65.3	-24%	4413	6%	1089	593%	5	723%	Reasonable		
FRAAREA27HOKVL1012	45		101		7473		1480		10162		2588		6089		60.4		1929		52		1		Reasonable		
FRAAREA27HOKVL2440	10				2177				9160		4135														
FRAAREA27MGPVL0010°	17	6%	10	-26%	6171	34%	113	-72%	892	-50%	3468	5%	864	54%	90.2	109%	350	236%	141	176%	12	180%	High	766%	Improved
FRAAREA27MGPVL1012°	34	-11%	53	-11%	4967	-9%	1917	-23%	6817	-10%	13737	111%	3934	-36%	74.6	-29%	1599	-20%	297		4		Reasonable		
FRAAREA27MGPVL1218°	21	-32%	57	-30%	3874	-33%	2866	-33%	7907	-36%	2951	-47%	3353	-51%	58.9	-31%	1010	-53%	-716		-10		Weak		
FRAAREA27PGOVL0010	108	-9%	71	-42%	6886	3%	281	-28%	3308	-38%	3909	-45%	3499	-40%	48.9	4%	1135	-40%	-49	-125%	-1	-141%	Weak		
FRAAREA27PGPVL0010°	79	-11%	63	-38%	8363	-21%	578	-55%	4073	-22%	866	-21%	3072	-59%	49.1	-33%	891	-58%	-103	-114%	-2	-134%	Weak	-78%	Deteriorated
FRAAREA27PGPVL1012	6	-40%	9	-65%	900	-29%	105	-77%	1237	-46%	363	-22%	564	-69%	64.8	-11%	97	-83%							
FRAAREA27PMPVL0010°	78	30%	73	11%	8103	30%	546	-29%	5580	33%	2891	-5%	3507	-14%	47.8	-23%	860	-39%	-24	-105%	0	-106%	Weak	-108%	Deteriorated
FRAAREA27PMPVL1012°	62	-14%	122	-2%	10492	-6%	1809	-24%	12166	-32%	25634	101%	8019	-11%	65.7	-9%	2657	-10%	363	162%	3	187%	Reasonable	-6%	Deteriorated
FRAAREA27PMPVL1218°	9	0%	32	21%	1593	2%	702	2%	3776	29%	1346	34%	1593	-26%	50.5	-39%	319	-62%	-241		-8		Weak		

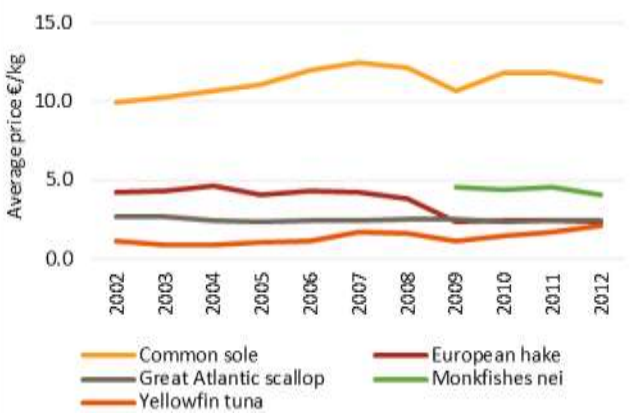
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2010-11)	Economic development trend
FRAAREA27PSVL1218	29	0%	144	14%	4223	-1%	1344	-24%	20039	4%	20255	-15%	14391	21%	99.8	6%	5048	54%	2874	226%	15	189%	High		
FRAAREA27TMVL1012°	4	-56%	11	32%	649	-56%	184	-52%	1615	-44%	578	-69%	741	-44%	70.3	-57%	233	-25%	105	294%	10	525%	Reasonable	568%	Improved
FRAAREA27TMVL1218°	11	-8%	50	72%	2386	-6%	2973	103%	8940	17%	4741	43%	4561	22%	91.3	-29%	1379	27%	427	5185%	5	4440%	Reasonable	421%	Improved
FRAAREA27TMVL1824°	26	-7%	119	189%	5754	-8%	10335	64%	26908	-4%	12776	4%	11518	10%	97.1	-62%	2720	-8%	-589	43%	-2	48%	Weak	72%	Improved
FRAAREA27TMVL40XX°	3	0%	101	-15%	539	40%	7429	2%	15888	4%	47543	115%	16007	69%	158.3	99%	7806	112%							
FRAAREA37DFNVL0006°	80	1%	39	-8%	2194	-10%	139	-40%	889	-5%	135	-27%	1897	-14%	48.2	-7%	710	-14%	358	-41%	15	-29%	High	-8%	Deteriorated
FRAAREA37DFNVL0612°	404	-2%	273	-24%	15540	-10%	1553	-29%	4709	-25%	735	-22%	9261	-48%	34.0	-31%	2443	-67%	-1068	-148%	-8	-183%	Weak	-144%	Deteriorated
FRAAREA37DFNVL1218	13	30%	12	10%	985	98%	137	56%	688	247%	117	328%	508	148%	41.8	125%	20	-49%							
FRAAREA37DRBVL0612	9	-18%	3	-37%	147	-21%	5	-94%	48	-41%	7	-53%	86	-59%	27.4	-35%	29	-53%							
FRAAREA37DTSVL1824°	28	-7%	71	-12%	4673	-12%	6138	8%	9010	-6%	2333	-2%	3421	-21%	48.5	-10%	661	-33%							
FRAAREA37DTSVL2440°	32		111		5353		9517		13515		4416		3864		34.7		-697								
FRAAREA37FPOVL0006°	80	0%	67	31%	3301	46%	89	-23%	1348	6%	221	6%	2825	34%	42.3	2%	937	26%	599	16%	17	-14%	High	24%	Improved
FRAAREA37FPOVL0612	51	38%	31	-34%	2575	163%	276	-6%	1779	67%	325	67%	1582	-24%	50.8	15%	549	-12%	52	-52%	2	-34%	Reasonable		
FRAAREA37HOKVL0006°	10	67%	1	-58%	245	55%	5	-75%	103	-60%	12	-78%	56	-45%	44.6	31%	16	-54%	-25	-227%	-31	-315%	Weak		
FRAAREA37HOKVL0612	48	20%	23	-2%	1264	-32%	145	-47%	727	-1%	97	-1%	831	-51%	36.8	-50%	226	-75%	-388	-217%	-32	-332%	Weak		
FRAAREA37PGOVL0006°	46	-25%	21	-42%	403	-35%	51	-35%	379	-26%	61	-37%	822	-34%	39.1	12%	293	-34%	100	-64%	10	-46%	High	-46%	Deteriorated
FRAAREA37PGOVL0612°	62	-11%	30	-42%	656	-42%	98	-44%	151	-49%	20	-59%	846	-38%	28.1	6%	237	-45%	-250	30%	-23	-14%	Weak	-29%	Deteriorated
FRAAREA37PGPVL0006°	59	16%	47	24%	2258	26%	122	-46%	1337	14%	216	2%	1446	-7%	30.7	-25%	445	-8%	176	-48%	10	-39%	Reasonable	-30%	Deteriorated
FRAAREA37PGPVL0612°	83	9%	78	22%	4633	42%	570	39%	2531	32%	489	62%	3085	32%	39.4	8%	641	-10%	-117	45%	-3	60%	Weak		
FRAAREA37PMPVL0612	18		20		1330		365		795		163		554		27.2		83		-82		-7		Weak	-162%	Deteriorated
FRAAREA37PSVL0612°	11	-15%	22	-17%	698	-21%	128	-29%	794	-13%	247	-7%	1109	14%	51.4	37%	341	27%	190	616%	12	562%	High	644%	Improved
FRAAREA37PSVL1218	11		33		630		127		1261		744		1225		37.4		286		-35		-2		Weak		
FRAAREA37PSVL2440	10	-29%	53		224	-57%	597	-40%	9341	77%	720	-40%	5357	166%	100.9		722	539%							
FRAAREA37TMVL2440	4				675				2286		1522														
FRAOFRHOKVL0010°	421	-10%			5499				1181		288														
FRAOFRHOKVL1012°	25	-11%			379				322		70														
FRAOFRHOKVL1218°	15	-21%	50	-4%	2319		1087	27%	4187		865		1404	-60%	28.3	-58%	111	-96%							
FRAOFRHOKVL1824°	7		34		1028		1061		2561		499		299		8.7		-426								
FRAOFRPGOVL0010°	61	-5%			84				3		1														
FRAOFRPGPVL0010°	685	-1%			640				50		18														
FRAOFRPSVL40XX°	18	13%	351	-20%	117		46022	-3%	148118	30%	78525	-4%	70992	27%	202.2	58%	30169	48%							

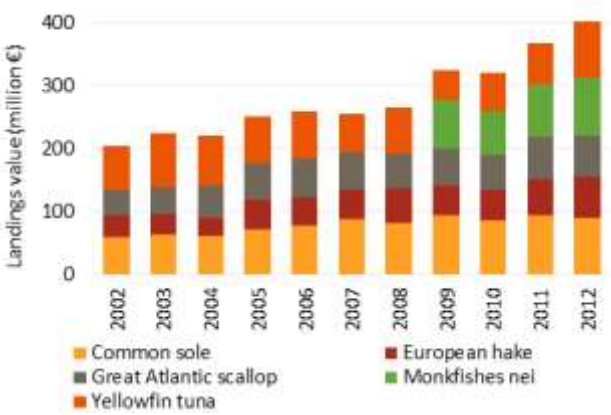
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

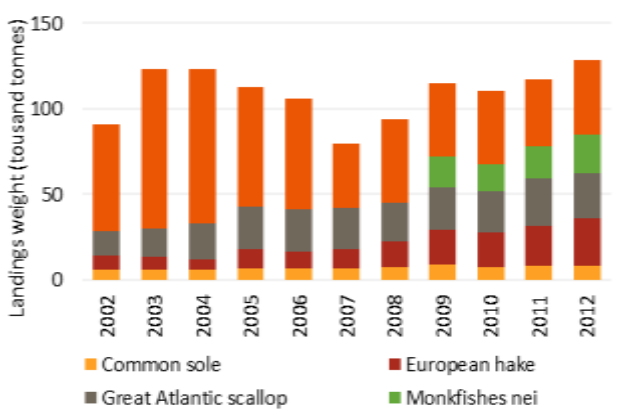

GT, kW (thousands)
# of vessels, FTE (thousand)
Vessel power
Vessel tonnage
No. Vessels
FTE

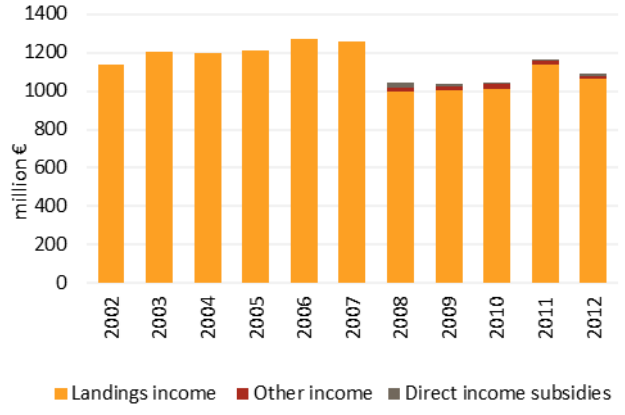

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

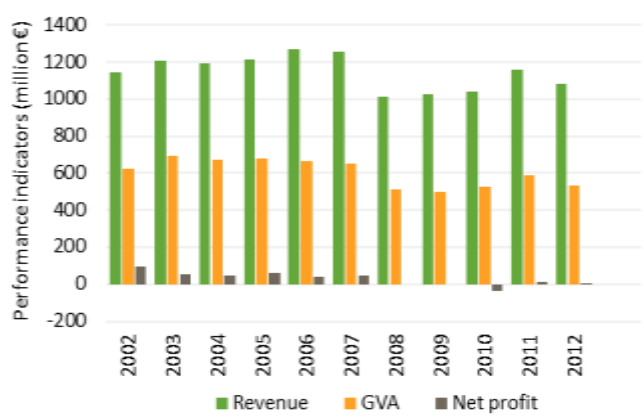

million € / thousand tonnes
Landings value
Landings weight
Landings income

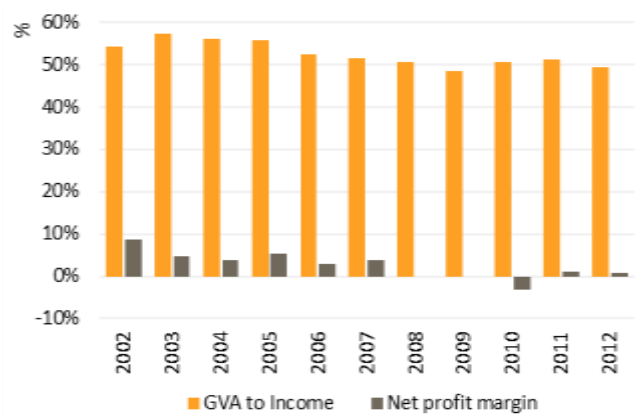

Average price €/kg
Common sole
European hake
Great Atlantic scallop
Monkfishes nei
Yellowfin tuna


Landings value (million €)
Common sole
European hake
Great Atlantic scallop
Monkfishes nei
Yellowfin tuna


Landings weight (tousand tonnes)
Common sole
European hake
Great Atlantic scallop
Monkfishes nei


million €
Landings income
Other income
Direct income subsidies


Performance indicators (million €)
Revenue
GVA
Net profit


%
GVA to Income
Net profit margin

5.9 GERMANY

Fleet Structure, Fishing Activity and Production

On January 1st, 2013 the German fishing fleet consisted of 1,543 registered vessels, with a combined gross tonnage of 62 thousand GT, a total power of 142 thousand kW and an average age of 30 years. The size of the German fishing fleet decreased between 2008 and 2013, with the number of vessels decreasing by 17% and GT and kW by 7% and 8%, respectively (Table 5.9.1). The major factors causing the fleet to decrease include low profitability of certain fisheries coinciding with a high number of fishermen close to the age of retirement with no successors to the business. A 'one off' special arrangement occurred in 2011, actuating some additional decommissioning: A time limited option to permanently transfer quota from one vessel to another if the vessel then left the fleet.

Vessels which targeted blue mussels were excluded from the analysis because they are defined as operating in the aquaculture sector. Moreover, the pelagic trawler fleet is excluded from the analysis except for capacity data as practically the entire segment is owned by one parent company. For confidentiality reasons the data cannot be published.

In 2013 the number of fishing enterprises in the German national fleet totalled 1.037, with the vast majority (71%) owning a single vessel. Only 28% of enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 1,752 jobs, corresponding to 1,372 FTEs. The level of employment decreased between 2008 and 2012 by about 15%. The major factors causing employment to decrease are the same as for the decrease in fleet size.

In 2012 the German fleet spent a total of around 119 thousand days at sea, a decrease of around 10% between 2008 and 2012. The major factor causing the decrease in days at sea was the decrease in capacity. The quantity of fuel consumed in 2012 totalled around 47 million litres, a decrease of around 4% from 2008. The major factors causing the decrease in fuel consumption were the reduction in total effort and the increase in the fuel price (Table 5.9.1; Figure 5.9.1).

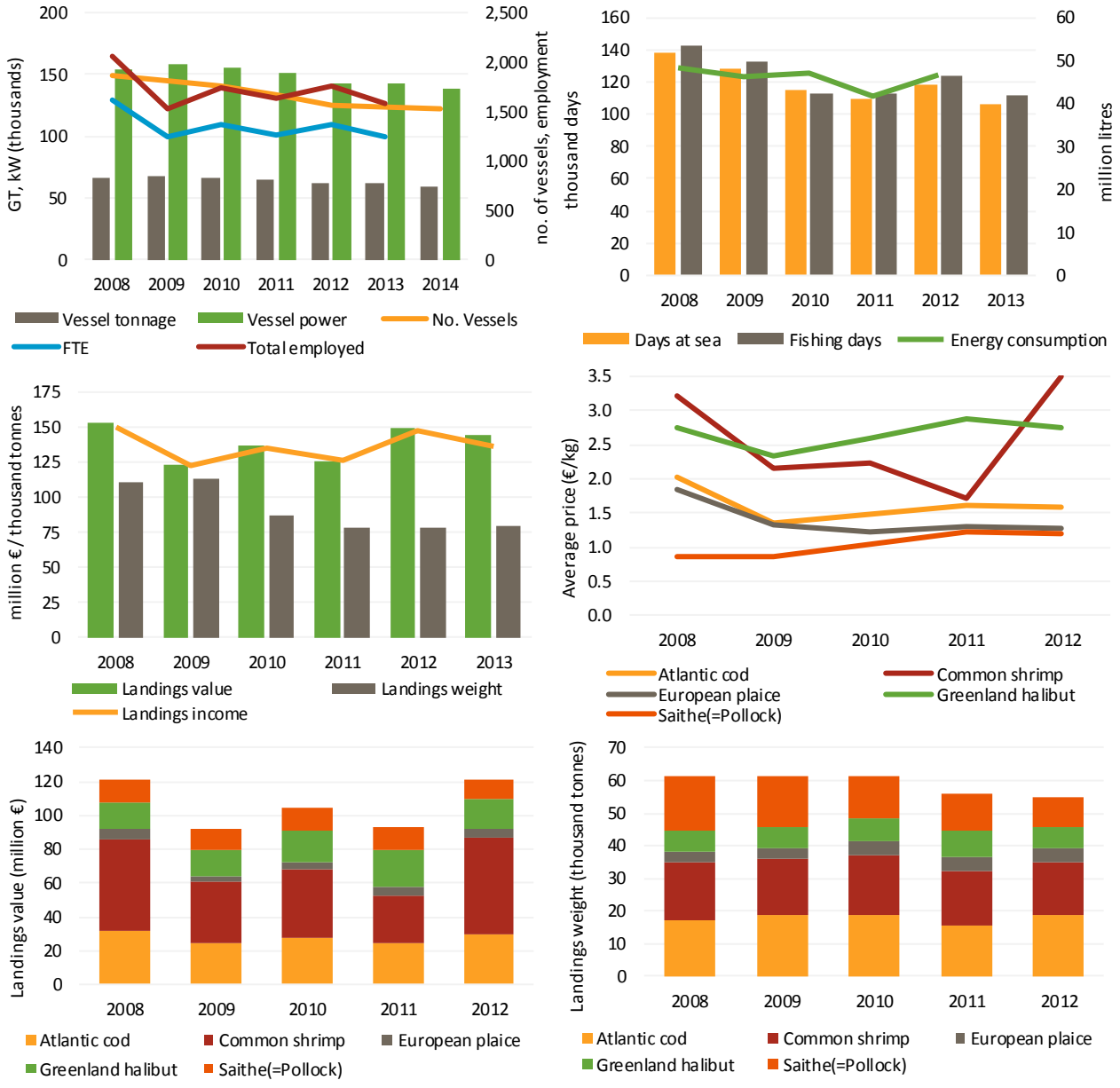
Table 5.9.1 German national fleet structure, activity and production trends: 2008-2014.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)Data

	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	1,861	1,817	1,759	1,664	1,564	*1,543*	-6%	↘	*1527*
	No. of Inactive vessels (#)	513	506	499	437	411	*400*	-6%	↘	*372*
	Average vessel age (year)	27	28	28	29	29	*30*	0%	↔	*30*
	Vessel tonnage (thousand GT)	67	68	66	65	62	*62*	-4%	↘	*60*
	Vessel power (thousand kW)	155	158	156	151	142	*142*	-6%	↘	*139*
	No. of Enterprises (#)	1,293	1,245	1,198	1,128	1,053	*1,037*	-7%	↘	
Employment	Total employed (#)	2,068	1,529	1,744	1,639	1,752	*1,589*	7%	↗	
	FTE (#)	1,615	1,238	1,365	1,258	1,372	*1,236*	9%	↗	
	Average wage per employed (thousand €)	20	29	26	26	28	*30*	7%	↗	
	Average wage per FTE (thousand €)	26	36	33	34	36	*39*	5%	↗	
Fishing Effort	Days at sea (thousand days)	138	128	115	109	119	*107*	8%	↗	
	Fishing days (thousand days)	143	133	113	113	124	*112*	10%	↗	
	Energy consumption (milion litres)	48	46	47	42	47		12%	↗	
	Energy consumption per landed tonne (l/T)	438	406	539	533	598		12%	↗	
Output	Landings weight (thousand tonnes)	110	114	87	78	78	*79*	0%	↔	
	Landings value (million €)	154	123	137	125	150	*144*	19%	↗	

source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

The total volume landed by the German (non-pelagic) fleet in 2013 was 79 thousand tonnes of seafood, with a landed value of €144 million. The total volume and value of landings decreased over the period analysed. In 2013, brown shrimp generated the highest landed value by the national fleet (€59.5 million), followed by cod (€21.8 million), Greenland halibut (€14.6 million), saithe (€11.1 million) and then plaice (€6.1 million). In terms of landings weight, in 2013 the total amount of cod landed was 14.5 thousand tonnes, brown shrimp was 16.2 thousand tonnes) and saithe was 10.9 thousand tonnes. The trend in landed volume shows no clear tendency. The major factor influencing the value of landings of brown shrimp is the price. While prices decreased considerably in 2011, they recovered remarkably in 2012 and 2013; this is thought to be due to the formation of a producer organisation which took over the first sale of catches, achieving a much stronger position against the first buyers. The buyer market is dominated by two companies (Table 5.9.1; Figure 5.9.1).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.9.1 German fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of landed value in 2012; bottom left - top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The prices obtained for the other key species varied slightly between 2008 and 2013. Brown shrimp achieved the highest average price per kilo in 2012 (€3.50 per kg), followed by Greenland halibut (€2.75 per kg). Brown shrimp accounted for 22% of the total landings value obtained by the German non-pelagic fleet in 2011,

increasing to 38% of total income in 2012, while the Greenland halibut share decreased from 17% in 2011 to 12% in 2012.

National Fleet Economic performance

The total amount of income generated by the German national (non-pelagic) fleet in 2012 was €150.8 million. This consisted of €148.2 million in landings value and €2.6 million in non-fishing income. The German (non-pelagic) fleets' total income decreased by less than 1% between 2008 and 2012. Total operating costs incurred by the German national (non-pelagic) fleet in 2012 equated to €126 million, 84% of total income. Labour cost and fuel costs, the two major fishing expenses, were €49 and €31 million, respectively (Table 5.9.2; Figure 5.9.1). Between 2011 and 2012, total operating costs increased by about 10%.

Table 5.9.2 German national fishing fleet economic performance in 2008-2012 and projections for 2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Income	Landings income	149.8	122.5	135.6	125.9	148.2	136.1	18%	↗
	Other income	2.7	3.2	4.5	3.8	2.6	*3.8*	-32%	↘
Costs	Labour costs	42.0	44.7	45.5	43.0	49.2	*48.1*	14%	↗
	Energy costs	26.3	19.4	23.0	26.0	31.2	*26.6*	20%	↗
	Repair costs	18.8	18.7	18.7	18.5	17.8	*16.0*	-4%	↘
	Other variable costs	24.3	12.5	10.0	10.9	11.3	*10.2*	4%	↗
	Other non-variable costs	22.1	15.1	14.3	16.4	16.7	*16.4*	1%	↗
	Capital costs	26.5	26.7	24.4	21.2	18.6	*19.5*	-12%	↘
Economic Indicators	GVA	60.9	59.9	74.1	57.8	73.9	*70.7*	28%	↗
	Gross profit	18.9	15.3	28.7	14.8	24.6	*22.6*	67%	↗
	Net profit	-7.5	-11.5	4.3	-6.4	6.0	*3.1*	194%	↗
Capital value	Depreciated replacement value	110.9	110.5	99.4	97.9	88.8	*87.6*	-9%	↘
	Investments	18.4	24.8	21.8	24.8	21.0		-15%	↘
Profitability and development trends	Net profit margin (%)	-5.0	-9.1	3.1	-4.9	4.0	2.2	181%	↗
	development trend			Improved				200%	↗
	RoFTA (%)	-5.7	-7.4	5.8	-6.4	6.2	3.5	196%	↗
	development trend			Improved				282%	↗
	GVA per FTE (thousand €)	37.7	48.4	54.3	45.9	53.8	57.2	17%	↗
	development trend			Improved				16%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the German (non-pelagic) fishing fleet in 2012 were €74 million, €25 million and €6 million, respectively. Gross Value Added (GVA) and gross profit increased by 28% and 67% from 2011 to 2012 while net profit turned from negative to positive. The major reason causing the recovery in economic performance was the considerable increase of the price of brown shrimp after deteriorating conditions in 2011. In 2012, the German non-pelagic fishing fleet had an estimated (depreciated) replacement value of €88 million. Investments by the fleet amounted to €21 million in 2012 (Table 5.9.2; Figure 5.9.1). There was no major activity in building new vessels, and investments refer mainly to replacement of worn or written off assets.

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.9.2 German fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; bottom left –economic performance indicators; bottom right– performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The German fishing fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the North Sea with Eastern Arctic, the Baltic Sea and the Western Atlantic (see Figure 5.9.3). In contrast to previous years, the high seas pelagic fleet no longer operated in the Pacific and in Mauritanian and Moroccan waters. Beam trawlers operate exclusively in the coastal North Sea, whereas almost all smaller vessels using fixed gear operate in the Baltic Sea. Smaller demersal trawlers mainly fish in the Baltic Sea, while larger ones (>30m) fish in the North Sea, Eastern Arctic and Greenland waters. Few larger drift netters fish in Western Atlantic waters (Figure 5.9.3).

The small scale fleet of vessels < 12m operates almost exclusively in the Baltic Sea using passive gear. In previous years economic performance remained relatively stable, but on a very low level. The segment is dominated by sideline fishermen who often do not run the business for the purpose of generating the main income of the household. Thus the income per fisherman is rather low. The average weight of landings has remained stable at around 8.000 tons/a. The price per kg was around 1€/kg. The number of vessels decreased, but the gross tonnage remained rather stable (Table 5.9.3 and Table 5.9.4).

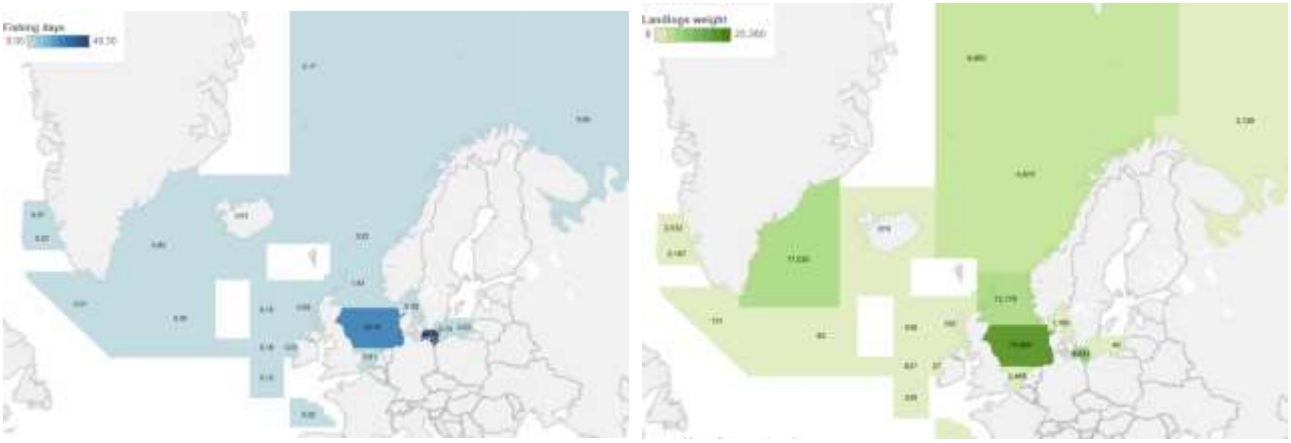


Figure 5.9.3 German fleet effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

The economic performance of non-pelagic vessels >12m has varied over the years. Both number and tonnage of all vessels has decreased, the total weight of landings also showed a decreasing trend. However, the value of landings was quite variable. This is to a large extent due to the price development for brown shrimp prices (Table 5.9.3 and Table 5.9.4).

The national fleet consisted of 21 active (DCF) fleet segments in 2012, with 400 inactive vessels in all six length classes (2013). Several of the segments contain too few vessels to be presented individually and have therefore been clustered. Thus, Table 5.9.5 contains economic data for 13 vessel groups, excluding the pelagic segments for confidentiality reasons. Eleven of the active fleet segment clusters made an overall gross profit in 2012 while three made losses. Table 5.9.5 provides a breakdown of key performance indicators.

The main change in German fisheries in 2012 affected the segments **Beam trawl 12-18m** and **18-24m** – 181 vessels made up these two segments in 2012, operating exclusively in coastal areas of the North Sea, targeting mainly brown shrimp and employing around 190 FTEs. In 2012 the total value landed by these vessels was about €55 million, accounting for approximately 37% of the total landings income generated by the German non-pelagic fishing fleet. These fleet segments were profitable in 2012, with a reported gross profit of around €16.1 million and an estimated net profit of around €10.8 million. These segments were significantly affected by a doubling in price compared to 2011 when the prices had dropped considerably. In 2013 prices remained at the 2012 level.

Assessment and Future Trends

National Fleet

The German fishing fleet decreased further in size in 2013 in terms of vessels numbers. One vessel from the high seas fleet was sold outside Germany. The number of cutters and small scale fishing vessels decreased, thus continuing the long term trend. Fleet segments were affected differently by price and quota developments (see Table 5.9.3 and Table 5.9.4).

Small scale and cutter Fleet

The most striking development for the cutter fleet was the considerable increase in revenues from brown shrimp landings; the price more than doubled in 2012 after the 2011 market-crash and basically remained at that level in 2013. Therefore, the economic situation became satisfactory again for the shrimp beam trawl fleet. As a consequence, owners increased investments. The North Sea plaice stock was assessed at another all-time high, and thus quota increased again as well. However, the benefit for the fleet was limited due to decreasing prices. Temporarily it even dropped to the intervention price.

Saithe fisheries in the North Sea were satisfactory. The lower quota was fully exploited, but decreasing prices affected the profitability in 2013. The MSC certification of this fishery has been renewed in 2012 and again

proven conducive for marketing. The Nephrops fishery has become increasingly important for the German cutter fleet due to the possibility of international quota exchange.

The Cod fishery in the North Sea was regarded satisfactory due to stock recovery. Baltic cod quota had increased, but was not fully exploited. The considerable stock increase led to a lack of food. Thus the fish showed sign of malnutrition which resulted in decreasing prices. Moreover, Baltic cod did not aggregate as usual, according to the fisheries, thus leading to lower hourly catches in spite of increased stock.

The coastal fishery on Baltic herring was satisfactory, and the considerably increased quota could be fully exploited in short time in 2013. Due to the still pending long-term management plan Baltic herring could not be MSC certified. As several buyers only accept certified herring, prices were not always at a satisfactory level.

High Seas Fleet

According to the German fishing industry, 2013 was a mediocre year for both pelagic and demersal trawlers, particularly due to the unresolved dispute on Atlantic mackerel. One large demersal trawler exited the German fleet due to decreasing fishing opportunities in Greenland waters, according to information from the sector. On the other hand, considerable investment has been undertaken for modernising the high seas fleet. This mainly referred to on-board processing facilities and cooling technology. In 2013 the construction of a new pelagic trawler has been initiated which is expected to be operational in 2015.

The MSC certification for the cod, saithe and haddock fisheries in the North Sea and in Norwegian waters was successfully renewed. The annual audit for fisheries on North Sea herring (including Norwegian waters) was passed successfully. Due to the ongoing uncertainties on quota allocation on Atlantic mackerel the certification was cancelled causing negative consequences for the participating industry.

Cod fisheries in the Svalbard, Barents Sea and Norwegian areas were efficient. However, decreasing prices had a negative impact on profitability. The saithe fishery in the North Sea did not entirely fulfil the expectations. The Greenland halibut fishery was efficient and led to positive results. The demersal high seas fleet did not perform any fishing activities in the North Sea. Quota was exchanged with the cutter fleet.

The pelagic fleet experienced good results in the North Sea and North Atlantic fisheries on herring, jack mackerel and mackerel. The quota for blue whiting was unsatisfactory, but as in 2012 partial compensation could be achieved through fishery on argentine. Some fisheries for both pelagic and demersal redfish were opened up in 2012. In 2013 no fishery took place in African or pacific waters.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

Capacity, logbook and landings data are derived from sources which are covered by different legislations. All these data are available exhaustively. That means that all capacity, landings and effort data are represented at 100%. The only exception is the group of vessels <8m without logbook obligation. These vessels are sampled for effort data. The remaining variables (cost, employment, fuel consumption) are estimated based upon results from an accountants' network and from surveys with questionnaires.

The data basis for fleet segment level estimations has become broad over the years. All fleet segments with major contribution to the total catches of the German fleet have been sampled with satisfactory response rates. As segments are not necessarily homogeneous, the results can be quite variable which is reflected in higher coefficients of variation. Some leaps in time series might be due to an improvement in data coverage, with the latest data being most reliable as the raising procedure is based on more comprehensive information.

The improvement of the estimation procedure is an on-going process. All data for the pelagic fleet except for capacity have been collected but not published for confidentiality reasons. As in previous years, this affects regional analyses. The pelagic fleet mainly operates in the North Sea and North Atlantic (herring, mackerel, blue whiting), temporary activities in the Pacific as in previous years have been ceased. Data on pelagic fisheries in the Baltic are hardly affected, as they are performed on a seasonal basis, and vessels are assigned to the DTS segment, which reflects their major activity during the year.

The German fishing fleet contains a small number of pelagic vessels which are owned by a reduced number of companies and therefore, for confidentiality reasons, it is impossible to publish this data by segment. Clustering the pelagic vessels with other vessels is not feasible as the pelagic vessels have unique characteristics that would completely bias "pure" segments when clustered. Therefore, the only pelagic fleet data in this report is capacity data, which is public, so please consider this when interpreting national totals; the German pelagic fleet accounts for a substantial part of the national fleets' costs and earnings.

Vessels which targeted blue mussels were excluded from the analysis because they are defined as operating in the aquaculture sector.

Table 5.9.3 German national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Structure	No. Vessels (#)	961	939	903	883	852	832	-4% ↘	387	372	357	344	301	*310*	-13% ↘
	Vessel tonnage (thousand GT)	2.6	2.6	2.5	2.4	2.3	2.2	-3% ↘	61.2	60.9	60.1	59.6	56.8	*54.2*	-5% ↘
	Vessel power (thousand kW)	23.8	23.9	23.4	22.6	22.7	22.2	0% ↔	118.8	119.5	117.9	114.8	105.5	*103.0*	-8% ↘
Employment	Total employed (#)	1,031	559	847	869	876	817	1% ↔	1,037	970	897	770	876	*755*	14% ↗
	FTE (#)	790	464	654	664	668		1% ↔	825	774	711	594	704		19% ↗
	Average wage per employed (thousand €)	2.9	5.9	2.7	3.1	3.3	3	7% ↗	37.6	42.6	48.2	52.4	52.9	*59.4*	1% ↔
	Average wage per FTE (thousand €)	3.8	7.1	3.5	4.0	4.3	5	7% ↗	47.3	53.4	60.8	67.9	65.8	*75.0*	-3% ↘
Fishing Effort	Days at sea (thousand days)	87.5	78.5	70.3	70.2	75.2	66	7% ↗	49.6	48.9	44.7	36.1	42.9	*40.4*	-19%
	Fishing days (thousand days)	92.7	83.8	69.6	75.0	80.9	71	8% ↗	49.1	48.5	43.2	34.6	42.4	*40.3*	23% ↗
	Energy consumption (milion litres)	1.7	1.5	1.1	1.2	1.4		9% ↗	46.6	44.6	46.0	40.4	45.2		12% ↗
	Energy consumption per landed tonne (l/T)	136	155	141	190	170		-11% ↘	476	429	579	564	647		15% ↗
Output	Landings weight (thousand tonnes)	12.2	9.6	7.9	6.5	8.0	8.1	22% ↗	98.1	104.0	79.5	71.6	69.9	*71.2*	-2% ↘
	Landings value (million €)	10.9	7.8	7.7	7.5	8.8	8.7	18% ↗	143.0	115.6	129.3	118.0	141.0	*135.3*	19% ↗

Table 5.9.4 Economic performance of the German national fishing fleet by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

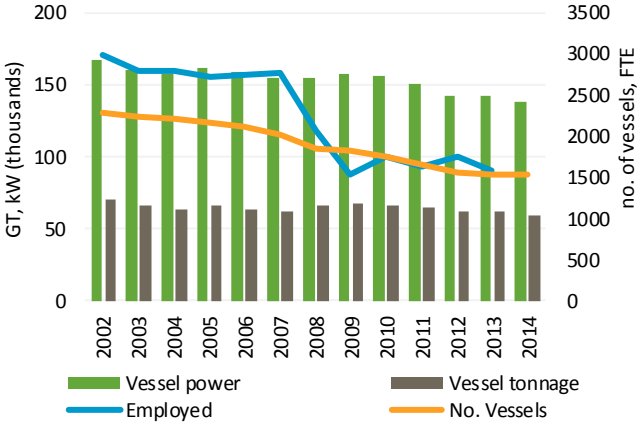
	Variable (million €)	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Income	Landings income	10.7	7.6	7.7	7.3	8.8	7.6	20% ↗	139.1	114.8	127.9	118.5	139.4	128.6	18% ↗
	Other income	0.5	0.7	0.8	1.3	0.8	*1.1*	-36% ↘	2.2	2.5	3.7	2.5	1.7	*3.3*	-30% ↘
Costs	Labour costs	3.0	3.3	2.3	2.7	2.9	*2.8*	8% ↗	39.0	41.4	43.2	40.3	46.3	*44.9*	15% ↗
	Energy costs	1.2	0.8	0.8	0.9	1.1	*0.9*	29% ↗	25.1	18.6	22.1	25.2	30.1	*27.8*	19% ↗
	Repair costs	1.9	2.0	1.2	1.6	1.2	*1.1*	-25% ↘	16.9	16.8	17.5	16.9	16.6	*15.9*	-2% ↘
	Other variable costs	1.4	1.4	1.3	1.1	1.5	*1.4*	40% ↗	23.0	11.0	8.7	9.8	9.8	*9.7*	0% ↔
	Non-variable costs	2.2	1.9	1.6	2.1	2.4	*2.3*	12% ↗	20.0	13.2	12.7	14.3	14.3	*14.2*	0% ↔
	Capital costs	1.7	1.9	1.9	1.7	1.5	*1.6*	-11% ↘	24.7	24.5	22.4	19.5	17.2	*17.2*	-12% ↘
Economic Indicators	GVA	4.5	2.3	3.6	2.9	3.4	*3.0*	17% ↗	56.3	57.7	70.5	54.8	70.4	*64.2*	28% ↗
	Gross profit	1.6	-1.0	1.4	0.3	0.5	*0.2*	104% ↗	17.4	16.3	27.3	14.5	24.1	*19.3*	66% ↗
	Net profit	-0.2	-2.9	-0.6	-1.4	-0.9	*-1.4*	33% ↗	-7.3	-8.2	5.0	-5.0	6.9	*2.1*	239% ↗
Capital value	Depreciated replacement value	7.8	7.7	7.5	7.4	6.9	*6.7*	-7% ↘	96.8	90.6	86.3	84.6	76.2	*73.0*	-10% ↘
	Investments	2.7	4.1	3.3	2.7	2.3		-14% ↘	15.7	20.7	18.4	22.1	18.7		-15% ↘
Profitability and development trends	Net profit margin (%)	-1.4	-34.6	-6.8	-16.3	-9.8	-16.6	40% ↗	-5.2	-7.0	3.8	-4.1	4.9	1.6	219% ↗
	development trend			Improved				34% ↗			Improved				256% ↗
	RoFTA (%)	-2.0	-37.6	-7.6	-19.0	-13.7	-21.3	28% ↗	-7.6	-9.1	5.7	-5.9	9.1	2.9	254% ↗
	development trend			Improved				17% ↗			Improved				316% ↗
	GVA per FTE (thousand €)	5.7	4.9	5.5	4.4	5.1	4.8	16% ↗	68.3	74.5	99.2	92.3	100.0	107.3	8% ↗
	development trend			Stable				0% ↔			Improved				20% ↗

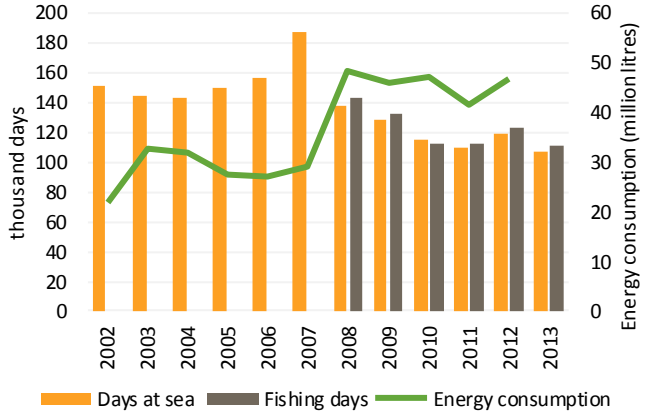
Table 5.9.5 Main socio-economic performance indicators by fleet segment in the German national fishing fleet in 2012.

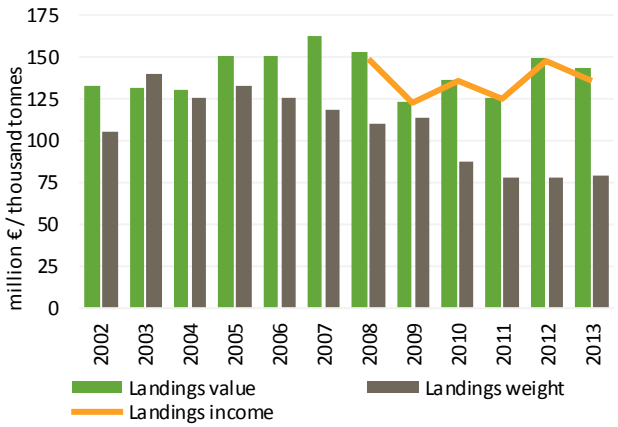
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

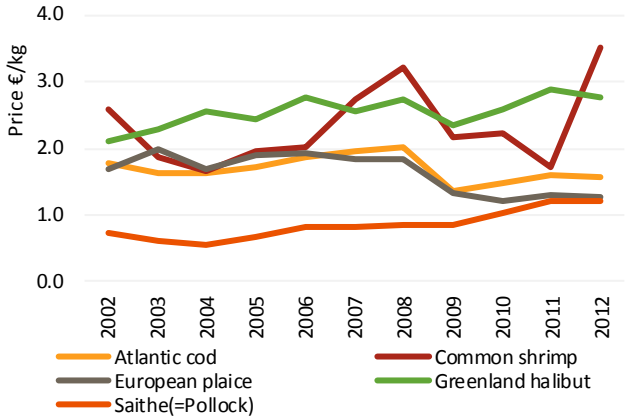
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
DEUAREA27DFNVL1218°	7	-30%	14	0%	1152	11%	35	-34%	1569	-3%	690	18%	1461	14%	104.4	14%	1154	2137%	1024	924%	66	978%	High	458%	Improved
DEUAREA27DFNVL2440	9	0%	63	-9%	1288	-25%	1865	43%	3819	-34%	1216	-1%	598	-39%	9.5	-33%	-2176	-354%	-2863	-173%	-74	-314%	Weak	-301%	Deteriorated
DEUAREA27DTSVL1012	10	-38%	5	-38%	739	-47%	195	-41%	609	-41%	929	-26%	319	-26%	63.8	18%	-11	-134%	-124	20%	-15	-40%	Weak	5%	Improved
DEUAREA27DTSVL1218°	27	-18%	24	-14%	3046	-4%	1007	-7%	3097	-5%	4921	2%	1860	3%	77.5	21%	555	46%	-2	100%	0	100%	Weak	99%	Improved
DEUAREA27DTSVL1824°	20	-31%	55	-23%	3377	-14%	3311	-7%	9907	-21%	8118	-7%	5927	-10%	107.8	16%	442	-80%	-1035	-218%	-10	-279%	Weak	-262%	Deteriorated
DEUAREA27DTSVL2440°	10	-23%	41	-23%	2088	-6%	5377	3%	16029	-7%	9948	-7%	5939	-35%	144.9	-16%	1535	-70%	251	-91%	2	-91%	Reasonable	127%	Improved
DEUAREA27DTSVL40XX°	8	0%	166	0%	1930	-12%	16681	-6%	43509	-1%	25606	0%	19257	3%	116.0	3%	4954	56%	-2497	8%	-6	7%	Weak	52%	Improved
DEUAREA27PGVL0010°	784	-4%	615	0%	67970	7%	882	-7%	6137	14%	4724	13%	2412	14%	3.9	14%	499	32%	-517	34%	-8	38%	Weak	32%	Improved
DEUAREA27PGVL1012°	68	3%	53	4%	7234	9%	470	61%	2669	29%	3250	40%	1009	24%	19.0	19%	33	128%	-427	31%	-14	45%	Weak	36%	Improved
DEUAREA27TBBVL1012	13	-32%	11	0%	1339	-16%	74	-49%	810	76%	225	-9%	559	203%	50.8	203%	384	345%	324	227%	39	173%	High	376%	Improved
DEUAREA27TBBVL1218°	118	-7%	162	98%	16771	44%	6123	39%	31113	89%	9074	-9%	19847	112%	122.5	7%	10001	295%	7995	5325%	26	3058%	High	222%	Improved
DEUAREA27TBBVL1824°	63	3%	126	121%	9761	64%	5915	69%	23711	129%	6713	11%	12763	173%	101.3	23%	6083	635%	3842	319%	17	205%	High	1541%	Improved
DEUAREA27TBBVL2440	8	-11%	37	6%	1437	24%	4642	60%	6807	21%	2456	6%	1895	10%	51.2	4%	1167	57%	-2	100%	0	100%	Weak	-101%	Deteriorated

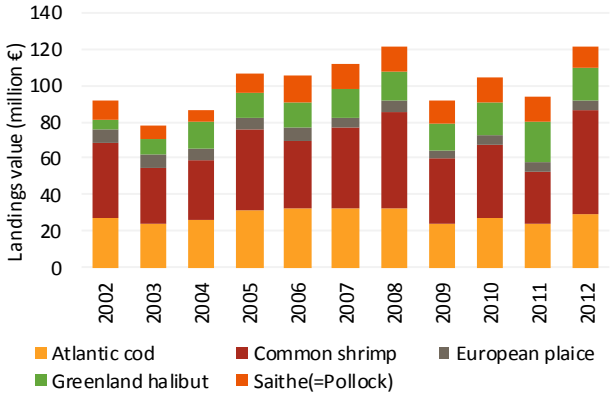
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

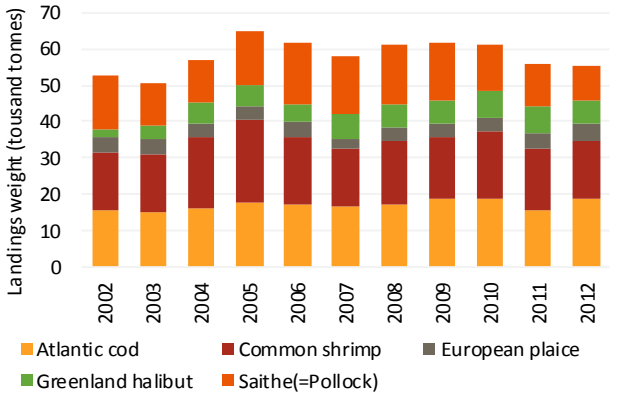

GT, kW (thousands)
no. of vessels, FTE
Vessel power
Vessel tonnage
Employed
No. Vessels

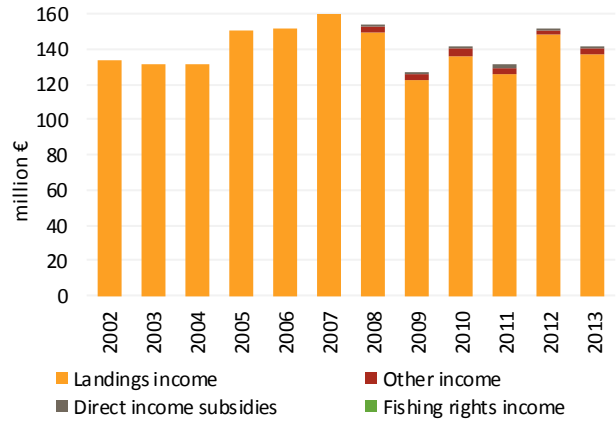

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

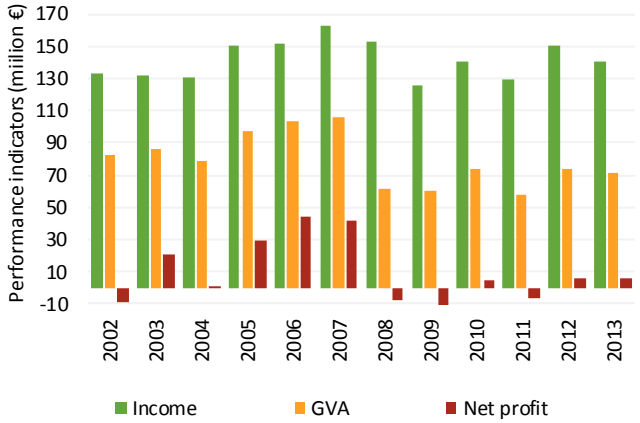

million € / thousand tonnes
Landings value
Landings weight
Landings income

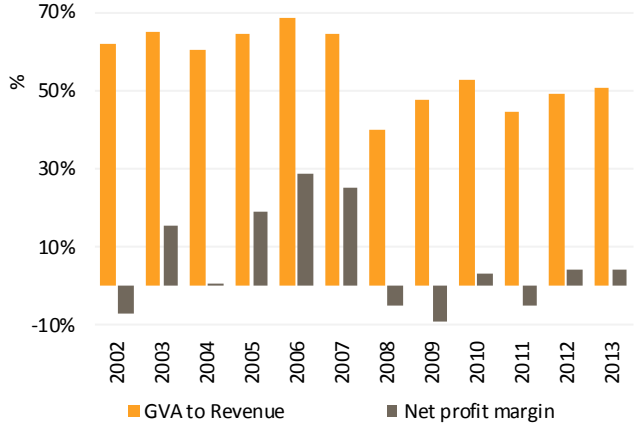

Price €/kg
Atlantic cod
Common shrimp
European plaice
Greenland halibut
Saithe(=Pollock)


Landings value (million €)
Atlantic cod
Common shrimp
European plaice
Greenland halibut
Saithe(=Pollock)


Landings weight (tousand tonnes)
Atlantic cod
Common shrimp
European plaice
Greenland halibut
Saithe(=Pollock)


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.10 GREECE

Fleet Structure, Fishing Activity and Production

In 2012, the Greek fishing fleet consisted of 16,063 registered vessels, with a combined gross tonnage of 79,678 GT, a total engine power of 462,429 kW and an average age of 26.8 years. The size of the Greek fishing fleet decreased between 2008 and 2012, with the number of vessels falling by 9% and GT and kW by 6% and 9%, respectively (Table 5.10.1). The main factor causing the fleet to decrease was the implementation of the fisheries policy to reduce of the number and capacity of vessels according to the Multiyear Orientation Programs for the Greek fishing fleet.

In 2012, the number of fishing enterprises totalled 13,918, with the vast majority (88%) owning a single vessel. The number of enterprises decreased between 2008 and 2012 by 11%. Total employment in 2012 was estimated at 27,558 jobs, corresponding to 23,944 FTEs. The level of employment slightly increased between 2008 and 2012. This increase in employment may be related to different data collecting methodologies used over the time period, and it is possible that employment in FTE is underestimated for previous years (2008-2011).

The Greek fishing fleet spent an estimated 2,815 thousand days at sea[1] in 2012 and the quantity of fuel consumed totalled around 115 million litres. The total weight of landings was estimated at 93 thousand tonnes while the total value of landings was estimated at €427 million[2]. Therefore, the average value of landings was 4.57 €/kg.

Table 5.10.1 Greek national fleet structure, activity and production trends: 2008 - 2012.

	NATIONAL FLEET				
	2008	2009	2010	2011	2012
Total No. Vessels (#)	17,657	17,185	17,060	16,555	16,063
Average vessel age	25	26	26	27	27
Vessel tonnage (thousand GT)	84.4	88.0	86.7	83.6	79.7
Vessel power (thousand kW)	506.1	505.5	502.1	482.0	462.4
No. Enterprises	15,634	15,326	14,898	14,412	13,918
Total employed					27,558
FTE	23,862				23,944
Average wage (total employed)					6.0
Average wage (FTE)					6.9
Days at sea (thousand)	2,721				2,816
Energy consumption (million litres)	156.9				115.1
Landings weight (thousand tonnes)	133.5				93.5
Landings weight (million €)	544.0				427.8

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

[1]In 2012 transversal variables were not collected using the standard methodologies described in the Greek National program and in the European Commission decision 2010/93. The data provided for the transversal variables, i.e. days at sea, weight and value of landings were estimated from the socio-economic data questionnaires.

[2]The total value of landings was estimated based on the average value of daily landings collected using the socioeconomic data questionnaires. Therefore, it is only an estimate of the total value of landings, since detailed data on the weight and selling price per catch was not collected in 2012.

National Fleet Economic performance

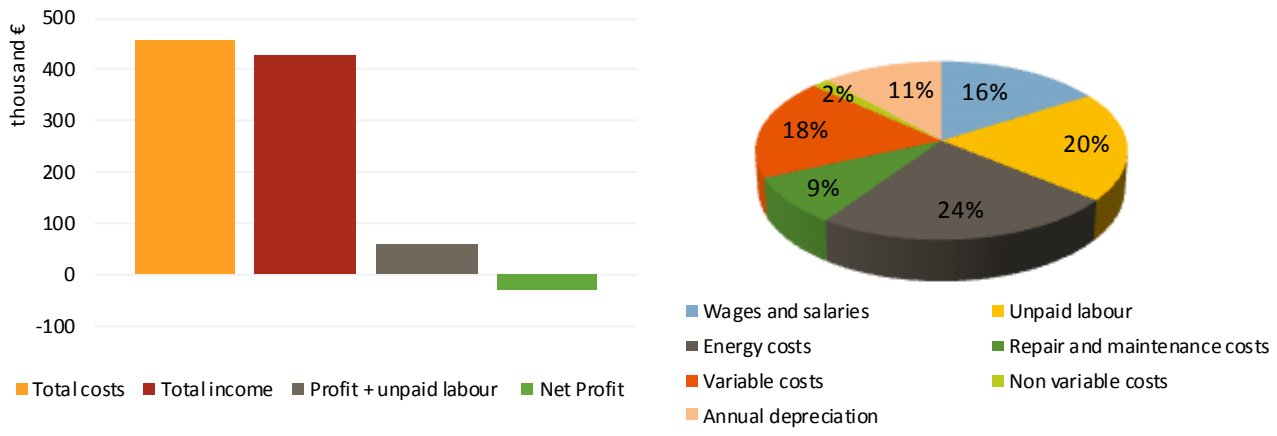
The only source of income for Greek fishing vessels is the income from landings since they don't receive direct subsidies or income from fishing rights. Moreover, there is no income from other activities other than fishing, since that requires a special permit. The total amount of income generated by the Greek national fleet in 2012 was €427 million (Table 5.10.2).

Costs incurred by the Greek fleet in 2012 totalled €458 million. According to data collected for the year 2012, there is no net profit for Greek fishing vessels (Table 5.10.2). However, this result maybe downward biased since a common methodology for estimating total weight and value of landings was not followed. Nonetheless, the income generated from landings was enough to cover all expenses except for the imputed value of unpaid labour and, hence the activity produced a positive income for fishermen in 2012.

The main cost items were energy costs and wages, as well as the imputed value of unpaid labour (Table 5.10.2; Figure 5.10.1). Specifically, wages and salaries amounted to over €73 million and derived mainly from the large-scale vessels. On the other hand, imputed labour costs were estimated at €91 million and derive mainly from small-scale vessels.

Table 5.10.2 Greek national fishing fleet economic performance indicators in 2012.

Variable (million €)	National Fleet	
	2012	% of total costs
Total income	427.837	
Crew wages	73.368	16.0%
Unpaid labour costs	91.089	19.9%
Energy costs	109.056	23.8%
Repair costs	40.144	8.7%
Other variable costs	83.918	18.3%
Other non-variable costs	7.750	1.7%
Annual depreciation	53.514	11.7%
Opearting costs (without imputed value of unpaid labour)	314.236	
Opearting costs (without annual depreciation)	405.325	
Total costs	458.840	
Profit + unpaid labour	60.087	
Net Profit	-31.00	
Depreciated replacement value	226.1	
Investments	30.2	



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.10.1 Greek fleet income and cost structure in 2012

Crew and fuel costs, the two major fishing expenses, totalled €164.5 and €109.1 million, respectively (Table 5.10.2). Energy costs accounted for 24% of total expenses. It is estimated that energy costs are particularly high due to increased fuel prices during 2012.

Other variable costs, including lubricants and marketing costs, are also important. These costs were estimated at almost €84 million. Non-variable costs were significantly lower (€7 million), representing less than 2% of total expenses, while repair and maintenance costs reached €40 million. Finally, annual depreciation costs accounted for 12% of total costs (€53.5 million).

The Greek fleet had an estimated (depreciated) replacement value of €226.1 million in 2012. Investments were €30.2 million in 2012.

Fleet Segment Level Economic performance

The Greek fleet is highly diversified with a broad range of vessel types targeting different species (Table 5.10.3). The national fleet consisted of 11 (DCF) fleet segments and 16,063 vessels in 2012.

Seiners 6-12m (DTS 6-12m): The total number of vessels in this category is 236. The total value of landings is estimated at €4.1 million, representing 1% of national total income from landings. Moreover, this segment employs 328 FTEs, which represents 1% of total FTEs engaged in the fishing sector.

The main cost of this fleet segment is the annual depreciation cost, accounting for 26% of total costs. Additionally, energy costs and the imputed value of unpaid labour represent 19% and 17% of the total expenses, respectively. Finally, it should be noted that the vessels of this class exhibit negative net profit.

Bottom trawlers 12-18m (DTS 12-18): This fleet segment includes only 32 vessels. The total tonnage is 476 GT, and the total power is 3,415kW. No additional information regarding the economic indicators of this fleet segment is available.

Bottom trawlers 18-24m (DTS 18-24): This fleet segment includes 120 vessels. The total value of landings is €35.8 million while the total FTEs are 640. The share of this fleet segment, in value of landings and total employment (FTEs) is 8% and 3%, respectively. Energy costs are the main costs in this segment (38% of total costs). Other important costs are wages and salaries costs as well as other variable costs (22% and 20% of the total cost, respectively). On the other hand, the imputed value of unpaid labour is very small in this fleet segment. Finally, it should be noted that this fleet segment represents 5% of the total value of physical capital, and less than 1% for total investments in 2012 while the vessels of this class have positive net profits.

Bottom trawlers 24-40m (DTS 24-40): There are 184 vessels in this fleet segment with a total value of landings equal to €76.1 million and 753 total FTEs. It represents 18% of the national total value of landings and 3% of the national FTEs, indicating a high productivity level. As in the case of trawlers with smaller vessel length, the main cost is energy cost that represents 35% of the total costs of the vessels. Other important expenses are wages and salaries (25%) as well as other variable costs (18%). As mentioned in the previous fleet segment, the imputed value of unpaid labour is low. As far as the value of physical capital is concerned, it represents 16% of the total national value of physical capital, while it represents only 3% of total national investment for 2012. Finally, it should be noted that the vessels of this class yield positive net profit.

Longliners 12-18m (HOK 12-18): The total number of vessels in this fleet segment is 152. The total value of landings is €17.1 million, and employment corresponds to 443 FTEs. Thus, this fleet segment represents 4% of the national value of landings and 2% of the national FTEs. Variable costs appeared to be high for this fleet segment representing 34% of the total expenses. Salaries and wages of the crew are also important since they represent 25% of total costs. Finally, this fleet segment yields high net profits, equal to €4.4 million.

Polyvalent passive gears 0-6m (PGP 0-6): This fleet segment includes 5,866 small vessels. The value of landings is €65.4 million, representing 15% of the national total value of landings. Moreover, this fleet segment employs 5,882 FTEs, which corresponds to about 1 FTE per vessel. The share of the segment in both the national total value of landings and the national FTEs indicates its high importance for the Greek fishing sector.
Unlike large-scale fisheries, the main cost in this fleet segment is the imputed value of unpaid labour, which, in fact, represents the value of the work of the owner. Though this fleet segment is characterized by negative net profit, the net profit plus the imputed value of unpaid labour is equal to €30.8 million.

Polyvalent passive gears 6-12m (PGP 6-12m): This is the largest fleet segment since it contains 9,037 vessels. The total value of landings is €166.2 million and the total FTEs employed in this fleet segment is 13,513. The value of landings represents 39% of the national value of landings, while the FTEs of the segment represent 56% of the total FTEs. The main cost of this segment is the imputed value of unpaid labour (31% of total expenses). Finally, as in the previous segment, the net profit is negative.

Polyvalent passive gears 12-18m (PGP 12-18m): There are 184 vessels in this fleet segment, representing a total value of landings of €7.2 million (2% of the national total value of landings). Moreover, this fleet segment employs 342 FTEs (1% of the national FTEs). The main cost in this segment is the wages and salaries of the crew (26% of total costs). Other important costs are energy costs, other variable costs and annual depreciation costs. The net profit of this fleet segment is negative.

Purse seiners 12-18m (PS 12-18m): There are 91 vessels in this segment. The total value of landings is €17.9 million (4% of the national total value of landings). The segment employs a total of 572 FTEs, thus contributing by 2% in the total employment of the sector. The main costs of the purse seiners of this segment are wages and salaries and other variable costs which represent 31% and 26% of total costs respectively. This segment yields a high net profit of € 4.6 million.

Purse seiners 18-24m (PS 18-24m): This segment includes 131 vessels with a value of landings equal to €29.7 million (7% of the national total value of landings). It employs a total of 1,214 FTEs, thus contributing by 5% in the national total employment of the sector. Wages and salaries are important cost elements of this segment, but the main costs are other variable costs, representing 38% of the total cost. The negative profit estimated for this fleet segment may be the result of overestimated variable costs or underestimated value of landings.

Purse seiners 24-40m (PS 24-40m): The total number of vessels in this segment is 30 vessels, while the total value of landings is €7.9 million (2% of the national total). This segment employs 257 FTEs, which corresponds to 1% of the national total FTEs. The main costs of the vessels of this segment are wages and salaries of the crew (37% of total costs) and other variable costs (32% of total costs). This fleet segment is characterized by negative net profit, which as explained in the previous segments, may be the result of overestimated variable costs or underestimated value of landings.

Assessment and Future Trends

National Fleet

The number of vessels continues to fall steadily from 17,657 in 2008 to 16,063 in 2012 but the average age increases. Total jobs remained almost stable at 23,862 in 2008 to 23,944 in 2012, and suggested that the cost of labour continues to be the main factor.

According to data collected for the year 2012, there is no net profit for Greek fishing vessels. However, this result maybe downward biased since the common methodology for the estimation of total weight and value of landings was not followed. In any case, the income from landings covers all expenses except the imputed value of unpaid labour and, therefore, the activity produces a positive income for fishermen. The main expenses of the fishing vessels are wages and the imputed value of unpaid labour as well as the energy costs.

Small Scale Fleet

In Greece, the majority of vessels (93%) are small-scale vessels. There are 14,903 small scale vessels with a combined gross tonnage of 28,834 GT and a total power of 274,705 kW. The large scale contains 1,160 vessels with a combined gross tonnage of 47,375 GT and a total power 180,934 kW. The small scale fleet employs a total of 19,394 FTEs, thus contributing by 81% in the national total employment of the sector. The small scale vessels consume 49.4 million litres while the large scale vessels consume 65.6 million litres of fuel. Energy costs are higher for small scale vessels (56.6%) than large scale vessels (52.4%). Large scale vessels benefit from the reduced price for fuel while the small scale fisheries do not have the flexibility to buy their fuel in advance; instead they buy a limited amount to cover very short term needs (Table 5.10.3 and

Table 5.10.4).

Table 5.10.3 Greek national fleet structure, employment and activity trends by fishing activity: 2012.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	2012 SSF	2012 LSF
Structure	No. Vessels (#)	14,903	1,160
	Vessel tonnage (tonne)	28.8	47.4
	Vessel power (kW)	274.7	180.9
Employment	Total employed (#)	21,780	5,778
	FTE (#)	19,396	4,548
	Average wage per employed (thousand €)	5.2	9.1
	Average wage per FTE (thousand €)	5.8	11.5
Activity	Fishing days (thousand days)		
	Energy consumption (milion litres)	49.5	65.7
	Landings weight (thousand tonnes)		

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 5.10.4 Costs and capital value of the Greek national fishing fleet by fishing activity: 2012.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	2012 SSF	2012 LSF
Costs	Labour costs	112.1	52.4
	Energy costs	56.7	52.4
	Repair costs	25.8	14.3
	Other variable costs	34.2	49.7
	Non-variable costs	3.8	4.0
	Capital costs	59.0	42.6
Capital value	Depreciated replacement value	133.6	92.5
	Investments	24.4	5.9

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Data issues

There have been significant data issues in producing this chapter. The implementation of the National Programme has faced some difficulties during the last years which resulted in interrupted time series on the economic data. The lack of data and time series has created many shortfalls in the presentation of the fleet economic performance. The reader should note that Greek fleet revenues were estimated through the socioeconomic data questionnaires and not through the standard methodologies described in European Commission Decision 2010/93. The figures for costs come from a survey based on probability sampling. Finally, the response-rate was low for 2012 and since Greece has 16,000 km of coastline and hundreds of small and bigger ports, collecting data is not an easy task.

Table 5.10.5 Main socio-economic performance indicators by fleet segment in the Greek national fishing fleet in 2012

		DTS 6-12	DTS 12-18	DTS 18-24	DTS 24-40	HOK 12-18	PGP 00-06	PGP 6-12	PGP 12-18	PS 12-18	PS 18-14	PS 24-40
Capacity	Number of vessels	236	32	120	184	152	5,866	9,037	184	91	131	30
	Gross tonnage (GT)	1,303	476	6,098	22,228	2,995	3,899	24,936	2,944	2,136	6,329	2,868
	Engine power(kW)	12,859	3,415	31,956	53,671	14,907	54,374	220,331	16,001	12,710	27,009	8,407
	Average length (m)	10	13	21	28	14	5	8	14	16	21	27
	Average age (years)	47	44	32	19	20	30	24	20	38	22	13
Employment	Total employed	748		640	1,012	494	8,267	13,513	342	637	1,524	383
	FTEs	328		640	753	443	5,882	13,513	342	572	1,214	257
Effort	Energy consumption (lt)	835.4		13,997.9	32,018.2	2,639.9	11,171.0	38,277.1	1,440.1	3,242.9	8,481.6	2,992.4
Expenses (thousand €)	Wages and salaries	424		7,133	16,338	3,210	5,230	18,959	2,203	4,091	10,408	5,371
	Imputed value of unpaid labour	785		315	600	550	27,875	60,029	451	319	150	15
	Energy costs	907		12,275	23,162	1,992	14,319	42,331	1,418	2,897	7,583	2,171
	Repair and maintenance costs	665		1,968	4,135	715	7,255	18,569	705	846	4,739	547
	Variable costs	559		6,525	12,073	4,350	7,944	26,237	1,874	3,423	16,328	4,606
	Non variable costs	108		1,236	1,291	159	792	2,955	96	179	804	131
	Annual depreciation	1,210		3,193	9,013	1,699	4,253	26,330	1,604	1,593	3,033	1,586
Capital value (thousand €)	Fleet depreciated replacement value	3,959		11,948	36,682	7,820	17,438	116,140	7,524	5,802	11,874	6,885
	Investments	722		358	940	739	6,804	17,543	981	104	1,725	292
	Financial position (%)	0		21	7	25	0	4	7	0	14	0
Performance indicators (thousand €)	Operating costs (excluding unpaid labour)	3,872		32,331	66,012	12,124	39,793	135,381	7,900	13,029	42,895	14,411
	Operating costs	4,657		32,645	66,613	12,674	67,668	195,410	8,351	13,348	43,046	14,427
	Total Income	4,148		35,880	76,091	17,104	65,473	166,256	7,267	17,950	29,706	7,962
	Net profit plus imputed value of unpaid labour	276		3,549	10,079	4,979	25,680	30,875	-633	4,921	-13,189	-6,450
	Net profit	-509		3,235	9,479	4,429	-2,194	-29,154	-1,084	4,602	-13,339	-6,465

Data source: Greek Socio economic survey

5.11 IRELAND

Fleet Structure, Fishing Activity and Production

In 2014 the Irish fishing fleet consisted of 2,202 registered vessels (as of 01/01/2014), with a combined gross tonnage of 64.3 thousand GT, a total power of 194.8 thousand kW and an average age of 26 years. The size of the Irish fishing fleet decreased between 2013 and 2014. In this period, the number of vessels decreased by around 2% (or 45 vessels) and total GT and kW of the fleet maintained relatively stable during the same period (Table 5.11.1)

While there was a decrease between 2013 and 2014 vessel numbers have shown consistent growth since 2008 with the fleet increasing from 1,972 to 2,247 in 2013. The major factors causing the fleet to increase during this period was the introduction of smaller vessels into the national fleet following the decommissioning scheme in 2008 and new entries into the industry. However, overall tonnage and power has decreased in the same period.

In 2012, the number of fishing enterprises in the Irish fleet totalled 1,901, with the vast majority (87%), owning a single vessel and 13% of the enterprises owned two to five fishing vessels. Only 0.1% fishing enterprises owned six or more fishing vessels. However, it is possible, that individuals can own multiple vessels, which are registered under different company names so there may be, in reality, less single vessel enterprises.

The number of vessels in the Small Scale Fleet (SSF) rose by 4% every year from 2011 and prior increased by 2% between the years 2012 and 2013 with 1,313 vessels now classified as SCF (Table 5.11.3).

Table 5.11.1 Irish national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11	2014
		2008	2009	2010	2011	2012	2013		
Structure	Total No. Vessels (#)	1,972	2,044	2,119	2,162	2,203	*2,247*	2% ↗	*2,202*
	No. of Inactive vessels (#)	184	185	195	194	179	*179*	-8% ↘	
	Average vessel age (year)	24	25	25	25	26	*26*	2% ↗	*27*
	Vessel tonnage (thousand GT)	78	72	71	72	65	*65*	-10% ↘	*64*
	Vessel power (thousand kW)	216	198	197	202	198	*198*	-2% ↘	*195*
	No. of Enterprises (#)	1,833	1,866	1,929	1,846	1,901	*2,217*	3% ↗	
Employment	Total employed (#)	3,114	2,978	3,030	3,080	3,392	*3,293*	10% ↗	
	FTE (#)	2,207	1,993	2,084	2,262	2,233	*2,280*	-1% ↘	
	Average wage per employed (thousand €)	15.6	13.6	17.3	21.9	26.7	*26.1*	22% ↗	
	Average wage per FTE (thousand €)	22.0	20.3	25.2	29.9	40.5	*37.7*	36% ↗	
Fishing Effort	Days at sea (thousand days)	48.8	48.6	52.9	48.8	53.6	*52.4*	10% ↗	
	Fishing days (thousand days)	40.0	40.0	44.0	40.6	43.3	*41.8*	7% ↗	
	Energy consumption (milion litres)	81.5	81.7	75.2	64.2	69.5		8% ↗	
	Energy consumption per landed tonne (l/T)	412.4	311.2	239.2	321.2	264.6		-18% ↘	
Product	Landings weight (thousand tonnes)	197.6	262.7	314.1	199.8	262.8	*235.7*	32% ↗	
	Landings value (million €)	222.0	157.7	163.7	204.2	241.5	*248.7*	18% ↗	

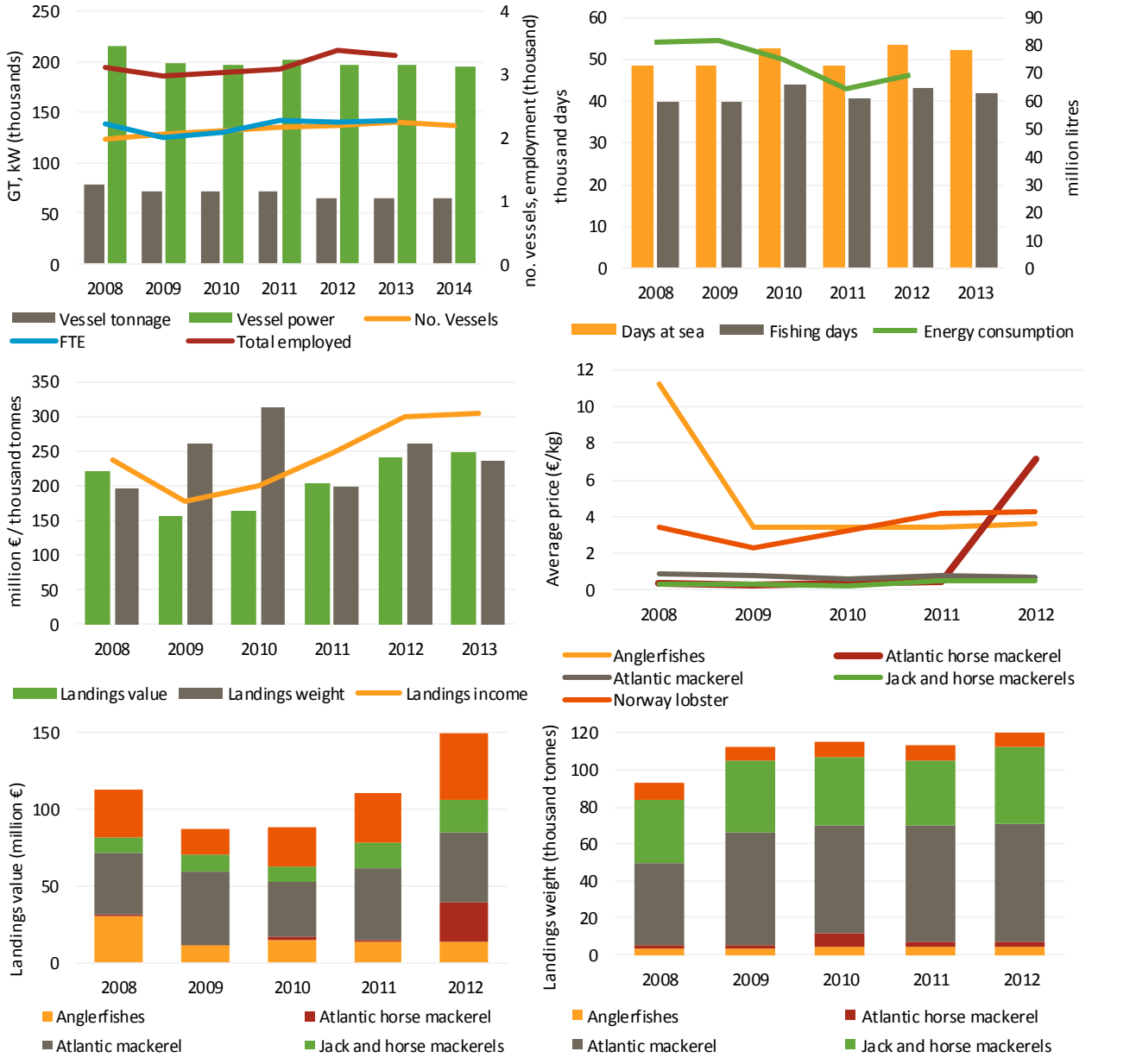
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

Note: energy consumption estimated from energy costs

Total employment in 2012 was estimated at 3,392 jobs, corresponding to 2,233 FTEs. The level of employment increased between 2011 and 2012, with total employed increasing by 10% and the number of FTEs decreased by 1% over the same period. The major factors for this increase are due, in part, to the introduction of more vessels in the small scale fisheries. This increase in employment in the small scale fleet is estimated at 15% which can be explained by the corresponding increase in vessel numbers. The overall

decline (1%) in FTE can be explained by the increase in total jobs in the SSF as these jobs are usually part time and do not equate to full time jobs. The large scale fisheries demonstrated an increase in total jobs figures of 6% with a decrease in the number of FTEs (2%). This trend mirrors reports from the fishers that crew are needed but are hard to find and that those that are hired are often hired part time which has an impact on the FTE figures.

The decrease in average wage per FTE for the SSF is not a realistic trend. Wage data for the small scale fishery for 2012 was sparse and total estimates are probably not indicative of the real figure.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.11.1 Irish fleet: main trends 2008-2014

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

In 2012 the Irish over 10m fleet spent a total of around 53.6 thousand days at sea. The total number of days at sea increased by 10% between 2011 and 2012 and decreased again to 52.4 thousand days in 2013. Days at sea in 2012 increased to 56.4 thousand. Estimates of total days at sea for vessels under 10m LOA are around 108,393 and 126,182 for 2011 and 2012, respectively. These totals are estimated from a very small sample size of the less than 10m fleet and compensate for inactivity in the fleet by using an estimate of inactivity by

segment (which equals the inactivity of the 10-12m segments). The lack of logbook data from the under 10m fleet means that the reporting of transversal, landings, activity and true economic performance of this segment (which makes up a large proportion of the Irish fleet) is based solely on the limited results from the sentinel vessel survey (Table 5.11.1; Figure 5.11.1).

The quantity of fuel consumed in 2012 totalled 69.5 million litres, an increase of 8% from 2011. The major factor causing the increase in fuel consumption is the associated increase in days at sea in 2012.

The total weight landed by the Irish fleet in 2012 was 262 thousand tonnes of seafood, with a landed value of €241 million. The total weight and value of landings increased over the period analysed.

The increase in total weight of landings from 2008 to 2010 can be explained by the increase in pelagic catches, especially boarfish which increased by over 66 thousand tonnes in the same period. The catches of boarfish reduced dramatically between 2010 and 2011 by 63 thousand tonnes and count predominantly for the reduction in overall landings between these years.

The increase in landed weight from 199.8 to 262.8 thousand tonnes, an increase of 32%, between 2011 and 2012 is explained by a corresponding increase in pelagic landings in the same period. There were increased landings of boarfish, herring, jack and horse mackerel, sprat and blue whiting. Together these species totalled 58.5 thousand tonnes in 2012 accounting for 93% of the increase in landed weight from 2011 to 2012 (Figure 5.11.1).

The prices obtained for the 3 key pelagic species landed by volume (mackerel, horse mackerel and herring), showed contrasting trends between 2011 and 2012: a decrease in the price for Atlantic mackerel (0.75 to 0.71 €/kg) and an increase for horse mackerel (0.45 to 0.52 €/kg) and herring (0.33 to 0.40 €/kg). Boarfish (BOR) was the third largest landed species by volume and received prices of 0.13 €/kg in 2012 and an increase from prices in 2011 from 0.09 €/kg. This trend has continued for 2013 with process increasing to 0.14 €/kg and 0.18 €/kg for BOR and BOC respectively.

Overall the most important species by landings volume and value remains the pelagic species, *Nephrops* and monkfish. Mackerel, and horse mackerel accounted for 38% of the total landings value in 2012 and 41% of total volume. *Nephrops*, while only accounting for 4% of the total volume of landings made up 18% of the total value in 2012 with a value of €18 million. This indicates stable trends between 2010, 2011 and 2012 despite slight decreases in price of Norway lobster.

National Fleet Economic performance

The total amount of income generated by the Irish national fleet in 2012 was €305 million. This consisted of €300 million in landings value and €5.2 million in non-fishing income. The Irish fleet's total landings income increased 22% between 2011 and 2012. Total fishing income is composed of the total value of landings from logbooks and estimated totals on other income taken from financial statements completed by accountants on behalf of a sample of fishermen. Total landing income also estimates, where possible, income for vessels under 10m in length. This introduces data for vessels under 10m and as such results in a higher estimate of income value from landings values. As sample data are raised to population level variability in the data can, in some cases, inflate or reduce the overall landings income estimate. The high increase in landing income in 2012 can in part be explained by the sampling framework and the low survey return for 2012. The increase in landing value can also be explained by the slight increase in active vessels.

Total operating costs incurred by the Irish national fleet in 2011 amounted to €261 million, or more than 85% of total income. Crew cost and fuel costs, the two major fishing expenses, were €90.5 and €52.1 million respectively. Between 2012 and 2011, total operating costs decreased by 13%. The share of total income represented by each operating cost is relatively stable between 2012 and 2011, except for labour costs, whose share increased by 34%.

In terms of economic performance, the total Gross Value Added (GVA), gross profit and net profit generated by the Irish national fleet in 2012 were €178 million, €87 million and €44 million, respectively. Gross Value Added (GVA) and gross profit increased between 2011 and 2012. The major factor driving this overall increase economic performance was the higher estimate of total income, reductions in non-variable and capital costs experienced in 2012. As there are uncertainties surrounding estimated income and costs, economic performance indicators may not be as positive as presented here. In 2012, the Irish fleet had an estimated

(depreciated) replacement value of €362 million. Investments by the fleet amounted to €82 million in 2012 (Table 5.11.2; Figure 5.11.2). The depreciation and investment differ starkly from other years. This is largely due to the small sample size and the total estimates that were imputed form these samples.

In terms of the profitability and development trends the national fleet improved for net profit margin (%), RoFTA (%) and remained stable for GVA per FTE (thousand €). However, the dramatic trends for net profit margin (%) and RoFTA (%) presented in Table 5.11.2 are most likely not realistic. These high increases are due, in part, to the decrease in estimates of total costs from 2011 to 2012 and the associated estimate of net profit.

Table 5.11.2 Irish national fishing fleet economic performance in 2008-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Income	Landings income	237.7	177.0	201.5	246.9	300.8	305.8	22%	↗
	Other income	18.2	13.3	4.7	6.8	5.2	*6.8*	-23%	↘
Costs	Labour costs	48.6	40.4	52.5	67.6	90.5	*85.9*	34%	↗
	Energy costs	45.4	34.2	40.6	49.4	52.1	*48.2*	6%	↗
	Repair costs	21.8	24.3	25.5	29.7	27.0	*26.4*	-9%	↘
	Other variable costs	21.0	17.2	18.2	26.0	26.8	*26.2*	3%	↗
	Other non-variable costs	44.4	27.2	28.6	39.3	21.8	*22.3*	-44%	↘
	Capital costs	37.4	55.6	44.2	88.8	42.9	*39.0*	-52%	↘
Economic Indicators	GVA	123.2	87.4	93.4	109.2	178.2	*189.5*	63%	↗
	Gross profit	74.6	47.0	40.9	41.6	87.7	*103.5*	111%	↗
	Net profit	37.2	-8.6	-3.4	-47.2	44.8	*64.5*	195%	↗
Capital value	Depreciated replacement value	450.5	410.8	507.4	545.9	362.6	*369.9*	-34%	↘
	Investments	36.4	15.0	41.7	17.3	82.3		376%	↗
Profitability and development trends	Net profit margin (%)	14.5	-4.5	-1.6	-18.6	14.6	20.6	179%	↗
	development trend			Improved				674%	↗
	RoFTA (%)	9.6	5.0	6.8	-0.3	16.5	20.7	4965%	↗
	development trend			Improved				214%	↗
	GVA per FTE (thousand €)	55.8	43.9	44.8	48.3	79.8	83.1	65%	↗
	development trend			Improved				66%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Note: Capital value (*replacement value* and *Investment)* estimated for active vessels only

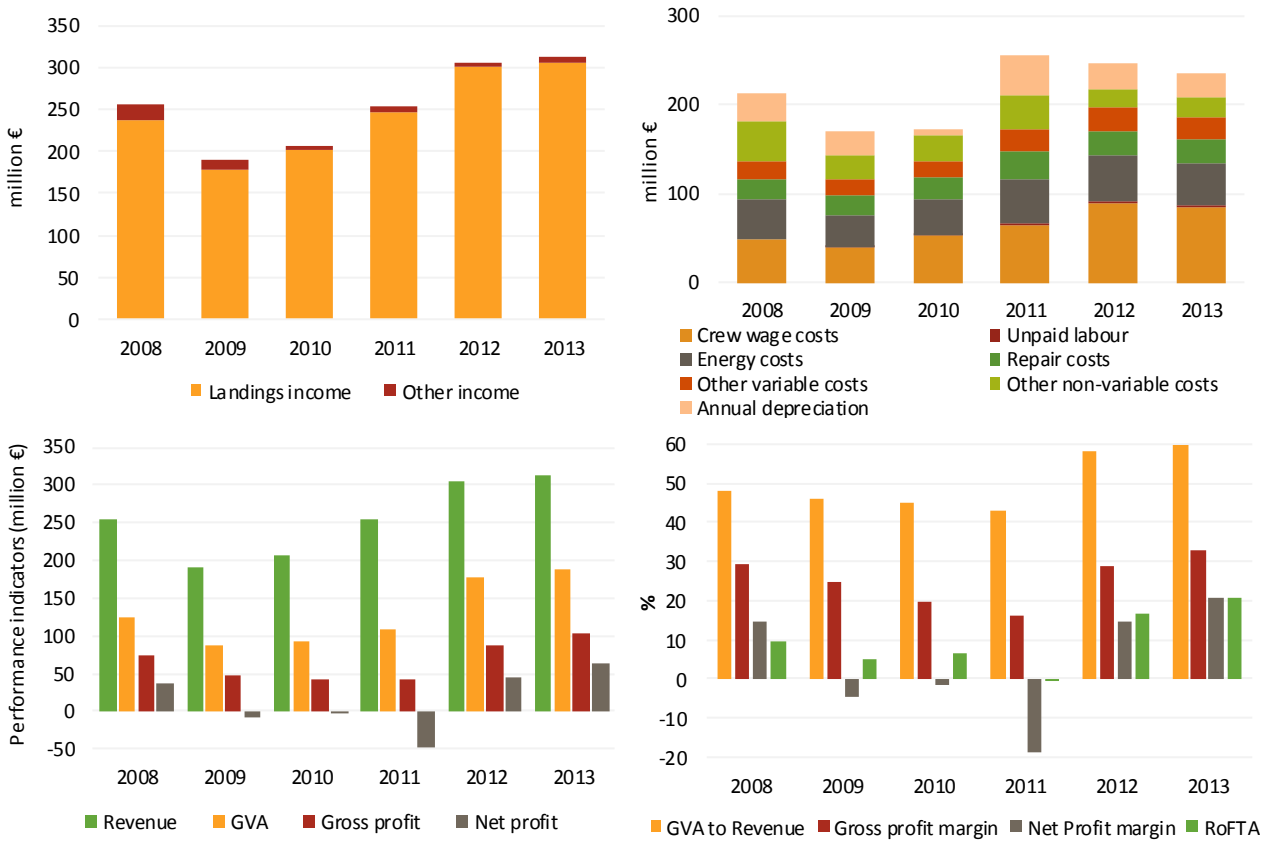


Figure 5.11.2 Irish main economic performance trends 2008-2013:

Top left – income structure; top right – cost structure; bottom left –economic performance indicators; bottom right– performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Irish fleet is highly diversified with a broad range of vessel types targeting different species predominantly in areas VIIa, VIIb, VIIg and VIIj (Figure 5.11.3). The national fleet consisted of 23 (DCF) fleet segments in 2013, with inactive vessel across five length classes consisting of 179 vessels for segments over 10m in length. For the nine segments that have sufficient data to calculate profitability three have high profitability, two reasonable and four weak profitability classifications.

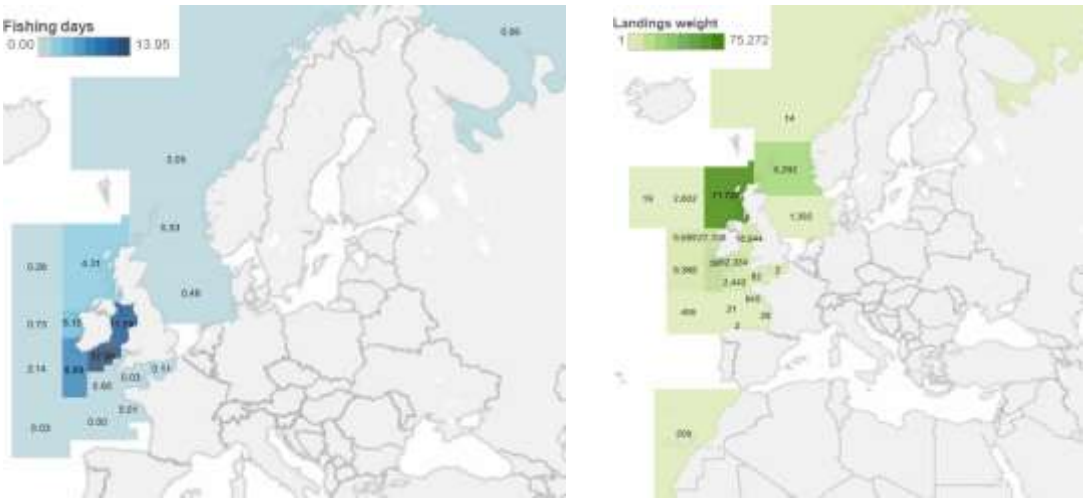


Figure 5.11.3 Irish fleet effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Table 5.11.3 and Table 5.11.4 provide a breakdown of key performance indicators by main fishing activity (small and large-scale) in 2012. Table 5.11.5 provides a breakdown of key performance indicators for these segments in 2012. A short description of the 3 most important segments in terms of total value of landings is provided below.

Pelagic Trawl over 40m – 21 vessels made up this segment in 2012 which operates predominantly in VIa and VIIj. The fleet targets a variety of species but in particular pelagic species, including mackerel, horse mackerel and Atlantic herring. In 2012, the total value of landings was almost €91.6 million and around 197 FTEs were employed in this fleet segment, contributing 37% and 8.8% of the total income from landings (over 10m) and FTEs generated by the Irish fishing fleet, respectively. This fleet segment was highly profitable, with a reported gross profit of around €45 million and net profit of €33 million in 2012. Employment in this sector increased slightly by 5% but this is accounted for by the increase of in total active vessels from 19 to 21 from 2011 to 2012. Crew numbers range per vessel has fallen from 11 to 9 as raw material allocations and consequent fishing seasons have become more truncated. There is high profitability for 2012 with an improved economic development trend.

In 2009 all Irish pelagic vessels implemented a Seafood Environmental Management System on-board their vessels. As part of this process they identified potential environmental risks from fishing and implemented measures to eliminate or reduce these risks to acceptable levels. The SEMS manual on each vessel has records that they complete during each trip and this provides proof that they are operating to the pre-agreed standards.

Boarfish landings initially were very small and typically fluctuated between 100 and 700 t per year from 2001 to 2009. As the demand for fishmeal raw material grew and fishermen perfected their ability to target and pump boarfish ashore, the volumes increased, peaking at 89 thousand tonnes in 2010. In 2011 a precautionary Total Allowable Catch of 33 thousand tonnes was set for the first time. This was subsequently raised to 88 thousand tonnes in 2012 and 2013 and rose again in 2014 to 127,509 tonnes of which Ireland has the majority of this TAC share with 88,115 tonnes representing 69% of the total TAC.

Demersal Trawl 18m-24m – 64 vessels make up this segment which operates predominantly in VIa, VIIb and VIIg. The fleet targets a variety of species but in particular demersal species, such as Norway lobster, anglerfish and whiting. In 2012, the total value of landings was almost €40 million and around 403 FTEs were employed in this fleet segment, contributing to 16% and 18% of the total income from landings and FTEs generated by the Irish fishing fleet, respectively. This fleet segment presented a gross profit of around €8.6 million and net profit of €3 million in 2012. Indicates reasonable profitability for 2012 with an improved economic development trend with improved GVA and Gross profit.

Demersal Trawl 24m-40m – 37 vessels make up this segment which operates predominantly in VIa, VIIb and VIIg. The fleet targets a variety of species, such as Norway lobster, anglerfish and mackerel. In 2012, the total value of landings was almost €40 million and around 313 FTEs were employed in this fleet segment, contributing to 16% and 11% of the total income from landings and FTEs generated by the Irish fishing fleet, respectively. This fleet segment generated a gross profit of around €6.8 million and net profit of €1.4 million in 2012. Indicates reasonable profitability for 2012 with an improved economic development trend.

Assessment and Future Trends

National Fleet

The composition, by segment, of the Irish national fleet (i.e. >10m and <10m LOA) in 2012 and 2013 reflects that reported for 2011. No significant removals or additions to the national fleet occurred other than adjustments due to accidental loss, damage and occasional redundancy. There has been a 2% increase in vessel numbers in the <10m LOA segments.

Running costs continue to be a key driver influencing the economic performance of the Irish national fleet in 2012, particularly those associated with the identification and retention of crew and the cost of fuel and oils. Although marine gas oil prices throughout 2012 and into 2013 have shown some volatility they have

maintained a slow annual increase in average price, which is consistent with the 5 year trend in the prices of crude, bunker and marine gas oil.

While there has been a general improvement in the economic performance of the Irish fleet there is concern that these could be offset by reduced profits and increased costs resulting from the landing obligation under the new CFP (Article 15).

Small Scale Fleet

The number of vessels (under 10m) rose by 3% every year from 2011 and prior to 2011 increased by 8% and 5% between the years 2008/2009 and 2009/2010 respectively. Overall, this represents a 25% increase in the number of under 10m vessels from 1337 to 1677 between the years 2008 and 2013.

The number of the small scale fleet demonstrates a similar trend (under 12m – passive gears). This segment consisted of 1317 vessels in 2013, an increase from 1159 vessels in 2009 (Table 5.11.3 and Table 5.11.4).

The division of the fleet into 'small scale' and 'large scale' fisheries may not be a satisfactory aggregation for the Irish Fleet. This is because the small scale group includes both vessels with log book data (10-12 metres in length) and those without (under 10 metres in length); the latter reply on a limited sentinel survey for their estimates.

The increase in vessels numbers under 10m has been driven in part by the economic downturn in Ireland and the increase in unemployment which has attracted more entries into this sector, re-entry into the segment after the decommissioning scheme in (2005-2008) may also have occurred. These new and re-entries into the fisheries often target lobster and crab and there are worries that this could have an adverse effect on the stocks.

The small scale fishery is very sensitive to market prices. Whelk prices have fluctuated greatly over the last number of years. Prices had fallen to below €0.70/kg but have risen, over the last couple of years, to over €1.50/kg due to a competitive market with landings been exported for human consumption to the Far East including Taiwan and Europe. This 114% increase in price has attracted more vessels into the fishery. The increase in the new entrants to the fishery has also been augmented by the low cost of investment with whelk pots costing less than lobster pots. The rise in vessels targeting whelk has increased the pressure on the fishery with effort increasing dramatically and putting the stock in treat of collapse.

The razor fishery is experiencing a similar trend. Due to reducing lobster catch rates and a fear of fishermen of losing pots in storms (as experienced in 2014) some pot fishermen are turning to the razor fishery. The price for frozen razors has increased driving this trend further.

Standards and accreditation

The MS launched an internationally recognised, third party accredited; "Responsibly Sourced" standard for wild seafood in 2010. This programme is now fully accredited to ISO65 and to date 80 vessels have achieved certification. A requirement in the achievement of this standard is the provision of economic data in compliance with the DCF regulation. As vessels of the national fleet engage with this programme, the rate of DCF survey returns is expected to increase.

Increasingly strong market demands for certified seafood products continue to generate a positive industry response to this opportunity with increased national and overseas interest capitalising growth in this area. The ISO65 Responsibly Sourced Standard is considered to be of particular significance to vessels of the pelagic and polyvalent fleets targeting mackerel, which formerly held Marine Stewardship Council (MSC) certification. MSC certification of the herring fishery in the Celtic sea was achieved in 2012 and is prosecuted by a small fleet of 34 Irish registered vessels.

The internationally accredited (ISO65) Responsibly Sourced Standard has provided a national certification programme for Wild Seafood, which has been successfully achieved by a number of segments of the Irish fleet and a smaller number of related onshore facilities. Increasingly strong market demands for certified seafood products continue to generate a positive industry response to this opportunity with increased national and overseas interest capitalising growth in this area.

The ISO65 Responsibly Sourced Standard is considered to be of particular significance to vessels of the pelagic and polyvalent fleets targeting mackerel, which formerly held Marine Stewardship Council (MSC) certification.

MSC certification of the herring fishery in the Celtic sea was achieved in 2012 and is prosecuted by a small fleet of 34 Irish registered vessels.

The MSC defines the unit of certification (UoC) as "The fishery or fish stock (biologically distinct unit) combined with the fishing method / gear and practice (= vessel(s) pursuing the fish of that stock) and management framework. To take into account the "mixed demersal fishery context" in which the majority of Irish fisheries operate a métier approach was used to define the Unit of Certification. A total of 19 métiers were identified for mixed demersal fisheries. The MSC unit of certification was defined for each fish stock and therefore a number of units of certification were defined for a given metier. Overall the project examined 8 fishing gear, fishing 18 species, over several ICES areas (stock management units) – creating a total of 79 Units of Certification. Information from this study feeds directly into the development of BIM's responsibly sourced standard and general work programme.

Bio-marine Ingredients Facility

A proposal for the construction of the world's largest marine food ingredients facility in Killybegs in County Donegal is the result of a partnership between KFO (Killybegs Fishermen's Organisation) and BST (Biomarine Science Technology). The plant plans to extract high-end proteins, oils and calcium from fish for use as food ingredients. The final outputs of the plant will be bioactive peptides/lipids (oils) and amino acids which will supply the high growth sectors of premium pet foods and sports nutrition. The construction of this plant will see an investment of €35M in the local economy and could see the creation of 50 jobs in the construction phase and a further 70 direct and indirect jobs when the plant goes into production.

The plant will have the capacity to process up to 50,000 tonnes of raw material annually. Boarfish will be the primary source of raw material for this plant but it will be capable of processing other pelagic species such as blue whiting. Currently boarfish is processed into fishmeal for the aquaculture sector and hence receives a low price at auctions. It is expected that this new market for boarfish will lead to an increase in fish prices received by the pelagic fleet. Added to this there will be a cost reducing effect as the fleet will now land their boarfish catches in Killybegs rather than travelling to distant ports to receive better prices.

In 2009 total landings increased from 21 thousand tonnes to 68.6 thousand tonnes, with only 6 thousand tonnes of this increase being landed in Ireland (23 thousand tonnes in Denmark; +19 thousand tonnes in Faroes). The trend of increased Landings of Boarfish (BOC and BOR) continued in 2011 with landings increasing to 89 thousand tonnes. In 2011 this trend ceased and landings decreased dramatically in 2011 to 20.6 thousand tonnes with the introduction of quota, catches increase in 2012 and 2013 to landings above 50 thousand tonnes corresponding to an increase in TAC. The Irish fleet has a quota of 88 thousand tonnes of boarfish in 2014.

Seal predation

A recent study led by Board Iascaigh Mhara (BIM), (Cosgrove *et al.,* 2013) has investigated concerns that there have been increased interactions between seals and fisheries in Irish waters. The study monitored fisheries utilising gill nets for hake and pollack, trammel nets for turbot and tangle nets for crawfish and other species. The study concluded that an average of 18% of pollack, 10% of hake and 59% of monkfish landings were depredated by seals. The proportions of fish damaged and related economic impact of seal depredation in set net fisheries has substantially increased since the 1990's. The total loss of landings could rise to over 50% in both the pollack and hake fisheries when potential numbers of fish entirely removed from nets are taken into account. The upper limit of the total annual value of seal damaged fish in pollack and hake set net fisheries is estimated €1.7m.

The study primarily focussed on the direct effects of seal depredation on catches in Irish set net fisheries the indirect effects of a potential economic impact of increasing seal populations on the same resources targeted by fishermen was not a focus of the study. The overall proportion of visually observable seal depredated pollack in the current study (18%) was considerably higher than the proportion of cod (10%) observed in a 1990's study suggesting that the economic impact of seal depredation on inshore gill netting may have increased substantially.

Insufficient data are available to permit extrapolations regarding the total value of seal depredated fish in tangle or trammel net fisheries but estimations of the daily loss experienced by the study suggest that predation on monkfish can reduce daily landings considerably typically representing a 15-25% decrease of

daily gross landed value. It is thought that directed set net fisheries for monkfish are no longer commercially feasible off the south west coast of Ireland due to seal depredation.

Based on an overall depredation rate of 18%, the total value of pollack depredated by seals is thought to be in the region of €0.4m for 2012. Taking into account potential hidden losses the value of depredated fish could range from €0.72 to €1.18m. The overall proportion of visually observable depredation of 10% of potential hake landings in the study represents a 3% increase observed in the same fishery in the mid 1990's. Based on an overall depredation rate of 10%, the total value of Hake depredated by seals is estimated at €114,000 for 2012. Taking into account potential hidden losses the total value of seal depredated fish could range from €286,000 up to €526,000. The total loss of fish taken by seals from nets could rises to over 50% of the catch in both the pollack and hake fisheries when potential hidden losses are taken into account.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

The effort data in the tables and graphs is not complete. The figures for days at sea and fishing days reported are those for vessels over 10m only for which there is logbook declaration data. The exclusion of the less than 10m fleet was due to the fact that this segment is not mandated to carry and complete logbooks for fishing operations. Estimates of days at sea for this segment have been calculated from a small sample of this fleet but have not been included in the data call due to the uncertainty surrounding these data.

Although the operation of the economic aspect of the data collection framework has been much improved relative to previous years, the MS sampling targets were not fully achieved in 2013 (for 2012 data) albeit at a much higher level than in previous years. This situation is far from ideal and as a result, survey response rates are highly variable and unpredictable. Survey target rates vary between fleet segments with a high achievement of sampling targets in a number of segments and an under- achievement of targets in other segments.

The MS continues to rely on the goodwill of the seafood industry to provide data on a voluntary basis. Response to the annual fisheries economic survey is slow and returns are received throughout the year past the deadline for submission. This is an annual issue and in 2012 the data collection (2011 data) had an average overall sample rate of 6%. Continued data collection throughout 2013 meant that this rate had increased to 11% by the time of the 2014 data call for 2008-2012 data. The MS has planned to review the timing of the national economic fishery survey to address this issue.

Table 5.11.3 Irish national fleet structure, activity and production trends by operational scale: 2008-2013.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	1,300	1,159	1,190	1,230	1,281	1,317	4% ↗	488	700	734	738	743	*751*	1% ↔
	Average vessel age (year)	119	145	144	148	128	135	-14% ↘	465	370	354	377	418	*415*	11% ↗
	Vessel tonnage (thousand GT)	4.0	3.5	3.4	3.6	3.6	3.6	1% ↗	63.9	57.6	58.5	51.9	52.0	*52.2*	0% ↔
	Vessel power (thousand kW)	37.0	33.0	32.1	32.7	33.2	33.0	1% ↗	144.4	131.0	134.0	130.3	133.8	*134.8*	3% ↗
Employment	Total employed (#)	1,293	1,098	1,260	1,438	1,648	1,528	15% ↗	1,821	1,880	1,770	1,642	1,744	*1,818*	
	FTE (#)	681	550	630	848	841		-1% ↔	1,526	1,443	1,454	1,414	1,392		-2% ↘
	Average wage per employed (thousand €)	10.9	3.3	6.1	2.2	11.3	7	425% ↗	26.6	26.6	32.1	40.7	61.3	*58.9*	51% ↗
	Average wage per FTE (thousand €)	16.1	5.9	12.2	4.9	58.0	13	1085% ↗	31.6	32.1	37.1	50.8	71.8	*67.3*	41% ↗
Fishing Effort	Days at sea (thousand days)	7.3	8.4	9.0	8.2	8.5	7	3% ↗	41.5	40.1	43.9	40.5	45.1	*45.3*	-8%
	Fishing days (thousand days)	6.6	8.0	8.6	7.7	8.1	6	4% ↗	33.4	32.0	35.4	32.9	35.3	*35.3*	7% ↗
	Energy consumption (milion litres)	4.8	7.2	6.5	6.5	8.8		36% ↗	74.0	73.9	63.8	55.7	62.6		12% ↗
	Energy consumption per landed tonne (l/T)	374	462	512	440	803		83% ↗	388	294	229	294	246		-16% ↘
Output	Landings weight (thousand tonnes)	3.2	4.2	4.9	5.4	5.3	4.6	-3% ↘	192.4	246.3	275.1	194.2	257.4	*231.1*	33% ↗
	Landings value (million €)	8.6	6.1	6.9	7.4	5.9	6.3	-21% ↘	213.1	149.8	156.2	196.8	235.4	*242.4*	20% ↗

Table 5.11.4 Economic performance of the Irish national fishing fleet by operational scale: 2008-2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

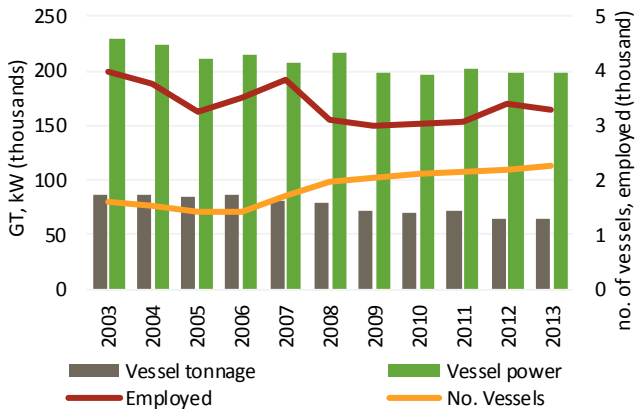
	Variable (million €)	Small scale Fleet						%Δ		Large scale fleet						%Δ	
		2008	2009	2010	2011	2012	2013	2012-11		2008	2009	2010	2011	2012	2013	2012-11	
Income	Landings income	24.1	23.5	40.0	41.3	45.2	6.3	10%	↗	213.6	153.5	161.5	205.6	255.6	242.9	24%	↗
	Other income	0.5		1.4	0.8	1.5	*0.9*	90%	↗	17.6	13.3	3.3	6.0	3.7	*5.7*	-38%	↘
Costs	Labour costs	2.5	0.1	2.4	3.0	6.5	*3.5*	113%	↗	46.1	40.4	50.1	64.5	84.0	*90.4*	30%	↗
	Energy costs	2.7	3.1	3.5	5.2	6.6	*2.2*	28%	↗	42.7	31.1	37.1	44.3	45.5	*42.5*	3%	↗
	Repair costs	0.9	1.9	2.0	2.8	3.3	*0.9*	17%	↗	20.9	22.4	23.5	26.9	23.7	*23.5*	-12%	↘
	Other variable costs	1.0	2.3	2.0	4.8	6.4	*2.8*	36%	↗	20.1	14.9	16.2	21.2	20.4	*19.8*	-4%	↘
	Non-variable costs	1.5	1.9	3.3	9.7	6.6	*6.7*	-32%	↘	42.9	25.4	25.4	29.7	15.2	*15.5*	-49%	↘
	Capital costs	0.6	0.0	7.1	5.4	0.9	*0.8*	-84%	↘	36.8	55.6	52.5	68.3	42.0	*40.0*	-38%	↘
Economic Indicators	GVA	18.6	14.3	30.6	19.7	23.7	*-0.5*	21%	↗	100.5	69.6	62.7	76.1	142.7	*137.6*	88%	↗
	Gross profit	4.3	0.8	2.2	16.6	-10.1	*-3.9*	-161%	↘	54.3	29.8	8.0	11.6	42.1	*50.5*	264%	↗
	Net profit	3.7			-5.1	-11.1	*-4.8*	-118%	↘	17.6	-25.8	-43.8	-60.7	-2.9	*9.8*	95%	↗
Capital value	Depreciated replacement value	7.2		94.9	58.4	9.2	*9.0*	-84%	↘	443.4	410.8	412.5	487.5	353.4	*359.9*	-27%	↘
	Investments	2.6	3.2	5.2	5.8	8.7		49%	↗	33.8	11.7	36.5	11.5	73.7		541%	↗
Profitability and development trends	Net profit margin (%)	40.9			-68.3	-183.9	-67.8	-169%	↘	7.8	-16.0	-27.6	-32.1	-1.3	4.2	96%	↗
	development trend			Deteriorated				-1240%	↘			Improved				92%	↗
	RoFTA (%)	51.7			-28.9	-121.3	-53.5	-319%	↘	4.0	-6.3	-10.9	-12.7	-0.8	2.7	94%	↗
	development trend			Deteriorated				-1165%	↘			Improved				87%	↗
	GVA per FTE (thousand €)	27.6	25.9	49.1	23.6	29.2	-1.9	24%	↗	68.8	50.2	43.6	56.0	105.6	106.9	89%	↗
	development trend			Deteriorated				-8%	↘			Improved				93%	↗

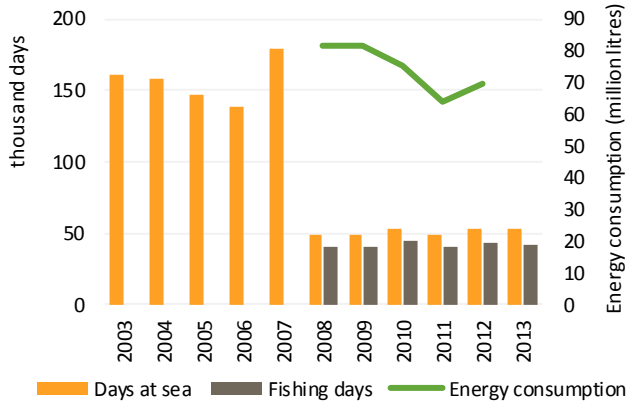
Table 5.11.5 Main socio-economic performance indicators by fleet segment in the Irish national fishing fleet in 2012.

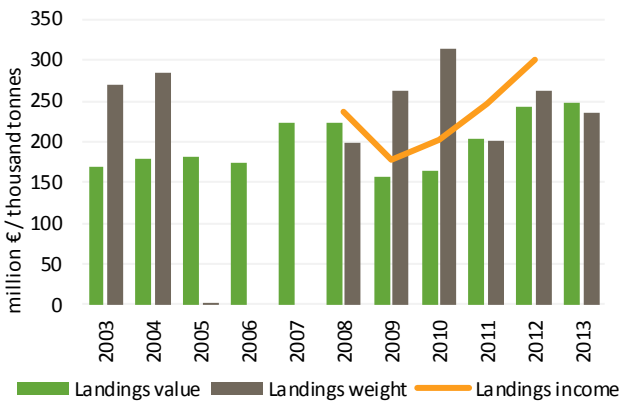
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

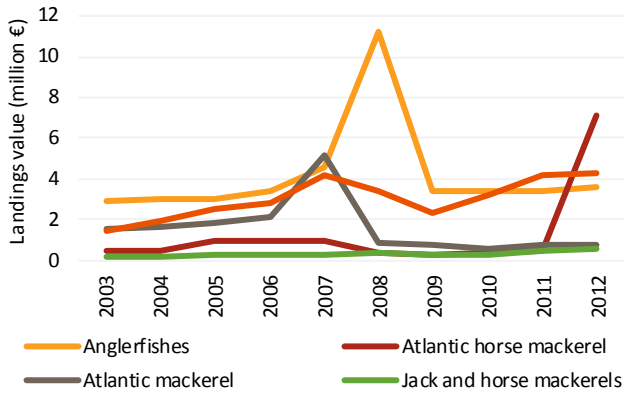
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
IRLAREA27DFNVL1012	408	7%	193	34%	1430	133%	3003	86%	1248	139%	897	412%	-5343	16%	-27.7	37%	-5355	19%	-5487	25%	-374	68%	Weak		
IRLAREA27DFNVL1824	11	0%	16	-15%	1803	9%	210	-55%	3273	0%	2303	7%	2986	81%	189.6	114%	2982	94%							
IRLAREA27DRBVL0010°	367	3%	132	24%			1278	53%					16959	196%	128.7	139%									
IRLAREA27DRBVL1012°	20	-5%	29	22%	1327	0%	269	3%	64	-94%	501	-4%	-335	-144%	-11.7	-136%									
IRLAREA27DRBVL1218	8	-11%			1148	-3%			732	-93%	1217	6%													
IRLAREA27DRBVL2440	4	-20%	5	-83%	847	12%	13	-99%	622	-95%	1847	54%	446	-93%	81.7	-61%	444	-90%	190	-93%	31	27%	High	-32%	Deteriorated
IRLAREA27DTSVL1218	72	4%	161	32%	8518	27%	3947	88%	13771	44%	9243	65%	7511	35%	46.7	2%	671	-82%	-1290	-178%	-9	-156%	Weak	-260%	Deteriorated
IRLAREA27DTSVL1824°	64	0%	403	8%	13376	8%	20948	15%	48657	19%	23329	13%	21290	164%	52.9	144%	8623	248%	3054	121%	6	117%	Reasonable	133%	Improved
IRLAREA27DTSVL2440°	37	-8%	250	-33%	7838	-7%	14627	-8%	40802	18%	21987	10%	15902	48%	63.7	119%	6817	313%	1428	124%	3	121%	Reasonable	140%	Improved
IRLAREA27FPOVL0010°	732	3%	509	-11%			4746	15%					27291	29%	53.7	45%									
IRLAREA27FPOVL1012°	83	-6%	111	0%	6837	0%	1067	41%	4456	-28%	4172	-6%	1585	-65%	14.3	-65%	-4885	-237%	-5643	-351%	-123	-475%	Weak		
IRLAREA27FPOVL1218	21	0%	44	52%	2376	-12%	511	-49%	3688	-24%	3313	-9%	2695	45%	61.6	-5%	1573	40%	1254	216%	34	327%	High	1277%	Improved
IRLAREA27HOKVL0010°	52	68%	28	98%																					
IRLAREA27HOKVL1012	6	-54%	1	-81%	233	-71%			142	-80%	187	-77%	176	-53%	137.8	151%	164	-53%							
IRLAREA27PMPVL1824°	3		19		535				2440		3332														
IRLAREA27PSVL0010°	8	0%																							
IRLAREA27TBBVL0010°	1	-50%	1	-47%																					
IRLAREA27TBBVL2440	11	10%			3135	23%			8476	24%	2844	25%													
IRLAREA27TMVL0010°	61	3%	14																						
IRLAREA27TMVL1012°	5		6		57				124		440														
IRLAREA27TMVL2440	15	25%	116	37%	1938	61%	6055	106%	21143	21%	36788	25%	11455	11%	98.6	-19%	-12972	-565%	-19474	-361%	-91	-303%	Weak	-341%	Deteriorated
IRLAREA27TMVL40XX°	21	11%	197	5%	2221	43%	14718	32%	91635	72%	150288	48%	63791	235%	324.0	218%	33928	547%	11928	126%	13	115%	High	129%	Improved

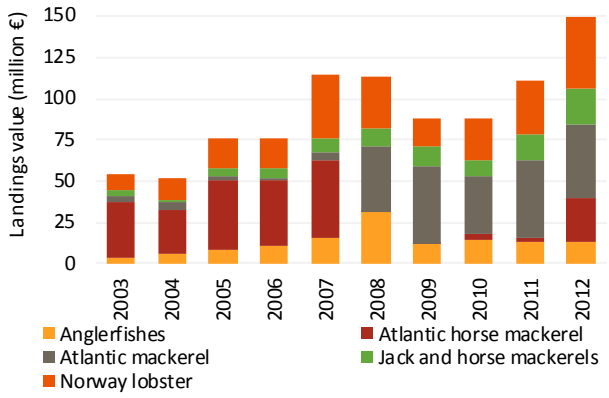
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014).

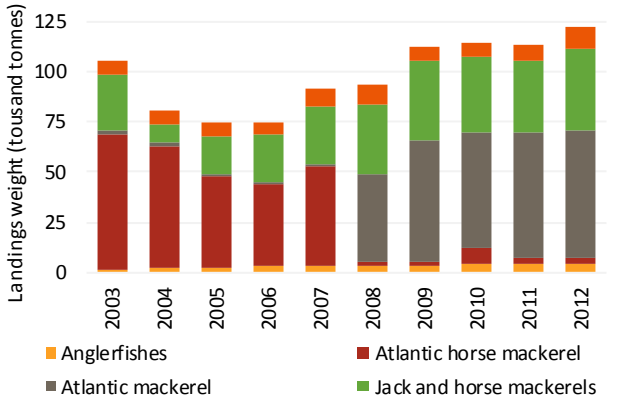

GT, kW (thousands)
no. of vessels, employed (thousand)
Vessel tonnage
Vessel power
Employed
No. Vessels

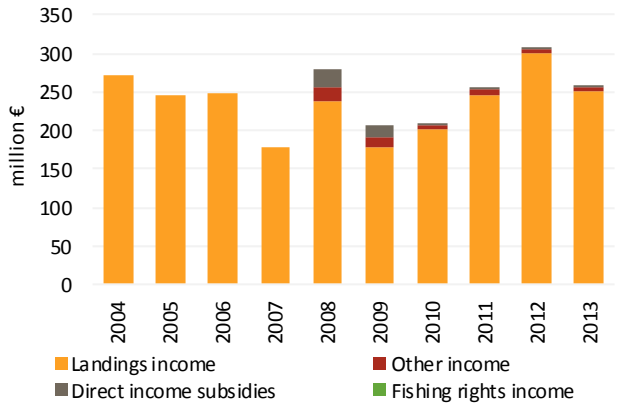

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

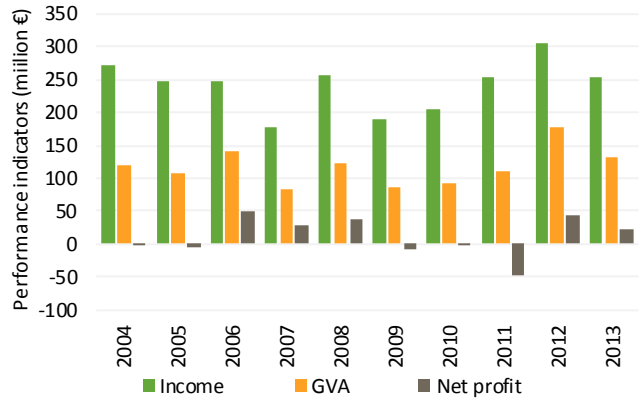

million € / thousand tonnes
Landings value
Landings weight
Landings income

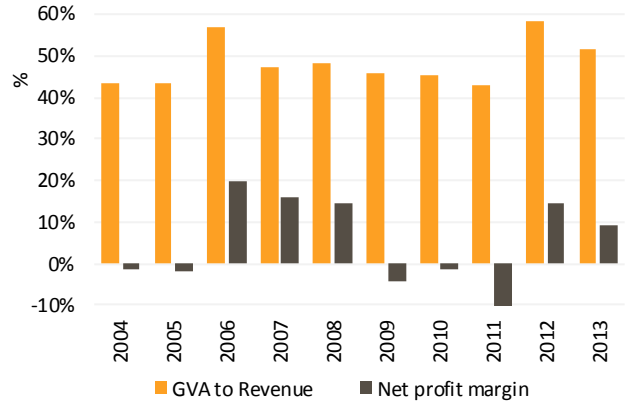

Landings value (million €)
Anglerfishes
Atlantic horse mackerel
Atlantic mackerel
Jack and horse mackerels


Landings value (million €)
Anglerfishes
Atlantic horse mackerel
Atlantic mackerel
Jack and horse mackerels
Norway lobster


Landings weight (tousand tonnes)
Anglerfishes
Atlantic horse mackerel
Atlantic mackerel
Jack and horse mackerels


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.12 ITALY

Fleet Structure, Fishing Activity and Production

In 2012, the Italian fishing fleet consisted of 14,433 registered vessels, with a combined gross tonnage of 166 thousand GT, a total power of 1,176 thousand kW and an average age of 28 years. The size of the Italian fishing fleet decreased between 2002 and 2012, with the number of vessels decreasing 11% and kW 9%. Over the same period total employed decreased 26%.

The largest part of the fleet is the small scale fleet, which is composed of vessels under 12m using passive gears only. They mainly use set nets, long-lines, pots and traps and are managed on a family and artisanal basis. This part contains around two thirds of all Italian fishing vessels (8,652), but due to their small size – on average around 2 GT per vessel - they only account for 9% of the total tonnage of the national fleet.

In 2012, the number of fishing enterprises in the Italian fleet amounted 9,142, with the vast majority (84%), owning a single vessel. Only 14% of the enterprises owned two to five fishing vessels and 1% owned more than six vessels (most of them represented by fishing cooperatives). Total employment in 2012 was estimated at 28,292 jobs, corresponding to 20,716 FTEs (Table 5.12.1; Figure 5.12.1).

Table 5.12.1 Italian national fleet structure, activity and production trends: 2008-2013.

Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Structure	Total No. Vessels (#)	15,038	14,977	14,969	14,715	14,433	14,139	-2%	↘
	No. of Inactive vessels (#)	1,568	1,603	1,685	1,396	1,545		11%	↗
	Average vessel age (year)	27	27	28	28	30	31	6%	↗
	Vessel tonnage (thousand GT)	199	198	191	185	166	154	-10%	↘
	Vessel power (thousand kW)	1,273	1,271	1,119	1,237	1,176	1,145	-5%	↘
	No. of Enterprises (#)	9,960	8,663	8,782	9,274	9,142		-1%	↘
Employment	Total employed (#)	29,604	29,222	29,222	28,966	28,292	*27,716*	-2%	↘
	FTE (#)	21,817	22,242	21,838	20,665	20,716	*20,261*	0%	↔
	Average wage per employed (thousand €)	9.0	12.3	10.9	9.7	8.1	*7.7*	-17%	↘
	Average wage per FTE (thousand €)	12.2	16.2	14.5	13.5	11.0	*10.5*	-19%	↘
Fishing Effort	Days at sea (thousand days)	1,591	1,783	1,668	1,748	1,556	*1,494*	-11%	↘
	Fishing days (thousand days)	1,530	1,752	1,646	1,742	1,538	*1,581*	-12%	↘
	Energy consumption (milion litres)	433.0	437.6	402.7	408.2	336.2		-18%	↘
	Energy consumption per landed tonne (l/T)	1,907	1,805	1,792	1,922	1,708		-11%	↘
Product	Landings weight (thousand tonnes)	227.0	242.4	224.8	212.4	196.8	171.0	-7%	↘
	Landings value (million €)	1,106	1,202	1,115	1,101	929	813	-16%	↘

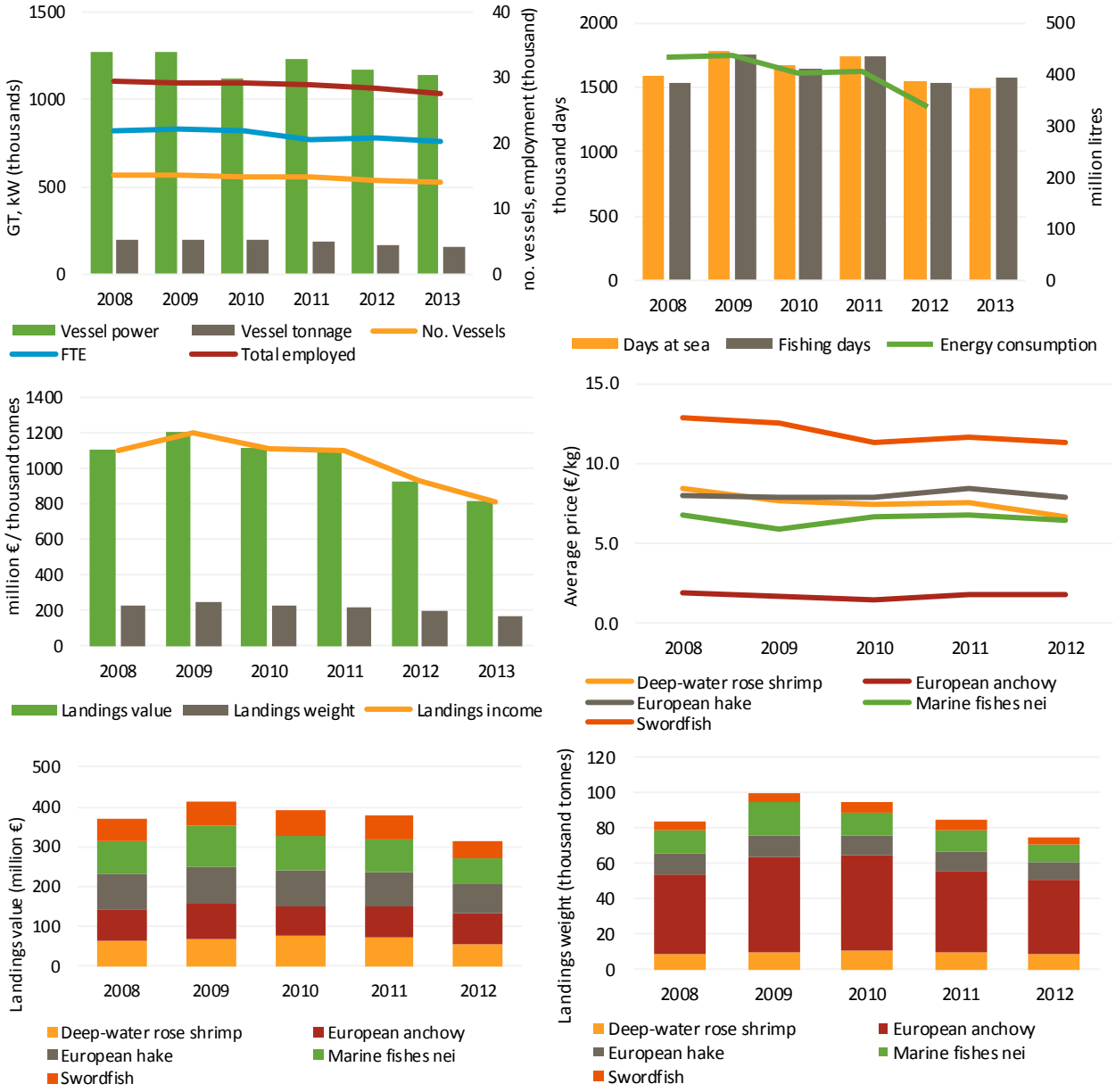
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Note: capacity data refers to the average fleet over the reference year (2008-2012); capacity data for 2013 includes fleet at 1st January and refers to active and inactive vessels.

In 2012, the Italian fleet spent a total of around 1,556 thousand days at sea, a decrease of 11% from 2011 and a decrease of 39% from 2002. One of the main factors causing the decrease in effort was the reduction in capacity. Other factors are related to the type of activity organisation, where operators spontaneously adopted strategies to optimise time spent at sea, for commercial reasons and in order to cut operation costs associated to fishing and landing activities. The quantity of fuel consumed in 2012 totalled around 336 million litres, a decrease of 54% from 2002. The major factor causing the decrease in fuel consumption was the reduction in total effort, see Figure 5.15.

The total weight landed by the Italian fleet in 2012 was around 197 thousand tonnes of seafood, with a landed value of €931.5 million. The total value of landings decreased 35% between 2002 and 2012. Over the same period the total weight of landings decreased 38%.

In 2012, European anchovy and European hake generated the highest landed values (€75 million and €74 million respectively), followed by "other marine fish" (€65 million), deep water rose shrimp (€56 million) and swordfish (€45 million). In terms of landings weight, in 2012 the volume of European anchovy landed amounted to 43 thousand tonnes, "other marine fish" 10 thousand tonnes, European hake 9 thousand tonnes, deep water rose shrimp 8 thousand tonnes and swordfish 4 thousand tonnes.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.12.1 Italian fleet main trends 2002-2012/13.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices; bottom left - top 5 species in terms of value landed; and bottom right – top 5 species in terms of weight landed.

Between 2011 and 2012, landed weight and value show decreasing tendencies for all top species. Prices decreased considerably in 2012, with only one exception being the average price of European anchovy, which increased slightly by 1%.

Between 2002 and 2012 landings of deep water rose shrimp decreased 43% in value and 31% in weight. Over the same period, landings of European anchovy and European hake both decreased by around 15% in weight and 4% in value. Swordfish landings (in weight and value) increased by 14% from 2002 to 2012.

National Fleet Economic performance

The total amount of income (exclusively composed of income from landings) generated by the Italian national fleet in 2012 was around €932 million, a decrease of 15% from 2011. Total operating costs incurred by the Italian national fleet in 2012 amounted to €688 million. Crew cost and fuel costs, the two major cost items, were €228 and €270 million, respectively (

Table 5.12.2). Between 2011 and 2012, total operational costs decreased 16%, largely due to the significant decrease in fishing activities. The percentage incidence of operational cost on total income has in fact increased from 72% in 2011 to 74% in 2012, reaching the highest level during the last five years. The general deterioration in economic performance of the fleet has also had a negative impact on labour costs; in 2012 crew salaries, due to the share system contract, fell considerably compared to previous years (e.g. -18% compared to 2011).

Table 5.12.2 Italian national fishing fleet economic performance in 2012 and projections for 2013.

Development trend based on %Δ net profit margin 2011 to average net profit margin 2008-2010. Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

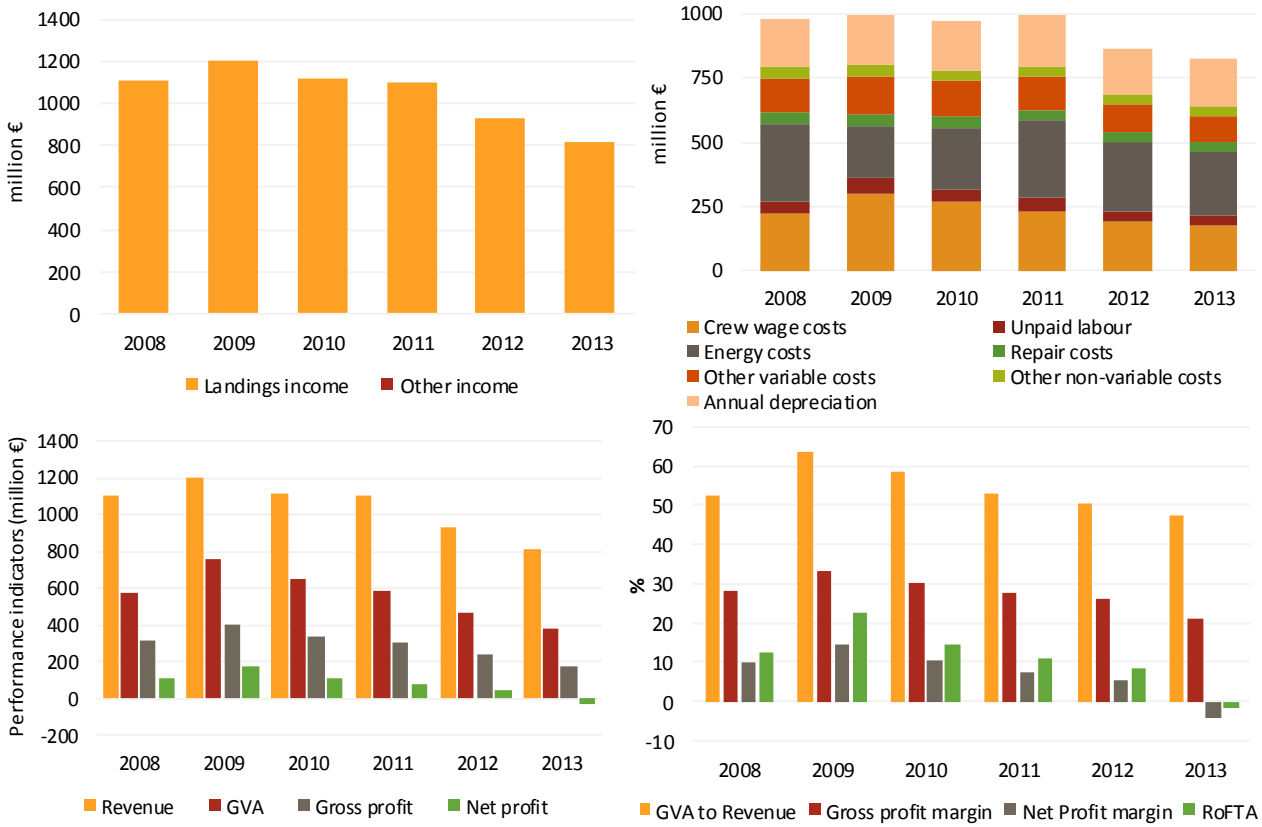
	Variable (million €)	National Fleet						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Income	Landings income	1,105.6	1,202.0	1,114.9	1,101.0	931.6	813.8	-15%	↘
	Other income								
Costs	Labour costs	265.5	360.7	317.5	279.7	228.1	*213.4*	-18%	↘
	Energy costs	302.7	203.9	238.5	302.0	270.1	*245.3*	-11%	↘
	Repair costs	47.1	47.0	46.3	44.6	42.0	*40.3*	-6%	↘
	Other variable costs	132.4	143.4	135.3	130.9	109.5	*105.1*	-16%	↘
	Other non-variable costs	43.8	44.6	41.9	40.6	37.8	*37.0*	-7%	↘
	Capital costs	201.2	228.2	219.5	223.6	194.6	*207.4*	-13%	↘
Economic Indicators	GVA	579.6	763.0	652.9	582.9	472.1	*386.1*	-19%	↘
	Gross profit	314.1	402.4	335.5	303.2	244.0	*172.7*	-20%	↘
	Net profit	112.9	174.2	115.9	79.6	49.4	*-34.7*	-38%	↘
Capital value	Depreciated replacement value	1,009.0	902.3	941.2	917.9	779.8	*763.9*	-15%	↘
	Investments	69.1	70.1	50.2	35.2	29.1		-17%	↘
Profitability and development trends	Net profit margin (%)	10.2	14.5	10.4	7.2	5.3	-4.3	-27%	↘
	development trend			Deteriorated				-50%	↘
	RoFTA (%)	12.3	22.8	14.7	11.1	8.5	-1.6	-24%	↘
	development trend			Deteriorated				-45%	↘
	GVA per FTE (thousand €)	26.6	34.3	29.9	28.2	22.8	19.1	-19%	↘
	development trend			Deteriorated				-23%	↘

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Italian national fleet in 2012 were €472 million, €244 million and €47 million, respectively. Gross Value Added (GVA), gross profit and net profit decreased by 19%, 20% and 41% respectively between 2011 and 2012, reaching the lowest values over the last five years. The general crisis in the sector is also confirmed by the trend observed in the profitability indicators. In 2012 net profit margin and the RoFTA indicators decreased considerably. Trends of the main profitability indicators also show a clear decreasing tendency between 2008 and 2012.

In 2012, the Italian fleet had an estimated (depreciated) replacement value of €882 million, a decrease of 4% compared to the previous year, a reduction which is mainly due to the decline in vessel number.

The costs and earnings of the small-scale fleet followed a similar trend to that of the national fleet: between 2011 and 2012, landings value decreased 19%; energy costs decreased 17% with total operating costs decreasing 18%. In terms of profitability, even if deteriorating, the net profit margin and RoFTA estimated values show lower decreases, when compared to national fleet indicators.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.12.2 Italian fleet main economic performance trends 2008-2013.

Top left –Landing income; top right – cost structure; bottom left – cost items as a percentage of income (fishing income and other income); bottom right – economic performance indicators.

Fleet Segment Level Economic performance

The Italian fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the Adriatic and South Tyrrhenian Seas (Figure 5.12.3). The national fleet consisted of 24 (DCF) fleet segments in 2012 and six inactive length classes consisting of 1,428 vessels. Ten of the active fleet segments made losses in 2012, while sixteen made overall net profits.

Table 5.12.3 and Table 5.12.4 provide a breakdown of the main performance indicators by fishing activity (small, large and distant-water fleets). Table 5.12.5 provides a breakdown of key performance indicators for all Italian fleet segments in 2012. A short description of the five most important segments in terms of total value of landings is provided below.

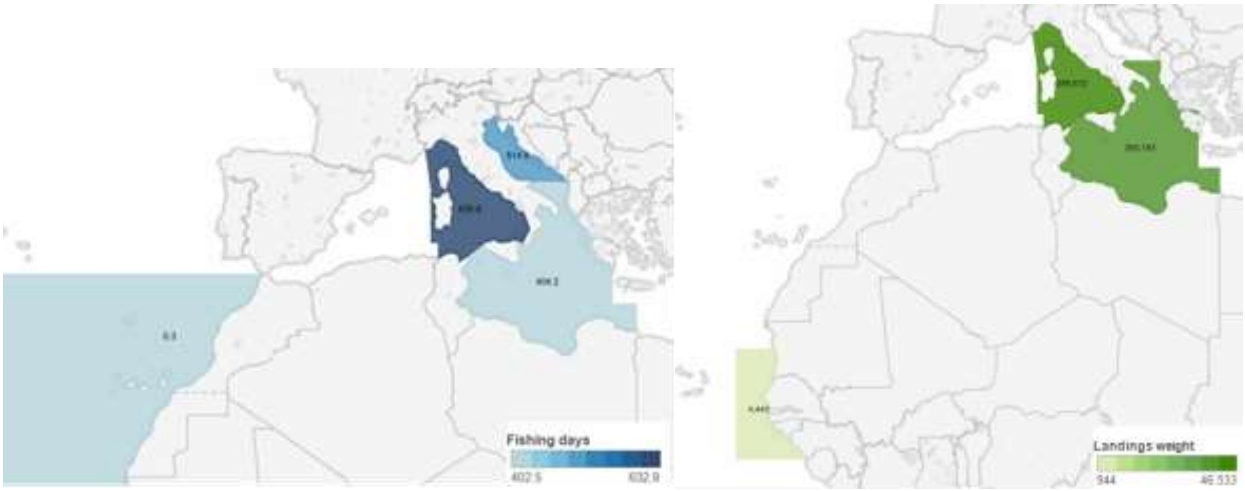


Figure 5.12.3 Italian fleet effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Passive gears polyvalent 6-12m: In 2012, the landings of passive gears 6-12m amounted to 21% of total national landings in value and 12% in volume. Landings from this segment amounted to 25,553 tonnes, corresponding to almost €197 million. This fleet segment is the most relevant from a social and job-related point of view, with 5,875 vessels and employing around 5,919 FTEs. In 2012, the level of activity equated to 130 average days at sea, a decrease of 5% compared to 2011. Catch is dominated by cuttlefish, which amounted to 1,900 tonnes and a landed value of €17 million, accounting for 9% of the volume of landings and 7% of revenues. In 2012, common octopus accounted for 6% of landings in weight and value. European hake is the third most important species, accounting for almost 6% of total volume and 5% of total revenues of this fleet segment.

This fleet segment was not particularly profitable in 2012, with a reported gross profit of around €67 million and an estimated net profit of around €28 million, a reduction of 9% and 12% respectively from 2011.

Demersal trawl / seine 12-18m: The second most productive fleet in the Italian fishery is made up of 1,343 vessels operating mostly with bottom trawls and beam trawls. These vessels represent 9% of the entire Italian fleet, contributing 13% of the volume and 18% of the overall revenue. Between 2011 and 2012, landings generated by this segment decreased 15% in weight and 21% in value. The level of activity further decreased 4% in 2012, with an average of 135 days at sea per vessel. Gross profit and net profit decreased 49% and 32%, respectively from 2011.

The main species for this segment is European hake with 3,233 tonnes landed at a value of €24 million in 2012. The second most important species in terms of landed weight is red mullet, with 2,959 tonnes and a value of €15 million. The deep-water rose shrimp is the third most important species, with landings totalling 2,286 tonnes, 9% of total landings in terms of weight and value. The main production area for this species is the Sicilian Channel.

Demersal trawl / seine 18-24m: In 2012, 693 vessels made up this segment, showing a reduction of 5% compared to 2011. These vessels target demersal species such as deep water rose shrimp, European hake, red mullet, Norway lobster and musky octopus. The total value of landings amounted to €166 million and contributed to 18% of the total Italian landings income, decreasing 10% from 2011. Around 2,312 FTEs were employed in this fleet segment in 2012, contributing 13% of the national total. In 2012, this fleet segment reported a loss of €6.6 million, confirming the decreasing trend of the previous years.

Demersal trawl / seine 24-40m: These vessels, which are managed by a more industrial approach, in 2012 represented 1.5% of the total Italian fleet in terms of vessels numbers and accounted for 12% of the total landing weight and 18% of total national revenues. The target species are mainly composed by deep water rose shrimp, giant red shrimp, European hake and Norway lobster, which respectively accounted for 18%, 35%, 8% and 15% of the landings value of this fleet segment.

Around 1,278 FTEs were employed in this fleet segment in 2012, with a further reduction of 2% compared to 2011. In 2012, this fleet segment registered a loss of €6.2 million, following the same trend observed in previous years. Over the last few years vessels above 24 meters have been suffering a deep crisis due mostly to high fuel costs and substantial reductions in landings, which decreased 17% in terms of weight and 20% in value.

Dredges 12-18m: In 2012, there were 702 vessels operating predominantly around the Central-Northern Adriatic coast (GSA 17), employing around 263 FTEs. This fishery almost exclusively targets clams and is co-managed at compartment level by local consortia. In 2012, total landings amounted to almost 21,906 tonnes corresponding to €22 million. The performance of this fleet is highly variable due to cyclic abundance of clams. In 2012, hydraulic dredges operated for 78 days on average, an 8% decrease from 2011. Between 2011 and 2012, production levels remained relatively stable. However, income decreased 17% and gross profit decreased 23%.

Assessment and Future Trends

National Fleet

In 2013, the number of active vessels continues to fall steadily from 12,897 in 2012 to 12,603 in 2013 with a 2% reduction in number and 5% in gross tonnage.

According to 2013 data, a decrease in economic performance can be expected due mainly to the decrease in income levels. The weight landed by the Italian fleet amounted to 171 thousand tonnes of seafood, with a landed value of €813 million. 2013 landings decreased 13% in value and weight compared to 2012.

Domestic market for fresh fish products fell steadily between 2008 and 2013, causing a general decline in prices of most keys species such as European anchovy, cuttlefish and clams.

A negative trend in employment is also observed due to the reduced number of fishing vessels but also to the decline in their physical and economic productivity. The increase in production costs, especially in the past two years, contributed to a decline in the economic performance of fishing enterprises and, thus, the workers. The annual cost of labour per worker fell 10% over the period 2008-2012.

In the last years, several factors greatly reduced profit margins of fishing enterprises. The overexploitation status of some assessed stocks could have had an impact on this trend. However, other factors seems to have affected the fall in total captures and unitary productivity even more deeply than the decrease in abundance of the stocks, including: increases in fuel price, changes in fishing zones due to increased production costs, and different catch compositions, which targeted the most sought-after species in domestic and International markets

Small scale Fleet

The size of the small scale fishing fleet decreased between 2012 and 2013, with the number of vessels falling 2% and both GT and kW decreasing 1%. The general stagnation of the sector seems destined to further reduce landings and GVA as well as employment.

Small-scale fishing is the most relevant sector from a social and job-related point of view, followed by trawling and purse seining. However, the level of annual income registered in the small-scale fleet is still low compared to other productive activities. Over the years, the persistence of such standards of revenues has even lead fishermen, who are socially and culturally close to seafaring life, to quit the activity. This phenomenon is mainly reported in areas where the fishery industry has a greater significance, for example, the Sicilian provinces and the largest Adriatic fisheries centres. Given the inadequate level of revenues, it is only the high degree of ownership share due to the artisan feature of fisheries that prevents fishermen from quitting the activity.

The sustained increase of intermediate costs, together with decreases in production levels, has eroded added value and profits, further weakening a sector already in economic recession. Several factors affected the decrease in total captures and unitary productivity, such as high fuel prices and restrictions set by Council Regulation (EC) n. 1967/2006 concerning management measures for the sustainable exploitation of fishery resources in the Mediterranean Sea. In particular some measures such as the ban to catch juvenile pilchard (bianchetto) has affected many fishing communities in which it was carried out. The seasonal component of

this type of fishery allowed small boats to achieve a considerable income during the winter season. Hence, this type of fishery represented a significant source of income integration for many coastal communities, and therefore has a socio-economic and employment importance.

In recent years, there has been a significant global development of co-management experiences regarding coastal resources. In particular, at the end of December 2013, 11 Local Management Plans were in force. They are a completely innovative intervention tool from the range of available management measures. They contain restrictive management measures in order to reduce fishing effort, to improve the state of fishery resource, to limit the conflict between other users (sport and recreational fisheries, tourism).

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

There were no significant data issues in producing this chapter, and the coverage and quality appear to be good. Some data missing for the distant-water fleet in 2010 and 2011 (days at sea, energy consumption).

Table 5.12.3 Economic performance of the Italian national fishing fleet by operational scale: 2008-2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11	Distant water fleet					%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	
Structure	No. Vessels (#)	8,872	8,840	8,813	8,875	8,663	8,513	-2% ↘	4,581	4,516	4,456	4,428	4,283	4,090	-3% ↘	18	18	16	16	5	-69% ↘
	Vessel tonnage (thousand GT)	16.6	16.6	16.6	17.2	16.6	16.4	-4% ↘	167.2	165.5	159.1	157.9	149.8	138.0	-5% ↘	10.5	10.5	7.7	7.7	2.7	-65% ↘
	Vessel power (thousand kW)	243.6	245.5	248.9	256.0	247.7	244.8	-3% ↘	864.0	853.0	828.2	823.9	790.1	750.3	-4% ↘	21.8	21.8	17.2	17.2	5.3	-69% ↘
Employment	Total employed (#)	13,722	13,698	14,094	14,050	13,856	*13,589*	-1% ↘	15,627	15,269	14,888	14,676	14,361	*9,830*	-2% ↘	255	255	240	240	75	-69% ↘
	FTE (#)	9,666	10,193	10,004	9,996	9,779		-2% ↘	12,003	11,952	11,772	10,603	10,913		3% ↗	148	97	63	66	25	-62% ↘
	Average wage per employed (thousand €)	5.5	7.3	6.2	6.0	4.7		-22% ↘	12.1	17.0	15.4	13.3	11.4		-15% ↘	6.4	4.8	3.5	3.6	4.4	21% ↗
	Average wage per FTE (thousand €)	7.8	9.8	8.7	8.4	6.6		-21% ↘	15.7	21.7	19.5	18.4	15.0		-19% ↘	11.0	12.7	13.3	13.3	13.3	0% ↔
Fishing Effort	Days at sea (thousand days)	988.8	1,151.7	1,070.0	1,177.9	1,033.0	*986*	-12% ↘	600.0	629.9	597.8	570.5	522.8	*507.7*	-5%	2.3	1.4			0.3	
	Fishing days (thousand days)	967.1	1,151.6	1,069.9	1,167.1	1,033.0	*1,078*	-11% ↘	563.0	599.9	576.4	548.0	505.3	*502.9*	-8% ↘						
	Energy consumption (milion litres)	56.8	64.1	59.3	74.6	57.0		-24% ↘	369.7	369.0	343.5	332.3	278.2		-16% ↘	6.5	4.6		1.2	1.0	-16% ↘
	Energy consumption per landed tonne (l/T)	1,729	1,662	1,760	2,033	1,829		-10% ↘	2,012	1,887	1,814	1,914	1,689		-12% ↘	2,328	1,573		577	1,052	82% ↗
Output	Landings weight (thousand tonnes)	32.8	38.6	33.7	36.7	31.1		-15% ↘	183.7	195.5	189.3	173.6	164.7		-5% ↘	10.4	8.4	1.8	2.1	0.9	-54% ↘
	Landings value (million €)	258.5	303.7	276.5	297.2	242.1		-19% ↘	823.8	875.2	826.3	793.1	683.0		-14% ↘	23.4	23.1	12.1	10.7	4.5	-58% ↘

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Table 5.12.4 Main socio-economic performance indicators by fleet segment in the Italian national fishing fleet in 2012.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11	Distant water and othermost region fleet					%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	
Income	Landings income	258.5	303.7	276.5	297.2	242.1		-19% ↘	823.8	875.2	826.3	793.1	683.0		-14% ↘	23.4	23.1	12.1	10.7	6.5	-39% ↘
	Other income																				
Costs	Labour costs	75.0	99.7	86.9	83.8	64.6		-23% ↘	188.9	259.8	229.7	195.0	163.2		-16% ↘	1.6	1.2	0.8	0.9	0.3	-62% ↘
	Energy costs	39.7	29.9	34.9	55.2	45.8	*40.4*	-17% ↘	258.4	172.0	202.1	245.9	223.6	*177.7*	-9% ↘	4.7	2.1	1.5	0.9	0.8	-9% ↘
	Repair costs	14.2	14.2	14.2	14.0	9.9	*9.4*	-29% ↘	32.5	32.5	31.9	30.4	27.9	*21.6*	-8% ↘	0.4	0.3	0.3	0.3	0.1	-62% ↘
	Other variable costs	27.3	32.3	29.5	31.6	26.4	*24.8*	-17% ↘	103.8	110.2	105.0	98.5	82.8	*61.8*	-16% ↘	1.3	1.0	0.7	0.8	0.3	-63% ↘
	Non-variable costs	11.1	11.1	11.1	10.9	13.1	*13.0*	20% ↗	32.2	33.1	30.5	29.4	28.9	*21.8*	-1% ↘	0.6	0.4	0.3	0.3	0.1	-62% ↘
	Capital costs	37.2	42.1	46.9	48.2	45.0	*46.7*	-7% ↘	157.5	178.9	164.8	166.0	146.9	*112.4*	-12% ↘	4.9	6.0	5.4	8.0	2.8	-65% ↘
Economic Indicators	GVA	166.2	216.4	186.8	185.5	146.9		-21% ↘	397.0	527.5	456.7	388.9	319.8		-18% ↘	8.0	14.6	9.3	8.5	5.2	-38% ↘
	Gross profit	91.3	116.7	99.9	101.7	82.6		-19% ↘	208.1	267.7	227.0	193.9	156.6		-19% ↘	6.4	13.4	8.5	7.6	4.9	-36% ↘
	Net profit	54.1	74.6	53.1	53.4	37.7		-29% ↘	50.6	88.7	62.2	27.9	9.8		-65% ↘	1.8	7.9	3.1	-0.4	2.1	692% ↗
Capital value	Depreciated replacement value	137.7	144.0	168.0	172.9	164.0	*162.8*	-5% ↘	671.6	687.4	650.0	655.0	591.9	*429.6*	-10% ↘	57.2	38.0	22.8	34.2	23.9	-30% ↘
	Investments	8.9	9.3	1.9	10.1	8.6		-15% ↘	56.8	58.0	48.2	23.9	19.7		-18% ↘	3.4	2.8	0.1	1.2	0.8	-37% ↘
Profitability and development trends	Net profit margin (%)	20.9	24.6	19.2	18.0	15.6		-13% ↘	6.1	10.1	7.5	3.5	1.4		-59% ↘	11.7	42.7	25.4	-3.4	32.7	1071% ↗
	development trend		Deteriorated					-24% ↘		Deteriorated					-79% ↘			Improved			71% ↗
	RoFTA (%)	39.3	51.8	31.6	30.9	23.1		-25% ↘	7.5	12.9	9.6	4.3	1.7		-61% ↘	4.6	34.6	13.5	-1.1	8.9	942% ↗
	development trend		Deteriorated					-40% ↘		Deteriorated					-81% ↘			Deteriorated			-31% ↘
	GVA per FTE (thousand €)	17.2	21.2	18.7	18.6	15.0		-19% ↘	33.1	44.1	38.8	36.7	29.3		-20% ↘	54.1	150.5	149.3	129.4	210.2	62% ↗
	development trend		Deteriorated					-21% ↘		Deteriorated					-23% ↘			Improved			74% ↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

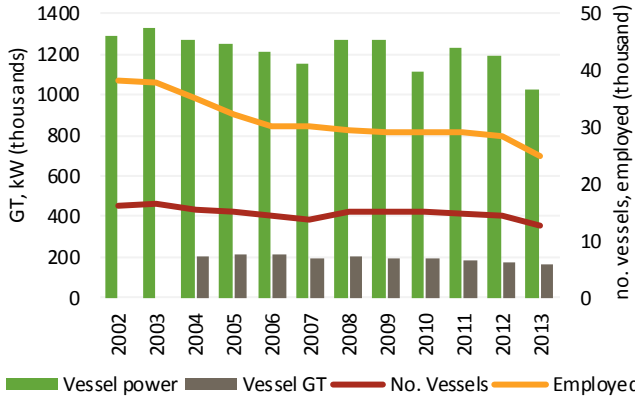
Note: In 2012, replacement value has been calculated only on active vessels.

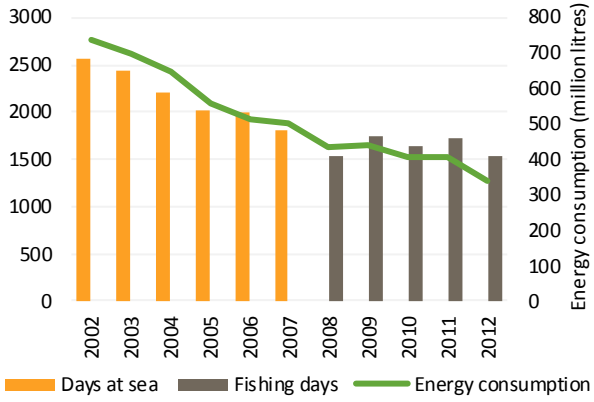
Table 5.12.5 Main socio-economic performance indicators by fleet segment in the Italian national fishing fleet in 2012, percentage change to 2011.

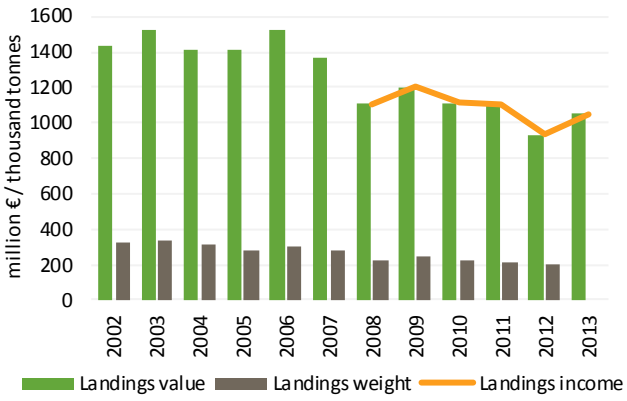
Development trend based on %Δ net profit margin 2011 to average net profit margin 2008-2010. Arrows indicate change (**Δ**) in relation to 2010: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

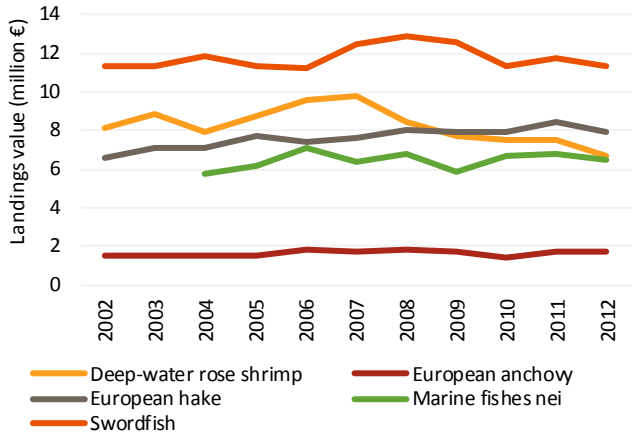
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
ITAAREA37DRBVL0612°	4		1		344		72		335		67		247		265.1		129		82		24		High		
ITAAREA37DRBVL1218	702	-1%	330	-15%	54640	-9%	12457	-13%	51959	-17%	21906	1%	35099	-22%	106.4	-9%	19014	-23%	7749	-36%	15	-23%	High	-31%	Deteriorated
ITAAREA37DTSVL0612°	229	29%	243	55%	21018	17%	4479	-23%	10363	-3%	1595	-1%	3878	-8%	16.0	-40%	1014	-46%	-661	-244%	-6	-249%	Weak	-147%	Deteriorated
ITAAREA37DTSVL1218°	1343	-6%	3040	0%	181660	-9%	76523	-24%	168943	-18%	25976	-13%	75406	-20%	24.8	-20%	36367	-19%	14401	-32%	9	-18%	Reasonable	-42%	Deteriorated
ITAAREA37DTSVL1824°	693	-5%	2459	4%	104709	-6%	79810	-14%	165997	-9%	24336	-7%	68232	-11%	27.8	-14%	32891	-15%	-6068	-41%	-4	-56%	Weak	-218%	Deteriorated
ITAAREA37DTSVL2440°	219	-6%	1299	-4%	33667	-12%	39149	-30%	87354	-17%	9825	-14%	38653	-9%	29.8	-5%	22588	14%	-6215	54%	-7	44%	Weak	45%	Improved
ITAAREA37HOKVL1218	137	-4%	427	17%	14902	-5%	6387	15%	20037	-12%	2207	-16%	9878	-24%	23.1	-35%	4147	-34%	1335	-59%	7	-54%	Reasonable	-62%	Deteriorated
ITAAREA37HOKVL1824	45	-6%	208	-14%	5475	-30%	2467	-30%	11083	-33%	1471	-45%	4790	-41%	23.1	-31%	2421	-40%	-932	-248%	-8	-320%	Weak	-262%	Deteriorated
ITAAREA37PGPVL0006°	2774	-2%	2428	-6%	269488	-24%	7975	-27%	44795	-35%	5504	-34%	29020	-41%	12.0	-37%	15082	-44%	9670	-55%	22	-31%	High	-29%	Deteriorated
ITAAREA37PGPVL0612°	5875	-2%	7305	-1%	761219	-7%	48277	-24%	196675	-13%	25553	-9%	118141	-13%	16.2	-12%	67475	-9%	28071	-12%	14	2%	High	-19%	Deteriorated
ITAAREA37PGPVL1218	429	-4%	1078	-11%	48991	-26%	13954	34%	35435	-39%	4391	-42%	12852	-65%	11.9	-60%	6424	-70%	-3120	-127%	-9	-145%	Weak	-142%	Deteriorated
ITAAREA37PMPVL0612°	14	-67%	45	127%	2279	-54%	714	36%	579	-71%	83	-64%	-293	-125%	-6.4	-111%									
ITAAREA37PMPVL1218	33	-12%	60	-21%	2486	-45%	1001	-37%	2319	-43%	269	-46%	975	-51%	16.4	-38%	501	-54%	144	-80%	6	-65%	Reasonable	-60%	Deteriorated
ITAAREA37PSVL0612°	16		20		1114		600		1719		857		733		36.6		-161		-355		-21		Weak		
ITAAREA37PSVL1218°	100		361		11196		6378		14197		5456		5954		16.5		2445		682		5		Reasonable		
ITAAREA37PSVL1824°	37	-22%	156	-3%	3867	6%	2431	-5%	10715	-30%	6117	-29%	6678	-39%	42.8	-37%	3010	-40%	911	-65%	9	-49%	Reasonable	-49%	Deteriorated
ITAAREA37PSVL2440°	57	-11%	259	-16%	5417	1%	3925	-7%	21135	8%	10921	-4%	13321	11%	51.5	31%	6197	3%	-17	98%	0	98%	Weak	99%	Improved
ITAAREA37PSVL40XX°	15	-12%	20	-4%			516	-1%	15049	141%	1167	27%	13407	190%	661.7	201%	7046	233%	846	110%	6	104%	Reasonable		
ITAAREA37TBBVL1218°	11	-8%	36	78%	1521	64%	996	63%	2604	125%	716	185%	1400	201%	39.3	69%	613	222%	348	316%	13	196%	High	304%	Improved
ITAAREA37TBBVL1824°	27	-1%	118	335%	3667	6%	3304	-11%	5068	-16%	889	13%	919	-49%	7.8	-88%	-128	-132%	-1125	-42%	-22	-69%	Weak	-136%	Deteriorated
ITAAREA37TBBVL2440°	29	-8%	151	19%	3488	-8%	4239	9%	8464	-18%	2395	-11%	3467	-39%	23.0	-49%	1707	-44%	-408	-407%	-5	-472%	Weak	-272%	Deteriorated
ITAAREA37TMVL1218	35	35%	117	456%	5225	70%	2577	10%	7184	41%	7625	34%	3818	48%	32.7	-73%	1395	37%	934	68%	13	19%	High	0%	Stable
ITAAREA37TMVL1824°	40	-9%	169	41%	7719	50%	3464	-10%	11506	38%	11345	32%	6426	93%	38.0	37%	3695	141%	1584	413%	14	326%	High	636%	Improved
ITAAREA37TMVL2440°	82	6%	362	34%	11659	10%	13490	0%	31515	8%	25169	18%	13669	8%	37.7	-20%	5290	-3%	-362	-39%	-1	-29%	Weak	-146%	Deteriorated
ITAOFRDTSVL40XX	5	-69%	25	-62%	331		993	-16%	4445	-58%	944	-54%	5219	-38%	210.2	62%	4888	-36%	2135	691%	33	1071%	High	71%	Improved

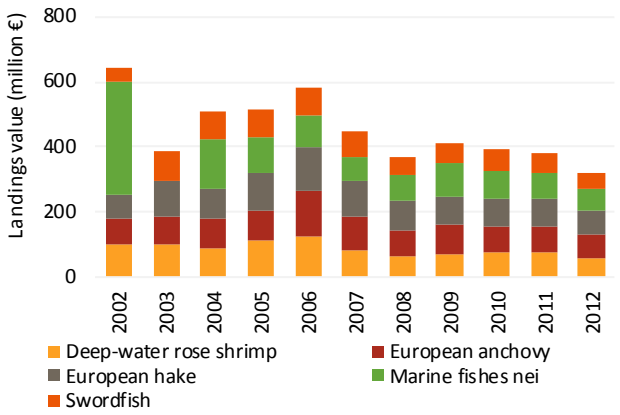
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

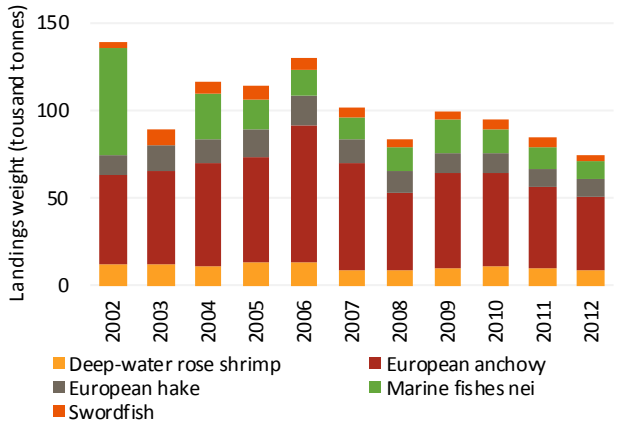

GT, kW (thousands)
no. vessels, employed (thousand)
Vessel power
Vessel GT
No. Vessels
Employed

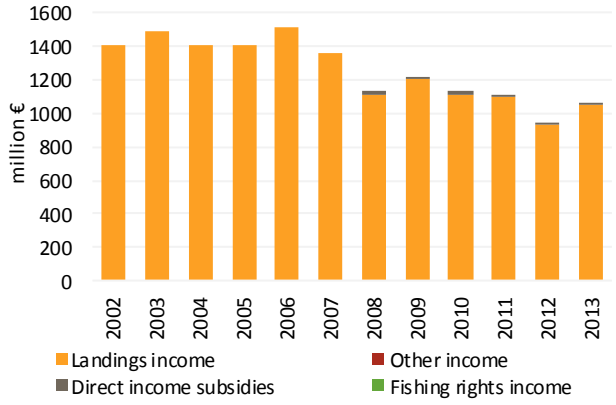

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

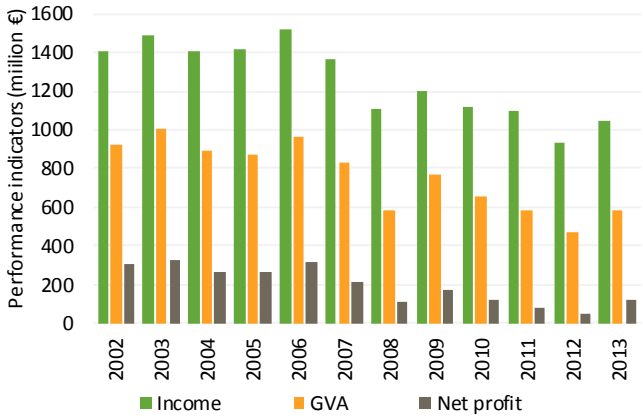

million €/ thousand tonnes
Landings value
Landings weight
Landings income

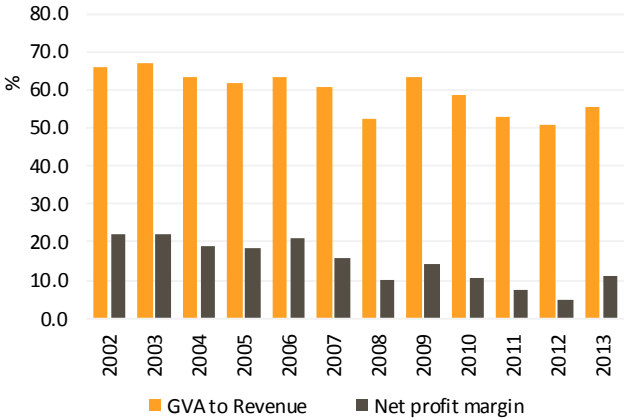

Landings value (million €)
Deep-water rose shrimp
European anchovy
European hake
Marine fishes nei
Swordfish


Landings value (million €)
Deep-water rose shrimp
European anchovy
European hake
Marine fishes nei
Swordfish


Landings weight (tousand tonnes)
Deep-water rose shrimp
European anchovy
European hake
Marine fishes nei
Swordfish


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.13 LATVIA[1]

Fleet Structure, Fishing Activity and Production

In 2012, the Latvian Baltic Sea fishing fleet consisted of 279 registered vessels, with a combined gross tonnage of 8 thousand GT, a total power of 22 thousand kW and an average age of 29 years (Table 5.13.1). The size of the Latvian fleet followed a decreasing trend between 2011 and 2012. The number of vessels declined by 13% (or 40 vessels), while the total GT and kW of the fleet declined 2% during the same period. The reason for the change is connected to vessel scrapping which according to the multi-annual management plan aims to achieve a better balance between fishing capacity and the available resources. The fishing vessels were "reassigned for activities outside fishing (by scrapping or selling)". Vessel scrapping between 2008 and 2012, as well as other structural changes in fleet segments, had a positive impact on incomes and minimised total costs resulting in an increase in profitability and overall improvement in the economic effectiveness of several fishing firms.

Significant differences in the number of vessels and in other related variables were observed between 2010 and 2011. The fleet size decreased by 452 vessels or 59%. Fleet GT and kW decreased by 13% and 16% respectively (Table 5.13.1; Figure 5.13.1). The major factor causing the fleet to decrease is due to the small coastal zone vessels less than 10m, which were excluded from the statistics. These vessels have a licence and obligation to fill coastal logbooks but only fish for family consumption and are not involved in commercial fishing activity. This type of fishing activity in Latvia has a long historical tradition. The small-scale fleet targets Atlantic cod, Atlantic salmon, European flounder, European smelt, Atlantic herring, European sprat and others coastal species.

Table 5.13.1 Latvian national fleet structure, activity and production trends: 2008-2014.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ		
		2008	2009	2010	2011	2012	2013	2012-11		2014
Structure	Total No. Vessels (#)	858	814	771	319	279	273	-13%	↘	*276*
	No. of Inactive vessels (#)				88	77	81	-13%	↘	
	Average vessel age (year)	27	27	29	27	29	28	7%	↗	*29*
	Vessel tonnage (thousand GT)	13	12	10	9	8	8	-2%	↘	*8*
	Vessel power (thousand kW)	34	33	27	22	22	20	-2%	↘	*22*
	No. of Enterprises (#)	149	153	151	147	123	127	-16%	↘	
Employment	Total employed (#)	1621	1666	1619	712	643	593	-10%	↘	
	FTE (#)	664	548	521	378	353	250	-7%	↘	
	Average wage per employed (thousand €)	2.6	2.0	2.0	4.6	6.0	6.1	29%	↗	
	Average wage per FTE (thousand €)	6.3	6.1	6.2	8.8	10.9	14.5	24%	↗	
Fishing Effort	Days at sea (thousand days)	44	48	44	20	19	19	-1%	↔	
	Fishing days (thousand days)	36	38	36	17	17	17	-1%	↔	
	Energy consumption (milion litres)	8.3	6.6	6.5	6.5	9.4		45%	↗	
	Energy consumption per landed tonne (l/T)	96	84	88	103	164		59%	↗	
Output	Landings weight (thousand tonnes)	86.5	78.5	74.0	63.1	57.5	60.9	-9%	↘	
	Landings value (million €)	23.2	17.8	21.2	21.6	23.4	23.1	8%	↗	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013and 2014 are provisional.

Note: total number of vessels in 2011 includes only active vessels; average vessel age and length excludes the PGP fleet segment; capacity data (number of vessels, engine power and gross tonnage) in 2011 excludes inactive vessels.

[1] Note: This National Chapter does not cover the entire Latvian fleet

In 2012, the number of fishing enterprises totalled 123, with the majority (53%), owning a single vessel. Only 5% of the enterprises owned six or more fishing vessels (Table 5.13.1).

Employment was around 643 jobs and 353 FTEs in 2012 (Table 5.13.1; Figure 5.13.1). The level of total employment and FTE decreased 10% and 7%, respectively between 2011 and 2012. While the average wage per FTE increased during the same period by 24%.

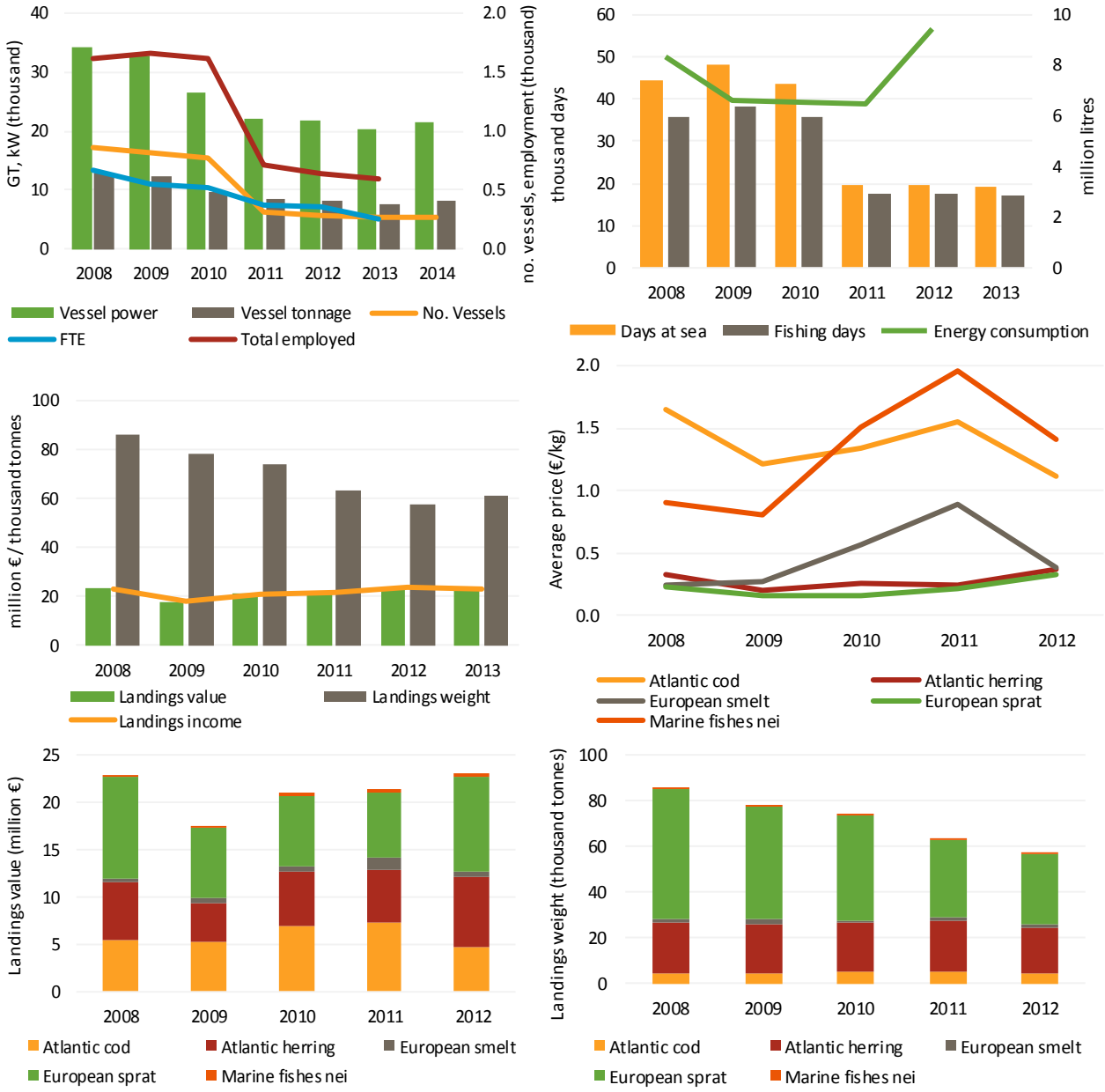


Figure 5.13.1 Latvian fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of landed value in 2012; bottom left - top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

In 2012 the Latvian Baltic Sea fishing fleet spent a total of around 19 thousand days at sea (Table 5.13.1; Figure 5.13.1), 17 thousand of which were fishing days. The total number of days at sea and fishing days remained relatively stable with only a decrease of 1% between 2011 and 2012. The total quantity of fuel consumed in 2012 was 9.4 million litres an increase of 45% compared to the previous year. Fuel consumption per kg landed also increased significantly by 59%.

The weight landed by the fleet in 2012 was 57.5 thousand tonnes of fish, with a landed value of €23.4 million (Table 5.13.1; Figure 5.13.1). The total weight of landings declined 9% between 2011 and 2012 while landed

value increased 8% during the same period. The main reason for decrease in weight was reduced Latvian quota for European sprat in the Baltic.

The prices obtained for the two key species (Atlantic herring and European sprat) increased between 2011 and 2012. In terms of price, coastal zone species which are included in "Marine fishes nei" achieved the highest average price per kilo by the Latvian fleet (€1.41 per kg), followed by Atlantic cod and European smelt (€1.11 per kg and €0.38 per kg) (Figure 5.13.1). Despite the high prices for coastal species and for European smelt, these species are negligible in the total landings composition.

In terms of landings composition, in 2012 European sprat was the most common species landed in terms of weight (30.7 thousand tonnes), followed by Atlantic herring (20 thousand tonnes) and Atlantic cod (4.3 thousand tonnes) (Figure 5.13.1). In 2012, European sprat achieved the highest landed value (€10.1 million) for the national fleet, followed by Atlantic herring (€7.4 million) and then Atlantic cod (€4.8 million) (Figure 5.13.1).

European sprat, Atlantic herring and Atlantic cod, accounted for 43%, 32% and 21% respectively of the total landings value in 2012 and contributed to 54%, 35% and 8%, respectively to total landed weight. The total landing value has remained relatively stable over the years, while total weight declined. The major factor causing the decrease in weight and significant increase in prices was the reduction of Latvian quota for European sprat by 50% in the Baltic Sea between 2008 and 2012 (Figure 5.13.1).

National Fleet Economic performance

The amount of income generated by the Latvian national fleet in 2012 was €24.8 million, including €23.4 million in revenue from fish sales and €1.4 million in non-fishing income. The landed income of the Latvian fleet increased 8% between 2011 and 2012. Expenditure by the Latvian fleet in 2012 was €21.8 million, amounting to 93% of income. The largest expenditure items were non-variable costs and energy costs (€6.3 and €4.9 million respectively). Between 2011 and 2012, total costs increased by 25% (Table 5.13.2; Figure 5.13.2).

In terms of profitability, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Latvian national fleet in 2012 was €8.5 million, €4.6 million and €3.0 million, respectively (Table 5.13.2; Figure 5.13.2). Therefore, Gross Value Added (GVA) and gross profit decreased by 20% and 37% respectively between 2011 and 2012.

Towards the end of 2008 and during 2009 the Latvian fishery sector was negatively affected by the global economic crisis, which led to significant increase of total costs and decrease of profit levels. In 2012, the Latvian fleet had an estimated (depreciated) replacement value of €10.5 million. Investments in the fleet amounted to €0.5 million. The major factor causing changes in the capital value of the fleet include the differences in data collection approaches. The data for 2008 and 2009 were imputed. The data for 2011- 2012 were received by questionnaire.

Table 5.13.2 Latvian national fishing fleet economic performance in 2008-2012 and projections for 2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	
Income	Landings income	23.2	17.8	21.2	21.6	23.4	23.1	8%	↗
	Other income	1.4	2.7	0.8	0.8	1.4	*1.1*	63%	↗
Costs	Labour costs	4.2	3.3	3.3	3.3	3.8	*3.6*	16%	↗
	Energy costs	4.4	3.5	3.4	4.2	4.9	*4.6*	18%	↗
	Repair costs	1.0	0.9	0.8	0.9	1.4	*1.4*	49%	↗
	Other variable costs	3.1	2.1	2.5	2.6	3.7	*3.7*	42%	↗
	Other non-variable costs	2.7	2.5	3.6	4.2	6.3	*6.2*	50%	↗
	Capital costs	-4.7	6.1	6.7	1.2	1.6	*1.1*	40%	↗
Economic Indicators	GVA	13.5	11.5	11.6	10.6	8.5	*8.3*	-20%	↘
	Gross profit	9.3	8.2	8.4	7.3	4.6	*4.7*	-37%	↘
	Net profit		2.1	1.7	6.1	3.0	*3.6*	-51%	↘
Capital value	Depreciated replacement value	61.6	54.8	45.6	9.7	10.5	*10.3*	9%	↗
	Investments		0.2	0.3	0.4	0.5		37%	↗
Profitability and development trends	Net profit margin (%)		10.2	7.6	27.1	12.1	14.9	-55%	↘
	development trend			Deteriorated				-19%	↘
	RoFTA (%)		12.6	15.4	64.7	30.7	38.3	-53%	↘
	development trend			Stable				-1%	↔
	GVA per FTE (thousand €)	20.3	21.1	22.3	27.9	23.9	33.3	-14%	↘
	development trend			Stable				5%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

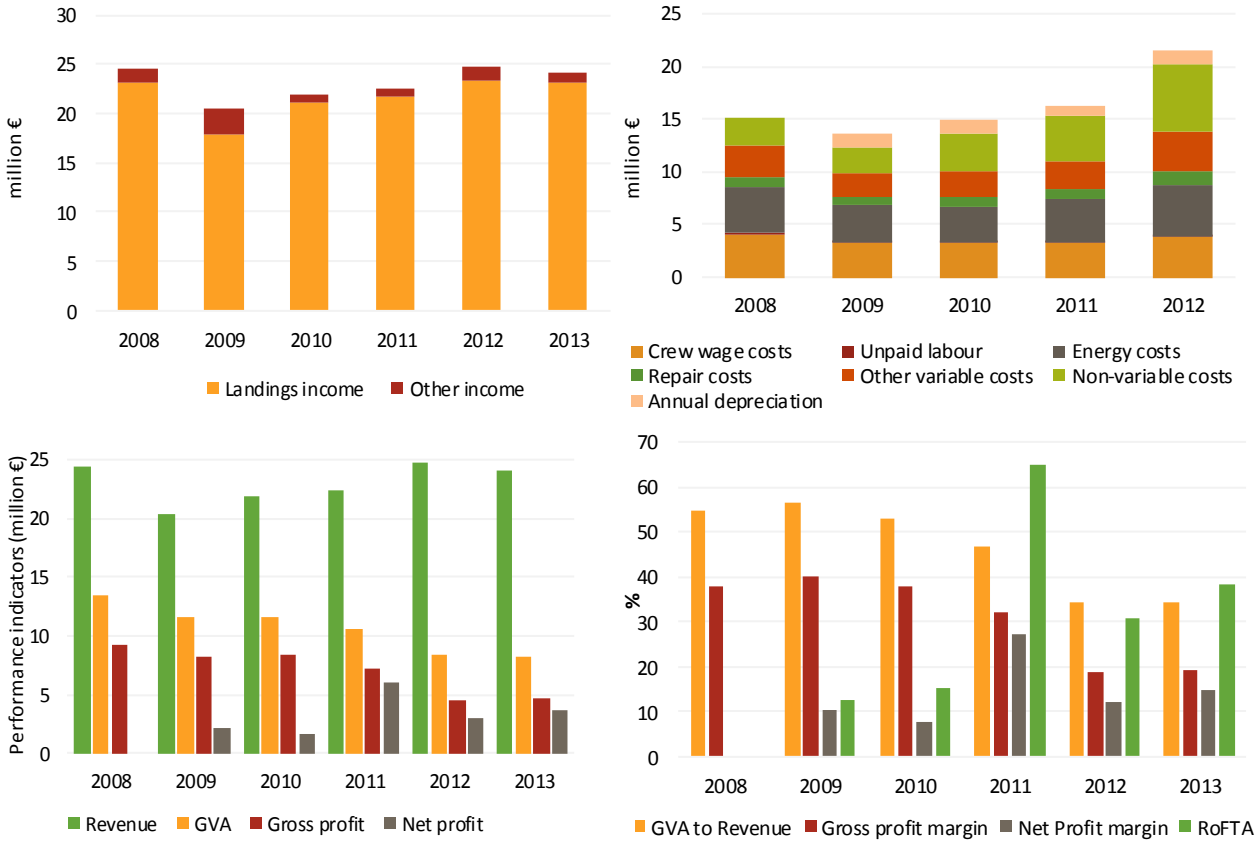


Figure 5.13.2 Latvian fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; bottom left –economic performance indicators; bottom right– performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Latvian national fleet operating in the Baltic Sea consisted of 4 active fleet segments in 2012 (Figure 5.13.3). A breakdown of the key performance indicators for 2012 by main fishing activity is provided in Table 5.13.3 and Table 5.13.4.

Table 5.13.5 provides a breakdown of key performance indicators for each fleet segment in 2012. A short description for the main segments is provided below.

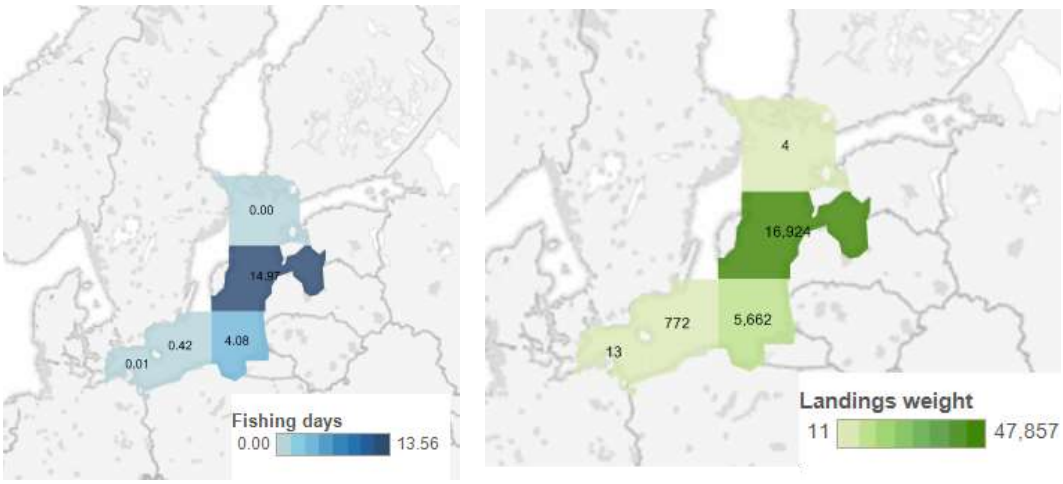


Figure 5.13.3 Latvian effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Small-scale fleet

The number of vessels in the small-scale fleet decreased 16% between 2011 and 2012. Landings weight decreased 14% while the value of landings increased by 18% and is around €1.4 million between 2011 and 2012. The small-scale fishing fleet is important for employment in coastal regions and was estimated at 258 jobs, corresponding to 154 FTEs. Total employment and FTEs for small-scale fleet decreased 20% and 24% respectively over the observed period (Table 5.13.3). While costs increased 19%, net profit increased during the same period by 13%. Gross Value Added (GVA) and gross profit, increased by 11%and 12% respectively, between 2011 and 2012. Nevertheless the share of landings generated by small coastal vessels in total income is quite insignificant (about 6%) (Table 5.13.4).

Large-scale fleet

The opposite trend was observed for the large-scale fleet. Employment in the large scale fleet was estimated at 385 jobs in 2012, corresponding to 199 FTEs (Table 5.13.3). The number of FTEs increased between 2012 and 2011 by 13% (Table 5.13.3). The economic indicators show a decreasing trend between 2011 and 2012. In terms of profitability, the total amount of GVA, gross profit and net profit generated for the large scale fleet in 2012 was €7.2 million, €3.4 million and €1.8 million, respectively. Gross Value Added (GVA), gross profit and net profit decreased by 24%, 45% and 64%, respectively, between 2011 and 2012 (Table 5.13.4).

Pelagic trawl 24-40m – 48 vessels made up this segment in 2012 and are based predominantly in the Baltic Sea. These vessels target species such as European Sprat and Atlantic Herring. The total value of landings was €17 million and around 138 FTEs was employed in this fleet segment in 2012, contributing to 74% and 39% of the total income from landings generated and FTEs in the national fleet, respectively. This fleet segment was highly profitable, with a reported gross profit of around €4.2 million and a net profit of around €3.4 million in 2012.

Fixed netters 24-40m – 10 vessels made up this segment in 2012 which operate predominantly in the Baltic Sea. The fleet targets a variety of species, such as Atlantic cod and European flounder. The total value of landings was €1.4 million and only around 34 FTEs were employed in this fleet segment in 2012, contributing to 6% and 11% of the total income generated from landings and FTEs in the national fleet, respectively. This

fleet segment has reported gross profit of around €- 0.1 million and net profit of around € -0.3 million in 2012.This fleet segment made losses in 2012. One of the reasons is the decreasing in price for Cod by 29% in 2012. The landing volume and value has decrease by 28% and 47% respectively between 2011 and 2012. The main reason is the fleet targets a variety of species, such as Atlantic Cod which stock was not sufficiently concentrated to maintain a profitable fishery for that segment in 2012.

Small scale fleet with polyvalent passive gears 00-10m – 207 vessels make up this segment and they are based predominantly in the Baltic Sea and the Gulf of Riga in the coastal zone. These vessels target a variety of Atlantic cod, Atlantic salmon, European flounder, European smelt, Atlantic herring, European sprat and others coastal species. The total value of landings was €1.4 million and 154 FTEs were supported by this segment in 2012. This fleet segment was profitable in 2012 with a reported net profit of around €1.2 million in 2012.

Pelagic trawl 12-18 – 14 vessels make up this segment and they are operating predominantly in the Gulf of Riga. These vessels target a variety of European sprat, Atlantic herring and European smelt. Their total value of landings was €3.2 million and 27 FTEs were supported by this segment in 2012. This fleet segment made losses in 2012. The reported net profit was around €-1.2 million in 2012.

Assessment and Future Trends

The changes for the Latvian fishing fleet in the Baltic Sea from 2008 to 2012 for economic indicators and costs in most of the cases showed negative tendencies. However it should be taken into account that 2008 was the most profitable year. Between 2008 and 2012, the number of vessels reduced significantly. The Latvian quota in the Baltic Sea for sprat, which is the most common species for Latvian fishing fleet, declined by 16% between 2011 and 2012.

Overall, there were two tendencies in the activity of Latvian Baltic Sea fishing fleet - 9% reduction in landings weight and an increase in the average landed price, resulting in an 8% increase in income, from €21.6 million in 2011 to €23.4 million in 2012. Total costs increased by 25%, mainly due to a fluctuation in the cost structure. Gross Value Added, gross profit and economic profit reduced to €8.5, €4.6 and €3 million respectively in 2012.

Based on the results of economic performance indicators and predictions for 2013 it is possible to conclude that the number of vessels reduced insignificant (by 2 vessels) between 2012 and 2014. The effort and days at sea was relatively stable, while landings weight increased by 6% and the total value decreased insignificantly by 2%. Expenditure costs in 2013 are expected to have increased considering the expected increase in fuel prices, i.e. energy costs. It is expected that the profit will vary to a negligible extent and will have a decreasing trend.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

Data issues, coverage and quality:

All transversal data for 2008 to 2014 were obtained from the 'Integrated Control and Information System' for Latvian fisheries, which includes logbook data and technical parameters of fishing vessels from the Latvian vessel register. The data are reported on a monthly basis and cover all members of the Latvian fishing vessel population. All economic variables for 2008 to 2012 were received from Central Statistical Bureau of Latvia (CSB) state statistical questionnaire form '1-Fisheries' and other statistical sources of economic information based on the annual balance sheet. Primary economic information from the state statistical questionnaire "1-Fisheries" was received annually from owners of fishing firms. In questionnaire form information is aggregated by fleet segments. Economic data covers all the members of population. Despite that economic data collection is based on questionnaire forms, participation of the respondents is obligatory according to the Latvian legislation. The achieved sample rate was 100%.

The major factors causing changes in the capital value of the fleet include the differences in data collection approaches. The data for 2008 and 2009 were calculated using formulas. The data for 2011-2012 were received from questionnaires, which is the best source of economic data collected.

Latvia had two distant-sea trawlers over 40m operating in the North Atlantic and five trawlers operating in CECAF area (EEZ of Mauritania and Morocco) in 2012. These vessels belong to three fishing firms and these data were excluded from economic analysis for confidentiality reasons.

Table 5.13.3 Latvian national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ		Large scale fleet						%Δ	
		2008	2009	2010	2011	2012	2013	2012-11		2008	2009	2010	2011	2012	2013	2012-11	
Structure	No. Vessels (#)	736	708	687	245	207	*208*	-16%	↘	122	106	84	74	72	*65*	-3%	↘
	Vessel tonnage (thousand GT)	1.2	1.1	1.0	0.5	0.4	*0.4*	-27%	↘	11.6	11.3	8.8	8.0	8.0	*7.3*	-1%	↔
	Vessel power (thousand kW)	7.3	6.5	5.9	2.8	2.2	*2.2*	-22%	↘	27.0	26.2	20.8	19.5	19.8	*18.3*	1%	↗
Employment	Total employed (#)	992	1,110	1,175	321	258	*320*	-20%	↘	629	556	444	391	385	*353*	-2%	↘
	FTE (#)	373	329	329	202	154		-24%	↘	291	219	192	176	199		13%	↗
	Average wage per employed (thousand €)	0.2	0.1	0.1	0.3	0.4	*0.4*	28%	↗	6.3	5.7	7.1	8.2	9.7	*10.1*	18%	↗
	Average wage per FTE (thousand €)	0.5	0.5	0.3	0.5	0.6	*1*	38%	↗	13.7	14.4	16.4	18.3	18.8	*22.2*	3%	↗
Fishing Effort	Days at sea (thousand days)	30.4	37.3	34.2	10.8	10.9	*11*	0%	↔	13.8	10.7	9.4	8.8	8.6	*8.0*	-6%	
	Fishing days (thousand days)	23.7	28.6	27.0	9.4	9.4	*10*	0%	↔	12.2	9.6	8.5	8.1	8.0	*7.5*	-1%	↘
	Energy consumption (milion litres)	0.1	0.05	0.04	0.04	0.05		25%	↗	8.2	6.6	6.5	6.5	9.4		45%	↗
	Energy consumption per landed tonne (l/T)	39.3	18.0	15.4	12.1	16.7		38%	↗	98	87	91	108	172		59%	↗
Output	Landings weight (thousand tonnes)	2.8	2.7	2.6	3.3	2.9	*3.6*	-14%	↘	83.6	75.8	71.5	59.8	54.6	*57.3*	-9%	↘
	Landings value (million €)	0.8	0.8	1.2	1.2	1.4	*1.5*	18%	↗	22.4	17.0	19.9	20.4	21.9	*21.6*	7%	↗

Table 5.13.4 Economic performance of the Latvian national fishing fleet by operational scale: 2008-2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

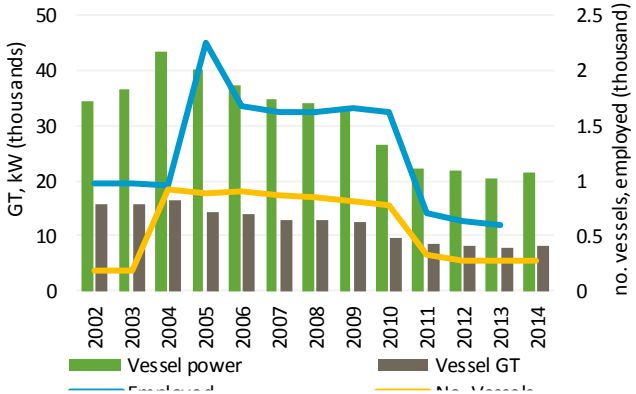
	Variable (million €)	Small scale Fleet						%Δ		Large scale fleet						%Δ	
		2008	2009	2010	2011	2012	2013	2012-11		2008	2009	2010	2011	2012	2013	2012-11	
Income	Landings income	0.8	0.8	1.2	1.2	1.4	*1.5*	18%	↗	22.4	17.0	19.9	20.4	21.9	*21.6*	7%	↗
	Other income	0.03	0.02	0.03	0.05	0.01	*0.0*	-80%	↘	1.3	2.7	0.8	0.8	1.4	*1.0*	70%	↗
Costs	Labour costs	0.18	0.16	0.10	0.09	0.10	*0.1*	11%	↗	4.0	3.2	3.2	3.2	3.8	*3.6*	17%	↗
	Energy costs	0.06	0.03	0.02	0.03	0.02	*0.0*	-33%	↘	4.3	3.5	3.4	4.1	4.9	*4.4*	18%	↗
	Repair costs	0.05	0.02		0.01	0.01	*0.0*	0%	↔	0.9	0.8	0.8	0.9	1.4	*1.3*	51%	↗
	Other variable costs	0.04	0.02	0.12	0.05	0.04	*0.0*	-20%	↘	3.0	2.1	2.4	2.6	3.7	*3.5*	44%	↗
	Non-variable costs	0.05	0.03	0.01	0.01	0.08	*0.1*	700%	↗	2.6	2.4	3.6	4.2	6.2	*5.7*	48%	↗
	Capital costs	-0.88	1.12	1.33	0.04	0.04	*0.0*	0%	↔	-3.9	5.0	5.4	1.1	1.6	*1.3*	41%	↗
Economic Indicators	GVA	0.6	0.7	1.1	1.2	1.3	*1.4*	11%	↗	12.8	10.8	10.5	9.4	7.2	*7.8*	-24%	↘
	Gross profit	0.5	0.6	1.0	1.1	1.2	*1.3*	12%	↗	8.9	7.7	7.3	6.2	3.4	*4.2*	-45%	↘
	Net profit		-0.6	-0.3	1.0	1.2	*1.2*	13%	↗		2.7	2.0	5.1	1.8	*2.9*	-64%	↘
Capital value	Depreciated replacement value	11.4	12.5	11.3	0.1	0.2	*0.2*	58%	↗	50.2	42.3	34.3	9.5	10.3	*9.3*	8%	↗
	Investments				0.020	0.010		-50%	↘		0.2	0.3	0.4	0.5		35%	↗
Profitability and development trends	Net profit margin (%)		-68.6	-25.2	81.5	79.9	80.8	-2%	↘		13.5	9.6	23.9	7.9	12.8	-67%	↘
	development trend			Improved				2053%	↗			Deteriorated				-50%	↘
	RoFTA (%)		-4.5	-2.8	830.0	619.8	654.2	-25%	↘		6.3	5.8	53.1	17.8	31.1	-66%	↘
	development trend			Improved				126%	↗			Deteriorated				-18%	↘
	GVA per FTE (thousand €)	1.7	2.2	3.4	5.8	8.4	10.9	45%	↗	44.1	49.4	54.6	53.3	36.0	48.3	-33%	↘
	development trend			Improved				158%	↗			Deteriorated				-29%	↘

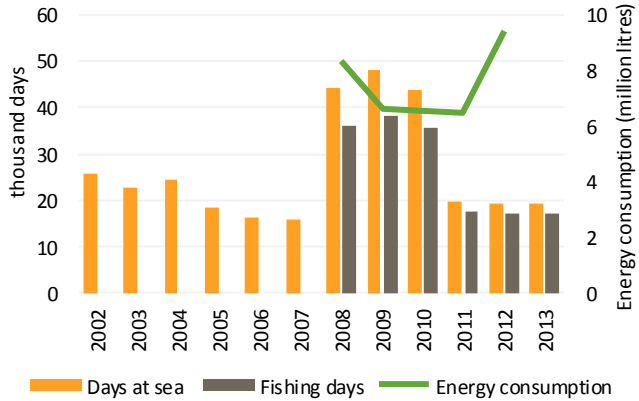
Table 5.13.5 Main socio-economic performance indicators by fleet segment in the Latvian national fishing fleet in 2012.

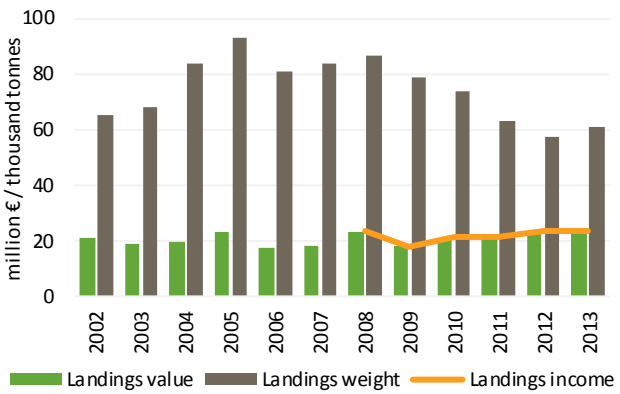
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

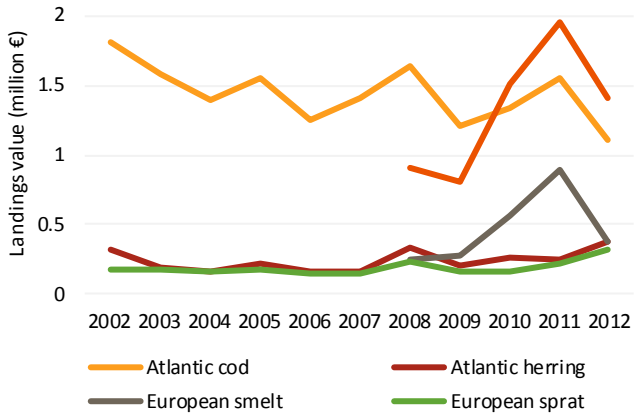
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
LVAAREA27DFNVL2440	10	0%	34	10%	1399	1%	962	79%	1345	-47%	1222	-28%	95	-94%	2.8	-94%	-137	-111%	-329	-130%	-21	-152%	Weak	-238%	Deteriorated
LVAAREA27PGPVL0010°	207	-16%	154	-24%	10891	0%	48	18%	1442	18%	2849	-14%	1291	11%	8.4	45%	1196	11%	1157	12%	80	-2%	High	2053%	Improved
LVAAREA27TMVL1218°	14	-13%	27	-18%	2032	-24%	2080	24%	3217	-5%	9680	-13%	314	-78%	11.6	-73%	-658	-180%	-1237	-297%	-29	-261%	Weak	-263%	Deteriorated
LVAAREA27TMVL2440°	48	0%	138	23%	5158	9%	6328	49%	17370	20%	43722	-7%	6746	4%	48.9	-16%	4202	2%	3403	2%	19	-12%	High		

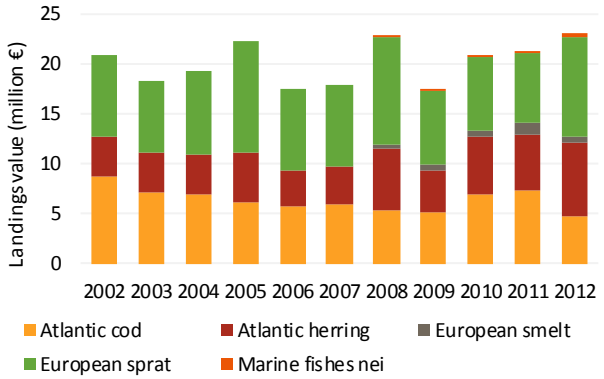
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

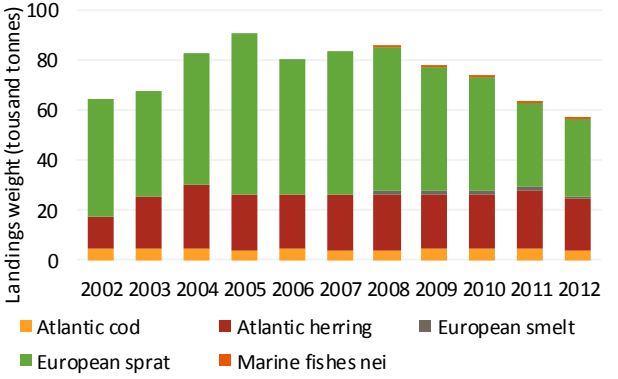

GT, kW (thousands)
no. vessels, employed (thousand)
Vessel power
Vessel GT

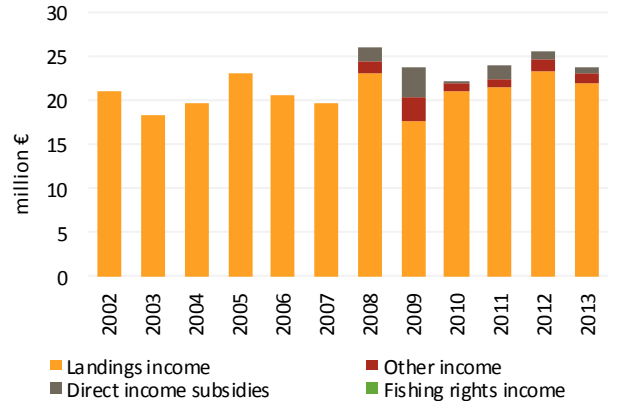

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

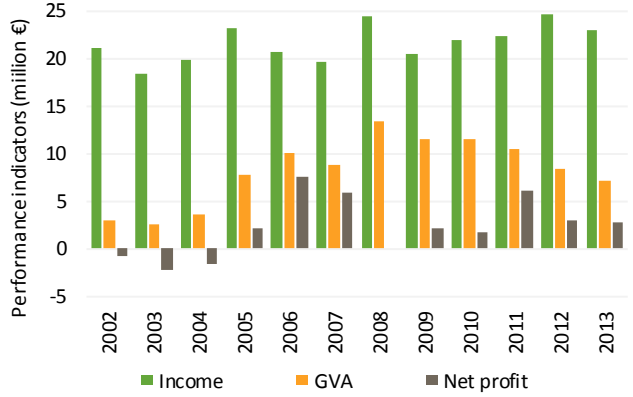

million € / thousand tonnes
Landings value
Landings weight
Landings income

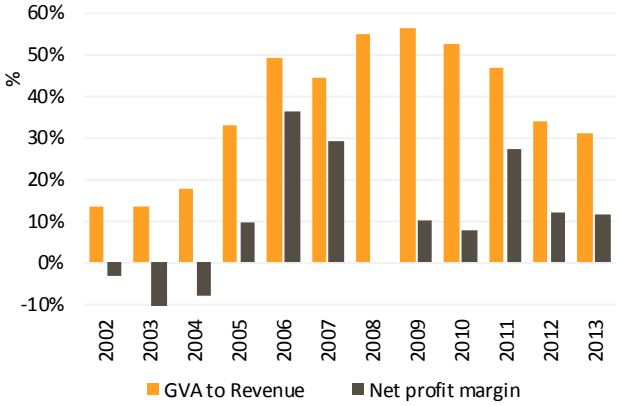

Landings value (million €)
Atlantic cod
Atlantic herring
European smelt
European sprat


Landings value (million €)
Atlantic cod
Atlantic herring
European smelt
European sprat
Marine fishes nei


Landings weight (tousand tonnes)
Atlantic cod
Atlantic herring
European smelt
European sprat
Marine fishes nei


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.14 LITHUANIA

Fleet Structure, Fishing Activity and Production

In 2013, the Lithuanian fishing fleet consisted of 148 registered vessels, of which 54 were inactive. The fleet had a combined gross tonnage of 27 thousand GT, an engine power of 34 thousand kW and an average age of 33 years.

Considerable decline of capacity in terms of GT and kW was associated with a temporary secession of one vessel and the withdrawal of a few distant-water vessels from the fleet register. Capacity was restored in 2014. In 2013, the number of active vessels declined 12%. During the period 2008-2013, the reduction in vessel numbers was mostly observed in the small-scale fleet operating in coastal waters. This result was driven by the withdrawal of enterprises with very low economic activity; where income from landings was as negligible as for instance €300 per year. Coastal fishing for these companies was either regarded as a secondary activity or undertaken predominately as inland water fisheries in the Curonian lagoon. Related to this, catches of fresh water species in Curonian lagoon increased by almost 16% during 2012 and 2013 (Table 5.14.1, Figure 5.14.1).

In 2013, the number of fishing enterprises in the Lithuanian fleet totalled 70, from which 55.7% owned a single vessel. The number of companies owning one vessel declined 9% in the small-scale fishery segment. This figure is related to the decline of vessels with very low economic activity. Moreover, it is common for enterprises involved in coastal fisheries for the owner to have several vessels, usually less than 10m. Recently the trend of reducing number of vessels per owner and more intensively exploiting reduced capacity was observed. In 2012, sea fisheries employed 732 persons, corresponding to 566 FTEs. The level of employment during 2011 and 2012 slightly decreased and FTE was more or less stable in this period. In fact these changes were mostly influenced by distant-water fisheries due to temporary outage of vessels in the CECAF area. The stabilised trend with minor increase in coastal area employment is influenced by multiannual capacity reductions aimed at more balanced levels, with increased income per vessel and profitability resulting from higher landings.

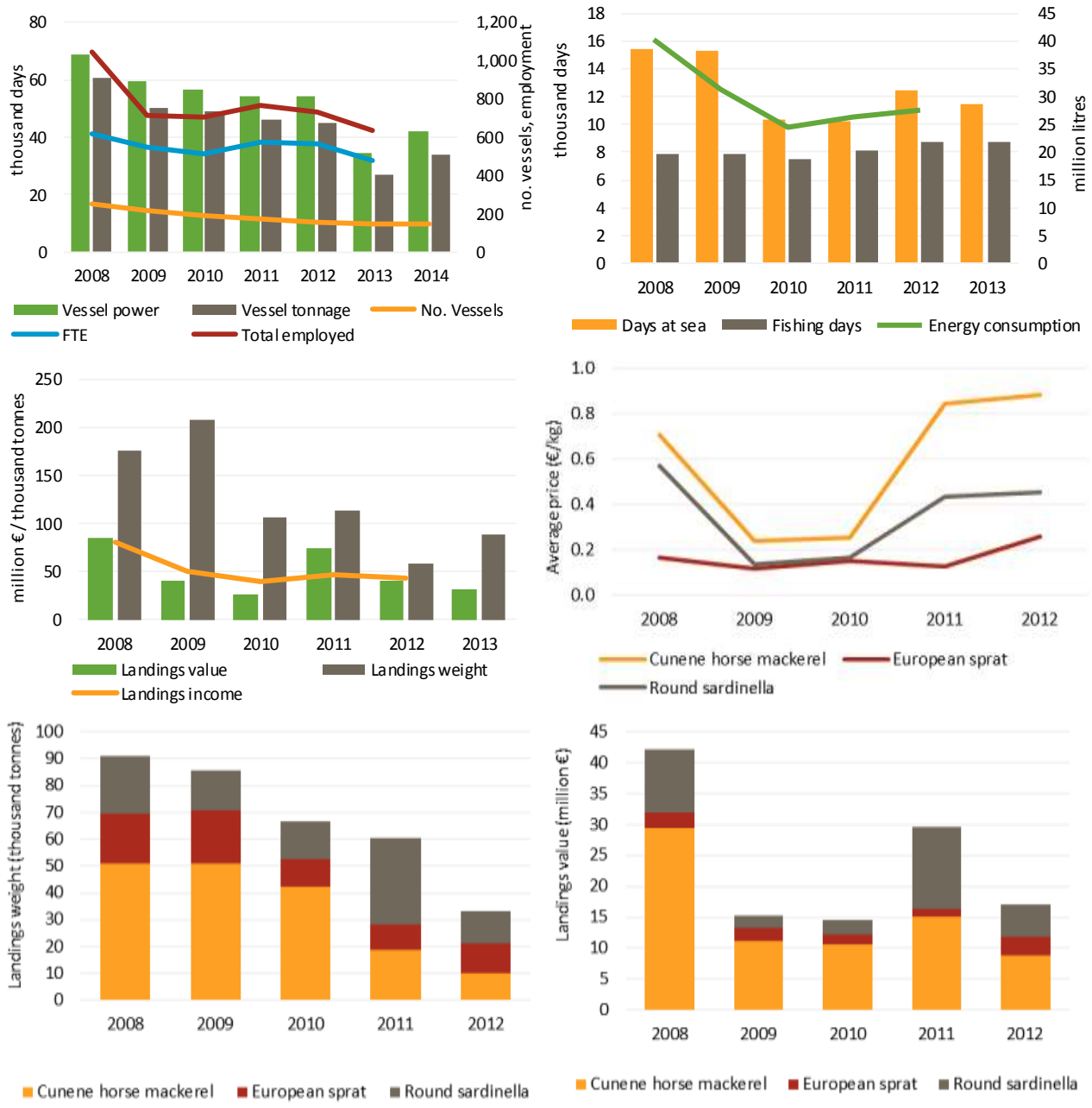
Table 5.14.1 Lithuanian national fleet structure, activity and production trends: 2008-2014.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	250	219	193	171	151	*148*	-12%	↘	*146*
	No. of Inactive vessels (#)	125	95	89	68	47	*54*	-31%	↘	*58*
	Average vessel age (year)	30	31	31	32	32	*33*	0%	↔	*34*
	Vessel tonnage (thousand GT)	61	50	49	46	45	*27*	-2%	↘	*34*
	Vessel power (thousand kW)	69	60	56	54	54	*34*	0%	↔	*42*
	No. of Enterprises (#)	99	95	77	70	69	*70*	-1%	↘	
Employment	Total employed (#)	1046	712	706	768	732	*634*	-5%	↘	
	FTE (#)	617	544	512	575	566	*475*	-1%	↘	
	Average wage per employed (thousand €)	7.8	7.6	6.3	7.1	6.0	*5.0*	-15%	↘	
	Average wage per FTE (thousand €)	13.2	9.9	8.7	9.4	7.8	*6.7*	-18%	↘	
Fishing Effort	Days at sea (thousand days)	12	14	10	10	11	*11*	10%	↗	
	Fishing days (thousand days)	8	8	7	8	9	*9*	9%	↗	
	Energy consumption (milion litres)	40.3	31.3	24.5	26.4	17.4		-34%	↘	
	Energy consumption per landed tonne (l/T)	229	150	229	231	298		29%	↗	
Product	Landings weight (thousand tonnes)	176.1	209.1	107.0	114.1	58.5	*89.3*	-49%	↘	
	Landings value (million €)	84.3	40.2	25.4	74.0	40.5	*31.3*	-45%	↘	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

The 2013 landings data indicate a modest increase in value and a significant gain in weight compared to 2012, which in relation to 2011 effort were less successful. The total weight landed by the Lithuanian fleet in 2013 was 89.3 thousand tonnes of seafood, with a landed value of €31.3 million. Value of landings at national level was strongly dependent on the distant-water fleet segment, as around 86% of the value landed by the national fleet was generated by vessels operating in this fishery. In 2013, the Lithuanian fleet spent around 11 thousand days at sea and remained almost unchanged compared to 2012.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.14.1 Lithuanian fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of 3 of the top species in terms of landed value in 2012; bottom left - 3 of the top species in terms of value landed in 2012; and bottom right – landed weight of 3 of the top species in terms of value landed in 2012.

In 2012, Cunene horse mackerel generated the highest landed value (€8.9 million) by the distant-water vessels, followed by round sardinella (€5.4 million), beaked redfish (€3.8 million, not shown) and European sprat (€2.9 million). The most important species landed the distant-water fleet in terms of weight was round sardinella (11.8 thousand tonnes) and Cunene horse mackerel (10.1 thousand tonnes) (Figure 5.14.1). During

the period 2008-2012, high variability in prices of small pelagic species landed by high sea vessels was reported. It apparently affected national fleet performance. According to reported data, the price of Cunene horse mackerel decreased from €0.58 per kg to €0.12 per kg and recovered to €0.4 per kg in 2010. Such change in price is doubtful as the EU market price for Cunene horse mackerel is around €0.4 per kg. There was a general decrease in fish prices during 2009 following the economic crises, but the reported excessive decrease in value of landings suggests that such variability of data is questionable.

Concerning fisheries in the Baltic Sea and its coastal area, during 2012-2013 the value of landings decreased 3.6%, but was 13% higher compared to 2011. From 2008 to 2011 the highest value of landings in Baltic Sea was generated from Baltic cod catches, whereas from 2011 onwards, the most significant part of income has been generated by European sprat. In 2013, values of European sprat landings consisted of €3.38 million, whereas Baltic cod landings generated €2 million. In terms of landings weight, European sprat landings amounted to 10.3 thousand tonnes, Baltic herring – 2.47 thousand tonnes and Baltic cod – 1.74 thousand tonnes. The landed value of Baltic cod between 2008 and 2013 shows a downward trend with an overall 37.4% decline over the period. The dynamics of European sprat landings from 2008-2013 can be spilt in two parts: the first reveals a constant decline from 2008 to 2011 and the second a rapid increase from 2011 to 2013. Increase in value resulted from higher prices driven by increased demand. Consequently, a considerable part of the Baltic Sea fleet increased its effort in the small pelagic fishery. Landed weight of European sprat similarly decreased between 2008 and 2010 but in contrast to Baltic cod, it remained steady between 2010 and 2012. The decline in landings weight of Baltic cod was mostly influenced by effort and capacity reduction in the Baltic Sea fleet. The main reasons for reduced effort with relation to lower profitability of Baltic cod fishery was likely influenced by an increase in fuel price, causing higher energy costs for an already inefficient fleet. Additionally, the fleet is obliged to land more than half its catch in national ports, while distances between trawling areas and landing sites are increasing as well as lower level of cod price. Despite a decreasing trend in landings weight and value, the Baltic cod quota has shown a tendency to increase, as an example from 2631t in 2008 to 3933t in 2013, followed by 4.4% gain in 2014 amounting 4109t. Quota for European sprat decreased 45% between 2008 and 2013 and a further 4% from 2013 to 2014. Around 84% of sprat catches are landed in different ports in Denmark and only 1.2% in national ports.

In 2013, the largest part of income by small-scale fleet was generated from the Baltic cod and European smelt fisheries, with almost equal importance, €187.6 thousand and €182.0 thousand, respectively. During 2013-2012 income from Baltic cod increased by 18.2% with respectively higher weight whereas income from European smelt decreased 6.9%. It was mostly related to unsuitable weather for European smelt fishing due to high temperatures. Decline in weight was followed by a 12% increase in prices.

National Fleet Economic performance

The amount of income generated by the Lithuanian national fleet in 2012 was €42.8 million, which is around 8% less than in 2011. Total revenues consisted from 98% of fishing income and less than 2% of other income.

Total operating costs incurred by the Lithuanian national fleet in 2012 equated to €34.9 million and were 12% lower compared to the previous year. In 2012, almost half of total operating costs were spent on fuel and compared to 2011 increased 54%. For the fleet fishing in the Baltic Sea, energy costs increased 14% from 2011, mainly in the demersal trawler segment. The highest increase in energy costs was observed in the distant-water fishery. Other variable costs and energy costs, as the two major fishing expenses, were €11 and €11.5 million, respectively (Table 5.14.2; Figure 5.14.2).

Gross Value Added (GVA), gross profit and net profit generated by the Lithuanian national fleet in 2012 were €12.9 million, €8.5 million and €5.5 million, respectively. According to reported data, income from landings of the national fleet has not changed significantly since 2011, but decreased expenditures, such as other variable costs and crew costs, increased profitability indicators. As the economic indicators of the national fleet are highly dependent on the performance of the distant-water fishery, factors that affect the performance of other fleet segments have minor impact at national level.

The small-scale fishery segment consisting of vessels below 10 m significantly increased effort in 2011 and 2012 and generated relatively high profitability trends, generating a net profit margin of 34% (Table 5.14.3 and Table 5.14.4). Large-scale vessels, mainly due to pelagic trawlers, also demonstrated good economic results. Increased demand for small pelagic species at good prices affected a high profitability performance

even with decreased effort. For example, days at sea between 2011 and 2012 decreased 10%, whereas net profit increased 27% (Table 5.14.3 and Table 5.14.4).

For large-scale demersal trawlers, increased effort in days at sea raised production costs, together with decreased landings weight and low prices for cod price in local markets, resulted in weak economic performance.

Despite outstanding problems in the distant-water fleet with bilateral agreements with third countries and relatively unfavourable conditions for Lithuanian pelagic vessels fishing in CECAF area, which reduced effort by 19%, the economic performance was sufficient, generating an increase in net profit by 20%.

In 2012, the Lithuanian fleet had an estimated (depreciated) replacement value of €48.9 million with 8% annual decrease. Change of investments per year by the fleet dropped significantly from €20.1 million in 2011 to €1.2 million in 2012. This tendency suggests an unfavourable outlook as the large-scale and distant-water fleets' demand investment for the aged fleet with relatively high costs per effort.

Table 5.14.2 Lithuanian national fishing fleet economic performance in 2008-2012 and projections for 2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet						%Δ	
		2008	2009	2010	2011	2012	2013	2012-11	
Income	Landings income	80.6	50.3	39.5	46.5	42.8	28.8	-8%	↘
	Other income	0.2	5.7	3.1	0.4	0.7	*0.9*	56%	↗
Costs	Labour costs	8.1	5.4	4.5	5.4	4.4	*3.2*	-19%	↘
	Energy costs	24.1	11.5	13.0	12.3	11.5	*10.5*	-6%	↘
	Repair costs	13.5	9.0	5.8	6.1	6.1	*5.9*	1%	↔
	Other variable costs	20.3	17.7	15.2	12.7	11.0	*10.6*	-13%	↘
	Other non-variable costs	5.9	4.3	3.9	3.0	1.8	*1.8*	-40%	↘
	Capital costs	-0.9	6.7	4.4	2.8	3.0	*3.2*	8%	↗
Economic Indicators	GVA	17.0	13.4	4.7	12.9	12.9	*1.0*	0%	↔
	Gross profit	8.9	8.0	0.3	7.5	8.5	*-2.2*	14%	↗
	Net profit	9.8	1.4	-4.1	4.7	5.5	*-5.4*	18%	↗
Capital value	Depreciated replacement value	54.6	50.2	49.7	53.3	48.9	*47.9*	-8%	↘
	Investments	0.5	0.1	20.4	20.1	1.2		-94%	↘
Profitability and development trends	Net profit margin (%)	12.1	2.5	-9.7	10.0	12.7	-18.0	28%	↗
	development trend			Improved				243%	↗
	RoFTA (%)	12.9	12.2	-4.0	9.8	12.9	-8.6	31%	↗
	development trend			Improved				66%	↗
	GVA per FTE (thousand €)	27.5	24.7	9.2	22.4	22.8	2.1	2%	↗
	development trend			Improved				9%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.14.2 Lithuanian fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Lithuanian fleet is highly diversified with a broad range of vessel types targeting different species predominantly in other fishing regions, particularly in CECAF (area 34) (Figure 5.14.3).

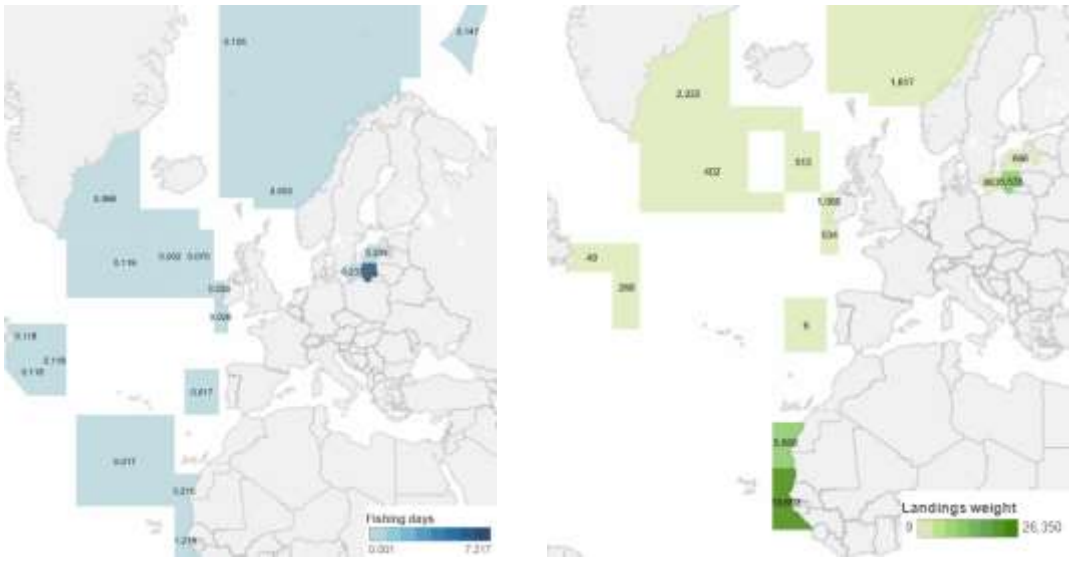


Figure 5.14.3 Lithuanian fleet effort and landings by FAO fishing area, 2012.

Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

The national fleet is divided into 5 fleet segments. Due to reduction in capacity, lower vessel numbers create a confidentiality problem; and only the three most important segments are presented. In fact, these represent different the types of fisheries in Lithuania: (1) the small scale segment, which operates in the Baltic Sea coastal area, (2) the large-scale fishery represented by demersal trawlers, which fishing in the Baltic Sea and (3) the distant-water fleet segment, characterised by completely distinct characteristics compare to local fisheries.

Table 5.14.5[1] provides a breakdown of key performance indicators for all fleet segments in 2012.

Demersal Trawlers and Seiners (DTS) 24-40 – 21 vessels make up this segment, which operates predominantly in the Baltic Sea. The main target species of that segment is Baltic cod, though a certain part of fleet performs mixed fisheries using second gear for pelagic species. The catches of Baltic cod have a tendency to decrease despite the increasing quotas and relatively stable prices in local market. Around 84% of catches are landed in national port according to legal obligations. This segment is energy demanding and expenditure for fuel amounted 36.7% of total operating costs. Landing obligation, mentioned above from one point of view adversely affected profitability for an already inefficient old fleet. Net profit margin for demersal trawlers segment was around 1% and it was the lowest value among rest fleet. In 2012, the total income was almost €3.77 million corresponding to 90% in income from landings and 10% from other income. Deducting other income form the results, the economic performance could be interpreted as unprofitable in 2012. This segment employed 138 FTEs were employed in this fleet segment, contributing to 24.4% of the total FTEs generated by the Lithuanian fishing fleet. Although this segment had a minor profitable performance, profitability indicators as net profit margin constantly decreasing from 2008. GVA has the similar declining tendency.

Passive Gears (PG) 00-10m – 61 vessels make up this segment which operates predominantly in coastal area of Baltic Sea operating with the passive gears. The fleet targets a variety of species but in particular Baltic cod, European smelt and Baltic herring. In terms of value of landings the main part of income comes from Baltic cod and European smelt, with very marginal difference between them. In 2012, the total income was almost €0.33 million and around 30 FTEs were employed in this fleet segment. This fleet segment was profitable, with a reported gross profit of around €0.134 million and net profit of €0.123 million in 2012. Regarding profitability and development trends between 2011 and 2012, small scale fishery performed relatively well and improved in such positions as net profit and return on tangible assets. The major expenses in this segment were crew costs (42% in total operating cost structure) with relatively high unpaid labour as well as energy expenditures (22% in total operational cost structure). This segment had a different cost structure compare to remaining fleet segments, mainly trawlers, therefore fuel costs were not the main factor affecting profitability. Increased quotas for Baltic cod, high demand in local market for European smelt with a reasonable price had a major impact on higher profits. Capacity reduction policy resulted in improved socioeconomic indicator GVA/FTE. Decreased yearly investments did not affected profitability, because small scale fishery segment using mainly drift or fixed nets is not so much investment demanded compare to high capital value trawlers with complex gear. Regarding fleet population in that segment a modest decrease in number of vessels was observed, which was mostly related companies with low economic activity. It is worth mentioning that during 2008-2012 decrease in number of capacity was related to vessels with very low income from landings. For one part of coastal line fishermen can operate to coastal area of Baltic Sea and in Curonian lagoon which belongs to inland waters.

Pelagic Trawlers (TM) 40XX – 10 vessels make up this segment which consists of long distance fishery vessels predominantly operating in CECAF (area 34) and some vessels fishing in North Atlantic (area 27). In CECAF region fleet was targeting mainly small pelagic species, such as Cunene horse mackerel and Round sardinella, whereas vessels from Area 27 was fishing sandeels, Atlantic redfishes and northern prawns. In 2012, the total income was almost €35.6 million and around 355 FTEs were employed in this fleet segment, contributing to 83% and 63% of the total income from landings and FTEs generated by the Lithuanian fishing fleet,

[1] Some data have been excluded from the table to guarantee data confidentiality.

respectively. This fleet segment was profitable, with a reported gross profit of around €6.8million and net profit of €4.2 million in 2012.

Assessment and Future Trends

For the small-scale fleet, repair and maintenance expenditures did not account for a significant part of the cost structure and this segment is highly sensitive to target species prices and quota designated. Multiannual capacity reduction schemes to achieve a balanced level (capacity for this segment reached stabilised trend), could benefit from increases in income per vessel and better perspectives for employment. This can be seen from the 2012 data, where income per vessel, compared to 2011 increased 61.2%. The current trend of the small-scale segment is the reduction of low economic activity vessels and an increase in efficiency of the more active vessels related to higher FTE involved in the fishery. The decrease of quota uptake for cod by the large-scale fishery may provide a good opportunity for small-scale vessels that target cod. Prices for several important species in the small-scale fishery have followed an increasing trend over the period 2008-2013. For example, prices for European smelt peaked in 2013. Baltic cod landed from small-scale vessels has also increased but the peak was reached in 2012, with a slight decline in 2013.

Regarding cod management plan, the 2014 quota for Baltic cod increased 4% compared to 2013. This will affect segments targeting cod, such as DTS 24-40m and PG 00-10m. The large-scale fishery – demersal and pelagic trawlers - currently shows a preference to small pelagic species, resulting in an almost full uptake of the quota over recent years. During 2013-2014, quota for Baltic herring increased 25%, whereas sprat decreased 4%. This provides a good outlook for pelagic trawlers as well as for other segments that target small pelagics as a secondary activity/gear. Significantly increased sprat and Baltic herring prices also contribute to a good outlook. For example, during 2012-2013, prices for European sprat increased 23%.

A better outlook for distant-water vessels is expected in 2014, compared to 2012 and 2013. Due to the problematic situation when the contract with Morocco was terminated in 2011, part of the distant-water segment suffered losses and significantly reduced capacity. In the future, the situation is expected to improve slightly when reduced capacity is restored; hence, increased quota uptake and effort compared to 2011 and 2012 is forecasted.

Data issues

Under DCF, data on earnings from landings comes from two distinct reports (total value of landings as transversal variable and total income from landings as economic indicator). In Lithuania, income from landings together with other socio-economic indicators, such as expenditure, employment and capital value are collected through census with a one year lag whereas transversal variables are collected one year prior to economic data. Despite this difference in time period both indicators should comply with each other with modest deviation. Transversal and economic data for income during 2008-2011 varied significantly for the Lithuanian distant-water clustered fleet segments. This mismatch occurred due to different methodologies used for transversal and economic data calculation as well as different data sources. Economic data, income from landings and related costs for each vessel or segment (when all vessels of particular enterprise fall in the same segment) are reported from enterprise business accounts, while value of landings is estimated counting price per fish and quantity landed (from logbooks). The high deviation of value of landings is highly probable that depends from the reported prices for the species (especially during years 2008 and 2009), which were landed in ports of other countries.

Table 5.14.3 Economic performance of the Lithuanian national fishing fleet by operational scale: 2008-2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11	Distant water fleet						%Δ 2011-09
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Structure	No. Vessels (#)	89	91	74	69	69	*66*	0% ↔	24	22	22	24	25	*24*	4% ↗	12	11	8	10	10	*4*	-8% ↘
	Average vessel age (year)	51	52	56	53	58	*58*	8% ↗	58	60	61	66	68	*73*	4% ↗	29	28	29	29	31	*29*	-3% ↘
	Vessel tonnage (thousand GT)	0.5	0.5	0.4	0.4	0.2	*0.2*	-46% ↘	3.5	3.3	3.2	3.4	3.5	*3.4*	3% ↗	40	39	36	40	39	*15*	-2% ↘
	Vessel power (thousand kW)	2.6	2.7	2.2	2.0	1.7	*1.7*	-14% ↘	7.5	7.0	6.5	6.9	7.1	*6.8*	2% ↗	41	39	35	40	40	*14*	-4% ↘
Employment	Total employed (#)	370	158	151	154	149	*140*	-3% ↘	132	240	229	231	228	*232*	-1% ↘	544	314	326	383	355	*152*	-42% ↘
	FTE (#)	208	55	49	37	49		32% ↗	87	175	155	169	163		-4% ↘	322	314	308	368	355		-2% ↘
	Average wage per employed (thousand €)	0.6	0.8	1.0	1.5	1.3	*1*	-14% ↘	10.1	4.4	4.3	4.7	4.7	*3.9*	0% ↔	12	13	10	11	9	*14*	11% ↗
	Average wage per FTE (thousand €)	1.1	2.4	3.1	6.2	3.9	*5*	-37% ↘	15.4	6.1	6.4	6.4	6.6	*5.6*	3% ↗	20	13	11	11	9	*15*	-34% ↘
Fishing Effort	Days at sea (thousand days)	4.7	4.9	4.8	4.3	5.6	*6*	29% ↗	2.3	2.3	2.5	2.7	3.0	*2.8*	7%	3	7	3	3	2	*3*	112% ↗
	Fishing days (thousand days)	4.5	4.8	4.6	4.2	5.6	*6*	33% ↗	1.5	1.5	1.6	2.3	2.0	*1.9*	-13% ↘	2	2	1	2	1	*1*	-3% ↘
	Energy consumption (milion litres)	0.3	0.2	0.2	0.2	0.2		18% ↗	3.2	2.5	2.1	2.7	2.8		2% ↗	37	29	22	24	14		-22% ↘
	Energy consumption per landed tonne (l/T)	448	281	279	328	356		9% ↗	115	95	140	175	169		-4% ↘	242	159	242	244	347		-34% ↘
Output	Landings weight (thousand tonnes)	0.6	0.7	0.7	0.5	0.6	*0.6*	6% ↗	27.8	26.4	14.8	15.4	16.3	*15.1*	6% ↗	152	180	92	96	42	*74*	18% ↗
	Landings value (million €)	0.7	0.7	0.8	0.5	0.6	*0.6*	8% ↗	6.1	5.6	5.4	5.5	6.5	*6.2*	20% ↗	78	29	19	67	33	*24*	-62% ↘

Table 5.14.4 Lithuanian national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ	Large scale fleet						%Δ	Distant water fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Income	Landings income	0.7	0.8	0.7	0.6	0.6	0.6	15% ↗	6.0	5.9	5.5	7.0	6.5	6.7	-7% ↘	73.9	43.6	33.3	39.0	35.6	22.1	-9% ↘
	Other income		0.0	0.0	0.0	0.0	*0.0*	0% ↔	0.2	1.1	1.0	0.3	0.4	*0.7*	6% ↗		4.6	2.0	0.1	0.3	0.5	383% ↗
Costs	Labour costs	0.2	0.1	0.2	0.2	0.2	*0.2*	-17% ↘	1.3	1.1	1.0	1.1	1.1	*0.9*	-2% ↘	6.6	4.2	3.3	4.1	3.1	2.2	-24% ↘
	Energy costs	0.2	0.1	0.1	0.1	0.2	*0.2*	7% ↗	1.1	0.9	1.1	1.7	2.0	*1.8*	14% ↗	22.8	10.5	11.8	10.4	9.4	11.0	-10% ↘
	Repair costs	0.1	0.0	0.1	0.1	0.0	*0.0*	-57% ↘	0.7	0.5	0.7	1.1	0.7	*0.7*	-38% ↘	12.8	8.4	5.1	4.9	5.4	6.6	10% ↗
	Other variable costs	0.1	0.2	0.2	0.1	0.1	*0.1*	-17% ↘	1.7	1.9	1.4	0.9	0.8	*0.7*	-8% ↘	18.5	15.6	13.6	11.8	10.2	12.5	-13% ↘
	Non-variable costs	0.1	0.1	0.1	0.0	0.1	*0.1*	100% ↗	1.2	1.3	1.6	1.0	0.7	*0.7*	-27% ↘	4.7	2.9	2.3	2.0	1.0	0.4	-48% ↘
	Capital costs		0.1	0.1	0.0	0.0	*0.0*	0% ↔		0.8	0.5	0.4	0.4	*0.4*	11% ↗	-0.1	4.9	3.7	2.4	2.6	1.3	8% ↗
Economic Indicators	GVA	0.3	0.5	0.3	0.3	0.4	*0.3*	29% ↗	1.5	2.2	1.8	2.6	2.7	*3.5*	2% ↗	15.2	10.7	2.6	10.0	9.9	-7.9	-1% ↔
	Gross profit	0.1	0.3	0.2	0.1	0.2	*0.1*	183% ↗	0.2	1.2	0.8	1.5	1.6	*2.6*	3% ↗	8.6	6.5	-0.8	5.9	6.8	-10.1	15% ↗
	Net profit	0.1	0.3	0.1	0.0	0.1	*0.1*	600% ↗	0.2	0.4	0.3	1.2	1.2	*2.2*	1% ↔	8.7	1.6	-4.5	3.5	4.2	-11.3	20% ↗
Capital value	Depreciated replacement value	0.5	0.5	0.7	0.6	0.5	*0.5*	-13% ↘	6.1	5.7	5.5	6.2	6.3	*5.6*	1% ↗	31.6	35.1	40.8	43.5	41.1	16.4	-6% ↘
	Investments	0.0	0.0	0.0	0.0	0.0		33% ↗	0.5	0.1	0.2	0.6	1.0		67% ↗			20.1	19.4	0.2		-99% ↘
Profitability and development trends	Net profit margin (%)	7.6	31.6	15.7	4.0	21.4	14.9	440% ↗	3.2	5.2	5.1	16.0	17.4	29.5	8% ↗	11.8	3.3	-12.6	9.0	11.7	-50.2	30% ↗
	development trend			Improved				46% ↗			Improved				135% ↗			Improved				309% ↗
	RoFTA (%)	10.3	47.8	16.9	4.1	29.0	20.3	605% ↗	3.3	6.3	6.1	19.0	19.1	38.7	0% ↔	27.5	4.6	-10.9	8.1	10.2	-69.0	27% ↗
	development trend			Improved				47% ↗			Improved				120% ↗			Improved				40% ↗
	GVA per FTE (thousand €)	1.4	8.6	6.8	7.7	7.5	8.2	-3% ↘	17.7	12.8	11.7	15.4	16.3	21.4	6% ↗	47.1	34.2	8.3	27.1	27.9	-53.7	3% ↗
	development trend			Improved				22% ↗			Improved				13% ↗			Stable				-4% ↘

Table 5.14.5 Main socio-economic performance indicators by fleet segment in the Lithuanian national fishing fleet in 2012.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
LTUAREA27DFNVL1012	8	-11%	18	0%	713	-21%	150	8%	234	-27%	221	-13%	134	-7%	7.4	-7%	41	300%	19	228%	6	250%	Reasonable	-63%	Deteriorated
LTUAREA27DTSVL2440°	21	5%	138	-1%	2203	21%	1729	15%	2547	-27%	2789	-9%	1063	-18%	7.7	-17%	287	-42%	32	-88%	1	-86%	Reasonable	-87%	Deteriorated
LTUAREA27PGVL0010°	61	2%	30	64%	4882	42%	51	51%	327	66%	344	27%	229	65%	7.6	1%	134	188%	123	226%	34	107%	High	406%	Improved
LTUAREA27TMVL2440	4	0%	25	-17%	765	-10%	1022	-15%	3986	102%	13474	9%		20%		45%		25%		27%		26%	High		Improved
LTUOFRTMVL40XX	10	0%	355	-4%	2433	-20%	14452	-39%	33419	-50%	41669	-57%	9904	-1%	27.9	3%	6764	15%	4198	20%	12	30%	High	309%	Improved

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

5.15 MALTA[1]

Fleet Structure, Fishing Activity and Production

In 2013, the Maltese fishing fleet consisted of 1,040 registered vessels, with a combined gross tonnage of 7.8 thousand GT, a total power of 76.1 thousand kW and an average age of 28 years. The size of the Maltese fishing fleet decreased between 2008 and 2013, with the number of vessels decreasing 21% (276 vessels). The decrease between 2011 and 2012 equated to only 2%. GT increased 4% between 2008 and 2013 and overall engine power (kW) decreased 13% (Table 5.15.1) from 2008 to 2013. The major factors causing the number of vessels to decrease were: (1) compensations given to vessel owners for decommissioning; (2) vessels that had low landing declarations (below national thresholds) were removed from the full-time or part-time register and given recreational licences; (3) entry of new vessels into the fleet with varying GT and power, which in the end contributed to an overall decrease in power but an increase in GT.

Table 5.15.1 Maltese national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		2014
Structure	Total No. Vessels (#)	1,316	1,111	1,112	1,087	1,060	*1,040*	-2% ↘	*1022*
	No. of Inactive vessels (#)	613	332	264	453	276	*266*	-39% ↘	*10*
	Average vessel age (year)	25	24	25	26	26	*28*	3% ↗	*28*
	Vessel tonnage (thousand GT)	7	8	12	12	8	*8*	-34% ↘	*7*
	Vessel power (thousand kW)	88	82	85	83	78	*76*	-7% ↘	*74*
	No. of Enterprises (#)	1,297	1,081	1,076	1,060	1,028	*850*	-3% ↘	
Employment	Total employed (#)	134	196	361	225	425	*323*	89% ↗	
	FTE (#)	88	154	256	155	413	*263*	166% ↗	
	Average wage per employed (thousand €)	25.2	53.1	28.0	33.7	9.7	*24.6*	-71% ↘	
	Average wage per FTE (thousand €)	38.3	67.6	39.4	49.0	9.9	*30.2*	-80% ↘	
Fishing Effort	Days at sea (thousand days)	47.0	48.3	65.4	41.3	33.7	*28.4*	-18% ↘	
	Fishing days (thousand days)	47.0	48.2	65.4	54.3	56.0	*49.5*	3% ↗	
	Energy consumption (milion litres)	3.5	4.3	5.3	2.6	1.6		-38% ↘	
	Energy consumption per landed tonne (l/T)	2,732	2,697	2,901	1,349	726		-46% ↘	
Production	Landings weight (thousand tonnes)	1.3	1.6	1.8	1.9	2.2	*2.4*	15% ↗	
	Landings value (million €)	7.8	8.4	9.6	11.4	12.7	*12.3*	11% ↗	
	Recreactional catches of selected species (T)				0.1		*0.5*		

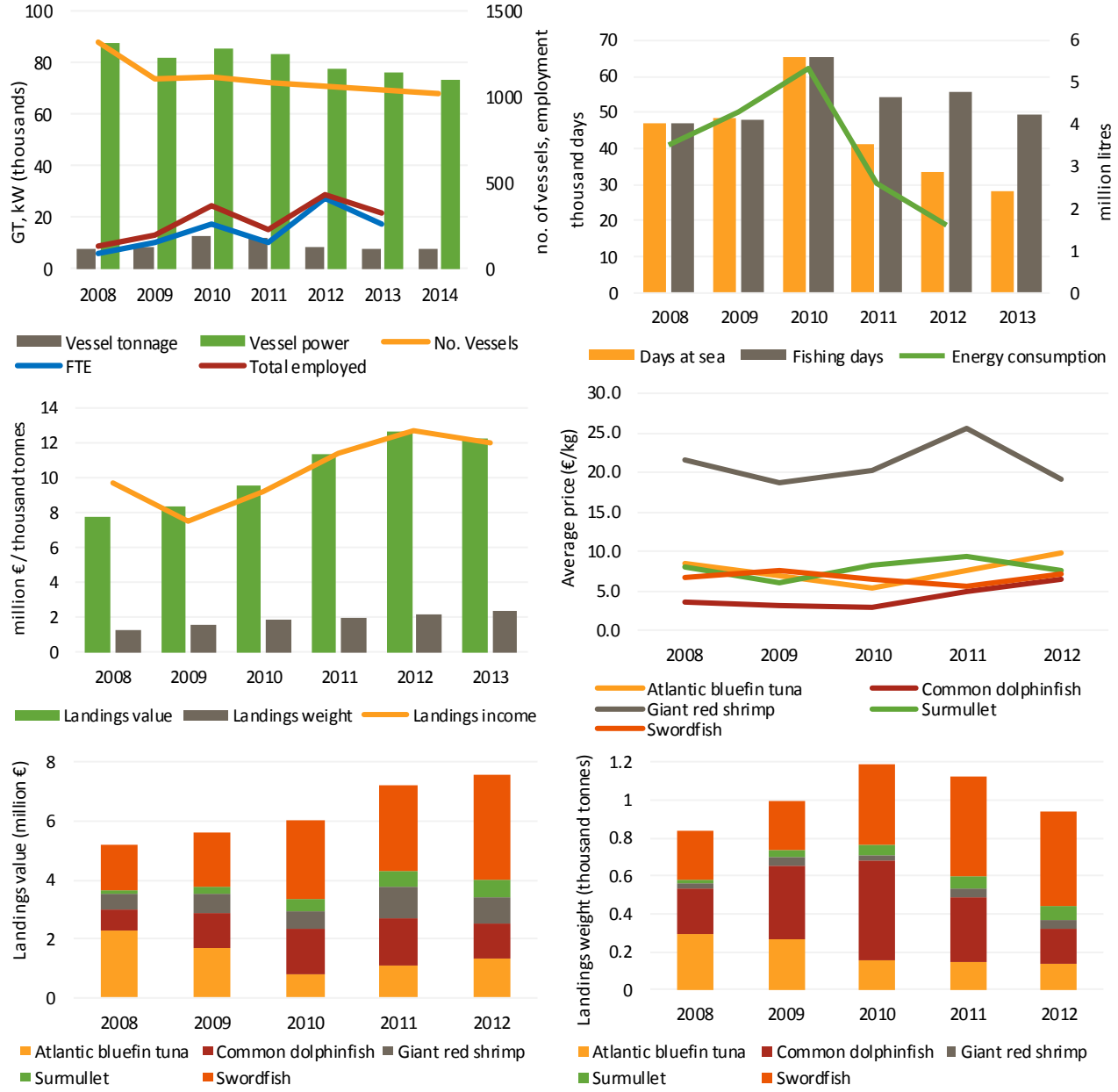
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

In 2013, the provisional number of fishing enterprises in the Maltese fleet totalled 850, with the vast majority owning a single vessel. Fewer than 16% of enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 425 jobs, corresponding to 413 FTEs. The level of employment increased 89% between 2011 and 2012. The significant increase in FTE estimates when compared to 2008 is due to a change in the data collection procedure and hence, these are not comparable.

In 2013, the Maltese fleet spent a total of around 28 thousand days at sea, with a 16% reduction from 2012. The number of days at sea also decreased between 2011 and 2012 (-18%). The quantity of fuel consumed in 2012 totalled around 1.6 million litres, 38% lower than in 2011 (Table 5.15.1; Figure 5.15.1).

[1] This National Chapter is built on data that by experts has been judged, in part, as questionable regarding both coverage and quality. Results should therefore be treated carefully!

The total weight landed by the Maltese fleet in 2013 was 2.4 thousand tonnes of seafood, with a landed value of €12.3 million. The total weight and value of landings increased over the period analysed, with the small-scale fleet accounting for around one third of the weight landed.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.15.1 Maltese fleet main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

In 2012, swordfish catches produced the highest landed value (€3.6 million) by the national fleet, followed by Atlantic bluefin tuna (€1.4 million), common dolphinfish (€1.2 million), giant red shrimp (€0.9 million) and then surmullet (€0.6 million). In terms of landings weight, swordfish landings amounted to 500 tonnes, chub mackerel 250 tonnes and round sardinella 200 tonnes. The major factors causing the increase in weight and value of landings are probably due to increased demand for some species, such as chub mackerel and round sardinella that are nowadays used as bait for longliners and for feed in aquaculture farms (for bluefin tuna). Moreover, higher prices per kilo were achieved in 2012 compared to previous years, also contributing to the increase in landings value.

The prices obtained for these key species in general increased between 2008 and 2012. Giant red shrimp achieved the highest average price per kilo in 2012 (€18.8 per kg), followed by Atlantic bluefin tuna (€9.86 per kg). First sales prices increased for a number of key species due to higher export demand and generally higher prices achieved through auction markets.

National Fleet Economic performance

The amount of income generated by the Maltese national fleet in 2012 was €13.2 million. Income from landings equated to 12.7 million, an increase of 11% compared to 2011. Operating costs incurred by the Maltese national fleet in 2012 equated to €13.1 million, almost 100% of income. Crew cost and fuel costs, the two major fishing expenses, were €4.1 and €4.3 million, respectively (see Table 5.15.2).

Table 5.15.2 Maltese national fishing fleet economic performance in 2008-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

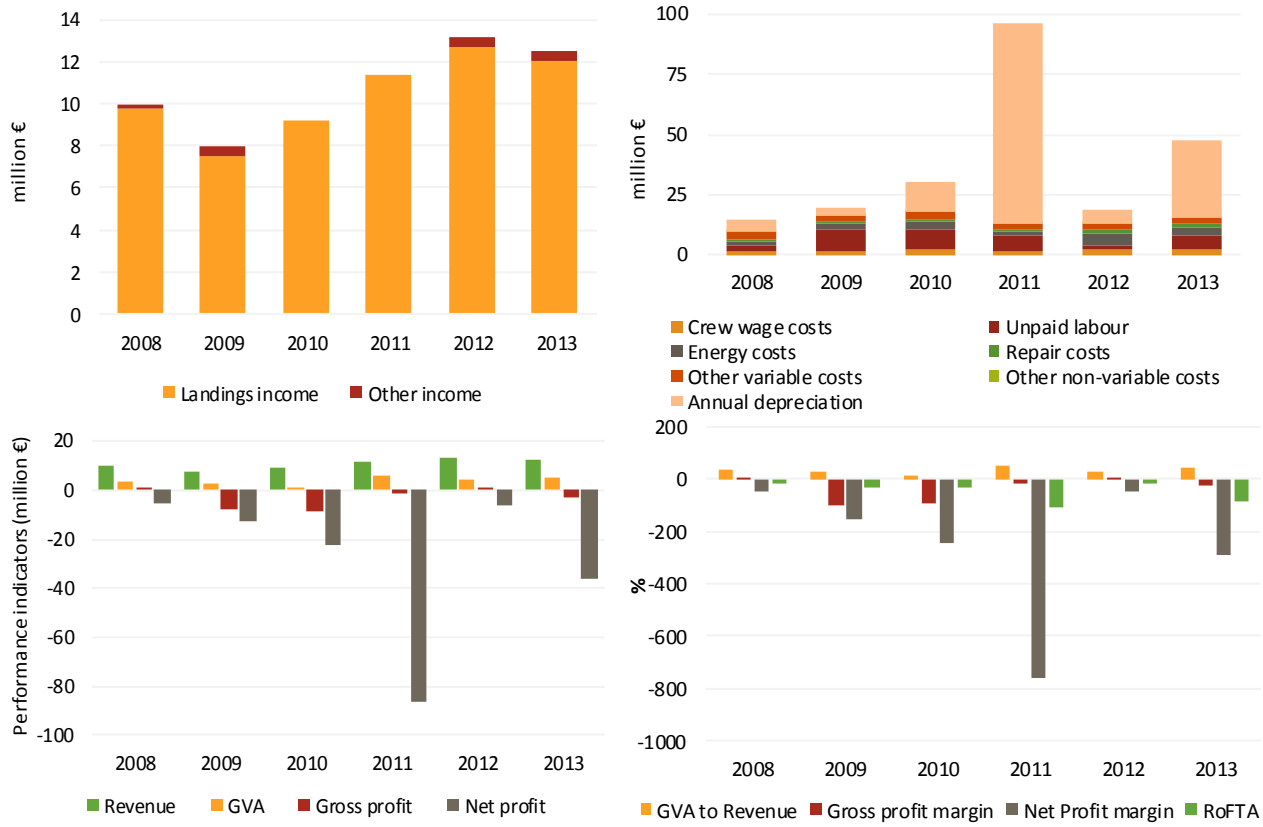
	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11
Income	Landings income	9.7	7.5	9.2	11.4	12.7	12.0	11% ↗
	Other income	0.2	0.5			0.5	*0.5*	
Costs	Labour costs	3.4	10.4	10.1	7.6	4.1	*7.9*	-46% ↘
	Energy costs	1.9	2.1	3.6	2.2	4.3	*3.4*	96% ↗
	Repair costs	1.2	0.9	1.0	0.8	1.6	*1.3*	89% ↗
	Other variable costs	3.0	2.4	2.8	2.1	2.8	*2.4*	35% ↗
	Other non-variable costs	0.21	0.18	0.48	0.15	0.31	*0.3*	107% ↗
	Capital costs	5.2	4.6	13.6	85.1	6.1	*33.4*	-93% ↘
Economic Indicators	GVA	3.6	2.5	1.3	6.1	4.2	*5.1*	-32% ↘
	Gross profit	0.3	-7.9	-8.8	-1.5	0.1	*-2.8*	103% ↗
	Net profit	-4.9	-12.5	-22.3	-86.6	-6.1	*-36.2*	93% ↗
Capital value	Depreciated replacement value	37.9	39.9	59.3	81.6	41.0	*40.2*	-50% ↘
	Investments	0.9	0.9	1.4	1.6	2.3		43% ↗
Profitability and development trends	Net profit margin (%)	-49.6	-156.4	-243.4	-761.6	-46.1	-289.3	94% ↗
	development trend			Improved				85% ↗
	RoFTA (%)	-12.9	-28.7	-35.5	-104.2	-13.9	-87.6	87% ↗
	development trend			Improved				69% ↗
	GVA per FTE (thousand €)	41.3	16.1	5.2	39.5	10.1	19.4	-75% ↘
	development trend			Deteriorated				-61% ↘

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In terms of economic performance, the amount of Gross Value Added (GVA), gross profit and net profit generated by the Maltese national fleet in 2012 was €4.2 million, €0.1 million and -€6 million, respectively. GVA decreased 32% while gross profit and net profit increased compared to 2011.

A change in the capital value of the fleet is related to the change in the calculation methodology of the capital value and depreciation costs, using as the Perpetual Inventory Method (PIM), which Malta started to use in 2010. Profits have, however, not increased and the net profit has consistently been negative between 2008 and 2012. With regards to capital cost projected for 2013, €33.4 million may be overestimated taking into account that the number of vessels decreased to 1040 vessels from 1060 in 2012. Hence, capital cost for 2013 should be less than the capital cost taken in 2012 or at least equal to 6.1.

In 2012, the Maltese fleet had an estimated (depreciated) replacement value of €41 million. Investments by the fleet amounted to €2.3 million in 2011. Net profit margin has deteriorated over the years at national fleet level but has improved for the Maltese small-scale fleet. The development trend in RoFTA on the other hand is quite stable and labour productivity (GVA per FTE) has improved.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.15.2 Maltese fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projections figures for 2013).

Fleet Segment Level Economic performance

The Maltese fleet is highly diversified with a broad range of vessel types targeting different species in the Mediterranean. The national fleet consisted of 23 active (DCF) fleet segments in 2011, with 5 inactive fleet segments consisting of 273 vessels. Seven of the active fleet segments made net losses in 2012 while four made an overall profits (information lacking for 8 segments).

Table 5.15.3 and Table 5.15.4 provide a breakdown of key performance indicators by fishing activity (small, large and distant-water fleets). Table 5.15.5 provides a breakdown of key performance indicators for all Maltese fleet segments in 2012. A short description of three important segments in terms of total value of landings is provided below.

Small-scale fleet

A large proportion (68%) of the fleet consists of small-scale vessels under 12m and the entire fleet operates solely in the Mediterranean Sea. The small-scale fleet was stable in terms of vessel numbers, tonnage and power between 2012 and 2013. However, the overall trend from 2008 to 2013 is an increase in capacity, with the number of vessels, tonnage and power increasing by 14%, 9% and 15%, respectively.

Vessels using hooks 6–12m - 40 vessels made up this segment in 2012, which operates predominantly in the Mediterranean. The fleet targets a variety of species mainly by using surface and bottom long-liners. Surface long-liners target mainly large pelagic species such as Atlantic bluefin tuna (*Thunnus, thynnus)*, swordfish (*Xiphias gladius*), and common dolphinfish (*Coryphaena hippurus*) while bottom long-liners target demersal

species such as longnose spurdog (squalus blainvillei), red scorpion fish (Scorpaena scrofa) and red porgy (Pagrus pagrus) amongst others. In 2012, the total value of landings was just under €1.3 million and around 50 FTEs were employed in this fleet segment. This fleet segment was profitable, with a reported gross profit of around €0.5 million and net profit of €0.2 million in 2012. The main reasons for the loss are the increased costs attributed to energy consumption where fishers are required to travel to more distant grounds for fishing, higher unpaid labour costs and significant annual depreciation costs.

Vessels using hooks 18–24m - 16 vessels made up this segment in 2012, which operates predominantly in the Mediterranean. The fleet targets a variety of species mainly by using surface and bottom long-liners. Surface long-liners target mainly large pelagic species such as Atlantic bluefin tuna(*Thunnus, thynnus)*, swordfish (*Xiphias gladius*), and common dolphinfish (*Coryphaena hippurus*) while bottom long-liners target demersal species such as bluntnose sixgill shark (*Hexanchus griseus*), red scorpion fish (*Scorpaena scrofa*) and longnose spurdog (*Squalus blainvillei*) species amongst others. In 2012, the total value of landings was about €2.6 million and around 50 FTEs were employed in this fleet segment. This fleet segment was profitable, with a reported gross profit of around €0.9 million and net profit of €88 thousand in 2012. The main drivers behind the loss are the high costs attributed to annual depreciation costs and high opportunity costs of capital along with high variable costs.

Demersal trawlers 18-24m – 14 vessels make up this segment in 2012, which operates predominantly in the Mediterranean. The fleet targets a variety of species but in particular demersal and deep water species, such as deep-water rose shrimp (*Parapenaeus longirostris)*, giant red shrimp (*Aristeomorpha foliacea)* and surmullets (*Mullus surmuletus)*. Maltese trawlers are divided into 3 categories: (i) Trawlers targeting demersal slope species, mainly red shrimps (*Aristaeomorpha foliacea* and *Aristeus antennatus*) all year round depending on the weather; (ii) Trawlers targeting demersal species, mainly deep-water rose shrimps (*Parapenaeus longirostris*), and red mullets (*Mullus barbatus* and *Mullus surmuletus*) also all year round; (iii) Vessels target both demersal slope and demersal shelf species. In 2012, the total value of landings was almost €2.3 million and around 28 FTEs were employed in this fleet segment. This fleet segment was not particularly profitable, with a reported gross profit of around €0.2 million and a net loss of €1.1 million in 2012. The main drivers behind the loss were the high opportunity cost of capital and depreciation costs.

Assessment and Future Trends

No national expert available during both EWGs to provide information on the development trends of the Maltese fleet.

Table 5.15.3 Maltese national fleet structure, activity and production trends by operational scale: 2008-2013.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	621	679	759	532	707	*707*	33% ↗	82	100	89	102	77	*67*	-25% ↘
	Vessel tonnage (thousand GT)	1.6	1.7	1.8	1.4	1.7	*1.7*	21% ↗	3.5	4.3	4.8	5.1	4.4	*4.5*	-12% ↘
	Vessel power (thousand kW)	35.9	38.3	43.3	30.5	40.4	*41.3*	32% ↗	18.8	21.5	22.3	24.6	20.4	*18.8*	-17% ↘
Employment	Total employed (#)	63	31	132	68	159	*146*	133% ↗	70	165	229	157	189	*153*	20% ↗
	FTE (#)	41	24	74	40	235		483% ↗	47	130	182	114	131		15% ↗
	Average wage per employed (thousand €)	27.3	203.3	43.8	56.3	6.0	*26*	-89% ↘	19.1	21.5	17.4	15.1	11.9	*29.6*	-21% ↘
	Average wage per FTE (thousand €)	42.4	116.4	78.1	95.6	3.5	*26*	-96% ↘	29.0	27.2	21.8	20.7	16.5	*38.6*	-21% ↘
Fishing Effort	Days at sea (thousand days)	43.1	43.6	61.9	36.0	28.2	*23*	-22% ↘	3.9	4.7	3.5	5.3	5.4	*5.8*	53%
	Fishing days (thousand days)	43.1	43.6	61.9	50.0	51.6	*46*	3% ↗	3.9	4.6	3.5	4.3	4.3	*3.8*	0% ↔
	Energy consumption (milion litres)	1.4	2.1	1.7	1.1	1.1		-5% ↘	2.1	2.2	3.7	1.5	0.6		-63% ↘
	Energy consumption per landed tonne (l/T)	3,205	6,008	2,177	1,346	1,460		9% ↗	2,997	1,983	4,026	1,732	502		-71% ↘
Output	Landings weight (thousand tonnes)	0.4	0.4	0.8	0.8	0.7	*0.7*	-13% ↘	0.9	1.2	1.1	1.1	1.5	*1.7*	36% ↗
	Landings value (million €)	2.5	2.0	4.1	4.3	4.4	*3.6*	1% ↔	5.3	6.4	5.6	7.0	8.3	*8.5*	18% ↗

Table 5.15.4 Economic performance of the Maltese national fishing fleet by operational scale: 2008-2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Income	Landings income	3.8	3.1	3.9	4.3	4.4	3.7	1% ↔	5.9	4.4	5.3	7.0	8.3	8.3	18% ↗
	Other income	0.0				0.1	*0.2*		0.2	0.5			0.4	*0.3*	
Costs	Labour costs	2.0	6.9	6.1	5.2	1.8	*4.1*	-64% ↘	1.3	3.5	4.0	2.4	2.2	*4.6*	-7% ↘
	Energy costs	0.8	1.0	1.2	1.0	1.3	*1.2*	33% ↗	1.1	1.1	2.3	1.2	2.6	*2.0*	115% ↗
	Repair costs	0.4	0.5	0.5	0.3	0.6	*0.5*	73% ↗	0.8	0.5	0.5	0.5	0.6	*0.6*	18% ↗
	Other variable costs	1.3	1.2	1.2	0.9	1.1	*1.0*	25% ↗	1.7	1.2	1.6	1.2	1.6	*1.5*	31% ↗
	Non-variable costs	0.1	0.1	0.2	0.1	0.1	*0.1*	44% ↗	0.1	0.1	0.3	0.1	0.1	*0.1*	71% ↗
	Capital costs	2.7	2.2	1.9	9.7	0.8	*3.9*	-92% ↘	2.5	2.1	5.6	33.5	4.1	*11.8*	-88% ↘
Economic Indicators	GVA	1.2	0.3	0.8	2.1	1.3	*1.0*	-35% ↘	3.0	2.2	0.7	1.6	3.8	*3.3*	139% ↗
	Gross profit	-0.8	-6.6	-5.3	-3.1	-0.5	*-3.1*	84% ↗	1.8	-1.3	-2.5	-0.7	1.7	*0.5*	326% ↗
	Net profit	-3.5	-8.8	-7.2	-12.7	-1.2	*-7.0*	90% ↗	-0.7	-3.4	-7.6	-22.4	-2.3	*-10.9*	90% ↗
Capital value	Depreciated replacement value	11.4	16.4	8.2	9.5	5.1	*5.7*	-46% ↘	15.9	13.5	23.9	36.2	29.6	*26.9*	-18% ↘
	Investments	0.2	0.5	0.8	0.9	1.3		49% ↗	0.6	0.5	0.6	0.7	0.7		7% ↗
Profitability and development trends	Net profit margin (%)	-91.4	-287.2	-183.8	-292.7	-27.5	-181.6	91% ↗	-10.6	-69.3	-145.3	-495.4	-26.9	-147.2	95% ↗
	development trend			Improved				87% ↗			Improved				85% ↗
	RoFTA (%)	-30.7	-53.9	-88.4	-135.5	-24.4	-125.2	82% ↗	-4.4	-25.4	-34.0	-98.2	-8.0	-41.8	92% ↗
	development trend			Improved				68% ↗			Improved				80% ↗
	GVA per FTE (thousand €)	26.7	9.5	11.4	28.6	5.7	6.9	-80% ↘	65.4	16.8	4.0	12.6	29.0	29.7	130% ↗
	development trend			Deteriorated				-70% ↘			Improved				18% ↗

Data Issues

In 2010, a sampling plan was implemented in order to achieve estimates for all the economic variables at population level. The technique of stratified random sampling was used; the sample was selected randomly from the total population. Interviews based on questionnaires were used to gather the data needed. The sampling frame for the collection of economic data was based on the fishing vessel register information recorded in MALTASTAT, which is a reliable and efficient computerised fisheries statistics system that includes a register/inventory of all fishing vessels as well as on log books with information from catch and landings evaluation. As regards the transversal data, for vessels over 10m, census data is obtained through data from the Fleet Vessel Register, logbooks and market data. For small-scale vessels, the same sampling plan for the economic variables is carried out. The large fluctuations obtained for most variables and fleet segments are mainly attributed to the fact that the vast majority (over 90%) of vessels in Malta are multipurpose with different gears registered. For this reason, if a vessel uses some gears in one year and uses different gears in other years, this vessel will form part of a different segment in the next year. This is true for a large number of vessels, and this causes shifts in all the economic and transversal data gathered and thus fluctuations can be considerable. A sampling / statistical strategy whereby this is eliminated needs to be attempted.

Data on income from leasing out quota or other fishing rights, lease/rental payments for quota or other fishing rights and the value of quota and other fishing rights was collected for the first time for the year 2009. This is partly due to the fact that total allowable catch (TAC) for bluefin tuna was introduced in 2009.

As stated earlier, the change in calculation methodology for capital value and depreciation costs is the reason why there has been a substantial change in values. From 2010, the Perpetual Inventory Method (PIM) was introduced so everything else being equal the trend for depreciation costs is expected to stabilise in future years. Moreover, 2010 was the year in which the new sampling plans were employed and it is evident that 2010 data is significantly different from data reported in earlier years. This year was the trial year for the new sampling plan, and thus results may not be particularly reliable. When new sampling plans are introduced, the transition period should ideally be accompanied by a parallel data collection method to cross-check the data being collected with the new plan. If possible, sampling strategies should be consistent throughout the years.

Some trends may be misleading due to poor data quality in earlier years (2008 and 2009). Economic data calculations have been improved (as explained earlier) in more recent years, however, an important data

issue that needs to be considered is that for most of the economic data, the data is obtained from direct interviews with fishers through a sampling plan. This method assumes that the fishers are giving good quality data and is highly dependent on how much the data they give during the interviews is true and correct. From the resulting data obtained in the past few years, the trend is that, in general during the interviews, fishers declare very high capital costs and other fixed and variable costs and low income. This data needs to be checked with other data sources thoroughly in future years or alternative data collection methods needs to be attempted.

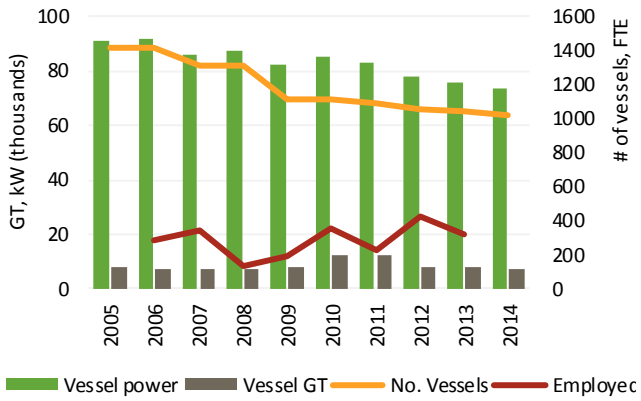
It should be noted that the significant changes in the value of unpaid labour is due to a change in the data collection procedure. Employment levels are checked at fleet level. If for example a particular fishery requires more than one person on-board (that is, other than the vessel owner/skipper which is included in the calculation), value of unpaid labour (or alternatively paid employment) must be present. In addition, the hours of work on shore by the vessel owner and other non-paid labour are included in the calculation.

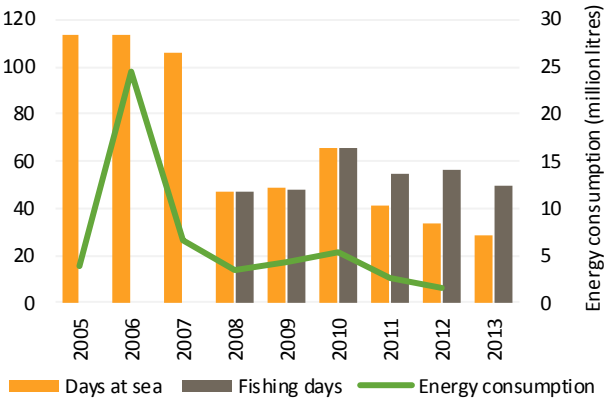
Table 5.15.5 Main socio-economic performance indicators by fleet segment in the Maltese national fishing fleet in 2012.

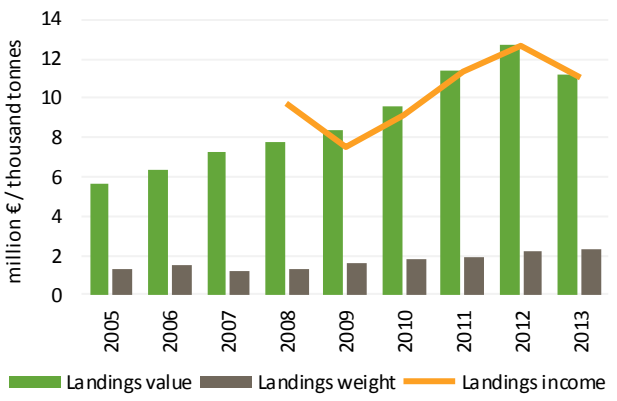
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

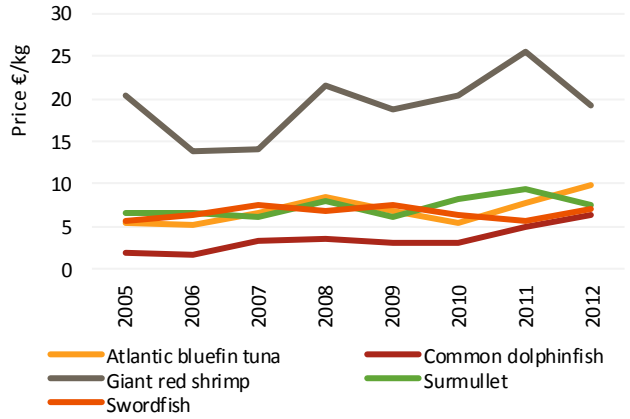
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
MLTAREA37DFNVL0006°	9	350%	1		773		4		26		7		15		21.6		10		6		23		High	113%	Improved
MLTAREA37DFNVL0612°	2	100%			42				19		3														
MLTAREA37DFNVL1218°	2	100%		-49%	4	-76%	0		1	-71%	0	-77%	-9	-98%	-19.6	-288%									
MLTAREA37DTSVL1824°	14	0%	28		1584	23%	111		2271	10%	281	47%	821		29.3		229		-1123		-45		Weak	33%	Improved
MLTAREA37DTSVL2440°	5	-17%	5	-51%	354	39%	50	25%	326	-24%	61	8%	43	-87%	8.7	-72%	-157	-225%	-1076	89%	-236	90%	Weak		
MLTAREA37HOKVL0006°	12	-65%			191	-85%	1	-98%	4	-95%	1	-94%	2	114%	25.0		-884	-370%	-886	-96%	-20148	-3477%	Weak	-5226%	Deteriorated
MLTAREA37HOKVL0612°	40	-60%	50	44%	1591	-73%	323	-43%	1295	-34%	177	-51%	636	-22%	12.7	-46%	469	139%	253	105%	20	108%	High	112%	Improved
MLTAREA37HOKVL1218°	10	-9%	21	-49%	766	8%	37	-81%	1135	42%	147	8%	743	159%	35.5	410%	262	212%	88	104%	8	103%	Reasonable	106%	Improved
MLTAREA37HOKVL1824°	16	0%	50	321%	1692	57%	114	-76%	2608	88%	359	49%	1430	426%	28.7	25%	913	331%	18	100%	1	100%	Reasonable	101%	Improved
MLTAREA37HOKVL2440°	1	-50%			68	-74%			30	-84%	4	-87%													
MLTAREA37PGPVL0006°	325	50%	67		12928	-35%	138	11%	923	-25%	152	-25%	338	-63%	5.1		7	104%	-57	97%	-6	96%	Weak	98%	Improved
MLTAREA37PGPVL0612°	188	23%	67	1899%	8610	19%	284	13%	1225	44%	229	10%	113	-65%	1.7	-98%	-32	97%	-234	95%	-19	97%	Weak	94%	Improved
MLTAREA37PMPVL0006°	15	1400%	4		401		3		16		4		50		12.0		-91		-103		-147		Weak	57%	Improved
MLTAREA37PMPVL0612°	111	754%	47	1952%	3705	167%	294	166%	850	339%	147	269%	183	1033%	3.9	-45%	22	105%	-202	78%	-23	95%	Weak	89%	Improved
MLTAREA37PMPVL1218°	2	-50%					20	-74%																	
MLTAREA37PSVL1824°	2		2		92		0		308		134		162		89.8		147		31		10		Reasonable		
MLTAREA37PSVL2440°	1				76		0		539		286		298		676.5		253		165		31		High		

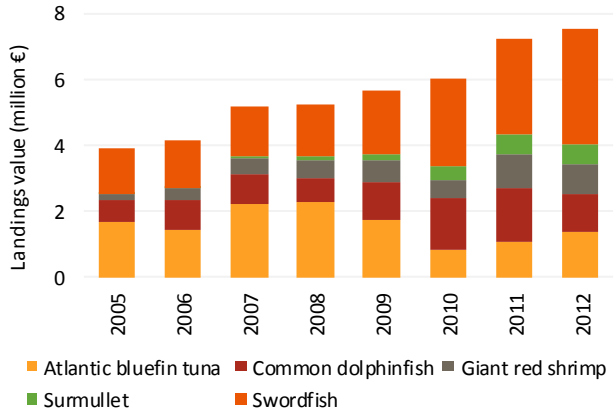
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

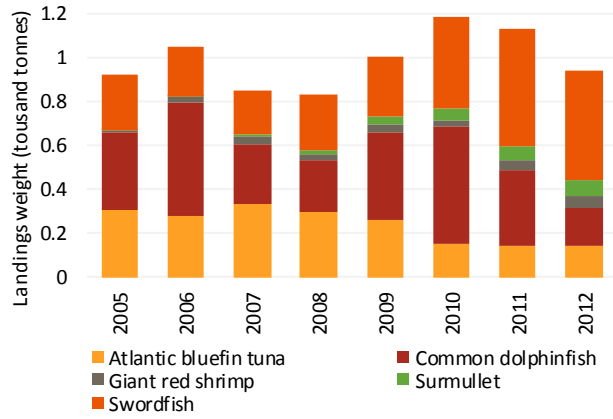

GT, kW (thousands)
# of vessels, FTE
Vessel power
Vessel GT
No. Vessels
Employec

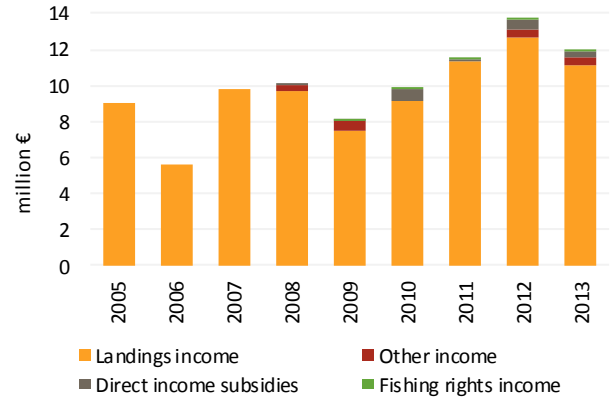

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

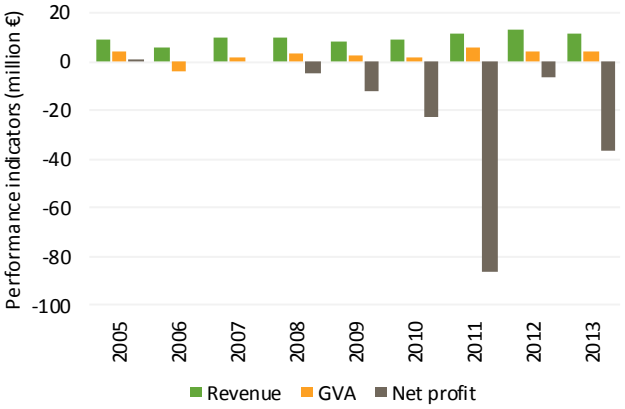

million € / thousand tonnes
Landings value
Landings weight
Landings income

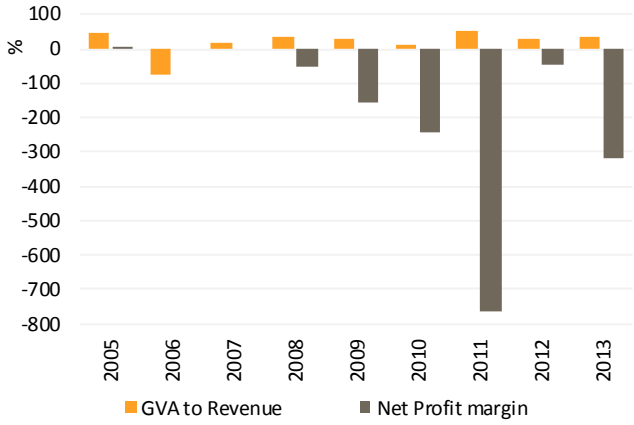

Price €/kg
Atlantic bluefin tuna
Common dolphinfish
Giant red shrimp
Surmullet
Swordfish


Landings value (million €)
Atlantic bluefin tuna
Common dolphinfish
Giant red shrimp
Surmullet
Swordfish


Landings weight (tousand tonnes)
Atlantic bluefin tuna
Common dolphinfish
Giant red shrimp
Surmullet
Swordfish


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Revenue
GVA
Net profit


%
GVA to Revenue
Net Profit margin

5.16 THE NETHERLANDS

Fleet Structure, Fishing Activity and Production

In 2013, the Dutch fishing fleet consisted of 741 registered vessels, with a combined gross tonnage of 129 thousand GT, a total power of 275 thousand kW and an average age of 30 years. The size of the fishing fleet remained stable between 2011 and 2013. In 2013, the number of fishing enterprises in the Dutch fleet totalled 456, with the vast majority (70%), owning a single vessel. Only 30% of the enterprises owned two to five fishing vessels. Total employment in 2013 was estimated at 1,982 FTEs. The level of employment decreased between 2009 and 2013 and the number of FTEs dropped 10% over the period. The major factors causing employment to decrease include a reduction in number of vessel in the segment over 24m and smaller crew during trips because of declining earnings (less fishermen on board/minimum required crew) (Table 5.16.1; Figure 5.16.1).

Table 5.16.1 Dutch national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

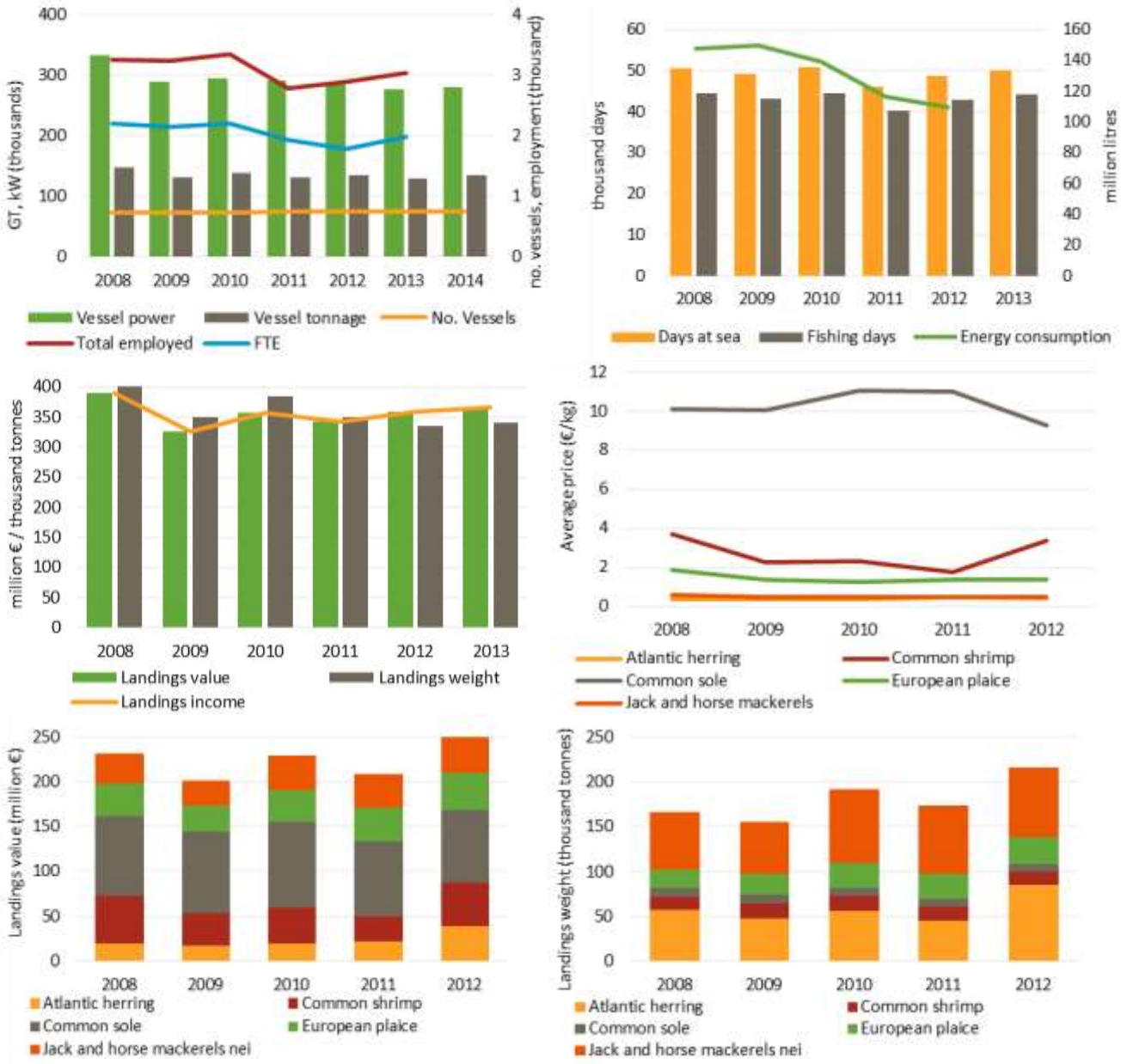
	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	726	712	725	738	740	741	0%	↔	*735*
	No. of Inactive vessels (#)	127	143	145	168	182	197	8%	↗	*190*
	Average vessel age (year)	27	28	29	29	30	30	2%	↗	*30*
	Vessel tonnage (thousand GT)	146	129	137	131	134	129	2%	↗	*134*
	Vessel power (thousand kW)	332	289	294	290	286	275	-1%	↘	*280*
	No. of Enterprises (#)	473	455	467	470	471	456	0%	↔	
Employment	Total employed (#)	3,256	3,239	3,335	2,778	2,881	*3,025*	4%	↗	
	FTE (#)	2,197	2,139	2,198	1,926	1,769	*1,982*	-8%	↘	
	Average wage per employed (thousand €)	29.4	27.4	27.7	28.2	32.5	*30.3*	15%	↗	
	Average wage per FTE (thousand €)	43.6	41.5	42.0	40.7	53.0	*46.3*	30%	↗	
Fishing Effort	Days at sea (thousand days)	50.7	49.2	50.8	46.0	48.8	50.1	6%	↗	
	Fishing days (thousand days)	44.4	43.1	44.5	40.3	43.0	44.1	7%	↗	
	Energy consumption (milion litres)	242	229	227	184	171		-7%	↘	
	Energy consumption per landed tonne (l/T)	582	656	590	525	510		-3%	↘	
Output	Landings weight (thousand tonnes)	415	350	385	351	335	341	-4%	↘	
	Landings value (million €)	389	326	358	342	358	367	5%	↗	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

In 2013, the Dutch fleet spent a total of around 50 thousand days at sea. The total number of days at sea increased slightly compared to 2012. The major factor causing the increase in days at sea since 2011 includes higher effort in the shrimp fishery.

The quantity of fuel consumed in 2012 totalled around 171 million litres, a decrease of around 7% from 2011 and 25% from 2010. The major factors causing the decrease in fuel consumption include the results of innovation programmes (introduction of new technics in fishing gear) that commenced in 2008.

Transition to sustainable fisheries is an ongoing process. In the year 2012 almost all 42 EU allowances for pulse technique were in effect in the Netherlands. This resulted in 40-60% less fuel consumption and less fuel costs per individual vessel per day at sea. Fuel consumption in 2013 will stabilise because no new permits for use of pulse technique (instead of beam trawl) were issued. However, fuel consumption is expected to decrease considerably again in 2014 because of further investments in the fuel saving pulse technic (due to 42 extra EU allowances). It is estimated that fuel consumption will decrease again at least by another 20-30 million litres in the next few years, depending on the size of the vessels.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.16.1 Dutch fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The total weight of fish and shellfish landed by the Dutch fleet in 2013 was 341 thousand tonnes, with a value of €367 million. The total weight and value of landings increased compared to 2012. In terms of landed weight, in 2008 the fleet achieved the highest value (415 thousand tonnes), followed by the years 2010 (385 thousand tonnes), 2011 (351 thousand tonnes), 2009 (350 thousand tonnes), 2013 (341 thousand tonnes) and 2012 (335 thousand tonnes). The total landings of flatfish increased slightly in time; the total landings of pelagic fish fluctuated from year to year.

Most of the prices for the key species presented in Figure 5.16.1 decreased since 2010. Prices for plaice and sole decreased in 2012 by 30% and 8%, respectively, compared to 2008. The price of shrimp increased in 2012 to the level of 2008. The highest (auction) prices were paid for common sole (€9.28 per kg in 2012), followed by common shrimp (€3.38 per kg in 2012) and European plaice (€1.36 per kg in 2012). Prices (direct sales) for jack and horse mackerels remained stable. In 2013, prices for plaice and sole decreased again, while the average price of shrimp remained stable because of rather low landings. Common sole accounted for around 30% of the total value of landings obtained by the Dutch fleet in the period 2008-2012, shrimp accounted for

around 20%. In 2012 total employment increased whereas FTE's decreased. This was mainly due to an increase in part-time employment.

National Fleet Economic performance

The total amount of income generated by the Dutch national fleet in 2012 was €364 million. This consisted of €358 million landings value and around €5.9 million in non-fishing income. Total income increased between 2011 and 2012 and is expected to have increased again in 2013. Total costs in 2012 equated to €367 million, consisting of €327 million in operating costs and a further €40 million in capital costs. Total costs for 2013 are estimated at €364 million. Labour and energy costs, the two major fishing expenses, are expected to amount to €92 and €102 million, respectively in 2013 (

Table 5.16.2). Saving fuel is one of the most important goals of the Dutch fleet. In 2013, savings in energy costs is expected to amount to €3 million.

Table 5.16.2 Dutch national fishing fleet economic performance in 2008-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	
Income	Landings income	389.3	326.3	357.8	342.2	358.3	367.2	5%	↗
	Other income	1.3	8.8	3.5	9.2	5.9	*6.5*	-36%	↘
Costs	Labour costs	95.8	88.8	92.3	78.3	93.7	*91.7*	20%	↗
	Energy costs	111.6	71.9	97.2	99.4	104.9	*101.9*	6%	↗
	Repair costs	49.6	54.1	48.9	53.7	62.3	*64.0*	16%	↗
	Other variable costs	31.9	28.2	31.0	28.6	28.1	*28.9*	-2%	↘
	Other non-variable costs	42.9	39.7	40.1	41.2	38.6	*38.7*	-6%	↘
	Capital costs	40.7	42.1	46.4	44.9	39.5	*39.2*	-12%	↘
Economic Indicators	GVA	154.6	141.1	144.0	128.5	130.3	*140.2*	1%	↗
	Gross profit	58.8	52.3	51.8	50.2	36.5	*48.5*	-27%	↘
	Net profit	18.0	10.2	5.3	5.2	-3.0	*9.4*	-156%	↘
Capital value	Depreciated replacement value	410.2	458.5	442.5	377.1	339.8	*340.2*	-10%	↘
	Investments	23.2	69.0	28.1	19.4	35.4		82%	↗
Profitability and development trends	Net profit margin (%)	4.6	3.1	1.5	1.5	-0.8	2.5	-154%	↘
	development trend			Deteriorated				-130%	↘
	RoFTA (%)	6.4	4.9	3.3	1.9	-1.7	2.1	-192%	↘
	development trend			Deteriorated				-142%	↘
	GVA per FTE (thousand €)	70.4	66.0	65.5	66.7	73.7	70.8	10%	↗
	development trend			Improved				10%	↗

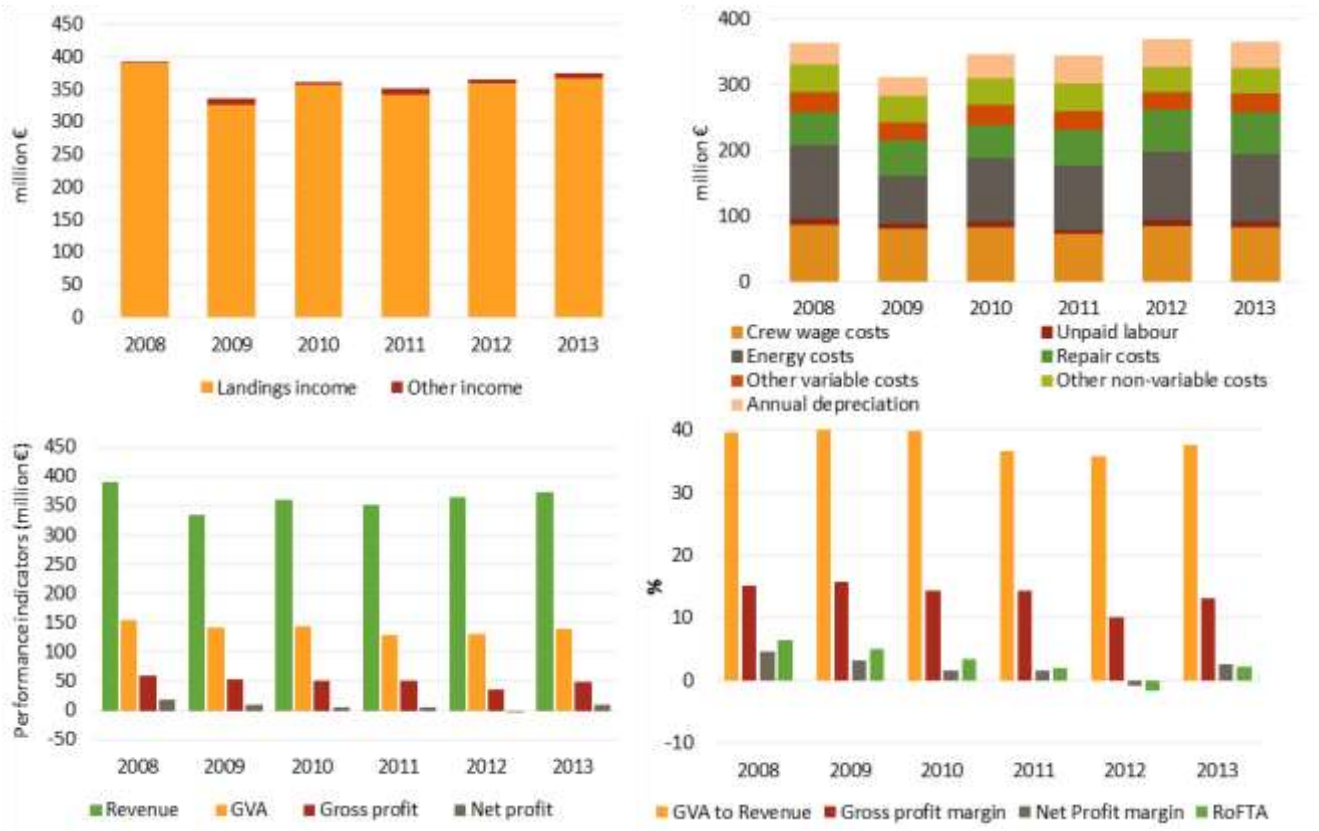
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Dutch national fleet in 2012 was €130 million, €37 million and -€3.0 million, respectively. All indicators are expected to have increased in 2013 compared to 2012, with the Dutch fleet moving from making a loss to posting a net profit. The major factors causing the improvement in economic performance include higher landings of more valuable species and lower costs mainly because of fuel saving (e.g. pulse) techniques in the flatfish fleet. Total investment increased from 2011 to 2012, but this increase was mainly due to investments in the large pelagic trawler segment (13mln increase).

For the pelagic fleet in 2013 fishing opportunities were limited. Fishery licenses for African waters had still not been prolonged and fishing in Pacific waters was not successful due to poor catches. Therefore, some vessels were tied up temporarily, which means that effort decreased significantly.

In 2013, the Dutch fleet had an estimated (depreciated) replacement value of almost €340 million, lower than the year before, and an estimated value of fishing rights of €250 million. Fishing rights and quota are transferable in the Netherlands. Selling/buying and leasing these rights are quite common and prices fluctuate

substantially from year to year, depending on market availability (e.g. quota for sole or plaice available or not). Investments amounted to €35 million in 2012 and will not change significantly in 2013. The major factors causing the change in the capital value of the fleet include the higher cost of building new vessels in case of replacement.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.16.2 Dutch fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Dutch fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the North Sea (demersal fleet) and North East Atlantic Ocean (pelagic fleet), around the UK and Ireland. Besides that, a part of the pelagic fleet operates in African waters and in the Pacific.

Figure 5.16.3 Dutch fleet effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

The economic performance of the fleet relies heavily on innovation and technical/structural development. The Dutch government and the EU supported the fisheries sector to produce fish in a more sustainable way with economic perspectives. Projects started a few years ago (e.g. 'knowledge networks') helped to improve entrepreneurship in fisheries so that fishermen will be able to compete in international fish business in future.

The national fleet consisted of 10 (DCF) fleet segments in 2012. Almost all of the larger active fleet segments made profits in 2012 while 0-10 m DTS vessels, 0-10 m PG vessels, 12-18 m TBB vessels and over 40 m TM vessels made losses. Table 5.16.3 and Table 5.16.4 provide a breakdown of key performance indicators by fishing activity (small and large-scale fleets).

Table 5.16.5 provides a breakdown of key performance indicators for all 10 fleet segments in 2012. A short description of the four most important segments in terms of total value of landings is provided below.

Beam trawl over 40m – 64 vessels make up this segment which operates predominantly in the North Sea. The fleet targets a variety of species but in particular flatfish, such as sole, plaice and turbot. In 2012, the total value of landings was almost €116 million and around 375 FTEs were employed in this fleet segment, contributing to 33% and 21% of the total income from landings and FTEs generated by the Dutch fishing fleet, respectively. This fleet segment was profitable, with a reported gross profit of around €25 million and net profit of €18 million in 2012.

The total number of vessels in this fleet segment did not change but the structure of the segment did. A very important development is the change in flatfish fishing methods. In 2011 and 2012 vessels invested in replacement of beam trawl by some other newly developed fishing methods. Replacement of the beam by the 'SumWing' (an aquadynamic wing) showed fuel savings (up to 15%) and fishing with pulse techniques combined with SumWing showed even better fuel saving results compared to the conventional beam trawl (up to 60%).

Conventional beam trawl vessels generally made losses in 2012, Sum Wing vessels made also a small loss whereas vessels fishing with pulse techniques made a reasonable profit. Research pilots concerning pulse techniques show significantly less impact on the seabed and less unwanted by-catches (non-commercial fish/discards). Generally it can be said that flatfish (especially sole) can be caught cheaper by using pulse technique despite rather high investments. Besides, the fishery with pulse trawl is more sustainable. However, vessels fishing with the pulse technique only have a permit on a temporary basis. It is still not known if the pulse technique will be allowed permanently in the future.

In 2012, an increased amount of sole was landed due to the selectivity for this species by fishing with pulse technique. Landings of other individual species did not change very much. The total landings increased by 4% and the value of landings decreased by 3%, mainly as a result of lower average prices. Employment decreased by 6% and fuel consumption dropped by 21% in this segment. As a result, total costs decreased and Gross Value Added increased by 4% compared to 2011.

Pelagic trawl over 40m – 13 vessels made up this segment which operated predominantly in the North East Atlantic Ocean and to a lesser extend in the North Sea. In addition five vessels operated in the first few months of 2012 in African waters and in the Pacific. However, this segment faced problems with effort in these non EU-waters. The fleet targeted pelagic species, particularly herring, mackerel, horse mackerel, blue whiting and sardines. The total value of landings dropped to almost €108 million and around 440 FTEs were employed in this fleet segment, contributing to 30% and 25% of the total income from landings and FTEs generated by the Dutch fishing fleet, respectively. This fleet segment was not profitable. Effort in terms of days at sea decreased by 26% and mainly as a result of that the use of energy decreased. Lower landings weight (-7%) and lower fish prices resulted in a lower value of landings (-9%). High costs (mainly because of high fuel prices) resulted in a net loss.

Beam trawl 18-24m – 165 vessels made up this segment which operated predominantly in the North Sea and in the coastal zone. The fleet mainly targeted common shrimp and some vessels targeted langoustines (seasonally) and flatfish, such as sole, plaice and turbot. In 2012, the total value of landings was almost €60 million and around 480 FTEs were employed in this fleet segment, contributing to 17% and 27% of the total income from landings and FTEs generated by the Dutch fishing fleet, respectively.

This fleet segment was profitable, mainly because of high average price for shrimp, with a reported gross profit of around €7 million and net profit of €2 million in 2012. Effort in terms of days at sea increased by 33% compared to 2011 and energy consumption increased by 32%. Landings weight decreased by 9%.

In this segment a limited number of vessels started to invest in pulse technique, targeting flatfish (mainly sole). Also a few (4) vessels started an innovation project (improvement program for sustainable fisheries) to implement pulse technique targeting shrimp on an experimental basis. The first results provide a perspective for the future because of the more sustainable character of the gear compared to traditional beam trawl for shrimp. Economic results look promising (apart from high costs of investments). First results show up to 25% fuel saving compared to (shrimp) beam trawl. However, these vessels are just temporary allowed to fish with the pulse technique and until now it is not clear if this technique will be allowed permanently in future.

Beam trawl 24-40m – 26 vessels made up this segment which operated predominantly in the North Sea. The fleet targeted a variety of species like mullet, gurnard, squid and sea bass (mainly fly shoot method) but in particular flatfish, such as sole, plaice and turbot. In 2012, the total value of landings was almost €27 million and around 147 FTEs were employed in this fleet segment, and contributed to 8% of both the total income from landings and FTEs generated by the Dutch fishing fleet.

This fleet segment was profitable, with a reported gross profit of around €1 million and net profit of €0.1 million in 2012. Vessels in this segment also started using pulse techniques on a temporary basis with positive economic results, whereas the economic performance of the conventional beam trawl was generally quite negative.

Table 5.16.3 Dutch national fleet structure, activity and production trends by operational scale: 2008-2013.
Arrows indicate change (Δ) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	213	211	212	203	199	*202*	-2% ↘	386	358	368	367	359	*342*	-2% ↘
	Vessel tonnage (thousand GT)	15.5	1.6	1.6	1.8	1.4	*1.3*	-21% ↘	124.4	122.0	129.3	122.2	126.7	*121.5*	4% ↗
	Vessel power (thousand kW)	30.1	16.8	17.9	19.7	19.3	*20.6*	-2% ↘	283.3	252.1	254.6	246.1	244.8	*232.2*	-1% ↔
Employment	Total employed (#)	345	277	334	99	359	*261*	263% ↗	2,911	2,962	3,001	2,679	2,522	*2,545*	-6% ↘
	FTE (#)	110	110	184	27	117		340% ↗	2,087	2,029	2,015	1,899	1,652		-13% ↘
	Average wage per employed (thousand €)	5.9	5.8	8.2	0.7	4.6	*6.5*	608% ↗	32.3	29.5	29.8	29.2	36.5	*37.0*	25% ↗
	Average wage per FTE (thousand €)	18.6	14.6	15.0	2.4	14.2	*16*	485% ↗	45.0	43.0	44.4	41.2	55.7	*54.3*	35% ↗
Fishing Effort	Days at sea (thousand days)	3.5	2.3	4.0	3.2	2.5	*4*	-20% ↘	47.2	46.9	46.8	42.8	46.3	*46.3*	-8%
	Fishing days (thousand days)	3.2	2.1	3.6	2.9	2.4	*4*	-19% ↘	41.2	40.9	40.9	37.3	40.6	*40.6*	9% ↗
	Energy consumption (milion litres)	1.4	2.8	0.1	0.3	0.8		165% ↗	240.4	226.6	227.3	183.8	170.0		-8% ↘
	Energy consumption per landed tonne (l/T)	804	2,229	60	500	1,810		262% ↗	581	650	593	526	512		-3% ↘
Output	Landings weight (thousand tonnes)	1.7	1.3	2.2	0.6	0.5	*1.1*	-27% ↘	413.4	348.7	383.2	350.0	331.8	*340.0*	-5% ↘
	Landings value (million €)	7.5	5.2	8.6	4.6	3.1	*6.2*	-33% ↘	381.8	321.1	349.2	337.6	355.3	*361.0*	5% ↗

Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Table 5.16.4 Economic performance of the Dutch national fishing fleet by operational scale: 2008-2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Income	Landings income	7.5	5.2	8.6	4.6	3.1	6.2	-33% ↘	381.8	321.1	349.2	337.6	355.3	361.0	5% ↗
	Other income					0.7	*0.9*		1.3	8.8	3.5	9.2	5.2	*6.3*	-44% ↘
Costs	Labour costs	2.04	1.60	2.75	0.06	1.65	*1.7*	2650% ↗	93.8	87.2	89.5	78.3	92.1	*94.1*	18% ↗
	Energy costs	0.80	0.96	4.56	0.24	0.64	*0.9*	167% ↗	110.8	71.0	92.7	99.2	104.3	*93.8*	5% ↗
	Repair costs	1.33	0.74	1.09	0.19	0.82	*1.2*	332% ↗	48.3	53.3	47.8	53.5	61.5	*58.5*	15% ↗
	Other variable costs	0.71	1.05	0.92	0.05	0.36	*0.5*	620% ↗	31.2	27.2	30.1	28.5	27.8	*26.0*	-3% ↘
	Non-variable costs	0.80			0.06	0.54	*0.6*	800% ↗	42.1	39.7	40.1	41.1	38.1	*36.2*	-7% ↘
	Capital costs	0.65	0.99	1.26	0.12	0.95	*0.6*	692% ↗	39.5	40.4	44.5	44.7	38.8	*36.1*	-13% ↘
Economic Indicators	GVA	3.9	2.4	2.0	4.1	1.5	*3.9*	-64% ↘	150.7	138.6	142.0	124.4	128.8	*152.8*	4% ↗
	Gross profit	1.8	0.8	-0.7	4.0	-0.2	*2.2*	-105% ↘	56.9	51.4	52.5	46.2	36.7	*58.8*	-20% ↘
	Net profit	1.2	-0.2	-2.0	3.9	-1.1	*1.6*	-129% ↘	17.4	11.1	7.9	0.7	-2.1	*22.7*	-386% ↘
Capital value	Depreciated replacement value	21.7	13.2	17.1	2.8	12.6	*12.8*	345% ↗	361.7	416.4	394.9	340.9	294.5	*273.4*	-14% ↘
	Investments	1.3	0.9	0.0					21.9	68.1	28.1	19.4	35.4		82% ↗
Profitability and development trends	Net profit margin (%)	15.7	-3.1	-22.8	84.4	-30.0	21.9	-136% ↘	4.5	3.4	2.3	0.2	-0.6	6.2	-376% ↘
	development trend			Deteriorated				-261% ↘			Deteriorated				-122% ↘
	RoFTA (%)	5.4	-1.2	-11.5	137.3	-9.1	12.1	-107% ↘	4.8	2.7	2.0	0.2	-0.7	8.3	-438% ↘
	development trend			Deteriorated				-128% ↘			Deteriorated				-129% ↘
	GVA per FTE (thousand €)	35.2	22.1	11.1	154.0	12.5	35.8	-92% ↘	72.3	68.4	70.5	65.5	78.0	88.1	19% ↗
	development trend			Deteriorated				-78% ↘			Improved				13% ↗

Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Assessment and Future Trends

The most important issues in the Dutch fishery sector are:

Fisheries in general

Closed areas: Demersal trawl fisheries are facing many closed areas because of Natura 2000. Beside that other activities in the North Sea other than fisheries claim more and more space. As a result, fisheries are forced to move to other areas.

Landing obligation: Parts of the fisheries sector are preparing to meet the requirements with respect to landing obligation which will start in January 2015 for the pelagic fisheries and in January 2016 for the demersal fisheries. Fishermen started projects (supported by the Dutch government and EU) to decrease unwanted bycatch. Generally fishermen share ideas (within knowledge networks) about designs of gear to diminish discards. Besides that, ideas about fishing behaviour are exchanged so that the impact of fisheries will be minimised.

Vessel Innovation: Figures in this report show an ongoing ageing of the fleet. As a result, the fleet will depreciate and become outdated in the near future. Fishermen, in cooperation with suppliers and ship builders, now develop a new vessel concept so that fisheries can be operating in a more sustainable and fuel saving way in the future (improvement of competitiveness).

Finance: Entrepreneurs in fisheries face problems with finding finance for investment in innovation to get a better economic position and to make fisheries more sustainable.

Fish prices: Continuation of the general trend in lower prices for most fish species.

Flatfish fishery in general (the beam trawl 12-18m, 24-40m and over 40m segments)

Increase of EU allowances for pulse technique: In March 2014 another 42 permits became available for the flatfish fleet. By this action almost all conventional beam trawl vessels (>24 meter) will replace their fishing gear by pulse technique, scheduled in 2014. By this it is expected that total energy consumption will decrease significantly again for these segments.

Quota for sole: Because of the high selectivity of the pulse technique on sole, it can be expected that quota for this specie will be fully exploited starting in 2014. This contrasts to past years where sole quota was not fully exploited.

Shrimp fishery in general (the beam trawl 18-24m segment)

Pulse technique for shrimp: Further introduction of pulse techniques in shrimp fisheries is on hold now because of a general demand (fishermen, NGO's) to collect more and better information and to assess the impact on shrimps and other species by this new technique.

Landing prices: Low landings in the first half of 2014 resulted in rather high average prices for shrimp.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

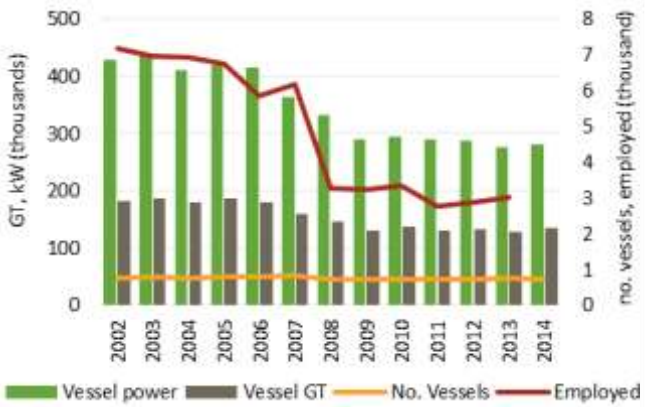
Most of the segments in the Dutch fishing fleet are well covered. In some of the smaller segments (DRB 0-10 m, DTS 0-10 m and TBB 12-18 m) variation in activity levels is high resulting in high uncertainty in the economic indicators estimates and large fluctuations from year to year. Therefore, these figures should be viewed as indicative for the size of the sector rather than describing the exact trends. Currently work is being carried out to improve the estimation procedures.

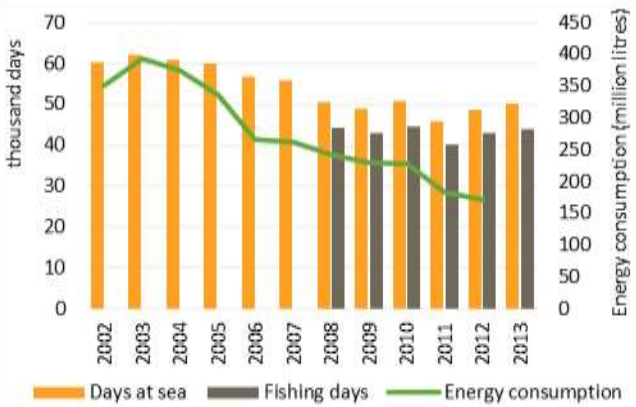
Table 5.16.5 Main socio-economic performance indicators by fleet segment in the Dutch national fishing fleet in 2012.

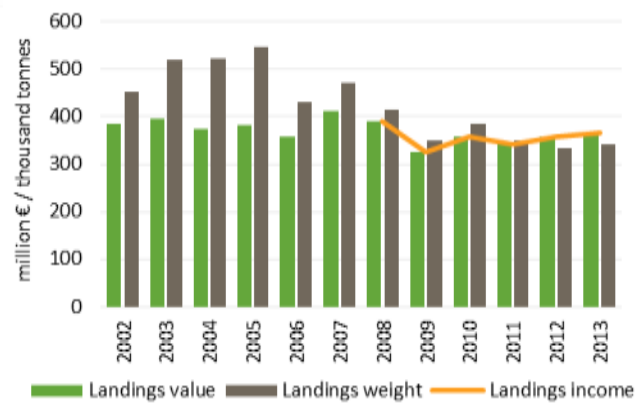
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

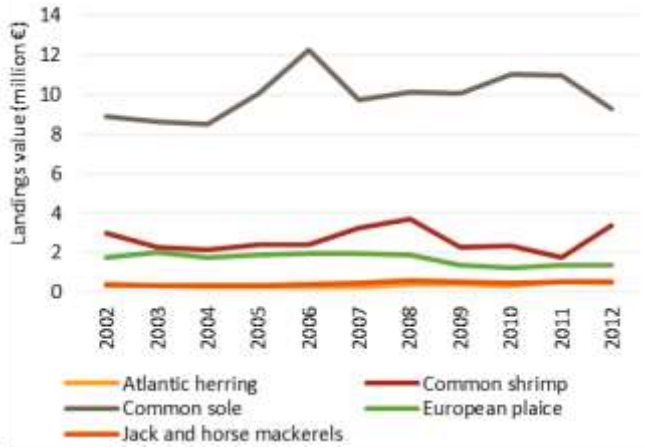
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
NLD AREA27 DRB VL0010	20	25%	13	24%	71	-87%	1,253	565%	8,442	0%	54	-98%	5,720	-30%	450.7	-44%	3,528	-54%	3,104	-59%	37	-59%	High	-58%	Deteriorated
NLD AREA27 DTS VL0010	24	-4%	5	13275%	26	-88%	48.3		22	-97%	10	-98%	- 349	-146%	-65.3	-100%	- 369	-148%	- 538		- 1,656		Weak		
NLD AREA27 DTS VL1824°	18	29%	65	-35%	2,212	2%	4,157	27%	8,562	1%	3,355	21%	3,372	-29%	51.9	9%	1,672	-36%	1,052	-47%	11	-48%	High	224%	Improved
NLD AREA27 DTS VL2440	21	-9%	109	8%	3,969	12%	8,065	25%	26,906	22%	10,542	41%	10,368	-10%	95.1	-17%	3,967	-33%	1,208	-72%	4	-77%	Reasonable	-60%	Deteriorated
NLD AREA27 PG VL0010	199	-2%	117	340%	2,540	-20%	819	164%	3,079	-33%	453	-27%	1,456	-64%	12.5	-92%	- 196	-105%	- 1,145	-129%	- 30	-136%	Weak	-261%	Deteriorated
NLD AREA27 TBB VL1218	8	0%	15	14%	661	65%	394	71%	1,507	87%	434	-8%	619	273%	40.7	226%	- 120	15%	- 234	12%	- 15	53%	Weak	-270%	Deteriorated
NLD AREA27 TBB VL1824°	165	-4%	483	-18%	20,842	33%	21,209	32%	59,684	59%	16,851	-9%	28,691	112%	59.4	159%	6,756	3565%	2,171	145%	4	128%	Reasonable	159%	Improved
NLD AREA27 TBB VL2440°	26	-21%	147	-20%	4,567	11%	13,124	-2%	26,722	17%	9,132	16%	8,605	35%	58.6	69%	951	48%	98	130%	0	126%	Reasonable	-93%	Deteriorated
NLD AREA27 TBB VL40XX°	64	0%	373	-6%	11,427	-10%	60,565	-21%	115,545	-3%	36,792	4%	45,370	4%	121.7	11%	25,126	18%	17,676	47%	15	50%	High	30%	Improved
NLD AREA27 TM VL40XX°	13	8%	442	-12%	2,488	-26%	61,135	-10%	107,869	-9%	254,575	-7%	26,428	-26%	59.8	-16%	- 4,776	-167%	- 26,627	-34%	- 24	-52%	Weak	-124%	Deteriorated

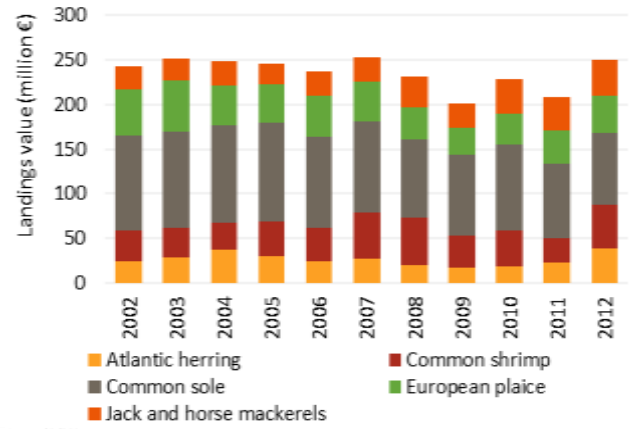
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

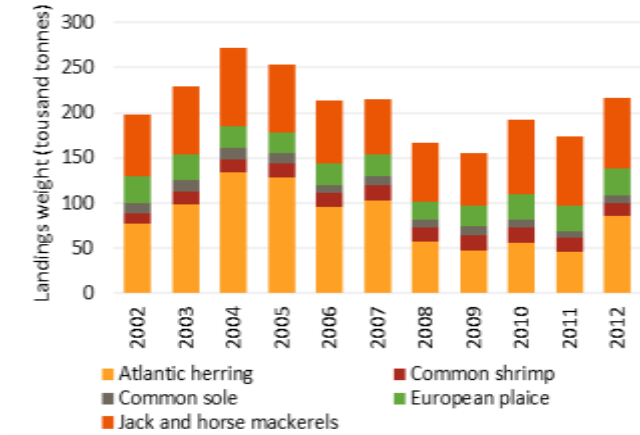

GT, kW (thousands)
no. vessels, employed (thousand)
Vessel power
Vessel GT
No. Vessels
Employed

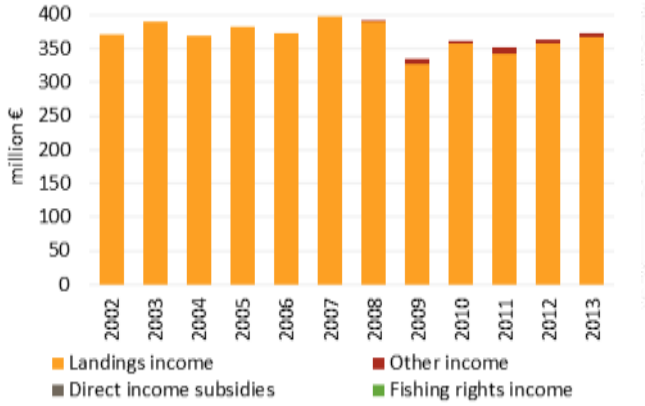

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption


million € / thousand tonnes
Landings value
Landings weight
Landings income

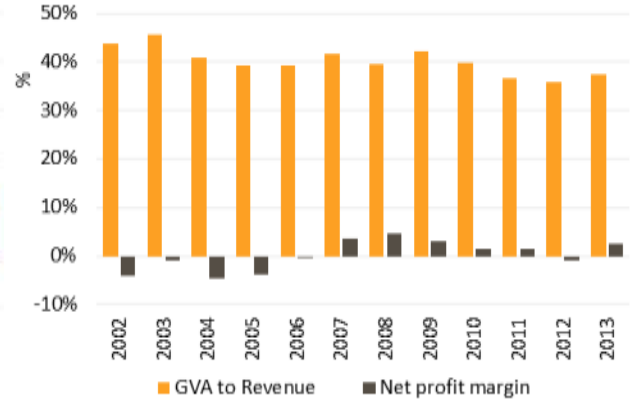

Landings value (million €)
Atlantic herring
Common shrimp
Common sole
European plaice
Jack and horse mackerels


Landings value (million €)
Atlantic herring
Common shrimp
Common sole
European plaice
Jack and horse mackerels


Landings weight (tousand tonnes)
Atlantic herring
Common shrimp
Common sole
European plaice
Jack and horse mackerels


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.17 POLAND

Fleet Structure, Fishing Activity and Production

In 2013, the Polish fishing fleet consisted of 836 registered vessels, including 43 inactive vessels, with a combined gross tonnage of 57 thousand GT, a total engine power of 98 thousand kW and an average age of 28 years. The number of vessels remained stable between 2011 and 2012. However, GT and kW decreased by 11% and 5%, respectively (Table 5.17.1; Figure 5.17.1). The main factor causing this decrease was the absence of one deep-sea trawler in the fishery in 2012. The significant changes in fleet capacity in 2013 and 2014 were also caused by changes in the deep-sea fleet composition.

In 2013, the number of fishing enterprises totalled 702, with the vast majority (90%), owning a single vessel. Only 9% of the enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 2,504 jobs, corresponding to 1,737 FTEs. The level of employment increased between 2011 and 2012, with total employment increasing by 4% and the number of FTEs increasing by 10% over the period. The major factor causing employment to increase was termination of the 3 years rotating cod quota allocation system (suspension of 1/3 of the cod fleet each year) that took place in 2009-2011 (cod effort management plan).

Table 5.17.1 Polish national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	882	877	823	805	806	836	0%	↔	*838*
	No. of Inactive vessels (#)	41	109	99	84	38	43	-55%	↘	*838*
	Average vessel age (year)	27	28	27	28	29	28	3%	↗	*28*
	Vessel tonnage (thousand GT)	46	49	38	38	34	57	-11%	↘	*34*
	Vessel power (thousand kW)	109	106	92	88	83	98	-5%	↘	*81*
	No. of Enterprises (#)	803	765	726	713	702	699	-2%	↘	
Employment	Total employed (#)	3,026	2,512	2,434	2,411	2,504	*2,524*	4%	↗	
	FTE (#)	1,701	1,604	1,577	1,576	1,737	*1,680*	10%	↗	
	Average wage per employed (thousand €)	3.8	3.7	4.7	5.3	6.5	*6.6*	23%	↗	
	Average wage per FTE (thousand €)	6.8	5.8	7.2	8.1	9.4	*10.0*	16%	↗	
Fishing Effort	Days at sea (thousand days)	66	62	58	59	67	71	15%	↗	
	Fishing days (thousand days)	63	60	55	57	64	67	13%	↗	
	Energy consumption (milion litres)	16.0	12.5	17.1	17.6	20.2		15%	↗	
	Energy consumption per landed tonne (l/T)	127	59	100	98	113		15%	↗	
Output	Landings weight (thousand tonnes)	126.2	212.1	170.8	179.5	179.2	194.9	0%	↔	
	Landings value (million €)	34.8	37.3	40.0	45.6	55.3	56.4	21%	↗	

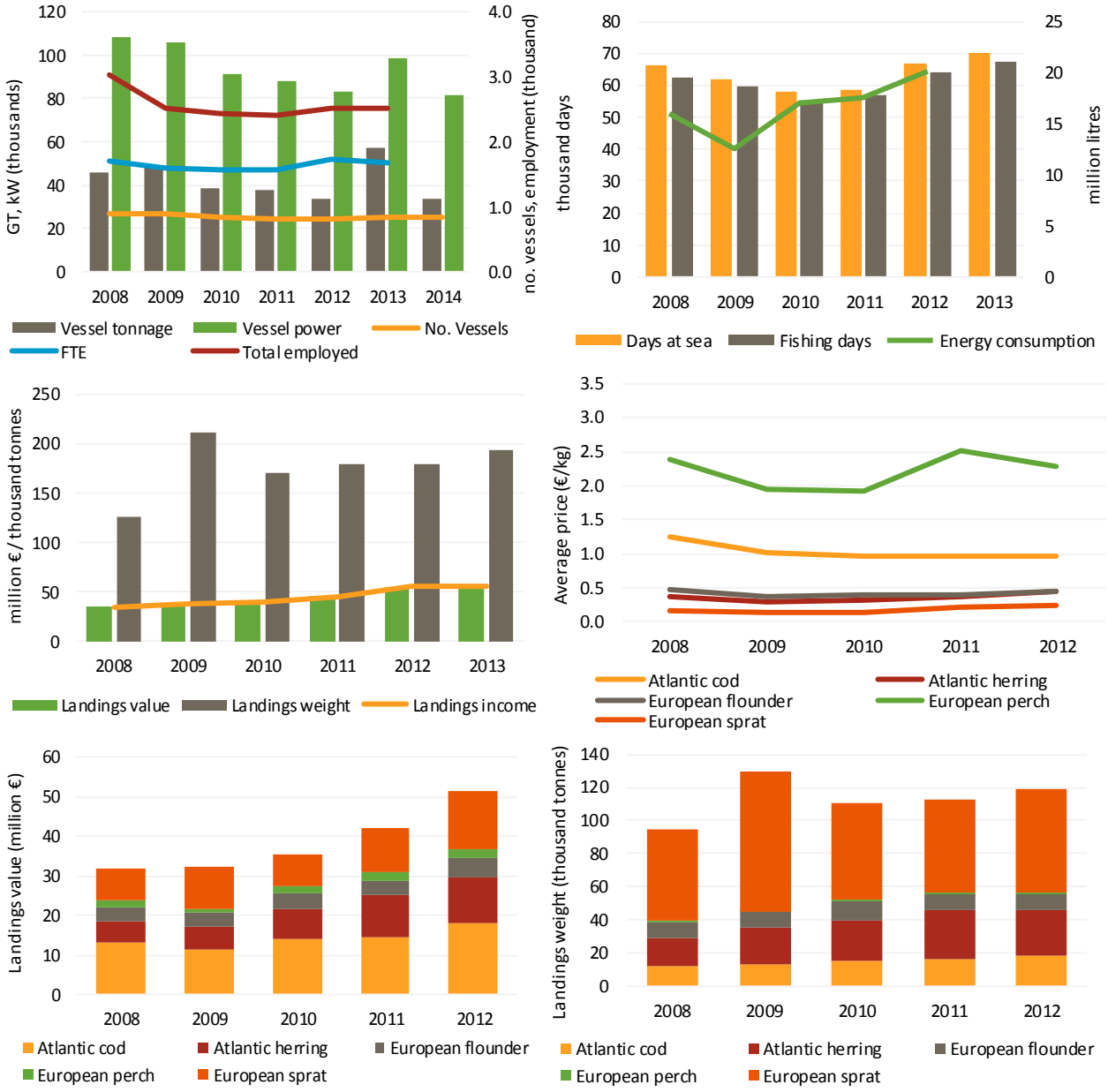
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

Note: Distant water fleet excluded from wages, energy consumption and landings value.

The Polish fleet spent a total of around 70.6 thousand days at sea in 2013. The total number of days at sea in 2012 amounted to 67.2 thousand days, 15% higher than in 2011. The increase can be explained by a greater effort deployed by pelagic vessels benefiting from high prices for small pelagics and cod vessels that were inactive in 2011 but returned to activity after the termination of the cod effort management plan (as previously mentioned). The quantity of fuel consumed in 2012 totalled 20 million litres, an increase of 15% from 2011. The major factors causing the increase in fuel consumption was the increase in pelagic and cod fleet activity.

The total weight of seafood landed by the Polish fleet in 2013 was 195 thousand tonnes. The total amount of Baltic Sea fleet landings was 133 thousand tonnes, with a landed value of €56 million. The total landings weight and value of the Baltic Sea fleet increased 21% between 2011 and 2012 but only 2% between 2012 and 2013.

In 2013, European sprat generated the highest landed value in the Baltic fisheries (€22 million), followed by Atlantic cod (€14.6 million), Atlantic herring (€8.7 million), and European flounder (€4.5 million). In terms of landings weight, in 2013 European sprat landings were 80.3 thousand tonnes, Atlantic cod 12.6 thousand tonnes and Atlantic herring 23.6 thousand tonnes. The major factor causing the increase in landings weight and value in 2013 was high pelagic catches and prices.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.17.1 Polish fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

National Fleet Economic performance

The total amount of income generated by the Polish Baltic[1] fleet in 2012 was €55.5 million (excluding subsidies). This consisted of €55.3 million in landings value (€56.4 million in 2013) and €0.2 million in non-

[1] Due to confidentiality reasons a distant water fleet was excluded from an economic performance analysis.

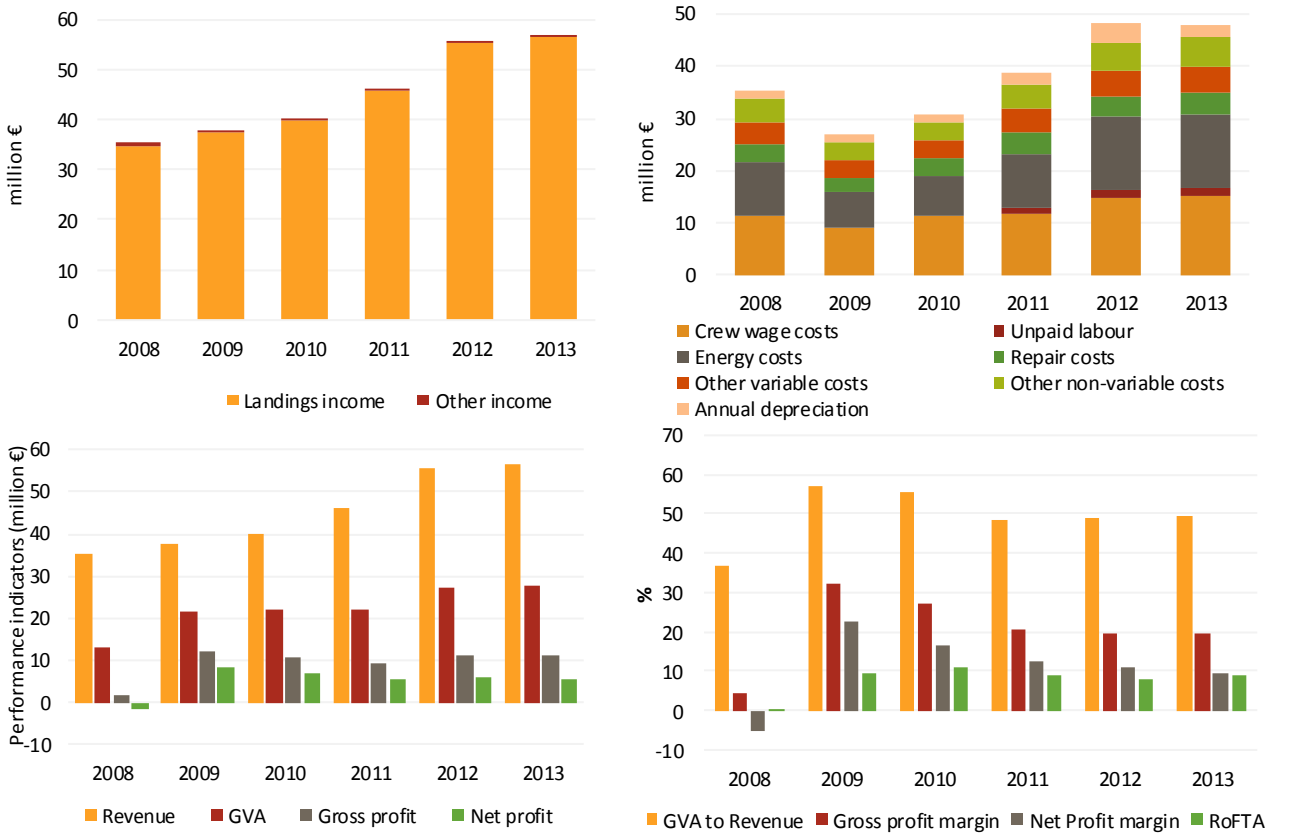
fishing income. The Polish Baltic fleet's landings income increased 21% between 2011 and 2012. The historically highest outcome of the Polish fleet in 2012 was caused by a sharp increase in pelagic fish prices. Total estimated costs incurred by the Polish Baltic fleet in 2012 equated to €49.3 million, amounting to 89% of total income. Crew cost and fuel costs, the two major fishing expenses, were €16.3 and €14.1 million respectively (Table 5.17.2; Figure 5.17.2).

European sprat accounted for 26% of the total landings value obtained by the Polish fleet in 2012, increasing to 39% of total income in 2013, while Atlantic cod decreased from 32% in 2012 to 26% in 2013. This was mainly due to high prices of sprat (18% increase compared to 2012 prices). At the same time, Atlantic cod prices decreased by 3.3% as a result of deteriorating physical condition of individual fish. Increased supply of imported cod in the Polish market was another reason for price decreases.

Table 5.17.2 Polish national fishing fleet economic performance in 2008-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet						%Δ	
		2008	2009	2010	2011	2012	2013	2012-11	
Income	Landings income	34.8	37.3	40.0	45.6	55.3	56.4	21%	↗
	Other income	0.7	0.4	0.2	0.4	0.2	*0.3*	-51%	↘
Costs	Labour costs	11.5	9.2	11.4	12.8	16.3	*16.7*	28%	↗
	Energy costs	10.0	6.6	7.8	10.3	14.1	*14.1*	37%	↗
	Repair costs	3.5	2.8	3.1	4.4	4.0	*4.2*	-10%	↘
	Other variable costs	4.1	3.4	3.7	4.7	4.9	*5.1*	3%	↗
	Other non-variable costs	4.8	3.5	3.3	4.5	5.3	*5.5*	18%	↗
	Capital costs	3.4	3.7	4.2	3.8	4.8	*5.7*	28%	↗
Economic Indicators	GVA	13.1	21.5	22.3	22.2	27.3	*27.9*	23%	↗
	Gross profit	1.6	12.3	10.9	9.4	11.0	*11.2*	16%	↗
	Net profit	-1.8	8.6	6.7	5.7	6.2	*5.5*	9%	↗
Capital value	Depreciated replacement value	101.5	111.8	84.9	81.2	95.4	*98.9*	18%	↗
	Investments	7.6	2.0	11.5	15.5	11.6		-25%	↘
Profitability and development trends	Net profit margin (%)	-5.1	22.7	16.6	12.3	11.1	9.7	-10%	↘
	development trend			Stable				-5%	↘
	RoFTA (%)	0.02	9.7	10.9	9.0	7.7	8.8	-14%	↘
	development trend			Stable				4%	↗
	GVA per FTE (thousand €)	7.7	13.4	14.1	14.1	15.7	16.6	12%	↗
	development trend			Improved				27%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.17.2 Polish fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Polish fleet is moderately diversified with a range of vessel types targeting different species predominantly in the Baltic Sea, North East Atlantic (1 vessel), Mauritanian and Moroccan waters (2 vessels).

The national fleet consisted of 8 (DCF) fleet segments in 2012, with 4 inactive length classes consisting of 43 vessels. One of the active fleet segments made losses in 2012 while 5 made an overall profit (information lacking for deep sea fleet segment). Table 5.17.5 provides a breakdown of key performance indicators for all Polish fleet segments in 2012. A short description of the two most important segments in terms of total value of landings is provided below.

Small-scale fleet

In 2013 the Polish small-scale fleet consisted of 585 registered vessels, with a combined gross tonnage of 2.7 thousand GT and engine power of 21 thousand kW. The size of the fleet increased between 2011 and 2012, with the number of vessels increasing by 6% and GT and kW by 11% and 7%, respectively. The major factor causing this increase was the termination of the cod management plan (Table 5.17.3).

The total weight landed by the small-scale fleet in 2013 was 12.9 thousand tonnes of fish, with a landed value of €11.7 million. The total weight of landings increased slightly between 2012 and 2013, however, landed value decreased as a result of lower prices for European flounder, Atlantic herring and European perch. In 2013, Atlantic cod generated the highest landed value (€3.7 million), followed by European perch (€1.6 million), Atlantic herring (€1.4 million), European flounder (€1.1 million), pike perch (€1.5 million) and Atlantic herring. In terms of landings weight, European flounder amounted to 3.4 thousand tonnes, Atlantic herring landings 3.3 thousand tonnes, and Atlantic cod 2.9 thousand tonnes. Landings of these three top species changed slightly compared to 2012.

The prices obtained for most of the small-scale fleet key species decreased between 2012 and 2013. Pike perch achieved the highest average price per kilo in 2013 (€4.09 per kg), 0.4% higher than in 2012, followed by Atlantic cod (€1.27 per kg), 5.6% higher than in 2011. Atlantic herring and European flounder as well as European perch prices dropped by 24%, 22% and 12%, respectively.

The total amount of income generated by the Polish small-scale fleet in 2012 was €12 million (without subsidies, which amounted to € 10.5 million). The Polish small-scale fleet's total income increased 9% between 2011 and 2012. Crew cost and fuel costs, the two major fishing expenses, were €5.6 and €1.3 million respectively. Between 2011 and 2012, labour and fuel costs increased by 34% and 15% respectively (Table 5.17.4).

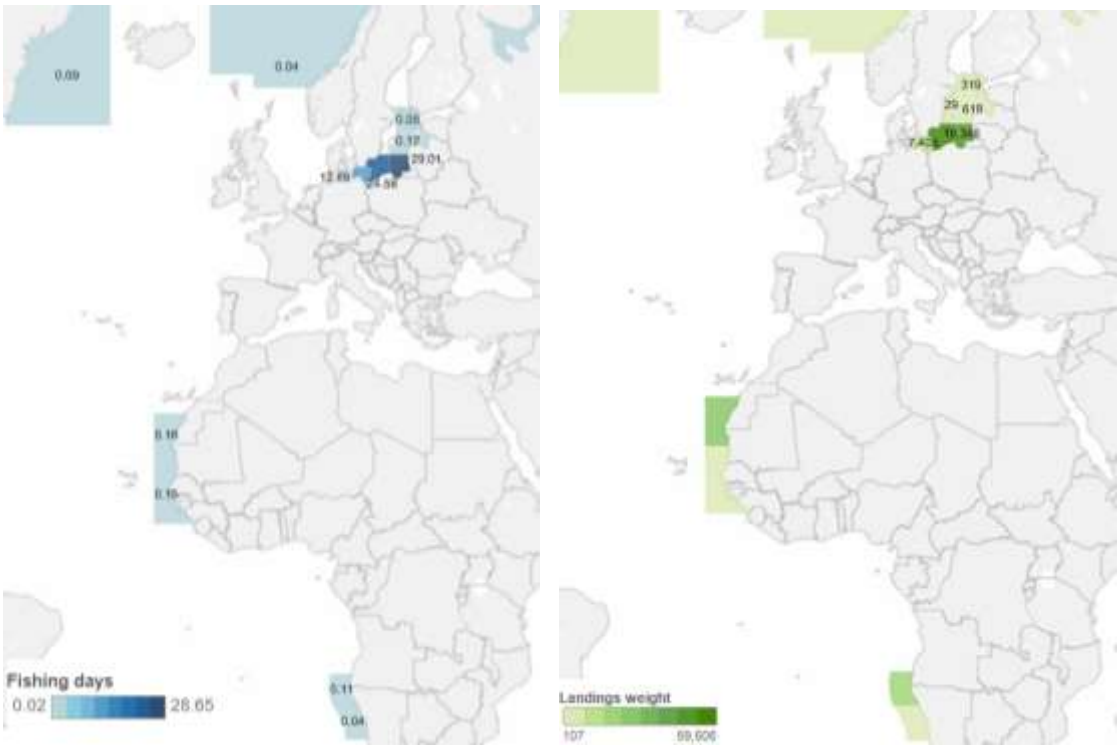


Figure 5.17.3 Polish fleet effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Large-scale fleet

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Polish Baltic large-scale fleet in 2012 were €19.5 million, €8.9 million and €4.7 million, respectively. GVA increased by 31%, gross profit and net profit increased by 39% and 37% respectively between 2011 and 2012. The major factor causing the improvement in economic performance was again high herring and sprat prices. In 2012, the Baltic large-scale fleet had an estimated (depreciated) replacement value of €67 million. Investments by the fleet amounted to €10.3 million in 2012. The main factor causing a change in the capital value of the fleet was an increase in number of vessels (termination of effort restriction in cod fisheries).

The net profit margin development trend for the Baltic large-scale fleet improved significantly and the indicator improved in 2012 compared to 2011 (10%). This may be explained by high increases in prices of small pelagic species. Similarly RoFTA and GVA per FTE indicators improved in 2012 compared to 2011, as well as the development trend compared to the 2008-2011 average (Table 5.17.4).

Distant-water fleet

The amount of landings by the distant-water fleet[2] totalled 61.4 thousand tonnes in 2013, a 4% increase compared to 2012. In 2013, Atlantic horse mackerel generated the highest landed weight (27.7 thousand

[2] Vessels over 40 meters length operating in OFR or Area 27 (except for Baltic Sea)

tonnes), followed by Round sardinella (15.9 thousand tonnes), Atlantic mackerel (7.6) thousand tonnes), Atlantic cod (6.6 thousand tonnes) and Pilchard (1.5 thousand tonnes).

Pelagic trawl 24-40m – 47 vessels make up this segment which operates exclusively in the Baltic Sea. The fleet targets a variety of species but in particular pelagic species, such as sprat and herring. In 2012, the total value of landings was €24 million and around 380 FTEs were employed, contributing to 44% and 24% of the total income from landings and FTEs generated by the Polish Baltic fishing fleet respectively. This fleet segment was profitable, with a reported gross profit of around €3.1 million and net profit of €0.4 million in 2012. The economic condition of the segment deteriorated in 2012 compared to 2008-2011 mainly due to high increase in crew (+25%), fuel (+42%) and depreciation costs (+133%). The number of vessels and employment in the segment changed slightly (+7% and +6% respectively). No substantial changes in catch composition took place; except for a significant increase of cod landings (this species however doesn't play an important role in the segment landings). In 2012 the segment continued benefiting from high sprat and herring prices. In order to avoid over-utilisation of the TAC, a new management policy was introduced in 2011 regarding the quota allocation system for Baltic sprat (ICES 22-32) and Western Baltic herring stocks (ICES 22-24). Individual maximum allowable catch limits were established for these two stocks. Vessels possessing catch records for previous years were authorised to get catch permissions with higher limits. The others got reduced (50% less) quotas. Individual limitation was introduced for Central Baltic herring (ICES 25-27) in 2012. Maximum allowable catches for a single vessel was set at a level of 800 tonnes. Due to intensive catches and possibility over-utilisation of quotas the sprat and herring fisheries had to be closed early in2012, like previous year.

Passive gears 0-10 m – 455 vessels (in 2011 – 447) make up this segment which operates exclusively in the Baltic Area including lagoon brackish waters. The fleet targets a variety of saltwater species: Atlantic herring, European flounder, Atlantic cod and a variety of freshwater species, such as freshwater bream, pike perch and pike. In 2012, the total value of landings was over €8 million and around 324 FTEs (925 total jobs) were employed in this fleet segment, contributing to 15% and 24% of the total income from landings and FTEs generated by the Polish Baltic fishing fleet respectively. In 2012 this segment was profitable, with a reported gross profit of around €1.6 million (€2.2 million in 2011) and net profit of €1.3 million (€1.8 million in 2012). The economic development trend deteriorated in 2012 – net profit margin was 53% lower compared to the 2008-2011 average, however the profitability indicator remained at a high level of 16%. The deterioration of the economic situation may be explained by high increase in crew costs (44%) and relative low increase of landings income (14%). The small-scale fisheries is highly subsidised compared to other fleet segments. In 2012 vessels belonging to a passive gear 0-10 m segment benefited from subsidies for voluntary reducing of fishing effort (mainly in form of temporary cessation of fishing activities). Subsidies of €7.7 (40% more than in 2011) were paid out to the fleet in 2012. Vessels belonging to small-scale fisheries (those under 8 meters length) kept benefiting from no individual limit restrictions in 2012.

Assessment and Future Trends

Landings income was slightly higher in 2013 (€56.4 million) compared to 2012 (€55.3 million). Despite a similar TAC available for Poland in the Baltic Sea for 2014, lower landings revenues are expected. This is a result of the crisis in the cod fisheries due to a bad health situation for the stock and a new pelagic quota allocation system implemented by Polish fisheries administration. Deteriorating condition of Baltic cod (skinny fish) is negatively influencing the performance of the demersal fleet segments targeting cod (DTS, DFN, HOK and PG1012). The poor condition of cod stock phenomena remains unsolved in 2014, so following precautionary principle in such a situation, ICES advised for 2015 severe TAC cuts (- 53% for Western and -56% for Eastern Baltic Sea cod stock). Despite of slight increase in cod prices observed in the beginning of 2014, CPUE continues to have a downward trend. Pelagic species prices dropped in the first months of 2014. Additionally, individual catch limits for sprat and herring in 2014 have decreased with 68% and 58% (average), respectively compared to the year before. These two factors may negatively influence the situation in 2014 for the segments that are dependent on pelagic species. On the other hand, the ICES TAC advice for 2015 herring stocks is rather optimistic (+18% for Central Baltic herring stock and +7% for Western Baltic).

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

Due to confidentiality reasons, deep-sea vessels (vessels over 40m fishing outside Baltic Sea) were excluded from the economic analysis. However, transversal data (except for value of landings) and employment data were provided for all fleet segments. Capacity of the distant water fleet increased significantly in 2013. The number of distant vessels provided in the report refers to fleet (5 units) that were in use during the whole year. However there were no more than two vessels active in the same time. In order to ensure consistency with data provided for previous years, premiums paid by government for scrapped vessels were taken into account when calculating invested capital (not the PIM method).

Table 5.17.3 Polish national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ	Distant water and othermost region fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	576	556	530	527	558	585	6% ↗	262	208	191	191	208	*203*	9% ↗	3	4	3	3	2	5	-33% ↘
	Vessel tonnage (thousand GT)	2.8	2.5	2.4	2.4	2.7	2.7	11% ↗	23.0	16.7	14.3	14.4	14.7	*15.1*	3% ↗	19	27	19	19	16	39	-20% ↘
	Vessel power (thousand kW)	24.2	21.8	20.3	19.9	21.4	21.1	7% ↗	67.5	53.7	47.0	45.8	47.7	*47.0*	4% ↗	14	20	15	15	12	28	-21% ↘
Employment	Total employed (#)	1,379	1,154	1,121	1,163	1,271	*1,313*	9% ↗	1,377	1,088	1,043	978	1,053	*1,024*	8% ↗	270	270	270	270	180	*450*	-33% ↘
	FTE (#)	436	424	419	449	482		7% ↗	995	922	888	857	1,075		25% ↗	270	258	270	270	180		-33% ↘
	Average wage per employed (thousand €)	1.9	1.9	3.0	3.6	4.4	*4*	22% ↗	6.8	6.7	8.0	9.1	10.5	*11.6*	15% ↗							
	Average wage per FTE (thousand €)	6.1	5.3	8.0	9.4	11.7	*10*	24% ↗	9.7	7.9	9.5	10.4	10.3	*12.1*	-1% ↘							
Fishing Effor	Days at sea (thousand days)	45.6	42.8	39.5	40.0	43.5	*47*	9% ↗	20.3	18.4	17.7	17.9	23.3	*22.6*	1% ↔	0.5	0.9	0.9	0.7	0.5	*0.5*	-19% ↘
	Fishing days (thousand days)	45.0	42.4	38.7	39.5	42.6	*47*	8% ↗	17.3	16.8	16.3	16.7	21.1	*20.3*	26% ↗	0.3	0.7	0.5	0.7	0.4	*0.5*	-43% ↘
	Energy consumption (milion litres)	2.1	1.5	1.9	1.7	1.8		1% ↗	13.8	11.0	15.2	15.9	18.5		16% ↗							
	Energy consumption per landed tonne (l/T)	215	128	174	151	139		-8% ↘	163	92	153	161	172		7% ↗							
Output	Landings weight (thousand tonnes)	9.9	11.5	11.0	11.4	12.6	12.9	10% ↗	90.2	124.1	104.5	104.2	112.9	*127.9*	8% ↗	26.1	76.5	55.4	63.9	53.8	54.1	-16% ↘
	Landings value (million €)	9.1	9.6	9.7	10.9	12.0	11.7	10% ↗	25.7	27.7	30.3	34.7	43.3	*44.7*	25% ↗							

Table 5.17.4 Economic performance of the Polish national fishing fleet by operational scale: 2008-2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (Δ) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

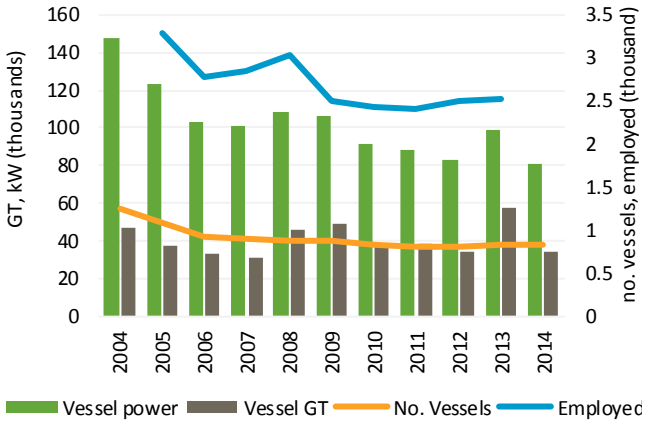
	Variable (million €)	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Income	Landings income	9.1	9.6	9.7	10.9	12.0	11.7	10% ↗	25.7	27.7	30.3	34.7	43.3	44.7	25% ↗
	Other income	0.3	0.2	0.1	0.1	0.0	*0.1*	-60% ↘	0.5	0.3	0.1	0.3	0.1	*0.2*	-48% ↘
Costs	Labour costs	2.7	2.2	3.4	4.2	5.6	*5.0*	34% ↗	8.9	7.0	8.0	8.5	10.7	*11.5*	25% ↗
	Energy costs	1.3	0.9	1.0	1.1	1.3	*1.4*	15% ↗	8.7	5.7	6.8	9.2	12.8	*10.1*	40% ↗
	Repair costs	0.4	0.5	0.4	0.7	0.6	*0.7*	-10% ↘	3.1	2.3	2.7	3.7	3.3	*2.7*	-10% ↘
	Other variable costs	1.1	0.9	0.9	1.1	1.3	*1.4*	17% ↗	3.1	2.5	2.8	3.6	3.5	*3.0*	-1% ↔
	Non-variable costs	0.9	0.7	0.6	0.7	1.0	*1.0*	36% ↗	3.9	2.8	2.7	3.7	4.3	*3.8*	15% ↗
	Capital costs	0.6	0.9	1.1	0.8	0.6	*1.3*	-23% ↘	2.8	2.8	3.1	2.9	4.2	*4.2*	42% ↗
Economic Indicators	GVA	5.6	6.8	6.8	7.3	7.7	*7.3*	6% ↗	7.5	14.6	15.5	14.9	19.5	*20.9*	31% ↗
	Gross profit	2.9	4.6	3.4	3.1	2.1	*2.3*	-31% ↘	-1.3	7.7	7.5	6.4	8.9	*10.9*	39% ↗
	Net profit	2.3	3.7	2.3	2.2	1.5	*1.0*	-34% ↘	-4.1	4.8	4.3	3.5	4.7	*7.0*	37% ↗
Capital value	Depreciated replacement value	26.7	29.7	23.7	23.3	28.4	*29.3*	22% ↗	74.8	82.1	61.2	57.9	67.0	*63.8*	16% ↗
	Investments	0.3	0.6	1.1	0.5	1.3		174% ↗	7.3	1.3	10.4	15.1	10.3		-32% ↘
Profitability and development trends	Net profit margin (%)	24.7	38.2	24.1	20.3	12.2	8.1	-40% ↘	-15.7	17.3	14.2	9.8	10.8	17.2	10% ↗
	development trend			Deteriorated				-54% ↘				Improved			68% ↗
	RoFTA (%)	8.6	12.6	9.9	9.5	5.2	3.3	-46% ↘	-5.5	5.9	7.1	6.0	7.0	11.7	18% ↗
	development trend			Deteriorated				-49% ↘				Improved			109% ↗
	GVA per FTE (thousand €)	12.8	16.1	16.2	16.2	16.1	14.4	-1% ↔	8.2	16.6	18.3	18.2	18.8	23.4	4% ↗
	development trend			Stable				5% ↗				Improved			23% ↗

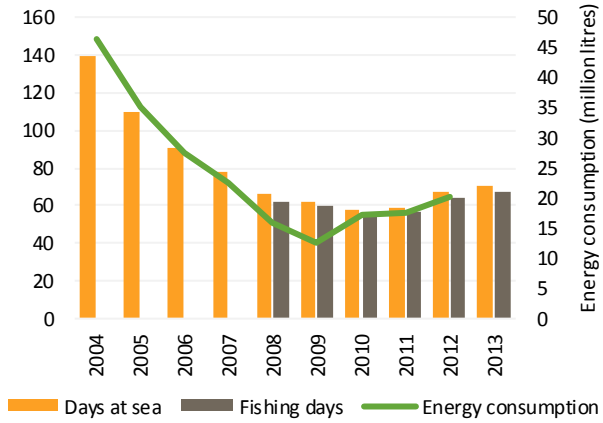
Table 5.17.5 Main socio-economic performance indicators by fleet segment in the Polish national fishing fleet in 2012.

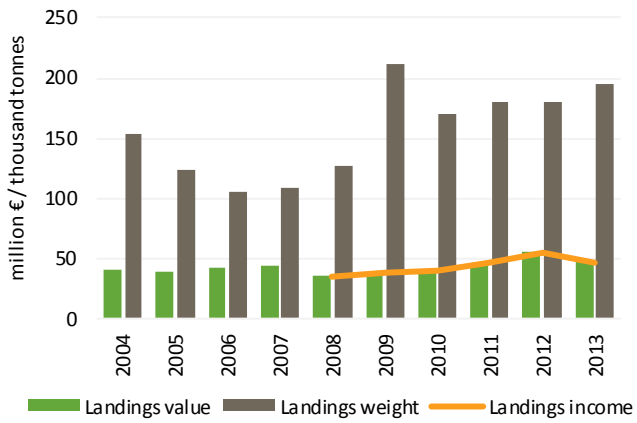
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

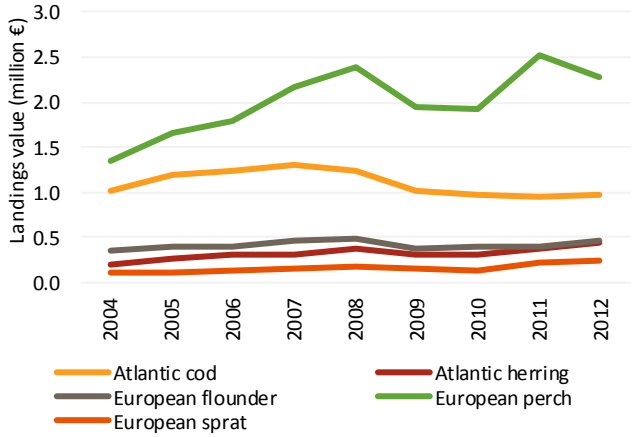
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
POLAREA27DFNVL1218	42		211		4760		989		2866		2414		1144		5.4		151		-259		-9		Weak	-161%	Deteriorated
POLAREA27DTSVL1218	79	13%	317	34%	8254	33%	3935	22%	10586	34%	16877	59%	5688	47%	17.9	10%	3682	76%	2947	102%	28	50%	High	17%	Improved
POLAREA27DTSVL1824	39	95%	130	124%	3257	108%	1848	67%	5688	71%	8502	107%	3089	45%	23.8	-35%	1948	27%	1613	24%	28	-27%	High		
POLAREA27DTSVL40XX°	1	0%	37	3%	274	23%					5341	2%													
POLAREA27PGVL0010	455	2%	323	6%	35334	7%	905	-11%	8059	15%	8217	11%	5662	13%	17.5	7%	1685	-24%	1303	-26%	16	-35%	High		
POLAREA27PGVL1012°	103	29%	159	10%	8127	16%	841	19%	3910	2%	4387	10%	2080	-9%	13.1	-17%	422	-50%	162	-66%	4	-66%	Reasonable	-74%	Deteriorated
POLAREA27TMVL2440	47	7%	380	6%	6717	13%	11687	14%	24190	21%	79712	3%	9599	31%	25.3	23%	3073	22%	404	-60%	2	-67%	Reasonable	-70%	Deteriorated
POLOFRTMVL40XX°	2	-33%	180	-33%	452	-38%					53788	-16%													

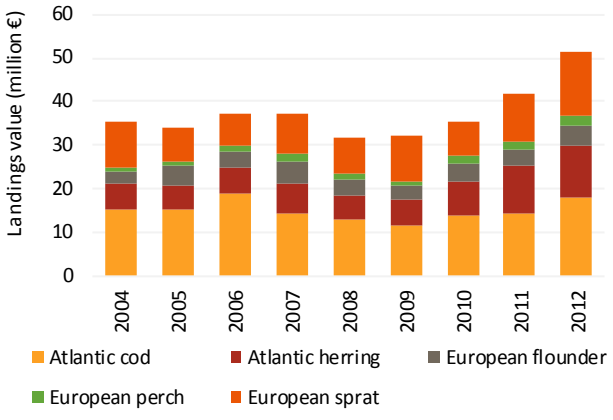
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

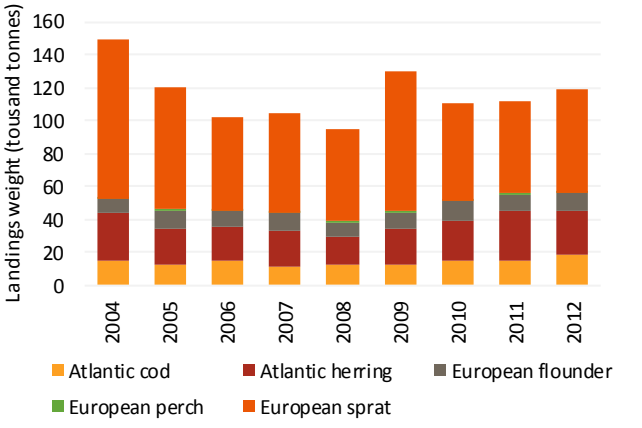

GT, kW (thousands)
no. vessels, employed (thousand)
Vessel power
Vessel GT
No. Vessels
Employed

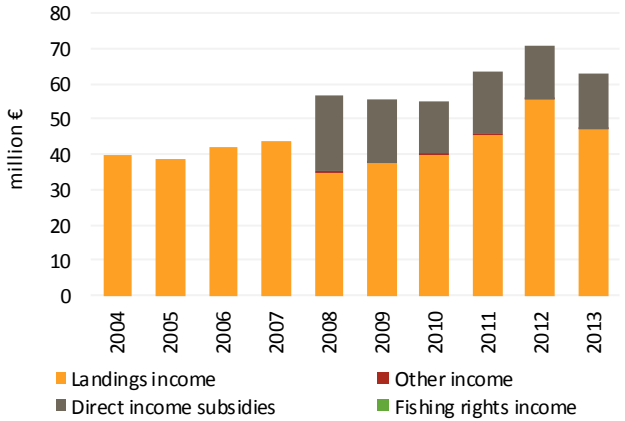

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

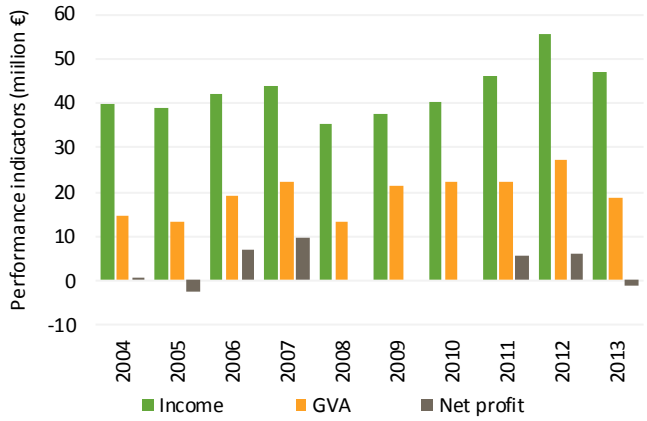

million € / thousand tonnes
Landings value
Landings weight
Landings income

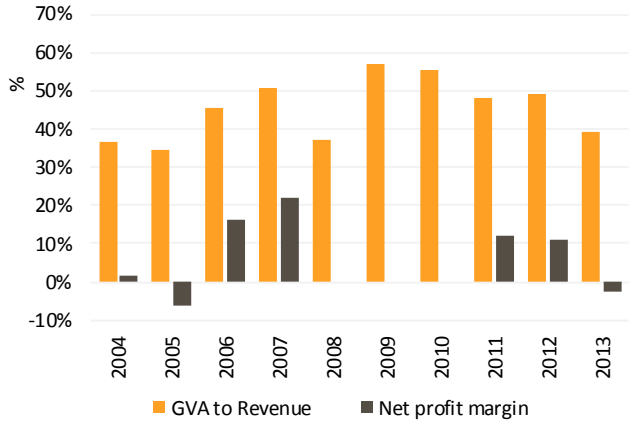

Landings value (million €)
Atlantic cod
Atlantic herring
European flounder
European perch
European sprat


Landings value (million €)
Atlantic cod
Atlantic herring
European flounder
European perch
European sprat


Landings weight (tousand tonnes)
Atlantic cod
Atlantic herring
European flounder
European perch
European sprat


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.18 PORTUGAL

Fleet Structure, Fishing Activity and Production

In 2012, the Portuguese fishing fleet consisted of 8,398 registered vessels, with a combined gross tonnage of 101.3 thousand GT, a total power of 372.4 thousand kW and an average age of 29 years. Of the 4,323 active vessels, 3,559 were based in mainland Portugal, 668 in the Azores and 96 in Madeira).

The size of the Portuguese fishing fleet has decreased 3.5% since 2008. Between 2011 and 2012, the number of vessels decreased 2% while GT and engine power decreased 1% (Table 5.18.1; Figure 5.18.1). The major factors causing the fleet to decrease includes the ageing of vessels and vessel owners. Projections for 2013 and 2014 reveal a further decreasing trend in overall fleet capacity. This is mostly due to increased restrictions for licenced vessels with no registered activity in previous years.

In 2012, the number of fishing enterprises totalled 4,084, with the vast majority (97%) owning a single vessel and 2.9% of the enterprises owning two to five vessels. Total employment in 2012 was estimated at 16,143 jobs, corresponding to 14,931 FTEs. The level of employment decreased 6% between 2008 and 2012.

Table 5.18.1 Portuguese national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

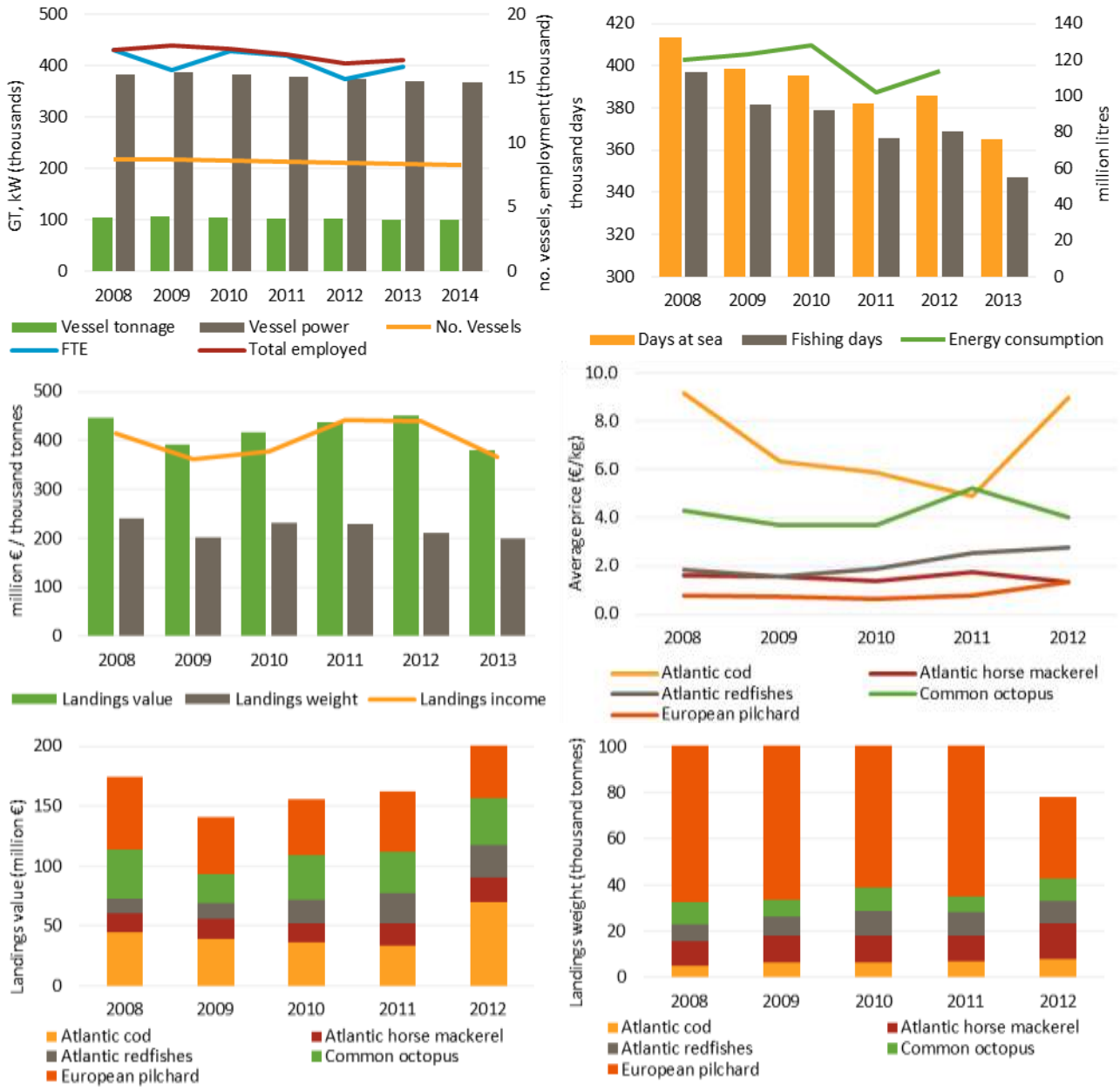
	Variable	NATIONAL FLEET 2008	2009	2010	2011	2012	2013	%Δ 2012-11	2014
Structure	Total No. Vessels (#)	8,707	8,664	8,606	8,557	8,398	8,325	-2% ↘	*8,237*
	No. of Inactive vessels (#)	3,431	3,514	3,584	3,675	4,075	4,274	11% ↗	*4,247*
	Average vessel age (year)	27	27	28	28	29	30	2% ↗	*31*
	Vessel tonnage (thousand GT)	105	105	104	102	101	100	-1% ↘	*100*
	Vessel power (thousand kW)	382	387	382	377	372	368	-1% ↘	*367*
	No. of Enterprises (#)	4,506	4,649	4,618	4,605	4,084	3,857	-11% ↘	
Employment	Total employed (#)	17,170	17,514	17,323	16,822	16,143	16,378	-4% ↘	
	FTE (#)	17,170	15,633	17,080	16,776	14,931	15,890	-11% ↘	
	Average wage per employed (thousand €)	9.1	7.1	8.4	9.2	8.8	7.9	-4% ↘	
	Average wage per FTE (thousand €)	9.1	7.9	8.5	9.2	9.5	8.1	4% ↗	
Fishing Effort	Days at sea (thousand days)	414	399	396	382	386	365	1% ↔	
	Fishing days (thousand days)	397	381	379	366	369	347	1% ↔	
	Energy consumption (milion litres)	120	123	128	102	113		11% ↗	
	Energy consumption per landed tonne (l/T)	501	607	552	445	540		21% ↗	
Output	Landings weight (thousand tonnes)	240	202	231	229	210	199	-8% ↘	
	Landings value (million €)	447	392	416	437	452	381	3% ↗	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In 2012, the Portuguese fleet spent a total of 386 thousand days at sea and consumed around 113 million litres. Effort in days at sea remained quite stable between 2011 and 2012 while the quantity of fuel consumed increased 11% compared to 2011.

The total weight landed by the Portuguese fleet in 2012 was 210 thousand tonnes of seafood, corresponding to a landed value of €452 million. Over the period analysed, landed weight decreased while value increased. In 2012, Atlantic cod generated the highest landed value (€70 million) by the national fleet, followed by European pilchard (sardine) with €46.6 million, common octopus (€39 million), Atlantic redfishes (€26.5 million) and then Atlantic horse mackerel (€26.6 million). The prices obtained for these key species increased between 2008 and 2012. Atlantic cod achieved the highest average price per kilo in 2012 (€8.9 per kg), followed by common octopus (€4 per kg).

In terms of landed weight, 35 thousand tonnes of European pilchard were landed in 2012, followed by Atlantic horse mackerel (15 thousand tonnes) and common octopus (9 thousand tonnes).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.18.1 Portuguese fleet: main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

Landings by the Azorean fleet decreased 16.5% in 2012, from 16 thousand tonnes in 2011 to 13.4 thousand tonnes in 2012. The decrease was mainly due to reduced catches of tuna (-24.3%), for which the region is highly dependent, as well as Atlantic horse mackerel (-38.2%). The increase in price (+16.6%, from 2.41 €/kg to 2.81 €/kg) was insufficient to fully compensate for the reduction in quantity.

Madeira registered an increase of landings in 2012 (+29.6%), from 4.5 to 5.8 thousand tonnes, exclusively due to increased tuna catches. Prices in Madeira decreased by 9.5% from 2.43 €/kg to 2.20 €/kg, due to the increase in quantity, following the supply and demand rules.

National Fleet Economic performance

The total amount of income generated by the Portuguese national fleet in 2012 was €449.4 million. This consisted of €439.4 million in landings value and €10 million in non-fishing income. The Portuguese fleet's

total income remained stable between 2011 and 2012. Total operating costs incurred by the Portuguese national fleet in 2012 equated to €305 million, amounting to 68% of total income. Crew cost and fuel costs, the two major fishing expenses, were €114 and €90 million, respectively (Table 5.18.2; Figure 5.18.2). Between 2011 and 2012, total operating costs remained stable although the cost structure differed from the previous year, with a decrease of crew wages and increase of other costs.

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Portuguese fleet in 2012 were €260 million, €117 million and €11 million, respectively. Gross Value Added (GVA) decreased by 12%, gross profit and net profit increased 3% between 2011 and 2012. The major factors causing the improvement in economic performance are mainly due to the reduction in crew wages, which compensate for the increase of other costs. In 2012, the Portuguese fleet had an estimated (depreciated) replacement value of €397 million.

Table 5.18.2 Portuguese national fishing fleet economic performance in 2008-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	
Income	Landings income	414.7	361.5	377.3	441.1	439.4	366.8	0%	↔
	Other income			21.4	11.4	10.0	*12.5*	-12%	↘
Costs	Labour costs	155.4	123.9	144.8	153.9	142.3	*128.6*	-8%	↘
	Energy costs	72.7	57.9	70.3	79.9	89.8	*80.4*	12%	↗
	Repair costs	24.1	22.7	16.7	27.4	36.9	*35.0*	35%	↗
	Other variable costs	35.9	37.4	44.9	36.9	46.3	*43.8*	25%	↗
	Other non-variable costs	25.6	20.2	26.0	14.7	16.9	*16.8*	15%	↗
	Capital costs	64.9	85.0	82.0	102.5	105.9	*94.8*	3%	↗
Economic Indicators	GVA	256.4	223.4	240.9	293.6	259.5	*203.4*	-12%	↘
	Gross profit	101.1	99.4	96.1	139.7	117.2	*74.8*	-16%	↘
	Net profit	36.1	14.4	14.1	37.2	11.3	*-20.1*	-70%	↘
Capital value	Depreciated replacement value	343.0	399.2	361.7	405.6	396.7	*393.2*	-2%	↘
	Investments	20.8	20.3	15.8	56.6	3.9		-93%	↘
Profitability and development trends	Net profit margin (%)	8.7	4.0	3.5	8.2	2.5	-5.3	-69%	↘
	development trend			Deteriorated				-59%	↘
	RoFTA (%)	12.3	8.8	7.9	15.6	10.4	0.8	-33%	↘
	development trend			Deteriorated				-7%	↘
	GVA per FTE (thousand €)	14.9	14.3	14.1	17.5	17.4	12.8	-1%	↔
	development trend			Improved				14%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.18.2 Portuguese fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projections figures for 2013).

Fleet Segment Level Economic performance

The Portuguese fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the Portuguese Exclusive Economic Zone (27.9.a for the mainland fleet, 27.10 for the Azores's fleet and CECAF 34.1.2 for the Madeira's fleet) (Figure 5.18.3).

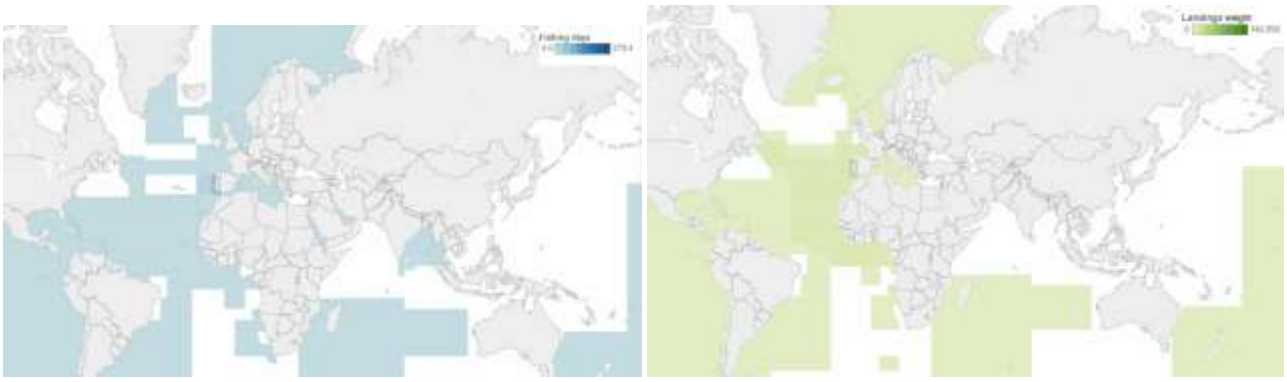


Figure 5.18.3 PRT effort (days-at-sea and fishing days) and landings (weight and value) by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

The national fleet consisted of 50 (DCF) fleet segments in 2012, with 6 inactive length classes consisting of 4,075 vessels. Despite some fleet segments making losses in 2012, in general there was an increase in profits. Table 5.18.3 and Table 5.18.4 provide a breakdown of key performance indicators by main type of fishing activity (small, large and distant-water fleet). Table 5.18.5 provides a breakdown of key performance

indicators for all 50 fleet segments in 2012. A short description of the 4 most important segments in terms of total value of landings is provided below.

Demersal trawl and seine over 40m – 13 vessels made up this segment which operates predominantly in Area 27 (NAFO, Norway, Banana hole and Irminger). The fleet targets a variety of species but in particular Atlantic Cod, Atlantic redfish and Greenland halibut. In 2012, the total value of landings was around €109 million and around 465 FTEs were employed in this fleet segment, contributing to 24% and 3% of the total income from landings and FTEs generated by the Portuguese fishing fleet respectively. This fleet segment was highly profitable, with a reported gross profit of around €54.1 million and net profit of €38 million in 2012. While the fleet structure remained stable, the improvement in 2012 compared to 2011 was mainly due to a higher market value and the improvement of the prices for these species. The cost structure and level of employment remained stable.

Demersal trawl and seine 24-40m – 63 vessels made up this segment in 2012, which operates predominantly in Area 27 (27.9.a and 27.8.c). The fleet targets a variety of species but in particular deep water rose shrimp, Atlantic horse mackerel and Atlantic mackerel. In 2012, the total value of landings was almost €44 million and around 632 FTEs were employed in this fleet segment, contributing to 10% and 3.4% of the total income from landings and FTEs generated by the Portuguese fishing fleet, respectively. In 2012, this fleet segment reported a gross profit of around €109 thousand and net loss of -€13 million. Crew costs decreased in 2012 while energy costs increased.

Hooks 24-40m (OFR) – 24 vessels made up this segment, which operates predominantly off the African Coast and in the Indian Ocean (FAO areas 34, 41, 51 and 57). The fleet targets a variety of species but in particular large pelagic fishes such as blue shark, bigeye tuna and swordfish. In 2012, the total value of landings reached almost €19 million and around 345 FTEs were employed in this fleet segment, contributing 4% and 2% of the total income from landings and FTEs generated by the Portuguese fishing fleet, respectively. This fleet segment had a reported gross profit of around €7.4 million and net profit of -€0.5 million in 2012. The economic performance decreased when compared to 2011, which was expected due to some restrictions regarding deep species and shark catches.

Purse seine 18-24m – 52 vessels made up this segment in 2012, which operates predominantly in Area 27 (27.9.a and 27.8.c). The fleet targets a variety of species but in particular small pelagic fishes, such as Atlantic pilchard, chub mackerel and Atlantic horse mackerel. In 2012, the total value of landings was almost €41 million and the fleet segment employed around 1,021 FTEs, contributing 9% and 6% of the total income from landings and FTEs, respectively. This fleet segment was profitable in 2012, with a reported gross profit of around €16.4 million and net profit of €11.5 million. The average price per kg continued its upward trend in 2012, contributing to the good performance of the segment.

Assessment and Future Trends

An overall decreasing trend in capacity of the national fleet is observed, not only in terms of engine power and GT but also in the number of active vessels, which is most likely to continue for the next few years. This decrease is mainly attributed to the scrapping of older vessels in the fleet. The price per kilo of landings shows an increasing trend related to the decrease in the total weight of landings. The implementation of measures at national level, restricting European pilchard catches, resulted in a 40% decrease in landed weight, from around 57 thousand tonnes in 2010 to 27 thousand tonnes in 2013.

The small-scale fleet will further decrease in number of vessels due to more rigorous criteria for licensing, namely for vessels with low levels of activity (e.g. from retired fishermen).

The distant-water fleet is expected to remain highly profitable in the next few years mainly because of the increased stocks of codfish in 2013.

In 2011, European pilchard represented 28.3% of the total landings, decreasing to 16.6% of total landings in 2012. The purse seine fishery, which catches more than 99% of pilchard in Portugal, received a MSC (Marine Stewardship Council) certification in 2010, as a sustainable and well managed fishery. With the decline in stock biomass following an ICES evaluation, this certification was suspended in 2012. It was therefore decided that a specific management plan should be put in place in 2012, to ensure a fast and sustainable stock recovery. The plan has a life span of 4 years (2012 to 2015) and sets all the conditions for this fishery,

including very restrictive harvest rules and catch limits and aiming to: (1) ensure the sustainability of the resources; (2) minimise the impact of fishery activities on the ecosystem; (3) operate at maximum sustainable yield; (4) improve the economic viability and social conditions of the sector and (5) ensure the proper levels of cooperative governance. This plan further set the specific goal of contributing to the avoidance of a further decline of the Iberian sardine stock by reducing fishing effort and to recover, with high probability, levels of stock biomass by 2015. The implementation of the plan resulted in decreased catches of this specie and enabled recovery of the certification in 2013.

In 2005, a plan was implemented with the goal of recovering stocks of the southern hake in the Western Iberian Peninsula (Areas 8.c and 9.a). Following European Regulation (EC) Nº 2166/2005, the Portuguese authorities implemented an effort management plan by limiting the number of days of activity for vessels with more than 5 tonnes of hake. This plan anticipated a 10% annual reduction in effort, calculated between the number of vessels in the plan and the number of days for each vessel. In 2012 every vessel under the plan was allowed 155 days of activity; this number was further reduced to 140 days in 2013. Effort related to this plan reduced from 9 million kwdays in 2007 to 6.4 million kwdays in 2012 and a projected 5.7 million kwdays in 2013. The main fleet segments targeting hake are trawlers with vessel length 24-40m, responsible for 32% of total catches, followed by Drift or Fixed Nets with vessel lengths between 18-24m, responsible for 30% of total catches and with vessel length between 12-18m, responsible for 16% of total catches. Most effort is applied by the trawlers, although hake catches represent only 3.7% of these vessels total catches, showing that they are not targeting hake. The fleet segment most dependent on hake is DFN, with vessel length 18-24m, with hake representing 27% of total catches. Catches of hake within the DFN with vessel length 12-18m represents 10% of total catches. The value of the species has the same order of magnitude of quantities, when compared with total value of landings. It should be noted that the quota consumption for hake was 2.6 thousand tonnes, representing 65% of the quota for the stock attributed to Portugal. In 2013, catches reached 3.2 thousand tonnes, an increase from 2012 but still only representing 69% of the national quota of 4,624.56 tonnes. The quota for 2014 increased to 5,320.46 tonnes, although effort is expected to further decrease, as the number of fishing days allowed for each vessel under the plan was reduced to 126.

Data issues

Capacity, logbook and landings data are derived from sources that are covered by different legislations. All these data are available exhaustively. The only exception is the group of vessels under 10m without logbook obligations. For these vessels effort is estimated considering that one auction day is equal to one fishing day. The remaining variables (cost, employment, fuel consumption) are estimated based on results from questionnaire surveys.

All segments of the Portuguese fleet have been sampled. As segments are not necessarily homogeneous, the results can be quite variable which is reflected in the high coefficients of variation. Results for the small-scale fleet present a lower response rate and higher variability due to the polyvalent characteristics of the fleet and the difficulties of the fishermen in completing the questionnaires. As many do not have organised accountancy procedures, they tend to rely on memory in order to answer the questions, raising costs and introducing bias into the economic performance estimates.

The value of landings are estimated for processed products and landings in foreign ports while total income from landings is estimated based on survey with questionnaires. For that reason, total value of landings by species may differ from total income from landings.

Table 5.18.3 Portuguese national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ	Distant water and othermost region fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	4,347	4,212	4,126	4,010	3,447	*3,187*	-14% ↘	888	901	862	843	841	*838*	0% ↔	41	37	34	29	35	*26*	21% ↗
	Average vessel age (year)	259	257	258	264	308	*315*	16% ↗	607	622	652	634	608	*633*	-4% ↘	30	30	57	58	62	*61*	6% ↗
	Vessel tonnage (thousand GT)	8.4	8.3	8.5	8.3	7.9	*7.5*	-6% ↘	66.9	69.3	65.7	66.3	64.8	*61.9*	-2% ↘	11.9	11.4	11.4	10.2	11.5	*9*	13% ↗
	Vessel power (thousand kW)	114.9	115.4	117.4	115.7	108.2	*101.4*	-6% ↘	182.6	186.0	176.8	178.0	172.3	*166.9*	-3% ↘	24.9	23.5	22.2	18.9	22.7	*18*	20% ↗
Employment	Total employed (#)	8,956	9,678	9,462	9,265	8,026	*7,365*	-13% ↘	7,927	7,505	7,501	7,223	7,663	*7,379*	6% ↗	287	331	361	332	457	*316*	
	FTE (#)	8,956	7,964	9,283	9,232	7,288		-21% ↘	7,927	7,357	7,437	7,209	7,185		0% ↔	287	312	361	332	457		38% ↗
	Average wage per employed (thousand €)	5.3	2.3	3.8	3.6	3.6	*4.1*	1% ↔	13.1	13.2	13.8	15.4	13.8	*13.1*	-10% ↘	12.4	7.8	15.9	17.2	11.1	*9.7*	-35% ↘
	Average wage per FTE (thousand €)	5.3	2.8	3.9	3.6	4.0	*4.3*	10% ↗	13.1	13.5	13.9	15.4	14.7	*13.6*	-5% ↘	12.4	8.2	15.9	17.2	11.1	*9.7*	-35% ↘
Fishing Effort	Days at sea (thousand days)	285.0	267.0	261.7	253.5	253.6	*234*	0% ↔	122.2	126.0	126.6	121.5	125.6	*126.2*	-4%	6.4	5.7	7.3	7.2	6.6	*5.3*	-1%
	Fishing days (thousand days)	281.3	264.6	259.2	250.7	250.1	*230*	0% ↔	110.7	112.6	114.6	109.6	112.9	*112.1*	3% ↗	5.0	4.2	5.4	5.6	6.1	*5.0*	8% ↗
	Energy consumption (milion litres)	14.8	18.4	19.8	12.2	10.5		-14% ↘	90.4	90.7	90.1	75.3	90.6		20% ↗	14.9	13.7	17.8	14.6	12.4		-16% ↘
	Energy consumption per landed tonne (l/T)	600	878	840	629	557		-12% ↘	447	541	471	390	511		31% ↗	1,193	1,004	1,085	848	888		5% ↗
Output	Landings weight (thousand tonnes)	24.7	20.9	23.6	19.3	18.9	*20.8*	-2% ↘	202.6	167.7	191.4	192.8	177.3	*170.2*	-8% ↘	12.5	13.7	16.4	17.3	13.9	*7.6*	-19% ↘
	Landings value (million €)	97.0	74.7	78.8	77.8	71.5	*70.5*	-8% ↘	314.8	280.1	294.5	313.6	342.6	*288.0*	9% ↗	35.8	37.6	42.5	45.6	37.8	*22.0*	-17% ↘

Table 5.18.4 Economic performance of the Portuguese national fishing fleet by operational scale: 2008-2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11	Distant water & othermost region						%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Income	Landings income	114.4	82.3	86.6	75.1	60.8	66.6	-19% ↘	275.9	255.8	254.9	306.9	328.5	272.1	7% ↗	24.3	23.5	35.8	41.3	35.4	*20.7*	-14% ↘
	Other income			0.2	1.7	1.9	*0.9*	12% ↗			15.3	6.6	4.6	*9.3*	-30% ↘			5.9	3.0	2.1	*1.0*	-30% ↘
Costs	Labour costs	47.9	22.2	35.9	33.5	29.2	*30.3*	-13% ↘	103.9	99.2	103.2	111.0	105.6	*96.9*	-5% ↘	3.6	2.6	5.7	5.7	5.1	*3.1*	-11% ↘
	Energy costs	11.3	14.1	14.2	11.4	9.8	*7.9*	-14% ↘	52.7	37.6	46.7	53.4	67.6	*60.8*	26% ↗	8.7	6.2	9.4	11.2	9.4	*7.4*	-16% ↘
	Repair costs	6.8	3.6	0.6	3.9	5.6	*6.4*	42% ↗	16.5	17.0	13.6	19.1	28.0	*26.9*	46% ↗	0.9	2.1	2.5	3.0	2.2	*1.8*	-29% ↘
	Other variable costs	5.5	5.1	6.3	2.5	2.7	*3.6*	11% ↗	25.0	27.4	27.3	24.0	34.9	*35.0*	46% ↗	5.3	4.9	11.3	9.5	7.6	*6.3*	-20% ↘
	Non-variable costs	5.7	3.3	6.7	2.7	4.3	*4.0*	57% ↗	19.0	15.3	16.8	10.7	11.5	*11.5*	8% ↗	0.8	1.5	2.5	0.7	0.7	*0.6*	-5% ↘
	Capital costs	13.8	16.8	21.9	19.9	19.3	*18.6*	-3% ↘	44.5	60.7	44.6	68.5	71.2	*61.4*	4% ↗	6.5	6.7	15.2	9.7	11.8	*10.6*	22% ↗
Economic Indicators	GVA	85.1	56.2	59.1	56.3	40.3	*45.7*	-28% ↘	162.7	158.4	165.8	206.2	191.0	*146.4*	-7% ↘	8.6	8.8	16.0	19.9	17.7	*5.7*	-11% ↘
	Gross profit	37.2	34.0	23.2	22.8	11.1	*15.4*	-51% ↘	58.8	59.2	62.6	95.1	85.4	*49.7*	-10% ↘	5.1	6.2	10.3	14.2	12.6	*2.6*	-11% ↘
	Net profit	23.4	17.1	1.4	3.0	-8.2	*-3.2*	-375% ↘	13.6	-1.5	17.8	26.7	14.2	*-10.4*	-47% ↘	- 1.4	- 0.5	2.2	4.5	0.8	- *8.0*	-82% ↘
Capital value	Depreciated replacement value	70.9	77.9	80.8	82.5	75.6	*72.2*	-8% ↘	222.6	269.5	244.9	268.4	263.7	*259.8*	-2% ↘	38.7	38.0	28.2	36.9	43.3	*32.7*	17% ↗
	Investments	5.8	8.3	0.4	20.4	0.3		-99% ↘	14.7	11.7	14.7	35.2	3.0		-91% ↘	0.4	0.3	0.8	0.3	0.3		-16% ↘
Profitability and development trends	Net profit margin (%)	20.5	20.8	1.6	3.9	-13.1	-4.7	-437% ↘	5.0	-0.6	6.7	8.5	4.3	-3.7	-50% ↘	-5.7	-2.1	6.3	10.1	2.1	*-37.1*	-79% ↘
	development trend		Deteriorated					-212% ↘		Deteriorated					-13% ↘			Stable				-2% ↘
	RoFTA (%)	33.1	22.0	1.7	3.6	-10.9	-4.4	-400% ↘	6.1	-0.6	7.3	9.9	5.4	-4.1	-46% ↘	- 3.6	- 1.3	7.8	12.1	1.8	- *24.6*	-85% ↘
	development trend		Deteriorated					-172% ↘		Deteriorated					-5% ↘			Deteriorated				-52% ↘
	GVA per FTE (thousand €)	9.4	7.1	6.4	6.1	5.5	6.5	-9% ↘	20.5	21.5	22.3	28.6	26.6	21.1	-7% ↘	30.1	28.2	44.4	59.9	38.7	*18.0*	-35% ↘
	development trend		Deteriorated					-24% ↘			Improved				14% ↗			Stable				-5% ↘

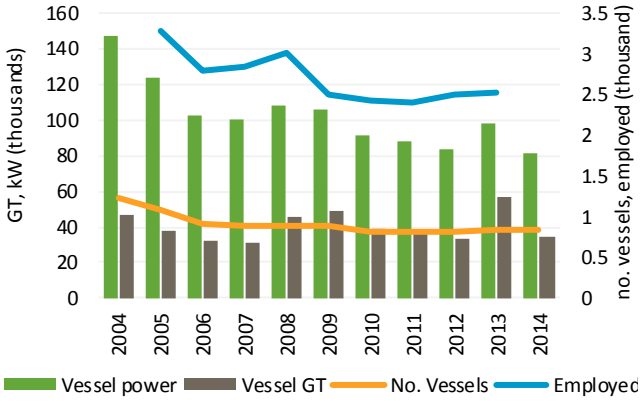
Table 5.18.5 Main socio-economic performance indicators by fleet segment in the Portuguese national fishing fleet in 2012.

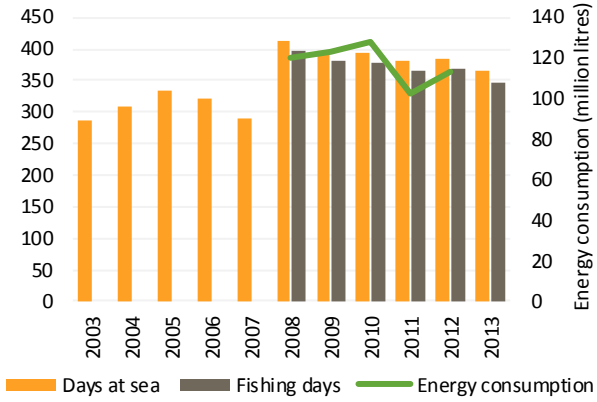
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

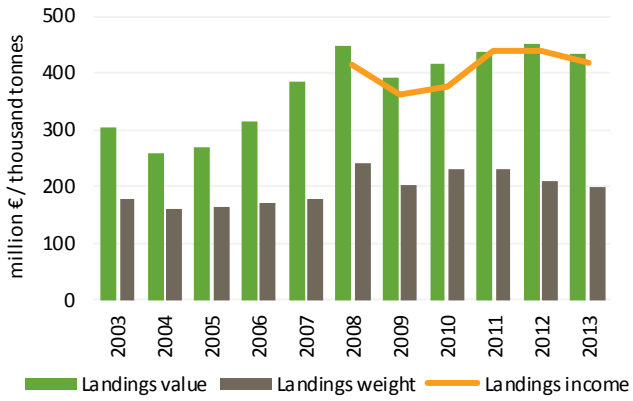
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
PRTAREA27DFNVL0010°	410	-20%	469	-51%	16223	1%	470	14%	3664	5%	658	0%	3460	53%	7.4	211%	1343	55%	-145	78%	-3	84%	Weak	-148%	Deteriorated
PRTAREA27DFNVL1012°	28	40%	117	98%	3891	38%	475	137%	2807	2%	593	41%	1627	42%	13.9	-28%	341	-51%	-289	-220%	-12	-170%	Weak	-162%	Deteriorated
PRTAREA27DFNVL1218°	84	17%	620	37%	15494	14%	2679	52%	14652	-2%	4402	30%	8669	40%	14.0	2%	1530	-47%	-2424	-439%	-17	-279%	Weak	-415%	Deteriorated
PRTAREA27DFNVL1824°	29	12%	312	-1%	6794	13%	1743	-3%	7817	4%	2953	20%	6277	67%	20.1	68%	3588	1336%	731	127%	8	121%	Reasonable		
PRTAREA27DRBVL0010°	45	22%	120	107%	3523	18%	297	-3%	840	54%	424	64%	442	445%	3.7	163%	-16	44%	-352	-17%	-42	44%	Weak	-18%	Deteriorated
PRTAREA27DRBVL1012°	23	5%	58	23%	2138	16%	544	14%	1046	38%	546	33%	419	171%	7.2	120%	-7	81%	-548	-8%	-52	40%	Weak	-13%	Deteriorated
PRTAREA27DRBVL1218°	14	-7%	48	30%	1084	-18%	215	-67%	1441	7%	548	-1%	995	300%	20.7	209%	575	1913%	131	127%	9	122%	Reasonable	110%	Improved
PRTAREA27DTSVL0010°	75	0%	156	-7%	6777	-7%	694	-28%	2571	1%	643	17%	1338	-1%	8.6	7%	86	-76%	-418	-194%	-15	-200%	Weak	-2630%	Deteriorated
PRTAREA27DTSVL1012°	10	0%	27	8%	999	-11%	128	41%	740	-2%	205	11%	570	4%	21.1	-4%	251	-39%	44	-76%	6	-77%	Reasonable	160%	Improved
PRTAREA27DTSVL1218°	11	22%	63	0%	1739	6%	879	-19%	2548	26%	881	41%	1499	66%	23.8	66%	905	799%	418	165%	17	154%	High	287%	Improved
PRTAREA27DTSVL1824°	8	0%	53	-9%	1884	5%	2139	0%	4915	-11%	1033	33%	2113	5%	39.9	14%	796	-10%	-65	-93%	-1	-84%	Weak	-116%	Deteriorated
PRTAREA27DTSVL2440°	63	0%	565	-5%	14771	8%	24995	19%	44224	5%	23092	24%	12582	-41%	22.3	-38%	-470	-109%	-14362	-83%	-31	-82%	Weak	-357%	Deteriorated
PRTAREA27DTSVL40XX°	13	0%	403	-4%	2805	-3%	28772	48%	108887	44%	23487	-12%	69025	44%	171.3	50%	54545	84%	38431	134%	35	56%	High	8169%	Improved
PRTAREA27FPOVL0010°	402		854		29556		786		11058		2552		8037		9.4		3199		908		8		Reasonable		
PRTAREA27FPOVL1012°	49	4%	139	-16%	6312	2%	447	9%	4300	-3%	1057	14%	2923	2%	21.0	22%	1999	-8%	992	-21%	26	-31%	High	-12%	Deteriorated
PRTAREA27FPOVL1218°	50	-9%	326	-24%	7352	-17%	1139	-10%	7797	-19%	2183	-12%	5175	16%	15.9	52%	1774	86%	-426	67%	-6	64%	Weak		
PRTAREA27FPOVL1824	4		48		1005		385		895		323		992		20.7		385		-170		-11		Weak		
PRTAREA27HOKVL0010°	191	-15%	196	-14%	12266	1%	146	-38%	2188	-3%	517	15%	1997	-13%	10.2	0%	950	-49%	516	-63%	22	-56%	High	-31%	Deteriorated
PRTAREA27HOKVL1012°	14	17%	54	-17%	1619	6%	262	4%	1232	0%	324	14%	470	-20%	8.7	-4%	115	20%	-213	-22%	-20	-13%	Weak	-2122%	Deteriorated
PRTAREA27HOKVL1218°	27	29%	205	38%	5092	27%	1205	148%	6861	0%	2156	3%	4822	4%	23.5	-24%	3093	11%	1744	-6%	25	-20%	High	30%	Improved
PRTAREA27HOKVL1824°	25	4%	281	-5%	5687	7%	3986	74%	12944	-8%	4470	-8%	6971	-20%	24.8	-15%	1080	-73%	-1978	-243%	-14	-225%	Weak	-235%	Deteriorated
PRTAREA27HOKVL2440°	21	-16%	221	-22%	4471	4%	4279	-3%	11186	0%	4620	-13%	1736	-88%	7.9	-84%	-2121	-123%	-5994	-240%	-46	-323%	Weak		
PRTAREA27PGPVL0010°	1270	-22%	2415	-16%	89861	-10%	3116	-8%	26186	-14%	6266	-2%	19104	-11%	7.9	6%	7003	-39%	776	-83%	3	-83%	Reasonable		

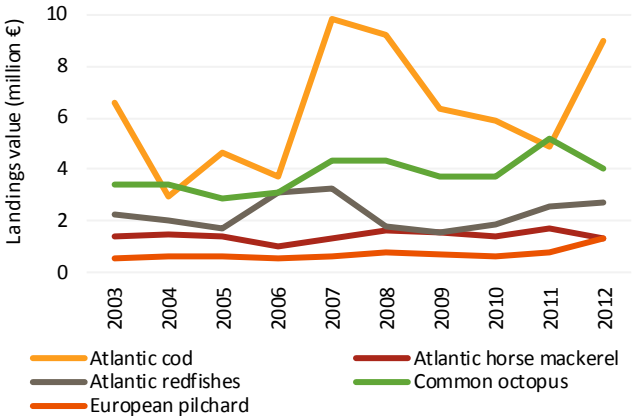
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
PRTAREA27PGPVL1012°	12	-50%	32	-63%	1002	-52%	79	-87%	731	-58%	261	-39%	728	-75%	22.7	-32%	438	-42%	89	-66%	10	46%	High		
PRTAREA27PGPVL1218	22		198		3238		674		4117		1299		5222		26.4		3325		2335		36		High		
PRTAREA27PMPVL0010°	925		2213		77246		2611		12259		4092		2305		1.0		-2647		-7038		-111		Weak	-4616%	Deteriorated
PRTAREA27PMPVL1012°	88	-1%	639	-2%	12760	3%	1830	-9%	5974	-16%	1973	-22%	-648	-110%	-1.0	-110%	-1488	-478%	-3404	-93%	-243	-1100%	Weak	-451%	Deteriorated
PRTAREA27PMPVL1218	53	0%	508	26%	5127	3%	1228	18%	7103	8%	2374	-11%	-529	-106%	-1.0	-105%	-1400	-148%	-3193	-509%	-228	-3166%	Weak	-5114%	Deteriorated
PRTAREA27PMPVL2440°	25	-7%	380	2%	2911	-1%	2729	-32%	16116	22%	6553	-11%	-1271	-107%	-3.4	-107%	-2461	-123%	-7942	-234%	-288	-1198%	Weak		
PRTAREA27PSVL0010°	65	8%	289	21%	5018	33%	234	-5%	3320	15%	3159	10%	3063	26%	10.6	4%	1427	-1%	884	-8%	25	-25%	High	531%	Improved
PRTAREA27PSVL1012°	34	3%	279	19%	3899	-2%	680	0%	5562	-4%	5360	4%	3722	8%	13.3	-9%	770	-1%	-13	-112%	0	-112%	Weak	-101%	Deteriorated
PRTAREA27PSVL1218°	36	3%	334	-13%	5237	0%	1044	31%	10712	-15%	13512	6%	7430	10%	22.3	26%	4189	69%	2901	104%	30	78%	High	227%	Improved
PRTAREA27PSVL1824°	52	-2%	944	-4%	9985	6%	5213	10%	40627	0%	51115	-18%	30782	23%	32.6	28%	10991	8%	6105	21%	16	2%	High		
PRTAREA27PSVL2440°	20	0%	416	4%	3287	17%	2811	11%	17904	-3%	18714	-24%	12311	-2%	29.6	-6%	55	-99%	-3156	-376%	-17	-344%	Weak		
PRTOFRDTSVL2440°	6	0%	81	16%	1013	10%	3037	-31%	4469	-35%	971	-26%	-165	-106%	-2.0	-105%	-1178	-188%	-3105	-518%	-63	-985%	Weak		
PRTOFRFPOVL0010°	3		3		178		2		11		2		2		0.7		0		-7		-121		Weak		
PRTOFRHOKVL0010°	50		128		2329		200		767		391		16		0.1		-251		-439		-91		Weak		
PRTOFRHOKVL1012°	5		29		398		76		343		166		293		10.1		120		45		11		High		
PRTOFRHOKVL1218°	18	-10%	205	-13%	3474	-9%	1408	38%	5906	-10%	2214	1%	4651	-16%	22.7	-3%	1537	-40%	979	-41%	14	-40%	High	2%	Stable
PRTOFRHOKVL1824°	3	-63%	42	-58%	279	-79%	299	-63%	757	-73%	405	-50%	1363	-49%	32.5	24%	995	-19%	760	103%	40	311%	High	341%	Improved
PRTOFRHOKVL2440°	24	33%	296	70%	4108	-12%	6143	-4%	18883	-22%	7892	-23%	10381	-1%	35.1	-42%	7308	-1%	-545	-126%	-3	-130%	Weak		
PRTOFRHOKVL40XX°	5	0%	80	-9%	1474	-9%	3183	-17%	14465	0%	5064	-12%	7473	10%	93.4	21%	6484	18%	4437	54%	38	52%	High		
PRTOFRMGPVL0010	8	-33%	39	-37%	778	92%	36	-49%	375	-22%	107	-12%	231	-63%	5.9	-41%	28	-71%	4	97%	1	473%	Reasonable	-54%	Deteriorated
PRTOFRMGPVL1824°	3	0%	45	-2%	703	35%	141	24%	729	3%	526	-29%	424	-20%	9.4	-18%	-44	-150%	-221	-248%	-31	-261%	Weak		

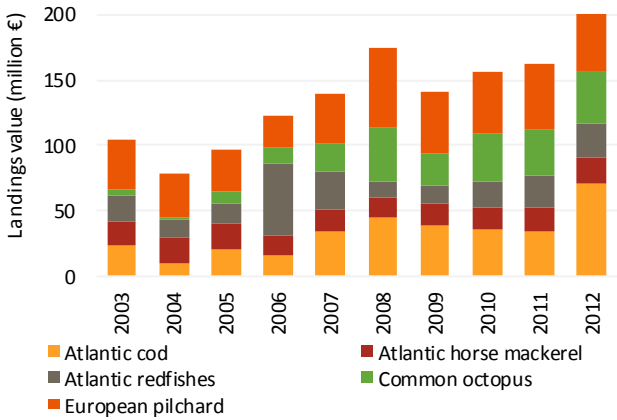
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

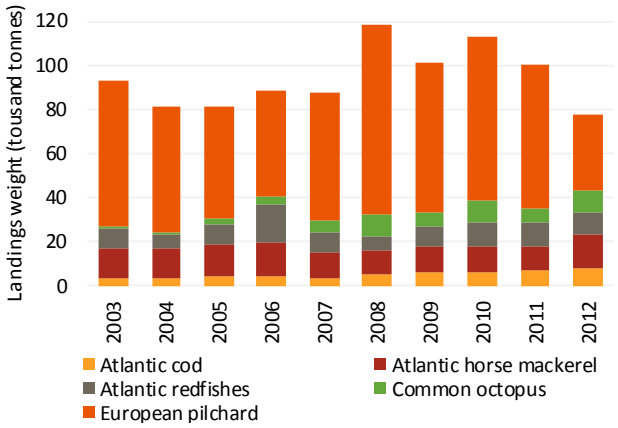

GT, kW (thousands)
no. vessels, employed (thousand)
Vessel power
Vessel GT
No. Vessels
Employed

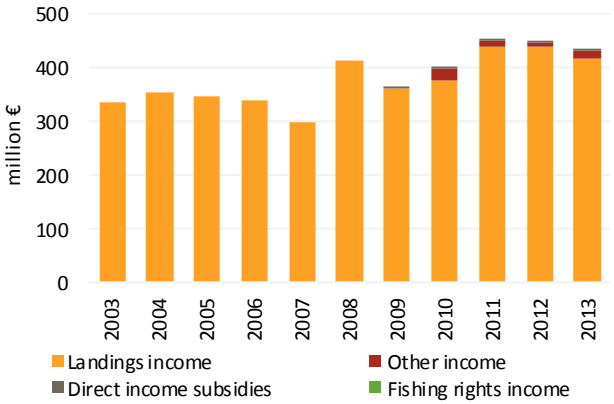

thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption

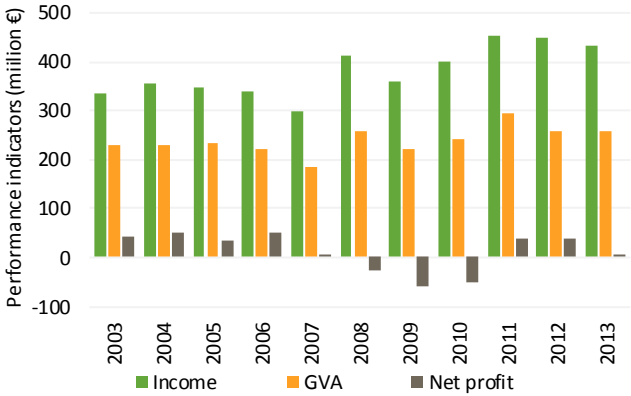

million € / thousand tonnes
Landings value
Landings weight
Landings income

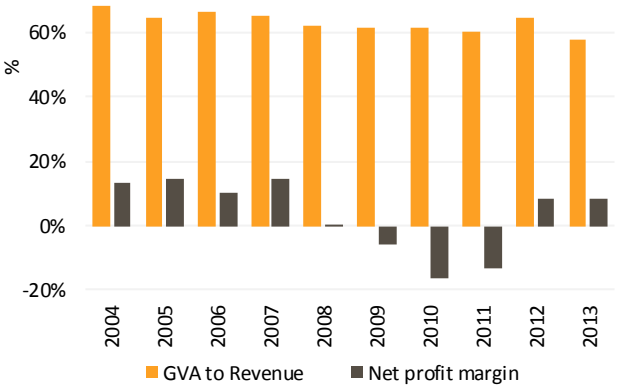

Landings value (million €)
Atlantic cod
Atlantic horse mackerel
Atlantic redfishes
Common octopus
European pilchard


Landings value (million €)
Atlantic cod
Atlantic horse mackerel
Atlantic redfishes
Common octopus
European pilchard


Landings weight (tousand tonnes)
Atlantic cod
Atlantic horse mackerel
Atlantic redfishes
Common octopus
European pilchard


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (miillion €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.19 ROMANIA

Fleet Structure, Fishing Activity and Production

In 2012, the Romanian fishing fleet consisted of 261 registered vessels, with a combined gross tonnage of one thousand GT, a total power of 5.9 thousand kW and an average age of 12 years. The size of the Romania fishing fleet decreased between 2008 and 2012, with the number of vessels falling by 180, by 1.6 thousand GT and 2.9 thousand kW, 68% and 33% respectively (Table 5.19.1; Figure 5.19.1). The major factors causing the fleet decrease over the time period included the restructuring plan for the fleet, less investment in the industry (financial difficulties encountered in this period did not make the sector attractive to investors) and the lack of fishing infrastructure (no specialised ports on the Romanian coast - landing sites and first sale centres need modernizing). No subsidies or any other kind of support were granted by the authorities to possible investors or fishermen, which used partly the availabilities of the EFF for fleet restructuring.

In 2012, the number of fishing enterprises in the Romanian fleet totalled 91, with the vast majority (79%), owning a single vessel. Only 18% of enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 471 jobs, corresponding to 39 FTEs (note, these values are explained by the accentuated seasonality and the low qualification of fishermen). The level of employment decreased between 2008 and 2012, with total employed decreasing by 48% and the number of FTEs decreasing by around 10% over the period. The major factors causing employment to decrease include a reduction of number of active vessels, a lot of fishermen acting occasionally on their own because of the economic crisis and, as a consequence, the decrease of the funds available for investments and business development. The restrictive exploitation of species such as turbot (under the quota system introduced by the EC) and the fact that young fishermen have not joined the sector were also reasons for the lower jobs number. This trend also continued into 2013.

Table 5.19.1 Romanian national fleet structure, activity and production trends: 2008-2014

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

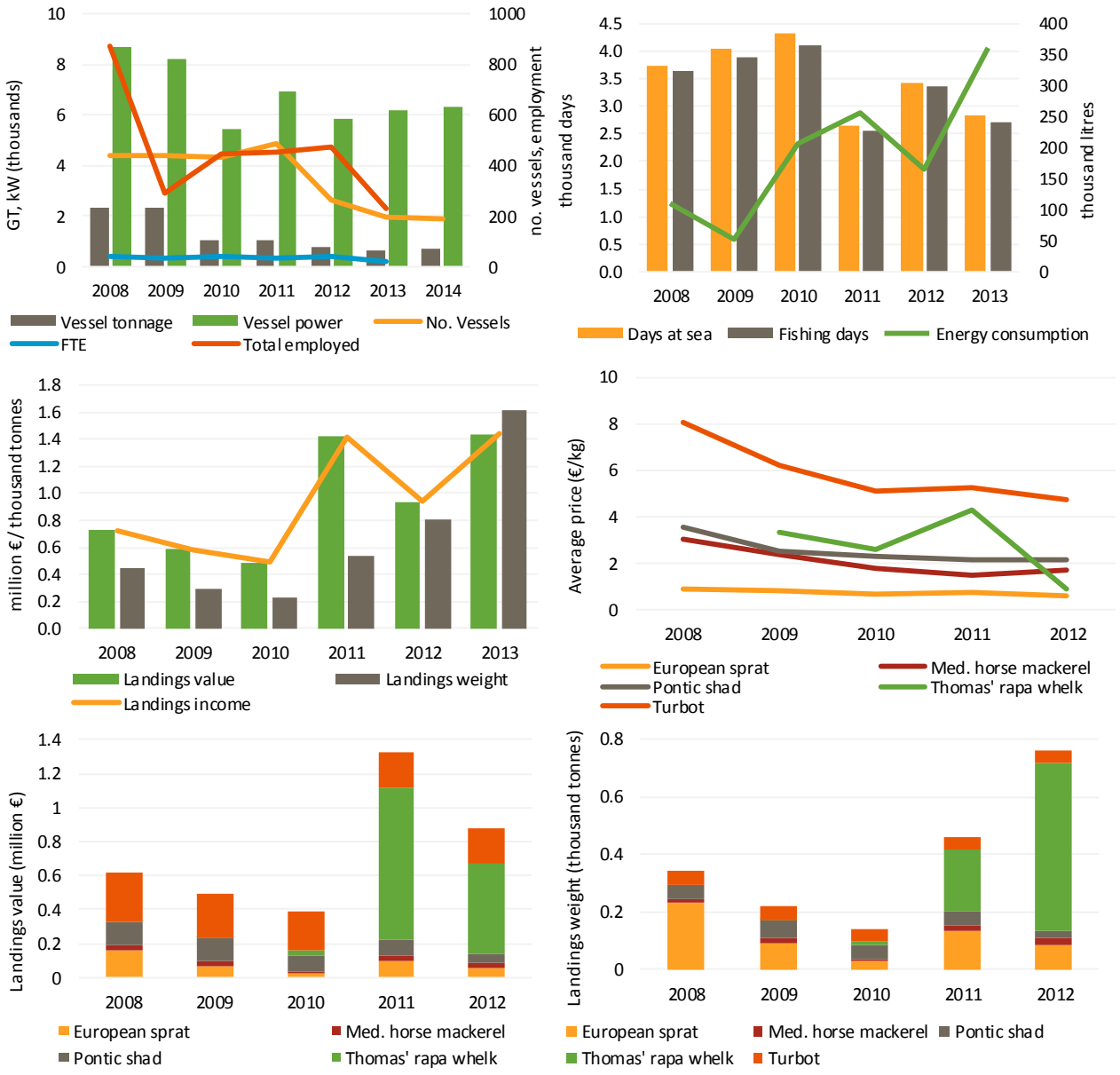
	Variable	NATIONAL FLEET						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		2014
Structure	Total No. Vessels (#)	441	440	429	488	261	196	-47% ↘	*190*
	No. of Inactive vessels (#)	36	280	223	288	78	84	-73% ↘	*60*
	Average vessel age (year)	19	21	22	17	12	15	-28% ↘	*15*
	Vessel tonnage (thousand GT)	2.3	2.3	1.1	1.0	0.7	0.6	-26% ↘	*1*
	Vessel power (thousand kW)	8.7	8.2	5.5	7.0	5.9	6.2	-16% ↘	*6*
	No. of Enterprises (#)	138	33	43	105	91	74	-13% ↘	
Employment	Total employed (#)	875	289	444	454	471	228	4% ↗	
	FTE (#)	42	31	38	28	39	18	35% ↗	
	Average wage per employed (thousand €)	0.5	0.7	0.5	1.0	0.7	2.4	-34% ↘	
	Average wage per FTE (thousand €)	11.3	6.8	5.4	16.2	8.2	30.7	-49% ↘	
Fishing Effort	Days at sea (thousand days)	3.7	4.1	4.3	2.6	3.4	2.8	30% ↗	
	Fishing days (thousand days)	3.7	3.9	4.1	2.6	3.4	2.7	31% ↗	
	Energy consumption (milion litres)	0.1	0.1	0.2	0.3	0.2	0.4	-35% ↘	
	Energy consumption per landed tonne (l/T)	249	182	889	477	205	223	-57% ↘	
Output	Landings weight (thousand tonnes)	0.4	0.3	0.2	0.5	0.8	1.6	50% ↗	
	Landings value (million €)	0.7	0.6	0.5	1.4	0.9	1.4	-34% ↘	

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

The Romania fleet spent a total of around 3.4 thousand days at sea in 2012. The total number of days at sea decreased by around 6% between 2008 and 2012, similar with the fishing days evolution. The major factors causing the decrease in days at sea include the reduction of the active vessel numbers as a result of the measures for fleet restructuring; this decrease corresponds to the continuing reduction of the number of fishermen from 875 in 2008 to 471 in 2012. In the last two years activity was focused to fishing Thomas' rapa

whelk due to an increase in demand in the market, especially in the tourist season, and fishermen trying to reduce the effect of the quota system for turbot introduced in 2009.

The quantity of fuel consumed in 2012 totalled around 0.2 million litres, a decrease of around 35% from 2011. The fuel consumption is mainly explained by the lack of investment in new equipment, despite the reducing number of days at sea and the number of active boats, but also in the improvement of the data collection process from year to year.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.19.1 Romanian fleet: main trends 2008-2014

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The total weight landed by the Romanian fleet in 2012 was less than 800 tonnes of seafood, with a landed value of €0.9 million. The total weight and value of landings increased overall during the period 2008 to 2012 but weight declined in 2009 and 2010, only to recover in 2011. In 2012, Thomas' rapa whelk generated the highest landed value by the national fleet around €529 thousand, followed by turbot around €204 thousand, European sprat around €55 thousand and other species like European anchovy, Mediterranean horse mackerel and other ones. In terms of landings weight, in 2012 Thomas' rapa whelk was 588 tonnes, turbot 43 tonnes, European sprat 87 tonnes, the main important species landed. The major factors causing the

fluctuations in the weight and value of landings between 2011 and 2012 include the instability inside the sector, a lack of organisational measures in terms of producer organisations-associations, and the instability of the internal market. For turbot, the quota system discouraged trade. The fishermen were looking to other species to increase income in the tourist season, as is illustrated in 2011 by the WEIG and value for Thomas' rapa whelk landed; 2012 data does not illustrate the same trend due to the fact that the market price decreased for this species and, mainly because in 2011 fishermen realized a kind of processing the product separating the meat from the shelves, and selling it as fresh fish product for a good price. Due to the increase on demand foreign market (especially Bulgaria who counted for a bigger number of tourists) the sales coming back for the whole exemplar (meat in shelve for safety during transportation) and decreasing the price.

The prices obtained for the 5 key species (Thomas' rapa whelk, turbot, pontic shad, European sprat and European anchovy) remained relatively stable between 2008 and 2012. Thomas' rapa whelk, is an exception achieving its highest average price per kilo in 2011 (€4.01 per kg) due to unusual demand on the market in the tourist season, followed the next year with a calmer market, reflected also in the decreasing quantity landed. And, as mentioned, due to the switching type of sales from the "whole individual" for foreign market, instead of continuing to process (even in a preliminary stage, for restaurants buying), the price decline. Turbot achieved an average price per kilo among all the finfish landed in 2012 of €4.74 per kg - it decreased as importance because of TACs limits, followed by pontic shad (€2.32 per kg). Thomas' Rapa Whelk sold for an average price of €0.90 per kg. The major factors causing changes in the price of individual species include the expected inverse relationship between price and availability of supplies. Another explanation is that the specialized vessels over 18m capturing sprat in 2008 were mostly inactive from 2009 onwards; this fleet segment only contained one or two vessels active during the time period, including 2012, and the trend for 2013 being similar.

The economic evolution of the Romania fleet is strictly related to the changes in the structure of the fleet segments during 2008-2012 and the seasonality of small pelagics. This change resulted in the current structure of the Romanian fleet which is characterised as being an ageing small scale fleet, with a low level of technical capacity. The trend is similar for 2013.

National Fleet Economic performance

The amount of income generated by the Romanian national fleet from landings in 2012 was €937 thousand. No information is available on non-fishing income, due to the unreported data by the fishermen. In 2012 the decreasing prices for Thomas' Rapa Whelk strongly affected the total income, as mentioned above. The Romanian fleet's total income decreased by 34% between 2011 and 2012. The conclusion is the market is no stabilised and is illustrating the more realistic the actual status of the fishery including the market one. Total operating costs incurred by the Romanian national fleet in 2012 equated to €0.87 million, amounting to 92% of total income €0.94 million. Crew cost and fuel costs, the two major fishing expenses, were €0.32 and €0.17 million respectively, see Table 5.19.2; Figure 5.19.2. Between 2008 and 2012, total operating costs increased 16%, largely due to the increase in fuel costs, and labour costs – 46%.

The Romanian small scale fleet represents the principal part of the national fleet. The total amount of income generated by the small scale fleet from landings in 2012 was €0.837 million, decreased versus 2011, due to the weak price on the Thomas rapa welk species as explained above. Total operating costs incurred by the small scale fleet in 2012 equated to €0.743 million, amounting to approximately 88% of its income. Crew cost and fuel costs, the two major fishing expenses, were €0.32 and €0.12 million respectively, see In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Romania national fleet in 2012 were €0.58 million, €0.26 million and €0.08 million respectively. Gross Value Added (GVA) and gross profit decreased 33%, and 35% respectively between 2011 and 2012. The major factors causing the decreasing in economic performance corresponds to a decrease in the value of landings and a decreased number of fishermen, compounded by of the prices evolution on the market during the period. It should be noted that the fishing sector and the volume and value of landings generated are relatively modest compared to other EU member states, with more than 85% of production attributed to the small scale fishery.

Table 5.19.2. Between 2011 and 2012, total operating costs decreased by 30%, largely despite the increasing labour costs and decrease of other variable costs, which amounted to almost 15% of total income in 2012. The small scale fleet shows the same shift from labour intensive to capital intensive production and increasing of wages between 2010 and 2012. In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Romania national fleet in 2012 were €0.58 million, €0.26 million and €0.08 million respectively. Gross Value Added (GVA) and gross profit decreased 33%, and 35% respectively between 2011 and 2012. The major factors causing the decreasing in economic performance corresponds to a decrease in the value of landings and a decreased number of fishermen, compounded by of the prices evolution on the market during the period. It should be noted that the fishing sector and the volume and value of landings generated are relatively modest compared to other EU member states, with more than 85% of production attributed to the small scale fishery.

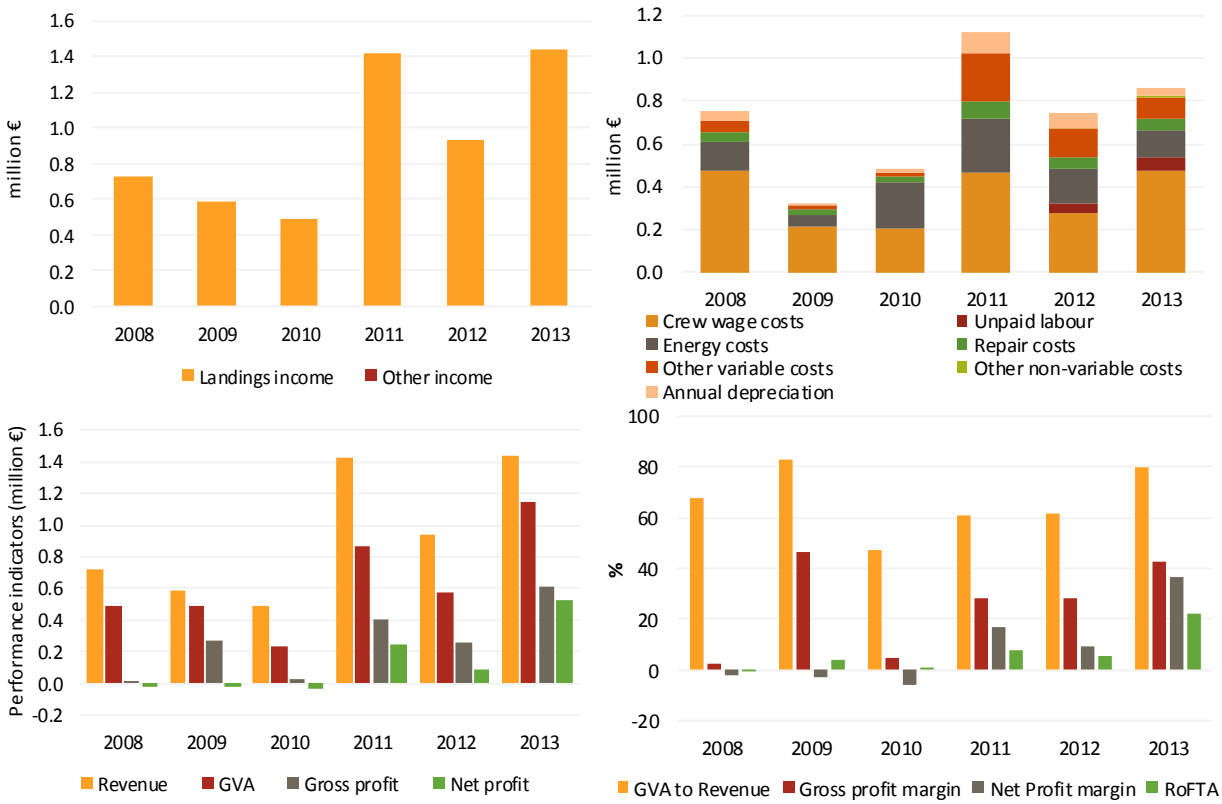
Table 5.19.2 Romanian national fishing fleet economic performance in 2008-2012 and projections for 2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	
Income	Landings income	0.72	0.59	0.49	1.42	0.94	1.44	-34%	↘
	Other income								
Costs	Labour costs	0.47	0.21	0.21	0.46	0.32	*0.54*	-30%	↘
	Energy costs	0.13	0.06	0.22	0.26	0.17	*0.13*	-35%	↘
	Repair costs	0.05	0.03	0.03	0.08	0.06	*0.05*	-25%	↘
	Other variable costs	0.05	0.02	0.01	0.22	0.13	*0.11*	-41%	↘
	Other non-variable costs					0.01	*0.01*		
	Capital costs	0.03	0.29	0.05	0.16	0.18	*0.09*	13%	↗
Economic Indicators	GVA	0.5	0.5	0.2	0.9	0.58	*1.15*	-33%	↘
	Gross profit	0.02	0.3	0.02	0.4	0.26	*0.61*	-35%	↘
	Net profit	-0.02	-0.02	-0.03	0.2	0.08	*0.52*	-67%	↘
Capital value	Depreciated replacement value	7.78	7.25	2.97	3.88	3.45	*2.59*	-11%	↘
	Investments	0.16	0.10	0.07	0.06	0.12		100%	↗
Profitability and development trends	Net profit margin (%)	-2.6	-3.1	-6.0	17.1	9.0	36.44	-47%	↘
	development trend			Improved				565%	↗
	RoFTA (%)	-0.4	3.6	0.2	7.7	5.6	22.37	-27%	↘
	development trend			Improved				104%	↗
	GVA per FTE (thousand €)	11.7	15.5	6.0	30.3	15.0	65.53	-51%	↘
	development trend			Deteriorated				-6%	↘

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In 2012, the Romanian fleet had an estimated depreciated replacement value of €3.45 million but it has not been possible to make an estimate of the value of fishing rights because there no such rights or a system related to that; the management of the fishing resources is based on a TAC/quota system. Investments in the fleet amounted only to €0.12 million in 2012. The major factors causing this stable situation at a lower level in the capital value of the fleet include several factors: the smaller dimension of the fleet (decreased number of active vessels, number of fishermen), less concentration of the capital (there still exist a large number of companies owning one small boat – less than 12m), a high dependency to the internal market, the absence of the fishing infrastructure and government subsidies system, the lack of an integrated supply chain (including an organised selling system – no fishery auction). The small companies did not develop alternative activities, resulting in no other income recorded. The sector is not so attractive for investment due to the reasons mentioned and to the constraints imposed by operating only in the Black Sea exploiting weather conditions affecting the small scale fishery – the main segment of the Romanian fleet, one of the smallest in the EU.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.19.2 Romanian fleet main economic performance trends 2008-2013

Top left – income structure; top right – cost structure; bottom left –economic performance indicators; bottom right– performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Romanian fleet is not diversified with a small range of vessel types targeting different species only in the Black Sea. The national fleet consisted of 4 main (DCF) fleet segments in 2012, with 288 inactive vessels. The all 4 active fleet segments made a slight profit in 2012. In the analysis, the 4 main segments of vessels less 12 m, using fixed gears (mostly traps) and polyvalent mobile and passive gears will be considered. Table 5.19.5 provides a breakdown of key performance indicators for all 4 fleet segments in 2012. A short description of the small scale fishery segments – the most important segments of the fleet in terms of total value of landings is provided below.

The main length class, which comprises vessels between 00-12m, makes up the largest segment. It operates only in the Romanian waters of the Black Sea, as does all the national fleet. The fleet targets a variety of species sometimes using several gears on the same trip. The fleet particularly targets small pelagic species, such as European anchovy, European sprat, other small pelagic species as well as picked dogfish and Thomas' rapa whelk. It should be mentioned that turbot is a target species, but the quantity available is subject to EC TAC limits; this species is fished by fixed gears, using small boats. The main characteristic of the segment – for all boats used, is that during the fishing season the fishermen switch from one fishing technique to another, using the same boats and targeting the mentioned species. It is not a specialized fishery, but a mixed one. The fishery includes also the artisanal fishery. This is due to the fact that investment is lacking in the sector for improvement of the quality of activity. The biggest change is observed in the increasing of the number of engines/motors used, compared with 2008. In 2012, the total value of landings was almost €0.94 million and around only FTEs was employed in this fleet segment, contributing more than 90% of the total income from landings and 93% of the FTEs generated by the Romanian fishing fleet, respectively. This fleet segment continued to be the most important in the Romanian fleet, with a reported gross profit of around €0.26 million and net profit of €0.08 million in 2012, weak results.

The fishing activity is traditional for the fishermen's communities. These communities comprise a small number of fishermen. The decreasing number is due to the fact that the young people are not attracted by this activity. The investment lacking in the sector causes a poor level of productivity, small quantities of catches, and a low level of technical working conditions. The infrastructure for stabilisation of the activity is missing: there are no fishing ports (specialised on discharging, receiving, storing, selling, etc.). The fishing activity is largely dependent on the weather conditions in the Black Sea having very large differences of temperature between winter and summer and strong winds. The switches in fishing technique produce high instability in activity and in the process of data collection. Enterprises do not using an accounting system and they are not able to allocate costs to each kind of technique and to each gear type used. The data are delivered in bulk as a whole for the entire activity during the year, for they own small boats.

As a conclusion it should be mentioned that the fishery in Romania is not specialised, as techniques and gears used; it is a mixed small scale fishery on which the segments/techniques/gear types are not the main consideration of fishermen, catching mainly small pelagic species. The quota system for better exploitation of existing stocks, in terms of stability, has to be improved by the member state. As it was also mentioned in several reports of the previous years, no income (such as: fishing rights, direct subsidies, and other income – no additional activities) other than landings income were reported/recorded by member state. The large percentage of inactive vessels, related to the diminishing number of fishermen, is a reason of the poor activity and low results of the Romanian fishing fleet.

Assessment and Future Trends

The national fishing fleet of Romania is almost entirely represented by the small scale fishery. The large number of fishing companies owning a single vessel represents 97% of the total number of companies. It consisted in 197 vessels from a total of 261 vessels in 2012. The small scale fleet has mainly similar levels with a marked improvement of the value landed due to the demand on the internal market. This situation with poor concentration of ownership is the main explanation of the low level of investments in the sector, resulting in insufficient means for the improvement of technical conditions of the boats used. The trend of the decreasing number of fishermen and number of vessels was present in 2012 compared with 2011, figures indicating the same trend for 2012/2013. This corresponds to a reduction of number of days at sea and days fishing. These trends reflect the fluctuating character of activity year to year and season to season.

Should be remarked the fact that no other activities are reported/recorded fishery being total separated by other activities. The difficult access of fishermen to the finance, including loans, is reflected in the character of the sector's general and technical efficiency.

The instability is underlined by the variability: in 2011 demand for Thomas' rapa whelk on the market resulted in the highest value of landings, and also an increase in the total annual volume reported during the 2008-2011 period. But in 2012 it was recorded a decreasing trend as above mentioned and explained.

The small scale fishery is represented by those vessels less than 12m overall length using, in the same season, polyvalent gears and polyvalent mobile and passive gears, the same boats shifting from one gear to another in the same period of time. The reported data are supplied by fishermen more or less in strict correspondence with the effective fishing activity, because the same fishermen are using simultaneously those kinds of gear during the season, and even for themselves are not recording in an accurate way all the expenses/selling value, etc. of the species captured for each type of gear or technique used. This fishery is characterized by a very high mixture of techniques due to the lack of a target species for catching and sale on the market.

The trends for 2012 show the same evolution, an unchanged situation on the fleet structure for 2012 and 2013, with the same decreasing trend, especially in the number of active vessels and fishermen. An increasing number of fishing days/days at sea could be expected and as a consequence an increase of landings. The profitability is expected to be weak in 2013 versus 2012 due to the same level of total costs and a decrease in the value of landings. Considering the market perspective, 2012 was not so good in price terms as 2011 for Thomas' rapa whelk, which generated an increase in the value of landings, the greatest of the period 2008-2012. For the other main species, the price changes are representatively decreasing, having a negative consequence in value level trend in 2013. The main explanation is the dependency of the fishery on the internal market and of a weakness in the selling system, due to the atomisation of the fishermen, in principal,

acting on their own, and a lack concentration of the sector; the existing fishermen's organizations do not participate in marketing the catch.

Data issues, quality and coverage

The collection of data process, as explained above should be improved by the member state. Fishermen are delivering aggregated data for their activity; the member state is encouraged to apply survey estimates, in order to have the relevant data for all indicators for every fleet segment and gear type, improving the quality of data usable for various types of analyses. Acting in such a way, the data will be better used, especially for assessment of the evaluation indictors on profitability of the fleet, for the economic and social indicators analyses. Also, data will be used in the next planning activity by the EC for the future multiannual management plans in the Black Sea waters. This comprises measures that should be applied for demersal and pelagic targeted species for sustainable fishing activity.

Table 5.19.3 Romanian national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ		Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11		2008	2009	2010	2011	2012	2013	2012-1
Structure	No. Vessels (#)	395	153	206	197	179	106	-9%	↘	10	7	3	4	6		33%
	Average vessel age (year)	30	33	31	17	18	30	4%	↗	23	50	19	26	9		35%
	Vessel tonnage (thousand GT)	0.4	0.2	0.3	0.2	0.3	0.2	21%	↗	0.8	0.5	0.4	0.3	0.4		-26%
	Vessel power (thousand kW)	3.1	1.2	2.1	3.4	3.5	3.2	2%	↗	2.4	1.6	1.1	1.2	2.1		13%
Employment	Total employed (#)	790	242	444	434	445	244	3%	↗	85	47	20	26			30%
	FTE (#)	31	28	38	26	35		34%	↗	11	4	3	4			45%
	Average wage per employed (thousand €)	0.4	0.7	0.5	1.0	0.6	2	-35%	↘	1.7	0.7	1.8	1.2			-34%
	Average wage per FTE (thousand €)	10.8	6.4	5.4	16.4	8.2	22	-50%	↘	12.6	9.7	14.0	8.3			-41%
Fishing Effort	Days at sea (thousand days)	3.5	3.9	4.3	2.6	3.3	2	28%	↗	0.3	0.1	0.1	0.1	0.4		71%
	Fishing days (thousand days)	3.4	3.8	4.1	2.5	3.3	2	31%	↗	0.2	0.1	0.1	0.1	0.3		43%
	Energy consumption (milion litres)	0.0	0.0	0.2	0.2	0.1	0	-38%	↘	0.1	0.0	0.1	0.0	0.1		-20%
	Energy consumption per landed tonne (l/T)	260	139	843	506	178	227	-65%	↘	243	281	379	468	217		23%
Output	Landings weight (thousand tonnes)	0.2	0.2	0.2	0.4	0.7	1.0	78%	↗	0.3	0.1	0.1	0.1	0.6		-33%
	Landings value (million €)	0.3	0.5	0.5	1.3	0.8	1.0	-36%	↘	0.4	0.1	0.1	0.1	0.5		-18%

Table 5.19.4 Economic performance of the Romanian national fishing fleet by operational scale: 2008-2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	Large scale fleet 2008	2009	2010	2011	2012	%Δ 2012-11
Income	Landings income	0.30	0.49	0.49	1.32	0.85	0.98	-36% ↘	0.42	0.10		0.11	0.09	-18% ↘
	Other income													
Costs	Labour costs	0.3	0.2	0.2	0.4	0.3	*0.4*	-33% ↘	0.14	0.03		0.04	0.03	-25% ↘
	Energy costs	0.05	0.03	0.22	0.21	0.13	*0.09*	-38% ↘	0.09	0.03		0.05	0.04	-20% ↘
	Repair costs	0.02	0.02	0.03	0.08	0.05	*0.04*	-38% ↘	0.03	0.01		0.01	0.01	0% ↔
	Other variable costs	0.02	0.01	0.01	0.22	0.12	*0.08*	-45% ↘	0.03	0.01		0.01	0.01	0% ↔
	Non-variable costs					0.01	*0.01*							
	Capital costs		0.02	0.03	0.11	0.09	*0.05*	-18% ↘	0.04	0.08		0.03	0.05	67% ↗
Economic Indicators	GVA	0.22	0.43	0.23	0.82	0.53	*0.76*	-35% ↘	0.27	0.05		0.05	0.04	-20% ↘
	Gross profit	-0.11	0.26	0.02	0.39	0.25	*0.36*	-36% ↘	0.12	0.02		0.01	0.01	0% ↔
	Net profit	-0.11	0.23	-0.01	0.28	0.16	*0.32*	-43% ↘	0.08	-0.06		-0.01	-0.04	-300% ↘
Capital value	Depreciated replacement value	1.36	0.56	1.27	0.87	0.92	*0.55*	6% ↗	2.56	1.89		1.36	1.49	10% ↗
	Investments	0.07	0.02	0.05	0.03	0.08		167% ↗	0.05	0.04			0.02	
Profitability and development trends	Net profit margin (%)	-35.8	47.3	-1.9	21.3	18.6	32.5	-12% ↘	19.4	-66.9		-13.1	-44.6	-242% ↘
	development trend			Improved				↗			Deteriorated			-121% ↘
	RoFTA (%)	-8.0	41.5	-0.7	32.3	17.1	57.7	-47% ↘	3.2	-3.4		-1.0	-2.8	-170% ↘
	development trend			Improved				↗			Deteriorated			-565% ↘
	GVA per FTE (thousand €)	7.2	15.6	6.0	31.4	15.3	41.4	-51% ↘	23.6	15.1		18.7	11.6	-38% ↘
	development trend			Stable				↗			Deteriorated			-39% ↘

Table 5.19.5 Main socio-economic performance indicators by fleet segment in the Romanian national fishing fleet in 2012.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
ROUAREA37PGOVL1218	3		1		45		14		41		10		20		20.5		6		-23		-56		Weak		
ROUAREA37PGVL0006	34	-17%	4	83%	439	52%	20	-8%	62	7%	45	41%	42	49%	9.8	-18%	11	42%	1	-27%	1	-43%	Reasonable	-94%	Deteriorated
ROUAREA37PGVL0612	145	-7%	31	30%	2863	26%	110	-41%	775	-38%	687	80%	493	-37%	16.1	-52%	237	-38%	157	-44%	20	-9%	High	187%	Improved
ROUAREA37PMPVL2440	1	-67%	3	6%	76	4%	22	-54%	50	-53%	67	-46%	22	-53%	8.3	-55%	6	-48%	-18	-28%	-35	-171%	Weak		

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

5.20 SLOVENIA

Fleet Structure, Fishing Activity and Production

In 2013, the Slovenian fishing fleet consisted of 171 registered vessels, with a combined gross tonnage of 599 GT, a total power of 8.5 thousand kW and an average age of 36 years. The size of the fleet decreased between 2008 and 2013; the number of vessels by 5.5% and GT and kW by 40% and 20%, respectively (Table 5.20.1; Figure 5.20.1). The major factors causing the fleet to decrease include the scrapping of vessels, including two of the largest vessels.

The Slovenian national economy is insignificantly influenced by the marine fisheries sector. However, the sector has a particular social impact in terms of employment. The watershed moment for Slovenian marine fisheries began with Slovenian independency in the year 1991. This period marked a decrease in the extent of fishing regions and a substantial loss of market for fish products. A large number of poorly equipped small-scale fishermen, inadaptability of large-scale fisherman, along with discordance among fishing, producing and marketing capabilities brought the sector into crisis. Landings of almost 6 thousand tonnes in 1990 have decreased to 330 tonnes in 2012.

Table 5.20.1 Slovenian national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	181	185	185	186	181	171	-3%	↘	*171*
	No. of Inactive vessels (#)	93	98	94	102	92	88	-10%	↘	*88*
	Average vessel age (year)	33	34	35	36	36	36	1%	↔	*37*
	Vessel tonnage (thousand GT)	1.0	1.0	1.0	1.0	0.8	0.6	-16%	↘	*0.6*
	Vessel power (thousand kW)	10.7	11.0	11.0	10.9	10.1	8	-7%	↘	*8.5*
	No. of Enterprises (#)	135	138	132	138	146	142	6%	↗	
Employment	Total employed (#)	109	117	116	114	107	104	-6%	↘	
	FTE (#)	77	82	81	77	63	68	-19%	↘	
	Average wage per employed (thousand €)	9.2	11.4	12.5	13.7	12.0	9.2	-12%	↘	
	Average wage per FTE (thousand €)	13.1	16.2	17.8	20.3	20.5	14.0	1%	↗	
Fishing Effort	Days at sea (thousand days)	6.8	6.9	7.8	7.7	7.6	8	-1%	↔	
	Fishing days (thousand days)	6.8	6.9	7.8	7.7	7.6	8	-1%	↔	
	Energy consumption (milion litres)	0.5	0.6	0.6	0.6	0.3		-49%	↘	
	Energy consumption per landed tonne (l/T)	780	739	791	760	844		11%	↗	
Output	Landings weight (thousand tonnes)	0.7	0.9	0.8	0.7	0.3	0.2	-54%	↘	
	Landings value (million €)	2.1	2.2	2.0	2.1	1.5	1.2	-29%	↘	

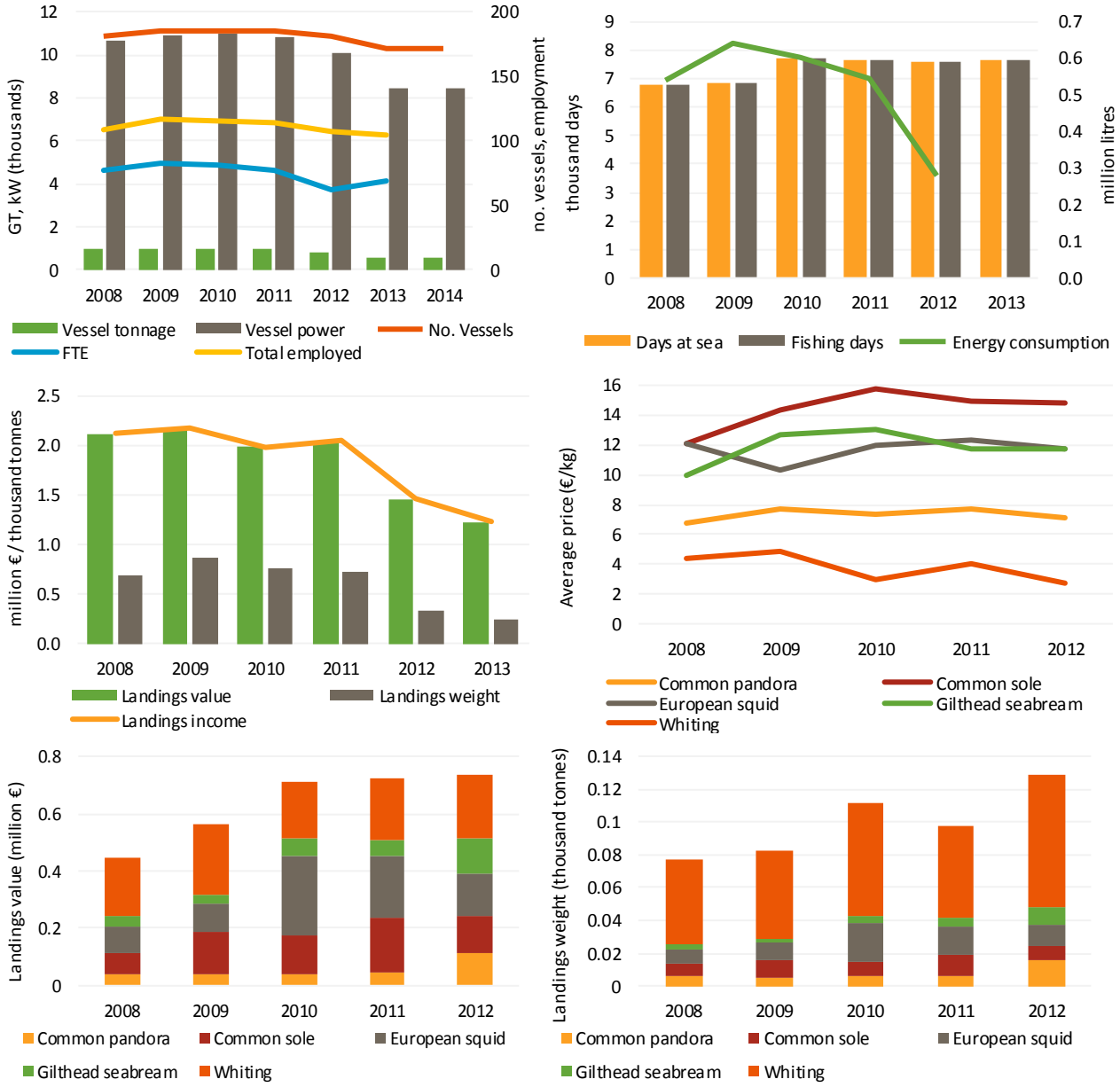
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

The existence of two sea fishery reserves where all fishing activities are banned (Portorož and Strunjan fishery reserves) further limit the reduced Slovenian fishing area. For the last few years, this has had a negative impact, particularly on those fishermen who are engaged only in small-scale coastal fishing.

In 2012, the number of fishing enterprises totalled 146, with the majority (70%), owning a single vessel. Only 29% of the enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 107 jobs, corresponding to 63 FTEs. The level of employment decreased between 2008 and 2012, with total employed decreasing by 2%, whiles the number of FTEs decreased by 18%.

The Slovenian fishing fleet consists predominantly of small vessels of less than 12 meters (mainly vessels of 6 meters). Self-employed fishermen who own one fishing vessel about six meters long represent a typical Slovenian fishing enterprise.

In 2013, the fleet spent a total of around 7.7 thousand days at sea. Effort, in days at sea, increased 13% between 2008 and 2013. The fisheries sector, particularly the small scale fleet, is affected by the limited size of marine fishing area. For this reason, most fish stocks targeted by the Slovenian fleet are overexploited, resulting in lower landings and increased effort. Most of the fleet is poorly equipped and unable to operate in international waters. One of the reasons for increased days at sea is the high price of fuel, which encourages the fishermen to do shorter and more frequent trips.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.20.1 Slovenian fleet main trends for the period 2008-2014.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of landed value in 2012; bottom left - top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

The quantity of fuel consumed in 2012 was around 280 thousand litres, a decrease of around 48% from 2008. The major factor causing this decrease includes the scrapping of several vessels in the fleet, including two of the largest vessels.

The total weight of seafood landed in 2012 was around 330 tonnes, with a landed value of €1.5 million. The total weight and value of landings decreased by 49% and 29%, respectively, over the period analysed. In 2009, the national fleet generated the highest landed value (€2.2 million), followed by 2008, 2010 and 2011 (€2 million). In terms of landings weight, in 2009 the fleet landed around 866 tonnes, 2010 (764 tonnes), 2011 (719 tonnes) and 2012 (330 tonnes). The major factors causing the decrease in landed weight and value,

especially for European anchovy and sardine, include overexploited stocks and scrapping of fishing vessels. In the last quarter of 2011, Slovenia sent the two largest ships to be scrapped (pelagic trawlers 24-40m); those vessels targeted mainly sardine and anchovy and represented around 50% of the Slovenian landed weight.

Prices obtained for the key species targeted by the fleet generally increased between 2008 and 2012. European pilchard achieved the highest average price in 2012 (€2 per kg), followed in 2008 (€1.99 per kg). European pilchard accounted for 26% of the total landings value obtained by the Slovenian fleet in 2008, decreasing to only 2.5% of income in 2012, while European anchovy decreased from 23% in 2008 to 8% in 2012.

National Fleet Economic performance

The amount of income generated by the Slovenian national fleet in 2012 was €2.4 million. This consisted of €1.5 million in landings value and €0.9 million in non-fishing income. The Slovenian fleet's landings income decreased 29% between 2011 and 2012, while other income increased 35% during the same period. Due to reduced landings, Slovenian fishermen are looking for the opportunity to generate earnings in other industries, such as tourism.

Table 5.20.2 Slovenian national fishing fleet economic performance in 2008-2012 and projections for 2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	
Income	Landings income	2.12	2.18	1.99	2.05	1.46	1.23	-29%	↘
	Other income	0.22	0.20	0.43	0.63	0.85	*0.4*	35%	↗
Costs	Labour costs	1.00	1.34	1.45	1.56	1.29	*1.0*	-17%	↘
	Energy costs	0.48	0.56	0.56	0.62	0.28	*0.3*	-55%	↘
	Repair costs	0.40	0.21	0.66	0.25	0.19	*0.2*	-24%	↘
	Other variable costs	0.19	0.39	0.21	0.21	0.22	*0.2*	5%	↗
	Other non-variable costs	0.01	0.04	0.03	0.02	0.02	*0.0*	0%	↔
	Capital costs	0.13	0.36	0.30	0.43	0.33	*0.4*	-23%	↘
Economic indicators	GVA	1.26	1.18	0.96	1.59	1.60	*1.0*	1%	↔
	Gross profit	0.25	-0.15	-0.48	0.03	0.32	*0.0*	967%	↗
	Net profit	0.12	-0.52	-0.79	-0.40	-0.01	*-0.4*	98%	↗
Capital value	Depreciated replacement value	4.03	4.94	5.38	5.55	4.57	*4.3*	-18%	↘
	Investments	0.33	0.55	0.80	0.32	0.31		-3%	↘
Profitability and development trends	Net profit margin (%)	5.3	-21.7	-32.4	-14.8	-0.4	-22.4	98%	↗
	development trend			Improved				98%	↗
	RoFTA (%)	2.3	-7.0	-12.9	-4.4	2.7	-4.8	163%	↗
	development trend			Improved				150%	↗
	GVA per FTE (thousand €)	16.3	14.4	11.9	20.7	25.6	14.1	24%	↗
	development trend			Improved				62%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Total operating costs incurred by the fleet in 2012 equated to €2 million, amounting to 83% of total income. Crew cost and fuel costs, the two major fishing expenses, were €1.3 and €0.3 million, respectively (Table 5.20.2; Figure 5.20.2). Between 2008 and 2012, total operating costs decreased 5%, largely due to scrapping of several vessels.

In terms of economic performance, the amount of Gross Value Added (GVA), gross profit and net profit generated by the Slovenian fleet in 2012 were €1.6 million, €0.3 million and €-0.01 million, respectively. Between 2011 and 2012, GVA remained relatively stable while gross profit and net profit increased 967% and 98% respectively. The major factors causing the improvement in economic performance in 2012 included lower expenditure in fuel and labour costs and increases in income from other sources. Regardless of the

increase in economic performance, the fleet was in a poor economic condition because of old and poorly equipped fleet and reduced catches. In 2012, the Slovenian fleet had an estimated (depreciated) replacement value of €4.6 million. Investments by the fleet amounted to €0.3 million in 2012.

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.20.2 Slovenian fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Slovenian fleet has a range of vessel types targeting different species predominantly in the Adriatic Sea. The fleet consisted of 8 (DCF) fleet segments in 2012, with 4 inactive length classes consisting of 92 vessels. Two of the active fleet segments made losses in 2012 (DFN VL00-06m, DFN VL06-12m) while DTS VL12-18m and PS VL12-18m made an overall profit. One of the active fleet segments (DFN VL06-12m) has suffered a deteriorating economic development trend while DFN VL00-06m and DTS VL12-18m revealed an improving trend (see Table 5.20.5).

In 2012, there were 89 active vessels of which around 67 (75% of all active vessels) are classified as small-scale. The majority of these vessels operate in the coastal waters of Slovenia. A breakdown of the key performance indicators by main fishing activity (small and large-scale) is provided in Table 5.20.3 and Table 5.20.4. Table 5.20.5 provides a breakdown of key performance indicators for all Slovenian fleet segments in 2012. A short description of the most important segment in terms of total value of landings is provided below.

Demersal trawlers and demersal seiners 12-18m - 17 vessels make up this segment and are based predominantly in the Adriatic. The fleet targets a variety of species, the most important being whiting, musky octopus and European squid. The value of landings was €0.65 million and 11 FTEs were employed in this fleet segment in 2012, contributing to 43% and 17% of the total income from landings and FTEs generated by the MS fishing fleet respectively. This fleet segment made a profit in 2012.

In 2012, the small scale sector in Slovenia was represented by two segments:

Drift and fixed netters 0-6m – Around 33 vessels make up this segment which operate in Slovenian coastal areas of the Adriatic. These vessels target demersal species, such as sole, common pandora and sea bream. The total value of landings was €0.15 million and around 19 FTEs were employed in this fleet segment in 2012, contributing 10% and 30% of the total income from landings and FTEs generated by the national fleet respectively. This fleet made a loss in 2012.

Drift and fixed netters 6-12m – Around 34 vessels make up this segment which operate in Slovenian coastal areas of the Adriatic. These vessels target demersal species, such as sole, common pandora and sea bream. The total value of landings was €0.365 million and around 25 FTEs were employed in this fleet segment in 2012, contributing 24% and 40% of the total income from landings and FTEs generated by the national fleet respectively. This fleet segment made a loss in 2012.

Table 5.20.3 Slovenian national fleet structure, activity and production trends by operational scale: 2008-2013.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	63	62	67	62	67	69	8% ↗	25	25	24	22	22	*14*	0% ↔
	Vessel tonnage (thousand GT)	0.2	0.2	0.2	0.2	0.2	0.2	0% ↔	0.6	0.6	0.6	0.6	0.5	*0.2*	-25% ↘
	Vessel power (thousand kW)	2.5	2.5	3.0	2.5	2.7	4.0	6% ↗	4.6	4.4	4.4	4.2	3.6	*1.9*	-13% ↘
Employment	Total employed (#)	67	64	72	62	68	71	10% ↗	42	53	44	52	39	*12*	-25% ↘
	FTE (#)	48	45	49	42	44		5% ↗	29	37	32	35	19		-47% ↘
	Average wage per employed (thousand €)	5.2	6.7	8.5	9.5	9.4	10	-1% ↔	15.6	17.2	18.9	18.7	17.0	*26.1*	-9% ↘
	Average wage per FTE (thousand €)	7.3	9.5	12.6	14.1	14.6	15	3% ↗	22.4	24.3	25.7	27.5	34.6	*38.1*	25% ↗
Fishing Effort	Days at sea (thousand days)	4.8	4.7	5.4	5.7	6.2	6	9% ↗	2.0	2.2	2.4	2.0	1.4	*1.3*	-18%
	Fishing days (thousand days)	4.8	4.7	5.4	5.7	6.2	6	9% ↗	2.0	2.2	2.4	2.0	1.4	*1.3*	-30% ↘
	Energy consumption (milion litres)	0.1	0.1	0.1	0.1	0.1		0% ↔	0.5	0.6	0.5	0.5	0.2		-55% ↘
	Energy consumption per landed tonne (l/T)	1,328	1,260	1,353	1,102	1,041		-5% ↘	731	705	749	732	801		10% ↗
Output	Landings weight (thousand tonnes)	0.1	0.1	0.1	0.1	0.1	0.1	20% ↗	0.6	0.8	0.7	0.7	0.3	*0.2*	-59% ↘
	Landings value (million €)	0.4	0.4	0.5	0.5	0.5	0.6	6% ↗	1.8	1.7	1.5	1.6	1.0	*0.7*	-39% ↘

Table 5.20.4 Economic performance of the Slovenian national fishing fleet by operational scale: 2008-2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Income	Landings income	0.35	0.43	0.46	0.48	0.51	0.6	6% ↗	1.77	1.74	1.54	1.57	0.95	0.7	-39% ↘
	Other income	0.22	0.19	0.43	0.63	0.29	*0.5*	-54% ↘		0.02			0.56	*0.4*	
Costs	Labour costs	0.35	0.43	0.62	0.59	0.64	*0.7*	8% ↗	0.66	0.91	0.83	0.97	0.65	*0.3*	-33% ↘
	Energy costs	0.06	0.05	0.06	0.07	0.07	*0.1*	0% ↔	0.43	0.51	0.50	0.55	0.22	*0.2*	-60% ↘
	Repair costs	0.08	0.06	0.15	0.06	0.09	*0.1*	50% ↗	0.32	0.15	0.52	0.18	0.09	*0.1*	-50% ↘
	Other variable costs	0.09	0.13	0.14	0.12	0.13	*0.1*	8% ↗	0.09	0.26	0.08	0.09	0.09	*0.1*	0% ↔
	Non-variable costs				0.01	0.01	*0.0*	0% ↔	0.01	0.03	0.03	0.01	0.01	*0.0*	0% ↔
	Capital costs	0.03	0.09	0.11	0.19	0.13	*0.2*	-32% ↘	0.10	0.22	0.17	0.19	0.14	*0.1*	-26% ↘
Economic Indicators	GVA	0.34	0.38	0.54	0.86	0.50	*0.8*	-42% ↘	0.91	0.81	0.42	0.74	1.10	*0.6*	49% ↗
	Gross profit	-0.01	-0.05	-0.07	0.27	-0.13	*0.1*	-148% ↘	0.26	-0.10	-0.41	-0.24	0.45	*0.3*	288% ↗
	Net profit	-0.03	-0.14	-0.18	0.07	-0.27	*-0.1*	-486% ↘	0.15	-0.32	-0.58	-0.43	0.31	*0.2*	172% ↗
Capital value	Depreciated replacement value	1.03	0.93	1.28	1.09	1.27	*1.3*	17% ↗	2.54	2.36	2.60	3.04	1.59	*0.7*	-48% ↘
	Investments	0.12	0.27	0.42	0.20	0.06		-70% ↘	0.20	0.23	0.37	0.11	0.14		27% ↗
Profitability and development trends	Net profit margin (%)	-5.6	-22.0	-20.4	6.6	-33.5	-11.9	-604% ↘	8.7	-17.9	-37.7	-27.5	20.4	25.9	174% ↗
	development trend			Deteriorated				-224% ↘			Improved				210% ↗
	RoFTA (%)	-3.1	-14.7	-14.1	6.8	-21.1	-9.5	-412% ↘	6.0	-13.4	-22.3	-14.2	19.5	33.6	237% ↗
	development trend			Deteriorated				-236% ↘			Improved				278% ↗
	GVA per FTE (thousand €)	7.2	8.4	11.2	20.6	11.5	16.3	-44% ↘	31.2	21.7	12.9	20.8	58.8	74.9	182% ↗
	development trend			Stable				-3% ↘			Improved				171% ↗

Assessment and Future Trends

National Fleet

The future development of the Slovenian fishing fleet is delineated in the Operational Program for Fisheries Development in the Republic of Slovenia 2007-2013 (OP). The OP foresees the following measures related to the fishing fleet within its priority axes:

Priority axis 1: Adaptation of the fishing fleet (the goal of this axis is to achieve a balance between the capacity of the Slovenian fishing fleet and the available fisheries resources): permanent cessation of fishing activities; measures on board fishing vessels (in order to improve the working conditions and safety of fishermen) and improving the selectivity of fishing gear; measures focused on small-scale coastal fishing.

Priority axis 2: Measures of common interest: collective actions for the improvement of safety and working conditions for the fishermen; measures to improve existing ports and landing sites.

Priority axis 3: Sustainable development of fisheries areas: opportunities for the diversification of fishing activities (e.g. into fishing tourism).

Due to scrapping in 2011 and 2012 the size of the fishing fleet decreased between 2008 and 2013; the number of vessels by 5.5% and GT and kW by 40% and 20% respectively. Consequently, the weight of landings decreases in 2013 by more than 60% regarding 2008. So in the future we can also expect decreases in the value of landings and thus the total income of the Slovenian fleet. Due to the reduction of the fleet and related reduction of fishing effort we can expect improvement in the biological status of fish stocks. Because of that, weight of landings will probably start to increase again due to better catches.

When the crisis finally ends, we can also expect fish prices to increase. As the fleet is generally old and poorly equipped we can expect that repair and maintenance costs will continue to increase in the future. Due to poor condition and profitability of the fleet, we cannot expect increases in GVA and profits.

Small scale Fleet

The same issues apply to the small scale fleet. Around 20 fishers have lost their jobs due to vessel scrapping. In the future we can expect an increase of small scale vessels because some of them will start operating in a self-employed manner. Due to reduced catch we can also expect higher prices for European pilchard (sardine) and anchovy and, consequently, higher income for those targeting these species.

Data issues

The economic data on the fishing sector were collected mostly from accounting records – AJPES, from data base 'InfoRib', through questionnaires and sales notes. In the monitoring programme all fishing vessels were included (approximately 180 units). The data collected from all sources were combined in such a way that a complete set of accounting items is compared for each business enterprise. The target population was all fishing sector in Slovenia. There were approx. 100 companies or fishermen in Slovenia. In March 2013 the questionnaires for 2012 were sent to all users of fishing vessels in Slovenia. Where the questionnaire was the only source used, the response rate was more than 60%. Where the data from annual accounts of business enterprises was used the response rate was 100%, because there are economic reports for all investigated companies or fishermen.

Table 5.20.5 Main socio-economic performance indicators by fleet segment in the Slovenian national fishing fleet in 2012.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
SVNAREA37DFNVL0006	33	22%	19	20%	3024	36%	8	-60%	148	41%	18	57%	158	771%	8.2	621%	-81	61%	-103	63%	-41	84%	Weak	58%	Improved
SVNAREA37DFNVL0612	34	-3%	25	-4%	3213	-8%	53	30%	364	-3%	41	-6%	347	-59%	14.0	-57%	-54	-111%	-165	-147%	-30	-185%	Weak	-504%	Deteriorated
SVNAREA37DTSVL1218	17	6%	11	-24%	1086	-11%	198	-1%	650	-2%	164	21%	844	162%	74.7	247%	348	579%	244	234%	20	173%	High	167%	Improved
SVNAREA37PSVL1218°	4	0%	7	-23%	290	-32%	19	-37%	302	-34%	107	-42%	257	-35%	34.5	-16%	105	-39%	65	-49%	22	-23%	High		
SVNAREA37TMVL2440°	1	-50%	0	-99%	1	-100%	0																		

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

5.21 SPAIN

Fleet Structure, Fishing Activity and Production

In 2012, the Spanish fishing fleet consisted of 10,544 registered vessels, with a combined gross tonnage of 400 thousand tonnes, engine power of 904 thousand kW and an average age of 28 years. Of the total number of registered vessels, 1,606 were inactive during 2012 (15% of the fleet), increasing 59% compared to 2011. The size of the fleet also decreased between 2011 and 2012; 3% in number, 4% in GT and 3% in kW (Table 5.21.1; **Error! Reference source not found.**). This five-year declining trend is expected to continue in 2013 brought on by structural adjustments (balance between opportunity and capacity) in the Spanish fleet through scrapping, mainly of small scale vessels. In 2012, small-scale fleet, with 4,188 vessels, represented 40% of national fleet whereas the distant-water fleet, with 264 vessels, represented 3%. The majority of vessels (5,575) operate in the North Atlantic (area 27).

Table 5.21.1 Spanish national fleet structure, activity and production trends: 2008-2014.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

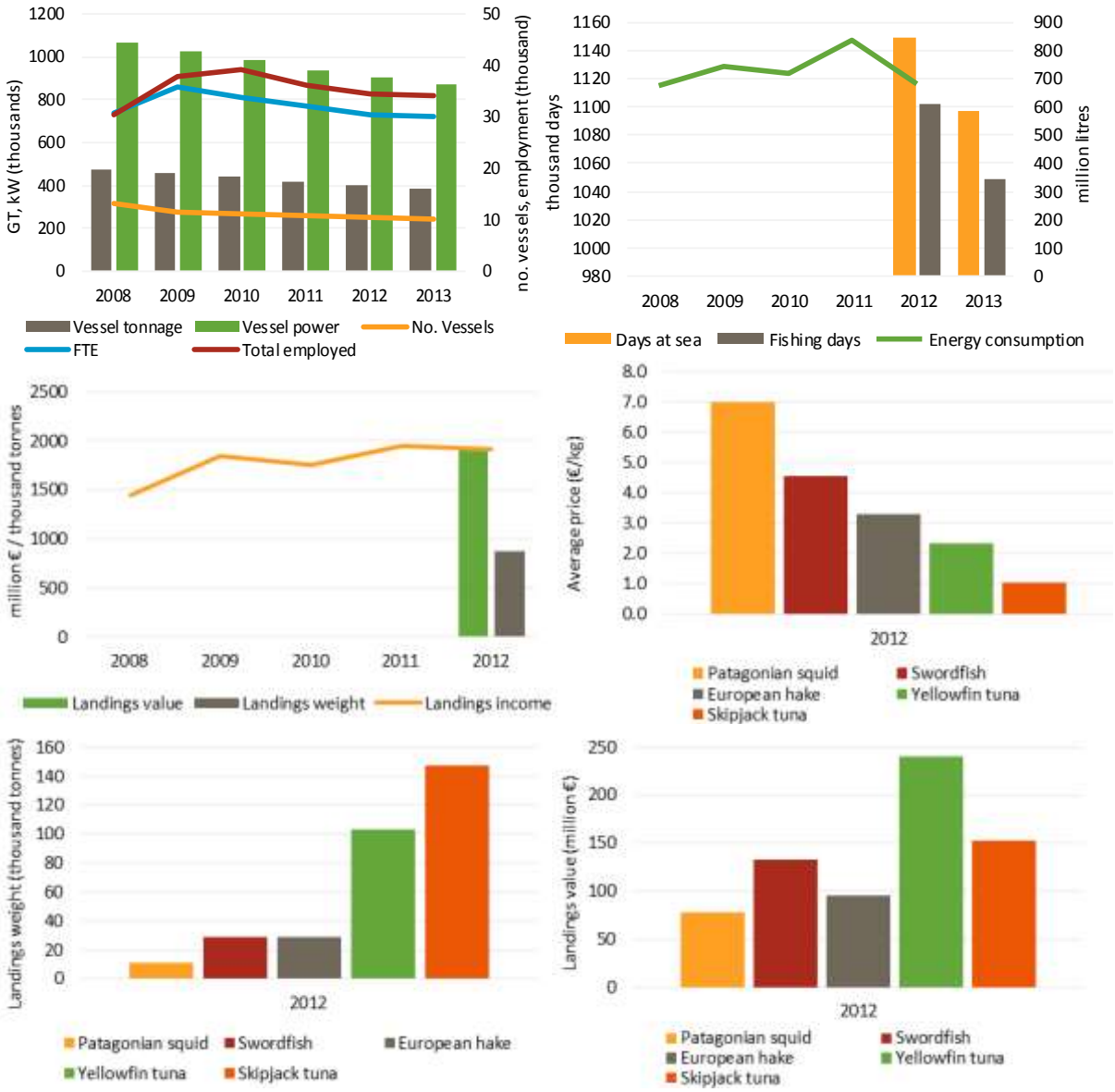
	Variable	NATIONAL FLEET						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Structure	Total No. Vessels (#)	13,115	11,501	11,209	10,892	10,544	*10,167*	-3%	↘
	No. of Inactive vessels (#)	3,312	1,818	854	1,007	1,606	*1,372*	59%	↗
	Average vessel age (year)	28	26	27	28	28	*29*	0%	↔
	Vessel tonnage (thousand GT)	470	459	440	415	400	*385*	-4%	↘
	Vessel power (thousand kW)	1,068	1,027	983	936	904	*874*	-3%	↘
	No. of Enterprises (#)	12,093	10,616	10,351	10,096	9,776	*9,438*	-3%	↘
Employment	Total employed (#)	30,539	38,045	39,281	36,294	34,399	*34,251*	-5%	↘
	FTE (#)	30,715	35,844	33,678	32,194	30,302	*29,953*	-6%	↘
	Average wage per employed (thousand €)	16.6	19.3	16.1	18.1	16.8		-8%	↘
	Average wage per FTE (thousand €)	16.6	20.5	18.8	20.5	19.0		-7%	↘
Fishing Effort	Days at sea (thousand days)					1,149	*1,097*		
	Fishing days (thousand days)					1,102	*1,049*		
	Energy consumption (milion litres)	675	746	719	840	683		-19%	↘
	Energy consumption per landed tonne (l/T)					784			
Output	Landings weight (thousand tonnes)					871.4	*889.3*		
	Landings value (million €)					1,930			

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In 2012, the number of fishing enterprises in the Spanish fleet totalled 9,776, with the vast majority (94%) owning a single vessel. Only 6% of the enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 34,399 jobs, corresponding to 30,302 FTEs. The level of employment decreased between 2011 and 2012, with the number of jobs and FTEs decreasing by 5% and 6% respectively. This reduction was caused by the declining trend in vessel numbers. During 2012, small scale fleet represented 19% of the total employment, with 5,907 FTEs whereas large scale fleet represented 69% of total employment, with 20,842 FTEs.

In 2012 the Spanish fleet spent a total of around 1,149 thousand days at sea. In 2013, a decrease of 5% in effort is expected. The quantity of fuel consumed in 2012 totalled around 683 million litres, a decrease of around 19% from 2011.

The total weight landed by the Spanish fleet in 2012 was 871 thousand tonnes of seafood, corresponding to €1.9 billion in landed value. There was also an increase in recreational catches, increasing 51% in 2012. The majority of catches (in weight) are from the distant-water fleet, 53% of the total catches, whereas only 9% of the catches are from the Mediterranean Sea (area 37).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.21.1 Spanish fleet: main trends for the period 2008-2012.

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

National Fleet Economic performance

The amount of income generated by the Spanish fleet in 2012 was €1,907.7 million. This consisted of €1,907.6 million in landings value and €0.1 million in non-fishing income. The Spanish fleet's income decreased 3% between 2011 and 2012, caused by the small scale fleet that suffered a 31% decrease in income. The reduction on small scale fleet's income was a result of a reduction in the number of vessels, of 39%. On the other hand, long-distant water fleet's income increased 12%. Total operating costs incurred by the national fleet in 2012 equated to €1,790 million, amounting to 94% of income. Crew and fuel costs were the two major fishing expenses in 2012 representing 30% and 23% of total income respectively (Table 5.21.2; Figure 5.21.2). Between 2011 and 2012, total operating costs fell 9% due to a decrease in all operating costs.

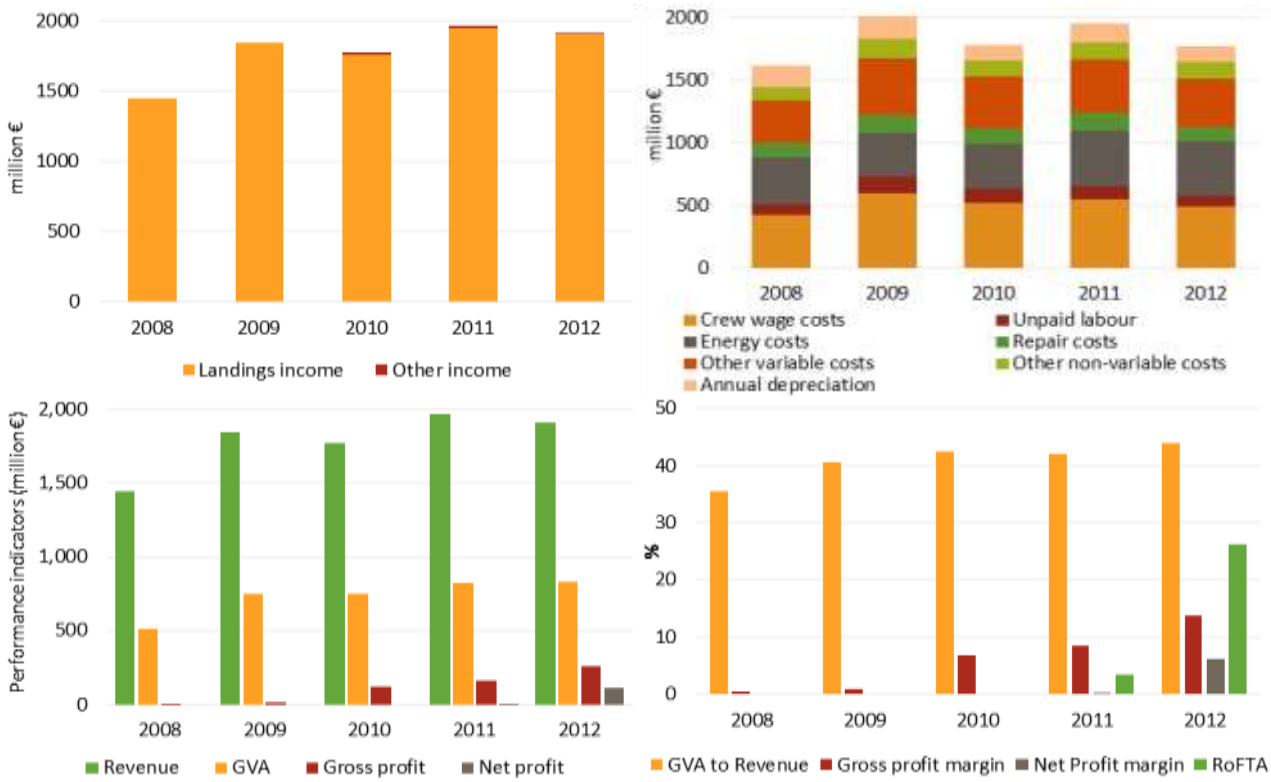
In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the Spanish national fleet in 2012 was €838 million, €261 million, and €117 million, respectively. Gross Value Added (GVA), gross profit and net profit increased by 1%, 56% and 2,135% respectively between 2011 and 2012. In 2012, the Spanish fleet had an estimated (depreciated) replacement value of €515 million and investments amounted to €23 million in 2012, a 26% decrease on 2011.

Table 5.21.2 Spanish national fishing fleet economic performance in 2008-2012.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	%Δ 2012-11	
Income	Landings income	1,445.2	1,846.5	1,757.5	1,947.1	1,907.6	-2%	↘
	Other income			15.8	21.6	0.1	-99%	↘
Costs	Labour costs	508.2	735.7	631.9	658.5	577.1	-12%	↘
	Energy costs	380.0	346.4	355.7	439.7	430.1	-2%	↘
	Repair costs	109.1	141.3	133.1	143.8	121.3	-16%	↘
	Other variable costs	343.8	452.8	408.9	422.9	386.2	-9%	↘
	Other non-variable costs	99.3	156.0	123.0	136.7	132.5	-3%	↘
	Capital costs	174.5	201.9	132.5	161.8	143.3	-11%	↘
Economic Indicators	GVA	513.0	749.9	752.6	825.6	837.7	1%	↗
	Gross profit	4.8	14.3	120.7	167.1	260.6	56%	↗
	Net profit				5.3	117.3	2135%	↗
Capital value	Depreciated replacement value				516.6	514.6	0%	↔
	Investments	97.1	26.9	44.4	30.8	22.9	-26%	↘
Profitability and development trends	Net profit margin (%)				0.3	6.2	2178%	↗
	development trend			Improved			2178%	↗
	RoFTA (%)				3.3	26.2	695%	↗
	development trend			Improved			695%	↗
	GVA per FTE (thousand €)	16.7	20.9	22.4	25.6	27.6	8%	↗
	development trend			Improved			29%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.21.2 Spanish fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projections figures for 2013).

Fleet Segment Level Economic performance

The Spanish fleet is highly diversified with a broad range of vessels types targeting many different species such as tunas, cod, anchovies, sardines, squid, cuttlefish, octopus mainly in the Mediterranean and North Atlantic Seas (Figure 5.21.3). The national fleet consisted of 57 active fleet segments in 2012. In 19 of the active fleet segments there were losses while 38 active segments had gross profits in 2012.

Figure 5.21.3 Spanish fleet landings by main FAO fishing area, 2012.

Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

In 2012, small scale fleet, with 4,188 vessels, represented 40% of the Spanish fleet but only 19% of the total employment. This fleet has suffered an important reduction (-31%) in landings income, mainly driven by a similar reduction in the number of vessels, 39% decrease from 2011. The Spanish small-scale fleet was not profitable in 2012, although the segment's performance improved compared with results from previous years.

In 2012, the large-scale fleet increased significantly in vessel number (+62% compared to 2011), representing 46% of the Spanish fleet and 69% of the total employment. Despite this increase in capacity, the landings income suffered a reduction of 5% in 2012. However, the fleet improved its profitability.

With 264 vessels, the distant-water fleet represented 3% of the Spanish fleet. This fleet was the most profitable since its landings income increased 12% while operating costs decreased by more (Table 5.21.3).

Table 5.21.5 provides a breakdown of key performance indicators for all active segments in 2012. A short description of the three most important segments in terms of total landings income is provided below.

Purse seine over 40m – Vessels in this segment operate in other fishing regions (distant-water/high sea fleet). The total landings income was almost €430 million and around 1,598 FTEs were employed in this fleet segment in 2012, contributing to 23% and 5% of the income from landings and FTEs generated by the Spanish fishing fleet, respectively. This fleet segment was profitable with a reported gross profit of €132 million in 2012.

Demersal trawl/seine 24-40m – 375 vessels make up this segment which operates predominantly in area 27. In 2012, landings income was around €312 million and 3,169 FTEs were employed in this segment, contributing to 16% and 10% of the income from landings generated and FTEs in the Spanish fleet, respectively. This fleet segment was profitable, with a reported gross profit of around €33 million.

Demersal trawl / seine over 40m – This segment operates predominantly in other (distant) regions. This segment made around €224 million in total landings income and employed 1,371 FTEs, contributing to 12% and 5% of the total income from landings and FTEs generated by the Spanish fishing fleet, respectively. This fleet segment reported a gross profit around €6 million in 2012 although the other fishing regions (long distance) fleet reported losses of almost €11 million.

Assessment and Future Trends

In 2012, according to the official statistics of the Ministry for Agriculture, Food and Environment (http://www.magrama.gob.es), the Spanish fishing fleet decreased in the number of vessels in order to bring it in balance with the resources. This trend is also reflected in the reduction of engine power and gross tonnage. Between 2011 and 2012, the size of the fleet (measured by vessel tonnage) reduced 4%, which particularly affected the small scale fleet, which decreased 23%. Profitability of the fleet improved in 2012 motivated by operating cost reductions, but specifically in crew and energy expenses. The number of inactive vessels increased a 59% in 2012, another factor contributing to improved profitability in the sector.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

Effort data and landings data was only provided for the years 2012 and 2013 (value of landings provided only for 2012). Data collection for Spain is difficult due the size and complexity (by fishing areas and technology) of the Spanish fishing fleet.

The inter-annual variation in the composition of the small and large-scale fleets is in part due to the methodology used to define each type of fishing technology. Small-scale vessels are defined as vessels less than 12 m using non-towed gears. If from one year to the next, a vessel with 12 m or less changes it main gear type (used in more than 50% of the fishing effort in a given year) from a passive gear (e.g. HOK - hook) to an active gear (e.g. PS – Purse seine), it will no longer be defined as small-scale but instead as a large-scale vessel.

Table 5.21.3 Spanish national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ 2012-11	Large scale fleet						%Δ 2012-11	Distant water and othermost region fleet						%Δ 2012-11
		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013		2008	2009	2010	2011	2012	2013	
Structure	No. Vessels (#)	6,420	6,315	7,102	6,830	4,188	*4,220*	-39% ↘	3,089	3,101	2,956	2,770	4,486	*4,326*	62% ↗	294	267	297	285	264	249	-7% ↘
	Vessel tonnage (tonne)	14.4	14.1	15.1	14.7	11.6	*12.1*	-21% ↘	268.1	262.8	237.2	222.2	189.7	*181.3*	-15% ↘	177	173	179	171	174	166	1% ↗
	Vessel power (kW)	139.1	135.5	146.9	144.3	109.0	*111.1*	-24% ↘	624.5	609.6	556.7	523.7	487.7	*466.7*	-7% ↘	252	246	255	245	241	230	-2% ↘
Employment	Total employed (#)	7,818	11,797	12,697	13,453	8,601	*11,183*	-36% ↘	18,170	20,714	19,524	17,803	21,085	*18,411*	18% ↗	4,551	5,534	7,060	5,038	4,713	4,854	-6% ↘
	FTE (#)	5,033	7,261	8,222	8,356	5,378		-36% ↘	19,385	21,266	17,140	18,048	19,033		5% ↗	6,297	7,317	8,316	5,790	5,891		2% ↗
	Average wage per employed (thousand €)	9.8	11.1	10.2	9.5	8.2		-14% ↘	18.6	23.4	18.7	21.3	17.6		-17% ↘	20	22	21	30	29		-5% ↘
	Average wage per FTE (thousand €)	15.3	18.3	15.5	15.3	13.1		-14% ↘	17.4	22.8	21.3	21.0	19.5		-7% ↘	15	17	18	26	23		-13% ↘
Fishing Effort	Days at sea (thousand days)					392.2	*393*						684.9	*635.1*						72	69	
	Fishing days (thousand days)					392.2	*392*						647.6	*596.6*						63	60	
	Energy consumption (milion litres)	23.3	33.9	34.7	29.7	21.3		-28% ↘	427.1	439.3	388.4	479.7	373.5		-22% ↘	116	273	296	331	288		-13% ↘
	Energy consumption per landed tonne (l/T)					747							945							644		
Output	Landings weight (thousand tonnes)					28.5							395.1							448		
	Landings value (million €)					100.2							890.7							939		

Table 5.21.4 Economic performance of the Spanish national fishing fleet by operational scale: 2008-2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet					%Δ	Large scale fleet					%Δ	Distant water & othermost region fleet					%Δ
		2008	2009	2010	2011	2012	2012-11	2008	2009	2010	2011	2012	2012-11	2008	2009	2010	2011	2012	2012-11
Income	Landings income	111.9	180.4	186.3	162.9	112.4	-31% ↘	860	1,110	872	1,010	973	-4% ↘	473	556	700	774	822	6% ↗
	Other income			1.7	2.3	0.01	-100% ↘			3.3	3.4					11	16	0	-99% ↘
Costs	Labour costs	76.9	131.0	117.8	127.1	70.4	-45% ↘	338.2	483.7	363.7	379.1	371.3	-2% ↘	93	121	150	152	135	-11% ↘
	Energy costs	14.4	18.1	24.4	22.1	14.4	-35% ↘	238.4	199.9	176.5	245.1	232.7	-5% ↘	127	128	155	172	183	6% ↗
	Repair costs	7.9	15.0	12.9	7.0	7.0	-1% ↔	70.6	84.9	72.4	80.8	56.4	-30% ↘	31	41	48	56	58	3% ↗
	Other variable costs	17.4	24.4	27.8	19.0	14.4	-24% ↘	155.2	199.4	117.9	157.1	116.4	-26% ↘	171	229	263	247	255	3% ↗
	Non-variable costs	2.9	5.6	6.4	5.3	4.4	-17% ↘	55.2	92.4	60.0	72.6	56.4	-22% ↘	41	58	57	59	72	22% ↗
	Capital costs	6.3	8.6	8.1	8.3	5.5	-34% ↘	110.8	133.4	73.2	100.5	85.8	-15% ↘	57	60	51	53	51	-4% ↘
Economic Indicators	GVA	69.4	117.4	116.7	111.9	72.3	-35% ↘	341.2	533.9	448.2	457.8	511.6	12% ↗	103	99	188	256	254	-1% ↔
	Gross profit	-7.6	-13.6	1.6	-15.5	1.9	112% ↗	3.0	50.2	84.4	78.8	140.3	78% ↗	9	-23	37	104	118	14% ↗
	Net profit				-23.9	0.9	104% ↗				-22.4	48.3	315% ↗				51	67	33% ↗
Capital value	Depreciated replacement value				41.9	33.0	-21% ↘				292.5	264.9	-9% ↘				182	189	4% ↗
	Investments	6.9	4.4	4.7	4.2	1.8	-56% ↘	68.5	14.6	15.3	18.1	14.6	-19% ↘	22	8	24	9	6	-24% ↘
Profitability and development trends	Net profit margin (%)				-14.6	1.0	107% ↗				-2.2	5.2	333% ↗				6.4	8.2	28% ↗
	development trend			Improved			107% ↗			Improved			333% ↗			Improved			28% ↗
	RoFTA (%)				-57.7	3.6	106% ↗				-7.7	19.2	350% ↗				28	36	28% ↗
	development trend			Improved			106% ↗			Improved			350% ↗			Improved			28% ↗
	GVA per FTE (thousand €)	13.8	16.2	14.2	13.4	13.4	0% ↔	17.6	25.1	26.2	25.4	26.9	6% ↗	16	13	23	44	43	-2% ↘
	development trend			Deteriorated			-7% ↘			Improved			14% ↗			Improved			79% ↗

Table 5.21.5 Main socio-economic performance indicators by fleet segment in the Spanish national fishing fleet in 2012.

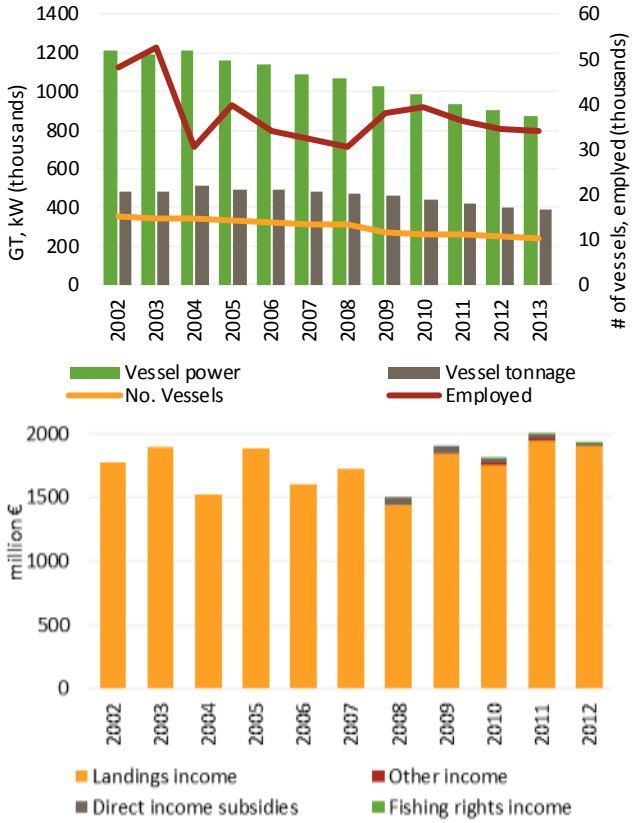
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

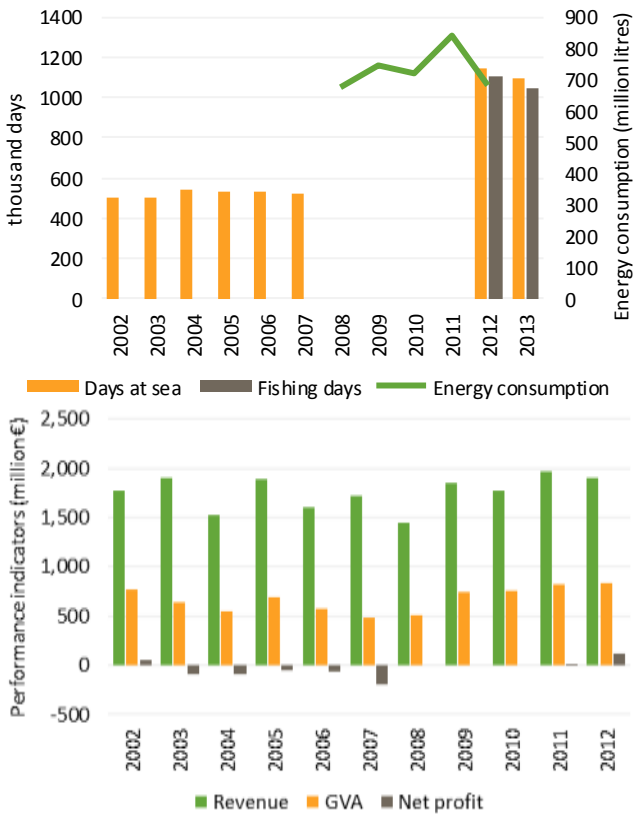
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)
ESP AREA27 DFN VL1012	145		303		21,594		1,178		6,808		2,383		2,216		7.3		-1,289						
ESP AREA27 DFN VL1218°	168	282%	697	399%	28,684		12,331	557%	17,312		5,915		2,927	-5%	4.2	-81%	-1,441	-294%					
ESP AREA27 DFN VL1824°	32		376		7,101		3,321		9,355		3,425		9,988		26.6		1,839		-177		-1		Weak
ESP AREA27 DFN VL2440°	14		183		3,540		3,051		9,979		3,254		8,567		46.7		3,012		1,051		9		Reasonable
ESP AREA27 DRB VL0010°	1,865		1,936		211,325		6,970		23,335		3,156		23,644		12.2		-10,425		-11,356		-34		Weak
ESP AREA27 DRB VL1012°	12		16		1,612		170		800		305		427		26.4		55		-35		-5		Weak
ESP AREA27 DRB VL1218°	83		164		12,451		2,156		5,743		2,318		3,517		21.4		1,014		674		12		High
ESP AREA27 DTS VL1218	64		499		10,405		8,295		13,055		2,892		10,777		21.6		4,842						
ESP AREA27 DTS VL1824°	82		618		14,010		15,795		21,813		6,382		5,942		9.6		1,439		-2,377		-12		Weak
ESP AREA27 DTS VL2440°	165	-18%	1,752	-29%	42,288		122,453	-35%	179,362		80,672		80,998	14%	46.2	60%	28,438	1778%	13,496	155%	7	165%	Reasonable
ESP AREA27 DTS VL40XX°	19	-42%	459	-51%	4,586		24,628	-56%	92,741		37,266		38,388	-18%	83.6	67%	16,520	66%	7,670	462%	10	796%	Reasonable
ESP AREA27 FPO VL1012°	97		294		14,214		1,959		4,704		1,259		2,421		8.2		-380		-426		-8		Weak
ESP AREA27 FPO VL1218°	75		244		10,459		911		3,763		1,036		2,699		11.1		-164		-787		-18		Weak
ESP AREA27 HOK VL0010°	10	-82%	11	-82%	769		34	-78%	282		70		188	-76%	16.5	29%	82	-85%	57	-89%	21	-48%	High
ESP AREA27 HOK VL1012°	73	0%	161	-20%	8,047		2,183	139%	4,287		2,000		2,422	-47%	15.0	-33%	-1,758	-221%					
ESP AREA27 HOK VL1218°	104	11%	636	19%	15,068		3,266	-6%	12,009		5,002		11,853	-6%	18.7	-21%	2,131	56%	-677	-166%	-3	-171%	Weak
ESP AREA27 HOK VL1824°	45	45%	392	61%	8,855		5,829	96%	14,101		5,776		10,161	74%	25.9	8%	954	3%	-135	66%	-1	80%	Weak
ESP AREA27 HOK VL2440°	106	342%	1,849	386%	26,138		34,003	290%	101,038		44,196		82,205	519%	44.5	27%	27,799	719%	18,219	3588%	13	788%	High
ESP AREA27 PGP VL0010°	2,017		2,441		180,988		7,825		39,492		8,563		33,366		13.7		6,043		3,049		6		Reasonable
ESP AREA27 PGP VL1012°	45		61		4,264		260		1,674		425		932		15.4		-13		-67		-4		Weak
ESP AREA27 PGP VL1218	35	25%	141	184%	4,175		949	198%	2,802		1,010		2,157	168%	15.3	-6%	-384	-875%	-723	-228%	-17	-7%	Weak
ESP AREA27 PS VL1012	31	82%	147	135%	3,220		409	41%	2,289		1,807		1,040	-31%	7.1	-70%	-114	-254%	-175	-332%	-11	-440%	Weak
ESP AREA27 PS VL1218°	130	57%	844	16%	19,893		4,977	22%	29,281		22,009		20,443	192%	24.2	152%	3,211	80%	2,563	250%	7	26%	Reasonable
ESP AREA27 PS VL1824°	97	13%	1,188	39%	18,085		9,025	-1%	42,684		35,877		15,591	-61%	13.1	-72%	5,162	-56%	1,598	-54%	5	-10%	Reasonable
ESP AREA27 PS VL2440°	76	-29%	1,222	-26%	14,532		11,470	-8%	65,798		53,368		45,522	-36%	37.2	-13%	11,697	-55%	8,929	-45%	14	-23%	High
ESP AREA37 DFN VL0612°	100		149		14,782		833		4,435		1,255		3,718		25.0		1,405		1,306		24		High
ESP AREA37 DFN VL1218	71		125		12,102		499		3,151		765		3,468		27.8		663						
ESP AREA37 DRB VL0612	55		38		5,101		77		831		227		275		7.3		-241		-379		-76		Weak

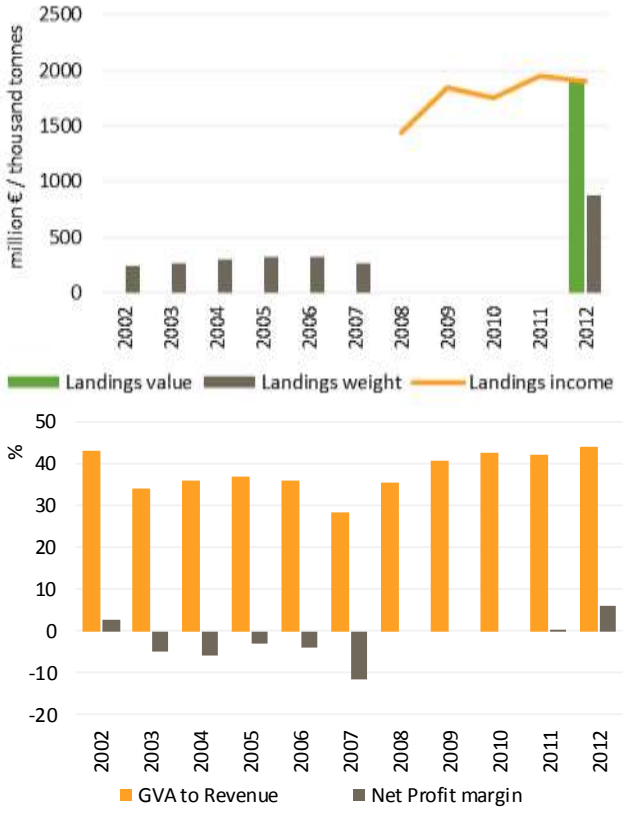
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)
ESP AREA37 DRB VL1218°	14		34		2,612		678		601		169		613		17.8		172		125		10		Reasonable
ESP AREA37 DTS VL0612	27		63		3,961		606		1,430		383		1,534		24.2		736		638		25		High
ESP AREA37 DTS VL1218°	164	-5%	333	-41%	30,832		6,315	-43%	19,090		4,746		11,400	37%	34.3	133%	2,867	12349%	1,104	140%	5	143%	Reasonable
ESP AREA37 DTS VL1824°	346	-8%	1,784	18%	69,219		44,087	-1%	67,356		12,296		33,269	-5%	18.7	-20%	10,417	12%	-2,089	15%	-3	10%	Weak
ESP AREA37 DTS VL2440°	155	-5%	630	-10%	30,621		29,185	-28%	40,855		6,399		17,181	48%	27.3	64%	3,891	236%	-2,020	79%	-4	77%	Weak
ESP AREA37 FPO VL0612°	19		31		2,656		129		786		178		414		13.2		30						
ESP AREA37 FPO VL1218	15		84		2,342		537		3,529		252		1,513		18.0		-18		-137		-5		Weak
ESP AREA37 HOK VL0612	81	-58%	138	-66%	8,394		1,115	-37%	3,321		546		2,202	-81%	15.9	-46%	32	-99%	-1,226	-126%	-29	-191%	Weak
ESP AREA37 HOK VL1218°	90	-12%	240	-27%	9,736		2,007	-25%	9,534		1,619		5,490	65%	22.9	126%	2,137	293%	1,779	169%	19	173%	High
ESP AREA37 HOK VL1824	30	-12%	225	21%	5,551		2,213	-31%	8,328		1,409		3,823	-31%	17.0	-43%	1,032	-29%	-90	-138%	-1	-152%	Weak
ESP AREA37 PGP VL0006°	121		70		6,932		87		1,378		267		1,616		23.2		-239						
ESP AREA37 PGP VL0612°	944	7162%	960	4014%	95,877		3,256	4313%	23,841		5,521		15,887	4910%	16.6	22%	-971	-1500%	-1,775		-8		Weak
ESP AREA37 PGP VL1218°	14	-7%	32	-43%	2,034		235	9%	1,072		222		1,063	21%	33.6	112%	231	80%	153	206%	9	188%	Reasonable
ESP AREA37 PS VL0612	23		105		2,840		429		2,490		1,628		2,095		19.9		891		868		31		High
ESP AREA37 PS VL1218°	92	-8%	487	-45%	16,602		1,567	-62%	21,843		15,677		7,596	-44%	15.6	2%	2,548	1%					
ESP AREA37 PS VL1824°	93	-7%	892	135%	20,786		8,014	77%	33,016		20,940		19,002	156%	21.3	9%	7,793	430%	3,096	811%	10	364%	Reasonable
ESP AREA37 PS VL2440	26	0%	251	-1%	4,473		2,807	-8%	20,374		5,072		19,238	72%	76.6	74%	11,265	305%	8,099	674%	32	479%	High
ESP OFR DTS VL2440°	55	-15%	786	0%	10,793		32,621	-52%	73,416		12,883		16,302	25%	20.7	25%	1,043	-10%	-6,902	-542%	-10	-551%	Weak
ESP OFR DTS VL40XX°	35	21%	912	-6%	9,507		62,647	25%	266,126		89,811		22,906	-62%	25.1	-60%	-10,660	-149%	-17,171	-203%	-12	-224%	Weak
ESP OFR FPO VL1218	15		40		1,450		98		334		160		738		18.6		221						
ESP OFR HOK VL1012	30		49		2,527		411		1,616		1,521		859		17.4		61						
ESP OFR HOK VL1218°	25		94		3,410		1,549		3,660		2,955		4,458		47.3		1,466		993		17		High
ESP OFR HOK VL1824°	12	-20%	120	-34%	2,840		2,084	-42%	4,690		2,930		1,070	117%	8.9	125%	-1,229	86%	-1,653	82%	-26	70%	Weak
ESP OFR HOK VL2440°	112	9%	1,581	6%	32,614		51,548	-10%	123,839		74,981		21,120	-58%	13.4	-61%	-7,151	-151%	-11,130	-546%	-10	-611%	Weak
ESP OFR HOK VL40XX°	30	0%	1,013	28%	9,531		31,205	-5%	53,827		20,733		14,055	-43%	13.9	-56%	3,346	-77%	-7,660	-289%	-11	-304%	Weak
ESP OFR PGP VL0010°	481		671		29,349		1,875		6,774		3,849		5,839		8.7		-878						
ESP OFR PGP VL1012	25		38		1,833		167		801		679		169		4.4		-266						
ESP OFR PS VL1218	16		91		1,962		492		1,294		1,546		913		10.1		-160						
ESP OFR PS VL40XX	32	-20%	1,598	0%	9,557		110,468	-8%	422,197		249,449		179,425	67%	112.3	66%	131,896	127%	110,321	210%	26	141%	High

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)).

Note: development trend not available due to incomplete data set (unable to estimate Opportunity cost of capital and hence net profit for the years 2008 to 2010)


GT, kW (thousands)
# of vessels, emplyed (thousands)
Vessel power
Vessel tonnage
No. Vessels
Employed


thousand days
Energy consumption (million litres)
Days at sea
Fishing days
Energy consumption


million € / thousand tonnes
Landings value
Landings weight
Landings income

million €
Landings income
Other income
Direct income subsidies
Fishing rights income

Performance indicators (million €)
Revenue
GVA
Net profit

%
GVA to Revenue
Net Profit margin

5.22 SWEDEN

Fleet Structure, Fishing Activity and Production

In 2013 the Swedish fishing fleet consisted of 1,299 registered vessels, with a combined gross tonnage of 32 thousand GT, a total power of 171 thousand kW and an average age of 32 years. The size of the Swedish fleet decreased between 2008 and 2013; the number of vessels decreased by 14% and GT and kW decreased by 29% and 19%, respectively (Table 5.22.1). The major factors causing the fleet to decrease include decreased number of permits to fish European Eel, entry barriers, bad profitability, scrapping campaigns, introduction of transferable fishing rights and natural wastage due to age.

In 2013, the number of fishing enterprises in the Swedish fleet totalled 1,035, with the vast majority (80%), owning a single vessel. Only 20% of the enterprises owned two to five fishing vessels. Total employment in 2012 was estimated at 1,663 jobs, corresponding to 942 FTEs. The level of employment decreased between 2008 and 2012, with total employed decreasing by 16% and the number of FTEs decreasing by 17% over the period. The major factors causing employment to decrease include the decreasing fleet size and less labour intensive vessels. That total employment decreased less than FTE means that Sweden has more part-time fishermen.

Table 5.22.1 Swedish national fleet structure, activity and production trends: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Structure	Total No. Vessels (#)	1,507	1,471	1,415	1,359	1,322	*1,299*	-3%	↘
	No. of Inactive vessels (#)	359	339	351	328	303	*317*	-8%	↘
	Average vessel age (year)	31	32	31	31	32	*32*	3%	↗
	Vessel tonnage (thousand GT)	43	42	39	33	30	*30*	-10%	↘
	Vessel power (thousand kW)	212	208	196	178	169	*171*	-5%	↘
	No. of Enterprises (#)	1,211	1,181	1,134	1,089	1,055	*1,035*	-3%	↘
Employment	Total employed (#)	1,980	1,758	1,765	1,679	1,663	*1,620*	-1%	↔
	FTE (#)	1,133	1,019	990	974	942	*921*	-3%	↘
	Average wage per employed (thousand €)	14	14	16	17	18	*20*	7%	↗
	Average wage per FTE (thousand €)	25	24	28	29	32	*36*	9%	↗
Fishing Effort	Days at sea (thousand days)	102	97	85	84	79	*78*	-6%	↘
	Fishing days (thousand days)	102	97	85	84	79	*78*	-6%	↘
	Energy consumption (milion litres)	41	62	54	41	47		16%	↗
	Energy consumption per landed tonne (l/T)	193	312	265	236	347		47%	↗
Producti	Landings weight (thousand tonnes)	214	199	204	173	136	*178*	-21%	↘
	Landings value (million €)	114	100	103	116	124	*131*	7%	↗

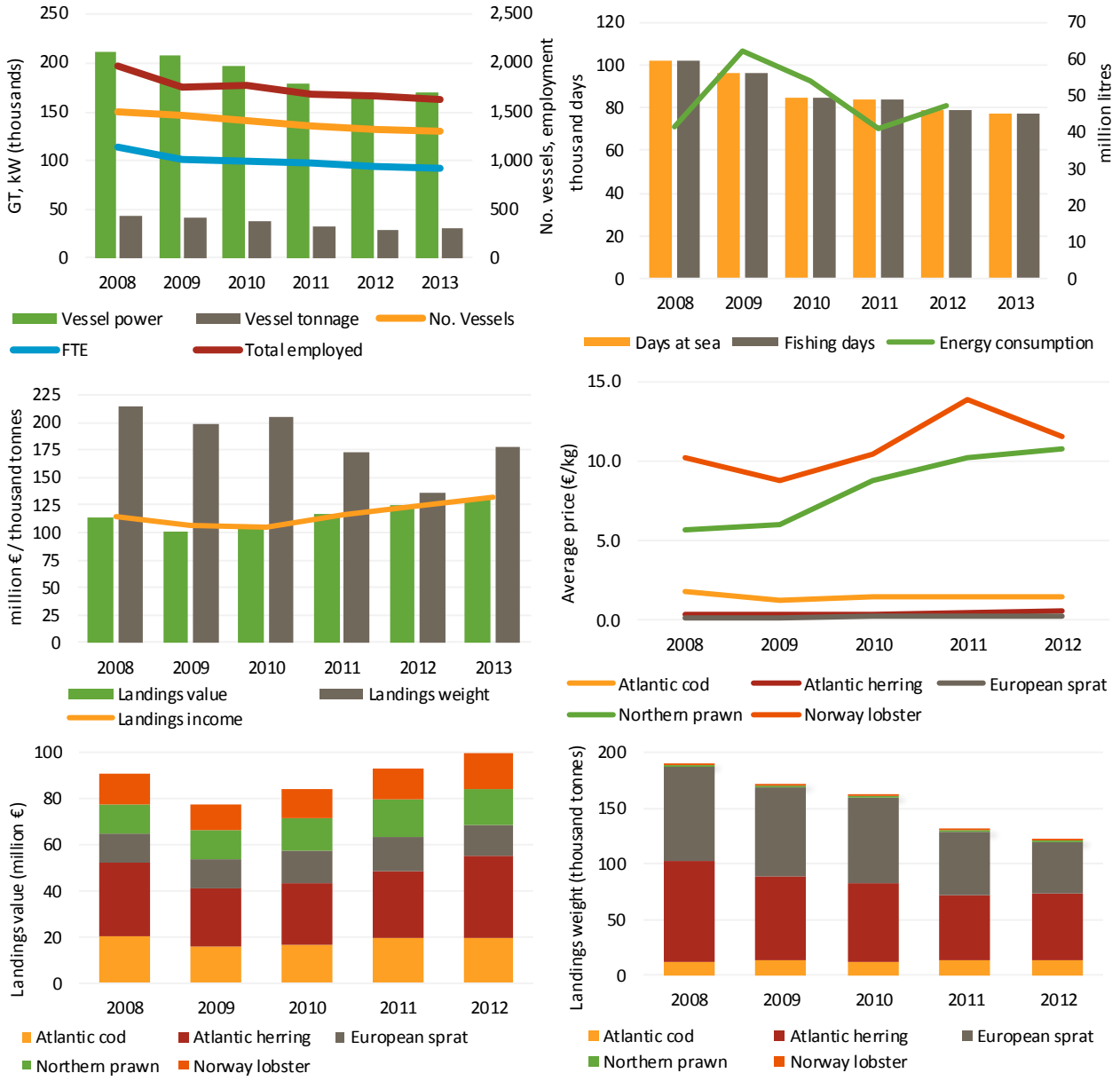
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

In 2013 the Swedish fleet spent a total of around 78 thousand days at sea. The total numbers of days at sea decreased by around 24% between 2008 and 2013. The major factors causing the decrease include lower quotas and increasing catch per effort. The quantity of fuel consumed in 2012 totalled around 47 million litres, a decrease of around 24% from 2009, driven by fewer days at sea and increased fuel efficiency.

The total weight landed by the Swedish fleet in 2012 was 137 thousand tonnes of seafood, with a landed value of €124 million. The total weight decreased while the value of landings increased over the period analysed. In 2012, the catch was exceptionally low due to low quotas. The highest landed value (€131 million) by the national fleet was achieved in 2013. The total landed value followed the price statistics; in particular prawn prices, which increased since 2008. Landed value was also strongly affected by currency (SEK to EUR)

and landings weight. Cod prices decreased and the quotas was not fully utilised, lowering both landing value and landing weight. In terms of landings weight, decreasing quotas (particularly on pelagic species such as herring and sprat) affects the results. Improved landings price is the major factor causing the increase in value as quotas decreased.

Herring, sprat and cod prices were stable during the period while Northern prawn prices increased and Norwegian lobster decreased between 2008 and 2012. Lobster achieved the highest average price per kilo in 2012 (close to €12 per kg), followed by prawn (just over €10 per kg).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.22.1 Swedish fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income).

National Fleet Economic performance

The total amount of income generated by the Swedish national fleet in 2012 was close to €130 million. This consisted of €124 million in landings value and €6 million in non-fishing income. The Swedish fleet's total income decreased between 2011 and 2012. This was due to the fact that other income was very high in 2009, 2010 and 2011; a result of the introduction of transferable quotas. Thus, the increase in landings value was

equalised by the decrease in other income. Both income and cost data for 2010 was affected by the introduction of transferable quotas in the Swedish Pelagic fishery, resulting in substantial reductions in pelagic vessels. Over the period 2008 and 2012, total income increased and the effect of the introduction of the transferable rights with high values on other cost seems to have declined. The other income variable is technically not supposed to include income from selling fishing rights but in this case, does due to secrecy issues.

Total operating costs incurred by the Swedish national fleet in 2012 equated to €104 million, amounting to almost 80% of total income. Crew cost and fuel costs, the two major fishing expenses, were €30 and €34 million, respectively (Figure 5.22.2). Between 2008 and 2012, total operating costs generally increased with the exception of repair costs, which remained stable due to a diminishing fleet. The increase in operating costs was due to higher costs for labour and fuel exceeding the effect of a diminishing fleet. Non-variable costs were stable during the period. Capital costs decreased due to a diminishing fleet size. Overall, the increases in price for cost items during the period are in some way compensated by less fishing and a decreasing fleet.

Table 5.22.2 Swedish national fishing fleet economic performance in 2008-2012 and projections for 2013.

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet						%Δ 2012-11	
		2008	2009	2010	2011	2012	2013		
Income	Landings income	114.0	106.0	104.6	116.2	124.2	131.3	7%	↗
	Other income	4.9	17.1	37.7	14.3	5.6	*21.9*	-61%	↘
Costs	Labour costs	28.0	24.8	28.0	28.7	30.3	*33.1*	6%	↗
	Energy costs	26.1	24.8	28.2	28.0	33.7	*31.3*	20%	↗
	Repair costs	20.3	23.3	23.0	21.0	20.3	*20.0*	-3%	↘
	Other variable costs	5.6	6.6	8.7	12.4	9.9	*9.8*	-20%	↘
	Other non-variable costs	7.8	9.7	9.8	9.4	9.3	*9.1*	-1%	↔
	Capital costs	37.7	35.3	31.4	32.4	24.0	*28.6*	-26%	↘
Economic Indicators	GVA	59.1	58.8	72.7	59.8	56.6	*83.0*	-5%	↘
	Gross profit	31.1	34.0	44.7	31.1	26.2	*49.9*	-16%	↘
	Net profit	-6.7	-1.3	13.3	-1.3	2.2	*21.3*	278%	↗
Capital value	Depreciated replacement value	165.6	163.3	159.9	164.3	127.8	*125.5*	-22%	↘
	Investments	12.7	4.5	8.1	5.3	7.2		36%	↗
Profitability and development trends	Net profit margin (%)	-5.6	-1.1	9.3	-1.0	1.7	13.9	279%	↗
	development trend			Improved				312%	↗
	RoFTA (%)	-3.5	0.5	9.3	0.4	2.4	18.7	465%	↗
	development trend			Improved				44%	↗
	GVA per FTE (thousand €)	52.1	57.7	73.4	61.4	60.0	90.0	-2%	↘
	development trend			Stable				-2%	↘

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

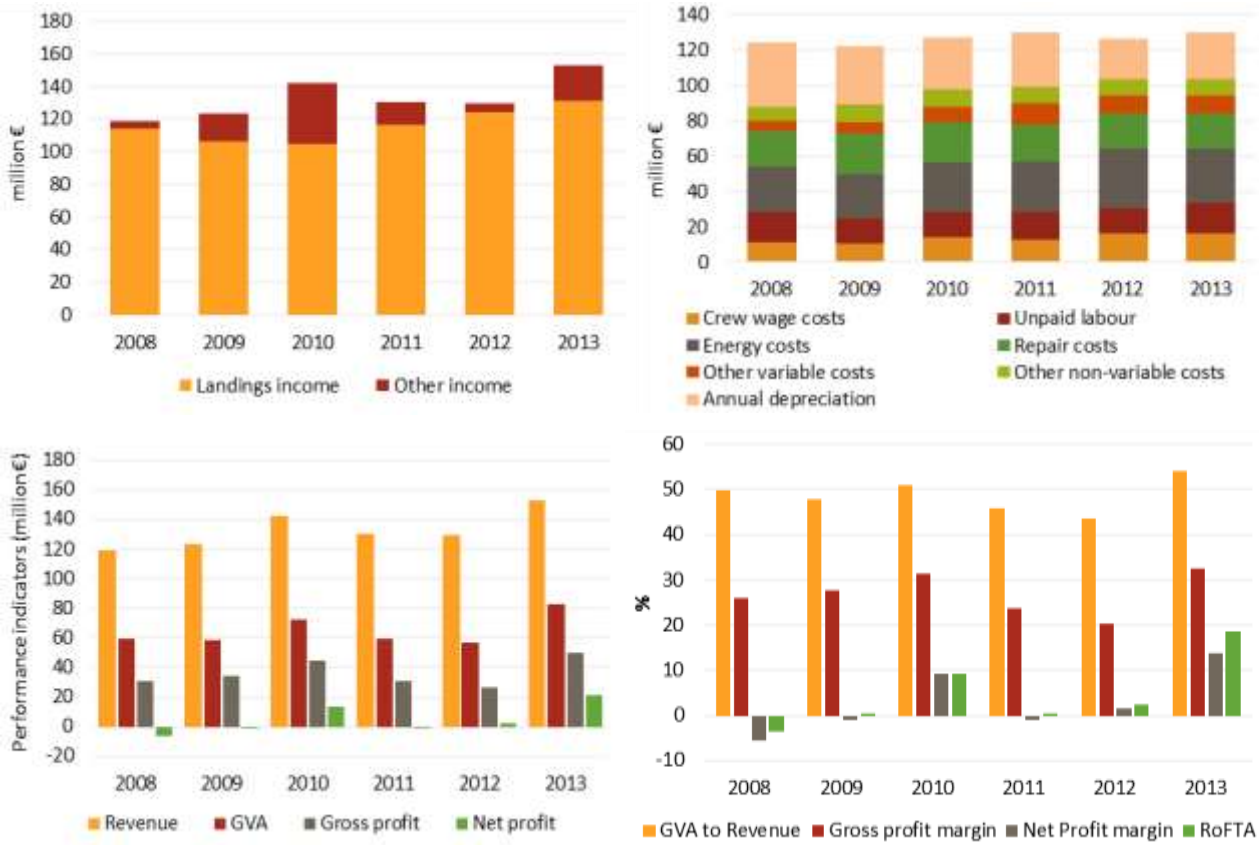
The overall economic performance trend for the Swedish fleet (excluding 2010; abnormally high) is positive. In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the national fleet in 2012 were €56.6 million, €26.2 million and €2.2 million, respectively. Gross Value Added (GVA) and gross profit were stable between 2008 and 2011 (again, excluding 2010).

The resource rent is perhaps the optimal indicator for assessing the balance between the fishing fleet (e.g. users) and fish stocks. Net profit, as provided here, can be used as a proxy for the resource rent generated by fisheries. The major factors causing the improvement in economic performance include a diminishing fleet

and introduction of transferable quotas. Net profit generally increased between 2008 and 2012, an exception being 2010; abnormally high (a result of the aforementioned issues regarding the introduction of transferable fishing rights). Net profit margin for 2012 was estimated as 1.7%.

In 2012, the Swedish fleet had an estimated (depreciated) replacement value of €128 million. The replacement value remained stable over the period 2008-2011 but began to decrease significantly during 2012. Rent, exchange currency, and second-hand market for vessels influence the replacement value. Investments by the fleet amounted to €7 million in 2012. Investments were stable over the period but with fewer vessels in the fleet the indicator per vessel has increased, suggesting fisher optimism in the future. The indicator Return on Fixed Tangible Assets (RoFTA) is an appropriate indicator of capital productivity when the tangible assets are correctly estimated. In 2012, RoFTA was estimated at 2.4. This indicator shows an increasing trend resulting from decreasing tangible asset value due to fewer vessels.

Labour productivity (GVA/FTE) does not provide a commensurate picture between fisheries because it is a "gross" indicator (GVA is profit before labour and capital is deducted). However, it's not affected by potential bias from the estimation procedure of capital costs and labour that includes making several assumptions. Labour productivity increased over the period, excluding 2010 abnormally high; labour productivity was estimated at €60 thousand in 2012, a 15% increase compared to 2008.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.22.2 Swedish fleet main economic performance trends for the period 2008-2013.

Top left – income structure; top right – cost structure; middle left – cost items as a percentage of income (fishing income and other income); middle right – economic performance indicators; bottom – performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The Swedish fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the Baltic Sea, Skagerrak, and Kattegat regions (Figure 5.22.3). The national fleet consisted of 10 clustered fleet segments in 2012, with 3 clustered inactive length classes consisting of 303 vessels. One

of the active fleet segments made losses in 2012 while the remaining 6 made overall gross profits. All segments except for the two passive segments with vessels less than 12m made positive net profits.

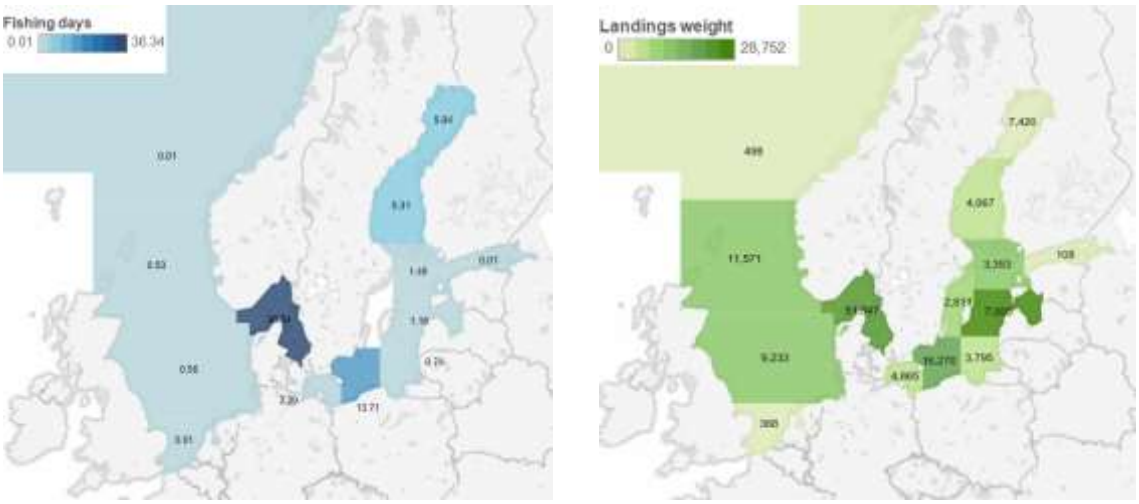


Figure 5.22.3 Swedish fleet effort and landings by FAO fishing area, 2012.
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Small-scale fleet

The number of small-scale vessels decreased from 819 in 2008 to 727 in 2013, a decrease of 11%, following the general trend of the Swedish fleet. More than half of this decrease in vessel number stems from vessels with main income from fishing European Eel. The Swedish authorities, through different management actions, such as permits, have tried to diminish effort in the threatened European Eel fishery. The number of vessel with main income from cod and salmon fisheries have also decreased while vessel numbers increased slightly for main income originating from Norwegian lobster fishery (Table 5.22.3, Table 5.22.4).

The numbers employed in the small-scale fisheries follows the same decreasing trend as vessels, with FTE decreasing more rapidly, indicating a larger portion of part-time fishers. Vessel tonnage and power has remained stable over the period while average vessel age is increasing.

Overall, the small-scale fleet is not profitable, generating a negative net profit margin of 34%. Gross value added is positive but relatively low per FTE at €21 thousand. As tangible assets are, in most cases, probably paid off, these vessels can afford to continue to fish. Low GVA estimates signal that there are other reasons for fishing than just profit, such as part-time employment or a way of life. Additionally, increased seal populations along the Swedish coastline are heavily affecting both income, by taking and eating fish directly from the gears, and costs, by destroying gears as well as creating extra work.

Large-scale fleet

For the large-scale fleet, the number of vessels decreased from 329 in 2008 to 265 in 2013, a decrease of well over 20%. More than half of this decrease stems from vessels with main income from the Norwegian lobster fishery. The Swedish authorities have promoted fishing lobster with passive gears and as cod populations are in bad conditions, mixed fisheries with cod and lobster are no longer a profitable option. Vessels fishing for cod as main source of income have also decreased. Some of these vessels also fished pelagic species and after the introduction of fishing-rights in the pelagic fishery they sold their rights and left the fishery.

The increase in the value of landings for the large-scale vessels from 2008 to 2012 is considerably better than the development of the fleet as a whole. This is despite the fact that landings weight has decreased substantially over the period due to reduced quotas. Overall the large-scale fleet seems to perform fairly well but the variation is large. Vessels fishing pelagic species and those that fish in the north Baltic for vendance rom are performing very well while those fishing for cod, Northern prawn and Norwegian lobster are performing poorly. The large-scale fleet has been affected by increased energy costs so the effect of higher

landing values has been equalised. However, decreased capital costs due to fewer vessels generated a higher net profit compared to 2011 (Table 5.22.3, Table 5.22.4).

Table 5.22.3 Swedish national fleet structure, activity and production trends by operational scale: 2008-2013.

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	819	818	776	754	754	*727*	0% ↔	329	314	288	277	265	*255*	-4% ↘
	Vessel tonnage (thousand GT)	3.8	3.8	3.6	3.5	3.6	*3.5*	2% ↗	33.7	32.4	29.5	26.6	24.8	*25.4*	-7% ↘
	Vessel power (thousand kW)	53.7	53.9	51.8	51.6	53.3	*52.6*	3% ↗	128.9	125.1	113.0	104.6	98.5	*98.0*	-6% ↘
Employment	Total employed (#)	1,073	929	951	925	920	*892*	-1% ↔	907	829	813	754	743	*708*	-1% ↘
	FTE (#)	470	383	384	367	340		-7% ↘	663	636	606	606	602		-1% ↔
	Average wage per employed (thousand €)	9.4	8.8	9.9	10.6	10.5	*11*	0% ↔	19.8	20.1	22.8	25.0	27.8	*31.3*	11% ↗
	Average wage per FTE (thousand €)	21.4	21.4	24.5	26.6	28.5	*28*	7% ↗	27.1	26.1	30.7	31.1	34.3	*39.7*	10% ↗
Fishing Effort	Days at sea (thousand days)	66.5	63.4	56.2	53.6	49.2	*48*	-8% ↘	36.0	33.2	28.9	30.1	29.7	*29.6*	4%
	Fishing days (thousand days)	66.5	63.4	56.2	53.6	49.2	*48*	-8% ↘	36.0	33.2	28.9	30.1	29.7	*29.6*	-1% ↘
	Energy consumption (milion litres)	3.2	4.4	4.2	4.9	4.3		-13% ↘	38.1	57.8	49.9	36.0	43.1		20% ↗
	Energy consumption per landed tonne (l/T)	439	667	782	966	835		-14% ↘	185	300	251	214	328		53% ↗
Output	Landings weight (thousand tonnes)	7.4	6.7	5.4	5.1	5.2	*4.5*	1% ↗	206.7	192.7	199.0	168.3	131.3	*173.1*	-22% ↘
	Landings value (million €)	15.1	12.7	12.8	13.5	14.5	*13.4*	8% ↗	99.3	87.7	90.6	103.0	109.7	*117.5*	6% ↗

Table 5.22.4 Economic performance of the Swedish national fishing fleet by operational scale: 2008-2013.

Arrows indicate change (Δ) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Income	Landings income	15.0	12.7	12.6	13.5	14.5	13.3	8% ↗	98.9	93.3	92.0	102.8	109.7	117.9	7% ↗
	Other income	3.7	2.5	2.8	7.3	3.0	*4.4*	-58% ↘	1.2	14.6	34.9	7.0	2.6	*17.9*	-63% ↘
Costs	Labour costs	10.0	8.2	9.4	9.8	9.7	*9.6*	-1% ↘	18.0	16.6	18.6	18.9	20.7	*22.1*	9% ↗
	Energy costs	2.2	2.1	2.6	3.5	3.2	*2.9*	-7% ↘	23.9	22.7	25.7	24.5	30.5	*28.9*	24% ↗
	Repair costs	3.5	2.9	2.8	3.3	3.2	*3.1*	-2% ↘	16.8	20.4	20.1	17.7	17.2	*17.2*	-3% ↘
	Other variable costs	1.2	1.2	1.3	1.9	1.9	*1.8*	-3% ↘	4.4	5.4	7.4	10.5	8.1	*8.1*	-23% ↘
	Non-variable costs	1.5	1.8	2.0	2.4	2.1	*2.1*	-11% ↘	6.3	7.8	7.7	7.0	7.2	*7.1*	3% ↗
	Capital costs	8.1	7.9	5.2	5.1	3.5	*4.6*	-31% ↘	26.2	24.1	23.8	25.4	19.5	*21.7*	-23% ↘
Economic Indicators	GVA	10.3	7.2	6.7	9.7	7.2	*7.9*	-26% ↘	48.7	51.6	66.0	50.1	49.4	*74.6*	-1% ↘
	Gross profit	0.3	-1.0	-2.7	-0.1	-2.5	*-1.7*	↘	30.8	35.0	47.4	31.2	28.8	*52.5*	-8% ↘
	Net profit	-7.9	-8.9	-7.9	-5.2	-6.0	*-6.3*	-17% ↘	4.6	10.9	23.6	5.8	9.3	*30.8*	61% ↗
Capital value	Depreciated replacement value	37.8	37.4	24.8	24.7	18.1	*17.6*	-27% ↘	111.8	110.0	123.8	130.5	104.4	*103.4*	-20% ↘
	Investments	0.6	1.1	1.4	1.4	1.5		7% ↗	12.1	3.3	6.7	3.9	5.7		47% ↗
Profitability and development trends	Net profit margin (%)	-41.9	-58.4	-51.5	-24.9	-34.4	-35.5	-38% ↘	4.6	10.1	18.6	5.3	8.3	22.7	57% ↗
	development trend			Improved				22% ↗			Deteriorated				-14% ↘
	RoFTA (%)	-20.7	-23.7	-32.0	-20.9	-33.3	-35.8	-59% ↘	4.1	9.9	19.1	4.4	8.9	29.8	101% ↗
	development trend			Deteriorated				-37% ↘			Deteriorated				-5% ↘
	GVA per FTE (thousand €)	22.0	18.7	17.4	26.5	21.0	22.6	-21% ↘	73.5	81.1	108.9	82.6	82.0	133.9	-1% ↔
	development trend			Stable				0% ↔			Deteriorated				-5% ↘

Table 5.22.5 provides a breakdown of key performance indicators for all fleet segments in 2012. A short description of the 2 most important segments in terms of total value of landings is provided below.

Demersal trawl / seine 24-40m – 45 vessels in 2012 made up this clustered segment, which also contains 7 vessels over 40 m, operating predominantly in the Baltic Sea. The fleet targets a variety of species, in particular pelagic species such as herring and sprat but also demersal species such as cod and prawn. In 2012, the total value of landings was almost €63 million and around 260 FTEs were employed in this fleet segment, contributing to 51% and 28% of the total income from landings and FTEs in the Swedish fishing fleet, respectively. This fleet segment was profitable, with a reported gross profit of around €19 million and a net

profit of €5.1 million in 2012. The profit is generated mainly from vessels fishing pelagic species. Vessels with more than 50% cod or prawn in landing value are generally unprofitable. Around 44% of the vessels are inside the "pelagic system" with tradable fishing rights and these are highly profitable.

Demersal trawl seine 18-24m – in 2012, 46 vessels made up this segment, which operates predominantly in the Baltic Sea, Skagerrak and Kattegat. The fleet targets a variety of species but in particular pelagic species and demersal species such as cod, lobster and prawn. In 2012, the total value of landings was more than €22 million and around 156 FTEs were employed in this fleet segment, contributing 18% and 17% of the total income from landings and FTEs in the Swedish fishing fleet, respectively. This fleet segment was profitable, with a reported gross profit of around €3.8 million and a net profit of €1.6 million in 2012. The vessels fishing pelagic species are more profitable than the rest of the segment (22% of the vessels are within the tradable fishing rights system). No specific fishery within this segment was unprofitable.

Assessment and Future Trends

Towards the end of 2009, Sweden introduced a tradable fishing right system for pelagic quotas. Vessels in the system are clustered together with other vessels, mostly in the demersal trawl/seine 18-24m and 24-40m segments. The reason, in addition to confidentiality issues, is that many of the pelagic vessels also fish cod and vice-versa. A clear positive effect of the pelagic system can be seen. The first transactions took place in early 2010 and the first effects of these transactions became visible in late 2010 in terms of profitability for the pelagic fisheries. But the effect of the new system can be better seen in the profitability of 2012, once capacity had been removed. However, decreases in quotas for pelagic species (most importantly for herring and sprat) and increases in fuel prices have had a negative effect on the expected profitability increase resulting from the introduction of the system.

Fuel prices increased during 2010 and 2011 and remained at high levels during 2012, which had an effect on all fleet segments. The increase is supposed to have the greatest effect on segments fishing with active gears (e.g. trawls and seiners). In general, fuel consumption has decreased since 2009 but increased in 2012. The large demersal and pelagic vessels, demersal trawl/seines 24-40m and the midsize demersal and pelagic vessels, demersal trawl/seines 18-24m, increased their use of fuel during 2012. Lower fuel consumption was generally the result of decreased number of days spent at sea and better fuel efficiency. However, the question of how much further fuel efficiency rationalisation can occur without significant investments in new technologies remains. For newer vessels perhaps the limit has been reached or at least rationalisation has slowed down.

The general trend since the beginning of the 2000s is a decrease in capacity, i.e. in the number of vessels that also reflects reduction of total engine power and gross tonnage. This is partly due to management efforts directed at decreasing fleet size in order to bring it in balance with the resources. But that is not the whole truth since a part of the decrease is due to the fact that many fishermen have left the sector since they can no longer make a living from fishing. Some of the fishermen operating inside the pelagic fishing rights system sold their rights and left the sector while others just left the sector without being compensated. The profitability of the diminishing Swedish fleet is increasing perhaps not as fast as expected due to decreasing quotas.

The analysis of economic performance shows that all Swedish segments with vessels over 12 m are making positive net profits. The segments with vessels with a length of less than 12 m and fishing with passive gear are all making negative net profits. The segments fishing with passive gear are heavily affected by increasing populations of seals in recent years.

There is also a crew recruitment problem as jobs on board fishing vessels is not a particularly attractive way of making a living for younger people due to the low wages and relatively poor working conditions compared to other jobs on land. This poor recruitment is reflected in the increasing average age of Swedish fishermen. This coupled with a decreasing fleet size is expected to continue for some time.

Data issues

Since 2008, the Swedish data collection is mostly based on census data mixed with a census survey in order to distinguish specific cost items. The introduction of a tradable fishing right system has affected the 2010 data. Half of the vessels that had more than half of the total landings value left the fleet. There are most probably

incomes in the 'other income' variable that result from selling quotas. The effect is that the profitability of 2010 is higher than it should be (since incomes and costs from fishing rights should be kept outside in this analysis). At the same time some costs incurred from buying fishing rights may have been recorded in the variable other costs, as well as, in the 'in year investments' variable. Sweden is currently performing an evaluation of the introduction of the fishing right system.

There are no other major data issues in the Swedish DCF data. The main problems had previously stemmed from changes in certain methodologies over time, which interrupted time series data especially for expenditure data. One example is the issues with the estimation of capital costs. Since few, if any, new vessels have been built or even entered the Swedish fleet in recent years, reliable observations on price per capacity unit to use as input in the PIM-model are hard to find. Sweden tries to work around this issue by estimating insurance values for each vessel from a survey. The insurance values are later used as a base for estimating the price per capacity unit used in the model. However there are issues connected with using insurance values since they may include or exclude certain values. Old wooden vessels cannot be insured and newer vessels normally don't need full insurance since part of the vessel is insured by guarantees. This issue has now been taken into consideration by using different models for estimating price per capacity unit for the Swedish data.

Another important issue is clustering. With a small and diminishing fleet, Sweden is forced to cluster all of the economic data and also report cluster definitions. At the same time Sweden is recommended to report un-clustered transversal data on capacity, landings etc. Previously Sweden used different clusters for different years but has now worked around this problem, back-calculating all data, and is now using the same clusters for the whole DCF period. This makes it easier to follow trends.

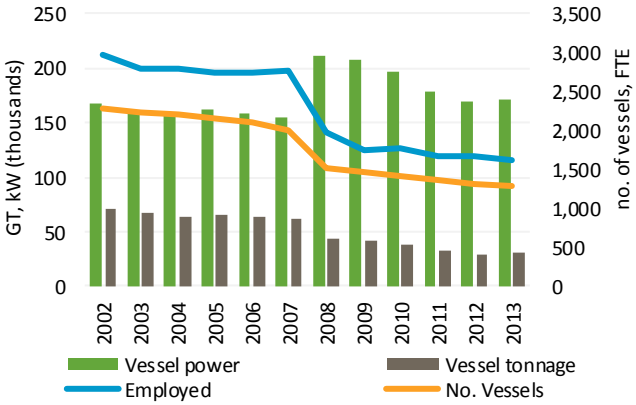
Most of the Swedish data comes from registers but cost data is collected separately. Sweden uses mandatory questionnaires for data on costs (combined with tax declarations from registers). Previously, Sweden used probability sampling when sending out the questionnaires. Since 2012, questionnaires requesting 2011 data are sent to all vessels (census). Instead of getting 60% response from a 50% sample, Sweden now gets more than 80% response from a census sample, i.e. the number of data points has increased threefold.

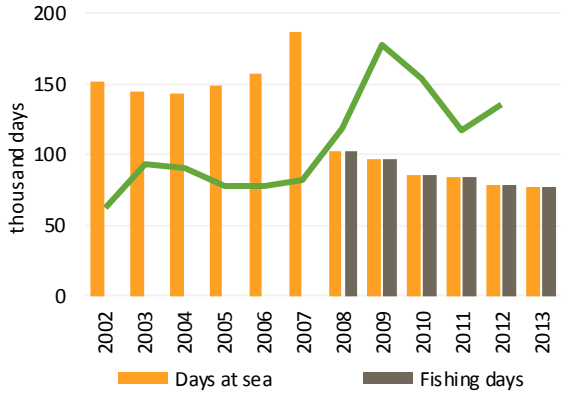
Table 5.22.5 Main socio-economic performance indicators by fleet segment in the Swedish national fishing fleet in 2012.

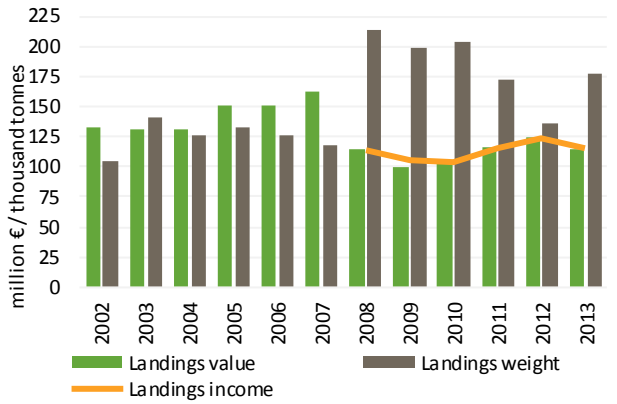
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

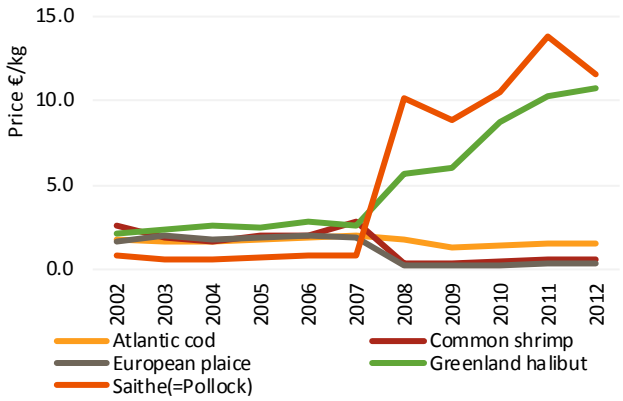
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
SWEAREA27DFNVL0010	607	-1%	247	-13%	38625	-10%	2438	-22%	8104	1%	2286	-1%	4058	-40%	16.4	-31%	-2979	-273%	-5156	-29%	-50	-76%	Weak	8%	Improved
SWEAREA27DFNVL1012	147	4%	93	11%	10532	0%	1865	3%	6405	18%	2870	4%	3093	4%	33.3	-6%	448	-39%	-873	26%	-12	31%	Weak	55%	Improved
SWEAREA27DFNVL1218	20	-9%	14	-37%	1916	-7%	285	-35%	1660	-8%	851	-6%	1135	8%	82.3	70%	742	57%	569	199%	32	233%	High	536%	Improved
SWEAREA27DTSVL1012	77	-4%	56	-6%	4990	5%	1774	18%	6598	21%	1505	4%	3714	26%	66.2	35%	1902	52%	353	192%	5	176%	Reasonable	153%	Improved
SWEAREA27DTSVL1218	77	-6%	117	0%	7869	3%	5470	9%	16604	13%	6252	-7%	7878	27%	67.6	27%	3734	33%	1727	216%	10	168%	Reasonable	33%	Improved
SWEAREA27DTSVL1824	46	5%	156	9%	7305	10%	9648	23%	21926	8%	15371	-1%	8256	-7%	53.0	-14%	3819	-24%	1556	-46%	7	-47%	Reasonable	-51%	Deteriorated
SWEAREA27DTSVL2440	45	-8%	260	-1%	7580	-15%	25888	22%	62917	3%	107314	-25%	28428	-8%	109.3	-7%	18556	-14%	5073	100%	8	105%	Reasonable	-23%	Deteriorated

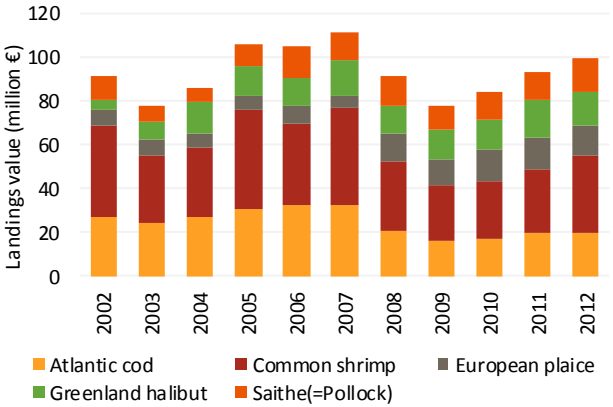
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2013)).

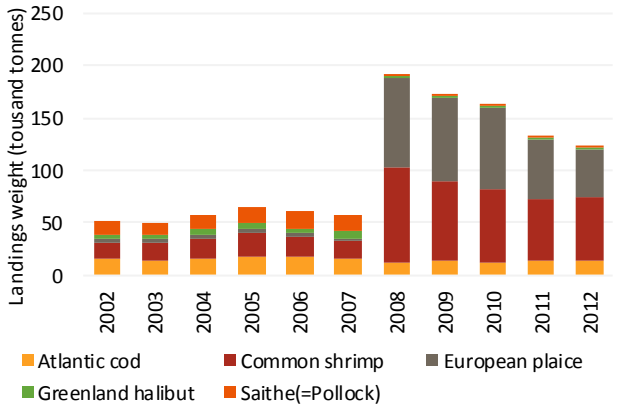

GT, kW (thousands)
no. of vessels, FTE
Vessel power
Vessel tonnage
Employed
No. Vessels

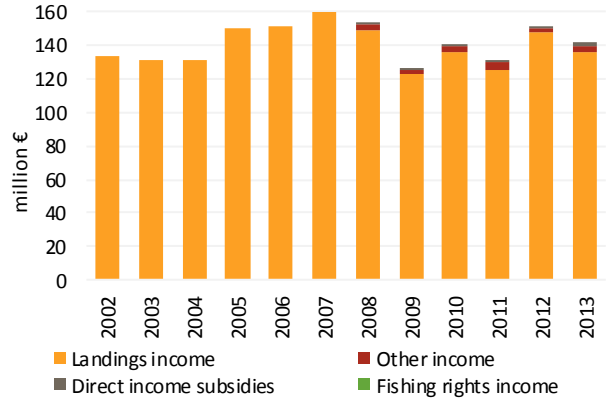

thousand days
Energy consumption (million litres)
Days at sea
Fishing days

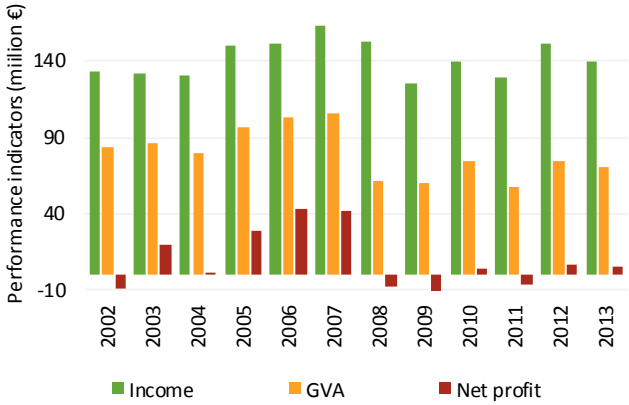

million € / thousand tonnes
Landings value
Landings weight
Landings income

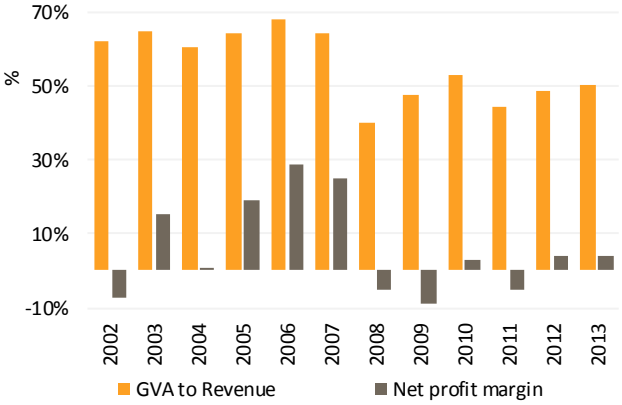

Price €/kg
Atlantic cod
Common shrimp
European plaice
Greenland halibut
Saithe(=Pollock)


Landings value (million €)
Atlantic cod
Common shrimp
European plaice
Greenland halibut
Saithe(=Pollock)


Landings weight (tousand tonnes)
Atlantic cod
Common shrimp
European plaice
Greenland halibut
Saithe(=Pollock)


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

5.23 UNITED KINGDOM

Fleet Structure, Fishing Activity and Production

In 2013, the UK fishing fleet consisted of 6,406 registered vessels, with a combined gross tonnage of 201,000 GT, a total power of 804,000 kW and an average age of 25 years. The size of the UK fishing fleet decreased between 2008 and 2013, with the number of vessels falling by 6% and GT and kW decreasing by 6% and 7% respectively (Table 5.23.1). The major factor causing the fleet to decrease was technological creep exacerbated by a lowering of the average age of the fleet, large parts of which are under the application of effort controls.

In 2012, the number of fishing enterprises in the UK fleet totalled 4,357, a small decrease from the previous year. In 2013 this number decreased by 7% despite the total number of vessels decreasing only 1%. This is symptomatic of a trend of large businesses consolidating and purchasing smaller enterprises (Table 5.23.1; Figure 5.23.1).

Total employment in 2012 was estimated at 12,445 jobs, corresponding to 9,868 FTEs. The level of employment decreased between 2008 and 2012, with total employed decreasing by just 1.3% and the number of FTEs decreasing by just 0.9% over the period. The major factors causing employment to decrease relate to the declining number of fishing vessels and a continued substitution of capital for labour.

Table 5.23.1 UK national fleet structure, activity and production trends: 2008-2014

Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	NATIONAL FLEET						%Δ 2012-11		
		2008	2009	2010	2011	2012	2013			2014
Structure	Total No. Vessels (#)	6,791	6,614	6,539	6,466	6,413	6,406	-1%	↔	*6,403*
	No. of Inactive vessels (#)	2,089	1,963	1,958	1,818	1,830	1,954	1%	↔	*1,876*
	Average vessel age (year)	28	27	26	25	25	25	-2%	↘	*24*
	Vessel tonnage (tonne)	212	207	208	207	202	201	-3%	↘	*197*
	Vessel power (kW)	861	841	836	827	808	804	-2%	↘	*799*
	No. of Enterprises (#)	4,428	4,395	4,323	4,368	4,357	4,049	0%	↔	
Employment	Total employed (#)	12,614	12,212	12,703	12,405	12,445	12,389	0%	↔	
	FTE (#)	9,957	10,055	10,285	9,764	9,868	9,870	1%	↗	
	Average wage per employed (thousand €)	17	16	15	18	19	18	2%	↗	
	Average wage per FTE (thousand €)	21	20	19	23	24	22	1%	↗	
Fishing Effort	Days at sea (thousand days)	446	425	421	415	405	390	-2%	↘	
	Fishing days (thousand days)	369	342	336	333	332	314	0%	↔	
	Energy consumption (milion litres)	298	288	283	268	269		0%	↔	
	Energy consumption per landed tonne (l/T)	533	511	510	449	433		-4%	↘	
Production	Landings weight (thousand tonnes)	559	563	555	597	621	594	4%	↗	
	Landings value (million €)	767	738	796	953	942	897	-1%	↘	
	Recreactional catches of selected species (T)									

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 and 2014 are provisional.

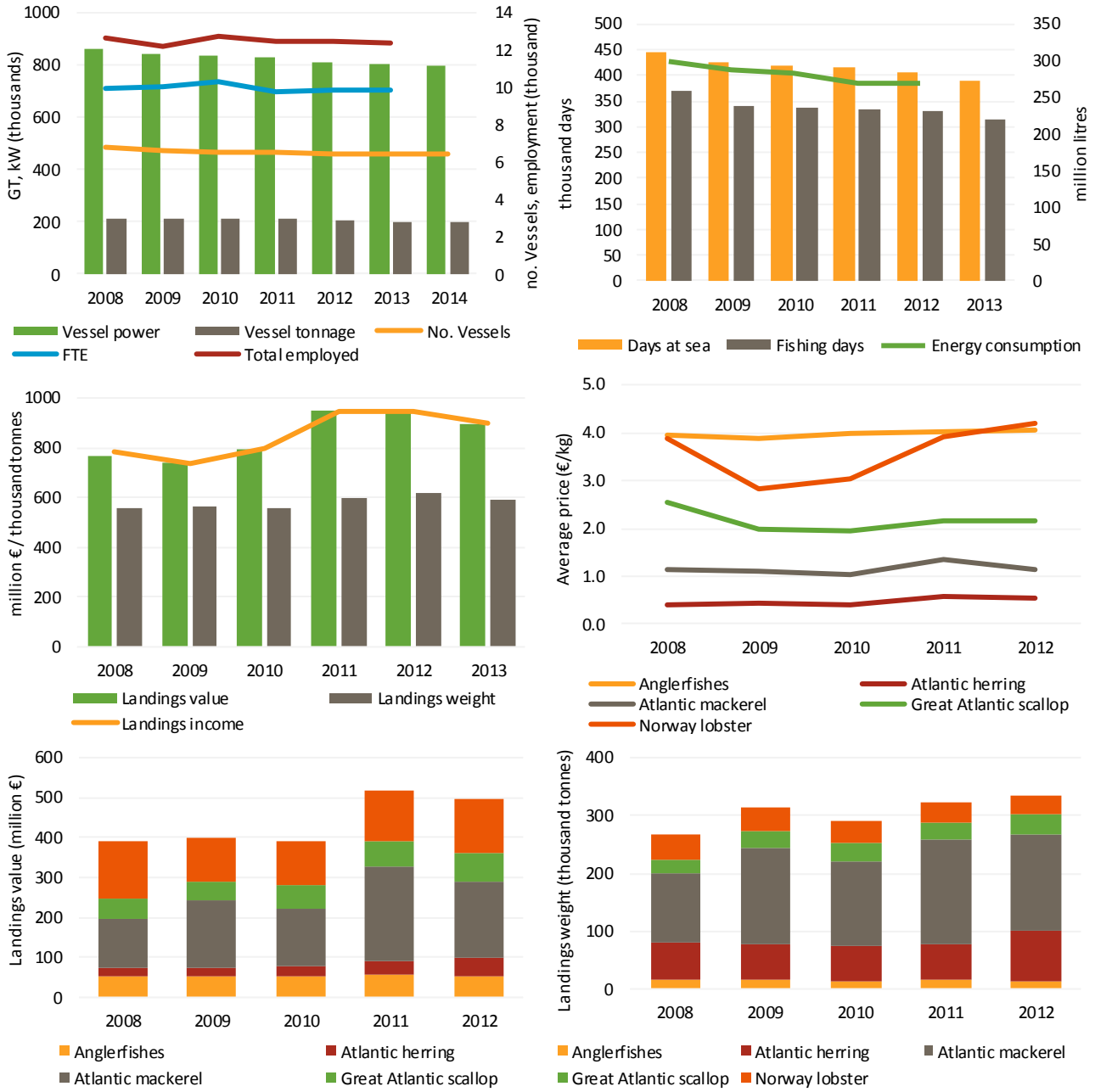
In 2013 the UK fleet spent a total of around 390,000 days at sea. The total number of days at sea has fallen steadily between 2008 and 2013 by around 13%. The major factors causing the decrease in days at sea include continuing falls in the days that are permitted to be spent at sea under the CFP effort controls for some UK fleets. The quantity of fuel consumed in 2012 totalled around 269 million litres, a decrease of around 10% from 2008 (Table 5.23.1, Figure 5.23.1).The major factors causing the decrease in fuel consumption include decreases in vessel numbers and days at sea, increasing fuel efficiency of newer engines and the rising cost of fuel.

The total weight landed by the UK fleet in 2012 was 621 thousand tonnes of seafood, with a landed value of €942 million. The total weight of landings increased by 11% over the period 2008-2012, in the same period, value of landings has increased by 23%. In 2012, mackerel generated the highest landed value (€191 million) by the national fleet, followed by Norway lobster (€137 million), scallops (€70 million), monkfish/anglers (€54 million) and then herring (€46 million). In terms of landings weight, in 2012 mackerel was 169 thousand tonnes, followed by herring (87 thousand tonnes), and then haddock (35 thousand tonnes). The major factors causing the changes

in weight and value of landings include a decline in mackerel landings and an increase in herring landings. The potential benefit to the fleet of an increase in landings of haddock was largely cancelled out by a fall in price.

The changes in prices obtained for these key species varied between 2011 and 2012. Norway lobster achieved the highest average price per kilo in 2012 (€4.191 per kg), followed by monkfish/anglers (€4.046 per kg). While the inverse relationship between price and quantity largely prevails, it does not explain the fall in price of mackerel.

Mackerel accounted for 25% of the total landings value obtained by the UK fleet in 2011, decreasing to 20% of total income in 2012, while Norway lobster remained largely stable, increasing from 14% in 2011 to 15% in 2012. The decline in importance of mackerel reflects both the drop in landings and the decline in its price. The 6% fall in Norway lobster landings between 2011 and 2012 was compensated for by a 7% increase in price, a seemingly inelastic response that may reflect price inflation in other foodstuffs and a different (domestic rather than export) market from mackerel (Figure 5.23.1).



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.23.1 UK fleet: main trends 2008-2014

Top left – capacity and employment; top right – fishing effort and fuel consumption; middle left – landings in value and weight; middle right – average landed prices of top 5 species in terms of value landed in 2012; bottom left – landed value of top 5 species in terms of value landed in 2012; and bottom right – landed weight of top 5 species in terms of value landed in 2012.

National Fleet Economic performance

The total amount of income generated by the UK national fleet in 2012 was €972 million. This consisted of €944 million in landings value and €28 million in non-fishing income. From 2008-2012 non-fishing income increased by over 16% partially due to demand for guard work in areas with a thriving oil industry. The UK fleet's total income increased 20% between 2010 and 2012. Total operating costs incurred by the UK national fleet in 2012 equated to €769 million, amounting to 79% of total income. Crew cost and fuel costs, the two major fishing expenses, were €232 and €188 million respectively. Between 2008 and 2012, total operating costs increased by 17%, largely due to an increase in fuel costs, which amounted to 24% of total income in 2012 (Table 5.23.2; Figure 5.23.2).

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the UK national fleet in 2012 were €436 million, €203 million and €155 million, respectively. Gross Value Added (GVA) and gross profit remained largely stable between 2011 and 2012 whilst net profit decreased by 2%. This slight decline in economic performance can largely be attributed to an 11% increase in fuel costs despite the number of days at sea remaining the same. The fleet has attempted to adjust to this by reducing spending on other more minor costs.

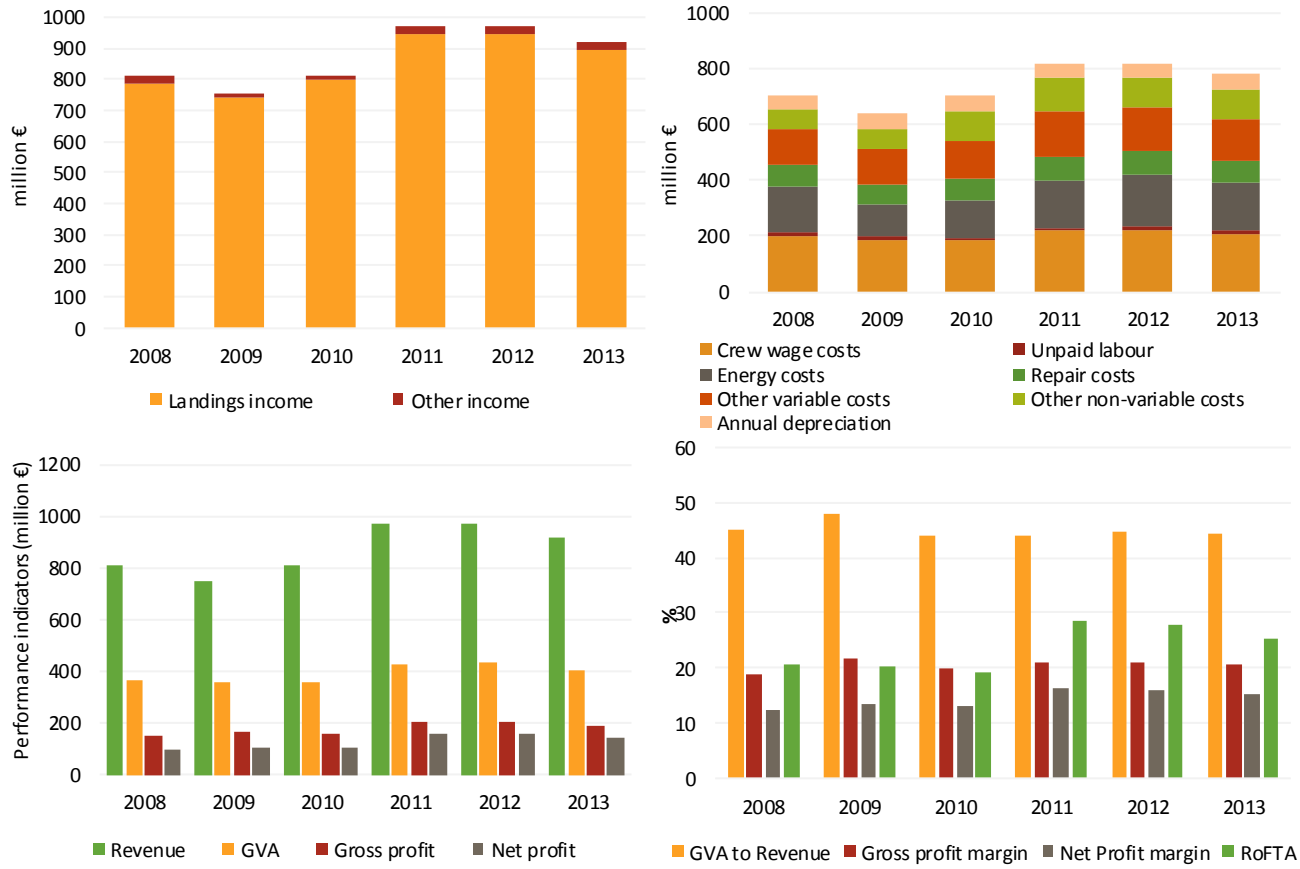
The UK fleet had an estimated (depreciated) replacement value of €539 million in 2012 and an estimated value of fishing rights of £770 million in 2012. Investments by the fleet amounted to €48 million in 2012. The major factors causing a change in the capital value of the fleet include a rise of 30% in the value of fishing rights between 2010 and 2011 (Table 5.23.2; Figure 5.23.2).

Table 5.23.2 UK national fishing fleet economic performance in 2008-2012 and projections for 2013

Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	National Fleet 2008	2009	2010	2011	2012	2013	%Δ 2012-11	
Income	Landings income	785.0	738.2	795.9	948.7	943.7	822.6	-1%	↔
	Other income	24.3	13.0	14.7	23.1	28.2	*20.2*	22%	↗
Costs	Labour costs	211.3	197.2	195.2	227.3	232.3	*200.4*	2%	↗
	Energy costs	169.9	114.4	133.8	169.3	187.7	*170.8*	11%	↗
	Repair costs	75.9	71.7	76.5	86.5	83.6	*80.4*	-3%	↘
	Other variable costs	129.1	130.4	134.2	164.7	158.9	*152.8*	-4%	↘
	Other non-variable costs	69.4	73.7	110.1	121.8	106.0	*105.9*	-13%	↘
	Capital costs	54.3	62.9	55.9	44.6	48.2	*50.5*	8%	↗
Economic Indicators	GVA	365.0	361.0	356.1	429.5	435.7	*332.9*	1%	↗
	Gross profit	153.8	163.8	160.9	202.2	203.4	*132.5*	1%	↔
	Net profit	99.4	101.0	105.0	157.7	155.2	*82.0*	-2%	↘
Capital value	Depreciated replacement value	506.0	527.2	551.5	525.4	539.3	*538.7*	3%	↗
	Investments	44.7	32.6	62.5	46.2	48.2		4%	↗
Profitability and development trends	Net profit margin (%)	12.3	13.4	13.0	16.2	16.0	9.7	-2%	↘
	development trend			Improved				16%	↗
	RoFTA (%)	20.5	20.3	19.1	28.5	27.8	14.7	-2%	↘
	development trend			Improved				26%	↗
	GVA per FTE (thousand €)	36.7	35.9	34.6	44.0	44.2	33.7	0%	↔
	development trend			Improved				17%	↗

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.



Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Figure 5.23.2 UK main economic performance trends 2008-2013
Top left – income structure; top right – cost structure; bottom left –economic performance indicators; bottom right– performance indicators as a % of revenue (landings income + other income) (projected figures for 2013).

Fleet Segment Level Economic performance

The UK fleet is highly diversified with a broad range of vessel types targeting different species predominantly in ICES areas II (Bering Sea), IV (North Sea), V and VI (West of Scotland) and VII (English Channel and Western Approaches) (Figure 5.23.3). The national fleet consisted of 29 (DCF) fleet segments and 6,413 vessels in 2012, with 3 inactive length classes consisting of 1830 vessels. Two of the active fleet segments made losses in 2012 while 23 made a reasonable or better profit. 13 fleet segments improved their profitability while 12 segments showed deterioration.

Figure 5.23.3 GBR effort and landings by FAO fishing area, 2012
Colour shows fishing days (thousand days) and landings in weight (thousand tonnes); Value shows days-at-sea (thousand days) and landings in value (thousand €). Source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

Table 5.23.3 and Table 5.23.4 provide a breakdown of key performance indicators for all UK fleet by main fishing activity. Table 5.23.5 provides a breakdown of key performance indicators for all UK fleet segments in 2012. A short description of the three most important segments in terms of total value of landings is provided below. These three fleets alone contribute more than 50% of fleet total landings value.

Pelagic Trawl>40m – 32 vessels make up this segment which operates predominantly in ICES areas IIa, IVa, VIa and VII. The fleet targets pelagic species, mainly mackerel and herring. In 2012, the total value of landings was just over €250 million and around 326 FTEs were employed in this fleet segment, contributing 26% of the UK fleet total income from landings and 3% of FTEs generated by the UK fishing fleet. This fleet segment was profitable, with a reported gross profit of around €90 million and net profit of €79 million in 2012. The volume of landings increased by 10% but weaker prices meant value of landings dropped by 5% compared to the previous year.

Demersal Trawl and Seine 24m to <40m – 96 vessels make up this segment which operates predominantly around the UK coast in ICES areas II, IV, Vb, VI, and VII. The fleet targets a variety of species but in particular the demersal species, such as monkfish, cod, haddock and whiting, and the shellfish species, Norway lobster. In 2012, the total value of landings was €132 million and around 1167 FTEs were employed in this fleet segment, contributing 14% of the total income from landings and 12% of FTEs generated by the UK fishing fleet. This fleet segment was profitable, with a reported gross profit of around €26 million and net profit of €20 million in 2012.

Demersal Trawl and Seine 18m to <24m – 182 vessels make up this segment which operates predominantly around the UK coast in ICES areas II, IV, Vb, VI, and VII. The fleet targets a variety of species but in particular the demersal species, such as monkfish, cod, haddock and whiting, and the shellfish species, Norway lobster. In 2012, the total value of landings was €105 million and around 1,496 FTEs were employed in this fleet segment, contributing 11% of the total income from landings and 15% of FTEs generated by the UK fishing fleet. This fleet segment was profitable, with a reported gross profit of around €20 million and net profit of almost €14 million in 2011. The fleet has been fairly stable in terms of capital and FTEs employed. The 7% decrease in the value of landings coupled with the 5% decline in the volume of landings suggests prices for the fleet segment's products remain relatively stable.

Assessment and Future Trends

National Fleet

The increase in the value of landings of 23% from 2008 to 2012 matches the 23% increase in the consumer price index for fish and seafood. The decline in landings of mackerel has been compensated for by increases in herring and the other species important to the UK fleet. The number of vessels continues to fall steadily from 6,791 in 2008 to 6,406 in 2013 but the falling average age suggests that there has been little if any fall in capacity, newer boats being more effective than older ones. The fall in FTEs from 10,055 in 2009 – there was a decommissioning scheme in 2008 which distorts the impression for that year - to 9,868 in 2012 suggests that the cost of labour is continuing to cause substitution of capital for labour but the magnitude of the trend is not unduly strong.

While overall the fleet is profitable, with 16% of income being retained as net profit, there are considerable variations within the fleet segments and these are inconsistent within the segments or according to vessel size or according to the number of vessels within a segment offering little indication of the cause of the variability. The value of fishing rights showed a sharp increase of 30% between 2010 and 2011 and a slight increase of 2% between 2011 and 2012 reflecting optimism about the prospects of the industry.

Energy efficiency of the fleet continued to improve, by 4%, between 2011 and 2012, a consequence of the decreasing average age of vessels in the UK fleet.

The impending ban on discarding looks likely to have a significant impact on the economic performance of the UK fishing fleet. A recent report commissioned by Seafish[1] suggests accessing additional quota is vital to the implementation of the ban. With estimates indicating quota leasing costs on the rise, this will reduce profitability

[1] http://www.seafish.org/media/publications/Poseidon_Landings_Obligation_Economic_Impact_JAN_2014_FINAL.pdf

for segments of the fleet. Furthermore, there is no certainty that, under the ban, quota leasing markets and international swap agreements will operate in the same manner.

In addition, the UK government has recently re-allocated quota from the over 10m sector to the under 10m sector. This invoked a legal challenge that ultimately failed. The under 10m fleet segments may therefore benefit from access to this quota with vessels it was taken from possibly needing to access additional quota or reduce effort.

There has been a significant increase in landings of both scallops and nephrops into the UK from foreign vessels. Both weight and value of these landings have nearly doubled in 2012. This influx of vessels has largely come from the North Sea fishery into the fishery West of Scotland and has led to a shortage of kilowatt days-at-sea to catch the quota.

Small-Scale Fleet

Although value of landings for the UK fleet saw a slight drop from 2011 to 2012 the small scale fleet saw a 7% increase. This is despite 30 Marine Protected Areas being implemented in England and a 5% decrease in the number of vessels making up the fleet.

In terms of economic performance, the total amount of Gross Value Added (GVA), gross profit and net profit generated by the small scale fleet in 2012 were €59 million, €17 million and €11 million respectively. All three variables saw increases of around 15% between 2011 and 2012. This increase in economic performances comes in spite of rising costs and largely due to a 12% increase in Landings income and 65% increase in other income. As 2011, 9% of income is retained as net profit.

As mentioned previously the reallocation of quota from the over 10m sector to the under 10m sector was upheld by judicial review which will benefit the Small Scale Fleet going forward.

Distant-Water Fleet

The UK distant water fleet consists of a few very large vessels fishing in Arctic waters and in the northern Atlantic near Greenland. The value of landings remained fairly steady at around €12 million between 2010 and 2011. Little other information can be separated from the aggregate because the size of the fleet is too small to protect the commercial sensitivity of the data.

A ban on bottom trawling and the introduction of capacity limits has been proposed by the European Commission for the distant waters fleet. In the short term this seems destined to reduce landings and GVA as well as directly impact employment. The longer-run effects are hard to judge. Potentially these rules could limit the growth of the fishery if new opportunities emerge.

A longer trend of the main indicators analysed, including data from the Data Collection Regulation (DCR, 2002-2007), is provided at the end of this chapter.

Data issues

There have been no significant data issues in producing this chapter, and the coverage and quality appear to be good. The reader should note that UK fleet revenues and costs do not include trade in quota. Quota trades take two forms; transfer in perpetuity and transfers for a defined period, usually one year - generally called leasing. There are two components within each of these. First, there is the windfall accruing to those enjoying the initial allocation of the resource in 1999 and secondly the normal capital gain or loss arising on transfer of the asset. Only the latter should be included in the accounts used in this report. However, it is impossible to identify the contribution of each component, but as the proportion of the total value is declining with each transfer of the original allocation, the problem will disappear as time goes by. Initially, however, the windfall component will be by far the greater proportion and hence for the time being omission of transfers limits any distortion of the fleet profitability figures.

Table 5.23.3 UK national fleet structure, activity and production trends by operational scale: 2008-2013.
Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Structure	No. Vessels (#)	3,101	3,097	3,111	3,211	3,176	3,056	-1% ↘	1,603	1,559	1,474	1,440	1,410	*1,397*	-2% ↘
	Vessel tonnage (thousand GT)	12.1	12.2	12.1	12.3	12.2	11.9	0% ↔	177.6	172.7	172.7	176.3	175.7	*168.2*	0% ↔
	Vessel power (thousand kW)	183.2	185.3	184.2	192.0	191.1	187.8	-1% ↔	533.2	517.2	515.6	513.1	507.6	*495.4*	-1% ↘
Employment	Total employed (#)	5,665	5,433	6,208	6,229	5,468	5,760	-12% ↘	6,949	6,779	6,495	6,176	6,968	*6,266*	
	FTE (#)	1,944	2,023	2,162	2,155	2,032		-6% ↘	8,013	8,032	8,123	7,609	7,836		3% ↗
	Average wage per employed (thousand €)	8.2	6.7	6.3	5.7	7.6	7	33% ↗	23.7	23.7	24.1	31.1	27.4	*26.8*	-12% ↘
	Average wage per FTE (thousand €)	23.9	18.1	18.0	16.5	20.4	19	24% ↗	20.6	20.0	19.3	25.2	24.4	*22.4*	-3% ↘
Fishing Effort	Days at sea (thousand days)	231.6	214.8	217.1	222.9	215.9	205	-3% ↘	214.8	210.4	203.4	192.1	188.1	*183.1*	-6%
	Fishing days (thousand days)	177.5	153.5	153.6	161.9	165.2	153	2% ↗	192.0	188.1	182.6	171.5	165.9	*160.1*	-3% ↘
	Energy consumption (milion litres)	27.8	25.9	26.4	25.7	27.8		8% ↗	270.4	262.1	256.9	242.4	241.5		0% ↔
	Energy consumption per landed tonne (l/T)	748	697	662	628	623		-1% ↔	518	498	498	436	419		-4% ↘
Output	Landings weight (thousand tonnes)	37.1	37.1	39.9	41.0	44.6	45.5	9% ↗	522.4	526.2	515.4	555.8	575.8	*556.2*	4% ↗
	Landings value (million €)	105.9	89.8	99.2	107.8	115.8	106.4	7% ↗	661.3	648.5	697.1	844.7	824.4	*716.2*	-2% ↘

Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

Table 5.23.4 Economic performance of the UK national fishing fleet by operational scale: 2008-2013.
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

	Variable (million €)	Small scale Fleet						%Δ	Large scale fleet						%Δ
		2008	2009	2010	2011	2012	2013	2012-11	2008	2009	2010	2011	2012	2013	2012-11
Income	Landings income	107.0	89.5	98.5	104.6	117.0	105.4	12% ↗	678.0	648.7	697.4	844.1	826.7	717.4	-2% ↘
	Other income	4.6	2.2	3.4	4.1	6.8	*4.7*	65% ↗	19.7	10.8	11.3	19.0	21.4	*15.9*	13% ↗
Costs	Labour costs	46.4	36.5	38.8	35.6	41.4	*38.2*	16% ↗	164.9	160.6	156.3	191.8	190.9	*167.6*	0% ↔
	Energy costs	15.8	10.3	12.5	16.2	19.4	*17.5*	19% ↗	154.1	104.1	121.3	153.0	168.3	*149.7*	10% ↗
	Repair costs	8.6	5.9	7.6	9.4	9.2	*8.8*	-2% ↘	67.3	65.8	68.9	77.1	74.4	*70.5*	-3% ↘
	Other variable costs	15.3	15.0	16.8	23.1	26.2	*25.0*	13% ↗	113.8	115.4	117.4	141.6	132.7	*126.3*	-6% ↘
	Non-variable costs	9.8	9.2	11.6	9.0	10.2	*9.9*	13% ↗	59.5	64.5	98.5	112.8	95.8	*91.4*	-15% ↘
	Capital costs	6.9	7.1	7.6	5.6	6.5	*6.5*	15% ↗	41.5	43.2	44.4	34.2	36.6	*37.5*	7% ↗
Economic Indicators	GVA	62.0	51.3	53.6	50.9	58.8	*48.9*	16% ↗	303.0	309.7	302.5	378.7	376.9	*295.6*	0% ↔
	Gross profit	15.7	14.7	14.7	15.3	17.4	*10.7*	14% ↗	138.1	149.1	146.2	186.9	186.1	*127.9*	0% ↔
	Net profit	8.8	7.7	7.1	9.6	10.9	*4.2*	13% ↗	96.6	105.9	101.8	152.8	149.5	*90.5*	-2% ↘
Capital value	Depreciated replacement value	63.6	63.3	74.9	65.8	71.3	*69.1*	8% ↗	389.7	392.9	439.8	406.5	412.0	*397.3*	1% ↗
	Investments	0.9	9.0	15.7	19.3	15.7		-19% ↘	43.8	41.0	52.7	26.9	32.5		21% ↗
Profitability and development trends	Net profit margin (%)	7.9	8.4	7.0	8.9	8.8	3.8	-1% ↘	13.9	16.1	14.4	17.7	17.6	12.3	0% ↔
	development trend			Improved				9% ↗			Improved				14% ↗
	RoFTA (%)	13.8	12.1	9.5	14.7	15.2	6.1	4% ↗	24.8	27.0	23.1	37.6	36.3	22.8	-3% ↘
	development trend			Improved				22% ↗			Improved				29% ↗
	GVA per FTE (thousand €)	31.9	25.3	24.8	23.6	28.9	24.0	23% ↗	37.8	38.6	37.2	49.8	48.1	39.5	-3% ↘
	development trend			Improved				10% ↗			Improved				18% ↗

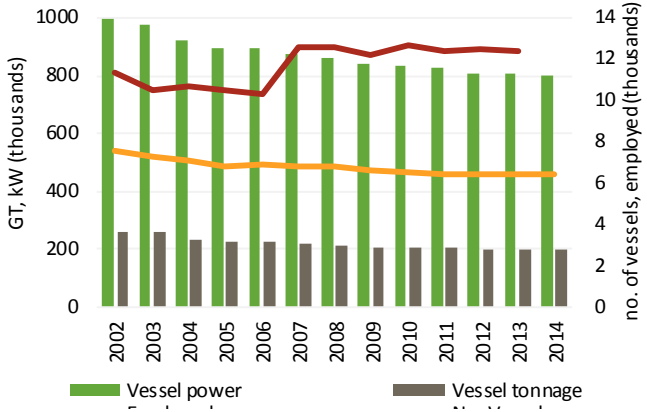
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014)); data for 2013 are provisional.

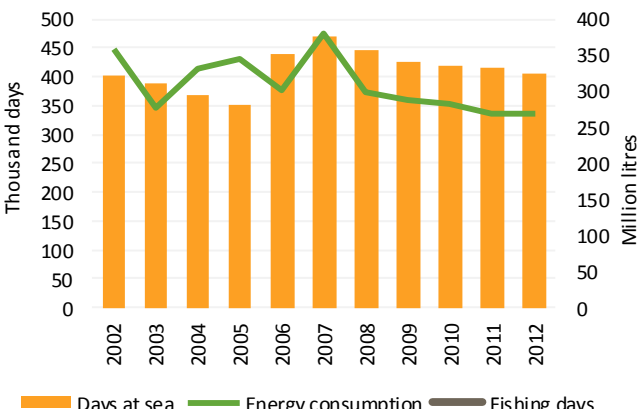
Table 5.23.5 Main socio-economic performance indicators by fleet segment in the UK national fishing fleet in 2011.

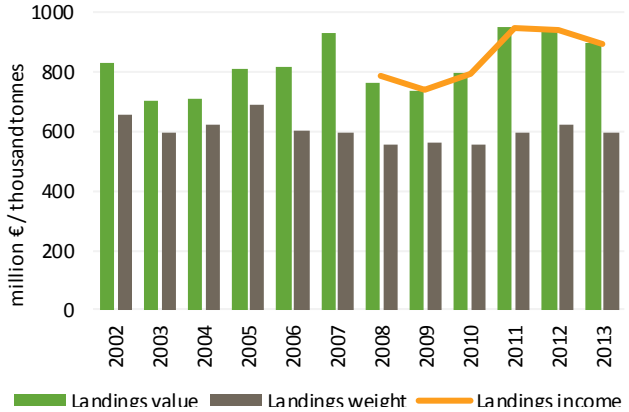
Development trend based on %Δ net profit margin 2012 to average net profit margin 2008-2011. Arrows indicate change (**Δ**) 2012 to 2011: (↗) increase; (↘) decrease and (↔) stable/no change (Δ between -1 and +1%)

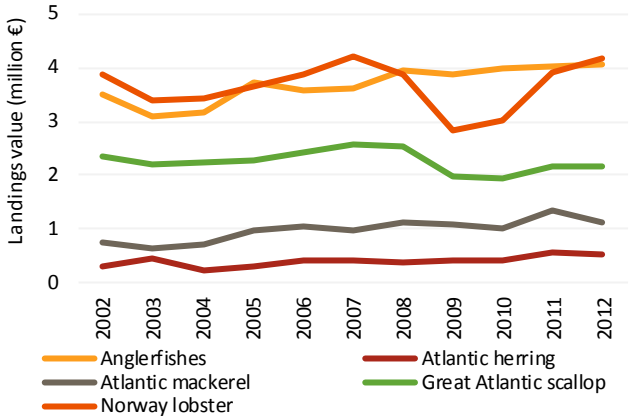
Fleet segment	No. of vessels (N)	% Δ 2011-2012	FTE (N)	% Δ 2011-2012	Days at sea (days)	% Δ 2011-2012	Energy consumption (litres)	% Δ 2011-2012	Value of landings (thousand €)	% Δ 2011-2012	Weight of landings (thousand tonnes)	% Δ 2011-2012	GVA (thousand €)	% Δ 2011-2012	GVA per FTE (€/FTE)	% Δ 2011-2012	Gross profit (thousand €)	% Δ 2011-2012	Net profit (thousand €)	% Δ 2011-2012	Net profit margin (%)	% Δ 2011-2012	Profitability (2012)	Net profit margin %Δ 2012 - average (2008-11)	Economic development trend
GBRAREA27DFNVL0010	644	-2%	233	-27%	27667	-8%	2540	-7%	12921	-5%	4888	-12%	7837	-8%	33.7	26%	2767	5%	1789	10%	13	15%	High	189%	Improved
GBRAREA27DFNVL1012	16	-24%	30	-8%	1215	-33%	323	-29%	1533	-28%	1147	-21%	687	-19%	22.9	-12%	286	79%	203	178%	13	289%	High	186%	Improved
GBRAREA27DFNVL1218	14	-7%	69	12%	2040	0%	830	-5%	6350	3%	3938	51%	3181	25%	46.0	12%	1509	200%	1416	250%	22	241%	High	46%	Improved
GBRAREA27DFNVL2440	13	-7%	209	-9%	3099	-13%	1817	-10%	14824	9%	3687	5%	7692	36%	36.7	49%	3906	241%	3648	302%	25	270%	High	47%	Improved
GBRAREA27DRBVL0010	127	-12%	178	43%	9553	7%	5877	353%	13020	27%	6690	13%	6030	9%	34.0	-23%	1738	-18%	1345	-16%	10	-38%	Reasonable	-42%	Deteriorated
GBRAREA27DRBVL1218	75	-18%	349	7%	10685	-11%	7883	126%	21829	8%	16951	2%	10366	-9%	29.7	-15%	4392	-20%	3133	-27%	14	-36%	High	-41%	Deteriorated
GBRAREA27DRBVL1824	20	-5%	176	-3%	3736	1%	1254	-41%	16183	7%	15453	-13%	10037	0%	56.9	3%	6093	11%	5536	11%	34	7%	High	28%	Improved
GBRAREA27DRBVL2440	30	15%	370	6%	5858	11%	6662	39%	27906	6%	21564	14%	14468	-10%	39.1	-15%	7881	-6%	6818	-9%	24	-14%	High	-3%	Stable
GBRAREA27DTSVL0010	277	13%	305	-7%	22090	15%	4239	13%	17391	27%	6007	23%	7707	13%	25.3	21%	1486	-38%	426	-72%	2	-78%	Reasonable	-41%	Deteriorated
GBRAREA27DTSVL1012	98	-21%	280	-4%	11548	-19%	3745	-13%	12567	-2%	4787	-7%	5233	-11%	18.7	-7%	1988	-11%	1250	-30%	10	-27%	Reasonable	-5%	Stable
GBRAREA27DTSVL1218	240	2%	1233	17%	35502	1%	20149	1%	65333	14%	28084	14%	28937	8%	23.5	-8%	12257	10%	10231	10%	15	-1%	High	23%	Improved
GBRAREA27DTSVL1824	182	-6%	1496	4%	29263	-9%	36689	-11%	104778	-7%	42394	-5%	45812	-8%	30.6	-12%	20240	-10%	13523	-14%	12	-9%	High	37%	Improved
GBRAREA27DTSVL2440	96	-1%	1167	-8%	17836	-7%	46944	-7%	132769	6%	64633	9%	53683	-1%	46.0	8%	25689	-12%	20149	-17%	15	-22%	High	27%	Improved
GBRAREA27DTSVL40XX	12	-8%	248	-29%	2394	-25%	17306	-16%	34585	-31%	26892	1%	12144	191%	48.9	309%	5963	403%	3876	199%	11	243%	High	-56%	Deteriorated
GBRAREA27FPOVL0010	1717	-3%	1164	9%	135782	-3%	17623	11%	67271	10%	25597	18%	31655	8%	27.2	-1%	6380	-30%	2571	-58%	4	-65%	Reasonable	-54%	Deteriorated
GBRAREA27FPOVL1012	181	-10%	335	-30%	26159	-8%	3859	-6%	21436	1%	8710	-2%	12068	40%	36.0	100%	6987	127%	6201	177%	29	172%	High	61%	Improved
GBRAREA27FPOVL1218	72	1%	349	-8%	11747	5%	6779	7%	22362	21%	12320	15%	10553	45%	30.3	58%	3978	202%	3214	482%	14	389%	High	79%	Improved
GBRAREA27FPOVL1824	11	-27%	140	-31%	2716	-25%	2040	-22%	8956	-19%	5633	-23%	4689	-4%	33.5	40%	2048	44%	1535	82%	17	120%	High	72%	Improved
GBRAREA27HOKVL0010	507	8%	198	0%	19364	11%	2055	18%	8474	24%	2648	8%	3897	73%	19.7	73%	171	625%	-399	39%	-4	53%	Weak	58%	Improved
GBRAREA27HOKVL2440	15	-17%	249	-17%	3090	-14%	4614	-13%	16868	4%	5480	-18%	9029	174%	36.2	229%	4033	234%	3919	225%	20	204%	High	1010%	Improved
GBRAREA27PGPVL0010	111	9%	73	17%	5741	14%	1412	74%	4143	42%	1640	67%	2640	98%	36.2	69%	760	125%	500	210%	9	66%	Reasonable	255%	Improved
GBRAREA27PSVL40XX	32	3%	326	105%	2276	14%	45188	3%	251027	-11%	288642	3%	136610	-8%	418.5	-55%	89967	-3%	78994	-4%	31	8%	High	33%	Improved
GBRAREA27TBBVL0010	21	5%	27	89%	1367	50%	789	67%	1529	99%	645	34%	540	1622%	20.3	811%	205	278%	179	215%	11	143%	High	194%	Improved
GBRAREA27TBBVL1218	29	71%	81	146%	2785	91%	2594	110%	4367	141%	1834	122%	1153	2254%	14.2	858%	261	186%	4	101%	0	100%	Reasonable	101%	Improved
GBRAREA27TBBVL1824	18	20%	186	31%	4514	28%	5787	29%	16078	37%	5079	51%	7217	78%	38.9	37%	3236	252%	2467	520%	15	339%	High	3498%	Improved
GBRAREA27TBBVL2440	28	-15%	397	6%	6013	-14%	20266	-12%	35661	-9%	15126	-1%	1850	-85%	4.7	-86%	-10790	-295%	-12179	-394%	-34	-420%	Weak	-557%	Deteriorated

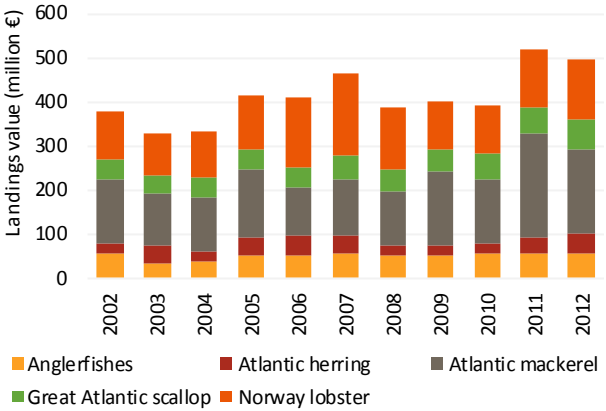
Data source: DCF 2014 Fleet Economic (MARE/A3/AC(2014))

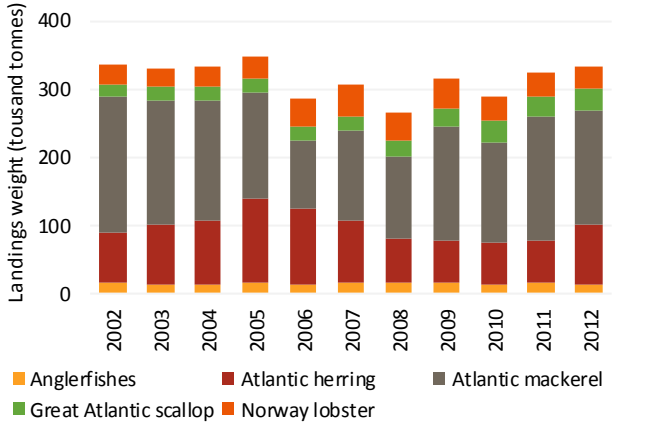

GT, kW (thousands)
no. of vessels, employed (thousands)
Vessel power
Vessel tonnage

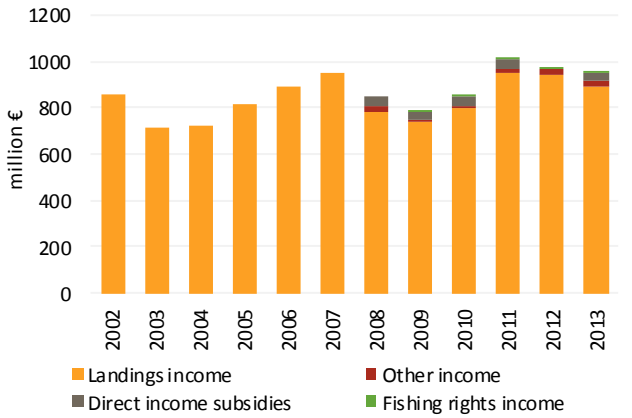

Thousand days
Million litres
Days at sea
Energy consumption
Fishing days

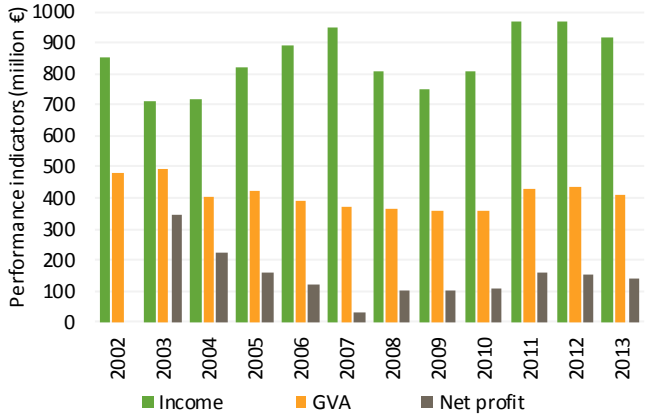

million € / thousand tonnes
Landings value
Landings weight
Landings income

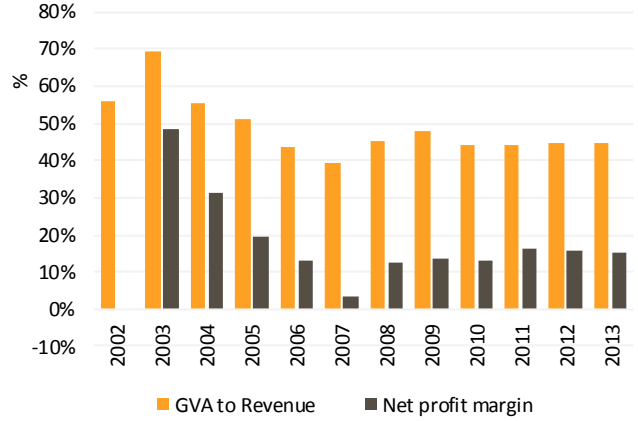

Landings value (million €)
Anglerfishes
Atlantic herring
Atlantic mackerel
Great Atlantic scallop
Norway lobster


Landings value (million €)
Anglerfishes
Atlantic herring
Atlantic mackerel
Great Atlantic scallop
Norway lobster


Landings weight (tousand tonnes)
Anglerfishes
Atlantic herring
Atlantic mackerel
Great Atlantic scallop
Norway lobster


million €
Landings income
Other income
Direct income subsidies
Fishing rights income


Performance indicators (million €)
Income
GVA
Net profit


%
GVA to Revenue
Net profit margin

6. AER REPORT METHODOLOGY

Background

The data used to compile all the various analyses contained within the report were collected under the frameworks of the Data Collection Regulation (DCR); cf. Council Regulation (European Commission (EC)) No 1543/2000 of 29 June 2000 and the data collection framework (DCF), cf. Council regulation (European Commission (EC) No 199/2008 of 25th February 2008).

The 2014 data call for economic data on the EU fishing fleet for EU Member States was the sixth data call to be requested under the DCF. This year's fishing fleet economic data call was issued by DG MARE on the 3 February 2014 with a one month deadline (3 March 2014).

The 2014 data call requested economic data for the years 2008 to 2014. Capacity data was requested up to and including 2014, while employment and economic parameters were requested up to and including 2012. Most effort and all landings data were requested up to and including 2013, as well as, income from landings (non-mandatory) to allow for economic performance projections to be estimated at fleet segment and national level for 2013.

The table below outlines all the DCF economic and transversal variables to be submitted for the years 2008-2014, along with their uploading acronyms and corresponding aggregation levels. All the various definitions for variables, aggregation levels, gear types, length classes, DCF supra regions, FAO sub regions, species, sampling strategies and precision levels can be found by navigating through the data collection website. See https://datacollection.jrc.ec.europa.eu

Additionally, data held in the EU Fleet Register was used to complement the fleet capacity data (number of vessels, gross tonnage and engine power) for trend analysis as the data submitted under the DCF was not complete for the entire period considered. For example, capacity data for Greece was only available for 2012. At the time of the data extraction, Croatia was not yet covered by the EU Fleet Register.

http://ec.europa.eu/fisheries/fleet/index.cfm

6.1. DCF VARIABLES REQUESTED

Table 6.1 2014 DCF Fleet economic data call contents for years 2008-2014.

Data Type	Variable group	Variable	Acronym	Years	Aggregation level	Other requested fields
Economic	Fishing Enterprises	One Vessel	OneVes	2008- 2013	Yearly by: 1. Fleet segment 2. National totals	Sampling Strategy, Achieved Sample Rate, Coefficient of Variation (CV) (For national totals, only achieved sample rate is requested) * Maximum Sea Days – submission not compulsory under DCF
		Two to Five Vessels	TwoFiveVes			
		Six or More Vessels	SixMoreVes			
	Employment	Employment	totjob	2008- 2012	Yearly by: 1. Fleet segment, Supra Region 2. National totals	
		FTE	totNatFTE			
		Harmonised FTE	totHarmFTE			
	Income	Landings Income	totLandgInc	2008- 2013*		
		Rights Income	totRightsInc	2008- 2012		
		Direct Subsidies	totDirSub			
		Other Income	totOtherInc			
	Expenditure (Cost)	Crew Wage	totCrewWage	2008- 2012		
		Unpaid Labour	totUnpaidLab			
		Energy Costs	totEnerCost			
		Repair & Maintenance Costs	totRepCost			
		Other Variable Costs	totVarCost			
		Non-Variable Costs	totNoVarCost			
		Rights Cost	totRightsCost			
		Annual Depreciation	totDepCost			
	Capital and Investments	Depreciation replacement	totDepRep	2008- 2012		
		Fishing Rights	totRights			
		Investment	totInvest			
		Financial Position	FinPos			
Transversal	Capacity	Number of Vessels	totVes	2008- 2014		
		Average LOA	avgLOA			
		GT	totGT			
		kW	totkW			
		Average Vessel Age	avgAge			
	Effort	Sea Days	totSeaDays	2008- 2013	Yearly by: 1. Fleet segment, FAO Area level 4 (Baltic), FAO Area level 3 (all other regions) 2. National totals	
		Fishing Days	totFishDays			
		kW Fishing Days	totkWFishDays			
		GT Fishing Days	totGTFishDays			
		Maximum Sea Days*	MaxSeaDays		Yearly by: 1. Fleet segment	
		Fishing Operations	totFishOpr		Yearly by: 1. Fleet segment, Supra Region 2. National totals	
		Traps	totTraps			
		Nets	totNets			
		Length of Nets	lngNets			
		Hooks	totHooks			
		Soak Time	totSoakTime			
		Trips	totTrips			
		Energy Consumption	totEnerCons	2008- 2012		
	Landings	Weight of Landings	totWghtLandg	2008- 2013	Yearly by: 1. Fleet segment, FAO Area level 4 (Baltic), FAO Area level 3 (all other regions) 2. National totals	
		Value of Landings	totValLandg			
Recreational Catches		Weight of Catch	totWghtCatch	2008- 2013	Yearly, Region level 2 (see Appendix II)	

6.2. CONCEPTS, TERMS AND DEFINITIONS

Revenue

Revenue – the value of production (sale of landed seafood products) and income generated from the use of the vessel in other, non-commercial fishing activities, such as recreational fishing, transport, tourism, oil rig duty, research, etc. May also include insurance payment for gear damage/loss /vessel. Income from direct subsidies and fishing rights are excluded.

Gross Value Added (GVA)

Gross Value Added - net output of a sector after deducting intermediate inputs from all outputs. It is a measure of the contribution to GDP made by an individual producer, industry or sector. The Gross Value Added indicator calculated in this report is similar, but does not fully correspond to the Value added at factor cost of the Structural Business Statistics.

GVA to Revenue

Gross value added to revenue ratio - indicates the share of revenue that contributes to the economy through factors of production (returns to labour and returns to capital). Indicator is calculated as the ratio between gross value added and revenue and expressed as a percentage.

Gross profit

Gross profit – the normal profit after accounting for operating costs, excluding capital costs. Also referred to as gross cash flow, i.e. the flow of cash into and out of a sector or firm over a period of time.

Gross profit margin (%)

Gross profit margin - a measure of profitability that can be used to analyse how efficiently a sector is using its inputs to generate profit. Calculated as the ratio between gross profit and revenue. Expressed as a percentage.

Gross profit margin indicates the normal profitability of a firm and is of most interest to fishers as it represents the share of income they are left with at the end of the year. For managers, it may be used as an indication of the viability of an industry in terms of its commercial profitability by measuring the share of cash coming in and out of an industry. A high gross profit margin indicates that the sector has a low-cost operating model; reflects efficiency in turning inputs into outputs. A low percentage value can indicate a low margin of safety, i.e. a higher risk that declines in production or increases in costs may result in a net loss, or negative profit margin.

Net profit

Net profit is the difference between revenue and explicit costs and opportunity costs. Explicit costs include all operational costs, such as wages, energy, repair and other variable and non-variable costs. Net profit differs from gross profit in that it includes depreciation and opportunity costs of capital. It measures the efficiency of a producer in society's view by evaluating the total costs of inputs (excluding natural resource costs) in comparison to outputs or revenue.

Economic profit is the primary indicator of economic performance and is often used as a proxy of resource rent in fisheries. Economic profits emerge as the excess of revenue over the opportunity cost of producing the good. Also referred to as supernormal or abnormal profits. Abnormal profits in a sector is an incentive for other firms to enter the industry (if they can). Zero or a negative profit margin may indicate high competition in the sector and can be used as one of the indicators of overcapacity.

Net profit margin (%)

Economic profit margin - a measure of profitability after all costs have been accounted for, and reflects the percentage of revenue that a sector retains as profit. It measures the relative performance of the sector compared to other activities in the economy and provides an indication of the sector's operating efficiency as it captures the amount of surplus generated per unit of production.

Labour productivity (GVA/FTE):

Labour productivity - defined as output per unit of labour. Calculated as Gross Value Added (measure of output) by full-time equivalent (FTE) employment (unit of labour input). Labour productivity can be used as a measure of economic growth, competitiveness, and living standards within a sector. An increase in labour productivity indicates that a unit of input labour is producing more output or that the same amount of output is being produced with fewer units of labour. Labour productivity may also provide an indicator of worker's wellbeing or living standards, assuming that increases in productivity are matched by wage increases.

Capital productivity

Capital productivity - the return of the investment divided by the cost of the investment, also referred to as ROI (Rate on Investment). It measures profits in relation to capital invested, i.e. indicates how profitable a sector is relative to its total assets. The higher the return, the more efficient the sector is in utilising its asset base.

As data on intangible assets (e.g. fishing rights, natural resource) are not always available in fisheries, the Return on Fixed Tangible Assets (ROFTA) is used as an approximation of ROI.

Fuel efficiency

Fuel efficiency - ratio between the quantity of energy consumed and the quantity of output (e.g. landing value or weight). Calculated as the amount of litres of fuel consumed for each kilogram of fish landed (litres per tonne landed). Fuel efficiency may vary considerably in function of fishing effort and specific fisheries characteristics such as fishing gear and targeted species.

6.3. ECONOMIC PERFORMANCE INDICATOR CALCULATIONS

From the data submitted by Member States, indicators were calculated in order to assess the economic performance of fleet segments, national fleets, regional fleets and the EU fleet as a whole.

All values are presented in nominal terms unless otherwise stated.

For economic performance calculations relating to the years 2008-2013, the following formulas were used:

Total Revenue:

Total Revenue = Income from landings + income from fishing rights + other income + direct subsidies

Revenue (Income):

Revenue = Income from landings + other income

Gross Value Added (GVA):

GVA = Income from landings + other income – energy costs – repair costs – other variable costs – non variable costs

Gross Profit (GRP):

GRP = Income from landings + other income – crew costs – unpaid labour - energy costs – repair and maintenance costs – other variable costs – non variable costs

Net Profit/Loss:

Net Profit = Income from landings + other income – crew costs – unpaid labour - energy costs – repair costs – other variable costs – non variable costs – depreciation cost – opportunity cost of capital

Where opportunity cost of capital = fixed tangible asset value * real interest

Where real interest (r) = $[(1 + i)/ (1 + \pi)] -1$.

Where i is the nominal interest rate of the Member State in the year concerned and π is the inflation rate of the Member State in the year concerned. See Table 6.2.

Table 6.2 Inflation and nominal LT interest rates by EU Member State 2008-2013

	Inflation						LT (nominal) Interest rate					
	2008	2009	2010	2011	2012	2013	2008	2009	2010	2011	2012	2013
BEL	4.5	0	2.3	3.4	2.6	1.2	4.42	3.90	3.46	4.23	3.00	2.41
BGR	12	2.5	3	3.4	2.4	0.4	5.38	7.22	6.01	5.36	4.50	3.47
CYP	4.4	0.2	2.6	3.5	3.1	0.4	4.60	4.60	4.60	5.79	7.00	6.50
DEU	2.8	0.2	1.2	2.5	2.1	1.6	3.98	3.22	2.74	2.61	1.50	1.57
DNK	3.6	1.1	2.2	2.7	2.4	0.5	4.29	3.59	2.93	2.73	1.40	1.75
ESP	4.1	-0.2	2	3.1	2.4	1.5	4.37	3.98	4.25	5.44	5.85	4.56
EST	10.6	0.2	2.7	5.1	4.2	3.2	8.16	7.98	5.97	:	:	
FIN	3.9	1.6	1.7	3.3	3.2	2.2	4.29	3.74	3.01	3.01	1.89	1.86
FRA	3.2	0.1	1.7	2.3	2.2	1	4.23	3.65	3.12	3.32	2.54	2.20
GBR	3.6	2.2	3.3	4.5	2.8	2.6	4.50	3.36	3.36	2.87	1.74	2.03
GRC	4.2	1.3	4.7	3.1	1	-0.9	4.80	5.17	9.09	15.75	22.50	10.05
HRV	5.8	2.2	1.1	2.2	3.4	2.3	6.04	7.83	6.29	6.54	6.13	4.68
IRE	3.1	-1.7	-1.6	1.2	1.9	0.5	4.53	5.23	5.74	9.60	6.17	3.79
ITA	3.5	0.8	1.6	2.9	3.3	1.3	4.68	4.31	4.04	5.42	5.49	4.32
LTU	11.1	4.2	1.2	4.1	3.2	1.2	5.61	14.00	5.57	5.16	4.83	3.83
LVA	15.3	3.3	-1.2	4.2	2.3	0	6.43	12.36	10.34	5.91	4.57	3.34
MLT	4.7	1.8	2	2.5	3.2	1	4.81	4.54	4.19	4.49	4.13	3.36
NLD	2.2	1	0.9	2.5	2.8	2.6	4.23	3.69	2.99	2.99	1.93	1.96
POL	4.2	4	2.7	3.9	3.7	0.8	6.07	6.12	5.78	5.97	5.00	4.03
PRT	2.7	-0.9	1.4	3.6	2.8	0.4	4.52	4.21	5.40	10.24	10.55	6.29
ROU	7.9	5.6	6.1	5.8	3.4	3.2	7.70	9.69	7.34	7.29	6.68	5.41
SVN	5.5	0.9	2.1	2.1	2.8	1.9	4.61	4.38	3.83	4.97	5.81	5.81
SWE	3.3	1.9	1.9	1.4	0.9	0.4	3.89	3.25	2.89	2.61	1.59	2.12

Rate of Return on Fixed Tangible Assets (RoFTA):

ROFTA = (net profit + opportunity cost of capital) / tangible asset value (vessel depreciated replacement value)

Break-even revenue (BER):

BER = (Fixed costs + opportunity costs of capital +depreciation) / (1-(crew costs + unpaid labour + energy costs + repair and maintenance costs + other variable costs)/Revenue)

Revenue to Break-even revenue Ratio (CR/BER):

CR/BER = revenue / break-even revenue = Income from landings + other income / BER

CR/BER gives an indication of the short term profitability of the fleet/fleet segment (or over/under capitalised): if the ratio is greater than 1, then enough cash flow is generated to cover fixed costs (economically viable in the short term). If the ratio is less than 1, insufficient cash flow is generated to cover fixed costs (indicating that the segment is economically unviable in the short to mid-term).

6.4. ECONOMIC PERFORMANCE INDICATOR CLASSIFICATIONS

Development trend

The development trend, calculated as the change between 2012 and the average value 2008-2011, for the economic performance indicators analysed, such as GVA, gross profit, net profit and GVA/FTE were classified as High, Reasonable or Weak according to the criteria in Table 6.3.

Table 6.3 Development trend classification

Development - change 2011/2008-2010 average	
>5%	Improved
-5% - 5%	Stable
< -5%	Deterioration

Based on: Pavel, AER 2005

Profitability

Profitability, as net profit (or net profit as a % of income, where income includes income from the sale of fish and other non-fishing income and excludes direct income subsidies and income from fishing rights) was classified as *High*, *Reasonable* or *Weak* according to the criteria in Table 6.4.

Table 6.4 Profitability classification

Profitability: Net profit margin in 2012		
>10%	High	Profitability is good and segment is generating a good amount of resource rent
0-10 %	Reasonable	Segment is profitable generating some resource rents
<0%	Weak	The segment is making losses; economic overcapacity

6.5. ECONOMIC PERFORMANCE PROJECTIONS

For economic performance forecasts at fleet segment and national level, the following formulas were used:

Crew wages (CW) were estimated as an average proportion of the value of landing (VaL) during the three previous years:

$$CW_t = \frac{\sum_{t-1}^{t-3} CW}{\sum_{t-1}^{t-3} VaL} \times VaL_t$$

Non-variable costs (NVC) were estimated using the change in capacity i.e. number of vessels (N):

$$NVC_t = \frac{N_t}{N_{t-1}} \times NVC_{t-1}$$

Variable costs (VC) are projected using changes in effort, i.e. Days at Sea (DAS):

$$VC_t = \frac{DAS_t}{DAS_{t-1}} \times VC_{t-1}$$

The same method applied to variable costs is applied to repair and maintenance costs.

Fuel costs (FC) are projected using changes in effort (DAS) and change in average fuel price (P):

$$FC_t = \frac{DAS_t}{DAS_{t-1}} \times \frac{P_t}{P_{t-1}} \times FC_{t-1}$$

6.6. DISAGGREGATION OF ECONOMIC DATA

Fleet economic data cannot be collected at higher resolution than defined in the DCF. Only landings (value and weight) and effort data (days at sea, fishing days, etc.) are provided by Member States at the sub-region level by fleet segment. Therefore, the correlation with transversal data is the only viable way for disaggregating economic data at the sea basin level (Baltic, North Sea, N Atlantic, and Mediterranean & Black Sea).

Several assumptions can be made based on correlations between transversal and economic data, which were previously examined during the PGECON workshop in Hamburg 2012. However, these analyses are still preliminary and considered as work in progress. PCEGON (2013) strongly recommended a study on the disaggregation that delivers a comprehensive analysis of different approaches and methods, while also addressing the availability of individual data which varies by MS.

Seeing that the methodology is still to be validated, this exploratory exercise set out to estimate the economic performance indicators at the sea basin level (Baltic, North Sea, N Atlantic, and Mediterranean & Black Sea) by MS and fleet segment.

For this exercise, transversal and economic data by fleet segment were disaggregated based on either the value of landings or effort (days at sea), as:

(1) Value of landings (VaL) – used to allocate crew costs, costs for fishing rights and all income indicators;
(2) Effort in days at sea (DAS) – used to allocate fuel costs, repair and maintenance costs, depreciation and variable and non-variable costs; number of vessels, capacity and employment indicators.

This year, the number of vessels operating in the region (N_{reg}) was provided by Member States with their data submissions. The number of vessels operating in the region was used disaggregated other capacity data, using the ratio between the variable and the total number of vessels for the fleet segment, multiplied by the number of vessels in the region (Nreg).

For example to disaggregate the capacity variables GT and kW:

$$GT_{reg} = \frac{GT_{Tot}}{N_{Tot}} \times N_{\mathrm{Re}g}$$

$$kW_{reg} = \frac{kW_{tot}}{N_{Tot}} \times N_{\mathrm{Re}g}$$

This method was also used to disaggregate employment variables. Regional employment (FTE_{reg}) was desegregated using the ratio between the number of vessels operating in the region and the total number of vessels, multiplying by total FTE.

$$FTE_{reg} = \frac{FTE_{Tot}}{N_{Tot}} \times N_{\mathrm{Re}g}$$

To disaggregate income, the ratio between the value of landings (VaL) in the region and the total value of landings for the fleet segment multiplied by Income was used.

For example, to estimate Landings income (LInc) and other income (OInc):

$$LandingsIncome_{reg}(LInc) = \frac{VaL_{reg}}{VaL_{tot}} \times LInc_{tot}$$

$$OtherIncome_{reg}(OInc) = \frac{Val_{reg}}{Val_{tot}} \times OInc_{tot}$$

To allocate labour costs (CW), the value of landings was used (VaL) as follows:

$$CW_{reg} = \frac{VaL_{\mathrm{Re}g}}{VaL_{Tot}} \times CWtot$$

The same method was applied to disaggregate unpaid labour.

Fuel costs (FC) was allocated based on effort (DAS) as:

$$FC_{reg} = \frac{DAS_{\mathrm{Re}g}}{DAS_{Tot}} \times FCtot$$

The same method was applied to Repair costs, other variable costs and non-variable costs.

6.7. DATA COVERAGE AND LIMITATIONS

In terms of the completeness of the Member States data submissions, most countries submitted the majority of the parameters requested under the call. In many cases missing data relates to fleet segments with low vessel numbers for which data is hard to obtain.

This year Greece provided data but only for 2012, and with substantial amount of missing data, in particular effort and landings. Croatia submitted DCF data for the first time, providing economic data for the years 2011 and 2012. Submission from Cyprus, France and Spain continue to be incomplete and some data quality issues remain for several other Member States, such as Bulgaria and Malta.

In terms of data quality, inevitably some 'abnormal' estimates for various parameters were detected by JRC or the experts and in many cases rectified by the Member States. However, some quality issues remain outstanding. Furthermore, incomplete time series data due to either the non-submission of data, questionable data and/or new MS additions, make trend analysis at the EU level impossible without excluding the MS fleets that are incomplete. These discrepancies make an evaluation of the overall economic performance of the EU fishing fleet in 2012 not possible.

Under the DCF, Member States provide transversal and economic data on their fleets at the national level and by fleet segments (combination of main fishing technology and vessel length group at the supra-region level). For this report, national level datasets were used for the EU and Member State level analyses while data submitted at the fleet segment level were used to analyse performance by fleet segment and fishing activity. While in theory both national level and fleet segment datasets submitted by MS should equate, this is not always the case and some discrepancies exist between the two.

These discrepancies are mainly due to missing/incomplete datasets at the fleet segment level or the non-submission of data due to confidentiality issues. But discrepancies can also be due to the fact that MS cluster (aggregate segments) to avoid breaching secrecy issues when there are too few vessels in a single segment. The result is that some MS appear to be missing fleets segments but these have just been grouped together in a cluster. For consistency, clustering should be applied in the same way for all years. However, in many instances this is not the case and clusters differ from year to years, making time-series hard to follow.

Due to these and other data related issues, a complete overview of the EU fishing fleet for all reference years was not possible.

Fleets for MS that were unable to deliver all the required and reliable data had to be excluded from the analyses at the EU and Regional levels.

To mitigate data deficiencies, a status quo of the EU fleet in 2012 was provided considering only Member State fleets for which reliable data was provided while trend analyses included only the MS that provided the necessary data over the entire period (2008-2013). The National Chapters present all the DCF data provided by MS (some questionable data has been highlighted).

The MS that were excluded from the trend analyses and the main reasons for their exclusion were:

Bulgaria: coverage and quality considered questionable, employment data unreliable

Croatia: coverage and quality considered questionable (errors detected in the estimation procedure); also excluded due to the fact that it is a new MS and therefore, with an incomplete time-series 2008-2013

Cyprus: coverage and quality considered questionable; substantial amount of missing data over the entire period

France: missing data for essential parts of the data call, such as effort, landings and capital costs in 2008 and 2009

Greece: partial data available only for 2012

Malta: coverage and quality considered questionable; methodology changes in 2010 makes time series questionable.

Spain: missing data for essential parts of the data call, such as effort and capital costs for most of the period.

For confidentiality reasons, Member States may aggregate fleet segments into clusters to provide sensitive economic data. In several cases, clustering may not be enough to guarantee confidentiality, and hence, parts of MS fleets are not covered at all.

When fleet segments are clustered to provide economic data, one result may be that some MS fleet segments appear to be missing but these have just been grouped together with other segments, becoming part of a cluster.

Another result may be the clustering of fleet segments with different characteristics, such as different vessel length groups or fishing gears, which could bias results when assessing by type of fishing gear or activity, such as small-scale versus large-scale fleet. For example, a fleet segment that would otherwise be considered as small scale (i.e. vessel under 12 m using non-towed gears) may be clustered into a large-scale fleet segment (i.e. vessel under 12m using towed gears), and vice-versa. Hence, results at the fishing activity level should be considered as only indicative of each fishing type. Furthermore, although clustering of fleet segment should be applied consistently, as far as possible, over the period, this is not always the case, making time-series hard to follow.

7. List of Participants EWG 14-04 and 14-05

1 - Information on STECF members and invited experts' affiliations is displayed for information only. In some instances the details given below for STECF members may differ from that provided in COMMISSION DECISION of 27 October 2010 on the appointment of members of the STECF (2010/C 292/04) as some members' employment details may have changed or have been subject to organisational changes in their main place of employment. In any case, as outlined in Article 13 of the Commission Decision (2005/629/EU and 2010/74/EU) on STECF, Members of the STECF, invited experts, and JRC experts shall act independently of Member States or stakeholders. In the context of the STECF work, the committee members and other experts do not represent the institutions/bodies they are affiliated to in their daily jobs. STECF members and invited experts make declarations of commitment (yearly for STECF members) to act independently in the public interest of the European Union. STECF members and experts also declare at each meeting of the STECF and of its Expert Working Groups any specific interest which might be considered prejudicial to their independence in relation to specific items on the agenda. These declarations are displayed on the public meeting's website if experts explicitly authorized the JRC to do so in accordance with EU legislation on the protection of personnel data. For more information: http://stecf.jrc.ec.europa.eu/adm-declarations

STECF members:

Name	Address[1]	Tel.	Email
STECF members			
Abella, J. Alvaro (vice-chair)	ARPAT – AREA MARE Agenzia Regionale per la Protezione Ambientale della Toscana Articolazione Funzionale RIBM Risorse Ittiche e Biodiversità Marina Via Marradi 114, 57126 Livorno – Italia	Tel. 0039-0555-3206956	alvarojuan.abella@arpat.toscana.it
Andersen, Jesper Levring (vice-chair)	Department of Food and Resource Economics (IFRO) Section for Environment and Natural Resources University of Copenhagen Rolighedsvej 25 1958 Frederiksberg Denmark	Tel.dir.: +45 35 28 68 92	jla@ifro.ku.dk
Bailey, Nicholas	Fisheries Research Services Marine Laboratory, P.O Box 101 375 Victoria Road, Torry Aberdeen AB11 9DB UK	Tel: +44 (0)1224 876544 Direct: +44 (0)1224 295398 Fax: +44 (0)1224 295511	baileyn@marlab.ac.uk n.bailey@marlab.ac.uk
Bertignac, Michel	Laboratoire de Biologie Halieutique IFREMER Centre de Brest BP 70 - 29280 Plouzane, France	tel : +33 (0)2 98 22 45 25 - fax : +33 (0)2 98 22 46 53	michel.bertignac@ifremer.fr
Cardinale, Massimiliano	Föreningsgatan 45, 330 Lysekil, Sweden	Tel: +46 523 18750	massimiliano.cardinale@slu.se
Curtis, Hazel	Sea Fish Industry Authority 18 Logie Mill Logie Green Road Edinburgh EH7 4HS	Tel: +44 (0)131 558 3331 Fax: +44 (0)131 558 1442	H_Curtis@seafish.co.uk

Name	Address[1]	Tel.	Email
STECF members			
Delaney, Alyne	Innovative Fisheries Management, -an Aalborg University Research Centre, Postboks 104, 9850 Hirtshals, Denmark	Tel.: +45 9940 3694	ad@ifm.aau.dk
Daskalov, Georgi	Laboratory of Marine Ecology, Institute of Biodiversity and Ecosystem Research, Bulgarian Academy of Sciences	Tel.: +359 52 646892	gmdaskalov@yahoo.co.uk
Döring, Ralf	Thünen Bundesforschungsinstitut, für Ländliche Räume, Wald und Fischerei, Institut für Seefischerei - AG Fischereiökonomie, Palmaille 9, D-22767 Hamburg, Germany	Tel.: 040 38905-185 Fax.: 040 38905-263	ralf.doering@ti.bund.de
Gascuel, Didier	AGROCAMPUS OUEST 65 Route de Saint Brieuc, bat.4 CS 84215, F-35042 RENNES Cedex France	Tel:+33(0)2.23.48.55.34 Fax: +33(0)2.23.48.55.35	Didier.Gascuel@agrocampus-ouest.fr
Graham, Norman (chair)	Marine Institute, Fisheries Science Services (FSS), Rinville, Oranmore, Co. Galway, Ireland	Tel: + 353(0) 91 87200	norman.graham@marine.ie
Garcia Rodriguez, Mariano	Instituto Español de Oceanografía, Servicios Centrales, Corazón de María 8, 28002, Madrid, Spain		Mariano.Garcia@md.ieo.es
Gustavsson, Tore Karl-Erik	Independent Consultant, Göteborg, Sweden		tore.gustavsson@hotmail.com
Jennings, Simon	CEFAS Lowestoft Laboratory, Pakefield Road, Lowestoft Suffolk, UK NR33 0HT	Tel.: +44 1502562244 Fax: +44 1502513865	simon.jennings@cefas.co.uk
Kenny, Andrew	CEFAS Lowestoft Laboratory, Pakefield Road, Lowestoft Suffolk, UK NR33 0HT	Tel.: +44 1502562244 Fax: +44 1502513865	andrew.kenny@cefas.co.uk
Kraak, Sarah	University College Cork Based at: Marine Institute, Rinville, Oranmore, Co Galway, Ireland	Tel: +353 (0)91 387392 Fax +353 (0)91 387201	Sarah.kraak@marine.ie
Kuikka, Sakari	University of Helsinki, Department of Environmental Sciences, P.O. Box 65 (Viikinkaari 1), FI-00014 University of Helsinki, FINLAND	Tel.: +358 50 3309233 Fax. +358-9-191 58754	skuikka@mappi.helsinki.fi
Martin, Paloma	CSIC Instituto de Ciencias del Mar PasseigMarítim, 37-49 08003 Barcelona Spain	Tel: 34.93.2309500 direct line : 34.93.2309552 Fax: 34.93.2309555	paloma@icm.csic.es
Malvarosa, Loretta	NISEA S.c.a.r.l.		malvarosa@nisea.eu

Name	Address[1]	Tel.	Email
STECF members			
Murua, Hilario	AZTI - Tecnalia / Unidad de Investigación Marina, Herrera kaia portualdea z/g 20110 Pasaia (Gipuzkoa), Spain	Tel: 0034 667174433 Fax: 94 6572555	hmurua@azti.es
Nord, Jenny	Southeast Asian Fisheries Development Centre SEAFDEC		jenny@seafdec.org
Nowakowski, Piotr	Maritime University of Szczecin. – Faculty of Food Science and Fisheries, Department of Fishing Technique, Szczecin		npfgd@poczta.onet.pl
Prelezzo, Raul	AZTI - Tecnalia / Unidad de Investigación Marina Txatxarramendi Ugartea z/g 48395 Sukarrieta (Bizkaia), Spain	Tel: 94 6029400 Ext: 406- Fax: 94 6870006	rprellezo@suk.azti.es
Sala, Antonello	Fishing Technology Unit National Research Council (CNR) Institute of Marine Sciences (ISMAR) - Fisheries Section Largo Fiera della Pesca, 1 60125 Ancona - Italy	Tel: +39 071 2078841 Fax: +39 071 55313	a.sala@ismar.cnr.it
Scarcella, Giuseppe	Environmental Management Unit National Research Council (CNR) Institute of Marine Sciences (ISMAR) - Fisheries Section Largo Fiera della Pesca, 1 60125 Ancona - ITaly	Tel: +39 071 2078846 Fax: +39 071 55313	g.scarcella@ismar.cnr.it
Somarakis, Stylianos	Department of Biology University of Crete VassilikaVouton P.O. Box 2208 71409 Heraklion Crete Greece	Tel.: +30 2610 394065, +30 6936566764	somarak@biology.uoc.gr
Stransky, Christoph	Thünen Institute [TI-SF] Federal Research Institute for Rural Areas, Forestry and Fisheries, Institute of Sea Fisheries, Palmaille 9, D-22767 Hamburg, Germany	Tel. +49 40 38905-228 Fax: +49 40 38905-263	christoph.stransky@ti.bund.de
Theret, Francois	Scapêche 17 Bd Abbé Le Cam 56100 Lorient France		ftheret@comata.com
Ulrich, Clara	DTU Aqua, National Institute of Aquatic Resources, Technical University of Denmark, Charlottenlund Slot, JægersborgAllé 1, 2920 Charlottenlund, Denmark		cu@aqua.dtu.dk
Vanhee, Willy	ILVO - Institute for Agricultural and Fisheries Research Unit Animal Sciences - Fisheries Ankerstraat 1, B-8400 Oostende, Belgium	Tel 00-32-59-34-22-55 Fax 00-32-59-33-06-29	willy.vanhee@ilvo.vlaanderen.be

Name	Address[1]	Tel.	Email
STECF members			
van Oostenbrugge, Hans	LandbouwEconomishInstituut-LEI, Fisheries Section, Burg. Patijnlaan 19 P.O.Box 29703 2502 LS The Hague The Netherlands	Tel:+31 (0)70 3358239 Fax: +31 (0)70 3615624	Hans.vanOostenbrugge@wur.Nl

EWG-14-04 and 14-05 participants

Name	Address	Email / Telephone no.
INVITED EXPERTS		
Edo AVIDč	Zavod za ribištvo Slovenije Fisheries Research Institute of Slovenia Sp. Gameljne 61a, 1211 Ljubljana **SLOVENIA**	Edo.Avdic@zzrs.si Tel: 01 24 43 417
Jorg BERKENHAGEN	Thünen Institute of Sea Fisheries 22767 Hamburg **GERMANY**	joerg.berkenhagen@vti.bund.de Tel. + 49 040 38905-206
Cecile BRIGAUDEAU	Des requins et de Hommes Rue Dumont d'Urville BP 70 F -29280 Plouzané **FRANCE**	cecile@desrequinsetdeshommes.org Tel. : +33 (0)6 14 38 60 01
Alfonso CIOFFI	Mably Società Cooperativa **ITALY**	cioffi@mably.it Tel. +39 3280084347
Richard CURTIN	Bord Iascaigh Mhara Irish Sea Fisheries Board **IRELAND**	curtin@bim.ie Tel: +353 (0)1 2144100
Irina DAVIDJUKA	Fish Resources Research Department Daugavgrivas 8 LV-1048 Riga **LATVIA**	irina.davidjuka@bior.gov.lv Tel. +371 29811703
Jose Luis FERNANDEZ SANCHEZ	University of Cantabria Avda. De los castros s/n 39005 Santander **SPAIN**	fernandezjl@unican.es Tel. +34600723043
Helena GALRITO	DGRM Avª Brasília, 1449-030 Lisboa **PORTUGAL**	galrito@dgrm.mamaot.pt Tel: +351 21 3035804
Monica GAMBINO	NISEA Via Irno, 11, 84135 Salerno ITALY	gambino@irepa.org Tel. +39 3284344959
Emmet JACKSON	Bord Iascaigh Mhara (BIM) Irish Sea Fisheries Board **IRELAND**	jackson@bim.ie Tel.+353 (0)87 1954675
Armelle JUNG	Des requins et des Hommes Rue Dumont d'Urville BP 70 F -29280 Plouzané **FRANCE**	armelle@desrequinsetdeshommes.org Tél. : +33 (0)6 14 38 60 01
Edvardas KASLAUSKAS	Agri information and Rural Business Center V. Kudirkos str. 18 LT03105 Vilnius **LITHUANIA**	edvardas.kazlauskas@vic.lt Tel. + 37 037 397087
Bernard KORMAN	MEDDE / DPMA / BSPA Bureau des Statistiques de la Pêche et de l'Aquaculture Tour Voltaire pièce 03.12 - 1, place des degrés 92055 La Défense cedex **FRANCE**	bernard.korman@developpement-durable.gouv.fr Tél. +33 (0)1 40 81 98 34
Emil KUZEBSKI	Morski Instytut Rybacki Kollataja 1 81-332 Gdynia **POLAND**	emil@mir.gdynia.pl Tel. + +48 735 6118

Name	Address	Email / Telephone no.
Steve LAWRENCE	Seafish 18 Logie Mill, Logie Green Road, Edinburgh EH7 4HS **UK**	Steven.Lawrence@seafish.co.uk Tel. +44 (0) 131 524 8663
Janek LEES	Estonian Marine Institute 14 Mäealuse Street 12618 Tallinn **ESTONIA**	janek.lees@ut.ee
Sophie LEONARDI	IFREMER **FRANCE**	Sophie.Leonardi@ifremer.fr Tel. +33 (0)298224588
Carlos MOURA	Director Geral de Pescas e Aquicultura Avenida Brasilia 1440-030 Lisboa **PORTUGAL**	cmoura@dgpa.min-agricultura.pt Tel. + 35 121 3035707
Anton PAULRUD (Chair)	Swedish Agency for Marine and Water management **SWEDEN**	anton.paulrud@havochvatten.se Tel. +46 (0) 10 698 6292
Evelina SABATELLA	NISEA Via Irno, 11, 84135 Salerno **ITALY**	e.sabatella@nisea.eu Tel. + 39 3398752058
Arnaud SOUFFEZ	University Of Nantes Chemin de la Censive du Tertre 44322 Nantes **FRANCE**	arnaud.souffez@univ-nantes.fr Tel. + 33 240 141738
Constantin STORIE	NAFA **ROMANIA**	cststroie@yahoo.com Tel. +04 0216344429
Kees TAAL	LEI Wageningen UR P.O. Box 29703 , 2502 LS The Hague **The Netherlands**	kees.taal@wur.nl Tel. + 31 612664710
Torre **GUSTAVSSON**	Private consultant Raketgatan 1C 41320 Gothenburg **SWEDEN**	tore_gustavsson@hotmail.com +46 703 472 997
Mike TURENHOUT	LEI Wageningen UR P.O. Box 29703 , 2502 LS The Hague **The Netherlands**	mike.turenhout@wur.nl Tel. +31 703358291
Irene TZOURAMANI	Agricultural Economics Research Institute Hellenic Agricultural Organization-DEMETER Terma Alkmanos, str. 115 28 Ilisia, Athens **GREECE**	tzouramani.inagrop@nagref.gr Tel. +30 210 2756596
Jarno VIRTANEN	Finnish Game and Fisheries Research Institute **FINLAND**	Jarno.Virtanen@rktl.fi +358 295 327 323
Ivana VUKOV	Planinska 2ª HR - 10 000 Zagreb **CROATIA**	ivana.vukov@mps.hr mobile: +385 (0) 91 1556 766 tel: +385 (0) 1 6443 177

JRC EXPERTS

Natacha CARVALHO	Joint Research Centre (IPSC) Maritime Affairs Unit Via E. Fermi, 2749 21027 Ispra (Varese) **ITALY**	natacha.carvalho@jrc.ec.europa.eu Tel.+390332786713
Franca CONTINI	Joint Research Centre (IPSC) Maritime Affairs Unit Via E. Fermi, 2749 21027 Ispra (VA) **ITALY**	franca.contini@jrc.ec.europa.eu Tel.+390332785646
Alessandra BORRELLO	Joint Research Centre (IPSC) Maritime Affairs Unit Via E. Fermi, 2749 21027 Ispra (VA) **ITALY**	alessandra.borrello@jrc.ec.europa.eu Tel.+390332785253
Arina MOTOVA	Joint Research Centre (IPSC) Maritime Affairs Unit Via E. Fermi, 2749 21027 Ispra (VA) **ITALY**	arina.motova@jrc.ec.europa.eu Tel.+390332785253

Name	Address	Email / Telephone no.
COMMISSION		
Angel CALVO (DG MARE focalpoint)	DG Maritime Affairs and Fisheries Unit A3 - Structural Policy and Economic Analysis J-99 02/70 B-1049 Brussels **BELGIUM**	angel-andres.calvo-santos@ec.europa.eu Tel. +32 2 29 93630
Natacha CARVALHO (JRC focalpoint)	Joint Research Centre (IPSC) Maritime Affairs Unit Via E. Fermi, 2749 21027 Ispra (Varese) **ITALY**	natacha.carvalho@jrc.ec.europa.eu Tel.+390332786713
Aidas GLEMZA	Joint Research Centre (IPSC) Maritime Affairs Unit Via E. Fermi, 2749 21027 Ispra (VA) **ITALY**	Aidas.GLEMZA@ec.europa.eu Tel.+390332789455

8. List of Background Documents

Background documents are published on the EWG-14-04 meeting's web site on:

http://stecf.jrc.ec.europa.eu/web/stecf/ewg1404

Background documents are published on the EWG-14-05 meeting's web site on:

http://stecf.jrc.ec.europa.eu/web/stecf/ewg1405

List of background documents:

EWG-14-04 and 14-05 – Doc 1 - Declarations of invited and JRC experts (see also section 7 of this report – List of participants)

European Commission

EUR 26901 EN – Joint Research Centre – Institute for the Protection and Security of the Citizen

Title: Scientific, Technical and Economic Committee for Fisheries. 2014 Annual Economic Report on the EU fishing fleet (STECF-14-16).

EWG-14-04 and EWG 14-05 members: A Paulrud; E Avidč; J Berkenhagen; A Borrello; C Brigaudeau; N Carvalho; A Cioffi; R. Curtin; I Davidjuka; JL Fernandez Sanchez; H. Galrito, M Gambino; T. Gustavsson; E Jackson; A Jung; E Kaslauskas; B. Korman; E Kuzebski; S. Lawrence; J Lees; S Leonardi; A Motova; C Moura; P Rogers; E. Sabatella; A Souffez; C Stroie; K Taal; M. Turenhout; I. Tzouramani; J Virtanen & I Vukov.

STECF members: Graham, N., Abella, J. A., Andersen, J., Bailey, N., Bertignac, M., Cardinale, M., Curtis, H., Daskalov, G., Delaney, A., Döring, R., Garcia Rodriguez, M., Gascuel, D., Gustavsson, T., Jennings, S., Kenny, A., Kirkegaard, E., Kraak, S., Kuikka, S., Malvarosa, L., Martin, P., Murua, H., Nord, J., Nowakowski, P., Prellezo, R., Sala, A., Scarcella, G., Somarakis, S., Stransky, C., Theret, F., Ulrich, C., Vanhee, W. & Van Oostenbrugge, H.

Luxembourg: Publications Office of the European Union

2014 – 363 pp. – 21 x 29.7 cm

EUR – Scientific and Technical Research series – ISSN 1977-6578

ISBN 978-92-79-43858-5

doi:10.2788/19812

Abstract

The 2014 Annual Economic Report (AER) on the European Union (EU) fishing fleet provides a comprehensive overview of the latest information available on the structure and economic performance of EU Member States fishing fleets. The results show that although revenue (income from seafood sales plus other income from non-fishing activities) generated by the fleet decreased compared to 2011, costs decreased even more, making the EU fishing fleet generally profitable and more so than in 2011. The decrease in revenue is consistent with a decrease in the total weight and value of seafood landed by the EU fleet. In 2012, the EU fleet generated €6.9 billion in revenue, amounting to €3.3 billion in Gross Value Added, €1.3 billion in gross profit and €458 million in net profit. In 2012, 6.6% of the fleet's revenue was retained as net profit. In view of the continued uncertain economic climate in many Member States and high fuel prices, the economic performance of the EU fleet in the near future is unclear. Projections for 2013 suggest decreased revenue for nine out of 15 Member State fleets assessed. However, GVA as a proportion of revenue is expected to have increased or remained stable in 9 out of the 15 MS fleets, and gross profit and net profit margins are expected to have increased in about half of the fleets assessed. This year's publication includes: (1) an extended (non-technical) summary; (2) a structural and economic overview of the EU fishing fleet; (3) a detailed economic and structural overview of the fishing fleets from each EU Member State; (4) qualitative economic performance assessments for 2012 and performance projections for 2013 for each EU Member State; and (5) regional analyses of the EU fishing fleet.

How to obtain EU publications

Our priced publications are available from EU Bookshop (http://bookshop.europa.eu), where you can place an order with the sales agent of your choice.

The Publications Office has a worldwide network of sales agents. You can obtain their contact details by sending a fax to (352) 29 29-42758.

LB-AQ-14-001-EN-1

As the Commission's in-house science service, the Joint Research Centre's mission is to provide EU policies with independent, evidence-based scientific and technical support throughout the whole policy cycle. Working in close cooperation with policy Directorates-General, the JRC addresses key societal challenges while stimulating innovation through developing new standards, methods and tools, and sharing and transferring its know-how to the Member States and international community.

The Scientific, Technical and Economic Committee for Fisheries (STECF) has been established by the European Commission. The STECF is being consulted at regular intervals on matters pertaining to the conservation and management of living aquatic resources, including biological, economic, environmental, social and technical considerations.

Publications Office

ISBN 978-92-79-43858-5

doi:10.2788/19812