



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 21.11.2000
COM(2000) 738 final

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

**on the results of the multi-annual guidance programmes for the fishing fleets at the end
of 1999**

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

**on the results of the multi-annual guidance programmes for the fishing fleets at
the end of 1999**

Contents

Introduction	4
Measurement of capacity and effort	4
Fleet register	5
Entry – exit regimes	6
Global results	7
Results by Member State	12
Belgium	13
Germany	14
Denmark	17
Spain	18
France	19
Greece	24
Ireland	25
Italy	27
Netherlands	29
Portugal	32
United Kingdom	34
Sweden	39
Finland	41
Conclusions	42

Introduction

For each Member State in the Community, a multi-annual guidance programme (MAGP) fixes objectives for reducing the size of the fishing fleet in order to bring fishing effort into line with available resources. The fourth generation of MAGPs, adopted in December 1997¹, fix objectives for the period 1997 - 2001.

Article 5 of Council Regulation (EC) No 2792/99², concerning the new Financial Instrument for Fisheries Guidance, requires the Member States to submit to the Commission, before 1 May each year, a report on the situation of their fleets at the end of the preceding year with respect to their MAGP objectives. Using these reports, the Commission should produce its own report to the Council and the European Parliament within three months of the 1 May deadline.

The present report is the seventh in the series³ and the second report on the results of the fourth generation of programmes (MAGP IV). There was no report produced on the results of the MAGP IV at the end of 1998, due to late or incomplete reports from the Member States.

Measurement of capacity and effort

For the purposes of the MAGP, the capacity of a vessel is defined as its tonnage in gross tonnes (GT) and its propulsion power in kW. The fishing effort is defined as the product of capacity and the number of days spent at sea. There are therefore two measures of effort, one in GT days and the other in kW days.

Remeasurement of tonnage

The tonnage objectives of the MAGP III (1992 - 1996) were expressed in gross registered tonnes (GRT), though in almost all Member States a mixture of tonnage measurements were used to measure capacity, some vessels being measured in GRT, others in GT and others in nationally defined units of tonnage.

Council Regulation (EC) No 3259/94⁴ and Commission Decision No. 95/84/EC⁵ were adopted in order to harmonise tonnage measurements, requiring that all fishing vessels be measured in GT. They also simplify the definition of GT for vessels less than 15 metres in length and specify formulae to estimate the GT of vessels between 15 and 24 metres length while awaiting full remeasurement.

As agreed with the Member States, the conversion of the tonnage objectives to units of GT was done at the time the MAGP IV was adopted. However some Member

¹ Commission Decisions 98/119/EC to 98/131/EC (OJ L39 of 12.2.98, pp. 1 - 84).

² OJ No L337, 30.12.1999, p. 10.

³ SEC(93) 881 final and SEC(93) 881 final/2.

COM (94) 208 final.

COM (95) 463 final.

COM (96) 305 final.

COM(97) 352 final.

COM(99) 175 final.

⁴ OJ No L 339, 29.12.94, p. 11.

⁵ OJ No L67, 25.3.95, p. 33.

States had made little progress in remeasuring their fleets at the time of adoption, so the objectives, although nominally in units of GT, remained a mixture of GT, GRT and national units.

Further progress in tonnage remeasurement since the adoption of the MAGP IV will have changed the proportions of the fleet measured in the various tonnage units. Since the GT is generally numerically larger than the GRT of a given vessel, this will have altered the comparability of the situation and the objectives that were fixed for tonnage. Strictly speaking the tonnage objectives should be recalculated every time a vessel is remeasured.

The Commission requested Member States to provide in their national reports a list of all the vessels remeasured since 1.1.1997 in order to adjust the tonnage objectives to take into account the effect of remeasurement. This adjustment has been done only for those Member States that complied or partly complied with this request. It should be noted that the adjusted tonnage objectives shown in this report have not been agreed with the Member States.

The periodic adjustment of the tonnage objectives to take into account the progressive remeasurement of the fleet will continue until 31 December 2003. This is the deadline fixed in Commission Decision 95/84/EC by which time all estimates of GT must be replaced by real values. Until that time there will always be some degree of uncertainty when comparing the situation of the fleet with the tonnage objectives.

Cumulative fishing effort objectives

For those Member States that have opted to adjust activity instead of capacity to meet the objectives, the cumulative fishing effort objectives are shown for the first time in this report. In the MAGP Decisions, only the fishing effort objectives at the start and at the end of the period are shown. The way in which the cumulative objectives have been calculated therefore merits a detailed explanation.

Noting that the cumulative fishing effort objectives would be identical whether it is capacity or activity that is reduced over the period of the programme, a curve was drawn of the continuous decrease in capacity over the period 1.1.1996 – 31.12.2001 necessary to meet each of the intermediate objectives expressed purely in terms of capacity. The area under this curve was then multiplied by the baseline level of activity to arrive at the cumulative fishing effort over the period.

A number of Member States have questioned this methodology. Discussions will continue with the Member States in order to arrive at an agreed method to calculate the cumulative effort objectives.

Fleet register

The multi-annual guidance programmes are monitored using the declarations to the fishing vessel register of the Community⁶. The register contains information on the

⁶ Articles 4 and 5 of Commission Regulation (EC) No 109/94 (OJ L19 of 22.1.94).

physical characteristics of all the approximately 100 000 commercial marine fishing vessels in the European fleets, together with information on the MAGP segment to which each vessel belongs and the fishing gears that are installed. It is intended to provide the reference data on the fleet for all aspects of the Common Fisheries Policy.

In previous reports on the results of the MAGP, large discrepancies were sometimes noted between the information contained in the fleet register and that supplied by the Member States in their annual national reports. One of the reasons for these discrepancies was that the declarations from the Member States were screened for errors before being accepted into the database. A rejected or suspect declaration was returned to the Member State for correction or checking. This was intended to ensure the reliability of the register, but in practise often led to a divergence between the data in the national registers and those in the Community register.

These procedures have now been changed. Member States no longer have to send their declarations to DG Fisheries for processing because they now have direct access to their own data in the Community fleet register via the internet using the FRONT (Fleet Register on the Net) application. This means that the national authorities can make immediate corrections the data in the Community register begin to diverge from those in the national database.

These steps will allow a change in approach on the part of the Commission. Any changes to the national register will automatically be reflected in changes to the Community register in order to ensure that both always contain the same information. If these changes introduce suspect values into the database these will still be queried, but the declaration itself will not be rejected.

Another important step to improve the reliability of the register is being taken at a legislative level. Article 10 of Council Regulation 2792/99 states that financial aid for fleet renewal can be withheld if a Member State does not supply information on the fleet in accordance with Community rules. This should result in a substantial improvement in the regularity with which Member States communicate changes to their fleets and therefore in the accuracy of the fleet register.

Entry – exit regimes

Article 6 of Council Regulation 2792/1999 requires Member States to submit to the Commission permanent arrangements for monitoring fleet renewal and modernisation. Where the MAGP objectives are already respected, these arrangements must demonstrate that the entries and exits will be managed such that they will not be exceeded in the future. Where the annual objectives are not already respected, the entries and exits must be such that capacity is gradually reduced in order to attain these objectives.

The services of the Commission are currently examining the entry and exit regimes that have so far been submitted. It should be noted that under Article 10 of Regulation 2792/1999, public aid for fleet renewal and modernisation may be withheld if these regimes are not submitted or if they are inadequate.

Global results

The data in the following tables are in general taken from the fishing vessel register of the Community. In some cases the data have been revised to correct certain errors that were identified in the fishing vessel register. Such cases are described under the section dealing with the results by Member State.

In each of the tables, the percentage change in tonnage and power over the period 1 January 1997 – 1 January 2000 is indicated. However, it should be noted that in the case of tonnage this figure may underestimate the real percentage change due to the progressive remeasurement of vessels in units of GT during the course of the period.

a) Compliance with capacity objectives

The tables under this heading compare the capacity of the fleet with the capacity objectives fixed by the MAGP. Compliance with the effort objectives fixed for some segments of the fleets of a number of Member States are dealt with under point b).

The following table summarises the evolution of the entire Community fleet since the start of the MAGP IV. Since 1 January 1997 the fleet has been reduced by approximately 4% in tonnage and 5.6% in power. The Community fleet is already below the capacity objectives fixed for 31 December 2001.

Total Community fleet

Country		Situation 1.1.1997	Situation 1.1.2000	Change in capacity 1.1.1997 to 1.1.2000	% Change	Intermediate objectives 31.12.1999	Objectives 31.12.2001	Situation at 1.1.2000 with respect to intermediate objectives	Situation at 1.1.2000 with respect to objectives for 2001
TOTAL	GT	2038388	1955949	-82439	-4.0%	2374765	2348727	82%	83%
COMMUNITY	kW	7918447	7471299	-447148	-5.6%	8070497	7964026	93%	94%

In the MAGP IV special treatment is given to the small scale coastal segment of the fishing fleet, containing vessels of less than 12 metres overall length that fish with passive gears. No capacity reductions are required for these vessels. The evolution of the small scale coastal segment in each of the Member States and for the Community as a whole is shown in table below.

Small scale coastal segments

Country		Situation 1.1.1997	Situation 1.1.2000	Change in capacity 1.1.1997 to 1.1.2000	% Change	Objectives 31.12.2001	Situation at 1.1.2000 with respect to objectives for 2001
Germany	GT	4050	4013	-37	-0.9%	4827	83%
	kW	27960	29379	1419	5.1%	31433	93%
Denmark	GT	9655	7900	-1755	-18.2%	11387	69%
	kW	75973	67539	-8434	-11.1%	92429	73%
Spain	GT	24083	22534	-1549	-6.4%	33293	68%
	kW	209900	190477	-19423	-9.3%	235997	81%
France (mainland)	GT	12312	10650	-1662	-13.5%	9987	107%
	kW	168765	166954	-1811	-1.1%	164874	101%
Greece	GT	35622	32424	-3198	-9.0%	40366	80%
	kW	359528	318787	-40741	-11.3%	370358	86%
Italy	GT	7251	7164	-87	-1.2%	10704	67%
	kW	77835	81457	3622	4.7%	79994	102%
Netherlands	GT						
	kW						
Portugal	GT	13482	12934	-548	-4.1%	19200	67%
	kW	112507	120908	8401	7.5%	138330	87%
United Kingdom	GT	17577	18579	1002	5.7%	21901	85%
	kW	242687	260560	17873	7.4%	286154	91%
Sweden	GT	6959	5903	-1056	-15.2%	7974	74%
	kW	85154	75345	-9809	-11.5%	92328	82%
Finland	GT	9928	9107	-821	-8.3%	10113	90%
	kW	140157	135330	-4827	-3.4%	142110	95%
TOTAL	GT	140919	131208	-9711	-7%	169752	77%
COMMUNITY	kW	1500466	1446736	-53730	-4%	1634007	89%

Note: Belgium and Ireland did not define small scale coastal segments of their fleets. For the Netherlands, the vessels have not yet been allocated to the segment.

Bold type indicates that the objectives have been exceeded.

The evolution of the capacity by Member State of the remaining fleet segments is shown in the table below. The shaded rows indicate the Member States that have chosen to achieve the objectives of one or more segments of their fleets by the adjustment of both activity and capacity (see point b).

Segments other than small scale coastal

Country		Situation 1.1.1997	Situation 1.1.2000	Change in capacity 1.1.1997 to 1.1.2000	% Change	Intermediate objectives 31.12.1999	Objectives 31.12.2001	Situation at 1.1.2000 with respect to intermediate objectives	Situation at 1.1.2000 with respect to objectives for 2001
Belgium	GT	22509	22683	174	0.8%	23323	23323	97%	97%
	kW	63540	63453	-87	-0.1%	67857	67857	94%	94%
Germany	GT	69008	62973	-6035	-8.7%	80339	77146	78%	82%
	kW	140062	127058	-13004	-9.3%	146562	138617	87%	92%
Denmark	GT	88114	89982	1868	2.1%	123905	121153	73%	74%
	kW	317022	300262	-16760	-5.3%	461985	371008	65%	81%
Spain	GT	578439	533475	-44964	-7.8%	774790	765960	69%	70%
	kW	1327749	1196767	-130982	-9.9%	1543782	1519639	78%	79%
France (mainland)	GT	185634	186611	977	0.5%	217124	213660	86%	87%
	kW	818290	754965	-63325	-7.7%	772569	756921	98%	100%
Greece	GT	73610	70581	-3029	-4.1%	80647	80389	88%	88%
	kW	302172	302222	50	0.0%	285502	283814	106%	106%
Ireland	GT	61733	55711	-6022	-9.8%	70941	69649	79%	80%
	kW	197572	181195	-16377	-8.3%	203594	199009	89%	91%
Italy	GT	240604	241659	1055	0.4%	220355	219474	110%	110%
	kW	1419376	1432102	12726	0.9%	1268911	1261781	113%	113%
Netherlands	GT	177486	159045	-18441	-10.4%	132597	131809	120%	121%
	kW	496734	395952	-100782	-20.3%	362579	347095	109%	114%
Portugal	GT	109881	104730	-5151	-4.7%	179576	176719	58%	59%
	kW	280075	274853	-5222	-1.9%	370229	358916	74%	77%
United Kingdom	GT	234296	244117	9821	4.2%	243422	242687	100%	101%
	kW	807286	769408	-37878	-4.7%	783320	780309	98%	99%
Sweden	GT	42745	40981	-1764	-4.1%	44199	43770	93%	94%
	kW	169996	158109	-11887	-7.0%	171519	169529	92%	93%
Finland	GT	13410	12193	-1217	-9.1%	13795	13236	88%	92%
	kW	78107	68217	-9890	-12.7%	79123	75524	86%	90%
TOTAL	GT	1897469	1824741	-72728	-3.8%	2205013	2178975	83%	84%
COMMUNITY	kW	6417981	6024563	-393418	-6.1%	6517532	6330019	92%	95%

Bold type indicates that the objectives have been exceeded.

Summary of compliance with capacity objectives by segment

Member State	Number of segments in which the intermediate objectives were achieved / total number of segments	
	GT	KW
Belgium	2/2	2/2
Germany	6/7	6/7
Denmark	4/4	4/4
Spain	7/7	7/7
France (mainland)	8/11	8/11
Greece	6/6	5/6
Ireland	1/3	2/3
Italy	4/10	4/10
Netherlands	1/3	1/3
Portugal	10/10	10/10
United Kingdom	6/8	7/8
Sweden	6/6	5/6
Finland	4/4	4/4

b) Compliance with effort objectives

Six Member States chose to achieve their MAGP IV objectives by managing activity as well as capacity in one or more segments of their fleets. In order to do this the Member States were obliged to define one or more fisheries in each of the segments concerned. Fishing effort objectives were then defined for each of these fisheries. All of the fishing effort exerted by vessels in the segment must be accounted for in this way; there can be no fishing effort in a segment that is not attributed to any of the fisheries that have been defined.

Unlike capacity, fishing effort cannot be measured for a particular point in time. The effort objectives are therefore cumulative over the period of the programme. The following table shows the effort exerted in each of the fisheries from 1 January 1997 until 31 December 1999 compared with the cumulative effort objectives for the end of 1999. The last two columns in this table show the extent to which the objectives have been met. Where the objectives have been exceeded, this is shown in bold.

units in '000 GT days and '000 kW days

Country	Segment code	Fishery	Cumulative effort to end 1999		Cumulative effort objective to end 1999		Cumulative effort / Cumulative objective	
			GT days	kW days	GT days	kW days	GT days	kW days
Germany	4C4	F1	1097	3582	1592	4681	69%	77%
	4C6	F1	8024	5871	13581	9672	59%	61%
France	4F3	F1	8814	65658	42849	70336	21%	93%
	4F6	F1	5643	7037	7055	7476	80%	94%
	4F8	F1	4972	28237	6474	32019	77%	88%
	4F9	F1	2390	12729	2455	13443	97%	95%
		F2	156	1152	345	1877	45%	61%
Ireland	4G2	F1	12571	21813	17804	21970	71%	99%
	4G3	F1	783	3694	967	5240	81%	70%
Netherlands	4J2	F1	54416	63562	45699	44840	119%	142%
	4J3	F1	40160	157321	32936	137483	122%	114%
	4J4	F1	4970	13575	7116	22828	70%	59%
United Kingdom	4N2	F1			4754	11000		
		F2			14538	33636		
		F3			1710	3108		
		F4			1380	1932		
	4N3	F1			11485	44724		
		F2			6171	21340		
	4N4	F1	80981	241430	90685	285914	89%	84%
4N8	F1	4914	8352	8554	13307	57%	63%	
Sweden	4M4	F1	4882	21109	6416	26793	76%	79%

Bold type indicates that the objectives have been exceeded.

Results by Member State

The following tables and charts summarise the results of the MAGP IV at the end of 1999 for each of the Member States.

The MAGP IV is a more complex instrument than the MAGP III, largely because of the use of cumulative effort objectives in certain segments. There is now a large amount of information to present for the results in each of the Member States.

For this reason the results are usually presented at face value, with few or no qualifications as to their reliability. There are some exceptions in cases where a comment is thought particularly necessary, but the reader of the report is left to do much of his or her own interpretation of the figures.

The following is an explanation of each of the tables and charts presented.

The table under point a), “capacity objectives”, shows the intermediate capacity objectives for the end of 1999 and the final capacity objectives for the end of 2001. It does not show the effort objectives for those segments where the objectives are to be achieved by a mixture of capacity and activity reductions. In this table, the columns headed “GT rev” give the revised GT objectives after adjusting for the effect of remeasurement.

The table under point b), “situation of the fleet”, shows the situation at the end of each of the years 1997, 1998 and 1999 as taken from the fleet register (the row labelled “FR”) and as indicated in the national reports submitted by the Member States (the row labelled “MS” and shown in italics). In principle the two rows should contain the same information, since the national and Community fleet registers should be identical. In this table, the row labelled “Unk”(for “Unknown”) shows the capacity of vessels that have not been allocated to a MAGP IV segment in the fleet register.

The table under point c), “fishing effort” gives the fishing effort by segment. The information in this table is the information provided by the Member States in their national reports. Where fisheries are identified within segments (the shaded rows labelled F1, F2 etc.), the objectives for the segment are expressed in terms of fishing effort in the MAGP IV Decision, so activity limitations contribute to the achievement of the objectives

Finally, under point d) “cumulative fishing effort”, the table shows the cumulative intermediate fishing effort objectives for each of the segments and fisheries in which the objectives are expressed in terms of fishing effort. The charts following this table, compare the cumulative fishing effort declared by the Member States (white bars) with the cumulative intermediate effort objectives under the MAGP IV (shaded bars).

Belgium

In the discussions for the preparation of the MAGP IV, Belgium presented economic arguments for maintaining the objectives of the its fleet at the level set by the transitional multi-annual guidance programme of 1992. The Council accepted that these objectives represented the minimum viable capacity of the Belgian fleet. The objectives of the MAGP IV are therefore to stabilise capacity at that level.

a) Capacity objectives

No information was provided on the vessels re-measured in GT since the start of the MAGP IV, so the GT objectives remain unchanged.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Beam trawlers	4A1	22008		63987	22008		63987
Demersal trawlers	4A2	1315		3870	1315		3870
TOTAL		23323		67857	23323		67857

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	KW	GT	kW	GT	kW	GT	kW	GT	kW
4A1	FR	21303	61141	21567	61327	21848	61279	99%	96%	99%	96%
	MS	21362	61141	21552	61327	21831	61279	99%	96%	99%	96%
4A2	FR	1685	3534	1046	2614	835	2174	63%	56%	63%	56%
	MS	1650	3534	1216	2614	1005	2174	76%	56%	76%	56%
TOTAL	FR	22988	64675	22613	63941	22683	63453	97%	94%	97%	94%
	MS	23012	64675	22768	63941	22836	63453	98%	94%	98%	94%

c) Fishing effort

No fishing effort data were provided.

Germany

After the adoption of the MAGP IV Decision for Germany, it was discovered that certain logbook data had not been included in the original baseline activity figures for the beam trawler segment, which contains just 7 vessels. The Decision was therefore amended by Decision 1999/447/EC⁷ of 14 June 1999 in order to correct this. The capacity objectives were not affected by the amendment.

a) Capacity objectives

No information was provided on the vessels re-measured in GT since the start of the MAGP IV, so the GT objectives remain unchanged.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4C1	4827		31433	4827		31433
Passive gear >12 m	4C2	2122		6017	2057		5834
Demersal trawlers	4C3	13360		36429	11809		32200
Beam trawlers	4C4	2263		6759	2263		6759
Beam trawlers (list I and II)	4C5	11383		50054	10821		47585
Pelagic trawlers	4C6	18356		12841	18356		12841
Trawlers (3 rd country)	4C7	32856		34463	31840		33397
TOTAL		85166		177995	81973		170050

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4C1	FR	4042	28201	3982	28546	4013	29379	83%	93%	83%	93%
	MS			3978	28572	4031	29711	84%	95%	84%	95%
4C2	FR	1800	5237	1771	5079	1768	5079	83%	84%	86%	87%
	MS			1771	5079	1768	5079	83%	84%	86%	87%
4C3	FR	10473	33329	9786	31709	9668	31351	72%	86%	82%	97%
	MS			9755	31709	9644	31351	72%	86%	82%	97%
4C4	FR	1731	6303	1682	6303	1729	6303	76%	93%	76%	93%
	MS			1682	6303	1729	6303	76%	93%	76%	93%
4C5	FR	12446	50233	12608	50097	12576	49820	110%	100%	116%	105%
	MS			12607	50097	12579	49820	111%	100%	116%	105%
4C6	FR	18264	11749	18264	11749	18264	8949	99%	70%	99%	70%
	MS			18264	11749	18264	11749	99%	91%	99%	91%
4C7	FR	17437	20816	16862	19543	18968	22747	58%	66%	60%	68%
	MS			16862	19543	18968	22747	56%	66%	57%	68%
Unk	FR	1	9	1	9	1	9				
TOTAL	FR	66194	155877	64956	153035	66986	153628	79%	86%	82%	90%
	MS			64919	153052	66983	156760	78%	88%	81%	92%

Note: The power of segment 4C6 at 1 January 2000 should be taken to be 11749 kW, as indicated by the German authorities.

Bold type indicates that the objectives have been exceeded

c) Fishing effort

⁷ OJ No L175, 10.7.1999, p. 66.

Germany intends to control fishing effort in two segments of the fleet, the beam trawlers operating in the North Sea (4C4) and the pelagic trawlers (4C6). Germany has introduced regimes to manage fishing effort in these two segments, by the allocation of days at sea to individual vessels in the case of beam trawlers and by limiting the aggregate effort of the pelagic trawlers. However the services of the Commission have queried certain details concerning the calculation of the number of days spent at sea, in particular regarding the apparent exclusion of time spent fishing species that are not listed in Annex 1 of Council Decision 97/413/EC.

Segment code	Fishery	1997		1998		1999	
		GT days	kW days	GT days	kW days	GT days	KW days
4C1				540285	3934492	555473	4057260
4C2				359474	1115504	415992	1084372
4C3				2418780	6870790	1941095	6032409
4C4	F1	564000	1658000	270694	978996	262192	945184
4C5				1684446	7131184	2260342	8474703
4C6	F1	4684000	3336000	1501522	1161479	1838019	1373183
4C7				5576697	7468507	5990561	7418865

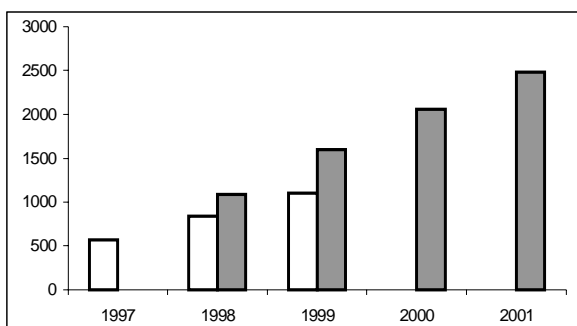
d) Cumulative fishing effort objectives

units in '000 GT days and '000 kW days

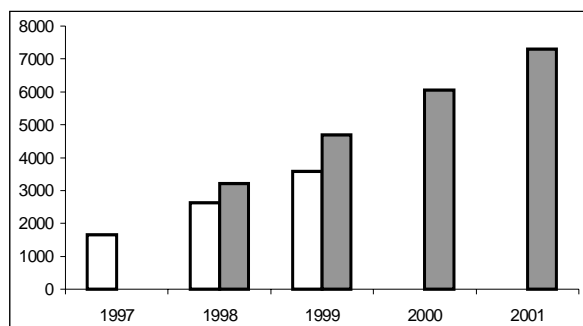
Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4C4	F1	1088	3199	1592	4681	2056	6045	2481	7293
4C6	F1	9179	6538	13581	9672	17793	12673	21817	15539

4C4 Beam trawlers

GT days ('000)

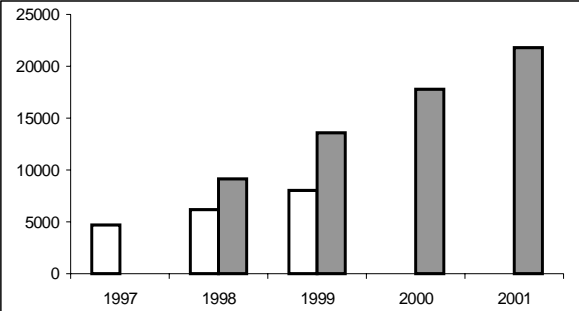


kW days ('000)

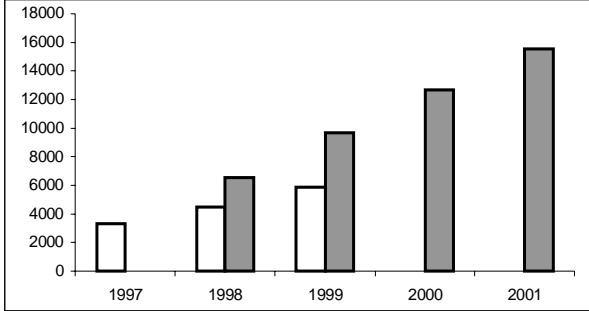


4C6 Pelagic trawlers

GT days ('000)



kW days ('000)



Denmark

a) Capacity objectives

No information was provided on the vessels re-measured in GT since the start of the MAGP IV, so the GT objectives remain unchanged.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4B1	11387		92429	11387		92429
Netters	4B2	10625		43423	8981		36704
Trawlers & seiners	4B3	101421		314962	100500		312101
Purse seiners & pelagic trawlers	4B4	11859		22558	11672		22203
TOTAL		135292		473372	132540		463437

b) Situation of the fleet

Denmark stated that the difference between the GT figures provided in their report and the figures obtained from the fleet register are due to estimates of GT being used in the report in cases where only GRT figures are available in the register. Under Community legislation the estimates of GT should in fact have been reported to the fleet register. The figure provided by Denmark should be considered the most reliable.

For 1.1.1998 and 1.1.1999, the differences in power between the figures supplied by Denmark and those in the fleet register can be largely attributed to the declaration of the maximum power in the report and the de-rated power in the fleet register. Provided that the de-rated engine power is an accurate representation of the power actually developed the fleet register information should be considered more reliable. For 1.1.2000 Denmark provided the de-rated engine power.

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4B1	FR	8896	71245	8392	68523	7900	67539	69%	73%	69%	73%
	MS	8642	76522	8069	73155	8161	69959	72%	76%	72%	76%
4B2	FR	5202	31051	5150	30911	5217	30115	49%	69%	58%	82%
	MS	7119	32650	7125	33072	7084	31824	67%	73%	79%	87%
4B3	FR	71126	243012	71548	239503	73372	242084	72%	77%	73%	78%
	MS	81747	269529	82164	266969	84323	253396	83%	80%	84%	81%
4B4	FR	7858	15668	7858	15833	6763	14370	57%	64%	58%	65%
	MS	8237	15815	8237	15834	8237	16196	69%	72%	71%	73%
Unk.	FR	4663	15940	4738	15580	4630	13693				
TOTAL	FR	97745	376916	97686	370350	97882	367801	72%	78%	74%	79%
	MS	105745	394516	105595	389030	107805	371375	80%	78%	81%	80%

c) Fishing effort

Overall fishing effort data were provided, but not broken down by fleet segment.

Spain

a) Capacity objectives

No information was provided on the vessels re-measured in GT since the start of the MAGP IV, so the GT objectives remain unchanged.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4E1	33293		235997	33293		235997
EU waters Trawlers	4E2	166689		432907	163114		423621
EU waters Fixed Gear	4E3	60879		154298	58776		148967
EU waters Purse seiners	4E4	60491		182901	57341		173376
Int. waters Trawl and mobile	4E5	334595		517173	334595		517173
Int. waters Fixed gear	4E6	56642		118370	56642		118370
Int. waters Tuna	4E7	95493		138133	95493		138133
TOTAL		808083		1779779	799253		1755636

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4E1	FR	23678	205506	22306	191895	22534	190477	68%	81%	68%	81%
	MS	23664	204568	23309	200183	22902	193472	69%	82%	69%	82%
4E2	FR	136277	394106	135601	380460	138633	376490	83%	87%	85%	89%
	MS	137171	395319	135450	379268	128565	373786	77%	86%	79%	88%
4E3	FR	50711	150379	45606	132130	47635	135728	78%	88%	81%	91%
	MS	48720	143496	47044	133954	48811	145290	80%	94%	83%	98%
4E4	FR	49374	172098	49857	171877	49955	170190	83%	93%	87%	98%
	MS	51729	173503	52249	176768	46140	172182	76%	94%	80%	99%
4E5	FR	185525	323380	164336	286604	162861	278104	49%	54%	49%	54%
	MS	191758	334427	165628	268120	159956	271073	48%	52%	48%	52%
4E6	FR	50606	102236	49716	96212	50434	95707	89%	81%	89%	81%
	MS	49559	99953	46528	86616	51574	99326	91%	84%	91%	84%
4E7	FR	72090	108047	74723	112075	77704	115720	81%	84%	81%	84%
	MS	75693	114042	76016	114045	77588	115834	81%	84%	81%	84%
Unk.	FR	1373	3380	6273	25719	6253	24828				
TOTAL	FR	569634	1459132	548418	1396972	556009	1387244	69%	78%	70%	79%
	MS	578294	1465308	546224	1358954	535536	1370963	66%	77%	67%	78%

c) Fishing effort

Segment code	1997		1998		1999	
	GT days	kW days	GT days	kW days	GT days	kW days
4E1	8637360	74667320	8507785	73066795	8359230	70617280
4E2	38474518	109402779	38127820	105554620	36685380	104457305
4E3	17404810	48275591	15292420	42338559	16055024	46476805
4E4	13501269	45284283	13584740	45959680	11996400	44767320
4E5	62225793	105967414	52313425	87979342	49813860	81378882
4E6	17620006	35364904	16493816	30646626	17734946	33948654
4E7	27627945	41625330	27745840	41626425	28319620	42279410

France

The MAGP IV Decision was modified by Decision 1999/442/EC⁸ of 7 June 1999 in order to fix the objectives for the segments operating in the French Overseas Departments, as envisaged in a footnote to the table of objectives of the earlier Decision.

a) Capacity objectives

France provided a list of all vessels operating from the mainland that were remeasured since the start of the MAGP IV. Of these, only the vessels that were active at 1.1.1997 were used to calculate for each fleet segment the change in the situation at 1.1.1997 attributable purely to the change in units from GRT to GT. The objectives for 31.12.1996 were adjusted by the same proportion and the objectives for 31.12.2001 recalculated accordingly.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	KW
Small scale coastal	4F1	11295	9987	164874	11295	9987	164874
Trawlers 0 – 30 metres	4F2	63278	75743	351908	60847	72832	338387
Trawlers > 30 metres	4F3	41924	53352	85388	41924	53352	85388
Non trawlers 12 – 25 metres	4F4	10043	12298	63586	9753	11944	61755
Non trawlers > 25 metres	4F5	1018	1213	2847	913	1014	2551
Pelagic trawlers > 50 metres	4F6	6970	8096	8580	6970	8096	8580
Med. small scale specialised	4F7	5078	4210	99722	5078	4210	99722
Med. trawlers	4F8	7530	8841	43144	7530	8841	43144
Med. seiners	4F9	4974	5408	25965	4974	5408	25965
International Dakar pole & line	4FA	1744	1759	3935	1744	1759	3935
International seiners	4FB	34561	46205	87494	34561	46205	87494
TOTAL MAINLAND		188415	227111	937443	185589	223647	921795
Réunion small scale coastal	4FC	1000		15000	1000		15000
Réunion tuna	4FD	4400		11000	4400		11000
Réunion others	4FE	4055		8110	4055		8110
Guyanne small scale coastal	4FF	400		5250	400		5250
Guyanne shrimp vessels	4FG	6526		19726	6526		19726
Guyanne offshore vessels	4FH	3500		5000	3500		5000
Martinique <12 metres	4FJ	2800		65500	2800		65500
Martinique > 12 metres	4FK	1000		3000	1000		3000
Guadeloupe <12 metres	4FL	4100		105000	4100		105000
Guadeloupe >12 metres	4FM	500		1750	500		1750
TOTAL DOMs		28281		239336	28281		239336
TOTAL		216696	255392	1176779	213870	251928	1161131

Note: For the DOMs an increase in capacity is foreseen. The intermediate objectives are therefore equivalent to the final objectives

Bold type indicates that the objectives have been exceeded.

⁸ OJ No L 172, 8.7.1999, p. 45.

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4F1	FR	12108	169050	11536	167436	10650	166954	107%	101%	107%	101%
	MS	<i>12184</i>	<i>169582</i>	<i>11974</i>	<i>168472</i>	<i>11773</i>	<i>166991</i>	118%	101%	118%	101%
4F2	FR	59074	378175	60956	368842	64571	364040	85%	103%	89%	108%
	MS	<i>58611</i>	<i>379074</i>	<i>57625</i>	<i>370831</i>	<i>57304</i>	<i>368577</i>	76%	105%	79%	109%
4F3	FR	37261	74643	37366	73805	37708	74210	71%	87%	71%	87%
	MS	<i>29738</i>	<i>74643</i>	<i>29347</i>	<i>73805</i>	<i>29403</i>	<i>74210</i>	55%	87%	55%	87%
4F4	FR	11885	67522	12123	67413	13377	65481	109%	103%	112%	106%
	MS	<i>11458</i>	<i>66485</i>	<i>10834</i>	<i>64275</i>	<i>10489</i>	<i>62239</i>	85%	98%	88%	101%
4F5	FR	1967	5135	2414	5797	2540	5797	209%	204%	250%	227%
	MS	<i>1967</i>	<i>5135</i>	<i>2218</i>	<i>5797</i>	<i>2213</i>	<i>5797</i>	182%	204%	218%	227%
4F6	FR	5857	8580	5857	8580	6803	8580	84%	100%	84%	100%
	MS	<i>5856</i>	<i>8580</i>	<i>5857</i>	<i>8580</i>	<i>5857</i>	<i>8580</i>	72%	100%	72%	100%
4F7	FR	5785	96512	5563	94921	4797	91341	114%	92%	114%	92%
	MS	<i>5787</i>	<i>96496</i>	<i>5616</i>	<i>94147</i>	<i>5292</i>	<i>89227</i>	126%	89%	126%	89%
4F8	FR	8632	48805	8067	43231	8906	41345	101%	96%	101%	96%
	MS	<i>8497</i>	<i>48599</i>	<i>7633</i>	<i>43135</i>	<i>7594</i>	<i>43109</i>	86%	100%	86%	100%
4F9	FR	4335	24824	4635	26498	4820	25524	89%	98%	89%	98%
	MS	<i>4528</i>	<i>24824</i>	<i>5046</i>	<i>26498</i>	<i>4830</i>	<i>24649</i>	89%	95%	89%	95%
4FA	FR	1744	3935	1258	2744	1258	2744	72%	70%	72%	70%
	MS	<i>1744</i>	<i>3935</i>	<i>1258</i>	<i>2744</i>	<i>1258</i>	<i>2744</i>	72%	70%	72%	70%
4FB	FR	43982	83333	43113	80463	41831	75903	91%	87%	91%	87%
	MS	<i>33205</i>	<i>83333</i>	<i>32106</i>	<i>80463</i>	<i>30737</i>	<i>75903</i>	67%	87%	67%	87%
TOTAL MAIN-LAND	FR	192630	960514	192888	939730	197261	921919	87%	98%	88%	100%
	MS	<i>173575</i>	<i>960686</i>	<i>169512</i>	<i>938747</i>	<i>166750</i>	<i>922026</i>	73%	98%	75%	100%
4FC	FR	704	11382	695	11321	645	11073	65%	74%	65%	74%
	MS	<i>704</i>	<i>11382</i>	<i>695</i>	<i>11321</i>	<i>589</i>	<i>10722</i>	59%	71%	59%	71%
4FD	FR	439	1629	486	2083	748	3680	17%	33%	17%	33%
	MS	<i>439</i>	<i>1629</i>	<i>586</i>	<i>2414</i>	<i>1073</i>	<i>6040</i>	24%	55%	24%	55%
4FE	FR	2701	4507	2866	5720	376	5166	9%	64%	9%	64%
	MS	<i>2806</i>	<i>4853</i>	<i>2971</i>	<i>6066</i>	<i>1721</i>	<i>3015</i>	42%	37%	42%	37%
4FF	FR	302	4043	232	2870	295	3307	74%	63%	74%	63%
	MS	<i>302</i>	<i>4043</i>	<i>232</i>	<i>2870</i>	<i>272</i>	<i>3065</i>	68%	58%	68%	58%
4FG	FR	5935	18257	6156	18972	5986	18672	92%	95%	92%	95%
	MS	<i>6046</i>	<i>18573</i>	<i>6197</i>	<i>19067</i>	<i>6209</i>	<i>19319</i>	95%	98%	95%	98%
4FH	FR	876	3165	707	2104	539	1933	15%	39%	15%	39%
	MS	<i>765</i>	<i>2849</i>	<i>677</i>	<i>2002</i>	<i>146</i>	<i>734</i>	4%	15%	4%	15%
4FJ	FR	2325	54971	2362	54359	2214	52565	79%	80%	79%	80%
	MS	<i>2326</i>	<i>54986</i>	<i>2335</i>	<i>53860</i>	<i>2229</i>	<i>52259</i>	80%	80%	80%	80%
4FK	FR	346	1817	437	2343	304	1727	30%	58%	30%	58%
	MS	<i>318</i>	<i>1463</i>	<i>409</i>	<i>1989</i>	<i>402</i>	<i>2028</i>	40%	68%	40%	68%
4FL	FR	3228	82377	3220	84245	3253	87247	79%	83%	79%	83%
	MS	<i>3228</i>	<i>83516</i>	<i>3208</i>	<i>84909</i>	<i>3222</i>	<i>88303</i>	79%	84%	79%	84%
4FM	FR	379	1335	379	1287			0%	0%	0%	0%
	MS	<i>409</i>	<i>1546</i>	<i>300</i>	<i>1174</i>	<i>130</i>	<i>527</i>	26%	30%	26%	30%
Unk.	FR										
TOTAL DOM	FR	17235	183483	17540	185304	14360	185370	51%	77%	51%	77%
	MS	<i>17343</i>	<i>184840</i>	<i>17608</i>	<i>185672</i>	<i>15994</i>	<i>186012</i>	57%	78%	57%	78%
TOTAL	FR	209865	1143997	210428	1125034	211621	1107289	83%	94%	84%	95%
	MS	<i>190918</i>	<i>1145526</i>	<i>187120</i>	<i>1124419</i>	<i>182744</i>	<i>1108038</i>	72%	94%	73%	95%

Bold type indicates that the objectives have been exceeded.

c) Fishing effort

France has opted to control fishing effort in four segments of the fleet, but the services of the Commission have raised certain reservations concerning the efficacy of certain provisions of the fishing effort management regimes that have been introduced, notably the weekend prohibition of fishing in segment 4F8.

Segment code	Fishery	1997		1998		1999	
		GT days	kW days	GT days	kW days	GT days	kW days
4F1							
4F2		14320320	92831040	13616460	87887124	13379904	86182780
4F3	F1	8814025	22004263	8655953	21747632	8695000	21906220
4F4							
4F5							
4F6	F1	2052120	2522940	1855070	2317740	1735670	2196360
4F7							
4F8	F1	1834918	10453623	1614900	9193900	1522400	8589000
4F9	F1	776082	4425113	797632	4168384	815882	4135396
	F2	66113	441775	46319	359814	43432	350304
4FA							
4FB		10291457	25842856	10155861	25470278	9772087	24314913
4FC							
4FD							
4FE							
4FF							
4FG							
4FH							
4FJ							
4FK							
4FL							
4FM							

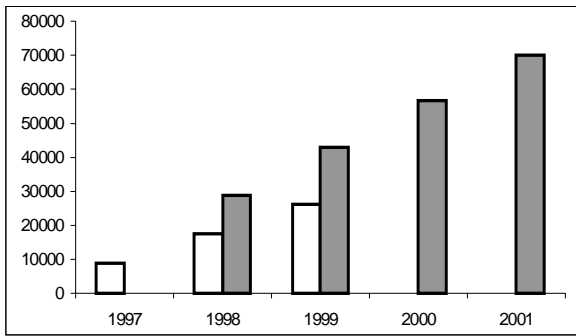
d) Cumulative fishing effort objectives

units in '000 GT days and '000 kW days

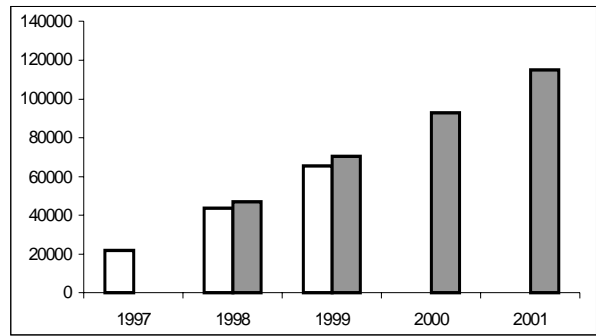
Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	KW days	GT days	kW days	GT days	kW days
4F3	F1	28792	47261	42849	70336	56567	92855	69947	114818
4F6	F1	4739	5022	7055	7476	9316	9873	11524	12213
4F8	F1	4316	21346	6474	32019	8632	42692	10790	53365
4F9	F1	1665	9118	2455	13443	3202	17535	3906	21392
	F2	230	1251	345	1877	461	2503	576	3128

4F3 Trawlers > 30 metres

GT days ('000)

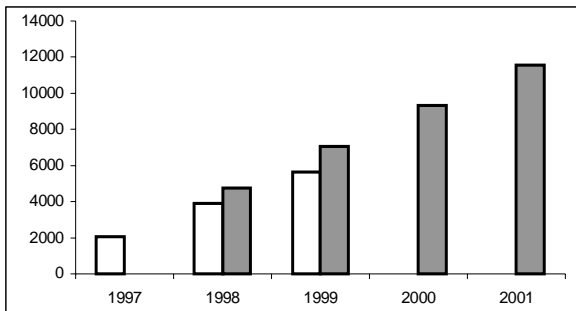


kW Days ('000)

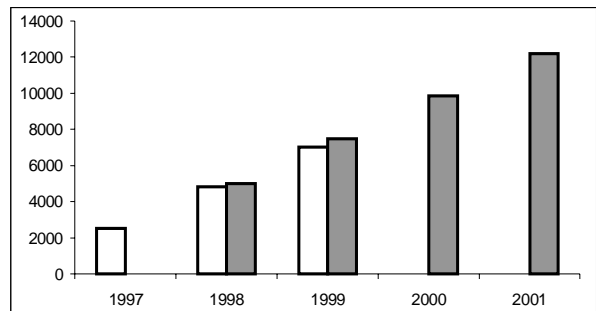


4F6 Pelagic trawlers > 50 metres

GT days ('000)

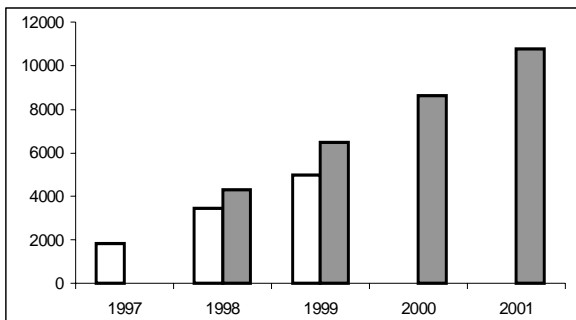


kW days ('000)

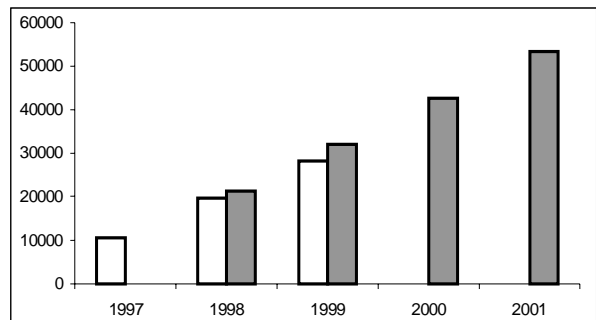


4F8 Mediterranean trawlers

GT days ('000)

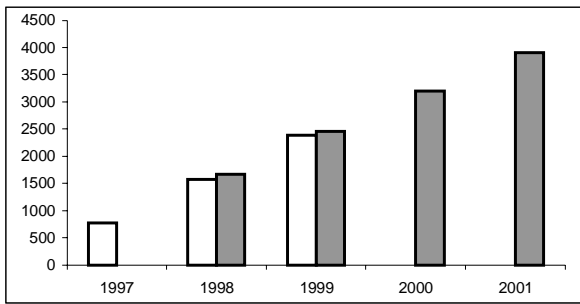


kW days ('000)

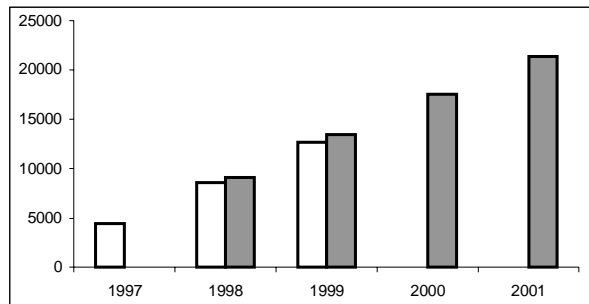


4F9 Mediterranean seiners : Fishery F1 : Tuna

GT days ('000)

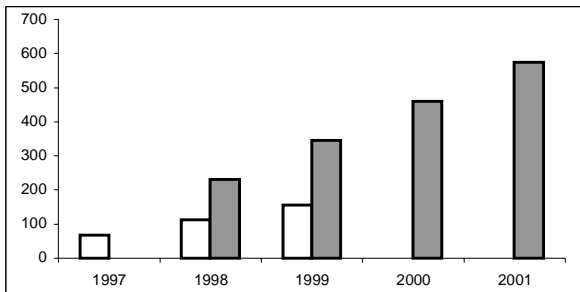


kW days ('000)

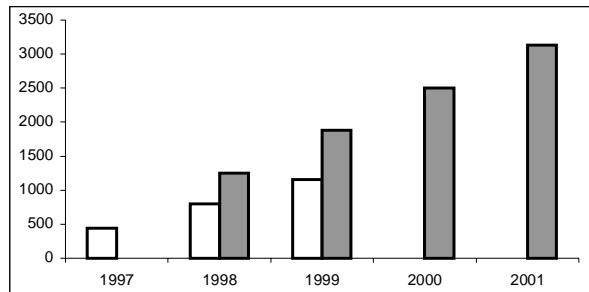


4F9 Mediterranean seiners : Fishery F2 : Small pelagics

GT days ('000)



kW days ('000)



Greece

a) Capacity objectives

No information was provided on the vessels re-measured in GT since the start of the MAGP IV, so the GT objectives remain unchanged.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4D1	40366		370358	40366		370358
Demersal	4D2	23648		95976	23648		95976
Gri-gri	4D3	12539		63445	12539		63445
Sponge	4D4	186		1202	186		1202
> 12 metres	4D5	13283		87127	13025		85440
International waters	4D6	30991		37751	30991		37751
TOTAL		121013		655860	120755		654172

b) Situation of the fleet

The tonnage values communicated by Greece separated the totals of vessels for which a GRT measure was available and those for which a GT value was available. No total was given in which a GT was used if available and a GRT if not. The tonnage figures from Greece have therefore been omitted from the following table.

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4D1	FR MS	35452	353906 363346	34722	345471 363570	32424	318787 344823	80%	86% 93%	80%	86% 93%
4D2	FR MS	24183	104405 108456	22495	96237 104270	22104	93422 102499	93%	97% 107%	93%	97% 107%
4D3	FR MS	12444	62003 63338	12010	60012 62879	11395	56941 60437	91%	90% 95%	91%	90% 95%
4D4	FR MS	119	789 789	119	789 789	72	493 493	39%	41% 41%	39%	41% 41%
4D5	FR MS	12847	83502 84717	11970	77601 80374	11085	71766 76699	83%	82% 88%	85%	84% 90%
4D6	FR MS	19946	33402 34466	18938	31616 32823	18252	30727 32240	59%	81% 85%	59%	81% 85%
Unk.	FR	3606	20105	6022	37466	7673	48873				
TOTAL	FR MS	108597	658112 655112	106276	649192 644705	103005	621009 617191	85%	95% 94%	85%	95% 94%

c) Fishing effort

Segment code	1997		1998		1999	
	GT days	kW days	GT days	kW days	GT days	kW days
4D1	8433578	68581903	9178160	72888814	9382252	73912567
4D2	5691584	25685604	5148336	23853888	4857789	22618304
4D3	2717217	12387676	2640974	12128918	2665362	12227816
4D4						
4D5	2659736	16248403	2614040	15700526	2533526	15204895
4D6	4680338	11112390	3567206	8334059	3806867	9038816

Ireland

a) Capacity objectives

No information was provided on the vessels re-measured in GT since the start of the MAGP IV, so the GT objectives remain unchanged.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Polyvalent	4G1	47477		168442	46185		163857
Pelagic Trawl and purse seine	4G2	22308		29039	22308		29039
Beam trawl	4G3	1156		6113	1156		6113
TOTAL		70941		203594	69649		199009

b) Situation of the fleet

		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
Segment code		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4G1	FR	39478	145673	38848	139884	37900	137113	80%	81%	82%	84%
	MS	36148	136717	36235	137517	34748	138331	73%	82%	75%	84%
4G2	FR	18942	38893	16952	38928	16334	37361	73%	129%	73%	129%
	MS	21075	39253	21977	40988	22804	41520	102%	143%	102%	143%
4G3	FR	1130	5128	932	4383	1330	5875	115%	96%	115%	96%
	MS	1130	5129	1130	5339	1132	5129	98%	84%	98%	84%
Unk.	FR	135	775	135	775	147	846				
TOTAL	FR	59685	190469	56867	183970	55711	181195	79%	89%	80%	91%
	MS	58353	181099	59342	183844	58684	184980	83%	91%	84%	93%

Note : The objectives for segment 4G1 were increased at the start of the MAGP IV in order to take into account the capacity of previously unregistered vessels. The registration of these vessels has not yet been completed, with approximately 400 of a total of about 1000 applications as yet unprocessed. The capacity of this segment is therefore underestimated in the table.

Bold type indicates that the objectives have been exceeded.

c) Fishing effort

Segment code	Fishery	1997		1998		1999	
		GT days	kW days	GT days	kW days	GT days	kW days
4G1		4972946	18398822	5359037	18547406	6119781	22508700
4G2	F1	4451261	7773113	4028677	7021739	4091316	7020166
4G3	F1	232197	1111626	273240	1304267	277725	1277770

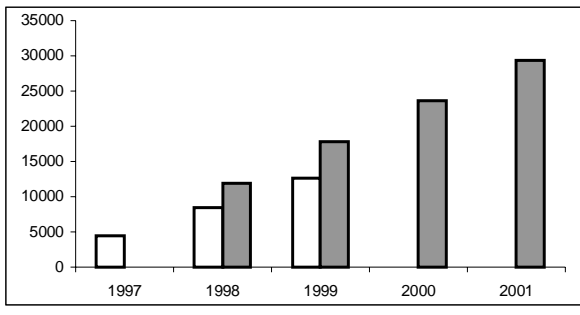
d) Cumulative fishing effort objectives

units in '000 GT days and '000 kW days

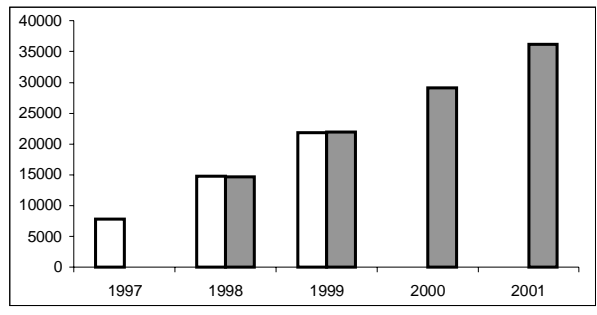
Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	KW days	GT days	kW days	GT days	kW days
4G2	F1	11922	14712	17804	21970	23606	29130	29329	36192
4G3	F1	650	3525	967	5240	1275	6907	1574	8528

4G2 Pelagic

GT days ('000)

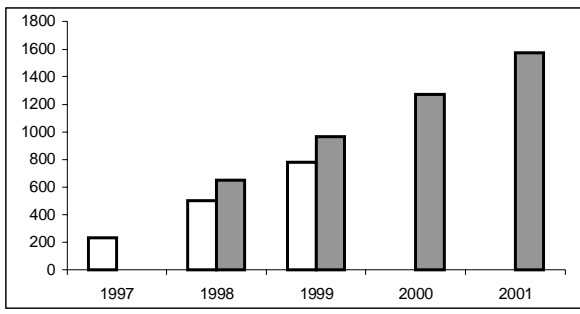


kW days ('000)

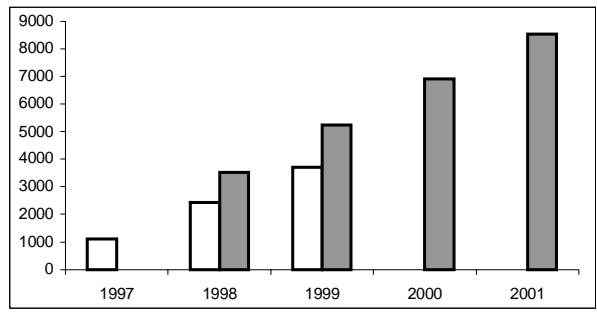


4G3 Beam trawl

GT days ('000)



kW days ('000)



Italy

In that MAGP IV Decision for Italy, a footnote to the table of objectives stated that the figures would be revised in the light of the conclusions of a working group set up between the Commission and the Italian authorities to review the data on the Italian fleet, which were considered at the time of adoption to be unreliable.

Based on the results of the working group, the Italian MAGP was amended by Decision 2000/279/EC⁹ of 30 March 2000. However it should be noted that although the revised figures are a much more accurate representation of the Italian fleet, further revisions are envisaged before the end of 2000.

a) Capacity objectives

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4H1	10704		79994	10704		79994
Bottom trawlers	4H2	64152		312437	64152		312437
Pelagic pair trawlers	4H3	794		4749	794		4749
Small purse seiners	4H4	58280		453674	58221		453220
Hydraulic dredgers	4H5	9802		95108	9802		95108
Polyvalent	4H6	30824		199461	30808		199361
Bottom trawlers	4H7	8025		22276	8025		22276
Polyvalent non trawlers	4H8	6301		23696	6301		23696
Tuna purse seiners	4H9	3353		12827	3158		12081
Swordfish fleet	4HA	9593		91318	8980		85489
Trawlers and purse seiners	4HB	29232		53364	29232		53364
TOTAL		231059		1348905	230178		1341775

⁹ OJ No L 90, 12.4.2000, p. 12.

b) Situation of the fleet

In the following table there are very large discrepancies for certain segments between the data in the fleet register and those supplied by Italy. These arise because the allocation of vessels to their correct segments in the Community fleet register is not yet complete.

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4H1	FR	7157	79765	7183	81353	7164	81457	67%	102%	67%	102%
	MS	4017	85356	10138	87208	10069	87598	94%	110%	94%	110%
4H2	FR	82273	390272	83071	392748	82968	391933	129%	125%	129%	125%
	MS	81319	407649	79834	405831	77148	395677	120%	127%	120%	127%
4H3	FR	1197	6186	1197	6186	1197	6186	151%	130%	151%	130%
	MS	758	4790	704	4314	727	4520	92%	95%	92%	95%
4H4	FR	61804	491848	63253	506676	63394	507730	109%	112%	109%	112%
	MS	59186	499920	62275	534345	61630	532170	106%	117%	106%	117%
4H5	FR	10913	95389	11020	96100	10557	91107	108%	96%	108%	96%
	MS	9346	96649	8953	92883	8251	85416	84%	90%	84%	90%
4H6	FR	34707	205712	35110	207875	35376	211321	115%	106%	115%	106%
	MS	34631	228438	34328	229839	32530	224049	106%	112%	106%	112%
4H7	FR	20144	96481	19984	96058	19984	96163	249%	432%	249%	432%
	MS	4622	13908	4711	14431	4711	14431	59%	65%	59%	65%
4H8	FR	2946	11643	3275	12482	3275	12482	52%	53%	52%	53%
	MS	3008	11622	3457	13397	3719	14508	59%	61%	59%	61%
4H9	FR	2645	10306	2645	10306	2645	10306	79%	80%	84%	85%
	MS	2720	10906	2716	10300	2608	10083	78%	79%	83%	83%
4HA	FR	10486	88896	9039	75083	8997	73639	94%	81%	100%	86%
	MS	10239	91098	5516	50672	3983	35814	42%	39%	44%	42%
4HB	FR	13622	30619	12295	31031	10227	26239	35%	49%	35%	49%
	MS	14910	33820	15595	35371	14037	31207	48%	58%	48%	58%
Unk.	FR	3041	5005	3039	4996	3039	4996				
TOTAL	FR	250935	1512122	251111	1520894	248823	1513559	108%	112%	108%	113%
	MS	224756	1484156	228227	1478591	219413	1435473	95%	106%	95%	107%

Bold type indicates that the objectives have been exceeded.

c) Fishing effort

Segment code	1997		1998		1999	
	GT days	kW days	GT days	kW days	GT days	kW days
4H1	41631611	386280539	69763545	618885236	70004135	640539492
4H2	38610416	187854903	41960244	211765980	39503103	200340675
4H3	305333	1526409	258289	1410325	208125	1135058
4H4						
4H5	664230	6924942	606979	6379386	673287	7132340
4H6	42226166	330680768	31927719	266564142	34270585	281087096
4H7						
4H8						
4H9						
4HA						
4HB						

Netherlands

In 1999 the Commission began an infringement procedure against the Netherlands for non compliance with the objectives for 31 December 1996 fixed by the MAGP III (1992 – 1996). This action has prompted a thorough examination of the historical data on the Dutch fleet and the potential for additional fishing opportunities. On the basis of these analyses the Dutch authorities have requested (i) a revision of the objectives for 31 December 1986 fixed by the MAGP I, and consequently the revision of the objectives fixed by the MAGPs II – IV, and (ii), an increase in the objectives of the pelagic segment in order to exploit additional fishing opportunities in third country and international waters.

The Commission is currently examining these requests with a view to amending the MAGP IV for the Netherlands in the last quarter of 2000.

a) Capacity objectives

The objectives for segments 4J1 and 4J5 could not be fixed at the time of adoption of the MAGP IV Decision for the Netherlands because there was insufficient information to classify the small vessels into those using passive gears and those using active gears. These objectives will be fixed when the MAGP IV Decision is modified later this year.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4J1						
Pelagic trawlers	4J2	52444		53424	52444		53424
Cutters > 221 kW	4J3	67415		269210	66627		253726
Eurocutters < 221 kW	4J4	12738		39945	12738		39945
Small vessels	4J5						
TOTAL		132597		362579	131809		347095

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4J1	FR	235	2170	240	2918	240	2918				
	MS	271	2578	220	2596	189	2458				
4J2	FR	55523	58838	62522	62956	74609	75504	142%	141%	142%	141%
	MS	55523	65280	62522	72970	74609	87321	142%	163%	142%	163%
4J3	FR	73599	289602	71756	281548	71301	278198	106%	103%	107%	110%
	MS	70272	276744	71220	279747	69730	270796	103%	101%	105%	107%
4J4	FR	12985	38089	12663	37142	12663	37142	99%	93%	99%	93%
	MS	12044	37451	12152	37421	11912	34945	94%	87%	94%	87%
4J5	FR	238	1861	232	2190	232	2190				
	MS	329	2386	252	2303	235	2318				
Unk.	FR										
TOTAL	FR	142580	390560	147413	386754	159045	395952	120%	109%	121%	114%
	MS	138439	384439	146366	395037	156675	397838	118%	110%	119%	115%

Bold type indicates that the objectives have been exceeded.

c) Fishing effort

Segment code	Fishery	1997		1998		1999	
		GT days	kW days	GT days	kW days	GT days	kW days
4J1							
4J2	F1	16165353	19025135	18000454	20939596	20250091	23597493
4J3	F1	13582603	53719118	13525226	52710399	13051861	50891236
4J4	F1	1740284	4870992	1631186	4407168	1598645	4297153
4J5							

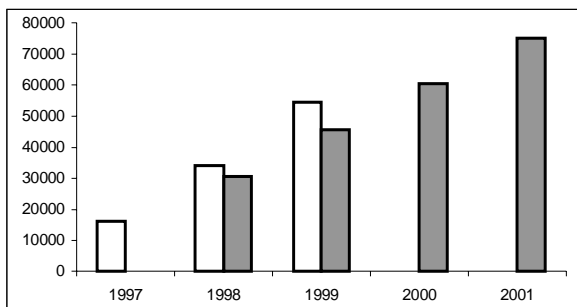
d) Cumulative fishing effort objectives

units in '000 GT days and '000 kW days

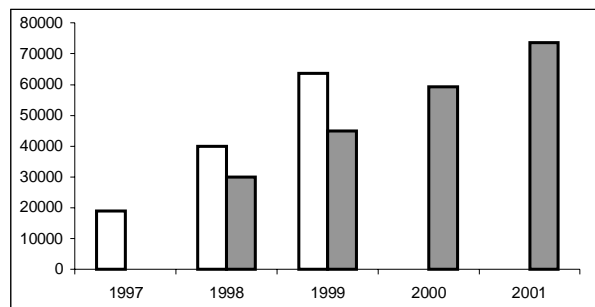
Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4J2	F1	30623	30047	45699	44840	60539	59402	75145	73733
4J3	F1	22395	93484	32936	137483	42820	178740	52046	217255
4J4	F1	4778	15327	7116	22828	9403	30167	11640	37343

4J2 Pelagic Trawlers

GT days ('000)

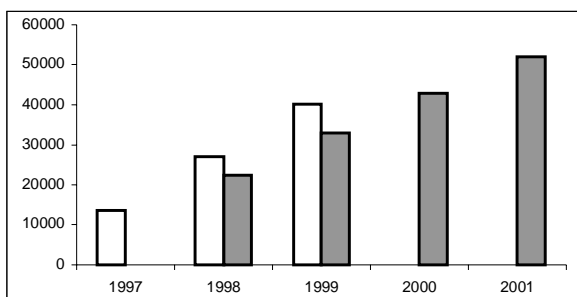


kW days ('000)

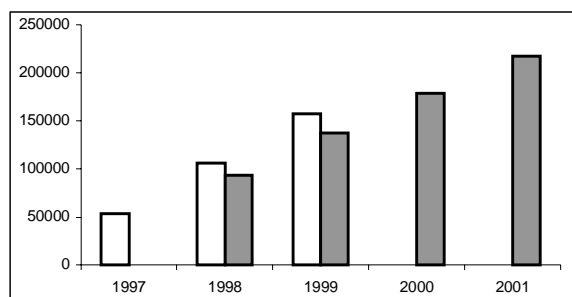


4J3 Cutters > 221 kW

GT days ('000)

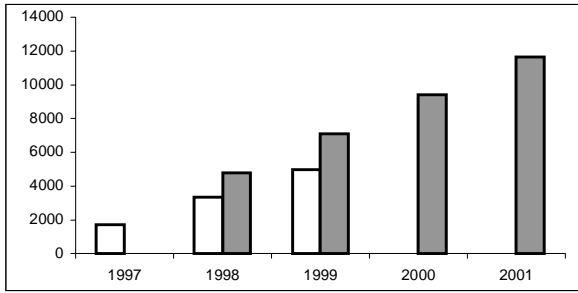


kW days ('000)

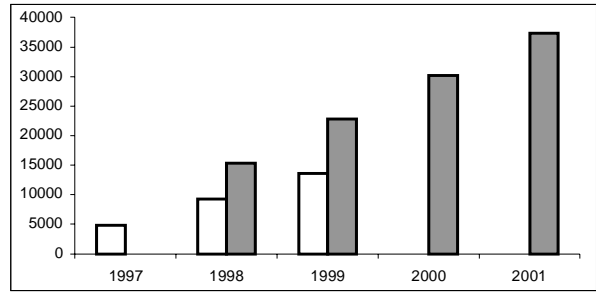


4J4 Eurocutters < 221 kW

GT days ('000)



kW days ('000)



Portugal

a) Capacity objectives

Portugal provided a list of vessels that were remeasured since the start of the MAGP IV. Of these, the vessels that were active at 1.1.1997 were used to calculate for each fleet segment the increase in the situation at 1.1.1997 attributable purely to the change in units from GRT to GT. The objectives for 31.12.1996 were adjusted by the same proportion and the objectives for 31.12.2001 recalculated accordingly.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4K1	15774	15780	112941	15774	15780	112941
Fixed gear > 12 metres	4K2	30305	30296	100913	29544	29535	98378
Trawl	4K3	21405	21407	61431	20946	20948	60114
Seine	4K4	11139	10766	49065	9445	9129	41604
Polyvalent trawl & longline	4K5	96922	97270	103390	96922	97270	103390
Madeira small scale coastal	4K6	680	699	4574	680	699	4574
Madeira fixed gear > 12 metres	4K7	5354	5338	17414	5354	5338	17414
Madeira seine	4K8	253	253	1170	253	253	1170
Azores small scale coastal	4K9	2721	2722	20815	2721	2722	20815
Azores fixed gear > 12 metres	4KA	14246	14246	36846	14246	14246	36846
TOTAL		198799	198776	508559	195885	195919	497246

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4K1	FR	10441	93636	10265	96560	10192	99799	65%	88%	65%	88%
	MS	10500	93985	10278	96667	10159	100216	64%	89%	64%	89%
4K2	FR	21134	83301	21411	81613	20899	80670	69%	80%	71%	82%
	MS	21810	84717	22159	83489	21250	81198	70%	80%	72%	83%
4K3	FR	17424	51556	17229	50871	17823	51568	83%	84%	85%	86%
	MS	17742	51556	17662	51246	18154	51568	85%	84%	87%	86%
4K4	FR	7683	36720	7613	36548	7784	37447	72%	76%	85%	90%
	MS	7832	36848	7729	36729	7609	37487	71%	76%	83%	90%
4K5	FR	47166	61580	44897	58638	43208	58064	44%	56%	44%	56%
	MS	48185	63779	45641	60004	43759	58951	45%	57%	45%	57%
4K6	FR	567	3417	540	3247	501	3127	72%	68%	72%	68%
	MS	565	3588	531	3374	492	3277	70%	72%	70%	72%
4K7	FR	4485	15395	4717	16191	4681	16159	88%	93%	88%	93%
	MS	4516	15244	4860	16559	4811	16527	90%	95%	90%	95%
4K8	FR	219	965	219	965	219	965	87%	82%	87%	82%
	MS	219	965	219	965	219	965	87%	82%	87%	82%
4K9	FR	2260	17464	2241	17570	2241	17982	82%	86%	82%	86%
	MS	2275	17662	2247	17732	2246	18136	83%	87%	83%	87%
4KA	FR	9315	28281	8932	26725	9995	29612	70%	80%	70%	80%
	MS	9512	28280	9201	27284	10144	29612	71%	80%	71%	80%
Unk.	FR	121	368	121	368	121	368				
TOTAL	FR	120815	392683	118185	389296	117664	395761	59%	78%	60%	80%
	MS	123156	396624	120527	394049	118843	397937	60%	78%	61%	80%

c) Fishing effort

	1997	1998	1999
--	------	------	------

Segment code	GT days	kW days	GT days	kW days	GT days	kW days
4K1	2767234	24213821	2711506	24880012	2666985	25693267
4K2	5597520	21999920	5737947	21950819	5664838	21491603
4K3	5637975	16418637	5540804	16088588	5605209	16090393
4K4	2036553	9551241	1400514	6621903	1380416	6679429
4K5	16303320	21362715	15481290	20424154	14751000	19627580
4K6	149567	949372	143006	908487	133461	867939
4K7	1195727	3885986	1273667	4265550	1312227	4432876
4K8	60964	268569	57151	251865	57151	251865
4K9	591316	4529030	590224	4618986	586357	4680775
4KA	2605605	7641641	2547541	7413695	2629973	7587406

United Kingdom

a) Capacity objectives

The United Kingdom supplied a list of all vessels active at 1 January 1997 that have been remeasured in GT since that date. The change in the situation at 1.1.1997 attributable purely to the change in units from GRT to GT was calculated for each fleet segment. The objectives for 31.12.1996 were adjusted by the same proportion and the objectives for 31.12.2001 recalculated accordingly

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4N1	21901	21901	286154	21901	21901	286154
Pelagic trawl and purse seines	4N2	34876	37838	82168	34876	37838	82168
Beam trawl	4N3	26062	27701	103054	26062	27701	103054
Demers. trawl, seines, Nephrops	4N4	120630	129041	422876	120630	129041	422876
Lines and nets	4N5	15196	15849	64554	14538	15163	61744
Shellfish fixed	4N6	6255	6387	35832	6242	6374	35768
Shellfish mobile	4N7	11584	11723	51095	11552	11687	50958
Distant water	4N8	14883	14883	23741	14883	14883	23741
TOTAL		251386	265323	1069474	250684	264588	1066463

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4N1	FR	18618	259579	18062	251897	18579	260560	85%	91%	85%	91%
	MS	19993	287554	20433	290589	20309	288239	93%	101%	93%	101%
4N2	FR	40907	68353	42253	66291	43927	67324	116%	82%	116%	82%
	MS	43831	69757	48470	79885	47661	77209	126%	94%	126%	94%
4N3	FR	24500	99879	22761	90897	23388	90684	84%	88%	84%	88%
	MS	27676	105495	25604	96486	24498	91417	88%	89%	88%	89%
4N4	FR	111773	381957	102156	348424	104219	350556	81%	83%	81%	83%
	MS	123948	390374	118545	368364	116752	357128	90%	84%	90%	84%
4N5	FR	16260	48915	15350	45057	14973	44175	94%	68%	99%	72%
	MS	16989	51550	15783	46567	15046	43698	95%	68%	99%	71%
4N6	FR	5436	37716	5056	35467	5249	35886	82%	100%	82%	100%
	MS	7445	49512	7281	45633	6443	43353	101%	121%	101%	121%
4N7	FR	9935	45703	9475	43362	9602	43199	82%	85%	82%	85%
	MS	10446	47296	11725	50997	12317	52607	105%	103%	105%	103%
4N8	FR	15829	23996	16980	25784	16599	24516	112%	103%	112%	103%
	MS	15829	25004	17426	27551	16664	25015	112%	105%	112%	105%
Unk.	FR	9553	65163	24622	114201	26160	113068				
TOTAL	FR	252811	1031261	256715	1021380	262696	1029968	99%	96%	99%	97%
	MS	266157	1026542	265267	1006072	259690	978666	98%	92%	98%	92%

Bold type indicates that the objectives have been exceeded.

c) Fishing effort

Segment code	Fishery	1997		1998		1999	
		GT days	kW days	GT days	kW days	GT days	kW days
4N1							
4N2	F1					1274	
	F2					4178	
	F3					237	
	F4					803	
4N3	F1					3776	
	F2					1884	
4N4	F1	27669000	84159000	26437000	79109000	26875000	78162000
4N5							
4N6							
4N7							
4N8	F1	1828000	2788000	1571000	2891000	1515000	2673000

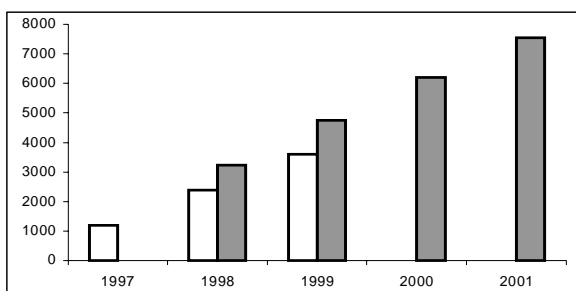
d) Cumulative fishing effort objectives

units in '000 GT days and '000 kW days

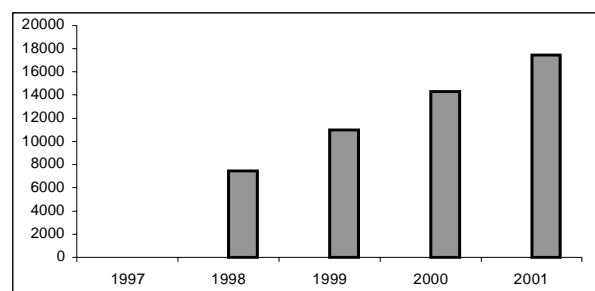
Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4N2	F1	3230	7473	4754	11000	6188	14317	7531	17426
	F2	9800	22673	14538	33636	19115	44223	23529	54436
	F3	1140	2072	1710	3108	2280	4144	2850	5180
	F4	920	1288	1380	1932	1840	2576	2300	3220
4N3	F1	7785	30313	11485	44724	14995	58389	18313	71309
	F2	4142	14323	6171	21340	8159	28213	10104	34940
4N4	F1	61194	192934	90685	285914	119071	375408	146350	461415
4N8	F1	5741	8931	8554	13307	11310	17595	14008	21793

4N2 Pelagic : Fishery F1. North Sea herring

GT days ('000)

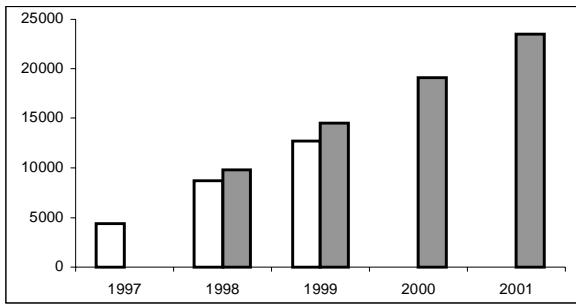


kW days ('000)

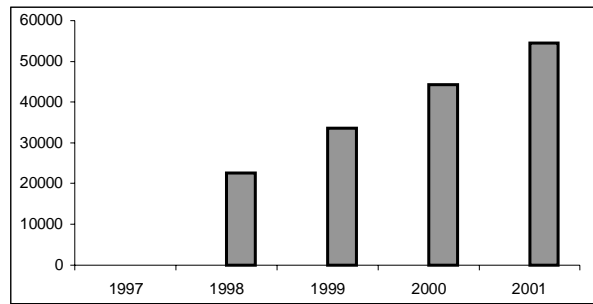


4N2 Pelagic : Fishery F2. Western pelagic

GT days ('000)

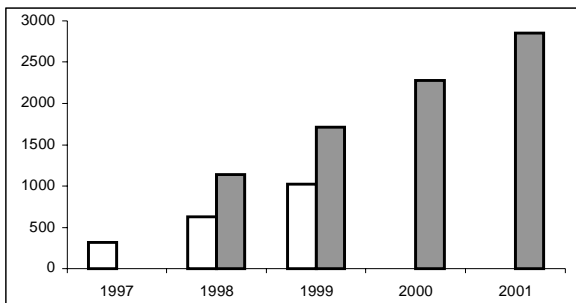


kW days ('000)

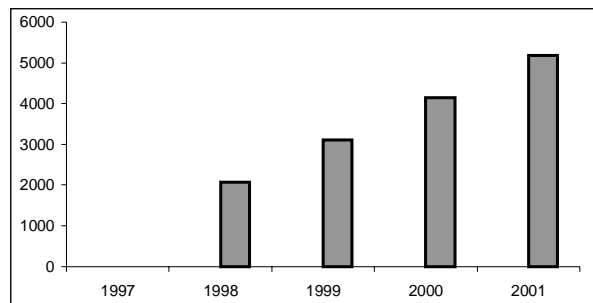


4N2 Pelagic : Fishery F3. Atlanto Scandian herring

GT days ('000)



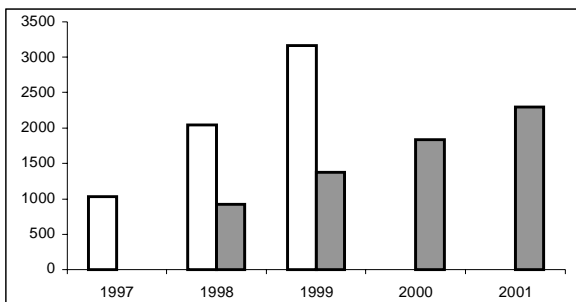
kW days ('000)



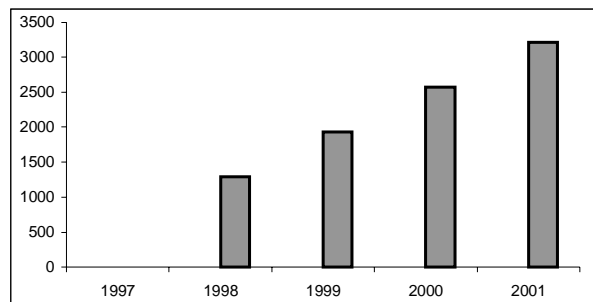
NB: A footnote to the table of objectives in the MAGP Decision states that the objectives for this fishery are subject to review in the light of the development of the fishery

4N2 Pelagic : Fishery F4. Blue whiting

GT days ('000)



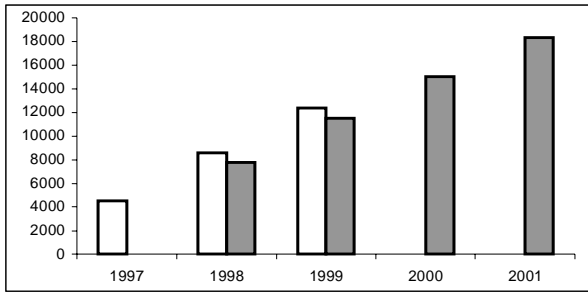
kW days ('000)



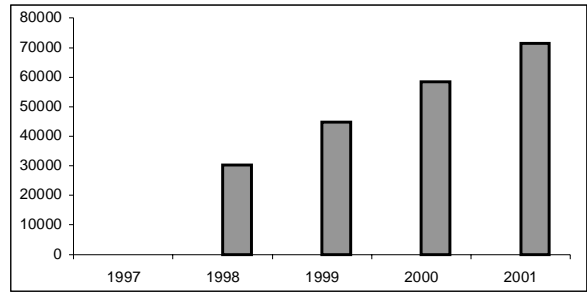
NB: A footnote to the table of objectives in the MAGP Decision states that the objectives for this fishery are subject to review in the light of the development of the fishery

4N3 Beam trawl : Fishery F1 Flatfish IV

GT days ('000)

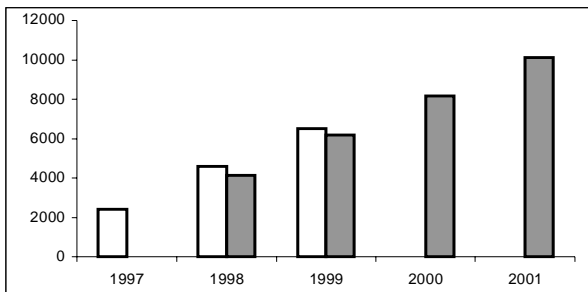


kW days ('000)

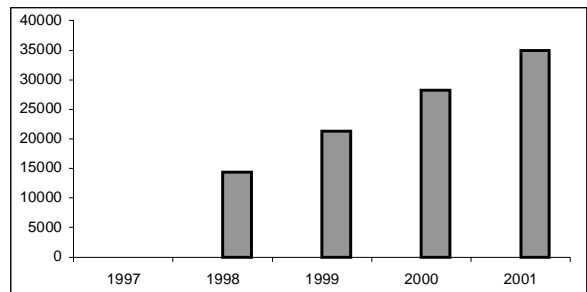


4N3 Beam trawl : Fishery F2 Flatfish VII, VI

GT days ('000)

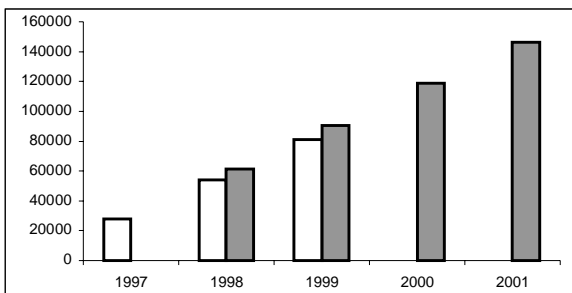


kW days ('000)

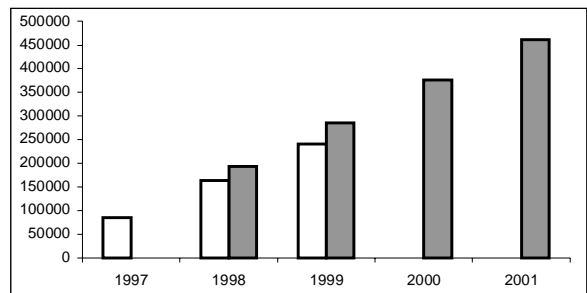


4N4 Demersal trawl, seines, Nephrops

GT days ('000)

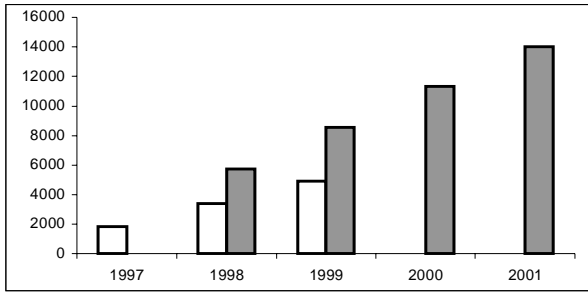


kW days ('000)

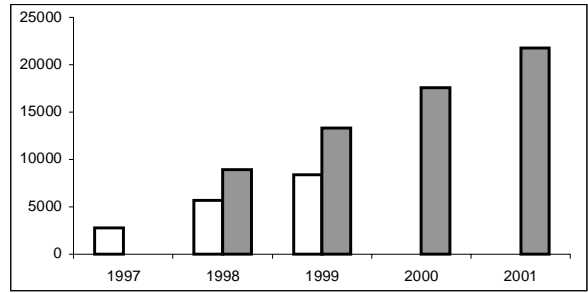


4N8 Distant water

GT days ('000)



kW days ('000)



Sweden

In order to accommodate a change from industrial to human consumption fishing by a number of vessels, Sweden requested a transfer of capacity from the objectives of the bottom trawl segment to those of the pelagic trawl segment. Given that the overall objectives of the MAGP would be unaffected and that the change would result in better product quality and improved use of resources, the MAGP IV Decision for Sweden was amended by Commission Decision 1999/446/EC¹⁰ of 14 June 1999.

a) Capacity objectives

Sweden provided a list of vessels that were remeasured since the start of the MAGP IV. Of these, the vessels that were active at 1.1.1997 were used to calculate for each fleet segment the change in the situation at 1.1.1997 attributable purely to the change in units from GRT to GT. The objectives for 31.12.1996 were adjusted by the same proportion and the objectives for 31.12.2001 recalculated accordingly.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4M1	7974	7974	92328	7974	7974	92328
Trawlers	4M2	5557	5810	23302	5496	5745	23044
Pelagic trawlers, purse seiners	4M3	23305	23509	83754	23256	23460	83586
Bottom trawlers	4M4	11841	11911	49741	11841	11911	49741
Passive gear > 12 m. (cod)	4M5	2593	2657	13224	2330	2387	11884
Passive gear > 12 m. (salmon)	4M6	308	313	1498	262	266	1273
TOTAL		51578	52173	263847	51159	51744	261857

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4M1	FR	6487	81539	6087	77171	5903	75345	74%	82%	74%	82%
	MS					5784	71932	73%	78%	73%	78%
4M2	FR	6203	25478	5196	21478	5160	21927	89%	94%	90%	95%
	MS					4983	20541	86%	88%	87%	89%
4M3	FR	19065	64932	22902	74485	22619	74586	96%	89%	96%	89%
	MS					21836	70011	93%	84%	93%	84%
4M4	FR	14255	59148	11343	50729	11172	50249	94%	101%	94%	101%
	MS					13391	57711	112%	116%	112%	116%
4M5	FR	2252	12193	1966	11288	1826	10216	69%	77%	76%	86%
	MS					1459	8512	55%	64%	61%	72%
4M6	FR	276	1339	285	1363	204	1131	65%	76%	77%	89%
	MS					270	1512	86%	101%	102%	119%
Unk.	FR	2	15								
TOTAL	FR	48540	244644	47779	236514	46884	233454	90%	88%	91%	89%
	MS					47723	230219	91%	87%	92%	88%

Bold type indicates that the objectives have been exceeded.

c) Fishing effort

¹⁰ OJ No L175, 10.7.1999, p.63.

Segment code	Fishery	1997		1998		1999	
		GT days	kW days	GT days	kW days	GT days	kW days
4M1						549000	6833000
4M2						754000	3101000
4M3						2882000	9241000
4M4	F1	1868000	7886000	1394000	6240000	1620000	6983000
4M5						195000	1140000
4M6						37000	208000

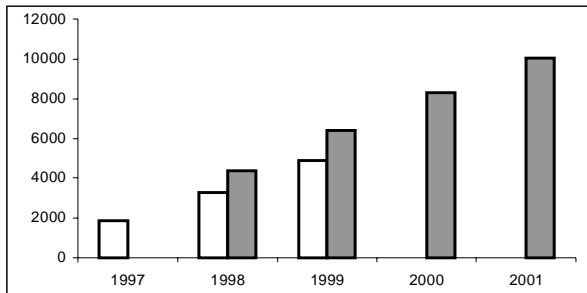
d) Cumulative fishing effort objectives

units in '000 GT days and '000 kW days

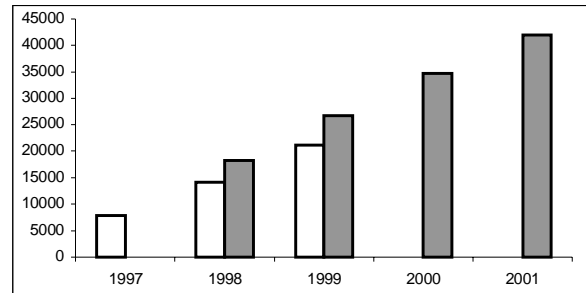
Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4M4	F1	4377	18278	6416	26793	8305	34684	10046	41952

4M4 Bottom Trawlers

GT days ('000)



kW day ('000)s



Finland

Following the submission by the Finnish authorities of new data concerning the composition of the fleet, it was necessary to introduce a minor correction to the allocation of vessels to fleet segments. The MAGP IV Decision for Finland was therefore amended by Commission Decision 1999/448/EC¹¹ of 14 June 1999.

a) Capacity objectives

Finland provided a list of vessels that were remeasured since the start of the MAGP IV. Of these, the vessels that were active at 1.1.1997 were used to calculate for each fleet segment the change in the situation at 1.1.1997 attributable purely to the change in units from GRT to GT. The objectives for 31.12.1996 were adjusted by the same proportion and the objectives for 31.12.2001 recalculated accordingly.

Segment	Code	Intermediate objective 31.12.1999			Final objective 31.12.2001		
		GT	GT rev	kW	GT	GT rev	kW
Small scale coastal	4L1	10100	10113	142110	10100	10113	142110
Pelagic trawlers	4L2	10470	10381	58031	10470	10381	58031
Demersal trawlers	4L3	658	658	1890	585	585	1680
Passive gear	4L4	2759	2757	19202	2272	2270	15813
TOTAL		23987	23908	221233	23427	23349	217634

b) Situation of the fleet

Segment code		1.1.1998		1.1.1999		1.1.2000		% situation / intermediate objectives		% situation / final objectives	
		GT	kW	GT	kW	GT	kW	GT	kW	GT	kW
4L1	FR	9909	141061	9552	139182	9107	135330	90%	95%	90%	95%
	MS	9929	140799	9573	138881	9141	135054	90%	95%	90%	95%
4L2	FR	11147	59426	10422	55640	9812	53251	95%	92%	95%	92%
	MS	11171	59118	10453	55332	10103	54083	97%	93%	97%	93%
4L3	FR	449	1287	449	1287	449	1287	68%	68%	77%	77%
	MS	449	1287	449	1287	449	1287	68%	68%	77%	77%
4L4	FR	2695	18640	2126	14942	1932	13679	70%	71%	85%	87%
	MS	2733	18850	2166	15153	1971	13890	71%	72%	87%	88%
Unk.	FR										
TOTAL	FR	24200	220414	22549	211051	21300	203547	89%	92%	91%	94%
	MS	24282	220054	22641	210653	21664	204314	91%	92%	93%	94%

c) Fishing effort

No fishing effort data were provided.

¹¹ OJ No L175, 10.7.1999, p.68.

Conclusions

During the first three years of the MAGP IV, the Community fleet was reduced by 82439 GT and 447148 kW, which represent reductions in fleet capacity of approximately 4% and 5.6% respectively. At 1 January 2000 the Community fleet was already approximately 17% below the final MAGP IV objectives in terms of tonnage and 6% below the final MAGP IV objectives in terms of power.

These figures would seem to confirm the success of the MAGP in reducing fleet capacity. However, closer examination shows that these reductions were achieved because some Member States far exceeded the reductions called for by the MAGP while others failed to achieve the target reductions by a substantial margin. The Member States that exceeded the required reductions must have been motivated by factors other than the MAGP objectives, whereas those that failed to achieve the required reductions largely ignored the MAGP objectives.

The reasons for this have been discussed at length in the recently published report from the Commission to the Council for the preparation of a mid term review of the MAGP IV¹². The reductions called for by the MAGP IV were so modest (about 3% in capacity over the 5 year period) that the Community fleet as a whole was already within the final objectives before the start of the programme. A reduction of 3% in capacity over 5 years would certainly not be sufficient to counter increases in fishing effort due to technological progress over the same period, and must be contrasted with the scientific advice that there is currently about 40% over-capacity in the European fleet.

In this context it is also interesting to note that with the exceptions of Italy and Greece the countries opting to achieve their objectives purely in terms of capacity have reached their objectives in all segments, whereas all of the countries the opted to reduce activity as well as capacity have all failed to reach their capacity objectives in one or more segments. In addition, there remain some doubts concerning the adequacy of the effort regimes to ensure a real and permanent reduction of activity in several of the countries concerned.

Whilst the MAGPs do not seem to have been directly responsible for the major part of the reductions in fleet capacity in recent years, the eligibility for public aid for the renewal and modernisation of the fishing fleet under the Financial Instrument for Fisheries Guidance does provide an incentive to meet the objectives, at least for some Member States.

This makes the measurement and control of fleet capacity of great importance. From the results presented in this report it would appear that the coherence between the data in the fishing vessel register of the Community and those in the national registers is now improving, though by no means perfect. Further improvements are to be expected as the Member States take greater responsibility for this coherence by having direct access to the Community register through the FRONT application.

¹²

COM(2000) 272 final, 10.5.2000.

A greater problem concerns the measurement of capacity itself. The problems of comparing fleet tonnage with the objectives of the MAGP as the fleet is progressively re-measured is evident in this report. There are also less obvious but perhaps more difficult problems associated with the measurement and control of vessel power. Where a 1% change in capacity can mean the difference between eligibility or non-eligibility for public aid for modernisation and renewal the importance of ensuring reliable capacity measurement is clear.