

Annual report on the efforts made by Italy in 2021 to reach a sustainable balance between fishing capacity and fishing opportunities

(in accordance with Article 22 of Regulation (EC) No 1380/2013)

A.	Introduction:	2
	A.1 Description of the fishing fleet.....	2
	A.2 Description of the fishing fleet in relation to fishing activity.....	3
	A.3 Production.....	7
B.	Impact on fishing capacity of fishing effort reduction schemes adopted under multiannual management or recovery plans or under any national plans.....	14
C.	Information on compliance with the entry/exit regime and the reference level	14
D.	Summary report on strengths and weaknesses of the fleet management system.....	14
E.	Information on changes to administrative fleet management procedures	15
F.	Application of balance indicators	16
	F.1 Biological sustainability indicators.....	16
	F.2 Economic indicators.....	18
	F.3 Vessel use indicators.....	20
G.	Conclusions: achieving a balance between fleet capacity and fishing opportunities.....	21
	<i>Annex A:</i> Action plan for fleet segments found to be in imbalance, setting out the adjustment objectives and tools to achieve a balance.....	24
	<i>Annex B:</i> Reference tables.....	27

A. Introduction

This report was drawn up pursuant to Article 22 of Regulation (EU) No 1380/2013 on the common fisheries policy (CFP). It assesses the balance in 2021 between the fishing capacity and fishing opportunities of the Italian fleet.

The indicators were calculated on the basis of data extracted from the national data collection programme (DCR/DCF), updated to 2020. Assessments of the status of resources in Italy's geographical sub-areas (GSAs) were made by GFCM, STECF and ICCAT working groups.

The report presents the annual capacity assessment of the national fleet, highlighting any structural overcapacity, and the viability in the short and long term of each segment assessed.

Specific points to note:

1. As in previous years and in accordance with the EU guidelines¹, we used the sustainable harvest indicator (SHI), calculated on the basis of the F_C/F_{MSY} ratio, to assess the exploitation of fish stocks by the various fleet segments. To assess economic performance we continued to use the return on fixed tangible assets (RoFTA) indicator and the current revenue/break-even revenue (CR/BER) ratio, as well as the inactive vessel indicator (IVI) and the vessel use indicator (VUI) in terms of activity rates and use of capacity.
2. To calculate the annual SHI, account was taken of all current fishing mortality (F_C) values and the associated F_{MSY} values, where available, for all stocks analysed from 2018 to 2020 in the various Italian GSAs. Where there was no updated value for the F_C/F_{MSY} ratio, the value of previous years was used.

A.1 Description of the fishing fleet

According to the register of fishing licences, there were 11 870 vessels in the Italian fishing fleet as at 31 December 2021. The total registered gross tonnage was 142 995 GT and total engine power was 923 329 kW. Since 2020 the number of vessels has fallen slightly, with a more considerable reduction in tonnage and engine power. The reason for this divergence is that three ocean-going vessels operating outside the Strait were flagged out to non-EU countries in 2021. Specifically, the number of vessels fell by 0.46% while GT fell by 1.59% and engine power by 0.52% compared to 2020 (Table 1).

Table 1 – Fishing fleet according to the register of fishing licences, 2020-2021

Year	Vessels	GT	kW
2020	11 926	145 302	928 127
2021	11 870	142 995	923 329
% change	-0.46%	-1.59%	-0.52%

¹ Communication from the Commission to the European Parliament and the Council: Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy (COM(2014) 545 final).

As stated above, in 2021 three vessels were flagged out to non-EU countries, accounting for a total of 1 820 GT and 3 752 kW. Of the remaining six vessels, five are trawlers operating in FAO area 34_3 (Eastern Central Atlantic) and one is a purse seiner authorised to fish in area 51_7 (Western Indian Ocean).

The size of the ocean-going fleet was therefore significantly reduced in terms of GT and kW (Table 2).

Table 2 – Fishing fleet operating outside the Mediterranean, 2020-2021

Year	Vessels	GT	kW
2020	9	6 236	13 064
2021	6	4 416	9 312
% change	-33.33%	-29.19%	-28.72%

In 2021 there were 11 864 vessels in the Mediterranean fleet (i.e. all vessels entered in the register of fishing licences less those operating outside the Mediterranean), with an overall tonnage of 138 579 GT and engine power of 914 017 kW. Fishing capacity fell only marginally from the previous year (Table 3).

Table 3 – Fishing fleet operating in the Mediterranean, 2020-2021

Year	Vessels	GT	kW
2020	11 917	139 066	915 063
2021	11 864	138 579	914 017
% change	-0.44%	-0.35%	-0.11%

A.2 Description of the fishing fleet in relation to fishing activity

The breakdown of the fishing fleet by fishing technique in 2021² (Table 4) confirms the structure seen in previous years. With 8 429 vessels, small-scale fishing (PGP) is by far the largest segment in terms of numbers, making up 71.01% of the total fleet. However, in terms of size the segment is much smaller, accounting for 14.32% of the total in GT and 29.55% in kW.

With 2 088 vessels (17.59% of the national total), the fleet operating with towed gears (DTS and TBB) is the second largest in terms of numbers and the largest in terms of size. The gears in question account for 60.18% of the national total in GT and 47.23% in kW.

There are 709 productive vessels in hydraulic dredgers (DRB) segment, which is 5.97% of the national fleet in terms of numbers, 6.54% in GT and 8.3% in kW.

The pair-trawling (TM) fleet accounts for less than 1% of vessels and 4.31% of total tonnage in Italy.

² The segmentation of the fleet in this report is based on the main gear used in accordance with Council Regulation (EC) No 199/2008 of 25 February 2008 concerning the establishment of a Community framework for the collection, management and use of data in the fisheries sector and support for scientific advice regarding the Common Fisheries Policy, and with Annex I 'Definition of data and description of a registration' to Commission Regulation (EC) No 26/2004 of 30 December 2003 on the Community fishing fleet register.

There are 316 vessels in the purse-seining (PS) segment, accounting for 4.89% of overall national tonnage. The group of vessels mainly fishing with longlines consists of 214 vessels (1.8% of the Italian fleet), accounting for approximately 3.45% of overall tonnage and 4.14% of overall engine power. The 21 vessels making up the tuna fleet represent a mere 0.18% of the Italian fleet in terms of numbers but account for 3.22% of overall tonnage.

The fleet operating outside the Mediterranean is currently made up of six vessels, which is a reduction on the previous year. Of these, five are trawlers and one is a purse seiner, and together they have a tonnage of 4 416 GT and engine power of 9 312 kW (Table 4).

Table 4 – Fleet broken down by fishing technique, 2021

Fishing technique	Vessels	GT	kW	Vessels	GT (%)	kW (%)
Bottom trawling and ‘rapido’	2 088	86 049	436 091	17.59%	60.18%	47.23%
Hydraulic dredging (DRB)	709	9 351	76 628	5.97%	6.54%	8.30%
Pair trawling (TM)	87	6 168	32 691	0.73%	4.31%	3.54%
Purse-seining (PS)	316	6 999	42 757	2.66%	4.89%	4.63%
Longlines (HOK)	214	4 932	38 212	1.80%	3.45%	4.14%
Small-scale fishing (PGP)	8 429	20 473	272 866	71.01%	14.32%	29.55%
Tuna fleet	21	4 607	14 772	0.18%	3.22%	1.60%
Mediterranean fleet	11 864	138 579	914 017	99.95%	96.91%	98.99%
Bottom trawling (DTS)	5	2 279	5 622	0.04%	1.59%	0.61%
Purse-seining (PS)	1	2 137	3 690	0.01%	1.49%	0.40%
Long-distance fleet	6	4 416	9 312	0.05%	3.09%	1.01%
ITALY	11 870	142 995	923 329	100.00%	100.00%	100.00%

With regard to geographical distribution by GSA, most of the Italian fleet (2 916 vessels) is concentrated in GSA 17 (Northern Adriatic), a coastal area extending over more than 700 km from Molise to Friuli Venezia Giulia. Historically, the vessels operating there, using the full range of fishing techniques, make up the core of the Italian fishing fleet. The vessels operating in GSA 17 account for 24.57% of the Italian fleet in terms of numbers and, in terms of size, just over 30% of GT and engine power (Table 5).

The second largest fleet after the northern Adriatic, in terms of the number of vessels, is the one operating in the southern and central Tyrrhenian Sea (GSA 10), which includes the Campania area, the Tyrrhenian coast of Calabria and Northern Sicily. There are 2 411 vessels in this fleet, or 20.31% of the total, accounting for 11.72% of tonnage and 13.71% of engine power (Table 5).

These are followed, in terms of the number of vessels, by the fleets operating in by GSAs 9, 11 and 19, representing between 13.96% and 11.28% of the Italian fleet in terms of numbers and between 10.51% and 6.84% in terms of tonnage (Table 5).

With 1 127 vessels, the fleet operating along the southern coast of Sicily (GSA 16) accounts for less than 10% in terms of the number of vessels. However, this low figure is offset by the considerable size of the vessels, which is 26.65 GT on average (more than double the national average of 11.68 GT of vessels operating in the Mediterranean) (Table 6).

Finally, the fleet operating in GSA 18, which includes the northern part of Apulia, accounts for 8.34% of the total number of vessels and around 8% of capacity expressed in GT and kW (Table 5).

Table 5 – Fleet by GSA, 2021

GSA	Vessels	GT	kW	Vessels	GT (%)	kW (%)
GSA 9 – Ligurian Sea and Northern	1 657	15 033	120 725	13.96%	10.51%	13.07%
GSA 10 – Southern and Central Tyrrhenian	2 411	16 762	126 560	20.31%	11.72%	13.71%
GSA 11 - Sardinia	1 424	9 782	81 423	12.00%	6.84%	8.82%
GSA 16 – Southern Sicily	1 127	30 031	128 765	9.49%	21.00%	13.95%
GSA 17 – Northern Adriatic Sea	2 916	45 181	291 698	24.57%	31.60%	31.59%
GSA 18 – Southern Adriatic Sea	990	11 374	78 967	8.34%	7.95%	8.55%
GSA 19 – Western Ionian Sea	1 339	10 416	85 879	11.28%	7.28%	9.30%
Mediterranean fleet	11 864	138 579	914 017	99.95%	96.91%	98.99%
Long-distance fleet	6	4 416	9 312	0.05%	3.09%	1.01%
ITALY	11 870	142 995	923 329	100.00%	100.00%	100.00%

Table 6 – Average vessel size by GSA, 2021

GSA	GT average	kW average
GSA 9 – Ligurian Sea and Northern Tyrrhenian Sea	9.07	72.86
GSA 10 – Southern and Central Tyrrhenian Sea	6.95	52.49
GSA 11 - Sardinia	6.87	57.18
GSA 16 – Southern Sicily	26.65	114.25
GSA 17 – Northern Adriatic Sea	15.49	100.03
GSA 18 – Southern Adriatic Sea	11.49	79.76
GSA 19 – Western Ionian Sea	7.78	64.14
Mediterranean fleet	11.68	77.04
Long-distance fleet	736.00	1 552.00
ITALY	12.05	77.79

Changes over time

Taking 2004 as a base reference year, the number of vessels of the Italian fleet has decreased considerably, from 14 873 vessels in 2004 to 11 870 in 2021, i.e. an overall reduction of more than 2 900 vessels. This significant decline (-20.19%) mainly affected vessels of above average size. Total tonnage (GT) fell by 28.7% and total engine power (kW) by 23.85% (Table 7). As a result, average tonnage dropped from 13.5 to 12.05 GT. This major downsizing of the production structure is a consequence of targeted, permanent cessation measures to support and encourage the spontaneous exit of fishing vessels under the common fisheries policy. Table 8 shows the trend in the fleet's structural variables over the past year.

Table 7 – Change in fishing capacity, 2004-2021

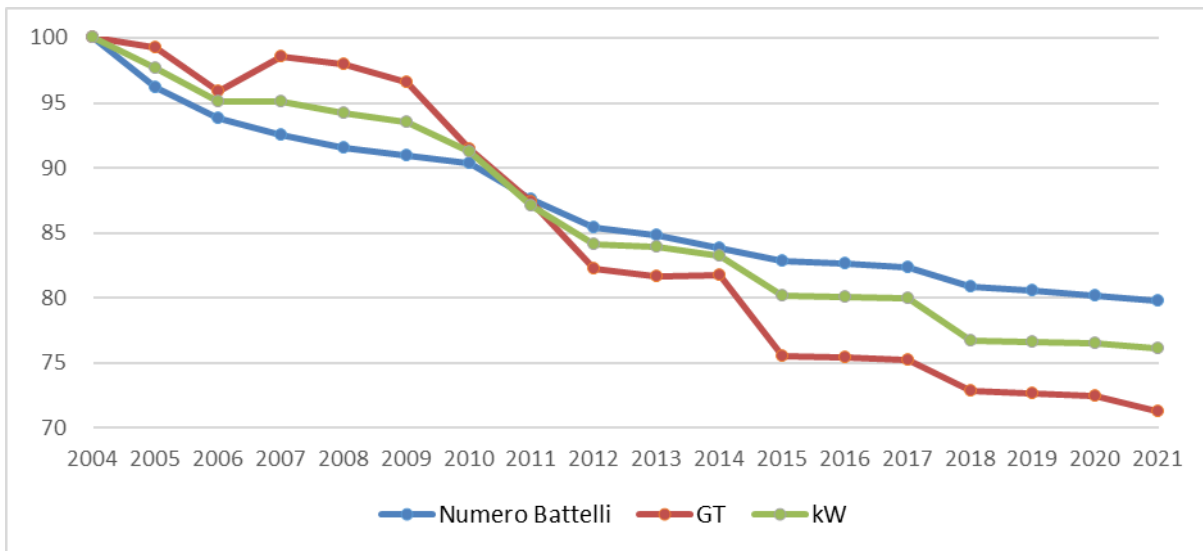
Year	Number of vessels	GT	kW
2004	14 873	200 561	1 212 532
2021	11 870	142 995	923 329
% change	-20.19%	-28.70%	-23.85%

Table 8 – Fleet trends in GT and kW by fishing technique, 2020-2021

Fishing technique	Vessels			GT			kW		
	2020	2021	%	2020	2021	%	2020	2021	%
Bottom trawling and 'rapido' trawling (DTS and TBB)	2 106	2 088	-0.9%	86 380	86 049	-0.4%	436 453	436 091	-0.1%
Hydraulic dredging (DRB)	703	709	0.9%	9 297	9 351	0.6%	76 150	76 628	0.6%
Pair trawling (TM)	90	87	-3.3%	6 365	6 168	-3.1%	33 061	32 691	-1.1%
Purse-seining (PS)	343	316	-7.9%	7 361	6 999	-4.9%	44 764	42 757	-4.5%
Longlines (HOK)	251	214	-14.7%	6 416	4 932	-23.1%	46 269	38 212	-17.4%
Small-scale fishing (PGP)	8 404	8 429	0.3%	18 952	20 473	8.0%	264 504	272 866	3.2%
Tuna fleet	20	21	5.0%	4 295	4 607	7.3%	13 862	14 772	6.6%
Mediterranean fleet	11 917	11 864	-0.4%	139 066	138 579	-0.4%	915 063	914 017	-0.1%
Bottom trawling (DTS)	8	5	-37.5%	4 099	2 279	-44.4%	9 374	5 622	-40.0%
Purse-seining (PS)	1	1	0.0%	2 137	2 137	0.0%	3 690	3 690	0.0%
Long-distance fleet	9	6	-33.3%	6 236	4 416	-29.2%	13 064	9 312	-28.7%
ITALY	11 926	11 870	-0.5%	145 302	142 995	-1.6%	928 127	923 329	-0.5%

Between 2004 and 2012 the number of vessels fell by 15% while the trend slowed down between 2013 and 2021, with 'only' 5% of vessels leaving the fleet. On the other hand, the vessels that left the fleet had above-average fishing capacity, as tonnage fell by 12.7% and engine power by 9.3% (Fig. 1).

Figure 1 – Fishing fleet trend, 2004-2021



A3. Production

In 2021 the Italian fleet landed 137 067 tonnes of fishery products³ with an economic value of €741.57 million (Table 9). Bottom trawling (including with ‘rapido’ gear) is the largest segment, accounting for 45 434 tonnes, or 33.15%, of the total. The segment is even more dominant economically, accounting for €337.53 million, or 46%, of the turnover of the entire Italian fleet. This is due to the high commercial value of its target species, which include red shrimp and Norway lobster. The pair trawling segment is the second largest producer with just over 27 000 tonnes (20% of the total) and revenues of €66 million, which is 9% of total revenue at national level (Table 9).

Purse-seining vessels (PS) recorded landings of 12 132 tonnes (8.85% of the total), with an economic value of €26.37 million (4% of the total). Small-scale fishing vessels landed more than 24 000 tonnes (17.79% of the national total), at a value of €196.98 million (27% of the national total). The longliner segment landed 2 411 tonnes (3% of the total) at a value of €14.80 million (2% of the total economic value). Lastly, the purse seining fleet with a quota for bluefin tuna recorded catches of 4 073 tonnes, of a value of nearly €32 million, which is 4% of the national total (Table 9).

³ The figure includes the bluefin tuna (BFT) production of the purse seiner segment (PS), but is net of the production of the fleet operating outside the strait.

Table 9 – Catches and revenue by fishing technique, 2021

Fishing technique	Catch (t)	Catch %	Revenue (million €)	Revenue %
Purse-seining (PS)	12 132	8.85%	26.37	3.55%
Purse-seining (PS) BFT	4 073	2.97%	32.50	4.38%
Hydraulic dredging (DRB)	21 112	15.40%	67.17	9.06%
Longlines (HOK)	2 411	1.75%	14.80	1.99%
Small-scale fishing (PGP)	24 389	17.79%	196.98	26.56%
Bottom trawling and 'rapido' trawling (DTS and TBB)	45 434	33.15%	337.53	45.51%
Pair trawling (TM)	27 516	20.07%	66.22	8.93%
TOTAL	137 067	100%	741.57	100%

In terms of the geographical distribution of production, GSA 17 takes a leading position with 53.45% of the quantities landed. In the northern and central Adriatic, highly productive fishing techniques such as pair trawling and hydraulic dredging are widely used, together accounting for more than one third of national landings. In terms of economic value, on the other hand, the area only accounts for 40.62% of the total due to the low commercial value of the target species, mainly small pelagics and clams. The southern Tyrrhenian (GSA 10) and the waters off northern Apulia (GSA 18) have a share of landings of 13 630 tonnes and 11 249 tonnes, respectively, or 9.94% and 8.21% of the national total. This represents an economic value of €86 million for GSA 10 (11.60% of the total) and €54 million for GSA 18 (7.29%).

In the Sicilian Channel (GSA 16) there were landings of 13 254 tonnes, accounting for 9.67% of Italy's total. However, as catches in the area are of a high commercial value, including the shrimp fisheries typical of the trawling fleet operating there, total revenue, at some €115 million, accounts for 15.52% of the national total (Tables 10 and 11).

Table 10 – Production trend in terms of quantity by fishing technique Comparison 2020-2021

Fishing technique	Catch (t) 2020	Catch (t) 2021	% change
Purse-seining (PS)	13 582	12 132	-10.7%
Purse-seining (PS) BFT	4 533	4 073	-10.1%
Hydraulic dredging (DRB)	20 089	21 112	5.1%
Longlines (HOK)	3 814	2 411	-36.8%
Small-scale fishing (PGP)	22 899	24 389	6.5%
Bottom trawling and 'rapido' trawling (DTS and TBB)	40 944	45 434	11.0%
Pair trawling (TM)	24 224	27 516	13.6%
TOTAL	130 085	137 067	5.4%

Table 11 – Catches and revenue by GSA, 2021

GSA	Catch (t)	Catch %	Revenue (million €)	Revenue %
GSA 9 – Ligurian Sea and Northern Tyrrhenian Sea	13 211	9.64%	97	13.09%
GSA 10 – Southern and Central Tyrrhenian Sea	13 630	9.94%	86	11.60%
GSA 11 - Sardinia	5 463	3.98%	42	5.67%
GSA 16 – Southern Sicily	13 254	9.67%	115	15.52%
GSA 17 – Northern Adriatic Sea	73 270	53.45%	301	40.62%
GSA 18 – Southern Adriatic Sea	11 249	8.21%	54	7.29%
GSA 19 – Western Ionian Sea	6 990	5.10%	46	6.21%
ITALY	137 067	100%	741	100%

As in previous years, anchovy, clams and sardine were the three main species landed, together making up almost 42.9% of the overall landings of the national fleet operating in the Mediterranean. Anchovy is the top species by far with catches of 23 725 tonnes, equivalent to 17.4% of total production, whereas clam catches amounted to 19 856 tonnes (14.6% of the total) and sardine catches to 14 932 tonnes (10.9%). For white shrimp and hake the quantities caught were considerably smaller, at 7 000 tonnes and 5 980 tonnes, respectively. Other species typically caught by the Italian fleet include mantis shrimp at 4 011 tonnes, red mullet at 3 910 tonnes, cuttlefish at 3 668 tonnes and octopus at 3 601 tonnes (Annex B - Table B1).

Anchovy is also the top species in terms of economic importance with landings worth €73.76 million, followed by clams at €59.52 million, Argentine red shrimp at €53.84 million and hake at €42.37 million. Cuttlefish, tuna, octopus, mantis shrimp, sole and red mullet are also among the top ten species. Overall, the economic data shows a larger spread of species than is the case for quantity, with the top ten species accounting for just over 50% of total revenue (Annex B – Table B2).

Changes over time

Compared to 2020, which was marked by events linked to the COVID-19 pandemic, 2021 saw a clear upward trend, in particular in terms of revenue, which increased by 15.4%, while the value of catches increased by a more modest 5.4%.

Analysed by fishing technique, the figures show that while catches and revenue fell in the purse seiner and longliner segments, considerable increases in pair and bottom trawling, small-scale fishing and hydraulic dredging meant that there was an increase overall (Tables 10 and 12).

Table 12 – Production trend in economic value by fishing technique Comparison 2020-2021

Fishing technique	Revenue 2020 (million €)	Revenue 2021 (million €)	% change
Purse-seining (PS)	29.69	26.37	-11.2%
Purse-seining (PS) BFT	19.89	32.50	63.3%
Hydraulic dredging (DRB)	48.58	67.17	38.3%
Longlines (HOK)	26.37	14.80	-43.9%
Small-scale fishing (PGP)	166.2	196.98	18.5%
Bottom trawling and ‘rapido’ trawling (DTS and TBB)	324.1	337.53	4.1%
Pair trawling (TM)	27.61	66.22	139.8%
TOTAL	642.44	741.57	15.43%

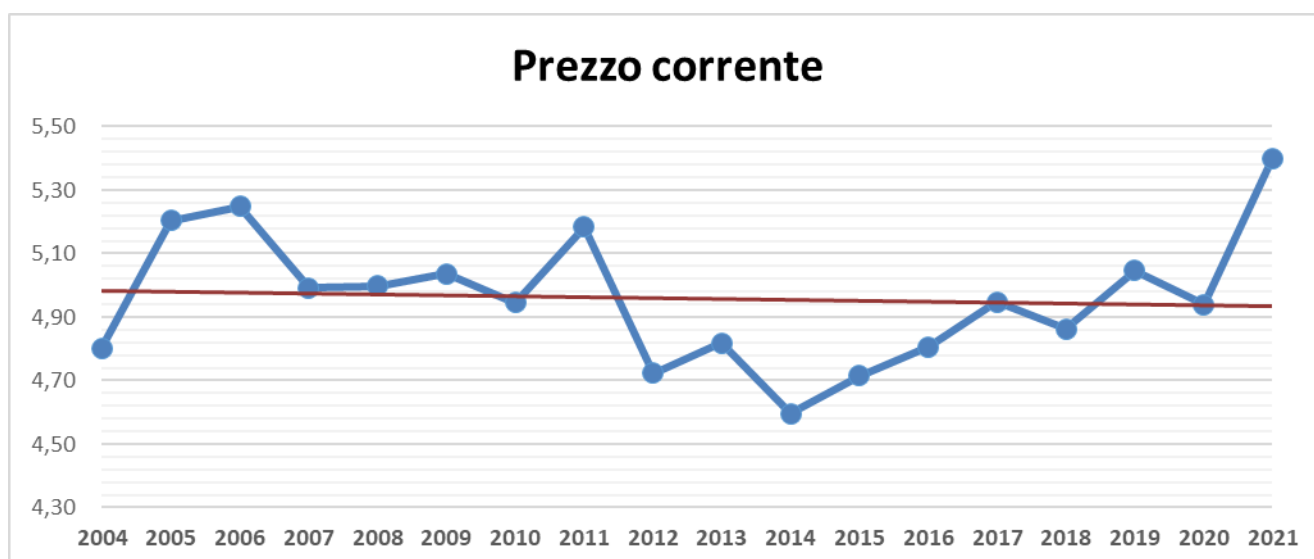
An analysis of the trends by fishing technique shows a decline in average prices for purse seines (PS), longlines (HOK), bottom trawls (DTS) and ‘rapido’ trawls (TBB), but an increase for all other gears. The pair trawling (TM) and tuna purse seiner (BFT) segments, with a 111% and 81.8% increase, respectively, achieved the best results (Table 13).

Table 13 – Trend in average prices by fishing technique

Fishing technique	Price (€/kg)		% change
	2020	2021	
Purse-seining (PS)	2.19	2.17	-0.6%
Purse-seining (PS) BFT	4.39	7.98	81.8%
Hydraulic dredging (DRB)	2.42	3.18	31.6%
Longlines (HOK)	6.91	6.14	-11.2%
Small-scale fishing (PGP)	7.26	8.08	11.3%
Bottom trawling and ‘rapido’ trawling (DTS and TBB)	7.92	7.43	-6.1%
Pair trawling (TM)	1.14	2.41	111.1%
TOTAL	4.94	5.40	9.3%

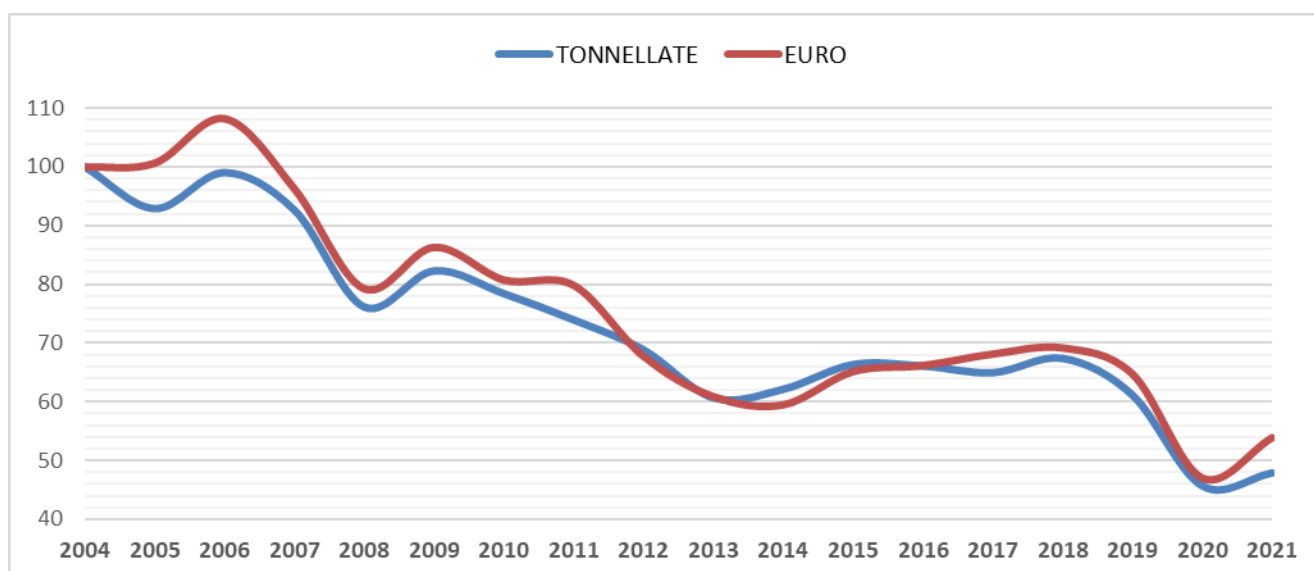
The time series for average prices (base year 2004) shows a significant increase from 2020, and the peak over the period observed was reached in 2021 (Fig. 2).

Figure 2 – Trend in average prices, 2004-2021



As regards the development in production and revenue from the 2004 base year, there was a gradual decline until 2013-2014, but the trend stabilised from 2015 to 2019. However, due to stringent EU rules imposing an annual reduction in trawling days and the pandemic-related slowdown in 2020, production fell significantly from 2019 to 2020, followed by a slight rebound in 2021 (Fig. 3).

Figure 3 – Production and revenue trend, 2004-2021 (base year 2004)

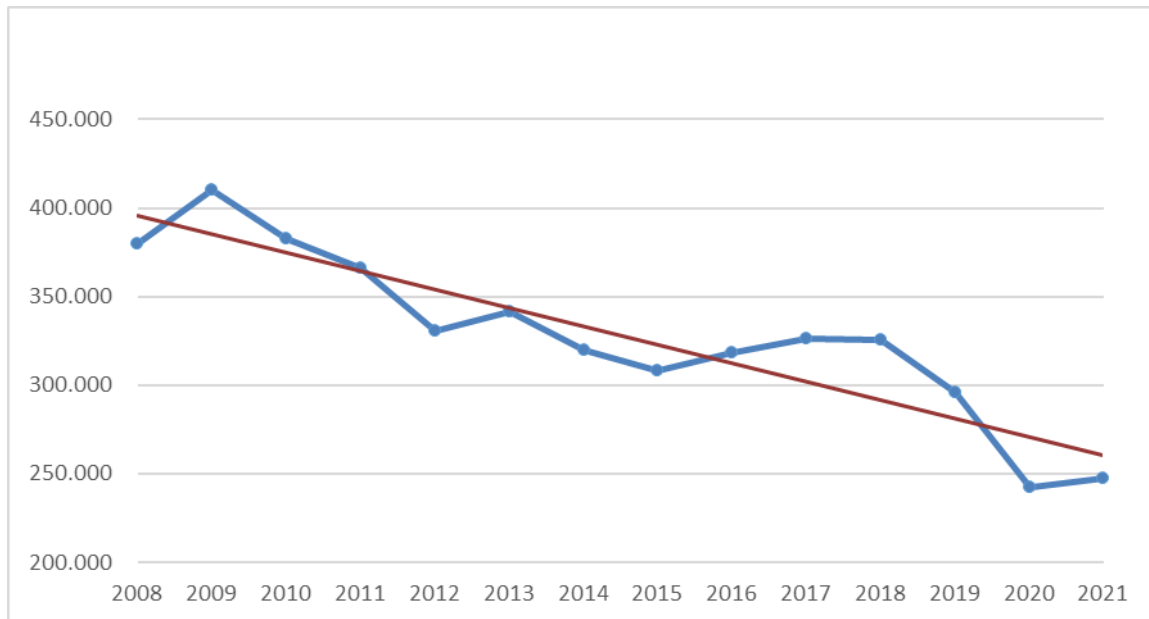


Lastly, we have analysed the level of activity, expressed in fishing days, in the period from 2008 to 2021.

Activity in the bottom trawling fleet (OTB) was significantly reduced (-36%) between 2008 and 2020. It is worth noting that 26% of that reduction took place from 2017, although 2020 should be considered an outlier in this context. There was a slight increase in fishing days from 2020 to 2021, but activity remained below the maximum levels laid down in the regulations.

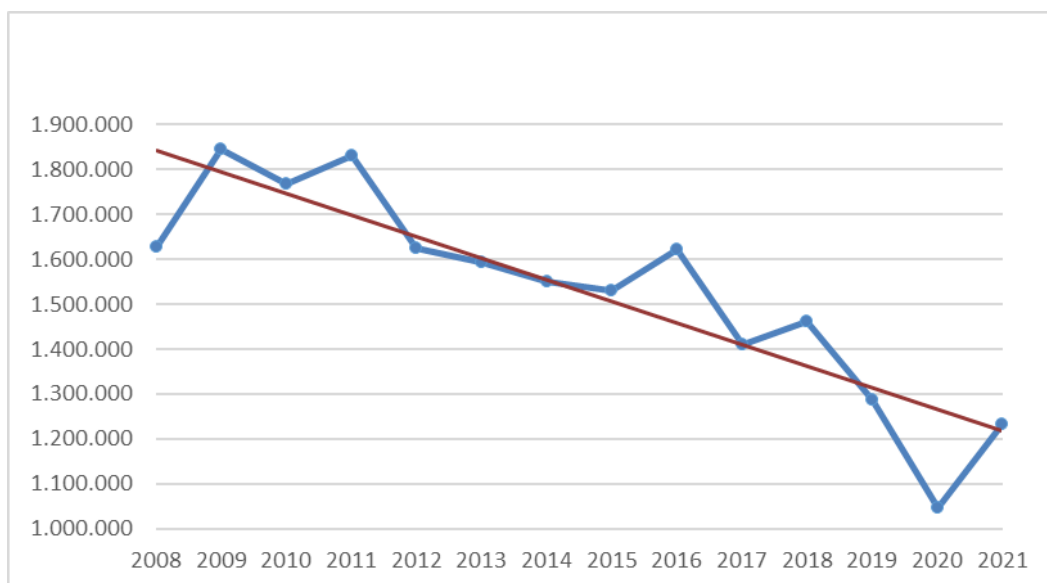
In 2019 the level of activity was 22% lower than in 2008 and almost 10% lower than in 2017, in line with the fishing effort reduction measures provided for in the regulations in force (Figure 4).

Figure 4 – Trend in fishing days for bottom trawling (OTB), 2008-2021



The fishing effort of the Italian fleet as a whole followed a similar trend to that of the trawling segment, with an overall reduction of 36% from 2008 to 2020 and of 21% from 2008 to 2019. There was an increase from 2020 to 2021, making up for the loss of activity caused by the COVID-19 crisis, yet confirming the negative trend from 2018 and 2019 (Figure 5).

Figure 5 – Trend in total fishing days of the fleet as a whole, 2008-2021



As regards the total number of fishing days by length class, vessels less than 12 m in length saw the greatest increase compared to 2020, whereas the figures remained almost unchanged for larger vessels (Table 14).

Table 14 – Trend in total fishing days by LOA class, 2017-2021

Vessel group	2017	2018	2019	2020	2021
VL0006	270 473	287 756	236 263	176 174	241 650
VL0612	671 254	713 020	607 766	518 430	639 090
VL1218	288 240	285 945	280 382	216 715	214 930
VL1824	132 315	130 541	115 449	93 535	97 677
VL2440	47 796	43 315	45 954	39 858	38 960
VL40XX	283	278	166	178	167
Total	1 410 361	1 460 855	1 285 981	1 044 889	1 232 474

The calculation of total fishing days shows a decrease in métiers GND_SPF_0_0_0, GNS_SLP_>=16_0_0, OTB_DWS_>=40_0_0 and PS_LPF_0_0_0, and an increase in métiers GNS_DEF_>=16_0_0, GTR_DEF_>=16_0_0, LLS_DEF_0_0_0, OTB_MDD_>=40_0_0, OTB_DEF_>40_0_0 and OTM_MPD_>=20_0_0. It needs to be stressed that, in any case, the total number of fishing days remains significantly below the reduction levels set by the legislation for bottom trawling (OTB). For all the other métiers the calculation shows a broadly stable total number of fishing days (Table 15).

Table 15 – Trend in total fishing days, main métiers, 2017-2021

METIER 2020	2017	2018	2019	2020	2021
DRB_MOL_0_0_0	39 752	58 309	56 465	62 334	68 456
FPO_DEF_0_0_0	81 683	113 609	107 794	104 777	109 546
GND_SPF_0_0_0	3 027	6 678	5 332	5 648	3 035
GNS_DEF_>=16_0_0	205 958	237 794	205 198	168 127	215 542
GNS_SLP_>=16_0_0	12 626	15 202	8 991	12 856	10 275
GTR_DEF_>=16_0_0	413 830	440 460	374 404	269 116	361 874
LLD_LPF_0_0_0	42 488	54 434	45 304	31 820	28 208
LLS_DEF_0_0_0	64 431	55 527	46 589	48 901	75 785
OTB_DEF_>=40_0_0	247 786	260 152	232 862	191 348	201 412
OTB_DWS_>=40_0_0	24 986	35 149	35 661	27 471	13 340
OTB_MDD_>=40_0_0	53 658	29 975	27 490	22 518	38 975
OTM_MPD_>=20_0_0	1 522	1 210	1 497	636	1 179
PS_LPF_0_0_0	10 717	14 191	14 059	8 764	5 613
PS_SPF_>=14_0_0	34 852	30 760	25 153	17 207	16 508
PTM_SPF_>=20_0_0	18 067	17 197	16 597	11 850	11 389
TBB_DEF_0_0_0	9 352	12 047	11 520	8 134	8 447
Total	1 264 734	1 382 694	1 214 917	991 506	1 169 584

B. Impact on fishing capacity of fishing effort reduction schemes adopted under multiannual management or recovery plans or under any national plans

For vessels equipped with a VMS tracking system, the VMS data provides information about days of fishing activity, and this data can be checked against engine power data to obtain information about estimated fishing effort (number of fishing days \times kW). For bottom trawling there is clearly a gradual, downward trend in fishing effort in the period from 2015 to 2021, with obvious effects in the long term. The strategies deployed to reduce fishing effort exacerbated this trend, in particular the fishing day quotas set by Italy for 2020, which were again implemented in 2021.

Using VMS data to monitor the zone in the Pomo Pit, where all fishing is banned (zone A), gives a similar result. Similarly, VMS tracking data shows that the bottom trawling fishing effort has dropped substantially in the fishing restricted areas (FRAs) of the Strait of Sicily (FRA GFCM1 – Levante Banco Avventura, FRA GFCM2 – Ponente Bacino di Gela and FRA GFCM3 – Levante Banco di Malta), established to protect hake and deep-water rose shrimp juveniles.

C. Information on compliance with the entry/exit scheme and the reference level

Compliance with the entry/exit scheme and the reference level as at 31 December 2021 was assessed on the basis of the overall situation of the fleet in May 2022. In accordance with Article 22(7) of Regulation (EU) No 1380/2013, the fishing capacity of the Italian fleet has never exceeded the limits laid down in Annex II to that Regulation (Table 16).

Table 16 – Calculation table for compliance with entry/exit scheme and reference level

		GT	kW
Reference level, Regulation (EU) No 1380/2013	GT – kW	173 506	1 070 028
Capacity exit with support, 2014-2021	GT _a – kW _a	17 358	85 042
Ceiling as at 31.12.2021	GT – kW	156 148	984 986
Situation as at 31.12.2021	GT – kW	142 995	923 329
Difference		13 153	61 657

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

Following on from the action already taken to protect certain stocks particularly at risk, taking account of past experience and the data collected, Italy has adopted regulatory measures aimed at reducing fishing effort through reduced activity at sea.

The main provisions adopted in this respect include:

- 09/12/2020 Decree extending the management plan for fishing transparent goby with boat seines in Manfredonia;

- 30/12/2020 Ministerial Decree 9403901 banning the fishing of sea cucumbers;
- 12/01/2021 Executive Decree No 9922 extending the minimum size derogation for Venus clams;
- 12/02/2021 Rules on the management of fishing with towed gears of the types 'bottom otter trawl' (OTB), 'otter twin nets' (OTT) and/or 'beam/rapido trawls' (TBB), 2021;
- 13/04/2021 Bluefin tuna fishing season, 2021;
- 14/04/2021 List of vessels authorised to target giant red shrimp and blue and red shrimp in the Levantine Sea;
- 14/04/2021 List of vessels authorised to target giant red shrimp and blue and red shrimp in the Ionian Sea;
- 14/04/2021 List of vessels authorised to target demersal stocks in the Adriatic Sea (GSAs 17 and 18);
- 14/04/2021 List of vessels authorised to target demersal stocks using towed gears within GSAs 9, 10 and 11 under Italian jurisdiction;
- 14/04/2021 List of vessels authorised to target giant red shrimp and blue and red shrimp in the Strait of Sicily (GSAs 12, 13, 14, 15 and 16);
- 1/06/2021 EMFF 2014-2020 – mandatory closure period, 2021 – Rome to Civitavecchia area, uninterrupted closure – Circular No 253609 of 1.6.2021;
- 14/06/2021 Regulation 2021/90 – suspension of fishing in GSAs 9, 10 and 11 – ARA and ARS stocks – vessels with LoA \geq 24 m;
- 18/05/2021 Decree No 229107 of 18. 5.2021 – Provisions on the mandatory suspension in 2021 of fishing with towed gears of the types 'bottom otter trawl' (OTB), 'otter twin nets' (OTT) and/or 'beam/rapido trawls' (TBB);
- 17/09/2021 Amendment of the maximum allowable effort, expressed in fishing days, in GSAs 8, 9, 10 and 11;
- 7/10/2021 EMFF 2021-2027 – Article 21 of Regulation (EU) 2021/1139 of the European Parliament and of the Council of 7 July 2021 establishing the European Maritime, Fisheries and Aquaculture Fund and amending Regulation (EU) 2017/1004 – expression of interest;
- 14/10/2021 Adoption of a national management plan for the fishing of transparent goby (*Aphia minuta*) in the sea areas of the Tuscany and Liguria regions (GSA 9);
- 29/12/2021 Ban on fishing, retaining on board, transshipping or landing specimens of the *Holoturoidea* class (sea cucumbers).

E. Information on changes to administrative fleet management procedures

There were no changes to administrative fleet management procedures in the past year.

F. Application of balance indicators

The indicators proposed for each geographical sub-area (GSA) are examined in detail below to identify overall trends by fishing technique and overall length (LOA) class. The indicators were calculated on the basis of data extracted from the national data collection programme (DCR/DCF).

The information is provided by GSA in order to capture geographical differences in economic and social performance and the state of the fisheries, as reflected by the overall condition of the resources and different fishing capacity levels.

F.1 Biological sustainability indicators

SHI

The sustainable harvest indicator (SHI) was used to identify fleet segments with overcapacity. To calculate the annual SHI value, the F/F_{MSY} ratio was used for all stocks analysed from 2018 to 2020 in the various Italian GSAs, taking into account the results of the most recent GFCM, STEFC and ICCAT working groups (GFCM-SAC, 2020a, b; 2021a, b; 2022a, b – STECF, 2019a, b; 2020a, b; 2021a, b – ICCAT, 2021a, b). The details are set out in Annex B (Table B4).

Where the estimated F/F_{MSY} ratio was not up to date, the 2019 or 2018 values were assumed to be constant for 2020 and for 2019 and 2020, respectively. Moreover, fish stocks for which the new assessment failed to provide F/F_{MSY} values considered reliable by the STECF and SAC-GFCM working groups were excluded from the SHI calculation, as was the case specifically for red mullet in GSAs 17 and 18 (GFCM-SAC 2022c). Also, the assessment of bluefin tuna in the Mediterranean and the eastern Atlantic was not taken into account as the F/F_{MSY} value was valid only until 2017 (ICCAT, 2020). It needs to be stressed that the assessments made by SAC-GFCM have not yet been validated in plenary by the SAC.

To identify fleet segments in imbalance, segments were considered that had an SHI value above 1 and that were above the 40% threshold for at least 2 years of the 3-year period from 2018 to 2020.

46 segments were above the 40% threshold for at least 2 years over the 3-year period, and of those were found to be in imbalance (Table 17).

It is worth noting that the SHI results estimated in this report have deteriorated compared to the previous year, when 29 of the 47 segments considered were found to be in imbalance. This is probably linked to the fact that some stocks with an F/F_{MSY} ratio below 1 are not included in the SHI calculation, such as bluefin tuna which, as mentioned above, has an F/F_{MSY} ratio of 0.4, and red mullet in GSAs 17-18, which had exploitation values in line with the MSY in the past. Finally, it needs to be stressed note that the extremely high F/F_{MSY} ratio in the STECF's assessments for many demersal species in the Tyrrhenian Sea (e.g. blue shrimp and hake) is probably due to inaccuracies in the model used rather than any actual serious overexploitation. Despite the deterioration in the number of fleet segments in imbalance, it is worth highlighting that there was a general downward trend in SHI values in many fleet segments in 2020.

Table 17 – SHI by fleet segment, 2018-2020 (segments with overcapacity are marked in grey)

GSA	SYSTEM	Segment	SHI 2018	SHI 2019	SHI 2020
9	DTS	VL1218	1.87	1.81	1.78
9	DTS	VL1824	1.90	1.72	1.79
9	DTS	VL2440	1.79	1.40	1.15
9	PGP	VL1218	2.31	1.79	1.52
9	PS	VL1218	0.52	0.52	0.33
9	PS	VL1824	0.50	0.44	0.33
9	PS	VL2440	0.50	0.42	0.32
10	DTS	VL0612		1.90	2.15
10	DTS	VL1218	1.62	1.76	2.10
10	DTS	VL1824	1.73	1.98	2.42
10	DTS	VL2440		2.06	2.25
10	HOK	VL1218	1.71	1.31	1.31
10	HOK	VL1824	1.00	1.11	1.16
11	DTS	VL2440	2.31	2.92	2.98
11	PGP	VL1824	0.96	0.94	0.94
16	DTS	VL1824	1.27		1.29
16	HOK	VL1218	0.96	1.03	0.97
16	HOK	VL1824	0.93	1.03	0.96
17	DTS	VL0612	1.32	1.08	1.11
17	DTS	VL1218	1.67	1.41	1.29
17	PGP	VL0006	1.39	1.15	1.03
17	PGP	VL0612	1.32	1.14	1.01
17	PGP	VL1824	0.90		0.91
17	PS	VL0612		3.24	2.79
17	PS	VL1218	2.87	3.33	3.16
17	PS	VL2440	1.64	1.61	1.54
17	TBB	VL0612		0.90	1.00
17	TBB	VL1218	1.21	1.13	1.27
17	TBB	VL1824	1.17	1.14	1.06
17	TBB	VL2440	1.16	1.07	0.98
17	TM	VL1218	2.43	2.64	2.56
17	TM	VL1824	3.31	3.35	3.22
17	TM	VL2440	2.73	2.49	2.60
18	DTS	VL1824	2.21	2.04	1.96
18	DTS	VL2440	2.21	2.07	2.04
18	HOK	VL1218	2.17	1.88	1.75
18	HOK	VL1824		1.16	2.10
18	PS	VL2440	1.90	1.70	1.54
18	TM	VL1824	1.58	1.76	1.69
18	TM	VL2440	1.61	1.63	1.64
19	DTS	VL0612		2.23	1.93
19	DTS	VL1218	2.17	2.09	1.85
19	DTS	VL1824	2.03		1.84
19	HOK	VL1218	1.36	1.15	1.15
19	HOK	VL1824	1.15	1.13	1.04
19	HOK	VL2440		0.94	0.95

F.2 Economic indicators

To identify fleet segments with overcapacity, the following indicators were used: RoFTA (long-term return) and CR/BER current revenue to break-even revenue ratio (short-term return).

- RoFTA

RoFTA is the per-unit return on capital invested in the fisheries sector. This indicator was compared with the arithmetic average of the harmonised long-term interest rate of the previous 5 years (2016-2020)⁴. The permanent inventory method was used to calculate the value of the fleet in terms of investment goods in accordance with the Commission guidelines (COM (2014) 545 final).

Annex B (Table B4) shows the indicator values of all fleet segments by GSA at national level, whereas Table 18 lists fleet segments with an indicator value below the target reference point for 2020.

Table 18 – List of fleet segments with a RoFTA value below the TRP, 2020

GSA	Fishing technique	LOA class	Active vessels	RoFTA		
			2020	2018	2019	2020
9	DTS	VL0612	30	0.24	0.23	-0.07
10	DTS	VL0612	7		0.09	-0.10
10	DTS	VL2440	7		0.28	-0.15
10	HOK	VL1824	9	0.00	-0.08	0.01
10	PGP	VL1218	26	-0.03	0.01	-0.15
10	PS	VL2440	9	-0.07	0.21	-0.24
11	DTS	VL0612	12		-0.15	-0.25
11	DTS	VL2440	17	0.02	-0.01	-0.01
11	PGP	VL1218*	80	-0.11	0.14	-0.05
11	PGP	VL1824*	4	-0.11	0.14	-0.05
16	DTS	VL0612	20	0.45	-0.17	-0.60
16	DTS	VL1824	134	0.02	-0.01	-0.23
16	PGP	VL1218	15	0.05	0.17	-0.02
16	PS	VL0612	6		-0.23	-0.03
16	TM	VL1824	6	0.33	0.66	-0.12
17	TBB	VL1218	11	0.57	-0.01	-0.01
17	TBB	VL1824	23	0.21	-0.10	-0.09
18	DRB	VL1218	43	-0.12	-0.03	-1.32
18	DTS	VL0612	14	0.21	0.09	-0.01
18	PGP	VL0612	277	0.11	0.05	-0.02
18	TM	VL2440	10	0.37	-0.03	-0.18
19	DTS	VL0612	11		-0.26	-0.06
19	DTS	VL1824	20	0.36	0.23	-0.02
19	PGP	VL1218	22	-0.05	-0.10	-0.26
19	PS	VL0612	10		-0.04	-0.15
19	PS	VL1824	4		0.10	-0.18

⁴ Source: ECB <http://www.ecb.int/stats/money/long/html/index.en.html>

In 2020, out of a total of 97 segments, 26 had an indicator value below the target reference point, compared to 18 in 2019. Economic performance deteriorated in a number of trawling segments. In particular, the indicator is below the reference point for trawlers in LoA class 6-12 m in all GSAs, with the exception of those operating in GSA 17.

For pair and ‘rapido’ trawlers in GSAs 16 and 18 profitability fell considerably. Hydraulic dredgers operating on Apulia’s Adriatic coast are economically inefficient in the long term, whereas hydraulic dredgers in GSA 17 perform well.

Vessels fishing with longlines and passive gear in LoA class < 12 m are considered to be in a situation of long-term profitability, with the exception of those operating in GSA 18.

- CR/BER

Break-even revenue (BER) is the revenue needed to cover both fixed and variable costs, meaning that neither a loss nor a profit is made. Current revenue (CR) is the total operating income of a fleet segment, made up of income from landings and non-fishing income. The opportunity cost is taken into account in the calculation of the ratio, as provided for in the Commission guidelines (COM(2014) 545 final).

Annex B (Table B4) shows the indicator values of all fleet segments by GSA at national level, whereas Table 19 lists fleet segments with an indicator value below 1 for the last year for which data is available.

Table 19 – List of fleet segments with a CR/BER value below 1, 2020

GSA	Fishing technique	LOA class	Active vessels 2020	CR/BER		
				2018	2019	2020
9	DTS	VL0612	30	1.66	1.59	0.76
10	DTS	VL0612	7		1.26	0.55
10	DTS	VL2440	7		1.83	0.49
10	HOK	VL1824	9	0.96	0.72	0.99
10	PGP	VL1218	26	0.85	1.00	0.43
10	PS	VL2440	9	0.68	1.62	0.11
11	DTS	VL0612	12		0.52	0.28
11	DTS	VL2440	17	1.02	0.92	0.94
11	PGP	VL1218*	80	0.67	1.30	0.82
11	PGP	VL1824*	4	0.67	1.30	0.82
16	DTS	VL0612	20	2.32	0.46	-0.25
16	DTS	VL1824	134	1.03	0.93	0.25
16	PGP	VL1218	15	1.11	1.48	0.91
16	PS	VL0612	6		0.48	0.83
16	TM	VL1824	6	1.81	2.47	0.70
17	TBB	VL1218	11	2.72	0.94	0.93
17	TBB	VL1824	23	1.47	0.63	0.70
18	DRB	VL1218	43	0.51	0.84	-0.99
18	DTS	VL0612	14	1.61	1.22	0.94
18	PGP	VL0612	277	1.33	1.15	0.90

18	TM	VL2440	10	2.11	0.86	0.30
19	DTS	VL0612	11		0.07	0.75
19	DTS	VL1824	20	2.19	1.81	0.90
19	PGP	VL1218	22	0.79	0.61	0.00
19	PS	VL0612	10		0.80	0.38
19	PS	VL1824	4		1.32	0.29

In 2020, out of a total of 97 fleet segments, 26 had an indicator value below 1 and two had a negative CR/BER ratio. The indicator shows a deterioration compared to the previous 2 years, with an increase in the number of segments scoring less than 1 (economic inefficiency affected 19 segments in 2019).

F.3 Vessel use indicators

The Guidelines on balance indicators (COM(2014)545) recommend using two different indicators to assess the rate of exploitation of the fleet: the inactive vessel indicator and the vessel use indicator.

The inactive vessel indicator shows the number of inactive vessels as a proportion of the overall fleet in terms of the number of vessels, tonnage (GT) and engine power (kW).

The vessel use indicator, on the other hand, considers the activity levels of vessels that have carried out fishing activity at least once during the year, taking into account the seasonal nature of fishing and other restrictions. It is calculated, for each segment of the fleet, as the ratio between the observed fishing effort (average number of days at sea per vessel) and the maximum recorded effort (maximum days at sea observed in one fleet segment). According to the ‘traffic light’ system, a value above 0.9 gives a green light and is attributed only to fleet segments that record a broadly consistent level of activity. Values below 0.7 are potentially considered as a sign of under-utilisation, which in turn may point to technical overcapacity (red light).

Indicator values between these limit values are highlighted in yellow and indicate a relatively stable situation where the available technical capacity is fairly well exploited on the whole (Annex B; Tables B5 and B6).

- **Inactive vessel indicator (IVI)**

Although there was a slight improvement compared to 2020, the proportion of inactive vessels was 14%, only slightly lower than in 2020 and 50% higher than the average for the period from 2014 to 2019, pointing to a certain strain on the fleet.

The reason for this could be that vessel owners increasingly prefer laying up their vessels to hiring a crew during winter, in particular in the length class up to 12 m. The 12-18 m length class is facing a number of issues, including a gradual decrease in the maximum number of fishing days with respect to trawling, which tends to encourage the laying-up of vessels all year. For larger vessels there is a less marked decline, with the exception of class 40xx, where some vessels operating outside the straits are inactive and some tuna vessels are used for transporting cages rather than fishing.

- **Vessel use indicator (VUI)**

In 2021 there were a total of 99 segments, of which 28 in bottom trawling (DTS). None of these are in the green area for this indicator, i.e. at more than 90% of the highest recorded value, whereas 12 are

below the 79% threshold and therefore classed as red and the remaining segments are classed as yellow. One possible reason for this negative trend is the gradual reduction (10% on an annual basis) in fishing opportunities, which affects all but a few vessels that may have the possibility to operate in areas not subject to restrictions, but these should be regarded as outliers rather than reference values.

A comparison with 2019 (a more stable year than 2020, which was affected by the COVID pandemic) shows that the number of segments for which the indicator was above 90% fell from 12 to 4, whereas the value increased for 30 segments, irrespective of their status, and decreased for the remaining 49. Almost all the 11 segments with an indicator value below 50% were in the 12-18 m length class and registered for HOK, PGP or PS gears. This group also includes two purse seiners, one in the 24-40 m and the other in the > 40 m length class, belonging to the bluefin tuna fleet operating in GSA 10, where activity is traditionally restricted to a short tuna fishing season.

G. Conclusions: achieving a balance between fleet capacity and fishing opportunities

The biological, economic, social and technical indicators set out in the Commission's guidelines provide tools for assessing the effectiveness of the implemented management measures. Over time they will help achieve a full balance between fishing capacity and fishing opportunities.

The indicators used are as follows:

- sustainable harvest indicator (SHI)
- return on fixed tangible assets (RoFTA)
- current revenue/break-even revenue (CR/BER)
- inactive vessel indicator (IVI)
- vessel use indicator (VUI).

The indicator values were calculated on the basis of the results of the national data collection programme (DCR/DCF) and are examined by geographical sub-area (GSA) with the aim of identifying overall trends in relation to fishing techniques and length classes.

SHI

To calculate the annual SHI value, the F/F_{MSY} ratio was used for all stocks analysed from 2018 to 2020 in the various Italian GSAs, taking into account the results of the most recent GFCM, STEFC and ICCAT working groups (GFCM-SAC, 2019a, b; 2021a, b; 2022a, b – STECF, 2019a, b; 2020a, b; 2021a, b – ICCAT, 2021a, b).

46 segments were above the 40% threshold for at least 2 years over the 3-year period, and 37 of those were found to be in imbalance. Despite the deterioration in the number of fleet segments in imbalance, it is worth highlighting that there was a general downward trend in SHI values in many fleet segments in 2020.

RoFTA

In 2020, out of a total of 97 segments, 26 had an indicator value below the target reference point, compared to 18 in 2019. Economic performance deteriorated in a number of trawling segments. In particular, the indicator is below the reference point for trawlers of 6-12 m overall length in all GSAs, with the exception of those operating in GSA 17.

For pair and 'rapido' trawlers in GSAs 16 and 18 profitability fell considerably. Hydraulic dredgers operating on Apulia's Adriatic coast are economically inefficient in the long term, whereas hydraulic dredgers in GSA 17 perform well.

Vessels fishing with longlines and passive gear in LoA class < 12 m are considered to be in a situation of long-term profitability, with the exception of those operating in GSA 18.

CR/BER

Break-even revenue (BER) is the revenue needed to cover both fixed and variable costs, meaning that neither a loss nor a profit is made. Current revenue (CR) is the total operating income of a fleet segment, made up of income from landings and non-fishing income. The opportunity cost is taken into account in the calculation of the ratio, as provided for in the Commission guidelines (COM(2014) 545 final).

In 2020, out of a total of 97 fleet segments, 26 had an indicator value below 1 and two had a negative CR/BER ratio. The indicator shows a deterioration compared to the previous 2 years, with an increase in the number of segments scoring less than 1 (economic inefficiency affected 19 segments in 2019).

Inactive vessel indicator (IVI)

The indicator reveals a certain strain, probably because vessel owners more often prefer laying up their vessels to hiring a crew during winter, in particular in the length class up to 12 m. The decline is less marked for larger vessels, with the exception of class 40xx, where some vessels operating outside the straits are inactive and some tuna vessels are used for transporting cages rather than fishing.

Vessel use indicator (VUI)

In 2021 there were a total of 99 segments, of which 28 in bottom trawling (DTS). None of these are in the green area for this indicator, i.e. at more than 90% of the highest recorded value.

The number of segments with an indicator value above 90% fell from 12 to 4, while the value increased for 30 segments, irrespective of their status, and decreased for the remaining 49. 11 segments had an indicator value below 50%, almost all of them in the 12-18 m length class and registered for HOK, PGP or PS gears. This group also includes two purse seiners, one in the 24-40 m and the other in the > 40 m length class, belonging to the bluefin tuna fleet operating in GSA 10, where activity is traditionally restricted to a short tuna fishing season.

References

GFCM-SAC (2020a), Working Group on Stock Assessment of Demersal Species (WGSAD), FAO, November 2019. Report available:

https://gfcml.sharepoint.com/:b:/g/EG/EXyJJA5zAJtGkTJIRZ8pAbABTYmgA_PexEoVZ62tUg0d0A

GFCM-SAC (2020b), Working Group on Stock Assessment of Small Pelagic species (WGSASP), FAO, November. Report available:

<https://gfcml.sharepoint.com/:b:/g/EG/EWLHsgNGXZxJpAtyolJpt6wBd4LLG61jOelFdzdHUhtzoA>

GFCM-SAC (2021a), Working Group on Stock Assessment of Demersal Species (WGSAD), FAO, January 2021 Report available:

<https://gfcml.sharepoint.com/:b:/g/EG/EUWJcVAjd8lMibhKisNXERMBwdgBhNOTUGgk466lR5nCdQ>

GFCM-SAC (2021b), Working Group on Stock Assessment of Small Pelagic species (WGSASP), FAO, January 2021. Report available: <https://gfcml.sharepoint.com/:b:/g/EG/EQWDwq0mKc1BkHe-InC4ToYBQLDFurRggpH43wAEu3Lxkw>

GFCM-SAC (2022 a), Working Group on Stock Assessment of Demersal Species (WGSAD), FAO, January 2022 Report available:

<https://gfcml.sharepoint.com/:b:/g/EG/EZ7FiUEcRqNNuOS6xnIuHyUB5DFg11jP0B8B633UWm3E4Q>

GFCM-SAC (2022b), Working Group on Stock Assessment of Small Pelagic species (WGSASP), FAO, January 2022. Report available:

<https://gfcml.sharepoint.com/:b:/g/EG/EZWTjdMI9uBHtxFyPL231DcBNyTuAuRS2dhDApdFVFaxHA>

Conclusions and recommendations of the benchmark session for the assessment of red mullet in GSAs 17 and 18. March, 2022. Report available:

<https://gfcml.sharepoint.com/:b:/g/EG/ESQkoxZT2EBEgA3RFkSaOx8BG41Nk53v7l56lngP3eNw2A>

ICCAT, 2020. INTERNATIONAL COMMISSION for the CONSERVATION of ATLANTIC TUNAS 2020 SCRS ADVICE TO THE COMMISSION English version. 362 p.

ICCAT, 2021a. SWO INTERSESSIONAL (ONLINE) MEETING – 2021 REPORT OF THE 2021 ICCAT INTERSESSIONAL MEETING OF THE SWORDFISH SPECIES GROUP (Online, 31 May - 7 June 2021). Report available:

https://www.iccat.int/Documents/SCRS/DetRep/SWO_ENG.pdf

ICCAT, 2021b. ALB SG - ONLINE - JUNE 2021. REPORT OF THE INTERSESSIONAL MEETING OF THE ALBACORE SPECIES GROUP INCLUDING THE MEDITERRANEAN ALBACORE STOCK ASSESSMENT (Online, 21- 30 June 2021). Report available:

https://www.iccat.int/Documents/SCRS/DetRep/ALB_MED_SA_ENG.pdf

STECF, 2019a. Scientific, Technical and Economic Committee for Fisheries (STECF) – Stock Assessments: demersal stocks in the western Mediterranean Sea (STECF-19-10). Publications Office of the European Union, Luxembourg, 2019, ISBN 978-92-76-11288-4, doi:10.2760/5399, JRC119055

STECF, 2019b. Scientific, Technical and Economic Committee for Fisheries (STECF) – 2019 Stock Assessments part 2: European fisheries for demersal species in the Adriatic Sea (STECF-19- 16). Publications Office of the European Union, Luxembourg, 2019, ISBN 978-92-76-14558-5, doi:10.2760/95875, JRC119057

STECF, 2020 a. Scientific, Technical and Economic Committee for Fisheries (STECF) – Stock assessments in the Western Mediterranean Sea (STECF-20-09). Publications Office of the European Union, Luxembourg, 2020, ISBN XXXXXX, doi:XXXXXXXX, PUBSY No.

STECF, 2020b. Scientific, Technical and Economic Committee for Fisheries (STECF) Stock Assessments in the Mediterranean Sea – Adriatic, Ionian and Aegean Seas (STECF-20-15). EUR 28359 EN, Publications Office of the European Union, Luxembourg, 2020, ISBN 978-92-76-27168- 0, doi:10.2760/877405, JRC122994.

STECF, 2021a. Scientific, Technical and Economic Committee for Fisheries (STECF) – Stock Assessments: demersal stocks in the western Mediterranean Sea (STECF-21-11). Publications Office of the European Union, Luxembourg, 2021, EUR 28359 EN, ISBN 978-92-76-46116-6, doi:10.2760/046729, JRC127744

STECF, 2021b. Scientific, Technical and Economic Committee for Fisheries (STECF) – Stock assessments in the Mediterranean Sea 2021 – Adriatic and Ionian Seas (STECF-21-15). EUR 28359 EN, Publications Office of the European Union, Luxembourg, 2021, ISBN 978-92-76-46195-1, doi:10.2760/59806, JRC127766.

Annex A

Action plan for fleet segments found to be in imbalance, setting out the adjustment objectives and tools to achieve a balance

The Italian action plan, which takes the EU guidelines into account, aims to significantly reduce current fishing mortality (F_c) through the combined effect of various measures.

Extended periods of closure

In 2022 the Italian authorities adopted Ministerial Decree No 70970 of 15 February 2022, which further increased the number of temporary closure days. In some cases, more days were added than the number of days included the paid, mandatory closure period. A comparison with the previous year is shown in Table A1.

Table A1 – Number of additional closure days in 2022 compared to 2021

GSA	LOA CLASS	Additional days 2021	Additional days 2022
GSA 9	LOA<=12	19	24
	LOA>12	37	48
GSA 10	LOA<=12	24	31
	LOA>12	30	39
GSA 11	LOA<=24	26	34
	LOA>24	36	46
GSA 16	LOA<=12	15	16
	12<LOA<=24	20	21
	LOA>24	30	30
GSA 17 to Ancona	LOA<=12	21	23
	12<LOA<=24	30	33
	LOA>24	39	43
GSA 17 from Manfredonia to Bari	LOA<=12	21	23
	12<LOA<=24	30	33
	LOA>24	39	43
GS 17, San Benedetto and Termoli	LOA<=12	21	23
	12<LOA<=24	30	33
	LOA>24	39	43
Brindisi	LOA<=12	21	23
	12<LOA<=24	30	33
	LOA>24	39	43
GSA 19	LOA<=18	41	54
	LOA>18	38	50

Measures in the Tyrrhenian Sea (GSAs 9, 10 and 11)

ARA and ARS – In accordance with Council Regulation (EU) No 110/2022 of 27 January 2022, a quota system was introduced for the species ARA and ARS through the adoption of Ministerial Decree No 166920 of 12 April 2022 on the allocation of the maximum catch limit for deep-sea giant red shrimp (*Aristaeomorpha foliacea* – ARS) and Mediterranean blue and red shrimp (*Aristeus antennatus* – ARA) in GSAs 8, 9, 10 and 11. This measure comes on top of the reduction in the maximum number of fishing days laid down for demersal species in Regulation (EU) No 110/2022.

Ensis minor – The Italian authorities are drawing up a specific national management plan for *Ensis minor* (razor clam) catches using mechanised dredges ('cannellara') in accordance with Article 19 of Regulation (EC) No 1967/2006 and Articles 7, 9 and 10 of Regulation (EU) No 1380/2013.

Implementing measures included in the plan:

- identification of alternative areas;
- catch limits;
- period when fishing is allowed;
- fishing days and times;
- technical/scientific monitoring;
- obligations of management associations and their members.

Small pelagics in Campania – The central government, in collaboration with the Campania Region (intermediate body), the municipality of Cetara (Province of Salerno) and the Parthenope University of Naples, has launched a project aimed at collecting data to draw up a specific management plan for the fishing of small pelagics in the Campania region (GSA 10).

Measures in the Strait of Sicily (GSA 16)

Several fleets, both EU and non-EU, operate in this area. If sustainable effort targets are to be reached, any management plan for this area must take this into account, granting fair fishing opportunities to all countries involved. Italy is working to achieve this in the appropriate international fora. Changes to the management plans currently in force in GSA 16, focusing on mixed demersal and bottom shrimp fishing, are being drawn up. The proposed changes, including the adoption of a maximum catch limit for one or more demersal species (DPS (+ MUT + NEP)), combined with a reduction in fishing effort with respect to mixed demersal fishing, are likely to be discussed and approved at the annual GFCM meeting scheduled for November 2022. For ARA and ARS only a maximum catch limit should be established.

New assessments

Taking note of the STECF's comments on last year's fleet report, the Italian authorities have taken steps to be able to present better assessments.

Under the discard plan for *Chamelea gallina* the state of the resource will be monitored at national level. A working group will analyse the results of the survey for the period from 2017 to 2024 and, based on biological assessment criteria, will revise the current reference points and provide new ones.

State of play of the GFCM assessments concerning Italy:

- the assessments are near completion for ARA and ARS deep-sea shrimp in GSAs 12 and 16 (expected to be released in 2023);
- for anchovy (ANE) and sardine (PIL) in GSA 16 the assessments have been completed.

Both stocks are overfished, but the latest data for anchovy appear to suggest a possible improvement in the condition of the stock.

New FRAs

Particular importance will be placed on establishing new fishing restricted areas (FRAs). In this regard, a pilot project has been launched to verify the presence of *Isidella elongata* in the Strait of Otranto, as a first step in the potential establishment of an FRA. The project is expected to be completed by April 2024.

EMFF – permanent cessation of fishing activity

The Italian authorities have always considered permanent cessation as one of the main instruments for reaching the fishing effort reduction targets and will therefore draw up a new scrapping plan within the scope of the EMFF, but using a different approach to previous years.

In the past, fleet segments affected by overfishing, broken down by GSA, were used as a reference to identify the vessels to be scrapped. The new plan, on the other hand, will take into account vessels authorised to fish ARA, ARS and demersal stocks under specific measures (irrespective of administrative registration). Moreover, the vessels with the largest landed quantities during the reference period will be given a higher score in the ranking lists.

Monitoring of fishing activity in the FRAs and the Pomo Pit

Given the good results already achieved under previous surveillance plans, the Italian authorities intend to step up checks and monitoring in the FRAs and the Fossa di Pomo to ensure compliance with the total ban on fishing in these areas.

Annex B

Reference tables

Table B1 – 2021 production, top 24 species by quantity

Species code	Species	Catch (t)	% of total for Italy
ANE	<i>Engraulis encrasicolus</i>	23 725	17.4%
SVE	<i>Chamelea gallina</i>	19 856	14.6%
PIL	<i>Sardina pilchardus</i>	14 932	10.9%
DPS	<i>Parapenaeus longirostris</i>	7 000	5.1%
HKE	<i>Merluccius merluccius</i>	5 980	4.4%
BFT ¹	<i>Thunnus thynnus</i>	4 434	3.2%
MTS	<i>Squilla mantis</i>	4 011	2.9%
MUT	<i>Mullus barbatus</i>	3 910	2.9%
CTC	<i>Sepia officinalis</i>	3 668	2.7%
OCC	<i>Octopus vulgaris</i>	3 601	2.6%
MUL	<i>Mugilidae</i>	2 989	2.2%
ARS	<i>Aristaeomorpha foliacea</i>	2 163	1.6%
SWO	<i>Xiphias gladius</i>	1 776	1.3%
SOL	<i>Solea solea</i>	1 640	1.2%
OMZ	<i>Ommastrephidae</i>	1 540	1.1%
JAX	<i>Trachurus spp</i>	1 337	1.0%
MAZ	<i>Scomber spp</i>	1 323	1.0%
ALB	<i>Thunnus alalunga</i>	1 234	0.9%
MUR	<i>Mullus surmuletus</i>	1 230	0.9%
NSQ	<i>Tritia mutabilis</i>	1 162	0.9%
KLK	<i>Callista chione</i>	1 146	0.8%
EDT	<i>Eledone moschata</i>	1 022	0.7%
MNZ	<i>Lophius spp</i>	0 964	0.7%
GUX	<i>Triglidae</i>	0 913	0.7%
Total for the 24 species		109 679	80.0%
Total for Italy		137 067	100.0%

¹ Net of fixed tuna traps production

Table B2 – 2021 production, top 24 species by value

Species code	Species	Revenue (million €)	% of total for Italy
ANE	<i>Engraulis encrasicolus</i>	73.76	10.0%
SVE	<i>Chamelea gallina</i>	59.52	8.1%
ARS	<i>Aristaeomorpha foliacea</i>	53.84	7.3%
HKE	<i>Merluccius merluccius</i>	42.37	5.8%
CTC	<i>Sepia officinalis</i>	39.92	5.4%
BFT	<i>Thunnus thynnus</i>	38.93	5.2%
OCC	<i>Octopus vulgaris</i>	32.19	4.4%
MTS	<i>Squilla mantis</i>	25.54	3.5%
SOL	<i>Solea solea</i>	19.21	2.6%
MUT	<i>Mullus barbatus</i>	17.71	2.4%
NEP	<i>Nephrops norvegicus</i>	17.55	2.4%
SWO	<i>Xiphias gladius</i>	16.97	2.3%
TGS	<i>Penaeus kerathurus</i>	16.93	2.3%
PIL	<i>Sardina pilchardus</i>	16.89	2.3%
ARA	<i>Aristeus antennatus</i>	14.30	1.9%
MUR	<i>Mullus surmuletus</i>	14.15	1.9%
SCS	<i>Scorpaena spp</i>	9.70	1.3%
OMZ	<i>Ommastrephidae</i>	9.62	1.3%
MNZ	<i>Lophius spp</i>	8.20	1.1%
SQR	<i>Loligo vulgaris</i>	7.94	1.1%
SBG	<i>Sparus aurata</i>	7.12	1.0%
KLK	<i>Callista chione</i>	6.86	0.9%
EDT	<i>Eledone moschata</i>	6.64	0.9%
EOI	<i>Eledone cirrhosa</i>	6.00	0.8%
Total for the 24 species		561.86	76.3%
Total for Italy		736.07	100.0%

Table B3 – Stock assessments carried out over the past 3 years in Italian GSAs. The status of stocks per year (2017-2019) is shown as the current F (F_{cur}) to F ratio at maximum sustainable yield F (FMSY). Source: ICCAT 2021a, b; GFCM2020a; b; 2021a, b; 2022a; b; STECF 2019a; b; 2020 a, b; ; 2021a, b.

GSA	SPECIES	F/FMSY 2018	F/FMSY 2019	F/FMSY 2020
9	<i>Anchovy</i>	0.58	0.48	0.35
	<i>Norway lobster</i>	0.93	0.80	0.50
	<i>Red mullet</i>	2.67	1.65	0.71
	<i>Sardines</i>	0.15	0.22	0.18
10	<i>Red mullet</i>	1.25	1.00	0.78
16	<i>Red mullet</i>	0.74	0.74	0.74
17	<i>Common cuttlefish</i>	1.50	1.30	1.18
	<i>Common sole</i>	0.81	0.81	0.81
	<i>Great Mediterranean scallop</i>	2.86	2.86	2.86
	<i>Purple dye murex</i>	1.08	1.08	1.08
	<i>Spot-tail mantis shrimp</i>	1.29	0.97	0.79
18	<i>Horned octopus</i>	0.84	0.88	0.78
19	<i>Hake</i>	2.92	2.40	1.86
19	<i>Red mullet</i>	1.87	1.87	1.87
9-10-11	<i>Blue and red shrimps</i>	2.91	3.75	4.60
	<i>Deepwater rose shrimp</i>	0.67	0.85	1.22
	<i>Giant red shrimp</i>	1.37	1.65	2.13
12-16	<i>Deepwater rose shrimp</i>	1.35	1.35	1.35
	<i>Hake</i>	1.10	1.34	1.24
17-18	<i>Anchovy</i>	1.51	1.51	1.51
	<i>Hake</i>	3.23	2.63	2.46
	<i>Sardines</i>	4.43	4.43	4.43
17-18-19	<i>Deepwater rose shrimp</i>	2.18	2.24	2.25
18-19	<i>Giant red shrimp</i>	1.73	1.56	1.38
8-9-10-11	<i>Hake</i>	4.06	3.50	3.13
All GSAs	<i>Albacore tuna</i>	1.36	1.21	1.21
All GSAs	<i>Swordfish</i>	0.93	0.93	0.93

Table B4 – ROFTA and CR/BER by fishing segment, 2018, 2019 and 2020

Segments at national level

Cluster	Fishing technique	LOA class	2020	2018		2019		2020	
			Active vessels	RoFTA	CR/BER	RoFTA	CR/BER	RoFTA	CR/BER
DRB1218*	DRB	VL0612*	95	0.14	1.39	0.47	2.32	0.25	1.63
	DRB	VL1218*	533						
DTS0612	DTS	VL0612	118	0.16	1.38	-0.02	0.90	-0.13	0.62
DTS1218	DTS	VL1218	1 048	0.85	3.12	0.54	2.39	0.29	1.83
DTS1824	DTS	VL1824	553	0.12	1.32	0.10	1.26	-0.02	0.89
DTS2440	DTS	VL2440	181	0.22	1.70	0.15	1.43	0.06	1.14
HOK1218	HOK	VL1218	172	0.05	1.11	0.08	1.21	0.20	1.52
HOK1824	HOK	VL1824*	45	-0.05	0.81	-0.08	0.72	0.15	1.43
	HOK	VL2440*	2						
PGP0006	PGP	VL0006	2 021	0.78	2.74	0.83	2.82	0.66	2.44
PGP0612	PGP	VL0612	4 751	0.18	1.51	0.21	1.59	0.23	1.63
PGP1218	PGP	VL1218*	235	0.12	1.32	0.24	1.62	0.11	1.30
	PGP	VL1824*	6						
	PGP	VL2440*	1						
PS0612	PS	VL0612	152	0.77	3.51	0.20	1.66	0.22	1.78
PS1218	PS	VL1218	82	0.28	1.85	0.43	2.36	0.60	2.88
PS1824	PS	VL1824	41	0.30	1.75	0.37	1.87	0.24	1.66
PS2440	PS	VL2440	32	0.20	1.66	0.28	1.89	0.06	1.16
PS40XX	PS	VL40XX	12	0.64	2.89	2.05	7.68	0.40	2.20
TM1218	TM	VL1218	31	1.73	2.11	6.12	11.73	0.96	3.22
TM1824	TM	VL1824	22	0.67	2.32	0.63	2.36	0.19	1.41
TM2440	TM	VL2440	37	0.44	2.27	0.10	1.25	0.10	1.27
TBB1218	TBB	VL0612*	3	0.57	2.72	-0.01	0.94	-0.01	0.93
	TBB	VL1218*	11						
TBB1824	TBB	VL1824	23	0.21	1.47	-0.12	0.59	-0.09	0.70
TBB2440	TBB	VL2440	20	0.01	0.99	0.02	1.02	0.13	1.40

* Grouped segments (clusters) as listed in text box 5.2 of the Italian work plan for data collection in the fisheries and aquaculture sectors 2022-2024. The economic indicator values are calculated at cluster level.

Segments by GSA

GSA	Fishing technique	LOA class	Active vessels	RoFTA			CR/BER		
			2020	2018	2019	2020	2018	2019	2020
9	DRB	VL1218	1	confid.	confid.	confid.	confid.	confid.	confid.
9	DTS	VL0612	30	0.24	0.23	-0.07	1.66	1.59	0.76
9	DTS	VL1218	109	1.46	0.80	0.59	5.14	3.07	2.66
9	DTS	VL1824	95	0.26	0.11	0.04	1.77	1.25	1.08
9	DTS	VL2440	11	-0.02	-0.17	0.04	0.86	0.49	1.10
9	PGP	VL0006	220	1.32	0.86	0.30	4.10	2.96	1.76
9	PGP	VL0612	751	0.17	0.29	0.40	1.49	1.87	2.19
9	PGP	VL1218	58	0.22	0.63	0.32	1.64	3.03	1.94
9	PS	VL1218	13	0.32	0.48	1.02	1.69	2.44	3.43
9	PS	VL1824	7	0.68	0.68	0.99	2.66	2.03	2.96
9	PS	VL2440	9	0.51	0.33	0.21	2.53	1.78	1.56
10	DTS	VL0612	7		0.09	-0.10		1.26	0.55
10	DTS	VL1218	120	0.44	0.48	0.09	2.20	2.32	1.24
10	DTS	VL1824	48	0.13	0.12	0.10	1.43	1.29	1.27
10	DTS	VL2440	7		0.28	-0.15		1.83	0.49
10	HOK	VL1218	65	0.07	0.14	0.24	1.17	1.42	1.78
10	HOK	VL1824	9	0.00	-0.08	0.01	0.96	0.72	0.99
10	PGP	VL0006	476	0.65	0.62	0.43	2.45	2.50	1.96
10	PGP	VL0612	1 137	0.18	0.13	0.17	1.49	1.35	1.48
10	PGP	VL1218	26	-0.03	0.01	-0.15	0.85	1.00	0.43
10	PS	VL0612	133	0.74	0.23	0.25	3.50	1.80	1.87
10	PS	VL1218	52	0.31	0.24	0.49	2.06	1.79	2.71
10	PS	VL1824	15	0.18	0.21	0.26	1.44	1.51	1.75
10	PS	VL2440	9	-0.07	0.21	-0.24	0.68	1.62	0.11
10	PS	VL40XX	12	0.36	1.70	0.40	1.99	6.25	2.20
11	DTS	VL0612	12		-0.15	-0.25		0.52	0.28
11	DTS	VL1218	55	-0.08	0.04	0.03	0.80	1.04	1.03
11	DTS	VL1824	27	0.12	0.22	0.04	1.38	1.52	1.07
11	DTS	VL2440	17	0.02	-0.01	-0.01	1.02	0.92	0.94
11	PGP	VL0006	278	0.94	0.78	0.54	2.57	2.20	2.00
11	PGP	VL0612	810	0.09	0.05	0.15	1.23	1.10	1.36
11	PGP	VL1218*	80	-0.11	0.14	-0.05	0.67	1.30	0.82
11	PGP	VL1824*	4	-0.11	0.14	-0.05	0.67	1.30	0.82
11	PS	VL1218	3	confid.	confid.	confid.	confid.	confid.	confid.
11	PS	VL1824	1	confid.	confid.	confid.	confid.	confid.	confid.
16	DTS	VL0612	20	0.45	-0.17	-0.60	2.32	0.46	-0.25
16	DTS	VL1218	116	0.95	0.51	0.07	3.06	2.31	1.15
16	DTS	VL1824	134	0.02	-0.01	-0.23	1.03	0.93	0.25
16	DTS	VL2440	86	0.36	0.26	0.09	2.11	1.73	1.25
16	HOK	VL1218	20	0.14	0.43	0.13	1.39	2.30	1.17

16	HOK	VL1824	8	0.00	0.27	0.25	0.97	1.79	1.76
16	PGP	VL0006	129	0.82	0.94	0.79	2.65	2.72	2.21
16	PGP	VL0612	398	0.21	0.20	0.29	1.58	1.51	1.71
16	PGP	VL1218	15	0.05	0.17	-0.02	1.11	1.48	0.91
16	PS	VL0612	6		-0.23	-0.03		0.48	0.83
16	PS	VL1218	6	0.31	1.98	0.50	1.79	5.65	2.35
16	PS	VL1824	14	0.19	0.47	0.17	1.46	2.34	1.45
16	PS	VL2440	3	confid.	confid.	confid.	confid.	confid.	confid.
16	TM	VL1218	2	confid.	confid.	confid.	confid.	confid.	confid.
16	TM	VL1824	6	0.33	0.66	-0.12	1.81	2.47	0.70
17	DRB	VL1218	584	0.18	0.51	0.36	1.50	2.40	1.97
17	DTS	VL0612	24	-0.12	-0.12	0.19	0.71	0.66	1.50
17	DTS	VL1218	221	0.98	0.62	0.41	2.81	2.37	2.14
17	DTS	VL1824	163	0.11	0.13	0.02	1.27	1.31	1.03
17	DTS	VL2440	42	0.16	0.11	0.02	1.48	1.32	1.02
17	PGP	VL0006	448	0.37	1.11	0.81	1.89	3.40	2.82
17	PGP	VL0612	728	0.40	0.81	0.61	1.98	2.97	2.55
17	PGP	VL1218	32	0.78	0.47	0.56	3.73	2.34	2.53
17	PGP	VL1824	2	confid.	confid.	confid.	confid.	confid.	confid.
17	PS	VL0612	3	confid.	confid.	confid.	confid.	confid.	confid.
17	PS	VL1218	1	confid.	confid.	confid.	confid.	confid.	confid.
17	PS	VL2440	3	confid.	confid.	confid.	confid.	confid.	confid.
17	TBB	VL0612	3	confid.	confid.	confid.	confid.	confid.	confid.
17	TBB	VL1218	11	0.57	-0.01	-0.01	2.72	0.94	0.93
17	TBB	VL1824	23	0.21	-0.10	-0.09	1.47	0.63	0.70
17	TBB	VL2440	20	0.01	0.02	0.13	0.99	1.02	1.40
17	TM	VL1218	28	1.73	6.49	1.11	2.11	12.34	3.60
17	TM	VL1824	14	1.22	0.77	0.39	3.10	2.70	1.93
17	TM	VL2440	27	0.47	0.14	0.17	2.32	1.36	1.48
18	DRB	VL1218	43	-0.12	-0.03	-1.32	0.51	0.84	-0.99
18	DTS	VL0612	14	0.21	0.09	-0.01	1.61	1.22	0.94
18	DTS	VL1218	265	1.12	0.62	0.32	4.27	2.87	2.05
18	DTS	VL1824	66	0.01	0.13	0.07	0.98	1.42	1.21
18	DTS	VL2440	10	-0.05	0.10	0.06	0.80	1.28	1.14
18	HOK	VL1218	21	0.07	0.08	0.82	1.18	1.22	3.43
18	HOK	VL1824	1	confid.	confid.	confid.	confid.	confid.	confid.
18	PGP	VL0006	128	1.52	0.83	1.32	3.62	2.77	3.79
18	PGP	VL0612	277	0.11	0.05	-0.02	1.33	1.15	0.90
18	PGP	VL1218	3	confid.	confid.	confid.	confid.	confid.	confid.
18	PS	VL2440	7	0.99	0.21	0.68	5.11	1.84	3.33
18	TM	VL1218	1	confid.	confid.	confid.	confid.	confid.	confid.
18	TM	VL1824	2	confid.	confid.	confid.	confid.	confid.	confid.
18	TM	VL2440	10	0.37	-0.03	-0.18	2.11	0.86	0.30
19	DTS	VL0612	11		-0.26	-0.06		0.07	0.75

19	DTS	VL1218	162	0.34	0.33	0.23	2.12	1.97	1.66
19	DTS	VL1824	20	0.36	0.23	-0.02	2.19	1.81	0.90
19	DTS	VL2440	8		-0.23	0.09		0.28	1.23
19	HOK	VL1218	66	-0.02	-0.05	0.06	0.89	0.78	1.14
19	HOK	VL1824	27	-0.06	-0.15	0.16	0.75	0.47	1.48
19	HOK	VL2440	2	confid.	confid.	confid.	confid.	confid.	confid.
19	PGP	VL0006	342	0.90	0.75	0.78	3.35	3.01	2.98
19	PGP	VL0612	650	0.10	0.03	0.11	1.27	1.05	1.33
19	PGP	VL1218	22	-0.05	-0.10	-0.26	0.79	0.61	0.00
19	PS	VL0612	10		-0.04	-0.15		0.80	0.38
19	PS	VL1218	7	0.04	0.12	0.05	1.08	1.35	1.13
19	PS	VL1824	4		0.10	-0.18		1.32	0.29
19	PS	VL2440	1	confid.	confid.	confid.	confid.	confid.	confid.

* Grouped segments (clusters) as listed in text box 5.2 of the Italian work plan for data collection in the fisheries and aquaculture sectors 2022-2024. The economic indicator values are calculated at cluster level.

Table B 5 – Inactive vessel indicator by length class, 2014-2021

VESSELS								
Length class	2014	2015	2016	2017	2018	2019	2020	2021
VL0006	13.50%	13.40%	13.10%	12.10%	12.00%	11.82%	15.65%	14.44%
VL0612	9.50%	9.60%	10.30%	10.10%	10.20%	10.21%	16.88%	15.61%
VL1218	4.70%	4.60%	1.80%	1.90%	2.30%	5.44%	10.73%	13.19%
VL1824	3.50%	3.60%	3.10%	2.70%	8.40%	3.07%	3.76%	3.76%
VL2440	4.50%	3.20%	8.20%	8.80%	11.90%	6.14%	6.90%	7.90%
VL40XX	28.60%	7.70%	15.40%	7.10%	4.80%	13.64%	14.29%	15.79%
	8.90%	8.80%	8.50%	8.30%	8.80%	9.07%	14.38%	14.00%
GT								
Length class	2014	2015	2016	2017	2018	2019	2020	2021
VL0006	13.50%	13.50%	13.10%	12.10%	12.00%	11.85%	15.67%	14.44%
VL0612	9.00%	9.20%	10.90%	8.50%	9.00%	8.95%	19.04%	20.78%
VL1218	4.80%	4.50%	2.40%	3.10%	4.00%	5.24%	8.94%	10.84%
VL1824	3.50%	3.50%	2.70%	2.30%	8.60%	2.97%	3.87%	3.58%
VL2440	5.50%	3.70%	8.80%	8.50%	11.90%	6.52%	7.51%	8.51%
VL40XX	23.20%	8.20%	16.40%	5.40%	2.00%	8.58%	14.04%	13.07%
	5.50%	4.60%	5.20%	4.80%	7.90%	5.62%	8.58%	9.33%
kW								
Length class	2014	2015	2016	2017	2018	2019	2020	2021
VL0006	13.00%	13.00%	12.30%	11.90%	11.60%	11.67%	21.47%	15.97%
VL0612	9.40%	9.50%	10.90%	8.80%	9.20%	8.96%	19.36%	19.71%
VL1218	5.00%	4.80%	2.10%	2.90%	3.10%	5.18%	10.27%	12.97%
VL1824	3.50%	3.60%	2.70%	2.60%	9.00%	3.21%	4.20%	3.89%
VL2440	4.90%	3.20%	8.20%	8.00%	11.30%	5.99%	7.00%	8.43%
VL40XX	20.40%	7.30%	21.80%	5.90%	2.70%	8.21%	12.22%	12.77%
Total	6.10%	5.60%	5.40%	5.10%	7.20%	6.03%	11.06%	12.15%

Table B6 – Vessel use indicator by GSA, fishing technique and length class, 2015-2021

GSA	System	LOA class	2015	2016	2017	2018	2019	2020	2021
9	DRB	VL0612						1	1.00
9	DRB	VL1218	0.31	0.84	0.92	0.85	0.34		-
9	DTS	VL0612	0.52	0.54	0.63	0.6	0.62	0.42	0.61
9	DTS	VL1218	0.79	0.74	0.76	0.76	0.78	0.57	0.70
9	DTS	VL1824	0.89	0.86	0.8	0.86	0.85	0.59	0.71
9	DTS	VL2440	0.85	0.89	0.92	0.91	0.89	0.88	0.71
9	PGP	VL0006	0.44	0.42	0.45	0.57	0.56	0.76	0.56
9	PGP	VL0612	0.46	0.39	0.48	0.5	0.48	0.4	0.63
9	PGP	VL1218	0.48	0.52	0.52	0.59	0.54	0.38	0.50
9	PS	VL1218	0.52	0.47	0.72	0.62	0.56	0.53	0.70
9	PS	VL1824	0.98	0.96	0.99	0.92	0.96	0.79	0.69
9	PS	VL2440	0.91	0.97		0.91	0.94	0.68	0.74
10	DRB	VL1218	0.77	0.65	0.38	0.65			-
10	DTS	VL0612	0.55	0.62			0.55	0.57	0.69
10	DTS	VL1218	0.66	0.72	0.74	0.7	0.7	0.5	0.70
10	DTS	VL1824	0.62	0.81	0.77	0.74	0.73	0.56	0.84
10	DTS	VL2440					0.91	0.5	0.72
10	HOK	VL1218	0.75	0.58	0.79	0.68	0.73	0.45	0.45
10	HOK	VL1824						0.52	0.66
10	PGP	VL0006	0.55	0.59	0.48	0.61	0.59	0.64	0.71
10	PGP	VL0612	0.54	0.57	0.54	0.58	0.52	0.79	0.73
10	PGP	VL1218	0.65	0.51	0.61	0.69	0.7	0.38	0.43
10	PGP	VL1824						1	0.93
10	PS	VL0612			1	1	0.89	0.44	0.92
10	PS	VL1218	0.64	0.66	0.75	0.68	0.71	0.53	0.37
10	PS	VL1824	0.63	0.79	0.73	0.68	0.75	0.41	0.58
10	PS	VL2440	0.33	1	0.52	0.63	0.7	0.47	0.32
10	PS	VL40XX	0.29	0.8	0.7	0.84	0.44	0.2	0.31
11	DTS	VL0612						0.51	0.57
11	DTS	VL1218	0.76	0.54	0.71	0.63	0.69	0.51	0.54
11	DTS	VL1824	0.68	0.72	0.63	0.74	0.71	0.74	0.68
11	DTS	VL2440	0.81	0.8	0.75	0.75	0.86	0.72	0.82
11	PGP	VL0006	0.62	0.61	0.6	0.73	0.56	0.59	0.63
11	PGP	VL0612	0.56	0.43	0.53	0.52	0.48	0.55	0.60
11	PGP	VL1218	0.52	0.64	0.58	0.69	0.68	0.35	0.35
11	PGP	VL1824						0.78	0.69
11	PS	VL1218						0.76	0.56
11	PS	VL1824			0.91	0.91	0.96	1	1.00
16	DTS	VL0612	0.73	0.67	0.86	0.95	0.75	0.79	0.58
16	DTS	VL1218	0.65	0.71	0.7	0.7	0.71	0.65	0.63
16	DTS	VL1824	0.63	0.73	0.67	0.6	0.77	0.59	0.72

16	DTS	VL2440	0.68	0.79	0.75	0.74	0.73	0.7	0.76
16	HOK	VL1218	0.73	0.71	0.98	0.78	0.81	0.61	0.54
16	HOK	VL1824	0.83	0.89	0.73	0.86	0.92	0.55	0.53
16	PGP	VL0006	0.68	0.75	0.65	0.67	0.69	0.85	0.78
16	PGP	VL0612	0.62	0.63	0.58	0.64	0.57	0.95	0.67
16	PGP	VL1218	0.84	0.77	0.74	0.7	0.52	0.42	0.50
16	PS	VL0612						0.4	-
16	PS	VL1218	0.82	0.77	0.93	0.91	0.94	0.56	0.46
16	PS	VL1824	0.82	0.99	0.94	0.92	0.79	0.61	0.53
16	PS	VL2440	0.64	0.5		1	0.83	0.6	0.77
16	PS	VL40XX		1	1	1			-
16	TM	VL1218						0.98	0.73
16	TM	VL1824	0.78	0.93	0.99	0.99	1	0.94	0.93
17	DRB	VL0612						0.57	0.50
17	DRB	VL1218	0.63	0.59	0.42	0.6	0.6	0.45	0.74
17	DRB	VL1824						1	1.00
17	DTS	VL0612	0.4	0.41	0.8	0.7	0.66	0.88	0.70
17	DTS	VL1218	0.54	0.51	0.56	0.59	0.58	0.59	0.67
17	DTS	VL1824	0.81	0.72	0.7	0.71	0.7	0.46	0.74
17	DTS	VL2440	0.55	0.77	0.76	0.7	0.76	0.6	0.69
17	PGP	VL0006	0.38	0.32	0.33	0.34	0.45	0.75	0.49
17	PGP	VL0612	0.42	0.37	0.42	0.4	0.39	0.76	0.65
17	PGP	VL1218	0.49	0.68	0.88	0.8	0.78	0.38	0.54
17	PGP	VL1824				1	0.76	1	0.81
17	PGP	VL2440						1	-
17	PS	VL0612						0.83	0.93
17	PS	VL1218	0.86	0.88	0.94	0.89	0.52	1	0.67
17	PS	VL2440	0.73	0.91	0.94	0.91	0.88	0.97	0.75
17	PS	VL40XX	0.93	1	1	1			1.00
17	TBB	VL0612						0.7	0.67
17	TBB	VL1218	0.95	0.86	0.86	1.09	0.92	0.62	0.64
17	TBB	VL1824	0.88	0.89	0.75	0.77	0.84	0.73	0.85
17	TBB	VL2440	0.94	0.98	0.92	0.92	0.91	0.62	0.79
17	TM	VL1218	0.79	0.9	0.91	0.97	1	0.82	0.81
17	TM	VL1824	0.87	0.93	0.96	0.93	0.88	0.89	0.86
17	TM	VL2440	0.93	1	1	0.97	0.94	0.8	0.74
18	DRB	VL0612						0.3	0.26
18	DRB	VL1218	0.56	0.9	0.92	0.89	0.87	0.26	0.22
18	DTS	VL0612	0.75	0.78	0.95	0.88	0.86	0.59	0.89
18	DTS	VL1218	0.66	0.77	0.6	0.66	0.69	0.45	0.62
18	DTS	VL1824	0.91	0.87	0.65	0.74	0.85	0.6	0.78
18	DTS	VL2440	0.91	0.91	0.92	0.94	0.9	0.8	0.84
18	HOK	VL1218	0.73	0.9	0.98	0.99	0.85	0.67	0.64
18	HOK	VL1824						1	1.00

18	PGP	VL0006	0.54	0.52	0.66	0.68	0.57	0.52	0.80
18	PGP	VL0612	0.66	0.48	0.59	0.69	0.74	0.69	0.63
18	PGP	VL1218						0.38	0.37
18	PS	VL2440	0.74	0.82	0.91	0.87	0.62	0.8	0.86
18	PS	VL40XX					0.78		-
18	TM	VL1218						1	1.00
18	TM	VL1824						0.99	-
18	TM	VL2440	0.9	0.89	1	0.92	0.89	0.9	0.99
19	DTS	VL0612						0.54	0.62
19	DTS	VL1218	0.85	0.78	0.85	0.78	0.82	0.44	0.77
19	DTS	VL1824	0.71	0.73	0.72	0.73	0.68	0.63	0.73
19	DTS	VL2440					0.87	0.76	0.84
19	HOK	VL1218	0.72	0.77	0.93	0.8	0.81	0.47	0.36
19	HOK	VL1824	0.62	0.8	0.82	0.74	0.77	0.52	0.60
19	HOK	VL2440						1	0.99
19	PGP	VL0006	0.64	0.68	0.67	0.69	0.63	0.77	0.73
19	PGP	VL0612	0.69	0.64	0.61	0.65	0.63	0.8	0.72
19	PGP	VL1218	0.76	0.59	0.83	0.88	0.79	0.58	0.40
19	PS	VL0612						0.45	0.40
19	PS	VL1218	0.61	0.76	0.93	0.79	0.72	0.42	0.59
19	PS	VL1824						0.54	0.60
19	PS	VL2440	0.33	0.67	0.71	0.7	0.56	1	-
19	PS	VL40XX		1	1	1	0.94		-