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**COMMISSION STAFF WORKING PAPER**

**Figures on the EU fishing fleet**

*Accompanying the document*

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

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

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## **1. FISHING CAPACITY MANAGEMENT UNDER THE COMMON FISHERIES POLICY**

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

### **1.1. The entry-exit regime**

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

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

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

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

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

### **1.2. Prohibition to replace capacity withdrawn with public aid**

The second pillar of the fishing capacity management system is the rule that capacity leaving the fleet with public aid cannot be replaced (Article 11(3)). Such capacity, expressed both in

tonnage and power, is subtracted directly from the maximum fleet capacity of each Member State. Capacity reductions supported with public aid are therefore permanent. The total amount of fishing capacity withdrawn with public aid during the period 2003-2010 is shown in table 5, 6 and 7.

### **1.3. Reference levels**

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

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

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

### **1.4. Management of the fleets registered in the outermost regions**

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

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

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

### **1.5. Use of the guidelines**

With a view to helping the Member States to carry out a harmonised and well-founded analysis of the balance between their fleet and the available fishing opportunities, the Commission produced in cooperation with the STECF guidelines for an improved analysis of the balance between fishing capacity and fishing opportunities. The 'guidelines' were prepared in March 2008. They contain a set of indicators (technical, biological, economic and social) on the basis of which Member States could better assess the balance between fishing capacity and fishing opportunities. These guidelines have a non-binding character. The indicators

proposed do not exclude the possibility for Member States to propose and apply other indicators. For the third time, Member States were requested to apply the guidelines to their fleets. A summary of the indicators provided by Member States is shown in Table 9. Its values can be consulted in the Member States' reports.

## **1.6. European Union fishing fleet register**

The European Union fleet register is the main tool for monitoring the EU fishing fleet. In accordance with Commission Regulation (EC) No 26/2004, Member States are obliged to keep a register of fishing vessels and transmit electronically to the Commission on a quarterly basis ("snapshots" are sent on the first working day of March, June, September and December) all relevant information on their identification and characteristics, together with information on entries to and exits from the fleet. The EU fleet register is managed via a web-based application, called the Fleet Register On the Net (FRONT).

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

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

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

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

## **2. SUMMARY TABLES AND GRAPHS**

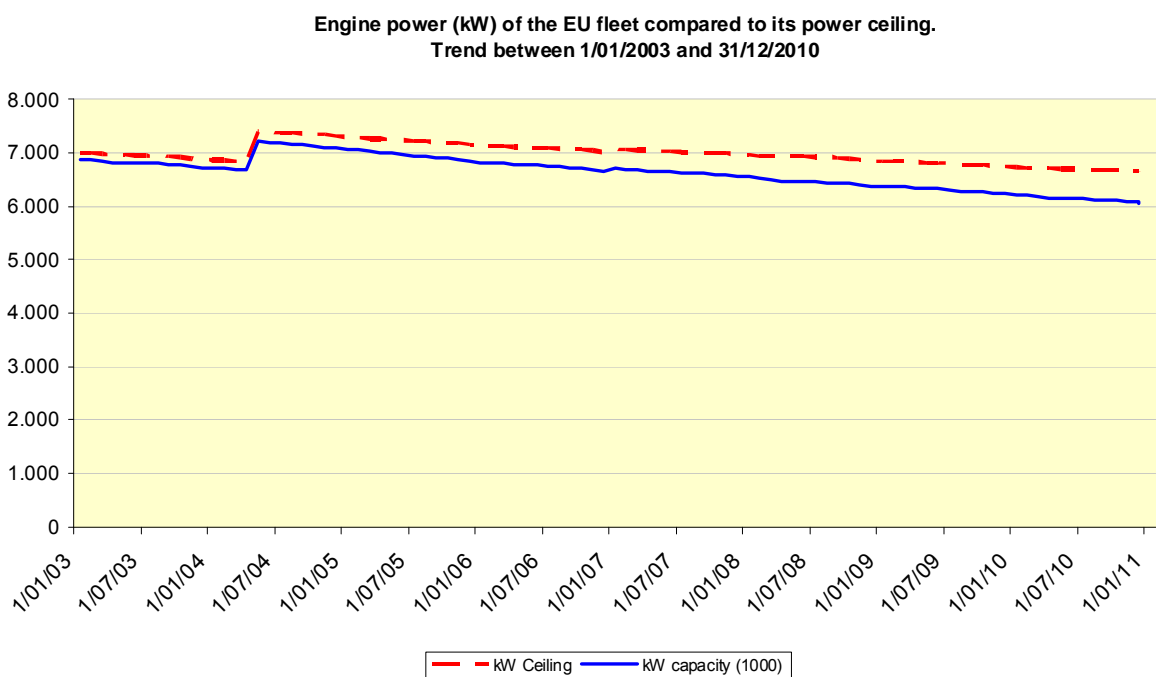
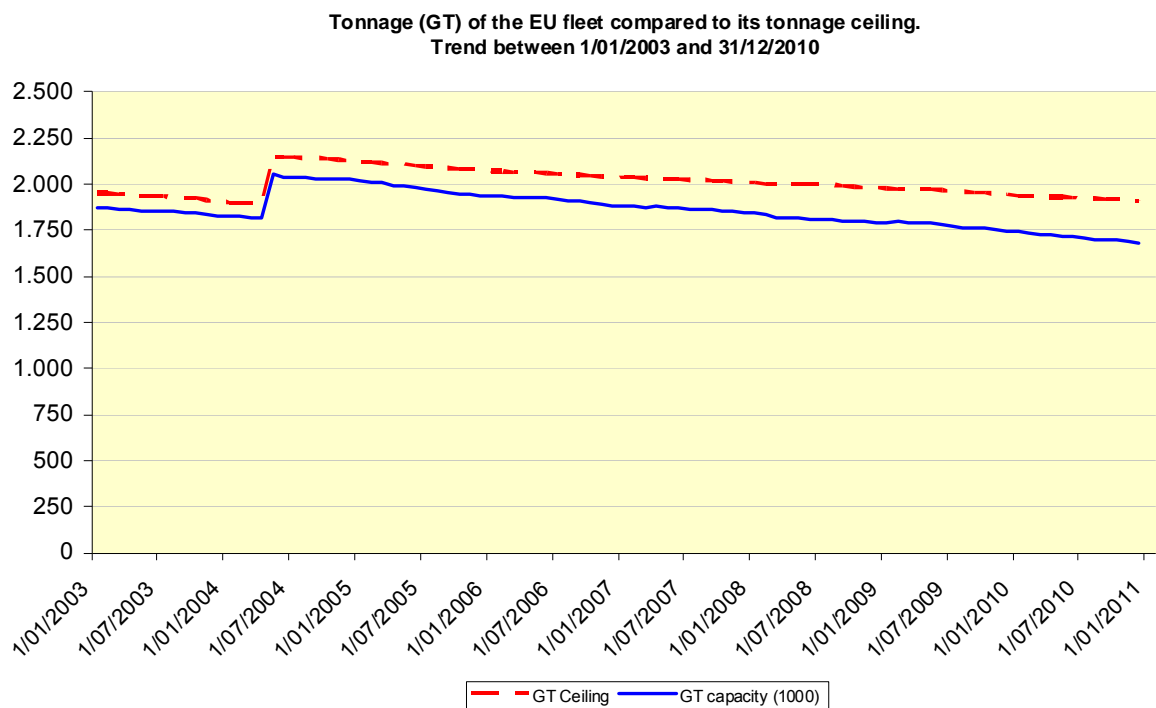
The tables and the graphs are based on data of the September 2011 snapshot.

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

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

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

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



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



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

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

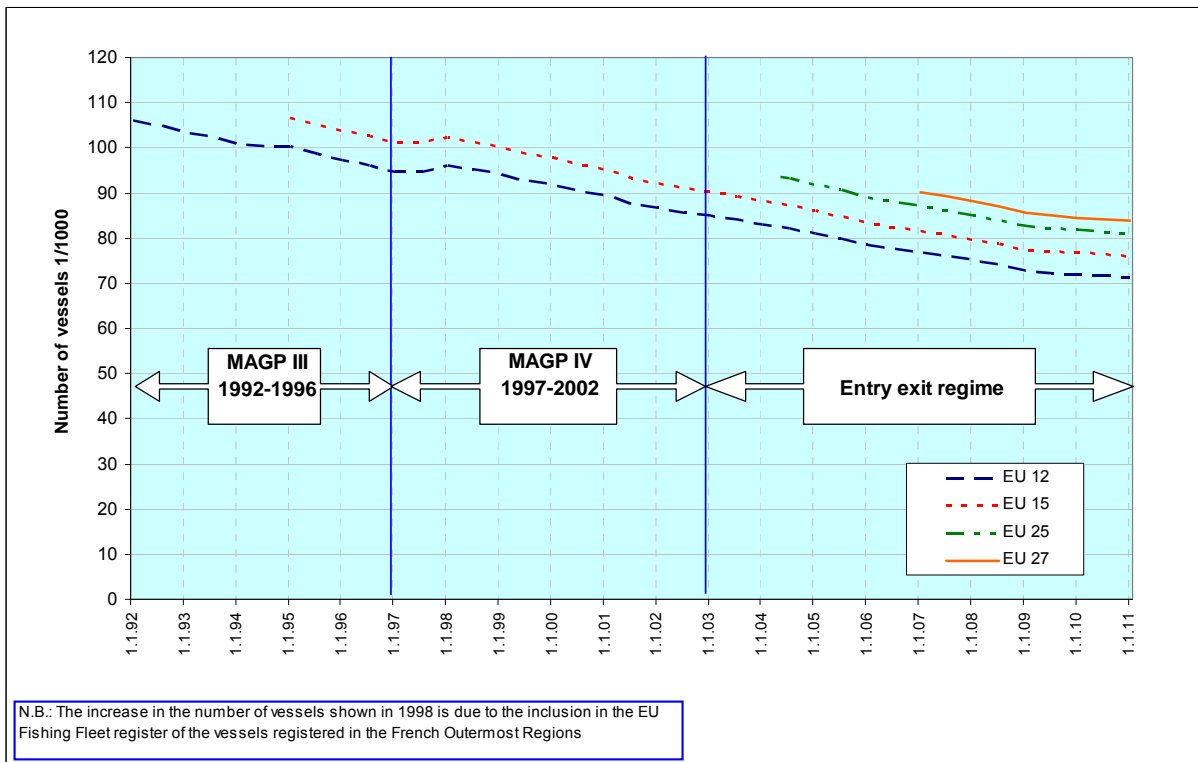
NB : Data extracted from the Community Fleet Register on 12/12/2011

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

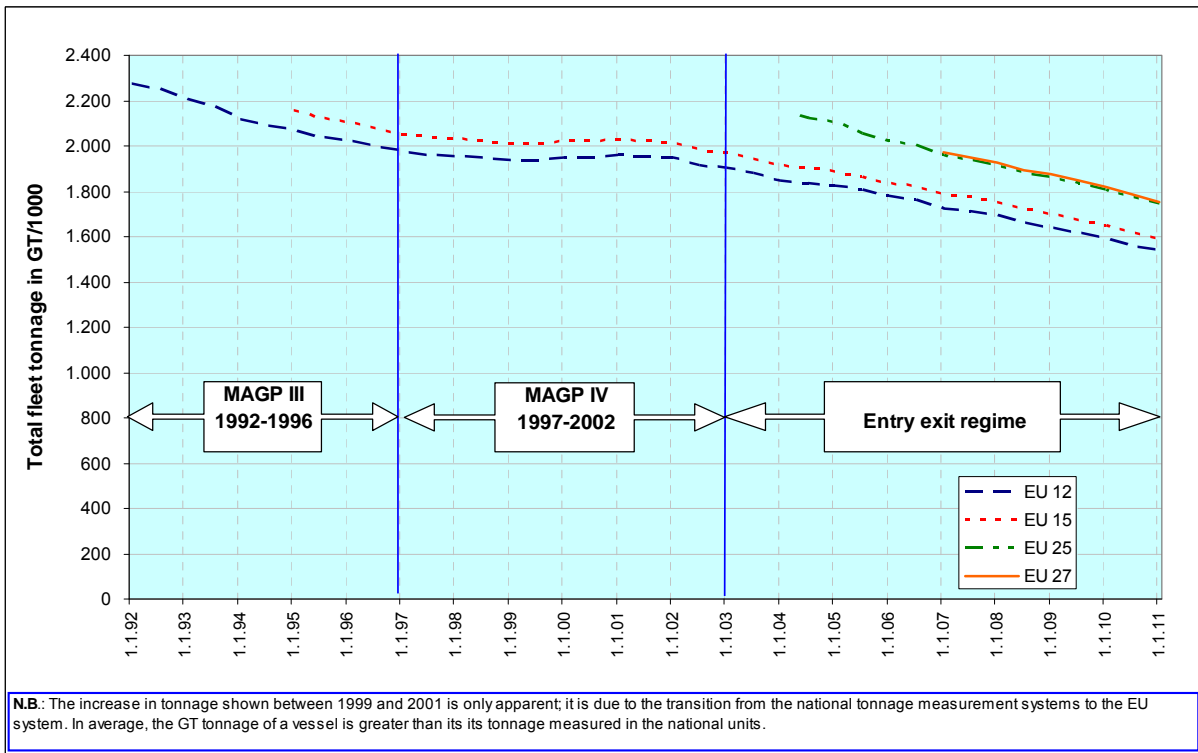
Member States	N° of vessels	GT	kW	N° of vessels	GT	kW	N° of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
<b>EU-15</b>	<b>01/01/2003</b>			<b>31/12/2010</b>			<b>Fleet capacity variations</b>				
<b>BE</b>	132	24.363	68.304	89	15.812	51.198	-43	-8.551	-35,10%	-17.106	-25,04%
<b>DK</b>	3.815	103.289	366.791	2.826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

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

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



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



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

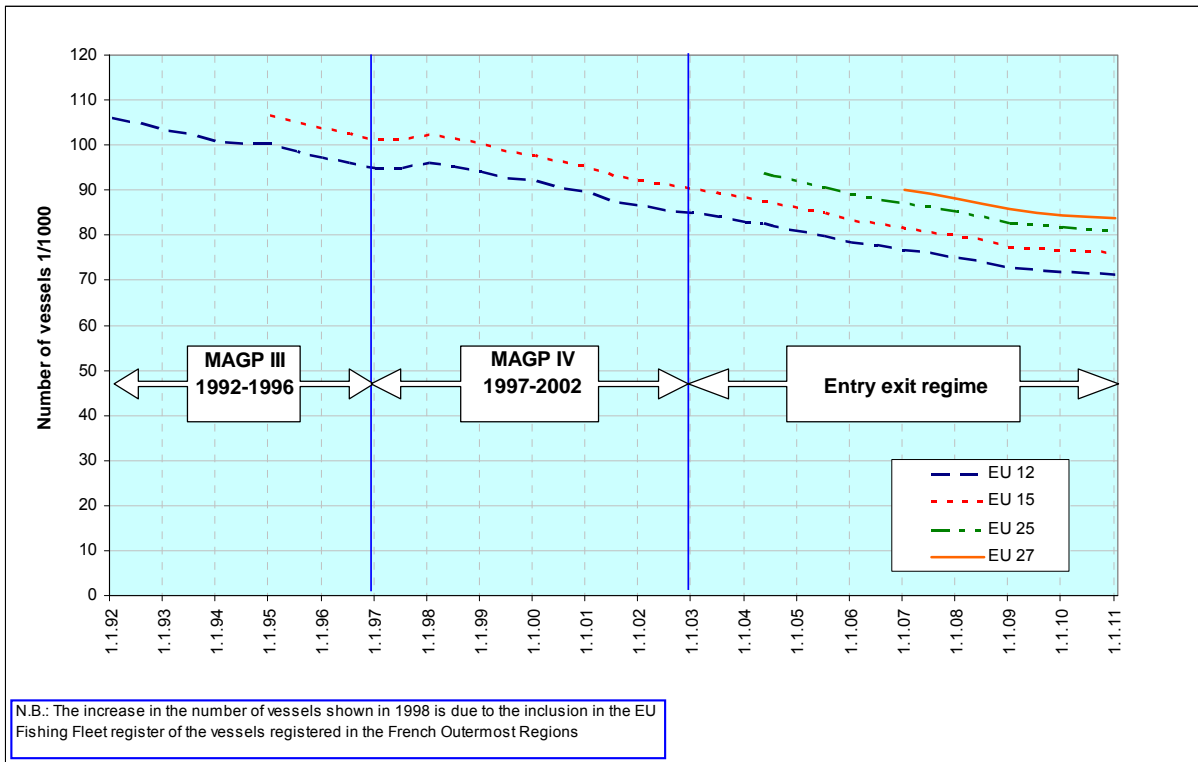


Table 4: Fleet capacity variations between 1 January 2003 and 31 December 2010 in the outermost regions of the EU

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

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

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

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

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

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

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

NB : data based on snapshot of September 2011

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

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

Data extracted on 12-12-2011

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

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

Data extracted on 12-12-2011



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

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

Data extracted on 12-12-2011

**Table 9: Use by MS of the indicators of the guidelines for assessment of the balance between fleet capacity and fishing opportunities<sup>1</sup>**

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

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

<sup>2</sup> Ratio between days at sea and maximum days at sea

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

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

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

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

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