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Paris, 31 May 2023

NOTE FROM THE FRENCH AUTHORITIES

TO THE EUROPEAN COMMISSION

DG MARE

for the attention of the Director-General for Maritime Affairs and Fisheries

Subject: 2023 annual report from France on efforts made between 2011 and 2021 to achieve a sustainable balance between fishing capacity and fishing opportunities

Please find attached the French authorities' report referred to in the subject line. Should you require any clarification, please do not hesitate to contact us.

2023 ANNUAL REPORT FROM FRANCE[1]
on efforts made between 2011 and 2021 to achieve a sustainable balance between fishing capacity and fishing opportunities

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[1] In accordance with the 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 of the Council on the Common Fisheries Policy, set out in Commission Communication COM(2014)545 final of 2 September 2014.

[2] Following the format recommended in the report of the SG-BRE 10-01 working group of the Scientific, Technical and Economic Committee for Fisheries on the review of national reports on the balance between fishing capacity and fishing opportunities.

Conclusions of the 2023 French report

In 2021, the French fleet comprised 202 segments, of which 188 were active. Of those active segments, 149 were balanced, 13 require monitoring and 26 were imbalanced.

France welcomes the positive trend in data collection from the outermost regions which has helped the indicators to gradually improve. This year, the French authorities decided to split the French capacity report into two separate parts so that segments could be analysed differently depending on the structure of the fishing industry, which varies considerably between the outermost regions and mainland France. In this way, the specific structural characteristics of each zone were taken into account.

Nevertheless, France would point out that the situation regarding European pilchard in the Bay of Biscay is responsible for the imbalance in four segments (the 'bolincheurs' and pilchard trawler segments), while sole in zone 7d is responsible for the imbalance in the Channel netter segment. The deterioration in the condition of these two stocks is the reason for carrying over nine imbalanced segments from the 2022 capacity report to the 2023 report. The other five imbalanced segments were also imbalanced in the 2022 report for the year 2020, namely the segments fishing eel on the Atlantic seaboard (3 DCF segments which together form segment ELE ATL) and the Mediterranean seaboard, the 'gangui' fishing segment in the Mediterranean, and Mediterranean trawlers of between 18 and 24 metres and between 24 and 40 metres fishing red mullet and hake.

The French authorities wish to point out that due to the fallout from the COVID-19 pandemic which heavily impacted French fishing businesses as a whole, the 2020 and 2021 data does not reflect the actual status of fleet segments, in particular as regards the economic indicators. The conclusions of the 2023 report must be treated with caution in this regard.

Stocks were assessed by taking into account the condition of 143 stocks for the entire period (117 in the 2022 report); landings in 2021 were not zero for 128 of those stocks. Of the latter, 93 were assessed as being in good health – including 8 stocks which were not in good health prior to 2021 – while 35 were in poor condition. Of the 35 stocks in poor condition, 8 were in good health at least once over the last 3 years. Within this category, France accounted for more than 5% of landings for 27 stocks and more than 80% of landings for 8 stocks, namely crimson jobfish from La Réunion, anglerfish from the Mediterranean, eel from the Atlantic, shrimp from French Guiana, smooth-hound from the Atlantic, and white skate from the Atlantic.

Introductory remarks concerning changes to the methodology for the 2023 French report

This year, changes have been made to the form and substance of the French report to take into account observations put forward in opinions by the Scientific, Technical and Economic Committee for Fisheries (STECF) and the European Commission so as to make it easier to understand and analyse the report.

Concerning the form:

The report now contains an initial section setting out the general background regarding the capacity of the French fishing fleet and the main lessons, followed by a section on the mainland segments and a separate section on the outermost region segments. Mainland France and each of the outermost regions have very different fisheries and their own local challenges (in particular in terms of food self-sufficiency, production costs, the social importance of fishing activity, etc.). It is therefore important to address them separately in order to arrive at statements and balances which are fine-tuned in each case.

To rectify the shortcomings identified by the STECF in relation to previous years' reports, several annexes are provided this year to present the data processed for the report and the indicator calculations. These annexes are intended to be exhaustive and provide the indicators calculated in line with the 2014 guidelines as well as additional indicators which enable the French authorities to fine-tune the analysis set out in the body of the report.

This is aimed at opening up discussions with the Commission on the methodological challenges and on the reasons why France deviates from the strict framework of the guidelines on certain points where appropriate.

Concerning the substance of the data and indicators:

The data provided this year will allow the STECF to identify all indicators used by the French authorities.

- *The SHI indicator as provided for in the 2014 guidelines. The French authorities continue to calculate the pre-2014 SHI indicator but have not included it in the analysis of the report or its content. The pre-2014 SHI indicator also measures segment dependence on overfished stocks but from the viewpoint of volume, as opposed to value. This indicator considers the contribution of segment j to total landings of stock i and the Member State's share of the total catch of stock i.*
- *The SAR indicator has been calculated for additional stocks compared to the 2022 report. In the absence of an exhaustive list approved collectively at European level, the French authorities cannot guarantee that the list is in line with the data that may be used by the STECF. However, our calculations incorporate the main stocks considered to be at risk on the basis of French fleet landings.*
- *By way of information and in order to fine-tune its analysis, France has also provided the optional NOS and EDI indicators in line with the STECF methodology.*
- *The economic indicators (RoFTA and CR/BER) were calculated and are provided in the annexes to the report.*
- *As regards the technical indicators, the inactive fleet indicator was processed like every year, as was the VUR 90 indicator which makes it possible to dispense with the VUR 220 indicator (indicator not analysed by the STECF if the VUR 90 indicator is used instead, in accordance with the guidelines).*
- *Finally, the segmentation has been aligned with the DCF segmentation (and all data associated with the DCF segmentation is provided to show the indicator calculations carried out on that basis). Nevertheless, France maintains that it would be useful to fine-tune the DCF segmentation for the Atlantic given the specific characteristics of the different fleets.*

Concerning the limits of the exercise and the ad hoc options France continues to use in line with the position of the French authorities in order to further reflect on developing the methodological framework:

- *Although the DCF segmentation was followed, it is only considered sufficient for France's analysis of the Mediterranean and outermost regions. As regards the Atlantic, the sub-segments for this supra region have been maintained as they allow for a closer and more appropriate analysis of the fleets in this zone, reflecting the wide range of activity across the fleets in the Bay of Biscay, the Channel and the North Sea.*
- *The technical indicator VUR 90 was used instead of the VUR 220 indicator as it better fits the fleets. However, it was only applied to fleets and segments of more than 12 metres as it does not suit the mixed activity among professionals in the fishing sector operating in small fleets. It fails to reliably indicate a*

technical imbalance leading to underuse of vessels, which is a problem in the case of vessels of less than 12 metres.

- *Based on the analysis of segments which are identified as 'imbalanced' according to a strict interpretation of the STECF indicators, the French authorities decided to fine-tune their use of indicators for certain segments, explaining the reasoning for their decision on a case-by-case basis.*

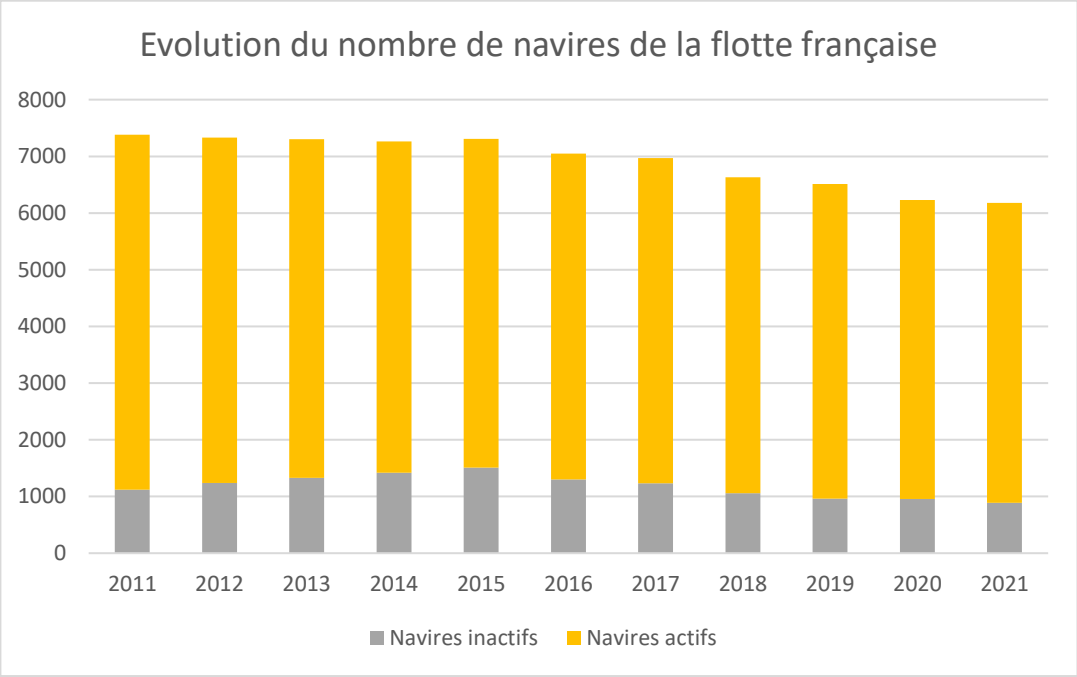
1. General data on the fishing fleet for the 2023 capacity report

1.1. Update on the structure of the French fleet in 2021

As at 31 December 2021, there were 6 178 administratively active vessels in the fleet.

TABLE 1: NUMBER OF ACTIVE AND INACTIVE VESSELS BETWEEN 2011 AND 2021

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Number of vessels	7380	7331	7305	7261	7309	7046	6970	6629	6513	6223	6178
Inactive vessels	1121	1237	1331	1419	1507	1301	1231	1059	963	954	890
Number of active vessels in terms of capacity	6259	6094	5974	5842	5802	5745	5739	5570	5550	5275	5288
Share of inactive vessels in the fleet	16%	17%	18%	20%	21%	18%	18%	16%	15%	15%	14%



In the context of this report, of the 6 178 identified vessels, 890 were inactive in 2021, spread across 14 segments. The active French fleet for the purposes of this report therefore comprised 5 288 vessels in 2021.

TABLE 2: NUMBER OF INACTIVE VESSELS BY SEGMENT IN 2021

Segments	Number of vessels in 2021
AT NONACTIVE VL0010	151
AT NONACTIVE VL1012	37

AT NONACTIVE VL1218	9
AT NONACTIVE VL1824	6
ME NONACTIVE VL0006	59
ME NONACTIVE VL0612	135
ME NONACTIVE VL1218	3
ME NONACTIVE VL1824	4
ME NONACTIVE VL2440	1
OM NONACTIVE VL0010	441
OM NONACTIVE VL1012	33
OM NONACTIVE VL1218	1
OM NONACTIVE VL1824	9
OM NONACTIVE VL24XX	1

In 2020, of the 6 223 identified vessels, 954 were inactive, spread across 14 segments, of which 3 had more than 100 vessels. The percentage of the French fleet which is inactive in the context of the capacity report has been decreasing consistently since 2015, and has fallen below the level of 2011.

1.2. Segmentation method and main segments of the French fleet

The fleet was segmented in accordance with the method set out under Appendices II and III to the Commission Decision of 18 December 2009 (2010/93/EU) adopting a multiannual Community programme for the collection, management and use of data in the fisheries sector for the period 2010–2013.

Under the method laid down in the aforementioned Commission Decision, each vessel is annually assigned to a segment according to three characteristics:

a) the vessels' maritime zone of activity,
b) primary metier,
c) overall length.

Atlantic - Outermost regions	Mediterranean
0 < 10 m = VL0010	0 < 6 m = VL0006
10 < 12 m = VL1012	6 < 12 m = VL0612
12 < 18 m = VL1218	
18 < 24 m = VL1824	
24 < 40 m = VL2440	
40 m or larger = VL40XX	

Metier type	Name of metier in France	Metier code
Active gear	Demersal trawlers	DTS
	Beam trawlers	TBB
	Pelagic trawlers	OTM
	Various active gear other than beam trawls, demersal trawls, pelagic trawls and seines	MGO
	Various active gear only	MGP
	Dredgers	DRB
	Purse seiners	PS
Passive gear	Vessels using pots or traps	FPO
	Drift and/or fixed netters	DFN
	Hooks	HOK
	Various passive gear only	PGP
	Passive gear other than nets and hooks	PGO
Mixed gear	Various active and passive gear	PMP

a) It was preferred not to use supra regions for the maritime zone so that the stock distribution and fishing strategies of French vessels would be consistent. Since the 2015 report, France has used geographical groupings which are more specific than supra-regional level in accordance with Appendix II to Decision 2010/93/EU. The report identifies 10 reference regions:

- North Sea - Eastern Channel (AT MdN);
- West Scotland - Celtic and Irish Seas - Iceland (AT OE MC);
- Bay of Biscay - Balearic Seas (AT GG);
- Mediterranean (ME ME);
- Africa - Antarctica - Indian Ocean (Afr);
- La Réunion (OM);
- Mayotte (OM);
- Guadeloupe (OM);
- Martinique (OM);
- French Guiana (OM).

b) As in the previous report, the segmentation was adjusted for certain fleet segments as it was not suited to certain subsidiary or seasonal fishing activities. In those fisheries, active vessels are distributed between different segments, each with a marginal landing share of the stocks in question. It is therefore impossible to identify any imbalance.
To overcome this limitation caused by the DCF segmentation, three segments were therefore added in order to identify vessels engaging in real activity in respect of stocks at risk according to the SAR indicator (see point 6.1 of this report) so that the entire segment – which is not imbalanced – would not be affected. To that end, the number of vessels with special eel fishing licences for the Atlantic and Mediterranean seaboards and the number of vessels with ‘gangui’ licences was therefore transferred to those three segments for the years covered by the report.

The three segments are:

- ME VL0012 – ‘gangui’ fishing: vessels of between 0 and 12 metres engaging in ‘gangui’ fishing on Mediterranean seagrass (Posidonia) beds,
- AT ELE VL0024: vessels of between 0 and 24 metres fishing eel on the Atlantic seaboard,

- ME ELE VL0024: vessels of between 0 and 24 metres fishing eel in the Mediterranean.

Of the 202 French segments, there are 14 inactive segments and 188 active segments, the latter broken down as follows:

- 14 active segments with over 100 vessels,
- 18 segments with between 51 and 99 vessels,
- 55 segments with between 10 and 50 vessels,
- 101 segments with fewer than 10 vessels, of which 50 have fewer than 4 vessels and 25 comprise a single vessel.

TABLE 3: LIST OF FLEET SEGMENTS WITH THE LARGEST NUMBER OF VESSELS

NB: the distribution of vessels between segments changes from year to year. In some years, segments may have no vessels. However, they are retained for the years in which they did have vessels.

Segment	Number of vessels in 2021	Change compared to 2020	Supra region	Region	Metier	Length overall class
ME DFN VL0612	489	-35	Mediterranean	Mediterranean	Netter	6 to 12 metres
OM NONACTIVE VL0010	441	-113	Outermost regions	Inactive	Inactive	0 to 10 metres
AT GG_Ib DFN VL0010	217	-2	Atlantic	Bay of Biscay - Balearic Seas	Netter	0 to 10 metres
OM Martinique PGP VL0010	201	+33	Outermost regions	Martinique	Various passive gear	0 to 10 metres
OM Guadeloupe PGP VL0010	174	+3	Outermost regions	Guadeloupe	Various passive gear	0 to 10 metres
AT GG_Ib MGO VL0010	166	+11	Atlantic	Bay of Biscay - Balearic Seas	Various active gear	0 to 10 metres
OM Martinique FPO VL0010	156	+33	Outermost regions	Martinique	Vessels using pots or traps	0 to 10 metres
AT NONACTIVE VL0010	151	+6	Atlantic	Inactive	Inactive	0 to 10 metres
AT GG_Ib HOK VL0010	143	+7	Atlantic	Bay of Biscay - Balearic Seas	Hooks	0 to 10 metres
AT MC_OE_Is FPO VL0010	137	-11	Atlantic	Western Channel - Celtic and Irish Seas -	Vessels using pots or traps	0 to 10 metres

				West Scotland - Iceland		
ME NONACTIVE VL0612	135	+25	Mediterranean	Inactive	Inactive	6 to 12 metres
OM Guadeloupe HOK VL0010	130	+23	Outermost regions	Guadeloupe	Hooks	0 to 10 metres
OM Reunion PP excl. seiners HOK VL0010	129	-23	Outermost regions	La Réunion excl. seiners	Hooks	0 to 10 metres
OM Martinique HOK VL0010	127	+6	Outermost regions	Martinique	Hooks	0 to 10 metres
ME DFN VL0006	124	-7	Mediterranean	Mediterranean	Netter	0 to 6 metres
AT GG_Ib DTS VL1218	108	+2	Atlantic	Bay of Biscay - Balearic Seas	Trawler	12 to 18 metres

1.3. Changes in the French segmentation

i. General changes in segmentation and in the French fleet

A comparison of the French fleet between 31 December 2017 (6 970 vessels in the fleet) and 31 December 2021 (6 178 vessels in the fleet) shows that the number of vessels fell by 792 over this period, i.e. by -11% in 4 years. This corresponded to 19 517 kW of power exiting the French fleet (949 975 kW on 31 December 2021 compared to 969 492 kW on 31 December 2017), but paradoxically to an increase in vessel tonnage. As a reminder, the French fleet comprised 7 380 vessels in 2011, corresponding to a reduction of -16% in 10 years. Alongside this reduction in the size of the fleet, the number of active segments remained the same.

TABLE 4: CHANGES IN THE NUMBER OF ACTIVE SEGMENTS IN THE CONTEXT OF THIS REPORT, BY REGION (2011-2021)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Africa - Antarctica - Indian Ocean	2	1	2	2	2	2	2	2	2	2	2
Bay of Biscay and the Balearic Seas	38	40	44	41	42	44	42	44	44	43	46
Guadeloupe	10	10	10	10	10	10	10	10	10	10	10
French Guiana	4	3	4	5	7	5	5	5	4	4	3
Martinique	14	12	12	11	12	11	10	10	10	10	11
Mayotte PP excl. seiners					3	3	3	3	4	4	3

Celtic Sea - West Scotland	43	43	40	40	37	34	37	36	36	35	38
North Sea - Eastern Channel	38	37	36	36	36	36	35	33	36	36	39
Mediterranean	32	32	31	29	31	29	28	28	28	27	28
Reunion PP excl. seiners	6	6	6	8	6	6	7	6	7	7	7
Inactive vessels	18	17	17	17	16	16	14	14	14	16	14
Total	**205**	**201**	**202**	**199**	**202**	**196**	**193**	**191**	**195**	**194**	**201**

ii. Changes in segments between the 2022 and 2023 annual reports

The segmentation used in 2023 contains a total of eight more segments compared to the previous report. This slight increase actually reflects larger movements in the fleet segments identified. France chose to modify the segmentation this year in order to align itself more closely to the expectations of the European Commission. The annexes to this report contain the indicators calculated in line with the DCF segmentation, in particular for the Atlantic. They also contain the indicators calculated on the basis of ad hoc segmentation for the Atlantic, retaining a more fine-tuned sub-segmentation into three regions as mentioned in paragraph a) of point 1.3.

TABLE 5: CHANGES IN SEGMENTS BETWEEN THE 2022 AND 2023 ANNUAL REPORTS

Included in the data for 2020 but not for 2021:	OM Mayotte PP excl. seiners - various passive gear VL0010
	OM French Guiana - pots VL0010
	ME PMP VL0006
	AT GG_Ib OTM VL0010
	AT NONACTIVE VL2440
	AT NONACTIVE VL40XX
New segments included in the data for 2021:	OM Martinique HOK VL1218
	ME DRB VL0006
	ME FPO VL1218
	AT MC_OE_Is MGP VL1824
	AT MC_OE_Is PGP VL1012
	AT MC_OE_Is PGP VL1218
	AT GG_Ib DTS VL2440
	AT GG_Ib PGP VL1218
	AT GG_Ib PMP VL1218
	AT GG_Ib PS_ VL0010
	AT MdN_Mchest OTM VL1218
	AT MdN_Mchest PGO VL0010
	AT MdN_Mchest TBB VL0010

The segments created by France for the previous report, i.e. eel in the Atlantic, eel in the Mediterranean and 'gangui' fishing in the Mediterranean have been retained but fine-tuned, in particular for the Atlantic (3 DCF sub-segments form the ad hoc eel ATL segment, 1 DCF segment included in a larger ad hoc eel MED segment). In view of the poor condition of eel stocks on the Atlantic and Mediterranean seaboards, France took the decision for eel segments to cover all eel stages[3] so as to ensure consistent monitoring throughout its territory.

[3] In other words, glass eel (only fished on the Atlantic seaboard), yellow eel (on both seaboards) and silver eel (only in the Mediterranean).

The number of vessels recorded in this report across eel segments corresponds to the number of 'CMEA licences[4]' and the number of regional fishing authorisations issued for this species for the years concerned.

1.4. List of stocks assessed as being in poor condition

The stock assessment was carried out by considering 143 stocks across the entire period. Analysis of the data showed that in 2021 there were 15 stocks for which zero French landings were recorded, and 128 stocks for which French landings were not at zero. Of the latter, 93 were assessed as being in good health – including 8 stocks where were not in good health prior to 2021 – while 35 were in poor condition. Of the 35 stocks in poor condition, 8 were in good health at least once over the last 3 years. Within this category, France accounted for more than 5% of landings for 27 stocks and more than 80% of landings for six stocks, namely crimson jobfish from La Réunion, anglerfish from the Mediterranean, eel from the Atlantic, shrimp from French Guiana, smooth-hound from the Atlantic, and white skate from the Atlantic.

TABLE 6 - STOCKS FOR WHICH FRANCE ACCOUNTED FOR MORE THAN 5% OF INTERNATIONAL LANDINGS

Stock	Name	France's share of total landings	Total landed quantity (France) (tonnes)
European eel	ELE.27	100%*	64
Monkfishes nei L. piscatorius	MNZ.37	100%**	558
Penaeus shrimp	PEN.31,41	100%***	185
White skate	RJA.27	100%	11
Crimson jobfish	PFM.51.7	97%	1
Smooth-hounds nei	SDV.27	86%	3262
Green jobfish	AVR.51.7	80%	1
European pilchard	PIL.27.8abd	79%	20733
Thornback ray	RJC.27.3a47d	57%	1263
European eel	ELE.37	52%	238
Common bluestripe snapper (L. kasmira)	LVK.51.7	44%	3
Whiting	WHG.27.7bc7e-k	44%	2699
Atlantic cod	COD.27.7e-k	42%	262
Edible crab	CRE.27.78abd	36%	2257
Deep-water red snapper	ETA.51.7	32%	1
Deep-water longtail red snapper	ETC.51.7	30%	1
European hake	HKE.37.7	22%	563
Blue ling	BLI.27.123a4a8912	16%	64
Atlantic cod	COD.27.6a	14%	166

[4] Special fishing rights for amphihaline fish.

Red seabream	SBR.27.678	13%	12
Plaice	PLE.27.7fg	11%	53
Blue marlin	BUM.31	7%	103
Monkfishes nei	MNZ.27.3a46	7%	1460
Yellowfin tuna	YFT.51	7%	29497
European plaice	PLE.27.7e	6%	89
Bigeye tuna	BET.51	6%	5270
Thornback ray	RJC.27.6	6%	15

* Regarding eel, no data on landings by other MSs taken into account.
** Regarding monkfish nei (MNZ.37), GFCM data states 100%.
*** Regarding shrimp (PEN.31,41) fished by the French Guianese fleet, no data on landings by other MSs taken into account.

1.5. Management plans introduced in recent years

Fishing effort decreased during the period 2011-2021. This was in line with current fishing effort management measures, in particular the schemes in place for Western waters[5], deep-sea species[6], cod[7], sole in the Western Channel[8] and Bay of Biscay[9], Southern hake and lobster[10] and national and European management plans for the Mediterranean[11], together with support measures for exiting the fleet. The aforementioned fishing effort management measures under the cod and deep-sea species plans were repealed as of the 2017 management year.

In 2020, following the capacity report, the conditions for granting professional licences ('CMEA licences') covering the fishing of estuarine and amphihaline species were tightened in respect of eel so as to reduce capacity in the Atlantic glass eel and yellow eel segment. The number of licences has fallen as a result, levelling off at 427 for the Atlantic in 2021. For the Mediterranean, the number of licenses has been gradually falling year-on-year. 203 licences were issued in 2021, i.e. 7 fewer than in 2020.

In the Mediterranean, the European management plan for the Western Mediterranean (West Med) came into force in 2019. The aim of this ambitious plan is to improve demersal stocks in GSAs 1 to 11, in particular hake stocks. It has already resulted in a considerable reduction in available fishing effort in the corresponding zones and allowed spatial and time-based closures for protecting juvenile hake. To support this initiative, temporary cessations of fishing activity were introduced in 2021 and 2022[12], and a fleet exit plan for Mediterranean trawlers was rolled out in 2022.

In the context of the COVID-19 pandemic, a comprehensive programme of temporary cessations of fishing activity was offered to vessel owners in France following an amendment to the EMFF Regulation. Exceptionally, the

[5] Council Regulation (EC) No 1954/2003 of 4 November 2003 on the management of the fishing effort relating to certain Community fishing areas and resources.
[6] Regulation (EC) No 2347/2002 of 16 December 2002 establishing specific access requirements and associated conditions applicable to fishing for deep-sea stocks.
[7] Regulation (EC) No 1342/2008 on the multi-annual cod management plan.
[8] Council Regulation (EC) No 509/2007 of 7 May 2007 establishing a multi-annual plan for the sustainable exploitation of the stock of sole in the Western Channel.
[9] Council Regulation (EC) No 388/2006 of 23 February 2006 establishing a multiannual plan for the sustainable exploitation of the stock of sole in the Bay of Biscay.
[10] Council Regulation (EC) No 2166/2005 of 20 December 2005 establishing measures for the recovery of the Southern hake and Norway lobster stocks in the Cantabrian Sea and Western Iberian peninsula.
[11] Management plan implemented under the Order of 13 May 2014 adopting management plans for professional fishing activities using purse seine, dredging, beach seine and gangui fishing methods in the Mediterranean sea by vessels flying the flag of France.
[12] https://www.legifrance.gouv.fr/jorf/id/JORFTEXT000043703128

measure could be used to compensate vessel owners forced to temporarily cease fishing activity due to the impact on their work of the COVID-19 pandemic. It was offered twice over the course of 2020 (in spring and during the last quarter of the year) and appears to have had a significant impact on fishing effort in 2020.

In 2021, due to the impact of Brexit on the fishing industry, a plan for temporary cessations of fishing activity was introduced for French vessels hardest hit by the new situation. A fleet exit plan for those vessels which are now no longer economically viable has been in place since the end of 2022 and concerns almost 90 vessels which are currently being decommissioned[13].

In 2022, due to the deterioration of sole stocks in the Bay of Biscay and the impact of this on the sector, a system of temporary cessations of fishing activity was introduced to provide support for the most heavily affected vessels[14].

Finally, following the introduction of the EMFAF, temporary cessations of activity will again be allowed under the 2021-2027 programming period.

In addition, four fleet exit plans and one temporary cessation measure were put in place between 2011 and 2020 in order to reduce fishing effort in the following fisheries:

- temporary cessation for Mediterranean trawlers in zone GFCM 37.GSA7 fishing hake and red mullet in the Mediterranean[15];
- fleet exit plan for sole netters of between 0 and 18 metres in the Eastern Channel[16];
- fleet exit plan for Mediterranean lobster trawlers in zone GSA8[17];
- fleet exit plan for vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra region[18];
- fleet exit plan for netters of between 10 and 12 metres in the Eastern Channel and North Sea[19].

[13] Order of 30 September 2022 establishing an individual support plan in the context of the withdrawal of the United Kingdom of Great Britain and Northern Ireland from the European Union.

[14] Order of 27 January 2023 on the implementation of support for temporary cessation of fishing activity for vessels fishing common sole in the Bay of Biscay for 2023.

[15] Order of 15 December 2016 on the implementation of support for temporary cessation of fishing activity for vessels using trawls in the Mediterranean in zone GFCM 37.GSA7.

[16] Order of 3 February 2017 implementing a fleet exit plan for vessels of between 0 and 18 metres fishing with nets in the Eastern Channel and North Sea.

[17] Order of 26 July 2017 implementing a fleet exit plan for vessels of between 6 and 18 metres trawling lobster in zone GSA8 of the Mediterranean.

[18] Order of 26 July 2017 implementing a fleet exit plan for vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra region.

[19] Order of 11 August 2017 implementing a fleet exit plan for vessels of between 10 and 12 metres fishing with nets in the Eastern Channel and North Sea.

2. France's position on the balance between the capacity of its fleet and the national fishing opportunities for mainland France

France has followed the Guidelines for analysing the balance between fishing capacity and fishing opportunities according to Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and of the Council on the Common Fisheries Policy, set out in Commission Communication COM(2014)545 final of 2 September 2014.

To supplement the evaluation of its fleet segments, France has included additional indicators in its report in order to make use of stocks assessed without analytical advice. These additional indicators, which were proposed by the STECF, are presented under point 8 of this report.

2.1. Methodology used and results of indicator calculations

i. Situation for fleet segments in mainland France

The fleet segments defined for this report were created in accordance with the segments set out in Appendices II and III to Commission Decision 2010/93/EU of 18 December 2009 adopting a multi-annual Community programme for the collection, management and use of data in the fisheries sector for the 2010-2013 period, i.e. by length class, primary gear and zone of activity.

However, it was preferred not to use supra regions. In order to align the stock distribution and fishing strategies of French vessels, France has fine-tuned its vessel segmentation by using more specific geographical groupings whilst remaining compliant with Appendix II to Decision 2010/93/EU.

Nevertheless, for information purposes, France has provided as an annex the indicator calculations for each supra-region, but confirms that, for the Atlantic, only segmentation with sub-regions was used to assess whether or not segments were balanced.

TABLE 7 - REFERENCE REGIONS FOR INDICATOR CALCULATIONS

Supra region (DCF)	Regions defined for the segmentation of the French fleet	ICES division	Name of the region in the indicator tables ('region capacity')
Atlantic	North Sea - Eastern Channel	27.1; 27.2; 27.3; 27.4; 27.7.d	MdN_Mchest
	Western Channel - Celtic and Irish Seas - West Scotland - Iceland	27.5; 27.6; 27.7 (excl. 27.7.d); 27.12; 27.14	MC_OE_Is
	Bay of Biscay and the Balearic Seas	27.8; 27.9; 27.10	GG_Ib
Mediterranean	Mediterranean	37	ME
Other regions	Africa, Antarctica, Indian Ocean - seiners of more than 24 metres	34; 47; 48; 51; 58	OM AFR_Oind

ii. Methodology for identifying balanced and imbalanced segments

The general methodology for the indicator calculations is presented in Annex 7 to this report. The data used can be found in Annexes 1 and 2 to this report.

A segment is assessed as balanced (in green in the tables below) if its biological, economic and, as the case may be, technical indicators have all been balanced for at least 1 of the last 3 years calculated.

A segment is assessed as imbalanced (in red in the tables) if one of its indicators has been imbalanced during the last 3 years and it is not considered to require monitoring by the French authorities on account of specific characteristics which mean that an imbalance cannot be determined according to the indicators available.

An initial assessment is presented in line with the guidelines based on a strict interpretation of the indicators, followed by a more fine-tuned assessment by the French authorities, demonstrating the balances ultimately presented in this report in view of the reality of the segments. This assessment goes beyond the indicators, which do not always accurately reflect fishing carried out in certain fleets, due to the limitations of the required segmentation exercise.

2.2 Imbalanced segments in mainland France

i. Segments in mainland France and other regions assessed as imbalanced in accordance with the guidelines, before fine-tuning by the French authorities

TABLE 8 - INDICATORS SHOWING AN IMBALANCE FOR SEGMENTS IN MAINLAND FRANCE ACCORDING TO THE GUIDELINES

Zone	Vessel type	Segment	Number of vessels	Biological			Economic		Technical	Balance assessment by France
				EU SHI	SAR	NOS (optional)	CR/ BER	RoFTA	VUR90	
MED	Trawlers	ME DTS VL1218	3							Requires monitoring
MED	Trawlers	ME DTS VL1824	27							**Imbalance**
MED	Trawlers	ME DTS VL2440	30							**Imbalance**
MED	Liners-longliners	ME HOK VL1218	10							Requires monitoring
MED	Various active and passive gear	ME PMP VL0612	7							Requires monitoring
MED	Subsidiary fishing - eel	ME ELE VL0024 (including ME FPO VL0006)	212							**Imbalance**
MED	'Gangui' fishing	ME VL0012 Gangui	13							**Imbalance**
NAO	Pelagic trawlers - pilchard - Bay of Biscay	AT GG_Ib OTM VL1012	4							**Imbalance**
NAO	Pelagic	AT GG_Ib OTM VL1824	6							Requires monitoring
NAO	Seiners/'bolincheurs'	AT GG_Ib PS_ VL1012	3							Requires monitoring
NAO	'Bolincheurs' - pilchard - Bay of Biscay	AT GG_Ib PS_ VL1218	5							**Imbalance**

NAO	Trawlers	AT MC_OE_Is DTS VL1824	59							Requires monitoring
NAO	Trawlers	AT MC_OE_Is DTS VL2440	45							Requires monitoring
NAO	Trawlers	AT MC_OE_Is DTS VL40XX	3							Requires monitoring
NAO	Various active gear	AT MC_OE_Is MGP VL1012	9							Requires monitoring
NAO	Pelagic - blue whiting	AT MC_OE_Is OTM VL40XX	1							Requires monitoring
NAO	'Bolincheurs' - pilchard	AT MC_OE_Is PS_ VL1218	23							**Imbalance**
NAO	Netters - sole	AT MdN_Mchest DFN VL1012	23							**Imbalance**
NAO	Trawlers	AT MdN_Mchest DTS VL40XX	6							Requires monitoring
NAO	Liners-longliners	AT MdN_Mchest HOK VL0010	23							Requires monitoring
NAO	Eel	AT ELE VL0024 (including AT GG_Ib DFN VL0010; AT GG_Ib FPO VL0010 and AT GG_Ib MGO VL0010)	217							**Imbalance**
			72							
			166							
OR	Purse seiners	OM AFR_Oind PS_ VL40XX	20							Requires monitoring

ii. Imbalanced segments in mainland France and other regions after interpretation and detailed examination by the French authorities

France has identified the following nine segments as being imbalanced (see table above):

Zone	Vessel type	Segment
MED	Active vessels of between 18 and 24 metres in length fishing for hake HKE (37.GSA7) and red mullet MUT (37.GSA7) by means of trawls	ME DTS VL1824
MED	Active vessels of between 24 and 40 metres in length fishing for hake HKE (37.GSA7) and red mullet MUT (37.GSA7) by means of trawls	ME DTS VL2440
MED	Vessels of less than 24 metres in length fishing for eel in the Mediterranean	ME ELE VL0024 (including ME FPO VL0006)
MED	Vessels of less than 12 metres in length engaged in 'gangui' fishing in the Mediterranean	ME VL0012 Gangui
NAO	Pelagic trawlers primarily fishing pilchard in the Bay of Biscay	AT GG_Ib OTM VL1012
NAO	Purse seiners of between 12 and 18 metres in length fishing for pilchard (PIL.27.8abd) in the Bay of Biscay	AT GG_Ib PS_ VL1218
NAO	Purse seiners of between 12 and 18 metres in length fishing for pilchard (PIL.27.8abd) in the Celtic Sea - Western Scotland	AT MC_OE_Is PS_ VL1218
NAO	Netters fishing for common sole in the Eastern Channel	AT MdN_Mchest DFN VL1012
NAO	Vessels of less than 24 metres in length fishing for eel in the Atlantic	AT ELE VL0024 (including AT GG_Ib DFN VL0010; AT GG_Ib FPO VL0010 and AT GG_Ib MGO VL0010)

For the segments identified as imbalanced, France will implement an action plan for each segment, as described in Annex 5 to this report. The plans to restore a sustainable balance between fishing capacity and fishing opportunities in these imbalanced segments will each primarily comprise the following measures:

- capacity ceilings for imbalanced segments,
- improving data collection to determine whether imbalances are due to a lack of exhaustive economic and/or biological information regarding the segments;
- where necessary steering the renewal and redeployment of the fleet towards balanced segments, with support for temporary cessation of activity where appropriate,
- optimising the regulatory, technical and administrative measures in force so as to balance fishing capacity with fishing opportunities,
- implementation of assisted management measures intended to reduce fishing effort in imbalanced segments,
- increasing selectivity of fishing gear, where appropriate by funding research, to rebalance the stock(s) concerned more quickly.

The fleets in mainland France impacted by the imbalances are described in Annex 5.

2.3 Segments not considered imbalanced by the French authorities but which require monitoring

The list of segments which require monitoring was noticeably reduced between 2022 and 2023 given France's decision to adhere more closely to the French guidelines, but also on account of improvements in certain segments. For 2023, only 13 segments are therefore now assessed as requiring monitoring (compared to 27 segments in 2022) - see table above.

It is considered that the following segments cannot be assessed as imbalanced:

a) Segments with an economic imbalance comprising fewer than 10 vessels which are integrated into a cluster and account for a small share of the cluster, where the economic data is unrepresentative of the segment itself and the biological indicators are balanced (low EDI, balanced EU SHI and SAR):

Pelagic trawlers of between 18 and 24 metres fishing, in particular, albacore, pilchard, mackerel and jack mackerel in the Bay of Biscay.	AT GG_Ib OTM VL1824	6 vessels	Positive biological indicators for the entire period. EDI at 15% Economic data not representative due to limited share of cluster.
Trawlers of more than 40 metres targeting cod, whiting and haddock in the Celtic Sea - West Scotland	AT MC_OE_Is DTS VL40XX	3 vessels	Positive biological indicators for the entire period. EDI of 19% Economic data not representative due to limited share of cluster.
Vessels of between 10 and 12 metres using various active gear operating in the Celtic Sea - West Scotland.	AT MC_OE_Is MGP VL1012	9 vessels	Positive biological indicators for the entire period. EDI close to 0. Economic data unrepresentative due to limited share of cluster.
Vessels of between 6 and 12 metres using various active and passive gear fishing, in particular, bluefin tuna in the Mediterranean	ME PMP VL0612	7 vessels	Positive biological indicators for the entire period. EDI close to 0. Economic data unrepresentative due to limited share of cluster.
Large trawlers/freezer vessels of more than 40 metres predominantly fishing mackerel, herring, jack mackerel, blue whiting and pilchard.	AT MdN_Mchest DTS VL40XX	6 vessels	Small, clustered segment with economic imbalance. Can be removed from imbalanced segments. See below.

b) Segments with only a technical imbalance but with balanced economic and biological indicators, and deviating by less than 10% from the technical imbalance threshold (P90=<70%, therefore when P90>60%) in the case of Mediterranean fleets engaged in specific activity which must be taken into account:

Mediterranean trawlers of between 12 and 18 metres fishing for blue and red shrimp and, to a lesser extent, hake HKE (37.GSA7) and	ME DTS VL1218	3 vessels	Only a slight technical imbalance as the segment should be at P90>70% and here it is at 61%.

red mullet MUT (37.GSA7) in GSA 8			
Mediterranean vessels of between 12 and 18 metres using hooks and predominantly targeting bluefin tuna	ME HOK VL1218	10 vessels	Overcapacity is only technical, with values almost at the point of balance for effort 90 (68%, i.e slightly below 70%).

c) Segments comprising fewer than five vessels with a biological imbalance only for the SHI indicator, considering that the segment's impact on the biological indicator is not very representative when the EDI indicator is good:

Atlantic - Celtic Sea, West Scotland, Iceland - pelagic trawlers of more than 40 metres targeting blue whiting	AT MC_OE_Is OTM VL40XX	1 vessel	Specific nature of the segment; concerns only one vessel.
Atlantic - Bay of Biscay - seiners/'bolincheurs' of between 10 and 12 metres	AT GG_Ib PS_ VL1012	3 vessels	Segment targeting pilchard but with only three medium-sized vessels. The segments having a greater impact on this stock are already recognised as being imbalanced.

d) Segments which require monitoring and are classified as such on account of their economic viability. The SAR, SHI and NOS indicators do not point to a significant impact or primary activity involving stocks in poor condition, while the EDI indicator does not point to economic dependence on stocks in poor condition:

Atlantic - North Sea, Eastern Channel - vessels of between 0 and 10 metres using hooks	AT MdN_Mchest HOK VL0010	23 vessels	Dependence on fragile stocks decreased considerably during the period. EDI close to 0. No negative biological indicators at any point during the period.
Tropical tuna seiners in the Indian Ocean and Atlantic Ocean	OM AFR_Oind PS_ VL40XX	20 vessels	Fleet has specific characteristics due to its geographical spread and balanced biological indicators.

e) Specific segments made up of trawlers operating in the Celtic Sea - West Scotland which are subject to technical measures and have reduced their impact on SAR target stocks in recent years:

Atlantic - Celtic Sea - West Scotland - trawlers of between 18 and 24 metres	AT MC_OE_Is DTS VL1824	59 vessels	Targeting cod, haddock and whiting. Fleets impacted by restrictions applying in the Celtic Sea and selectivity measures. Fleet seriously affected by Brexit and subject to a fleet exit plan in 2023 due to reduced access to and fishing opportunities in UK waters.
Atlantic - Celtic Sea, West Scotland, Iceland - trawlers of between 24 and 40 metres	AT MC_OE_Is DTS VL2440	45 vessels	

2.4 Summary for 2023 in relation to mainland France and other regions (excluding the outermost regions)

Of the 202 segments comprising the French fleet in 2021, there were 154 active segments in mainland France and other regions (excluding the outermost regions):

- 123 active segments in the Atlantic, taking into account the 3 sub-regions;
- 29 active segments in the Mediterranean, taking into account the additional 'gangui' segment;
- 2 active segments in other regions.

The assessment for mainland France and other regions (excluding the outermost regions) is therefore as follows:

- 9 segments are imbalanced,
- 13 segments require monitoring,
- 113 segments are balanced,
- 9 segments are inactive,
- 19 segments are balanced, however one of the six indicators could not be calculated for the Mediterranean.

3 France's position on the balance between the capacity of its fleet and the national fishing opportunities for the overseas territories and other regions

The fleet segments defined for this report were created in accordance with the segments set out in Appendices II and III to Commission Decision 2010/93/EU of 18 December 2009 adopting a multi-annual Community programme for the collection, management and use of data in the fisheries sector for the 2010-2013 period, i.e. by length class, primary gear and zone of activity.

In accordance with Article 22(3) of Regulation (EU) No 1380/2013, 'separate assessments shall be drawn up for fleets operating in the outermost regions and for vessels operating exclusively outside Union waters'. The specific characteristics of such fleets were therefore taken into account when drawing up this report. The specific segmentation used for the outermost regions is based on 34 active segments comprising 1 449 vessels in 2021, of which more than 97% were less than 12 metres in length.

Nevertheless, France reiterates that for the outermost regions, the DCF segmentation provided for is not well suited for analysing capacity balance as it groups varying fleets sometimes targeting different stocks in the same segment. Certain fleets are placed at a disadvantage by this as they are identified as imbalanced whereas, if taken individually, they would not be.

TABLE 9 - REFERENCE REGIONS FOR INDICATOR CALCULATIONS

Supra region (DCF)	Regions defined for the segmentation of the French fleet	ICES division	Name of the region in the indicator tables ('region capacity')
Outermost region	La Réunion – vessels of less than 24 metres	51 (vessels registered in La Réunion)	OM Reunion PP excl. seiners
	Mayotte – vessels of less than 24 metres	51 (vessels registered in Mayotte)	OM Mayotte PP excl. seiners
	French Guiana	31 (vessels registered in French Guiana)	French Guiana
	Guadeloupe	31 (vessels registered in Guadeloupe)	Guadeloupe
	Martinique	31 (vessels registered in Martinique)	Martinique

3.1 Methodology for identifying balanced and imbalanced segments for these territories

France has followed the Guidelines for analysing the balance between fishing capacity and fishing opportunities according to Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and of the Council on the Common Fisheries Policy, set out in Commission Communication COM(2014)545 final of 2 September 2014.

To supplement the evaluation of its fleet segments, France also calculated additional indicators in order to include stocks for which no analytical advice is available. These additional indicators proposed by the STECF can be found in Annex 1 to this report. However, they were not used when examining the segments for the outermost regions. The EDI indicator was therefore calculated taking into account all stocks assessed (even where there was no F/Fmsy ratio), as was the EU SHI 'all stocks' indicator, in accordance with the guidelines. However, the dependence of the segment was calculated in relation to the total value of the stocks landed by the segment and not simply of the stocks for which assessments had provided an F/Fmsy ratio.

France produced its assessment of imbalances by following the European Commission's guidelines:

- the ‘sustainable harvest’ (SHI) or ‘stocks at risk’ (SAR) biological indicators are negative for the last 3 years covered by the report,
- the RoFTA and CR/BER economic indicators are negative for the last 3 years,
- the NOS and EDI biological indicators were also calculated for information purposes. The tables and calculations for those indicators are enclosed with this report. For the NOS indicator, several options were calculated (see Annex 7) and the option ‘DESEQ_Bio_1’ (value is 1 if NOS_1 > 0 and NOS_2 15 > 0) was used,
- the technical indicators are taken into account only for VUR90 concerning fleet segments > 12 metres. The VUR220 is not analysed by the STECF if the VUR90 is determined, calculated with an appropriate reference day at sea per fleet (using the p90 distribution of days at sea logged by the vessels in the fleet). Furthermore, the VUR90 is not used for fleets > 12 metres. This indicator is difficult to interpret for small-scale coastal segments which, due to the strategies of vessel masters and weather-related restrictions, in particular in the outermost regions, operate with highly variable levels of activity (very often with a variety of sources of activity and income).

It should be noted that the NOS and EDI indicators are not included in the European Commission’s Guidelines of 2 September 2014. However, these indicators were proposed in the STECF-15-02 report of February 2015 which examined the fishing capacity balance of Member States and reviewed their reports. As with the reports from previous years, France chose to calculate the NOS and EDI indicators in addition to the indicators mentioned in the guidelines as:

- they do not require knowledge of current F(c) and F(msy) fishing mortality for all stocks, as is the case for the SHI indicator, but allow assessments based on data-limited models. Due to short historical data series, the diversity of species and habitats, the data collection methodologies for overseas territories and the lack of catch data for all stock distribution areas, it is not possible to systematically take advantage of assessments based on fishing mortalities,
- they use the concept of ‘stocks in poor condition’ which is broader than the concept of stocks at risk defined for the SAR indicator.

Article 22(4) of Regulation (EU) No 1380/2013 calls on Member States to distinguish between imbalanced and balanced segments. France has supplemented this distinction by means of the categories below.

- The following are **balanced fleet segments (cumulative criteria)**:
  - segments where the SHI indicator is positive for at least the last 3 years assessed in the report for 2023, i.e. 2019 to 2021,
  - segments not targeting stocks in poor condition for at least the last 3 years assessed in the report for 2023 (i.e. 2019 to 2021) and/or where the economic dependence on stocks in poor condition is less than 40%,
  - segments where the economic indicators are balanced or where a segment is grouped in an economic cluster,
  - segments with a positive VUR90 technical indicator and which comprise vessels of more than 12 metres. The VUR90 indicator is not considered representative for fleets of less than 12 metres.

- The following are **imbalanced fleet segments (alternative criteria)**:
  - segments where the SHI indicator is negative (greater than 1) for at least the last 3 years assessed in the report for 2023, i.e. 2019 to 2021, or where there is no data,
  - segments fishing stocks in poor condition for at least the last 3 years assessed in the report for 2023 (i.e. 2019 to 2021) and where the economic dependence on stocks in poor condition is greater than 40%.

- Inactive fleet segments are segments made up of vessels that did not engage in any commercial fishing activity.

- Fleet segments for which it was impossible to calculate indicators due to:

- the small size of the fleet segment, as a result of which the segment did not 'exist' during the last year covered by the 2022 report,
- a lack of the minimum data needed for indicators to be calculated, such as fishing time, quantities landed or the biological condition of stocks targeted by these segments.

The detailed indicator calculations can be found in Annex 7 to this report.

Use of technical, biological and economic indicators

Despite previous reservations about the relevance of the technical and economic indicators, especially for small-scale or own-consumption fleet segments such as those in the outermost regions, the different use of certain indicators made by France in the 2011 to 2022 reports has not been pursued in 2023. For this report, the indicators are provided in line with the European Commission's guidelines. Nevertheless, the French authorities are proposing alternative indicators which can be found in the enclosed data tables and which supplement the indicators expected. These show other possible ways of performing the calculations.

This report therefore follows the European Commission's guidelines of 2 September 2014 (COM(2014)545 final). There are certain difficulties with this method that slightly affect the analysis of some of the fleet segments.

We would emphasise that the results of the economic indicators are undermined by a number of factors.

- Method applied: variables were based on sampling involving non-exhaustive data or extrapolation of economic data from one region to another (in particular between Guadeloupe and Martinique) [20],
- Segment size: variables were reported only for segments comprising more than three vessels in accordance with the rules on confidentiality applied to statistical data. However, some segments in the outermost regions comprise a single vessel.

The grouping of segments into economic clusters did not always allow the real economic balance in segments to be analysed in detail, in particular as regards small minority segments within a cluster.

3.2 Summary of indicator calculations and status of segments in the outermost regions

i. List of French segments in the outermost regions and their STECF indicators

An indicator is assessed as imbalanced by the French authorities if it has been imbalanced for the last 3 years.

The cells in grey are indicators for which data is missing in order to assess them as 'balanced' (green) or 'imbalanced' (red).

The segments followed by '**' are segments forming part of an economic cluster, meaning that their economic indicators should be viewed with caution as they are not representative of the segment.

Zone	Vessel type	Segment	Number of vessels	Biological			Economic		Technical
				EU SHI	SAR	NOS (optional)	CR/ BER	RoFTA	VUR90
Outermost region (OR)	Drift and/or fixed netters	OM Guadeloupe DFN VL0010	71						Not representative
OR	Drift and/or fixed netters	OM Guadeloupe DFN VL1012**	2				**	**	Not representative

[20] An ad hoc economic survey was launched in Martinique in 2022 which should make representative data available for future reports.

OR	Vessels using pots or traps	OM Guadeloupe FPO VL0010	107						Not representative
OR	Vessels using pots or traps	OM Guadeloupe FPO VL1012**	3				**	**	Not representative
OR	Liners-longliners	OM Guadeloupe HOK VL0010	130						Not representative
OR	Liners-longliners	OM Guadeloupe HOK VL1012**	8				**	**	Not representative
OR	Other passive gear	OM Guadeloupe PGO VL0010**	9				**	**	Not representative
OR	Various passive gear only	OM Guadeloupe PGP VL0010	174						Not representative
OR	Various passive gear only	OM Guadeloupe PGP VL1012	3						Not representative
OR	Purse seiners	OM Guadeloupe PS_ VL0010	23						Not representative
OR	Drift and/or fixed netters	OM French Guiana DFN VL0010	32						Not representative
OR	Drift and/or fixed netters	OM French Guiana DFN VL1012	57						Not representative
OR	Trawlers	OM French Guiana DTS VL1824	7						
OR	Drift and/or fixed netters	OM Martinique DFN VL0010	52						Not representative
OR	Drift and/or fixed netters	OM Martinique DFN VL1012**	1				**	**	Not representative
OR	Vessels using pots or traps	OM Martinique FPO VL0010	156						
OR	Vessels using pots or traps	OM Martinique FPO VL1218**	1				**	**	
OR	Vessels using pots or traps	OM Martinique FPO VL1824**	1				**	**	
OR	Liners-longliners	OM Martinique HOK VL0010	127						Not representative
OR	Liners-longliners	OM Martinique HOK VL1012**	12				**	**	Not representative

OR	Liners-longliners	OM Martinique HOK VL1218**	1				**	**	
OR	Other passive gear	OM Martinique PGO VL0010**	18				**	**	Not representative
OR	Various passive gear only	OM Martinique PGP VL0010	201						Not representative
OR	Purse seiners	OM Martinique PS_ VL0010**	2				**	**	Not representative
OR	Drift and/or fixed netters	OM Mayotte PP excl. seiners DFN VL0010**	8				**	**	Not representative
OR	Liners-longliners	OM Mayotte PP excl. seiners HOK VL0010	84						Not representative
OR	Liners-longliners	OM Mayotte PP excl. seiners HOK VL1012**	1				**	**	Not representative
OR	Drift and/or fixed netters	OM Reunion PP excl. seiners DFN VL0010**	1				**	**	Not representative
OR	Liners-longliners	OM Reunion PP excl. seiners HOK VL0010	129						Not representative
OR	Liners-longliners	OM Reunion PP excl. seiners HOK VL1012**	3				**	**	Not representative
OR	Liners-longliners	OM Reunion PP excl. seiners HOK VL1218	15						
OR	Liners-longliners	OM Reunion PP excl. seiners HOK VL1824**	4				**	**	
OR	Other passive gear	OM Reunion PP excl. seiners PGO VL0010**	2				**	**	Not representative
OR	Various passive gear only	OM Reunion PP excl. seiners PGP VL0010**	4				**	**	Not representative

34 segments were analysed in the French outermost regions for 2021.

For 27 of the segments in the outermost regions, data was missing in order for the EU SHI to be calculated. At present, 7 segments have a balanced biological indicator. We would also point out that understanding of the data used for this indicator in the outermost regions is gradually being consolidated. One of the 27 segments (OM Guadeloupe HOK VL0010) has almost reached the defined level of coverage enabling it to be assessed as biologically balanced.

2 segments were missing data for the technical indicator.

10 segments were assessed as economically balanced, while 18 were assessed as such as they form part of a cluster where the segment they belong to is economically balanced. Consequently, only 6 segments were identified as economically imbalanced.

ii. France's position regarding the indicators, and taking into account the circumstances of certain segments

Given the nature of the segments identified and the indicators calculated, France considers it important to fine-tune its assessment of the segments, some of which could in practice still be assessed as balanced due to the specific circumstances in the outermost regions.

In relation to the technical indicator presented in the table above, the French authorities would emphasise that the VUR220 indicator is not analysed by the STECF if the VUR90 is determined, calculated with an appropriate reference day at sea per fleet (using the p90 distribution of days at sea logged by the vessels in the fleet).

The last column in the table therefore should not be taken into account when determining which segments may be balanced.

a) The VUR90 indicator remains largely ineffective and hard to read for small fleets where fishermen pursue several economic activities. It therefore does not represent technical overcapacity which should be taken into account. Consequently, France takes into account this indicator and any potential imbalance only for segments comprising vessels of more than 12 metres. On that basis, the French authorities assess the following segments to be balanced as all their other indicators are balanced:

Zone	Vessel type	Segment	Number of vessels
OR	Liners-longliners	OM Martinique HOK VL0010	127
OR	Liners-longliners	OM Martinique HOK VL1012**	12
OR	Liners-longliners	OM Reunion PP excl. seiners HOK VL1012**	3
OR	Liners-longliners	OM Reunion PP excl. seiners HOK VL1824**	4
OR	Various passive gear only	OM Reunion PP excl. seiners PGP VL0010**	4
OR	Liners-longliners	OM Guadeloupe HOK VL0010	130

Regarding segment OM Guadeloupe HOK VL0010, the French authorities consider this segment to be biologically balanced due to the following:

- **the segment's SHI indicator covers 38% of value and 37% of volume, i.e. very close to the 40% threshold set by the guidelines**. This single threshold of 40% therefore arbitrarily determines whether or not this segment, which comprises a large number of vessels, is balanced,
- the SHI indicator calculated for this segment in accordance with the guidelines has a value of 0.4, showing reduced dependence on overfished stocks,
- the NOS indicator is also positive,
- the EDI indicator is low (0.15), confirming the segment's limited dependence on stocks in poor condition.

b) An additional segment in La Réunion may be considered balanced as only its NOS indicator is imbalanced, and this is not a compulsory indicator in accordance with the 2014 guidelines.

Zone	Vessel type	Segment	Number of vessels
OR	Liners-longliners	OM Reunion PP excl. seiners HOK VL0010	129

c) The French authorities take the view that the lack of an SHI indicator for fleet segments with five vessels or fewer should not be detrimental to the balance of those segments, given that the fleets do not have a major impact on the stocks they fish and the NOS indicator is not imbalanced. The French authorities therefore believe that the following 11 segments should be assessed as balanced:

Zone	Vessel type	Segment	Number of vessels
OR	Drift and/or fixed netters	OM Guadeloupe DFN VL1012**	2
OR	Vessels using pots or traps	OM Guadeloupe FPO VL1012**	3
OR	Various passive gear only	OM Guadeloupe PGP VL1012	3
OR	Drift and/or fixed netters	OM Martinique DFN VL1012**	1
OR	Vessels using pots or traps	OM Martinique FPO VL1218**	1
OR	Vessels using pots or traps	OM Martinique FPO VL1824**	1
OR	Liners-longliners	OM Martinique HOK VL1218**	1
OR	Purse seiners	OM Martinique PS_ VL0010**	2
OR	Liners-longliners	OM Mayotte PP excl. seiners HOK VL1012**	1
OR	Drift and/or fixed netters	OM Reunion PP excl. seiners DFN VL0010**	1
OR	Other passive gear	OM Reunion PP excl. seiners PGO VL0010**	2

Also, the aforementioned 11 segments' fishing activity has a very limited impact on stocks, which argues the case for assessing them as balanced despite the lack of an SHI indicator due to missing data, and as shown by the low-to-very-low EDI indicator (to be used with caution if too few stocks are assessed – see EWG 20-11 report on the addition of the EDI indicator):

Zone	Vessel type	Segment	Number of vessels	Stocks fished	EDI indicator
OR	Drift and/or fixed netters	OM Guadeloupe DFN VL1012**	2	YFT.31 (yellowfin tuna): good health BUM.31 Blue marlin: deteriorated, however segment accounts for very small share of total landings of the stock	0
OR	Vessels using pots or traps	OM Guadeloupe FPO VL1012**	3		0
OR	Various passive gear only	OM Guadeloupe PGP VL1012	3		0.03
OR	Drift and/or fixed netters	OM Martinique DFN VL1012**	1	SLC.31 Caribbean spiny lobster: good health	0
OR	Vessels using pots or traps	OM Martinique FPO VL1218**	1	YFT.31 (yellowfin tuna): good health BUM.31 Blue marlin: deteriorated, however segment accounts for very small share of total landings of the stock	0
OR	Liners-longliners	OM Martinique HOK VL1218**	1		0
OR	Vessels using pots or traps	OM Martinique FPO VL1824**	1	SNA.31 Snapper: good health	0
OR	Purse seiners	OM Martinique PS_ VL0010**	2	YFT.31 (yellowfin tuna): good health NLG.31 (Spotted spiny lobster): good health SLC.31 Caribbean spiny lobster: good health BUM.31 Blue marlin: deteriorated, however segment accounts for very small share of total landings of the stock	0.04

OR	Liners-longliners	OM Mayotte PP excl. seiners HOK VL1012**	1	Good health: ALB.51 Albacore BLM.51 Black marlin SFA.51 Indo-Pacific sailfish SWO.51 Swordfish Deteriorated, however segment accounts for very small share of total landings of the stock: BET.51 Bigeye tuna BUM.51 Blue marlin YFT.51 Yellowfin tuna	0.58
OR	Drift and/or fixed netters	OM Reunion PP excl. seiners DFN VL0010**	1	Good health: ARQ.51.7 Rusty jobfish LRI.51.7 Goldbanded jobfish VRL.51.7 Yellow-edged lyretail BLM.51 Black marlin KAW.51 Kawakawa Deteriorated, however segment accounts for very small share of total landings of the stock: LVK.51.7 Common bluestripe snapper YFT.51 Yellowfin tuna	NA
OR	Other passive gear	OM Reunion PP excl. seiners PGO VL0010**	2	Good health: ALB.51 Albacore EZR.51.7 Oblique-banded grouper KAW.51 Kawakawa LRI.51.7 Goldbanded jobfish LRY.51.7 Ornate jobfish SKJ.51 Skipjack tuna VRL.51.7 Yellow-edged lyretail Deteriorated, however segment accounts for very small share of total landings of the stock: AVR.51.7 Green jobfish LVK.51.7 Common bluestripe snapper PFM.51.7 Crimson jobfish YFT.51 Yellowfin tuna	0

The French authorities therefore argue in favour of assessing these 18 segments as balanced for the purposes of the 2023 capacity report.

The other 16 segments are therefore assessed as imbalanced within the meaning of the guidelines, although this is primarily because the available F/Fmsy stock assessments provide insufficient coverage. Consequently, those segments should be viewed with caution. It would seem necessary to wait for the results of ongoing data collection before assessing segments as balanced in the strict sense (indicators in red, not grey). The measures put in place for the necessary data collection for assessing stocks and developing models and methodologies adapted to French overseas stocks are detailed below. **Nevertheless, the French authorities wish to emphasise – in support of the conclusions of STECF report 22-15 – the importance of revising the calculation method for the biological indicators so that all assessments carried out by national institutes can be taken into account, including those by experts or based on data-limited models.**

The French authorities take the view that for the segments identified for Mayotte, the STECF and the Commission should take into account the particular status of Mayotte when drawing conclusions on the analysis contained in this report. EU law, specifically in the field of marine fisheries, recognises the special status of Mayotte, which became an outermost region on 1 January 2014. Article 23(4) of Regulation (EU) No 1380/2013 on the Common Fisheries Policy (CFP) and Annex II thereto lay down a derogation until 31 December 2025 for fishing vessels of less than 10 metres in Mayotte from the capacity system provided for in ordinary law and the capacity ceilings at European level. This derogation from CFP rules, which is the only one of its kind in the EU and justified by the specific economic and social context in Mayotte, would seem to call for the relevant segments of Mayotte's fleet not being subject to a balance assessment in order for aid to be granted for their renewal as, in the absence of EU capacity ceilings, this balance cannot be determined.

With this in mind and given Mayotte's specific characteristics, the French authorities would ask the Commission to devise an ad hoc solution for Mayotte without delay to allow, in particular, fleet segments comprising vessels of less than 10 metres – which are covered by a derogation until 31 December 2025 from the capacity system provided for in ordinary law and therefore from any requirement to achieve a balance – to benefit from aid for renewal as of this year.

The overseas fleets impacted by the imbalances are described in greater detail in Annex 5.

iii. Measures taken to improve understanding of the resources available in the outermost regions

Beyond the regulatory changes introduced in 2022 on biological data collection, France wishes to highlight work which has been or will be carried out in order to improve understanding of the condition of stocks in the outermost regions. Earlier work has already been presented in previous versions of France's annual report. However, scientific activity in the overseas territories has increased considerably in the last few years. This work and its initial results are reflected, in particular, in France's annual reporting on efforts made between 2011 and 2021 to establish a sustainable balance between fishing capacity and fishing opportunities. It is important that this long-term work which France has been vigorously pursuing is taken into account.

Furthermore, the French Research Institute for Exploitation of the Sea (Ifremer) held a workshop in December 2022 dedicated to overseas small-scale fisheries in order to discuss sustainability challenges and needs in relation to scientific understanding. The report on this workshop[21] provides a summary of the progress made and recent outcomes from research into socio-economic and governance challenges as well as biological challenges associated with the resources exploited and environmental aspects. In February 2023, Ifremer also published for the first time a summary of available assessments on the condition of overseas fishery resources[22], much like the summary of assessments published each year in relation to French mainland stocks. A summary is provided below for each location.

The very specific socio-economic context of the outermost regions, where the fisheries sector is structured differently to mainland France and where vessels urgently need to be made safe and the fleet upgraded, must also be taken into account in the analysis of French fleet capacity in the outermost regions.

Biological data and stock assessments

A key recent development in new biological data collection came in February 2023 with the completion of the ACCOBIOM project (Acquisition of knowledge on the biological parameters of marine resources exploited in the overseas territories), financed by the AFD (French Development Agency) and implemented by Ifremer between 2021 and 2022 in four overseas departments (Guadeloupe, Martinique, French Guiana and La Réunion). Several documents and resources relating to this project are publicly available on Ifremer's website[23]. A number of other projects have been carried out at different locations which are named and referenced below.

[21] https://archimer.ifremer.fr/doc/00833/94474/
[22] https://www.ifremer.fr/fr/actualites/outre-mer-un-etat-des-populations-de-poissons-souvent-mal-connu. For the full report see https://peche.ifremer.fr/content/download/165645/file/Diagnostic_2022_d%C3%A9barquements_fran%C3%A7ais-RUP_Vdef2.pdf
[23] See https://archimer.ifremer.fr/doc/00822/93441/ for a general summary; a list of related documents can be found at https://archimer.ifremer.fr/doc/00822/93441/relateddoc.htm

1) Guadeloupe, Martinique and Saint Martin

In Martinique, 55 species or groups of species have been identified in landings by Martinique's vessels. Of those identified species, eight have been assessed, of which five by ICCAT (yellowfin tuna, blue marlin, swordfish, skipjack tuna and sailfish) and three by Ifremer (Caribbean spiny lobster, spotted spiny lobster and snapper). The latter species, which are assessed as being in good health, only account for 9% of total landings, whereas the large pelagic species assessed by ICCAT account for 32%. In 2021, species estimated to be in good health accounted for 30% of French landings in Martinique. The majority of landings – almost two-thirds of total landings (62%) – are of species not covered by an assessment.

In Guadeloupe, 50 species or groups of species have been identified in landings by Guadeloupe's vessels. Of those identified species, only three have been assessed, namely by ICCAT (yellowfin tuna, blue marlin and skipjack tuna). In 2021, species estimated to be in good health (large pelagic species assessed by ICCAT) accounted for 20% of French landings in Guadeloupe. More than three-quarters of total landings (79%) were of species not covered by an assessment.

Ifremer previously carried out two studies assessing demersal resources on the Martinique and Guadeloupe continental shelf. The available data, which was limited to catch and fishing effort, categorises the stocks as data-limited stocks (DLS). The results for Martinique were published in 2019[24] and for Guadeloupe in 2021[25]. Biomass and fishing pressure indices, which were updated in 2021-2022 at internal workshops of the MULTIFISH network, were provided for 13 groups in Guadeloupe and 12 groups in Martinique. However, the exploratory stock assessments which resulted from this are not currently considered to be robust enough and should be further enhanced using the results of the ACCOBIOM project.

This project conducted in the Caribbean[26]involved testing the feasibility of buying fish in order to collect the biological parameters of the primary species caught, these parameters having not been sufficiently available to date (precise identification of specific compositions, length of individuals, individual weights, sex, sexual maturity, age according to sclerochronology). The parameters collected will enable the assessment models currently under development to be calibrated. Routine collection of these biological parameters will be introduced from 2024 as part of the DCF national work programme, with a gradual increase in sampling.

An assessment of recreational fishing in the Caribbean has also been carried out (RECREAFISH project). In 2020, Ifremer initiated a preliminary study in order to determine the characteristics of recreational fishing in the Caribbean (Guadeloupe, Martinique, Saint Barthélémy, Saint Martin). The final results were released in late 2022[27]. The total number of fishermen was estimated and the profile of those engaging in this type of fishing was characterised in each territory. Consistent assessments in terms of catch volumes and sizes (retained/discarded) by group of species and in terms of fishing effort have been produced for Guadeloupe and Martinique.

The fleet in Saint Martin comprises only eight active vessels. The data is too fragmented and currently does not allow estimates to be produced regarding professional fishing activity.

2) French Guiana

37 species or groups of species have been identified in landings by French vessels in French Guiana. Five of those species have been assessed. Two additional stocks were added to the stocks covered by the 2022 capacity report following recent studies and assessments by Ifremer (MULTIFISH workshops), namely crucifix sea catfish (good health) and green weakfish (good health). In 2021, species estimated to be in good health accounted for 40% of French landings in French Guiana. A quarter of total landings (24%) were of species not covered by an assessment. **The share of the stocks assessed and the fact that they are in good health is not currently reflected in the SHI indicator calculation for these segments as the way the indicator is defined at present**

[24] https://archimer.ifremer.fr/doc/00595/70677/
[25] https://archimer.ifremer.fr/doc/00689/80098/83161.pdf
[26] https://archimer.ifremer.fr/doc/00821/93271/
[27] https://archimer.ifremer.fr/doc/00804/91574

does not allow for the inclusion of these stocks which have undergone expert assessments. It is therefore vital that the guidelines are revised so that these recent assessments, which are the result of scientific efforts and data collection over recent years, can be properly taken into account.

Regarding acoupa weakfish, the outcome of the current assessment depends on the level of illegal, unreported and unregulated (IUU) fishing by foreign vessels in French Guiana (as this is yet to be quantified, the assessment took into account various IUU fishing scenarios, i.e. when the level of IUU fishing entered into the model was high, the assessment was negative, when the level was lower, the stock was assessed to be in good health). In December 2022, an agreement was signed by the Directorate-General for Maritime Affairs, Fisheries and Aquaculture (DGAMPA), Ifremer, the Guiana regional fisheries committee and WWF regarding the assessment of IUU fishing of coastal stocks. This work will help to reduce uncertainty regarding the status of the acoupa weakfish stock.

Regarding *penaeus subtilis* (southern brown shrimp), in order to determine a TAC for this species in 2022, the French authorities requested from Ifremer a scientific opinion on the stock status and recommendations for establishing the TAC. In its scientific opinion, Ifremer explains the difficulties in managing exploitation of southern brown shrimp. For reasons such as the considerable decline in fishing activity, particularly in zones far from the landing port, uncertainty over its status as a single stock and the impact of environmental changes on recruitment, traditional assessment methods cannot be applied. To remedy these shortcomings, information not associated with fishing activity is needed. This is why the 'Stock Crevettes' programme was started in 2019. However, the initial sampling exercises planned in 2020 and 2021 (two exercises per year for 2 years) had to be postponed due to the COVID-19 pandemic and a technical problem with the vessel charted for the sampling exercises. The first exercise was carried out in January 2023. An application for financing under the EMFAF 'partnerships between scientists and fishermen' is currently being compiled so that the four required sampling exercises can be carried out (in late 2023, 2024 and early 2025). In 2020 and 2021, as part of that same programme, Ifremer also worked on standardising catch per unit effort (CPUE), which will ultimately be integrated into the modelling.

A stock assessment for southern red snapper was carried out in 2019, 2020, 2021 and 2022[28]. The assessment will be carried out again in 2023 and in the years to come. The recent recommendations in report EASME/EMFF/2018/011[29] will also be taken into account to encourage a project to be set up on the selectivity of hooks and to develop an action plan on improving the stock assessment. However, assessment of the stock is dependent on international cooperation with Venezuela and within the Western Central Atlantic Fishery Commission (WECAFC).

The ACCOBIOM project was implemented in French Guiana. However, the partly informal structure of the fisheries sector, reluctance among fishermen for contracts to be introduced and the lack of success in finding intermediaries to purchase the fish limited the sampling period to a few months. A partnership which makes fish easier to access still has to be rolled out. This should also allow the gradual introduction of routine collection of biological data on other species in French Guiana as of 2024 as part of the DCF.

3) Mayotte

44 species or groups of species have been identified in landings in Mayotte. Eight of those species have been assessed by the Indian Ocean Tuna Commission (IOTC). No assessments are yet available on coastal/reef species.
In 2021, species estimated to be in good health accounted for 11% of landings in Mayotte. A very high share of landings (74%) – which is almost certainly underestimated – are of species not covered by an assessment.

[28] 2019: https://archimer.ifremer.fr/doc/00594/70658/ ;
2020: https://archimer.ifremer.fr/doc/00678/78969/81372.pdf ;
2021: https://archimer.ifremer.fr/doc/00739/85101/90063.pdf
2022: https://archimer.ifremer.fr/doc/00815/92677/
[29] https://cinea.ec.europa.eu/publications/overview-state-data-collection-and-scientific-advice-eu-ors-case-study-roadmap-towards-regular-stock_en#files

Mayotte has only been subject to European data collection requirements since becoming an overseas department in 2014. Time series data on landings and biological data are therefore automatically more limited.

In Mayotte, biological data is difficult to collect due to the number of landing points (94 landing points identified to date) and the structure of the fleet which comprises very small vessels, limiting the effectiveness of the sampling carried out by observers throughout the year. New landing points were established in 2021 where fish markets are due to be set up in the coming years (two have already been built but are not yet operational). This should make landing data easier to collect in future. Due to tightened checks on IUU fishing, the acceptability of sampling by onshore observers has also been restricted. Moreover, landing observations and investigations were restricted in 2020 and 2021 by COVID-19. It should be possible to deploy additional human resources as of 2023 to widen coverage of the biological sampling.

The ACCOBIOM project has been underway in Mayotte since 2023 and should result in the creation of additional biological parameters for Mayotte's stocks and the introduction of routine data collection for its main species as of 2024 as part of the DCF. The DEMERSTOCK project was started in 2022, run by the French Biodiversity Agency-Mayotte Marine Natural Park (OFB-PNMM) and financed by France Relance. This project should also enable biological parameters to be obtained for six demersal species and initial indicators to be calculated on the status of their populations. As with the IPERDMX project in La Réunion, video data (STAVIRO) is also used in Mayotte to supplement understanding of commercial species' populations.

4) La Réunion

71 species or groups of species have been identified in landings in La Réunion. 23 of those species have been assessed. Assessments were carried out by the IOTC of 10 large pelagic species (tuna, billfish) and by Ifremer of a dozen reef species. The 10 large pelagic species account for 89% of total landings by weight and 14% by number of species or groups of species. In 2021, species estimated to be in good health accounted for half (50%) of landings by vessels in La Réunion. A small share of landings (9%) were of species not covered by an assessment.

Fisheries in La Réunion have been subject to scientific monitoring since 2008, with the exception of longline fisheries which have been monitored since the 1980s. In 2015, Ifremer carried out an assessment of demersal fish (ANCRE-DMX2) in La Réunion, financed by the EMFF. The IPERDMX project[30], also financed by the EMFF, followed up this assessment of the status of demersal reef and deep-sea fish over the period 2019-2021 by integrating video data (STAVIRO). That project made it possible for the stocks listed above to be assessed and subsequently incorporated into the capacity report.

Regarding the assessment of tuna and large pelagic stocks, beyond regulatory collection and assessments by the IOTC, the FLOPPED[31] (2019-2021) and TALE (2020-2023) projects focus on breeding grounds for billfish (swordfish, marlin) and albacore in the Indian Ocean and on the use of genetic methods to estimate biological parameters and population sizes and structure. Furthermore, the POPSIZE project [32] is aimed at improving understanding of the connections between populations and the distribution of albacore and blue shark stocks.

The ACCOBIOM project was also carried out in La Réunion, allowing additional biological parameters to be obtained for La Réunion's stocks. This data collection will be gradually stepped up as of 2024 as part of the DCF.

Traditional fishing on foot is subject to regular monitoring under the PECHTRAD project[33]. An overview of the period 1999-2018 made it possible to monitor trends in reef species abundance in La Réunion's marine nature reserve.

5) Modelling and stock assessment approaches – all regions

[30] https://archimer.ifremer.fr/doc/00681/79335/
[31] https://ocean-indien.ifremer.fr/Projets/Grands-pelagiques/FLOPPED-2019-2021
[32] https://archimer.ifremer.fr/doc/00645/75701/76606.pdf
[33] https://archimer.ifremer.fr/doc/00466/57749/

Finally, since 2020, Ifremer has been working on improving modelling approaches for stocks in the outermost regions through the creation of the MULTIFISH internal network. The aim of the network is to test modelling approaches drawing on the DLS approaches developed by the International Council for the Exploration of the Sea (ICES) and the National Oceanic and Atmospheric Administration (NOAA). This project concerns stocks which have not yet been assessed but which are of economic importance at local or regional level, some of which are already being monitored as part of the DCF. In 2023, this network will become a permanent working group producing regular stock assessments for the overseas territories.

Economic and social data

1) Guadeloupe

All socio-economic indicators required by the DCF are available for the 2011-2021 time series for Guadeloupe, notably through a 3-year socio-economic study. Studies on fuel consumption are also carried out each year in Guadeloupe, enabling fishing effort estimates and, therefore, economic indicators, to be consolidated. In 2020 and 2021, difficulties in producing the socio-economic studies and making biological observations were experienced due to COVID-19 (lockdowns and several protests).

2) Martinique

All socio-economic indicators required by the DCF are available for the 2011-2021 time series for Martinique. These indicators are based on the cost structure in Guadeloupe and must therefore be interpreted with caution.

In 2022, France launched the first ever dedicated socio-economic study in Martinique, following the model used for French Guiana and Guadeloupe. These studies should make it possible to produce the socio-economic indicators required by the DCF in a reliable manner. The introduction of routine data collection on fuel consumption in Martinique as of 2022, following the example of Guadeloupe, should enable fishing effort estimates and economic indicators to be consolidated.

3) Saint Martin

The Saint Martin fishing fleet comprises eight active vessels, i.e. 0.7% of the French Caribbean fleet. The possibility of a 3-yearly telephone survey may be explored in the near future as a way of producing economic indicators for this very small fleet which theoretically has a very limited impact on stocks. The Saint Martin fleet is currently integrated into Guadeloupe's fleet segments in accordance with the guidelines.

4) French Guiana

All socio-economic indicators required by the DCF are now available for French Guiana, notably through a 3-year socio-economic study.

5) Mayotte

All socio-economic indicators required by the DCF are available for the 2015-2021 time series for Mayotte. These indicators are based on estimates so must therefore be interpreted with caution.
It should ultimately be possible for a 3-year socio-economic study to be carried out in Mayotte. However, the current fleet structure (many very small vessels without records and a high share of own-consumption fishing) means that any such study would be of limited use and the data collected largely unrepresentative.

6) La Réunion

All socio-economic indicators required by the DCF are available for the 2019-2021 time series for La Réunion.

Work is ongoing to collect economic data from industry bodies for <12m vessels. In 2020, a study of the organisation and structure of the market for fishery and aquaculture products in La Réunion was carried out (final

version of phase 1 of the inventory dated 16 September 2020[34]). The study gave a positive assessment of the profitability of small-scale and coastal longline segments (vessels < 12 metres). An analysis is underway looking into the feasibility of initiating a 3-year socio-economic study following the model used for the other outermost regions, with a view to establishing this study in 2023 or 2024. Economic data is collected and integrated into the VISIOMER tool[35].

Management plans introduced in recent years

The imbalance identified in segments in the outermost regions is primarily due to a lack of data, as a result of which some segments cannot be considered balanced. Consequently, as scientific understanding of coastal fisheries is too limited, no management plan has been put in place for the outermost regions.

Offshore fisheries are subject to rules laid down by dedicated Regional Fisheries Management Organisations (RFMOs) according to the geographical area.

Compliance with the fleet entry-exit plan

The capacity ceilings in force for France and its outermost regions were observed throughout the period 2011-2021 (see point 4.1).

Fleet management system improvement plans

France monitors and assesses a wide range of stocks, which makes it possible to accurately analyse French fleet segments.

In the case of imbalanced fleet segments, France prohibits new fleet entries and capacity increases. Moreover, it implements active management measures to reduce fishing effort, e.g. support for exiting the fleet.

[34] https://www.dm.sud-ocean-indien.developpement-durable.gouv.fr/etude-sur-l-organisation-et-la-structuration-du-a1000.html
[35] https://www.dm.sud-ocean-indien.developpement-durable.gouv.fr/visiomer-27-premiers-acheteurs-ont-declare-des-a1081.html

4 Fishing effort adjustment plan

4.1 Fishing effort reduction plan

i. Available tools

There are various types of management measures in place to reduce fishing effort in fisheries where this is necessary.
These include:
- effort limitation: quotas (kW*days or days at sea),
- catch limits: by tonnage or maximum volume, percentage or quota,
- access restrictions: introduction of authorisation schemes,
- technical restrictions: by means of mesh size, selective devices,
- spatial and time-based limits,
- support for permanent or temporary cessation of activity.

Also included are regional access schemes implemented by professionals in their regions to limit the fishing effort of certain fleets, such as measures governing netters in the 'North Atlantic – Western Channel', 'Eastern Channel – North Sea' and 'Southern [French] – Atlantic' regions.

ii. Implementation of fleet exit support plans and recent temporary cessations of activity

Year	Type of fleet exit plan
2007	Anchovy, 'thonaille', cod, sole, deep-sea species, Mediterranean hake, eel and anglerfish fisheries.
2008	Anchovy, cod, sole, deep-sea species, Mediterranean hake, eel and anglerfish fisheries.
2009	Anchovy, cod, sole, deep-sea species, Mediterranean hake, eel, anglerfish, bluefin tuna and tuna fisheries in Senegalese waters.
2010	Eel and porbeagle fisheries.
2011	Mediterranean (trawl), bluefin tuna, cod and eel fisheries.
2012	Mediterranean (trawl), porbeagle, cod and Mediterranean eel fisheries.
2013	Mediterranean trawl and European eel fisheries in the Mediterranean.
2016	Mediterranean trawl fishery and 'gangui' fishery on Posidonia beds in the Mediterranean in zone GSA734.
2017	Fishery comprising sole netters of between 0 and 18 metres in the Eastern Channel.
	Mediterranean lobster trawl fishery in zone GSA8.
	Fishery comprising vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra-region.
	Fishery comprising netters of between 10 and 12 metres in the Eastern Channel and North Sea.
2022	Trawl fishery in the Mediterranean in zone GFCM 37.GSA7.
	BREXIT individual support plan.

Recent developments:

In the Mediterranean, the **European management plan for the Western Mediterranean (West Med)** came into force in 2019. The aim of this ambitious plan is to improve demersal stocks in GSAs 1 to 11, in particular hake stocks. It has already resulted in a considerable reduction in available fishing effort in the corresponding zones (reduction in fishing effort of 30.5% since 2020) and allowed spatial and time-based closures for protecting juvenile hake. To support this initiative, temporary cessation of fishing activity was introduced in 2021 and 2022, and a fleet exit plan for certain vessels was rolled out in 2022 (reduction in the size of the trawler fleet of approximately 25%, i.e. around 15 vessels).

In the context of the **COVID-19 pandemic**, a comprehensive programme of temporary cessations of fishing activity was offered to vessel owners in France following an amendment to the EMFF Regulation. Exceptionally, the measure could be used to compensate vessel owners forced to temporarily cease fishing activity due to the impact

on their work of the COVID-19 pandemic. It was offered twice over the course of 2020 (in spring and during the last quarter of the year) and appears to have had a significant impact on fishing effort in 2020.

In 2021, due to the impact of **Brexit** on the fishing industry, a plan for temporary cessations of fishing activity was introduced for French vessels hardest hit by the new situation. An individual support plan for vessels which are no longer economically viable is currently in place and concerns almost 90 vessels.

In 2022 and 2023, due to the deterioration of **sole stocks in the Bay of Biscay** and the impact of this on the sector, a system of temporary cessations of fishing activity and additional support measures were introduced to reduce the impact on the stock and limit fishing effort during the winter.

In addition, under the new 'EMFAF Regulation', which replaces Regulation (EU) No 508/2014, fleet exit plans have been reintroduced in EU law and will be applicable as soon as the new EMFAF Regulation enters into force. In line with the wishes of the industry (the measure being voluntary as with temporary cessation of activity) and the results of management measures in relation to imbalanced segments, these support measures may be rolled out.

iii. Adjustment of fishing effort during the period 2011-2021

Mediterranean:

Special attention was paid to trawlers. During the mid-2010s, with a view to the future Mediterranean management plan, the maximum authorised fishing effort for Mediterranean trawlers was reduced by 10% in zone GSA7 due to the condition of the fleets' target hake stock. Under the national management plan for Mediterranean trawlers, fishing effort in 2018 was limited to 18 148 days for Mediterranean trawlers in GSA 7. This limit was maintained in 2019.

An annual 5-day closure to Mediterranean trawlers was introduced for biological recovery.

Measures under the West Med plan, adopted in 2019, began in 2020. In 2020, 2021, 2022 and 2023, four successive reductions in fishing effort were introduced under European regulations establishing fishing opportunities for the year n+1. Since 2020, fishing effort of trawlers has fallen by just over 30%.

In 2021, temporary cessations of activity for Mediterranean trawlers in GSA7 were reactivated in order to offset the reduction in fishing effort quota for this fleet following the entry into force of the West Med plan. However, temporary cessations will not be reactivated for 2023 due to the introduction of the fleet exit plan.

Under the national management plan for small-scale metiers in the Mediterranean and in view of the situation in terms of the stocks fished, limits on fishing effort were introduced in 2016 for vessels using beach seines, purse seines and dredges in the Mediterranean. Those limits are based on activity levels during the period 2014-2015, serving as a ceiling which may not be exceeded. Other than this ceiling, fishing effort was also reduced for beach seines and purse seines in 2016 under the Mediterranean management plan. In 2022, the effort ceiling for beach seines was also reduced.

Atlantic:

The fishing effort of active vessels is managed in accordance with the following schemes: 'cod in the Eastern Channel, North Sea, West Scotland and Irish Sea', 'deep-sea species', 'Western waters', 'Southern hake – lobster' and 'Western Channel sole'.

The fishing effort scheme for the cod fishery was abolished in 2017. In 2018, the capacity system for this fishery was also abolished.

A quota scheme for vessels with authorisation to access the Eastern Channel sole fishery has been in place since 2015 due to the condition of the stock.

In 2017, a moratorium was applied to all metiers targeting sea bass in ICES division IVb to c, VIIa and VIId to k, excluding bottom trawls, Danish seines, hook gears (partial closure only in February and March) and static nets.

TABLE 10 - ACTIVE FLEET LEVELS AND CEILINGS FOR THE PERIOD 2011-2021 (31/12/2021)

REGIONS	YEAR	Tonnage (GT or UMS)	Power (kW)
France including outermost regions (excluding Mayotte)	***CEILING***	***214 282***	***1 166 328***
MAINLAND	***CEILING***	***178 124***	***769 423***
	31/12/2021	152 919	690 377
	31/12/2020	151 293	684 194
	31/12/2019	148 464	674 897
	31/12/2018	150 151	679 103
	31/12/2017	147 301	677 373
	31/12/2016	145 804	673 919
	31/12/2015	144 019	673 087
	31/12/2014	144 654	676 014
	31/12/2013	147 761.53	685 925
	31/12/2012	151 926.35	693 989
	31/12/2011	153 795.82	700 277
LA RÉUNION	***CEILING***	***10 002***	***31 465***
More than 12 metres **4FD**	31/12/2021	3 948	14 922
	31/12/2020	3 931	14 957
	31/12/2019	3 921	15 501
	31/12/2018	6 595	19 439
	31/12/2017	6 703	19 653
	31/12/2016	6 694	19 397
	31/12/2015	6 715	19 014
	31/12/2014	6 710	19 014
	31/12/2013	6 713.88	18 502
	31/12/2012	7 048.02	19 509
	31/12/2011	7 568.35	20 579
LA RÉUNION	***CEILING***	***1 050***	***19 320***
Less than 12 metres **4FC**	31/12/2021	324	10 664
	31/12/2020	352	11 400
	31/12/2019	342	15 501
	31/12/2018	347	11 181

	31/12/2017	355	11 397
	31/12/2016	347	11 107
	31/12/2015	342	10 887
	31/12/2014	357	11 254
	31/12/2013	358.06	11 293
	31/12/2012	363.1	11 453
	31/12/2011	397	12 561
GUADELOUPE	***CEILING***	***6 188***	***162 590***
Less than 12 metres **4FL**	31/12/2021	1 993	110 624
	31/12/2020	1 979	107 644
	31/12/2019	2 044	111 985
	31/12/2018	2 302	126 200
	31/12/2017	2 285	126 307
	31/12/2016	3 014	160 762
	31/12/2015	3 023	160 434
	31/12/2014	3 001	158 017
	31/12/2013	2 974.84	156 500
	31/12/2012	2 967.70	156 280
	31/12/2011	2 887.13	151 112
GUADELOUPE	***CEILING***	***500***	***1 750***
More than 12 metres **4FM**	31/12/2021	0	0
	31/12/2020	0	0
	31/12/2019	0	0
	31/12/2018	0	0
	31/12/2017	0	0
	31/12/2016	0	0
	31/12/2015	0	0
	31/12/2014	0	0
	31/12/2013	0	0
	31/12/2012	0	0
	31/12/2011	0	0
MARTINIQUE	***CEILING***	***5 409***	***142 116***
	31/12/2021	1 541	82 767
	31/12/2020	1 477	80 445

Less than 12 metres **4FJ**	31/12/2019	1 467	79 417
	31/12/2018	1 633	89 25
	31/12/2017	1 732	92 057
	31/12/2016	1 807	96 938
	31/12/2015	1 748	94 476
	31/12/2014	2 090	110 724
	31/12/2013	2 038.09	108 109
	31/12/2012	1 907.14	99 099
	31/12/2011	1 884.08	96 649
MARTINIQUE	***CEILING***	***1 046***	***3 294***
More than 12 metres **4FK**	31/12/2021	154	1 051
	31/12/2020	271	1 424
	31/12/2019	154	1 051
	31/12/2018	317	1 718
	31/12/2017	274	1 403
	31/12/2016	274	1 403
	31/12/2015	233	1 035
	31/12/2014	233	1 035
	31/12/2013	372	1 549
	31/12/2012	415	1 864
	31/12/2011	501	2 495
FRENCH GUIANA	***CEILING***	***903***	***11 644***
Less than 12 metres **4FF**	31/12/2021	722	10 266
	31/12/2020	712	9 938
	31/12/2019	712	9 991
	31/12/2018	676	9 541
	31/12/2017	685	9 584
	31/12/2016	642	9 114
	31/12/2015	580	7 071
	31/12/2014	700	8 313
	31/12/2013	656	7 808
	31/12/2012	638	7 608
	31/12/2011	577	6 968
FRENCH GUIANA	***CEILING***	***7 560***	***19 726***

Shrimp vessels, more than 12 metres **4FG**	31/12/2021	1 689	4 470
	31/12/2020	1 689	4 470
	31/12/2019	1 689	4 470
	31/12/2018	2 169	6 050
	31/12/2017	2 104	6 090
	31/12/2016	2 104	6 090
	31/12/2015	2 393	7 035
	31/12/2014	2 896	8 345
	31/12/2013	3 088	8 971
	31/12/2012	2 877	8 345
	31/12/2011	3 031	9 177
FRENCH GUIANA	***CEILING***	***3 500***	***5 000***
Pelagic vessels, more than 12 metres **4FH**	31/12/2021	0	0
	31/12/2020	0	0
	31/12/2019	0	0
	31/12/2018	0	0
	31/12/2017	0	0
	31/12/2016	0	0
	31/12/2015	0	0
	31/12/2014	166	723
	31/12/2013	166	723
	31/12/2012	166	723
	31/12/2011	166	723
MAYOTTE	***CEILING***	***13 916***	***24 000***
Tuna seiners **4FN**	31/12/2021	12 634	19 400
	31/12/2020	12 641	19 562
	31/12/2019	12 641	19 562
	31/12/2018	12 634	19 400
	31/12/2017	12 634	19 400
	31/12/2016	12 634	19 400
	31/12/2015	2 393	7 035
	31/12/2014	Non-outermost region	Non-outermost region
	31/12/2013	Non-outermost region	Non-outermost region
	31/12/2012	Non-outermost region	Non-outermost region

	31/12/2011	Non-outermost region	Non-outermost region
MAYOTTE	***CEILING***	***Definition in progress***	***Definition in progress***
Tuna longliners **More than 24 metres** **4FP**	31/12/2021	275	5 434
	31/12/2020	279	5 467
	31/12/2019	287	5 738
	31/12/2018	287	5 779
	31/12/2016	298	6 228
	31/12/2015	305	6 404
	31/12/2014	Non-outermost region	Non-outermost region
	31/12/2013	Non-outermost region	Non-outermost region
	31/12/2012	Non-outermost region	Non-outermost region
	31/12/2011	Non-outermost region	Non-outermost region
MAYOTTE	***CEILING***	***Definition in progress***	***Definition in progress***
Demersal and pelagic species **Less than 10 metres** **4FO**	31/12/2021	Inventory in progress	Inventory in progress
	31/12/2020	Inventory in progress	Inventory in progress
	31/12/2019	Inventory in progress	Inventory in progress
	31/12/2017	Inventory in progress	Inventory in progress
	31/12/2016	Inventory in progress	Inventory in progress
	31/12/2015	Inventory in progress	Inventory in progress
	31/12/2014	Non-outermost region	Non-outermost region
	31/12/2013	Non-outermost region	Non-outermost region
	31/12/2012	Non-outermost region	Non-outermost region
	31/12/2011	Non-outermost region	Non-outermost region

4.2 Impact on capacity reduction

Fishing effort adjustment measures are limiting the French fishing fleet's maximum effort. Fishing effort is on a slight upward trend but is causing vessel activity to shift. The fleet is nevertheless continuing to downsize in order to adjust to the available fishing effort and catch quotas.

The impact of support for permanent cessation of activity has been all the more effective where beneficiaries have been highly dependent on fisheries subject to fishing effort reduction measures. Fishing effort has therefore reduced significantly in anchovy and bluefin tuna fisheries.

This will be confirmed in future reports, with fleet exit plans having resumed in mainland France.

5 Compliance with the fleet entry/exit scheme (power and tonnage)

Pursuant to Article 22(7) of Regulation (EU) No 1380/2013 on the Common Fisheries Policy, the fishing capacity of the French fishing fleet is limited in power (kW) and tonnage (UMS) to the levels set out in Annex II to the above-

mentioned Regulation. Recognised capacity is understood to mean the fishing capacity of vessels holding a fishing licence within the meaning of Article 4(9) of Regulation (EC) No 1224/2009 establishing a Community control system for ensuring compliance with the rules of the common fisheries policy.

Between 2011 and 2021, as at 31 December each year, the fleet in possession of a fishing licence was below the capacity ceilings allocated to France.

Between 1 January 2011 and 31 December 2021, the French fishing fleet able to undertake fishing activity (declared active on the fishing vessel register) remained stable.

More vessels exited than entered the mainland segment during the period 2011-2015. However, since 2016 this trend has been reversing, with tonnage and power increasing slightly due to new construction projects and fleet entries related to safety and improving on-board quality of life. This was confirmed in 2021 with a slight increase in the capacity of the mainland fleet. However, the impact of this will need to be adjusted in future years against the fleet exit plans implemented in 2022 and 2023 which will bring about in a reduction in the national capacity ceiling.

6 Management of the French fleet

6.1 Strengths and weaknesses of the national fleet management system

- The 2015 and 2016 reports consolidated the revision of the geographical stratification of fleet segments with a view to honing the assessments. The stratification referred to under points 2.1 and 3.1 was applied to the report, albeit with sub-segments for the coastal fleets from La Réunion and Mayotte which had previously been grouped together in the same region – in line with the 2017 and 2018 reports. As the active fleets and stocks fished did not overlap with each other, a separate assessment was deemed appropriate.

A number of difficulties are still being experienced.

- **The time lag which can exist between the evaluation of N-2 data and the current fishery status** makes it difficult to understand the management measures.

- **A lack of European data on international catches.** Without this data it is difficult to estimate the impact of national fleets on each stock.

- **In 2021, of the 187 active segments, 101 segments had fewer than 10 vessels, i.e. 55% of the French fleet, including many segments in the outermost regions. This proved problematic from a statistics point of view, with an impact on the usefulness of producing an economic assessment.** This major limitation with regard to the economic criteria has already been explained as part of the analysis of segments to be monitored, specifically regarding their economic viability. Extreme caution should be exercised when using this criterion.

- The estimate of the replacement value and capital depreciation costs prevents capital data from being taken into account when calculating the RoFTA and CR/BER economic indicators. Capital data could be included for most segments in this report. However, discussions on strengthening how this variable is calculated are ongoing.
    - Assigning each vessel to a primary region could result in vessels with highly divergent fishing strategies being grouped together within a single segment, e.g. vessel A spending 99% of its time in region 1 and vessel B visiting 3 fishing regions within the same year and only spending 34% of its time in region 1.
    - The creation of ad hoc sub-segments distinguishing vessels according to landing composition is still being examined. However, for the past 3 years, the decision has been taken to use adapted segments in order to address:
        - active vessels fishing eel in the Atlantic supra-region,
        - active vessels fishing eel in the Mediterranean,

- active vessels carrying out ‘gangui’ fishing in the Mediterranean.

- It should be a prerequisite that Member States are provided with the data needed to produce this report, particularly in terms of:
  - the dissemination of scientific opinions on all stocks fished. Each Member State gathers the most recent opinions from recognised scientific bodies, some of which are national bodies, without sharing this information. The uniformity of these opinions is impossible to verify,
  - the dissemination of data on total quantities fished in respect of stocks requiring assessment. Each Member State obtains from recognised bodies the total quantities fished, without sharing this data. However, some of these quantities are unavailable or unstable. It is therefore impossible to be certain as to the completeness of the quantities obtained,
  - access to the number of vessels and fleet segments from all Member States targeting a specific stock. Without this, certain indicators, such as NOS 1, can be obtained only for a Member State’s own segments, which are not always representative in terms of total landings.

6.2 Action plans for improving the national fleet management system

France is pleased with the stock coverage in this report, which has continued to progress with each year, in particular in the overseas territories, and intends to keep up its efforts to improve it. The national action plan will therefore endeavour to make available data under the responsibility of Member States, although the need for stronger European coordination, including as part of RFMOs, should be kept in mind.

The plan is a move towards comprehensive monitoring of the French fishing fleet so as to ensure timely management aimed at achieving a sustainable balance between fishing capacity and fishing opportunities. In view of this, the plan comprises two sections:

- a qualitative section, for improvements to data gathered to draw up the capacity report,
- a section focusing on reducing the capacity of imbalanced segments and optimising segment management.

i. Improved quality and availability of data needed for preparation of the capacity report

During the period 2011-2013, 34% of landings were of monitored stocks. During the period 2011-2014, this increased to 68%. Progress has been constant, leading to a coverage rate in 2017 of 74% of the volume landed on national territory (including overseas regions), or 72% in terms of the landing value. Following a slight decline in 2018, the share of monitored stocks within landings was estimated at 84% of the landing volume and value.

TABLE 11 - COVERAGE RATE OF REFERENCE STOCKS IN VOLUME AND VALUE TERMS

Year	No of REF* stocks	Tonnes (REF stocks)	Tonnes - total FRA	Value in EUR ‘000 (REF stocks)	Total value in EUR ‘000 landings FRA	% coverage (tonnage)	% coverage (value)
2011	110	339 918	492 363	819 409	1 201 936	69%	68%
2012	111	349 656	504 569	832 912	1 75 288	69%	71%
2013	110	373 844	528 582	874 534	1 200 267	71%	73%
2014	109	401 793	545 423	892 489	1 236 872	62%	65%

2015	110	398 565	535 934	920 330	1 260 784	74%	73%
2016	108	421 605	552 491	972 561	1 319 744	76%	74%
2017	108	415 962	552 690	997 158	1 368 546	75%	73%
2018	105	409 501	565 245	957 690	1 398 045	72%	69%
2019	112	410 161	1 023 780	518 548	1 294 003	79%	79%
2020	124	343 981	NA**	864 110	1 129 638	NA	76%
2021	129	372 902	521 040 **	917 742	1 272 746**	71%	72%

* For which French landings were not zero.
** Provisional figures

ii Supporting capacity reduction in imbalanced segments

After identifying the segments with an imbalance in point 2 of this report, France estimated the reductions to be made to each imbalanced segment, taking into account the latest available scientific opinions and the share of French landings of stocks in poor condition accounted for by each of those segments, responsible for the imbalance.

Overcapacity was estimated in order to reduce, as a priority, landings of stocks in poor condition causing segments to become imbalanced. An average landing reduction target for those stocks was set per segment. Once the landing reduction target had been set for a segment, it was used to establish a target for reductions in the number of vessels, tonnage and power by segment. The target is indicative. It was evaluated by considering that the catch taken by all vessels is identical. It can therefore be adjusted based on the vessels which reduce their fishing effort. This target may also be revised in the light of future scientific advice or first cessation of activity. Management measures have been identified for each reduction target to ensure that the imbalances found are corrected as soon as possible.

The reduction targets will primarily be achieved through the following actions:

- temporary cessation of activity without support and temporary cessation with support in accordance with the procedures set out in the OP EMFF,
- greater selectivity of fishing gear, where appropriate by funding studies,
- restrictions on fleet renewal and fleet entries in imbalanced segments,
- redeployment of fishing activity towards species in good biological health,
- discussions on stepping up management measures under the multi-annual plans in force for vessels flying the flag of France.

France intends to introduce two fleet exit plans in 2022-2023, one for the Atlantic seaboard and one for the Mediterranean seaboard.

iii General information on compliance with fleet management measures

Regulation (EC) No 1224/2009 of 20 November 2009 establishing a community control system and its Implementing Regulation (EU) No 404/2011 of 8 April 2011 came into force on 1 January 2012.

These two Regulations govern, in particular, the monitoring of engine power, which is divided into two stages, namely engine certification, followed by engine verification (document checks and, where appropriate, physical checks). In accordance with this legislation, the French authorities use engine certifications, as described in detail in the 2013 report.

In 2012, France entered the verification stage, submitting the necessary sampling plans to the European Commission for approval. These plans, which were approved by the Commission, have been in place since 2013.

7 Changes to administrative procedures concerning the national fleet management system

The Directorate-General for Maritime Affairs, Fisheries and Aquaculture (DGAMPA) is responsible for the management of the French fishing fleet in respect of national strategic fisheries. It works with decentralised departments (Interregional Directorates for the Sea), producer organisations, maritime fisheries committees and marine breeders to implement management measures and ensure compliance.

Since 2011, producer organisations and committees have had delegated responsibility for issuing authorisations under certain schemes. This delegation came about in response to operators' calling for more flexibility in balancing the necessary capacity with their production opportunities and optimum marketing conditions.

France is continuing to simplify its administrative procedures for managing access rights by extending electronic authorisations. Fishing authorisations such as licences are no longer issued in paper form; the entire process is now electronic. This development is in line with European legislation on fisheries control and enables more fluid management and more flexibility to react to vessel activity programmes.

Lastly, we would reiterate that in 2013, France initiated a reform of production rights management (catch and effort opportunities) in collaboration with the fishing industry, which it continued in 2015. These reforms responded to the need for administrative procedures to be simplified and for the industry to be more involved in management decisions, in particular as regards balancing fishing capacity with fishing opportunities. Ultimately, the capacity management reform entered into force in mainland France in February 2017 and was implemented in the overseas regions in March 2019.

National management of the fleet will also be improved by enhancements to the national information systems which are currently underway.