

MINISTRY OF AGRICULTURE AND RURAL DEVELOPMENT
NATIONAL AGENCY FOR FISHERIES AND AQUACULTURE

**Report to the European Commission under Article 22 of Regulation (EU)
No 1380/2013 on the balance between the fishing capacity and the fishing
opportunities of the Romanian fishing fleet for 2016**

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Introduction

Article 22 of Council Regulation (EC) No. 1830/2013 provides for the submission of an annual report by the Member States on their effort during the previous year to achieve a sustainable balance between fishing capacity and fishing opportunities. The structure of the present report is based on the required elements specified in “ Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Art 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy amending Council Regulations (EC) No 1954/2003 and (EC) No 1224/2009 and repealing Council Regulations (EC) No 2371/2002 and (EC) No 639/2004 and Council Decision 2004/585/EC (Brussels, 2.9.2014 COM(2014) 545 final) “.

A. Description of the fishing fleets in relation to fisheries: developments during the previous year, including fisheries covered by multiannual management or recovery plans

A.1 Description of fleets

The Romanian fishing fleet is operating in the area of competence of the Regional Fisheries Management Organisations - G.F.C.M., Area 37 - Mediterranean and Black Sea, Sub-area 37.4., Division 37.4.2, GSA 29.

Sea fishing, conducted along the Romanian coastline, is limited to the marine areas up to 60-70 meter isobaths, as a consequence of the characteristics of the vessels and their limited autonomy, exclusively in the EEZ. Romanian fleet operates up to 30–35 marine miles out in the Black Sea. Fishing activities are seasonal because of the strict dependence with climate conditions and implicitly on the presence of living aquatic resources (fish and molluscs) in the area.

Since 2012, the number of fishing vessels has considerably decreased by removing inactive vessels (the reason being: poor technical condition, no annual activities, orientation to other activities (tourism, recreational fishing, commercial fishing in continental waters, etc.). Thereby, although in 2011 there were 488 registered boats / ships, only 200 were active, the share held by length segments was the following: 77.5% boats between 06-12 m, 21% boats between 00-06 M, 1% vessels of 24-40 m and 0.5% vessels of 18-24 m. We can say that in 2011 the important share in fishing activities was held by the boats of 06-12 m that have carried out activities with stationary tools (gillnets, longlines/hooks, FPN), surrounding gears and manual harvesting of the *Rapana Venosa* snail, the capture by this segment was 72% of the total landed catch. The total capture landed in 2012 was 810682 kg.

In 2012, the total number of registered boats/vessels was 261, from which only 183 were active, the share being in favour of 6-12m (79%) boats, with a catch that represents 85% of the catch total. Beginning with 2013, fishing activities have been increasingly concentrated on the manual harvesting, but also with mechanized beam trawl, which has led to the purchase of new types of vessels with the length of 12-18 m, equipped with easy-to-use fishing facilities, with stationary gears (gillnets, longlines, cages, etc.) and trawls (pelagic trawl, beam trawl, etc.) but also with lower fuel consumption. The total number of ships in 2013 was 194 of which only 112 were active. The share of active vessels in length segments was as follows: 81% 06-12m boats, 13% boats 00-06m, 2% 24-40m vessels and 4% 12-18m vessel. Total landed capture in 2013 was 1,617,354 kg. The catch captured by the 6-12m segment was 53% of the total landed capture. From 2013 onwards, the segments of 24-40 m and specially 12-18 m have started to increase slightly both in number and in terms of catches, in 2013 being: 15% in the 24-40m segment and 21% in the 12-18m segment of the total landings.

In 2014, the number of fishing vessels were 158, of which 123 active ships and 35 inactive ships. The share of active vessels in length segments was: 82% 06-12 m boats, 8% 00-06m boats,

2% 24-40m vessels and 8% 12-18m vessels. As we can see in 2014, the share of the segment of 06 - 12 m long boats have been kept constant, but there is an increase in the number of vessels in the 12 - 18m segment, due to the orientation of the economic agents towards the mechanized exploitation of the rapana snail, the 24- 40m has remained constant and the 00-06m has suffered a slight reduction.

The total landed capture in 2014 were 2,199,519 kg. The capture of the 06-12m boats segment was 44% of the total catch, but with the increase in the number of vessels belonging to the 12-18m segment, mainly using the beam trawl, has also led to a significant increase in catches, which were 41% of the total catch. Compared to 2013, we can say that it has recorded a significant increase in the level of catches recorded by the segment of the ship with the length of 12-18 m. The catch on the segment of vessels with the length of 24 - 40 m and was kept approximately constant at the level of 2013.

In the year 2015, there were registered 151 boats and ships of which 127 active and 24 inactive. As we can see, there was an increase in the number of active ships and a decrease in the number of inactive ones and the share of active vessels by length segments was the following: 79% 06-12 m boats, 9% 00-06 m boats, 2% vessels of 24-40 m, 1% vessels of 18-24 m and 9% vessels of 12-18 m. There is a decrease in the number of boats with lengths between 00 - 12 m, respectively an increase in the number of ships with a length of more than 12 m. A progressive increase is still recorded in ships of 12 - 18 m.

The total landed capture in 2015 was 4,842,573 kg. The catch of the 06 -12 m segment was 32% of the total landed catch, while in the 12-18m segment, the catch captured was 41% of the total landings. A significant increase in catches was also recorded in the 24-40m long segment, which represents 21% of the total landings. Excluding the capture by the segment of boats with the length of 00 - 06 m of 1% from the 06 - 12 m segment, we can say that 67% of the catch was made by vessels with lengths greater than 12 m.

In 2016, the number of registered boats and vessels was lower by 4 boats than in 2015. From the 147 boats, 121 were active and 26 were inactive. The tendency was still to reduce the number of ships in the segments 00 - 06 m and 06 - 12 m and to increase the segments of ships with lengths exceeding 12 m. Thus, the share held by the active vessels by length segments was the following: 78% boats of 06-12 m, 8% boats of 00-06 m, 2.5% vessels of 24-40 m, 0.5% vessels of 18-24 m and 11% vessels of 12-18 m. An increase in the number of vessels in the segment of 12 - 18 m and a slight increase in the segment 24 - 40 m.

The total landed capture in 2016 was 6,839,443 kg. With regard to catches made by length segments, the catches of the 12 - 18m segment was most important with 56% of the total landings. A slight increase was also registered in the segment 24 - 40 m, 15%, while the segment that was dominant until 2014 had a share of only 23%. (Table 1, Annexe 1, 2).

Table 1. Structure of the Romanian fleet in 2016 by fleet segments.

Length class (m)	Total vessels	Share of the total vessel (%)	Fishing techniques	Average length	Average age	Total GT	Total Kw	Total fishermen
VL 00-06	10	6.80	PG	5.18	15.7	6.76	189.78	30
VL 06-12	63	42.86	PG	7.58	20	99.81	836.08	129
VL 06-12	31	21.10	PMP	8.1	17.8	85.97	426.35	88
VL 12-18	13	8.84	PMP	14.58	7.8	388.13	2309.30	54
VL 18-24	1	0.68	PMP	20.2	17	70	272.06	5
VL 24-40	3	2.04	PMP	25.83	24.7	359	1332.25	20
VL 00-06	4	2.72	inactive	5.23	18.5	3.66	4.41	-

VL 06-12	21	14.28	inactive	8.09	23.7	41.88	291.59	-
VL 12-18	1	0.68	inactive	14.95	1	53.77	184	-
Total	147	100%				1108.98	5845.82	326

A. 2 Link with fisheries

The current status of fishing in Romania is similar to that of 2015, the fishing activities being carried out only in the waters of the Black Sea under Romania jurisdiction.

There are no fishing activities in other regions or catching other species than in the area of Romania, with other fishing areas, such as the Mediterranean area.

A total of 20 different species were landed in 2016. The most important in terms of quantity and value are listed in the tables below. Trends in landings were stable over time, with small pelagic species dominating the overall structure. Small pelagic species also constituted the most important species in terms of value, representing 1.50% anchovies, 0.72% sprat of total value. The main catch was 95.10% represented by rapa whelk – see Table 2.

Table 2 Distribution of total landings by species in 2016 per share in total landings (kg) by species, fleet segment and principal fishing gear

Species	Fleet segments	% of the catches per main segment	Fishing gear	% of catches by principal fishing gear	Total landings (kg)	Share in total landings (%)
TUR	VL0612	46.41	GNS	99.36	29492	0.43
SPR	VL2440	71.92	OTM	71.92	49275	0.72
DGS	VL0612	77.72	GNS	96.96	2635	0.04
RPW	VL1218	58.21	TBB	100	6504480	95.1
SHC	VL0612	80.86	GNS	77.56	8326	0.12
MUG	VL0612	74.67	GNS	63.04	647	0.01
MBF	VL0612	93.81	FPN	41.83	1695	0.02
MUF	VL0612	95.83	GNS	71.56	1212	0.02
GPA	VL0612	89.3	GNS	41.13	18853	0.28
MUT	VL0612	87.52	FPN	89.78	3405	0.05
ANE	VL0612	96.02	FPN	99.33	102420	1.5
CUI	VL0612	96.74	FPN	93.82	5457	0.08
MSM	VL0612	100	TBB	100	67420	0.99
HMM	VL0612	96.57	FPN	96.24	32397	0.47
Other sp	VL0612	85.43	FPN	69.63	11729	0.17
Total					6839443	100

As it can be observed in Annex 3, in 2016 the majority of the active part of the Romanian fishing fleet used Beam trawl (TBB) 96.10 %, Traps (FPN) 2.49 %, Midwater otter trawls (OTM) 0.53 % and Gill nets (GNS) 0.75, other gears used only for 0.06 %.

In 2016, it is noticed that the largest landed quantity was harvested on the 12-18m fleet segment with 55.52%, 06-12m with 23,48%, 24-40m with 15,47% and 00-06 and 18-24m with 5,53% - see Annex 2.

A. 3 Development in fleets

In 2016, 23 vessels left the fleet (36.21 GT and 757.47 kW) **and changed their activities** (at the request of owners without public aid-RET), **and 19 vessels entered to the fleet (271.97 GT and 792.48 kW) as a change of activity - CHA**, according to the codes of the Regulation on the Community fishing fleet register CE No.26 /2004, Commission Implementing Regulation (EU) No 741/2014 of 8 July 2014 amending Regulation (EC) No 26/2004 on the Community fishing fleet register.

At the end of 2016, there were 147 vessels in the fishing fleet, with the total capacity of 1108.98 GT and 5845.82 kW.

Every entry into the fleet register or increase in tonnage and/or engine power was covered by the removal of at least a value KW and GT according to the maximum ceiling approved by the EU Regulation 1380/2013.

B. Impact of fishing effort reduction schemes on fishing capacity

B.1 Statement of effort reduction schemes

Romania is acting since 2008 to reduce and maintain the fishing capacity according to the principles of the Common Fisheries Policy and to the fleet capacity ceiling which was established in the Annex II of Regulation (EU) 1380/2013.

According to these principles and to management measures of the entry/exit regime used in **2016, Romania fulfilled its commitments related to the ceiling levels namely, the actual total GT is 1108, 98 tonnes and engine power is 5845,82 kW, under the maximum levels of 1,908 GT and 6,356 kW. So, no exceeding levels of the fleet capacity were reported in 2016 – see Table 3.**

B.2 Impact on fishing capacity of effort reduction schemes

In 2016, the Romanian fishing fleet totalized of around 3.75 thousand fishing days at sea and 4.1 thousand days at sea, corresponding to the increase of the landings as in volume and value, an increase from 2015 from 3.68 thousand fishing days and 4 thousand days at sea. The fishing effort of 2016 is presented in Annexe 4. The total quantity of fuel consumed in 2016 was 744 thousand litres, an increase comparing with 2015 year by 4.6%. This amount is recorded according to the fishermen statements and corresponds to the improvement quality of data collection, more accurate than in the previous years and is corresponding to the higher level of landings increase by **approx. 41,6 %**.

The total volume of landings achieved by the Romanian fleet in 2016 was 6.8 thousand tonnes. The total volume of landings increased between 2012 – 2015 from 0,8 thousand tonnes to 4.8 thousand tonnes, as volume, and also in value from 0,9 million € in 2012, up to 3.84 million € in 2016 . The landings value in 2015 was less than the value of 2014 due to the market conditions – see Annex 4. The increase in volume landings is due especially to Rapa whelk (*Rapana venosa*) species. This evolution is the consequence of shifting of fishermen to catch this species after the introduction of TAC system of EC for some species and decreasing the level of TACs in the last years especially for turbot species.

C. Statement of compliance with entry/exit scheme and with level of reference

As mentioned above, complying with the necessity to reduce and to improve the efficiency of fleet capacity, Romania is acting in respect of entry/exit scheme and under the approved level of reference for KW and GT limits. The ceiling as set in the Annex II is 1908 GT and 6356 kW. Prior to accession, there were no capacity ceilings and is shown in the Table 3 below. Fleet reductions supported by public aid in 2016: None.

Table 3. Fleet capacity of Romania operating in the Black Sea at 31.12.2016

	GT	KW
Reference level as at 1 January 2007	2315	7473
Status of fleet as at 1 January 2007	2504	8153
Reference level as at 31 December 2016	1908	6356
Status of fleet as at 31 December 2016	1108.98	5845.82
Entries in 2016	271.97	792.48
Exits in 2016	36.21	757.47

The reduction of the number of the vessels between 2012 and 2016, corresponds from a total of 261 to 147 (Annex 1), and also the number of fishermen from 471 to 326 (Annexe no.4).

D. Strength and weaknesses of the fleet management system with plan for improvements and information on general level of compliance with fleet policy instruments

Considering that no major changes in the fishing fleet were encountered the similarity of the characteristics is present in 2016, as it was in 2015. **The most important management measure of the fleet implemented by national authority is to approve of the small vessels exits and big vessels enter. The significant change is the exit of a number of 8 vessels 00-12m, and the entry of a number of 4 vessels of 12-40m.** The higher vessels are able to use fishing gears as trawlers, gill nets to a longer distance from the shore, comparing with the smaller vessels having a limit of around 6 miles from the shore. The bigger vessels are more efficient than the small boats (under 12m), despite the fact that the consumption of fuel is higher. The bigger vessels are more productive and the increased number explains the value of catches in 2016 increased in comparison with 2015, as mentioned in Chapter B2. The provisions of EU Regulation 1380/2013 of the new CFP are applied for the management of the fleet.

D.1 Summary of weaknesses & strengths of fleet management system

Main challenges – at national level are similar with that ones in 2015, namely:

- Low technical level of infrastructure and equipment: no modernized/well equipped fishing ports, docks, storage facilities, and their maintenance etc.
- Poor condition of the fishing fleet, vessels requiring technical improvements, even replacement – just a few number of entered vessels in upper length class were recorded – in 2016;
- The present products do not answer the market requirements;
- Weak level of activity of producers' organizations/associations which are not ensuring inter alia the training of fishermen and thus conducting too weak coordination in the sector.
- Fishing techniques with less productive gears;
- The selectivity of the gears should be improved
- Reduced/small number of employees, which does not carry out other complementary activities with inferior qualification in fishery;
- Les access to financial resources for investments.

Possible Solutions foreseen to improve:

- Authorising system to encourage fishing activities of the more efficient vessels;
- Modernization of the fishing fleet in the Black Sea (ships and boats), aiming to rich a level of efficient exploitation;
- Support the structure of the processing industry capitalizing the benefits of the catches;
- Support the distribution and marketing of fisheries sector products chains of the local producers;
- Strengthen the development of internal market for fish and fish products;
- Improving the administrative capacity of the national authority offering special assistance in the implementation of the projects aiming the consolidation of local fishing communities.

D. 2 Plan for improvements in fleet management system -

Romania is maintaining the target to have a minimum level (“minimum vitalis”) of its fishing fleet operating in the Black Sea preserving and consolidating fishing activity, and to develop

related activities. Romania is maintaining the targets keeping globally the current approved level, including the small-scale fishing fleet. The Electronic Recording System (ERS), required under Regulation EC 1224/2009 is to replace paper logbook and landing declaration and ensuring the accurate and faster record and transmission of data. In addition, the sales notes of all registered first-sale buyers will become electronic under the ERS, resulting the accurate and fast record and transmission of trading data (first sales points). Actually, the system is working simultaneous with the previous one – using paper documents. This operation will be used until the fully operability of ERS system, according to the guidance of specialized services of the EC and EFCA.

D. 3 Information on general level of compliance with fleet policy instruments

Romania is implementing annually technical measures aiming to achieve balance between national fishing capacity and the available fishing opportunities specific for the Black Sea. For this reason, Romania is using the principals of the CFP regulation, other specific regulations such as: managing the fishing fleet register, as well as the provisions of Regional fishery management organization – GFCM recommendations. The level of compliance with these provisions generally is assured by:

- Ceiling the fish catches up to the level of approved fishing opportunities allocated to fishermen in a system based annually on scientific studies;
- Ensuring the fish capacity at the level approved by EU Regulation 1380/2013 – see chapter C.

E. Information on changes of the administrative procedures relevant to management of the fleet

During 2016, despite of no existing major/significant changes in the fleet structure of the administrative procedures, it should be mentioned the most relevant measures for fleet management:

- System of annually allocation of fishing opportunities, based on scientific studies, by vessels fishing capacity;
- Ensuring annual meetings between fishermen and scientists;
- Establishment the annual seasonal of temporary closure of fishery for the most relevant species in the area;
- Establishing the fishing effort by annual order of the responsible authority;
- Promoting the improvement of fishing gears selectivity according to the best guidance of specialists, in order to reduce the fishery impact on the marine ecosystem.
- Starting the implementation of the plan for controlling the fishing engine power and the control of the fishing gears designed in 2016;
- Have been established gears, minimum mesh size and fishing methods.

F. Estimation and discussion of balance indicators

F.1 Technical indicators (Actual Effort*kW or GT) / (Maximum Effort*kW or GT)

In the calculation of the indicator have been used the “Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Art 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy “(Brussels, 2.9.2014 COM (2014) 545 final).

In the Annex 5 are reflected the level of Ratio between fish days and maximum fish days per fleet segments for the analysed period 2010-2016. In accordance with the relevant Guidelines for the indicators calculation for active and passive gears have been used the capacity in kW for engine power and tons for GT.

We should mention that in the waters of the Black Sea, especially for the N-W part, the fishing conditions are not favorable for a long fishing season. It is owed to the specific hydro-climatic conditions such as: many days with strong wind during autumn, winter and in the first half of spring season. Also, in the same periods of time are recorded very low temperatures leading to a seasonal fishery – the majority of fish pelagic species, are migrating in the Romanian littoral starting late in month of March and stopping this migration starting with month of September. In the same

situation, it was observed that Rapa whelk starts to be present in the Romanian fishing area by month of May until no later middle of November when the water temperature is already very low around max 7-8⁰ C. All these conditions are causing massive withdrawals of the species towards wintering areas that are not accessible, especially for small scale vessels that characterize the Romanian fleet. Also, in order to reduce the impact on main species for economic interest, annually a temporary closed fishing period during April – May is applied.

From these reasons, according to the recorded data shows as result a number of fishing days theoretical/maximum amounting a level of 135 days. This level is based on the average of fishing days observed by fleet segments, such as: for VL2440m – 9 month x 15 days/month= 135 days; for VL1824m, VL1218m – 8 months x 14 days = 112 days; VL0612m – 7 months x 14 days/month = 98 days, and VL0006m – 6 months x 14 days/month = 84 days.

For the segment VL1218m the activity was started late in the second quarter of the year – these vessels are specialized in Rapa whelk fishery.

F.2. Biological indicators

F.2.: Ratio between *F* estimated and *F* target (*F/Ft*)

For the calculation of the biological indicators required, have been used the "Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Art. 22 of Regulation EU 1380/2013 of the EU Parliament and the Council on the Common Fisheries policy (CFP).

The Report is set out on a common approach for the estimation of the balance over time between fishing capacity and fishing opportunities. The availability of the fishing opportunities as well as of the impact of the fleets upon them is taken into account. To this end, it is assessed, for each fleet segment, the extent to which each fleet relies on stocks that are fished above the target rates, and also assessed how many stocks that make up a significant part of their catches are at biological risk due to low abundance and are significantly affected by the fleet. This allowed us to assess the imbalance between each fleet segment and the stocks they rely on.

To facilitate comparisons and to avoid duplication of work, we used data collected according to the Data Collection Framework for National Fisheries Data Collection Program.

Fishing mortality (*F*) and *F*_{msy} used for analysis is specified at Black Sea level because the fish species having commercial value are shared within EEZ of the Black Sea riparian countries (namely sprat, turbot, anchovy, whiting, dogfish, red mullet, etc.).

Two indicators are used to assess whether vessels are relying on overfished stocks (SHI), or involved in causing a high biological risk to a depleted stock (SAR). We are mentioning that the segment VL1824m is missing do to the fact is was catching only Rapa whelk, which is not in the species list of the National Program Data Collection for 2014-2016.

The indicators are calculated for all area of the Black Sea according to GFCM/FAO division's definition – namely for this area FAO 37.4.2 and GSA 29 – only one area and no subdivisions.

1) SHI - indicator

The sustainable harvest indicator (SHI) is a measure of how much a fleet segment relies on stocks that are overfished. Here, "overfished" is assessed with reference to *F*_{msy} values over time.

Threshold: Values of the indicator above 1. When the value of SHI is >1, indicate that a fleet segment is, on average, relying for its income on fishing opportunities which are structurally set above levels corresponding to exploitation at levels corresponding to MSY. In the Romanian fleet segments, all values of SHI are above 1 – see Annex 9.

The fishing opportunities do not necessarily match the MSY objective at all times, but the first biological indicator has been designed with this overall objective this in mind.

In the Romanian case, it would however not be appropriate to conclude that a fleet segment is necessarily in imbalance if we take into account that the transition is underway to align fishing opportunities with the MSY objective as set out in the CFP and also if we take into account the values of the stocks-at-risk indicator (SAR).

2) SAR - indicator

The stocks-at-risk indicator is a measure of how many stocks are being affected by the activities of the fleet segment – in other words, stocks which are at low levels and are at risk of not being able to replenish themselves and which are either important in the catches of the fleet segment or where the fleet segment is important in the overall effects of fishing on the stock.

Threshold: if a fleet segment takes more than 10% of its catches taken from a stock which is at risk, this could be treated as an indication of imbalance.

If a fleet segment has an impact on one or more stocks at high biological risk, this is an indicator of a potential capacity imbalance. It is not the case of the Romanian catches. Compared to catches made at the Black Sea level, Romanian catches are below 10%, most of them under 1% (Annex 7 and 8).

F.3. Economic indicators

The economic indicators are calculated using the last version of the Commission Guidelines (2.9.2014), data provided by the National Program for Data Collection. The indicators are provided for each segment of the fleet, based on the total number of 121 active vessels registered in Romanian Fishing Fleet Register – see Table 4.

1) ROI = Net profit / Capital asset value

Net profit = (Income from landings + other income) - (crew costs + unpaid labour + energy costs + repair costs + other variable costs + non-variable costs + depreciation)

Capital asset value = Vessel replacement value + estimated value of fishing rights

BER = (Fixed costs)/(1- [Variable costs/Current revenue])

Fixed costs = Non variable costs + depreciation

Variable costs = Crew costs + Unpaid labour + Energy costs + Repair costs + Other variable costs

Table 4. Economic data and calculation of Economic indicators in 2015 Euro

Indicators	VL2440PMP	VL1824PMP	VL1218PMP	VL0612PG	VL0612PMP	VL0006PG
Income	852411	171407	1654856	351411	1196361	55907
Other income	0	0	0	0	0	0
Current revenue	852411	171407	1654856	351411	1196361	55907
Crew costs	106770	10316	165486	108374	107672	14835
Unpaid labour	7368	0	3887	332	26113	332
Energy costs	112277	18814	186151	65589	131330	4910
Repair and maintenance costs	8302	6580	30614	26374	30410	1599
Other variable costs	5218	0	4558	13146	5719	949
Non-variable costs	12335	942	17333	65617	9751	1886
Depreciation	45245	7568	60747	15533	6580	2595
Total costs	297515	44220	468776	294965	317575	27106
Net profit	554896	127187	1186080	56446	878786	28801
Vessel replacement value	1630000	360000	3080000	532800	291700	66000
Estimated value of fishing rights	1861	472	27888	16483	22563	2639
Capital asset value	1631861	360472	3107888	549283	314263	68639

ROI	34%	35.3%	38.2%	10.3%	279.6%	39.5
ROI – risk free long term interest rate	30.38%	31.68%	34.58%	6.68%	275.98%	35.88%
BER	80139	10749	102212	207227	21827	7527
CR/BER	10.64	15.95	16.19	1.70	54.81	7.43

ECB – interest rate 3.62 - Source data regarding long term interest rate

Annual Report 2015 – BNR (Chapter 11 – long term interest rate = 3.62 - www.bnr.ro and

Convergent Report – ECB June 2016 (pg. 67 Romania) – (ENGLISH OTHER LANGUAGES long term interest rate = 3.62 - www.ecb.europa.eu)

Return of investment (ROI)

The interpretation of the values of ROI is based comparing the level of the Long-term interest rate of 3.62 % at the end of 2015, of the ECB/National Bank of Romania showing the level of 3.62%.

Table 4 indicates that the fleet segments VL2440PMP, VL1824PMP, VL1218PMP, VL0612PG, VL0612PMP and VL0006PMP have a positive return of investment (ROI), the value of the ROI indicator being in this case higher than the long-term interest rate (3.62%).

The main focus of fishing activities is on snail – Rapa whelk; harvest has gradually led to an increase in total catch and, implicitly, in total revenue. In the case of segments of vessels of more than 12 m in length, two trawlers are used to increase productivity during fishing activities. Also, in the case of rapana harvesting, unlike fishing for fish species which are in a continuous migration, vessels do not need time to search agglomeration locations, rapana being a species grouped with an already known location (the distance from port up to fishing areas is not so big). This situation would favour vessels in terms of a fuel consumption, but their technical conditions proving the contrary, that meant a considerable fuel consumption is registered. With the new orientation for rapana harvest activities, more efficient use of harvesting time, gears productivity, and a low level of expenses have led to a larger profit, to higher profitability.

2) The ratio between current and break-even revenue (CR / BER)

According to the interpretation given to the ratio of CR/BER, as shown in Table 4, a level above about 2, it appears that sufficient revenue is generated by the fleet dedicated to covering the variable and fixed capital, costs, so the segments are profitable.

As can be seen in this chapter of the report, we can say that in 2015 Romania's fishing fleet was in balance with the fishing opportunities in the Black Sea national fishing zone.

Considering the biologic indicator, namely SHI – sustainable harvest indicator, showing the dependence of the fleet from over exploited shared stocks at all Black Sea level, but according to the SAR levels, the impact of Romanian fleet is totally insignificant. Due to the fact that effort indicators are imbalanced for the all fleet segments we present in the Annex no 10 the Action Plan designed for 2015 year, applied measures, and the 2016 additional measures aiming to diminish the level of recorded imbalances in the Romanian fleet segments.

PRESIDENT,

Nicolae DIMULESCU

ANNEXES

Annex 1. Fishing fleet in period 2010-2016

Fleet segment		2010	2011	2012	2013	2014	2015	2016
VL00-06 PG	No of vessels	35	38	29	10		12	10
	GT	27.7	22.5	20.3	6.26	-	8.78	6.76
	kW	429	438	528	176.72		201.84	189.78
VL00-06 PMP	No of vessels	1	3	5	5	10		-
	GT	0.53	2.28	3.75	2.95	7.93	-	
	kW	3.7	21	143	146.63	212		
VL00-06 inactive	No of vessels	14	15		10	6	4	4
	GT	10.6	11	-	6.89	3.34	3.16	3.66
	kW	189	193.1		21.2	22	10	4.41
VL06-12 PG	No of vessels	163	149	121	72	75	78	63
	GT	168	210	161	108.17	111	120.39	99.81
	kW	1280	2852	2127	1989.61	1102	1256.46	836.08
VL06-12 inactive	No of vessels	202	269	77	71	28	20	21
	GT	265	262	75.9	80.6	46.2	25.38	41.88
	kW	1631	1553	437	865.3	391	196.29	291.59
VL06-12 PMP	No of vessels	6	7	24	19	26	23	31
	GT	4.08	9.03	101	48.22	66	65.25	85.97
	kW	15.42	116	702	884.97	1067	678.42	426.35
VL12-18 PGO	No of vessels			2				-
	GT	-	-	45.3	-	-	-	
	kW			463				
VL12-18 PMP	No of vessels				5	10	11	13
	GT	-	-	-	119.6	308	340.37	388.13
	kW				1086	2095	2305	2309.3
VL12-18 inactive	No of vessels	3	3			1		1
	GT	45.6	45.6	-	-	6.6	-	53.77
	kW	4.11	411			110		184
VL18-24 PGP	No of vessels		1	1				-
	GT	-	87.8	87.8	-	-	-	
	kW		331	331				
VL18-24 PMP	No of vessels						1	1
	GT	-	-	-	-	-	70	70
	kW						272.06	272.06
VL18-24 PMP inactive	No of vessels	3	1					-
	GT	253	85	-	-	-	-	
	kW	826	276					
VL24-40 PMP	No of vessels	1	2	1	2	2	2	3
	GT	136	265	129	240	240	240	359
	kW	331	773	442	1112	1112	1111.6	1332.25
VL24-40 inactive	No of vessels	1		1				-
	GT	136	-	111	-	-	-	
	kW	331		690				
TOTAL	No of vessels	429	488	261	194	158	151	147
	GT	1047	999	735	613	790	873.33	1108.98
	kW	5040	6965	5863	6282	6111	6031.67	5845.82

Annex 2. Total landings on fleet segments in 2016

Fleet segments	Total landings (kg)	Share in total landings (%)
VL1218	3797154	55.52
VL0612	1606076	23.48
VL2440	1058051	15.47
VL1824	360543	5.27
VL0006	17619	0.26
Total	6839443	100

Annex 3. Landed quantity for fishing gear in 2016

Fishing gear	Landed quantity (kg)	Share of the total landings (%)
TBB - Beam trawl	6572554	96.10
FPN – Traps	170007	2.49
OTM - Midwater other trawls	36580	0.53
GNS - Gill nets	51332	0.75
LHP-Hand lines	1915	0.03
LLS- Set longlines	3862	0.06
FPO -Pots (traps)	1904	0.03
SB - Beach seines	1289	0.02
	6839443	100

Annex 4. Romanian national fleet structure, activity and production in 2010-2016

Variable	2010	2011	2012	2013	2014	2015	2016
Capacity							
All Vessels	429	488	261	194	158	151	147
Inactive vessels	223	288	78	82	35	24	26
Average of vessel (LOA) (m)	7,68	7,44	7,14	7,54	7.84	8.26	8.65
Average vessel age (years)	22	17	12	15	17	18	18.6
GT (thousand tonnes)	1,1	1	0,7	0,6	0.8	0.87	1.11
kW Engine power (thousands KW)	5,1	7	5,8	6,1	6.1	6	5.85
No Enterprises (N)	43	105	91	74	77	80	79
Employment							
Total employment	444	454	471	302	330	331	326
Fishing Effort							
Fishing Days (thousand days)	4,1	2,5	3,4	2,7	2.7	3.68	3.75
Days at Sea (thousand days)	4,3	2,6	3,4	2,8	2.8	4	4.1

GT fishing days (thousands)	590	276	728	186	238	375	549
Energy consumption (thousands litres)	205	256	166	361	545	711	744
Production							
Landings weight (thousand tonnes)	0,2	0,5	0,8	1,7	2.2	4.8	6.8
Landings value (million Euros)	0,5	1,4	0,9	1,4	2.5	4.3	3.84

Annex 5. Total ratio between days at sea and maximum days at sea for the different fleet segments in period of 2010-2016

Fleet segment	Capacity			Current effort			Maximum effort			Capacity utilisation		
	No. vessels	GT	KW	days	GT days	KW days	days	GT days	KW days	days	GT days	KW days
VL2440 PMP	1	136	331	2	272	662	150	20400	49650	0.01	0.01	0.01
VL0612 PG	163	168	1280	3393	570024	4343040	24450	4107600	31296000	0.14	0.14	0.14
VL0612 PMP	6	5	15	12	60	180	900	4500	13500	0.01	0.01	0.01
VL0006 PG	35	28	429	719	20132	308451	5250	147000	2252250	0.14	0.14	0.14
VL0006 PMP	1	0.53	4	3	1.59	12	150	79.5	600	0.02	0.02	0.02
Total 2010	206	338	2059	4129	590490	4652345	30900	4279580	33612000	0.14	0.14	0.14
VL2440 PMP	2	265	773	52	13780	40196	300	79500	231900	0.17	0.17	0.17
VL1824 PGO	1	88	331	15	1320	4965	150	13200	49650	0.10	0.10	0.10
VL0612 PG	149	210	2852	2063	433230	5883676	22350	4693500	63742200	0.09	0.09	0.09
VL0612 PMP	7	9	116	156	1404	18096	1050	9450	121800	0.15	0.15	0.15
VL0006 PG	38	23	438	206	4738	90228	5700	131100	2496600	0.04	0.04	0.04
VL0006 PMP	3	2	21	76	152	1596	450	900	9450	0.17	0.17	0.17
Total 2011	200	597	4531	2568	454624	6038757	30000	4927650	66651600	0.09	0.09	0.09
VL2440 PMP	1	129	442	58	7482	25636	150	19350	66300	0.39	0.39	0.39
VL1824 PGO	1	88	331	14	1232	4634	150	13200	49650	0.09	0.09	0.09
VL1218 PGO	2	45	463	21	945	9723	300	13500	138900	0.07	0.07	0.07
VL0612 PG	121	160	2127	2101	336160	4468827	18150	2904000	38605050	0.12	0.12	0.12
VL0612 PMP	24	101	702	628	63428	440856	3600	363600	2527200	0.17	0.17	0.17
VL0006 PG	29	20	528	397	7940	209616	4350	87000	2296800	0.09	0.09	0.09
VL0006 PMP	5	4	143	61	244	8723	750	3000	107250	0.08	0.08	0.08
Total 2012	183	547	4736	3280	417431	5168015	27450	3403650	43791150	0.12	0.12	0.12
VL2440 PMP	2	240	1112	200	48000	222400	300	72000	333600	0.67	0.67	0.67
VL1218 PMP	4	113	976	137	15439,9	133712	600	67620	585600	0.23	0.23	0.23

VL0612 PG	72	108	1990	1376	148842	2737703	10800	1168236	21487788	0.13	0.13	0.13
VL0612 PMP	19	48.2	885	467	22518.7	413281	2850	137427	2522164,5	0.16	0.16	0.16
VL0006 PG	10	6.26	176,7	438	2741.88	77403,36	1500	9390	265080	0.29	0.29	0.29
VL0006 PMP	5	2.95	146.6	82	241.9	12023.66	750	2212.5	109972.5	0.11	0.11	0.11
Total 2013	112	518	5286	2700	237784	3596523	16800	1456886	25304205	0.16	0.16	0.16
VL2440 PMP	2	240	1112	177	42480	196824	300	72000	333600	0.59	0.59	0.59
VL1218 PMP	10	308	2095	392	120736	821240	1500	462000	3142500	0.26	0.26	0.26
VL0612 PG	75	111	1102	1469	163059	1618838	11250	1248750	12397500	0.13	0.13	0.13
VL0612 PMP	26	66	1067	567	37422	604989	3900	257400	4161300	0.15	0.15	0.15
VL0006 PMP	10	7.93	212	169	1340.17	35828	1500	11895	318000	0.11	0.11	0.11
Total 2014	123	733	5588	2774	365037	3277719	18450	2052045	20352900	0,25	0,25	0,25
VL2440 PMP	2	240	1111.6	245	58800	272342	300	72000	333480	0.82	0.82	0.82
VL1218 PMP	11	340.37	2305	645	219539	1486725	1650	561611	3803250	0.39	0.39	0.39
VL1824 PMP	1	70	272.06	33	2310	8978	150	10500	40809	0.22	0.22	0.22
VL0612 PG	78	120.39	1256.46	1747	210321	2195036	11700	1408563	14700582	0.15	0.15	0.15
VL0612 PMP	23	65.25	678.42	1058	69035	717768	3450	225113	2340549	0.31	0.31	0.31
VL0006 PMP	12	8.78	201.84	317	2783	63983	1800	15804	363312	0.18	0.18	0.18
Total 2015	127	844.79	5825.38	4045	562788	4744832	19050	2293591	25181982	0.35	0.35	0.35
VL2440 PMP	3	359	1332.25	270	96930	359708	405	145395	539561	0.67	0.67	0.67
VL1824 PMP	1	70	272.06	70	4900	19044	135	9450	36728	0.52	0.52	0.52
VL1218 PMP	13	388.13	2309.30	855	331851	1974452	1755	681168	4052822	0.49	0.49	0.49
VL0612 PG	63	99.81	836.08	1328	132548	1110314	8505	848884	7110860	0.16	0.16	0.16
VL0612 PMP	31	85.97	426.35	1294	111245	551697	4185	359784	1784275	0.31	0.31	0.31
VL0006 PG	10	6.76	189.78	276	1866	52379	1350	9126	256203	0.20	0.20	0.20
Total 2016	121	1009.67	5365.82	4093	679340	4067594	16335	2053807	13780449	0.47	0.47	0.47

Annex 6. The Vessel Utilization Indicator 2010-2016

Fleet segment	2010	2011	2012	2013	2014	2015	2016
VL0006 PMP	0.02	0.17	0.08	0.11	0.11	0.18	0
VL0006 PG	0.14	0.04	0.09	0.29	0	0	0.20
VL0612 PMP	0.01	0.15	0.17	0.16	0.15	0.31	0.31
VL0612 PG	0.14	0.09	0.12	0.13	0.13	0.15	0.16
VL1218 PMP	0	0	0	0.23	0.26	0.39	0.49
VL1218 PGO	0	0	0.07	0	0	0	0
VL1824 PMP	0	0	0	0	0	0.22	0.52
VL1824 PGO	0	0.1	0.09	0	0	0	0
VL2440 PMP	0.01	0.17	0.39	0.67	0.59	0.82	0.67

Annex 7. Romanian fleet contribution to the catch of the shared species in 2011- 2015

Species	Year	Ti- total catch of the stock for all segments/ countries (t)	Ci-Romanian catch on stock (t)	% of the RO catch from stock)
Sprat	2011	120708	131	0.11
	2012	35025	88	0.25
	2013	27355	99	0.36
	2014	58380	85	0.15
	2015	109009	109.69	0.10
Turbot	2011	1659	43	2.59
	2012	1704	43	2.52
	2013	1522	43	2.83
	2014	1159	43	3.71
	2015	505.221	31.092	6.15
Red mullet	2011	58	2	3.45
	2012	76	0	0.00
	2013	96	3	3.13
	2014	188	9	4.79
	2015	4328	5.096	0.12
Anchovy	2011	279300	41	0.01
	2012	171036	18	0.01
	2013	326130	111	0.03
	2014	157462	62	0.04
	2015	254271	111.964	0.04

Horse mackerel	2011	18559	23	0.12
	2012	24931	20	0.08
	2013	20114	26	0.13
	2014	12357	7	0.06
	2015	22719	13.87	0.06
Dogfish	2011	104	4	3.85
	2012	70	2	2.86
	2013	83	9	10.84
	2014	75	2	2.67
	2015	212.76	13.217	6.21
Whiting	2011	8249	27	0.33
	2012	6346	15	0.24
	2013	8341	19	0.23
	2014	8819	10	0.11
	2015	12687	1.286	0.01

Annex 8. Romanian fleet segments contribution to the catch of the shared species in 2015

		PMP <6m	PMP 6-12m	PMP 12-18m	PMP 24-40m	PG 6-12m	TOTAL	F/Fmsy
Sprat	Ci-catch in fleet segment (t)	0	17.832	0	65.25	26.608	109.69	0.542/0.640 0.846
	Value of Ci (€)	0	13894	0	62640	25544	102078	
	Ti- total catch of the stock for all segments/countries (t)	109009	109009	109009	109009	109009	109009	
	% Ci of Ti	0.000	0.016	0.000	0.060	0.024	0.101	
Horse mackerel	Ci-catch in fleet segment (t)	0.029	3.484	0	0	10.357	13.87	1.5/0.79 1.898
	Value of Ci (€)	88	618	0	0	31485	32191	
	Ti- total catch of the stock for all segments/countries (t)	22719	22719	22719	22719	22719	22719	
	% Ci of Ti	0.000	0.015	0.000	0.000	0.046	0.061	
Anchovy	Ci-catch in fleet segment (t)	0.343	5.979	0	0	105.642	111.964	0.85/0.49 1.735
	Value of Ci (€)	405	7055	0	0	124657	132117	
	Ti- total catch of the stock for all segments/countries (t)	254271	254271	254271	254271	254271	254271	
	% Ci of Ti	0.000	0.002	0.000	0.000	0.042	0.044	
Turbot	Ci-catch in fleet segment (t)	0.375	4.318	7.296	5.578	13.525	31.092	1.14/0.26 4.384
	Value of Ci (€)	3255	37480	63329	48417	117397	269878	

	Ti- total catch of the stock for all segments/countries (t)	505.221	505.221	505.221	505.221	505.221	505.221	
	% Ci of Ti	0.074	0.855	1.444	1.104	2.677	6.154	
Dogfish	Ci-catch in fleet segment (t)	0.015	0.337	12.645	0	0.22	13.217	0.44/0.08 5.5
	Value of Ci (€)	53	1200	45016	0	0.783	46269.783	
	Ti- total catch of the stock for all segments/countries (t)	212.76	212.76	212.76	212.76	212.76	212.76	
	% Ci of Ti	0.007	0.158	5.943	0.000	0.103	6.212	
Red mullet	Ci-catch in fleet segment (t)	0.2	1.017	0.25	0	3.629	5.096	1.07/0.64 1.671
	Value of Ci (€)	378	520	473	0	66037	67408	
	Ti- total catch of the stock for all segments/countries (t)	4328	4328	4328	4328	4328	4328	
	% Ci of Ti	0.005	0.023	0.006	0.000	0.084	0.118	
Whiting	Ci-catch in fleet segment (t)	0	1		0	0.286	1.286	0.85/0.4 2.125
	Value of Ci (€)	0	0	0	0	34	34	
	Ti- total catch of the stock for all segments/countries (t)	12687.94	12687.94	12687.94	12687.94	12687.94	12687.94	
	% Ci of Ti	0.000	0.008	0.000	0.000	0.002	0.010	

Annex 9. Biological indicators 2011-2015

Fleet segments	Biological indicators	2011	2012	2013	2014	2015
PMP <6m	<i>SHI</i>	-	-	-	3.5481699	7.258357741
	<i>SAR</i>	0	0	0	0	0
PMP 6-12m	<i>SHI</i>	-	-	-	4.8283118	3.241051113
	<i>SAR</i>	0	0	0	0	0
PMP 12-18m	<i>SHI</i>	-	-	-	4.784007	4.833876004
	<i>SAR</i>	0	0	0	0	0
PMP 24-40m	<i>SHI</i>	-	-	-	2.7666691	2.388445285
	<i>SAR</i>	0	0	0	0	0
PG 6-12m	<i>SHI</i>	-	-	-	4.1109514	2.526987249
	<i>SAR</i>	0	0	0	0	0

Annex 10. Action Plan

Action plan under Article 22(4) of Regulation No. 1380/2013 on the Common Fisheries policy

The biological SHI indicator relies on the exploited stocks, which in the all Black Sea area overfished. But, according to the SAR indicator levels (all of them below 10%, and most of them less than 1%), the impact of Romanian fishing fleet is not at all significant. The impact of the Romanian fleet on the specie status stocks is the lowest in the division GSA 29/FAO 37.4.2 we are referring in this fishing area – the only one in the Black Sea - see Annex 9 for 2015. In the action plan for all the segments the measures are taking into account mainly based on the economic and technical indicators. Romania proposes an action plan that includes the continuation of measures in the previously adopted plan (2016) and the introduction of additional measures for the fleet segments, as follows:

The Romanian fishing vessels are conducting fishing activities under instable hydro-climatic conditions characterising the Black Sea. This situation is conducting to a reduce of fishing days' number, lower than in other marine area. This is negatively influencing the levels calculated for “vessel use indicator” (VUR). The reduced total number of fishing days leads to a reduced pression on the fishing stocks. Considering the analysis for the last years' period, it should be underlined the bigger level of the interest rate than in the other countries (for 2012 – 6.65%, to 2015 – 3,62 %) explaining the small amounts invested in the fleet segments. As a result, the measures taken by the financial sector did not consider the productive sectors of the national economy, mainly for the fishing sector which could not apply misleading of the resources to vessels modernise, so that the ROI and CR/BER indicator levels show an improvement for all segments between 2012 and 2015 – see Table 4.

Romania would implement the measure “Support for the design and implementation of conservation measures and regional cooperation” from Article 37 of the EMFF Regulation to ensure effective regional cooperation at the level of all Black Sea area for the implementation of relevant measures approved under UE legislation and the recommendations of the GFCM - the regional fisheries management organization. Both organizations are to enforce the necessary actions ensuring the common playing field for the riparian countries, especially for third countries in the area to introduce in their national legislation the same management measures of the fisheries.

As a general measure in the Previous action plan has a result in the reduction of the number of the fishing vessels, observed from a total of 261 in 2012 to 147 in 2016 (Annex 1). The total number of Romania fishing vessels, the catch as value and volume, indicate a percentage much lower than 10%, especially of the total catches in the Black Sea area shared stocks, so the actual impact of the Romanian fleet is not significant and could not improve the sustainable exploitation of fish species stocks. The level of the Romanian fishing fleet capacity is managed to ensure the level of economic efficiency and preservation of the economic activities of the actual coastal fisheries populations. Actually, the number of fishermen is around 326. Also, Romania has the objective to consolidate the social level of the local fishery communities.

Other important measure is to adopt annually, by the ministerial order TACs/quota and effort levels for marine fisheries in Romanian waters of the Black Sea. The general measure in the Romania fishing fleet management is the implementation of Annual Plan for monitoring, control and inspection of all fishing activities, under the guidance of Commission and EFCA specialized assistance.

Ensuring the commitments of the Common Fisheries Policy provisions, Romania is adopting the Action Plan in line with the Guidelines used for this Report, till 2020 year. For the implementation of this Plan the EMFF financing support could be used. This provision will allow fishermen organizations to increase the technical fleet level, including introducing in use new selective gears, as a main goal for the next future.

Segment VL0006 PMP – considering the VUR values an increase is observed in the period 2015 from 0,18 to 0,20 in 2016 year. Still the value indicator is under reference point 0.7 that meant the

segment could be considered underbalanced. The Plan would consider continuing the specific measures adopted in 2015 and added ones:

- Issuing fishing permits in order to catch other alive marine resources than fish (such as molluscs) in order to reduce the pressure on pelagic fish stocks. – Deadline: annually until 2020;
- Organising professional training sessions for the fishermen. – Deadline: 31.12.2017
- Limitation of the fishing permits to reduce the pressure on the pelagic fish stocks;
- As a measure, applicable for all fleet segments, including this one, is to control the issuing licence for new entry of the vessels in order to assure the total capacity ceiling of the national fleet;
- Controlling temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020;
- Ensuring the meetings between scientists and fishermen to guide for the better fishing techniques and new gears use – Deadline: 31.12.2017

Romanian NAFA has organized the first meeting dedicated to this measure between fishermen and scientists on 13-16.02.2017 in the National Institute for Marine Research and Development in Constanta. The specialists of this institutes underlined to fishermen the necessity to use new and more selective gears, the characteristics and the benefits of these gear types. Meantime it was established that scientists will support fishermen to successfully design the projects that would be needed for EMFF applications to finance the procurement of the new gears.

Segment VL0612 PMP – during the analysed period the VUR value level is constant for 2015 and 2016 at level of 0.31. The increasing trend is observed on the economic indicators – Table 4. Owing to the below 0.7 level of VUR in the Plan are included following measures:

- Issuing fishing permits in order to catch other alive marine resources (such as molluscs) in order to reduce the pressure on other fish stocks; – Deadline: annually until 2020
- Limitation of the fish permits in order to stabilised fishing capacity and effort; – Deadline: annually until 2020, in order to ensure the total capacity ceiling of the national fleet;
- Increasing the number of fishing days; – Deadline: permanently;
- Controlling temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020;
- Orientation of the fishermen to use diversified fishing gears specialised for target species; – Deadline: 31.12.2018;
- Ensuring the meeting between scientists and fishermen to guide for the better fishing techniques and new gears use – Deadline: 31.12.2017
- Organising professional training sessions for the fishermen. – Deadline: 31.12.2017.

Segment VL0612 PG – the evolution between 2012 and 2015 for both indicators (economical and technical) shows a positive trend – see table 4 and Annexe 6, still the level of indicator is under 0,7 reference point; the measures will consist on specific issues:

- Annual order of the agriculture ministry to establish the number of fishing gear, especially for turbot and associated species, such as Pick dogfish; – Deadline: annually, 1st Quarter;
- Improving gradually the gears selectivity; – Deadline: 31.12.2018;
- Strengthening the control on the number of fishing permits in order to stabilise the number of vessels – Deadline: annually until 2020, in order to ensure the total capacity ceiling of the national fleet;
- Ensuring the meeting between scientists and fishermen to guide for the better fishing techniques and new gears use – Deadline: 31.12.2017;
- Controlling temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020;
- Issuing fishing permits in order to catch other alive marine resources (such as molluscs) in order to reduce the pressure on other fish stocks; – Deadline: annually until 2020.

Segments VL1218PMP and PGO – despite the positive trend observed on the economic and technical indicators during the analysed period (2012-2015/2016) the following measures are part of action plan:

- Annual order of the agriculture ministry to establish the number of fishing gear, especially for turbot and associated species; – Deadline: annually, 1st Quarter;
- Professional training of crews – Deadline: 31.12.2017;
- Limitation the number of fishing permits in order to stabilize the number of the vessels – Deadline – annually until 2020; in order to ensure the total capacity ceiling of the national fleet;
- Assistance in vessel modernisation that would be supported by the specialists;
- The increase of the selectivity of fishing gears. – Deadline: 31.12.2018;
- Ensuring the meeting between scientists and fishermen to guide for the better fishing techniques and new gears use – Deadline: 31.12.2017;
- Controlling temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020;
- Issuing fishing permits in order to catch other alive marine resources (such as molluscs) in order to reduce the pressure on other fish stocks; – Deadline: annually until 2020.

Segment VL2440PMP – the specific measures should be addressed due to the similarity of the fishing activity and trend evolution of the indicators. It should be mentioned that only 3 vessels are registered in the fishing fleet register of Romania in 2016. It is a particular case of the Romanian fleet - specific measure is to maintain this segment on the fleet. So that, in order to consolidate the level of technical indicator (near to 0.7 points level; this is a consequence of the 2016 late enter into fleet of a new vessel), and the economic indicator being positive, in order to balance the percentage of the small-scale fishery vessels, the measures approved and added, in the plan will be:

- Using the specialised fishing gears targeting sprat species, which is not exploited at the actual fishing possibilities; – Deadline: 31.12.2019;
- Professional training of crews; – Deadline: 31.12.2019;
- Increasing fishing effort (fishing days) especially for the sprat species. – Deadline: permanently;
- The strict control of the number of vessels as per exit/entry regime ensuring the limits of the ceiling capacity of the Fishing Fleet Register already approved by the Regulation 1380/2013, in order to improve economic efficiency and reduction of the pollution of marine environment; – Deadline: 31.12.2020;
- Issuing fishing permits in order to catch other alive marine resources (such as molluscs) in order to reduce the pressure on other fish stocks; – Deadline: annually until 2020 in order to ensure the total capacity ceiling of the national fleet;
- Controlling temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period – annually until 2020.

General measure ensuring the balance between fishing capacity and fishing opportunities for the national fleet is the assistance for marketing support, i.e. the construction of the Fish auction in Tulcea city. This auction will cover the needs of Black Sea fishermen to sell their products by electronic means through this auction in order to increase the income by transparent and more efficient first sale system opened for the registered merchants – Deadline 31.12.2019.

Romania will improve the necessary measures on management of its fleet capacity according to the above-mentioned, in order to comply with the commitments to EU, according to the provisions for achieving the targets of Common Fisheries Policy as per the Art. 2 of Regulation (EU) no 1380/2013. According to the figures in Table 2 – total landings per species - can be observed that from the total catches of 6,839 to, only 335 to are accounting for fish stocks catches, and 6,504 to are for Rapa whelk (molluscs species) – an invasive species. This meant, the issuing of fishing permits to catch Rapa whelk is a good measure to reduce the pressure of Romanian fleet on the shared fish stocks in the Black Sea, and this permanent measure in the Action Plan is justified.

We reiterate that the total catches of Romania fleet are much below 10 % of the total catches of each stock in the area. The stocks in the Black Sea area are common and shared with the riparian countries, so the contribution of our fleet to achieve the MSY in the region should be evaluated according to the size of the fleet (the smallest in the Black Sea area), and a conclusion is **that the impact of the Romanian fleet to fish stocks is quite limited.**

The low level of indicators shows the conclusion that is a **reduction of the pressure on the fish stocks, a positive aspect that should be take into account in the evaluation of the overall situation related to fishing capacity of Romania.**

Romania is fully engaged to ensure the implementation of its commitments to achieve the targets of the Common Fisheries Policy, including the measures to achieve in the next future a balance between fishing opportunities and fishing capacities for the fishing fleet. **The actual small limits of Romanian fleet are the lowest in recent years, and the Action Plan has a target to maintain the existence of the national fishing sector.**