2019 ANNUAL REPORT[1] FROM FRANCE
on efforts made between 2011 and 2017 to establish a sustainable balance between fishing capacity and fishing opportunities

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1. Summary of the report

1- Conclusions of the report

For the period 2011-2017, 232 segments were covered. In 2017, the French fleet comprised 193 fleet segments, plus a further 3 segments (ATL ELE 27, MED ELE 37 and MED Ganguis) i.e. 196 segments. Of those segments, 105 were balanced, 20 were to be monitored, 7 were imbalanced, 14 were inactive and there were 50 segments for which an assessment would require additional information.

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[1] In accordance with the guidelines for the analysis of the balance between fishing capacity and fishing opportunities under Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and of the Council on the Common Fisheries Policy as specified in European Commission Communication COM(2014)545 final of 2 September 2014.

[2] In keeping with the format recommended by the SG-BRE 10-01 working group of the Scientific, Technical and Economic Committee for Fisheries on the examination of national reports on the balance between fishing capacity and fishing opportunities.

France is happy to see the positive trend in the situation of segments which up to now had been imbalanced and whose overcapacity has been reabsorbed. It should be noted that **the netters of the North Sea and the Bay of Biscay have all returned to balance** because of a marked improvement in the sole stock, which was made possible by the joint efforts of the profession and the administration. Meanwhile, five segments remain imbalanced. These segments are fishing eel off the Atlantic and Mediterranean coasts, the 'gangui' fishing segment in the Mediterranean, and Mediterranean trawlers from 18 to 24 metres and from 24 to 40 metres fishing for red mullet and hake.

Concerning stocks, the evaluation was carried out by taking into account the status of 109 stocks for the entire period. Of the 109 stocks monitored, 78 were in good health and 31 were overharvested. Of the 31 overharvested stocks, France accounted for 5% of landings for 18 stocks and 80% of landings for six stocks: Mediterranean anchovy, Atlantic eel, Norway lobster in the Bay of Biscay (VIIIab. FU23-24), shrimp from French Guiana, Mediterranean hake and red mullet in the Mediterranean.

Table 1 : List of stocks identified as overharvested where France accounted for more than 5% of international landings

Stock	Heading	Percentage of French landings	Total landed quantity (tonnes)
ANE (37.GSA7)	Anchovy	100%	1303
ELE (27)	Atlantic eel	100%	69
NEP (VIIIab.FU23-24)	Norway lobster	100%	3454
ELE (31)	Penaeus shrimp	100%	458
HKE (37.GSA7)	European hake	90%	760
MUT (37.GSA7)	Red mullet	83%	241
COD (VIIe-k)	Atlantic cod	60%	1347
PIL (VII,VIIIabd)	Pilchard	60%	17837
ELE (37)	Mediterranean eel	52%	356
COD (VIa)	Atlantic cod	50%	126
RJC (VIII)	Thornback ray	48%	191
WHG (VIIbc,VIIe-k)	Whiting	43%	5290
PLE (VIIhjk)	European plaice	43%	50
GFB (27)	Greater forkbeard	30%	458
WHG (IV,VIId)	Whiting	22%	3337
SBR (VI,VII,VIII)	Megrim	13%	17
YFT (51)	Yellowfin tuna	7%	29696
BLI (I,II,IIIa,IVa,VIII,IX,XII)	Blue ling	6%	12

2- Structure of the French fleet in 2017

On 31 December 2017, the fleet comprised 6,510 administratively active vessels corresponding to 174,360 GT and 969,054 kW. Of those vessels, the activity of 5,738 vessels, corresponding to 170,637 GT and 892,188 kW is presented in this report.

This disparity is in line with the different method for activity accounting. In an administrative sense, inactivity means zero trips during 6 of the previous 12 months. However, for the purposes of this report, inactivity is where capacity was underused as at 31 December 2017.

3- 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) the primary fishing method,
- c) and the overall length.

a) In terms of the maritime zone, priority was not given to supra-regional level in order for the stock distribution and fishing strategies of French vessels to be consistent. Since the 2015 report, France has used geographical groupings which are more specific than supra-regional level in accordance with Annex 2 to Decision 2010/93/EU. The report identifies 10 reference regions:
- North Sea - Eastern Channel;
- Western Scotland - Celtic and Irish Seas - Iceland;
- Bay of Biscay - Balearic Seas;
- Mediterranean;
- Africa - Antarctica - Indian Ocean;
- Réunion;
- Mayotte;
- Guadeloupe;
- Martinique;
- French Guiana.

b) As in the previous report, the segmentation was adjusted for certain fleet segments as it was not adapted to certain subsidiary or seasonal fishing activities. In those fisheries, active vessels were distributed between different segments in which the landing share of each segment for those stocks was marginal. It is therefore impossible to identify an imbalance.

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 8.2 of this report) so that the entire segment – which is not imbalanced – would not be targeted. To that end, the number of vessels with special eel fishing licences for the Atlantic and Mediterranean seaboards and 'gangui' licences was therefore transferred to those three segments for the years covered by the report.

The three segments are:
- ME ME VL0012 – 'gangui' fishing: vessels of between 0 and 12 metres engaging in 'gangui' fishing as a subsidiary activity on Mediterranean seagrass (Posidonia) beds.
- AT ELE VL0024: vessels of between 0 and 24 metres fishing eel as a subsidiary activity on the Atlantic seaboard,
- ME ME ELE VL0024: vessels of between 0 and 24 metres fishing eel as a subsidiary activity in the Mediterranean.

In 2017, under this segmentation, 20 segments had more than 100 vessels, 56 segments had fewer than 4 vessels (of which 27 were single-vessel segments) and 55 segments had between 10 and 50 vessels.
Of the 20 segments with more than 100 vessels, three of those were segments with inactive vessels from the Atlantic/English Channel seaboards, Mediterranean and outermost regions.

Table 2 : List of fleet segments with the largest number of vessels
N.B.: the distribution of vessels between segments changes from year to year. In some years, segments may have no vessels. However, they are maintained for the years in which they do have vessels.

Service area	Number of vessels in 2017	Supra-region	Region	Metier	Category of length overall

AT NONACTIVE VL0010	149	Atlantic	Inactive	Inactive	0 to 10 metres
AT GG_Ib DFN VL0010	190	Atlantic	Bay of Biscay - Balearic Seas	Netter	0 to 10 metres
AT GG_Ib DTS VL1012	109	Atlantic	Bay of Biscay - Balearic Seas	Trawler	10 to 12 metres
AT GG_Ib DTS VL1218	118	Atlantic	Bay of Biscay - Balearic Seas	Trawler	12 to 18 metres
AT GG_Ib HOK VL0010	153	Atlantic	Bay of Biscay - Balearic Seas	Hooks	0 to 10 metres
AT GG_Ib MGO VL0010	148	Atlantic	Bay of Biscay - Balearic Seas	Various active gear	0 to 10 metres
AT MC_OE_Is FPO VL0010	170	Atlantic	Western Channel - Celtic and Irish Seas - West Scotland - Iceland	Potter	0 to 10 metres
ME NONACTIVE VL0612	150	Mediterranean	Inactive	Inactive	6 to 12 metres
ME ME DFN VL0006	119	Mediterranean	Mediterranean	Netter	0 to 6 metres
ME ME DFN VL0612	530	Mediterranean	Mediterranean	Netter	6 to 12 metres
OM NONACTIVE VL0010	759	Outermost regions	Inactive	Inactive	0 to 10 metres
OM Guadeloupe HOK VL0010	124	Outermost regions	Guadeloupe	Hooks	0 to 10 metres
OM Guadeloupe PGP VL0010	258	Outermost regions	Guadeloupe	Various passive gear	0 to 10 metres
OM Martinique FPO VL0010	174	Outermost regions	Martinique	Potter	0 to 10 metres
OM Martinique HOK VL0010	133	Outermost regions	Martinique	Hooks	0 to 10 metres
OM Martinique PGP VL0010	235	Outermost regions	Martinique	Various passive gear	0 to 10 metres
OM Mayotte PP excl. seiners HOK VL0010	113	Outermost regions	Mayotte excl. seiners	Hooks	0 to 10 metres
OM Mayotte PP excl. seiners HOK VL0010	160	Outermost regions	Réunion excl. seiners	Hooks	0 to 10 metres

4 - Developments since the 2018 report

The 2019 segmentation contains a total of two 'natural' segments fewer than in the previous report. This slight decrease actually reflects larger movements in the fleet segments identified. The table below thus lists the changes between the report for 2018 and the current year's report:

Segments present in the 2018 report but not in the	Segments present in the 2019 report but not in the 2018

2019 report	report
AT GG_Ib MGP VL1218	OM Martinique FPO VL1824
AT GG_Ib PGP VL1218	AT MC_OE_Is OTM VL1824
OM Martinique DFN VL1012	AT MC_OE_Is PGP VL1012
OM Martinique FPO VL1012	AT MC_OE_Is TBB VL1218
OM Martinique PGP VL1012	AT MdN_Mchest HOK VL2440
AT MdN_Mchest DFN VL1824	ME ME PMP VL1218
AT MdN_Mchest HOK VL1012	OM Reunion PP excl. seiners DFN VL0010
ME ME DTS VL0612	
ME ME DFN VL1218	

The segments created by the Directorate for Maritime Fisheries and Aquaculture (DPMA) in the last report, i.e. eel in the Atlantic, eel in the Mediterranean and 'gangui', were maintained. As in the previous report, and in view of the poor condition of the eel stock on both the Atlantic and Mediterranean coasts, France has chosen to consider all eel stages within the eel segments,[3] so as to ensure consistent eel monitoring throughout the territory.

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

The comparative examination of the French fleet as at 31 December 2017 and at 31 December 2015 shows a significant reduction in the number of vessels. There were 1,571 fewer vessels, representing a capacity reduction of 5,657 GT and 144,840 kW. But this figure is to be seen in the light of the trend that began last year and which shows a slight increase in the number of vessels and the associated capacity. This report shows an increase of 13 vessels between 2016 and 2017 for a total of 2,972 GT and 15,989 additional kW.

5 – Change in stock status and/or fishing opportunities during the year

The stocks have been relatively stable since last year.
An improvement for 5 stocks should however be noted. These were assessed as being in good condition while they were in poor condition last year. This applies to the following stocks:
- bass (BSS Vbc,VIIa,VIId-h),
- Norway lobster (NEP VIIgf.FU22),
- common skate (RJB VI,VIIa-c,VIIe-k),
- thornback ray (RJC VI),
- sole (SOL VIIIab)

On the other hand, 5 stocks are assessed as being in 'poor condition' this year when they were in 'good condition' in the 2018 report. This applies to the following stocks:
- Norway lobster (NEP VIIIab.FU23-24),
- Norway lobster (NEP VIIbcjk.FU16),
- sardine (PIL VII,VIIIabd),
- blue whiting (WHG VIIbc,VIIe-k),
- thornback ray (RJC VIII),

Fishing and fishery strategies remained largely unchanged during the period 2011-2017.

6- Management plans introduced during the year

Fishing effort decreased during the period 2011-2017. This was in line with the fishing effort management measures in force, in particular the schemes for the Western waters[5], deep-sea species[6], cod[7], sole in the Western Channel[8] and

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[3] This refers to glass eel (only in the Atlantic), yellow eel (on both coasts) and silver eel (only in the Mediterranean).
[4] Special fishing rights for amphihaline fish.
[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.

in the Bay of Biscay[9], Southern hake and lobster[10] and Mediterranean management plans[11]. The aforementioned fishing effort management measures under the cod and deep-sea species plans were repealed as of the 2017 management year.

In 2018, following the capacity report, the conditions for the granting of professional licences, the so-called 'CMEA', covering estuarine and amphihaline species fisheries, were tightened with regard to eels so as to reduce the capacity in the civelier and Atlantic yellow eel segment. These actions allowed a return to the pre-2015 level as regards the number of special fishing rights for eel in the Atlantic with a decrease in the number of fishing licences (9 fewer).

In the Mediterranean, despite announcing the intention in the first half of 2018, the profession decided to postpone the introduction of a temporary cessation regarding the trawler fishery. An assessment is being made in the context of the entry into force of the Mediterranean management plan for trawlers, and by the time of the next report an ambitious French plan should be completed.

Finally, in the event of a no-deal Brexit, France has been ready since the beginning of 2019 to roll out a wide-ranging temporary cessation in support of the 200 French shipowners whose turnover in terms of their vessel(s) depends on fishing in British waters to the scale of 20% or more.

As a reminder, four decommissioning plans and one temporary cessation have been in place since 2011 in order to reduce fishing effort in the following fisheries:
- Temporary cessation of Mediterranean trawlers in zone GFCM 37.GSA7 fishing hake and Mediterranean red mullet[12].
- Decommissioning plan for sole netters of between 0 and 18 metres in the Eastern Channel[13].
- Decommissioning plan for Mediterranean lobster trawlers in zone GSA8[14].
- Decommissioning plan for vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra-region[15].
- Decommissioning plan for netters of between 10 and 12 metres in the Eastern Channel and North Sea[16].

7- Compliance with the fleet entry-exit plan

The capacity ceilings in force for mainland France and its outermost regions were observed throughout the 2011-2017 period (see point 5, section C).

8 - Fleet management system improvement plans

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[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] Order of 15 December 2016 on the implementation of assisted temporary cessation of fishing activity
by vessels trawling in zone GFCM 37.GSA7 of the Mediterranean.
[13] Order of 3 February 2017 implementing a decommissioning plan for vessels of between 0 and 18 metres fishing with nets in the Eastern Channel and North Sea.
[14] Order of 26 July 2017 implementing a decommissioning plan for vessels of between 6 and 18 metres trawling lobster in zone GSA8 of the Mediterranean.
[15] Order of 26 July 2017 implementing a decommissioning plan for vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra-region.
[16] Order of 11 August 2017 implementing a decommissioning plan for vessels of between 10 and 12 metres fishing with nets in the Eastern Channel and North Sea.

The wide range of stocks which France monitors and analyses allows French fleet segments to be accurately assessed.

In the case of imbalanced fleet segments, France prohibits new entries to the fleet and capacity increases. Furthermore, it seeks to implement active management measures for reducing fishing effort, e.g. assisted decommissioning.

9 - Use of technical, biological, economic and social indicators

This report follows the European Commission's guidelines of 2 September 2014 (COM(2014)545 final). The method created certain difficulties which subtly modified the assessment of certain fleet segments.

In this respect, we would reiterate that the principle of a single fishing method was applied to allocate vessel activity to a segment. This led to fleet segments being assigned catch from vessels within the segment using other fishing gear.

We would also emphasise that the outcomes of the economic indicators were weakened by a number of factors.
- Method applied: variables were formed based on sampling involving non-exhaustive answers,
- Segment size: variables were reported only for segments comprising more than three vessels in accordance with the rules on confidentiality applied to statistical data.

Lastly, France interpreted the results of this assessment with caution given the diversity of the vessels' fishing strategies and the biases observed in the quality of certain data, particularly economic and technical data. Economic and technical indicators could not be conclusive given the variety of fishing strategies existing within the same fleet segment, leading to results which were difficult to use, with account taken of the drop in the number of vessels in most segments.

2. Position of France regarding the balance between the capacity of its fleet and national fishing opportunities

2.1. Methodology used and indicator calculation results

France followed the guidelines for analysing the balance between fishing capacity and fishing opportunities under Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and of the Council on the Common Fisheries Policy as specified in European Commission Communication COM(2014)545 final of 2 September 2014.

To supplement the evaluation of its fleet segments, France included additional indicators in its report in order to make better use of stocks evaluated without analytical advice. These additional indicators, which were proposed by the Scientific, Technical and Economic Committee for Fisheries (STECF), are presented under point 8 of this report.

i. Preparatory stages for drawing up the report

The following preparatory stages were essential for calculating the indicators:
- identifying reference maritime regions. France chose to use a regional level as specified in the Commission Decision of 18 December 2009 (2010/93/EU),
- establishing a list of stocks to be monitored (see point 3.2). France sought to evaluate all stocks landed by its vessels. However, due to the wide variety of segments in the French fleet, France gave priority to the stocks which were most important for its vessels. Selection was all the more necessary in view of the difficulty in collecting full biological data for the stocks landed. The concept of 'important stock' is explained under point 3. 2.
- defining a method for allocating vessels to fleet segments and a method for aggregating segments into clusters for the economic indicator where this was required under the principle of confidentiality of individual data,
- gathering the necessary data for the study, including scientific opinions and data on the activity of all vessels.

ii. Presentation of different types of analysis

Article 22(4) of Regulation (EU) No 1350/2013 calls on Member States to distinguish imbalanced segments from balanced segments. France supplemented this distinction by using the following categories:

- the following are balanced fleet segments (cumulative criteria):
  o segments where the SAR indicator or 'SHI' indicator is positive over at least the last three years assessed in the report for 2019, i.e. 2015 to 2017,
  o segments not targeting overharvested stock for at least the last three years assessed in the report for 2019 (i.e. 2015 to 2017) and/or where the economic dependence on these overharvested stocks is less than 40%.

- the following are imbalanced fleet segments (alternative criteria):
  o segments where the SAR indicator or 'SHI' indicator is negative (greater than 1) over at least the last three years assessed in the report for 2019, i.e. 2015 to 2017,
  o segments fishing overharvested stock for at least the last three years assessed in the report for 2019 (i.e. 2015 to 2017) and where the economic dependence on these overharvested stocks is greater than 40%.

- the following are fleet segments to be monitored (alternative criteria):
  o where one of the biological indicators calculated is negative for at least two consecutive years between 2015 and 2017,
  o where the economic viability is untenable with respect to economic over-capacity for at least two years between 2015 and 2017. ;
  o segments evaluated as being imbalanced but for which analyses are weak and discretion is allowed for in their interpretation.

- inactive fleet segments are segments comprising vessels that did not perform any commercial fishing activity:

- fleet segments for which it was impossible to calculate indicators due to:
  o the small size of the fleet segment, as a result of which the segment did not 'exist' during the last year covered by the 2019 report,
  o the absence of the minimum data needed for indicators to be calculated, such as fishing time or quantities landed.

iii. 2018 assessment

For the 196 segments comprising the French fleet in 2017, the 2019 assessment is as follows:
- 105 segments are balanced;
- 7 segments are imbalanced;
- 20 segments are to be monitored;
- 14 segments are inactive;
- 50 segments for which it is impossible for indicators to be calculated (all indicators combined).

In response to the main difficulties encountered in calculating the indicators in this report, France will ensure for future reports that:
- it maintains dialogue with the various stakeholders, particularly scientific experts, so as to have the most detailed information possible on the stocks fished by the French fleets in overseas coastal regions and Mediterranean regions in particular,
- it improves the quality and completeness of economic and landing data.

For the segments identified as imbalanced, France will implement an action plan for each segment, as described in point 6.2 and Annex 4 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,
- implementation of assisted management measures intended to reduce fishing effort in imbalanced segments,
- where necessary steering the renewal and redeployment of the fleet towards balanced segments, with assistance for temporary cessation of activity where appropriate,
- increasing selectivity of fishing gear, where appropriate by funding research to rebalance the stock(s) concerned more quickly,
- optimise the regulatory, technical and administrative measures in force so as to balance fishing capacity with fishing opportunities.

2.2. Imbalanced segments

The methods for calculating the SHI, NOS, SAR and EDI indicators are specified in point 8 of this report.

i. Methodology used

Although all indicators were calculated, France carried out its assessment of imbalances:
- **Solely in respect of the outcomes of the biological indicators**. Only those indicators identify the segments with a definite impact, in terms of volume landed, on overharvested stocks. The technical and economic indicators only reveal whether a segment's vessels are underused or if the segment is not profitable; this could be due to variables unrelated to the status of stocks, such as poor management, seasonal or complementary activity, etc. As such decisions are specific to each business, no general assessment of a lasting imbalance is possible other than by means of a case-by-case examination. The results of these indicators can therefore only support, where appropriate, findings of an imbalance based on biological indicators,
- **Solely for segments with negative biological indicators for the last three years of the report**. An imbalance over one or two years is insufficient to identify a lasting trend. If vessels change their fishing strategies and target stocks from one year to the next, vessel activity is considered possible to identify over three years. However, if the biological indicators are cumulated for two years over the period 2014-2016, the segment will be considered a segment to be monitored.
- **when no discretion is allowed for in the interpretation of the biological indicator.** Where appropriate, the segment is considered a segment to be monitored.

For the purposes of this report, France considers an imbalanced segment to be a segment which meets one of the following conditions:
- The '*Sustainable Harvest indicator*' (SHI) and the '*Stocks at risk indicator*' (SAR) biological indicators are negative during the last three years of the report;
- at least two of the '*number of overexploited stocks' (NOS)* and '*economic dependence indicator11' (EDI)* biological indicators are negative during each of the last three years of the report.

It should be noted that the NOS and EDI indicators are not included in the European Commission guidelines of 2 September 2014. However, these indicators were proposed in STECF report No 15-02 from February 2015 which examined how Member States balanced their fishing capacity and the reports of those Member States.

As in 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,
- use a concept of overharvested stock which is broader than the concept of a stock at risk defined for the SAR indicator.

The use of these indicators was all the more useful because the available data and the methodology described by the STECF for calculating the SHI indicator do not allow imbalanced segments to be identified for France. As shown in point 3.2 of this report, the data for calculating the SHI indicator was only available for 58 stocks. It should be noted that the robustness of the diagnoses is progressing as, since the previous report, 5 additional stocks are now subject to an analytical assessment.

This is also true for the SAR indicator which applies only to Atlantic and Mediterranean eel, Mediterranean hake, Mediterranean red mullet and Mediterranean Posidonia-dependent stock as referred to in points 3.2.a and 8.2.

ii. List of imbalanced French segments

Table 3: List of 7 imbalanced segments

Segment	Heading	Number of vessels in 2017	Biological criteria (technical overcapacity)	Overharvested stock landed	Technical criteria (technical overcapacity)	Economic criteria (economic overcapacity)	Trend seen in the 2018 report (i.e. between 2016 and 2017)
ME ME DTS VL1824	Mediterranean - Mediterranean - trawlers - between 18 and 24 metres	28	Imbalance NOS 1, SAR	Red mullet - MUT (37.GSA7), European hake - HKE (37. GSA7)	Balance	Balance	Number of vessels and capacity frozen at the level of the last report
ME ME DTS VL2440	Mediterranean - Mediterranean - trawlers - between 24 and 40 metres	31	Imbalance NOS 1, SAR	Red mullet - MUT (37.GSA7), European hake - HKE (37.GSA7)	Balance	Economic non-viability	Number of vessels and capacity frozen at the level of the last report
ME ME ELE VL0024	Mediterranean - Mediterranean - between 0 and 24 metres – eel fishing as subsidiary activity	193	Imbalance SAR	Eel - ELE (37)	Not applicable to fleets of less than 12 metres [17]	Balance	Drop in the number of regional fishing authorisations
ME ME VL0012 - 'gangui' fishing:	Mediterranean - Mediterranean - between 0 and 12 metres – 'gangui' fishing	23	Imbalance SAR	Posidonia beds	Not applicable to fleets of less than 12 metres	Balance	Number of vessels unchanged between 2016 and 2017
AT ELE VL0024	Atlantic - between 0 and 24 metres – eel fishing as subsidiary activity	451	Imbalance SAR	Eel - ELE (27)	Not applicable to fleets of less than 12 metres [18]	Balance	Increasing number of CMEA licences with special fishing rights for glass eel and eel
AT GG_Ib DTS VL1218	Atlantic - Bay of Biscay, Balearic Seas - netters - between 12 and 18 metres	118	Imbalance NOS 1, NOS 2	Norway lobster (NEP.27.8ab. FU23-24)	Balance	Balance	New imbalanced segment
AT GG_Ib PS_ VL1218	Atlantic - Bay of Biscay, Balearic Seas - purse seiners - between 12 and 18 metres	16	Imbalance NOS 2	Sardines (PIL.27.8abd)	Balance	Balance	New imbalanced segment

[17] Fishery concentrated almost exclusively around vessels of less than 12 metres.
[18] Fishery concentrated almost exclusively around vessels of less than 12 metres.

As stated under point 1 of the summary to this report, France included in its unbalanced segments three segments which were not based on Commission Decision 2010/93/EU of 18 December 2009. The aforementioned Decision classifies all vessels according to a single length, single primary gear and single zone of activity. This type of classification is not adapted to certain types of fishing activity carried out as a subsidiary activity. Indeed, vessels active in those fisheries are distributed between various segments in which the share of those stocks landed by the segment is marginal. It is therefore impossible to identify an imbalance. For fisheries with stocks deemed to be overharvested, France therefore added fleet segments in order to bring vessels operating with those stocks into a single segment irrespective of their primary annual activity. The segments in question are those bringing together:
- vessels of between 0 and 24 metres fishing eel as a subsidiary activity on the Atlantic seaboard,
- vessels of between 0 and 24 metres fishing eel as a subsidiary activity in the Mediterranean;
- vessels of between 0 and 12 metres carrying out 'gangui' fishing in the Mediterranean.

In terms of the methodology, the number of vessels recorded in this report corresponds to the number of eel licences[19] issued for the years in question, irrespective of the age of the eels, and for the two seaboards.

Certain segments were not used, despite biological indicators classifying them as imbalanced, e.g. those not used on account of the discretion allowed in their interpretation as compared to the stock and robustness of the indicator. Those were all classified as segments to be monitored. The segments in question are:
- Segment AT MC_OE_Is OTM VL40XX was not used despite a negative SHI as blue whiting, despite being overharvested, is in the VIIbc, VIIe-k zone in the Fmsy margin for error. The segment is meanwhile made up of just one vessel and contributes less than 1% to the exploitation of the stock.
- Segment AT MdN_Mchest OTM VL40XX, targeting exclusively mackerel, was not used either despite a negative SHI EU. This was because the indicator was only slightly negative and the imbalance was not found in any other biological indicator. It should also be noted that the segment in question is the only segment in France to fish this stock and it contributes less than 1% of its poor condition. The estimate for the imbalance is only based on three vessels, making for a less robust assessment.
- Segment AT GG_Ib HOK VL0010 targets seabass in ICES area VIIIab. Discretion in interpretation is allowed for this stock. The diagnosis this year is based on a good quality assessment (category 1 stock) which shows slight overfishing, F/Fmsy=1.05. This ratio is within the Fmsy range, i.e the margin of error of the indicator. France considered that the stock was not overharvested but, as a precaution, the segment of between 0 and 10 metres fishing seabass in the Atlantic with hooks was classified as a segment to be monitored.
- Segments AT MC_OE_Is FPO VL0010 and AT MC_OE_Is FPO VL1012 were also added to the list of segments to be monitored due to the wide discretion in interpretation allowed for the overharvested stock, i.e. whelk in ICES area VIIe. The reference document (BESTCLIM project) clearly presents the status of the stock until 2015. However it only presents developments in biomass for 2016 and not fishing mortality. It was updated in 2017 but did not have a reference value. Furthermore, the different approaches proposed under the project were lacking in certainty and offered differing results.
- The segment of pelagic trawlers of 24 to 40 metres fishing for anchovy in the Mediterranean is also being monitored because the contribution of the French segment to the state of the stock is distorted as there is a lack of data on landings of other States, which necessarily leads to a strong reliance of the segment in the stock. The anchovy stock is assessed on the basis of scientific opinion and is not assessed analytically, limiting the scope of the scientific diagnosis.

The capacity reduction objectives for those segments which are imbalanced in this report and the methodology used are specified under point 6.2 of the present report.

iii. Changes compared to the 2018 assessment

Five of the seven imbalanced segments in the 2019 report were already imbalanced in the 2018 report. The segments in question are:
- vessels of between 0 and 24 metres fishing eel in the Atlantic,
- vessels of between 0 and 24 metres fishing eel in the Mediterranean,
- trawlers of between 18 and 24 metres in the Mediterranean,
- trawlers of between 24 and 40 metres in the Mediterranean,
- vessels of between 0 and 12 metres carrying out 'gangui' fishing in the Mediterranean.

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[19] CMEA licence for the Atlantic and regional fishing authorisations for the Mediterranean coast.

It should be noted that the 3 segments of the netters in the Bay of Biscay, 10 to 12 metres, 12 to 18 metres and 18 to 24 metres fishing for sole are all balanced again.

On the other hand, two new segments appear to be imbalanced: the segments relating to pelagic trawlers and seiners between 12 and 18 metres in the Bay of Biscay, which show imbalances in respect of Norway lobster and sardine.

2.3. Segments to be monitored

i. Methodology used

Segments to be monitored are determined by evaluating different indicators. In total, 20 segments were classified as segments to be monitored.

a) The segments concerned are segments which contributed significantly to landings of overharvested stock, albeit infrequently, i.e. in two of the last three years examined. Landings did not reach the point of imbalance for indicators over the last three years. The segments were placed under surveillance as a precaution in order to monitor their impact on the quantities of overharvested stocks removed. There are three of these.

b) The segments to be monitored were also segments classified as such on account of their economic viability. The SAR, SHI and NOS indicators did not demonstrate a significant impact or dominant activity with regard to overharvested stocks, whereas the EDI indicator demonstrated strong economic dependence on overharvested stocks. Segments were identified on the basis of economic overcapacity observed during two of the last three years. Eleven such segments were identified for this report.

c) Segments assessed as imbalanced, albeit with scientific knowledge subject to interpretation (slight imbalance for a single indicator, recent scientific opinions suggesting an improvement in the stock, difficulties in interpreting the status of the stock) were also classified as segments to be monitored. Six such segments were identified.

ii. List of French segments to be monitored

Table 4 : List of the 9 segments to be monitored according to biological indicators.

Segment	Heading	Associated species/gear	Number of vessels in 2017	Average age of vessels	Trend seen in the 2018 report (i.e. between 2016 and 2017)
OM French Guiana DTS VL1824	Other regions - French Guiana - trawlers - between 18 and 24 metres	Shrimps (PEN.31)	14	24	2 fewer vessels
ME ME OTM VL2440	Mediterranean - Mediterranean - pelagic trawlers - between 24 and 40 metres	Anchovy (ANE 37.7)	1	14	No change in situation
ME ME DFN VL0612	Mediterranean - Mediterranean - netters - between 6 and 12 metres	Hake (HKE 37.7)	530	33	15 additional vessels
AT MdN_Mchest OTM VL40XX	Atlantic - North Sea, Eastern Channel - pelagic trawlers - more than 40 metres	Mackerel (27)	3	31	1 more vessel
AT GG_Ib HOK VL0010	Atlantic - Bay of Biscay, Balearic Seas - hooks - between 0 and 10 metres	Bass (BSS 27.8ab)	153	26	7 additional vessels
AT MC_OE_Is FPO VL0010	Atlantic, Celtic Seas, West Scotland, Iceland - pot vessels - between 0 and 10 metres	Whelk (WHE 27.e)	170	20	3 additional vessels

AT MC_OE_Is FPO VL1012	Atlantic, Celtic Seas, West Scotland, Iceland - pot vessels - between 10 and 12 metres	Whelk (WHE 27.e)	43	44	No change in situation
AT MC_OE_Is OTM VL40XX	Atlantic - Celtic Seas, West Scotland, Iceland - pelagic trawlers - more than 40 metres	Blue whiting (WHB 27)	1	44	No change in situation
AT GG_Ib OTM VL0010	Atlantic - Celtic Seas, West Scotland, Iceland - pelagic trawlers - from 0 to 10 metres	Sardines (PIL.27.8abd)	1	29	No change in situation

Table 5 : List of the 11 balanced segments whose economic viability needs to be monitored.

Segments to be monitored	Heading	Diagnosis of economic viability	Number of vessels	Average age of vessels	Trend seen in the 2018 report (i.e. between 2016 and 2017)
AT GG_Ib HOK VL2440	Atlantic - Bay of Biscay, Balearic Seas - hooks - between 24 and 40 metres	Economic overcapacity over all years except 2014 and 2015 stands out, but the segment has fewer than 10 vessels which limits the relevance of the diagnosis.	2	28	1 vessel fewer
AT MC_OE_Is MGP VL1218	Atlantic - Celtic Seas, West Scotland, Iceland - various active gear - between 12 and 18 metres	Marked economic overcapacity in 2015 and 2017, but the segment has fewer than 10 vessels which limits the relevance of the diagnosis.	2	32	2 vessels fewer
AT MdN_Mchest DTS VL2440	Atlantic - North Sea, Eastern Channel - pelagic trawlers - between 24 and 40 metres	Marked overcapacity over all years except 2017 when the segment became profitable again. The segment has fewer than 10 vessels which limits the relevance of the diagnosis.	8	25	1 vessel fewer
AT MdN_Mchest HOK VL0010	Atlantic - North Sea, Eastern Channel - hooks - between 0 and 10 metres	Marked economic overcapacity became borderline in 2014, 2016 and 2017. In the other years, however, the segment was slightly profitable. Taken as a whole, the segment is balanced over the whole period 2011-2017.	31	28	1 vessel fewer
AT MdN_Mchest MGP VL0010	Atlantic - North Sea, Eastern Channel - various active gear - between 0 and 10 metres	Marked economic overcapacity in 2011, 2014, 2015 and 2016. The profitability of the segment has improved since 2015 and the segment returned to balance in 2017. The segment has fewer than 10 vessels which limits the relevance of the diagnosis.	5	41	4 vessels fewer
AT MdN_Mchest PGP VL0010	Atlantic - North Sea, Eastern Channel - various passive gear	Marked overcapacity in all years except 2011 and 2017 when the segment became	9	22	5 vessels fewer

	- between 0 and 10 metres	profitable again. The segment has fewer than 10 vessels which limits the relevance of the diagnosis.			
AT MdN_Mchest PMP VL0010	Atlantic - North Sea, Eastern Channel - various active and passive gear - between 0 and 10 metres	Since 2012 the segment has economic overcapacity for all the years for which the data is available. The segment has fewer than 10 vessels which limits the relevance of the diagnosis.	2	21	No change in situation
ME ME DFN VL1218	Mediterranean - Mediterranean - netters - between 12 and 18 metres	Economic overcapacity every year except 2015.	6	40	3 vessels fewer
ME ME PGO VL0612	Mediterranean - Mediterranean - other passive gear - between 6 and 12 metres	Since 2012, the segment has always had economic overcapacity but is still close to being balanced.	49	28	8 vessels fewer
OM AFR_Oind PS_ VL40XX	Other regions - Africa, Antarctica, Indian Ocean - seiner of more than 40 metres	Economic overcapacity between 2014 and 2016, borderline on each occasion.	23	17	No change in situation
OM Mayotte PP excl. seiners HOK VL1218	Other regions - Réunion - between 18 and 24 metres	Economic overcapacity since 2011 is growing gradually.	15	17	No change in situation

iii. Changes compared to the 2018 assessment

The number of segments to be monitored is falling (26 segments in 2018, 20 segments for the 2019 report), with a drop of 23%.

The analysis of economic overcapacity needs to be qualified since there are a small number of vessels per segment. Indeed, only four of the eleven segments diagnosed as being economically non-viable have more than 10 vessels, which is the threshold for considering economic diagnosis as relevant. It should be noted that in the case of almost all fisheries the imbalance observed is slight with the segments close to profitability or alternating since 2011 between profitable and unprofitable years.

3. Section A: fleet segments and fisheries

3.1. Description of fleet segments

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, dominant gear and zone of activity.

Nevertheless, priority was not given to supra-regional level. In order to align the stock distribution and fishing strategies of French vessels, France refined its vessel segmentation by using more specific geographical groupings than supra-regional level whilst remaining compliant with Annex 2 to Decision 2010/93/EU. The study identifies 10 reference regions:

Table 6 : Reference regions for indicator calculations

Supra-region (DCF)	Regions selected for the segmentation of the French fleet	ICES division	Description 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	NS_EastChan
	Western Channel - Celtic and Irish Seas - West Scotland - Iceland	27.5; 27.6; 27.7 (except 27.7.d); 27.12; 27.14	CS_WS_Ice
	Bay of Biscay and the Balearic Seas	27.8; 27.9; 27.10	BB_Bal
Mediterranean	Mediterranean	37	EC
Other regions	Africa, Antarctica, Indian Ocean - Seiners of more than 24 metres	34; 47; 48; 51; 58	OM AFR_IndO
	Réunion – Vessels of less than 24 metres	51 (Vessels registered in 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)	

Dominant gear and length categories are as defined in the abovementioned Appendix III, namely:

Table 7 : List of dominant fishing methods in French fleet segments

Gear code	Description of gear	Type of fishing method
DRB	Dredgers	Active gear
SDRs	Demersal trawl and demersal seine	Active gear
MGO	Other active gear	Active gear
MGP	Various active gear	Active gear
OTMs	Pelagic trawlers	Active gear
PS	Purse seiners	Active gear
TBB	Beam trawlers	Active gear
CFD	Netters	Passive gear
FPO	Pot vessels	Passive gear
HOK	Hooks	Passive gear
PGO	Other passive gear	Passive gear
PGP	Various passive gear	Passive gear
PMP	Various active and passive gear	Polyvalent gear
NONACTIVE	Inactive	Inactive

Table 8 : List of length categories in French fleet segments

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 and over = VL40XX	

At the end of the segmentation process by region, dominant fishing method and length category, 232 fleet segments were identified according to the following geographical distribution:

Table 9: Number of segments observed during the period 2011-2017

Regions	2011	2012	2013	2014	2015	2016	2017
Inactive vessels	17	17	17	17	14	14	14
Africa - Antarctica - Indian Ocean	2	2	2	2	2	2	2
Réunion	6	6	6	8	6	6	7
Mayotte					3	3	3
Guadeloupe	10	10	10	10	10	10	10
French Guiana	4	4	5	5	6	5	5
Martinique	14	12	12	11	12	12	10
Western Channel - Celtic and Irish Seas - West Scotland - Iceland	44	44	41	40	39	34	37
North Sea - Eastern Channel	39	37	36	36	36	36	35
Bay of Biscay and the Balearic Seas	40	40	43	41	41	44	42
Mediterranean	33	32	32	30	32	29	28
Total	**209**	**204**	**204**	**200**	**201**	**195**	**193**

France had 232 fleet segments during the period 2011-2015. However, with some segments comprising very few vessels, not all segments had vessels during each of the years covered by the report. Nevertheless, as those segments had vessels during at least one of the years comprising the evaluation period, they were maintained for the entire period.

The breakdown of vessels by fleet segment can be found in Annex 1 to this report.

3.2. Link with fisheries

    i. Identification of evaluated stocks

During the period 2011-2017, there were 293 stocks for which French landings were calculated not to be at zero. As France did not have biological data for all of those stocks, efforts to gather data focused as a priority on the following stocks (alternative criteria):
- Criterion 1: stocks for which France's share in terms of value represented at least 1% of all French landings
- Criterion 2: stocks for which France's share in terms of quantity represented at least 1% of all French landings
- Criterion 3: stocks managed through a regional fisheries organisation
- Criterion 4: stocks managed through a European multi-annual management plan
- Criterion 5: stocks for which France represented more than 30% of the European allowable catch rate
- Criterion 6: stocks for which France has a quota in excess of 1,000 tonnes
- Criterion 7: notified stocks. This category also includes stocks subject to a fishing ban. As the ban was complied with by vessels flying the French flag, these stocks are merely indicated for information purposes.

Once the list had been drawn up, France commissioned the French Research Institute for Exploitation of the Sea (Ifremer) to gather all biological data available on those stocks, including as a minimum,
- an opinion or trend: this assessment is based on stock evaluations carried out internationally (ICES, ICCAT, IOTC, etc.). It may be quantitative, i.e. standard fishing mortality (Fc) in relation to the reference point (Fmsy), or qualitative, i.e. an expert assessment.

- quantities landed internationally of each stock.

109 of these stocks have been monitored and a scientific opinion drawn up as shown in Annex 5.

France therefore has the data needed to calculate the indicators covered by this report for 109 stocks. The list of stocks for which the necessary variables for calculating the SHI could be gathered for the years 2011 to 2017 is contained in Annex 5 to this report.

ii. Assessment of stocks used

The assessment for the stocks used is binary:
- 0: stock overharvested
- 1: stock in good health

The assessment was produced for each stock on the basis of two indicators:
- the stock exploitation level (mortality),
- the status of the stock (biomass level).

The stock exploitation level indicator determines the final status of the stock used in the report other than if overfishing is low whilst biomass is high when the B/Bmsy ratio is greater than 1.5, or if biomass is very high when the ratio is close to or greater than 2.

A total of 6 stocks are thus diagnosed in good condition when seen in terms of low overfishing and high biomass:
- Haddock - HAD (IIIan,IV,VIa) and HAD (VIIb-k);
- European hake - HKE (VIIIc,IXa);
- Megrim - LEZ (VIIb-k,VIIIabd);
- Saithe - POK (Vb);
- Common sole - SOL (IV);
- Blue whiting - WHB (27);

Two stocks should be added here which are considered in poor condition but which have not led the segments which fish them to become imbalanced, insofar as these stocks have been the subject of discretion in their interpretation given the weak nature of the assessment, in the case of whelk WHE (VIIe) or where the assessment was analytical but produced a F/Fmsy ratio within the margin of error for sea bass, BSS (VIIIabd). The stocks have been listed as stocks in good condition in the detail of the inventory diagnoses per stock in Annex 5 to this report.

iii. Use of assessments for the indicators covered by the report

Assessments for the stocks used were integrated depending on the indicator calculation conditions (see point 8.2).

a. For the 'stocks at risk' indicator (SAR):

In line with the guidelines referred to under point 8.2, the indicator is only calculated for active fleet segments in respect of stocks:
- which comply with the definition set out in point 10.1 of Commission Communication COM(2014)545 final of 2 September 2014,
- where the stocks caught by the segment represent at least 10 % of the segment's total landings, or if the segment contributes to at least 10 % of total landings for that stock.

This very restrictive definition does not take into account certain stocks notified by scientific experts and international organisations.

Furthermore, in the absence of the list of stocks at risk produced for all Member States for the 2019 report, France, drawing on the definition set out in the guidelines, is still included in this category:

- stocks dependent on a fragile habitat or overharvested and recognised as such by relevant international organisations. The same applies to 'gangui' fishing activity on Posidonia beds in the Mediterranean as detailed in point 8.2 and Annex 3 to this report. This assessment is confirmed by Annex II to the Barcelona Convention for the protection of the Mediterranean Sea and Annex IV to the Habitats Directive. Annex 3 to this report which had already been notified last year provides a summary of this fishing method,
- Mediterranean hake, red mullet and shrimps for which a significant reduction in fishing effort is recommended in the GFCM16 opinion.
- Atlantic and Mediterranean eel, in particular Atlantic glass eel, for which a significant and lasting reduction in recruitment to the stock was observed in the September 2016 opinion of ICES and the Joint EIFAAC/ICES Working Group on Eels (WGEEL)

The list of SARs therefore comprises the following stocks for the years 2011 to 2017: - hake (HKE) in the Mediterranean; - red mullet (MUT) in the Mediterranean; - stock associated with Mediterranean Posidonia and exploited by vessels using 'gangui' fishing methods. - eel stocks on the Atlantic and Mediterranean seaboards (ELE).

b. For the 'sustainable harvest indicator' (SHI):

The evaluation of a given fleet segment takes into account (cumulative criteria):
- stocks where the Fc/Fmsy ratio is available,
- stocks where the share of landings of stocks which have an Fmsy estimate represents at least 40% of the segment's total landings.

France included an additional SHI calculation which allows the segment's contribution to the overall fishing mortality of each exploited stock to also be taken into account. The EU's SHI otherwise does not allow this to be identified as it focuses on the segment's stock dependence. Both criteria were taken into account to define the imbalance.

We would note that France only had the Fc/Fmsy ratio for 58 stocks (see Annex 5). Of these, 50 meet the second condition. Among these 50 stocks, only 2 segments are imbalanced under this indicator: this concerns pelagic trawlers over 40 metres in the North Sea and in the Western Channel.
An analysis of the stocks underlying these two segments has led France to favour classification as segments to be monitored, which is closer to the reality. Specifically,
- blue whiting, WHB (27), although overfished is considered to be well exploited as a result of high recruitment; also the segment of pelagic trawlers of more than 40 metres fishing in the Western Channel and Western Scotland is placed under monitoring;
- Mackerel, MAC (27), is a stock on which the French segment of pelagic trawlers of more than 40 metres fishing in the North Sea and the Eastern Channel depends very significantly. Although the French fleet is responsible for less than 1% of the fishery for this stock, the segment is placed under observation.

Consequently no French segment is ultimately imbalanced on the basis of the SHI indicator.

c. For the 'number of overexploited stocks' indicator (NOS):

The analysis was carried out on the basis of two evaluations:
- an 'NOS 1' evaluation calculating the number of overharvested stocks fished by the segment where
  ∘ 80% or more of the calculated stock is landed by segments of the French fleet, and,
  ∘ the segment's contribution to total landings is greater than 1/the number of French segments fishing the stock.
- an 'NOS 2' evaluation calculating the number of overharvested stocks fished by the segment for which the segment's contribution to total landings is greater than 15 %. The analysis allowed the 5% and 10% NOSs to be refined. However, only the 15% NOS was used in conjunction with the EDI to identify the imbalance.

For segments active with respect to overharvested stocks according to the 'NOS 1' and 'NOS 2' calculations, the imbalance assessment was used.

For segments active with respect to overharvested stocks according to only one of either the 'NOS 1' or 'NOS 2' calculations, the imbalance assessment was only used if the segments' economic dependence on those stocks was high. Dependence was considered to be high where the EDI indicator demonstrated that dependence was greater than 40% of the total value of the species landed by the segment.

Eight segments appear under the NOS indicator. However, only four segments have been kept. Specifically,

- sea bass, BSS (VIIIabd). This year the stock has been assessed as category 1, which points to slight overfishing, with F/Fmsy = 1.05. The indicator falls within the margin for error. Consequently, the Directorate for Maritime Fisheries and Aquaculture decided to place the 0-10 metre hook segment fishing for sea bass in the Bay of Biscay among the segments to be monitored.
- Whelk, WHE (VIIe), is the subject of much discretion in its interpretation. The reference document (BESTCLIM project) clearly presents the status of the stock until 2015. However it only presents developments in biomass for 2016 and not fishing mortality. It was updated in 2017 but did not have a reference value. Furthermore, the different approaches proposed under the project were lacking in certainty and offered differing results. Consequently, the two segments of pot vessels fishing for whelk have been discarded.
- Anchovy ANE (37.7) is a stock whose contributors are not well known on account of the lack of pooled data on contributions from other States. Therefore France has chosen to allocate the entire anchovy fishery in the GSA 7 area to its fleet to enable it to prepare the capacity report. However, the poor state of the stock and of this statistical operation mean that the French fleet which declares anchovy is logically identified as being imbalanced, without reflecting real overcapacity. Meanwhile, the stock is the subject of a scientific evaluation subject to discretion in its interpretation. Also, on account of the worsening condition of the stock, the pelagic trawler segment from 24 to 40 metres in the Mediterranean is placed under monitoring, but is not considered unbalanced.

d. For the 'economic dependence indicator' (EDI)

This indicator allows a fleet segment's economic dependence on overharvested stocks to be evaluated. It alone cannot justify the existence of an imbalance in a fleet segment. However, it is able to support such an assessment in conjunction with other biological indicators. This indicator is also used to identify segments to be monitored due to their economic dependence on overharvested stocks.

The list of stocks and the assessment of those stocks used for the purposes of this report is contained in Annex 5 hereto.

3.3. Development of the fleet

The French fleet is renewed through applications for operating permits. All vessel owners/operators wishing to enter a new fishing unit into the fleet or modify the technical characteristics of one of their vessels must apply for an operating permit. Furthermore, a distinction is drawn between operating permits requested due to:

- a shipwreck or any other type of incident at sea resulting in a fishing vessel being unseaworthy: 'operating permit by right',
- a new fleet entry or active vessel upgrade without the exit of a vessel of equivalent capacity by the applicant: 'operating permit other',
- fleet renewal or an active vessel upgrade, meaning applications for operating permits are submitted against the permanent exit from the fleet of one or more vessel(s): 'one-for-one permit'.

Between 1 January 2011 and 31 December 2017, 876 new fleet entries and upgrade projects were launched within the segment for mainland France. Projects consisted of fleet unit upgrades or entries of new fishing units into the fleet by constructing, importing or changing the activity of vessels.

Table 10 : Coast-by-coast summary of fleet renewals

Coast of mainland France	Projects	2011	2012	2013	2014	2015	2016	2017

South Atlantic Coast	Fleet entries	1	9	13	12	12	19	7
(vessel equal to or less than 25 metres)	Vessel upgrade	8	4	20	11	15	27	6
Eastern Channel - North Sea coast	Fleet entries	8	4	6	9	7	12	12
(vessel equal to or less than 25 metres)	Vessel upgrade	1	2	10	10	11	5	5
Western Channel - North Atlantic coast	Fleet entries	12	14	24	13	34	24	11
(vessel equal to or less than 25 metres)	Vessel upgrade	10	4	11	9	8	10	16
Mediterranean coast	Fleet entries	26	8	56	37	37	41	11
(vessel equal to or less than 25 metres)	Vessel upgrade	8	3	30	20	30	28	28
All coasts	Fleet entries	4	6	3	1	4	11	1
Vessel exceeding 25 metres	Vessel upgrade		4	2	2	1	5	3
Total		78	58	175	124	159	182	100

4. Section B: Fishing effort adaptation plan

4.1. Fishing effort reduction plan

i. Available tools

There are various types of management measures in force to reduce fishing effort in fisheries where this is necessary. These include:
- limits on fishing time: 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,
- limits on space and time,
- aid for permanent or temporary cessation of activities.

This also includes regional access schemes implemented by professionals in their regions to limit the fishing effort of some fleets, such as the measures applying to netters in the 'North Atlantic – Western Channel', 'Eastern Channel – North Sea' and 'Southern [French] Atlantic' regions.

ii. Implementation of assisted fleet exit plans

The following fleet exit plans have been implemented with public aid:
- in 2007 for the anchovy, 'thonaille', cod, sole, deep-water species, Mediterranean hake, eel and anglerfish fisheries,
- in 2008 for the anchovy, cod, sole, deep-water species, Mediterranean hake, eel and anglerfish fisheries,
- in 2009 for the anchovy, cod, sole, deep-water species, Mediterranean hake, eel, anglerfish, bluefin tuna and tuna fisheries in Senegalese waters,
- in 2010 for the eel and porbeagle fisheries,
- in 2011 for the Mediterranean (trawl), bluefin tuna, cod and eel fisheries,
- in 2012 for the Mediterranean (trawl), porbeagle, cod and Mediterranean eel fisheries,

- in 2013 for the Mediterranean trawl and European eel fisheries in the Mediterranean,
- in 2016 for the Mediterranean trawl fishery and 'gangui' fishery on Posidonia beds in the Mediterranean (zone GSA734),
- in 2017 for the sole netters of between 0 and 18 metres fishery in the Eastern Channel,
- in 2017 for the Mediterranean lobster trawler fishery in zone GSA8,
- in 2017 for the fishery for vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra-region,
- in 2017 for the fishery for netters of between 10 and 12 metres in the Eastern Channel and North Sea.

The plans for withdrawing the fleet were halted on 31 December 2017 and there was no assisted withdrawal after that date. Meanwhile, this measure was reintroduced under the West Med plan, which will enter into force in the summer of 2019. Plans for withdrawing the Mediterranean fleet could therefore be set up according to the strategy adopted in conjunction with the professional operators in the years to come.

In addition, under the new so-called 'EMFF' regulation, which will replace Regulation (EU) No 508/2014, fleet withdrawal plans should be reintroduced under the terms of ordinary law starting in 2022. In line with the wishes of the profession (the measure being voluntary like temporary cessations) and the results of the management measures for imbalanced segments, fleet withdrawal plans could be rolled out.

iii. Adjustment of fishing effort for the period 2015-2017

The following limits on fishing effort were applied:
- under the Mediterranean management plan, the fishing effort of Mediterranean trawlers was limited to 14,726 days. With a view to the future Mediterranean management plan, the maximum authorised fishing effort for Mediterranean trawlers was also reduced to 10% in area GSA7 due to the status of the fleets' target hake stock,
- under the Mediterranean management plan 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 according to the level of activity over the period 2014-2015. A reduction was also applied to beach seines and purse seines in 2016 under the Mediterranean management plan;
- the fishing effort of active vessels was restricted in accordance with the following schemes: 'cod in the Eastern Channel, North Sea, Western Scotland and the Irish sea', 'deep-sea species', 'Western waters', 'Southern hake – lobster' and 'Western Channel sole', The fishing effort regime for the cod fishery was abolished in 2017. In 2018, the capacity system for this fishery was also abolished, although France maintains a capacity monitoring for this fishery at national level;
- since 2015, the quota for vessels with authorisation to access the Eastern Channel sole fishery takes account of the status of the stock,
- application of a moratorium to all metiers targeting sea bass in ICES division IV b-c, VIIa and VII d to k, without bottom trawls, Danish seine, hook gears (partial closure only in February and March) and static nets in 2017;
- closure for 5 days each year to Mediterranean trawlers,
- closure for 21 days between 1 January and 31 March to sole netters in the Bay of Biscay,
- closure for 90 days on a voluntary basis (measure 33 of the EMFF) to Mediterranean trawlers in area GFCM 37.GSA7.

4.2. Impact on capacity reduction

Fishing effort adjustment measures are aimed at limiting the maximum effort of the French fishing fleet. Fishing effort is no longer increasing, but there has been a shift in vessel activity. The fleet has been reducing in order to adapt to the quotas in place on fishing effort and available catch.

The impact of aid 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 measure was deployed again between 2016 and 2017.

However, it will not be possible to gauge its impact until 2018 as vessels benefitting from it will be scrapped in 2017 and 2018.

The fleet exit plans expired on 31 December 2017. They are therefore no longer included in the management measures which may be deployed in order to reduce French capacity in imbalanced segments.

5. Section C: Compliance with the 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 abovementioned 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.

On 31 December 2011, 2012, 2013, 2014, 2015, 2016 and 2017, the fleet in possession of a fishing licence was below the capacity ceilings allocated to France.

Table 11 : Active fishing fleet levels and ceilings for the period 2011-2017

REGIONS	YEAR	Tonnage (GT or UMS)	Power (kW)
MAINLAND	*CEILING*	*178,124*	*769,423*
	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
REUNION	*CEILING*	*10,002*	*31,465*
	31/12/2017	6,703	19,653
	31/12/2016	6,694	19,397
Less than 12 metres	31/12/2015	6,715	19,014
4FD	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
REUNION	*CEILING*	*1,050*	*19,320*
	31/12/2017	355	11,397
	31/12/2016	347	11,107
More than 12 metres	31/12/2015	342	10,887
4FC	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*
	31/12/2017	2,285	126,307
	31/12/2016	3,014	160,762
Less than 12 metres	31/12/2015	3,023	160,434
4FL	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*
	31/12/2017	0	0
	31/12/2016	0	0
More than 12 metres	31/12/2015	0	0
4FM	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*
	31/12/2017	1,732	92,057
	31/12/2016	1,807	96,938
Less than 12 metres	31/12/2015	1,748	94,476
4FJ	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*
	31/12/2017	274	1,403
	31/12/2016	274	1,403
More than 12 metres	31/12/2015	233	1,035
4FK	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*
	31/12/2017	685	9,584
	31/12/2016	642	9,114
Less than 12 metres	31/12/2015	580	7,071
4FF	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*
	31/12/2017	2,104	6,090
	31/12/2016	2,104	6,090
Shrimp vessels, more than 12 metres	31/12/2015	2,393	7,035
4FG	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*
	31/12/2017	0	0
	31/12/2016	0	0
Pelagic vessels, more than 12 metres	31/12/2015	0	0
4FH	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*
	31/12/2017	12,634	19,400
	31/12/2016	12,634	19,400
Tuna seiners	31/12/2015	2,393	7,035
4FN	31/12/2014	Non-OR	Non-OR
	31/12/2013	Non-OR	Non-OR
	31/12/2012	Non-OR	Non-OR
	31/12/2011	Non-OR	Non-OR
MAYOTTE	*CEILING*	*Definition in progress*	*Definition in progress*
	31/12/2016	298	6,228
Tuna longliners	31/12/2015	305	6,404
More than 24 metres	31/12/2014	Non-OR	Non-OR
FP	31/12/2013	Non-OR	Non-OR
	31/12/2012	Non-OR	Non-OR
	31/12/2011	Non-OR	Non-OR
MAYOTTE	*CEILING*	*Definition in progress*	*Definition in progress*
	31/12/2017	Inventory in progress	Inventory in progress

Demersal and pelagic species **Less than 10 metres** **4FO**	31/12/2016	Inventory in progress	Inventory in progress
	31/12/2015	Inventory in progress	Inventory in progress
	31/12/2014	Non-OR	Non-OR
	31/12/2013	Non-OR	Non-OR
	31/12/2012	Non-OR	Non-OR
	31/12/2011	Non-OR	Non-OR

Between 1 January 2011 and 31 December 2017, 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 reversed with tonnage and power increasing slightly due to new construction projects and fleet entries associated with safety and an improvement in on-board quality of life.

6. Section D: Management of the fleet

6.1. Strengths and weaknesses of the national fleet management system

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

- As in previous reports, this report includes the NOS indicator in accordance with the STECF recommendations (see point 8.2). However, two different calculation methods have been applied. The table below summarises the methods used for this indicator in the different reports produced by France.

NOS indicator variants	Methodology	2015 report	2016 report	2017 report	2018 report	2019 report
NOS 1.54%	Number of overharvested stocks where the landing ratio of the segment for a stock as a proportion of all landings is higher than the ratio 1/total number of active segments fishing the stock. As the total number of segments is only understood in terms of each Member State, the indicator is calculated solely for stocks for which France has a share of at least 54%. In this context, the number of segments targeting this stock in France was considered to be a proxy of the total number of segments targeting this stock.		X			
NOS 1 80%	Number of overharvested stocks where the landing ratio of the segment for a stock as a proportion of all landings is higher than the ratio 1/total number of active segments fishing the stock. As the total number of segments is only understood in terms of each Member State, the indicator is calculated solely			X	X	X

	for stocks for which France has a share of at least 80 %. In this context, the number of segments targeting this stock in France was considered to be a proxy of the total number of segments targeting this stock. The ratio was increased to 80% in the interests of identifying those segments making the biggest contribution.						
NOS 2 15 %	Number of overharvested stocks by segment where the landings of the segment for a stock are higher than 15% of all landings of that stock.	X		X	X	X
NOS 2 10 %	Number of overharvested stocks by segment where the landings of the segment for a stock are higher than 10% of all landings of that stock.				X	X
NOS 2 5 %	Number of overharvested stocks by segment where the landings of the segment for a stock are higher than 5 % of all landings of that stock.				X	X

A number of difficulties are still being experienced.

- **The time lag between an evaluation of N-2 data and the current situation of the fisheries make it difficult to understand** the management measures taken.

- **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 2017, 102 segments comprise fewer than 10 vessels, which poses statistical difficulties in terms of carrying out a meaningful economic assessment** , as has been recalled in this report in the context of the analysis of segments to be monitored on account of their economic viability.

- The estimate of the replacement value and capital depreciation costs prevented 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 underway.
  ◦ The assignment of each vessel to a primary region, which could result in vessels using highly divergent fishing strategies being grouped together within a single segment: 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 sub-segments distinguishing vessels according to landing composition is still being examined. However, as of the previous report, it was decided that adapted segments would be presented in order to address:
    ▪ active vessels fishing eel in the Atlantic supra-region,
    ▪ active vessels fishing eel in the Mediterranean,
    ▪ active vessels gangui fishing in the Mediterranean.
  Vessels involved in these two activities are split into different fleet segments despite each contributing to the targeted fishing effort developed for sensitive, overharvested fisheries. However, as activity in such fisheries is generally of a subsidiary nature, it is impossible to identify dedicated fleet segments. In order to avoid this

shortcoming, segments were evaluated for the purposes of this report according to the standard criteria referred to above.

France therefore added three subsidiary fishing activity segments:

• ME ME VL0012 – 'gangui' fishing: vessels of between 0 and 12 metres engaging in gangui fishing as a subsidiary activity on Mediterranean seagrass (Posidonia) beds,

• AT ELE VL0024: vessels of between 0 and 24 metres fishing eel as a subsidiary activity on the Atlantic seaboard,

• ME ME ELE VL0024: vessels of between 0 and 24 metres fishing eel as a subsidiary activity in the Mediterranean.

• The lack of available data for certain segments, in particular for French Guiana, Martinique and Guadeloupe, has not be entirely resolved. However, the situation has improved since 2015 with the provision of biological, technical and economic data. We would emphasise that economic data could be provided for segments of less than 12 metres in Guadeloupe and French Guiana for 2016. The data does not allow an assessment to be finalised. Nevertheless, France intends to continue its efforts to fully integrate those territories into the report. However, this will only prove useful if biological data is made available for the stocks targeted by these fleets.

• 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 advice on all stocks fished. As this information is not provided, each Member State gathers the most recent opinions from recognised scientific bodies, some of which are national bodies, without sharing this information. Furthermore, the uniformity of the advice is impossible to verify,

  ◦ the dissemination of total quantities fished in respect of stocks to be monitored. As this data is not made available to Member States, each Member State obtains from recognised bodies the total quantities fished, without sharing this data. However, a number of those quantities are not available or stable. 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. Obtaining certain indicators, such as NOS 1, is therefore otherwise limited only to Member State segments which are not always representative in terms of total landings.

• Lastly, in order to ensure enhanced monitoring and assessments of French fleet segments, there is still a need to:

  ◦ strengthen dialogue with scientific and professional partners on methodological choices (list of stocks, assignment of vessels to regions, grouping of segments into clusters, etc.) for future reports,

  ◦ improve the quality and availability of data gathered for the preparation of future reports,

  ◦ oversee the renewal and redeployment of the fleet towards balanced segments, where appropriate with assistance for temporary cessation of activity,

  ◦ optimise the current regulatory, technical and administrative means of matching fishing capacity to fishing opportunities.

6.2. Action plans for improving the national fleet management system

France welcomes the stock coverage in this report and intends to continue its efforts to improve it. The national action plan will therefore endeavour to make data falling under Member State jurisdiction available, although the need for stronger European coordination should be kept in mind.

The plan is a move towards full monitoring of the French fishing fleet, so as to ensure timely management in view of 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 for drafting the capacity report, and

• a section focusing on reducing the capacity of imbalanced segments and optimising segment management.

i. Improving the quality and availability of data needed for preparing the capacity report

The list of monitored stocks has increased considerably since the 2017 report. For the period 2011-2013, landings of monitored stocks were assessed at 34%. For the period 2011-2014, this increased to 68%. There is a constant progression that meant that in 2017 a coverage rate of 74% of landed volumes on the national territory was achieved (including overseas regions), with 72% of landings in value terms.

ii. Supporting capacity reduction in imbalanced segments

After identifying imbalanced segments, as presented under point 2 of this report, France estimated the reductions to be made to each imbalanced segment, taking into account the latest available scientific advice and the share of each of those segments in French landings of overharvested stocks responsible for the imbalance.

Overcapacity was estimated in order to reduce as a priority landings of overharvested stocks causing segments to become imbalanced. An average landing reduction target per segment was set for those stocks. Once the landing reduction target had been set for a segment, it was used to establish an objective for reductions in vessels, tonnage and power by segment. The objective is indicative. It was evaluated by considering that the catch taken by all vessels is identical. It can therefore be adjusted in line with the vessels reducing their fishing effort. This objective may also be revised in the light of future scientific advice or the first cessations of activity.

Management measures have been identified for each reduction objective to ensure that the imbalances found are corrected by 31 December 2020 at the latest.

The reduction objectives will primarily be achieved through the following actions:
- temporary cessation of activity without assistance and assisted temporary cessation 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 for imbalanced segments,
- discussions on stepping up management measures under the multi-annual plans in force for vessels flying the flag of France.

Timetable of aid for temporary cessation of activity

If aid for temporary cessation of activity is granted, it shall be on an exceptional basis in order to address serious situations as described in Article 33(1) of Regulation (EU) No 508/2014 or to implement a sustainable reduction in fishing effort that guarantees the attainment of the maximum sustainable yield objectives as referred to in Article 2(2) of Regulation (EU) No 1380/2013.

In this context, aid measures for the temporary cessation of activity will be implemented as follows:
- the decision to make aid available will be taken and will mention the fisheries targeted and the selectivity objectives for which the set-up time or testing may give rise to compensation,
- filing, processing and granting of aid must be finalised by 31 May of the year following the year that aid is made available.

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 full effect 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 check and, where required, a physical check). In accordance with these provisions, the French authorities used the engine certifications described in detail in this same report last year.

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, were implemented in early 2013.

7. Development of administrative procedures concerning the national fleet management system

The Directorate for Sea Fisheries and Aquaculture is responsible for the management of the French fleet in respect of French strategic fisheries and works with decentralised departments, producer organisations and maritime fisheries committees and marine breeders to implement management measures and ensure compliance.

Moreover, since 2011 producer organisations and committees have had a delegation to grant authorisation for certain schemes. This delegation came in response to operators' requests for more flexibility to balance the capacity required with their production opportunities and optimum marketing conditions.

In the same vein, France is continuing to simplify its administrative procedures for access rights management 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 the activity programmes of fishing vessels.

Lastly, France, in collaboration with the professional sector, initiated a reform of production rights management (catch and effort opportunities) in 2013. This was completed in late 2014 and continued into 2015 with a reform of fleet entry procedures for fishing vessels. These reforms meet a need for the streamlining of administrative procedures and for greater involvement of professionals in management decisions, particularly with regard to aligning fishing capacity and fishing opportunities.
The capacity management reform entered into force in February 2017 in metropolitan France and was transposed into the overseas regions in March 2019.

8. Assessment of indicators relating to the fishing fleet

Of the 232 fleet segments, indicator calculations covered all active segments. However, for confidentiality reasons, economic indicators were only reported for segments with more than three vessels.

8.1. Technical indicators

The technical indicators used for this report were those used by STECF for the assessment of Member State reports submitted for 2012, namely:
- the number of inactive vessels by region and DCF length category explained under point 3.1 of this report,
- the usage rate for the segment's production capacity, i.e. average days at sea of the segment against the maximum possible days at sea (Average DaS/max. possible DaS) of the segment. Maximum possible days at sea are within the segment's 90th percentile. If this indicator is below 0.7, the segment's productive capacity is under-used.

It should be noted that the second technical indicator is reported for segments of less than 12 metres. However, no assessment could be carried out. Given the diversity of individual strategies among masters/owners of vessels for which fishing is in many cases not the sole activity, interpreting the production capacity usage rate for this category is a delicate process. A more detailed assessment of the dependence on fishing of segments comprising vessels of less than 12 metres should be conducted in order to take account of their greater versatility.

Furthermore, the submission method used for reporting obligations for vessels of less than 10 metres – one fishing log per month – does not allow for optimal monitoring of their fishing effort. In order to assess the technical indicator for these segments, it is therefore necessary to review the data which must be collected.

8.2. Biological indicators

The biological indicators used for this report were those used by STECF for the assessment of Member State reports submitted for [20]2012, and the two new indicators recommended in its 15-02 report.

a- Sustainable Harvest indicator (SHI)

This is a standardised fishing mortality average F*(Fc/Fmsy) for all stocks fished by the segment in question with an estimated Fmsy weighted according to the landing volume of the stocks under consideration:
- this indicator is recorded if landings of the stock under consideration account for at least 40 % of the segment's landings,
- SHI <=1 means that the segment is economically dependent on stocks that can be fished sustainably.

For France, this indicator was only calculated for the 58 stocks for which the necessary information was available (see table 8, point 3.2).

b- Stocks at risk indicator (SAR)

This is the number of stocks at risk fished by the segment if the stock in question accounts for at least 10% of the segment's landings, or if the segment contributes to at least 10% of total landings for that stock.

For the STECF, a stock at risk means a stock:
1. with a biomass below a set biomass limit (Blim) or,
2. for which an international advisory body recommends closing the fishery, prohibiting targeted fishing, reducing fishing activities to the greatest possible extent or adopting similar measures, even where this opinion has been issued on the basis of limited data or,
3. for which a regulation on fishing opportunities provides that fish should, wherever possible, be released alive back into the sea or that landings are prohibited or,
4. that is included on the IUCN 'red list' or in the CITES annexes.

France has added to this definition:
- **stocks dependent on a fragile habitat or overharvested and recognised as such by authorised international organisations.**. Due to the fragility of certain habitats, fishing practices that present a risk to their health should be limited. This is the case for gangui fishing methods used on Mediterranean Posidonia beds. These fishing practices, described in Annex 2 to this report, are a threat to those habitats, and should be reduced. In this context, France considers Mediterranean stocks dependent on Posidonia beds to be stocks at risk. This assessment is confirmed by Annex II to the Barcelona Convention for the protection of the Mediterranean Sea and Annex IV to the 'Habitats' Directive[21].
- **stocks for which there is scientific advice recommending a significant reduction in fishing effort** deployed, even if the biomass limit is not known and closure of the fishery has not been advised. This is the case for:
  ◦ hake, red mullet and shrimps in the Mediterranean for which a significant reduction in fishing effort is recommended in a GFCM opinion[22].
  ◦ Atlantic and Mediterranean eel stocks for which a significant and lasting reduction in recruitment to the stock was observed in the September 2016 opinion of ICES and the Joint EIFAAC/ICES Working Group on Eels (WGEEL).

c- 'Number of Overexploited Stocks' (NOS)

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[20] COM(2014)545 final of 2 September 2014 - Point 7.1 Guidelines for analysis of the balance between fishing capacity and fishing opportunities in accordance with Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and of the Council on the Common Fisheries Policy.
[21] Annex IV to Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, and Annex II to the Barcelona Convention for the protection of the Mediterranean Sea.
[22] GFCM:SAC18/2016/Inf.11, pp. 11-13.

This indicator includes stocks for which only an 'expert opinion' is available.

For this report, France differentiated between two calculation methods for this indicator:

- the 'NOS 1' variant which identifies the fleet segments responsible for the status of the stock. This variant is closest to the calculation method proposed in the STECF-15-02 report. However, where no information is available on the number of fleet segments fishing each stock at international level, the NOS 1 indicator is calculated by assuming that a segment is considered to fish one or more overharvested stocks once the share of FR landings as a proportion of all landings is high (> 80 %) and the ratio (segment catches-stock/total catches stock) is higher than the ratio (1/total number of segments). 'Overexploited' stock is accounted for in the NOS for the segment. In this context, the number of segments targeting this stock in France is considered to be a proxy of the total number of segments targeting this stock.
- the 'NOS 2' variant which allows segments with significant landings of overharvested stocks to be identified. A segment is considered to be fishing an overexploited stock where the quantity of the overharvested stock removed accounts for at least 15 % of total landings for that stock.

d- Economic dependence indicator (EDI)

This indicator represents the landing share in terms of value of over-harvested stocks within a segment's total landings. An EDI exceeding 40 % means that the segment's turnover depends predominantly on over-harvested stocks, compromising the economic viability of the segment. The EDI is not assessed for many of the segments of less than 12 metres in the Mediterranean and overseas territories.

The NOS and EDI indicators have been calculated for all stocks to be monitored, as listed in Annex 5 to this report.

8.3. Economic indicators

For the purposes of this report, France would reiterate that the outcomes of these indicators are weakened by

- the method applied: variables were formed based on sampling involving non-exhaustive answers,
- the segment size: variables were reported only for segments comprising more than three vessels in accordance with the rules on confidentiality applied to statistical data.

Furthermore, owing to the variety of fishing strategies, these indicators could not be conclusive. France has therefore interpreted the outcomes of this evaluation with caution.

Otherwise, the economic indicators used for this report were those used by STECF for the assessment of Member State reports submitted for 2012, namely.

- RoFTA (Rate of return on fixed tangible asset) = (Net Profit + opportunity cost of capital) / Tangible asset value (Vessel depreciated replacement value).
- CR/BER = current revenue / break-even revenue.

So as to have long, stable data sets, it was decided that segments of at least 10 vessels would be created to calculate the economic indicator. This grouping takes into account the following vessel classes as identified by the EU and follows the order presented below:

1. Groupings formed within a single supra-region and single region,

2. Cluster takes the name of the largest segment in terms of number of vessels,

3. Groupings follow the order presented below:
      a- Clusters comply with vessel classes identified by the EU:
            Small-scale fleet (SSF): vessels of less than 12 m with 'passive' gear.
            - Large-scale fleet (LSF): other vessels, with the exception of LWF vessels.
            - Long-distance water fleet (LWF): overseas vessels exceeding 24 m.
      b- vessels practising the same trade and belonging to a closely adjoining (0–10 m/10–12 m) length overall category (LHT) in metres (m) are grouped together; where this was not possible;
      c- Vessels using a similar but not identical fishing method and belonging to an identical LOA category are grouped together.

d- By way of a derogation to point c, a different grouping must be adopted in view of their specific characteristics in the case of:

 - vessels of more than 40 metres: priority is given to groupings by LOA irrespective of the fishing method used by the vessels grouped together.

 - For overseas segments: priority is given to groupings by fishing method irrespective of the length classes concerned (albeit observing point 4.a above).

4. It is possible to retain segments of fewer than 10 vessels given their variety by comparison to neighbouring segments.

All calculations for biological, technical and economic indicators are included in Annex 1 to this report.