ANNUAL REPORT FROM FRANCE FOR 2017[1]

on efforts made between 2011 and 2015 to obtain a balance durableentre fishing capacity and fishing opportunities

SUMMARY[2]

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1   as provided for in Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and of the Council on the Common Fisheries Policy and specified in European Commission communication COM(2014) 545 final of 2 September 2014.

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

1. Summary of the report

1- For the year 2015, the segmentation of the French fleet consists of 230 fleet segments according to the method laid down under Appendices II and III of the European Commission Decision of 18 December 2009 (2010/93/EU) adopting a multi-annual Community programme for the collection, management and use of data in the fisheries sector for the period 2010-2013.

This segmentation has more than segments that the report for the year 2016 as the 'Africa — Antarctica — Indian Ocean" was split into three:
- A region known as "Africa — Arctic — Indian Ocean — Purse Seiners longer than 24 m";
- A region, known as 'La Réunion — Vessels < 24 m";
- A region, known as "Mayotte — Vessels of less than 24 metres".

This distinction has been inserted to take account of practices between the different fishing vessels operating of Réunion and Mayotte. This distinction was not justified for purse seiners that share the same fishing strategies. As a result, they have been brought together within a single region.

For this report, the segmentation was also adjusted for certain fleet segments. Indeed, the method specified in the European Commission decision of 18 December 2009 (2010/93/EU) in a single year each vessel length class, dominant gear and only one area of activity. This classification is not adapted to certain fishing activities on an ancillary basis. In this context, vessels operating in these fisheries are divided into numerous segments where the proportion of the landings of each segment on these stocks is marginal. No diagnosis of imbalance can therefore be established. For fisheries where the state of stocks is considered poor, France has therefore added certain fleet segments for grouping within a single segment with active vessels on those stocks regardless of their main annual activity identified. It is for fleet segments covering:
- vessels between 6 and 12 metres in length engaging in 'gangui' by means of a subsidiary on the posidonia beds in the Mediterranean;
- vessels between 0 and 24 metres in length fishing for accessory eel on the Atlantic coast.

This report therefore consisted of 232 fleet segments, 103 of which are balanced, 30 segments to be monitored, 10 imbalanced segments, 18 inactive segments and 71 segments where the diagnosis is subject to the additional data collection.

This assessment has been made taking into consideration the status of 133 stocks. **France has doubled the number of stocks assessed for this report compared to the year 2016.** Out of these 133 stocks monitored, 49 are considered to be overharvested. Of these 49 stocks in a poor state, France catch less than 5 % of quantities carried out on these stocks. On the other hand, France on 49 stocks represent more than 5 % of landings for 20 stocks. Of these 20 stocks, 9 stocks are landed more than 80 % of the French fleet.

Table 1: List of overharvested stocks where France performs more than 5 % of international landings

ICES_STOCK	TAXON_GROUP_NAME	French share
YFT (51)	Albacore	More than 5 %
ELE(27)	European eel	More than 5 %
SBR (VI, VM, NAV)	Red seabream	More than 5 %
GFB (27)	Forkbeards	More than 5 %

ICES_STOCK	TAXON_GROUP_NAME	French share
WHG (IV, VIId)	Whiting	More than 5 %
PEN (31)	Shrimps Penaeus subtilis	More than 5 %
Ple (VIIhjk)	European plaice	More than 5 %
BSS (IVbc, VIIa, VMd-h)	European seabass	More than 5 %
(VIId)	Common sole	More than 5 %
COD (VIIe-k)	Atlantic cod	More than 5 %
COD (VIIb-k)	Haddock	More than 5 %
MUR (37.GSA7)	Red mullet	More than 80 %
Whe (VIIe)	Whelk	More than 80 %
ELE(37)	European eel	More than 80 %
HKE (37.GSA7)	European hake	More than 80 %
Soil (VIIIab)	Common sole	More than 80 %
NEP 37.GSA8	Norway lobster	More than 80 %
ANE (37.GSA7)	Anchovy	More than 80 %
SCE (VIId)	Scallop	More than 80 %
COD (VIa)	Atlantic cod	More than 80 %

2-   In 2015 the fleet consisted of 6 911 active vessels administratively to 172 004 GT and 999 365 kW with 5 722 vessels of 165 396 GT and 871 689 kW have returned in this report.

3-   In 2015, the French fleet was distributed between 232 fleet segments. The segmentation takes account of:
-   the maritime zone of activity of the vessels;
-   principal trade;
-   length overall (see point 3.i).

This segmentation complies with that set out under Appendices II and III of the European Commission Decision of 18 December 2009 (2010/93/EU) adopting a multi-annual Community programme for the collection, management and use of data in the fisheries sector for the period 2010-2013.

For the maritime area, was not given to the supra-regional level. To align stock distribution and the fishing strategies of French vessels. Since the 2015 report, France relies on more specific geographical groupings than the supra-regional level in accordance with Annex 2 to Decision 2010/93. The report identifies 10 reference regions:
-   North Sea — Eastern Channel
-   Western Scotland — Celtic and Irish Seas — Iceland
-   Bay of Biscay and the Balearic Seas
-   Mediterranean
-   Africa — Antarctica — Indian Ocean
-   Réunion
-   Mayotte
-   Guadeloupe
-   Martinique
-   Guyana

According to this segmentation in 2015 fleet segments, 18 consist of more than 100 vessels, and 61 consist of fewer than 4 vessels and 31 are not taking in any vessel.

Of these 18 segments, 3 are composed of inactive vessels (vessels holding an active European fishing licence not performing any landings) in certain length categories on the Atlantic/Channel coast, the Mediterranean coast and

some outermost regions.

Table 2: List of fleet segments with the largest number of vessels

N.B.: The allocation of vessels between segments earnings changes from year to year. In some years, find themselves without vessel segments. But they are retained for the years where the period of the report received from ships.

Fleet segment	Number of vessels 2015	Supra region	Region	Metier	LOA class *
OM NONACTIVE VL0010	737	OTHERS REGIONS	Inactive	Inactive	0 to 10 metres
MS ME DFN VL0612	539	Mediterranean	Mediterranean	Netters	6 to 12 metres
AT ELE VL0012	500	Atlantic	Atlantic	Eel	0 to 12 metres
Om Guadeloupe PGP VL0010	304	OTHERS REGIONS	Guadeloupe	Miscellaneous gear liabilities only	0 to 10 metres
Om Martinique PGP VL0010	249	OTHERS REGIONS	Martinique	Miscellaneous gear liabilities only	0 to 10 metres
AT GG_Ib DFN VL0010	205	Atlantic	Bay of Biscay and the Balearic Seas	Netters	0 to 10 metres
Om Martinique (FPO) VL0010	192	OTHERS REGIONS	Martinique	Pot vessels	0 to 10 metres
AT NONACTIVE VL0010	150	Atlantic	Inactive	Inactive	0 to 10 metres
AT CS_WS_Ice (FPO) VL0010	148	Atlantic	Western Channel — Celtic and Irish Seas — Iceland — West	Pot vessels	0 to 10 metres
Om Reunion PP Outside Seiners HOK VL0010	143	OTHERS REGIONS	Réunion	Hooks	0 to 10 metres
MS NONACTIVE VL0612	140	Mediterranean	Inactive	Inactive	6 to 12 metres
Om Martinique HOK VL0010	137	OTHERS REGIONS	Martinique	Hooks	0 to 10 metres
AT GG_Ib MGO VL0010	136	Atlantic	Bay of Biscay and the Balearic Seas	Others gear assets	0 to 10 metres
AT GG_Ib HOK VL0010	127	Atlantic	Bay of Biscay and the Balearic Seas	Hooks	0 to 10 metres
AT GG_Ib MGO VL1218	118	Atlantic	Bay of Biscay and the Balearic Seas	Trawlers	12 to 18 metres

Fleet segment	Number of vessels 2015	Supra region	Region	Metier	LOA class *
Om Mayotte PP Outside Seiners HOK VL0010	108	OTHERS REGIONS	Mayotte	Hooks	0 to 10 metres
AT GG_Ib MGO VL1012	106	Atlantic	Bay of Biscay and the Balearic Seas	Trawlers	10 to 12 metres
MS ME DFN VL0006	101	Mediterranean	Mediterranean	Netters	0 to 6 metres
length overall.					

4-   A review of the primary segments of the French fleet, it would appear that the number of active vessels is falling. However, this trend is qualified by the maintenance of a significant renewal of vessel (see point 3.iii).

5-   The Targeted fisheries and fishing strategies were relatively stable during the period 2011-2015.

6-   Over the period 2011-2015, the fishing effort is decreasing. This is part of the management measures of fishing effort regimes in force, in particular the Western waters, deep-sea species, cod, sole in the Western Channel and Bay of Biscay of Hake and Nephrops in southern waters and management plans in the Mediterranean.!! please note that the management measures by fishing effort and deep-sea species cod plans mentioned above have been repealed in the 2017 management year.[3456789]

7-   Finally capacity ceilings in force for mainland France and its outermost regions were observed throughout the 2011-2015 period (see point 5 section C).

8-   To assess the balance of the fishing capacity to fishing opportunities, France aims to assess all of the landings of its segments. To this end, every year France increases the coverage of assessed stocks.

This is important as the availability of scientific expertise on some of the stocks landed by French vessels. Still this year, France was able to assess a wider range of stocks. The doubling of the number of stocks monitored and evaluated for the French fleet segments allows a more precise diagnostic of the French fleet segments.

For fleet segments in imbalance, France prohibited new entries into the fleet, higher fleet capacities and implement active management measures to reduce fishing effort as the assisted fleet exits.

9-   This report applied the guidelines of the European Commission (COM(2014) 545 final of 2 September 2014).[10] This method gives rise to certain difficulties which cast doubt on the diagnosis of certain

3 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.

4 Council Regulation (EC) No 2347/2002 of 16 December 2002 establishing specific access requirements and associated conditions applicable for deep-sea stocks and requirements.

5 Regulation (EC) No 1342/2008 on the multi-annual cod management plan.

6 Council Regulation (EC) 509/2007 of 7 May 2007 establishing a multi-annual plan for the sustainable exploitation of the stock of sole in the Western Channel.

7 Council Regulation (EC) 388/2006 of 23 February 2006 establishing a multi-annual plan for the sustainable exploitation of the stock of sole in the Bay of Biscay.

8 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 west of the Iberian Peninsula.

9 Management plan implemented under the Decree 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 French flag.

10 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 set out in European Commission communication COM(2014) 545 final of 2 September 2014.

fleet segments.

In this respect, in order to avoid any hasty interpretation, it reiterates the principle of a single fishing method should be used to order to allocate a vessel to a segment. This rule results in a fleet segment catches by vessels in the segment using other fishing gear.

It is also recalled that the economic indicators is undermined by:
- the method applied: the variables are based on sampling involving non-exhaustive answers.
- the size of the segment: the variables shall be returned only for segments of more than 3 vessels in compliance with rules on confidentiality applied to statistical data.

Finally, France has read with prudence, the results of this assessment, given the diversity of the vessels' fishing strategies and the biases observed in the quality of certain data, particularly economic and technical data. Indeed, economic and technical indicators cannot be conclusive, given the variety of fishing strategies present within the same fleet segment (coexistence of main and secondary activities) which means that results are at difficulty unusable.

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

i. State of play on methodology and indicator calculation results

First of all, France states that it applied 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 set out in European Commission communication COM(2014) 545 final of 2 September 2014.

To complement the assessment of its fleet segments, France has also included additional indicators in its report of the assessed stocks for which no scientific advice. These additional indicators proposed by the STECF, are detailed in section 8 of this report.

1. *The preparatory stages for drafting the report*

The calculation of the indicators required the preparatory stages:

> The identification of maritime regions: France's choice to use the regional level specified in the decision of the European Commission of 18 December 2009 (2010/93/EU).
> Establishment of a list of stocks for monitoring (see point 3.ii): France aims to assess all stocks landed by such vessels. However, the wide variety of the French fleet segments have led France to target major stocks for its vessels. This is all the more necessary given the difficulty to collect biological data on all stocks landed. The concept of important stock is specified in point 3.ii

> The definition of a methodology for the allocation of vessels to fleet segments and a methodology for the aggregation of segments into clusters for the economic indicator, should the principle of confidentiality of individual data required.

> Collection of data required for the conduct of the study including scientific advice; the activity data of all vessels.

2. *Identification of the types of diagnostics*

Article 22.4 of Regulation (EU) No 1350/2013 requires Member States to distinguish the imbalanced segments of those that are not. France has completed this distinction in the following categories:

- **the are the balanced fleet segments: (cumulative criteria):**
    - o where the SAR indicator or "SHI" indicator is favourable over at least the last 3 years assessed in the report for the year 2017, i.e. 2013 to 2015;
    - o not targeting overharvested stock for at least the last 3 years assessed in the report for the year 2017, i.e. 2013 to 2015) and/or where the economic dependency on these overharvested stocks is less than 40 %.

- **the following are unbalanced fleet segments: (alternative criteria):**
    - o where the SAR indicator or "SHI" indicator is unfavourable over at least the last 3 years assessed in the report for the year 2017, i.e. 2013 to 2015;
    - o segments fishing overharvested stock for at least the last 3 years assessed in the report for the year 2017, i.e. 2013 to 2015) and where the economic dependency on these overharvested stocks is more than 40 %.

- **the are fleet segments to be monitored: (alternative criteria):**
    - o biological where one of the indicators calculated is unfavourable for at least two years between 2011 and 2015;
    - o which contribute little to the landings of overharvested stocks but which are economically dependent to more than 40 % in at least the last 3 years assessed in the report for the year 2017, i.e. 2013 to 2015.

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

- fleet segments where the indicator calculation was not possible due to:
    - o the small size of the fleet segment that has lead to the disappearance of segment on the last year of the report of 2017;
    - o the absence of the minimum data necessary for the calculation of indicators, such as fishing time or quantities landed.

3. *The diagnosis 2017*

For the report on the year 2017, the diagnosis of France for its 232 fleet segments is as follows:
- 103 segments in balance;
- 10 segments with an imbalance;
- 30 segments to be monitored;
- 18 inactive segments;
- 71 segments for which the indicator calculation was not possible, broken down into:
    - o 27 disappeared segments;
    - o 16 segments comprising fewer than 4 vessels;
    - o 28 segments where the data available does not make assessment possible.

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

For the identified segments in imbalance, France will implement an action plan for each segment, as described in point 6.ii and in Annex 4 to this report. Each plan to return to a sustainable balance between fishing capacity and fishing opportunities in these segments with an imbalance will involve mainly the following measures:
- implementation of assisted and unassisted management measures intended to reduce capacity for imbalanced segments, such as aid for permanent cessation of activities;
- guidance where appropriate the renewal and redeployment of the fleet and the move towards balanced segments, where applicable with the aid for a temporary cessation of activities;
- greater selectivity for fishing gear, where applicable through funding of studies to accelerate the return to the rebalancing of the stocks concerned;
- optimise regulatory, technical and administrative measures in force so as to balance fishing capacity with fishing opportunities.

ii. The imbalanced segments

Indicators for calculating the SHI, NOS, SAR and EDI are detailed in section 8 of this document.

1. *The applied methodology*

France has based its diagnosis of an imbalance:
- **Only on the results of biological indicators.** Only these indicators identify the segments with a definite impact, in terms of volume landed, on overharvested stocks. The technical and economic indicators only indicate that underutilisation of vessels from segment or that it is not profitable; this could be due to reasons unrelated to the varying state of stocks, such as poor management, seasonal activity or are complementary,... This choice of individual companies is an expertise on a case by case basis, no general diagnosis of an enduring imbalance can be derived from it. The results of these indicators can only support the diagnosis of an imbalance based on the biological indicators.

- **Only on those segments having a negative biological indicators over the last three years of the report.** An imbalance, as an imbalance over just one or two years is not sufficient to identify a lasting trend. Indeed, vessels change from one year to another fishing strategies and the stocks targeted, it is acknowledged that three years of activities carried out by vessels.

2. *The biological indicators to the origin of the diagnosis of imbalance in certain segments of the French fleet*

The in this report, France considers an imbalanced segment to be a segment which meets one of the following conditions:
- the biological indicators "Sustainable Harvest indicator (SHI) or Stocks at risk indicator" (SAR) are negative over the three years prior to the report;
- at least two of the biological indicators "Number of Overexploited Stocks (NOS)" and "Economic Dependency Indicator" (EDI) are negative over each of the last three years of the report.[11]

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

France, as in last year's report, has chosen to calculate the NOS and EDI indicators in addition to the indicators mentioned in the Guidelines, as they:
- do not need to know the current fishing mortalities F (c) and F (msy) for all stocks, as is the case for the SHI indicator;
- use a concept of overharvested stock which is wider that 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 to deduct a
imbalance to be identified for a single French segment.

Indeed, as shown in table 8 in point 3.ii.b of this report, the data for calculating the SHI indicator was only available for 62 stocks. In addition, in order to be interpreted, landing for stocks where the SHI exists must be at least equal to 40 % of all landings for the segment. This was the case for only 27 segments during this period 2013-2015. Of these 27 segments from the French fleet reached the critical threshold, none of overfishing set by the guidelines and also mentioned in point 8.11.c of this report.[12]

The same applies to the SAR indicator which applies only to Mediterranean hake, Mediterranean red mullet and Mediterranean Posidonia-dependent stock mentioned in point 3.ii.a and Mediterranean 8.ii.b.[13]

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11   STECF 15-02. p. 145 — Assessment of balance indicators for key fleet segments and review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities — Produced by EWG 14-12 and EWG 14-21.
12COM(2014) 545 final of 2 September 2014 — Point 7.1 Guidelines for 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.
13   Annex IV to Directive 92/93/EC 'Habitats, Fauna, Flora' and Annex II to the Barcelona Convention for the protection of the Mediterranean.

3. The list of French segments in imbalance

Table 3: List of 10 imbalanced segments

FINAL SEGMENT	Segment text	Number of vessels	CONCLUSIONS France	COMMENTS	Stocks landed ill	Central stock
At eel (ELE VL0024 bycatch fishing)	Atlantic — eel — 0 24 metres Eel (by-catch)	507	Imbalanced segment (by-catch fishing for eels)	SAR- NOS 1	Glass eel (ELE) 27	Glass eel (ELE) 27
AT GG_lb DFN VL1218	Atlantic — Bay of Balearic Seas, Bay of Biscay — Drift and/or Fixed Netters — from 12 to 18 metres	38	Imbalanced segment	HEADING 1 — HEADING 2 — EDI	1- Soil (VIIIab) 2- HKE (VIIIc, IXa) 3- GFB (27)	Soil (VIIIab)
AT GG_lb DFN VL1824	Atlantic — Bay of Balearic Seas, Bay of Biscay — Drift and/or Fixed Netters — from 18 to 24 metres	24	Imbalanced segment	HEADING 1 — HEADING 2	1- Soil (VIIIab) 2- SBR (VI, VII AND VIII) 3- HKE (VIIIc, IXa) 4- GFB (27)	SOIL (VIIIab)
AT MdN_Mchest DFN VL1012	Atlantic, North Sea — Eastern Channel — Drift and/or Fixed Netters — from 10 to 12 metres	68	Imbalanced segment	HEADING 2 — EDI	1- (VIId) 2- COD IV, VIId, IIIaN 3- BSS (IVbc, VIIa, VIId-h) 4- SCE (VIId)	(VIId)
MS ME MGO VL0612	Mediterranean Sea — Mediterranean — Other active gears — 6	14	Imbalanced segment	SAR	Beds	Beds
MS ME MGO VL1218	Mediterranean Sea — Mediterranean — Black — from 12 to 18	4	Imbalanced segment	HEADING 1 — HEADING 2	Norway lobster 37 GSA8 — Red mud 37	GSA8 Norway lobster 37

FINAL SEGMENT	Segment text	Number of vessels	CONCLUSIONS France	COMMENTS	Stocks landed ill	Central stock
MS ME MGO VL1824	Mediterranean Sea — Mediterranean — Black — from 18 to 24	27	Imbalanced segment	HEADING 1 — HEADING 2 — EDI — SAR	37 — Red hake of mud, 37	Hake 37
MS ME MGO VL2440	Mediterranean Sea — Mediterranean — Black — from 24 to 40	31	Imbalanced segment	HEADING 1 — HEADING 2 — EDI — SAR	37 — Red hake of mud, 37	Hake 37
MS ME MGO VL0612	Mediterranean Sea — Mediterranean — Black — from 6 to 12 m	1	Imbalanced segment	HEADING 1 — HEADING 2	Norway lobster 37 GSA8 — Red mud 37	GSA8 Norway
Ms ME DFN VL0612 bycatch fishing ('gangui')	Mediterranean — Drift and/or Fixed Netters Gangui nets — Mediterranean — from 0 to 6 metres	9	Ancillary fishing segment in imbalance ('gangui')	SAR	Beds	Beds

As mentioned in § 1 of the executive summary of that report, France has incorporated in these segments, both segments are not from the decision of the European Commission of 18 December 2009 (2010/93/EU). In effect, this ruling classifies each vessel in a single length class, dominant gear and only one area of activity. This classification is not adapted to certain fishing activities on an ancillary basis. In this context, vessels operating in these fisheries are divided into numerous segments where the share of the segment's landings on those stocks is marginal. No diagnosis of imbalance can therefore be established. For fisheries where the state of stocks is considered poor, France has therefore added certain fleet segments for grouping within a single segment with active vessels on those stocks regardless of their main annual activity identified. It is for fleet segments covering:

- vessels between 6 and 12 metres in length engaging in 'gangui' fishing on by means of the posidonia beds in the Mediterranean;
- vessels between 0 and 24 metres in length fishing for accessory eels in the Atlantic.

The objectives of capacity reduction for imbalanced segments in this report and the methodology used are specified under point 6.ii.b.

4. *The changes compared to the diagnosis of the year 2016*

Finally, it should be pointed out that 6 fleet segments in imbalance in the report for the year 2016, were:
- associated with a diagnosis of segment to monitor for:
    - o the segment of "North Sea — Eastern Channel — netters of 0-10 m';
    - o the segment of "North Sea — Eastern Channel — netters of 12-18 m';
    - o the segment "Bay of Biscay and the Balearic Seas — netters of 10-12 m".

    The updated diagnosis can be explained by the change in the method used to calculate the indicator "OUR". This indicator has been adapted in order to identify the segments with a significant impact on total landings of overharvested stocks.

    In this way, the segments which make significant landings of overharvested stocks at the level of the segment but which land unless the ratio is 1, the number of French segments exploiting those stocks are no longer considered impactful. The diagnosis of an imbalance is therefore no longer applied. In view of their economic dependence but remain within the category of segments for monitoring.
- Involved in diagnosis of balance to the segment "Bay of Biscay and the Balearic Seas — Other active gears from 0 to 10 metres". The update of this diagnosis was made possible with the creation of a fleet segment for ancillary vessels fishing for eel. Only this segment was imbalanced.
- Integrated into other segments of the fleet. Ships in imbalance, in respect of the incidental gangui fishing segment of employment have changed and can be seen for the year 2017 in only 2 segments instead of 4 for the year 2016. These are the following ones:
    - o the hooks, Mediterranean segment of 0 to 6 metres"; o the segment of "Mediterranean — Other active gears from 0 to 6 metres".

iii. Segments to be monitored

> In the first place, these are segments for which the indicators SAR, SHI and NOS do not significantly impact on or have a dominant activity on overharvested stocks, while EDI indicates a strong economic dependence on overharvested stocks.

These 9 segments are placed on supervision depending on their economic viability, but in no case depending on their impact on overharvested stocks. These are segments which are affected by the activity of other segments on overharvested stock.

Table 4: List of the 9 balanced segments whose economic viability needs to be monitored

FINAL SEGMENT	Segment text	2015
AT GG_Ib MGO VL1012	Atlantic — Bay of Biscay, Balearic Seas — Other active gears — from 10 to 12 metres	7
AT CS_WS_Ice HOK VL0010	Atlantic Western Scotland, Celtic Seas — Iceland — Pot vessels from 0 to 10 metres —	78
AT MdN_Mchest HOK VL0010	From the Atlantic to the North Sea, Eastern Channel — Pot vessels from 0 to 10 metres —	36
AT MdN_Mchest OTM) VL1824	From the Atlantic to the North Sea, Eastern Channel — Pelagic trawlers between 18 and	4
AT MdN_Mchest GMP VL1012	Atlantic, North Sea — Eastern Channel — Various active gear — from 10 to 12 metres	11

FINAL SEGMENT	Segment text	2015
AT MdN_Mchest DRB VL0010	From the Atlantic to the North Sea, Eastern Channel — DRB — from 0 to 10 metres	6
AT MdN_Mchest DFN VL1218	Atlantic, North Sea — Eastern Channel — Drift and/or Fixed Netters — from 12 to 18 metres	11
AT MdN_Mchest DFN VL0010	Atlantic, North Sea — Eastern Channel — Drift and/or Fixed Netters — from 0 to 10 metres	47
AT MdN_Mchest TBB VL1218	From the Atlantic to the North Sea, Eastern Channel — Beam trawlers between 12 and	4

> In the second place, these are segments that contribute significantly to the landings of overharvested stock, albeit infrequently. The landings are indicators of the imbalance in the last three years. These 21 segments have been put under surveillance as a precautionary measure in order to monitor their impact on samples carried out on overharvested stocks.

Table 5: List of 21 segments for monitoring.

FINAL SEGMENT	Segment text	2015
AT GG_Ib DFN VL0010	Atlantic — Bay of Biscay — Drift and/or Fixed Netters Balearic Seas zone — from 0 to 10 m.	205
AT GG_Ib DFN VL1012	Atlantic — Bay of Biscay — Drift and/or Fixed Netters Balearic Seas — 10 12 metres	80
AT GG_Ib MGO VL1012	Atlantic — Bay of Biscay — Balearic Seas — Black 10 12 metres	106
AT GG_Ib MGO VL1218	Atlantic — Bay of Biscay — Balearic Seas — Black 12 18 metres	118
AT GG_Ib MGO VL1824	Atlantic — Bay of Biscay, Balearic Seas — Black — from 18 to 24 metres	39
DTS VL1824 AT CS_WS_Ice	Atlantic Western Scotland, Celtic Seas — Iceland — Pelagic — from 18 to 24 metres	64
DTS VL2440 AT CS_WS_Ice	Atlantic Western Scotland, Celtic Seas — Iceland — Pelagic — from 24 to 40 metres	50
AT CS_WS_Ice (FPO) VL0010	Atlantic Western Scotland, Celtic Seas — Iceland — Pot vessels from 0 to 10 metres —	148
At CS_WS_Ice (FPO) VL1012	Atlantic Western Scotland, Celtic Seas — Iceland — Pot vessels from 10 to 12 metres —	47
At CS_WS_Ice MPP VL1012	Atlantic Western Scotland, Celtic Seas — Iceland — Other active and passive gears — from 10 to 12 m.	27
AT MdN_Mchest DRB VL1012	Atlantic, North Sea — Eastern Channel — DRB — from 10 to 12 metres	34
AT MdN_Mchest DRB VL1218	From the Atlantic to the North Sea, Eastern Channel — DRB — from 12 to 18 metres	77
AT MdN_Mchest DRB VL1824	From the Atlantic to the North Sea, Eastern Channel — DRB — from 18 to 24 metres	8
AT MdN_Mchest DTS VL1012	Atlantic, North Sea — Eastern Channel — Pelagic — from 10 to 12 metres	36
AT MdN_Mchest DTS VL1218	Atlantic, North Sea — Eastern Channel — Pelagic — from 12 to 18 metres	14
AT MdN_Mchest DTS VL2440	Atlantic, North Sea — Eastern Channel — Pelagic — from 24 to 40 metres	9
AT MdN_Mchest SDR VL40XX	Atlantic, North Sea — Eastern Channel — Pelagic — of 40 m or more	7
AT MdN_Mchest GMP	Atlantic, North Sea — Eastern Channel — Various active gear — 12	17

FINAL SEGMENT	Segment text	2015
VL1218	18 metres	
Ms ME DFN VL0612 (excluding 'gangui')	Mediterranean Sea — Mediterranean — Drift and/or Fixed Netters — from 0 to 6 m.	530
IR ME (FPO) VL0006	Mediterranean Sea — Mediterranean — Pot vessels from 0 to 6 metres —	80
Om Guyana DTS VL1824	Other regions — French Guiana — Black — from 18 to 24 m.	15

Detailed information on french fleet segments and their diagnostics is provided in annex 1 to this report.

3. Section A: Fleet segments and fisheries

i. Description of fleet segments

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

However, no priority was given to the supra-regional level. In order to align stock distribution and the fishing strategies of French vessels, France has refined its vessel segmentation on the basis of more specific geographical groupings than the supra-regional level yet remaining in compliance with Annex 2 to Decision 2010/93. 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 ("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 — Iceland — West Scotland	27.5; 27.6; 27.7 (excluding 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	I
Other regions	Africa — Antarctica — Indian India — Purse Seiners longer than 24 m	34; 47; 48; 51; 58	Om AFR_IndO
	Réunion — Vessels < 24 metres	51 (vessels registered to Reunion)	Om Reunion PPHSen
	Mayotte — Vessels of less than 24 metres in length	51 (vessels registered in Mayotte)	Om Mayotte PPHSen
	Guyana	31 (Vessels registered in French Guiana)	Guyana
	Guadeloupe	31 (Vessels registered in Guadeloupe)	Guadeloupe
	Martinique	31 (Vessels registered in Martinique)	Martinique

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

Table 7: predominant trades in french fleet segments

Gear code	Wording gear	Type of job
DRB	Dredgers	Active gear
SDRS	Bottom trawlers and seiners	Active gear
MGO	Other active gears	Active gear
PGM	Various active gear	Active gear
OTM	Pelagic trawlers	Active gear
PS_	Purse seiners	Active gear
TBB	Beam trawlers	Active gear
DFN	Netters	Passive gear
FPO	Pot vessels	Passive gear
HOK	Hooks	Passive gear
PGO	Other passive gear	Passive gear
PMP	Various passive gear	Passive gear
PMP	Various active and passive gears	Polyvalent gears
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 VL182424 < < 24 m = 40 m = VL244040 VL40XX = m and more

At the end of the segmentation process by region, dominant trade and length category, 232 fleet segments were identified according to the following groupings:

	Number of segments				
Regions	**2011**	**2012**	**2013**	**2014**	**2015**
Inactive vessels	17	17	17	17	14
Africa — Antarctica — Indian Ocean	2	2	2	2	2
Réunion	6	6	6	8	6
Mayotte					3
Guadeloupe	10	10	10	10	10
Guyana	4	4	5	5	6

		Number of segments				
Regions		**2011**	**2012**	**2013**	**2014**	**2015**
Martinique		14	12	12	11	12
Western Channel — Celtic and Irish Seas — Iceland — West Scotland		44	44	41	40	39
North Sea — Eastern Channel		39	37	36	36	36
Bay of Biscay and the Balearic Seas		40	40	43	41	41
Mediterranean		33	32	32	30	32
Grand total		**209**	**204**	**204**	**200**	**201**

France has 232 fleet segments over the period 2011-2015, in contrast, some segments being composed of very few vessels, all vessels segments do not receive all the years, However, these segments hosting at least one of the years of the period assessed, they will be kept throughout the period.

The breakdown of vessels by fleet segments can be found under annex 1 to this report.

ii. Link with fisheries

2.   *Identification of stocks evaluated*

The French fleets to fish between 2011 and 2015, of more than 260 different species. France does not have any expert biological data on all stocks, the effort to collect the data has been directed primarily on the following stocks: (alternative criteria):
-    Criterion no 1: Stocks for which the French share value represents at least 1 % of the total landings for French;
-    Criterion no 2: Stocks for which the French share quantity represents at least 1 % of the total landings for French;
-    Criterion no 3: Stocks managed in the context of a regional fisheries management organisation;
-    Criterion no 4: Stocks managed in the framework of a multiannual management plan;
-    Criterion no 5: Stocks where France represents over 30 % of the rate allowable catch;
-    Criterion no 6: Stocks where France has a quota greater than 1000 tonnes;
-    Criterion no 7: Stocks reported. In this category, stocks are also caught
         fisheries. The ban is complied with by fishing vessels flying the French flag, they are mentioned merely for information purposes.

Once this list is established, the stocks of almost 170 stocks, France has authorised the French Research Institute for Exploitation of the Sea (Ifremer) to collect all the data available on these stocks, whose biological, as a minimum:
-    An opinion or a trend: this diagnosis is the result of stock assessments conducted at international level (ICES, ICCAT, IOTC etc. May be quantitative (standard fishing mortality (Fc) in relation to the reference point ($Fmsy$), or qualitative namely expert assessment.
-    International quantities landed by stock.

Following this process, France has the necessary data for calculating the indicators in this report for 133 stocks. The list of stocks where SHI needed to calculate the variables were collected for the years 2011 to 2015 can be found in Annex 5 to this report.

3.   *Diagnosis of the stocks included*

Of the 133 stocks, the diagnosis is a binary variable:
-         0 overharvested stock;
-         1 stock in good state.

Such an analysis is drawn up for each stock on the basis of two indicators:

o The indicator for the level of exploitation of the stock (mortality); o

The indicator of the state of the stock (biomass level).

The level of exploitation of the stock shall determine the final state of the stock in the report except if the overfishing is low when biomass is high when the ratio B/Bmsy exceeds 1,5 or where biomass is very high when the ratio is close to or higher than 2.

In this context, the following stocks were qualified as 'good status':

GHL (V, VI, XII, XIV)	Greenland halibut (Reinhardtius hippoglossoides) Sub-areas V, VI, XII and XIV
COD (VIIb-k)	Haddock (Melanogrammus aeglefinus) Divisions VIIb to VIIk
LEZ (VIIb-k, VIIIabd)	Megrim (Lepidorhombus spp) Divisions VIIb to VIIk VIIIa, VIIIb and VIIId
MAC (27)	Mackerel (Scomber scombrus) Northeast Atlantic
WHB (27)	Blue whiting (Micromesistius poutassou) Northeast Atlantic

Details of the diagnosis by stock is included in Annex 5 to this report.

4.   Use of diagnostics in the indicators of the report

The integration of the diagnostics of the stocks included depends on conditions for indicator calculations (see point 8 ii).

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

According to the guidelines, set out in section 8.ii, the indicator is calculated only for the fleet segments fishing stocks:
 - according to the definition set out in point 10.1 of the Communication of the European Commission (COM(2014) 545 final of 2 September 2014);
 - where catches of the stock by segment account for 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 narrow definition does not take into account certain stocks identified by scientists and international organisations.

Therefore, in the absence of a stocks at risk list prepared for all Member States for the report on 2016, France, using the definition provided in the guidelines, has classified in this category:[14]

 - stocks dependent on a fragile habitat or overharvested and recognised as such by relevant international organisations. The same applies for gangui fishing activity on the posidonia beds in the Mediterranean as detailed in point 8.ii.b and Annex 3 to this report. This assessment is confirmed by Annex II to the Barcelona Convention for the Protection of the
Mediterranean and Annex IV to the 'Habitats, Fauna and Flora'.[15] Further details on this fishing technique are provided in annex 3 to this report.

 ˉ the species of hake, red mullet and shrimps in the Mediterranean for which the opinion by the CGPM recommending a significant reduction in fishing effort.[16]

 - the eel stock of Atlantic, where larvae glass eel, is authorised and for which the September 2016 ICES, Joint EIFAAC/ICES Working Group on Eels (WGEEL), fell significantly, long-term approach to the recruitment of the

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14COM(2014) 545 final of 2 September 2014 — Point 7.1 Guidelines for 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.
15   Annex IV to Directive 92/93/EC 'Habitats, Fauna, Flora' and Annex II to the Barcelona Convention for the protection of the Mediterranean.
16 GFCM:SAC18/2016/Inf.11, pp. 11-13.

stock.

The list of SARs therefore corresponds to the following stock for the years 2011 to 2015:
- hake (HKE) in the Mediterranean;
- red mullet (MUT) in the Mediterranean;
- stock associated with Mediterranean Posidonia and exploited by vessels using gangui fishing methods.
- the stock of eel in glass eel larvae of on the Atlantic coast.

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

The evaluation of a given fleet segment takes into account (cumulative criteria):
- stocks for which the Fc/Fmsy ratio is available;
- stocks for which the proportion of the landings relative to stocks for which there is an estimated Fmsy, represents at least 40 % of total landings for that segment.

It should be noted that France has the Fc/Fmsy ratio for 62 stocks (see Annex 5). Only 27 segments and land more than 40 % of fish stocks where these variables are known. Of these 27 segments in imbalance, none is under this indicator.

c. For the indicator "Number of Overexploited Stocks" (NOS):[17]

The analysis was carried out on the basis of two evaluations:
- a NOS 1 '", the number of overharvested stocks fished by the segment when:
   o the stock accounted for is landed at 80 % or more by the French fleet segments; and o the contribution of the segment to total landings of more than 1/nombre of French segments catching the stock.
- a NOS 2 '", the number of overharvested stocks fished by the segment in question and which the contribution of the segment to total landings exceeds 15 %.

For active segments fishing overharvested stocks calculated as "NOS 1" and "NOS 2", the diagnosis of imbalance was selected.

For active segments fishing overharvested stocks according to one of the methods of calculating "OUR 1' or 'NOS 2", the diagnosis of imbalance was only applied in cases where the economic dependence of segments on these stocks is high. The dependency has been assessed as high in the cases where the EDI indicator refers to a dependence of more than 40 % of the total value of the species landed by the fleet segment.

d. For the indicator "Economic Dependency Indicator" (EDI)

This indicator assesses the economic dependence of a fleet segment on overharvested stocks. It alone may not justify the existence of an imbalance of a fleet segment. However, combined with the other biological indicators, it can agree with this diagnosis. This indicator is also used to identify segments to be monitored because of their economic dependence on overharvested stocks.

The list of stocks and their diagnostics selected for this report is set out in Annex 5 to this report.

17
    STECF 15-02. p. 145 — Assessment of balance indicators for key fleet segments and review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities — Produced by EWG 14-12 and EWG 14-21.

iii. Development of the fleet

The renewal of the French fleet occurs through requests for operating permits (SMEs). An SME must be operators wishing to enter a new fishing unit fleet or modify the technical characteristics of one of its vessels. 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 a modernisation of active vessels without exit of a vessel of equivalent capacity by the applicant: 'operating permit other';
- a fleet renewal or modernisation of active vessels i.e. operating permits submitted against the definite exit from the fleet of one or more vessel (s): 'One-for-one permit'

Between 1 January 2011 and 31 December 2015, 594 fleet renewals or upgrades were planned for the mainland segment (MFL). These projects can take the form of modernisation of fleet units or through entry into the fleet of new fishing units, by construction, import or a change in the vessel's activity.

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

Façades metropolitan areas (MFL)	Projects	2011	2012	2013	2014	2015
South Atlantic Coast	Entries into the fleet	1	9	13	12	12
(vessel equal to or less than 25 metres)	Modernisation of a vessel	8	4	20	11	15
Eastern Channel — North Sea	Entries into the fleet	8	4	6	9	7
(vessel equal to or less than 25 metres)	Modernisation of a vessel	1	2	10	10	11
North Atlantic — Western Channel	Entries into the fleet	12	14	24	13	34
(vessel equal to or less than 25 metres)	Modernisation of a vessel	10	4	11	9	8
Mediterranean coast	Entries into the fleet	26	8	56	37	37

Façades metropolitan areas (MFL)	Projects	2011	2012	2013	2014	2015
(vessel equal to or less than 25 metres)	Modernisation of a vessel	8	3	30	20	30
All coasts	Entries into the fleet	4	6	3	1	4
Vessel exceeding 25 metres	Modernisation of a vessel		4	2	2	1
Grand total		78	58	175	124	159

4. Section B: Fishing effort adaptation plan

i. Fishing effort reduction plan

1. Available tools

There are various types of management measures in force to reduce fishing effort in fisheries where this is required.

These include the following:

- fishing time limits: quotas (kW * days or sea days);
- catch limits: by tonnage or maximum value, by percentage or by quota;
- access limits: by the introduction of authorisation schemes;
- technical restriction: by mesh selectivity devices,...
- limits on space and time;
- aid for permanent or temporary cessation of activities.

On top of this there is also 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' or 'Southern Atlantic.

2. Implementation of assisted fleet exit plans

Fleet exit plans with public assistance have been implemented: following

- in 2007 for the following fisheries, anchois18 thonaille19, cod, sole, deep-water species, Mediterranean hake, eel and baudroie20;
- in 2008 for the following fisheries: anchois21, cod, sole, deep-water species, Mediterranean hake, eel and baudroie22;
- in 2009 for the following fisheries: anchois23, cod, sole, deep-water species, Mediterranean hake, eel, baudroie24 rouge25, tuna and tuna in the waters of Senegal26;
- in 2010 for the following fisheries and shark anguille27 taupe28;

Circular DPMA/SDPM/C2007-9627 of 21/11/2007. '
Circular No DPMA/SDPM/C2007-9630 of 21/11/2007. [1] Circular No DPMA/SDPM/C2007-9629 of 21/11/2007.
[2]
[1] Decree AGRM0818813A of 29/07/2008.

[22] Decree AGRM0831305A of 26/12/2008.
[23] Decree AGRM0905781A of 10/03/2009, 2009.
[24]
[25] Decree AGRM0905781A of 10/03/2009, 2009.
Decree AGRM0913697A of
01
Decree AGRM1007504A of 01/04/2010.'

Decree AGRM0919844A 02/10/2009, Decree AGRM0916442A of 30
Decree AGRM0919844A June 02/10/2009, Decree AGRM0916442A of
Decree AGRM0914131A 4/08/2009, Decree AGRM0925884A of 30

Decree AGRM1012781A of 10 July 2010.

- in 2011 AGRM0914133A of 01/07/2009   wl): bluefin tuna, cod and eel.[18]
- in 2012 for the Mediterranean fisheries (trawl), porbeagle, cod and Mediterranean eel.[19]
- in 2013 for the Mediterranean trawl fisheries and the European eel in the Mediterranean.[20][21]
- in 2016 for the Mediterranean trawl fisheries and on the fishery gangui fishing methods in Mediterranean posidonia beds GSA7.[22][23]
- in 2017 the fishery for sole netters of 0-18 m in the Eastern Channel.[24]

3. Adjustment of fishing effort for the 2014-2016 period

The following fishing effort limitations have been applied:
- in application of the Mediterranean management plan, the fishing effort of Mediterranean trawlers has been limited to 14 726 days.[25] Maximum allowable fishing effort on Demersal trawlers in the Mediterranean was also reduced by 10 % due to the stock of hake targeted by these fleets and in preparation of the future Mediterranean management plan.
- in the application of the Mediterranean management plan and bearing in mind the situation for stocks fished, fishing efforts for vessels using beach seine, dredge and purse seine vessels in the Mediterranean have been restricted as from the year 2016 depending on the level of activity over the period 2014-2015. A reduction was also applied in 2016 for beach seines and using purse seine, in application of the Mediterranean management plan.
- under '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 of vessels in operation was framed.[26][27][28][29][30]
- since 2015, the quota for vessels having authorisation to access the Channel sole fishery East in view of the state of the stock.[31]
- application of a temporary cessation:
    o activities by pelagic trawlers targeting sea bass in ICES division IV b-c, VII a and VII d-k from 1 to 30 June.
    o 5 days/year for Mediterranean trawlers.[32]
    o 21 days between 1 and 31 March to netters fishing for sole in the Bay of Gascogne43.[33]

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[18]   [9] See point 4.2 of this report.
[19]   See point 4.2 of this report.
[20]   Decree TRAM1303969A of 2 April 2013 on the implementation of a fleet exit plan for vessels using trawls in the Mediterranean.
[21]   [2] Decree TRAM1324563A of 12 November 2013 on the implementation of a fleet exit plan for vessels fishing for eels in the continental Mediterranean.
[22]   Decree of 15 December 2016 on the implementation of a fleet exit plan for vessels over 18 metres fishing with a trawl in the Mediterranean by GFCM area 37.GSA7.
[23]   Decree of 04 May 2016 on the implementation of a fleet exit plan for vessels fishing with a 'gangui' fishing on Mediterranean posidonia.
[24]   Decree of 03 February 2017 on the implementation of a fleet exit plan for vessels between 0 and 18 metres fishing with nets in the eastern part of the Channel and the North Sea.
[25]   [6] Decree 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 French flag.
[26]   Regulation (EC) No 1342/2008.
[27]   Regulation (EC) No 2347/2002.
[28]   Regulation (EC) No 1954/2003.
[29]   Regulation (EC) No 2166/2005.
[30]   Regulation (EC) No 509/2007.
[31]   Decree of 22 January 2015 creating a national management scheme for the common sole fishery (Solea solea) in the Eastern Channel (ICES division VIId).
[32] Decree of 21 March 2017 establishing a biological recovery period for professional fishing vessels flying the French flag fishing with a trawl 37.GSA7. in GFCM area

ii.   Impact on capacity reduction

Measures to adjust fishing efforts aim to limit the maximum effort of the French fishing fleet. Fishing effort is no longer increasing, but there has been a shift in vessel activities. Reductions in fleets are detected in order to adjust the fishing effort quotas and catches available.

Aid for permanent cessation of activities, their effect has been all the more effective when beneficiaries are highly dependent on fisheries subject to fishing effort reduction. There has consequently been a significant reduction in fishing effort for anchovy and bluefin tuna fisheries. This tool is again mobilised since 2016. Although the impacts will not be measurable until 2018 since beneficiaries will be deleted on the years 2017 and 2018.

5.   Section C: Compliance with the entry/exit scheme (power and tonnage)

In accordance with Article 22.7 of Regulation (EU) N° 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 of the above mentioned Regulation. The fishing capacity taken into account is understood to mean the fishing capacity of vessels holding a fishing licence within the meaning of Article 4.9 of Regulation (EC) N° 1224/2009 establishing a community control system for the Common Fisheries Policy.

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

Table 11: Levels and ceilings for the active fishing fleet for 2011-2015

REGIONS	YEAR	Tonnage * (GT or UMS)	Power * (kW)
METROPOLITAN FRANCE	*CEILING*	*178124*	*769 423*
	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
THE MEETING **Less than 12 metres** **4FD**	*CEILING*	*10 002*	*31 465*
	31-12-2015	6 715	19 014
	31-12-2014	6 710	19 014
	31-12-2013	6 713,88	18 502
	31-12-2012	7 048,02	19 509
	31-12-2011	7 568,35	20 579
THE MEETING **More than 12 metres** **4FC**	*CEILING*	*1 050*	*19 320*
	31-12-2015	342	10 887
	31-12-2014	357	11 254
	31-12-2013	358,06	11 293
	31-12-2012	363,1	11 453
	31-12-2011	397	12 561

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33   [4] Decree of 12 February 2015 creating a national management scheme for the common sole fishery (Solea solea) in the Bay of Biscay (ICES divisions VIII a and b)

REGIONS	YEAR	Tonnage * (GT or UMS)	Power * (kW)
GUADELOUPE Less than 12 metres 4FL	*CEILING*	*6188*	*162 590*
	31-12-2015	3 023	160 434
	31-12-2014	3 001	158 017
	31-12-2013	2 974,84	156 500
	31-12-2012	2 967,7	156 280
	31-12-2011	2 887,13	151 112
GUADELOUPE More than 12 metres 4FM	*CEILING*	*500*	*1 750*
	31-12-2015	0	0
	31-12-2014	0	0
	31-12-2013	0	0
	31-12-2012	0	0
	31-12-2011	0	0
MARTINIQUE Less than 12 metres 4FJ	*CEILING*	*5 409*	*142 116*
	31-12-2015	1 748	94 476
	31-12-2014	2 090	110 724
	31-12-2013	2 038,09	1 08109
	31-12-2012	1 907,14	99 099
	31-12-2011	1 884,08	96 649
MARTINIQUE More than 12 metres 4FK	*CEILING*	*1 046*	*3 294*
	31-12-2015	233	1 035
	31-12-2014	233	1 035
	31-12-2013	372	1 549
	31-12-2012	415	1 864
	31-12-2011	501	2 495
GUYANA Less than 12 metres FF4	*CEILING*	*903*	*11 644*
	31-12-2015	580	7 071
	31-12-2014	700	8 313
	31-12-2013	656	7 808
	31-12-2012	638	7 608
	31-12-2011	577	6 968
GUYANA Trawlers longer than 12 m 4FG	*CEILING*	*7 560*	*19 726*
	31-12-2015	2 393	7 035
	31-12-2014	2 896	8 345
	31-12-2013	3 088	8 971
	31-12-2012	2 877	8 345
	31-12-2011	3 031	9 177
GUYANA Pelagic > 12 m 4FH	*CEILING*	*3 500*	*5 000*
	31-12-2015	0	0
	31-12-2014	166	723
	31-12-2013	166	723
	31-12-2012	166	723
	31-12-2011	166	723
MAYOTTE Tuna seiners 4FN	*CEILING*	*13 916*	*24 000*
	31-12-2015	2 393	7 035
	31-12-2014	Not OR	Not OR
	31-12-2013	Not OR	Not OR
	31-12-2012	Not OR	Not OR
	31-12-2011	Not OR	Not OR
MAYOTTE	*CEILING*	*Under development*	*Definition ongoing*

REGIONS	YEAR	Tonnage * (GT or UMS)	Power * (kW)
Tuna longliners. More than 23 metres 4FP	31-12-2015	305	6 404
	31-12-2014	Not OR	Not OR
	31-12-2013	Not OR	Not OR
	31-12-2012	Not OR	Not OR
	31-12-2011	Not OR	Not OR
MAYOTTE Demersal and pelagic species. Less than 10 metres 4FO	*CEILING*	*Under development*	*Under development*
	31-12-2015	Census	Census
	31-12-2014	Not OR	Not OR
	31-12-2013	Not OR	Not OR
	31-12-2012	Not OR	Not OR
	31-12-2011	Not OR	Not OR
* Sums rounded up.			

Between 1 January 2010 and 31 December 2015, the French fishing fleet able to undertake fishing activities (declared active on the fishing vessel register) remained stable overall. The "metropolitan" segment is more fleet exits than entries over the period 2011-2015 but this is offset to a large extent by projects of construction and fleet entries planned for 2016, 2017 and 2018.

6.   Section D: Management of the fleet

i.   Strengths and weaknesses of the national fleet management system

- The reports for the years 2015 and 2016 had confirmed the revision of the geographical disaggregation of fleet segments, with a view to honing diagnostics.

  This disaggregation referred to in point 3.i has been applied to this report but has incorporated a sub- segmentation of coastal fleets of Réunion and Mayotte that were previously grouped in the same region. The fleets in service and the stocks fished do not overlap, a separate assessment is therefore become relevant.

- This report included, as did the previous report, the indicator NOS in accordance with the new STECF recommendations (see point 8.ii). However both variants of calculation have been integrated. The table below summarises the details of this indicator in the various reports in English.

Variants from indicator NOS	Methodology	Report 2015	Report 2016	Report 2017
OUR 154 %	Number of overharvested stock by segment as the ratio of the segment's landings on a stock of all landings is greater than the report 1 total number of active segments fishing on the stock. The total number of segments being known at the level of the individual Member State, the indicator is calculated only on stocks for which the French share is at least 54 %. In this context, the number of segments targeting this stock in France is considered to be a		**X**	

	proxy of the total number of segments targeting this stock.			
OUR 1 80 %	Number of overharvested stock by segment as the ratio of the segment's landings on a stock of all landings is greater than the report 1 total number of active segments fishing on the stock. The total number of segments being known at the level of the individual Member State, the indicator is calculated only on stocks for which the French share is at least 80 %. 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 increase of the ratio to 80 % is justified by the identify the most contributors.			X
HEADING 2	Number of overharvested stock by segment as the segment landings of a stock are greater than 15 % of total landings for that stock.	X		X

• In addition, two problems were raised in 2015 and 2016:

- the estimation of the replacement value and capital depreciation costs prevented capital data from being taken into account for the calculation of the economic indicator RoFTA and CR/BER.

    Capital data has been included for most segments in this report but discussions are underway to consider the calculation of this variable.

- the assignment of each vessel to a primary region, which could lead to group within a segment of ships with very heterogeneous fishing strategies: vessel A spending 99 % of its time in region 1 and vessel B attending the same year 3 fishing regions and only increased from 34 % in region 1.

    The creation of a sub-segmentation distinguishing vessels, depending on the composition of their landings is still in the planning stage. But as this report, it has been decided to present a segmentation adapted to deal with the case:
    o active vessels on eels, including during the glass eel, Atlantic supra region.
    o ships in gangui fishing in the Mediterranean.

    Vessels carrying out these two activities are dispersed over various fleet segments, although they are all involved in fishing effort targeted developed on sensitive fisheries and in poor condition. However as these fisheries are typically performed on an ancillary basis, it is not possible to identify dedicated fleet segments. In order to avoid this, the evaluation of the segments in this report has been carried out in accordance with the usual criteria recalled above.

    France has therefore added 2 segments under their by-catches:
    o a fleet segment — Mediterranean — Drift and/or Fixed Netters between 10 and 12 metres in length engaging in 'gangui' fishing as accessory;
    o a fleet segment — Atlantic — Other active gears from 0 to 12 metres in length on elvers/eel accessory.

• The lack of available data for some segments, in particular Guyana, Martinique and Guadeloupe has not been fully resolved. But an improvement can be observed for the year 2015 in which the biological, technical and economic data could be recovered. They do not establish a diagnosis but France intends to continue these efforts in order to fully integrate these territories in the report. This effort, however, will only be useful if biological data stocks targeted by these fleets are known.

• The making available to the Member States the data required for the drawing up of a report should be a prerequisite, especially:

    o the dissemination of scientific advice on all stocks fished for: in the absence of this information, each Member State

collects, without sharing, the most recent advice from recognised scientific bodies, some of which national ones, and the homogeneity of this advice cannot be verified.

o the dissemination of total quantities fished from the stocks to be evaluated: made available to the Member States, each Member State collects, without sharing, the total quantities caught and made available to recognised bodies. However, some are not available or not stabilised. The completeness of the amounts collected cannot therefore be stated with certainty.

o access to the number of vessels and fleet segments for all Member States targeting a specific stock. Otherwise the possibility of mobilising certain indicators, such as NOS 1, is reduced to only sections of the Member State who are not always representative in total landings.

- Lastly, in order to ensure enhanced monitoring and diagnostics for 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 segments in 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 and the move towards balanced segments, where applicable with the aid for a temporary cessation of activities;
- optimise current regulatory, technical and administrative measures to match fishing capability to fishing opportunities.

ii. Action plan to improve the national fleet management system

France welcomes the coverage of stocks in this report and intends to pursue its efforts to strengthen it. The national action plan will therefore endeavour to make available the data within the jurisdiction of a Member State but it should be kept in mind for further European coordination.

The plan tends towards exhaustive monitoring of the French fishing fleet, so as to make timely management efforts to establish a sustainable balance between fishing capacity and fishing opportunities. In view of this, the plan features two sections:
- a qualitative section, for improvements to data gathered for drafting of the capacity report,
- a section focusing on capacity reduction for imbalanced segments, and optimisation of segment management.

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

In this report, the list of stocks monitored has been considerably increased. For the period 2011-2013 the share of landings associated with assessed stocks was 34 %. For the period 2011-2014, it was increased to 68 %. For the period 2011-2015, and it exceeds the 71 % coverage.

Constant efforts will be made to maintain or even increase this level of coverage, provided that the necessary external data (advice, landings in terms of volume of other Member States and third countries, etc.) are available. The exhaustiveness of the data used to improve the collection of assessments or 'expert opinions' on stocks and through landing, effort or economic data. In order to contribute to this, an action plan is being implemented.[34]

2. Supporting capacity reduction for imbalanced segments

Following the identification of segments with an enduring imbalance presented in section 2 of this report, France has estimated the reduction per segment in imbalance, taking into account the latest scientific advice available and for each of these segments in French landings for overharvested stocks causing the imbalance.

The overcapacity was estimated in order to reduce as a priority landings of overharvested stocks causing segments to become imbalanced. An average target of reduction of landings for these stocks has been established by segment. This target was also adjusted to take account of the annual variability of landings for these stocks by each segment. Once the reduction target set for a segment landings have been deducted, a target for reductions in vessels, tonnage and power by segment. This objective is indicative. It has been estimated that the catches of all the vessels were identical. It may therefore be adapted to carrying out the reduction in fishing effort. Equally, that objective may be revised in the light of forthcoming scientific advice or the first cessations of activities.

For each objective management actions have been established to ensure that the imbalances found are righted by 31 December 2022 at the latest.

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

- aid for permanent cessation of activities, until 31 December 2017, as stipulated in the French operational programme of the European Maritime and Fisheries Fund (OP EMFF),

- temporary cessation of a non-assisted activity, the temporary cessation assisted by means of the procedures set out in the OP EMFF.

- greater selectivity for fishing gear, where applicable through funding of studies,

- restrictions on fleet renewals and fleet entries for segments not in balance;

- discussion on stepping up management measures for multi-annual plans in force for vessels flying the flag of france.

Details of the reduction targets and actions to be taken are set out in Annex 4 to this report.
> Calendar of aid for permanent cessation of activities

Aid for the permanent cessation of fishing activities, as laid down in Annex 4 of this report, will be made available as follows:
- decisions on the provision of aid will be made by 30 September 2017;
- once aid has been opened, applications will be accepted until 31 October 2017;

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34   Implementing Decision No C(2014)3594 final of the European Commission of 6 June 2014 establishing an action plan to address weaknesses in the French fisheries control system.

- aid investigation and decisions must be carried out by 31 December 2017.
- the vessel must be destroyed by 31 December 2018;
- payment of aid shall be made during the two-month period following the destruction of the vessel.

> Calendar of aid for temporary cessation of activities

If aid for the temporary cessation of activities are implemented, they will be on an exceptional basis to address a dramatic situation provided for in points 1.a and 1.b of the Article 33 of Regulation (EU) 508/2014 or to implement a reduction in fishing effort lasting able to guarantee the attainment of the maximum sustainable yield objectives as referred to in Article 2 (2) of Regulation (EU) No 1380/2013. The cessation should therefore be justified by the equipment or the testing of new selectivity measures.

Therefore, aid measures for the temporary cessation of activities 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) 1224/2009 of 20 November 2009 establishing a community control system and its Implementing Regulation (EU) No 404/2011 of 08 April 2011, came into full effect on 1 January 2012.

These two regulations govern, in particular, monitoring of engine power, which is divided into two stages: engine certification, followed by engine verification (document check and, where required, a physical check).

In accordance with these provisions, the french authorities have used the engine certifications described in detail in this same report last year.

Since, in 2012 France entered the verification stage, submitting the necessary sampling plans for approval to the European Commission.

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 management of the French fleet on the national strategic fisheries is carried out by the Directorate for Maritime Fisheries and Aquaculture which decentralised departments, professional organisations (POs) 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 continues to simplify its administrative management procedures on access rights by extending electronic authorisations. Fishing authorisations such as licences are no longer issued in paper form; the entire process is with IT applications. 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.[35]

Finally, France has launched during 2013 in collaboration with the professional sector, a reform of production rights management (catch and effort opportunities) was completed in late 2014 and has 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 latter reform entered into force on 1 January 2017

8.   Implementation of indicators relating to the fisheries fleet

Of a total of 232 fleet segments, the indicator calculations included all active segments.[36] However, economic indicators were only reported for those segments with a vessel population exceeding 3 vessels.

I. technical indicators

For the purposes of this report, the technical indicators used were those used by STECF for the assessment of Member State reports submitted for 2012, namely:[37]

- the number of inactive vessels by region and DCF length category explained under point 3.i of this report;

- the usage rate for the segment's production capacity: average for the segment's sea days against maximum possible sea days (Average Sd/max possible Sd) for the segment. Maximum possible sea days are within the segment's 90th percentile. If this indicator is below 0,7, the segment's productive capacity is sub used.

It should be noted that the second technical indicator is reported for segments not exceeding 12 metres, but that no diagnostic can be run. Given the diversity of individual strategies among skippers/owners of vessels for which fishing is in many cases not the sole activity, interpreting production capacity usage rate for this category is a delicate process. A more detailed assessment of dependency on fishing among vessels in segments not exceeding 12 metres should be conducted, in order to take account of their greater versatility.
Furthermore, the submission method used for reporting obligations of vessels under 10 metres — one log-book per month — does not allow for optimal monitoring of their fishing effort. It is, therefore, necessary to review data for collection in order to assess the technical indicator for these segments.

II. Biological indicators

For the purposes of this report, the biological indicators used were those utilised by STECF for the assessment of

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35   Article 7 of Implementing Regulation (EU) No 404/2011 of the Commission of 8 April 2011 laying down detailed rules for the application of Regulation (EC) No 1224/2009 establishing a Community control system for ensuring compliance with the rules of the Common Fisheries Policy.
36   'Other regions' (non-segment)
37 COM(2014) 545 final of 2 September 2014 — Point 7.3 Guidelines for 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.

Member State reports submitted for 2012, and the two new indicators recommended in its 15-02 report.[38]

A- "Sustainable Harvest indicator (SHI)":

This is a standardised fishing mortality average F * (Fc/Fmsy) for all stocks fished by the segment in question and which an estimated Fmsy, weighted by the landing volumes of the stocks under consideration:
- this indicator is recorded if the landings relating to the stock under consideration account 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 those stocks for which the necessary information was available (see table 43, point 3.ii.b). 8 However, with regard to these stocks, the landing of segments only exceeds 40 % of the total landings of the segment in respect of 11 stocks in 30 fleet segments over at least one year between 2011 and 2015.

B- Stocks at risk indicator" (SAR)

This is the number of stocks at risk being 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 closure of 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 the fish should be released to the extent possible to the ocean alive or that landings are prohibited, or;

4.   included on the IUCN 'red list' or in the CITES annexes.[39][40]

France has added to this definition:
- stocks dependent on a fragile or overharvested habitant recognised as such by approved international organisations. Due to the fragility of certain habitats, fishing practices that present a risk to their health should be limited.
  The same applies for gangui fishing methods used on Mediterranean posidonia. These fishing practices, set out in annex 2 to this report, are a threat to these habitats, and should be reduced.
  In this context, France considers Mediterranean stocks dependent on posidonia to be stocks at risk. This assessment is confirmed by Annex II to the Barcelona Convention for the protection of the Mediterranean and Annex IV to the 'Habitats, Fauna and Flora'.[41]
- stocks for which scientific advice recommends reducing significantly the effort expended even if the limit biomass level is not known and the closure of the fishery is not recommended.
  This is the case for

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38 COM(2014) 545 final of 2 September 2014 — Point 7.1 Guidelines for 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.
39   http://iucnredlist.org/static/categories_criteria_3_1
40   http://www.speciesplus.net/
41   Annex IV to Directive 92/93/EC 'Habitats, Fauna, Flora' and Annex II to the Barcelona Convention for the protection of the Mediterranean.

o the species of hake, red mullet and shrimps in the Mediterranean for which the opinion by the CGPM recommending a significant reduction in fishing effort pêche. o the eel stock of Atlantic, where larvae glass eel, is authorised and for which the September 2016 ICES, Joint EIFAAC/ICES Working Group on Eels (WGEEL), fell significantly, long-term approach to the recruitment of the stock.[42]

A- "Number of Overexploited Stocks (NOS)"

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

France has distinguished two variants for the calculation of this indicator in this report:
- variant 2, known as the 'OUR', to identify the segments having a significant landings of overharvested stocks: . a segment to be fishing an overexploited stock if these samples on a overharvested stock account for at least 15 % of total landings of that stock.[43]
- variant 1, known as the "OUR" fleet segments that are responsible for identifying the state of the stock: this option is closest to the calculation method proposed in report STECF-15-02. However, due to a lack of available information on the number of fleet segments catching each stock internationally, the NOS indicator is calculated in recital 1 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/Nombre number of segments). The "overexploited" stock is counted 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.

B- "Economic Dependency Indicator (EDI)'*44*

This indicator represents the landing share in terms of value in connection with 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 segments of less than 12 metres in the Mediterranean and the overseas territories.

The NOS and EDI indicators have been calculated for all stocks for monitoring identified in Annex 5 to this report.

iii. Economic indicators

For this report, France points out that the result of these indicators is undermined by:
- the method applied: the variables are based on sampling involving non-exhaustive answers.
- the size of the segment: the variables shall be returned only for segments of more than 3 vessels in compliance with rules on confidentiality applied to statistical data.

In addition, as a result of different fishing strategies of these indicators cannot be conclusive. France's interpretation therefore carefully the results of this evaluation.

Otherwise the economic indicators applied were those used by STECF for the assessment of Member State reports submitted for 20 1, namely: 2[45]
- "RoFTA (rate of return on fixed tangible asset) = (Net profit + opportunity cost of capital)/Tangible depreciated

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42 GFCM:SAC18/2016/Inf.11, pp. 11-13.
43   To the nearest percentage point.
44STECF 15-02. p. 145 — Assessment of balance indicators for key fleet segments and review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities — Produced by EWG 14-12 and EWG 14-21.
45COM(2014) 545 final of 2 September 2014 — Point 7.2 Guidelines for 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.

asset value (vessel replacement value".[46]
- ***CR/BER = current revenue/break even revenue.***[47]

So as to have long and stable data sets, it was decided for the calculation of the economic indicator of segments of at least 10 vessels. This grouping includes the following vessel classes as identified by the EU and was done in the following order:[48]

1° The groupings are carried out within one and the same region at supra-regional level.

2° The name of segment cluster takes the largest number of vessels.

3° The aggregation shall be applied in the following order:

A- The clusters meet the classes of vessels 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 distant water fleet (LWF): overseas vessels exceeding 24 m.

B- The vessels practising the same trade and belonging to a length overall category (LHT) in metres (m) strictly contiguous (0-10 m/10-12 m) are grouped together; where this was not possible;

C- The vessels not identical but similar trade and belonging to an identical LHT category are grouped together.

D- By derogation to point c, a different grouping must be adopted in light of their specific characteristics.
a. For the over 40 m: it is favoured a grouping by LOA irrespective of the job assigned to vessels meeting.
b. For the Overseas Territories: it shall favour the clustering by type of job, whatever the length categories concerned (but in compliance with point 4.a above).

4 It is possible to keep segments of at least 10 vessels, given their heterogeneous nature in comparison with neighbouring segments.

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

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[46] According to the 2014 annual economic report definition (14-16 Annual economic report on the EU fishing fleet. p. 353).
[47] According to the 2014 annual economic report definition (14-16 Annual economic report on the EU fishing fleet. p. 353).
[48] 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 distant water fleet (LWF): overseas vessels exceeding 24 m.