

Annex 1. Structure of the Romanian fleet active, inactive in period 2013-2020 by fleet segments

Vessels/ Year	VL0006			VL0612			VL1218			VL1824			VL2440			TOTAL		
	Vsl	GT	KW	Vsl	GT	KW	Vsl	GT	KW	Vsl	GT	KW	Vsl	GT	KW	Vsl	GT	KW
Active 2013	15	9.21	323.3	91	156.2	2875	4	113	976	0	0	0	2	240	1112	112	518.41	5286.3
Inactive 2013	10	5.56	21.2	71	81.32	865.3	1	6.6	110	0	0	0	0	0	0	82	93.48	996.5
Total 2013	25	14.77	344.5	162	237.52	3740.3	5	119.6	1086	0	0	0	2	240	1112	194	611.89	6282.8
Active 2014	10	7.93	212	101	177	2169	10	308	2095	0	0	0	2	240	1112	123	732.93	5588
Inactive 2014	6	3.34	22	28	46.21	390.27	1	6.6	110	0	0	0	0	0	0	35	56.15	522.27
Total 2014	16	11.27	234	129	223.21	2559.27	11	314.6	2205	0	0	0	2	240	1112	158	789.08	6110.27
Active 2015	12	8.78	201.84	101	185.64	1934.88	11	340.37	2305	1	70	272.1	2	240	1111.6	127	844.79	5825.38
Inactive 2015	4	3.16	10	20	25.38	196.29	0	0	0	0	0	0	0	0	0	24	28.54	206.29
Total 2015	16	11.94	211.84	121	211.02	2131.17	11	340.37	2305	1	70	272.1	2	240	1111.6	151	873.33	6031.67
Active 2016	10	6.76	189.78	94	185.78	1262.43	13	388.13	2309.3	1	70	272.1	3	359	1332.25	121	1009.67	5365.82
Inactive 2016	4	3.66	4.41	21	41.88	291.59	1	53.77	184	0	0	0	0	0	0	26	99.31	480
Total 2016	14	10.42	194.19	115	227.66	1554.02	14	441.9	2493.3	1	70	272.1	3	359	1332.25	147	1108.98	5845.82
Active 2017	12	9.21	189.78	99	205.77	1124.2	19	616.41	3300.41	1	70	272.1	4	476	1217.25	135	1377.39	6103.7
Inactive 2017	4	3.09	4.41	16	26.65	92.67	0	0	0	0	0	0	0	0	0	20	29.74	97.08
Total 2017	16	12.3	194.19	115	232.42	1216.87	19	616.41	3300.41	1	70	272.1	4	476	1217.25	155	1407.13	6200.78
Active 2018	12	9.43	93.5	101	271.12	1719.21	18	576.3	2895.57	1	70	184	4	476	1217.25	136	1402.85	6109.53
Inactive 2018	6	4.6	4.41	24	40.13	25.69	1	24.87	109	0	0	0	0	0	0	31	69.6	139.1
Total 2018	18	14.03	97.91	125	311.25	1744.9	19	601.17	3004.57	1	70	184	4	476	1217.25	167	1472.45	6248.63
Active 2019	14	11.41	97.91	98	257.65	1433.04	21	688.34	3219.13	1	70	184	4	476	1217.25	138	1503.4	6151.33
Inactive 2019	3	1.46	0	20	35.99	11.77	1	18.91	72.13	0	0	0	0	0	0	24	56.36	83.9
Total 2019	17	12.87	97.91	118	293.64	1444.81	22	707.25	3291.26	1	70	184	4	476	1217.25	162	1559.76	6235.23
Active 2020	12	10.71	165.08	93	292.72	1537.66	21	695.31	3051.13	1	70	184	4	476	1217.25	131	1544.74	6155.12
Inactive 2020	6	5.44	10	38	69.77	112.71	0	0	0	0	0	0	0	0	0	44	75.21	122.71
Total 2020	18	16.15	175.08	131	362.49	1650.37	21	695.31	3051.13	1	70	184	4	476	1217.25	175	1619.95	6277.83

Annex 2. Total ratio between days at sea and maximum days at sea for the different fleet segments in period of 2013-2019

Fleet segment	Capacity			Current effort			Maximum effort			Capacity utilisation		
	No.of vessels	GT	KW	days	GT days	KW days	days	GT days	KW days	days	GT days	KW days
VL2440 PMP	2	240	1112	200	48000	222400	300	72000	333600	0.67	0.67	0.67
VL1218 PMP	4	113	976	137	15439,9	133712	600	67620	585600	0.23	0.23	0.23
VL0612 PG	72	108	1990	1376	148842	2737703	10800	1168236	21487788	0.13	0.13	0.13
VL0612 PMP	19	48.2	885	467	22518.7	413281	2850	137427	2522164,5	0.16	0.16	0.16
VL0006 PG	10	6.26	176.7	438	2741.88	77403,36	1500	9390	265080	0.29	0.29	0.29
VL0006 PMP	5	2.95	146.6	82	241.9	12023.66	750	2212.5	109972.5	0.11	0.11	0.11
Total 2013	112	518	5286	2700	237784	3596523	16800	1456886	25304205	0.27	0.27	0.27
VL2440 PMP	2	240	1112	177	42480	196824	300	72000	333600	0.59	0.59	0.59
VL1218 PMP	10	308	2095	392	120736	821240	1500	462000	3142500	0.26	0.26	0.26
VL0612 PG	75	111	1102	1469	163059	1618838	11250	1248750	12397500	0.13	0.13	0.13
VL0612 PMP	26	66	1067	567	37422	604989	3900	257400	4161300	0.15	0.15	0.15
VL0006 PMP	10	7.93	212	169	1340.17	35828	1500	11895	318000	0.11	0.11	0.11
Total 2014	123	733	5588	2774	365037	3277719	18450	2052045	20352900	0.25	0.25	0.25
VL2440 PMP	2	240	1111.6	245	58800	272342	300	72000	333480	0.82	0.82	0.82
VL1824 PMP	1	70	272.06	33	2310	8978	150	10500	40809	0.22	0.22	0.22
VL1218 PMP	11	340.37	2305	645	219539	1486725	1650	561611	3803250	0.39	0.39	0.39
VL0612 PG	78	120.39	1256.46	1747	210321	2195036	11700	1408563	14700582	0.15	0.15	0.15
VL0612 PMP	23	65.25	678.42	1058	69035	717768	3450	225113	2340549	0.31	0.31	0.31
VL0006 PMP	12	8.78	201.84	317	2783	63983	1800	15804	363312	0.18	0.18	0.18
Total 2015	127	844.79	5825.38	4045	562788	4744832	19050	2293591	25181982	0.35	0.35	0.35
VL2440 PMP	3	359	1332.25	270	96930	359708	405	145395	539561	0.67	0.67	0.67
VL1824 PMP	1	70	272.06	70	4900	19044	135	9450	36728	0.52	0.52	0.52
VL1218 PMP	13	388.13	2309.30	855	331851	1974452	1755	681168	4052822	0.49	0.49	0.49
VL0612 PG	63	99.81	836.08	1328	132548	1110314	8505	848884	7110860	0.16	0.16	0.16
VL0612 PMP	31	85.97	426.35	1294	111245	551697	4185	359784	1784275	0.31	0.31	0.31

VL0006 PG	10	6.76	189.78	276	1866	52379	1350	9126	256203	0.20	0.20	0.20
Total 2016	121	1009.67	5365.82	4093	679340	4067594	16335	2053807	13780449	0.39	0.39	0.39
VL2440 PMP	4	476	1217.25	411	195636	500289.75	600	285600	730350	0.69	0.69	0.69
VL1824 PMP	1	70	272.06	102	7140	27750.12	150	10500	40809	0.68	0.68	0.68
VL1218 PMP	19	616.41	3300.41	1029	634285.89	3396121.89	2850	1756768.5	9406168.5	0.36	0.36	0.36
VL0612 PG	65	101.64	583.66	1352	137417.28	789108.32	9750	990990	5690685	0.14	0.14	0.14
VL0612 PMP	34	104.13	540.54	1761	183372.93	951890.94	5100	531063	2756754	0.34	0.34	0.34
VL0006 PG	12	9.21	189.78	204	1878.84	38715.12	1800	16578	341604	0.11	0.11	0.11
Total 2017	135	1377.39	6103.7	4859	1159730.94	5703876.14	20250	3591499.5	18966370.5	0.39	0.39	0.39
VL2440 PMP	4	476	1217.25	313	148988	380999.25	600	285600	730350	0.52	0.52	0.52
VL1824 PMP	1	70	184	87	6090	16008	150	10500	27600	0.58	0.58	0.58
VL1218 PMP	18	576.3	2895.57	1224	705391.2	3544177.68	2700	1556010	7818039	0.45	0.45	0.45
VL0612 PG	63	105.01	627.8	1641	172321.41	1030219.8	9450	992344.5	5932710	0.17	0.17	0.17
VL0612 PMP	38	166.11	1091.41	1899	315442.89	2072587.59	5700	946827	6221037	0.33	0.33	0.33
VL0006 PG	12	9.43	93.5	486	4582.98	45441	1800	16974	168300	0.27	0.27	0.27
Total 2018	136	1402.85	6109.53	5650	7926102	34518844.5	20400	28618140	124634412	0.39	0.39	0.39
VL2440 PMP	4	476	1217.25	311	148036	378564.75	552	262752	671922	0.56	0.56	0.56
VL1824 PMP	1	70	184	75	5250	13800	138	9660	25392	0.54	0.54	0.54
VL1218 PMP	21	688.34	3219.13	1452	999469.68	4674176.76	2898	1994809.3	9328038.74	0.50	0.50	0.50
VL0612 PG	63	104.14	640.18	1869	194637.66	1196496.42	8832	924533.76	5654069.76	0.21	0.21	0.21
VL0612 PMP	34	152.97	792.86	1332	203756.04	1056089.52	4692	717735.24	3720099.12	0.28	0.28	0.28
VL0006 PG	14	11.41	97.91	580	6617.8	56787.8	1932	22044.12	189162.12	0.30	0.30	0.30
Total 2019	138	1503.4	6151.33	5619	1558776	7375915.3	19044	3931534.4	19589683.74	0.40	0.40	0.40

Annex 3. Return of investment ROI

Fleet segment	2018	2019	Trend 2019 to 2018
VL0006 PG	40.21	39.4	decreased
VL0612 PMP	69.1	95.1	increased
VL0612 PG	3.78	11.31	increased
VL1218 PMP	19.72	19.13	decreased
VLI 824 PMP	19.66	18.61	decreased
VL2440 PMP	4.23	7.52	increased

Annex 4. The ratio between current and break-even revenue CR / BER

Fleet segment	2018	2019	Trend 2019 to 2018
VL0006 PG	8.92	4.23	decreased
VL0612 PMP	4.21	8.25	increased
VL0612 PG	7.16	2.78	decreased
PMP	3.77	4.89	increased
VLI 824 PMP	9.73	9.14	decreased
VL2440 PMP	2.59	3.95	increased

Annex 5.

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

Considering that as a hall the fishing fleet of Romania has not encountered significant variations on most indicators, excepting value of landings volume and value, the Action plan designed in the last year is to be continued and will remain the same for other 2 years from 2020, actually.

The biological SHI indicator relies on the exploited stocks for the all-Black Sea areas, that means all 6 riparian countries. But, according to the SAR indicator levels (all of them below 10%, and most of them less than 1%), the impact of Romanian fishing fleet is not at all significant. That's why we must reiterate the same arguments and to keep the same rationales, as for the last two years, namely: The impact of the Romanian fleet on the species status stocks is the lowest in the division GSA 29/FAO 37.4.2. fishing area - the only one in the Black Sea.

The actual action plan for the segments of application of the addressed measures, is based on the economic and technical indicators. Romania proposes an action plan that includes the application of measures in the previously adopted plan (2019) and keeping the measures for some fleet segments, where is the case, as follow:

The Romanian fishing vessels are conducting fishing activities under instable hydro-climatic conditions specific for the Black Sea. This fact is conducting to a reduced fishing days' number, lower than in other marine area. This is negatively influencing the levels calculated for "vessel use indicator" (VUR)- in 2019 there is an increase of indicators in 4 fleet segments compared to the period 2013-2018 and a decrease for 2 fleet segments, see Table 8. The reduced total number of fishing days leads to a decreased pression on the fishing stocks. As a result, the measures taken by the financial/banking sector did not consider the productive sectors of the national economy, mainly for the fishing sector, which could not apply for financing investments, reducing of the resources to vessels modernization actions, so that the ROI and CR/BER indicators show a stable level for all segments - see Table 10, Annex 3 and 4.

The previous action plan results in a reduction in the number of fishing vessels, observed from a total of 194 in 2013 to 175 in 2020, with a slight increase in active vessels due to the increase in the quota and the increase in Rapa whelk catches in 2019 and an increase in inactive vessels in 2020 due to the Covid pandemic (Annex 1).

The total number of Romania fishing vessels, the catch as value and volume, indicate a percentage much lower than 10%, in the total catches of Black Sea area shared stocks, so the actual impact of the Romanian fleet is the same, not significant and could not improve the sustainable exploitation of fish species stocks in the area. The level of the Romanian fishing fleet capacity is managed to ensure the level of economic efficiency and preservation of the economic activities of the actual coastal fisheries communities. As example at 31.12.2020 the number of fishermen was 387. Also, Romania has the objective foreseen to consolidate the socio-economic conditions of the existing local fishery communities.

The general measure in the management of the Romanian fishing fleet is the implementation of the Annual Plan for monitoring, control and inspection of all fishing activities, under the guidance of the specialized services of the Commission and EFCA, continuing to improve the quality of the results of this plan. The multi-annual management plan to combat IUU fishing has also been implemented together with Bulgaria, starting with turbot fishing, as proposed by the GFCM and approved by the EC. Ensuring that its commitments to the EU on the provisions of the Common Fisheries Policy are met, Romania will continue to implement the action plan in accordance with the guidelines used for this report by 2021 and mentioning the measures taken in accordance with the plans of the last two years. For the implementation of this plan, EMFF funding support is used, especially for the training of NAFA staff for control and inspection actions carried out during 2017-2020.

Segment VL0006 PG — considering the VUR values, there is an increase in 2019 to 0.30 compared to 0.27 in 2018 and an increase compared to 2013-2018. ROI = 39.4 % and CR/BER = 4.23. However, the value indicator is below the 0.7 benchmark, which means that the segment could be considered underbalanced. The plan would take into account the continuation of the specific measures adopted in the last two years:

- 'Issue of fishing permits to catch other living marine resources and reduce pressure on molluscs Rapa whelk - Deadline: until end of 2022;
- Continuing the organization of professional meetings with scientists and fishermen - Deadline: 13.12.2021•,
- Intensifying the control of the temporary cessation of fishing activities for catches of demersal species (turbot and dogfish caught) during the prohibition period - Deadline: annually until 2022;
- 'Scientists suggest to fishermen the need to use new and selective gear and will support fishermen to successfully design the projects that would be needed for EMFF applications to fund the acquisition of new gear - by the end of 2022.

Encouragement (provision of facilities) associative forms (organizations, fishermen's associations); the establishment of landing points with the afferent endowments EMFF measure
Deadline: 31.12.2022.

Segment VL0612 PMP - during the analyzed period the VUR value level was decreased in 2019 at 0.28 from 0.33 in 2018, but registers an increase compared to the average of the period 2013-2018.

The growth trend is observed on economic indicators - Table 10, the return on investment is 95.1% and CR / BER is 8.25, Annex 3 and 4. Due to the level of 0.7 WR below the plan, the following measures are maintained:

- Issue of fishing permits to catch other marine life and reduce pressure on mollusks - Deadline: annually until 2022;
- Increasing the number of fishing days carried out - Deadline: permanently;
- Consolidation of control and inspection actions during the temporary cessation of fishing activities for catches of demersal species (turbot and dogfish collected) during the prohibition period - Term: permanently
- 'Orientation of fishermen to use specialized diversified fishing gear for target species - Deadline: permanently;

'Ensuring the organization of meetings between scientists and fishermen to guide better fishing techniques and the use of new gear - Deadline: 31.12.2022;

•Encouraging fishermen to apply for training and specialized sessions from scientists .permanently.

'Intensification of water inspection actions and especially during the ban period and in protected areas because boats smaller than 12 m are not equipped with VMS and ERS; Deadline: permanently.

Segment VL0612 PG the level of the VUR indicator in 2019 is increased by 0.21 compared to 2018 and increased compared to the average of the period 2013-2018, ROI=19.13 % AND CR/BER=2.78.

The increased level of the indicator evolution shows a positive trend, from 0.14 in 2017 the level of the indicator increased to 0.17 in 2018 and 0.21 in 2019 but below 0.7 reference point; the measures will consist in highlighting the specific aspects:

•Annual order of the Ministry of Agriculture fixing the number of fishing gears, in particular for turbot and associated species - Deadline: annual;

•Gradual improvement of gear selectivity; - Deadline: 31.12.2022;

•Ensuring the organization of meetings between scientists and fishermen to guide for better fishing techniques and the use of new gear - annually;

•Consolidation of control and inspection actions during the temporary cessation of fishing activities for catches of demersal species (turbot and dogfish caught) during the prohibition period Deadline: annually until 2021 ;

•Monitoring compliance by maritime inspections and when landing the minimum size at Rapa Whelk because in this segment no sorters are used for the mentioned species.

Segment VL1218PMP VUR indicator in 2019 registered an increase of 0.50 compared to 2018 and increase the average of 2013-2018, despite the positive trend observed in economic and technical indicators in the analyzed period, ROI= 19.13 % and CR/BER=4.89, the following measures are maintained in the plan action:

•Annual order of the Ministry of Agriculture to establish the number of fishing gear, especially for turbot and associated species; - Deadline: annually, first quarter;

•Limiting the number of fishing authorizations in order to stabilize the number of vessels Deadline - annually, in order to ensure the total capacity ceiling of the national fleet;

•Assistance in the modernization of vessels that would be supported by specialists, even in EMFF projects;

•Increasing the selectivity of fishing gear. - permanently.

'Ensuring the meeting between scientists and fishermen to guide better fishing techniques and the use of new gears - Deadline: 31.12.2022;

•Issue fishing permits to catch other living marine resources (such as mollusks: mussels and clams) to reduce pressure on fish stocks; - Deadline: until 2022;

'Implementation of the new electronic catch reporting system (easier and more efficient). The term 2023.

Segment VL1824PMP - The VUR indicator in 2019 registered a decrease of 0.54 compared to 2018 and an increase compared to the average of the period 2013-2018, in 2017 it registered the highest value of 0.68. The ROI values are 18.61% and CR / BER 9.14 values low compared to 2018. In this segment there is only one vessel that had a small number of days (only 75 days), the following measures are maintained in the action plan:

•Assistance in the modernization of vessels that would be supported by specialists, even in EMFF projects;

'Increasing the selectivity of fishing gear. - permanently.

•Ensuring the meeting between scientists and fishermen to guide better fishing techniques and the use of new gears - Deadline: 31.12.2022;

•Issues fishing permits to catch other living marine resources to reduce pressure on benthic fish stocks; - Deadline: annually until 2022.

'Implementation of the new electronic catch reporting system (easier and more efficient). Deadline: 31.12.2023.

Segment VL2440PMP - the VUR indicator in 2019 registered an increase of 0.56 compared to 0.52 in 2018, and a decreased value compared to the average of the period 2013-2018. The ROI value is 7.52%, increased compared to 2018 and CR / BER is 3.95 increased compared to 2.59. Based on the data presented, it can be said that the segment is unbalanced. In this segment starting with 2017, 4 fishing vessels are registered, the segment will be monitored in order to achieve a long-term balance, the following measures are maintained in the action plan:

- Annual order of the Ministry of Agriculture to establish the number of fishing gears, especially for turbot and associated species; - Deadline: annually;
- Limiting the number of fishing authorizations in order to stabilize the number of vessels Deadline - until 2022, in order to ensure the total capacity ceiling of the national fleet;
- 'Assistance in the modernization of vessels that would be supported by specialists, even in EMFF projects;
- Increasing the selectivity of fishing gear. - permanent;
- 'Ensuring a meeting between scientists and fishermen to guide better fishing techniques and the use of new gears - Deadline: 31.12.2021;
- Implementation of the new electronic catch reporting system (easier and more efficient). The term 2023.

Adaptation measures for fleet segments, where structural overcapacity is identified

Technical and administrative measures in national legislation

With regard to inactive fishing vessels, NAFA shall continue to apply national law under which it is possible to cease the operation of a fishing license and fishing authorizations if the fishing vessel has not engaged in any fishing activity for a period of one year. Vessels that have been suspended for this reason shall be withdrawn from the fishing vessel register and the released fishing capacity shall remain in favour of the State and subsequently allocated to other fishing vessels wishing to be entered in the Fleet Register. Prohibition of new vessels entering the fleet, conversion of the fleet, reduction of fishing, temporary cessation of fishing activities and modernization of the fishing fleet. NAFA intends to continue implementing national legislation in this direction in order to strike a balance between fishing capacity and fishing opportunities. The implementation of this measure will be done annually.

From July 2020, Order No. 211 of the Ministry of Agriculture and Rural Development is in force, which regulates the sale of fish from the Black Sea fisheries sector for the first time only to registered buyers. The registration by NAFA of the buyers at the first sale aims at improving the management of the traceability of the fishery products, of the monitoring of the landings for all fish species in the landing places nominated by NAFA resulting in a better control over the fishing capacity.

MARD Order no. Regulation (EC) No 1369/12 of September 2018 (consolidated in 2021) on the technical characteristics, conditions for the use of gear permitted for commercial fishing and commercial fishing methods in marine and inland waters provides for the use of Black Sea fishing gear for each species. The fishing gears and their number are recorded in the fishing license and authorization of each fishing vessel according to the approved annual TAC. This measure closely follows the observance of the fishing possibilities of each authorized vessel and in the overall management of the fleet on length segments.

Fishing ports, landing points and boats shelters

In 2020, started a procedure for designing and obtaining approvals of the "MIDIA Port" project. Midia port is multifunctional, serving fishing activities, and its modernization has been a constant concern. In this regard, an implementation plan has been developed, but, given, on the one hand, the fact that there are risks of prolonging this implementation period, especially in the context of the Covid-19 epidemic, leading to the completion of project after 2023, and, on the other hand, the fact that the programming period 2021-2027 offers a more adequate time horizon, the modernization of the port of Midia is done with support from Fishing and Aquaculture Plan 2021-2027. The investments thus made, supplemented by those for the construction or modernization of fishing shelters, landing points or centers of first sale, are likely to facilitate the landing and preparation for placing on the market of catches from marine fisheries and inland waters while maintaining product quality and ensuring the sustainability of these

processes, thus contributing to the stimulation of trade in fishery products, as part of efforts to ensure food security.

Supporting the modernization of fishing infrastructure to service fishing vessels larger than 12 m will allow adequate berthing, landing and refueling services. There will also be the possibility of taking over the marine waste collected. Appropriate sanitary-veterinary conditions for the conditioning, storage and delivery of fishery products will be ensured and a center will be set up for the purification of bivalve molluscs and their dispatch. For boats belonging to the small fishing fleet, modernization / construction of landing points must be supported.

Support the endowment of fishing vessels and vessels to increase economic performance, safety and security on board and reduce environmental impact. The aim is to acquire and modernize fishing gear and equipment for storing and conserving catches, but without increasing the fishing capacity of the vessel or vessel. New fishing gear needs to be more selective than old ones. Old fishing tools, which run the risk of being lost and becoming marine waste, can be replaced, provided they are destroyed and disposed of in an environmentally safe manner.

Equipment for small coastal fishing vessels and fishing vessels There are prerequisites for accessing EU-funded intervention in the form of EU financial support for fishing vessel in the period 2021-2027, thus contributing to increasing the profitability of the fleet and reducing the impact of fishing activities on the environment. Equipping fishing vessels and vessels with more selective fishing gear contributes, on the one hand, to reducing unwanted catches, bycatches, discards and stock mortality. On the other hand, new, more environmentally friendly fishing gear to replace old ones helps to reduce the risk of lost or abandoned gear and plastic pollution of the marine environment.

Other measures .

- Landing monitoring, authorization schemes for certain fishing activities, space and time, fishing restrictions.
- Support for the development of marketing initiatives or assistance for improving competitiveness.
- Extending the scope of the European Maritime and Fisheries Fund (EMFF) to allow fishermen to be compensated for economic losses caused by a public health crisis,
- Providing support of the EMFF to fishermen for the temporary cessation of fishing activities due to coronavirus,
- Implementation of the landing obligation starting with 01.01.2019 for all fish species from the Black Sea;
- Supporting activities that increase fishermen's income, by adding value to their products and by carrying out related activities (tourism, sport fishing), can lead to a certain degree of capitalization of operators.
- Bank financing, but this is unlikely, being conditioned by guarantees that fishermen can not offer mainly due to the seasonality of activities and income.
- 'Identifying new fishery resources by initiating studies on the state of stocks
- 'Promotion and development of sustainable fishing activities as well as economically competitive marine aquaculture with respect to ecological principles;

Creating the necessary legal framework for the development of marine aquaculture in order to increase the contribution of this activity to the economic circuit and to decrease the pressure exerted by the demand for fishery products on the natural fishery resource.

In Romania, the following projects were implemented through EMFF

•Promoting environmentally sustainable, resource efficient, innovative, competitive and knowledge-based fishing Measures:

- Temporary cessation of fishing activities
- ❖Added value, product quality and use of unwanted catches

*Fishing ports, landing places, auction centers and shelters - investments to improve the infrastructure of fishing ports and auction centers or landing sites and shelters, investments to improve the safety of fishermen

- Stimulating the implementation of the integrated maritime policy

*Integrated Maritime Surveillance (IMS)

- Stimulating the implementation of the CFP
- Increasing employment and territorial cohesion

Measures:

- ❖ Implement local development strategies
- ❖ Cooperation activities

The total evolution of landings between 2018 and 2019 should be observed, we reiterate that the total catches of the Romanian fleet are well below 10% of the total catches of each stock in the area. Stocks in the Black Sea area are common and shared with riparian countries, so the contribution of the Romanian fleet to the achievement of MSY in the region should be assessed according to the size of the fleet and a conclusion is that the impact of the Romanian fleet on stocks fish is quite limited, as expressed in recent reports.