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Paris, 30 May 2022

**NOTE FROM THE FRENCH AUTHORITIES
TO THE EUROPEAN COMMISSION**

DG MARE

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

Subject: 2022 annual report from France on efforts made between 2011 and 2020 to achieve a sustainable balance between fishing capacity and fishing opportunities

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

2022 ANNUAL REPORT¹ FROM FRANCE
on efforts made between 2011 and 2020 to achieve a sustainable balance between
fishing capacity and fishing opportunities

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¹ In accordance with the Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and of the Council on the Common Fisheries Policy, set out in Commission Communication COM(2014)545 final of 2 September 2014.

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

1. Summary of the report

1- Conclusions of the report

The French authorities wish to point out that due to the severe impact of the COVID-19 pandemic on French fishing businesses as a whole, the 2020 data does not reflect the actual status of fleet segments, in particular as regards the economic indicators. The conclusions of the 2022 report should therefore only be used with caution and do not provide a solid foundation for adopting measures. To do so would be counterproductive to the economic health of the businesses concerned.

This report covers 241 fleet segments over the period 2011-2020. In 2020, the French fleet comprised 194 segments, plus a further 3 *ad hoc* segments (ATL ELE 27, MED ELE 37 and MED Ganguis), i.e. 197 segments. Of those segments, 80 were balanced, 27 were balanced but to be monitored, 10 were imbalanced, 16 were inactive and 64 required additional information in order to be assessed and/or had three vessels or fewer.

France is pleased with the progress made in collecting data in the outermost regions as a result of which they now contribute 22 balanced segments, as opposed to 8 in 2021. On the other hand, France must point out that the situation regarding European pilchard in the Bay of Biscay is responsible for the imbalance in four segments, specifically the 'bolincheurs' and pilchard trawler segments. Sole in zone 7d is responsible for the imbalance in a Channel netter segment, explaining the increase from five segments in 2021 to ten in 2022. The other five imbalanced segments were also imbalanced in 2021, namely the segments fishing eel on the Atlantic and Mediterranean seaboard, the 'gangui' fishing segment in the Mediterranean, and Mediterranean trawlers of between 18 and 24 metres and between 24 and 40 metres fishing red mullet and hake.

Stocks were assessed by taking into account the condition of 117 stocks for the entire period. Analysis of the data showed that in 2020 there were 15 stocks for which zero French landings were recorded, and 102 stocks for which French landings were not at zero. Of the latter, 68 were in good health and 34 were in poor condition. Within this category, France accounted for more than 5% of landings for 23 stocks and more than 80% of landings for five stocks, namely hake and red mullet from the Mediterranean, Atlantic eel, shrimp from French Guiana, Atlantic smooth-hounds, and European pilchard from the Bay of Biscay.

Table 1: List of stocks assessed as being in poor condition where France accounted for more than 5% of international landings

Stock	Name	Percentage of French landings	Total quantity landed (France) (tonnes)
Yellowfin tuna	YFT.51	6%	25 246
European eel	ELE.27	100%	60
European eel	ELE.37	52%	277
Monkfishes nei	MNZ.27.3a46	7%	1 443
Penaeus shrimp	PEN.31,41	100%	320
Red seabream	SBR.27.678	14%	13
Smooth-hounds nei	SDV.27	82%	2 681
Albacore	ALB.51	15%	4 749
Blue ling	BLI.27.123a4a8912	7%	32
Blue marlin	BUM.31	18%	253
Whiting	WHG.27.7bc7e	45%	2 698

European hake	HKE.37.7	27%	513
Atlantic cod	COD.27.6a	10%	138
Atlantic cod	COD.27.7e	40%	371
European plaice	PLE.27.7hjk	13%	13
Thornback ray	RJC.27.3a47d	56%	1 255
Thornback ray	RJC.27.8	43%	227
Spotted ray	RJM.27.3a47d	14%	25
Spotted ray	RJM.27.67bj	17%	1
Red mullet	MUT.37.7	80%	339
European pilchard	PIL.27.8abd	88%	27 779
Common sole	SOL.27.7d	58%	910
Edible crab	CRE.27.78abd	35%	2 731

2- Structure of the French fleet in 2020

As at 31 December 2020, there were 6 061 administratively active vessels in the fleet. The present report analyses 6 223 vessels.

This difference is because vessels which became inactive are taken into account in segments. Inactivity means either vessels were not boarded during 6 of the previous 12 months, there were no regular landings of fishery resources during the previous 12 months, or fishing is not the primary source of income for the party responsible.

3- Segmentation method and main segments of the French fleet

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

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

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

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

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

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

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

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

Three segments were therefore added in order to identify vessels engaging in real activity in respect of stocks at risk according to the SAR indicator (see point 8.2 of this report) so that the entire segment – which is not imbalanced – would not be affected. To that end, the number of vessels with special eel fishing licences for the Atlantic and Mediterranean seabords and the number of vessels with ‘gangui’ licences were therefore transferred to those three segments for the years covered by the report.

The three segments are:

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

Under this segmentation, 16 segments were inactive, of which 3 had more than 100 vessels. The 178 active segments break down as follows: 13 active segments have more than 100 vessels, 19 segments have between 51 and 99 vessels, 51 segments have between 10 and 50 vessels and 95 segments have fewer than 10 vessels. Of the latter, 55 segments have fewer than four vessels and 30 have one vessel.

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

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

Segment	Number of vessels in 2020	Supra region	Region	Metier	Length overall class
OM NONACTIVE VL0010	542	Outermost regions	Inactive	Inactive	0 to 10 metres
ME ME DFN VL0612	524	Mediterranean	Mediterranean	Netter	6 to 12 metres
AT GG_Ib DFN VL0010	219	Atlantic	Bay of Biscay - Balearic Seas	Netter	0 to 10 metres
OM Guadeloupe PGP VL0010	177	Outermost regions	Guadeloupe	Various passive gear	0 to 10 metres
OM Martinique PGP VL0010	168	Outermost regions	Martinique	Various passive gear	0 to 10 metres
AT GG_Ib MGO VL0010	155	Atlantic	Bay of Biscay - Balearic Seas	Various active gear	0 to 10 metres
OM Reunion PP excl. seiners HOK VL0010	152	Outermost regions	La Réunion excl. seiners	Hooks	0 to 10 metres
AT MC_OE_Is FPO VL0010	148	Atlantic	Western Channel - Celtic and Irish Seas - West Scotland - Iceland	Vessels using pots or traps	0 to 10 metres
AT NONACTIVE VL0010	145	Atlantic	Inactive	Inactive	0 to 10 metres
AT GG_Ib HOK VL0010	136	Atlantic	Bay of Biscay - Balearic Seas	Hooks	0 to 10 metres

ME ME DFN VL0006	131	Mediterranean	Mediterranean	Netter	0 to 6 metres
OM Martinique FPO VL0010	123	Outermost regions	Martinique	Vessels using pots or traps	0 to 10 metres
OM Martinique HOK VL0010	121	Outermost regions	Martinique	Hooks	0 to 10 metres
ME NONACTIVE VL0612	110	Mediterranean	Inactive	Inactive	6 to 12 metres
OM Guadeloupe HOK VL0010	107	Outermost regions	Guadeloupe	Hooks	0 to 10 metres
AT GG_Ib DTS VL1218	106	Atlantic	Bay of Biscay - Balearic Seas	Trawler	12 to 18 metres

4 - Developments since the 2021 report

The segmentation used in 2022 contains one 'natural' segment fewer compared to the previous report. In reality, this slight decrease corresponded to larger movements in the fleet segments identified. The table below therefore lists the changes between the 2021 and 2022 reports:

Table 3: Fleet segments newly appearing or no longer present – comparison between 2021 and 2022 reports

Segments present in the 2021 report but not in the 2022 report	Segments present in the 2022 report but not in the 2021 report
AT GG_Ib DTS VL2440	AT NONACTIVE VL40XX
AT GG_Ib PGP VL1218	AT GG_Ib MGP VL1218
AT MC_OE_Is DRB VL1824	AT MC_OE_Is PGO VL1012
AT MC_OE_Is MGP VL2440	AT MC_OE_Is PS_ VL1824
AT MC_OE_Is PGP VL1012	AT MdN_Mchest PGP VL1218
AT MdN_Mchest PGO VL0010	ME ME PGP VL1218
ME ME DRB VL0006	OM NONACTIVE VL40XX
ME ME FPO VL1218	OM Martinique DFN VL1012
OM Martinique HOK VL1218	OM Reunion PP excl. seiners DFN VL0010
OM Reunion PP excl. seiners PGP VL1012	

The segments created by France in the last report, i.e. Atlantic eel, Mediterranean eel and 'gangui', were maintained. As in the previous report, and in view of the poor condition of eel stocks on the Atlantic and

Mediterranean seaboard, France has chosen to cover all eel stages in eel segments³ so as to ensure consistent monitoring of eel throughout its territory.

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

A comparison of the French fleet between 31 December 2017 and 31 December 2020 shows that the number of vessels fell by 451 over this period. This corresponded to 30 257 kW of power exiting the French fleet, but paradoxically an increase in vessel tonnage of 227 GT. As a reminder, the French fleet comprised 7 380 vessels in 2011. The fleet volume has fallen by 18% since then, registering a total of 6 061 vessels on 31 December 2020.

5 – Change in stock condition and/or fishing opportunities between 2019 and 2020

Given the positive trend (from 'overfished' to 'good health') in the status of populations producing high landings (hake from the North Atlantic, whelk from the Western Channel, megrim from the Celtic Sea-Bay of Biscay, haddock from the Celtic Sea), the share of total landings for mainland France corresponding to populations in good health increased considerably.

However, the share of landings from collapsed populations saw a significant increase between 2019 and 2020 on account of the concerning status of European pilchard in the Bay of Biscay (biomass collapse due, in particular, to an ecological imbalance similar to that observed in the Gulf of Lion (large decrease in the size of individuals at a given age)).

In summary:

Main populations with an improvement in status between 2019 and 2020:

- from 'overfished' to 'good health': hake from the North Atlantic, megrim from the Celtic Sea-Bay of Biscay, haddock from the Celtic Sea and whelk from the Western Channel;
- from 'collapsed' to 'rebuildable': horse mackerel from the North-East Atlantic.

Main populations with a deterioration in status between 2019 and 2020:

- from 'overfished' to 'overfished and deteriorated': saithe from the North Sea-West Scotland
- from 'overfished and deteriorated' to 'collapsed': European pilchard from the Bay of Biscay.

In terms of volume, unassessed stocks fished by the fleet and covered in this report represented approximately 16% of landings in 2020. The share of unassessed stocks decreased continually between 2011 and 2020, falling from nearly 30% of French landings to 16%. Understanding of the condition of stocks has been consistently improving. The two projects aimed at improving understanding of the condition of octopus and gilthead seabream stocks in the Mediterranean and projects to improve understanding in the outermost regions, should help to further reduce the share of landings by the French fleet corresponding to stocks with unknown status.

Total landings for mainland France were down 9% in 2020 compared to 2019, primarily due to the COVID-19 pandemic.

6- Management plans introduced in recent years

Fishing effort decreased during the period 2011-2020. This was in line with current fishing effort management measures, in particular the schemes in place for Western waters⁵, deep-sea species⁶, cod⁷, sole in the Western

³ I.e. glass eel (only in the Atlantic), yellow eel (on both seaboard) and silver eel (only in the Mediterranean).

⁴ Special fishing rights for amphihaline fish.

⁵ Council Regulation (EC) No 1954/2003 of 4 November 2003 on the management of the fishing effort relating to certain Community fishing areas and resources.

⁶ Regulation (EC) No 2347/2002 of 16 December 2002 establishing specific access requirements and associated conditions applicable to fishing for deep-sea stocks.

⁷ Regulation (EC) No 1342/2008 on the multi-annual cod management plan.

Channel⁸ and Bay of Biscay⁹, Southern hake and lobster¹⁰ and national and European management plans for the Mediterranean¹¹. The aforementioned fishing effort management measures under the cod and deep-sea species plans were repealed as of the 2017 management year.

In 2020, following the capacity report, the conditions for granting professional licences ('CMEA licences') covering the fishing of estuarine and amphihaline species were tightened in respect of eel so as to reduce capacity in the Atlantic glass eel and yellow eel segment. As a result, the number of licences fell by 23 between 2019 and 2020 to 412 licences in 2020. In the Mediterranean, the number of eel licences also fell (by 7, to 212).

In the Mediterranean, the European management plan for the Western Mediterranean (West Med) came into force in 2019. The aim of this ambitious plan is to improve demersal stocks in GSAs 1 to 11, in particular hake stocks. It has already resulted in a considerable reduction in available fishing effort in the corresponding zones and allowed spatial and time-based closures for protecting juvenile hake. To support this initiative, temporary cessation of fishing activity was introduced in 2021 and 2022¹², and a fleet exit plan for certain vessels was rolled out in 2022.

In the context of the COVID-19 pandemic, a comprehensive programme of temporary cessation of fishing activity was offered to vessel owners in France following an amendment to the EMFF Regulation. Exceptionally, the measure could be used to compensate vessel owners forced to temporarily cease fishing activity due to the impact on their work of the COVID-19 pandemic. It was offered twice over the course of 2020 (in spring and during the last quarter of the year) and appears to have had a significant impact on fishing effort in that year.

In 2021, due to the impact of Brexit on the fishing industry, a plan for temporary cessation of fishing activity was introduced for the French vessels hardest hit by the new situation. A fleet exit plan is also under preparation for those vessels which are now no longer economically viable.

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

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

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

- temporary laying-up of Mediterranean trawlers in zone GFCM 37.GSA7 fishing hake and red mullet in the Mediterranean¹³;
- fleet exit plan for sole netters of between 0 and 18 metres in the Eastern Channel¹⁴;
- fleet exit plan for Mediterranean lobster trawlers in zone GSA8¹⁵;
- fleet exit plan for vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra region¹⁶;

⁸ Council Regulation (EC) No 509/2007 of 7 May 2007 establishing a multi-annual plan for the sustainable exploitation of the stock of sole in the Western Channel.

⁹ Council Regulation (EC) No 388/2006 of 23 February 2006 establishing a multiannual plan for the sustainable exploitation of the stock of sole in the Bay of Biscay.

¹⁰ Council Regulation (EC) No 2166/2005 of 20 December 2005 establishing measures for the recovery of the Southern hake and Norway lobster stocks in the Cantabrian Sea and Western Iberian peninsula.

¹¹ Management plan implemented under the Order of 13 May 2014 adopting management plans for professional fishing activities using purse seine, dredging, beach seine and gangui fishing methods in the Mediterranean sea by vessels flying the flag of France.

¹² <https://www.legifrance.gouv.fr/jorf/id/JORFTEXT000043703128>

¹³ Order of 15 December 2016 on the implementation of support for temporary cessation of fishing activity for vessels using trawls in the Mediterranean in zone GFCM 37.GSA7.

¹⁴ Order of 3 February 2017 implementing a fleet exit plan for vessels of between 0 and 18 metres fishing with nets in the Eastern Channel and North Sea.

¹⁵ Order of 26 July 2017 implementing a fleet exit plan for vessels of between 6 and 18 metres trawling lobster in zone GSA8 of the Mediterranean.

¹⁶ Order of 26 July 2017 implementing a fleet exit plan for vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra region.

- fleet exit plan for netters of between 10 and 12 metres in the Eastern Channel and North Sea¹⁷.

7- Compliance with the fleet entry-exit plan

The capacity ceilings in force for mainland France and its outermost regions were observed throughout the period 2011-2020 (see point 5, section C).

8 - Fleet management system improvement plans

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

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

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

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

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

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

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

Lastly, France interpreted the results of this assessment with caution given the diversity of the vessels' fishing strategies and the biases observed in the quality of certain data, particularly economic and technical data. Economic and technical indicators could not be fully conclusive given the diversity of fishing strategies existing within the same fleet segment, leading to results which were difficult to use, taking into account the drop in the number of vessels in most segments. Furthermore, the grouping of segments into economic clusters did not always allow the real economic balance in segments to be analysed in detail, in particular as regards small minority segments within a cluster.

¹⁷ Order of 11 August 2017 implementing a fleet exit plan for vessels of between 10 and 12 metres fishing with nets in the Eastern Channel and North Sea.

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

2.1. Methodology used and results of indicator calculations

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

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

i. Preparatory stages for drawing up the report

The following preparatory stages were essential for calculating the indicators:

- identifying reference maritime regions. France chose to use a regional level as specified in the Commission Decision of 18 December 2009 (2010/93/EU),
- establishing a list of stocks to be monitored (see point 3.2). France sought to assess all stocks landed by its vessels. However, due to the wide variety of segments in the French fleet, France gave priority to the stocks of importance to its vessels. This choice was all the more necessary in view of the difficulty in collecting full biological data for the stocks landed. The concept of 'important stock' is explained under point 3.2. This prioritisation is due to the specific characteristics of France's catch. More than 300 species (of fish, crustaceans and molluscs) are landed and marketed in mainland France. Bearing in mind that some 50 species account for 95% of total landings, many species from the very large number caught are landed in extremely small quantities. The number of species that account for a considerable share of landings vary from around 20 in the North Sea-Eastern Channel to around 50 in the Mediterranean. The Barents Sea- Norwegian Sea is an exception here as 85% of landings are solely cod;
- defining a method for allocating vessels to fleet segments and a method for aggregating segments into clusters for the economic indicator where required under the principle of confidentiality applied to individual data;
- gathering the necessary data for the study, including scientific opinions and data on the activity of all vessels.

ii. Presentation of different types of analysis

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

- The following are balanced fleet segments (cumulative criteria):
 - segments where the SAR indicator or the 'SHI' indicator is positive for at least the last 3 years assessed in the report for 2022, i.e. 2018 to 2020,
 - segments not targeting stocks in poor condition for at least the last 3 years assessed in the report for 2022 (i.e. 2018 to 2020) and/or where the economic dependence on stocks in poor condition is less than 40%.
- The following are imbalanced fleet segments (alternative criteria):
 - segments where the SAR indicator or 'SHI' indicator is negative (greater than 1) for at least the last 3 years assessed in the report for 2022, i.e. 2018 to 2020,
 - segments fishing stocks in poor condition for at least the last 3 years assessed in the report for 2022 (i.e. 2018 to 2020) and where the economic dependence on stocks in poor condition is greater than 40%.
- The following are fleet segments which are balanced but to be monitored (alternative criteria):

- segments where one of the biological indicators calculated is negative for at least 2 consecutive years between 2018 and 2020,
 - segments where economic viability is untenable due to economic over-capacity for at least 2 years between 2018 and 2020;
 - segments evaluated as being imbalanced but for which analyses are weak and discretion is allowed in their interpretation.
- Inactive fleet segments are segments made up of vessels that did not engage in any commercial fishing activity.
 - Fleet segments for which it was impossible to calculate indicators due to:
 - the small size of the fleet segment, as a result of which the segment did not 'exist' during the last year covered by the 2021 report,
 - lack of the minimum data needed for indicators to be calculated, such as fishing time, quantities landed or the biological condition of stocks targeted by these segments.

iii. 2022 assessment

For the 197 segments comprising the French fleet in 2020, the 2022 assessment is as follows:

- 10 segments are imbalanced,
- 27 segments are balanced but to be monitored,
- 80 segments are balanced,
- 16 segments are inactive,
- 64 segments do not allow indicators to be calculated (all indicators combined) and/or had fewer than three vessels.

In response to the main difficulties experienced when calculating the indicators for this report, for future reports France aims to:

- continue to consult various stakeholders, particularly scientific experts, so as to have the most detailed information possible on the stocks fished by the French fleets in the Mediterranean and overseas coastal regions in particular,
- improve the quality and completeness of economic and landing data,
- improve the general approach to the capacity report so that it will be easier for the European authorities to understand.

For the segments identified as imbalanced, France will implement an action plan for each segment, as described in point 6.2 and in Annex 4 to this report. The plans to restore a sustainable balance between fishing capacity and fishing opportunities in these imbalanced segments will each primarily comprise the following measures:

- capacity ceilings for imbalanced segments,
- implementation of assisted management measures intended to reduce fishing effort in imbalanced segments,
- where necessary steering the renewal and redeployment of the fleet towards balanced segments, with support for temporary cessation of activity where appropriate,
- increasing selectivity of fishing gear, where appropriate by funding research, to rebalance the stock(s) concerned more quickly,
- optimising the regulatory, technical and administrative measures in force so as to balance fishing capacity with fishing opportunities.

2.2. Imbalanced segments

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

i. Methodology used

France produced its assessment of imbalances:

- **by giving priority to the results of biological indicators when qualifying imbalanced sectors, in line with the approach taken by France for several years regarding how it draws up this report.** France considers that the biological indicators have slightly different objectives to the technical and economic indicators. The biological indicators enable those segments to be assessed which have a definite impact, in terms of volume landed, on stocks in poor condition, whereas the technical and economic indicators for each segment (calculated systematically as soon as data is available) tend to suggest a segment's vessels are being underused or that a segment is unprofitable. The reasons for this relate to variables bearing no relation to stock condition, which instead point to situations caused by poor management, seasonal or complementary activity, and which ultimately make no difference to the condition of fishery resources. Furthermore, as such decisions are specific to each business, no general assessment of a lasting imbalance is possible other than by means of a case-by-case examination. The results of these indicators can therefore only support, where appropriate, findings of an imbalance based on biological indicators. Finally, France would reiterate that it calculates the economic and technical indicators in line with the biological indicators for each of the segments identified in the report. However, it considers it essential for a distinction to be made in how these indicators are applied as they differ in nature;
- **by requiring biological indicators to be negative for 3 years in order for segments to be classified as imbalanced. Although all indicators (technical, economic and biological) provided for in EU legislation were calculated for each segment covered by this report, France only classified segments as imbalanced if their biological indicators were negative for the last 3 years.** The 3-year requirement is justified by the objective of this report, namely to identify real trends among vessel segments of overfishing stocks in poor condition. An imbalance over 1 or 2 years is insufficient to identify long-term activity. If vessels change their fishing strategies and target stocks from one year to the next, a 3-year period is enough to confirm the focus of vessel activity in a segment. A 3-year period is therefore appropriate for assessing fishing activity which may result in a segment being classified as imbalanced and corrective measures being taken. . Moreover, if a segment has negative biological indicators over 2 years during the period 2017-2019, the segment is then classified as a segment to be monitored;
- **by basing itself on unambiguous biological indicators.** Biological indicator calculations sometimes give rise to legitimate reservations as to their interpretation (questionable biomass evaluations, for example). Where this is the case, negative biological indicators, even if negative for 3 consecutive years, are insufficient to classify a segment as imbalanced. As a precaution, the segment would nevertheless be classified as a segment to be monitored.

For the purposes of this report, France considers an imbalanced segment to be a segment which meets one of the following conditions:

- 'sustainable harvest' (SHI) or 'stocks at risk' (SAR) biological indicators are negative for the last 3 years of the report,
- at least two of the 'number of overexploited stocks' (NOS) or 'economic dependency indicator¹¹' (EDI) biological indicators are negative for each of the last 3 years of the report.

It should be noted that the NOS and EDI indicators are not included in the European Commission's Guidelines of 2 September 2014. However, these indicators were proposed in the STECF-15-02 report from February 2015 which examined the Member States balanced their fishing capacity and reviewed their reports.

As with the reports from previous years, France chose to calculate the NOS and EDI indicators in addition to the indicators mentioned in the Guidelines, as:

- they do not require knowledge of current $F(c)$ and $F(msy)$ fishing mortality for all stocks, as is the case for the SHI indicator,
- they use the concept of 'stocks in poor condition' which is broader than the concept of stocks 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 result in any imbalanced segments being identified for France. As explained in point 3.2 of this report, the data for calculating the SHI indicator was only available for 61 stocks. However, the assessments are becoming more robust, with three additional stocks now subject to an analytical assessment since the last report.

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

ii. List of imbalanced French segments

Table 4: List of the 10 imbalanced segments

Segment	Name	Number of vessels in 2020	Biological criteria (biological overcapacity)	Landed stocks in poor condition	Technical criteria (technical overcapacity)	Economic criteria (economic overcapacity)	Changes compared to 2019
ME ME DTS VL1824	Mediterranean - Mediterranean - trawlers - between 18 and 24 metres	27	Imbalance NOS 1, SAR	Red mullet - MUT (37.GSA7), European hake - HKE (37. GSA7)	Balance	Balance	Number of vessels and capacity frozen at the level of the last report
ME ME DTS VL2440	Mediterranean - Mediterranean - trawlers - between 24 and 40 metres	30	Imbalance NOS 1, SAR	Red mullet - MUT (37.GSA7), European hake - HKE (37.GSA7)	Balance	Overcapacity	Number of vessels and capacity frozen at the level of the last report
ME ME ELE VL0024	Mediterranean - Mediterranean - between 0 and 6 metres – eel fishing as subsidiary activity	212	Imbalance SAR	Eel - ELE (37)	Not applicable to fleets of less than 12 metres	Balance	Decrease in number of regional fishing authorisations (-7)
ME ME VL0012 - 'gangui' fishing	Mediterranean - Mediterranean - between 0 and 12 metres – 'gangui' fishing	13	Imbalance SAR	Posidonia beds	Not applicable to fleets of less than 12 metres	Balance	Decrease of four vessels between 2019 and 2020

AT ELE VL0024	Atlantic - between 0 and 24 metres - eel fishing as subsidiary activity	412	Imbalance NOS 1, SAR	Eel - ELE (27)	Not applicable to fleets of less than 12 metres	Balance	Decrease in number of CMEA licences with special fishing rights for glass eel and eel (- 23)
AT MC_OE_I s PS_ VL1218 and AT GG_lb PS_ VL1218	Atlantic - between 12 and 18 metres - 'bolincheurs' fishing European pilchard in the Bay of Biscay	26	Imbalance NOS 1, NOS 2, SHI EU 2	European pilchard - PIL.27.8abd	Balance	Balance	Decrease of one vessel between 2019 and 2020
AT GG_lb OTM VL0010	Atlantic - between 0 and 10 metres - pelagic trawlers fishing European pilchard in the Bay of Biscay	1	Imbalance SHI EU 2	European pilchard - PIL.27.8abd	Not applicable to fleets of less than 12 metres	Balance	No change (one vessel)
AT GG_lb OTM VL1012	Atlantic - between 10 and 12 metres - pelagic trawlers fishing European pilchard in the Bay of Biscay	8	Imbalance SHI EU 2	European pilchard - PIL.27.8abd	Balance	Balance	Increase of four vessel s between 2019 and 2020
AT GG_lb MGP VL1012	Atlantic - between 10 and 12 metres - various active gear fishing European pilchard in the Bay of Biscay	8	Imbalance SHI EU 2	European pilchard - PIL.27.8abd	Balance	Balance	No change

AT Mdn_Mch est DFN VL1012	Atlantic netters between 10 and 12 metres targeting sole in the Eastern Channel	–	28	Imbalance NOS and ECO	Common sole SOL.27.7d	Balance	Overcapacity	Decrease of 11 vessels between 2019 and 2020, change in target of fishing activity
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Of the imbalanced segments identified in the above table, one group was indicated in the 2021 report, namely two segments of Mediterranean trawlers subject to a European management plan (Regulation (EU) 2019/1022), two segments of eel fishing as a subsidiary activity (Mediterranean and Atlantic), and the ‘gangui’ fishing segment which is subject to a French management plan and a European derogation (segments detailed below).

A second group of imbalanced segments was not indicated in the 2021 report, namely the segment of ‘bolincheurs’ and two trawler segments targeting European pilchard in the Bay of Biscay. The ‘bolincheurs’ segment is divided into two in the fleet data according to fishing zone. However, in reality it constitutes a single fleet. This is why the French authorities decided to address the segment as one. These segments are imbalanced in terms of biological indicators, both according to European (SHI) and French criteria (NOS). This is due to the deterioration in the stock of European pilchard in the Bay of Biscay identified by ICES in 2020. This deterioration in the stock caused imbalance in segments depending on and/or contributing to the fishing of the stock as detailed below. A third group comprises the segment of netters of between 10 and 12 metres in the Eastern Channel targeting sole in zone 7d, which is considered to be in poor condition. This segment has been identified as imbalanced according to the French NOS indicator under its fishing strategy, based on several species in poor condition (sole in zone 7d, Atlantic cod and edible crab).

As stated under point 1 of the summary of this report, France included in its imbalanced segments three segments not based on Commission Decision 2010/93/EU of 18 December 2009. The aforementioned Decision classifies all vessels according to a single length class, single primary gear and single zone of activity. This type of classification is not suited to certain types of fishing activity carried out as a subsidiary activity. Indeed, vessels active in those fisheries are distributed between various segments with a marginal landing share of the stocks in question. It is therefore impossible to identify any imbalance. For fisheries with stocks deemed to be in poor condition, France therefore added fleet segments in order to bring vessels fishing those stocks into a single segment irrespective of their primary annual activity. The segments in question are those bringing together:

- vessels of between 0 and 24 metres fishing eel as a subsidiary activity on the Atlantic seaboard,
- vessels of between 0 and 24 metres fishing eel as a subsidiary activity in the Mediterranean,
- vessels of between 0 and 12 metres carrying out gangui fishing in the Mediterranean.

From a methodological perspective, the number of vessels in these three segments corresponds to:

- the number of eel licences¹⁸ issued for the years in question, irrespective of the age of the eels, for the two seabords,
- the number of European fishing authorisations for ‘gangui’ fishing.

However, two segments were not classified as imbalanced despite biological indicators classifying them as such, on account of reservations as to the assessment of the stock and the robustness of the indicator. Those segments were classified as segments to be monitored. The segments in question are:

- Segment AT MC_OE_Is OTM VL40XX (Atlantic - Celtic Sea, West Scotland, Iceland - pelagic trawlers - more than 40 metres) was not included despite a negative SHI as it targets blue whiting in zone VIIbc, VIIe-k, which, despite being in poor condition, has a high biomass. Fishing mortality has been falling for a

¹⁸ CMEA licence for the Atlantic and regional fishing authorisations for the Mediterranean seaboard.

number of years and is now close to Fmsy level. Finally, the segment is made up of just one vessel and accounts for less than 1% of the exploitation of the stock. The fishing activity of this vessel therefore has a low impact on the stock. All of these arguments combined are why this segment is not included as an imbalanced segment but as a segment which is balanced but to be monitored, largely for economic reasons.

- Segment OM Reunion PP excl. seiners HOK VL1218 was not included despite a negative SHI as it shows an imbalance for a single species which only represents 3% of its catch (blue marlin BUM 51). It is therefore not dependent on this species although it appears to be a major contributor. Imbalance in this segment would not appear to represent the reality in this fishery where the segment does not target this species in poor condition, nor does it depend on the species in terms of value or volume. Improved understanding of the stocks of La Réunion – an issue being addressed by France – will provide broad insight into the species caught by the segments in question and offset the over-representation of a species within the composition. Furthermore, given the specific nature of this fishery, which is highly competitive and international, with foreign fleets using other fishing techniques and targeting the same stock, the economic viability of the fleet could be compromised by considering the segment to be in imbalance, if this rule is applied exclusively to the French segment without, at the very least, coordinating with the other EU fleets concerned. The French authorities do not believe that all conditions have been met to consider there to be an imbalance in the segment, and have decided instead to consider it a segment which is balanced but to be monitored.

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

iii. Changes compared to the assessments presented in the 2020 report

Five of the imbalanced segments in the 2021 report were already imbalanced in the 2020 report. Those segments are:

- vessels of between 0 and 24 metres fishing eel in the Atlantic,
- vessels of between 0 and 24 metres fishing eel in the Mediterranean,
- trawlers of between 18 and 24 metres in the Mediterranean,
- trawlers of between 24 and 40 metres in the Mediterranean,
- vessels of between 0 and 12 metres carrying out 'gangui' fishing in the Mediterranean.

The segments added to the list of imbalanced segments for 2020 were included due to the biological indicators reflecting the poor condition of the stock of European pilchard in the Bay of Biscay (zone 8abd). The condition of this stock generated an imbalance in four segments which are all contributors to and dependent on the stock (all located in the Bay of Biscay):

- 'bolincheurs' of less than 12 metres;
- pelagic trawlers of less than 10 metres;
- pelagic trawlers of less than 12 metres;
- various active gear of less than 12 metres.

Finally, one segment was added due to a fishing strategy based on several species in poor condition (sole, cod and edible crab), namely netters of between 10 and 12 metres in the Western Channel.

2.3. Segments which are balanced but to be monitored

i. Methodology used

Segments which are balanced but to be monitored are determined by evaluating different indicators. In total, 27 segments were classified as segments to be monitored. The segments concerned are:

- a) segments which contributed significantly to landings of stocks in poor condition, but not consistently, i.e. in 2 of the last 3 years examined. Landings did not reach the point of imbalance for indicators over the last 3 years. The segments are to be monitored as a precaution in order to check their impact on the harvesting of stocks in poor condition. There are three such segments. Those segments were:
- two segments targeting whelk, i.e. AT MC_OE_Is FPO VL0010 (Atlantic - Celtic Sea - pots or traps - less than 10 metres) and AT MC_OE_Is FPO VL0010 (Atlantic - Celtic Sea - pots or traps - between 10 and 12 metres). These segments were already segments which were balanced but to be monitored last year and remain in this category. However, the level of caution has changed due to the recovery of the whelk stock;
 - segment AT MC_OE_Is DTS VL2440, i.e. netters fishing certain species in poor condition, identified by France's NOS indicator for spotted ray (RJM 27.67bj), Atlantic cod (COD 27.7e-k), whiting (WHG.27.7bc7e-k) and smooth-hounds (SDV.27).
- Two segments which were included in this category last year are now included as imbalanced segments, showing the relevance of the segments which are balanced but to be monitored;
- b) segments assessed as imbalanced, albeit with scientific knowledge subject to interpretation (imbalance in relation to species which are not very representative or unrepresentative, slight imbalance for a single indicator, recent scientific opinions suggesting an improvement in the stock, difficulties in interpreting the status of the stock) were also classified as segments to be monitored. There is only one segment in this category for the 2022 report, namely OM Reunion PP excl. seiners HOK VL0010. The specific characteristics of this segment – as explained above – led the French authorities to categorise it as a segment which is balanced but to be monitored;
- c) segments with an imbalance according to their biological indicators which were deliberately classified as segments which are balanced but to be monitored due to their specific characteristics. For the 2022 report, this concerned one segment comprising a single vessel, namely AT MC_OE_Is OTM VL40XX (Atlantic - Celtic Sea, West Scotland, Iceland - pelagic trawlers - more than 40 metres);
- d) segments which are balanced but to be monitored and also classified as such on account of their economic viability. The SAR, SHI and NOS indicators did not demonstrate a significant impact or primary activity involving stocks in poor condition, while the EDI indicator did not point to economic dependence on stocks in poor condition. Segments were therefore also identified on the basis of economic overcapacity observed during 2 of the last 3 years. 20 such segments were identified for this report.

ii. List of the 27 French segments to be monitored

Table 5: List of the 5 segments to be monitored according to biological indicators (points a, b and c)

Segment	Name	Associated species/gear	Number of vessels in 2020	Average vessel age	Changes between 2019 and 2020
AT MC_OE_Is FPO VL0010	Atlantic - Celtic Sea - pots or traps - less than 10 metres	Whelk (WHE)	148	25	Increase of 1 vessel
AT MC_OE_Is FPO VL1012	Atlantic - Celtic Sea - pots or traps - between 10 and 12 metres	Whelk (WHE)	48	22	Increase of 5 vessels
AT MC_OE_Is DTS VL2440	Atlantic - Celtic Sea, West Scotland, Iceland - netters - between 24 and 40 metres	Spotted ray (RJM 27.67bj), Atlantic cod (COD 27.7e-	46	17	No change

		k), whiting (WHG.27.7bc 7e-k), smooth-hounds (SDV.27).			
OM Reunion PP excl. seiners HOK VL0010	Overseas – La Réunion – hooks – less than 10 metres	Blue marlin (BUM 51)	152	22	Increase of 4 vessels
AT MC_OE_Is OTM VL40XX	Atlantic - Celtic Sea, West Scotland, Iceland - pelagic trawlers - more than 40 metres	Blue whiting (WHB 27)	1	47	No change

Table 6: List of the 22 balanced segments to be monitored in terms of economic viability (20) or technical viability (2)

Segments which are balanced but to be monitored	Name	Assessment of economic viability	Number of vessels	Average vessel age	Changes between 2019 and 2020
AT MC OE Is PGP VL0010	Atlantic - Celtic Sea, West Scotland - various gear - between 0 and 10 metres	Economic overcapacity over 2 years during the period 2011-2018, although number of vessels has been falling considerably over time (-30% over the period). No impact on stocks in poor condition (biological indicators remained positive throughout the period). Segment included in a cluster with other vessels, moderating the reliability of the indicator.	23	30	Decrease of 7 vessels
AT MC_OE_Is DTS VL1824	Atlantic - Celtic Sea, West Scotland - trawlers between 18 and 24 metres	Economic overcapacity. Segment included in a cluster with other vessels, reducing the reliability of the indicator.	54	23	Increase of 1 vessel
AT MC_OE_Is DTS VL40XX	Atlantic - Celtic Sea, West Scotland - trawlers - more than 40 metres	Economic overcapacity. Segment has fewer than 10 vessels which limits the relevance of the analysis. Segment also included in a cluster with other vessels, reducing the reliability of the	3	13	No change

		indicator. Positive biological indicators for the entire period.			
AT MC_OE_Is PMP VL1012	Atlantic - Celtic Sea, West Scotland - passive gear - between 10 and 12 metres	Economic overcapacity observed for 2 years. Positive biological indicators for the entire period. Segment included in a cluster with other vessels, moderating the reliability of the indicator.	36	26	Increase of 12 vessels
AT MC_OE_Is MGP VL0010	Atlantic - Celtic Sea, West Scotland - active gear - less than 10 metres	Economic overcapacity for last 2 years. Segment has fewer than 10 vessels which limits the relevance of the analysis. Segment also included in a cluster with other vessels, reducing the reliability of the indicator.	5	39	Decrease of 1 vessel
AT MC_OE_Is MGP VL1012	Atlantic - Celtic Sea, West Scotland - active gear - less than 10 metres	Economic overcapacity for last 2 years. Segment has fewer than 10 vessels which limits the relevance of the analysis. Segment also included in a cluster with other vessels, reducing the reliability of the indicator.	4	31	Decrease of 5 vessels
AT MdN_Mchest DFN VL0010	Atlantic - North Sea, Eastern Channel	Economic overcapacity. Number of vessels in segment has fallen by approx. 50% since 2011. Positive biological indicators for the entire period.	29	22	Decrease of 6 vessels
AT MdN_Mchest DTS VL40XX	Atlantic - North Sea, Eastern Channel	Economic overcapacity. Segment has fewer than 10 vessels which limits the relevance of the analysis. Segment also included in a cluster with other vessels, reducing the reliability of the indicator. Positive biological indicators for the entire period.	6	20	Decrease of 1 vessel
AT MdN_Mchest HOK VL0010	Atlantic - North Sea, Eastern Channel - hooks - between 0 and 10 metres	Economic overcapacity. Continued economic overcapacity since 2016, intensifying in 2020. However, dependence on stocks in poor condition fell considerably over the course of the period and is now virtually at zero (EDI close to 0). No negative biological	25	2	Increase of 2 vessels

		indicators at any point during the period.			
AT MdN_Mchest DTS VL0010	Atlantic - North Sea, Eastern Channel - demersal trawlers - between 0 and 10 metres	Economic overcapacity for 2 years. Segment included in a cluster with other vessels, reducing the reliability of the indicator.	24	40	Decrease of 4 vessels
AT MdN_Mchest PMP VL0010	Atlantic - North Sea, Eastern Channel - passive gear - between 0 and 10 metres	Economic overcapacity for 2 years. Segment has fewer than 10 vessels which limits the relevance of the analysis. Segment also included in a cluster with other vessels, reducing the reliability of the indicator.	6	36	Increase of 3 vessels
AT GG_Ib DTS VL1218	Atlantic - Bay of Biscay - demersal trawlers - between 12 and 18 metres	Economic overcapacity. Segment included in a cluster with other vessels, reducing the reliability of the indicator.	106	30	Decrease of 4 vessels
AT GG_Ib HOK VL2440	Atlantic - Bay of Biscay - hooks - between 24 and 40 metres	Economic overcapacity. Segment has fewer than 10 vessels which limits the relevance of the analysis. Segment also included in a cluster with other vessels, reducing the reliability of the indicator.	4	18	Increase of 1 vessel
ME ME PMP VL0612	Mediterranean - active and passive gear - between 6 and 12 metres	Economic overcapacity for last 2 years. Segment included in a cluster with other vessels, reducing the reliability of the indicator.	14	26	Decrease of 1 vessel

AT MdN_Mchest FPO VL1218	Atlantic - North Sea, Eastern Channel	Segment has fewer than 10 vessels which limits the relevance of the analysis. Technical overcapacity.	5	28	Increase of 1 vessel
ME ME HOK VL1218	Mediterranean - Mediterranean - between 12 and 18 metres	Segment has fewer than 10 vessels which limits the relevance of the analysis. Overcapacity is only technical, with values almost at the point of balance for effort 90.	8	24	No change
OM Reunion PP excl. seiners HOK VL1218	Other regions - La Réunion - hooks - between 18 and 24 metres	Economic overcapacity since 2011 which is increasing over time.	14	21	Decrease of 1 vessel
OM Mayotte PP excl. seiners HOK VL0010	Other regions - Mayotte - hooks - less than 10 metres	Economic overcapacity for 2 years. Number of vessels decreasing.	92	24	Decrease of 16 vessels
OM Guadeloupe PGP VL1012	Other regions - Guadeloupe - passive gear - between 10 and 12 metres	Economic overcapacity. Segment has fewer than 10 vessels which limits the relevance of the analysis. Segment also included in a cluster with other vessels, reducing the reliability of the indicator.	2	10	Decrease of 2 vessels
OM Guadeloupe FPO VL0010	Other regions - Guadeloupe - pots or traps - less than 10 metres	Economic overcapacity. Number of vessels decreasing.	94	20	Decrease of 6 vessels
OM Martinique FPO VL0010	Other regions - Martinique - pots or traps - less than 10 metres	Economic overcapacity. Number of vessels decreasing.	123	25	Decrease of 24 vessels
OM AFR_Oind PS_ VL40XX	Other regions - Indian Ocean - seiners - more than 40 metres	Economic overcapacity for 2 years. Number of vessels decreasing.	19	20	Decrease of 3 vessels

iii. Changes compared to the assessment presented in the 2021 report

The number of segments which are balanced but to be monitored in mainland France increased from 22 to 27. There are fewer segments which are balanced but to be monitored owing to their contribution to the catch of stocks in poor condition (-4). However, the number of segments which are balanced but to be monitored due to economic overcapacity increased significantly (+9). This increase should be read against the impact of the COVID-19 pandemic on the 2020 fishing year. In order to draw conclusions on the economic health of segments, the trend will need to be analysed over several years.

The analysis of economic overcapacity also needs to be read against the small number of vessels in each segment. Only 8 of the 14 segments assessed as being economically non-viable actually have more than 10 vessels, which is the threshold for considering an economic assessment to be relevant. In any case, the imbalance was slight for almost all of them, with segments either close to breaking even or having alternated since 2011 between profitable and unprofitable years. It is no surprise that in 2020 certain segments failed to break even, given the impact of the COVID-19 pandemic.

iv. Situation for fleet segments in the outermost regions

In accordance with Article 22(3) of Regulation (EU) No 1380/2013, 'separate assessments shall be drawn up for fleets operating in the outermost regions and for vessels operating exclusively outside Union waters'. The specific characteristics of such fleets were therefore taken into account when drawing up this report. The specific segmentation used for the outermost regions is based on 35 segments comprising 1 408 vessels in 2020, of which 96% were less than 12 metres in length.

The lack of available data observed since 2015 for certain segments has not been entirely resolved. However, the situation has improved, with biological, technical and economic data having been provided for a growing number of segments. We would emphasise that economic data has been provided for segments of less than 12 metres in Guadeloupe and French Guiana since 2016. Moreover, it is provided for all segments in La Réunion. France intends to continue its efforts to fully integrate those territories into the report. A long timeframe is envisaged for this as the time periods needed to create time series are impossible to reduce, in particular for demersal species (outside of RFMOs).

In 2020, there were 22 segments with landing data from a research programme led by France enabling them to be considered balanced, i.e. 14 more than in 2021:

- either because they had landings for which the SHI indicator could be calculated (at least 40% of landings were from stocks for which F/Fmsy is available). The results obtained for those segments led to them being classified as balanced (SHI below 1);
- or because their landing volume of species caught from stocks subject to an analytical assessment accounted for less than 40% of the total landing volume but was not zero (accounting for at least 10% of the landing volume). Furthermore, NOS 1 and NOS 2 values of zero showed there was no dependence on stocks in poor condition. Where both conditions are met, it can be inferred that those segments are considered balanced;
- for the four segments in Mayotte, the main segment in the economic cluster (92 of the 100 vessels in Mayotte) was estimated to account for 20% of landed species in terms of volume and value. By extrapolation, the other eight vessels are considered to be balanced according to the biological indicator, even though economic overcapacity was identified for 2 years;
- the data collected for seven segments did not enable them to be considered balanced for the 2022 report. However, the situation will improve with each year due to growing scientific understanding (OM Guadeloupe DFN VL0010 - OM Guadeloupe PS_ VL0010 - OM Guadeloupe FPO VL1012 - OM Guadeloupe PGO VL0010 - OM French Guiana DFN VL0010 - OM French Guiana DFN VL1012 - OM French Guiana DTS VL1824).

France has launched a comprehensive programme for improving scientific understanding of the stocks fished in these territories, as shown this year by the three new stocks for which an analytical assessment was available. At the same time, France has also improved the reporting system for economic information needed to establish the economic and technical indicators. A thorough and comprehensive data collection and consolidation exercise has been underway in these territories for a number of years. However, it picked up pace in 2021.

Table 7: List of the 22 balanced segments in the outermost regions in 2020

Segment	Associated species/gear	Technical and economic indicator(s)	Number of vessels in 2019	Average vessel age
OM Guadeloupe DFN VL1012		Indicator unsuitable (cluster of 3 vessels)	3	10
OM Guadeloupe HOK VL0010		Balance	107	14
OM Guadeloupe HOK VL1012		Indicator unsuitable (cluster of 7 vessels)	7	23
OM Guadeloupe PGP VL0010		Balance	177	16
OM Martinique DFN VL0010		Economic overcapacity for 1 year	49	25
OM Martinique DFN VL1012		Indicator unsuitable (cluster of 1 vessel)	1	40
OM Martinique FPO VL1218		Indicator unsuitable (cluster of 1 vessel)	1	27
OM Martinique FPO VL1824	Snapper SNA.31	Indicator unsuitable (cluster of 1 vessel)	1	6
OM Martinique HOK VL0010		Balance	121	17
OM Martinique HOK VL1012		Balanced economic cluster	11	24
OM Martinique PGO VL0010		Balanced economic cluster	26	28
OM Martinique PGP VL0010	Caribbean spiny lobster SLC.31	Balance	168	24
OM Martinique PS_VL0010		Indicator unsuitable (cluster of 1 vessel)	1	35
OM Mayotte PP excl. seiners HOK VL1012	Swordfish SWO.51	Overcapacity of economic cluster for 2 years	1	19
OM Mayotte PP excl. seiners DFN VL0010	Yellowfin tuna YFT.51	Overcapacity of economic cluster for 2 years	6	27
OM Mayotte PP excl. seiners PGP VL0010	Yellowfin tuna YFT.51	Overcapacity of economic cluster for 2 years	1	23

OM Reunion PP excl. seiners PGO VL1012	Swordfish SWO.51	Balanced economic cluster	3	30
OM Reunion PP excl. seiners HOK VL1824	Swordfish SWO.51	Balanced economic cluster	3	14
OM Reunion PP excl. seiners HOK VL1012	Swordfish SWO.51	Balanced economic cluster	5	17
OM Reunion PP excl. seiners PGP VL0010	Yellowfin tuna YFT.51	Balanced economic cluster	5	37
OM Reunion PP excl. seiners DFN VL0010	Yellowfin tuna YFT.51	Balanced economic cluster	1	17
OM AFR_Oind HOK VL2440		Indicator unsuitable (cluster of 1 vessel)	1	38

3. Section A: Fleet segments and fisheries

3.1. Description of fleet segments

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

However, it was preferred not to use supra regions. In order to align the stock distribution and fishing strategies of French vessels, France refined its vessel segmentation by using more specific geographical groupings than supra-regional level whilst remaining compliant with Appendix II to Decision 2010/93/EU. There are 10 reference regions in this report.

Table 8: Reference regions for indicator calculations

Supra region (DCF)	Regions selected for the segmentation of the French fleet	ICES division	Name of the region in the indicator tables ('region capacity')
Atlantic	North Sea - Eastern Channel	27.1; 27.2; 27.3; 27.4; 27.7.d	MdN_Mchest
	Western Channel - Celtic and Irish Seas - West Scotland - Iceland	27.5; 27.6; 27.7 (except 27.7.d); 27.12; 27.14	MC_OE_Is
	Bay of Biscay and the Balearic Seas	27.8; 27.9; 27.10	GG_Ib
Mediterranean	Mediterranean	37	ME

Other regions	Africa, Antarctica, Indian Ocean - seiners of more than 24 metres	34; 47; 48; 51; 58	OM AFR_Oind
	La Réunion – vessels of less than 24 metres	51 (vessels registered in La Réunion)	OM Reunion PP excl. seiners
	Mayotte – vessels of less than 24 metres	51 (vessels registered in Mayotte)	OM Mayotte PP excl. seiners
	French Guiana	31 (vessels registered in French Guiana)	French Guiana
	Guadeloupe	31 (vessels registered in Guadeloupe)	Guadeloupe
	Martinique	31 (vessels registered in Martinique)	Martinique

Primary gear and length classes are as defined in the above-mentioned Appendix III:

Table 9: List of primary métiers in French fleet segments

Gear code	Name of gear	Métier type
DRB	Dredgers	Active gear
DTS	Demersal trawlers and demersal seiners	Active gear
MGO	Other active gear	Active gear
MGP	Various active gear	Active gear
OTM	Pelagic trawlers	Active gear
PS_	Purse seiners	Active gear
TBB	Beam trawlers	Active gear
DFN	Drift and/or fixed netters	Passive gear
FPO	Vessels using pots or traps	Passive gear
HOK	Hooks	Passive gear
PGO	Other passive gear	Passive gear
PGP	Various passive gear	Passive gear
PMP	Various active and passive gear	Polyvalent gear
NONACTIVE	Inactive	Inactive

Table 10: List of length classes in French fleet segments

Atlantic - Outermost regions	Mediterranean
0 < 10 m = VL0010	0 < 6 m = VL0006
10 < 12 m = VL1012	6 < 12 m = VL0612
12 < 18 m = VL1218	

18 < 24 m = VL1824
24 < 40 m = VL2440
40 m or larger = VL40XX

After segmentation by region, primary metier and length class, more than 241 fleet segments were identified according to the following geographical distribution for the entire period:

Table 11: Changes in the number of segments by region (2011-2020)

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Africa - Antarctica - Indian Ocean	2	1	2	2	2	2	2	2	2	2
Bay of Biscay and the Balearic Seas	38	40	44	41	42	44	42	44	44	43
Guadeloupe	10	10	10	10	10	10	10	10	10	10
French Guiana	4	3	4	5	7	5	5	5	4	4
Martinique	14	12	12	11	12	11	10	10	10	10
Mayotte PP excl. seiners					3	3	3	3	4	4
Celtic Sea - West Scotland	43	43	40	40	37	34	37	36	36	35
North Sea - Eastern Channel	38	37	36	36	36	36	35	33	36	36
Mediterranean	32	32	31	29	31	29	28	28	28	27
Reunion PP excl. seiners	6	6	6	8	6	6	7	6	7	7
Inactive vessels	18	17	17	17	16	16	14	14	14	16
Total	205	201	202	199	202	196	193	191	195	194

3.2. Link with fisheries

i. Identification of assessed stocks

During the period 2011-2020, there were 289 stocks for which French landings were calculated not to be at zero. As France did not have biological data for all of those stocks, efforts to gather data focused as a priority on the following stocks (alternative criteria):

- Criterion 1: stocks for which France's share in terms of value represents at least 1% of all French landings
- Criterion 2: stocks for which France's share in terms of quantity represents at least 1% of all French landings
- Criterion 3: stocks managed through a regional fisheries organisation
- Criterion 4: stocks managed through a European multi-annual management plan
- Criterion 5: stocks for which France accounts for more than 30% of the European allowable catch
- Criterion 6: stocks for which France has a quota in excess of 1 000 tonnes

- Criterion 7: notified stocks. This category also includes stocks subject to a fishing ban. As bans were complied with by vessels flying the French flag, such stocks are indicated merely for information purposes.

Once the list had been drawn up, France commissioned the French Research Institute for Exploitation of the Sea (Ifremer) to gather all biological data available on those stocks, including, as a minimum,

- an opinion or trend: this analysis is based on stock assessments carried out internationally (ICES, ICCAT, IOTC, etc.). It may be quantitative, i.e. current fishing mortality (F_c) in relation to the reference point (F_{msy}), or qualitative, i.e. expert advice.
- quantities landed internationally of each stock.

117 of these stocks were monitored and a scientific opinion drawn up, as reported in Annex 5 (stocks for which France accounts for less than 1% of the total are not included in this Annex).

France therefore had the data needed to calculate the indicators covered by this report for 117 stocks. Annex 5 to this report contains the list of stocks for which the necessary variables for calculating the SHI could be gathered for the years 2011 to 2020.

ii. Assessment of stocks used

The assessment for the stocks used is binary:

- 0: stock in poor condition
- 1: stock in good health.

The assessment was produced for each stock on the basis of two indicators:

- stock exploitation level (mortality),
- stock condition (biomass level).

The indicator of the stock exploitation level determines the final condition of the stock used in the report, except where overfishing is low whilst biomass is high, with a B/B_{msy} ratio greater than 1.5, or where biomass is very high with a ratio close to or greater than 2.

The classification of the blue whiting (WHB 27) stock as being in poor condition is therefore subject to interpretation, as overfishing was low whilst biomass was high.

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

Assessments for the relevant stocks were taken into account depending on the conditions for calculating the indicators (see point 8.2).

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

In line with the guidelines referred to under point 8.2, this indicator is only calculated for active fleet segments exploiting stocks:

- which comply with the definition set out in point 10.1 of Commission Communication COM(2014)545 final of 2 September 2014,
- where the stocks caught by the segment represent at least 10% of the segment's total landings, or if the segment accounts for at least 10% of total landings for that stock.

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

Furthermore, in the absence of a list of stocks at risk drawn up for all Member States for the 2022 report, France, drawing on the definition set out in the guidelines, continued to include in this category:

- stocks dependent on a fragile habitat or in poor condition and recognised as such by relevant international organisations. This is the case for ‘gangui’ fishing activity on Posidonia beds in the Mediterranean as detailed in point 8.2 and in Annex 2 to this report. This assessment is confirmed by Annex II to the Barcelona Convention for the protection of the Mediterranean Sea and Annex IV to the Habitats Directive. Annex 2 to this report – also provided in 2018 – summarises this fishing method;
- hake, red mullet and shrimp from the Mediterranean, for which a considerable reduction in fishing effort was recommended in an STEFC stock assessment which provided the scientific basis for the European Commission’s proposal on fishing opportunities in the Mediterranean Sea. Such a recommendation to reduce fishing effort has been made each year since the entry into force of the West Med management plan in 2019 and was previously issued by the GFCM Scientific Advisory Committee on Fisheries (SAC);
- Atlantic and Mediterranean eel, in particular Atlantic glass eel, for which a significant and lasting reduction in recruitment to the stock was observed in the September 2016 opinion of ICES and the Joint EIFAAC/ICES Working Group on Eels (WGEEL), which has since been renewed.

The list of SARs therefore comprises the following stocks for the years 2011 to 2020: - hake (HKE) in the Mediterranean; - red mullet (MUT) in the Mediterranean; - stocks associated with Mediterranean Posidonia and exploited by vessels using ‘gangui’ fishing methods; - eel stocks on the Atlantic and Mediterranean seaboard (ELE).

b. For the ‘sustainable harvest indicator’ (SHI):

Assessments of a fleet segment must meet the following two cumulative criteria:

- stock exploited with an F_c/F_{msy} ratio that can be calculated;
- the same stock with an available F_c/F_{msy} ratio must account for at least 40% of total landings for the segment in question.

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

For the 2022 report, there are four new imbalanced French segments based on the SHI indicator.

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

An analysis was carried out on the basis of two assessments:

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

Active segments fishing stocks in poor condition according to the ‘NOS 1’ and ‘NOS 2’ calculations were assessed as imbalanced.

Active segments fishing stocks in poor condition according to only one of the ‘NOS 1’ or ‘NOS 2’ calculation methods were assessed as imbalanced only if the segments’ economic dependence on those stocks was high.

Dependence was considered to be high where the EDI indicator demonstrated dependence exceeding 40% of the total value of the species landed by the segment.

Although five segments were identified by the NOS indicator, it was only decisive for one segment. The other four segments were considered to be imbalanced owing to the more relevant SHI or SAR indicator.

In order to illustrate the different approaches relating to this indicator, the following table summarises and explains once again how they have been used in the reports submitted by France since 2015. As in previous reports, this report includes the NOS indicator in accordance with the STECF recommendations (see point 8.2). However, two different calculation methods have been applied.

Table 12: Summary of different NOS indicator variants in reports submitted by France since 2015

NOS indicator variants	Methodology	2015 report	2016 report	2017 report	2018-2019 and 2020 reports
NOS 1 54%	Number of stocks in poor condition by segment where the segment's landing ratio for a stock as a proportion of all landings is higher than the ratio 1/total number of active segments fishing the stock. As the total number of segments is known only at the level of each Member State, the indicator is calculated solely for stocks for which France has a share of at least 54%. In this context, the number of segments targeting this stock in France was considered to be a proxy of the total number of segments targeting this stock.		X		
NOS 1 80%	Number of stocks in poor condition by segment where the segment's landing ratio for a stock as a proportion of all landings is higher than the ratio 1/total number of active segments fishing the stock. As the total number of segments is known only at the level of each Member State, the indicator is calculated solely for stocks for which France has a share of at least 80%. In this context, the number of segments targeting this stock in France was considered to be a proxy of the total number of segments targeting this stock. The ratio was increased to 80% in the interests of identifying those			X	X

	segments making the biggest contribution.				
NOS 2 15%	Number of stocks in poor condition by segment where the landings of the segment for a stock are higher than 15% of all landings of that stock.	X		X	X
NOS 2 10%	Number of stocks in poor condition by segment where the landings of the segment for a stock are higher than 10% of all landings of that stock.				X
NOS 2 5%	Number of stocks in poor condition by segment where the landings of the segment for a stock are higher than 5% of all landings of that stock.				X

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

This indicator allows a fleet segment's economic dependence on stocks in poor condition to be evaluated. On its own, this indicator cannot justify an imbalance in a fleet segment. However, it is able to support such an assessment in conjunction with other biological indicators. This indicator is also used to identify segments which are balanced but to be monitored due to their economic dependence on stocks in poor condition.

The list of stocks and their assessment (i.e. in good health or in poor condition) used in this report are contained in Annex 5.

3.3. Development of the fleet

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

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

Between 1 January 2011 and 31 December 2020, 1 325 new fleet entries and upgrade projects were launched within the segment for mainland France. These consisted in fleet unit upgrades or entries of new fishing units into the fleet by constructing, importing or changing the activity of vessels.

Table 13: Seaboard-by-seaboard summary of fleet renewals

Seaboards of mainland France	Projects	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
South Atlantic seaboard	Fleet entries	1	9	13	12	12	19	7	18	5	8
(vessel less than or equal to 25 metres)	Vessel upgrade	8	4	20	11	15	27	6	7	9	5
Eastern Channel - North Sea seaboard	Fleet entries	8	4	6	9	7	12	12	17	22	5
(vessel less than or equal to 25 metres)	Vessel upgrade	1	2	10	10	11	5	5	7	5	6
Western Channel - North Atlantic seaboard	Fleet entries	12	14	24	13	34	24	11	37	33	9
(vessel less than or equal to 25 metres)	Vessel upgrade	10	4	11	9	8	10	16	9	16	21
Mediterranean seaboard	Fleet entries	26	8	56	37	37	41	11	33	26	19
(vessel less than or equal to 25 metres)	Vessel upgrade	8	3	30	20	30	28	28	29	40	36
All seaboards	Fleet entries	4	6	3	1	4	11	1	3	2	6
Vessel exceeding 25 metres	Vessel upgrade		4	2	2	1	5	3	6	4	6
Total		78	58	175	124	159	182	100	166	162	121

4. Section B: Fishing effort adjustment plan

4.1. Fishing effort reduction plan

i. Available tools

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

These include:

- effort limitation: quotas (kW*days or days at sea),
- catch limits: by tonnage or maximum volume, percentage or quota,
- access restrictions: introduction of authorisation schemes,
- technical restrictions: by means of mesh size, selective devices,
- spatial and time-based limits,
- support for permanent or temporary cessation of activity.

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

ii. Implementation of assisted fleet exit plans

The following fleet exit plans have been implemented with public support:

- in 2007 for the anchovy, 'thonaille', cod, sole, deep-sea species, Mediterranean hake, eel and anglerfish fisheries,
- in 2008 for the anchovy, cod, sole, deep-sea species, Mediterranean hake, eel and anglerfish fisheries,
- in 2009 for the anchovy, cod, sole, deep-sea species, Mediterranean hake, eel, anglerfish, bluefin tuna and tuna fisheries in Senegalese waters,
- in 2010 for the eel and porbeagle fisheries,
- in 2011 for the Mediterranean (trawl), bluefin tuna, cod and eel fisheries,
- in 2012 for the Mediterranean (trawl), porbeagle, cod and Mediterranean eel fisheries,
- in 2013 for the Mediterranean trawl and European eel fisheries in the Mediterranean,
- in 2016 for the Mediterranean trawl fishery and 'gangui' fishery on Posidonia beds in the Mediterranean in zone GSA734,
- in 2017 for the fishery comprising sole netters of between 0 and 18 metres in the Eastern Channel,
- in 2017 for the Mediterranean lobster trawl fishery in zone GSA8,
- in 2017 for the fishery comprising vessels of between 0 and 24 metres fishing glass eel and yellow eel in the Atlantic supra-region,
- in 2017 for the fishery comprising netters of between 10 and 12 metres in the Eastern Channel and North Sea.

Fleet exit plans were halted on 31 December 2017 and there have been no assisted exits since then. However, this measure was reintroduced under the West Med plan which entered into force in the summer of 2019.

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

In the context of the COVID-19 pandemic, a comprehensive programme of temporary cessation of fishing activity was offered to vessel owners in France following an amendment to the EMFF Regulation. Exceptionally, the measure could be used to compensate vessel owners forced to temporarily cease fishing activity due to the impact on their work of the COVID-19 pandemic. It was offered twice over the course of 2020 (in spring and during the last quarter of the year) and appears to have had a significant impact on fishing effort in 2020.

In 2021, due to the impact of Brexit on the fishing industry, a plan for temporary cessation of fishing activity was introduced for French vessels hardest hit by the new situation. A fleet exit plan is also under preparation for those vessels which are now no longer economically viable.

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

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

iii. Adjustment of fishing effort during the period 2017-2020

The following fishing effort limits were applied in respect of the different French seaboard:

➤ Mediterranean:

- Special attention was paid to trawlers. During the mid-2010s, with a view to the future Mediterranean management plan, the maximum authorised fishing effort for Mediterranean trawlers was reduced by 10% in zone GSA7 due to the condition of the fleets' target hake stock. Under the national management plan for Mediterranean trawlers, fishing effort in 2018 was limited to 18 148 days for Mediterranean trawlers in GSA 7. This limit was maintained in 2019.
- An annual 5-day closure to Mediterranean trawlers for biological recovery.
- Measures under the West Med plan, adopted in 2019, began in 2020. In 2020, 2021 and 2022, three successive reductions in fishing effort were introduced under European regulations establishing fishing opportunities for the year n+1.
- In 2021, temporary cessation of activity is due to be reactivated for Mediterranean trawlers in GSA7 in order to offset the reduction in fishing effort quota for this fleet following the entry into force of the West Med plan.
- Under the national management plan for small-scale métiers in the Mediterranean and in view of the situation in terms of the stocks fished, limits on fishing effort were introduced in 2016 for vessels using beach seines, purse seines and dredges in the Mediterranean. Those limits are based on activity levels during the period 2014-2015, serving as a ceiling which may not be exceeded. Other than this ceiling, fishing effort was also reduced for beach seines and purse seines in 2016 under the Mediterranean management plan. In 2022, the effort ceiling for beach seines was also reduced.

➤ Atlantic:

The fishing effort of active vessels is managed in accordance with the following schemes: 'cod in the Eastern Channel, North Sea, West Scotland and Irish Sea', 'deep-sea species', 'Western waters', 'Southern hake – lobster' and 'Western Channel sole'. The fishing effort scheme for the cod fishery was abolished in 2017. In 2018, the capacity system for this fishery was also abolished.

- A quota scheme for vessels with authorisation to access the Eastern Channel sole fishery was introduced in 2015 due to the condition of the stock.
- In 2017, a moratorium was applied to all métiers targeting sea bass in ICES division IVb to c, VIIa and VIIId to k, excluding bottom trawls, Danish seines, hook gears (partial closure only in February and March) and static nets.

Table 14: Active fleet levels and ceilings for the period 2011-2020 (31/12/2020)

REGIONS	YEAR	Tonnage (GT or UMS)	Power (kW)
MAINLAND	CEILING	178 124	769 423
	31/12/2020	151 293	684 194
	31/12/2019	148 464	674 897
	31/12/2018	150 151	679 103
	31/12/2017	147 301	677 373
	31/12/2016	145 804	673 919
	31/12/2015	144 019	673 087
	31/12/2014	144 654	676 014

	31/12/2013	147 761.53	685 925
	31/12/2012	151 926.35	693 989
	31/12/2011	153 795.82	700 277
LA RÉUNION	CEILING	10 002	31 465
	31/12/2020	3 931	14 957
	31/12/2019	3 921	15 501
	31/12/2018	6 595	19 439
	31/12/2017	6 703	19 653
	31/12/2016	6 694	19 397
More than 12 metres	31/12/2015	6 715	19 014
4FD	31/12/2014	6 710	19 014
	31/12/2013	6 713.88	18 502
	31/12/2012	7 048.02	19 509
	31/12/2011	7 568.35	20 579
LA RÉUNION	CEILING	1 050	19 320
	31/12/2020	352	11 400
	31/12/2019	342	15 501
	31/12/2018	347	11 181
	31/12/2017	355	11 397
	31/12/2016	347	11 107
Less than 12 metres	31/12/2015	342	10 887
4FC	31/12/2014	357	11 254
	31/12/2013	358.06	11 293
	31/12/2012	363.1	11 453
	31/12/2011	397	12 561
GUADELOUPE	CEILING	6 188	162 590
	31/12/2020	1 979	107 644
	31/12/2019	2 044	111 985
	31/12/2018	2 302	126 200
	31/12/2017	2 285	126 307
	31/12/2016	3 014	160 762
Less than 12 metres	31/12/2015	3 023	160 434
4FL	31/12/2014	3 001	158 017
	31/12/2013	2 974.84	156 500
	31/12/2012	2 967.70	156 280
	31/12/2011	2 887.13	151 112
GUADELOUPE	CEILING	500	1 750
	31/12/2020	0	0
	31/12/2019	0	0
	31/12/2018	0	0
	31/12/2017	0	0
	31/12/2016	0	0
More than 12 metres	31/12/2015	0	0
4FM	31/12/2014	0	0
	31/12/2013	0	0
	31/12/2012	0	0
	31/12/2011	0	0
MARTINIQUE	CEILING	5 409	142 116
	31/12/2020	1 477	80 445
	31/12/2019	1 467	79 417
	31/12/2018	1 633	89 25
	31/12/2017	1 732	92 057
	31/12/2016	1 807	96 938
Less than 12 metres	31/12/2015	1 748	94 476

4FJ	31/12/2014	2 090	110 724
	31/12/2013	2 038.09	108 109
	31/12/2012	1 907.14	99 099
	31/12/2011	1 884.08	96 649
MARTINIQUE	CEILING	1 046	3 294
	31/12/2020	271	1 424
	31/12/2019	154	1 051
	31/12/2018	317	1 718
	31/12/2017	274	1 403
	31/12/2016	274	1 403
More than 12 metres	31/12/2015	233	1 035
4FK	31/12/2014	233	1 035
	31/12/2013	372	1 549
	31/12/2012	415	1 864
	31/12/2011	501	2 495
FRENCH GUIANA	CEILING	903	11 644
	31/12/2020	712	9 938
	31/12/2019	712	9 991
	31/12/2018	676	9 541
	31/12/2017	685	9 584
	31/12/2016	642	9 114
Less than 12 metres	31/12/2015	580	7 071
4FF	31/12/2014	700	8 313
	31/12/2013	656	7 808
	31/12/2012	638	7 608
	31/12/2011	577	6 968
FRENCH GUIANA	CEILING	7 560	19 726
	31/12/2020	1 689	4 470
	31/12/2019	1 689	4 470
	31/12/2018	2 169	6 050
	31/12/2017	2 104	6 090
	31/12/2016	2 104	6 090
Shrimp vessels, more than 12 metres	31/12/2015	2 393	7 035
4FG	31/12/2014	2 896	8 345
	31/12/2013	3 088	8 971
	31/12/2012	2 877	8 345
	31/12/2011	3 031	9 177
FRENCH GUIANA	CEILING	3 500	5 000
	31/12/2020	0	0
	31/12/2019	0	0
	31/12/2018	0	0
	31/12/2017	0	0
	31/12/2016	0	0
Pelagic vessels, more than 12 metres	31/12/2015	0	0
4FH	31/12/2014	166	723
	31/12/2013	166	723
	31/12/2012	166	723
	31/12/2011	166	723
MAYOTTE	CEILING	13 916	24 000
	31/12/2020	12 641	19 562
	31/12/2019	12 641	19 562
	31/12/2018	12 634	19 400

	31/12/2017	12 634	19 400
	31/12/2016	12 634	19 400
Tuna seiners	31/12/2015	2 393	7 035
4FN	31/12/2014	Non-outermost region	Non-outermost region
	31/12/2013	Non-outermost region	Non-outermost region
	31/12/2012	Non-outermost region	Non-outermost region
	31/12/2011	Non-outermost region	Non-outermost region
	CEILING	Definition in progress	Definition in progress
MAYOTTE			
	31/12/2020	279	5 467
	31/12/2019	287	5 738
	31/12/2018	287	5 779
	31/12/2016	298	6 228
Tuna longliners	31/12/2015	305	6 404
More than 24 metres	31/12/2014	Non-outermost region	Non-outermost region
4FP	31/12/2013	Non-outermost region	Non-outermost region
	31/12/2012	Non-outermost region	Non-outermost region
	31/12/2011	Non-outermost region	Non-outermost region
MAYOTTE	CEILING	Definition in progress	Definition in progress
	31/12/2020	Inventory in progress	Inventory in progress
	31/12/2019	Inventory in progress	Inventory in progress
	31/12/2017	Inventory in progress	Inventory in progress
Demersal and pelagic species	31/12/2016	Inventory in progress	Inventory in progress
Less than 10 metres	31/12/2015	Inventory in progress	Inventory in progress
4FO	31/12/2014	Non-outermost region	Non-outermost region
	31/12/2013	Non-outermost region	Non-outermost region
	31/12/2012	Non-outermost region	Non-outermost region
	31/12/2011	Non-outermost region	Non-outermost region

4.2. Impact on capacity reduction

Fishing effort adjustment measures tend to limit the French fishing fleet's maximum effort. Fishing effort is no longer increasing but is causing vessel activity to shift. The fleet has been downsizing in order to adjust to the available fishing effort and catch quotas.

The impact of support for permanent cessation of activity has been all the more effective where beneficiaries have been highly dependent on fisheries subject to fishing effort reduction measures. Fishing effort has therefore reduced significantly in anchovy and bluefin tuna fisheries. The measure was rolled out again between 2016 and 2017. The fleet exit plans intended for future years are detailed above.

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

Pursuant to Article 22(7) of Regulation (EU) No 1380/2013 on the Common Fisheries Policy, the fishing capacity of the French fishing fleet is limited in power (kW) and tonnage (UMS) to the levels set out in Annex II to the above-mentioned Regulation. Recognised capacity is understood to mean the fishing capacity of vessels holding a fishing licence within the meaning of Article 4(9) of Regulation (EC) No 1224/2009 establishing a Community control system for ensuring compliance with the rules of the common fisheries policy.

On 31 December 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019 and 2020, the fleet in possession of a fishing licence was below the capacity ceilings allocated to France.

Between 1 January 2011 and 31 December 2020, the French fishing fleet able to undertake fishing activity (declared active on the fishing vessel register) remained stable.

More vessels exited than entered the mainland segment during the period 2011-2015. However, since 2016 this trend has been reversing, with tonnage and power increasing slightly due to new construction projects and fleet entries related to safety and improving on-board quality of life. This was confirmed in 2020 with a slight increase in the capacity of the mainland fleet.

6. Section D: Fleet management

6.1. Strengths and weaknesses of the national fleet management system

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

A number of difficulties are still being experienced.

- **The COVID-19 pandemic had a particularly significant impact on the data for 2020. It is difficult to distinguish real economic imbalances as covered by this report, from difficulties affecting fishing businesses due to the pandemic.**
- **The time lag which can exist between the evaluation of N-2 data and the current situation in fisheries makes it difficult to understand** the management measures taken.
- **There is a lack of European data on international catches.** Without this data it is difficult to estimate the impact of national fleets on each stock.
- **In 2020, 105 active segments had fewer than 10 vessels, i.e. 55% of the French fleet. This proved problematic from a statistics point of view, giving rise to questions of a statistical nature regarding the relevance of producing an economic assessment.** This major limitation with regard to the economic criteria has already been explained as part of the analysis of segments to be monitored, specifically regarding their economic viability. Extreme caution should be exercised when using this criterion.
- The estimate of the replacement value and capital depreciation costs prevented capital data from being taken into account when calculating the RoFTA and CR/BER economic indicators. Capital data could be included for most segments in this report. However, discussions on strengthening how this variable is calculated are ongoing.
 - Assigning each vessel to a primary region could result in vessels with highly divergent fishing strategies being grouped together within a single segment, e.g. vessel A spending 99% of its time in region 1 and vessel B visiting 3 fishing regions within the same year and only spending 34% of its time in region 1.
 - The creation of sub-segments distinguishing vessels according to landing composition is still being examined. However, for the past 2 years, the decision was taken to use adapted segments in order to address:
 - active vessels fishing eel in the Atlantic supra-region,
 - active vessels fishing eel in the Mediterranean,
 - active vessels carrying out ‘ganguì’ fishing in the Mediterranean.

Vessels involved in these two activities are split into different fleet segments despite each contributing to the targeted fishing effort for sensitive fisheries in poor condition. However, as activity in such fisheries is generally of a subsidiary nature, it is impossible to identify dedicated fleet segments. In order to avoid this

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

France therefore added three subsidiary fishing activity segments:

- ME ME VL0012 – ‘ganguï’ fishing: vessels of between 0 and 12 metres engaging in ‘ganguï’ fishing as a subsidiary activity on Mediterranean seagrass (*Posidonia*) beds,
 - AT ELE VL0024: vessels of between 0 and 24 metres fishing eel as a subsidiary activity on the Atlantic seaboard,
 - ME ME ELE VL0024: vessels of between 0 and 24 metres fishing eel as a subsidiary activity in the Mediterranean.
- It should be a prerequisite that Member States are provided with the data needed to produce this report, particularly in terms of:
 - the dissemination of scientific opinions on all stocks fished. As this information is not provided, each Member State gathers the most recent opinions from recognised scientific bodies, some of which are national bodies, without sharing this information. The uniformity of these opinions is impossible to verify,
 - the dissemination of data on total quantities fished in respect of stocks to be monitored. As this data is not made available to Member States, each Member State obtains from recognised bodies the total quantities fished, without sharing this data. However, some of these quantities are unavailable or unstable. It is therefore impossible to be certain as to the completeness of the quantities obtained,
 - access to the number of vessels and fleet segments from all Member States targeting a specific stock. Without this, certain indicators, such as NOS 1, can be obtained only for a Member State’s own segments, which are not always representative in terms of total landings.
 - Lastly, in order to ensure enhanced monitoring and assessments of French fleet segments, there is still a need to:
 - strengthen dialogue with scientific and professional partners on methodological choices (list of stocks, assignment of vessels to regions, grouping of segments into clusters, etc.) for future reports,
 - improve the quality and availability of data gathered for the preparation of future reports,
 - oversee the renewal and redeployment of the fleet towards balanced segments, where appropriate with support for temporary cessation of activity,
 - optimise the regulatory, technical and administrative measures in force so as to balance fishing capacity with fishing opportunities.

6.2. Action plans for improving the national fleet management system

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

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

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

i. Improving the quality and availability of data needed to prepare the capacity report

The list of monitored stocks has increased considerably since the 2017 report. During the period 2011-2013, 34% of landings were of monitored stocks. During the period 2011-2014, this increased to 68%. Progress has been constant, leading to a coverage rate in 2017 of 74% of the volume landed on national territory (including overseas regions), or 72% in terms of the landing value. In 2020, following a slight decline in 2018, the share of monitored

stocks within landings reached its highest level since the inception of the capacity report, estimated at 84% of the landing volume and value.

Table 15: Coverage rate of reference stocks in volume and value terms

Year	No of REF* stocks	Tonnes (REF stocks)	Tonnes - total FRA	Value in EUR '000 (REF stocks)	Total value in EUR '000 landings FRA	% coverage (tonnage)	% coverage (value)
2011	110	339 918	492 363	819 409	1 201 936	69%	68%
2012	111	349 656	504 569	832 912	1 175 288	69%	71%
2013	110	373 844	528 582	874 534	1 200 267	71%	73%
2014	109	401 793	545 423	892 489	1 236 872	62%	65%
2015	110	398 565	535 934	920 330	1 260 784	74%	73%
2016	108	421 605	552 491	972 561	1 319 744	76%	74%
2017	108	415 962	552 690	997 158	1 368 546	75%	73%
2018	105	409 501	565 245	957 690	1 398 045	72%	69%
2019	112	410 161	1 023 780	518 548	1 294 003	79%	79%
2020	NA	NA	NA	NA	NA	84%	84%

* For which French landings were not zero.

ii. Supporting capacity reduction in imbalanced segments

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

Overcapacity was estimated in order to reduce, as a priority, landings of stocks in poor condition causing segments to become imbalanced. An average landing reduction target for those stocks was set per segment. Once the landing reduction target had been set for a segment, it was used to establish a target for reductions in the number of vessels, tonnage and power by segment. The target is indicative. It was evaluated by considering that the catch

taken by all vessels is identical. It can therefore be adjusted based on the vessels which reduce their fishing effort. This target may also be revised in the light of future scientific advice or first cessation of activity.

Management measures have been identified for each reduction target to ensure that the imbalances found are corrected as soon as possible.

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

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

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

iii. General information on compliance with fleet management measures

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

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

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

7. Changes to administrative procedures concerning the national fleet management system

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

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

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

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

8. Assessment of indicators relating to the fishing fleet

Of the 199 fleet segments, indicator calculations covered all active segments. However, for confidentiality reasons, economic indicators were only reported for segments with more than three vessels.

8.1. Technical indicators

The technical indicators used for this report were those used by the STECF for the assessment of Member State reports submitted for 2012, namely:

- the number of inactive vessels by region and the DCF length class explained under point 3.1 of this report,
- the utilisation rate for the segment's production capacity, i.e. average number of days at sea against the maximum possible days at sea (average days at sea/max. possible days at sea) of the segment. Maximum possible days at sea are within the segment's 90th percentile. If this indicator is below 0.7, this means the segment's productive capacity is being under-utilised.

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

The reporting method used for meeting declaration requirements in the case of vessels of less than 10 metres, i.e. one fishing log per month, does not allow for optimal monitoring of their fishing effort. In order to assess the technical indicator for these segments, a review is therefore required of the data which needs to be collected.

8.2. Biological indicators

The biological indicators used for this report were those used by the STECF for the assessment of Member State reports submitted for 2012¹⁹, and the two new indicators recommended in the STECF-15-02 report. We would reiterate that **when drawing up the 2020 French report, a change was made compared to previous reports regarding how the biological indicators are calculated.** Until then, biological indicators had been calculated by taking into account the most recent biological assessment which, at that time, would 'colour' the entire data series. However, when preparing the 2020 report, the assessment for that year was used, without influencing the entire dataset. This method is in line with European recommendations and has the advantage of better capturing the actual stock status during a multi-annual series. This helps the weighting of the last known assessment of a stock to be put into perspective and the positive or negative trends in stock status over time to be better taken into account.

a- Sustainable harvest indicator (SHI)

This is a standardised fishing mortality average $F^*(F_c/F_{msy})$ for all stocks fished by the segment in question with an estimated F_{msy} weighted according to the landing volume of the stocks under consideration:

- this indicator is reported if landings of the stock under consideration account for at least 40% of the segment's landings,
- $SHI \leq 1$ means that the segment is economically dependent on stocks that can be fished sustainably.

For France, this indicator was only calculated for the 61 stocks for which the necessary information was available (see table 8, point 3.2).

¹⁹ Point 7.1 of the Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy, COM(2014)545 final of 2 September 2014.

b- Stocks at risk indicator (SAR)

This is the number of stocks at risk exploited by the segment if the stock in question makes up at least 10% of the segment's landings, or if the segment takes at least 10% of total landings for that stock.

For the STECF, a stock at risk means a stock:

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

France has added to this definition:

- **stocks dependent on a fragile habitat or in poor condition and recognised as such by responsible international organisations.** Due to the fragility of certain habitats, fishing practices that present a risk to their health should be limited. This is the case for 'ganguï' fishing methods used on Mediterranean Posidonia beds. These fishing practices, described in Annex 2 to this report, are a threat to those habitats, and should be reduced. In this context, France considers Mediterranean stocks dependent on Posidonia beds to be stocks at risk. This assessment is confirmed by Annex II to the Barcelona Convention for the protection of the Mediterranean Sea and Annex IV to the Habitats Directive²⁰;
- **stocks for which there is scientific advice recommending a significant reduction in fishing effort** to be applied even if the biomass limit is not known and closure of the fishery has not been advised. This is the case for:
 - hake, red mullet and shrimp from the Mediterranean for which a significant reduction in fishing effort is recommended in by the GFCM²¹,
 - Atlantic and Mediterranean eel stocks for which a significant and lasting reduction in recruitment to the stock was observed in the September 2016 opinion of ICES and the Joint EIFAAC/ICES Working Group on Eels (WGEEL).

c- Number of overexploited stocks (NOS)

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

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

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

d- Economic dependency indicator (EDI)

²⁰ Annex IV to Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, and Annex II to the Barcelona Convention for the protection of the Mediterranean Sea.

²¹ GFCM:SAC18/2016/Inf.11, pp. 11-13.

This indicator represents the landing share in value terms of stocks in poor condition within a segment's total landings. An EDI exceeding 40% means that the segment's turnover depends predominantly on stocks in poor condition, compromising the economic viability of the segment. For many segments comprising vessels of less than 12 metres in the Mediterranean and overseas territories, no EDI is estimated.

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

8.3. Economic indicators

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

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

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

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

- - RoFTA (rate of return on fixed tangible asset) = (net profit + opportunity cost of capital) / tangible asset value (vessel depreciated replacement value).
- - CR/BER = current revenue / break-even revenue.

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

1. Groupings are formed within a single supra-region and single region,
2. Cluster takes the name of the largest segment in terms of number of vessels,
3. Groupings follow the order presented below:
 - a- clusters comply with vessel classes identified by the EU:
 - Small-scale fleet (SSF): vessels of less than 12 m with primary 'passive' gear.
 - Large-scale fleet (LSF): other vessels, with the exception of LWF vessels.
 - Long-distance water fleet (LWF): overseas vessels exceeding 24 m;
 - b- vessels practising the same metier and belonging to a closely adjoining (e.g. 0–10 m/10–12 m) length overall (LOA) class in metres (m) are grouped together;
 - c- if the grouping referred to in point b is not possible, vessels practising a similar but not identical metier and belonging to an identical LOA class are grouped together;
 - d- by way of derogation from point c, a different grouping must be adopted in view of their specific characteristics in the case of:
 - vessels of more than 40 m, for which it was preferred to use groupings by LOA irrespective of the metier assigned to the vessels in the group;
 - overseas segments, for which it was preferred to use groupings by metier type irrespective of the length classes concerned (albeit observing point 4.a above).
4. Segments of fewer than 10 vessels may be used where they are highly diverse in relation to adjoining segments.