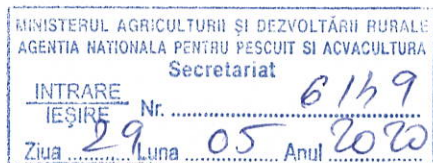MINISTRY OF AGRICULTURE AND RURAL DEVELOPMENT

NATIONAL AGENCY FOR FISHERIES AND AQUACULTURE

ANNUAL REPORT

on efforts to achieve a sustainable balance between fishing capacity and fishing opportunities for the year 2019

ROMANIA

pursuant to the Article 22 of the *Regulation (EU) no 1380/2013 of the European Parliament and of the Council of 11 December 2013 on the Common Fisheries Policy, amending Council Regulations (EC) No 1954/2003 and (EC) No 1224/2009 and repealing Council Regulations (EC) No 2371/2002 and (EC) No 639/2004 and Council Decision 2004/585/EC*

Prepared by the

National Agency for Fisheries and Aquaculture
And
National Institute for Marine Research and Development
"Grigore Antipa"Constanta

May 2020

Table of Contents

Introduction

Article 22 of Council Regulation (EC) No. 1830/2013 provides for the submission of Annual report by the Member States on efforts to achieve a sustainable balance between fishing capacity and fishing opportunities of their commercial fleets. The Annual Report corresponds to the structure required elements of "Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Art 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy amending Council Regulations (EC) No 1954/2003 and (EC) No 1224/2009 and repealing Council Regulations (EC) No 2371/2002 and (EC) No 639/2004 and Council Decision 2004/585/EC (Brussels, 2.9.2014 corv1(2014) 545 final)".

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

A. 1 Description of fleets

The Romanian fishing fleet is operating in the area of competence of the Regional Fisheries Management Organizations - G.F.C.M., Area 37 - Mediterranean and Black Sea, Sub-area 37.4., Division 37.4.2, GSA 29, along the Romanian coastline and is limited to the marine waters' areas up to 60-70-meter isobaths, exclusively in the EEZ.

The number of fishing vessels has considerably decreased by removing inactive vessels (the reason being: poor technical condition, no annual activities, orientation to other activities (tourism, commercial fishing in continental waters, etc.) starting with 2012 year.

Since 2013-year, fishing activities of Rapa whelk concentrated on two main catching technics: on the manual harvesting, but also with mechanized beam trawl, has led on changes to other vessels with 12-18 m and 18-24 m increased number. These vessels are equipped with new technic facilities, stationary gears (gillnets, longlines, etc.) and trawls (pelagic trawl or beam trawl). The total number of recorded vessels in 2013 was 194 of which only 112 were active. The share of active vessels in length segments was as follows: 81% 06-12m boats, 13% boats 00-06m, 4% 12-18m vessels and 2% 24-40m vessels. *Total landings in 2013 was increase up to 1,617.354 kg.*

In 2014, the share of the segment of 06-12 m small boats have been kept constant, but the share of 12-18 m increased, due to the switching of fishermen towards the mechanized exploitation of the Rapa whelk, the 24-40m vessels has remained constant and the 00-06m has suffered a slight reduction. *The total landings in 2014 were 2,199.519 kg.* It has recorded an increase in the level of catches by fishing segments for vessels with the length of 12-18 m; the catches on the segment length of 24 - 40 m vessels were kept approximately constant at the level of 2013.

In the year 2015, there were registered 151 small boats and vessels of which 127 active and 24 inactive. Should be underlined a decrease in the number of small boats between 00 - 12 m, respectively an increase of the number of vessels with a length of more than 12 m. A progressive increase is still recorded number of vessels 12 - 18 m. *Total landings in 2015 was 4,842.573 kg.* Excluding the capture of the small boats segment 00-06m and 06-12m length, it's observed that 67% of the total catches was achieved by vessels with lengths greater than 12 m.

In 2016, the number of total recorded vessels was lower by 4 units than 2015 year. From the 147 vessel numbers, 121 were active and 26 were inactive. The trend was still to reduce the number of vessels in the segments 00-06 m and 06-12 m and to increase the segments of vessels with length exceeding 12 m. An increase in the number of vessels in the segment of 12 - 18 m and a slight increase in the segment 24 - 40 m was observed. The total landings in 2016 were 6,839.443 kg. With regard to registered share by length segments, the catches of the 12-18m were most important with 56% of the total landings. A slight increase was also registered in the segment 24-40 m, 15%, while the segment that was dominant until 2014 had a share of only 23%.

The number of total vessels in 2017, as per FFR data reported to DG MARE at 31.12.2017, as structure, comprises: 155 total number of vessels, of which 135 active vessels and 20 inactive, less than 13 %; *87 % of vessels in FFR were active, indicating an increase of quality management measures on the application of Action Plan measures in the past two years, 2016/2017.*

The number of total vessels in 2018, as per FFR data reported to DG MARE at 31.12.2018, as structure, comprises: 167 total number of vessels, of which 136 active vessels and 31 inactive, less than 19 %; *81 % of vessels in FFR were active, indicating an increase of quality management measures on the application of Action Plan measures in the last years.*

In 2019, as per FFR data reported to DG MARE at 31.12.2019, the number of vessels and structure comprise: 162 total number of vessels, of which 138 active vessels and 24 inactive; *88.19 % of vessels in FFR were active, indicating an increase of quality management measures on the application of Action Plan measures in the last year.* In analyzing for information, the 2019 fleet structure is shown in Table I, the share by length classes segments was the following:

60.49 % small boats between 06-12 m, 12.96 % vessels of 12-18m, 8.64 % between 00-06 m, 2.47 % vessels of 24-40 m and 0.62 % 18-24 m. see Table 1. The total landed catch in 2019 was 7.149.380 kg. Rapa whelk (RPW) is the characteristic species influenced at most the actual structure of fishing activities and effort deployed.

Table 1. Structure of the Romanian fleet in 2019 by fleet segments, fishermen and vessels number, length classes, average age, GT and kW

Lengt h class (m)	Total vessel s	Share of the total vesse l (%)	Fishing technique s	Average length	Averag e age	Total GT	Total kW	Total fisherme n
VL 00-06	14	8.64	PG *	5.16	13.86	11.41	97.91	32
VL 06-12	64	39.51	PG	7.67	23.6	104.68	640.18	146
VL 06-12	34	20.99	PMP*	8.43	14.8	152.97	792.86	116
VL 12-18	21	12.96	PMP	14.75	8.71	688.34	3219.13	92
VL 18-24	1	0.62	PMP	20.2	20	70	184	4
VL 24-40	4	2.47	PMP	25.75	27.75	476	1217.25	22
VL 00-06	3	1.85	inactive	5.11	20.67	1.46	0	-
VL 06-12	20	12.35	inactive	7.95	18.9	35.99	11.77	-
VL 12-18	1	0.62	inactive	14.25	17	18.91	72.13	-
Total	**162**	**100**				1559.7 6	**6235.23**	412

PG * vessels using only stationary fishing gears; PMP* vessels using both, active and stationary fishing gears

Despite the fact the small vessels 06-12m are taking the largest share, as number of 60.49 %, the GT 16.52 % and kW of its are very low 22.99 %, *12.96 % correspond for the length vessel segment 12-18 m as number, but for 44.13% as GT and 51.63% as kW, the most important share in the fleet. The segment is the most* important, followed by: 2.47 % 24-40m segment with 476 GT 30.52 % and 1,217.25 kW - 19.52%, and 8.64 % 00-06m segment with GT 0.73 % and Kw 1.57% from total fleet capacity - see Table 2.

Table 2. Structure of the Romanian fleet in 2019 in % by fleet segments as GT and kW.

GT, kW, %	GT	%	kW	%

fleet segments (active and inactive vessels)			TOTAL GT		TOTAL kW
Active	00 - 06 m PG	11.41	0.73	97.91	1.57
	06 - 12 m PG	104.68	6.71	640.18	10.27
	06 - 12 m PMP	152.97	9.81	792.86	12.72
	12 - 18 m PMP	688.34	**44.13**	3219.13	**51.63**
	18 - 24 m PMP	70	4.49	184	2.95
	24 - 40 m PMP	476	30.52	1217.25	19.52
TOTAL Active		1503.4	96.39	6151.33	98.65
Inactive	00 - 06 m	1.46	0.09	0	0.00
	06 - 12 m	35.99	2.31	11.77	0.19
	12 – 18 m	18.91	1.21	72.13	1.16
TOTAL Inactive		56.36	3.61	83.9	1.35
TOTAL FLEET		1559.76	100	6235.23	100
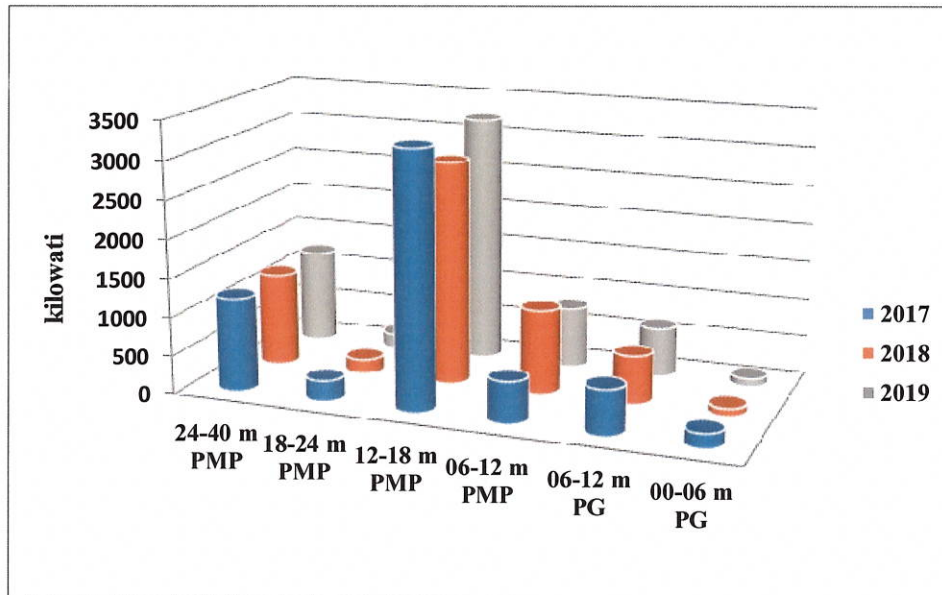
KW structure per fleet segments for 2017-2019
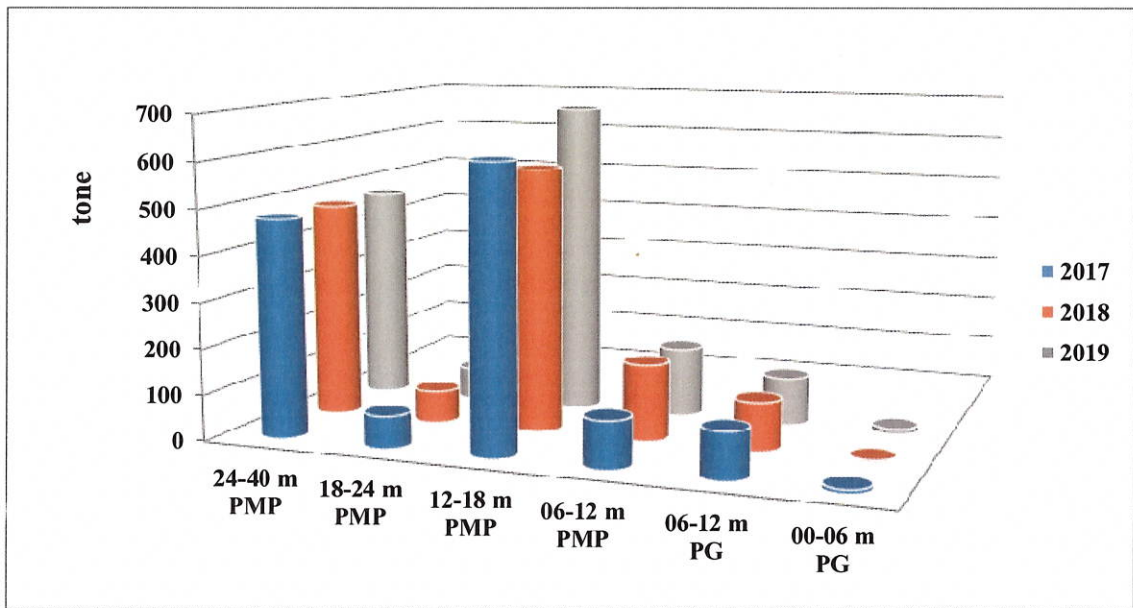
Structure of GT per fleet segments 2017-2019

As it could be seen from the Table 2., a very low percentage of 3.61 % as GT and 1.35 % as kW, is not used, from the total fishing capacity achieved, according to the number of vessels in Fishing Fleet Register at 31.12.2019, a very low percentage, all most negligible.

It conducts to the conclusion that in **2019 total fleet capacity has very good percentage of use, corresponding to 96.39 % for GT and 98.65 % for kW.**

A. 2 Link with fisheries

The current status of fishing in Romania is similar to the last 2 years (2017 and 2018), the fishing activities being carried out only in the waters of the Black Sea under Romania jurisdiction. There are no fishing activities in other regions or catches of other species than in the area of Romania.

A total of 25 different species were landed in 2019 counting for catches. The most important in terms of quantity and value are listed in Table 3 - below. Trends in landings were stable over time, with small pelagic species with a small percentage in the landings structure. Small pelagic species constituting as significant species in terms of volume, are represented by: sprat and anchovy - 0.12 %, 1.21 %, horse mackerel and other pelagic species. Table 3 shows the main catch as shared in total landings recorded, with major importance of: Rapa whelk - in 2019 year - 95.32 %, catches increased over 2018 year - 94,65 %, followed by Mediterranean mussels 2.22 % in 2019 catches decreased over 2018 year - 2,97 %, turbot - 0.75 % in 2019 comparing with 0.74 % in 2018 year, as per approved TAC.

Table 3. Distribution of total landings by species in 2019 per share in total landings (kg), value (euro) by species

Species	Fleet segments	Total landings (kg)	Share in total landings (%)	Landings value (euro)	Share in total Landings value euro (%)
TUR	**VL0612**	**53678**	**0.75**	**422983**	**9.72**
SPR	VL0612	8915	0.12	5260	0.12
DGS	VL0612	576	0.01	1250	0.03
RPW	**VL1218**	**6814693**	**95.32**	**3475494**	**79.84**
SHC	VL0612	19659	0.27	62516	1.44

MUF	VL0612	94	0.00	523	0.01
MGA	VL0612	1056	0.01	3338	0.08
MBF	VL0612	2385	0.03	6345	0.15
GPA	VL0612	8580	0.12	12098	0.28
MUT	VL0612	4000	0.06	4640	0.11
ANE	VL0612	47443	0.66	49814	1.14
CUI	VL0612	135	0.00	163	0.00
MSM	VL0612	158503	**2.22**	226660	**5.21**
HMM	VL0612	17601	0.25	52627	1.21
Other sp.	VL0612	12062	0.17	29635	0.68
Total		**7149380**	**100**	**4353346**	**100**
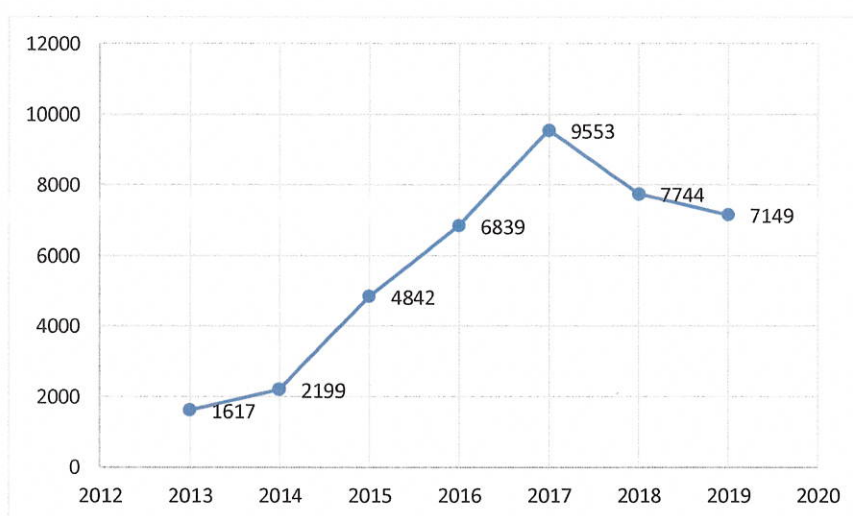
Total catches evolution between 2013 – 2019 (to)

The vessels operate up to 30 - 35 marine miles out of shore, actually. The climate conditions have a big influence on the presence of living aquatic resources in the area. Fishing activity is seasonal because of the strict dependence of that specific conditions and the poor technical conditions of the fleet, in general. It could be considered and concluded the fishing fleet activity is dependent on the TACs under EU regulation for turbot and sprat, and, also on Rapa whelk and mussels based on the stock abundance, and annual ministerial order establishing annual TACs and quotas for all commercial fishes' species. As mentioned above, the abundance during the fishing season, offers better opportunities for fishermen. The other significant conclusion is the national fleet is 100 % dependent of catches in waters under national jurisdiction of Romania, due to the limited capacity for navigation of the vessels.
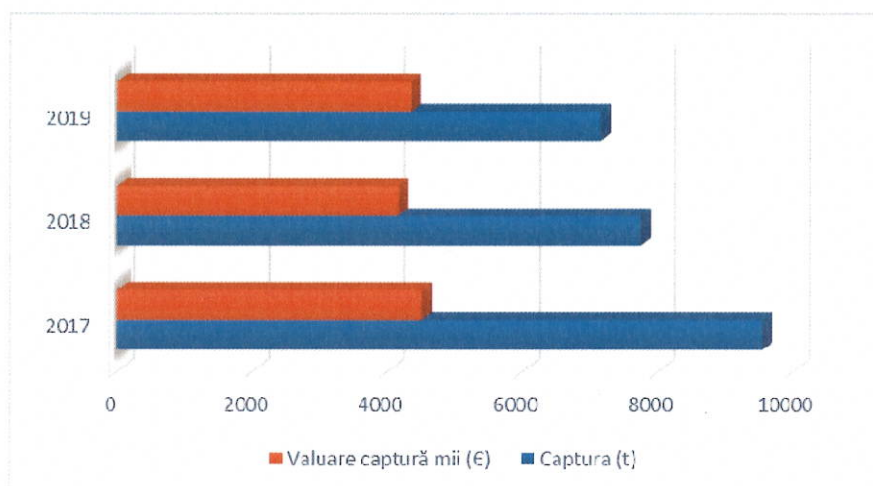
Structure of landings and its value in 2017-2019 years

Table 4. Total landings in to, per fleet segments in 2018-year comparative with 2017 year

Year	VL2440 PMP	VL1824 PMP	VL1218 PMP	VL0612 PMP	VL0612 PG	VL0006 PG	Total
2017	1617.832	382.405	4834.798	2582.555	104.080	31.512	**9553.18**
2018	1118.779	265.620	3582.811	2559.397	97.164	121.224	**7745**
The difference + / -	-499.053	-116.785	-1251.987	-23.158	-6.916	**89.712**	**-1808.2**

Total landings in 2018 year was smaller than one on 2017 year with 1,808 to

Table 5. Total landings annual value (euro) per fleet segments 2018/2017 years

Year	VL2440 PMP	VL1824 PMP	VL1218 PMP	VL0612 PMP	VL0612 PG	VL0006 PG	Total Euros
2017	679.203	135.557	2082.617	1232.934	334.314	37.872	**4502.497**
2018	494.142	114.217	1710.690	1403.220	335.141	104.172	**4161.582**
differences + / -	-185.061	-21.34	-371.927	**170.286**	**827**	**66.300**	**-340.915**

A.3 Development in fleet

In 2019, 12 vessels left the fleet (42.03 GT and 422.5 kW), average length 8.14 m, average age 19.21 years, out of which: VL 00-06 =2 vessel, VL 06-12 = 9 vessels, VL 12-18 = 1 vessel.

7 vessels entered to the fleet, totalizing (129.34 GT and 401.69 kW), having average length 9.95 m, average age 17 years, namely: VL 00-06=1 vessel, VL 06-12 = 2 vessels, VL 12-18 =4 vessels.

At the end of 2019, there were 162 vessels in the fishing fleet, with a total capacity of 1559.76 GT and 6235.23 kW, as per Table 4, according to the max capacity under Regulation (EU) 1380/2013.

B. Impact of fishing effort reduction schemes on fishing capacity

B. 1 Statement of effort reduction schemes

According to the provisions of Common Fisheries Policy and the fleet capacity ceiling which was established in the Annex Il of Regulation (EU) 1380/2013, Romania is respecting the fishing capacity according, as established.

According to these provisions, the management measures of the entry/exit regime used in **2019, Romania fulfilled its commitments related to the ceiling levels, namely the actual total GT is 1559.76 tons and engine power is 6235.23 kW, lower to the maximum levels of 1,908 GT and 6,356 kW, as per regulation.**

The conclusion is that the management of the fishing fleet capacity, is not exceeding levels of the fleet capacity reported in 2018 - see Table 6.

B. 2 Impact on fishing capacity of effort reduction schemes

In the period of the application of previous EFF measures "Permanent cessation of fishing activities" conducted, to scrapping operation financed with funds from the EFF, that started in the second half of July 2010 and ended in the first half of December 2013, leading to a scrapping procedures of 16 vessels in the segments: *VL06-12 - 10 vessels, VL 12-18m - 1 vessel, VL18-24m - 1 vessel and VL24-40m - 4 vessels. All these vessels totalized a capacity of 596,43 GT, and 1796,85*

The impact of these measures conducted to an improved ratio of fishing capacity utilization as it stated above with **less capacity in tons of 348,24 GT**. The analyze will be stated in the respective chapter of indicators.

i. The multiannual management plan to eliminate IUU in Turbot fishery of Black Sea

The GFCM, as the RFMO in the region, and EU Commission adopted the Recommendation GFCM
39/2015/3 in order to reduce, at least, the IUU fishery for Turbot species in the Black Sea, compulsory for Bulgaria and Romania, as EU and GFCM MSs, and Turkey as GFCM member, but which is not so compulsory for the other 3 riparian countries Ukraine, Georgia, and Russian Federation exploiting the same fish stocks in the region.

The implementation of this management plan for Romania was to address the reduction annually the number of special authorizations to fish Turbot, corresponding to the quota allocation approved each year through EU Regulation. Under the EFCA guidance the plan conducted to a reduced number of irregularities on Romania fleets, timely evaluated by the inspectors of EFCA. This plan includes a special operation of common inspections of Romania and Bulgaria, and dedicated landings points for Turbot, inter alia. A spatiotemporal closure of fishery for two months - minimum 60 days, was adopted and strictly monitored, during the fishing season on the Turbot spawning period. In Romania this period is 15 April - 15 June each year in its territorial waters, in the last years. As a consequence, the stock assessment showed a slight increase of biomass in 2017/2018 for Turbot, allowing both, GFCM and EC, to increase the TACs catches up to 57 tones, for 2019 recognizing the positive results achieved by Romanian authorities on the managing plan at national level for this fishery. The UE regulations aplied for 2018 and 2019 established a TAC for turbot of 57 to.

Actions against IUU fishing in Turbot fishery included the supervision of all area of Romania. In 2017 were sanctioned 2 Turkish vessels due to illegal fishing activities in Romania EEZ, using fishing gears not allowed for Turbot fishery, having dimensions over legal limits, and without fishing authorizations. These examples show the necessity that management plan to be reinforced by GFCM including specific measures addressed to Turkish fleet, for instance.

In 2018-2019 were sanctioned 2 Turkish vessels due to illegal fishing activities in Romania EEZ, by control actions to prevent and combat IUU fishing, in collaboration with the Coast Guard and the Constanta Vessel Group, based on the concluded collaboration protocols/joint action plan, having illegal catches of turbot, picked dog fish and dolphins, having an impact of stocks exploatation and stocks status with implication for total fish stocks on Black Sea, which should be analyzed at GFCM/EU meetings dedicated for the fishing region.

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

As mentioned above, Romania is acting in respect of entry/exit scheme under the ceiling level, both KW and GT, as set in the regulation. Prior to accession, there were no capacity ceilings and is shown in the Table 4 bellow.

The management measures of fishing fleet, as per the previous action plans deployed in 2018 reveal low value under the 2019, for: number of fishing vessels - 162, GT level 1,559.76 and kW level achieved - 6,235.23, and the actual figures for 2019 confirms that the measures in place are foreseen to respect the limits.

Table 6. Fleet capacity of Romania operating in the Black Sea at 31.12.2019 for information

	GT	KW
Reference level as at 1 January 2007	2315	7473
Status of fleet as at 1 January 2007	2504	8153
Reference level as at 31 December 2019	**1908**	**6356**
Status of fleet as at 31 December 2019	**1559.76**	**6235.23**
Entries in 2019	129.34	401.69
Exits in 2019	42.03	422.5

Over the analyzed period, 2013-2019, the number of the vessels was reduced from a total of 194 to 162, but the number of fishermen increased from 302 to 405, see Table 1, Annex 1 and 5. This aspect is due to the fact that the active number ratio was improved and the organizational actions of the fishermen in professional association/organizations had a positive role. It should be mentioned the establishment of Advisory Council for the Black Sea, under the same regulation, had a very important role on the sector cooperation with the administration and scientists at national and EU/GFCM level.

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

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

Considering that no major changes in the fishing fleet management were encountered in the last two years, it would be observed, as a benefit for the improvement of fishing fleet capacity the number of small-scale vessels exists have been bigger than upper class segments see **Annex 1.** The national administration strategy for the sector consolidation is to increase the number of vessels in the segments fleet over 18m length, because these are more suitable for marine resources stocks exploitation in Romania Black Sea waters. The reduce number of fish species with significant economic value in the area, less than in Mediterranean area, is the key answer for the administrative strategy accepted even by the fishermen, so that the balanced indicators for this segment is presented on the relevant chapter of the report.

As a general comment should be emphasize the fleet is in a precarious technical state, and the strategy should be applied constantly, aiming to improve the safety on board vessels, as well as the working conditions. The same desiderate to develop the port facilities, generally fisheries port facilities are to be develop on the strategy, mainly the port facilities. Actually, there are **landing points** used, such as: Mangalia, Olimp, Costinesti, Constanta, Mamaia, Cap Midia, Sf. Gheorghe, Sulina.

On this way the role of artisanal fishery will be oriented more and more to traditional fishing activities near to shore for small species catches. Actually, the fishermen are still switching to a gear to other one in the same season, on irregular basis, not scientifically recommended. The infrastructure of fishing ports, referring to specialized port berths, storing facilities, and technical conditions to organize in improved conditions the first sale are missing, practically, as in the previous report. It would be still considered the low/difficult access to financial resources for investments available for fishermen. The same issues are to be mentioned for:

Strengths:

- fishing resources, relatively diversified, i.e.: pelagic species (sprat, anchovy, horse mackerel, pontic shad, grey mullet), demersal species (turbot, mullets, gobies, sharks, whiting) and mollusks (Rapa whelk, mussels, some quantities of vongole).
- Gears already regulated from the selectivity and exploitation pattern.
- Local and long tradition for small-scale fishery (coastal fishery) as well as primary processing knowledge.
- Some new availabilities of business environment to invest in fishery.
- Tradition in fish consumption, developed during the touristic season, as opportunity.
- The active fishery organizations at Romanian littoral.
- Actions and new strategies developed with EU, EFCA and GCFM (especially for small-scale fishery).

Weaknesses:
- Mainly seasoning fishing activities pending on fish agglomerations.
- Quantities of fishes at long distance from shore, unfavorable to fishing effort.
- The migratory character of all most species in the marine area, so that marine fishing in Romania largely depends on the state of stocks at regional level, implicitly by the resource management of neighboring states.
- Not enough number of vessels for the Black Sea pelagic species due to the EU's engine power and displacement ceilings.
- Vessels morally and technically used without the capacity to keep catches and preserve their quality until the point of landing.
- Specific infrastructure poorly developed (ports, landing points, first-sale points, shelters);
- The absence of facilities at landing points for primary processing, logging and temporary storage of untaken catches immediately after landing.
- Low marketing activity specific to the fishery products.
- Still existent IUU fishery and including some non-taxed market of marine resources accessed.
- The low economic value of most fish species in the Black Sea.
- Lack of financial capital of operators and low access to bank credits due to low financial standing.
-Lack of available qualified fishermen.

Possible Solutions foreseen to improve:
- Internal consumption market with high absorption potential.
- Non-reimbursable financial support from the Operational Plan for Fisheries and Maritime Affairs.
- Potential for fishing tourism and other complementary activities.
- Possibility of primary processing on board vessels.
- Availability of equipment and vessels and craft equipment necessary to maintain catch quality till the landing points.
- Medium and higher opportunities for education in the field.
- Development of research and widespread implementation of research results.
- Improve the management of Black Sea fishery resources by expanding cross-border collaboration (conventions, joint expeditions, standardized methodologies for inventory evaluation and research) and implementing integrated maritime policy guidelines to be applied by all riparian countries of Black Sea.
- Organization, design, implementation and operation of an information system on licensing, authorization and reporting of fishing activities, as well as trade in fishery products. -Institutional organization and regulation of the national fisheries sector and market.
- Consolidation of the multidisciplinary collaboration framework between fishermen, processors, research institutes / academia and public authorities with responsibilities in the field.

Risks
- Introduction of fisheries equipment with a major impact on the ecosystem, insufficiently studied.

- Excessive administrative procedures for accessing non-reimbursable financial support and delays in reimbursement of expenses incurred by beneficiaries of Community financial support.
- Lack of infrastructure to add value to products.
- Lack of continuity in promoting fisheries policies.
- Insufficient input of professional fishermen organizations to promote the specific interests of members;
- As from risk analyses revealed in the Annual inspection plan should be mentioned some of actions that could influence the indicators for the fleet, such as:
- Records on official papers: erors/incompliton/lack of data in recording landings;
- Nonconformities on spatio/temporal restrictions;
- Use of not enough suitable fishing gears.

D. 2 Plan for improvements in fleet management system

We must reiterate the same issues, as in the previous report: Romania is maintaining the target to have a minimum level ("minimum vitalis") of its fishing fleet operating in the Black Sea preserving and consolidating fishing activity, achieved target, and to develop related activities, target not yet achieved. Romania is maintaining the targets respecting/fulfilling the total ceiling levels, also aiming the consolidation of small-scale fishing fleet.

The Electronic Recording System (ERS), under Regulation EC 1224/2009 is to replace paper logbook and landing declarations and ensuring the accurate and faster record and transmission and exchange of data. In addition, the sales notes of all registered first-sale buyers are planned to be electronically recorded, conducting to a more accurate, fast recorded and transmissions of trading data (first sales points).

Actually, the system is working simultaneous with the previous one, using paper documents. Only the flux system is to be finalized, and the actual operating system will be used till the finalization of ERS system operability, and DG MARE exchanges/transmissions, under specialized services of the EC and EFCA works, in implementation integrate system in course after the finalization of the installing activities after the contract assignment in January, 2020.

Romania is implementing the EC control and inspection plan under EFCA guidance as mentioned above.

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

Romania is implementing annually technical measures aiming to achieve balance between national fishing capacity and the available fishing opportunities specific for the Black Sea. For this reason, Romania is using the principals of the EU CFP regulations, other specific regulations such as: managing the fishing fleet register, as well as the provisions of Regional fishery management organization - GFCM recommendations. The level of compliance with these provisions generally is assured by:
- Ceiling the fish catches up to the level of approved fishing opportunities allocated to fishermen on a system for TACs and quota allocations, based annually on scientific studies, by Orders of Ministry of Agriculture and Rural Development;
- Managing, monitoring and controlling regularly the fish capacity at the level approved by EU Regulation 1380/2013 - see chapter C.

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

During the last two years, despite of non-major/significant changes in the fleet structure, the administrative procedures are targeting for an improved management of fishing capacity, which have a low capacity/dimension level. We are reiterating the most relevant measures of fleet management in place:
- System of annually allocation of fishing opportunities, based on scientific studies, by vessels fishing capacity, targeting species under EU TACs and national allocations in a system of authorizing vessels based on allocation schemes including specific criteria allocation of fishing opportunities;

- Organizing meetings between fishermen, scientists and national authority implementing the CFP and national legislation;
- Establishment the annual seasonal closure of fishery for the most relevant species in the area;
- Establishing the fishing effort and list of fishing gear by annual order of the responsible authority;
- It was launched the pilot study on the impact of Rapa whelk fishery using bottom trawls in relation with other demersal species — namely turbot. The preliminary results were submitted to DG MARE in September 2017, and it will be continued on National Data Collection Working Plan implementation.
- Finalization of the plan for controlling the fishing engine power and the control of the fishing gears designed in 2016;
- Have been started actions, in cooperation with fishermen organizations and Advisory Council for Black Sea comprising the scientists aiming the improvement of better knowledge of the specific fishing gears used by metiers, assessing the impact on marine ecosystem, establishing common measures ensuring **the sustainable exploitation of fishery resources and the protection of marine ecosystems through adapted technical measures, in order to put in place specific regulatory legislative acts at national level.**

F. Estimation and discussion of balance indicators

A general comment should be done in the actual Report in order to withdraw the attention to relevant analyzing and decisional bodies of the EU to evaluate the impact of a small fishing fleet versus to a bigger fishing fleet and the unbalance of the fishing capacities of other national fleets on the area of Black Sea, and to address relevant technical, management measures in order to be achieved by all riparian countries of a level playing field on the exploitation of marine into the basin resources, leading to a similar managing system should be implemented, both in EU and GFCM commissions.

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

As in the last 2017 Report in the calculation of the indicator have been used the "Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Art 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy "(Brussels, 2.9.2014 COM (2014) 545 final).

In the Annex 3 are reflected the level of Ratio between fish days and maximum fish days per fleet segments for the analyzed period 2013-2018. In accordance with the relevant Guidelines for the indicator's calculation for active and passive gears have been used the capacity in kW for engine power and tons for GT. We are reiterating that: in the waters of the Black Sea, especially for the N-W part, the fishing conditions are not favorable for a long fishing season. It is owed to the specific hydro-climatic conditions such as: many days with strong wind during autumn, winter and in the first half of spring season. Also, in the same periods of time are recorded very low temperatures leading to a seasonal fishery - the majority of fish pelagic species, are migrating in the Romanian littoral starting late in March and stopping this migration starting with month of September. In the same situation, it was observed that Rapa whelk starts to be present in the Romanian fishing area by month of May until no late than middle of November when the water temperature is already very low, around max 7-8^0 C. All these conditions are causing massive withdrawals of the species towards wintering areas that are not accessible, especially for small scale vessels that characterize the Romanian fleet, as number. Also, in order to reduce the impact on main species for economic interest, annually temporary closed fishing period during April - May is applied.

From these reasons, according to the records, data shows as result a number of fishing days theoretical/maximum amounting a level of 135 days. This level is based on the average of fishing days observed by fleet segments. Annex 3, shows the level of calculated indicators, as mentioned above.

F.2. Biological indicators

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

To facilitate comparisons and to avoid duplication of work, we used data collected according to the Data Collection Framework for National Fisheries Data Collection Program, **send to various STECF meetings dedicated for stocks status assessment, Black sea analyses, etc., or GFCM working groups meetings for the Black Sea (WGBS) - in all of these meetings Romania is only country in the region submitting all required data.**

Fishing mortality (F) and Fmsy used for analysis is specified at Black Sea level because the fish species having commercial value are shared within EEZ of the Black Sea riparian countries (namely sprat, turbot, anchovy, whiting, dogfish, red mullet, etc.). The EU representatives on the working groups could confirm it.

Two indicators are used to assess whether vessels are relying on overfished stocks (SHI), or involved in causing a high biological risk to a depleted stock (SAR). We are mentioning that the segment VL1824m is missing, in past years, due to the fact it was catching only Rapa whelk, which is not in the species list of the National Program Data Collection for 2017-2019.

The indicators are calculated for all area of the Black Sea according to GFCM/FAO division's definition — namely for the area FAO 37.4.2 and GSA 29 — only one area and no subdivisions. **Romania proposed, and various working groups of GFCM, EU Commission (e.g. RCMMed&BS 2012, WGBS 2017) approved the significative recommendations to address all issues for a single stock exploited by several/different fleets, of the riparian countries, corresponding of each member state jurisdiction.**

At the High level Conference of the GFCM, October 2016, Bucharest, all parties agreed to apply the same management measures of the fisheries, but despite their commitments on the occasion of the conference, on the fishery development for a sustainable exploitation of the fishing resources, until now the actual results of these started works the signification of the biological indicators is not used in the works of all riparian countries. For the same reasons we are underlining the fact that not only for practical reasons these indicators are not suitable to the assessment of the unbalanced or balanced ratio between fishing opportunities and fishing capacities for EU countries in the area, Romania and Bulgaria. So that, the conclusions on the fact that the fishing fleets of mentioned countries are influencing the general situation of the stocks in the area is not fair, due to the mentioned above rationales. In that condition these indicators are presented in the report only in order to fulfil the RO commitments to the EU. Romania considers these indicators to be adapted to the specific conditions of RO and BG fleets in the area, or to be avoided in the future if no alternative will be available for the next year.

It should be emphasized that this catches contribution of the Romanian fishing fleet cannot be expected to have a noticeable impact on the status of the fish stocks exploited by the Romanian fishing fleet, since Romania exploits a very small fraction of these stocks in comparison to other Member States or other riparian countries in the same sub region and/or whole region of the Black Sea whose fishing vessels are targeting the same stocks. With regard to this, it is important to note that Romanian catches have always been low and they are in the last few years less than 0, 10% of their exploitation in the GFCM area, while the overwhelming share of the stocks is caught by other third riparian countries with whom Romania shares these stocks species in GSA 29.

That's why we are reiterating the same assumptions as in the last 2017 Report:

1) SHI - indicator

The sustainable harvest indicator (SHI) is a measure of how much a fleet segment relies on stocks that are overfished. Here, "overfished" is assessed with reference to Fmsy values over time. Threshold: Values of the indicator under 1. When the value of SHI is > 1, indicates that a fleet segment is, on average, relying for its income on fishing opportunities which are structurally set above levels corresponding to exploitation at levels corresponding to MSY. In the Romanian fleet segments, values of SHI are in Table 7: **under 1 (<1) for the segments PMP < 6m, PMP 6-12m, PMP 12-18m, PMP 18-24m and PMP 24-40m, that are estimated to be in balance.** Only one segment PG 6-12m is over 1 (>1) – not in balance.

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

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

2)   SAR - indicator

In the last year Report Romania mentioned, and we are reiterating it, the comment from Guidelines: "The stocks-at-risk indicator is a measure of how many stocks are being affected by the activities of the fleet segment in other words, stocks which are at low levels and are at risk of not being able to replenish themselves and which are either important in the catches of the fleet segment or where the fleet segment is important in the overall effects of fishing on the stock.

Threshold: if a fleet segment takes more than 10% of its catches taken from a stock which is at risk, this could be treated as an indication of imbalance. If a fleet segment has an impact on one or more stocks at high biological risk, this is an indicator of a potential capacity imbalance.

It is not the case of the Romanian catches. Compared to catches made at the Black Sea level, Romanian catches are below 10% most of them under 1% so that SAR indicators are not calculated by Romania."

Table 7. Biological indicators

Fleet segments	Biological indicators	2014	2015	2016	2017	2018
PMP	SHI	3.54817	7.258358	0.71504	0.70321	0.68532
	SAR	0	0	0	0	0
PMP 6-12m	SHI	4.828312	3.241051	0.97554	0.95686	0.93274
	SAR	0	0	0	0	0
PMP 12-18m	SHI	4.784007	4.833876	0.81026	0.81025	0.80526
	SAR	0	0	0	0	0
PMP18-24m	SHI	0	0	0.64087	0.64121	0.62322
	SAR	0	0	0	0	0
PMP 24-40m	SHI	2.766669	2.388445	1.01521	0.99845	0.97653
	SAR	0	0	0	0	0
PG 6-12m	SHI	4.110951	2.526987	1.82199	1.80256	1.75217
	SAR	0	0	0	0	0

F.3. Economic indicators

The economic indicators are calculated using the last version of the Commission Guidelines (2.9.2014), data provided by the National Program for Data Collection. The indicators are provided for each segment of the fleet, based on the total number of 136 active vessels registered in Romanian Fishing Fleet Register – see Table 4.

1) ROI = Net profit / Capital asset value

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

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

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

Fixed costs = Non variable costs + depreciation

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

Comments: Interest rate for long term 2017-3.96%, and 2018-4.69%, corresponding to an increase of 18% from last year 2017, so the access to financial support is quite difficult making impossible for fishermen to loans to improve the technical condition on board vessel and replacing fishing gear. In the same rational the efficiency of activity appears to be small due to the high level of interest rate consider for calculations.

Table 8. Economic data and calculation of Economic indicators in 2018 Euro

Indicators	VL2440PMP	VL1824PMP	VL1218PMP	VL0612PG	VL0612PMP	VL0006PG
Income	494142	114217	1710690	335141	1403220	104172
Other income	0	0	0	0	0	0
Current revenue	**494142**	**114217**	**1710690**	**335141**	**1403220**	**104172**
Crew costs	88744	12463	260407	163801	297137	46332
Unpaid labour	2617	3489	8667	18150	18912	2502
Energy costs	128620	16159	341288	36802	248356	5445
Repair and maintenance costs	36684	589	66949	29133	73921	7661
Other variable costs	3022	55	13174	18945	65496	4732
Non-variable costs	48240	767	48205	22085	123690	3253
Depreciation	43427	7568	133232	15374	43042	952
Total costs	**361731**	**43031**	**909557**	**313457**	**895806**	**71622**
Net profit	**132411**	**71186**	**801133**	**21684**	**507414**	**32550**
Vessel replacement value	3130000	360,000	4025000	565310	718596	78620
Estimated value of fishing rights	3483	2170	36715	8672	15927	2311
Capital asset value	**3133483**	**362170**	**4061715**	**573982**	**734523**	**80931**

ROI	4.23%	19.66%	19.72%	3.78%	69.1%	40.21%
ROI – risk free long-term interest rate	-0.46%	14.97%	15.03%	-0.91%	64.41%	35.53%

BER	190973	11739	453593	46824	333464	11681
CR/BER	2.59	9.73	3.77	7.16	4.21	8.92

ECB – interest rate 4.69 Source data regarding long term interest rate - http://sdw.ecb.europa.eu/quickview.do?SERIES_KEY=229.IRS.M.RO.L.L40.CI.0000.RON.N.Z

Return of investment (ROI) — the fleet segments **illustrate a good level of ROI/profitability**, excepting the segments VLPMP2440m and VLPG0612m segments, so from 6 segments, 4 are in balance and 2 in unbalance.

The interpretation of the values of ROI is based comparing the medium value of the Long-term interest rate of 4.69 % in 2018, the ECB/National Bank of Romania, contributing to a less in balance segments, as above mentioned.

The main focus of fishing activities was on Rapa whelk; the increasing harvest lead to a very big value in tons of total landings and the corresponding value in total revenue. Meantime, in the case of Rapa whelk harvesting, offers good conditions for exploitation, vessels are not spending to search agglomeration locations, Rapa whelk being a species grouped in the same areas of mussels, for feeding. There still persist the situation for vessels in terms of a fuel consumption, but their technical conditions proving the contrary, that meant a significant fuel consumption is registered, on the segments. This trend of fishermen to focus in Rapa whelk fishery, lead to an increased dependency of fleet on the Rapa stocks abundance. Despite of a decreasing tendency of unit price for the Rapa species (first sale price) the availability on the stocks and increased landings achieved are leading to a good profitability of the fleet segments.

2) The ratio between current and break-even revenue (CR / BER) 2017

The profitability level is shown, also, by the level of the ratio of CR/BER indicator - Table 8, with a level above about/over 3 points, suggesting the sufficient revenue generated by the fleet covering the variable and fixed capital, costs, so the segments are profitable.

The indicators calculated and analyzed in the Report chapter conduct to the conclusion in 2018 Romania's fishing fleet was in balance with the fishing opportunities in the Black Sea national fishing area, for 4 segments and only 2 segments unbalanced.

PRESIDENT,
Marian LIXANDRU

ANNEXES

Annex 1. Fishing fleet evolution in period 2013-2019 (for information)

Fleet segment		2013	2014	2015	2016	2017	2018	2019
VL 00-06 PG	No of vessels	10		12	10	12	11	14
	GT	6.26	-	8.78	6.76	9.21	8.45	11.41
	kW	176.72		201.84	189.78	189.78	93.5	97.91
VL 00-06 PMP	No of vessels	5	10					
	GT	2.95	7.93	-	-	-	-	-
	kW	146.63	212					
VL 00-06 inactive	No of vessels	10	6	4	4	4	7	3
	GT	6.89	3.34	3.16	3.66	3.09	5.58	1.46
	kW	21.2	22	10	4.41	4.41	4.41	0
VL 06-12 PG	No of vessels	72	75	78	63	65	58	64
	GT	108.17	111	120.39	99.81	101.64	95.22	104.68
	kW	1989.61	1102	1256.46	836.08	583.66	618.99	640.18
VL 06-12 inactive	No of vessels	71	28	20	21	16	33	20
	GT	80.6	46.2	25.38	41.88	26.65	65.37	35.99
	kW	865.3	391	196.29	291.59	92.67	321.32	11.77
VL 06-12 PMP	No of vessels	19	26	23	31	34	34	34
	GT	48.22	66	65.25	85.97	104.13	150.66	152.97
	kW	884.97	1067	678.42	426.35	540.54	804.59	792.86
VL 12-18 PMP	No of vessels	5	10	11	13	19	18	21
	GT	119.6	308	340.37	388.13	616.41	576.3	688.34
	kW	1086	2095	2305	2309.3	3300.41	2895.57	3219.13
VL 12-18 inactive	No of vessels		1		1		1	1
	GT	-	6.6	-	53.77	-	24.87	18.91
	kW		110		184		109	72.13
VL 18-24 PMP	No of vessels			1	1	1	1	1
	GT	-	-	70	70	70	70	70
	kW			272.06	272.06	272.06	272.06	184
VL 24-40 PMP	No of vessels	2	2	2	3	4	4	4
	GT	240	240	240	359	476	476	476
	kW	1112	1112	1111.6	1332.25	1217.25	1217.25	1217.25
Total	**No of vessels**	**194**	**158**	**151**	**147**	**155**	**167**	**162**
	GT	**613**	**790**	**873.33**	**1108.98**	**1407.13**	**1472.95**	**1559.76**
	kW	**6282**	**6111**	**6031.67**	**5845.82**	**6200.78**	**6248.63**	**6235.23**

Annex 2. Romanian national fleet structure, activity and production in 2013-2018

Variable	2012	2013	2014	2015	2016	2017	2018
Capacity							
All Vessels	261	194	158	151	147	155	**167**
Inactive vessels	78	82	35	24	26	20	**31**
Average of vessel (LOA) (m)	7,14	7,54	7.84	8.26	8.65	8.92	**8.9**
Average vessel age (years)	12	15	17	18	18.6	17.9	**17.83**
GT (thousand tonnes)	0,7	0,6	0.8	0.87	1.11	1.41	**1.47**
kW Engine power (thousands KW)	5,8	6,1	6.1	6	5.85	6.2	**6.2**
No Enterprises (N)	91	74	77	80	79	89	**90**
Employment							
Total employment	471	302	330	331	326	406	**405**
Fishing Effort							
Fishing Days (thousand days)	3,4	2,7	2.7	3.68	3.75	4.77	**5.13**
Days at Sea (thousand days)	3,4	2,8	2.8	4	4.1	4.86	**5.65**
GT fishing days (thousands)	728	186	238	375	549	739.5	**941.2**
Energy consumption (thousands of litres)	166	361	545	711	744	768	**839.8**
Production							
Landings weight (thousand tonnes)	0,8	1,7	2.2	4.8	6.8	**9.6**	**7.74**
Landings value (million Euros)	0,9	1,4	2.5	4.3	3.84	**4.5**	**4.16**

Annex 3. Total ratio between days at sea and maximum days at sea for the different fleet segments in period of 2013-2018

Fleet segment	Capacity			Current effort			Maximum effort			Capacity utilisation		
	No. of vessels	GT	KW	days	GT days	KW days	days	GT days	KW days	days	GT days	KW days
VL2440 PMP	2	240	1112	200	48000	222400	300	72000	333600	0.67	0.67	0.67
VL1218 PMP	4	113	976	137	15439,9	133712	600	67620	585600	0.23	0.23	0.23
VL0612 PG	72	108	1990	1376	148842	2737703	10800	1168236	21487788	0.13	0.13	0.13

VL0612 PMP	19	48.2	885	467	22518.7	413281	2850	137427	2522164,5	0.16	0.16	0.16
VL0006 PG	10	6.26	176,7	438	2741.88	77403,36	1500	9390	265080	0.29	0.29	0.29
VL0006 PMP	5	2.95	146.6	82	241.9	12023.66	750	2212.5	109972.5	0.11	0.11	0.11
Total 2013	**112**	**518**	**5286**	**2700**	**237784**	**3596523**	**16800**	**1456886**	**25304205**	**0.16**	**0.16**	**0.16**
VL2440 PMP	2	240	1112	177	42480	196824	300	72000	333600	0.59	0.59	0.59
VL1218 PMP	10	308	2095	392	120736	821240	1500	462000	3142500	0.26	0.26	0.26
VL0612 PG	75	111	1102	1469	163059	1618838	11250	1248750	12397500	0.13	0.13	0.13
VL0612 PMP	26	66	1067	567	37422	604989	3900	257400	4161300	0.15	0.15	0.15
VL0006 PMP	10	7.93	212	169	1340.17	35828	1500	11895	318000	0.11	0.11	0.11
Total 2014	**123**	**733**	**5588**	**2774**	**365037**	**3277719**	**18450**	**2052045**	**20352900**	**0,25**	**0,25**	**0,25**
VL2440 PMP	2	240	1111.6	245	58800	272342	300	72000	333480	0.82	0.82	0.82
VL1218 PMP	11	340.37	2305	645	219539	1486725	1650	561611	3803250	0.39	0.39	0.39
VL1824 PMP	1	70	272.06	33	2310	8978	150	10500	40809	0.22	0.22	0.22
VL0612 PG	78	120.39	1256.46	1747	210321	2195036	11700	1408563	14700582	0.15	0.15	0.15
VL0612 PMP	23	65.25	678.42	1058	69035	717768	3450	225113	2340549	0.31	0.31	0.31
VL0006 PMP	12	8.78	201.84	317	2783	63983	1800	15804	363312	0.18	0.18	0.18
Total 2015	**127**	**844.79**	**5825.38**	**4045**	**562788**	**4744832**	**19050**	**2293591**	**25181982**	**0.35**	**0.35**	**0.35**
VL2440 PMP	3	359	1332.25	270	96930	359708	405	145395	539561	0.67	0.67	0.67
VL1824 PMP	1	70	272.06	70	4900	19044	135	9450	36728	0.52	0.52	0.52
VL1218 PMP	13	388.13	2309.30	855	331851	1974452	1755	681168	4052822	0.49	0.49	0.49
VL0612 PG	63	99.81	836.08	1328	132548	1110314	8505	848884	7110860	0.16	0.16	0.16
VL0612 PMP	31	85.97	426.35	1294	111245	551697	4185	359784	1784275	0.31	0.31	0.31
VL0006 PG	10	6.76	189.78	276	1866	52379	1350	9126	256203	0.20	0.20	0.20
Total 2016	**121**	**1009.67**	**5365.82**	**4093**	**679340**	**4067594**	**16335**	**2053807**	**13780449**	**0.47**	**0.47**	**0.47**
VL2440 PMP	4	476	1217.25	411	195636	500289.75	600	285600	730350	0.69	0.69	0.69
VL1824 PMP	1	70	272.06	102	7140	27750.12	150	10500	40809	0.68	0.68	0.68
VL1218 PMP	19	616.41	3300.41	1029	634285.89	3396121.89	2850	1756768.5	9406168.5	0.36	0.36	0.36

VL0612 PG	65	101.64	583.66	1352	137417.28	789108.32	9750	990990	5690685	0.14	0.14	0.14
VL0612 PMP	34	104.13	540.54	1761	183372.93	951890.94	5100	531063	2756754	0.34	0.34	0.34
VL0006 PG	12	9.21	189.78	204	1878.84	38715.12	1800	16578	341604	0.11	0.11	0.11
Total 2017	**135**	**1377.39**	**6103.7**	**4859**	**1159730.94**	**5703876.14**	**20250**	**3591499.5**	**18966370.5**	**0.39**	**0.39**	**0.39**
VL2440 PMP	4	476	1217.25	313	148988	380999.25	600	285600	730350	0.52	0.52	0.52
VL1824 PMP	1	70	184	87	6090	16008	150	10500	27600	0.58	0.58	0.58
VL1218 PMP	18	576.3	2895.57	1224	705391.2	3544177.68	2700	1556010	7818039	0.45	0.45	0.45
VL0612 PG	63	105.01	627.8	1641	172321.41	1030219.8	9450	992344.5	5932710	0.17	0.17	0.17
VL0612 PMP	38	166.11	1091.41	1899	315442.89	2072587.59	5700	946827	6221037	0.33	0.33	0.33
VL0006 PG	12	9.43	93.5	486	4582.98	45441	1800	16974	168300	0.27	0.27	0.27
Total 2018	**136**	**1402.85**	**6109.53**	**5650**	**7926102**	**34518844.5**	**20400**	**28618140**	**124634412**	**0.28**	**0.28**	**0.28**

Annex 4. The Vessel Utilization Indicator 2013-2018

Fleet segment	2013	2014	2015	2016	2017	2018
VL0006 PMP	0.11	0.11	0.18	0	0	0
VL0006 PG	0.29	0	0	0.20	0.11	0.27
VL0612 PMP	0.16	0.15	0.31	0.31	0.34	0.33
VL0612 PG	0.13	0.13	0.15	0.16	0.14	0.17
VL1218 PMP	0.23	0.26	0.39	0.49	0.36	0.45
VL1824 PMP	0	0	0.22	0.52	0.68	0.58
VL2440 PMP	0.67	0.59	0.82	0.67	0.69	0.52

Annex 5.

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

Considering that as a hall the fishing fleet of Romania has not encountered significant variations on most indicators, excepting value of landings volume and value, the Action plan designed in the last year is to be continued and will remain the same for other 2 years from 2019, actually.

The biological SHI indicator relies on the exploited stocks for the all Black Sea area, that means all 6 riparian countries. <u>But, according to the SAR indicator levels (all of them below 10%, and most of them less than 1%), the impact of Romanian fishing fleet is not at all significant.</u> That's why we must reiterate the same arguments and to keep the same rationales, as for the last

two years, namely: The impact of the Romanian fleet on the species status stocks is the lowest in the division GSA 29/FAO 37.4.2. fishing area — the only one in the Black Sea.

The actual action plan for the segments of application of the addressed measures, is based on the economic and technical indicators. Romania proposes an action plan that includes the application of measures in the previously adopted plan (2018) and keeping the measures for some fleet segments, where is the case, as follow:

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

Romania would implement the measure "Support for the design and implementation of conservation measures and regional cooperation" from Article 37 of the EMFF Regulation to ensure effective regional cooperation at the level of all Black Sea area for the implementation of relevant measures approved under EU legislation and the recommendations of the GFCM - the regional fisheries management organization. Both organizations are to enforce the necessary actions ensuring the common playing field for all riparian countries, especially for third countries (not EU members) in the area to introduce in their national legislation the same management measures.

The Previous action plan has a result the reduction of the number of the fishing vessels, observed from a total of 194 in 2013 to 162 in 2019, with a slight increase of active vessels due to the increase of turbot quota and Rapa whelk catches increase (Annex 1, Table 1). Also, this is an effect of increased number of fishermen, and reducing the number of inactive vessels.

The total number of Romania fishing vessels, the catch as value and volume, indicate a percentage much lower than 10%, in the total catches of Black Sea area shared stocks, so the actual impact of the Romanian fleet is the same, not significant and could not improve the sustainable exploitation of fish species stocks in the area. The level of the Romanian fishing fleet capacity is managed to ensure the level of economic efficiency and preservation of the economic activities of the actual coastal fisheries communities. As example at 31.12.2019 the number of fishermen was around 405. Also, Romania has the objective foreseen to consolidate the socio-economic conditions of the existing local fishery communities.

Other important managing measure is to adopt annually, by the ministerial order TACs and quotas and ensuring an adequate effort levels for marine fisheries in Romanian waters of the Black Sea, where the national fleet is acting. The general measure in the Romania fishing fleet management is the implementation of Annual Plan for monitoring, control and inspection of all fishing activities, under the guidance of Commission and EFCA specialized services, continuing the improve of the quality of results of this plan. Also, it was implemented with Bulgaria the multiannual management plan to fight against IUU fishery, starting with turbot fishery, as it was proposed by the EC and approved by GFCM.

Ensuring the fulfilment of its commitments to the EU on Common Fisheries Policy provisions, Romania is continuing to implement the Action Plan in line with the Guidelines used for this Report, till 2020 year, and mentioning the measures deployed according the last two years plans. For the implementation of this Plan the EMFF financing support is used, especially for training of the personnel of NAFA for control and inspection actions.

The provisions of the plan will allow fishermen organizations to increase the technical fleet level, including introducing in use gears with increased selectivity, as a main goal for the EU policy, under actions engaging the scientists.

Segment VL0006 PG - considering the VUR values an increase is observed from the year 2018 to 0,27 from 0.11 in 2017 year. Still the value indicator is under reference point 0.7 that meant the

segment could be considered underbalanced. The Plan would consider continuing the specific measures adopted in the last two years:

  -Issuing fishing permits/licenses in order to catch other alive marine resources than fish (such as mollusks, Rapa whelk) in order to reduce the pressure on pelagic fish stocks. — Deadline: annually until 2020;

  -Continuing the organizing professional meetings with scientists and fishermen. — Deadline:

13.12.2020, in 2018 two such some meetings were assured.

  -As a measure, applicable for all fleet segments, including this one, is to control the issuing license for new entry vessels in order to assure the total capacity ceiling at national level; - Reinforcing the control of temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period - Deadline: annually until 2020; - Meetings between scientists and fishermen - Romanian NAFA has organized the first meeting dedicated to this measure between fishermen and scientists meeting on 13-16.02.2017 in the National Institute for Marine Research and Development in Constanta. The specialists of this institutes underlined to fishermen the necessity to use new and more selective gears, the characteristics and the benefits of these gear types. Meantime it was established that scientists will support fishermen to successfully design the projects that would be needed for EMFF applications to finance the procurement of the new gears — until end 2020.

Segment VL0612 PMP - during the analyzed period the VUR value level was decreased in 2018 at 0.33 versus 0.34 in 2016. The increasing trend is observed on the economic indicators — Table 8. Due to the below 0.7 level of WR in the Plan are maintained following measures:

  -Issuing fishing authorizations aiming to increase the catches of other alive marine resources (such as mollusks, or vongole) in order to reduce the pressure on fish stocks; — Deadline: annually until 2020

  -Limitation of the fish permits/licenses in order to stabilized fishing capacity and effort; _

Deadline: annually until 2020, in order to ensure the total capacity ceiling of the national fleet;

  _ Increasing the number of fishing days deployed; — Deadline: permanently;

  -Strengthening the control and inspection actions during temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period _Deadline: annually until 2020;

- Orientating fishermen to use diversified fishing gears specialized for target species; -Deadline: 31.12.2020;

- Ensuring the meetings organization between scientists and fishermen to guide for the better fishing techniques and new gears use — Deadline: 31.12.2020;

- Encouraging the fishermen to apply for training and specialized sessions from the scientists - permanent.

Segment VL0612 PG — the decrease level of indicator evolution between is observed from the year 2017 from 0, 16 to 0.15 in 2018-year VUR indicator.

The increased level of indicator evolution shows a positive trend, from 0.14 in 2017 the level of indicator was increased at 0.17 in 2018 under 0,7 reference point; the measures will consist on underlining the specific issues:

  Annual order of the agriculture ministry to establish the number of fishing gear, especially for turbot and associated species, such as Pick dogfish; — Deadline: annually, 1st Quarter; - Improving gradually the gears selectivity; — Deadline: 31.12.2020;

  -Strengthening the control on the number of fishing authorizations in order to stabilize the number of vessels — Deadline: annually until 2020, in order to ensure the total capacity ceiling of the national fleet;

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

-Strengthening the control and inspection actions during temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period Deadline: annually until 2020;

-Meetings between scientists and fishermen - Romanian NAFA has organized the first meeting dedicated to this measure between fishermen and scientists meeting on 13-16.02.2017 in the National Institute for Marine Research and Development in Constanta. The specialists of this institutes underlined to fishermen the necessity to use new and more selective gears, the characteristics and the benefits of these gear types. Meantime it was established that scientists will support fishermen to successfully design the projects that would be needed for EMFF applications to finance the procurement of the new gears — until end 2020.

Segment VL1218PMP — despite the positive trend observed on the economic and technical indicators during the analyzed period, the following measures are maintained in the action plan:

-Annual order of the agriculture ministry to establish the number of fishing gear, especially for turbot and associated species; — Deadline: annually, 1 st Quarter;

-Limitation the number of fishing authorizations in order to stabilize the number of the vessels - Deadline - annually until 2020', in order to ensure the total capacity ceiling of the national fleet;

-Assistance in vessel modernization that would be supported by the specialists, even under EMFF projects;

- The increase of the selectivity of fishing gears. - permanent;

-Ensuring the meeting between scientists and fishermen to guide for the better fishing techniques and new gears use — Deadline: 31.12.2020; Romanian NAFA has organized the first meeting dedicated to this measure between fishermen and scientists meeting on 13-16.02.2017 in the National Institute for Marine Research and Development in Constanta. The specialists of this institutes underlined to fishermen the necessity to use new and more selective gears, the characteristics and the benefits of these gear types. Meantime it was established that scientists will support fishermen to successfully design the projects that would be needed for EMFF applications to finance the procurement of the new gears.

-Strengthening the control and inspection actions during temporary cessation of fishing activities for demersal species catches (turbot and picked dog fish) during prohibition period Deadline: annually until 2020;

-Issuing fishing authorizations in order to catch also other alive marine resources (such as mollusks: mussels and vongole) in order to reduce the pressure on fish stocks; — Deadline: annually until 2020.

General measure ensuring the balance between fishing capacity and fishing opportunities for the national fleet is the achievement for the assistance for marketing support, i.e. the finalization of the construction of the Fish electronic auction facility in Tulcea city, as a goal reiterated in the previous plan. This auction will cover the needs of Black Sea fishermen to sell their products throughout this electronic auction in order to increase the income by transparent and more efficient first sale system opened for the registered merchants. **The Tulcea electronic auction is now operational.**

Romania will improve the necessary measures on management of its fleet capacity according to the above-mentioned, in order to comply with the commitments to EU, according to the provisions for achieving the targets of Common Fisheries Policy as per the Art. 2 of Regulation (EU) no 1380/2013.

It should be observed total landings evolution between 2017 and 2018. This meant, the issuing of fishing authorization and increased catches limit for Rapa whelk is a good measure to reduce the pressure of Romanian fleet on the shared fish stocks in the Black Sea, and this permanent measure in the Action Plan is justified.

We reiterate that the total catches of Romanian fleet are much below 10 % of the total catches of each fish stock in the area. The fish stocks in the Black Sea area are common and shared with the riparian countries, so the contribution of Romanian fleet to achieve the MSY in the region

should be evaluated according to the size of the fleet (the smallest in the Black Sea area), **and a conclusion is that the impact of the Romanian fleet to fish stocks is quite limited**, as expressed in last reports, also.

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

NAFA reiterate that Romania is fully engaged to ensure the implementation of its commitments to achieve the targets of the Common Fisheries Policy, including the measures to achieve in the next future a balance between fishing opportunities and fishing capacity for its fleet.

The actual small limits of Romanian fishing fleet, including the comparison with other EU fishing fleet, is one of the lowest actsually, as well in the EU fishing fleet register, and the Action Plan has the same objectives to maintain the existence of the national fishing sector, as declared in fishing strategy, and all occasions, aiming the consolidation of the small-scale fishery, stimulating inclusive the hand harvesting of other marine fishing resources than fish species. i.e. Rapa whelk and mussels.