Annual report on the efforts made by Italy in 2022 to reach a sustainable balance between fishing capacity and fishing opportunities

(in accordance with Article 22 of Regulation (EU) No 1380/2013)

A.   Introduction

This report was drawn up pursuant to Article 22 of Regulation (EU) No 1380/2013 on the common fisheries policy (CFP). It assesses the balance in 2022 between the fishing capacity and fishing opportunities of the Italian fleet.

The indicators were calculated on the basis of data extracted from the national data collection programme (DCR/DCF), updated to 2022. Assessments of the status of resources in Italy's geographical sub-areas (GSAs) were made by GFCM, STECF and ICCAT working groups.

The report presents the annual capacity assessment of the national fleet, pointing out any structural overcapacity, and the viability in the short and long term of each segment assessed.

Specific points to note:

1. As in previous years and in accordance with the EU guidelines1, we used the sustainable harvest indicator (SHI), calculated on the basis of the F_C/F_{MSY} ratio, to assess the exploitation by the various fleet segments of fish stocks for which there are validated assessments. To assess economic performance we continued to use the return on fixed tangible assets (RoFTA) indicator and the current revenue/break-even revenue (CR/BER) ratio, in addition to the inactive vessel indicator (IVI) and the vessel use indicator (VUI) for activity rates and use of capacity.

2. To calculate the annual SHI, account was taken of all current fishing mortality (F_C) values and the associated F_{MSY} values, where available, for all stocks in the various Italian GSAs analysed from 2019 to 2021. Where there was no updated value for the F_C/F_{MSY} ratio, the value of previous years was used.

A.1 Description of the fishing fleet

According to the register of fishing licences, there were 11 785 vessels in the Italian fishing fleet as at 31 December 2022, with a total gross tonnage of 141 936 GT and total engine power was 920 006 kW. This is a slight decrease in both the number of vessels and in tonnage and engine power compared to 2021. One further ocean-going vessel operating outside the Strait was flagged out to a non-EU country in 2022. Compared to 2021 the number of vessels fell by 0.71%, while GT fell by 0.74% and engine power by 0.35% (Table 1).

Table 1 – Fishing fleet according to the register of fishing licences, 2021-2022

Year	Vessels	GT	kW
2021	11 870	142 995	923 329
2022	11 785	141 936	920 006
% change	**-0.71%**	**-0.74%**	**-0.35%**

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[1] Communication from the Commission to the European Parliament and the Council: 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 the remaining five vessels operating outside the Strait, four are trawlers fishing in FAO area 34_3 (Eastern Central Atlantic) and one is a purse seiner authorised to fish in area 51_7 (Western Indian Ocean). The size of the ocean-going fleet in terms of GT and kW is shown below (Table 2).

Table 2 – Fishing fleet operating outside the Mediterranean, 2021-2022

Year	Vessels	GT	kW
2021	6	4 416	9 312
2022	5	3 926	7 840
% change	-16.67%	-11.10%	-15.81%

As at 31 December 2022, the Mediterranean fleet consisted of 11 780 vessels with an overall tonnage of 138 010 GT and total engine power of 912 166 kW. Fishing capacity fell only marginally from the previous year (Table 3).

Table 3 – Fishing fleet operating in the Mediterranean, 2020-2022

Year	Vessels	GT	kW
2021	11 864	138 579	914 017
2022	11 780	138 010	912 166
% change	-0.71%	-0.41%	-0.20%

A.2 Description of the fishing fleet in relation to fishing activity[2]

The breakdown of the fishing fleet by fishing technique in 2022[3] (Table 4) confirms the structure seen in previous years. With 8 338 vessels, small-scale fishing (PGP) is by far the largest segment in terms of numbers, making up 70.62% of the total fleet. However, in terms of size the segment is much smaller, accounting for 14.08% of the total in GT and 29.25% in kW.

With 2 045 vessels (17.32% of the national total), the fleet operating with towed gears (DTS and TBB) is the second largest in terms of numbers and the largest in terms of size. The gears in question account for 59.16% of the national total in GT and 46.49% in kW.

There are 715 productive vessels in the hydraulic dredgers (DRB) segment, which is 6.06% of the national fleet in terms of numbers, 6.63% in GT and 8.39% in kW. The pair-trawling (TM) fleet accounts for less than 1% of vessels and 5.56% of the total Italian tonnage.

There are 362 vessels in the purse-seining (PS) segment, accounting for 5.22% of overall national tonnage. The group of vessels mainly fishing with longlines (HOK) consists of 207 vessels (1.75% of the Italian fleet), accounting for approximately 3.47% of overall tonnage and 4.02% of overall engine power. The 21 vessels making up the tuna fleet represent a mere 0.18% of the Italian fleet in terms of numbers but account for 3.34% of overall tonnage.

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[2] This paragraph assesses the fleet operating in 2022, on which the production figure is based.

[3] The segmentation of the fleet in this report is based on the main gear used in accordance with Council Regulation (EC) No 199/2008 of 25 February 2008 concerning the establishment of a Community framework for the collection, management and use of data in the fisheries sector and support for scientific advice regarding the Common Fisheries Policy, and with Annex I 'Definition of data and description of a registration' to Commission Regulation (EC) No 26/2004 of 30 December 2003 on the Community fishing fleet register.

The fleet operating outside the Mediterranean has been reduced compared to the previous year and is currently made up of five vessels. Of these, four are trawlers and one is a purse seiner, with a total tonnage of 3 926 GT and total engine power of 7 840 kW (Table 4).

Table 4 – Fleet broken down by fishing technique, 2022

Fishing technique	Vessels	GT	kW	Vessels (%)	GT (%)	kW (%)
Bottom trawling and 'rapido' trawling (DTS and TBB)	2 045	84 037	428 275.86	17.32%	59.16%	46.49%
Hydraulic dredging (DRB)	715	9 419	77 323.34	6.06%	6.63%	8.39%
Pair trawling (TM)	114	7 893	40 601.89	0.97%	5.56%	4.41%
Purse-seining (PS)	362	7 220	42 566.29	3.06%	5.22%	4.65%
Longlines (HOK)	207	4 929	37 036.46	1.75%	3.47%	4.02%
Small-scale fishing (PGP)	8 338	20 006	269 398.20	70.62%	14.08%	29.25%
Tuna fleet	21	4 612	18 080.91	0.18%	3.34%	1.98%
Mediterranean fleet	11 802	138 117	913 282.98	99.96%	97.24%	99.15%
Bottom trawling (DTS)	4	1 789	4 150.00	0.03%	1.26%	0.45%
Purse-seining (PS)	1	2 137	3 690.00	0.01%	1.50%	0.40%
Long-distance fleet	5	3 926	7 840	0.04%	2.76%	0.85%
ITALY	11 807	142 043	921 122	100.00%	100.00%	100.00%

A.2.1 Fishing fleet description by GSA

With regard to geographical distribution by GSA, most of the Italian fleet (2 890 vessels) is concentrated in GSA 17 (northern Adriatic Sea), a coastal area extending over more than 700 km from Molise to Friuli Venezia Giulia. Vessels operating in this area make up the core of the Italian fishing fleet, using the full range of fishing techniques. The vessels operating in GSA 17 account for 24.49% of the Italian fleet in terms of numbers and, in terms of size, just over 30% of GT and engine power (Table 5).

The second largest fleet after the northern Adriatic Sea is the one operating in the southern and central Tyrrhenian Sea (GSA 10), which includes the Campania Region, the Tyrrhenian coast of Calabria and northern Sicily. There are 2 649 vessels in this fleet, or 22.45% of the total, accounting for 14.05% of tonnage and 16.21% of engine power (Table 5).

These are followed, in terms of the number of vessels, by the fleets operating in by GSAs 11, 9 and 19, representing between 12.12% and 11.35% of the Italian fleet in terms of numbers and between 8.56% and 7.61% in terms of tonnage (Table 5).

With 1 096 vessels, the fleet operating along the southern coast of Sicily (GSA 16) accounts for less than 10% in terms of the number of vessels. However, this low figure is offset by the considerable size of the vessels, which is 25.34 GT on average (more than double the national average of 11.70 GT of vessels operating in the Mediterranean) (Table 6).

Finally, the fleet operating in GSA 18, which includes the northern part of Apulia, accounts for 8.62% of the total number of vessels and around 10% of capacity in GT and kW (Table 5).

Table 5 – Fleet by GSA, 2022

GSA	Vessels	GT	kW	Vessels (%)	GT (%)	kW (%)
GSA9 – Ligurian Sea and northern Tyrrhenian Sea	1 381	11 816	96 440.98	11.70%	8.56%	10.56%
GSA10 – Southern and central Tyrrhenian Sea	2 649	19 404	148 026.21	22.45%	14.05%	16.21%
GSA11 – Sardinia	1 430	10 508	82 143.85	12.12%	7.61%	8.99%
GSA16 – Southern Sicily	1 096	27 773	122 032.82	9.29%	20.11%	13.36%
GSA17 – Northern Adriatic Sea	2 890	43 708	283 712.78	24.49%	31.65%	31.07%
GSA18 – Southern Adriatic Sea	1 017	13 627	91 653.37	8.62%	9.87%	10.04%
GSA19 – Western Ionian Sea	1 339	11 279	89 272.97	11.35%	8.17%	9.77%
Mediterranean fleet	11 802	138 117	913 282.98	100.00%	100.00%	100.00%
Long-distance fleet	5	3 926	7 840.00	0.04%	2.84%	0.86%
Italy	**11 802**	**138 117**	**913 282.98**	**100.00%**	**100.00%**	**100.00%**

Table 6 – Average vessel size by GSA, 2022

GSA	GT average	kW average
GSA9 – Ligurian Sea and northern Tyrrhenian Sea	8.56	69.83
GSA10 – Southern and central Tyrrhenian Sea	7.33	55.88
GSA11 – Sardinia	7.35	57.44
GSA16 – Southern Sicily	25.34	111.34
GSA17 – Northern Adriatic Sea	15.12	98.17
GSA18 – Southern Adriatic Sea	13.40	90.12
GSA19 – Western Ionian Sea	8.42	66.67
Mediterranean fleet	**11.70**	**77.38**
Long-distance fleet	**785.20**	**1 568.00**

A.2.2 Development of the fleet over time

Taking 2004 as a base reference year, the number of vessels of the Italian fleet has decreased considerably, from 14 873 vessels in 2004 to 11 870 in 2022, i.e. an overall reduction of more than 2 900 vessels. This significant decline (-20.61%) mainly affected vessels of above average size. Total tonnage (GT) fell by 29.18% and total engine power (kW) by 24.03% (Table 7). This major downsizing of the production structure is a consequence of targeted, permanent cessation measures to support and encourage the exit of fishing vessels under the common fisheries policy. Table 8 shows the trend in the fleet's structural variables over the past year.

Table 7 – Change in fishing capacity, 2004-2022

Year	Vessels	GT	kW
2004	14 873	200 561	1 212 532.00
2022	11 807	142 043	921 122.98
% change	**-20.61%**	**-29.18%**	**-24.03%**

Table 8 – Fleet trends in GT and kW by fishing technique, 2021-2022

Fishing technique	Vessels			GT			kW		
	2021	2022	%	2021	2022	%	2021	2022	%
Bottom trawling and 'rapido' trawling (DTS and TBB)	2 088	2 045	-2.06%	86 049	84 037	-2.34%	436 091	428 276	-1.79%
Hydraulic dredging (DRB)	709	715	0.85%	9 351	9 419	0.73%	76 628	77 323	0.91%
Pair trawling (TM)	87	114	31.03%	6 168	7 893	27.97%	32 691	40 602	24.20%
Purse-seining (PS)	316	366	15.82%	6 999	8 114	15.93%	42 757	48 309	12.99%
Longlines (HOK)	214	207	-3.27%	4 932	4 929	-0.06%	38 212	37 036	-3.08%
Small-scale fishing (PGP)	8 429	8 338	-1.08%	20 473	20 006	-2.28%	272 866	269 398	-1.27%
Tuna fleet	21	17	-19.05%	4 607	3 719	-19.28%	14 772	12 338	-16.48%
Mediterranean fleet	**11 864**	**11 802**	**-0.52%**	**138 579**	**138 117**	**-0.33%**	**914 017**	**913 283**	**-0.08%**
Bottom trawling (DTS)	5	4	-20.00%	2 279	1 789	-21.50%	5 622	4 150	-26.18%
Purse-seining (PS)	1	1	0.00%	2 137	2 137	0.00%	3 690	3 690	0.00%
Long-distance fleet	**6**	**5**	**-16.67%**	**4 416**	**3 926**	**-11.10%**	**9 312**	**7 840**	**-15.81%**
ITALY	**11 870**	**11 807**	**-0.53%**	**142 995**	**142 043**	**-0.67%**	**923 329**	**921 123**	**-0.24%**

Between 2004 and 2012 the number of vessels fell by 15%, while between 2013 and 2021 the trend eased with 'only' 5% of vessels leaving the fleet. On the other hand, the vessels that left the fleet had above-average fishing capacity, as tonnage fell by 12.7% and engine power by 9.3% (Figure 1).

Figure 1 – Fishing fleet trend, 2004-2022
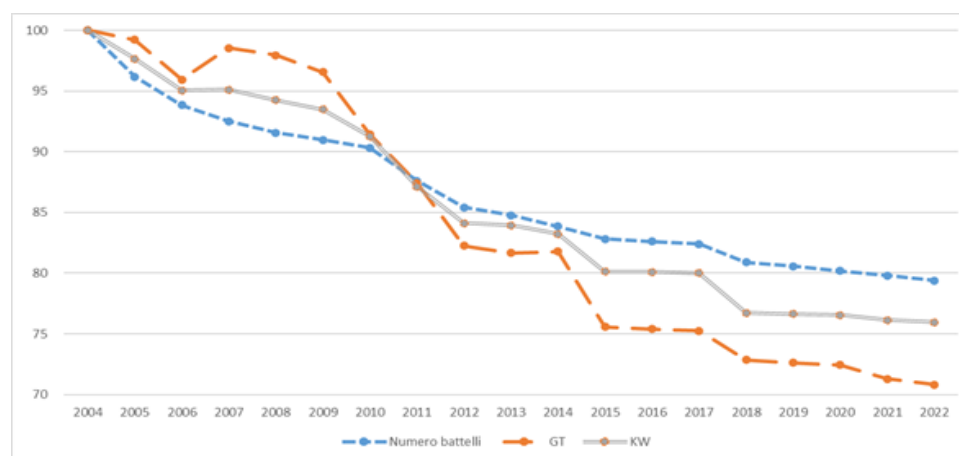
A3. Production

The biomass of fishery products landed by the Italian fleet in 2022 totalled 125 839 tonnes[4], of an economic value of €740 million. Bottom trawling (including with 'rapido' gear) is still the dominant segment of the fleet, despite the measures taken to reduce it. The landings of this segment amounted to 36 875 tonnes, or 29.30% of the total. The segment is even more dominant economically, accounting for €318.54 million, or 43%, of the turnover of the entire Italian fleet. This is due to the high commercial value of its target species, which include red shrimp and Norway lobster. The pair trawling segment is the second largest producer with just over 23 000 tonnes (around 19% of the total) and revenue of €70 million, which is 9.48% of total revenue at national level (Table 9).

In terms of biomass, purse-seining vessels recorded landings of 17 697 tonnes (14.06% of the total), representing an economic value of €42 million (5.75% of the total). Small-scale fishing vessels landed nearly 23 000 tonnes (18.20% of the national total), at a value of €194.43 million (26.26% of the national total). The longliner segment landed 2 330 tonnes (1.85% of the total), at a value of €14 million, which is less than 2% of the total economic value. Lastly, catches of bluefin tuna reached a total of 3 562.15 tonnes, worth approximately €39 million, which is 5.35% of the national total (Table 9).

Table 9 – Catches and revenue by fishing technique, 2022

Fishing technique	Catches (tonnes)	Catches %	Revenue (€ million)	Revenue %
Purse-seining (PS)	17 696.83	14.06%	42 598 526	5.75%
Bluefin tuna BFT	3 562.15	2.83%	39 605 255	5.35%
Hydraulic dredging (DRB)	18 735.68	14.89%	61 083 510	8.25%
Longlines (HOK)	2 330.22	1.85%	14 076 805	1.90%
Small-scale fishing (PGP)	22 902.82	18.20%	194 430 530	26.26%
Bottom trawling and 'rapido' trawling (DTS and TBB)	36 875.28	29.30%	318 544 912	43.02%
Pair trawling (TM)	23 736.19	18.86%	70 169 152	9.48%
TOTAL	**125 839.18**	**100.00%**	**740 508 690**	**100.00%**

In terms of geographical distribution of production, GSA 17 takes a leading position with 51% of the quantities landed. In the northern and central Adriatic Sea, highly productive fishing techniques such as pair trawling and hydraulic dredging are widely used, together accounting for more than one third of national landings. In terms of economic value, on the other hand, the area only accounts for 39% of the total due to the low commercial value of the target species, mainly small pelagics and clams.

The southern Tyrrhenian Sea (GSA 10) and the waters off northern Apulia (GSA 18) have a share of landings of 13 044 tonnes and 9 960 tonnes, respectively, or 10% and 8% of the national total. This represents an economic value of €84.7 million for GSA 10 (11.44% of the total) and €72 million for GSA 18 (9.71%).

Landings in the Strait of Sicily (GSA 16) were of 13 402 tonnes, accounting for 11% of Italy's total. However, as catches in the area are of a high commercial value, including the shrimp fisheries typical

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[4] The figure includes the bluefin tuna (BFT) production of the purse seiner segment (PS), excluding the fleet operating outside the Strait.

of the trawling fleet operating there, total revenue, at some €115.75 million, accounted for 15.63% of the national total (Tables 10 and 11).

Table 10 – Production trend in terms of quantity by fishing technique Comparison 2021-2022

Fishing technique	Catches (tonnes) 2021	Catches (tonnes) 2022	% change
Purse-seining (PS)	12 132	17 696.83	+45.87%
Purse-seining (PS) BFT	4 073	3 562.15	-12.54%
Hydraulic dredging (DRB)	21 112	18 735.68	-11.26%
Longlines (HOK)	2 411	2 330.22	-3.35%
Small-scale fishing (PGP)	24 389	22 902.82	-6.09%
Bottom trawling and 'rapido' trawling (DTS and TBB)	45 434	36 875.28	-18.84%
Pair trawling (TM)	27 516	23 736.19	-13.74%
TOTAL	137 067	125 839.18	-8.19%

The sharp increase in purse seining is in fact a return to pre-COVID production levels, while the decrease in catches from trawling, including with rapido trawls, must be seen in the context of the reduction in annual fishing days imposed on this fleet.

Table 11 – Catches and revenue by GSA, 2022

GSA	Catches (tonnes)	Catches %	Revenue (million €)	Revenue %
GSA 9 – Ligurian Sea and northern Tyrrhenian Sea	12 392.82	10%	90 067 338.61	12.16%
GSA 10 – Southern and central Tyrrhenian Sea	13 044.14	10%	84 686 105.06	11.44%
GSA 11 – Sardinia	5 363.47	4%	43 232 694.56	5.84%
GSA 16 – Southern Sicily	13 402.11	11%	115 742 155.70	15.63%
GSA 17 – Northern Adriatic Sea	64 756.67	51%	288 787 567.87	39.00%
GSA 18 – Southern Adriatic Sea	9 960.69	8%	71 899 145.88	9.71%
GSA 19 – Western Ionian Sea	6 919.28	5%	46 093 682.15	6.22%
ITALY	125 839.18	100%	740 508 689.83	100.00%

As in previous years, the three main species landed were anchovy, clams and sardine, together making up approximately 43% of the overall landings of the national fleet operating in the Mediterranean Sea. Anchovy is the top species by far with catches of 24 157 tonnes, equivalent to 19.2% of total production. Clam catches amount to 17 252 tonnes (13.7% of the total) and sardine catches to 13 024 tonnes (10.3%). For white shrimp and hake the quantities caught were considerably smaller, at some 6 000 tonnes each. Other species typically caught by the Italian fleet include mantis shrimp at 3 745 tonnes, cuttlefish at 3 288 tonnes and octopus at 3 264 tonnes (**Annex B - Table B1**).

Anchovy is also the top species in terms of economic importance with landings worth €82.82 million, followed by red shrimp at €57.54 million, clams at €53.59 million, and hake at €44.02 million.

Overall, the economic data shows a larger spread of species than is the case for quantity, with the top ten species accounting for over 58% of total revenue (**Annex B – Table B2**).

A.3.1 Development of production over time

Overall, the figures for 2022 show a stable trend with respect to revenue but a decline of 8.19% in catches.

An analysis by fishing technique shows a considerable increase in catches and revenue for purse seines, while the other techniques saw a falling trend in both revenue and production (Tables 10 and 12).

Table 12 – Production trend in economic value by fishing technique Comparison 2021-2022

Fishing technique	Revenue 2021 (€ million)	Revenue 2022(€ million)	% change
Purse-seining (PS)	26.37	42.6	61.5%
Purse-seining (PS) BFT	32.50	39.61	21.9%
Hydraulic dredging (DRB)	67.17	61.08	-9.1%
Longlines (HOK)	14.80	14.08	-4.9%
Small-scale fishing (PGP)	196.98	194.43	-1.3%
Bottom trawling and 'rapido' trawling (DTS and TBB)	337.53	318.54	-5.6%
Pair trawling (TM)	66.22	70.17	6.0%
TOTAL	741.57	740.51	-0.1%

The increase in revenue is confirmed by an analysis of the trend in the average price, which increased for all fishing techniques with the exception of longlines, where it remained stable. For bluefin tuna there was an increase of 39% (Table 13).

Table 13 – Trend in average price by fishing technique

Fishing technique	Price (€/kg)		% change
	2021	2022	
Purse-seining (PS)	2.17	2.41	10.93%
Bluefin tuna BFT	7.98	11.12	39.33%
Hydraulic dredging (DRB)	3.18	3.26	2.52%
Longlines (HOK)	6.14	6.04	-1.61%
Small-scale fishing (PGP)	8.08	8.49	5.07%
Bottom trawling and 'rapido' trawling (DTS and TBB)	7.43	8.64	16.26%
Pair trawling (TM)	2.41	2.96	22.66%
TOTAL	5.40	5.88	8.97%

The time series for average prices (base year 2004) shows a significant increase from 2020, with the peak over the period observed reached in 2022 (Figure 2).

Figure 2 – Trend in average prices, 2004-2022

Figure 2 – Trend in average prices, 2004-2022
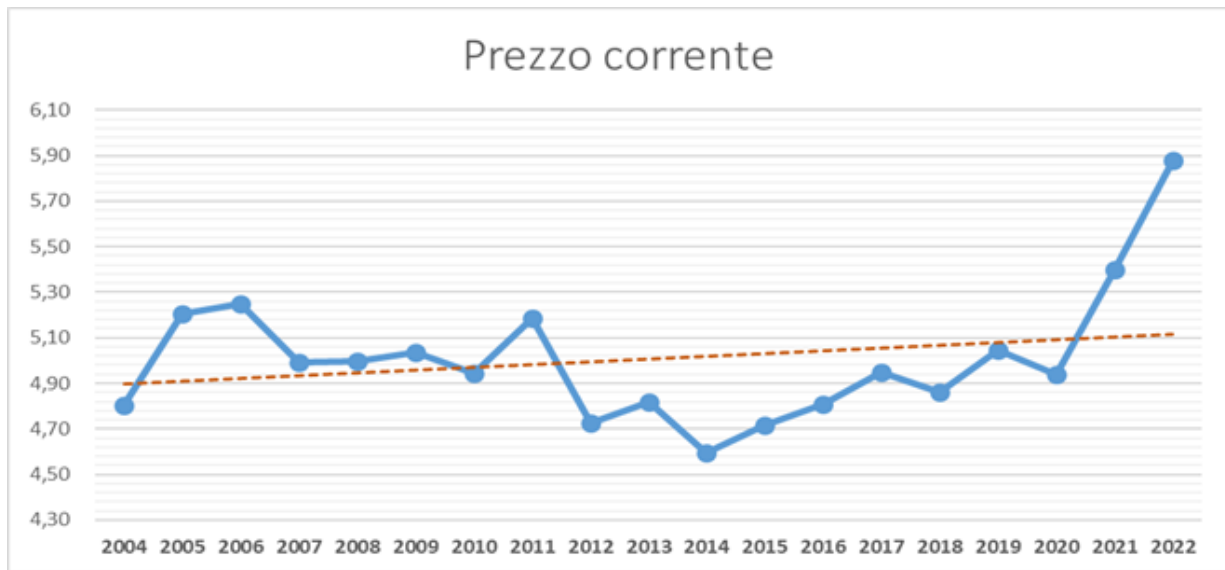
As regards the trend in production and revenue from the 2004 base year, there was a gradual decline until 2013-2014, but from 2015 to 2019 the trend stabilised. Production fell significantly from 2020 to 2022, with a slight rebound in 2021, due to the annual reduction in fishing days for bottom trawls, partly as a result of stringent EU legislation (Figure 3).

Figure 3 – Production and revenue trend, 2004-2022 (base year 2004)
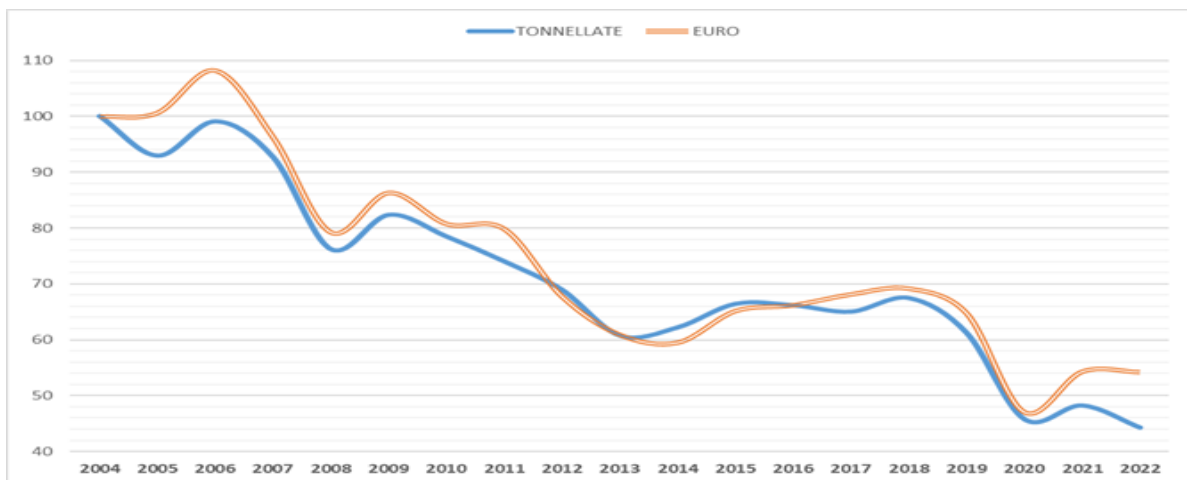
A final factor worth taking into account for trawlers is their level of activity, expressed in annual fishing days.

A strict policy of reducing fishing activity has been pursued since 2018, with the adoption of national management plans for bottom trawling and, above all, the entry into force of Regulation (EU) 2019/1022 (multiannual plan for fisheries exploiting demersal stocks in the western Mediterranean) and GFCM recommendations on multiannual plans for demersal species in various GSAs. As a result, fishing effort dropped by about 35% in the period from 2018 to 2022 in terms of days of activity per year. This is very close to the objective of Regulation (EU) 2019/1022 of reducing fishing effort in the western Mediterranean by 40%; see Figure 4.

Figure 4 – Trend in fishing days for bottom trawling (OTB), 2018-2022
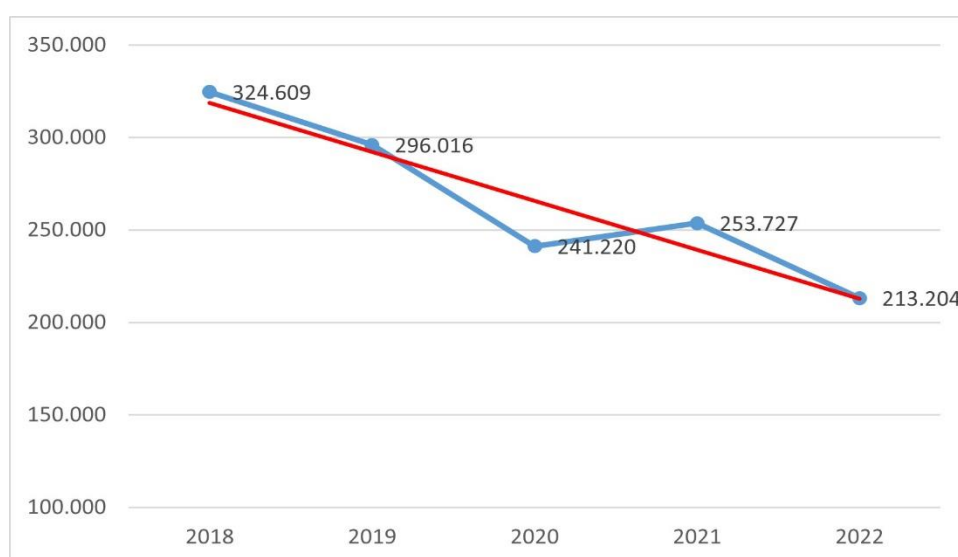
The fishing effort of the Italian fleet as a whole followed a similar trend to that of the trawling segment, with an overall reduction of 36% from 2008 to 2020 and of 21% from 2008 to 2019. The declining trend since 2018 continued in 2022, after a trough in 2020 (year marked by COVID-19) and a slight recovery in 2021 (Figure 5).

Figure 5 – Trend in total fishing days of the fleet as a whole, 2008-2022
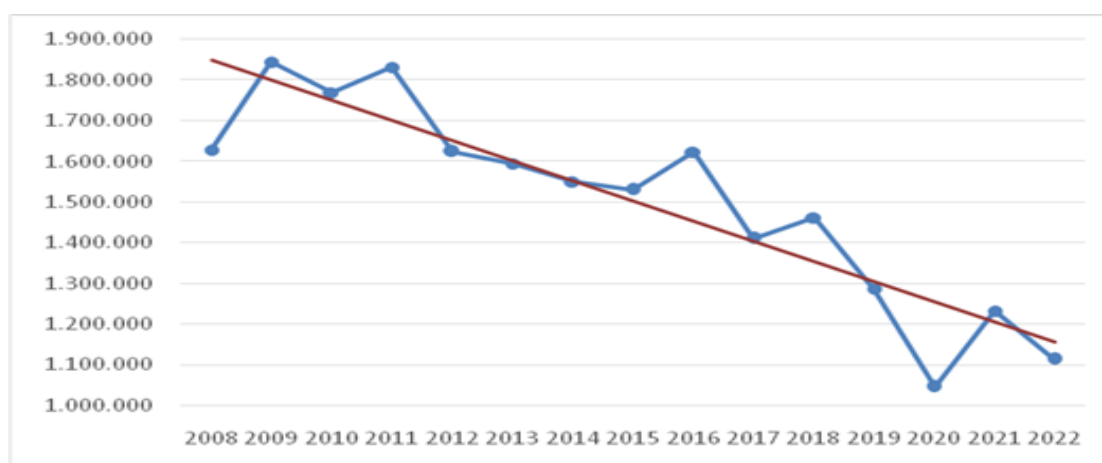
An analysis of total fishing days by length class shows a decrease across all length classes; see Table 14.

Table 14 – Trend in total fishing days for all metiers in Italian fisheries by LOA class, 2018-2022

Vessel group	2018	2019	2020	2021	2022
VL0006	287 756	236 263	176 174	241 650	214 066
VL0612	713 020	607 766	518 430	639 090	584 943
VL1218	285 945	280 382	216 715	214 930	193 241
VL1824	130 541	115 449	93 535	97 677	89 878
VL2440	43 315	45 954	39 858	38 960	31 293
VL40XX	278	166	178	167	132
Total	1 460 855	1 285 981	1 044 889	1 232 474	1 113 552

An analysis of total fishing days shows a decrease for almost all métiers. The increasing trend registered for OTB_DWS_>=40_0_0 is largely offset by that of OTB_DEF_>=40_0_0 and OTB_MDD_>=40_0_0. In any case it is important to note that the total number of fishing days for bottom trawling (OTB) remains significantly below the reduction levels set by the legislation (Table 15).

Table 15 – Trend in total fishing days, main métiers, 2018-2022

Métier	2018	2019	2020	2021	2022
DRB_MOL_0_0_0	58 909	57 129	62 334	68 456	60 447
FPO_DEF_0_0_0	110 172	107 794	104 777	109 546	104 088
GND_SPF_0_0_0	37 659	39 269	24 956	31 979	21 074
GNS_DEF_>=16_0_0	233 333	205 198	168 128	215 542	220 633
GNS_SLP_>=16_0_0	15 199	8 991	12 855	10 275	7 362
GTR_DEF_>=16_0_0	438 766	374 404	269 116	361 874	326 137
LLD_LPF_0_0_0	56 663	46 557	31 930	27 757	30 270
LLS_DEF_0_0_0	53 062	45 336	48 788	76 087	55 801
OTB_DEF_>=40_0_0	259 589	232 864	191 261	201 412	175 712
OTB_DWS_>=40_0_0	35 098	35 661	27 459	13 340	22 454
OTB_MDD_>=40_0_0	29 922	27 490	22 509	38 975	22 266
OTM_MPD_>=20_0_0	14 189	14 059	8 663	5 613	7 820
PS_LPF_0_0_0	30 735	25 153	17 174	16 508	12 632
PS_SPF_>=14_0_0	17 194	16 597	11 827	11 389	11 367
PTM_SPF_>=20_0_0	6 304	3 941	6 909	7 671	7 274
TBB_DEF_0_0_0	12 042	11 518	8 134	8 447	9 192
Total	1 408 836	1 251 962	1 016 820	1 204 871	1.94.528

B.   Impact on fishing capacity of fishing effort reduction schemes adopted under multiannual management or recovery plans or any national plans

For vessels equipped with a VMS tracking system, the VMS data provides information about days of fishing activity, and this data can be checked against engine power data to obtain information about estimated fishing effort (number of fishing days × kW). For bottom trawling there was clearly a gradual, downward trend in fishing effort in the period from 2019 to 2022, with obvious effects in the long term (the blue line in the graph below shows the linear data trend – Figure 6). This trend was exacerbated by the strategies deployed to reduce fishing effort, in particular the fishing day quotas set by Italy as from for 2019.

Figure 6 – Bottom trawling effort from 2019 to the first quarter of 2022.
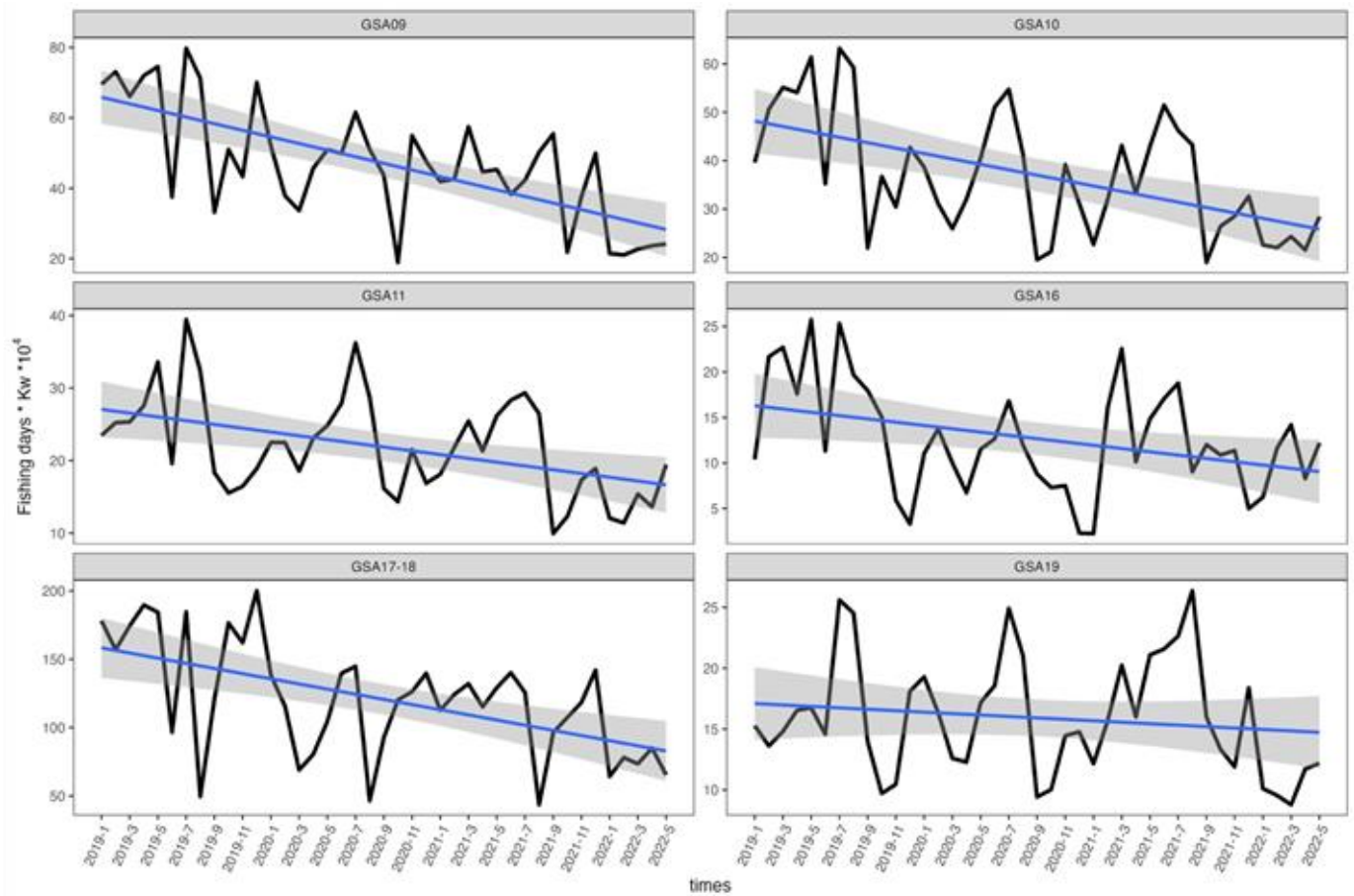
Using VMS data to monitor the zone in the Pomo Pit, where all fishing is banned (zone A), gives a similar result (Figure 7). Similarly, VMS tracking data shows that the bottom trawling fishing effort has dropped substantially in the fishing restricted areas (FRAs) of the Strait of Sicily (FRA GFCM1 – Levante Banco Avventura, FRA GFCM2 – Ponente Bacino di Gela and FRA GFCM3 – Levante Banco di Malta) established in 2019 to protect hake and deep-water rose shrimp juveniles.

Figure 7 – Bottom trawling effort in the Pomo Pit from 2015 to the first quarter of 2022.
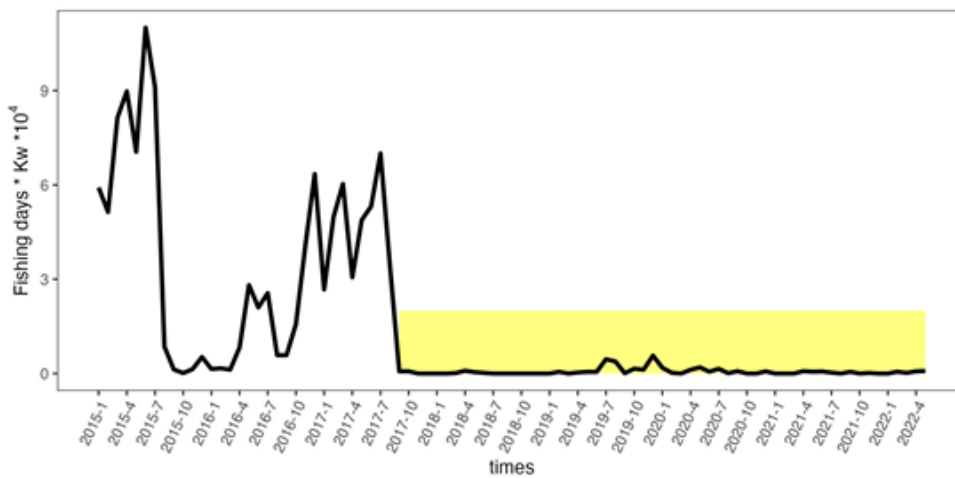
C. Information on compliance with the entry/exit scheme and the reference level

Compliance with the entry/exit scheme and the reference level as at 31 December 2022 was assessed on the basis of the overall situation of the fleet in March 2023. The fishing capacity of the Italian fleet has never exceeded the limits laid down in Annex II to Regulation (EU) No 1380/2013, in accordance with Article 22(7) of that Regulation (Table 16).

Table 16 – Calculation table for compliance with entry/exit scheme and reference level

		GT	**kW**
Reference level, Regulation (EU) No 1380/2013	GT – kW	**173 506**	**1 070 028**
Capacity exit with support, 2014-2022	GT$_a$ – kW$_a$	17 358	85 042
Ceiling as at 31.12.2022	GT – kW	156 148	984 986
Situation as at 31.12.2022	GT – kW	**141 936**	**920 006**
Difference		**14 212**	**64 980**

D. Summary report on strengths and weaknesses of the fleet management system

Following on from measures already taken to protect certain stocks at particular risk (demersal, bluefin tuna, swordfish, albacore, small pelagics, deep-water shrimp), the Italian authorities, taking account of the experience gained and the data collected, have adopted a number of provisions mainly aimed at decreasing fishing effort by reducing the number of fishing days of vessels at sea and limiting the number of authorised vessels, as well as establishing local management plans, including for individual species, technical measures, fishing opportunities, temporary closures and annual fishing bans.

The main provisions adopted to manage the fisheries include:
15/2/2022 – Decree No 70970 of 15 February 2022 – Mandatory suspension of fishing during the 2022 fishing season – Measures to manage targeted albacore catches in the Mediterranean Sea.

14/3/2022 – List of vessels authorised to fish for swordfish in the Mediterranean Sea.

21/3/2022 – Ban on fishing wedge shells during the month of April.

21/3/2022 – Adjustment of conversion factors for transferring effort between fleet segments under the multiannual management plan for the western Mediterranean Sea.

28/3/2022 – 2022 bluefin tuna fishing season.

5/4/2022 – Adoption of a local management plan for transparent goby (*Aphia minuta*) in the Manfredonia area.

12/4/2022 – Decree implementing Article 5(4) of Ministerial Decree No 70970 of 15 February 2022 – Distribution of the maximum catch limit for deep-sea shrimp.

13/5/2022 – Ministerial Decree No 217685 of 13 May 2022. Measures concerning the fishing of small pelagic species in the Mediterranean Sea and specific measures for the Adriatic Sea.

20/5/2022 – Directorial Decree No 230186 – Bluefin tuna fishing season – 2022 – Closure for by-catches.

1/8/2022 – Directorial Decree No 340106 of 1 August 2022 adopting the technical and spatio-temporal measures set out in the local management plan of the Portorosa management consortium of fishing operators.

3/8/2022 – Technical measures to prevent, deter and eliminate illegal, unreported and unregulated fishing.

4/11/2022 – Adjustment of fishing opportunities for certain fish stocks and groups of fish stocks in the western Mediterranean Sea.

6/12/2022 – Reopening of the *Aristaeomorpha foliacea* (ARS) fishery for vessels that had not reached the maximum catch limit allocated for the 2022 fishing season.

27/12/2022 – Decree No 660655 of 23 December 2022 – Ban on fishing, retaining on board, transhipping or landing specimens of the *Holoturoidea* class (sea cucumbers).

E. Information on changes to administrative fleet management procedures

There were no changes to administrative fleet management procedures in the past year.

F. Application of balance indicators

The indicators proposed for each geographical sub-area (GSA) are examined in detail below to identify overall trends by fishing technique and overall length (LOA) class. The indicators were calculated on the basis of data extracted from the national data collection programme (DCR/DCF).

The information is provided by GSA in order to capture geographical differences in economic and social performance and the state of the fisheries, as reflected by the overall condition of stocks.

F.1 Biological sustainability indicators

SHI

The sustainable harvest indicator (SHI) was used to identify fleet segments with overcapacity. Note that due to the lack of reference points based on biomass for most stocks exploited by the Italian fleet, criterion 'a' of the EU guidelines could not be used to assess stocks at risk (SAR). Stocks under criteria 'b', 'c' and 'd' of the guidelines continue to account for a small part of the catch by weight.

To calculate the annual SHI value, the F/F$_{MSY}$ ratio was used for all stocks analysed from 2019 to 2021 in the various Italian GSAs, taking into account the results of the most recent GFCM, STEFC and ICCAT working groups (GFCM-SAC, 2021a, b; 2022a, b, 2023a, b, c), STECF 2020a, b; 2021a, b; 2022a, b), ICCAT, 2021, 2022). For stocks assessed by GFCM-SAC, the data was extracted from the website https://www.fao.org/gfcm/data/star/en/ (Annex B, Table B3).

Where the estimated F$_C$/F$_{MSY}$ ratio was not up to date, the 2020 or 2019 values were assumed to be constant for 2020 and 2021, respectively. Stocks for which an F$_C$/F$_{MSY}$ estimate is available only up to 2018 were not included in the calculation of the SHI. It needs to be stressed that as at 31 May 2023, the SAC-GFCM assessments have not yet been validated in plenary by the SAC.

To identify fleet segments in imbalance, segments were considered that had an SHI value above 1 and were above the 40% threshold for at least 2 years of the 3-year period from 2019 to 2021.

61 segments were above the 40% threshold for at least 2 years over that period, and 45 of those segments, or 73.7%, were found to be in imbalance (Table 17). It is worth highlighting an improvement in the SHI estimate in the current report compared to that of the previous year, when 38 segments, or 82.6%, of the 46 segments that had been above the 40% threshold for at least 2 out of 3 years were found to be in imbalance.

It is also worth noting that there was a general downward trend in SHI values in many fleet segments in 2021. Lastly, SHI values are available for more segments in the current report, linked to the fact that a higher number of stocks could be assessed in the past year, including, for the first time, clams in GSA 17 and deep-sea red shrimp in GSA 16.

Table 17 – SHI by fleet segment, 2019-2021 (segments with overcapacity are marked in grey)

GSA	TECHNIQUE	Segment	SHI 2019	SHI 2020	SHI2021
9	DTS	VL1218	2.33	2.36	2.32
9	DTS	VL1824	2.28	2.29	1.95
9	DTS	VL2440	1.90	1.89	1.35
9	PS	VL1218	0.36	0.32	0.39
9	PS	VL1824	0.37	0.36	0.40
9	PS	VL2440	0.35	0.34	0.36
9	TM	VL2440	0.84	0.56	
10	DTS	VL0612	1.81	1.96	1.19
10	DTS	VL1218	1.70	2.17	1.88
10	DTS	VL1824	1.92	2.44	2.20
10	DTS	VL2440	1.97	2.32	
10	HOK	VL1824	1.04		0.98
10	PS	VL2440	0.81	0.81	0.85
10	PS	VL40XX	0.81	0.81	0.81
11	DTS	VL2440	2.64	3.18	2.69
16	DTS	VL1218		1.08	1.07
16	DTS	VL1824	1.47	1.22	1.30
16	DTS	VL2440	1.47	1.24	1.48
16	HOK	VL1218	0.97	0.86	0.97
16	HOK	VL1824	0.92	0.83	0.85

GSA	TECHNIQUE	Segment	SHI 2019	SHI 2020	SHI2021
16	PGP	VL1218		1.35	0.93
16	PS	VL0612	2.87	1.59	
16	PS	VL1824	2.89	2.28	1.75
16	PS	VL2440	2.97	2.24	1.42
16	TM	VL1218	2.78	2.22	1.56
16	TM	VL1824	2.92	2.24	1.74
17	DRB	VL0612	0.56	0.60	0.63
17	DRB	VL1218	0.56	0.60	0.63
17	DRB	VL1824	1.08	0.60	0.62
17	DTS	VL0612	1.18	0.93	1.15
17	DTS	VL1218	1.16	0.94	1.02
17	DTS	VL1824	1.25	1.02	0.99
17	DTS	VL2440	1.29	0.99	0.98
17	HOK	VL1218	0.92	0.81	
17	PGP	VL0006	1.20		1.19
17	PGP	VL0612	1.26	0.91	1.14
17	PS	VL0612	1.36	1.27	1.27
17	PS	VL1218	1.37	1.34	1.25
17	PS	VL2440	1.14	1.01	1.15
17	TBB	VL0612	1.23	0.92	0.87
17	TBB	VL1218	1.34	1.15	1.11
17	TBB	VL1824	1.35	1.03	1.10
17	TBB	VL2440	1.31	0.97	1.01
17	TM	VL1218	1.27	1.25	1.19
17	TM	VL1824	1.36	1.34	1.24
17	TM	VL2440	1.25	1.26	1.21
18	DTS	VL1218	1.42	1.50	1.41
18	DTS	VL1824	1.64	1.68	1.63
18	DTS	VL2440	1.53	1.73	1.49
18	HOK	VL0612	2.39	1.87	
18	HOK	VL1218	2.31	1.69	
18	HOK	VL1824		2.10	1.69
18	PS	VL2440	1.15	1.13	1.15
18	TM	VL1824	1.16	1.15	
18	TM	VL2440	1.15	1.14	1.17
19	DTS	VL0612	2.14	2.12	1.93
19	DTS	VL1218	2.25	2.43	2.31
19	DTS	VL1824	2.40	2.52	2.28
19	DTS	VL2440	2.68	2.73	2.81
19	HOK	VL1218		1.43	1.27
19	HOK	VL1824	1.22		1.22

F.2 Economic indicators

To identify fleet segments with overcapacity, the following indicators were used: RoFTA (long-term return) and CR/BER current revenue to break-even revenue ratio (short-term return).

RoFTA

RoFTA is the per-unit return on capital invested in the fisheries sector. This indicator was compared with the arithmetic average of the harmonised long-term interest rate of the previous 5 years (2016-2020)[5]. The permanent inventory method was used to calculate the value of the fleet in terms of investment goods in accordance with the EU guidelines.

Annex B (Table B4) shows the indicator values of all fleet segments by GSA at national level, and Table 18 lists fleet segments with an indicator value below the target reference point for 2021.

Table 12 – List of fleet segments with a RoFTA value below the TRP, 2021

GSA	Fishing technique	LOA class	RoFTA		
			2019	2020	2021
9	DTS	VL2440	-0.17	0.04	-0.03
10	DTS	VL1218	0.48	0.09	-0.01
10	DTS	VL1824	0.12	0.10	0.00
10	DTS	VL2440	0.28	-0.15	-0.15
10	HOK	VL1218	0.14	0.24	-0.01
10	HOK	VL1824	-0.08	0.01	-0.07
10	PGP	VL1218	0.01	-0.15	-0.14
10	PS	VL1824	0.21	0.26	-0.43
10	PS	VL40XX	1.70	0.40	-0.01
11	DTS	VL0612	-0.15	-0.25	-0.25
11	DTS	VL1218	0.04	0.03	-0.18
11	DTS	VL1824	0.22	0.04	-0.24
11	DTS	VL2440	-0.01	-0.01	-0.08
11	PGP	VL1218	0.14	-0.05	-0.08
16	DTS	VL0612	-0.17	-0.60	-0.03
16	DTS	VL1218	0.51	0.07	-0.05
16	DTS	VL1824	-0.01	-0.23	-0.01
16	PGP	VL1218	0.17	-0.02	-0.03
16	PS	VL1824	0.47	0.17	0.00
17	DTS	VL0612	-0.12	0.19	-0.11
17	DTS	VL2440	0.11	0.02	-0.04
18	DRB	VL1218	-0.03	-1.32	-0.04
18	DTS	VL0612	0.09	-0.01	-0.34
18	DTS	VL1824	0.13	0.07	-0.07
18	DTS	VL2440	0.10	0.06	-0.21
18	HOK	VL1218	0.08	0.82	-0.07
18	PGP	VL1218	0.16	-0.21	-0.20
19	DTS	VL0612	-0.26	-0.06	-0.24
19	DTS	VL1218	0.33	0.23	-0.06
19	DTS	VL1824	0.23	-0.02	-0.02
19	DTS	VL2440	-0.23	0.09	-0.24
19	HOK	VL1218	-0.05	0.06	-0.06
19	HOK	VL1824	-0.15	0.16	-0.09
19	PGP	VL1218	-0.10	-0.26	-0.17
19	PS	VL0612	-0.04	-0.15	-0.21
19	PS	VL1218	0.12	0.05	-0.31

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[5] Source: ECB http://www.ecb.int/stats/money/long/html/index.en.html

In 2021, out of a total of 94 segments, 36 had an indicator value below the target reference point, compared to 26 in 2020. The deterioration in economic performance mainly concerned trawling segments, across almost all GSAs and length classes.

The only exceptions are trawlers under 24 metres in GSA 9 and 6-12 metre trawlers in GSA 10 whose performance improved compared to the previous year, but their long-term economic indicator remains unbalanced.

Hydraulic dredges in GSA 17 had a positive result, while the result for dredgers in GSA 18 remained negative despite an improvement compared to 2020.

Longliners had worse results in 2021 than in the previous year in almost all GSAs; only 12-18 metre vessels in GSA 16 saw their indicator value improve compared to its (already positive) result in 2020. Pair trawlers have bounced back after a very poor result last year, as have 'rapido' trawlers.

Passive gears remained stable in all GSAs, with small-scale fishing vessels (overall length < 12 m) showing improvements pointing to a situation of long-term profitability.

CR/BER

Break-even revenue (BER) is the revenue needed to cover both fixed and variable costs, meaning that neither a loss nor a profit is made. Current revenue (CR) is the total operating income of a fleet segment, made up of income from landings and non-fishing income. The opportunity cost is taken into account in the calculation of the ratio, as provided for in the EU guidelines.

Annex B (Table B4) shows the indicator values of all fleet segments by GSA at national level, whereas the table lists fleet segments with an indicator value below 1 for the last year for which data is available.

Table 13 – List of fleet segments with a CR/BER value below or equal to 1 in 2021

			2019	2020	2021
GSA	Fishing technique	LOA class	CR/BER	CR/BER	CR/BER
9	DTS	VL2440	0.49	1.10	0.94
10	DTS	VL1218	2.32	1.24	1.00
10	DTS	VL2440	1.83	0.49	0.48
10	HOK	VL1824	0.72	0.99	0.80
10	PGP	VL1218	1.00	0.43	0.54
10	PS	VL1824	1.51	1.75	0.27
10	PS	VL2440	1.62	0.11	0.35
11	DTS	VL0612	0.52	0.28	0.38
11	DTS	VL1218	1.04	1.03	0.56
11	DTS	VL1824	1.52	1.07	0.33
11	DTS	VL2440	0.92	0.94	0.75
11	PGP	VL1218	1.30	0.82	0.77
16	DTS	VL0612	0.46	-0.25	0.95
16	DTS	VL1218	2.31	1.15	0.88
16	PGP	VL1218	1.48	0.91	0.93
17	DTS	VL0612	0.66	1.50	0.66
17	DTS	VL2440	1.32	1.02	0.90
18	DRB	VL1218	0.84	-0.99	0.89

18	DTS	VL0612	1.22	0.94	-0.13
18	DTS	VL1824	1.42	1.21	0.78
18	DTS	VL2440	1.28	1.14	0.33
18	HOK	VL1218	1.22	3.43	0.81
18	PGP	VL1218	1.46	0.16	0.37
19	DTS	VL0612	0.07	0.75	0.29
19	DTS	VL1218	1.97	1.66	0.83
19	DTS	VL1824	1.81	0.90	0.98
19	DTS	VL2440	0.28	1.23	0.24
19	HOK	VL1218	0.78	1.14	0.80
19	HOK	VL1824	0.47	1.48	0.74
19	PGP	VL1218	0.61	0.00	0.37
19	PS	VL0612	0.80	0.38	0.11
19	PS	VL1218	1.35	1.13	0.02

In 2021, of a total of 94 fleet segments, 32 had an indicator value below 1 and only one had a negative CR/BER ratio (6-12 m trawlers in GSA18). For many segments the indicator value has deteriorated compared to the 2 previous years.

Passive gear segments in length class 12-18 metres saw their performance improve – or remain broadly stable – compared to last year in all GSAs (except GSA 11), even if a positive result was not always achieved.

For larger trawlers, in particular 24-40 metre trawlers operating in the central and northern Tyrrhenian Sea, short-term sustainability has deteriorated sharply, with indicators well below 1.

F.3 Vessel use indicators

The Guidelines on balance indicators (COM(2014)545) recommend using two different indicators to assess the rate of exploitation of the fleet: the inactive vessel indicator and the vessel use indicator.

The inactive vessel indicator shows the number of inactive vessels as a proportion of the overall fleet in terms of the number of vessels, tonnage (GT) and engine power (kW).

The vessel use indicator, on the other hand, considers the activity levels of vessels that have carried out fishing activity at least once during the year, taking into account the seasonal nature of fishing and other restrictions. It is calculated, for each segment of the fleet, as the ratio between the observed fishing effort (average number of days at sea per vessel) and the maximum recorded effort (maximum days at sea observed in one fleet segment). According to the 'traffic light' system, a value above 0.9 gives a green light and is attributed only to fleet segments that record a broadly consistent level of activity. Values below 0.7 are potentially considered as a sign of under-utilisation, which in turn may point to technical overcapacity (red light).

Indicator values between these limit values are highlighted in yellow and indicate a relatively stable situation where the available technical capacity is fairly well exploited on the whole (Annex B – Tables B5 and B6).

Inactive vessel indicator (IVI)

The inactivity indicator has increased considerably overall from 14% in 2021 to 18.3% in 2022, meaning that the proportion of inactive vessels is approaching 1/5. This notable increase concerns in particular the smaller length classes up to 10 metres, a trend also confirmed by changes recorded in tonnage and engine power, which point to a more moderate increase in the inactivity rate. As has already been pointed out in previous reports, small-scale fishing operators increasingly tend to make use of the various forms of social and economic support in less favourable times. This is particularly true in the face of the sharp increase in fuel prices that followed the international crisis of 2022.

The 12-18 m length class shows a stable trend as regards the number of inactive vessels, but an increase in GT and kW. A possible explanation for this could be larger, more powerful vessels tending to consume more energy, and more often using major fishing gears such as bottom and 'rapido' trawls, deciding to lay up.

The length classes between 18 and 40 metres are essentially stable. The segment > 40 metres consists entirely of tuna seiners. Three vessels were inactive in this segment in 2022, compared to two in 2021. However, this inactivity may well be due to such vessels being used as support vessels for transporting bluefin tuna cages rather than fishing.

Vessel use indicator (VUI)

In 2022 there are 91 segments, in addition to some segments with no more than one or two large trawlers, for which the indicator is of little relevance (HOK and PGP 24/24).

There are 28 bottom trawler segments, as in 2021. The indicator is on a clear downward trend, with 20 segments below the 70% threshold compared to 12 in 2021. Management measures to contain fishing effort have clearly had a significant impact on these trends, and the sharp rise in the diesel price may also have played a part.

The small-scale fisheries (PGP) segments reflect what has already been said about inactivity, and only three of the 23 segments have an indicator value above 70%.

G. Conclusions: achieving a balance between fleet capacity and fishing opportunities

The biological, economic, social and technical indicators set out in the Commission's guidelines provide tools for assessing the effectiveness of the implemented management measures. Over time they will help achieve a full balance between fishing capacity and fishing opportunities.

The indicators used are as follows:

– sustainable harvest indicator (SHI)

– return on fixed tangible assets (RoFTA)

– current revenue/break-even revenue (CR/BER)

– inactive vessel indicator (IVI)

– vessel use indicator (VUI).

The indicator values were calculated on the basis of the results of the national data collection programme (DCR/DCF) and are examined by geographical sub-area (GSA) with the aim of identifying overall trends in relation to fishing techniques and length classes.

SHI

Of 61 segments exceeding the 40% threshold for at least 2 out of 3 years, 45 were found to be in imbalance (Table 17). It is worth highlighting an improvement in the SHI estimate in the current report compared to that of the previous year, when 38 segments of the 46 segments that had been above the 40% threshold for at least 2 out of 3 years were found to be in imbalance. It is also worth noting that there was a general downward trend in SHI values in many fleet segments in 2021. Lastly, SHI values are available for more segments in the current report, linked to the fact that a higher number of stocks could be assessed in the past year, including, for the first time, clams in GSA 17 and deep-sea red shrimp in GSA 16.

RoFTA

In 2021, out of a total of 94 segments, 36 had an indicator value below the target reference point, compared to 26 in 2020. The deterioration in economic performance mainly concerned trawling segments, across almost all GSAs and length classes.

The only exceptions are trawlers under 24 metres in GSA 9 and 6-12 metre trawlers in GSA 10 whose performance improved compared to the previous year, but their long-term economic indicator remains unbalanced.

Hydraulic dredges in GSA 17 had a positive result, while the result for dredgers in GSA 18 remained negative despite an improvement compared to 2020.

Longliners had worse results in 2021 than in the previous year in almost all GSAs; only 12-18 metre vessels in GSA 16 saw their indicator value improve compared to its (already positive) result in 2020. Pair trawlers have bounced back after a very poor result last year, as have 'rapido' trawlers.

CR/BER

In 2021, of a total of 94 fleet segments, 32 had an indicator value below 1 and only one had a negative CR/BER ratio (6-12 m trawlers in GSA18). For many segments the indicator value has deteriorated compared to the 2 previous years.

Passive gear segments in length class 12-18 metres saw their performance improve – or remain broadly stable – compared to last year in all GSAs (except GSA 11), even if a positive result was not always achieved.

For larger trawlers, in particular 24-40 metre trawlers operating in the central and northern Tyrrhenian Sea, short-term sustainability has deteriorated sharply, with indicators well below 1.

Inactive vessel indicator (IVI)

The inactivity indicator has increased considerably overall from 14% in 2021 to 18.3% in 2022, meaning that the proportion of inactive vessels is approaching 1/5. This notable increase concerns in particular the smaller length classes up to 10 metres, a trend also confirmed by changes recorded in tonnage and engine power, which point to a more moderate increase in the inactivity rate. The 12-18 m length class shows a stable trend as regards the number of inactive vessels, but an increase in GT and kW. A possible explanation for this could be larger, more powerful vessels tending to

consume more energy, and more often using major fishing gears such as bottom and 'rapido' trawls, deciding to lay up.

The length classes between 18 and 40 metres are essentially stable. The segment > 40 metres consists entirely of tuna seiners. Three vessels were inactive in this segment in 2022, compared to two in 2021. However, this inactivity may well be due to such vessels being used as support vessels for transporting bluefin tuna cages rather than fishing.

Vessel use indicator (VUI)

In 2022 there are 91 segments, in addition to some segments with no more than one or two large trawlers, for which the indicator is of little relevance (HOK and PGP 24/24).

There are 28 bottom trawler segments, as in 2021. The indicator is on a clear downward trend, with 20 segments below the 70% threshold compared to 12 in 2021. Management measures to contain fishing effort have clearly had a significant impact on these trends, and the sharp rise in the diesel price may also have played a part.

The small-scale fisheries (PGP) segments reflect what has already been said about inactivity, and only three of the 23 segments have an indicator value above 70%.

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Annex A

Action plan for fleet segments found to be in imbalance, setting out the adjustment objectives and tools to achieve a balance.

Taking into account the EU guidelines and the results of the fleet report for 2022, the Italian action plan aims to achieve a further significant reduction in current fishing mortality (FC) through the synergy of various measures, including a reduction in trawling activity (days/year), fleet reduction and technical and management measures.

Extension of closure periods

Ministerial Decree No 208415 of 18 April 2023 further increased the number of temporary closure days. In some cases, more days were added than the number of days included the paid, mandatory closure period. A comparison with the previous year is shown in Table A1.

Table A1 – Number of additional closure days in 2023 compared to 2022

GSA	LOA CLASS	Additional days 2022	Additional days 2023
GSA 9	LOA<=12	24	28
	LOA>12	48	55
GSA 9 Civitavecchia – Roma Fiumicino	LOA<=12	24	31
	LOA>12	48	61
GSA 10	LOA<=12	31	35
	LOA>12	39	45
GSA 11	LOA<=24	34	39
	LOA>24	46	53
GSA 16	LOA<=12	16	17
	12<LOA<=24	21	23
	LOA>24	30	33
GSA 17 to Ancona	LOA<=12	23	18
	12<LOA<=24	33	30
	LOA>24	43	43
GSA 17 from Manfredonia to Bari	LOA<=12	23	18
	12<LOA<=24	33	30
	LOA>24	43	43
GSA 17, San Benedetto and Termoli	LOA<=12	23	23
	12<LOA<=24	33	35
	LOA>24	43	48
GSA 18 – Brindisi	LOA<=12	23	28
	12<LOA<=24	33	40
	LOA>24	43	53
GSA 19	LOA<=18	54	66
	LOA>18	50	61

EMFAF permanent cessation plan

With a view to implementing the measure relating to permanent cessation of fishing activity under the 2021-2027 EMFAF NP, approved by Commission Decision No 8023 of 3 November 2022, Italy initiated a series of meetings with the Commission as from early 2023 to obtain approval of a method of determining the number of vessels to be decommissioned and their tonnage, by length and tonnage class and fishing gear used, for each GSA.

The sustainable harvest indicator (SHI) presented in the annual report on the fishing fleet drawn up under Article 22 of Regulation (EU) No 1380/2013 was used to identify fleet segments with overcapacity. Fleet segments with an SHI value > 1 that had been above the 40% threshold for at least 2 of the last 3 years for which data is available were considered to be in imbalance. The reference report for implementing the measure was the 2020 report, which is based on data from 2017, 2018 and 2019, but data from the last approved annual report will of course be used in the implementation.

Based on the data used, the Italian strategy for implementing the permanent cessation measure, as agreed with the Commission, sets the following strategic guidance on the priorities to be applied in the method referred to above:

– a basic fleet reduction, to be applied equally in all GSAs with SHI > 1;

– an additional reduction, on top of the basic one, in GSAs 9, 10 and 11 (WestMED) for bottom trawling (demersal), with a specific quota for vessels authorised to fish deep-sea red shrimp;

– an additional reduction, on top of the basic one, in GSAs 17 and 18 (Adriatic Sea) for purse seines and pelagic trawls (small pelagics);

– an additional reduction, on top of the basic one, in GSAs 11, 18 and 19 for longlines.

Based on these principles, Italy has set a percentage target to reduce the number of vessels in terms of fishing capacity measured in GT and kW, for each section of a given GSA broken down by fishing technique, as summarised in the table below:

AREAS	GSA	PERCENTAGE REDUCTION IN AREA		
		20%	15%	10%
WestMED	9	DTS		PGP
	10	DTS	HOK	
	11	DTS		
Eastern Sicily	16			DTS
Adriatic Sea	17	PS and TM		DTS and TBB
	18	TM	HOK	DTS
Ionian Sea	19		HOK	DTS

On the basis of these indications, a calculation 'routine' is established that results in a detailed and complete scrapping plan using the calculation method annexed to the approved 2021-2027 EMFAF-NP.

The strategic objectives will of course be reviewed in the light of the more recent data and new assessments set out in this report, to adapt them as far as possible to the problems that have emerged recently while maintaining the basic structure agreed with the Commission. In particular, GSA 16 is an area that will certainly require greater emphasis.

Measures in the Tyrrhenian Sea (GSAs 8, 9, 10 and 11)

ARA and ARS – Italy will continue to monitor and manage its quotas of deep-sea giant red shrimp (*Aristaeomorpha foliacea* – ARS) and Mediterranean blue and red shrimp (*Aristeus antennatus* – ARA) allocated under Regulation (EU) 195/2023. Ministerial Decree 331711 of 26 June 2023 distributes the quota among individual vessels authorised to fish these species.

Ensis minor – In October 2022 Italy submitted a national management plan for *Ensis minor* (razor clam) fishing with *cannellara* mechanised dredges in accordance with Article 19 of Regulation (EC) No 1967/2006 and Articles 7, 9 and 10 of Regulation (EU) No 1380/2013. The authorities are currently looking into the additions to the plan requested by the Commission as per the reply received from DG MARE in early 2023.

Small pelagics in Campania – The study aimed at collecting the necessary data to draw up a specific management plan for the fishing of small pelagics in the Campania region (GSA 10), conducted in cooperation with the Campania Region (intermediate body), the municipality of Cetara (Province of Salerno) and the Parthenope University of Naples, is still ongoing. The findings of this project and the first data are expected by November 2023.

Measures in the Strait of Sicily (GSA 16)

Major problems have emerged in GSA 16, but once again it needs to be pointed out that several fleets, both EU and non-EU, operate in this part of the Mediterranean. The situation, based on the latest data, is worrying and makes it even more urgent to involve all the countries concerned (EU and non-EU) as much as possible in the management of the fisheries that continue to take place in this area.

Regulation (EU) 195/2023 introduced a maximum catch limit for ARA (*Aristaeomorpha foliacea*), ARS (*Aristeus antennatus*) and DPS (*Parapenaeus longirostris*) as from this year. Directorial Decree No 331716 of 23 June 2023 clearly lists the vessels authorised to fish blue and red shrimp, distributing the allocated quota according to engine power class. If the quota is exceeded it will lead to total closure of the deep-water shrimp fishery in the Strait of Sicily, an unprecedented measure.

It is expected that the scrapping plan currently being drawn up (cf. the EMFAF permanent cessation plan) will take account of this problem by setting higher scrapping rates for GSA 16 than those planned for the other GSAs.

Monitoring of fishing activity in the Pomo Pit and Strait of Sicily FRAs

Based on the good results already achieved under previous surveillance plans, Italy will step up monitoring in the Fossa di Pomo and Strait of Sicily FRAs to ensure compliance with the total ban on fishing in these areas.

Provisions adopted to protect fish stocks

Directorial Decree 23/05/2023 establishing a national list of vessels authorised to fish for dolphin fish (*Coryphaena hippurus*) using fish aggregating devices (FADs).

Directorial Decree No 128665 of 28 February 2023 listing the vessels authorised to fish swordfish in the Mediterranean, and Directorial Decree No 187027 of 31 March 2023 clarifying the measures applying to swordfish fishing in the Mediterranean Sea.

Directorial Decree No 187576 of 31 March 2023 listing the vessels authorised to fish albacore in the Mediterranean, and Directorial Decree No 187034 of 31 March 2023 clarifying the measures applying to albacore fishing in the Mediterranean.

Ministerial Decree No 152580 of 13 March 2023 on new national measures to manage fishing of the species *Anguilla anguilla* (European eel).

Directorial Decree No 0120653 of 23 February 2023 on fisheries management measures in the Bari Canyon.

Trawl selectivity studies

Italy intends to give new impetus to gear selectivity projects with support from EMFAF. Attention is drawn to an ongoing project developed under Horizon 2020 and launched in October 2021: the EcoeFISHent project. Its overall focus is on exploiting waste from fisheries, recycling end-of-life fishing gear and using it to supply the food, automotive, cosmetic and packaging industries. Within this general framework, Work Package 5 (WP5 – Cluster Ecosystem Economic, Environmental & Social Assessment) focusses on the specific task of testing devices to improve the exploitation model and reduce discard rates in trawling in the Ligurian Sea (FAO-GFCM Geographical Sub-area 9, GSA9).

The project aims to reduce discards without significantly reducing the commercial fraction of catches. Testing will be carried during the period when the discard risk is assumed to be greatest. The choice of selectivity device (e.g. grids or codends of different mesh sizes) will depend on local fishing activity, target species and gear. In this context nets with a bycatch reduction device (BRD) will be used and a sampling protocol developed. Testing activity at sea will take place on a seasonal basis, and at the end of the project the data collected will be analysed.

All stakeholders will be involved in the testing, and to involve local operators as much as possible information meetings will be held to present the project. There will be a final evaluation of the field tests, taking into account specific input from the fishers participating in the project (bottom-up approach). The project is expected to be completed by 30 September 2026.

Another project worth mentioning is the pilot project funded by FAO/GFCM (tender No 2022/CSAPC/NFIGD/119841) and developed jointly by CNR-IRBIM and the WWF, aimed at testing two means of reducing the number of target species juveniles caught by bottom trawls on the Italian side of the Strait of Sicily (GSA 16). Specifically, T90 mesh nets and sorting grids will be tested with a view to reducing discards without significantly reducing the commercial fraction of catches. In addition, CNR-IRBIM is also testing such devices in the Adriatic Sea (GSA 17) to monitor their effectiveness. To improve the selectivity of towed nets, their effectiveness is checked using underwater cameras that make it possible to assess the viability of individuals escaping the bottom trawl.

Annex B

Reference tables

Table B1 – 2022 production, top 24 species by quantity

Species code	Species	Catches (tonnes)	% of total for Italy
ANE	*Engraulis encrasicolus*	24 157	19.2%
SVE	*Chamelea gallina*	17 252	13.7%
PIL	*Sardina pilchardus*	13 024	10.3%
HKE	*Merluccius merluccius*	6 276	5.0%
DPS	*Parapenaeus longirostris*	6 186	4.9%
MTS	*Squilla mantis*	3 745	3.0%
BFT	*Thunnus thynnus*	3 562	2.8%
CTC	*Sepia officinalis*	3 288	2.6%
OCC	*Octopus vulgaris*	3 264	2.6%
MUT	*Mullus barbatus*	3 026	2.4%
SWO	*Xiphias gladius*	2 079	1.7%
ARS	*Aristaeomorpha foliacea*	1 893	1.5%
MUL	*Mugilidae*	1 856	1.5%
SOL	*Solea*	1 556	1.2%
MUR	*Mullus surmuletus*	1 287	1.0%
KLK	*Callista chione*	1 213	1.0%
LZZ	*Liza spp*	1 186	0.9%
TGS	*Penaeus kerathurus*	1 168	0.9%
DOL	*Coryphaena hippurus*	1 165	0.9%
ALB	*Thunnus alalunga*	1 154	0.9%
NSQ	*Tritia mutabilis*	1 134	0.9%
BOY	*Bolinus brandaris*	1 074	0.9%
HOM	*Trachurus trachurus*	1 015	0.8%
SQM	*Illex coindetii*	0 817	0.6%
Total for the 24 species		**102 377**	81.4%
Total for Italy		**125 839**	100.0%

[1] *Net of fixed tuna traps production*

Table B2 – 2022 production, top 24 species by value

Species code	Species	Revenue (million €)	% of total for Italy
ANE	*Engraulis encrasicolus*	82 817	11.2%
ARS	*Aristaeomorpha foliacea*	57 540	7.8%
SVE	*Chamelea gallina*	53 592	7.2%
HKE	*Merluccius*	44 020	5.9%
CTC	*Sepia officinalis*	39 834	5.4%
BFT	*Thunnus thynnus*	39 605	5.3%
DPS	*Parapenaeus longirostris*	36 792	5.0%
OCC	*Octopus vulgaris*	31 493	4.3%
MTS	*Squilla mantis*	25 699	3.5%
TGS	*Penaeus kerathurus*	21 625	2.9%
SWO	*Xiphias gladius*	20 001	2.7%
SOL	*Solea solea*	19 106	2.6%
PIL	*Sardina pilchardus*	15 657	2.1%
MUR	*Mullus surmuletus*	15 299	2.1%
ARA	*Aristeus antennatus*	14 979	2.0%
MUT	*Mullus barbatus*	14 812	2.0%
NEP	*Nephrops norvegicus*	14 653	2.0%
SCS	*Scorpaena spp*	8 870	1.2%
SQR	*Loligo vulgaris*	7 159	1.0%
MON	*Lophius piscatorius*	7 134	1.0%
SRG	*Diplodus spp*	6 425	0.9%
SBG	*Sparus aurata*	6 414	0.9%
KLK	*Callista chione*	6 224	0.8%
NSQ	*Tritia mutabilis*	5 732	0.8%
Total for the 24 species		**595 480**	**80.4%**
Total for Italy		**740 509**	**100.0%**

Table B3 – Stock assessments carried out over the past 3 years in Italian GSAs. The stock exploitation status per year (2019-2021) is shown as the current F (Fcur) to F ratio at maximum sustainable yield F (FMSY) or FMSY proxy. Source: ICCAT 2021, 2022; GFCM2021a; b; 2022a, b; 2023a, b, c; STECF 2020a; b; 2021 a, b; 2022a, b.

GSAs	SPECIES	F/FMSY_2019	F/FMSY_2020	F/FMSY_2021
9	Anchovy	0.40	0.39	0.41
	Norway lobster	2.79	2.16	1.53
	Red mullet	2.40	1.71	1.09
	Sardines	0.19	0.14	0.13
10	Red mullet	0.29	0.19	0.24
11	Red mullet	1.03	0.72	0.66
16	Anchovy	2.98	2.17	0.95
	Norway lobster	2.74	2.39	2.00
	Red mullet	1.00	0.59	0.29
	Sardines	2.56	2.92	3.50
	Surmullet	2.53	1.85	1.25
17	Common cuttlefish	1.35	0.98	1.37
	Common sole	1.26	0.84	0.76
	Great Mediterranean scallop	2.86	2.86	2.86
	Norway lobster	0.90	0.19	0.12
	Purple dye murex	1.08	1.08	1.08
	Spot-tail mantis shrimp	0.93	0.80	0.96
	Venus clam*	0.55	0.60	0.62
18	Horned octopus	1.35	1.15	0.79
19	Hake	2.16	1.82	1.59
	Red mullet	1.31	0.96	0.61
8-9-10-11	Deepwater rose shrimp	0.97	1.04	1.11
	Hake	3.93	3.78	3.22
9-10-11	Blue and red shrimps	3.20	5.72	5.72
	Giant red shrimp	1.66	1.72	1.78
12-16	Deepwater rose shrimp	1.04	0.75	0.99
	Giant red shrimp	1.44	1.27	1.52
	Hake	1.33	1.19	0.93
17-18	Anchovy	1.13	1.12	1.15
	Red mullet	0.26	0.18	0.20
	Hake	2.39	1.87	1.69
	Sardines	1.50	1.50	1.45
17-18-19-20	Deepwater rose shrimp	0.99	1.19	1.26
18-19-20	Blue and red shrimps	3.10	4.03	4.44
	Giant red shrimp	2.89	2.58	2.24
All GSAs	Albacore tuna	1.21	1.21	1.21
	Bluefin tuna	0.81	0.81	0.81

* = The assessment of clams in GSA 17 was carried out separately for each area. The reported F/FMSY values are an average of the nine areas assessed.

Table B4 – ROFTA and CR/BER by fishing segment, 2019, 2020 and 2021

Segments at national level			2021	2019		2020		2021	
Cluster	Fishing technique	LOA class	Active vessels	RoFTA	CR/BER	RoFTA	CR/BER	RoFTA	CR/BER
DRB1218*	DRB	VL0612	93	0.47	2.32	0.25	1.63	0.68	3.19
	DRB	VL1218	537	0.47	2.32	0.25	1.63	0.68	3.19
	DRB	VL1824	1	0.47	2.32	0.25	1.63	0.68	3.19
DTS0612	DTS	VL0612	113	-0.02	0.90	-0.13	0.62	-0.03	0.95
DTS1218	DTS	VL1218	1022	0.54	2.39	0.29	1.83	0.21	1.69
DTS1824	DTS	VL1824	550	0.10	1.26	-0.02	0.89	0.03	1.13
DTS2440	DTS	VL2440	171	0.15	1.43	0.06	1.14	0.03	1.14
HOK1218	HOK	VL1218	149	0.08	1.21	0.20	1.52	0.04	1.19
HOK1824*	HOK	VL1824	35	-0.08	0.72	0.15	1.43	0.00	1.03
	HOK	VL2440	2	-0.08	0.72	0.15	1.43	0.00	1.03
PGP0006	PGP	VL0006	2056	0.83	2.82	0.66	2.44	0.95	3.11
PGP0612	PGP	VL0612	4907	0.21	1.59	0.23	1.63	0.33	2.06
PGP1218*	PGP	VL1218	236	0.24	1.62	0.11	1.30	0.07	1.27
	PGP	VL1824	20	0.24	1.62	0.11	1.30	0.07	1.27
	PGP	VL2440	1	0.24	1.62	0.11	1.30	0.07	1.27
PS0612	PS	VL0612	117	0.20	1.66	0.22	1.78	0.09	1.37
PS1218	PS	VL1218	71	0.43	2.36	0.60	2.88	0.46	2.80
PS1824	PS	VL1824	37	0.37	1.87	0.24	1.66	-0.08	0.85
PS2440	PS	VL2440	32	0.28	1.89	0.06	1.16	0.12	1.30
PS40XX	PS	VL40XX	11	2.05	7.68	0.40	2.20	-0.01	
TBB1218*	TBB	VL0612	2	-0.01	0.94	-0.01	0.93	0.19	1.56
	TBB	VL1218	8	-0.01	0.94	-0.01	0.93	0.19	1.56
TBB1824	TBB	VL1824	28	-0.12	0.59	-0.09	0.70	0.10	1.32
TBB2440	TBB	VL2440	25	0.02	1.02	0.13	1.40	0.19	1.58
TM1218	TM	VL1218	30	6.12	11.73	0.96	3.22	8.73	13.08
TM1824	TM	VL1824	20	0.63	2.36	0.19	1.41	1.80	5.09
TM2440	TM	VL2440	37	0.10	1.25	0.10	1.27	0.52	2.52

* Grouped segments (clusters) as listed in text box 5.2 of the Italian work plan for data collection in the fisheries and aquaculture sectors 2022-2024. The economic indicator values are calculated at cluster level.

	Segments by GSA			RoFTA			CR/BER		
GSA	Fishing technique	LOA class	Active vessels	2019	2020	2021	2019	2020	2021
9	DRB	VL1218	1	confid.	confid.	confid.	confid.	confid.	confid.
9	DTS	VL0612	31	0.23	-0.07	0.20	1.59	0.76	1.63
9	DTS	VL1218	106	0.80	0.59	1.02	3.07	2.66	3.92
9	DTS	VL1824	99	0.11	0.04	0.16	1.25	1.08	1.59
9	DTS	VL2440	11	-0.17	0.04	-0.03	0.49	1.10	0.94
9	PGP	VL0006	237	0.86	0.30	0.85	2.96	1.76	2.99
9	PGP	VL0612	807	0.29	0.40	0.39	1.87	2.19	2.15
9	PGP	VL1218	62	0.63	0.32	0.14	3.03	1.94	1.50
9	PS	VL0612	1	confid.	confid.	confid.	confid.	confid.	confid.
9	PS	VL1218	13	0.48	1.02	1.03	2.44	3.43	4.68
9	PS	VL1824	9	0.68	0.99	0.28	2.03	2.96	1.42
9	PS	VL2440	10	0.33	0.21	0.47	1.78	1.56	2.36
9	TBB	VL1824	2	confid.	confid.	confid.	confid.	confid.	confid.
10	DTS	VL0612	10	0.09	-0.10	0.24	1.26	0.55	1.94
10	DTS	VL1218	110	0.48	0.09	-0.01	2.32	1.24	1.00
10	DTS	VL1824	43	0.12	0.10	0.00	1.29	1.27	1.03
10	DTS	VL2440	4	0.28	-0.15	-0.15	1.83	0.49	0.48
10	HOK	VL1218	55	0.14	0.24	-0.01	1.42	1.78	1.01
10	HOK	VL1824	6	-0.08	0.01	-0.07	0.72	0.99	0.80
10	PGP	VL0006	475	0.62	0.43	0.77	2.50	1.96	2.86
10	PGP	VL0612	1252	0.13	0.17	0.15	1.35	1.48	1.53
10	PGP	VL1218	21	0.01	-0.15	-0.14	1.00	0.43	0.54
10	PS	VL0612	106	0.23	0.25	0.11	1.80	1.87	1.45
10	PS	VL1218	42	0.24	0.49	0.11	1.79	2.71	1.49
10	PS	VL1824	11	0.21	0.26	-0.43	1.51	1.75	0.27
10	PS	VL2440	7	0.21	-0.24	0.00	1.62	0.11	0.35
10	PS	VL40XX	10	1.70	0.40	-0.01	6.25	2.20	
11	DTS	VL0612	11	-0.15	-0.25	-0.25	0.52	0.28	0.38
11	DTS	VL1218	59	0.04	0.03	-0.18	1.04	1.03	0.56
11	DTS	VL1824	26	0.22	0.04	-0.24	1.52	1.07	0.33

11	DTS	VL2440	15	-0.01	-0.01	-0.08	0.92	0.94	0.75
11	PGP	VL0006	280	0.78	0.54	0.64	2.20	2.00	2.17
11	PGP	VL0612	792	0.05	0.15	0.08	1.10	1.36	1.27
11	PGP	VL1218	88	0.14	-0.05	-0.08	1.30	0.82	0.77
11	PS	VL1218	3	confid.	confid.	confid.	confid.	confid.	confid.
11	PS	VL1824	1	confid.	confid.	confid.	confid.	confid.	confid.
16	DTS	VL0612	16	-0.17	-0.60	-0.03	0.46	-0.25	0.95
16	DTS	VL1218	110	0.51	0.07	-0.05	2.31	1.15	0.88
16	DTS	VL1824	136	-0.01	-0.23	-0.01	0.93	0.25	1.01
16	DTS	VL2440	89	0.26	0.09	0.10	1.73	1.25	1.37
16	HOK	VL1218	23	0.43	0.13	0.38	2.30	1.17	2.33
16	HOK	VL1824	9	0.27	0.25	0.18	1.79	1.76	1.68
16	PGP	VL0006	131	0.94	0.79	1.28	2.72	2.21	3.65
16	PGP	VL0612	408	0.20	0.29	0.45	1.51	1.71	2.31
16	PGP	VL1218	17	0.17	-0.02	-0.03	1.48	0.91	0.93
16	PS	VL1218	7	1.98	0.50	1.28	5.65	2.35	6.14
16	PS	VL1824	13	0.47	0.17	0.00	2.34	1.45	1.03
16	PS	VL2440	4	-0.09	-0.14	0.18	0.71	0.56	1.55
16	TM	VL1218	2	confid.	confid.	confid.	confid.	confid.	confid.
16	TM	VL1824	2	confid.	confid.	confid.	confid.	confid.	confid.
17	DRB	VL1218	585	0.51	0.36	0.74	2.40	1.97	3.33
17	DTS	VL0612	24	-0.12	0.19	-0.11	0.66	1.50	0.66
17	DTS	VL1218	219	0.62	0.41	0.37	2.37	2.14	2.03
17	DTS	VL1824	167	0.13	0.02	0.08	1.31	1.03	1.30
17	DTS	VL2440	37	0.11	0.02	-0.04	1.32	1.02	0.90
17	PGP	VL0006	478	1.11	0.81	1.09	3.40	2.82	3.15
17	PGP	VL0612	807	0.81	0.61	1.25	2.97	2.55	4.39
17	PGP	VL1218	43	0.47	0.56	0.62	2.34	2.53	2.74
17	PS	VL0612	3	confid.	confid.	confid.	confid.	confid.	confid.
17	PS	VL1218	2	confid.	confid.	confid.	confid.	confid.	confid.
17	PS	VL2440	9	0.32	0.20	0.03	2.20	1.74	1.12
17	PS	VL40XX	1	confid.	confid.	confid.	confid.	confid.	confid.
17	TBB	VL1218	10	-0.01	-0.01	0.19	0.94	0.93	1.56

17	TBB	VL1824	26	-0.10	-0.09	0.12	0.63	0.70	1.39
17	TBB	VL2440	25	0.02	0.13	0.19	1.02	1.40	1.58
17	TM	VL1218	27	6.49	1.11	9.85	12.34	3.60	14.44
17	TM	VL1824	18	0.77	0.39	1.89	2.70	1.93	5.41
17	TM	VL2440	35	0.14	0.17	0.51	1.36	1.48	2.50
18	DRB	VL1218	45	-0.03	-1.32	-0.04	0.84	-0.99	0.89
18	DTS	VL0612	13	0.09	-0.01	-0.34	1.22	0.94	-0.13
18	DTS	VL1218	248	0.62	0.32	0.17	2.87	2.05	1.66
18	DTS	VL1824	55	0.13	0.07	-0.07	1.42	1.21	0.78
18	DTS	VL2440	9	0.10	0.06	-0.21	1.28	1.14	0.33
18	HOK	VL1218	19	0.08	0.82	-0.07	1.22	3.43	0.81
18	HOK	VL1824	1	confid.	confid.	confid.	confid.	confid.	confid.
18	PGP	VL0006	160	0.83	1.32	1.39	2.77	3.79	4.28
18	PGP	VL0612	305	0.05	-0.02	0.05	1.15	0.90	1.23
18	PGP	VL1218	6	0.16	-0.21	-0.20	1.46	0.16	0.37
18	PS	VL2440	2	confid.	confid.	confid.	confid.	confid.	confid.
18	TM	VL1218	1	confid.	confid.	confid.	confid.	confid.	confid.
18	TM	VL2440	2	confid.	confid.	confid.	confid.	confid.	confid.
19	DTS	VL0612	8	-0.26	-0.06	-0.24	0.07	0.75	0.29
19	DTS	VL1218	170	0.33	0.23	-0.06	1.97	1.66	0.83
19	DTS	VL1824	24	0.23	-0.02	-0.02	1.81	0.90	0.98
19	DTS	VL2440	6	-0.23	0.09	-0.24	0.28	1.23	0.24
19	HOK	VL1218	52	-0.05	0.06	-0.06	0.78	1.14	0.80
19	HOK	VL1824	21	-0.15	0.16	-0.09	0.47	1.48	0.74
19	PGP	VL0006	295	0.75	0.78	0.98	3.01	2.98	3.65
19	PGP	VL0612	536	0.03	0.11	0.16	1.05	1.33	1.62
19	PGP	VL1218	20	-0.10	-0.26	-0.17	0.61	0.00	0.37
19	PS	VL0612	7	-0.04	-0.15	-0.21	0.80	0.38	0.11
19	PS	VL1218	4	0.12	0.05	-0.31	1.35	1.13	0.02
19	PS	VL1824	3	confid.	confid.	confid.	confid.	confid.	confid.

* Grouped segments (clusters) as listed in text box 5.2 of the Italian work plan for data collection in the fisheries and aquaculture sectors 2022-2024. The economic indicator values are calculated at cluster level.

Table B 5 – Inactive vessel indicator by length class, 2014-2022

Inactive vessel indicator									
VESSELS									
Length class	2014	2015	2016	2017	2018	2019	2020	2021	2022
VL0006	13.50%	13.40%	13.10%	12.10%	12.00%	11.82%	15.65%	14.44%	26.42%
VL0612	9.50%	9.60%	10.30%	10.10%	10.20%	10.21%	16.88%	15.61%	19.12%
VL1218	4.70%	4.60%	1.80%	1.90%	2.30%	5.44%	10.73%	13.19%	13.47%
VL1824	3.50%	3.60%	3.10%	2.70%	8.40%	3.07%	3.76%	3.76%	4.33%
VL2440	4.50%	3.20%	8.20%	8.80%	11.90%	6.14%	6.90%	7.90%	7.39%
VL40XX	28.60%	7.70%	15.40%	7.10%	4.80%	13.64%	14.29%	15.79%	23.08%
Total	8.90%	8.80%	8.50%	8.30%	8.80%	9.07%	14.38%	14.00%	18.27%
GT									
Length class	2014	2015	2016	2017	2018	2019	2020	2021	2022
VL0006	13.50%	13.50%	13.10%	12.10%	12.00%	11.85%	15.67%	14.44%	35.86%
VL0612	9.00%	9.20%	10.90%	8.50%	9.00%	8.95%	19.04%	20.78%	29.45%
VL1218	4.80%	4.50%	2.40%	3.10%	4.00%	5.24%	8.94%	10.84%	12.48%
VL1824	3.50%	3.50%	2.70%	2.30%	8.60%	2.97%	3.87%	3.58%	3.95%
VL2440	5.50%	3.70%	8.80%	8.50%	11.90%	6.52%	7.51%	8.51%	7.65%
VL40XX	23.20%	8.20%	16.40%	5.40%	2.00%	8.58%	14.04%	13.07%	37.14%
Total	5.50%	4.60%	5.20%	4.80%	7.90%	5.62%	8.58%	9.33%	10.75%
kW									
Length class	2014	2015	2016	2017	2018	2019	2020	2021	2022
VL0006	13.00%	13.00%	12.30%	11.90%	11.60%	11.67%	21.47%	15.97%	39.26%
VL0612	9.40%	9.50%	10.90%	8.80%	9.20%	8.96%	19.36%	19.71%	28.02%
VL1218	5.00%	4.80%	2.10%	2.90%	3.10%	5.18%	10.27%	12.97%	15.76%
VL1824	3.50%	3.60%	2.70%	2.60%	9.00%	3.21%	4.20%	3.89%	4.45%
VL2440	4.90%	3.20%	8.20%	8.00%	11.30%	5.99%	7.00%	8.43%	8.39%
VL40XX	20.40%	7.30%	21.80%	5.90%	2.70%	8.21%	12.22%	12.77%	40.16%
Total	6.10%	5.60%	5.40%	5.10%	7.20%	6.03%	11.06%	12.15%	15.23%

Table B6 – Vessel use indicator by GSA, fishing technique and length class, 2018-2021

GSA	System	LOA class	2018	2019	2020	2021	2022
9	DRB	VL0612			1	1.00	0.63
9	DTS	VL0612	0.6	0.62	0.42	0.61	0.53
9	DTS	VL1218	0.76	0.78	0.57	0.70	0.70
9	DTS	VL1824	0.86	0.85	0.59	0.71	0.73
9	DTS	VL2440	0.91	0.89	0.88	0.71	0.68
9	PGP	VL0006	0.57	0.56	0.76	0.56	0.45
9	PGP	VL0612	0.5	0.48	0.4	0.63	0.36
9	PGP	VL1218	0.59	0.54	0.38	0.50	0.53
9	PS	VL1218	0.62	0.56	0.53	0.70	0.59
9	PS	VL1824	0.92	0.96	0.79	0.69	0.84
9	PS	VL2440	0.91	0.94	0.68	0.74	0.84
10	DTS	VL0612		0.55	0.57	0.69	0.56

10	DTS	VL1218	0.7	0.7	0.5	0.70	0.58
10	DTS	VL1824	0.74	0.73	0.56	0.84	0.76
10	DTS	VL2440		0.91	0.5	0.72	0.84
10	HOK	VL1218	0.68	0.73	0.45	0.45	0.38
10	HOK	VL1824			0.52	0.66	0.76
10	PGP	VL0006	0.61	0.59	0.64	0.71	0.66
10	PGP	VL0612	0.58	0.52	0.79	0.73	0.54
10	PGP	VL1218	0.69	0.7	0.38	0.43	0.38
10	PS	VL0612	1	0.89	0.44	0.92	0.83
10	PS	VL1218	0.68	0.71	0.53	0.37	0.36
10	PS	VL1824	0.68	0.75	0.41	0.58	0.50
10	PS	VL2440	0.63	0.7	0.47	0.32	0.75
10	PS	VL40XX	0.84	0.44	0.2	0.31	0.54
11	DTS	VL0612			0.51	0.57	0.49
11	DTS	VL1218	0.63	0.69	0.51	0.54	0.51
11	DTS	VL1824	0.74	0.71	0.74	0.68	0.61
11	DTS	VL2440	0.75	0.86	0.72	0.82	0.77
11	PGP	VL0006	0.73	0.56	0.59	0.63	0.56
11	PGP	VL0612	0.52	0.48	0.55	0.60	0.57
11	PGP	VL1218	0.69	0.68	0.35	0.35	0.38
11	PGP	VL1824			0.78	0.69	0.74
16	DTS	VL0612	0.95	0.75	0.79	0.58	0.46
16	DTS	VL1218	0.7	0.71	0.65	0.63	0.52
16	DTS	VL1824	0.6	0.77	0.59	0.72	0.62
16	DTS	VL2440	0.74	0.73	0.7	0.76	0.51
16	HOK	VL1218	0.78	0.81	0.61	0.54	0.50
16	HOK	VL1824	0.86	0.92	0.55	0.53	0.59
16	PGP	VL0006	0.67	0.69	0.85	0.78	0.53
16	PGP	VL0612	0.64	0.57	0.95	0.67	0.51
16	PGP	VL1218	0.7	0.52	0.42	0.50	0.51
16	PS	VL0612			0.4	-	0.41
16	PS	VL1218	0.91	0.94	0.56	0.46	0.42
16	PS	VL1824	0.92	0.79	0.61	0.53	0.61
16	PS	VL2440	1	0.83	0.6	0.77	0.76
16	TM	VL1824	0.99	1	0.94	0.93	0.86
17	DRB	VL0612			0.57	0.50	0.75
17	DRB	VL1218	0.6	0.6	0.45	0.74	0.82
17	DTS	VL0612	0.7	0.66	0.88	0.70	0.35
17	DTS	VL1218	0.59	0.58	0.59	0.67	0.62
17	DTS	VL1824	0.71	0.7	0.46	0.74	0.67
17	DTS	VL2440	0.7	0.76	0.6	0.69	0.69
17	PGP	VL0006	0.34	0.45	0.75	0.49	0.35
17	PGP	VL0612	0.4	0.39	0.76	0.65	0.49
17	PGP	VL1218	0.8	0.78	0.38	0.54	0.35
17	PGP	VL1824	1	0.76	1	0.81	0.62
17	PS	VL0612			0.83	0.93	0.78
17	PS	VL1218	0.89	0.52	1	0.67	0.62
17	PS	VL2440	0.91	0.88	0.97	0.75	0.84
17	TBB	VL0612			0.7	0.67	0.66
17	TBB	VL1218	1.09	0.92	0.62	0.64	0.64
17	TBB	VL1824	0.77	0.84	0.73	0.85	0.66
17	TBB	VL2440	0.92	0.91	0.62	0.79	0.62
17	TM	VL1218	0.97	1	0.82	0.81	0.73
17	TM	VL1824	0.93	0.88	0.89	0.86	0.78
17	TM	VL2440	0.97	0.94	0.8	0.74	0.75
18	DRB	VL0612			0.3	0.26	0.73
18	DRB	VL1218	0.89	0.87	0.26	0.22	0.64
18	DTS	VL0612	0.88	0.86	0.59	0.89	0.48

18	DTS	VL1218	0.66	0.69	0.45	0.62	0.48
18	DTS	VL1824	0.74	0.85	0.6	0.78	0.74
18	DTS	VL2440	0.94	0.9	0.8	0.84	0.72
18	HOK	VL1218	0.99	0.85	0.67	0.64	0.67
18	PGP	VL0006	0.68	0.57	0.52	0.80	0.81
18	PGP	VL0612	0.69	0.74	0.69	0.63	0.63
18	PGP	VL1218			0.38	0.37	0.47
18	TM	VL2440	0.92	0.89	0.9	0.99	0.84
19	DTS	VL0612			0.54	0.62	0.68
19	DTS	VL1218	0.78	0.82	0.44	0.77	0.57
19	DTS	VL1824	0.73	0.68	0.63	0.73	0.69
19	DTS	VL2440		0.87	0.76	0.84	0.76
19	HOK	VL1218	0.8	0.81	0.47	0.36	0.48
19	HOK	VL1824	0.74	0.77	0.52	0.60	0.49
19	PGP	VL0006	0.69	0.63	0.77	0.73	0.49
19	PGP	VL0612	0.65	0.63	0.8	0.72	0.78
19	PGP	VL1218	0.88	0.79	0.58	0.40	0.32
19	PS	VL0612			0.45	0.40	0.57
19	PS	VL1218	0.79	0.72	0.42	0.59	0.53
19	PS	VL1824			0.54	0.60	0.72
19	PS	VL2440	0.7	0.56	1	-	0.55