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Sustainable fishing in the EU: state of play and orientations for 2026

{COM(2025) 296 final}

This staff working document accompanies the Communication 'Sustainable fishing in the EU: state of play and orientations for 2026'. It looks in greater depth at:

1. the state of fish stocks;
2. the balance between fleet capacity and fishing opportunities;
3. the socio-economic performance of EU fishing fleets;
4. progress in implementing the landing obligation;
5. the work of advisory councils and their role in EU decision-making;
6. action taken under the EU's international ocean governance agenda.

Following dialogue in the wake of the publication of the fisheries and oceans package[1] the Commission decided to launch an evaluation of the Regulation on the common fisheries policy ('CFP Regulation')[2]. The evaluation will build on the fisheries and oceans package and subsequent dialogue. It will take stock of how the CFP Regulation has performed, its instruments and measures and how it has addressed the objectives of ensuring environmentally and economically sustainable fisheries.

1. The state of fish stocks

Monitoring the results of the common fisheries policy progress report

Each year, the Commission calls on the Scientific, Technical and Economic Committee for Fisheries (STECF) to assess the progress made in achieving the maximum sustainable yield (MSY) exploitation rate in line with the objectives of the CFP. Article 50 of the CFP Regulation states that:

> *The Commission shall report annually to the European Parliament and to the Council on the progress on achieving maximum sustainable yield and on the situation of fish stocks, as early as possible following the adoption of the yearly Council Regulation fixing the fishing opportunities available in Union waters and, in certain non-Union waters, to Union vessels.*

The current and historic fishing mortality rates (F_Y, F in each year) relative to the fishing mortality rate that would produce the highest long-term yield (F_{MSY}) are calculated by three scientific bodies: the International Council for the Exploration of the Sea (ICES), STECF and the General Fisheries Commission for the Mediterranean (GFCM). The rates are then compiled and tabulated by the STECF in their 76th Plenary Report (STECF-25-01)[3]. The corresponding biomass value, B_{MSY}, is the average biomass of fish in the sea that would be expected if a stock is fished at F_{MSY} for an extended period. Both the F/F_{MSY} rates and the biomass values

[1] https://ec.europa.eu/commission/presscorner/detail/en/ip_23_828

[2] 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 (OJ L 354, 28.12.2013, pp. 22-61).

[3] https://stecf.jrc.ec.europa.eu/documents/d/stecf/stecf_25-01_adhoc.

are calculated using reported catches and scientific survey data. Misreporting of catches results in errors in both parameters, with errors being greater for biomass values[4].

As applied by the STECF, historic and current fishing mortality values is expressed as a ratio of the F_{MSY} value for each stock. By doing so, this makes it possible to compare all stocks at the same scale with a fishing mortality ratio equal to 1 for all stocks fished at F_{MSY}.

Therefore, this section focuses on the fishing mortality ratio indicator and the biomass[5] indicator. More information on other indicators, such as safe biological limits, can be found in the STECF 25-01 ad hoc report *Monitoring the Performance of the Common Fisheries Policy*[6].

Regarding progress made in the achievement of F_{MSY} in line with the CFP, the latest results indicate a reduction in overall fishing mortality and a general increase in stock biomass in the North-East Atlantic[7] (both EU and non-EU waters) over the period 2003-2023. Among the stocks which were fully assessed, the proportion of overexploited stocks (i.e. F> F_{MSY}) decreased from around 67% (2003-2008) to 20% in 2023 and fishing mortality rates decreased from 51% above F_{MSY} to 41% below F_{MSY}. The situation with regard to stocks in the Mediterranean and Black Seas saw a strong improvement in the period 2020-2022.While the annual fishing mortality estimates were almost double the F_{MSY} in 2007, they have since fallen significantly, to reach 6% below F_{MSY} in 2022.

1.1 Trends in fishing pressure (F/F_{MSY} ratio)

Figure 1 below presents the trends in F/F_{MSY} over the time period 2003-2023 for the North-East Atlantic (in EU and non-EU waters) and 2003-2022 for the Mediterranean and Black Seas.

[4] Patterson, K. R. 1998. *Assessing fish stocks when catches are misreported: model, simulation tests, and application to cod, haddock, and whiting in the ICES area*, *ICES Journal of Marine Science*, 55: 878-891.
[5] Quantity of adult fish in a stock that can reproduce.
[6] https://stecf.jrc.ec.europa.eu/documents/d/stecf/stecf_25-01_adhoc
7 In this section, 'North-East Atlantic' refers to stocks in area 27 of the Food and Agriculture Organisation (FAO), and 'Mediterranean and Black Seas' refers to stocks in FAO area 37.

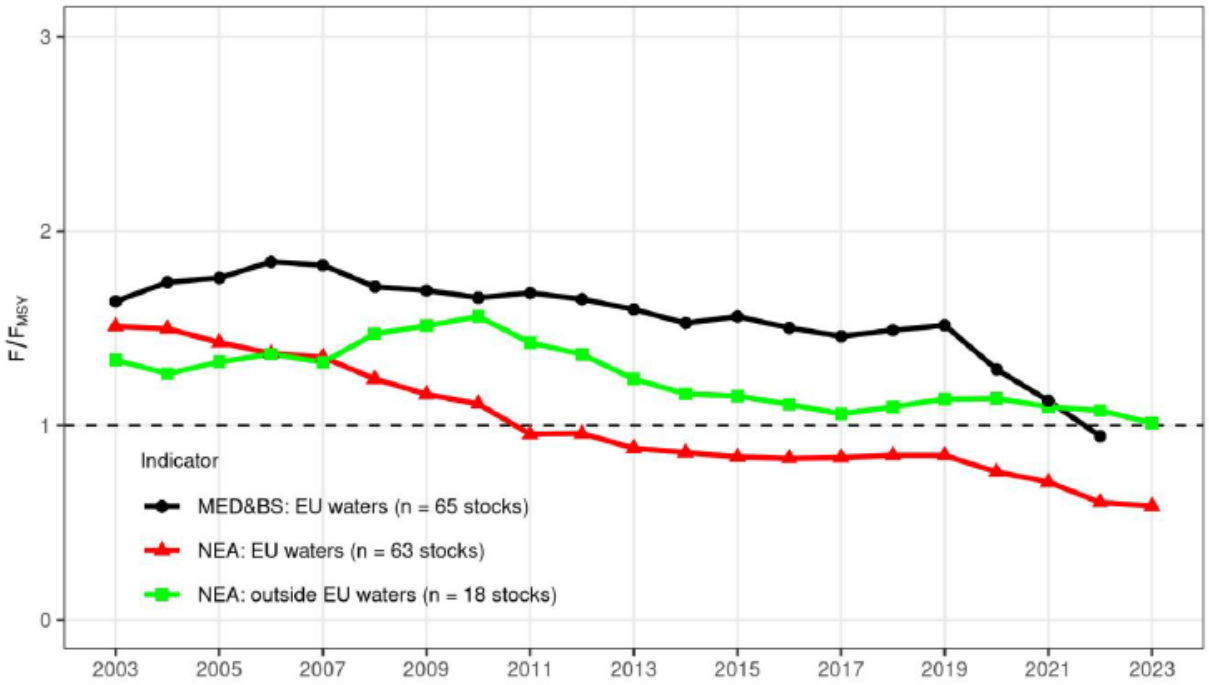
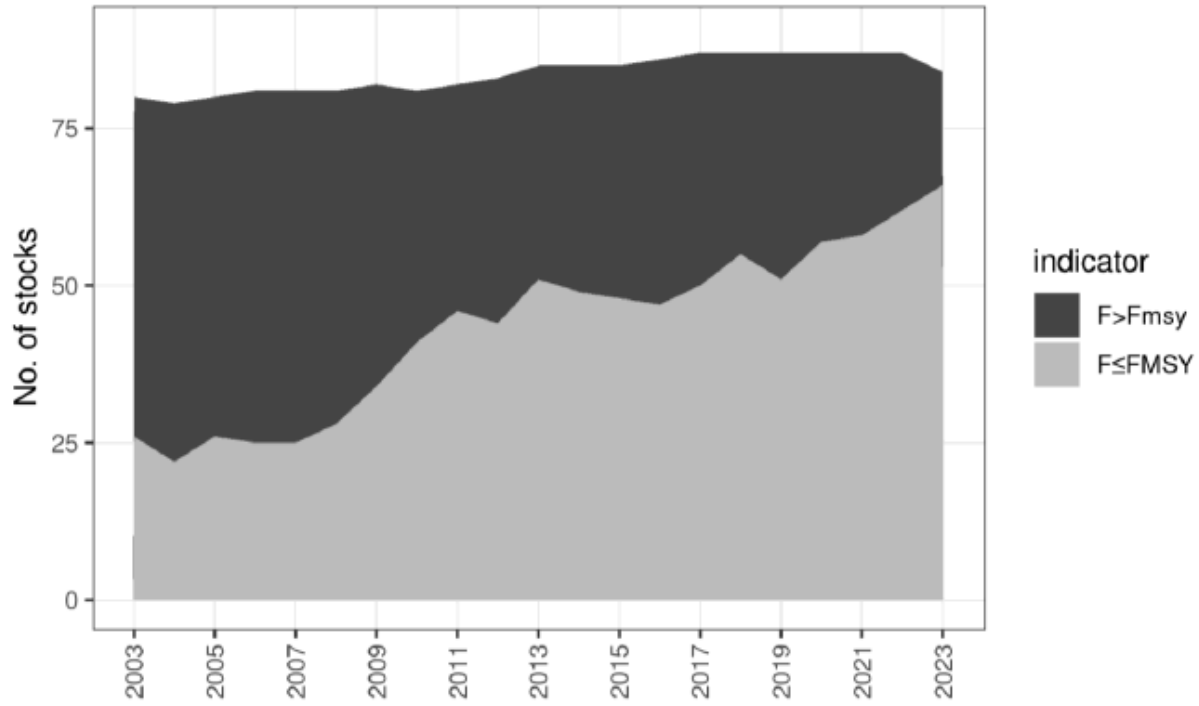


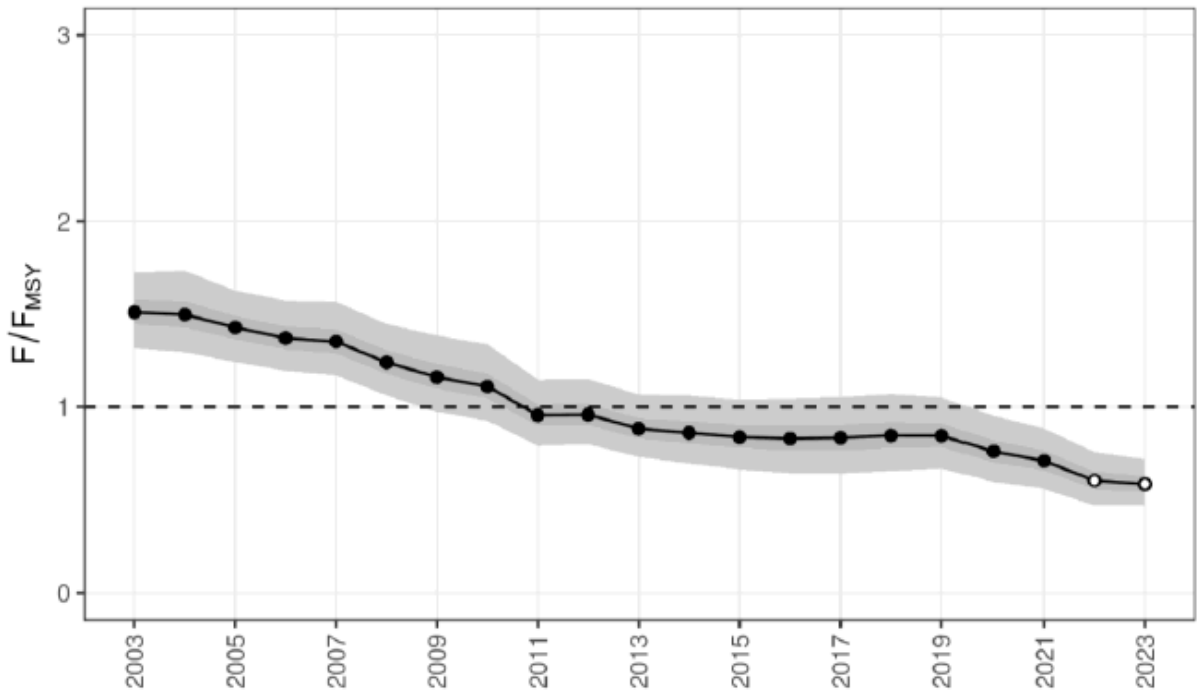
Figure 1: *Trends in fishing pressure 2003-2023. Three model-based indicators (F/F_{MSY}) are presented (all using the median value of the model). The red line indicates the trends for* **63** *stocks located in EU waters in the North-East Atlantic. The green line indicates trends for an additional set of 18 stocks also located in the North-East Atlantic but in non-EU waters and the black line indicates the trends for 65 stocks in the Mediterranean and Black Seas. Trends are medians of bias-corrected estimates from STECF/JRC models.*

1.1.1 Stocks of EU interest in the North-East Atlantic, the North Sea and adjacent waters, including the Baltic Sea.

In 2003, most stocks (67.5%) were overfished and the average (median) rate of fishing was 51% above MSY. Since 2023, the situation has improved thanks to action to restrict fishing effort, to improve monitoring and to set total allowable catches (TACs) in line with scientific advice. By 2023, the average rate of fishing was within the sustainable rate and only 21% of stocks were overfished. The reduction in fishing pressure in 2020 and 2021 coincided with the start of COVID-19 restrictions (Figure 3).

Overall, fish stock biomass increased by some 37% over the period 2003-2022.


No. of stocks
75
50
25
0
2003
2005
2007
2009
2011
2013
2015
2017
2019
2021
2023
indicator
F>Fmsy
F≤FMSY


F/F_MSY
3
2
1
0
2003
2005
2007
2009
2011
2013
2015
2017
2019
2021
2023

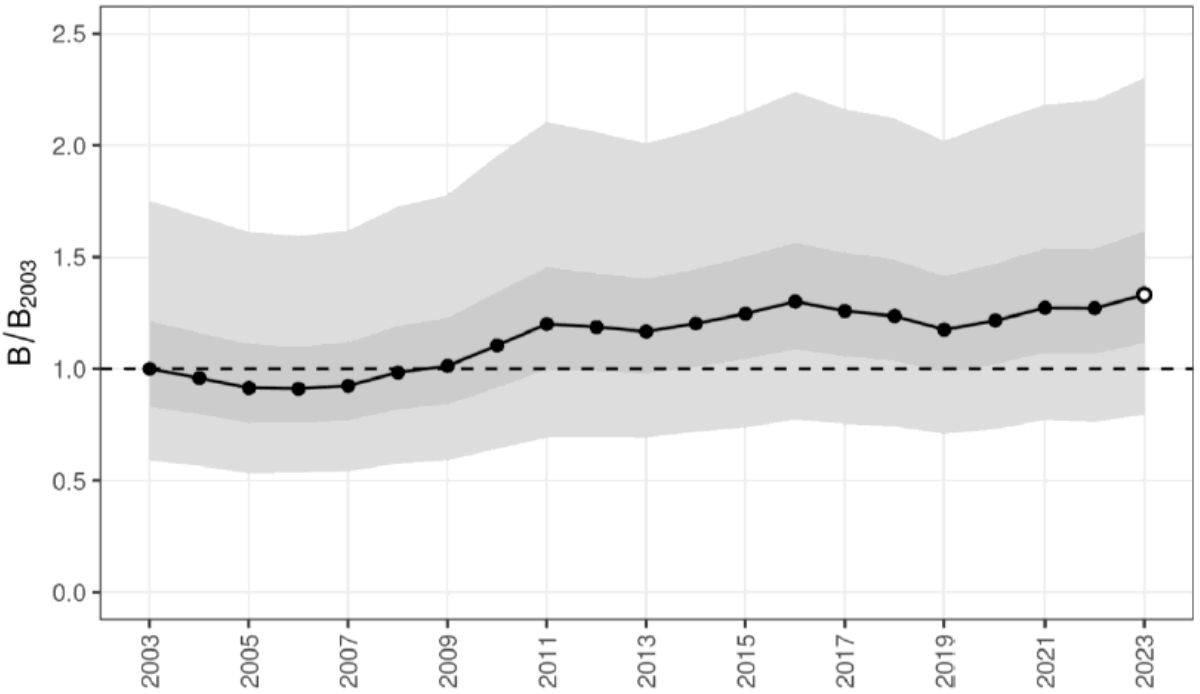


Figure 2: *Overall development of fishing mortality and biomass in the North-East Atlantic. Top panel: number of stocks fished in excess of F_{MSY} (black) or fished at or under F_{MSY} (grey). Middle panel: average F/F_{MSY} trend based on 63 stocks. Bottom panel: trend in spawning stock biomass relative to 2003. Dark grey and light grey areas show the 50% and 95% confidence intervals of the average, based on the 63 assessed stocks.*

There are differences in trends between areas. Fishing mortality fell fastest in the Bay of Biscay and in widely distributed stocks. However, widely distributed stocks saw an increase from 2022 to 2023. Those same stocks also recovered fastest (Figure 2). In the Baltic Sea, where unfavourable environmental conditions[8] have weakened the stocks' resilience to fishing, no significant recovery has been observed, and some fish stocks have even deteriorated further. In the North Sea, primary production[9] was reported to have decreased by around one quarter, possibly affecting the rebuilding of fish stocks.

[8] For more information on key signals within the Baltic Sea environment and ecosystem, see https://www.ices.dk/advice/ESD/Pages/Baltic_Sea_landing.aspx

[9] The productivity of phytoplankton and algae that serves as food for zooplankton and then eventually the commercial fish stocks and other ecosystem components.

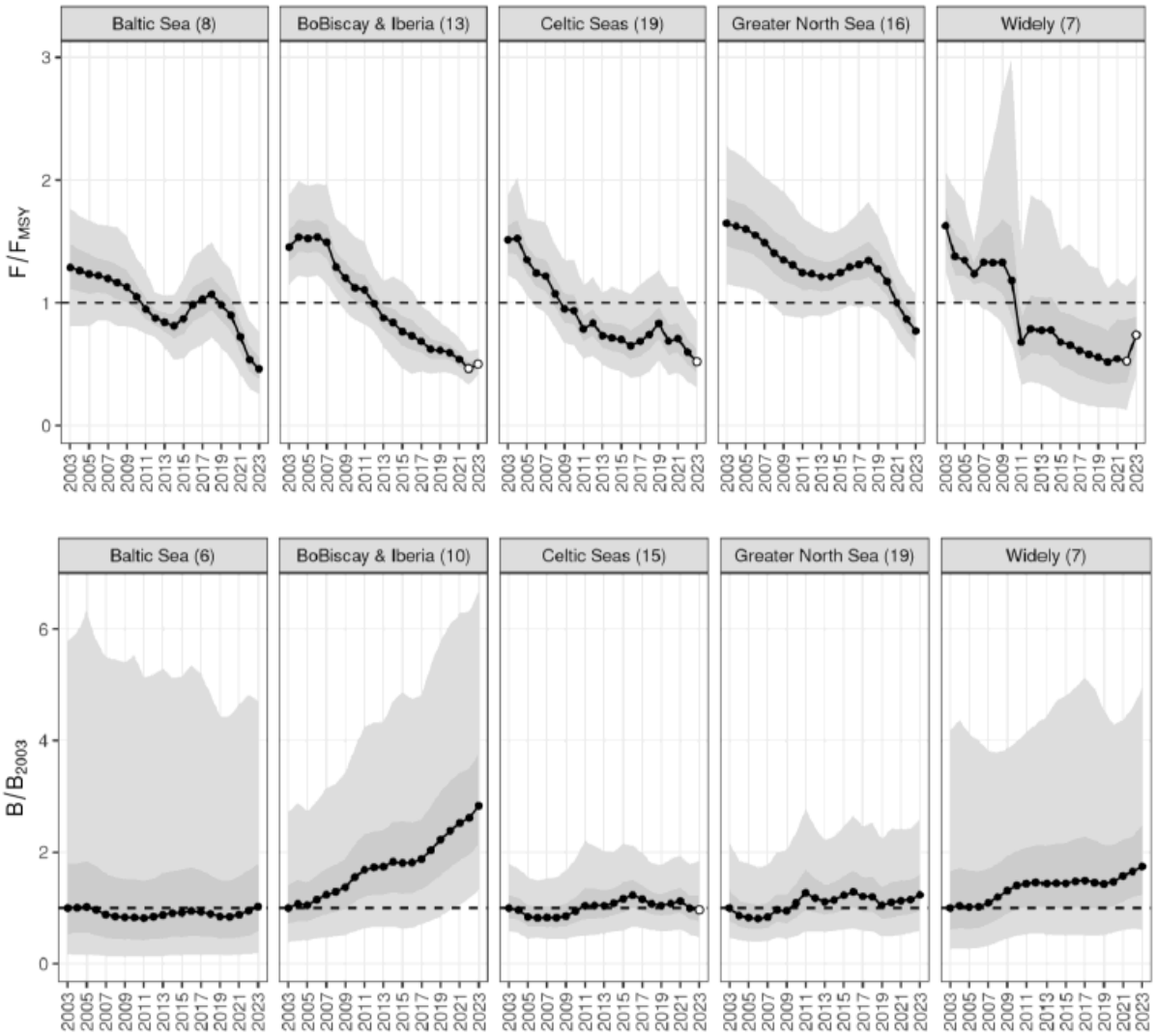


Figure 3: *Upper trends in the average (median) F/F_{MSY} (top panel) and biomass (B/B2003) (bottom panel) over the period 2003-2023 in each of the North Atlantic Sea areas.*

1.1.2 Stocks in the Mediterranean and Black Seas

In 2022, the number of fish stocks assessed by the GFCM and by STECF rose to 65. Data quality had increased significantly. The additional stocks, many of which had lower fishing mortality rate estimates, led to some changes in the overall perception of stock status. The new estimates showed F/F_{MSY} peaked at close to 2.0 in 2007, gradually declining from this point onwards, and at a faster rate in 2020 -2022 (Figure 3). The value for 2022 was estimated at 0.94 which is the lowest ever.

There are different patterns in F/F_{MSY} in each region (Figure 4), with an irregular trend in the Black Sea, a stable trend in the central Mediterranean, a sharp decline in the eastern Mediterranean since 2008, and a smaller decline in the western Mediterranean. All areas showed a sharp drop in 2020 and 2021.

Stock biomass has increased gradually in the western Mediterranean, hand in hand with a decrease in fishing mortality. The decrease in F/F_{MSY} in the Black Sea also appears to be associated with an increase in biomass. For the central and eastern Mediterranean, it is unclear at present whether the changes in biomass and fishing mortality are related or if biomass responds slower than fishing mortality.

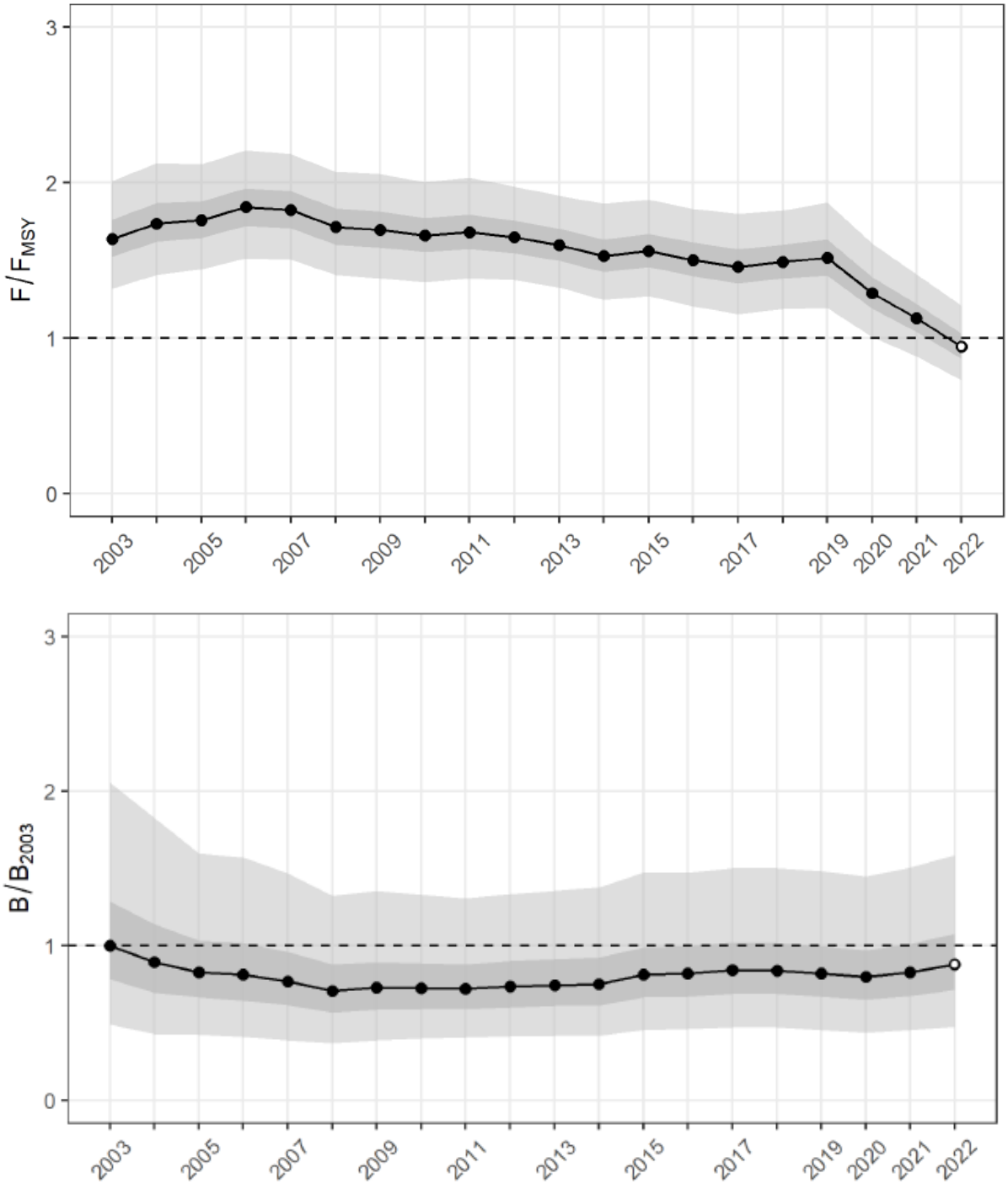


Figure 4: Overall trend in fishing mortality and biomass in the Mediterranean basin. Top panel: average F/F_{MSY} trend. Bottom panel: trend in spawning stock biomass relative to 2003. Dark

grey and light grey areas show the 50% and 95% confidence intervals of the average, based on 66 assessed stocks.

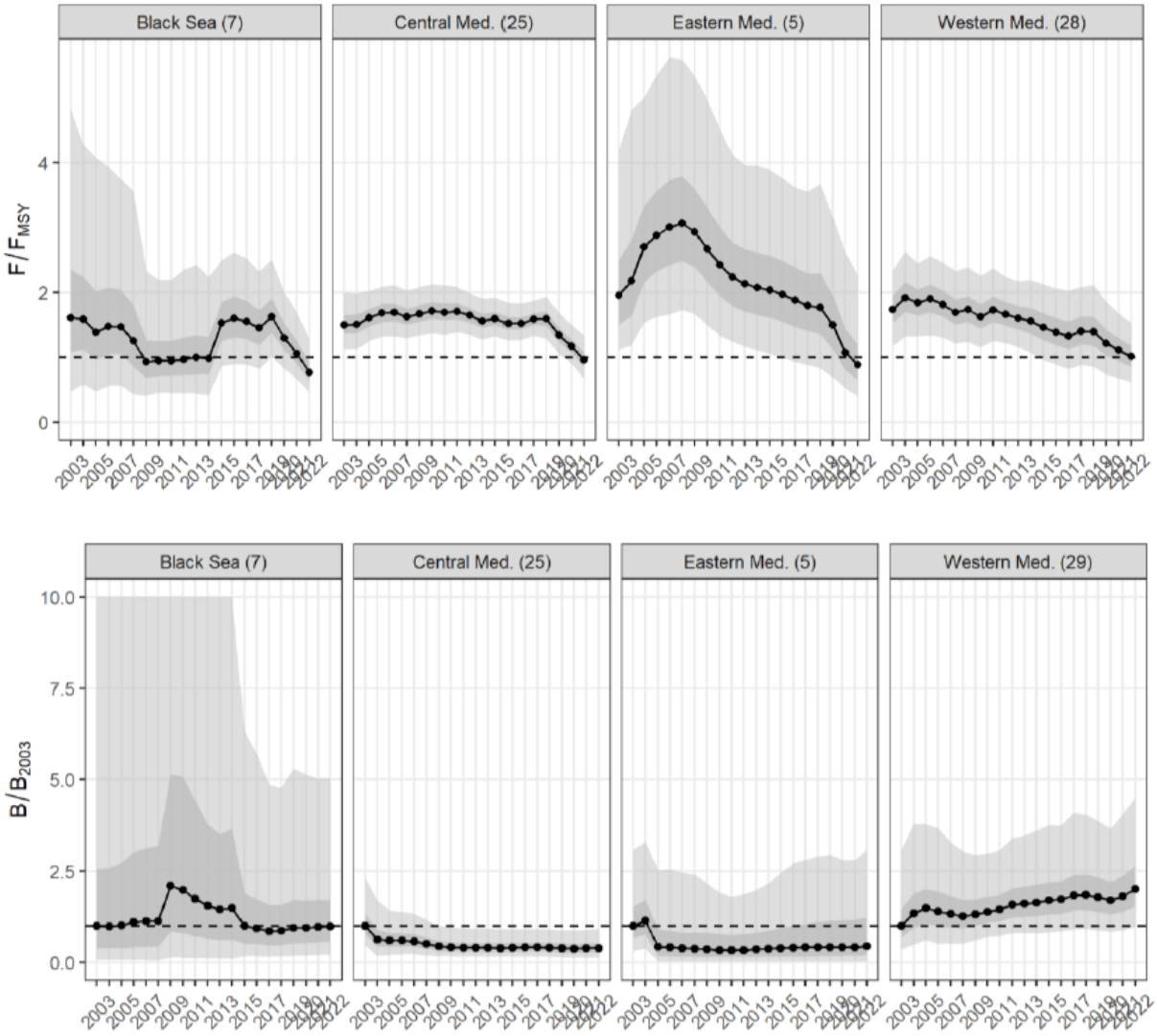


Figure 5: *Trends in the average (median) F/F_{MSY} (top panel) and biomass (B/B2003) (bottom panel) over time in each of the Mediterranean Sea areas.***2**

Regarding European eel, the Council implemented in EU law a decision adopted by the GFCM in 2024 to establish long-term measures which include a 6-month closure period for yellow and silver eels, a ban on recreational fishing and further measures to reduce the fishing mortality of glass eel (i.e. 10 months closure period, freeze in capacity and efforts) in all habitats including freshwater habitats.

2. Reporting on the balance between fishing capacity and fishing opportunities

In line with Article 22(4) of the CFP Regulation, the Commission must report annually to the European Parliament and the Council on the balance between fishing capacity and fishing opportunities[10].

Coastal Member States report annually on potential imbalances, following Commission guidelines[11]. For the fleet segments for which overcapacity has been identified, they are required to submit an action plan with adjustment targets, tools and a clear implementation time frame, in line with Article 22 of the CFP Regulation.

A detailed analysis of the biological sustainability, economic parameters, vessel usage and national fleet reports is provided below. The Annex shows the fleets where there is an imbalance between fisheries resources and the fleet's fishing capacity. It also shows where inadequate monitoring and data collection prevented conclusive results from being obtained.

2.1 Member States' annual reports and action plans and the STECF's assessment

All 22 coastal Member States submitted their 2024 reports to the Commission[12]. The STECF examined these reports comprehensively, together with the available information on the sustainability of fisheries resources, economic parameters and vessel activity. The STECF then issued a report[13], in line with the Commission guidelines, providing details and their analysis.

A summary of the indicators calculated for each fleet segment is provided in the Annex. It also indicates the Member States that have submitted action plans and the fleet segments identified by Member States as having overcapacity. The calculation of the indicators and the corresponding thresholds signalling potential overcapacity presented here are described in full detail in the Commission guidelines and the STECF report.

Information is provided for each fleet segment separately. A fleet segment is a group of vessels of a defined length (e.g. 6-12 metres), operating in a set area (e.g. the North-East Atlantic) and using the same principal type of gear (e.g. beam trawl). In the Annex, the area code NAO means North Atlantic Ocean, including the North Sea, Celtic Sea and Baltic Sea, MBS means

[10] See: https://stecf.jrc.ec.europa.eu/reports/balance.

[11] 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).

[12] Reports and action plans: https://ec.europa.eu/oceans-and-fisheries/fisheries/rules/fishing-fleet-capacities_en.

[13] STECF, *Assessment of balance indicators for key fleet segments and review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities* (STECF-23-13), Publications Office of the European Union, Luxembourg, 2023.

the Mediterranean and Black Seas, and OFR means other fishing regions. Gear codes are as set out in Annex XI to the applicable Commission Implementing Regulation[14].

Two biological indicators (stocks at risk (SAR) and sustainable harvest indicator (SHI)) have been set. The SAR is a measure of whether a fleet segment catches significant quantities of stocks that are at high biological risk after being depleted to a low level. In the Annex, a SAR in red means that at least 10% of the catches of the segment are taken from a stock at high biological risk.

The SHI measures whether a fleet depends on stocks that are overfished with respect to the MSY (see Annex) for a significant part of its income. A SHI in red means that a fleet segment relies, on average, on stocks that are fished above MSY for its income.

The following three economic indicators are used.

1. If the return on investment is less than zero and less than the best available long-term risk-free interest rate, this is flagged in red to indicate long-term economic inefficiency. If data on intangible costs (e.g. quota leasing) are not available, return on fixed and tangible assets can be used instead.
2. If the current revenue is less than break-even revenue, this is flagged in red to indicate a short-term economic inefficiency.
3. Vessel-use indicators are flagged in red if more than 20% of the fleet segment recurrently demonstrates less than 70% of its potential workable activity, which could indicate an imbalance in capacity. Other reasons could also affect this parameter, such as unexpected events and emergencies.

In many cases, biological information (such as the state of the exploited resource) or economic information was not available for certain fleet segments. These are listed in Table 1.

[14] Commission Implementing Regulation (EU) No 404/2011 of 8 April 2011 laying down detailed rules for the implementation of Council Regulation (EC) No 1224/2009 establishing a Community control system for ensuring compliance with the rules of the Common Fisheries Policy (OJ L 112, 30.4.2011, p. 1).

	Fleet segments with no biological indicators	Fleet segments with no economic indicators	Number of vessels within the fleet segments that do not have biological indicators	Number of vessels within the fleet segments that do not have economic indicators
BEL	0	0	0	0
BGR	0	2	0	7
CYP	0	1	0	1
DEU	0	0	0	0
DNK	10	1	16	2
ESP	0	0	0	0
EST	2	2	6	6
FIN	0	0	0	0
FRA	3	0	12	0
GRC	0	0	0	0
HRV	0	0	0	0
IRL	0	**4**	0	**78**
ITA	0	2	0	3
LTU	0	0	0	0
LVA	2	2	5	5
MLT	0	0	0	0
NLD	0	0	0	0
POL	0	4	0	4
PRT	0	0	0	0
ROU	0	2	0	12
SVN	0	0	0	0
SWE	0	0	0	0
FRA OFR	3	1	4	7
PRT OFR	0	1	0	4
ESP OFR	0	0	0	0

Table 1: Numbers in bold indicate fleet segments where a lack of biological or economic information prevented the calculation of biological or economic indicators and where more than 50 vessels were affected by a lack of data reporting

2.2 The EU fishing fleet's capacity

The number, gross tonnage and power of vessels in the EU fleet have all followed a downward trend in recent years (latest data from 2024) (Figures 6 and 7). In December 2024, the EU fleet register (which includes the outermost regions) listed 69 570 vessels corresponding to 1 245 871 gross tonnage (GT) and kilowatts (kW) of installed power[15].

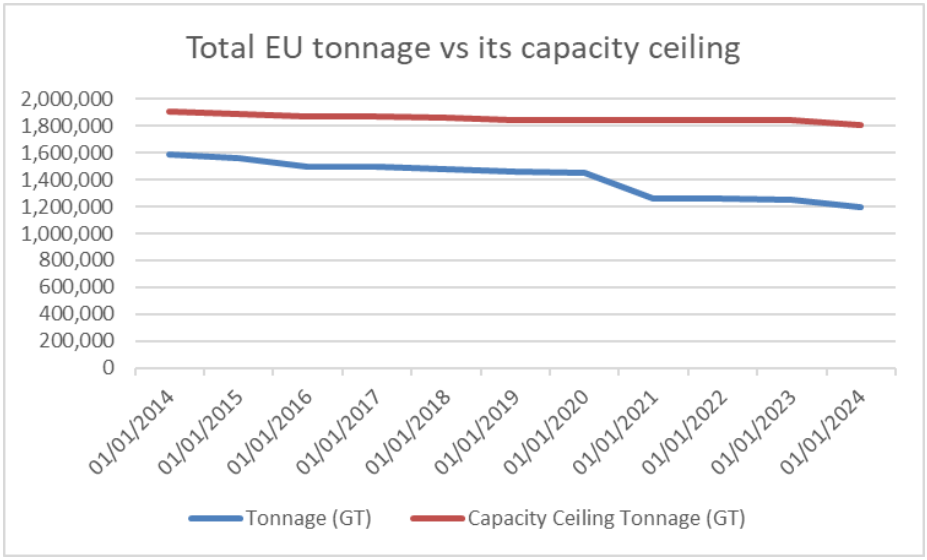


Figure 6: *Tonnage capacity trend (GT) of the EU fishing fleet between 2014 and 2024*

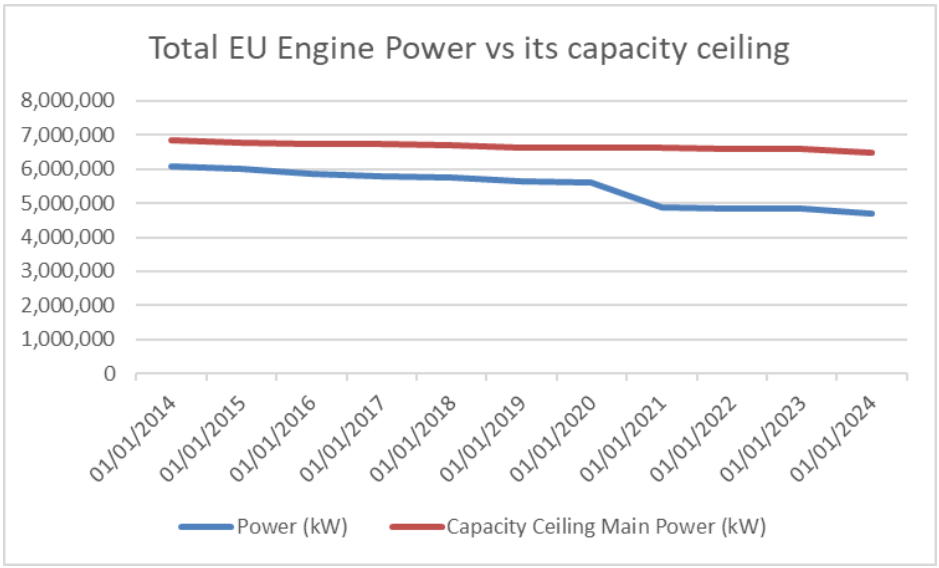


Figure 7: *Capacity trend (kW) of the EU fishing fleet between 2014 and 2024*

[15] EU fleet register. Data extracted in March 2024 and includes data as at 31 December 2023.

A study[16] was initiated in January 2018 to assess the engine power verification systems implemented in 15 main coastal Member States, completed in June 2019. The results of the physical verifications carried out during the study, revealed that for the majority of verified vessels, across coastal Member States, areas and vessel types, the measured engine power exceeded the vessel's licensed and certified engine power, and for a significant number of inspected vessels, secondary indications of non-compliance with engine power restrictions were observed. These findings indicated a systematic lack of a culture of compliance at operator level across the fishing sector with regard to engine power limitations and raised serious concerns about the state of implementation and effectiveness of Member States' engine power certification and verification procedures. The study also indicated that there were significant differences among coastal Member States in the level of progress and quality of implementing the sampling plan to verify engine power and the systems in place to certify and effectively verify engine power physically. In addition, the study indicated that existing certification systems do not always generate reliable engine power figures for registration purposes and that certification does not guarantee that certified engine power will not be exceeded.

In October 2019, the Commission initiated a series of informal discussions with several Member States to address issues related to their engine power verification and certification systems. While progress has already been made by the Member States concerned, the Commission will continue monitoring the implementation of engine power certification and verification procedures in Member States, as improvements of both the certification and verification system are considered necessary to increase the accuracy of registered engine power.

To support Member States in this process, the Commission set up a Technical Working Group in September 2022, composed of EU Member States' experts and supported by an external expert in the field of engine power, to follow-up on the conclusions of the study, with as a main objective the development of common harmonised guidance for the monitoring, certification and verification of engine power of EU catching vessels in line with the provisions of the Control Regulation. These guidance documents have been prepared during September 2022 – 2024, and the final guidance documents have been endorsed by the Expert Group on Fisheries Control in March 2025.

In December 2024, all coastal Member State fleets were under their respective capacity ceilings (Figure 8). However, it has come to the Commission's attention that engine power related compliance issues are increasingly becoming subject to complaints. This raises concerns about the accuracy and reliability of the engine power values as reported by the coastal Member State and reflected in the Union fleet register.

[16] Directorate-General for Maritime Affairs and Fisheries (European Commission), Roos Diesel Analysis B.V., *Study on engine power verification by Member States*, final report, ISBN 978-92-76-08327-6, DOI 10.2771/945320, Luxembourg, Publications Office of the European Union, 2019.

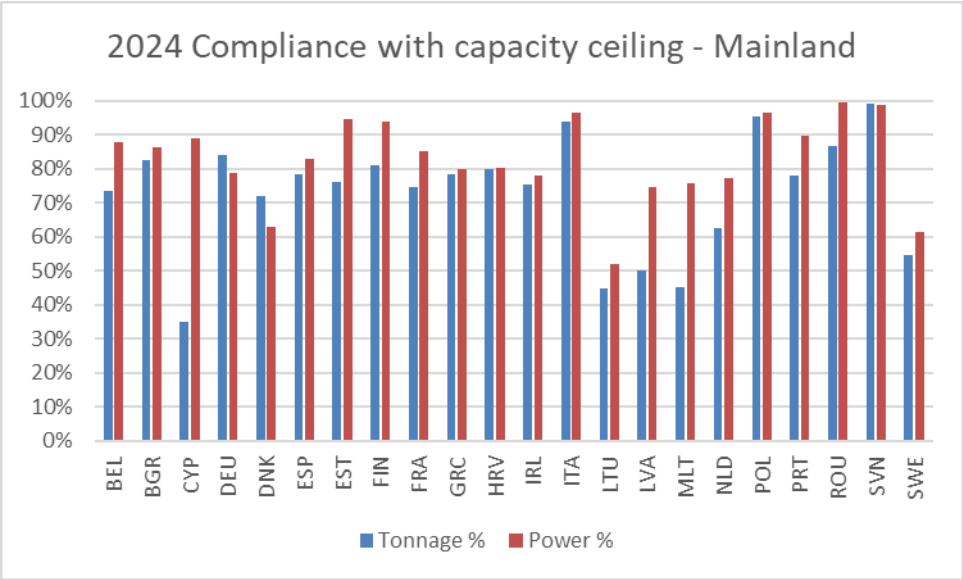


Figure 8: *Effective capacity as a percentage of the capacity ceiling by Member State in December 2024: mainland fleets only*

The fleet in the outermost regions has seen a reduction in the number of vessels and gross tonnage capacity (Figures 9 and 10). Between December 2022 and December 2023, the number of vessels decreased by 200 to a total of 3 737. Fleet capacity in GT decreased by 3 256 GT to 52 391 GT. Fleet capacity in kW increased marginally by 18 837 kW to 375 526 kW.

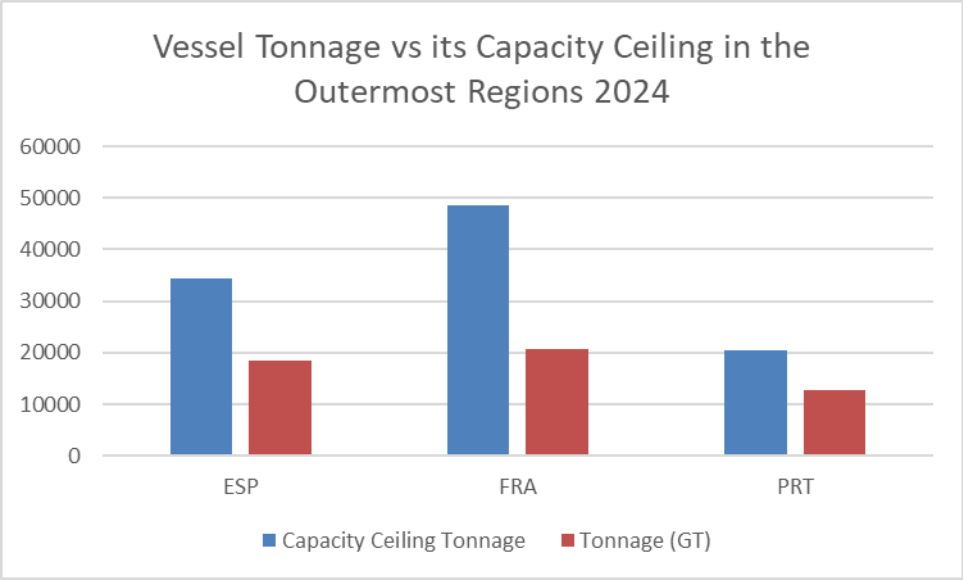


Figure 9: *Vessel tonnage vs its capacity ceiling in the EU outermost regions (2024)*

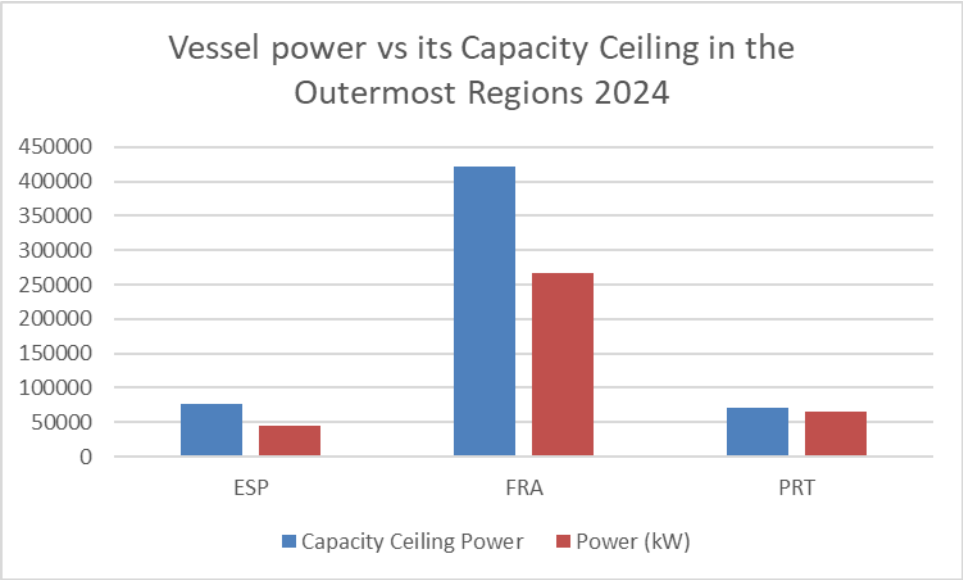


Figure 10: *Vessel power vs its capacity ceiling in the EU outermost regions (2024)*

2.3 Main conclusions by coastal Member State[17]

Each year, the STECF issues advice on the balance between fleet capacity and fishing opportunities for the different fleet segments and on the quality of the coastal Member States' assessments provided in their national fleet reports and, where relevant, action plans. Therefore, the STECF conclusions sometimes differ from those of the coastal Member States, as summarised below, based on the indicators calculated by STECF. In the summaries which follow, the Commission has drawn conclusions and inferences from the STECF calculations.

Belgium had 3 fleet segments (totalling 45 vessels) with red biological indicators and another 2 segments (totalling 43 vessels) with red economic indicators, which points to an imbalance. Belgium considers that its fleet is in balance with fishing opportunities and has not submitted an action plan.

Bulgaria had 9 fleet segments (totalling 69 vessels) with at least one red biological indicator. Of these 9 segments, 5 were exploiting stocks at risk. All fleet segments had one or more economic indicator. **Bulgaria has submitted an updated action plan** but does not give enough information about specific actions to balance fleet capacity with fishing opportunities.

Cyprus had 4 fleet segments with red economic indicators and 4 segments with a red biological indicator. **Cyprus submitted an action plan in 2023** concerning overcapacity in one of these fleet segments comprising 4 vessels (out of a total fleet of 853) for action by 2025. It will tackle the overcapacity by permanently withdrawing two vessels or by modifying fishing gear.

[17] Red or green indicators are references to the Annex and mean that the indicators as assessed in STECF-23-13 possibly indicate an imbalance (red) or no imbalance (green). A further explanation is given in the STECF report. If Member States have not submitted an action plan, this means they consider their fleets to be in balance.

Germany had 4 fleet segments with at least one red biological indicator and 13 with at least one red economic indicator. **Germany has submitted an updated action plan** covering 7 fleet segments.

Denmark had 18 fleet segments with at least one red biological indicator and 18 segments with at least one red economic indicator. Out of 1 989 vessels, 763 were inactive, which is a significant increase in inactive vessels compared to the year before. In 2024, Denmark **submitted an updated action plan** however only very general measures were included.

Spain had 38 fleet segments with at least one red biological indicator and 14 fleet segments with at least one red economic indicator. **Spain submitted an updated action plan** with objectives clearly defined and the measures to achieve them being described.

Estonia had 4 fleet segments with at least one red biological indicator and 1 segment with three red economic indicators. Estonia has a fleet of 2 015 vessels, of which 766 are inactive. Estonia has **not submitted an action plan** and considers all segments to be in balance.

Finland had 4 fleet segments with at least one red biological indicator and 4 segments with at least one red economic indicator. Finland has **not submitted an action plan,** despite the indications of overcapacity. Finland has not fixed objectives for achieving capacity reductions.

France had 43 fleet segments with at least one red biological indicator and 11 fleet segments with at least one red economic indicator. France **submitted an updated action plan** including four new segments. The plan contains a wide range of general as well as more specific measures for imbalanced fleet segments.

Greece had 7 fleet segments, of which 1 had at least one red biological indicator. There were 5 segments with at least one red economic indicator. **Greece has not yet presented an action plan** despite the indications of overcapacity. An action plan is in preparation but was not submitted with the annual fleet report.

Croatia had 20 fleet segments with at least one red biological indicator and 14 segments with at least one red economic indicator. **Croatia continues its action plan** to tackle overcapacity through temporary and permanent cessation and complemented with supplementary measures.

Ireland had 12 fleet segments with at least one red biological indicator and 10 segments with at least one red economic indicator. 4 segments had no available economic indicator. **Ireland has not presented an action plan** despite the indications of overcapacity.

Italy had 20 fleet segments with at least one red biological indicator and 9 fleet segments with at least one red economic indicator. Italy **has presented an updated action plan** to tackle the overcapacity in its fleet. Italy's action plan presents different measures to reduce fishing effort, e.g. continuing previous measures and permanently ceasing activity.

Latvia had 2 fleet segments with at least one red biological indicator. No fleet segments had red economic indicators. **Latvia has submitted an action plan in 2023** and considers this action plan to be in the implementation phase.

Lithuania had 6 fleet segments with at least one red biological indicator and 2 fleet segments with at least one red economic indicator. Lithuania **submitted an action plan** targeting 4

vessels in one fleet segment, which would reduce the total tonnage of the segment by 40 % through permanent cessation and a 42 % decrease in power.

Malta had 8 fleet segments with at least one red biological indicator and 4 segments with at least one red economic indicator. **Malta has submitted an action plan** which largely is a statement of intent to improve monitoring activities.

The Netherlands had 1 segment with red biological indicators and 3 segments with red economic indicators. Despite the indications of overcapacity, **the Netherlands did not submit an action plan** referring to the benchmarking of the North Sea sole stock and the ongoing Coastal States negotiations on the management of pelagic stocks.

Poland had 7 fleet segments with at least one red biological indicator and 4 fleet segments with at least one red economic indicator. Poland **submitted an updated action plan** which clearly specifies the targets and the tools.

Portugal had 9 fleet segments with at least one red biological indicator and 6 segments with at least one red economic indicator. Portugal **extended its action plan** from 2022 to run through 2025.

Romania had 3 fleet segments with one red technical indicator and 1 fleet segment with one red biological indicator. Romania submitted an action plan which seems to be a continuation of the action plan from 2022. Romania **submitted an action plan** which is largely a statement of intent to improve monitoring of activities.

Slovenia had for biological indicators 12 fleet segments of which 6 segments had red indicators. No red economic indicators were identified. Despite the indications of overcapacity, **Slovenia did not submit an action plan** as it considers its activities extremely low and have insignificant impact.

Sweden had 19 segments with a red biological indicator and 4 segments with a red economic indicator. Sweden has **not submitted an action plan** as it considers all its segments in balance.

The number of segments with no biological or economic indicators have significantly reduced with only Bulgaria, Denmark Estonia, France, Ireland, Italy, Latvia, Poland and Romania having segments with no indicators. A number of Member States had segments with one or more indicators not having data available (Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, Netherland, Poland, Portugal, Romania, Slovenia, Spain and Sweden).

There were significant gaps in the provision of biological and economic indicators. Bulgaria, Cyprus, Denmark, Estonia, France, Ireland, Italy, Latvia, Poland and Romania all had segments for which either biological or economic data were not available. Compared to previous years the number of vessels for which data is not available no longer exceed 200 vessels in any Member State.

The Commission has written to these Member States about the need to improve data collection in order to comply with Article 22 of the CFP Regulation. The Commission also asked Member States to submit further details on their fishing fleets in order to build a clear picture of the situation in their fleets. In particular, this is intended to further the work on energy transition

and tackle the health and safety concerns highlighted in the fisheries and oceans package[18], while stressing the need to improve data collection,

The Commission has launched a study of the fleet to feed into the evaluation of the CFP Regulation.

2.4 Financial support from the European Maritime, Fisheries and Aquaculture Fund (EMFAF) for the structural adaptation of fishing fleets

Certain segments of the fishing fleet are subject to overcapacity, resulting in the overexploitation of marine biological resources. If there is structural overcapacity, the profitability of the fleet is low because too many vessels are chasing too few fish. To avoid this situation, it is necessary to structurally adapt the fishing fleets concerned.

The European Maritime, Fisheries and Aquaculture Fund[19] (EMFAF) can grant, under very specific conditions, financial compensation to fishers if they permanently cease fishing activities. The fishing capacity eliminated thanks to this support is then permanently removed from the fleet. Permanent cessation can happen through the scrapping of a fishing vessel or through its decommissioning and retrofitting for activities other than commercial fishing. However, any conversion to recreational fishing must not lead to increased pressure on the marine ecosystem.

Member States are implementing their EMFAF programmes for 2021-2027. These programmes are multiannual strategic roadmaps for public investment, underpinned by an analysis of the strengths, weaknesses, opportunities and threats. They set out tailor-made actions which are co-financed by the Member States and the EU, in order to respond to the specific challenges linked to the common EU priorities for marine biodiversity, maritime policy and sustainable fisheries and aquaculture. These Programmes take into account, the balance between fleet fishing capacity and available fishing opportunities, as reported on annually by coastal Member States in line with Article 22(2) of the CFP Regulation.

2.5 Conclusion

In 2024, all coastal Member States complied with the obligation to report on the capacity and balance of their fleet segments with fishing opportunities. However, some Member States will need to adjust their reporting to better comply with the Commission's guidelines and tackle discrepancies between their national reports and the STECF's advice. 12 Member States submitted new or revised action plans encompassing many different measures to tackle overcapacity. However, more needs to be done to make the action plans more specific, time-bound and objective-driven.

[18] Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the Energy Transition of the EU Fisheries and Aquaculture Sector (COM(2023) 100 final).

[19] Regulation (EU) 2021/1139 of the European Parliament and of the Council of 7 July 2021 establishing the European Maritime, Fisheries and Aquaculture Fund (OJ L 247, 13.7.2021, p. 1).

The overall capacity of the EU mainland fleet (i.e. excluding the outermost regions) has remained relatively stable. Only minor changes were observed compared to the previous year, namely -2.92%, -4.72% and -3.25% in the number of vessels, tonnage and power, respectively.

Nevertheless, a greater focus is needed on the fleets of some coastal Member States, especially in the Mediterranean and Black Seas, where capacity is very close to the ceilings. Capacity measures can be particularly important for countries and regions where conservation and management measures are not (yet) effective enough to regulate input and output measures, such as effort limits or TACs.

3. Socio-economic performance: EU trends and results by fleet category

According to the latest available STECF annual economic report for 2024[20], the profitability saw a decrease from 2021 to 2022 and reached the lowest point in the time series. The decrease in profitability is largely due to the fuel costs. The profitability is expected to increase in 2023 primarily due to the effects of reduced fuel costs.

The socio-economic performance is presented below by fleet category:

Small-scale coastal fleet (SSCF).

The SSCF totalled 40 083 active vessels in 2022, employing 59 694 fishers. This implies that the SSCF comprised 76% of the active fleet and 53% of the engaged crew.

The value of landings by the SSCF represented 19% of all EU landings in 2022. The number of vessels of the SSCF is 76% from the EU active fishing fleet, however, in terms of GTs, they represent the 10%. The European Union's SSCF value of landings is heavily influenced by the Mediterranean region, which accounts for 41% of the total value. The second most significant region is the Southern Western waters, responsible for 33% of the SSCF landings' value. The value of landings in the EU for the SSCF shows distinct trends across different regions from 2018 to 2022.

In the Baltic region, there has been a consistent decline, dropping from EUR 58 million in 2018 to EUR 37 million in 2022, indicating a reduction of about 36%. This downward trend is mirrored in the Black Sea, where the value decreased by half from EUR 6 million to EUR 3 million over the same period. The Mediterranean region, traditionally a significant area for fisheries, saw a notable decrease from EUR 577 million in 2018 to EUR 405 million in 2022, reflecting a 30% decline. The North Sea and Eastern Arctic (NSEA) experienced a similar downward trajectory, with values falling from EUR 35 million in 2018 to EUR 23 million in 2022, a 34% reduction.

The gross and net profit margin in the SSCF can vary depending on several factors, such as the type of fishing activities, operational costs, market conditions, and the efficiency of the fleet management. There is a large heterogeneity among regions as far as the SSCF profit margins is concerned. However, most of the fishing regions have generated positive gross profit margins over the period analysed, except the Baltic Sea region's fleet (hitting a record low in

[20] STECF 24-07, Economic and Social analyses - European Commission (europa.eu).

2020) and NSEA which has fluctuated between losses and profits. In 2022, the Mediterranean also experienced a significant decline, transitioning from a positive value in the period 2018-2021 to a negative value. The net profit margin data from 2018 to 2022 showed notable trends and fluctuations across various fishing regions. The Baltic consistently recorded significant negative margins, although there was some improvement in 2022. The Black Sea region showed volatility with positive margins in some years and a sharp decline in 2021. The Mediterranean had consistently negative margins, with a notable decline in 2022. The NSEA showed significant negative margins, briefly turning positive in 2021 before dropping again in 2022.

The EU large-scale fleet (LSF)

The LSF encompassed 12 503 vessels in 2022 and employed 53 516 fishers, representing 23.7% and 44.7% of the total active EU fleet, respectively. This fleet contributed 73% in landings and 65% to the value of these landings of the total EU fleet.

The LSF was profitable in 2022 but the gross value added (GVA) reduced a 7.3% compared to 2021, gross and net profit reduced by 13% and 14% compared to 2021, respectively. In 2022, this segment accounted for 44.7% of the total employment (53 516 jobs) and 51.5% of the FTE (39 055) of the EU fishing fleet. GVA was estimated at around EUR 2.3 billion (67% of the EU total) and gross profit at around EUR 756 million (67% of the EU total). Estimated net profit was EUR 76 million (68% of the EU total).

Compared to 2021, gross profit and net profit in LSF decreased by 13% and 44%, respectively. Labour productivity (GVA per FTE) was estimated at EUR 58 900 which is a similar value as in 2021.

All productivity indicators have decreased significantly throughout 2015-2021 and compared to 2021, driven by the sharp increase in the fuel costs (39% higher than in 2021)

The EU distant-water fleet (DWF)

The DWF was composed by 244 vessels representing 0.5% of the EU active fleet and 1.1% of the effort (fishing days). However, it carries out 21% of all the landings of the EU in weight (715 000 tonnes) and 20% in value (EUR 1 295 million). Regarding flag states, Spain has 82% of the total number of vessels, followed by France (9%), Portugal (5%), Lithuania (2%), Italy (1%) and Poland (with one vessel). In terms of capacity, the active vessels of DWF show a capacity of 258 700 GT (21.5% of total) or 351 600 kW (7.9% of total). In 2022, the trend in the number of DWF vessels has reversed and gone up with respect to previous years. There was a solid downward trend from 288 in 2013 to 242 in 2021, a reduction of 15.3%. However, in 2022 the number increased in two units. This does not correlate with the level of catches and landings, which has increased by 3% in the period 2013-2022.

Regarding employment, the DWF accounts for 5% of the total employment (6 500 jobs) and 10% of the FTE (7 400) of the EU fishing fleet. In 2022, GVA was estimated at around EUR 405 million (12% of the EU total). Gross profit at around EUR 166 million (15% of the EU total) and estimated net profit was EUR 31 million (15% of the EU total).

In terms of comparisons, GVA decreased by 9.7%, compared to 2021, while gross profit decreased on 13.2% and net profit decreased 56.4%.

Labour productivity (GVA per FTE) was estimated at EUR 55 000. On average, the salary of FTE in the EU DWF in 2022 was EUR 32 400 per year (13% lower than in 2021). All productivity indicators have decreased throughout 2013 to 2022.

3.1 National fisheries profiles and social indicators

The latest STECF report on social data in fisheries[21] contains important information related to national fisheries profiles and the development of additional social indicators.

National fisheries profiles collate quantitative and qualitative social data for each Member State. They provide historical background and specific contextual information, and emphasise the most salient social, institutional, and legal aspects related to fisheries in each country. As such, they are a key tool to understand the wider social context of fisheries. To date, 17 National Fisheries Profiles (BE, BG, CY, DK, EE, ES, FR, HR, IE, IT, NL, PT, SE, SI, EL, DE, LV) have been produced and 8 have been peer-reviewed and published. Additionally, a template for fisheries community profiles has been developed to be used by national institutes to provide detailed case studies of specific harbours and complement national aggregate data analysed in the National Fisheries Profiles.

Regarding social indicators, the STECF proposed a list of 38 new social indicators, including 12 that would be immediately collectable by national authorities. Building on these findings, 6 Member States plan to test the collection of new social indicators in their National Work Plans (BE, HR, EL, FI, ES, SE). The STECF will also produce a first dedicated social report in autumn 2025 that will analyse existing social data (employment, income) collected through the EU MAP along with a set of more qualitative data (National Fisheries Profiles)..

4. Implementation of the landing obligation

The objective of the landing obligation is to avoid wasting resources through discards by encouraging fishers to fish more selectively and actively avoid unwanted catches. For that purpose, it requires all catches to be landed.

The landing obligation has been in place since 2015 and fully applicable since 2019. Reporting is based on information sent by Member States, advisory councils and other relevant sources to the Commission. Reports on implementing the landing obligation were first produced in 2015. Since 2016, this reporting has been included in the Commission's annual communication on the CFP. This staff working document covers implementation of the landing obligation in 2023.

Since 2021, the Commission has no longer been under a legal obligation to annually report on the implementation of the landing obligation. However, as the landing obligation is key to the CFP objectives, the Commission decided to continue annual reporting.

[21] https://stecf.jrc.ec.europa.eu/documents/d/stecf/stecf_24-05_social-data-in-fisheries

For 2024, reporting on the landing obligation was based on: (i) progress with EMFAF measures addressing the landing obligation; (ii) discussions in the advisory councils; (iii) control , including annual reporting by the European Fisheries Control Agency (EFCA); and (iv) studies conducted in previous years as extensively described in Section 3.3. of the Communication on the functioning of the CFP[22]. Looking ahead, in 2024 and 2025 the reports should focus on the ongoing evaluation of the landing obligation.

4.1 Implementation of measures at sea basin level

Delegated regulations specifying details for implementing the landing obligation

To ensure successful and feasible implementation of the landing obligation, Member States may develop joint recommendations in consultation with the advisory councils. They may agree to submit these recommendations to the Commission with specific implementation provisions which the Commission may adopt by means of delegated acts. Before adopting the delegated acts, the Commission must submit the joint recommendations to the STECF for assessment as the specific implementation provisions should take into account the best available scientific advice and include that advice as the basis for exemptions to the landing obligation.

Such delegated acts provide some flexibility where unwanted catches are very difficult to avoid or lead to disproportional costs, or where species have a high survivability rate. Exemptions from the landing obligation are set out in Article 15(4) of the CFP Regulation[23]. In addition to the exemptions for prohibited species and predator-damaged fish, the landing obligation does not apply to the following cases:

- High survivability cases, for which scientific evidence demonstrates high survival rates of discarded species.
- Up to 5% of the total annual catches (*de minimis*), either because scientific evidence demonstrates that increases in selectivity are very difficult to achieve or to avoid disproportionate costs for handling and sorting unwanted catches. These exemptions were put in place by the co-legislators to tackle the specific problems of (mostly) mixed fisheries[24] in achieving the objectives of the CFP Regulation and to avoid the phenomenon of choke species.

[22] Communication from the Commission to the European Parliament and the Council, *The common fisheries policy today and tomorrow: a Fisheries and Oceans Pact towards sustainable, science-based, innovative and inclusive fisheries management*, (COM(2023) 103 final).

[23] Additionally, Article 15(2) of the CFP Regulation empowers the Commission to adopt delegated acts for the purpose of implementing international obligations into EU law, including exemptions to the landing obligation.

[24] 'Mixed fisheries' means fisheries in which more than one species is present and where different species are likely to be caught in the same fishing operation, Article 4(1)(36) of the CFP Regulation.

The Western Waters[25], the North Sea[26], the Baltic[27] and the western Mediterranean[28] multiannual plans allow for delegated regulations to be adopted specifying details for implementing the landing obligation for species subject to catch limits and, in the Mediterranean, also species subject to minimum conservation reference sizes, and covering the *de minimis* and high survivability exemptions and technical measures aimed at increasing gear selectivity, reducing unwanted catches and eliminating discards. The landing obligation has been fully applicable since 2019 and multiannual plans have been adopted for most waters. This represents a shift from granting exemptions to the landing obligation under the CFP via temporary discard plans[29] to a more stable approach with multiannual plans as a legal basis.

In 2025, the following delegated regulations specifying details for implementing the landing obligation were in place:

1. Commission Delegated Regulation (EU) 2023/2623 of 22 August 2023 supplementing Regulation (EU) 2019/472 of the European Parliament and of the Council by specifying details of the landing obligation for certain fisheries in Western Waters for the period 2024-2027;

2. Commission Delegated Regulation (EU) 2023/2459 of 22 August 2023 supplementing Regulation (EU) 2018/973 of the European Parliament and of the Council by specifying details of the landing obligation for certain fisheries in the North Sea for the period 2024-2027;

3. Commission Delegated Regulation (EU) 2023/2462 of 22 August 2023 supplementing Regulation (EU) 2019/1022 of the European Parliament and of the Council by specifying details of the landing obligation for certain demersal stocks in the western Mediterranean Sea;

4. Commission Delegated Regulation (EU) 2023/2918 of 22 August 2023 supplementing Regulation (EU) No 1380/2013 of the European Parliament and of the Council as

[25] Article 13 of Regulation (EU) 2019/472 of the European Parliament and of the Council of 19 March 2019 establishing a multiannual plan for stocks fished in the Western Waters and adjacent waters, and for fisheries exploiting those stocks, amending Regulations (EU) 2016/1139 and (EU) 2018/973, and repealing Council Regulations (EC) No 811/2004, (EC) No 2166/2005, (EC) No 388/2006, (EC) No 509/2007 and (EC) No 1300/2008 (OJ L 83, 25.3.2019, p. 1).

[26] Article 11 of Regulation (EU) 2018/973 of the European Parliament and of the Council of 4 July 2018 establishing a multiannual plan for demersal stocks in the North Sea and the fisheries exploiting those stocks, specifying details of the implementation of the landing obligation in the North Sea and repealing Council Regulations (EC) No 676/2007 and (EC) No 1342/2008 (OJ L 179, 16.7.2018, p. 1).

[27] Article 7 of Regulation (EU) 2016/1139 of the European Parliament and of the Council of 6 July 2016 establishing a multiannual plan for the stocks of cod, herring and sprat in the Baltic Sea and the fisheries exploiting those stocks, amending Council Regulation (EC) No 2187/2005 and repealing Council Regulation (EC) No 1098/2007 (OJ L 191, 15.7.2016, p. 1).

[28] Article 14 of Regulation (EU) 2019/1022 of the European Parliament and of the Council of 20 June 2019 establishing a multiannual plan for the fisheries exploiting demersal stocks in the western Mediterranean Sea and amending Regulation (EU) No 508/2014 (OJ L 172, 26.6.2019, p. 1).

[29] Article 15(6) of the CFP Regulation.

regards the establishment of a de minimis exemption to the landing obligation for certain demersal fisheries in the Adriatic and south-eastern Mediterranean Sea;

5. Commission Delegated Regulation (EU) 2023/2460 of 22 August 2023 supplementing Regulation (EU) No 1380/2013 of the European Parliament and of the Council as regards the establishment of a de minimis exemption to the landing obligation for certain small pelagic fisheries in the Mediterranean Sea;
6. Commission Delegated Regulation (EU) 2024/2992 amending Delegated Regulation (EU) 2023/2462 supplementing Regulation (EU) 2019/1022 of the European Parliament and of the Council by specifying details of the landing obligation for certain demersal stocks in the western Mediterranean Sea

7. Commission Delegated Regulation (EU) 2018/306 of 18 December 2017 laying down specifications for the implementation of the landing obligation as regards cod and plaice in Baltic Sea fisheries.

Quota management

In previous years, Member States reported that the most important management measures to help prevent choke situations[30] and successfully implement the landing obligation were quota swaps; inter-species and inter-annual flexibility provided for by CFP Regulation. These tools remain important but no significant trend can be detected in quota swapping between Member States. This is confirmed by the Commission's QUOTA database (Figures 11, 12, 13). To increase transparency and facilitate swapping, the Commission publishes the quota swaps list every year on a public website[31]. Figures for the current year are updated weekly.

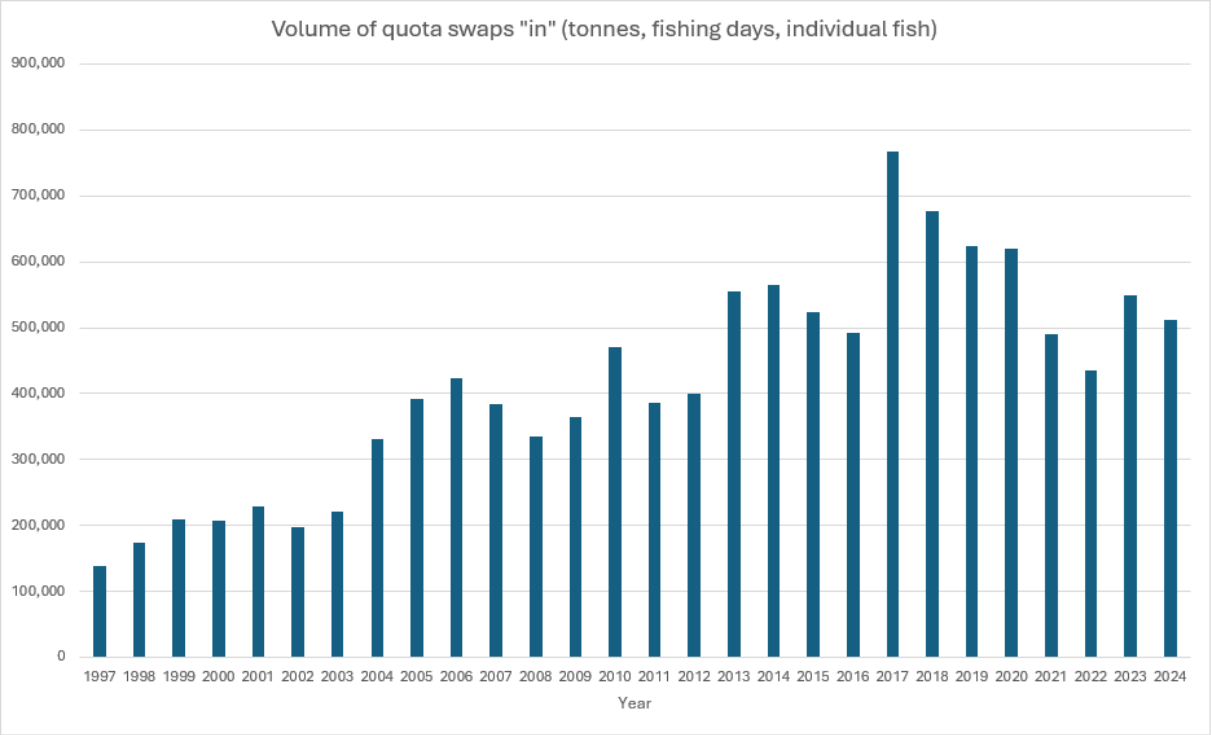


Figure 11: *Volume of quota swaps 'in' (t)*

[30] 'A species for which the available quota is exhausted (long) before the quotas are exhausted of (some of) the other species that are caught together in a (mixed) fishery' (Zimmermann et al. 2015).

[31] After notifying the Commission, Member States may exchange all or part of the fishing opportunities allocated to them (Article 16(8) of the CFP Regulation). The quota swaps are published every year by the Commission at **Fishing quotas - European Commission**.

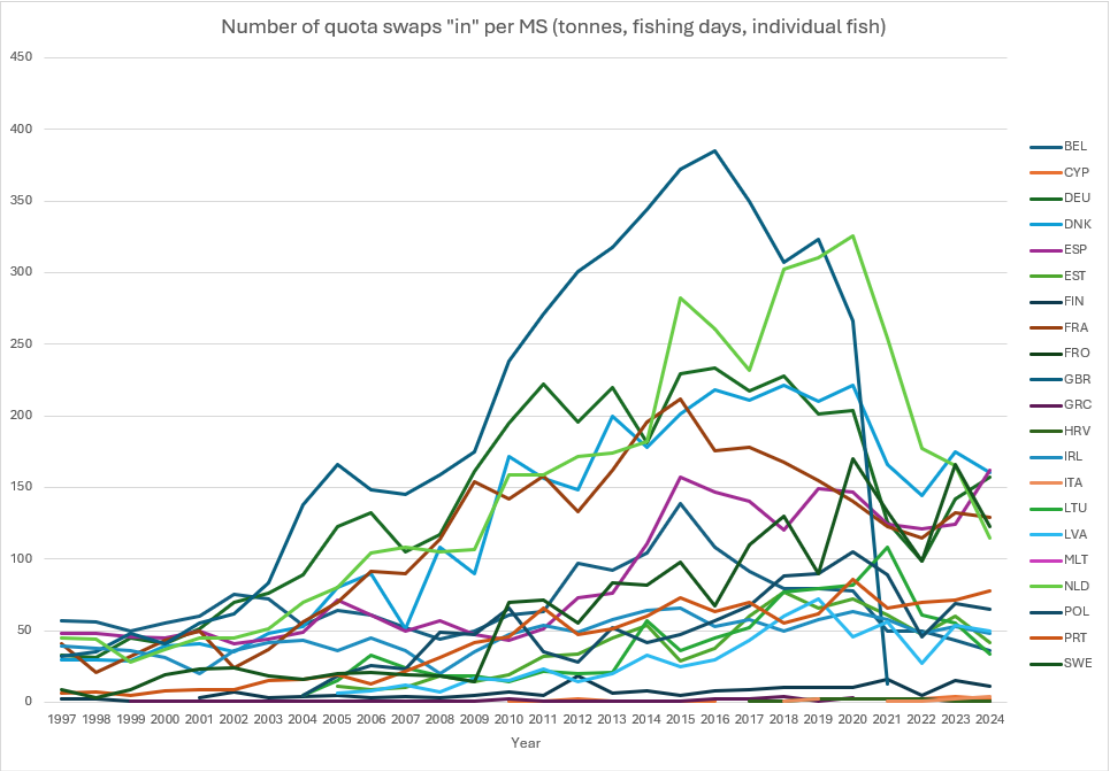


Figure 12: *Volume of quota swaps 'in' by Member State (t)*

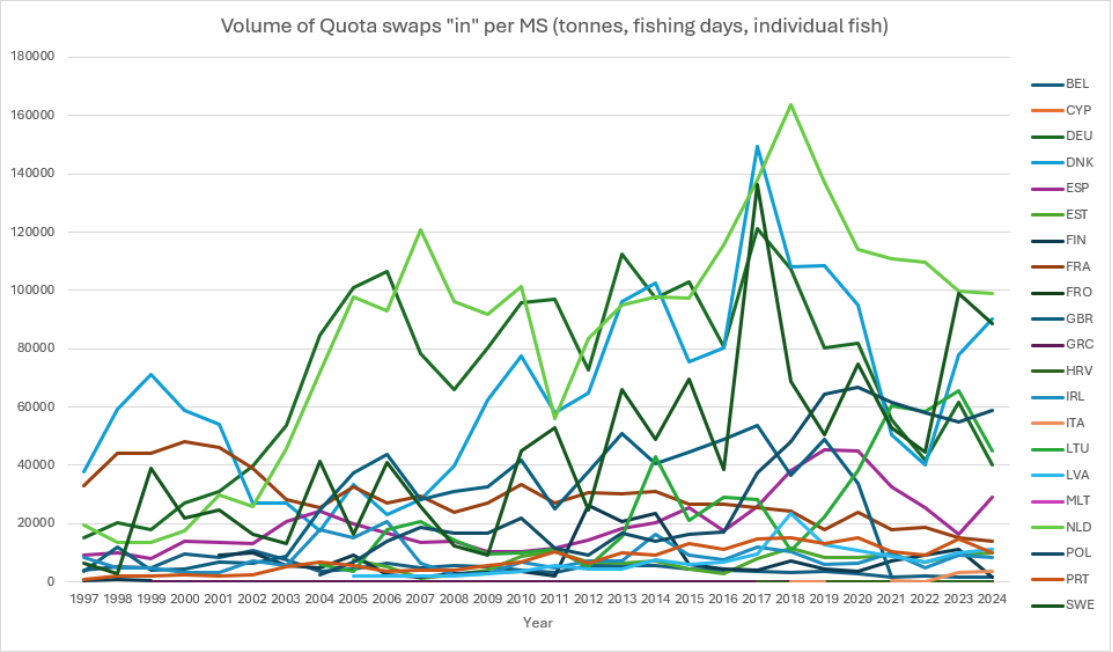


Figure 13: *Number of quota swaps 'in' by Member State*

4.2 Control and enforcement by Member States

As reported in previous years, the main risks of non-compliance associated with the landing obligation during fishing activities at sea are the illegal and undocumented discarding of catches. There are incentives for illegal and undocumented [32]discarding which need to be tackled through the adoption of 'control'[33] and 'enforcement'[34] measures by Member States.

However, Member States mainly use traditional control tools, such as inspections at sea, landing inspections, data analysis and aerial surveillance. These tools on their own are not effective for ensuring control and enforcement of the landing obligation during fishing activities at sea. For example, inspections at sea only provide a snapshot at the time of monitoring and do not cover fishing activity before or after an inspection. It is not likely that illegal and undocumented discarding will be detected during inspections at sea as operators are unlikely to contravene the landing obligation in the presence of officials. Landing inspections do not monitor illegal discards during fishing activities at sea and aerial surveillance does not always provide sufficient evidence of compliance or non-compliance[35] Data analysis may indicate a lack of discard reporting but does not confirm it at individual vessel level. The lack of effective control measures adopted by Member States to date, means that illegal behaviour, in the context of the main risks associated with the landing obligation, are very difficult to detect and confirm. In turn, this means that sanctions are seldom applied for illegal and undocumented discarding. These control and enforcement shortcomings undermine the 'development of a culture of compliance' as required under EU rules[36] and also have serious ramifications in terms of the ability of Member States to ensure that catches falling under de minimis exemption do not exceed the permitted amounts[37].

The inadequacy of these conventional control methods has been highlighted in several reports, including ten audit reports by the European Commission[38] and several evaluation reports by the European Fisheries Control Agency (EFCA). The Commission audit reports highlighted a failure by Member States to adopt the necessary measures to ensure control and enforcement of the landing obligation in contravention of the Control Regulation and the CFP Regulation, and that there were indications of prolific illegal and undocumented discarding of catches. The EFCA reports indicated widespread discards in several fisheries. Subsequent studies have confirmed that discard rates have not changed since the introduction of the landing obligation. Legally, however these alleged non-compliances are difficult to sustain because of the

[32] The main risks include illegal and undocumented discarding to avoid 'choke' situations, maximise profit ('high-grading') and reduce the costs associated with the handling and storage of low-value catches.
[33] 'control' means monitoring and surveillance; (Article 4(3) of Council Regulation (EC) No 1224/2009).
[34] 'enforcement' means any actions taken to ensure compliance with the rules of the common fisheries policy; (Article 4(26) of Council Regulation (EC) No 1224/2009.
[35] This is compounded by the significant number and complexity of the *de minimis* and high survivability exemptions. Aerial surveillance cannot reliably identify species, size and condition, so it cannot confirm non-compliance; it is also greatly impaired by poor weather and bad visibility (including periods of darkness).
[36] Control and enforcement of the CFP shall in particular be based on and shall include the following: [...] (g) the development of a culture of compliance and co-operation among all operators and fishermen. (Article 36(2)(g). (Regulation (EU) No 1380/2013 of the European Parliament and of the Council)
[37] Member States shall ensure that catches falling under the de minimis exemption referred to in point (c) of Article 15(5) of Regulation (EU) No 1380/2013 do not exceed the percentage of the exemption established in the relevant Union measure. (Article 49b of Council Regulation (EC) No 1224/2009).
[38] Audits were conducted in BE (1), DK (1), FR (1), LT (1), IE (1), ES (2), NL (2) and UK (1) from 2017 to 2022.

problems to gather evidence and to identify individual vessels/operators responsible for the discards. According to the EFCA, remote electronic monitoring (REM) tools are very well suited to controls[39] of catch registration and illegal discard at sea. This has also been confirmed by several trials conducted by Member States and by third countries around the world, which have pointed out that these modern control technologies are scalable and effective measures for controlling discarding during fishing activities at sea. In the absence of such control tools enforcement action by Member States is limited.

In order to facilitate the effective control and enforcement of the landing obligation, the European Parliament and the Council adopted new EU rules which require EU vessels of 18 metres or more in length that pose a potential risk of non-compliance to install on-board REM systems, including closed-circuit television (CCTV) cameras, within the next 4 years. However, the new rules do not require the use of cameras on board fishing vessels of less than 18 metres in length overall and/or on those perceived to pose a low risk of non-compliance. It should be borne in mind that under EU rules, Member States are responsible for adopting the necessary measures to ensure control and enforcement of all activities, carried out within the scope of the CFP, regardless of vessel size. Such is to be done on the basis of a risk-based approach, which entails that MS have considerable discretion in controlling other fleet segments.

In addition to the issue of illegal and undocumented discard during fishing activities at sea, the landing obligation requires Member States to ensure 'detailed and accurate documentation of all fishing trips' and that catches to be 'recorded' and 'counted against the quotas where applicable'. The weighing and registration of landed catches is essential in this regard and effective monitoring of quota uptake is fundamental to the success of the CFP. However, verification conducted by the Commission over the years has shown that Member States do not always ensure that catches are weighed in accordance with EU rules and that there is often significant misreporting of the actual quantities landed. The problem has been identified in several sea basins[40] but is especially serious in the Baltic Sea where major shortcomings have been detected in those Member States with the largest quotas. Many of these shortcomings are longstanding issues that were previously identified by the Commission in verifications and audits, undermines the landing obligation in the context of recording and counting catches against quotas, contributes to overfishing and plays a significant role in the decline of fish stocks.

Improper implementation of the landing obligation poses a significant risk to achieving the objectives of the CFP and undermines the accuracy of catch data (landings, unwanted catch, and discards) and reporting. Data and accurate reporting are crucial for the quality of scientific advice and therefore for achieving the maximum sustainable yield.

European Fisheries Control Agency (EFCA) last haul inspections

[39] Several Member States have agreed to participate in an EFCA-coordinated REM pilot project to learn best practice on REM controls (one or two vessels per Member State). Denmark uses REM in the nephrops fleet operating in the Kattegat and the Netherlands is conducting a fully documented fisheries scheme on a few vessels in the North Sea. Neither project is being used for control and enforcement purposes.

[40] Serious shortcomings detected concerning weighing and catch recording remain in NL, FR, DK, DE, PT, SE, PL, FI and EE. There are also indications that IE, DK and LT do not weigh and register sorted and unsorted catches in accordance with EU rules.

EFCA last haul verifications[41] have contributed to a level of monitoring the implementation of the landing obligation, either in relation to illegal discards or to the recording of legal discards covered by exemptions. While such verification during sea inspections is not effective in detecting possible infringements related to illegal discards – since fishers are unlikely to discard fish subject to the landing obligation in the presence of inspectors – they are instrumental in monitoring the implementation of the landing obligation. Moreover, this verification may also help to raise awareness among fishers regarding the provisions of the landing obligation and associated reporting requirements.

The need for alternative control tools such as the REM as an effective operational solution for monitoring compliance with the landing obligation and identifying illegal practice was emphasised in 2023. During the course of the year, the EFCA REM Working Group discussed topics such as data protection issues, tender and procurement, the installation of REM systems, and the development of operational guidelines for implementing REM in NAFO fisheries. The EFCA will continue to assist Member States in preparing for implementation of REM and in identifying the best possible strategies for monitoring the landing obligation.

5.34 The work and role of advisory councils in 2023

5.1 Advisory councils' recommendations in 2023 and how these were taken on board

In 2024, the advisory councils (ACs) submitted 93 recommendations to the Commission, down from the 128 submitted in 2023. As in previous years, they covered a broad range of subjects (Figure 16), which indicates the extent to which the large number of files has an impact on fisheries and aquaculture.

The number of recommendations varied considerably between ACs. Recommendations were evenly spread across the different ACs although most were received from the Pelagic Advisory Council (PelAC) and the Conselho Consultivo para as Regiões Ultraperiféricas (CCRUP). As in previous years, joint recommendations were also submitted to the Commission by the Member States who consulted the ACs.

[41] Last haul: verification of the catch composition of the last haul during sea inspections.

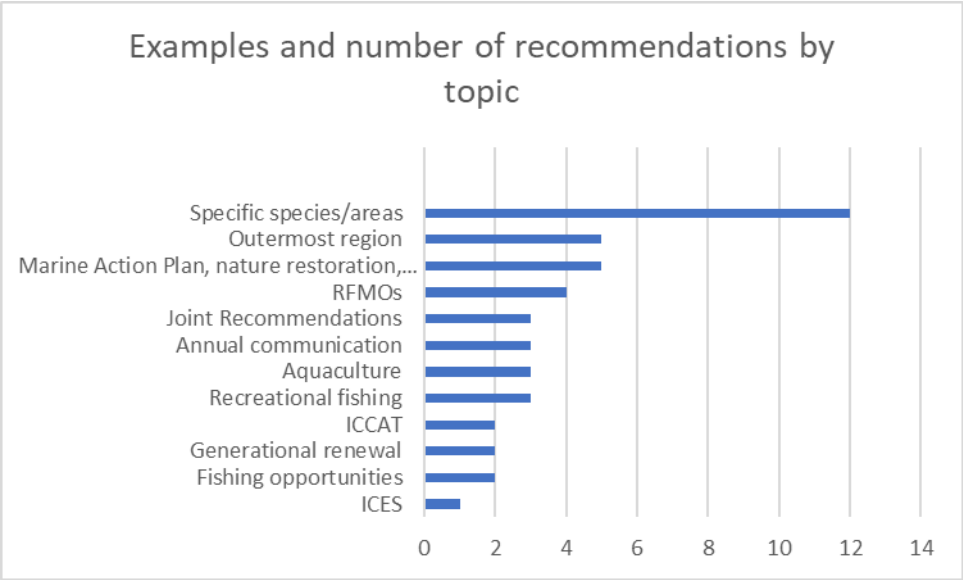


Figure 14: *Number of recommendations received by the Commission on various topics*

As described below, these recommendations were essential in shaping policy. The Commission took the recommendations on board to a large extent.

1) Recommendations on the Mediterranean and Black Seas

In 2024, the Commission received recommendations from the **Mediterranean Advisory Council** (MEDAC) on topics such as fishing opportunities, implementation of the EU Western Mediterranean multiannual plan, implementation of GFCM multiannual plans, on generational renewal, on marine recreational fishery, on invasive species (particularly focusing on blue crab) on the stakeholder engagement in GFCM and STECF processes but also contributions on the CFP evaluation, on the EMFAF and EMFF, on Fishers of the Future and contributions to EU proposals to the GFCM.

In the EU proposals for GFCM recommendations and resolutions, the Commission incorporated parts of all MEDAC recommendations on new multiannual plans, new fisheries restricted areas in the Mediterranean Sea, additional measures on blackspot seabream multiannual management plan, measures on small pelagics in the Adriatic and demersals in the Strait of Sicily, red coral and non-indigenous species. The Commission promoted in all the GFCM proposals the need for a regional level-playing field, as requested by MEDAC.

In preparing the annual fishing opportunities proposal for the Mediterranean and Black Seas, the Commission took into account parts of MEDAC recommendations, including implementation of the compensation mechanism under the Western Mediterranean multiannual plan, notably by proposing to increase the level of compensation and include additional technical criteria.

The Commission also received recommendations from the **Black Sea Advisory Council** (BISAC) on topics such as the decarbonisation of fishing activities in the Black Sea, fleet

modernization and sustainability of fisheries in the Black Sea, as well as small scale fishery challenges and data collection, recreational fishery registration regimes and mitigation of IUU fishing in the Black Sea, sea space use and reconciliation between traditional activities with emerging one, selectivity of the fishing gear, marine aquaculture, fishing sector involvement in ghost gear mitigation to reduce bycatch, efficiency and impact of the state aid, needs and challenges of the fishery sector in the Black Sea. The Commission incorporated parts of these recommendations into the proposals for GFCM recommendations,

2) North-East Atlantic and North Sea – shared fish stock management

In 2021, the North-Western Waters Advisory Council (NWWAC), the North Sea Advisory Council (NSAC) and the Pelagic Advisory Council (PELAC) decided to set up an inter-AC forum to deal with the consequences of the UK's withdrawal from the EU. The Commission has been meeting with this forum's members regularly since 2022 to discuss the agenda items of the Specialised Committee on Fisheries (SCF) under the EU-UK Trade and Cooperation Agreement and debrief on annual consultation outcomes. For the SCF in particular, this has helped prepare stakeholder involvement on a number of important files to be discussed with the UK.

In addition, the joint recommendation of the NWWAC and the NSAC on skate and ray management was followed up by the Commission's regular attendance at focus group meetings to prepare the terms of reference for the STECF EWG in 2022 and work with the UK in the SCF.

The NWWAC recommendation on the seabass tool was followed up with specific discussions between the Commission and the focus group on how to improve the current tool. This helped inform the EU position when drafting joint terms of reference for ICES, agreed by the EU-UK SCF.

Other NWWAC recommendations provided feedback on technical measures for Celtic Sea cod. This feedback is being taken into consideration in the ongoing discussions with the UK aimed at introducing co-agreed measures. The Commission will continue to engage with the NWWAC on this topic.

The NWWAC adopted a recommendation on the draft joint recommendation for the delegated regulation specifying the details for implementing the landing obligation and advice on choke situations after exemptions. This NWWAC recommendation helped ascertain the main priorities of and concerns raised by stakeholders about the extensive list of proposed *de minimis* and high survivability exemptions. In some cases, the information was also helpful in subsequent stages of this process, in particular during interaction and technical meetings with the STECF experts responsible for evaluating the exemptions in the joint recommendation. On choke risks, the NWWAC recommendation included a comprehensive list of key choke species, based on the 'choke mitigation tool', by sea basin, fishing area, species and TACs. This information further confirmed the high degree of complexity in mixed fisheries and the importance of some *de minimis* and high survivability exemptions to help avoid choke risks in those fisheries.

3) South-Western Waters

The South-Western Waters Advisory Council adopted a recommendation on the limitation of variations in fishing opportunities for certain stocks over the years. The stocks concerned were shared stocks managed by the EU.

4) Baltic Sea

The Commission proposal on fishing opportunities for 2025 took into account the Baltic Sea Advisory Council's (BSAC) recommendations and followed the recommendations given for Riga herring and salmon in the main basin and in the Gulf of Finland. The BSAC also adopted recommendations on the CFP evaluation, on seals and on cormorants. It also replied to the Commission questionnaires on the implementation of the Baltic Sea multiannual plan, and of the landing obligation. Moreover, the established good and regular cooperation with BaltFish (the Member State Regional Group for the Baltic) continued.

5) Aquaculture

The Aquaculture Advisory Council (AAC) submitted 5 recommendations on aquaculture in 2023. In doing so, the AAC continued to support implementation of the Strategic guidelines for aquaculture, in particular in relation to work related to environmental performance, climate change adaptation and mitigation, decarbonisation and good husbandry practices. In addition, the AAC proposed to set up a system for regularly monitoring the progress and impact of the Strategic guidelines and Member State Multiannual National Strategic Plans for Aquaculture. Based on this proposal and discussions with the AAC and Member States, DG MARE has launched a yearly survey for this purpose. The AAC also provided valuable input on the development of the EU-wide communication campaign on aquaculture, finally launched on 25th of March 2025.

6) Market

In 2024, the MAC adopted recommendations on a number of topics related to the market policy, including market intelligence, consumption patterns, and the sustainability of fishery and aquaculture products on the EU market. The recommendations covered *inter alia* studies suggested for inclusion in the work programme of the European Union Market Observatory for Fisheries and Aquaculture Products (EUMOFA), and disturbances on the market for fishery and aquaculture products due to Russia's full-scale invasion of Ukraine.

7) Energy transition of the EU fisheries and aquaculture sector[42]

In 2023, the Commission discussed the energy transition with ACs. The Commission received several recommendations on energy transition from a number of ACs. The Commission launched the Energy Transition Partnership in EU fisheries and aquaculture, in June 2023, marking a collaborative start, featuring diverse workshops and 10 segment groups to foster deep dialogue to collect input that will be gathered into the roadmap.

The work has been ongoing with various workshops and working groups meetings taking place and more workshops and events planned during 2025.

8) Maritime spatial planning and the Marine Strategy Framework Directive

In 2024, MEDAC adopted a recommendation on the processes for Marine Spatial Planning.

5.2 Conclusion

As reported in previous years, the ACs are the Commission stakeholders' forum and a vital part of policymaking under the CFP. Their recommendations are of the utmost importance to the Commission as they enable EU and national policymakers to draw on local knowledge and experience. They also build collaboration and trust between all those involved.

Advice by ACs is an important input to policymaking and the development and implementation of measures, even though not every recommendation leads to a change in legislation. Conservation measures need to be adopted taking into account the available scientific, technical and economic advice. This advice includes reports drawn up by the STECF and other scientific advisory bodies, recommendations from advisory councils and joint recommendations from Member States under Article 18 of the CFP Regulation. Some recommendations may have already been addressed through EU legislation or initiatives; others may have been considered but are not yet visible in legislation.

AC recommendations may lead to different outcomes, such as contributing to research and policy documents or to scientific advisory bodies' terms of reference. They may also trigger the launch of a study on a specific issue. Above all, AC recommendations make it possible to discuss and get a better understanding of the issues at stake and involve stakeholders in policymaking. Dialogue with stakeholders is enshrined in the CFP Regulation, as part of the principles of good governance under Article 3. It has proven to be essential to achieving the objectives of the CFP. Considering the diverse nature of EU waters and the increased regionalisation of the CFP, ACs enable the CFP to draw on the knowledge and experience of all stakeholders. Involving stakeholders, in particular ACs, at all stages – from conception to implementation of the measures – is provided for as a guideline for the CFP under Article 3.

[42] Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, *On the Energy Transition of the EU Fisheries and Aquaculture sector* (COM(2023) 100 final).

6. International ocean governance

The EU has committed to taking an even more active role in international ocean governance and in implementing the UN 2030 Agenda and its Sustainable Development Goal (SDG) 14 'life below water' by:

1. strengthening international ocean governance framework at global, regional and bilateral levels;
2. making ocean sustainability a reality by 2030 by taking a coordinated and complementary approach to common challenges and cumulative impacts;
3. making the ocean a safe and secure space as competition in international waters and challenges to the rules-based multilateral order are growing;
4. building up international ocean knowledge for evidence-based decision-making that results in action to protect and sustainably manage the ocean.

In 2022, a Joint Communication on international ocean governance was published, focusing on safe, secure, clean and sustainably managed oceans. The Communication on international ocean governance[43] focuses on safe, secure, clean and sustainably managed oceans. It contributes to the EU's implementation of the UN 2030 Agenda for Sustainable Development, in particular SDG 14 'life below water'[44] and delivers on the blue part of the European Green Deal[45], demonstrating the EU's strong engagement on oceans.

As the CFP is an exclusive competence of the EU, the Commission represents the EU in international negotiations on issues falling under the CFP at multilateral, regional and bilateral levels.

The EU made it a priority to adopt the agreement on the biodiversity of areas beyond national jurisdiction[46]. The agreement now needs to be ratified to enter into force and subsequently be implemented. The EU has completed its ratification process, it will deposit its ratification instrument, together with as many Member States as possible, before the 3rd UN Ocean Conference in June 2025. Once in force, the agreement will allow for marine protected areas to be designated, help set global guidelines and standards for conducting environmental impact assessments and encourage mutual support between different international frameworks and bodies with ocean-related competence.

Through 2024 the EU continued to lead the efforts to push for the ratification of the agreement on harmful fisheries subsidies (Phase I) of the World Trade Organisation (WTO agreed in June 2022 for which 111 instruments of acceptance (i.e. 2/3 of the WTO Members) are needed. The

[43] Joint Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, *Setting the course for a sustainable blue planet - Joint Communication on the EU's International Ocean Governance agenda*, (JOIN(2022) 28 final).
[44] https://www.un.org/sustainabledevelopment/oceans/
[45] https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/european-green-deal_en
[46] United Nations Conventions on the Law of the Sea implementing agreement on biodiversity beyond national jurisdiction.

EU also actively participated in consultations on the various Chair's proposals and initiatives to try to conclude Phase II, including a renewed attempt by the Chair in December 2024 to push for an agreement which did not materialise.

Following the 2023 European Citizens' Initiative, the Commission advanced with the impact assessment on the appropriateness of a trade ban on detached shark fins, as suggested by the initiative, and potential alternative measures. We coordinated with other Units in DG MARE and other DGs to monitor implementation of existing EU rules relevant to sharks, including traceability, labelling, and monitoring of shark fisheries, while pursuing our efforts to extend the finning ban through RFMOs. As we need to improve our ability to monitor trade in shark fins and other products, we worked with DG TAXUD in 2024 on a decision on additional customs classification codes applicable as of 1 January 2025.

In addition, the Commission continued to develop cooperation with the FAO to support developing countries in various fields contributing to food security, nutrition, and the achievement of Agenda 2030, in particular SDG14. Among other things, the EU supported the FAO for assisting developing countries in the fight against IUU fishing and to ensure the effective implementation of the Port State Measures Agreement as well as other fisheries agreements and tools, which are crucial to ensure the sustainability of fish stocks and the contribution of fisheries to sustainable food systems. The EU supported the second Summit on Small Scale and Artisanal Fisheries, as well as the promotion of the new FAO Guidelines on Sustainable Aquaculture. The FAO is also the implementing agency of important EU development cooperation programmes aimed to enhancing the productivity and competitiveness of fisheries and aquaculture value chains in developing countries, while ensuring that economic improvements go hand in hand with environmental sustainability and social inclusiveness. The EU has also been encouraging the creation of an intergovernmental science-policy interface for ocean sustainability, aimed at establishing an Intergovernmental Panel for Ocean Sustainability. It obtained the inclusion of the ocean in the Global Stocktake at the UNFCC COP 28.

At regional level, the Commission always takes advantage of its participation in relevant organisations to promote the EU biodiversity strategy and the objectives and principles of the CFP. The Commission's messages focus on the sustainability of stocks, the promotion of science and science-based management decisions, the eradication of IUU fishing and the creation of a level-playing field.

In practical terms, the Commission's work in RFMOs in 2023 has led to the adoption of comprehensive management measures for both North and South Atlantic blue shark in the International Commission for the Conservation of Atlantic Tunas (ICCAT) and the approval of provisions on non-entangling and biodegradable fish aggregating devices (FADs) in the Inter-American Tropical Tuna Commission. This is the very first time an RFMO has adopted a binding measure to gradually introduce fully biodegradable FADs.

The EU continued to promote a culture of compliance within RFMOs, tabling proposals to improve monitoring and control, and to combat IUU fishing, and taking an active role in the compliance committees of RFMOs. This led to the adoption in 2023 of EU proposals to establish a vessel monitoring system and to tighten transhipment procedures under the

Southern Indian Ocean Fisheries Agreement, and on electronic monitoring within the Indian Ocean Tuna Commission and ICCAT.

In line with the EU biodiversity strategy and implementation of the Convention on Biological Diversity (CBD), the North-East Atlantic Fisheries Commission agreed to report to the CBD the vulnerable marine ecosystems areas of the North-East Atlantic which were closed to bottom fisheries as other effective area-based conservation measures (OECMs). OECMs are geographically defined areas – other than protected areas – which are governed in ways that achieve positive and sustained long-term outcomes for the conservation of biodiversity.

RFMOs are, however, multilateral international organisations where decisions are usually taken by consensus. Final outcomes very often reflect a compromise, and the EU has limited leverage to obtain certain outcomes. This was apparent, for example, at the Commission for the Conservation of Antarctic Marine Living Resources where the proposals from the EU and its Member States to create two new marine protected areas did not find the necessary consensus despite the efforts made. The same is also true of the Commission's continued efforts to push for the two Atlantic regional fisheries bodies to be upgraded to fully fledged RFMOs and to secure EU membership to the Bering Sea Convention. Unfortunately, no tangible progress was achieved in 2023 on either point due to a lack of consensus. Moreover, as there is seemingly no clear appetite in either of these regional fisheries bodies to upgrade their status, the Commission may reassess the weight given to this objective, also in view of other priorities.

Nevertheless, in 2023 the Commission did manage to progress with implementation of the Agreement to prevent unregulated high seas fisheries in the central Arctic Ocean. A scientific cooperation framework was adopted by the deadline set in the Agreement. The groundwork was laid to accelerate ongoing action to adopt a future measure on exploratory fisheries aimed at improving our knowledge of the region based on sound scientific research.

In 2023, progress was also made in implementing into EU law RFMO conservation and management measures and decisions.

The revision of the EU fisheries control system was successfully concluded at the end of 2023[47]. The amendments to the IUU Regulation, adopted as part of this revision, introduced legal provisions requiring the use of CATCH, an IT system implementing the EU catch certification scheme. EU importers and Member State authorities will be required to use CATCH from 10 January 2026. CATCH is an EU-wide real-time IT system allowing all information, data and documents to be centrally managed. The aim is to improve the effectiveness of the EU catch certification scheme and enable electronic submission of catch certificates and documents accompanying the fishery products imported into the EU. This will harmonise the implementation of the scheme and enhance import controls across the EU.

The amendments to the IUU Regulation also made changes to the content of the catch certificate and accompanying documents. The aim is to improve traceability and controls of fishery products destined for the EU market by collecting additional information necessary to correctly identify fishery products, related fishing activities and trade flows. The requirement to

[47] https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L_202302842

issue a processing statement was also extended to improve traceability of all consignments entering the EU. The Commission also strengthened guidance and cooperation with Member States on checks and verifications of fishery products imported into the EU.
Although the use of CATCH will be mandatory only for EU operators and Member State authorities, it will also be possible for non-EU-country operators and authorities to use the system directly to create, validate, and transfer catch certificates and related documents.

Moreover, the Commission continued to interact with and support a number of non-EU countries in the fight against IUU fishing through the system of dedicated dialogues and enabled them to fundamentally reform their fisheries control systems and meet their international obligations as flag, coastal, port and market States. Not all non-EU countries showed willingness to address identified shortcomings and to reform which led to additional pre-identifications or identifications as non-cooperating countries in the fight against IUU fishing. At the end of 2024, there were 8 pre-identified (with Senegal added in May 2024) and 5 identified non-EU countries to which the EU market for fishery products is closed (with Cameroon and Trinidad and Tobago added in respectively February and November 2023)[48].

The EU also provided support to Africa and the Indo-Pacific region to contribute to strengthen ocean governance including the conservation and sustainable of fisheries. This included support to build the countries' capacity to combat IUU fishing. In particular, the EU committed: EUR 35 million to Pacific ACP states under the Pacific-European Union Marine Partnership (PEUMP), EUR 28 million to the Indian Ocean region under the ECOFISH programme, EUR 16.5 million to West African nations under the *Improved regional fisheries governance in western Africa* project, EUR 20 million to the second Pacific-European Union Marine Partnership, EUR 58 million to the Sustainable Western Indian OCean Regional Programme (SWIOP), EUR 42 million to Central Africa Regional Ocean Programme (OCEBAC), EUR 59 million to West Africa Sustainable Ocean Programme (WASOP), and EUR 11 million to the Benguela Current Large Marine Ecosystem (BCLME).

Sustainable fisheries partnership agreements (SFPAs) continued to promote the sustainability of the oceans, a regulated framework for the EU long-distance fishing fleet and p the sustainable development of fisheries resources of third countries. Moreover, SFPAS put the EU on the map and helped the Commission maintain a political dialogue on fisheries policies with those third countries, in accordance with CFP principles and commitments under other EU policies.

Preparatory work started in 2024 to deliver on the objective of Commissioner Kadis' mission letter to work on a new generation of SFPAs, ensuring they are in line with the EU's wider regional strategies and priorities, most notably for Africa and the Indo-Pacific, and promote a coherent approach for sustainable fisheries in all multilateral fora and bilateral dialogues. the new generation of SFPAs

At the end of 2024, there were 11 SFPAs in force. New protocols were signed with Cabo Verde (24 July), Guinea-Bissau (18 September) and Greenland (12 December) to replace the ones that expired earlier in 2024. The new protocol with Ivory Coast was initialled on 21 November.

[48] https://oceans-and-fisheries.ec.europa.eu/system/files/2023-11/illegal-fishing-overview-of-existing-procedures-third-countries_en.pdf.

Negotiations of the new protocols with São Tomé and Principe (expired on 18 December) and Cook Islands (expired on 13 December) were carried out in the second half of 2024 and still require negotiation efforts to be completed.

Groundwork also started on future negotiations, notably *ex ante* and *ex post* evaluations of SFPAs and their implementing protocols were launched for Seychelles and Gabon.

Joint committee meetings were held with partner countries throughout the year to monitor implementation of the protocols, in particular regarding the sectoral support funds granted through the protocols. Overall, these agreements have contributed to economic activity and job creation in the EU and the partner countries. SFPAs have also been contributing positively to the development of the fisheries sectors, coastal communities and sustainable fisheries management.

A significant part of the total EU budget for SFPAs was devoted to projects funded under sectoral support, relating mostly to scientific research, control and surveillance capacity, small port infrastructure, and support to small-scale fishers. Those projects also contributed to eliminating IUU fishing and providing good framework conditions for local fishers, which leads to better food security. The financed projects included projects for supplying fishing equipment to small-scale fishers (including localisation and safety kits), improving capacity for sanitary control in ports, landing facilities with storage and ice facilities, financing the acquisition of patrol boats and their maintenance, and training fisheries inspectors and observers.

Annex 1 Summary of indicators calculated for each fleet segment (situation in December 2024)

The area code NAO means North Atlantic Ocean, including the North Sea, Celtic Sea and Baltic Sea. MBS means the Mediterranean and Black Seas, and OFR means other fishing regions. Gear codes are as set out in Annex XI to the Commission Implementing Regulation[49].

		Status 2022					Trends 2018-2022				
		Economic					Economic				
Fleet segment/ clustered segment	No. vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	CR/BER	RoFTA	ROI	NP margin	NVA/FTE
BEL NAO DTS2440 NGI *	15										
BEL NAO TBB1824 NGI *	17										
BEL NAO TBB2440 NGI	28										
Total active	60										
Total inactive	5										
% of inactive in total	7.7										

		Status 2022				Trends 2018-2022		
		Biological			Technical	Biological		Technical
Fleet segment	No. vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
BEL NAO DTS1824 NGI	8							
BEL NAO DTS2440 NGI	7							
BEL NAO TBB1218 NGI	1							
BEL NAO TBB1824 NGI	16	1						
BEL NAO TBB2440 NGI	28	2						

SR	FT	VL	Fleet segment	No of vessels	SAR	SHI	EDI	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE	VUR	VUR_{220}	#	GT	kW	SHI	EDI	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE	VUR	VUR_{220}	#	GT	kW
MBS	DFN	VL0006	BGR MBS DFN0006 NGI	332																									
MBS	DFN	VL0612	BGR MBS DFN0612 NGI	476																									
MBS	DFN	VL1218	BGR MBS DFN1218 NGI *	14																									
MBS	DFN	VL1824	BGR MBS DFN1218 NGI *	2																									
MBS	DFN	VL2440	BGR MBS DFN1218 NGI *	1																									
MBS	FPO	VL0612	BGR MBS FPO0612 NGI *	29																									
MBS	HOK	VL0006	BGR MBS HOK0006 NGI	13																									
MBS	HOK	VL0612	BGR MBS HOK0612 NGI *	17																									
MBS	PGP	VL0006	BGR MBS PGP0006 NGI	11																									
MBS	PGP	VL0612	BGR MBS PGP0612 NGI *	7																									
MBS	PGP	VL1218	BGR MBS PGP0612 NGI *	1																									
MBS	PMP	VL0006	BGR MBS PMP0006 NGI	64																									
MBS	PMP	VL0612	BGR MBS PMP0612 NGI	133																									
MBS	PMP	VL1218	BGR MBS PMP1218 NGI *	16																									
MBS	PMP	VL1824	BGR MBS PMP1218 NGI *	1																									
MBS	PS	VL0006	BGR MBS PS 0006 NGI *	11																									
MBS	PS	VL0612	BGR MBS PS 0006 NGI *	3																									
MBS	TBB	VL0612	BGR MBS TBB1218 NGI *	1																									
MBS	TBB	VL1218	BGR MBS TBB1218 NGI *	2																									
MBS	TBB	VL1824	BGR MBS TBB1218 NGI *	2																									
MBS	TM	VL0612	BGR MBS TM 1218 NGI *	6																									
MBS	TM	VL1218	BGR MBS TM 1218 NGI *	20																									
MBS	TM	VL1824	BGR MBS TM 1824 NGI	10																									
MBS	TM	VL2440	BGR MBS TM 2440 NGI	10																									
MBS	INACTIV	VL0006	BGR MBS INA0006 NGI	260																									
MBS	INACTIV	VL0612	BGR MBS INA0612 NGI	364																									
MBS	INACTIV	VL1218	BGR MBS INA1218 NGI	12																									
MBS	INACTIV	VL1824	BGR MBS INA1824 NGI	3																									
BGR Total				1821																									

[49] Commission Implementing Regulation (EU) No 404/2011 of 8 April 2011 laying down detailed rules for the implementation of Council Regulation (EC) No 1224/2009 establishing a Community control system for ensuring compliance with the rules of the Common Fisheries Policy (OJ L 112, 30.4.2011, p. 1).

		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economic					Economic						Biological			Technical	Biological		Technical
Fleet segment / clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
BGR MBS DFN0006 NGI	362											BGR MBS DFN0006 NGI	362							
BGR MBS DFN0612 NGI	505											BGR MBS DFN0612 NGI	505							
BGR MBS DFN1218 NGI *	17											**BGR MBS DFN1218 NGI**	14	1						
												BGR MBS DFN1824 NGI	3	1						
BGR MBS FPO0612 NGI *	1											BGR MBS FPO0006 NGI	1							
BGR MBS FPO0612 NGI *	31											BGR MBS FPO0612 NGI	31							
BGR MBS HOK0006 NGI	17											BGR MBS HOK0006 NGI	17							
BGR MBS HOK0612 NGI *	12											BGR MBS HOK0612 NGI	12	1						
BGR MBS PGP0006 NGI	6											BGR MBS PGP0006 NGI	6							
BGR MBS PGP0612 NGI *	7											BGR MBS PGP0612 NGI	7	1						
BGR MBS PMP0006 NGI	54											BGR MBS PMP0006 NGI	54							
BGR MBS PMP0612 NGI	110											BGR MBS PMP0612 NGI	110							
BGR MBS PMP1218 NGI *	18											**BGR MBS PMP1218 NGI**	16	1						
												BGR MBS PMP1824 NGI	2							
BGR MBS PS 0006 NGI *	10											**BGR MBS PS0006 NGI**	8							
												BGR MBS PS0612 NGI	2							
BGR MBS TBB1218 NGI *	10											BGR MBS TBB0612 NGI	2							
												BGR MBS TBB1218 NGI	6							
												BGR MBS TBB1824 NGI	2							
BGR MBS TM 0612 NGI	7											BGR MBS TM0612 NGI	7							
BGR MBS TM 1218 NGI	18											BGR MBS TM1218 NGI	18							
BGR MBS TM 1824 NGI	8											BGR MBS TM1824 NGI	8							
BGR MBS TM 2440 NGI	11											BGR MBS TM2440 NGI	11							
Total active	1204																			
Total inactive	673																			
% of inactive in total	35,85																			

		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economics					Economics						Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	ROI	RoFTA	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
HRVMBSDRN0006 NGI	346											HRVMBSDRN0006 NGI	346							
HRVMBSDRN0612 NGI	698											HRVMBSDRN0612 NGI	698	2						
HRVMBSDRN1218 NGI	13											HRVMBSDRN1218 NGI	13	2						
HRVMBSDRB0612 NGI	9											HRVMBSDRB0612 NGI	9	2						
HRVMBSDRB1218 NGI	13											HRVMBSDRB1218 NGI	13	2						
HRVMBSDTS0612 NGI*	128											HRVMBSDTS0006 NGI	1							
												HRVMBSDTS0612 NGI	127	1						
HRVMBSDTS1218 NGI	154											HRVMBSDTS1218 NGI	154	2						
HRVMBSDTS1824 NGI	30											HRVMBSDTS1824 NGI	30	1						
HRVMBSDTS2440 NGI	8											HRVMBSDTS2440 NGI	8	1						
HRVMBSFPO0006 NGI	47											HRVMBSFPO0006 NGI	47							
HRVMBSFPO0612 NGI	125											HRVMBSFPO0612 NGI	125							
HRVMBSHOK0006 NGI	88											HRVMBSHOK0006 NGI	88	1						
HRVMBSHOK0612 NGI*	252											**HRVMBSHOK0612 NGI**	245	2						
												HRVMBSHOK1218 NGI	7	3						
HRVMBSMGO0006 NGI	281											HRVMBSMGO0006 NGI	281							
HRVMBSMGO0612 NGI*	42											**HRVMBSMGO0612 NGI**	40							
												HRVMBSMGO1218 NGI	2							
HRVMBSPGP0006 NGI	2923											HRVMBSPGP0006 NGI	2923	1						
HRVMBSPGP0612 NGI*	812											**HRVMBSPGP0612 NGI**	811	1						
												HRVMBSPGP1218 NGI	1							
HRVMBSPMP0006 NGI*	30											HRVMBSPGO0006 NGI	4	1						
												HRVMBSPMP0006 NGI	26							
HRVMBSPMP0612 NGI*	27											HRVMBSPGO0612 NGI	1	1						
												HRVMBSPMP0612 NGI	26							
HRVMBSPS0612 NGI*	25											HRVMBSPS0006 NGI	1	1						
												HRVMBSPS0612 NGI	24	1						
HRVMBSPS1218 NGI	36											HRVMBSPS1218 NGI	36	1						
HRVMBSPS1824 NGI	39											HRVMBSPS1824 NGI	39	1						
HRVMBSPS2440 NGI	61											HRVMBSPS2440 NGI	61	1						
Nº active vessels	6187																			
Nº of inactive vessels	1493																			
%of inactive vessels	19%																			

		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economic					Economic						Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
CYPMBSDTS2440 NGI	4											CYPMBSDTS2440 NGI	4	1						
CYPMBSPG0006 NGI	27											CYP MBS PG 0006 NGI	27							
CYPMBSPG0612 NGI	290											CYP MBS PG 0612 NGI	290	1						
CYPMBSPGO0006 NGI	341											CYP MBS PGO0006 NGI	341							
CYPMBSPGO0612 NGI	87											CYP MBS PGO0612 NGI	87							
CYPMBSPGP1218 NGI	35											CYP MBS PGP1218 NGI	35	1						
CYPMBSPS1824 NGI	1											CYP MBS PS 1824 NGI	1	1						
Total active	785																			
Total inactive	62																			
%of inactive in total	7.3																			

		Economic indicators											Biological and technical indicators							
		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022			
Fleet segment / clustered segment	N vessels	CR/BE R	RoFTA	ROI	NP margin	NVA/ FTE	CR/BE R	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	N vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
DNK NAO DFN0008 NGI *	137											DNK NAO DFN0008 NGI	136							
												DNK NAO DTS0008 NGI	1							
DNK NAO DFN0010 NGI	405											DNK NAO DFN0010 NGI	405	1						
DNK NAO DFN0812 NGI	60											DNK NAO DFN0812 NGI	60	1						
DNK NAO DFN1012 NGI	23											DNK NAO DFN1012 NGI	23	1						
DNK NAO DFN1218 NGI	22											DNK NAO DFN1218 NGI	22	1						
DNK NAO DFN1824 NGI	7											DNK NAO DFN1824 NGI	7	1						
DNK NAO DRB0010 NGI *	11											**DNK NAO DRB0010 NGI**	9							
												DNK NAO DRB1012 NGI	2							
DNK NAO DRB1218 NGI *	31											**DNK NAO DRB1218 NGI**	30							
												DNK NAO DRB40XX NGI	1							
DNK NAO DTS0010 NGI	36											DNK NAO DTS0010 NGI	36	2						
DNK NAO DTS0812 NGI	9											DNK NAO DTS0812 NGI	9							
DNK NAO DTS1012 NGI	24											DNK NAO DTS1012 NGI	24	1						
DNK NAO DTS1218 NGI	122											DNK NAO DTS1218 NGI	122	5						
DNK NAO DTS1824 NGI	37											DNK NAO DTS1824 NGI	37	6						
DNK NAO DTS2440 NGI	31											DNK NAO DTS2440 NGI	31	4						
DNK NAO DTS40XX NGI *	6											**DNK NAO DTS40XX NGI**	5	1						
												DNK NAO TBB40XX NGI	1							
DNK NAO FPO0008 NGI *	121											DNK NAO FPO0008 NGI	121	1						
DNK NAO FPO0010 NGI	56											DNK NAO FPO0010 NGI	56							
DNK NAO FPO0812 NGI	20											DNK NAO FPO0812 NGI	20	1						
DNK NAO FPO1218 NGI	3											DNK NAO FPO1218 NGI	3							
DNK NAO PGP0008 NGI *	2											DNK NAO PGP0008 NGI	2							
DNK NAO PGP0010 NGI *	8											DNK NAO PGP0010 NGI	2	1						
												DNK NAO HOK0010 NGI	5							
												DNK NAO HOK1012 NGI	1							
DNK NAO TBB1218 NGI *	11											**DNK NAO TBB1218 NGI**	10	1						
												DNK NAO TBB1012 NGI	1							
DNK NAO TBB1824 NGI *	15											**DNK NAO TBB1824 NGI**	14							
												DNK NAO TBB2440 NGI	1							
DNK NAO TM 1218 NGI	5											DNK NAO TM1218 NGI	5	1						
DNK NAO TM 2440 NGI *	4											**DNK NAO TM2440 NGI**	3	1						
												DNK NAO TM1824 NGI	1							
DNK NAO TM 40XX NGI	20											DNK NAO TM40XX NGI	20	1						
Total Active	1226																			
Total Inactive	763																			
%of inactive in total	38%																			

		Status 2022					Trends 2018-2022				
		Economic					Economic				
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE
ESTNAO DTS2440 IWE	1										
ESTNAO DTS40XX IWE	5										
ESTNAO PG0008 NGI	1048										
ESTNAO PG0812 NGI	171										
ESTNAO TM2440 NGI *	24										
Total active	1249										
Total inactive	766										
% of inactive in total	38.0										

		Status 2022			Trends 2018-2022	
		Biological			Technical	Biological	Technical
Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
ESTNAO DTS2440 IWE	1							
ESTNAO DTS40XX IWE	5							
ESTNAO PG0008 NGI	1048	1						
ESTNAO PG0812 NGI	171	1						
ESTNAO TM1824 NGI *	5							
ESTNAO TM2440 NGI *	**19**	1						

		Status 2022					Trends 2018-2022				
		Economic					Economic				
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE
FIN NAO PG 0008 NGI	906										
FIN NAO PG 0812 NGI *	215										
FIN NAO TM 1218 NGI *	20										
FIN NAO TM 1824 NGI	6										
FIN NAO TM 2440 NGI *	15										
Total active	1.162										
Total inactive	2.119										
% of inactive in total	65%										

		Status 2022			Trends 2018-2022	
		Biological			Technical	Biological	Technical
Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
FIN NAO PG 0008 NGI	906	2						
FIN NAO PG 1218 NGI	3	2						
FIN NAO PG 0812 NGI	**212**							
FIN NAO TM 1218 NG	**13**	1						
FIN NAO TM 0812 NGI	7							
FIN NAO TM 1824 NGI	6	1						
FIN NAO TM 2440 NGI	**13**							
FIN NAO TM 40XX NGI	2							

		Status 2022					Trends 2018-2022				
		Economic					Economic				
Fleet segment / clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE
FRA NAO DFN0010 NGI	285										
FRA NAO DFN1012 NGI	132										
FRA NAO DFN1218 NGI *	59										
FRA NAO DFN1824 NGI	30										
FRA NAO DFN2440 NGI *	30										
FRA NAO DRB0010 NGI	72										
FRA NAO DRB1012 NGI	96										
FRA NAO DRB1218 NGI *	108										
FRA NAO DTS0010 NGI *	70										
FRA NAO DTS1012 NGI *	129										
FRA NAO DTS1218 NGI	134										
FRA NAO DTS1824 NGI *	116										
FRA NAO DTS2440 NGI *	62										
FRA NAO DTS40XX NGI	8										

		Status 2022				Trends 2018-2022	
		Biological			Technical	Biological	Technical
Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
FRA NAO DFN0010 NGI	285	3						
FRA NAO DFN1012 NGI	132	5						
FRA NAO DFN1218 NGI	**56**	2						
FRA NAO PGO1218 NGI	1	1						
FRA NAO PGP1218 NGI	2							
FRA NAO DFN1824 NGI	30	1						
FRA NAO DFN2440 NGI	**26**							
FRA NAO PGP2440 NGI	2	2						
FRA NAO PMP1824 NGI	1							
FRA NAO PMP2440 NGI	1	1						
FRA NAO DRB0010 NGI	72							
FRA NAO DRB1012 NGI	96	1						
FRA NAO DRB1218 NGI	**99**							
FRA NAO DRB1824 NGI	8							
FRA NAO DRB2440 NGI	1							
FRA NAO DTS0010 NGI	70							
FRA NAO DTS1012 NGI	**125**	2						
FRA NAO PS0010 NGI	1							
FRA NAO PS1012 NGI	3							
FRA NAO DTS1218 NGI	134	2						
FRA NAO DTS1824 NGI	**102**	6						
FRA NAO MGP1824 NGI	14							
FRA NAO DTS2440 NGI	**56**	4						
FRA NAO MGP2440 NGI	6							
FRA NAO DTS40XX NGI	8	5						

FRA NAO FPO0010 NGI	300
FRA NAO FPO1012 NGI	76
FRA NAO FPO1824 NGI *	16
FRA NAO HOK0010 NGI	209
FRA NAO HOK1012 NGI	49
FRA NAO HOK2440 NGI *	18
FRA NAO MGO0010 NGI *	196
FRA NAO MGP0010 NGI	12
FRA NAO MGP1012 NGI *	69
FRA NAO MGP1218 NGI *	42
FRA NAO PGO0010 NGI *	97
FRA NAO PGP0010 NGI	69
FRA NAO PGP1012 NGI	15
FRA NAO PMP0010 NGI	40
FRA NAO PMP1012 NGI *	58
FRA NAO PS 1218 NGI *	28
FRA NAO TM 1824 NGI *	19
FRA NAO TM 40XX NGI	3
Total active	2647
Total inactive	244
% of inactive in total	8,43

FRA NAO FPO0010 NGI	300	1
FRA NAO FPO1012 NGI	76	1
FRA NAO FPO1218 NGI	7	
FRA NAO FPO1824 NGI	8	
FRA NAO FPO2440 NGI	1	
FRA NAO HOK0010 NGI	209	
FRA NAO HOK1012 NGI	49	
FRA NAO HOK1824 NGI	2	
FRA NAO HOK2440 NGI	16	3
FRA NAO MGO0010 NGI	189	1
FRA NAO MGO1012 NGI	7	1
FRA NAO MGP0010 NGI	12	
FRA NAO MGP1012 NGI	61	2
FRA NAO TBB1012 NGI	1	
FRA NAO TM1012 NGI	7	
FRA NAO MGP1218 NGI	40	1
FRA NAO TBB1218 NGI	1	
FRA NAO TBB1824 NGI	1	
FRA NAO PGO0010 NGI	91	1
FRA NAO PGO1012 NGI	6	
FRA NAO PGP0010 NGI	69	1
FRA NAO PGP1012 NGI	15	
FRA NAO PMP0010 NGI	40	
FRA NAO PMP1012 NGI	53	
FRA NAO PMP1218 NGI	5	
FRA NAO PS1218 NGI	26	
FRA NAO PS1824 NGI	2	
FRA NAO TM1218 NGI	7	3
FRA NAO TM1824 NGI	10	1
FRA NAO TM2440 NGI	2	
FRA NAO TM40XX NGI	3	

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		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economic					Economic						Biological			Technical	Biological		Technical
Fleet segment / clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
FRA MBS DFN0006 NGI	132											FRA MBS DFN0006 NGI	132	2						
FRA MBS DFN0612 NGI	454											FRA MBS DFN0612 NGI	454	1						
FRA MBS DTS1824 NGI *	48											FRA MBS DFN1218 NGI	4							
												FRA MBS DTS1218 NGI	3							
												FRA MBS DTS1824 NGI	26							
												FRA MBS FPO1218 NGI	1							
												FRA MBS HOK1218 NGI	12	1						
												FRA MBS PGP1218 NGI	1	1						
												FRA MBS PS1218 NGI	1							
FRA MBS DTS2440 NGI *	30											**FRA MBS DTS2440 NGI**	29	1						
												FRA MBS TM2440 NGI	1	1						
FRA MBS FPO0006 NGI	76											FRA MBS FPO0006 NGI	76	1						
FRA MBS FPO0612 NGI	70											FRA MBS FPO0612 NGI	70	1						
FRA MBS HOK0006 NGI	14											FRA MBS HOK0006 NGI	14							
FRA MBS HOK0612 NGI	95											FRA MBS HOK0612 NGI	95	2						
FRA MBS PGO0006 NGI	20											FRA MBS PGO0006 NGI	20							
FRA MBS PGO0612 NGI	38											FRA MBS PGO0612 NGI	38							
FRA MBS PGP0006 NGI	19											FRA MBS PGP0006 NGI	19							
FRA MBS PGP0612 NGI	75											FRA MBS PGP0612 NGI	75	1						
FRA MBS PMP0612 NGI *	10											FRA MBS PMP0612 NGI	10							
FRA MBS PS 0612 NGI *	19											FRA MBS DRB0612 NGI	8							
												FRA MBS MGO0612 NGI	7							
												FRA MBS PS0612 NGI	4							
FRA MBS PS 2440 NGI *	23											FRA MBS PS1824 NGI	1							
												FRA MBS PS2440 NGI	14	1						
												FRA MBS PS40XX NGI	8	1						
Total active	1123																			
Total inactive	226																			
% of inactive in total	16,75																			

		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economic					Economic						Biological			Technical	Biological		Technical
Fleet segment / clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
FRA OFR PS 40XX IWE *	21											FRA OFR HOK2440 IWE	1							
												FRA OFR PS40XX IWE	20	2						
Total active	21																			
Total inactive	0																			
% of inactive in total	0																			

		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economic					Economic						Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
												DEUNAO DFN 1218 NGI	5							
												DEUNAO DFN 1824 NGI	1							
												DEUNAO DFN 2440 NGI	2							
												DEUNAO FPO 1824 NGI	2							
												DEUNAO FPO 2440 NGI	1							
DEUNAO DFN2440 NGI *	12											DEUNAO HOK1218 NGI	1							
DEUNAO DTS0812 NGI *	7											**DEUNAO DTS0812 NGI**	7							
DEUNAO DTS1218 NGI	14											DEUNAO DTS1218 NGI	14							
DEUNAO DTS1824 NGI	9											DEUNAO DTS1824 NGI	9							
DEUNAO DTS2440 NGI	11											DEUNAO DTS2440 NGI	11	1						
DEUNAO DTS40XX NGI	4											DEUNAO DTS40XX NGI	4	8						
												DEUNAO PG 0010 NGI	1							
DEUNAO PG 0008 NGI A*	66											**DEUNAO PG 0008 NGI**	65							
												DEUNAO PG 0010 NGI	3							
DEUNAO PG 0008 NGI L*	435											**DEUNAO PG 0008 NGI**	432							
DEUNAO PG 0812 NGI A*	49											**DEUNAO PG 0812 NGI**	49	1						
DEUNAO PG 0812 NGI L*	78											**DEUNAO PG 0812 NGI**	78	1						
												DEUNAO TBB 0010 NGI	5							
DEUNAO TBB 1012 NGI *	8											**DEUNAO TBB 1012 NGI**	3							
DEUNAO TBB 1218 NGI	89											DEUNAO TBB 1218 NGI	89							
DEUNAO TBB 1824 NGI	65											DEUNAO TBB 1824 NGI	65							
												DEUNAO TBB 2440 NGI	4							
DEUNAO TBB 2440 NGI *	6											DEUNAO TBB 40XX NGI	2							
DEUNAO TM 40XX NGI *	5											**DEUNAO TM 40XX NGI**	5							
Total active	858																			
Total inactive	316																			
% of inactive in total	26.9																			

		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economic					Economic						Biological			Technical	Biological		Technical
Clustered fleet	N vessels	CR/BER	RoFTA	ROI	NP margin	NV/AFTE	CR/BER	RoFTA	ROI	NP margin	NV/AFTE	Fleet segment	N vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
GRC MBS DFN0006 NGI	2078											GRC MBS DFN0006 NGI	2078							
GRC MBS DFN0612 NGI	4555											GRC MBS DFN0612 NGI	4555	1						
GRC MBS DFN1218 NGI *	88											GRC MBS DFN1218 NGI	87							
GRC MBS DFN1218 NGI *												GRC MBS DFN1824 NGI	1							
GRC MBS DRB0612 DRH *	16											GRC MBS DRB0006 DRH	4							
GRC MBS DRB0612 DRH *												GRC MBS DRB0612 DRH	11							
GRC MBS DRB0612 DRH *												GRC MBS DRB1218 DRH	1							
GRC MBS DTS1824 NGI *	74											GRC MBS DTS1218 NGI	3							
GRC MBS DTS1824 NGI *												GRC MBS DTS1824 NGI	71	1						
GRC MBS DTS2440 NGI	129											GRC MBS DTS2440 NGI	129	1						
GRC MBS FPO0006 NGI	44											GRC MBS FPO0006 NGI	44							
GRC MBS FPO0612 NGI *	269											GRC MBS FPO0612 NGI	265							
GRC MBS FPO0612 NGI *												GRC MBS FPO1218 NGI	4							
GRC MBS HOK0006 NGI	683											GRC MBS HOK0006 NGI	683							
GRC MBS HOK0612 NGI	1349											GRC MBS HOK0612 NGI	1349	2						
GRC MBS HOK1218 NGI *	128											GRC MBS HOK1218 NGI	120	3						
GRC MBS HOK1218 NGI *												GRC MBS HOK1824 NGI	8							
GRC MBS PS 1218 NGI *	57											GRC MBS PS 0612 NGI	1							
GRC MBS PS 1218 NGI *												GRC MBS PS 1218 NGI	56							
GRC MBS PS 1824 NGI	116											GRC MBS PS 1824 NGI	116							
GRC MBS PS 2440 NGI	28											GRC MBS PS 2440 NGI	28							
Total active	9614											Active vessels	9614							
Inactive vessels	1873																			
Percentage of inactive	16%																			

		Economic Indicators										Biological and technical indicators						
		Status 2022					Trends 2018-2022					Status 2022				Trends 2018-2023		
		Economic					Economic					Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NPmargin	NVA/ FTE	CR/ BER	RoFTA	ROI	NPmargin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
IRL NAO DRN0010	168											IRL NAO DRN0010	168	1						
IRL NAO DRN1012	15											IRL NAO DRN1012	15							
IRL NAO DRN1824 *	17											IRL NAO DRN1218	9							
												IRL NAO DRN1824 *	7	1						
												IRL NAO DRN2440	1							
IRL NAO DRB0010	122											IRL NAO DRB0010	122							
IRL NAO DRB1012 *	49											IRL NAO DRB1012 *	44							
												IRL NAO DRB1218	5							
IRL NAO DRB2440 *	9											IRL NAO DRB1824	3							
												IRL NAO DRB2440 *	6							
IRL NAO DTS0010	34											IRL NAO DTS0010	34	1						
IRL NAO DTS1012	9											IRL NAO DTS1012	9							
IRL NAO DTS1218	24											IRL NAO DTS1218	24							
IRL NAO DTS1824	52											IRL NAO DTS1824	52	2						
IRL NAO DTS2440	49											IRL NAO DTS2440	49	5						
IRL NAO FPO0010	531											IRL NAO FPO0010	531							
IRL NAO FPO1012	94											IRL NAO FPO1012	94							
IRL NAO FPO1218 *	32											IRL NAO FPO1218 *	29							
												IRL NAO FPO1824	1							
												IRL NAO FPO2440	2							
IRL NAO HOK0010	45											IRL NAO HOK0010	45							
IRL NAO HOK1012 *	5											IRL NAO HOK1012 *	4							
												IRL NAO HOK1218	1							
IRL NAO TBB2440 *	14											IRL NAO TBB1824	5	2						
												IRL NAO TBB2440 *	9							
IRL NAO TM 0010 *	8											IRL NAO TM 0010 *	2	2						
												IRL NAO TM 1012 *	6							
IRL NAO TM 1218 *	6											IRL NAO TM 1218 *	4	2						
												IRL NAO TM 1824	2							
IRL NAO TM2440	14											IRL NAO TM2440	14	2						
IRL NAO TM40XX	21											IRL NAO TM40XX	21							
Total Active	1318																			
Total Inactive	718																			
% Inactive Vessels	35%																			

		Status 2022					Trends 2018-2022							Status 2022				Trends 2018-2022		
		Economic					Economic							Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	No. vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	No. vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
ITA MBS DRB1218 NGI *	635											ITA MBS DRB0612 NGI	90							
												ITA MBS DRB1218 NGI	544							
												ITA MBS DRB1824 NGI	1							
ITA MBS DTS0612 NGI	115											ITA MBS DTS0612 NGI	115							
ITA MBS DTS1218 NGI	1003											ITA MBS DTS1218 NGI	1003	3						
ITA MBS DTS1824 NGI	524											ITA MBS DTS1824 NGI	524	4						
ITA MBS DTS2440 NGI	166											ITA MBS DTS2440 NGI	166	2						
ITA MBS HOK1218 NGI	136											ITA MBS HOK1218 NGI	136	5						
ITA MBS HOK1824 NGI *	35											**ITA MBS HOK1824 NGI**	33	2						
												ITA MBS HOK2440 NGI	2	1						
ITA MBS PGP0006 NGI	1716											ITA MBS PGP0006 NGI	1716	1						
ITA MBS PGP0612 NGI	4591											ITA MBS PGP0612 NGI	4591	3						
ITA MBS PGP1218 NGI *	237											**ITA MBS PGP1218 NGI**	217	3						
												ITA MBS PGP1824 NGI	19	2						
												ITA MBS PGP2440 NGI	1							
ITA MBS PS 0612 NGI	147											ITA MBS PS 0612 NGI	147							
ITA MBS PS 1218 NGI	85											ITA MBS PS 1218 NGI	85							
ITA MBS PS 1824 NGI	36											ITA MBS PS 1824 NGI	36							
ITA MBS PS 2440 NGI	31											ITA MBS PS 2440 NGI	31							
ITA MBS PS 40XX NGI	10											ITA MBS PS 40XX NGI	10	1						
ITA MBS TBB1218 NGI *	11											ITA MBS TBB0612 NGI	3	1						
												ITA MBS TBB1218 NGI	8	2						
ITA MBS TBB1824 NGI	30											ITA MBS TBB1824 NGI	30	2						
ITA MBS TBB2440 NGI	23											ITA MBS TBB2440 NGI	23	1						
ITA MBS TM 1218 NGI *	33											ITA MBS TM 0612 NGI	3	1						
												ITA MBS TM 1218 NGI	30	1						
ITA MBS TM 1824 NGI	42											ITA MBS TM 1824 NGI	42	1						
ITA MBS TM 2440 NGI	40											ITA MBS TM 2440 NGI	40	1						
ITA OFR DTS40XX IWE	2											ITA OFR DTS40XX IWE	2							
ITA OFR PS 40XX IWE	1											ITA OFR PS 40XX IWE	1							
Total active	9649																			
Total inactive	2158																			
% of inactive in total	18,3																			

		Status 2022					Trends 2018-2022							Status 2022				Trends 2018-2022		
		Economic					Economic							Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
LVANAOTM40XXIWE	3											LVANAOTM40XXIWE	3							
LVANAOPGP0008 NGI	116											LVANAOPGP0008 NGI	116							
LVANAOPGP0812 NGI	37											LVANAOPGP0812 NGI	37							
LVANAOTM1218 NGI	9											LVANAOTM1218 NGI	9							
LVANAOTM2440 NGI	26											LVANAOTM2440 NGI	26							
LVAORTM40XXIWE	2											LVAORTM40XXIWE	2							
Total active vessels	193																			
Total inactive vessels	104																			
%of inactive in total	35%																			

		Status 2022					Trends 2018-2022							Status 2022				Trends 2018-2022		
		Economic					Economic							Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
LTUNAODRN0812 NGI	4											LTUNAODRN0812 NGI	4	1						
LTUNAOPG0008 NGI	52											LTUNAOPG0008 NGI	52	1						
LTUNAOTM2440 NGI *	2											LTUNAOTM1824 NGI	2	1						
	9											LTUNAOTM2440 NGI	9	1						
	2											LTUNAOTM40XXNGI	2							
LTUOFRTM40XXNEU *	2											LTUOFRDTS40XXNEU	2							
	4											LTUOFRTM40XXNEU *	4	1						
Total active vessels	75																			
Total inactive vessels	60																			
%of inactive in total	44%																			

			Status 2022						Trends 2018-2022							Status 2022				Trends 2018-2022		
																Biological			Technical	Biological		Technical
SR	Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
MBS	MLT MBS DTS2440 NGI *	12											**MLT MBS DTS1824 NGI**	7							
MBS													MLT MBS DTS2440 NGI *	5							
MBS	MLT MBS HOK1218 NGI	14											**MLT MBS HOK1218 NGI**	14	1						
MBS	MLT MBS HOK1824 NGI *	13											**MLT MBS HOK1824 NGI ***	13	1						
MBS	MLT MBS MGO0612 NGI	9											**MLT MBS MGO0612 NGI**	9							
MBS	MLT MBS MGO1824 NGI *	3											**MLT MBS MGO1218 NGI ***	2							
MBS													**MLT MBS MGO1824 NGI ***	1							
MBS	MLT MBS PGP0006 NGI *	273											MLT MBS DFN0006 NGI *	3							
MBS													MLT MBS HOK0006 NGI *	3	1						
MBS													**MLT MBS PGP0006 NGI ***	267							
MBS	MLT MBS PGP0612 NGI *	148											MLT MBS DFN0612 NGI *	4							
MBS													MLT MBS DFN1824 NGI *	1	2						
MBS													MLT MBS HOK0612 NGI *	41							
MBS													**MLT MBS PGP0612 NGI ***	102							
MBS	MLT MBS PMP0006 NGI	27											MLT MBS PMP0006 NGI	27	2						
MBS	MLT MBS PMP0612 NGI	121											MLT MBS PMP0612 NGI	121	2						
MBS	MLT MBS PS 1824 NGI *	4											MLT MBS PS 1218 NGI *	1							
MBS													**MLT MBS PS 1824 NGI ***	2	1						
MBS													MLT MBS PS 2440 NGI *	1							
Total Active		624																			
Total Inactive		235																			
% Inactive		27%																			

		Status 2022					Trends 2018-2022							Status 2022				Trends 2018-2022		
		Economic					Economic							Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
NLDNAODRN1824 NGI*	18											NLDNAODRNVL1218 NGI	3							
												NLDNAODRNVL1824 NGI	2							
												NLDNAOFPOVL1218 NGI	2							
												NLDNAOFPOVL1824 NGI	2							
												NLDNAOHOKVL1218 NGI	1							
												NLDNAOMGOVL1824 NGI	5							
												NLDNAOPGPVL1218 NGI	1							
												NLDNAOPMPVL1218 NGI	1							
												NLDNAOTMVL1824 NGI	1							
NLDNAODTS1824 NGI*	6											**NLDNAODTSVL1824 NGI**	6							
NLDNAODTS2440 NGI*	29											**NLDNAODTSVL2440 NGI**	29							
NLDNAOPG0010 NGI*	156											**NLDNAOPGVL0010 NGI**	156	1						
NLDNAOPG1012 NGI*	20											**NLDNAOPGVL1012 NGI**	20							
NLDNAOTEB0010 NGI*	22											NLDNAODRBVL0010 NGI	4							
												NLDNAODRBVL1012 NGI	1							
												NLDNAODTSVL0010 NGI	7							
												NLDNAODTSVL1012 NGI	1							
												NLDNAOTEBVL0010 NGI	7							
												NLDNAOTEBVL1012 NGI	2							
NLDNAOTEB1218 NGI*	30											NLDNAODRBVL1218 NGI	1							
												NLDNAODRBVL1824 NGI	5							
												NLDNAODRBVL2440 NGI	8							
												NLDNAODRBVL40XXNGI	4							
												NLDNAODTSVL1218 NGI	1							
												NLDNAOMGPVL2440 NGI	2							
												NLDNAOTEBVL1218 NGI	8							
												NLDNAOTMVL1218 NGI	1							
NLDNAOTEB1824 NGI*	144											**NLDNAOTEBVL1824 NGI**	144							
NLDNAOTEB2440 NGI*	22											**NLDNAOTEBVL2440 NGI**	22							
NLDNAOTEB40XXNGI*	57											NLDNAOTEBVL40XXNGI	57							
NLDNAOTM40XXNGI*	8											NLDNAOTMVL40XXNGI	8							
Total active vessels	512																			
Total inactive vessels	202																			
%of inactive in total	28%																			

		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economic					Economic						Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
												POL NAO DFN 1218	15							
												POL NAO DFN 1824	2							
POL NAO DFN 1218 *	19											POL NAO HOK 1218	2	1						
												POL NAO DTS 1218	22							
												POL NAO DTS 1824	3							
												POL NAO DTS 2440	1							
POL NAO DTS 1218 *	33											POL NAO DTS 0812	7	2						
POL NAO FPO 1824	1											POL NAO FPO 1824	1							
POL NAO FPO 2440	1											POL NAO FPO 2440	1							
POL NAO PG 0008	326											POL NAO PG 0008	326	2						
POL NAO PG 0812	318											POL NAO PG 0812	318	2						
POL NAO TM 1218	10											POL NAO TM 1218	10	1						
POL NAO TM 1824	49											POL NAO TM 1824	49	1						
POL NAO TM 2440	42											POL NAO TM 2440	42	1						
POL NAO TM 40XX	1											POL NAO TM 40XX	1							
POL OFR TM 40XX	1											POL OFR TM 40XX	1							
Total active	801																			
Total inactive	24																			
% of inactive in total	2.9																			

		Economic indicators											Biological and technical indicators						
		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
Fleet segment / clustered segment	N vessels	CR/B ER	RoFTA	ROI	NP margin	NVA/F TE	CR/B ER	RoFTA	ROI	NP margin	NVA/F TE	Fleet segment	N vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
PRT NAO DTS40XX IWE	10											PRT NAO DTS40XX IWE	10	6						
PRT NAO DFN0010 NGI	236											PRT NAO DFN0010 NGI	236	3						
PRT NAO DFN1012 NGI	15											PRT NAO DFN1012 NGI	15							
PRT NAO DFN1218 NGI	39											PRT NAO DFN1218 NGI	39	1						
PRT NAO DFN1824 NGI	22											PRT NAO DFN1824 NGI	22							
PRT NAO DRB0010 NGI	34											PRT NAO DRB0010 NGI	34							
PRT NAO DRB1012 NGI	19											PRT NAO DRB1012 NGI	19							
PRT NAO DRB1218 NGI	18											PRT NAO DRB1218 NGI	18							
PRT NAO DTS0010 NGI	3											PRT NAO DTS0010 NGI	3							
PRT NAO DTS1012 NGI	6											PRT NAO DTS1012 NGI	6							
PRT NAO DTS1218 NGI	8											PRT NAO DTS1218 NGI	8							
PRT NAO DTS1824 NGI	8											PRT NAO DTS1824 NGI	8	1						
PRT NAO DTS2440 NGI	55											PRT NAO DTS2440 NGI	55	4						
PRT NAO FPO0010 NGI	365											PRT NAO FPO0010 NGI	365							
PRT NAO FPO1012 NGI	51											PRT NAO FPO1012 NGI	51							
PRT NAO FPO1218 NGI *	61											**PRT NAO FPO1218 NGI**	**57**							
												PRT NAO FPO1824 NGI	4							
PRT NAO HOK0010 NGI	103											PRT NAO HOK0010 NGI	103							
PRT NAO HOK1012 NGI	3											PRT NAO HOK1012 NGI	3							
PRT NAO HOK1218 NGI	34											PRT NAO HOK1218 NGI	34							
PRT NAO HOK1824 NGI	21											PRT NAO HOK1824 NGI	21							
PRT NAO HOK2440 NGI	20											PRT NAO HOK2440 NGI	20	1						
PRT NAO MGO0010 NGI	25											PRT NAO MGO0010 NGI	25							
PRT NAO MGO1012 NGI	6											PRT NAO MGO1012 NGI	6							
PRT NAO PGP0010 NGI	1472											PRT NAO PGP0010 NGI	1472	4						
PRT NAO PGP1012 NGI	9											PRT NAO PGP1012 NGI	9							
PRT NAO PGP1218 NGI	17											PRT NAO PGP1218 NGI	17							
PRT NAO PGP1824 NGI	5											PRT NAO PGP1824 NGI	5							
PRT NAO PMP0010 NGI	33											PRT NAO PMP0010 NGI	33							
PRT NAO PS 0010 NGI	18											PRT NAO PS0010 NGI	18							
PRT NAO PS 1012 NGI	28											PRT NAO PS1012 NGI	28							
PRT NAO PS 1218 NGI	34											PRT NAO PS1218 NGI	34	1						
PRT NAO PS 1824 NGI	51											PRT NAO PS1824 NGI	51							
PRT NAO PS 2440 NGI	21											PRT NAO PS2440 NGI	21	1						
PRT NAO TBB0010 NGI	14											PRT NAO TBB0010 NGI	14							
PRT NAO TBB1012 NGI *	10											**PRT NAO TBB1012 NGI**	**9**							
												PRT NAO TBB1218 NGI	1							
Total Active	2874																			
Total Inactive	3640																			
%of inactive in total	56%																			

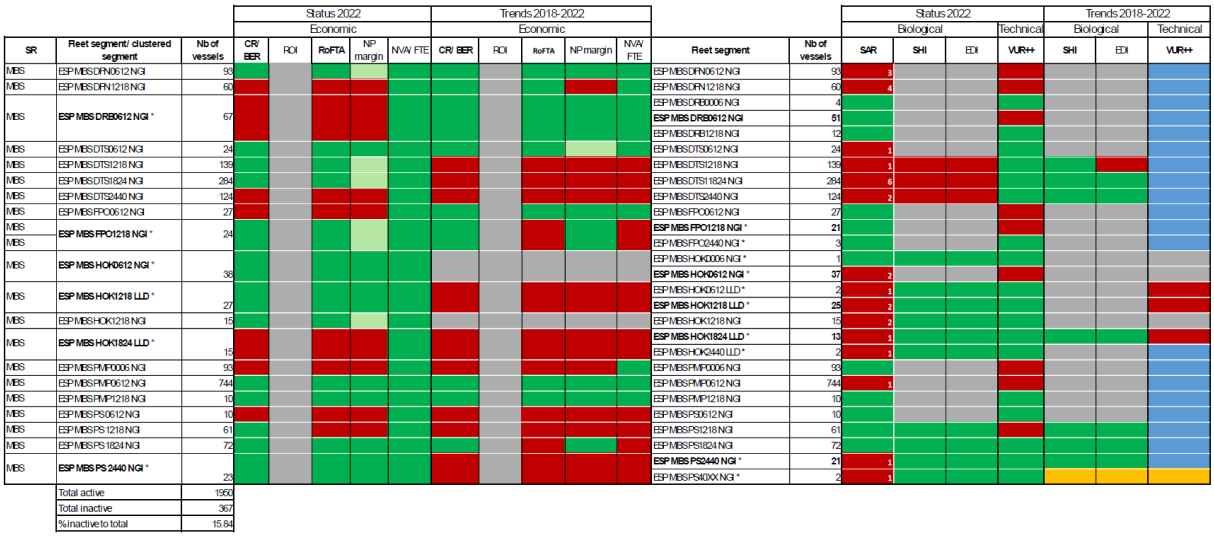
		Economic indicators											Biological and technical indicators						
		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
Fleet segment / clustered segment	N vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	N vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
PRT MBS FPO2440 NGI	1											PRT MBS FPO2440 NGI	1							
Total Active	1																			
Total Inactive	0																			
%of inactive in total	0%																			

		Economic indicators											Biological and technical indicators						
		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
Fleet segment / clustered segment	N vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	N vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
PRT OFR HOK2440 IWE	9											PRT OFR HOK2440 IWE	9	2						
PRT OFR HOK40XX IWE	3											PRT OFR HOK40XX IWE	3	2						
Total Active	12																			
Total Inactive	0																			
%of inactive in total	0%																			

			Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
														Biological			Technical	Biological		Technical
SR	Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
MBS	ROU MBS PG 0006 NGI *	7											ROU MBS PG 0006 NGI *	7							
MBS	ROU MBS PG 0612 NGI *	105											ROU MBS PG 0612 NGI *	79							
MBS													ROU MBS PMP 0612 NGI *	26							
MBS	ROU MBS PMP0006 NGI *	5											ROU MBS PMP0006 NGI *	5							
MBS	ROU MBS PMP1218 NGI *	22											ROU MBS PMP1218 NGI *	19							
MBS													ROU MBS PMP1824 NGI *	3							
MBS	ROU MBS PMP2440 NGI *	2											ROU MBS PMP2440 NGI *	2							
Total Active		141																			
Total Inactive		30																			
% Inactive		18%																			

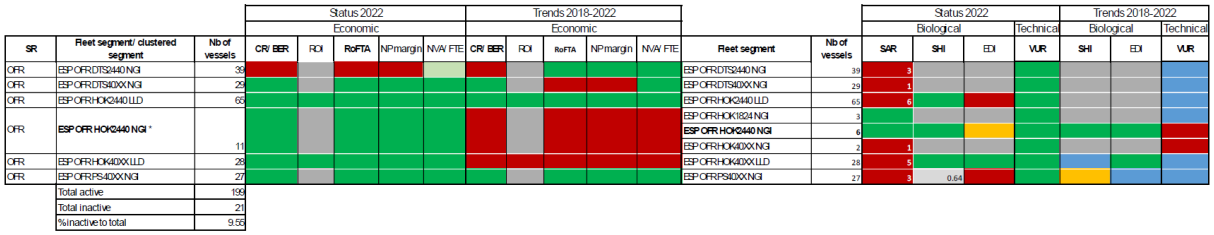
		Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
		Economic					Economic						Biological			Technical	Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	RoI	NP margin	NVA/ FTE	CR/ BER	RoFTA	Ro I	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR	SH I	EDI	VUR
SVN MBS DFN0006 NGI *	25											**SVN MBS DFN0006 NGI***	17							
												SVN MBS FPO0006 NGI	4							
												SVN MBS HOK0006 NGI	3							
												SVN MBS PMP0006 NGI	1							
SVN MBS DFN0612 NGI *	40											**SVN MBS DFN0612 NGI ***	28							
												SVN MBS DFN1218 NGI	2							
												SVN MBS FPO0612 NGI	1							
												SVN MBS HOK0612 NGI	5	1						
												SVN MBS PMP0612 NGI	3							
												SVN MBS PMP1218 NGI	1							
SVN MBS DTS1218 NGI *	11											SVN MBS DTS0612 NGI	4							
												SVN MBS DTS1218 NGI *	7							
Total active	76																			
Total inactive	61																			
% of inactive	45%																			

			Status 2022					Trends 2018-2022						Status 2022				Trends 2018-2022		
			Economic					Economic						Biological			Technical	Biological		Technical
SR	Fleet segment/ clustered segment	Nb of vessels	CR/ BER	ROI	RoFTA	NP margin	NVA/ FTE	CR/ BER	ROI	RoFTA	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR++	SHI	EDI	VUR++
NAO	ESP NAO DFN1012 NGI *	102											ESP NAO DFN0010 NGI *	1							
NAO	ESP NAO DFN1218 NGI	131											ESP NAO DFN1012 NGI *	101	3						
NAO	ESP NAO DFN1824 NGI *	16											ESP NAO DFN1218 NGI	131	4						
NAO	ESP NAO DRB0010 NGI	1219											ESP NAO DFN1824 NGI *	14	1						
NAO	ESP NAO DRB1012 NGI	18											ESP NAO DFN2440 NGI *	2							
NAO	ESP NAO DRB1218 NGI	88											ESP NAO DRB0010 NGI	1219							
NAO	ESP NAO DTS1218 NGI *	69											ESP NAO DRB1012 NGI	18							
NAO	ESP NAO DTS1824 NGI	75											ESP NAO DRB1218 NGI	88							
NAO	ESP NAO DTS2440 NGI	92											ESP NAO DTS1012 NGI *	11							
NAO	ESP NAO DTS40XX NGI	12											ESP NAO DTS1218 NGI *	58	4						
NAO	ESP NAO FPO1012 NGI	80											ESP NAO DTS1824 NGI	75	3						
NAO	ESP NAO FPO1218 NGI	63											ESP NAO DTS2440 NGI	92	3						
NAO	ESP NAO HOK1012 NGI *	69											ESP NAO DTS40XX NGI	12	5						
NAO	ESP NAO HOK1218 NGI	73											ESP NAO FPO1012 NGI	80							
NAO	ESP NAO HOK1824 NGI	38											ESP NAO FPO1218 NGI	63							
NAO	ESP NAO HOK2440 LLD *	33											ESP NAO HOK0010 NGI *	3							
NAO	ESP NAO HOK2440 NGI	54											ESP NAO HOK1012 NGI *	65							
NAO	ESP NAO PGP2440 NGI *	57											ESP NAO HOK1218 NGI	73	2						
NAO	ESP NAO PMP0010 NGI	2322											ESP NAO HOK1824 NGI	38	1						
NAO	ESP NAO PMP1012 NGI	30											ESP NAO HOK1218 LLD *	2							
NAO	ESP NAO PMP1218 NGI	12											ESP NAO HOK1824 LLD *	9	1						
NAO	ESP NAO PS 1012 NGI *	19											ESP NAO HOK2440 LLD *	22							
NAO	ESP NAO PS 1218 NGI	90											ESP NAO HOK2440 NGI	54							
NAO	ESP NAO PS 1824 NGI	93											ESP NAO PGP1824 NGI *	4							
NAO	ESP NAO PS2440 NGI	48											ESP NAO PGP2440 NGI *	53	3						
NAO Morocco	ESP NAO HOK1218 MA*	14											ESP NAO PMP0010 NGI	2322	5						
	Total active	4917											ESP NAO PMP1012 NGI	30							
	Total inactive	637											ESP NAO PMP1218 NGI	12							
	%inactive to total	11.47											ESP NAO PS0010 NGI *	1							
													ESP NAO PS1012 NGI *	18							
													ESP NAO PS1218 NGI	90	1						
													ESP NAO PS1824 NGI	93	1						
													ESP NAO PS2440 NGI	48							
													ESP NAO HOK0010 MA*	6							
													ESP NAO HOK1012 MA*	5							
													ESP NAO HOK1218 MA*	2	1						
													ESP NAO HOK1824 MA*	1							



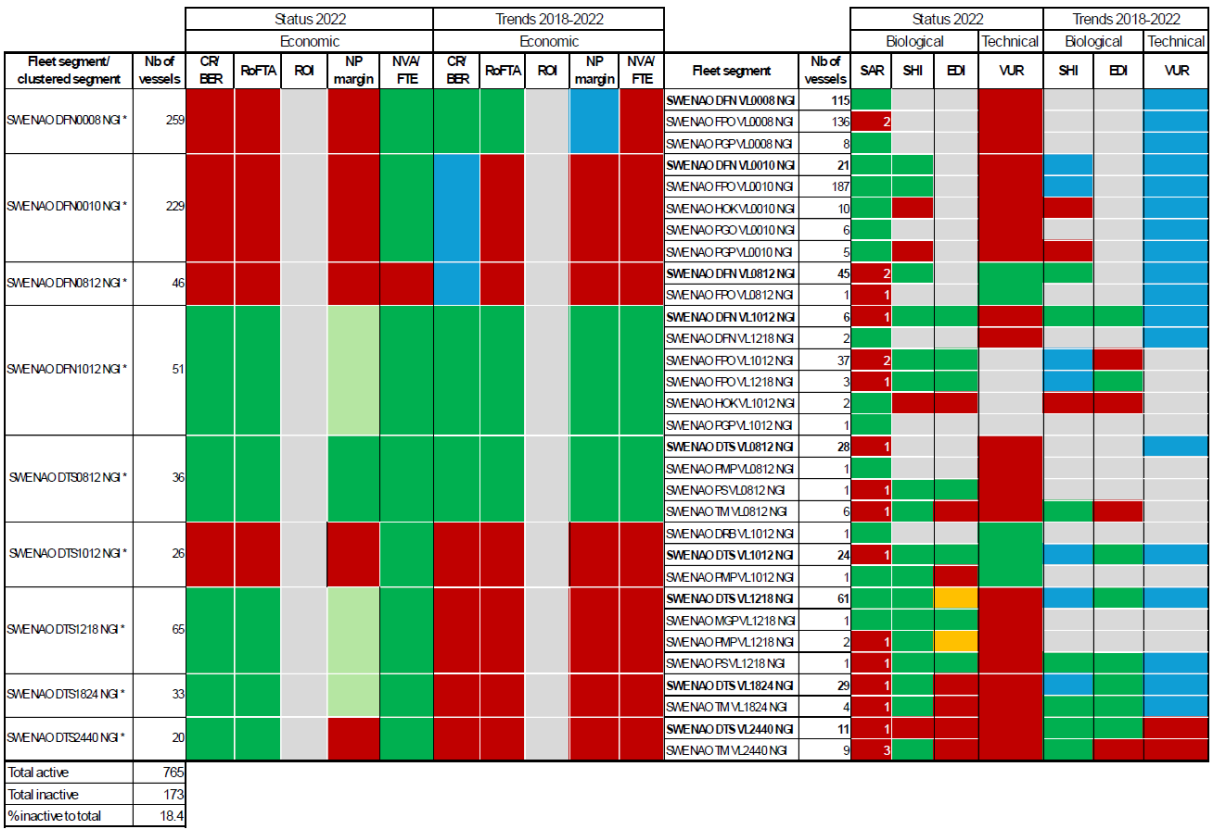
SR	Fleet segment/ clustered segment	Nb of vessels	Status 2022 Economic: CR/ BER	ROI	RoFTA	NP margin	NVA/ FTE	Trends 2018-2022 Economic: CR/ BER	ROI	RoFTA	NP margin	NVA/ FTE
MBS	ESP MBS DFN 0612 NGI	93										
MBS	ESP MBS DFN 1218 NGI	60										
MBS	**ESP MBS DRB 0612 NGI ***	67										
MBS	ESP MBS DTS 0612 NGI	24										
MBS	ESP MBS DTS 1218 NGI	139										
MBS	ESP MBS DTS 1824 NGI	284										
MBS	ESP MBS DTS 2440 NGI	124										
MBS	ESP MBS FPO 0612 NGI	27										
MBS	**ESP MBS FPO 1218 NGI ***	24										
MBS												
MBS	**ESP MBS HOK 0612 NGI ***	38										
MBS	**ESP MBS HOK 1218 LLD ***	27										
MBS	ESP MBS HOK 1218 NGI	15										
MBS	**ESP MBS HOK 1824 LLD ***	15										
MBS	ESP MBS PMP 0006 NGI	93										
MBS	ESP MBS PMP 0612 NGI	744										
MBS	ESP MBS PMP 1218 NGI	10										
MBS	ESP MBS PS 0612 NGI	10										
MBS	ESP MBS PS 1218 NGI	61										
MBS	ESP MBS PS 1824 NGI	72										
MBS	**ESP MBS PS 2440 NGI ***	23										
	Total active	1950										
	Total inactive	367										
	%inactive to total	15.84										

Fleet segment	Nb of vessels	Status 2022 Biological: SAR	SHI	EDI	Status 2022 Technical: VUR++	Trends 2018-2022 Biological: SHI	EDI	Trends 2018-2022 Technical: VUR++
ESP MBS DFN 0612 NGI	93	3						
ESP MBS DFN 1218 NGI	60	4						
ESP MBS DRB 0006 NGI	4							
ESP MBS DRB 0612 NGI	51							
ESP MBS DRB 1218 NGI	12							
ESP MBS DTS 0612 NGI	24	1						
ESP MBS DTS 1218 NGI	139	1						
ESP MBS DTS 1824 NGI	284	6						
ESP MBS DTS 2440 NGI	124	2						
ESP MBS FPO 0612 NGI	27							
ESP MBS FPO 1218 NGI *	21							
ESP MBS FPO 2440 NGI *	3							
ESP MBS HOK 0006 NGI *	1							
ESP MBS HOK 0612 NGI *	37	2						
ESP MBS HOK 0612 LLD *	2	1						
ESP MBS HOK 1218 LLD *	25	2						
ESP MBS HOK 1218 NGI	15	2						
ESP MBS HOK 1824 LLD *	13	1						
ESP MBS HOK 2440 LLD *	2	1						
ESP MBS PMP 0006 NGI	93							
ESP MBS PMP 0612 NGI	744	1						
ESP MBS PMP 1218 NGI	10							
ESP MBS PS 0612 NGI	10							
ESP MBS PS 1218 NGI	61							
ESP MBS PS 1824 NGI	72							
ESP MBS PS 2440 NGI *	21	1						
ESP MBS PS 40XX NGI *	2	1						



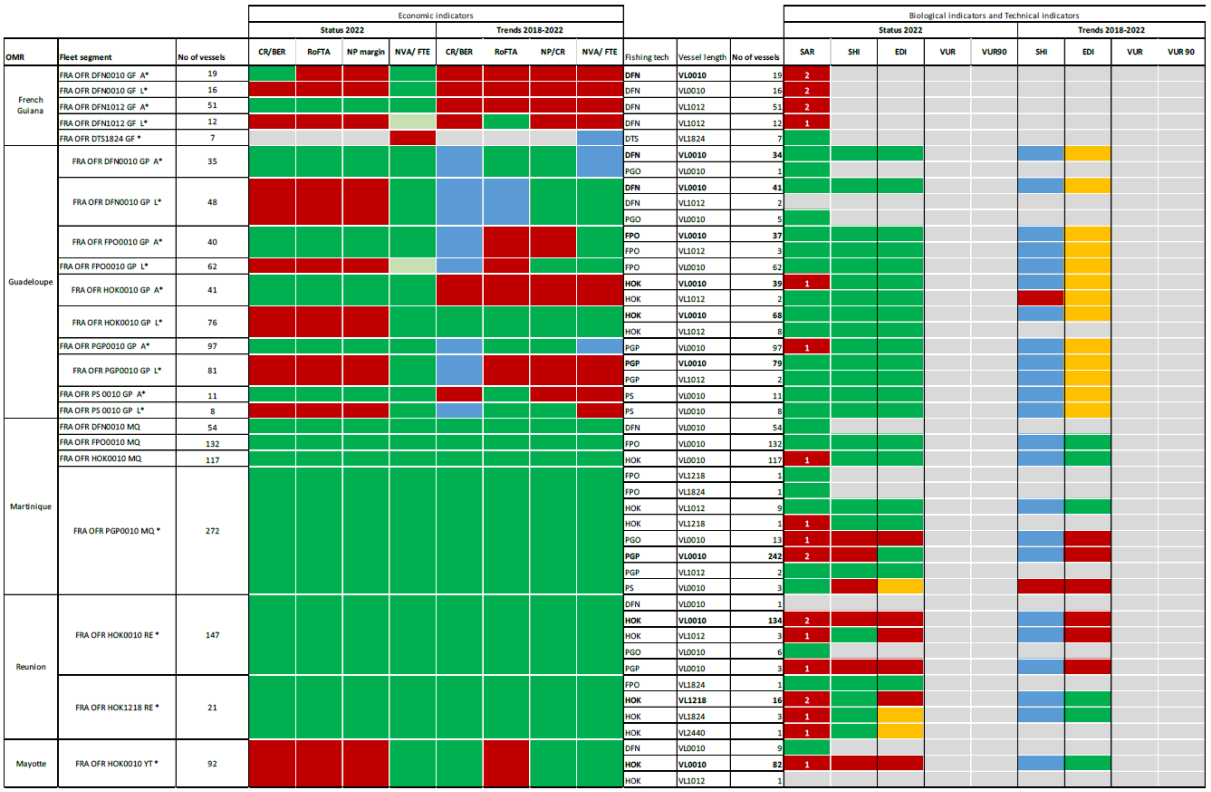
SR	Fleet segment/ clustered segment	Nb of vessels	Status 2022 Economic: CR/ BER	ROI	RoFTA	NP margin	NVA/ FTE	Trends 2018-2022 Economic: CR/ BER	ROI	RoFTA	NP margin	NVA/ FTE
OFR	ESP OFR DTS 2440 NGI	39										
OFR	ESP OFR DTS 40XX NGI	29										
OFR	ESP OFR HOK 2440 LLD	65										
OFR	**ESP OFR HOK 2440 NGI ***	11										
OFR	ESP OFR HOK 40XX LLD	28										
OFR	ESP OFR PS 40XX NGI	27										
	Total active	199										
	Total inactive	21										
	%inactive to total	9.55										

Fleet segment	Nb of vessels	Status 2022 Biological: SAR	SHI	EDI	Status 2022 Technical: VUR	Trends 2018-2022 Biological: SHI	EDI	Trends 2018-2022 Technical: VUR
ESP OFR DTS 2440 NGI	39	3						
ESP OFR DTS 40XX NGI	29	1						
ESP OFR HOK 2440 LLD	65	6						
ESP OFR HOK 1824 NGI	3							
ESP OFR HOK 2440 NGI	6							
ESP OFR HOK 40XX NGI	2	1						
ESP OFR HOK 40XX LLD	28	5						
ESP OFR PS 40XX NGI	27	3	0.64					



Fleet segment/ clustered segment	Nb of vessels	Status 2022 Economic: CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Trends 2018-2022 Economic: CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE
SWE NAO DFN 0008 NGI *	259										
SWE NAO DFN 0010 NGI *	229										
SWE NAO DFN 0812 NGI *	46										
SWE NAO DFN 1012 NGI *	51										
SWE NAO DTS 0812 NGI *	36										
SWE NAO DTS 1012 NGI *	26										
SWE NAO DTS 1218 NGI *	65										
SWE NAO DTS 1824 NGI *	33										
SWE NAO DTS 2440 NGI *	20										
Total active	765										
Total inactive	173										
%inactive to total	18.4										

Fleet segment	Nb of vessels	Status 2022 Biological: SAR	SHI	EDI	Status 2022 Technical: VUR	Trends 2018-2022 Biological: SHI	EDI	Trends 2018-2022 Technical: VUR
SWE NAO DFN VL0008 NGI	115							
SWE NAO FPO VL0008 NGI	136	2						
SWE NAO PGP VL0008 NGI	8							
SWE NAO DFN VL0010 NGI	21							
SWE NAO FPO VL0010 NGI	187							
SWE NAO HOK VL0010 NGI	10							
SWE NAO PGO VL0010 NGI	6							
SWE NAO PGP VL0010 NGI	5							
SWE NAO DFN VL0812 NGI	45	2						
SWE NAO FPO VL0812 NGI	1	1						
SWE NAO DFN VL1012 NGI	6	1						
SWE NAO DFN VL1218 NGI	2							
SWE NAO FPO VL1012 NGI	37	2						
SWE NAO FPO VL1218 NGI	3	1						
SWE NAO HOK VL1012 NGI	2							
SWE NAO PGP VL1012 NGI	1							
SWE NAO DTS VL0812 NGI	28	1						
SWE NAO PMP VL0812 NGI	1							
SWE NAO PS VL0812 NGI	1	1						
SWE NAO TM VL0812 NGI	6	1						
SWE NAO DRB VL1012 NGI	1							
SWE NAO DTS VL1012 NGI	24	1						
SWE NAO PMP VL1012 NGI	1							
SWE NAO DTS VL1218 NGI	61							
SWE NAO MGP VL1218 NGI	1							
SWE NAO PMP VL1218 NGI	2	1						
SWE NAO PS VL1218 NGI	1	1						
SWE NAO DTS VL1824 NGI	29	1						
SWE NAO TM VL1824 NGI	4	1						
SWE NAO DTS VL2440 NGI	11	1						
SWE NAO TM VL2440 NGI	9	3						



			Economic indicators											Biological indicators and Technical indicators								
			Status 2022				Trends 2018-2022							Status 2022					Trends 2018-2022			
OMR	Fleet segment	No of vessels	CR/BER	RoFTA	NP margin	NVA/ FTE	CR/BER	RoFTA	NP/CR	NVA/ FTE	Fishing tech	Vessel length	No of vessels	SAR	SHI	EDI	VUR	VUR90	SHI	EDI	VUR	VUR 90
French Guiana	FRA OFR DFN0010 GF A*	19									**DFN**	**VL0010**	19	2								
	FRA OFR DFN0010 GF L*	16									DFN	VL0010	16	2								
	FRA OFR DFN1012 GF A*	51									DFN	VL1012	51	2								
	FRA OFR DFN1012 GF L*	12									DFN	VL1012	12	1								
	FRA OFR DTS1824 GF *	7									DTS	VL1824	7									
Guadeloupe	FRA OFR DFN0010 GP A*	35									**DFN**	**VL0010**	34									
											PGO	VL0010	1									
	FRA OFR DFN0010 GP L*	48									**DFN**	**VL0010**	41									
											DFN	VL1012	2									
											PGO	VL0010	5									
	FRA OFR FPO0010 GP A*	40									**FPO**	**VL0010**	37									
											FPO	VL1012	3									
	FRA OFR FPO0010 GP L*	62									FPO	VL0010	62									
	FRA OFR HOK0010 GP A*	41									**HOK**	**VL0010**	39	1								
											HOK	VL1012	2									
	FRA OFR HOK0010 GP L*	76									**HOK**	**VL0010**	68									
											HOK	VL1012	8									
	FRA OFR PGP0010 GP A*	97									PGP	VL0010	97	1								
	FRA OFR PGP0010 GP L*	81									**PGP**	**VL0010**	79									
											PGP	VL1012	2									
	FRA OFR PS 0010 GP A*	11									PS	VL0010	11									
	FRA OFR PS 0010 GP L*	8									PS	VL0010	8									
Martinique	FRA OFR DFN0010 MQ	54									DFN	VL0010	54									
	FRA OFR FPO0010 MQ	132									FPO	VL0010	132									
	FRA OFR HOK0010 MQ	117									HOK	VL0010	117	1								
	FRA OFR PGP0010 MQ *	272									FPO	VL1218	1									
											FPO	VL1824	1									
											HOK	VL1012	9									
											HOK	VL1218	1	1								
											PGO	VL0010	13	1								
											PGP	**VL0010**	242	2								
											PGP	VL1012	2									
											PS	VL0010	3									
Reunion	FRA OFR HOK0010 RE *	147									DFN	VL0010	1									
											HOK	**VL0010**	134	2								
											HOK	VL1012	3	1								
											PGO	VL0010	6									
											PGP	VL0010	3	1								
	FRA OFR HOK1218 RE *	21									FPO	VL1824	1									
											HOK	**VL1218**	16	2								
											HOK	VL1824	3	1								
											HOK	VL2440	1	1								
Mayotte	FRA OFR HOK0010 YT *	92									DFN	VL0010	9									
											HOK	**VL0010**	82	1								
											HOK	VL1012	1									

			Economic indicators											Biological indicators and Technical indicators						
			Status 2022				Trends 2018-2022							Status 2022				Trends 2018-2022		
OMR	Fleet segment	No of vessels	CR/ BER	RoFTA	NP margin	NVA/ FTE	CR/ BER	RoFTA	NP margin	NVA/ FTE	Fishing tech	Vessel length	No of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
Madeira	PRT NAO HOK0010 P2 *	50									HOK	VL0010	50	1						
	PRT NAO HOK1012 P2	6									HOK	VL1012	6	1						
	PRT NAO HOK1218 P2	15									HOK	VL1218	15							
	PRT NAO HOK1824 P2	3									HOK	VL1824	3	1						
	PRT NAO HOK2440 P2	6									HOK	VL2440	6	1						
	PRT NAO MGP0010 P2	7									MGP	VL0010	7							
	PRT NAO MGP1824 P2 *	3									MGP	VL1824	3							

			Economic indicators											Biological and technical indicators						
			Status 2022				Trends 2018-2022							Status 2022				Trends 2018-2022		
OMR	Fleet segment	No of vessels	CR/BER	RoFTA	NP margin	NVA/ FTE	CR/BER	RoFTA	NP/CR	NVA/ FTE	Fishing tech	Vessel length	No of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
Azores	PRT NAO DFN0010 P3	33									DFN	VL0010	33							
	PRT NAO HOK0010 P3	292									HOK	VL0010	292							
	PRT NAO HOK1012 P3	65									HOK	VL1012	65							
	PRT NAO HOK1218 P3	31									HOK	VL1218	31	1						
	PRT NAO HOK2440 P3 *	24									HOK	VL1824	4							
											HOK	**VL2440**	20	1						
	PRT NAO PGP0010 P3 *	20									PGP	VL0010	20							
	PRT NAO PS 0010 P3	13									PS	VL0010	13							
	PRT NAO PS 1012 P3 *	8									PS	VL1012	8							
	PRT NAO PS 1218 P3	3									PS	VL1218	3							

			Economic indicators											Biological and technical indicators						
			Status 2022				Trends 2018-2022							Status 2022				Trends 2018-2022		
OMR	Fleet segment	No of vessels	CR/BER	RoFTA	NP margin	NVA/ FTE	CR/BER	RoFTA	NP/CR	NVA/ FTE	Fishing tech	Vessel length	No of vessels	SAR	SHI	EDI	VUR	SHI	EDI	VUR
Canary Islands	ESP NAO FPO1012 IC *	16									FPO	VL0010	1							
											FPO	**VL1012**	8	1						
											FPO	VL1218	7							
	ESP NAO HOK1012 IC *	48									HOK	VL0010	9	1						
											HOK	**VL1012**	39	1						
	ESP NAO HOK1218 IC	34									HOK	VL1218	34	1						
	ESP NAO HOK2440 IC *	23									HOK	VL1824	7	1						
											HOK	**VL2440**	16	1						
	ESP NAO PMP0010 IC *	437									**PMP**	**VL0010**	434	2						
											PMP	VL1012	3							
	ESP NAO PS 1218 IC *	11									PS	VL1012	2							
											PS	**VL1218**	9	1						

			Economic indicators Status 2022							Biological indicators Status 2022				
OMR	Fleet segment	No of vessels	CR/BER	RoFTA	NP margin	NVA/ FTE	Fishing tech	Vessel length	No of vessels	SAR	SHI	EDI	VUR	VUR90
French Guiana	FRA OFR DFN0010 GF A*	19					**DFN**	**VL0010**	19	2				
	FRA OFR DFN0010 GF L*	16					DFN	VL0010	16	2				
	FRA OFR DFN1012 GF A*	51					DFN	VL1012	51	2				
	FRA OFR DFN1012 GF L*	12					DFN	VL1012	12	1				
	FRA OFR DTS1824 GF *	7					DTS	VL1824	7					
Guadeloupe	FRA OFR DFN0010 GP A*	35					**DFN**	**VL0010**	**34**					
							PGO	VL0010	1					
	FRA OFR DFN0010 GP L*	48					**DFN**	**VL0010**	**41**					
							DFN	VL1012	2					
							PGO	VL0010	5					
	FRA OFR FPO0010 GP A*	40					**FPO**	**VL0010**	**37**					
							FPO	VL1012	3					
	FRA OFR FPO0010 GP L*	62					FPO	VL0010	62					
	FRA OFR HOK0010 GP A*	41					**HOK**	**VL0010**	**39**	1				
							HOK	VL1012	2					
	FRA OFR HOK0010 GP L*	76					**HOK**	**VL0010**	**68**					
							HOK	VL1012	8					
	FRA OFR PGP0010 GP A*	97					PGP	VL0010	97	1				
	FRA OFR PGP0010 GP L*	81					**PGP**	**VL0010**	**79**					
							PGP	VL1012	2					
	FRA OFR PS 0010 GP A*	11					PS	VL0010	11					
	FRA OFR PS 0010 GP L*	8					PS	VL0010	8					
Martinique	FRA OFR DFN0010 MQ	54					DFN	VL0010	54					
	FRA OFR FPO0010 MQ	132					FPO	VL0010	132					
	FRA OFR HOK0010 MQ	117					HOK	VL0010	117	1				
	FRA OFR PGP0010 MQ *	272					FPO	VL1218	1					
							FPO	VL1824	1					
							HOK	VL1012	9					
							HOK	VL1218	1	1				
							PGO	VL0010	13	1				
							PGP	**VL0010**	**242**	2				
							PGP	VL1012	2					
							PS	VL0010	3					
Reunion	FRA OFR HOK0010 RE *	147					DFN	VL0010	1					
							HOK	**VL0010**	**134**	2				
							HOK	VL1012	3	1				
							PGO	VL0010	6					
							PGP	VL0010	3	1				
	FRA OFR HOK1218 RE *	21					FPO	VL1824	1					
							HOK	**VL1218**	**16**	2				
							HOK	VL1824	3	1				
							HOK	VL2440	1	1				
Mayotte	FRA OFR HOK0010 YT *	92					DFN	VL0010	9					
							HOK	**VL0010**	**82**	1				
							HOK	VL1012	1					

			Economic indicators							Biological indicators			
			Status 2022							Status 2022			
OMR	Fleet segment	No of vessels	CR/BER	RoFTA	NP margin	NVA/ FTE	Fishing tech	Vessel length	No of vessels	SAR	SHI	EDI	VUR
Azores	PRT NAO DFN0010 P3	33					DFN	VL0010	33				
	PRT NAO HOK0010 P3	292					HOK	VL0010	292				
	PRT NAO HOK1012 P3	65					HOK	VL1012	65				
	PRT NAO HOK1218 P3	31					HOK	VL1218	31	1			
	PRT NAO HOK2440 P3 *	24					HOK	VL1824	4				
							HOK	**VL2440**	20	1			
	PRT NAO PGP0010 P3 *	20					PGP	VL0010	20				
	PRT NAO PS 0010 P3	13					PS	VL0010	13				
	PRT NAO PS 1012 P3 *	8					PS	VL1012	8				
	PRT NAO PS 1218 P3	3					PS	VL1218	3				
Madeira	PRT NAO HOK0010 P2 *	50					HOK	VL0010	50	1			
	PRT NAO HOK1012 P2	6					HOK	VL1012	6	1			
	PRT NAO HOK1218 P2	15					HOK	VL1218	15				
	PRT NAO HOK1824 P2	3					HOK	VL1824	3	1			
	PRT NAO HOK2440 P2	6					HOK	VL2440	6	1			
	PRT NAO MGP0010 P2	7					MGP	VL0010	7				
	PRT NAO MGP1824 P2 *	3					MGP	VL1824	3				

			Economic indicators							Biological indicators			
			Status 2022							Status 2022			
OMR	Fleet segment	No of vessels	CR/BER	RoFTA	NP margin	NVA/ FTE	Fishing tech	Vessel length	No of vessels	SAR	SHI	EDI	VUR
Canary Islands	ESP NAO FPO1012 IC *	16					FPO	VL0010	1				
							FPO	**VL1012**	8	1			
							FPO	VL1218	7				
	ESP NAO HOK1012 IC *	48					HOK	VL0010	9	1			
							HOK	**VL1012**	39	1			
	ESP NAO HOK1218 IC	34					HOK	VL1218	34	1			
	ESP NAO HOK2440 IC *	23					HOK	VL1824	7	1			
							HOK	**VL2440**	16	1			
	ESP NAO PMP0010 IC *	437					**PMP**	**VL0010**	434	2			
							PMP	VL1012	3				
	ESP NAO PS 1218 IC *	11					PS	VL1012	2				
							PS	**VL1218**	9	1			