



COMISIÓN DE LAS COMUNIDADES EUROPEAS

Bruselas, 9.1.2007
COM(2006) 872 final

**INFORME ANUAL DE LA COMISIÓN AL CONSEJO Y AL PARLAMENTO
EUROPEO**

**sobre la labor realizada por los Estados miembros durante 2005 para conseguir un
equilibrio sostenible entre la capacidad pesquera y las posibilidades de pesca**

{SEK(2006) 1799}

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1. INTRODUCCIÓN

El artículo 14 del Reglamento (CE) nº 2371/2002 del Consejo¹ y el artículo 12 del Reglamento (CE) nº 1438/2003 de la Comisión² exigen que los Estados miembros presenten a la Comisión, antes del 1 de mayo de cada año, un informe sobre la labor que hayan realizado durante el año anterior para conseguir un equilibrio sostenible entre la capacidad de la flota y las posibilidades de pesca. Los informes de los Estados miembros figuran en el sitio «Europa» en Internet³. Sobre la base de estos informes y de los datos del registro comunitario de la flota pesquera⁴, la Comisión ha elaborado para el año 2005 un resumen que ha sido presentado al Comité científico, técnico y económico de pesca (CCTEP) y al Comité de pesca y acuicultura. En este informe, la Comisión presenta dicho resumen al Consejo y al Parlamento Europeo, acompañado de los dictámenes de los Comités citados.

El informe consta de dos partes:

- en la primera parte se describen las normas a las que deben atenerse los Estados miembros en lo que se refiere a la gestión de sus flotas respectivas y se resume la información presentada en cumplimiento del artículo 13 del Reglamento (CE) nº 1438/2003 por el que se establecen las normas de aplicación de la política comunitaria de flotas pesqueras;
- en la segunda se presenta la evolución de la capacidad de las flotas de los Estados miembros a lo largo de 2005 mediante tablas numéricas y gráficos que recogen la información pertinente sobre la gestión de las entradas y salidas de los buques de cada flota nacional.

2. GESTIÓN DE LA FLOTA TRAS LA REFORMA DE LA POLÍTICA PESQUERA COMÚN

Tras la reforma de la política pesquera común (PPC) aprobada en diciembre de 2002, las flotas pesqueras se rigen por la norma general de que toda nueva capacidad, expresada en arqueo y potencia, que se incorpore a la flota no puede ser superior a la capacidad que se elimine de ella (véase el anexo técnico 1).

3. RESUMEN DE LOS INFORMES ANUALES DE LOS ESTADOS MIEMBROS

De nuevo este año sólo diez Estados miembros presentaron sus informes anuales dentro del plazo fijado, que terminaba el 30 de abril de 2006; los demás informes se retrasaron (por ejemplo, Italia y Francia presentaron sus informes respectivos con varios meses de retraso).

El Reino Unido no ha presentado su informe anual. Además, la información recogida en los informes de los Estados miembros no es homogénea y, en ocasiones, no se ha respetado el formato o el contenido de los informes anuales. Por otro lado, varios Estados miembros han superado de nuevo el límite máximo de 10 páginas establecido y adjuntado numerosos anexos y cuadros explicativos.

¹ Reglamento (CE) nº 2371/2002 del Consejo (DO L 358 de 31.12.2002, p. 59-80).

² Reglamento (CE) nº 1438/2003 de la Comisión (DO L 204 de 12.8.2003, p. 21-28).

³ http://ec.europa.eu/fisheries/fleet/index.cfm?method=FM_Reporting.menu

⁴ Reglamento (CE) nº 26/2004 de la Comisión (DO L 5 de 9.1.2004, p. 25-35).

Como consecuencia de las incoherencias antes citadas, ha resultado problemático realizar una evaluación común de los informes de los Estados miembros y le ha resultado muy difícil a Comisión cumplir la fecha límite (31 de julio de 2006) establecida para la presentación del informe resumido al CCTEP y al Comité de pesca y acuicultura.

a) Estado de las flotas en relación con la situación de los recursos

Los informes anuales de los Estados miembros dan una descripción general de las flotas pesqueras por número de buques, capacidad, especies objetivo y zonas de pesca. Por otro lado, los Estados miembros han utilizado diversos sistemas de segmentación; algunos han mantenido la antigua segmentación del POP IV, otros han utilizado su propio sistema nacional de segmentación. En términos generales, la segmentación de la flota pesquera nacional se gestiona del modo siguiente:

- Alemania, Francia, Portugal, Finlandia e Irlanda utilizan la segmentación del POP IV (con algunos añadidos);
- Dinamarca y Chipre clasifican en función del tipo de buque/artes de pesca/eslora total;
- Grecia y Eslovenia, en función de la eslora total y los artes de pesca;
- Bélgica, en función de los artes de pesca;
- España, Letonia, Lituania y Polonia, en función de los caladeros geográficos y el tipo de buque pesquero;
- Estonia y Suecia, en función de la eslora total, los caladeros, los artes pesca utilizados y las especies capturadas (los caladeros se utilizan como indicador);
- En el caso de los Países Bajos, existen dos segmentos: la acuicultura y la flota metropolitana (principalmente cúteres).

Una serie de Estados miembros han destacado que la flota pesquera costera artesanal (que representa más del 80 % del total de la flota pesquera comunitaria) tiene una incidencia socioeconómica muy importante sobre las comunidades costeras. Una gestión más adecuada y un mayor desarrollo de este sector se consideran una prioridad en el caso de Suecia y Grecia, por ejemplo.

La mayor parte de los Estados miembros han intentado realizar en sus informes una evaluación del equilibrio entre la capacidad de la flota pesquera y las posibilidades de pesca existentes. Se han utilizado varios enfoques para determinar la correlación entre las poblaciones de peces disponibles y las flotas respectivas. Varios Estados miembros han analizado la relación existente entre las poblaciones de peces disponibles y la modificación de la capacidad de cada uno de los segmentos de su flota. Algunos Estados miembros han utilizado un enfoque socioeconómico para evaluar la evolución de la capacidad de su flota pesquera.

Los Estados miembros recurrieron en 2005 a distintas medidas para alcanzar un mayor equilibrio entre los recursos disponibles y las flotas pesqueras: reducción de la capacidad de la flota, limitación de los días de pesca, restricción del acceso a los recursos a nivel nacional, limitación del número de licencias de pesca, asignación de cuotas pesqueras, etc. Todos los Estados miembros notificaron en 2005 una reducción gradual de la capacidad de la flota, tanto en TAB como en kW, conseguida principalmente a través de planes de desmantelamiento.

b) Repercusión en la capacidad de las medidas de reducción del esfuerzo

Tal como se ha indicado anteriormente, los Estados miembros aplicaron en 2005 distintas medidas de recuperación y planes de reducción del esfuerzo. Todos los Estados miembros dedicados a la pesca en el Kattegat, el Mar del Norte y el Skagerrak, el oeste de Escocia, la parte oriental del Canal de la Mancha, el Mar de Irlanda, el Golfo de Vizcaya, el Mar Cantábrico, la zona occidental de la península ibérica y el Mar Báltico se vieron afectados por las medidas de reducción del esfuerzo pesquero (establecidas en algunos casos en el Reglamento (CE) nº 27/2005 del Consejo⁵). La aplicación de estas medidas implicaba por regla general una limitación del número de días que los buques pasaban en el mar y de los artes de pesca utilizados.

La mayoría de los Estados miembros afectados notificaron una disminución global de su esfuerzo pesquero. Además, los Estados miembros afectados notificaron que la disminución de su esfuerzo pesquero se debía principalmente a la aplicación de distintos planes de limitación del esfuerzo pesquero y de desmantelamiento, tanto a escala comunitaria como a escala nacional. Según algunos de ellos, el aumento del precio del combustible registrado en 2005 también desempeñó un papel importante en la reducción de su esfuerzo pesquero. A continuación se recogen algunas observaciones de los Estados miembros sobre sus planes de reducción del esfuerzo pesquero en 2005:

Bélgica: Las actividades de la flota abarcaron en 2005 el Mar del Norte, las aguas occidentales y el Golfo de Vizcaya, aplicándose las restricciones impuestas por el Reglamento nº 27/2005. En cada una de estas zonas la flota tuvo que atenerse a un plan de gestión o recuperación (a excepción de los camareros). El sistema belga establece además en todas las zonas una serie de restricciones del número total de días de salida autorizados al año por cada buque.

El número de días de mar disponibles en la zona de recuperación del bacalao fue percibido con una auténtica restricción por determinados buques de la flota de arrastre. No se superó el número total de días de mar para el conjunto de la flota debido a que algunos buques no utilizaron todos los que les correspondían. La restricción del número total de días de salida no impidió que se capturara toda la cuota disponible.

Dinamarca: Repercusión del plan de recuperación del bacalao en el Mar del Norte: se registraron 71.642 días de mar, frente a los 81.330 días de mar registrados en 2004, lo que supone una reducción del 12 %. Se ha analizado la interacción entre la gestión de los recursos y la de la flota en términos de restricciones de TAC/cuota y esfuerzo/capacidad en un proyecto de investigación que llega a la conclusión de que, desde un punto de vista económico que concede a los resultados económicos de la flota en la explotación de las poblaciones de peces un elevado valor, el tamaño de la flota debe disminuir. A raíz del análisis de cuatro hipótesis a corto plazo, el número de buques se reduce notablemente en todos los casos, excepto si se limita la actividad de los buques (días de mar). Según las previsiones, la recuperación de la población puede dar lugar a importantes beneficios a largo plazo. Sin embargo, podrían conseguirse beneficios equivalentes a través de una adecuada gestión de la flota comparable a la gestión de las poblaciones de peces. Siguen adelante los esfuerzos por establecer un auténtico equilibrio entre el tamaño de la flota y las posibilidades de pesca.

⁵ Reglamento (CE) nº 27/2005 del Consejo (DO L 12 de 14.1.2005, p. 1-151).

Alemania: Debido al reducido tamaño de la flota, los planes de reducción del esfuerzo pesquero sólo han tenido repercusiones limitadas sobre la capacidad pesquera, casi exclusivamente en el Mar Báltico. En el contexto del sistema de gestión de la flota destinado a establecer un equilibrio sostenible entre la capacidad pesquera y los recursos disponibles, la flota pesquera alemana debe conservar una capacidad global suficiente que le permita utilizar las cuotas asignadas a Alemania. La evolución de la flota pesquera alemana indica que se ha adaptado tanto a las condiciones económicas establecidas por la nueva PPC como a la limitada disponibilidad de recursos. Tal es el motivo por el que las autoridades alemanas no han adoptado medidas relativas al desarrollo de la flota.

Estonia: Este país aplica la reducción de los TAC del bacalao en el Mar Báltico y el plan de reconstitución de la Organización de la Pesca del Atlántico Noroccidental, de acuerdo con el Reglamento (CE) nº 27/2005 del Consejo.

Grecia: No se aplicaron planes plurianuales de gestión y recuperación de las poblaciones debido a la falta de tales planes para la pesca en el Mediterráneo; se siguieron aplicando en cambio las medidas de reajuste de la capacidad pesquera y las posibilidades de pesca en virtud de los Reglamentos (CE) nº 2792/1999 y nº 2369/2002 del Consejo, en el marco del programa operativo de la pesca.

España: Se mantuvo el enfoque relativo a la renovación y modernización de la flota iniciado en 2003, de acuerdo con las disposiciones del Reglamento nº 2371/2002. Así pues, la gestión de las entradas y salidas ha permitido mantener una ligera reducción de la capacidad de la flota y, por consiguiente, del esfuerzo pesquero global.

En 2005 se aplicaron en los caladeros del Golfo de Cádiz dos planes de carácter nacional de recuperación y gestión sostenible para las pesquerías de arrastre y cerco respectivamente. Estos planes contienen fundamentalmente medidas de reducción del esfuerzo. Al limitarse el número de días, se ha conseguido una reducción del esfuerzo del orden del 32 % respecto al ejercido en años anteriores.

Francia: La capacidad de la flota continental francesa permaneció estable en 2005; no se concedió ninguna ayuda pública al desmantelamiento durante ese mismo año. Está previsto para el 2006 un nuevo plan de desmantelamiento que se aplicará a la flota dedicada a los caladeros sobreexplotados. Las limitaciones del esfuerzo pesquero adoptadas en el marco de los planes de recuperación o de acuerdo con las disposiciones del anexo IV del Reglamento relativo a los TAC y las cuotas afectan a unos 850 buques; no se registró ninguna reducción de la capacidad en 2005 como consecuencia de estas medidas.

Irlanda: Las actividades pesqueras que entran en el ámbito de aplicación de los planes de recuperación de las poblaciones son de naturaleza muy heterogénea, por lo que es difícil evaluar la repercusión de los planes de reducción de la capacidad pesquera y del esfuerzo pesquero. En cumplimiento del Reglamento (CE) nº 27/2005 del Consejo, Irlanda ha establecido un sistema por el que los buques que faenan en determinadas zonas y utilizan artes de pesca específicos están obligados a rellenar una «Declaración oficial de días de mar». Además de las medidas de reducción del esfuerzo asociadas al plan plurianual de recuperación del bacalao en el Mar de Irlanda y el oeste de Escocia, existe también un mecanismo de control global del esfuerzo aplicable a las especies demersales en general (y a los cangrejos y las vieiras) en todas las aguas que rodean Irlanda. Este país ha llevado a cabo un control de los niveles del esfuerzo en dichas pesquerías e implantado medidas de gestión

destinadas a mantener a la flota dentro de los límites del esfuerzo pesquero que se le ha asignado.

El Ministro irlandés de la Marina implantó en 2005 un nuevo plan de eliminación de hasta un 25 % de los buques más antiguos, más grandes y más activos en los sectores demersales (artes polivalentes y de arrastre) de la flota y de eliminación del exceso de capacidad de la flota dedicada a la pesca de la vieira. 22 buques (2 464 TAB y 7 742 kW en total) abandonaron la flota en 2005 al amparo de este plan.

Italia: La tendencia a la disminución de los desembarques registrada en 2005 se debe a la reducción tanto del número de buques como del nivel de la actividad. A este respecto cabe recordar que el precio del combustible ha tenido una importante repercusión en el número total de días de pesca, ya que, en muchos casos, los agentes económicos tuvieron que modificar su estrategia pesquera, es decir, limitar su esfuerzo pesquero con el fin de reducir sus gastos de funcionamiento. El plan de reducción de la capacidad pesquera con ayudas públicas dio buenos resultados en 2005, al igual que en años anteriores. Aunque no ha incidido en la evaluación del cumplimiento del régimen de entradas y salidas, la reducción del esfuerzo pesquero en aguas italianas ha sido notable en términos absolutos.

Chipre: Se desguazaron dos arrastreros de fondo y otros dos buques se asignaron a museos locales. Se retiró definitivamente de la flota un total de 2 864 TAB y 5 423 kW.

Letonia: En 2005 se desguazaron 31 buques con ayudas públicas; todos ellos se retiraron de la flota del Mar Báltico. Los armadores de estos buques recurrieron al desmantelamiento debido principalmente al deterioro de las poblaciones de peces del Mar Báltico, sobre todo las de bacalao, por lo que la mayoría de los buques desmantelados se dedicaban a la pesca de esta especie. Otro motivo importante del desguace es la antigüedad de los buques y sus deficientes condiciones técnicas, así como el notable aumento del precio del combustible y de otros gastos de funcionamiento.

Gracias a la incidencia global del plan de reducción del esfuerzo pesquero y a la reducción de la flota pesquera letona a través de la exportación o el desguace de buques sin ayudas públicas, la capacidad de la flota dedicada a la pesca del bacalao se ha reducido un 11 %. Esta reducción de la capacidad ha incidido de forma positiva desde el 1 de mayo de 2004 en las poblaciones de bacalao y en la reproducción de esta población, una de las más importantes del Mar Báltico.

Lituania: La capacidad de los buques de pesca que faenan en el Mar Báltico y en su costa disminuyó en 2005 en 1 576 TAB y 3 104 kW en comparación con 2004, gracias al desguace de los buques con ayudas públicas. A raíz de la reducción del 22 % de la capacidad de los buques de pesca que faenan en el Mar Báltico, ha aumentado la cuota de pesca correspondiente a los buques restantes.

Malta: En términos generales, el carácter estacional y las pautas de la actividad pesquera no variaron en 2005 respecto a los años anteriores, ni se notificó aumento alguno del esfuerzo pesquero en ninguna de las pesquerías. No se ha aplicado ningún plan de reducción del esfuerzo pesquero, ni se puede notificar ninguna incidencia en la capacidad pesquera. La gestión de la pesca se rige en este país por el Reglamento nº 813/2004 del Consejo, que establece medidas de control del esfuerzo en las aguas que rodean Malta. La situación de los recursos capturados por la flota pesquera no exige una reducción del esfuerzo pesquero.

Países Bajos: La situación de los cúteres ha sido preocupante durante años en los Países Bajos, con una reducción de las cuotas y un notable aumento de los costes. Concretamente, las posibilidades de captura de la solla europea han disminuido notablemente en pocos años, por lo que las autoridades y la industria pesquera han desarrollado una serie de iniciativas para reducir la presión ejercida sobre la población de solla europea. Una de estas iniciativas consiste en dismantlar parte de la flota, reduciendo de este modo definitivamente la capacidad de captura, lo que ha permitido aproximar la capacidad al equilibrio con las posibilidades de captura y ayudado a la recuperación de la población de solla europea. Otra consecuencia es la mejora de las perspectivas financieras de los pescadores restantes, ya que quedan mayores posibilidades de captura por buque.

En septiembre de 2005, a raíz de la entrada en vigor del Reglamento relativo a la reducción de la capacidad pesquera en el mar, se dismantlaron 29 buques, con un total de 36 092 kW y 8 982 TAB. En parte como consecuencia de la aplicación de este Reglamento, se registró una reducción de la flota de cúteres que contribuyó a un mayor equilibrio entre la flota y las posibilidades de pesca existentes. En 2005 los kW/días de la flota de cúteres holandesa experimentaron un descenso del 15 % respecto al año 2004 en el marco del plan de recuperación en el Mar del Norte. En cuanto al resto de la flota, su tamaño puede justificarse en términos de volumen actual y situación de las poblaciones de peces. La reducción de la capacidad conseguida y la reducción de la capacidad utilizada en 2005 han contribuido a un mayor equilibrio entre el tamaño de las poblaciones y el de la flota.

Polonia: Este país ha implantado un plan de reducción del esfuerzo pesquero debido tanto a un grave exceso de capacidad de la pesca del bacalao en el Mar Báltico como a la baja rentabilidad. A lo largo del 2005, 270 buques fueron desguazados o cambiaron de actividad, con una retirada definitiva de la capacidad pesquera cifrada en 15 564 TAB y 42 237 kW.

Portugal: La flota se ha visto afectada por las siguientes limitaciones del esfuerzo: el cerco (sardina), el plan de recuperación de la merluza sureña (Reglamento (CE) nº 27/2005 del Consejo), el plan de recuperación del fletán negro de la NAFO y los Reglamentos relativos a las especies de aguas profundas. En el caso de estas últimas, Portugal ha implantado un régimen de licencias destinado a limitar el acceso de los buques a la pesca en aguas profundas. En 2005 se aprobaron 34 propuestas de reducción, con 25 buques ya desguazados durante el año pertenecientes al segmento metropolitano de la flota, lo que representa una reducción de 5 011 TAB y 10 123 kW.

Eslovenia: Eslovenia no puede notificar ninguna repercusión en la capacidad pesquera derivada de planes de reducción del esfuerzo, ya que no se han implantado aún planes de gestión o recuperación aplicables a la pesca en el Mediterráneo, ni planes de dismantelamiento o retirada de buques de pesca.

Finlandia: Se ha elaborado un plan especial de reducción de la capacidad pesquera destinado a limitar el exceso de capacidad reconocido en lo que atañe a la pesca del arenque y relacionado con la prohibición de las redes de enmalle de deriva en el Mar Báltico. Finlandia ha aplicado este plan a los arrastreros pelágicos y a los buques que faenan con artes fijos; se han retirado 1 378 TAB y 6 025 kW con ayudas públicas.

A lo largo del período 2003-2005, se registró un notable descenso del esfuerzo de la flota pelágica, en torno a un 15 %. En 2005 también disminuyó notablemente, aproximadamente un 79 %, la pesca con artes de arrastre y artes fijos de especies demersales (principalmente el bacalao), si bien ello sólo afecta a un reducido número de buques y un pequeño volumen de

capturas. La reducción más importante del esfuerzo (aproximadamente un 88 %) afecta a la pesca del salmón, la trucha y las especies de agua dulce.

Suecia: gracias a los planes plurianuales de gestión y recuperación implantados en el Mar del Norte, el Skagerrak y el Kattegat, la capacidad pesquera se ha reducido gradualmente como consecuencia de la disminución de los TAC y del menor número de días de mar. También han reducido la capacidad las normas nacionales por las que se establece el ajuste a los límites aplicables a las redes de arrastre, la implantación de redes de arrastre de tamaño selectivo obligatorias y la restricción de la pesca costera con redes de arrastre y cerco. Las licencias especiales de pesca del bacalao báltico han limitado la capacidad de este tipo de pesca.

En vista de la grave situación de las especies demersales en el Kattegat y el Skagerrak y teniendo en cuenta la pesca costera con artes fijos, las posibilidades de pesca han disminuido dentro de los límites aplicables a las redes de arrastre en las zonas costeras. Las restricciones suponen la prohibición de la pesca con redes de cerco de jareta en otros dos conjuntos de fiordos. Se han establecido restricciones temporales a la pesca con redes de cerco de jareta y con luces. También se han limitado las posibilidades de pesca pelágica del arenque y, por otro lado, se ha retirado la licencia de pesca costera a los buques de pesca pelágica más grandes. Se ha prohibido la pesca con redes de arrastre pelágico en las zonas de especial importancia para la pesca con nasas.

En resumen, la mayor parte de los Estados miembros han confirmado que los planes de reducción del esfuerzo pesquero ya existentes han dado resultados satisfactorios en términos generales y han contribuido a un mayor equilibrio entre capacidad pesquera y posibilidades de pesca. Algunos Estados miembros han señalado además la necesidad de reforzar en el futuro las medidas de reducción del esfuerzo pesquero.

Bélgica ha señalado por ejemplo que sus pescadores saben desde hace tiempo que las poblaciones de peces no están al mismo nivel que hace diez años, por lo que admiten que es necesario intervenir de modo que las poblaciones resulten menos vulnerables y que es preciso reducir la flota para que los buques restantes puedan practicar una pesca sostenible y viable desde el punto de vista económico. No obstante, las restricciones resultantes de los planes de recuperación o gestión deben dar resultados concretos a corto y medio plazo para que los pescadores las consideren creíbles y aceptables. Un estudio realizado en Bélgica indica que es preciso eliminar 10 000 kW de la flota belga (el 15 % de la capacidad actual de la flota) para alcanzar un punto de equilibrio a corto plazo, sobre la base de la estructura de costes y las posibilidades de captura actuales.

Asimismo Suecia ha sugerido que es conveniente reducir aún más la capacidad para lograr un equilibrio entre capacidad y posibilidades de pesca, siendo éste también un requisito previo a la viabilidad de la flota pesquera. Es probable que las poblaciones de peces se mantengan al mismo nivel en los próximos años, por lo que cabe esperar que siga reduciéndose el tamaño de la flota. También es importante combinar la gestión de la flota con otras medidas destinadas a crear un equilibrio entre la capacidad pesquera y los recursos, como por ejemplo medidas de distribución de las cuotas y posibilidades de pesca y restricciones aplicables al esfuerzo y a los artes de pesca.

c) Ventajas e inconvenientes

Todos los Estados miembros han aplicado el régimen de entradas y salidas. La notificación a la Comisión de los datos relativos a los registros de las flotas nacionales se ha efectuado en la

mayoría de los casos de forma satisfactoria, de acuerdo con lo dispuesto en el Reglamento nº 26/2004. No obstante, siguen planteándose algunas dificultades en materia de organización y tratamiento de datos, debido principalmente a la limitada capacidad administrativa de algunos Estados miembros. Pese a estas dificultades, la calidad de los datos enviados a la Comisión por los Estados miembros mejoró notablemente a lo largo del año 2005. Una de las principales tareas consiste en un procedimiento continuo de control cruzado de los datos del registro de la flota y la comprobación de las «alertas».

En 2005, casi todos los Estados miembros disponían de sistemas integrados de información sobre la pesca que incluían a menudo varias aplicaciones informáticas (registro de la flota, gestión de la capacidad, licencias, desembarques, cuotas disponibles, notificación de capturas, etc.). También se implantaron en 2005 nuevas versiones de sistemas integrados de información sobre la pesca en Irlanda y en Suecia. Eslovenia también se ha preparado con vistas a la implantación de este tipo de sistema. En la mayoría de los casos, estos sistemas vinculan varios organismos administrativos, incluidos los centrales, con los organismos administrativos locales, por lo que contribuyen en gran medida a consolidar las administraciones nacionales responsables de la flota pesquera. Por otro lado, los Estados miembros han declarado que sus registros nacionales son exactos, completos y actualizados.

d) Cumplimiento del régimen de entradas y salidas y de los niveles de referencia

Todos los Estados miembros declaran en sus informes cumplir plenamente las normas vigentes relativas a las entradas y salidas. Los anexos técnicos 1 y 2 se refieren al cumplimiento del régimen de entradas y salidas y, en su caso, de los niveles de referencia a finales de 2005, para lo cual se han aplicado las fórmulas establecidas en el Reglamento (CE) nº 1438/2003 de la Comisión. Estos anexos técnicos, basados en los datos del registro de la flota pesquera, facilitan información general sobre el cumplimiento de las normas tanto a nivel comunitario como de Estado miembro.

4. CONCLUSIONES DE LA COMISIÓN

La calidad de los informes presentados por los Estados miembros ha mejorado con respecto al año pasado. Algunos Estados miembros han presentado informes muy detallados, cuyo contenido a veces va más allá de la información que estaban obligados a facilitar. No obstante, algunos no han respetado el plazo de presentación ni los requisitos en materia de formato y contenido establecidos en el artículo 13 del Reglamento (CE) nº 1438/2003 de la Comisión. En el momento en que se redactó el presente informe, el Reino Unido no había presentado su informe anual.

Los Estados miembros han dado especial relieve en sus informes a la aplicación del régimen de gestión de la flota nacional; por otro lado, la evaluación del equilibrio entre la capacidad de la flota pesquera y las posibilidades de pesca es más completa que en los informes anteriores.

Resultados para la flota metropolitana (flota comunitaria menos los buques registrados en las regiones ultraperiféricas):

Según el registro de la flota comunitaria, durante el período de 2003 a 2005, la capacidad global de la flota comunitaria de los Estados miembros de la EU-15 se redujo en 117 000 TAB y 499 000 kW, lo que representa una reducción neta del 6,27 % del arqueo y del 7,28 % de la potencia de la flota de la EU-15. La reducción neta se cifró en 2005 en 50 000 TAB aproximadamente, frente a 23 000 TAB en 2004 y 44 000 TAB en 2003. Tales reducciones resultan relativamente limitadas si se tiene en cuenta el elevado nivel de la presión ejercida sobre la mayor parte de las pesquerías comunitarias, especialmente en lo que atañe a las especies demersales.

En el caso de los nuevos Estados miembros, a partir del 1 de mayo de 2004, la capacidad de la flota se ha reducido en 41 000 TAB y 101 000 kW, lo que representa una reducción del arqueo y de la potencia de sus flotas en un 18 % respecto a su capacidad pesquera en la fecha de adhesión.

Durante 2003, 2004 y 2005, se retiraron aproximadamente 132 000 TAB y 427 000 kW de la flota de la UE-15 con ayudas públicas, lo cual significa que esta capacidad no puede sustituirse.

La mayor parte de esta capacidad retirada con ayudas públicas (112 000 TAB y 373 000 kW) corresponde a los Estados miembros de la EU-15. La capacidad retirada por los Estados miembros con ayudas públicas a partir del 1 de mayo de 2004 se cifró en 20 000 TAB y 54 000 kW.

Los cuadros 1 y 2 del anexo técnico 1 resumen el grado de cumplimiento, a 31 de diciembre de 2005, del régimen de entradas y salidas y de los niveles de referencia. La mayor parte de los Estados miembros se han ajustado a estas normas. Sin embargo, Grecia no ha cumplido el régimen de entradas y salidas en términos de arqueo, si bien el grado de incumplimiento es muy bajo, dado que sólo ha superado en un 0,29 % el límite máximo del arqueo. Las autoridades griegas cuestionan la evaluación de la Comisión; según ellas, Grecia ha cumplido el régimen de entradas y salidas.

En los cuadros 3 y 4 del anexo técnico 1 figura un resumen de la variación de la capacidad de la flota desde el 1 de enero de 2003 (1 de mayo de 2004 para los nuevos Estados miembros) hasta el 31 de diciembre de 2005. Estos cuadros incluyen también el número de buques. El cuadro 3 se refiere a todos los Estados miembros. En el anexo técnico 2 figura la evaluación detallada por Estado miembro.

Resultados de las flotas registradas en las regiones ultraperiféricas:

El cuadro 4 refleja la capacidad de las flotas registradas en las regiones ultraperiféricas y su variación entre el 1 de enero de 2003 y el 31 de diciembre de 2005. Los resultados señalan una notable reducción de la flota registrada en las regiones ultraperiféricas españolas y portuguesas, en términos tanto de arqueo como de potencia. En el caso de los departamentos franceses de Ultramar, se ha registrado un ligero descenso del número total de buques y de su arqueo y un aumento de su potencia.

Los cuadros del anexo técnico 3 dan cuenta detallada de la aplicación del régimen especial de estas flotas. Uno de los 17 segmentos de las regiones ultraperiféricas había superado su nivel de referencia en cuanto a potencia a finales de 2005, a saber, el segmento «4FJ: buques de menos de 12 metros de eslora del departamento francés de Martinica» y otro había superado su nivel de referencia en cuanto a arqueo (el segmento «CA3»: buques de más de 12 metros de eslora registrados en las islas Canarias que faenan en aguas internacionales y en aguas de terceros países). El régimen especial deja de aplicarse a estos segmentos a partir del momento en que alcanzan su nivel máximo de referencia⁶.

Observaciones generales

Como se ha explicado anteriormente, este informe resumido se basa en los informes anuales de los Estados miembros y en los datos extraídos del registro comunitario. Subsisten algunas ligeras discrepancias entre los datos presentados por los Estados miembros en sus informes y los que proceden de sus declaraciones al registro. Gracias a los esfuerzos de los Estados miembros y de la Comisión para armonizar sus datos, estas discrepancias no son importantes desde el punto de vista de la gestión de la flota. Sin embargo, es preciso seguir colaborando para suprimir tales discrepancias. En cualquier caso, los datos presentados por los Estados miembros en los informes nacionales no modifican las conclusiones del informe.

De conformidad con lo dispuesto en el artículo 16 del Reglamento (CE) nº 2371/2002 del Consejo, aquellos Estados miembros que incumplan lo dispuesto en los artículos 11, 13 y 15 de dicho Reglamento deberán reducir su esfuerzo pesquero al nivel que habría existido en caso de haberse respetado las disposiciones de los artículos mencionados. Además, pueden ser objeto de una suspensión proporcional de la ayuda financiera comunitaria concedida con cargo al IFOP.

A fin de seguir mejorando los informes anuales, la Comisión, junto con el Comité de pesca y acuicultura, se propone elaborar orientaciones más detalladas sobre su contenido e introducir un enfoque metodológico armonizado común que ponga más énfasis en un análisis de la evolución de la capacidad pesquera en relación con las poblaciones de peces disponibles. Estas cuestiones se debatirán en las próximas reuniones del Comité de pesca y acuicultura.

En los próximos informes anuales deberá prestarse más atención a la contribución del nuevo régimen aprobado en 2002 a la gestión de la flota comunitaria de manera que se consiga un mejor equilibrio entre flotas y poblaciones de peces. La repercusión de los planes nacionales de desmantelamiento, especialmente en la reducción del esfuerzo pesquero en las pesquerías sujetas a planes de gestión o recuperación, debe precisarse y evaluarse de forma más adecuada.

⁶ Reglamento (CE) nº 639/2004 del Consejo (DO L 102 de 7.4.2004, p. 9-11).

TECHNICAL ANNEX 1 – SUMMARY TABLES AND GRAPHS

Fleet Management in the reformed Common Fisheries Policy

a) Entry/Exit regime

From 1 January 2003 Member States have had to respect a strict entry-exit regime applying to the capacity of their fleets, measured in terms of both tonnage and power. Any entry of capacity into the fleet of a Member State has to be compensated by the previous exit of at least the same amount of capacity (ratio 1:1, “at any time”), unless the entry corresponds to works to improve safety, hygiene or living and working conditions on board (Article 11(5) of Council Regulation (EC) No 2371/2002). For entries of new vessels between 100 and 400 GT built with public aid (the administrative decisions granting aid were possible only until 31 December 2004) the Member State has to withdraw 35% more capacity than it introduces (ratio 1:1.35).

Another important rule is that capacity leaving the fleet with public aid cannot be replaced. Such capacity is subtracted directly from the fleet and also from the reference level established in accordance with Article 12 of Council Regulation (EC) No 2371/2002, and it therefore counts against the entry/exit regime in the ratio 0:1. Capacity reductions supported with public aid are therefore definitive.

All of this means that, as a general rule, the capacity of the national fleets cannot increase with respect to its levels on:

- 1 January 2003 for EU-15 Member States in accordance with Article 6 and 7 of Commission Regulation (EC) No 1438/2003;
- 1 May 2004 for new Member States in accordance with Article 1(2) and 1(3) of Commission Regulation (EC) No 916/2004.

In practice this is likely to be the case. However, the implementing rules for the fleet policy allow for the introduction of vessels outside the framework of the entry/exit regime in the case where administrative decisions have been made by the national authorities:

- between 1 January 2000 and 31 December 2002 for those vessels to enter the fleet after 1 January 2003 in EU-15 Member States and,
- between 1 May 2001 and 30 April 2004 for vessels which enter the fleet after 1 May 2004 in new Member States.

These entries have to take place at the most 3 years after the date of the administrative decision (i.e. for EU-15 Member States at the latest by the end of 2005 and for new Member States until 30 April 2007) and must comply with the rules that existed at that time, in particular Article 9 of the Council Regulation (EC) No 2792/1999 regarding Community structural assistance in the fisheries sector.

b) Reference Levels (mainland fleet)

The reference levels for the fleets of Member States are the sum of the global final objectives of Multiannual Guidance Programme (MAGP IV) as established by Article 12 of Council Regulation

(EC) No 2371/2002. The general rule is that Member States may not exceed their reference levels at any time.

When a Member State undertakes decommissioning with public aid, these reference levels are automatically reduced by the amount of capacity scrapped. In addition, Member States which gave aid to construction of vessels until the end of 2004 will see their initial 2003 reference level reduced at least by 3% by the end of 2004.

Since the reference levels are a legacy of MAGP IV⁷ (period 1997 – 2002), the Council decided that they would not apply to the new Member States (Council Regulation (EC) No 1242/2004⁸).

c) Management of fleet reference levels in the outermost regions

The fishing fleets registered in the Community outermost regions, namely the French Overseas Departments, the Spanish Canary Islands and the Portuguese Azores and Madera have to comply with specific reference levels for these regions in accordance with Council Regulation (EC) No 639/2004⁹ and Commission Regulation (EC) No 2104/2004¹⁰.

d) Measurement of tonnage

The measurement of the Community fleet is based on Council Regulation (EC) No 3259/94¹¹ and Commission Decision No 95/84/EC¹². These legislative acts establish that the tonnage of vessels of 15 m in length or more has to be measured in accordance with the London Convention, i.e. as a function of the vessel's total enclosed volume, while for vessels of less than 15 m in length, the regulation defines a system of tonnage calculation based on an estimate of the hull's volume.

The fleet should have been entirely measured in accordance with Community law by 31 December 2003. Nevertheless, at the end of 2005, for some Member States there remained number of vessels that were not measured in GT.

In cases where the measurement of the fleet has not been completed, the tonnage figures used in this report are a mixture of GT and GRT. That is, for vessels whose GT tonnage is not available the GRT value is used.

e) Community Fishing Fleet Register

In 2004, the new Community Fleet Register was set up in accordance with Commission Regulation (EC) No 26/2004. It became operational on 1st September 2004. This change was necessary in order to follow up the new rules for managing the fishing capacity of the EU fleet which entered into force on 1st January 2003. This system, following the 2002 CFP reform, gives more responsibility to the Member States in achieving a better balance between the fishing capacity of their fleets and the available resources.

The main tool for monitoring the fishing fleet is the Community Fleet Register (CFR). According Commission Regulation (EC) No 26/2004, Member States are obliged on a quarterly basis

⁷ 4th Multiannual Guidance Programs

⁸ Council Regulation (EC) No 1242/2004 (OJ L 236 of 7 July 2004, p. 1 – 2)

⁹ Council Regulation (EC) No 639/2004 (OJ L 102 of 7 April 2004, p. 9 – 11)

¹⁰ Commission Regulation (EC) No 2104/2004 (OJ L 365 of 10 December 2004, p. 19 – 21)

¹¹ Council Regulation (EC) No 3259/94 (OJ L 339, 29 December 1994, p. 11 – 13)

¹² Commission Decision No 95/84/EC (OJ L 67, 25 March 1995, p. 33 – 36)

("snapshots" shall be sent on the first working day of March, June, September and December) to transmit electronically all relevant information on the characteristics of approximately 88,500 marine fishing vessels, together with information on entries to and exits from the fleet. Furthermore, the CFR is managed via web based application, called the Community Fleet Register On the Net (FRONT). The FRONT is also available for the general public on the following web page: <http://ec.europa.eu/comm/fisheries/fleet/index.cfm>

It is important to note that all information contained in the Technical Annexes 1, 2 and 3 has been taken from the CFR, with the exception of:

- data on entries corresponding to administrative decisions taken by national authorities before 1 January 2003 (or 1 May 2004 for the new Member States) and for which the special transitional provisions established in the regulation apply;
- data on exits with public aid in some cases where this was not available.

Only in these two cases has the information been taken directly from the Member States.

Table 1: Compliance with Entry/Exit ceilings at 31 December 2005 (except outermost regions)

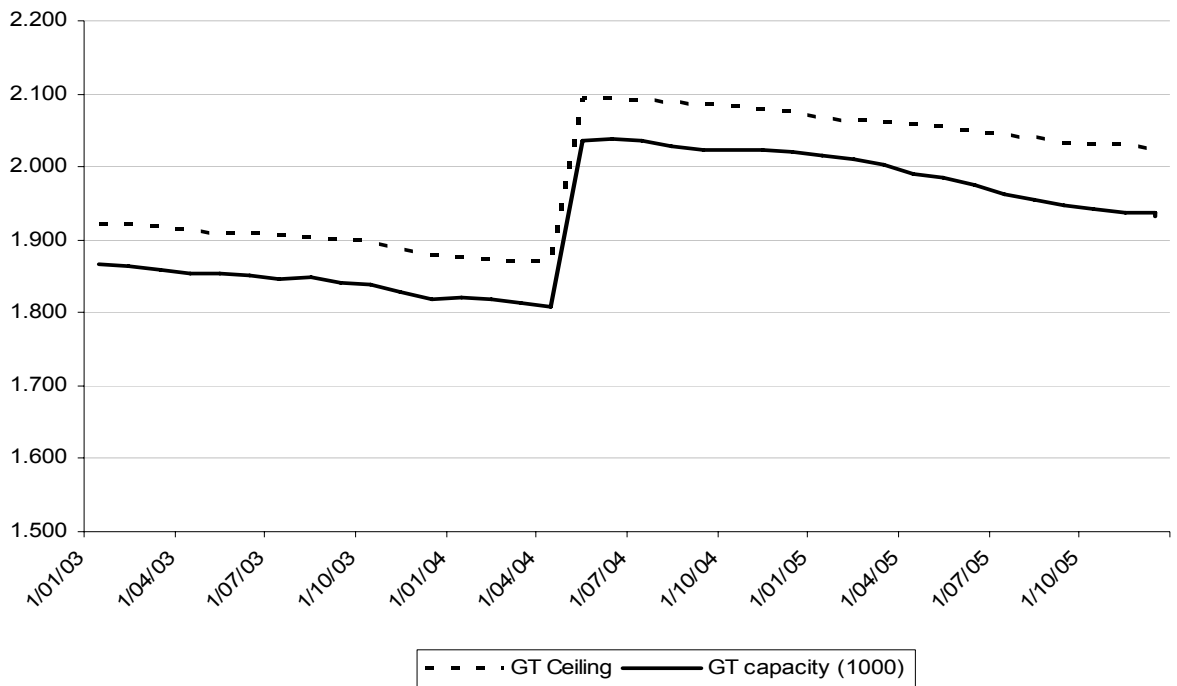
Member State	GT			kW		
	Fleet capacity A	Entry/Exit ceiling B	A/B	Fleet capacity C	Entry/Exit ceiling D	C/D
	at 31 December 2005			at 31 December 2005		
Belgium	22.686	23.372	97,06%	65.643	66.537	98,66%
Denmark	91.469	97.801	93,53%	324.825	340.648	95,36%
Germany	63.858	71.101	89,81%	158.545	167.133	94,86%
Estonia	24.253	26.606	91,16%	62.048	65.007	95,45%
Greece	93.267	92.998	100,29%	537.552	544.288	98,76%
Spain	451.377	451.447	99,98%	1.050.702	1.163.185	90,33%
France	199.225	200.904	99,16%	849.783	870.669	97,60%
Ireland	84.360	84.689	99,61%	208.809	222.883	93,69%
Italy	213.095	214.165	99,50%	1.223.933	1.254.667	97,55%
Cyprus	9.056	11.579	78,21%	46.843	51.254	91,39%
Latvia	38.580	43.033	89,65%	66.209	72.609	91,19%
Lithuania	64.386	74.911	85,95%	70.655	77.462	91,21%
Malta	15.274	16.450	92,85%	99.145	126.350	78,47%
Netherlands	155.423	175.858	88,38%	348.454	385.468	90,40%
Poland	30.254	31.144	97,14%	105.452	107.599	98,01%
Portugal	94.128	98.952	95,12%	321.436	332.512	96,67%
Slovenia	1.069	1.076	99,34%	11.459	11.473	99,88%
Finland	17.001	18.532	91,74%	171.511	184.499	92,96%
Sweden	44.259	45.907	96,41%	218.745	224.092	97,61%
United Kingdom	218.449	236.227	92,47%	881.224	933.231	94,43%

Data extracted from the Community Fleet Register on 4 October 2006.

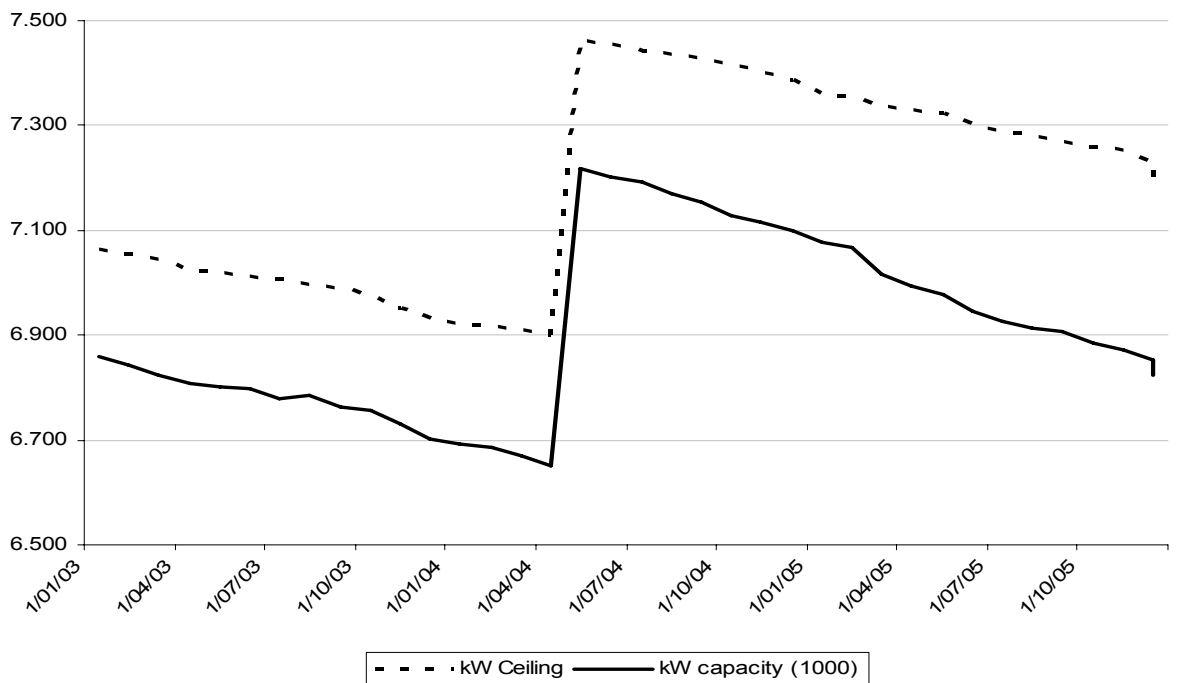
Bold Italic indicates that the ceiling has been exceeded.

**Figure 1: Overall evolution of the Community fleet capacity ceiling
(except outermost regions)¹³**

**Tonnage of the Community fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



**Engine power (kW) of the Community fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

¹³ Increase of the overall fleet capacity on 1 May 2004 is due to the accession of the New Member States.

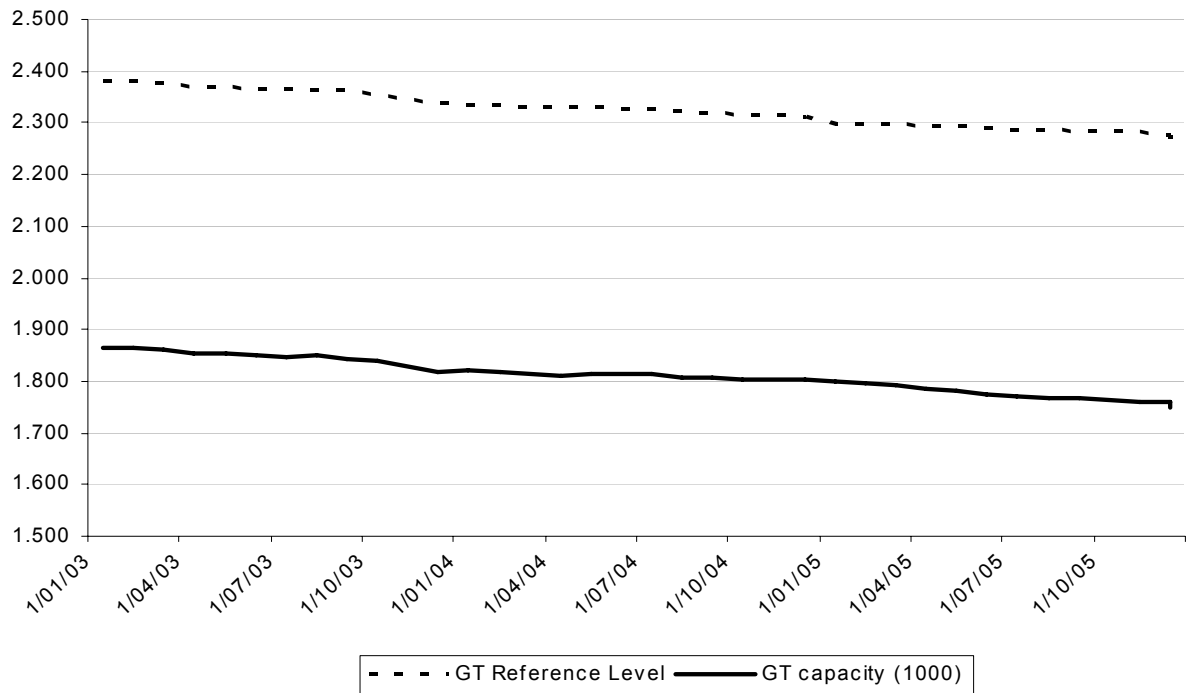
Table 2: Compliance with Reference level at 31 December 2005 (MS concerned and except outermost regions)

Member State	GT			kW		
	Fleet capacity A	Reference level B	A/B	Fleet capacity C	Reference level D	C/D
	at 31 December 2005			at 31 December 2005		
Belgium	22.686	23.372	97,06%	65.643	66.537	98,66%
Denmark	91.469	127.189	71,92%	324.825	433.436	74,94%
Germany	63.858	84.246	75,80%	158.545	175.883	90,14%
Greece	93.267	109.732	85,00%	537.552	601.443	89,38%
Spain	451.377	691.508	65,27%	1.050.702	1.579.073	66,54%
France	199.225	218.446	91,20%	849.783	879.517	96,62%
Ireland	84.360	84.689	99,61%	208.809	222.883	93,69%
Italy	213.095	222.966	95,57%	1.223.933	1.298.121	94,29%
Netherlands	155.423	204.186	76,12%	348.454	491.308	70,92%
Portugal	94.128	162.069	58,08%	321.436	389.277	82,57%
Finland	17.001	21.923	77,55%	171.511	210.558	81,46%
Sweden	44.259	50.509	87,63%	218.745	253.197	86,39%
United Kingdom	218.449	269.421	81,08%	881.224	1.084.189	81,28%

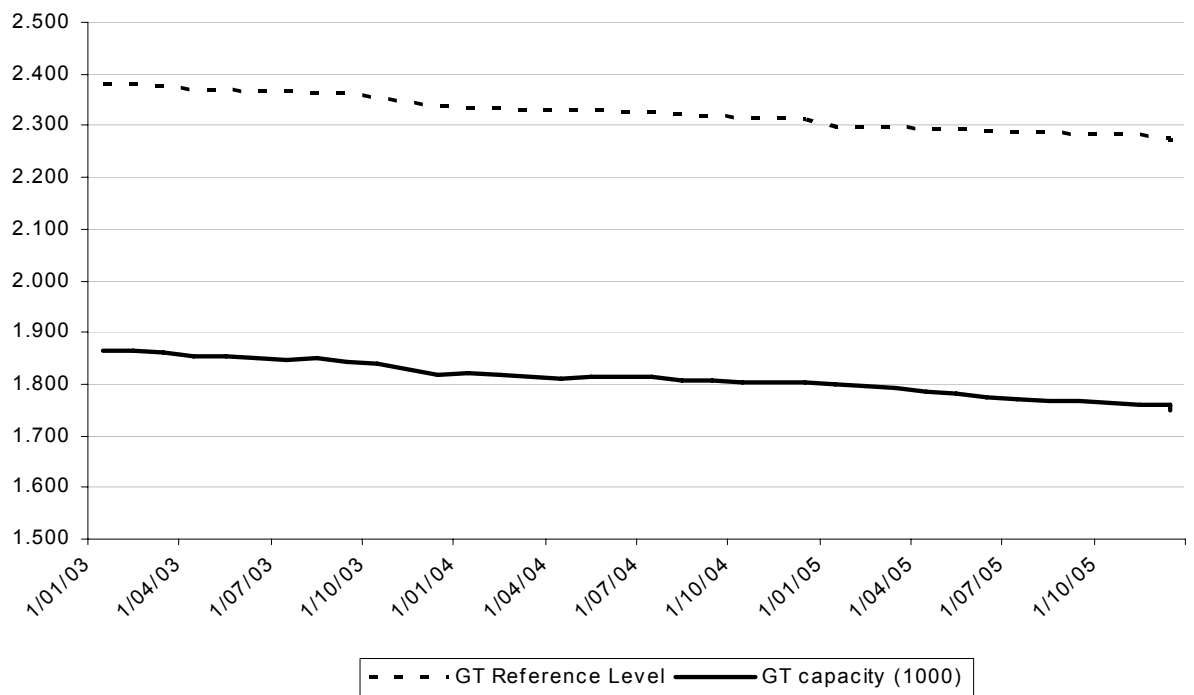
Data extracted from the Community Fleet Register on 4 October 2006.

Figure 2: Overall evolution of the Community fleet reference level (EU 15 and except their outermost regions)

**Tonnage of the Community fleet compared to its reference level.
Evolution between 1 January 2003 and 31 December 2005***



**Engine power (kW) of the Community fleet compared to its reference level.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

Table 3: Summary of Member States fleets evolution from 1 January 2003 to 31 December 2005 (except outermost regions)

EU-15 Member States	1 January 2003			31 December 2005			Fleet capacity variations				
	Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
BE	131	24.281	68.083	121	22.686	65.643	-10	-1.595	-6,57%	-2.440	-3,58%
DK	3.815	103.318	366.738	3.270	91.469	324.825	-545	-11.849	-11,47%	-41.913	-11,43%
DE	2.244	66.844	161.045	2.120	63.858	158.545	-124	-2.986	-4,47%	-2.500	-1,55%
EL	19.292	101.707	594.948	18.276	93.267	537.552	-1.016	-8.439	-8,30%	-57.396	-9,65%
ES	13.613	465.657	1.145.004	12.523	451.377	1.050.702	-1.090	-14.280	-3,07%	-94.302	-8,24%
FR	5.711	211.824	910.062	5.359	199.225	849.783	-352	-12.598	-5,95%	-60.279	-6,62%
IE	1.592	86.048	227.679	1.402	84.360	208.809	-190	-1.688	-1,96%	-18.870	-8,29%
IT	15.767	215.595	1.278.427	14.419	213.095	1.223.933	-1.348	-2.501	-1,16%	-54.494	-4,26%
NL	779	183.678	418.505	727	155.423	348.454	-52	-28.255	-15,38%	-70.051	-16,74%
PT	8.214	99.757	332.417	7.884	94.128	321.436	-330	-5.628	-5,64%	-10.982	-3,30%
FI	3.572	19.812	190.136	3.266	17.001	171.511	-306	-2.812	-14,19%	-18.624	-9,80%
SE	1.811	45.895	224.662	1.603	44.259	218.745	-208	-1.636	-3,56%	-5.916	-2,63%
UK	7.424	241.078	942.607	6.767	218.449	881.224	-657	-22.629	-9,39%	-61.382	-6,51%
Total	83.965	1.865.494	6.860.313	77.737	1.748.597	6.361.163	-6.228	-116.897	-6,27%	-499.150	-7,28%

New Member States	1 May 2004			31 December 2005			Fleet capacity variations				
	Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
EE	1054	26.606	65.007	1046	24.253	62.048	-8	-2.353	-8,84%	-2.960	-4,55%
CY	899	11.935	52.555	883	9.056	46.843	-16	-2.879	-24,12%	-5.712	-10,87%
LV	898	44.452	75.817	928	38.580	66.209	30	-5.872	-13,21%	-9.608	-12,67%
LT	307	76.487	80.566	271	64.386	70.655	-36	-12.101	-15,82%	-9.911	-12,30%
MT	2251	16.450	126.350	1420	15.274	99.145	-831	-1.176	-7,15%	-27.205	-21,53%
PL	1280	47.316	151.124	974	30.254	105.452	-306	-17.062	-36,06%	-45.671	-30,22%
SI	178	1.076	11.473	173	1.069	11.459	-5	-7	-0,66%	-14	-0,12%
Total	6.867	224.322	562.891	5.695	182.872	461.811	-1172	-41.450	-18,48%	-101.080	-17,96%
Total EU fishing fleet at 31 December 2005				83.432	1.931.469	6.822.974					

Data extracted from the Community Fleet Register on 4 October 2006.

Table 4: Summary of Member States fleets capacity evolution in outermost regions from 1 January 2003 to 31 December 2005

Member State	Segment code*	01/01/2003			31/12/2005			Fleet capacity variations				
		Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
ES	CA1	1.082	2.114	16.541	999	1.973	15.658	-83	-141	-6,68%	-882	-5,33%
	CA2	100	4.019	14.749	85	3.122	11.861	-15	-897	-22,32%	-2.888	-19,58%
	CA3	133	46.202	84.118	77	30.914	46.235	-56	-15.288	-33,09%	-37.883	-45,04%
	Total	1.315	52.335	115.408	1.161	36.008	73.755	-154	-16.327	-31,20%	-41.654	-36,09%
FR	4FC	248	343	10.943	241	385	12.390	-7	42	12,13%	1.447	13,22%
	4FD	46	4.174	13.553	40	3.867	12.779	-6	-307	-7,36%	-774	-5,71%
	4FF	71	284	3.840	92	356	4.628	21	72	25,17%	788	20,52%
	4FG	53	5.994	17.173	50	5.499	16.092	-3	-496	-8,27%	-1.081	-6,29%
	4FH	5	288	1.010	5	267	798	0	-20	-7,07%	-212	-20,99%
	4FJ	1.097	2.065	59.005	1.194	2.272	68.480	97	207	10,01%	9.475	16,06%
	4FK	8	848	2.598	6	552	1.966	-2	-295	-34,84%	-632	-24,33%
	4FL	915	2.465	96.814	870	2.421	102.605	-45	-44	-1,78%	5.791	5,98%
	4FM	1	12	220	1	12	220	0	0	0,00%	0	0,00%
Total	2.444	16.472	205.156	2.499	15.630	219.958	55	-843	-5,12%	14.802	7,21%	
PT	4K6	423	403	2.800	418	407	3.011	-5	5	1,13%	211	7,55%
	4K7	49	3.585	12.522	42	2.765	9.701	-7	-820	-22,87%	-2.822	-22,53%
	4K8	5	193	1.006	5	193	1.006	0	0	0,00%	0	0,00%
	4K9	1482	2.277	19.860	709	1.643	19.005	-773	-634	-27,85%	-856	-4,31%
	4KA	113	9.989	29.310	103	8.514	25.033	-10	-1.475	-14,76%	-4.277	-14,59%
Total	2.072	16.447	65.498	1.277	13.522	57.756	-795	-2.924	-17,78%	-7.743	-11,82%	
Total EU outermost regions		5.831	85.254	386.063	4.937	65.160	351.468	-894	-20.093	-23,57%	-34.594	-8,96%

Data extracted from the Community Fleet Register on 4 October 2006.

* Description of the outermost regions fleets segmentation codes are given in the Technical Annex 3.

TECHNICAL ANNEX 2 – RESULTS BY MEMBER STATE (EXCLUDING OUTERMOST REGIONS)

The following tables summarise the development of the Member States' fleets in relation to their compliance with two levels:

- The entry/exit level; The levels of reference (not applicable to the new Member States).

A comparison between above mentioned levels and the situation of the fleet on 31 December 2005 has been made based on data collected from the Community Fleet Register on 26th June 2006 and on data from Member States' national reports. For each Member State's fleet the following tables are shown:

Table a) Calculation of baselines:

- (GT₀₃ and kW₀₃) at 1 January 2003 for the EU-15 Member States
- (GT₀₄ and kW₀₄) at 1 May 2004 for the new Member States

The baselines (GT₀₃ and kW₀₃) against which entries and exits over 2003, 2004 and 2005 must be assessed for EU-15 Member States are:

- the capacity identified in the Community Fishing Fleet Register at 1 January 2003 for the EU-15 Member States (GT_{FR} and kW_{FR}),
- plus the capacity entered into the fleet in 2003, 2004 and 2005 based on administrative decisions taken by the national authorities between 1 January 2000 and 31 December 2002, for which an associated capacity had been withdrawn before 1 January 2003 (GT₁ and kW₁ for entries with aid, GT₃ and kW₃ for entries without aid),
- minus 35% of the capacity entered into the fleet in 2003, 2004 and 2005 with public aid based on an administrative decision taken by the national authorities between 1 January 2002 and 30 June 2002 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place (GT₂ or kW₂),
- minus 30% of the capacity entered into the fleet in 2003, 2004 and 2005 with public aid based on an administrative decision taken between 1 January 2000 and 31 December 2001 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place (GT₄ or kW₄).

According to Article 6 of Commission Regulation (EC) No 1438/2003, the corresponding equations are:

$$GT_{03} = GT_{FR} + GT_1 - 0,35 GT_2 + GT_3 - 0,30 GT_4$$

$$kW_{03} = kW_{FR} + kW_1 - 0,35 kW_2 + kW_3 - 0,30 kW_4$$

The baselines (GT₀₄ and kW₀₄) against which entries and exits over 2003, 2004 and 2005 must be assessed for new Member States are:

- the capacity identified in the Community Fishing Fleet Register at 1 May 2004 for the New Member States (GT_{FR} and kW_{FR});
- plus the capacity entered into the fleet after the 1 May 2004 based on administrative decisions taken between 1 May 2001 and 30 April 2004 (GT_1 and kW_1).

According to Article 1 of Commission Regulation (EC) No 916/2004, the corresponding equations are:

$$GT_{04} = GT_{FR} + GT_1$$

$$kW_{04} = kW_{FR} + kW_1$$

Table b) Management of entries and exits during 2005

Table b) shows Member States' compliance with the entries and exits regime at 31 December 2005. Calculations have been made in accordance with the following formulas:

For the EU-15 Member States (Article 7 of Commission Regulation (EC) No 1438/2003):

$$GT_t \leq GT_{03} - GT_a - 0,35 GT_{100} + GT_s + \Delta(GT-GRT)$$

$$kW_t \leq kW_{03} - kW_a - 0,35 kW_{100}$$

where:

- GT_t or kW_t = the size in tonnage and power of the Member State's fleet at 31 December 2005,

- GT_{03} or kW_{03} : see table a) above;

- GT_a or kW_a = capacities leaving the fleet with public aid after 31 December 2002;

- GT_{100} or kW_{100} = capacities of vessels more than 100 GT entering the fleet with public aid;

- GT_s = safety tonnage granted under provisions of Article 11(5) of Regulation 2371/2002;

- $\Delta(GT-GRT)$ = balance as a result of the re-measurement of the fleet. This term is included in the value of the terms GT_t and GT_{03} . This has been done in this way because of the difficulties found in order to calculate it, arising from the incorrect declaration of vessel re-measuring to the Community Fleet Register.

For the new Member States (Article 1 of Commission Regulation (EC) No 916/2004):

$$GT_t \leq GT_{04} - GT_a - 0,35 GT_{100} + GT_s + \Delta(GT-GRT)$$

$$kW_t \leq kW_{04} - kW_a - 0,35 kW_{100}$$

where:

- GT_t or kW_t = the size in tonnage and power of the Member State's fleet at 31 December 2005,
- GT_{04} or kW_{04} : (see table a) above;
- GT_a or kW_a = capacities leaving the fleet with public aid after 30 April 2004;
- GT_{100} or kW_{100} = capacities of vessels more than 100 GT entering the fleet with public aid granted after 30 April 2004;
- GT_s = safety tonnage granted under provisions of Article 11(5) of Council Regulation (EC) No 2371/2002;
- $\Delta(GT-GRT)$ = balance as a result of the re-measurement of the fleet.

Table c) Reference levels at the end of 2005

- The baselines are the sum of the MAGP IV objectives for the mainland fleets in GT and kW. The reference levels at 1 January 2003, ($R(GT_{03})$ and $R(kW_{03})$), are fixed in annex I to Commission Regulation (EC) No 1438/2003. Specific reference levels have been fixed for outermost regions in an appropriate legal framework.
- Table c) shows Member States' compliance, during 2005, with the following formulae (Article 4 of Commission Regulation (EC) No 1438/2003):

$$R(GT_t) = R(GT_{03}) - GT_a - 0,35 GT_{100} + GTS + \Delta R(GT-GRT)$$

$$R(kW_t) = R(kW_{03}) - kW_a - 0,35 kW_{100}$$

where:

$R(GT_t)$ or $R(kW_t)$ = The reference level in tonnage and power for the Member State's fleet at 31 December 2005;

The term $\Delta R(GT-GRT)$ has not been included. This will only be done once the reference levels are updated to take into account the effect of the re-measurement of the fleet.

Note: Reference levels are not applicable to the new Member States in accordance with Council Regulation (EC) No 1242/2004.

Section d) Graphs

The continuous evolution of the capacity of the fleet in tonnage and power is compared graphically with the capacity ceilings calculated in accordance with Article 7 of Commission Regulation (EC) No 1438/2003 as explained above.

The capacity ceiling is fixed on the 1 January 2003 based on the capacity of the fleet on that date plus the capacity of the entries into the fleet decided before and that had not taken place on that date (baseline calculation in table a). After 1 January 2003, the fleet ceiling cannot increase (except for the so called safety tonnage GTs) and is reduced each time capacity is withdrawn from the fleet with public aid.

The capacity of the fleet follows generally a downward trend. Exceptionally, an increase may be seen and this may be due to,

- a) Entries of capacity decided before the reform (transitional measures).
- b) Exits without public aid whose replacement comes in some time later.

However, apparent decreases followed by an increase in capacity may also be due to declarations to the Community Fleet Register using incorrect codes.

BELGIUM

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
24.281	0	0	0	0	24.281

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
68.083	0	0	0	0	68.083

b) Management of the entry exit regime until the end of 2005

Belgium		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	24.281	kW _{FR}	68.083
2	Capacity level for the application of the entry-exit regime	GT ₀₃	24.281	kW ₀₃	68.083
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		490		2.915
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		490		2.915
7	Exits financed with public aid	GT _a	711	kW _a	1.546
8	Other exits (not included in 7)		1.374		3.809
9	Total exits (7 + 8)		2.085		5.355
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	22.686	kW _t	65.643
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		23.372		66.537

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

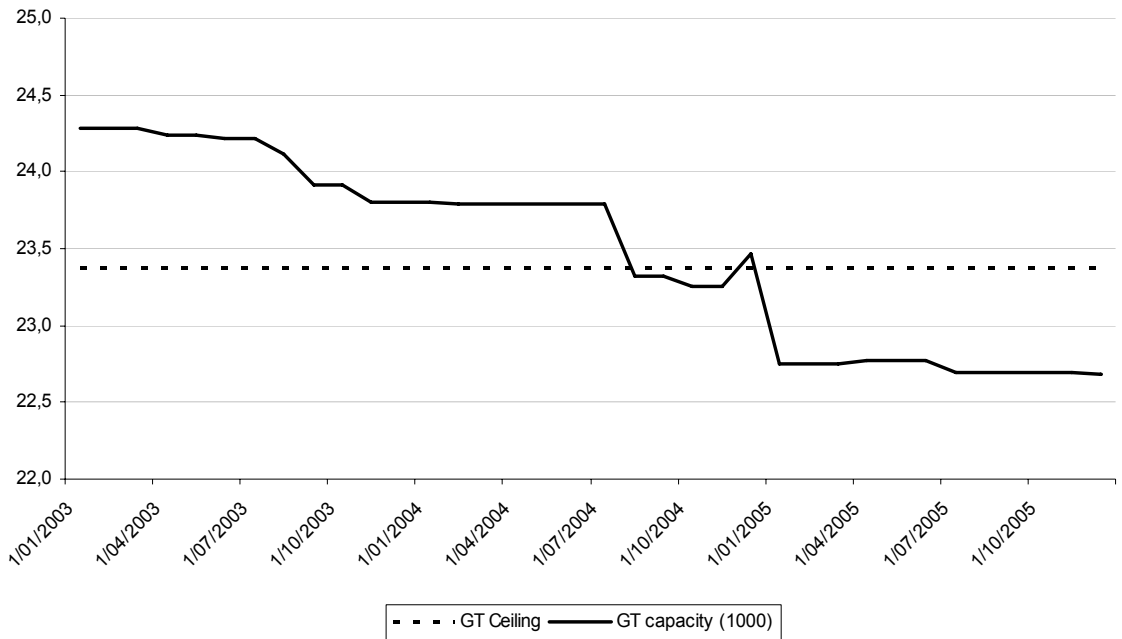
c) **Reference levels at the end of 2005**

Belgium		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	23.372	R(kW)₀₃	67.857
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	-
4	Exits financed with public aid	GT_a	711	kW_a	1.546
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	22.686	kW_t	65.643
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	23.372	R(kW)_t	66.537

(a) Situation as registered in the Community Fleet Register on 4 October 2006

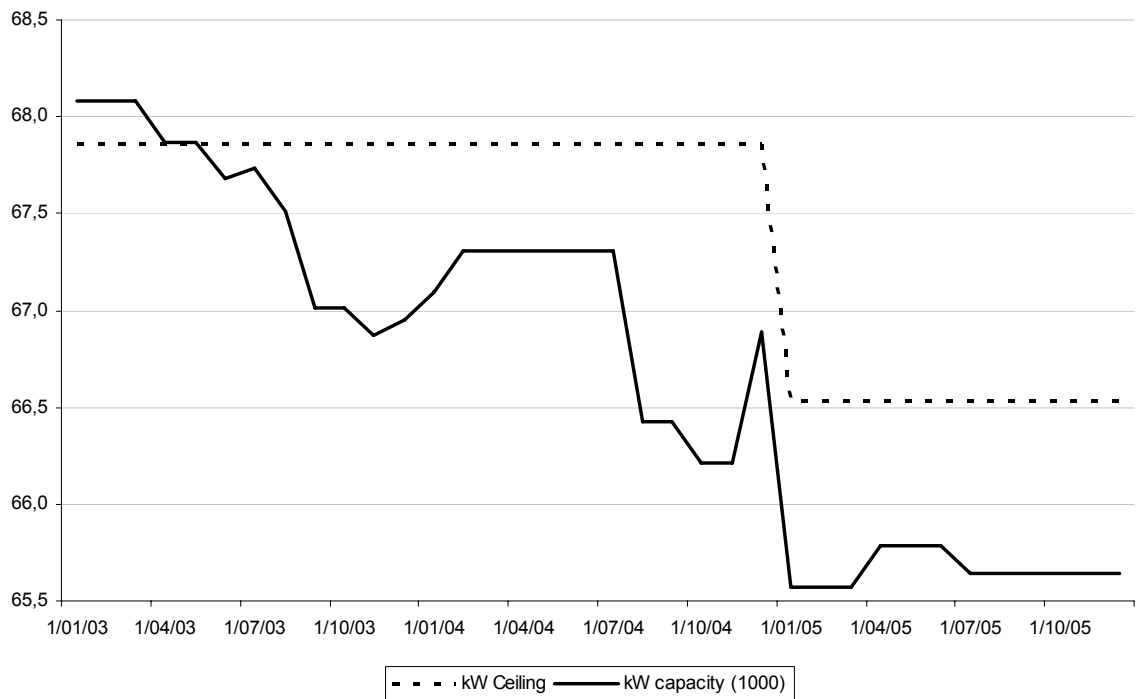
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Belgian fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Belgian fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

DENMARK

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
103.318	0	0	0	0	103.318

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
366.738	0	0	0	0	366.738

b) Management of the entry exit regime until the end of 2005

Denmark		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	103.318	kW _{FR}	366.738
2	Capacity level for the application of the entry-exit regime	GT ₀₃	103.318	kW ₀₃	366.738
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		7.812		29.775
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		7.812		29.775
7	Exits financed with public aid	GT _a	5.517	kW _a	26.090
8	Other exits (not included in 7)		14.144		45.598
9	Total exits (7 + 8)		19.661		71.688
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	91.469	kW _t	324.825
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		97.801		340.648

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

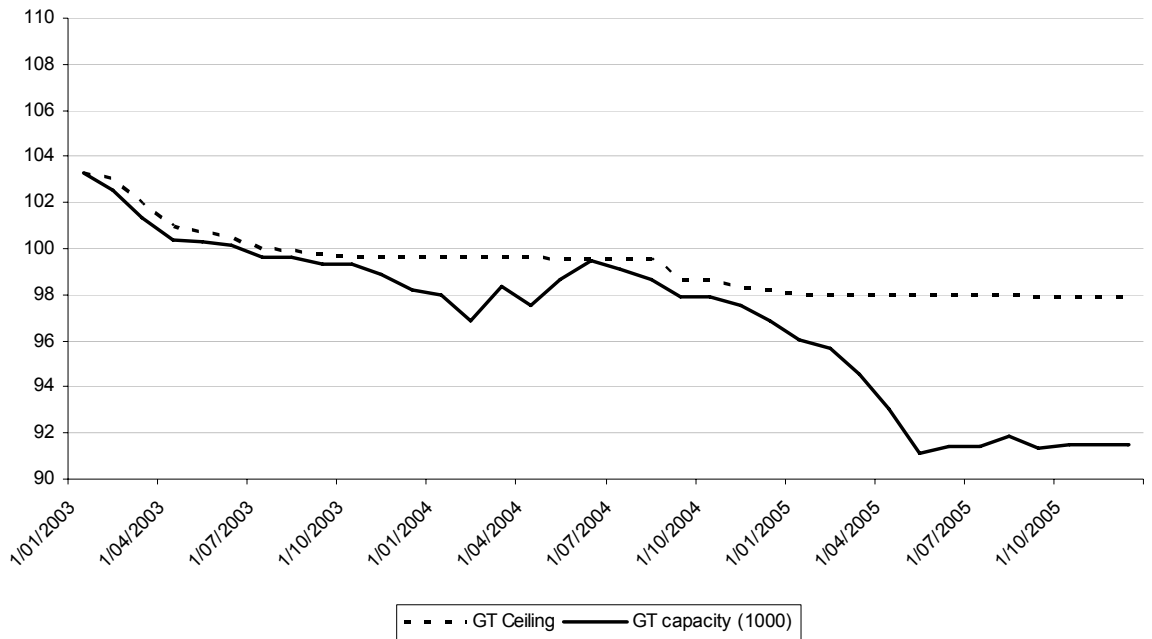
c) Reference levels at the end of 2005

Denmark		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	132.706	R(kW)₀₃	459.526
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	-
4	Exits financed with public aid	GT_a	5.517	kW_a	26.090
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	91.469	kW_t	324.825
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	127.189	R(kW)_t	433.436

(a) Situation as registered in the Community Fleet Register on 4 October 2006

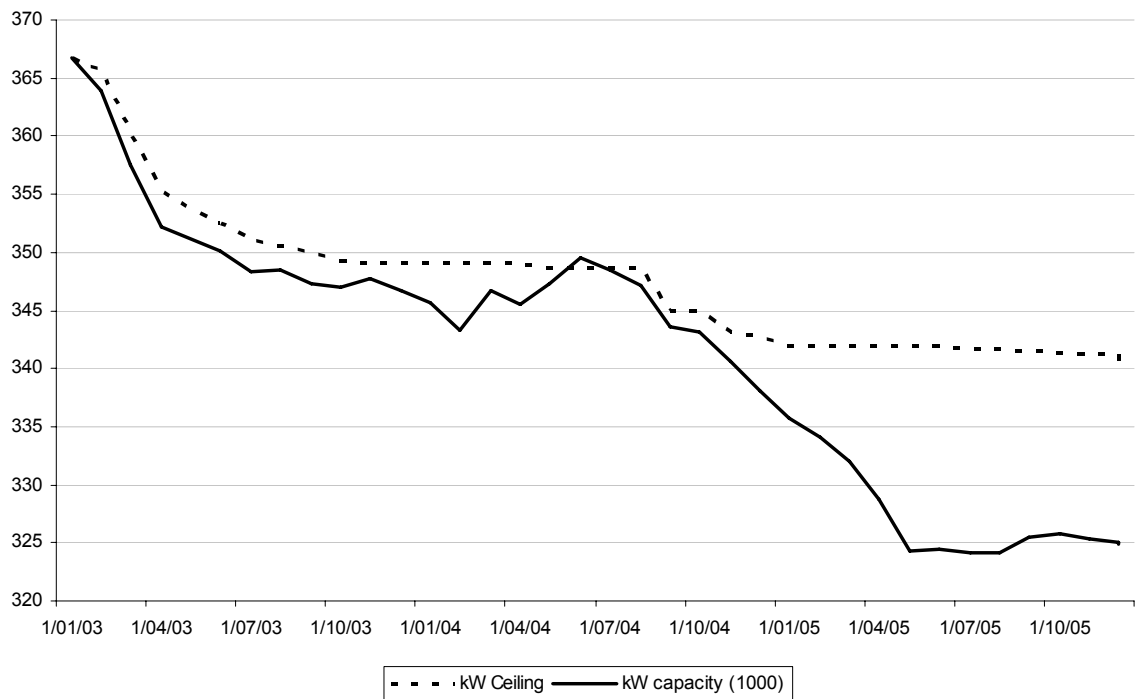
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Danish fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Danish fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

GERMANY

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
66.844	47	0	4.226	0	71.117

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
161.045	221	0	5.911	0	167.177

b) Management of the entry exit regime until the end of 2005

Germany		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	66.844	kW _{FR}	161.045
2	Capacity level for the application of the entry-exit regime	GT ₀₃	71.117	kW ₀₃	167.177
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		10.730		24.654
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		10.730		24.654
7	Exits financed with public aid	GT _a	16	kW _a	44
8	Other exits (not included in 7)		13.700		27.110
9	Total exits (7 + 8)		13.716		27.154
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	63.858	kW _t	158.545
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		71.101		167.133

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

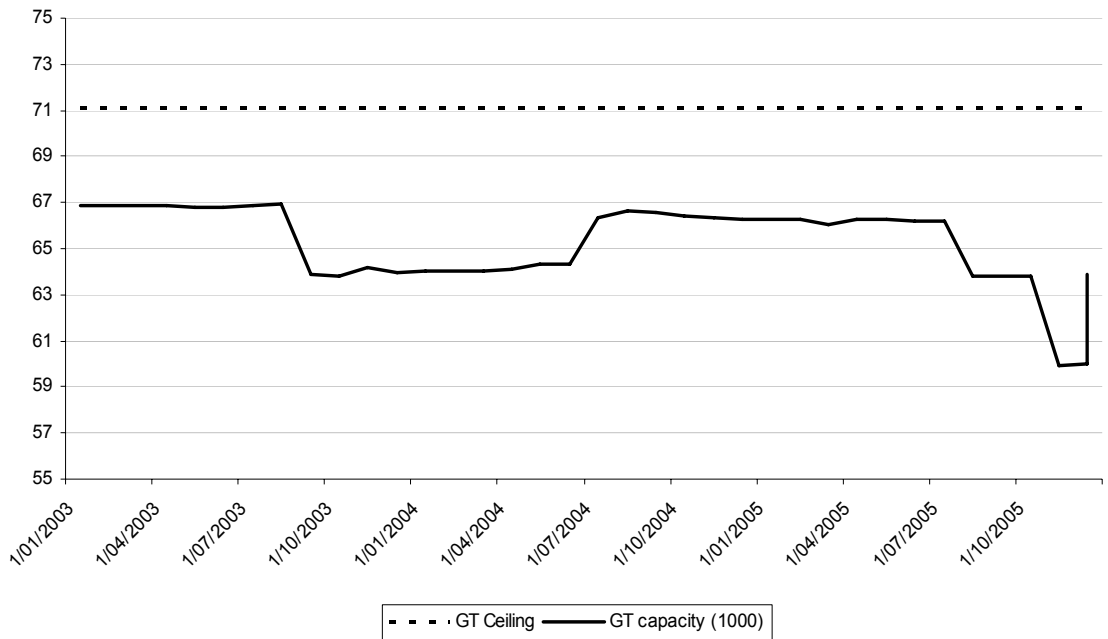
c) **Reference levels at the end of 2005**

Germany		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	84.262	R(kW)₀₃	175.927
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	-
4	Exits financed with public aid	GT_a	16	kW_a	44
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	63.858	kW_t	158.545
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	84.246	R(kW)_t	175.883

(a) Situation as registered in the Community Fleet Register on 4 October 2006

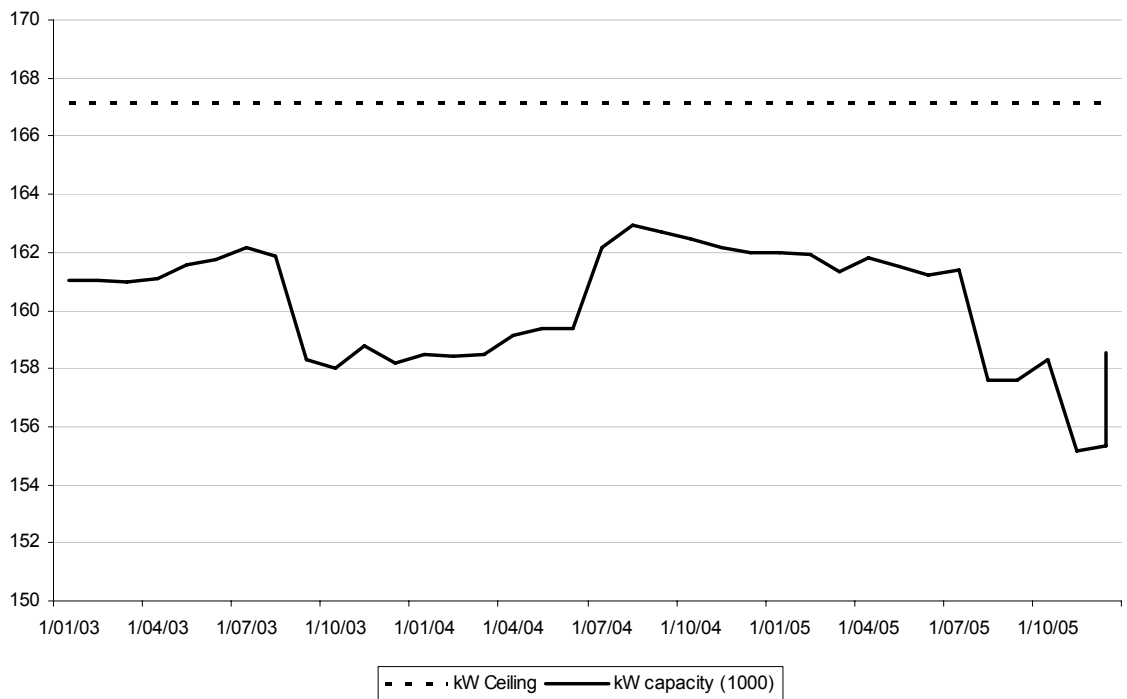
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the German fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the German fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

ESTONIA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
26.606	0	0	0	0	26.606

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
65.007	0	0	0	0	65.007

b) Management of the entry exit regime until the end of 2005

Estonia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	26.606	kW _{FR}	65.007
2	Capacity level for the application of the entry-exit regime	GT ₀₄	26.606	kW ₀₄	65.007
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		1.014		2.738
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		1.014		2.738
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		3.367		5.698
9	Total exits (7 + 8)		3.367		5.698
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	24.253	kW _t	62.048
11	Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)		26.606		65.007

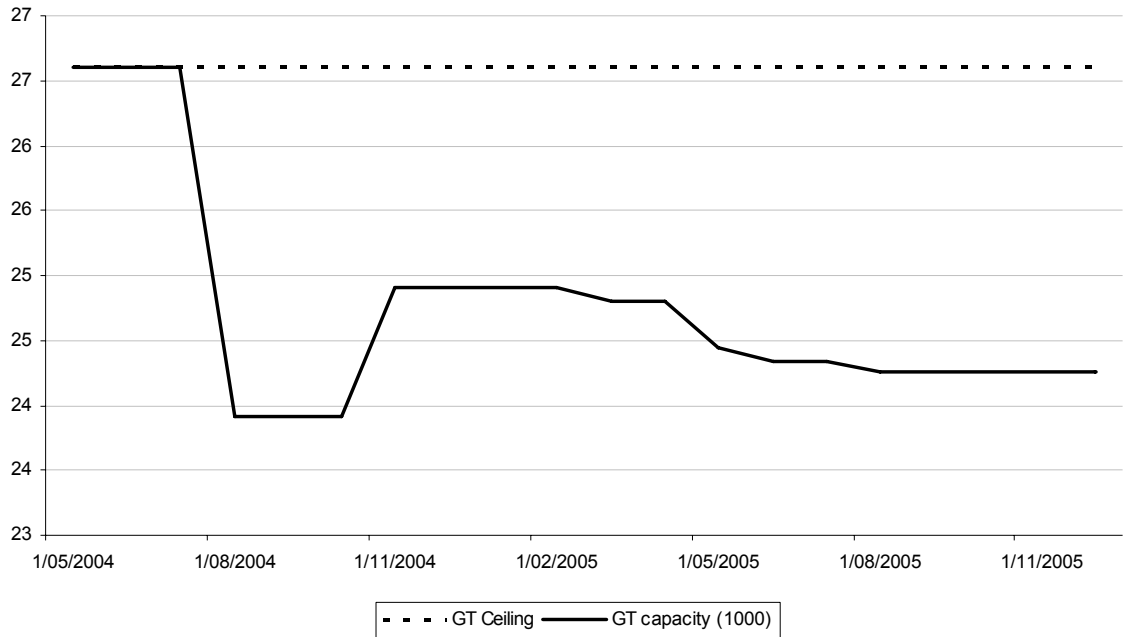
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

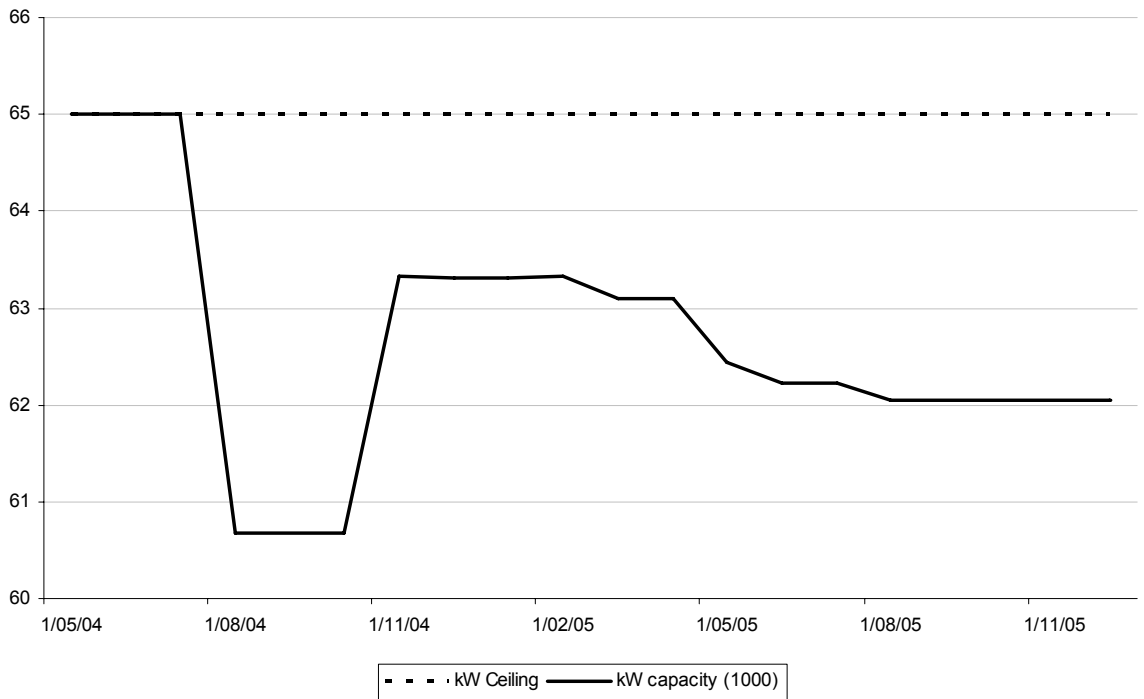
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Estonian fleet compared to its tonnage ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Estonian fleet compared to its power ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

GREECE

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
101.707	0	0	1.469	0	103.176

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
594.948	0	0	1.394	0	596.342

b) Management of the entry exit regime until the end of 2005

Greece		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	101.707	kW _{FR}	594.948
2	Capacity level for the application of the entry-exit regime	GT ₀₃	103.176	kW ₀₃	596.342
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		10.141		37.906
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		10.141		37.906
7	Exits financed with public aid	GT _a	10.178	kW _a	52.054
8	Other exits (not included in 7)		8.402		43.248
9	Total exits (7 + 8)		18.580		95.302
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	93.267	kW _t	537.552
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		92.998		544.288

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

Bold Italic indicates that the ceiling has been exceeded.

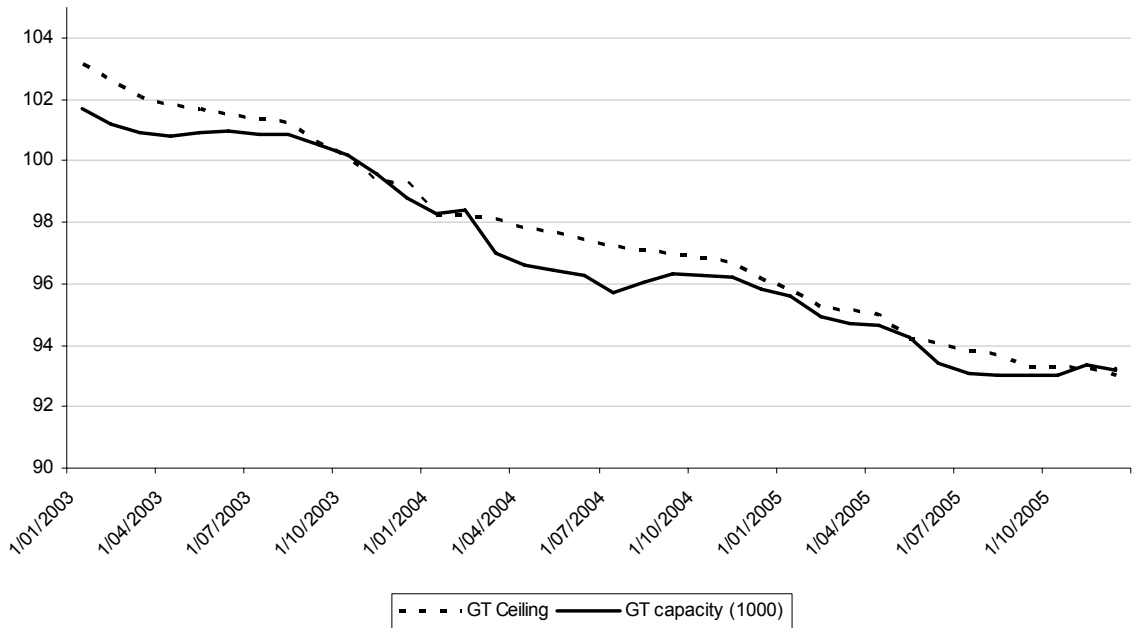
c) **Reference levels at the end of 2005**

Greece		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	119.910	R(kW)₀₃	653.497
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	-
4	Exits financed with public aid	GT_a	10.178	kW_a	52.054
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	93.267	kW_t	537.552
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	109.732	R(kW)_t	601.443

(a) Situation as registered in the Community Fleet Register on 4 October 2006

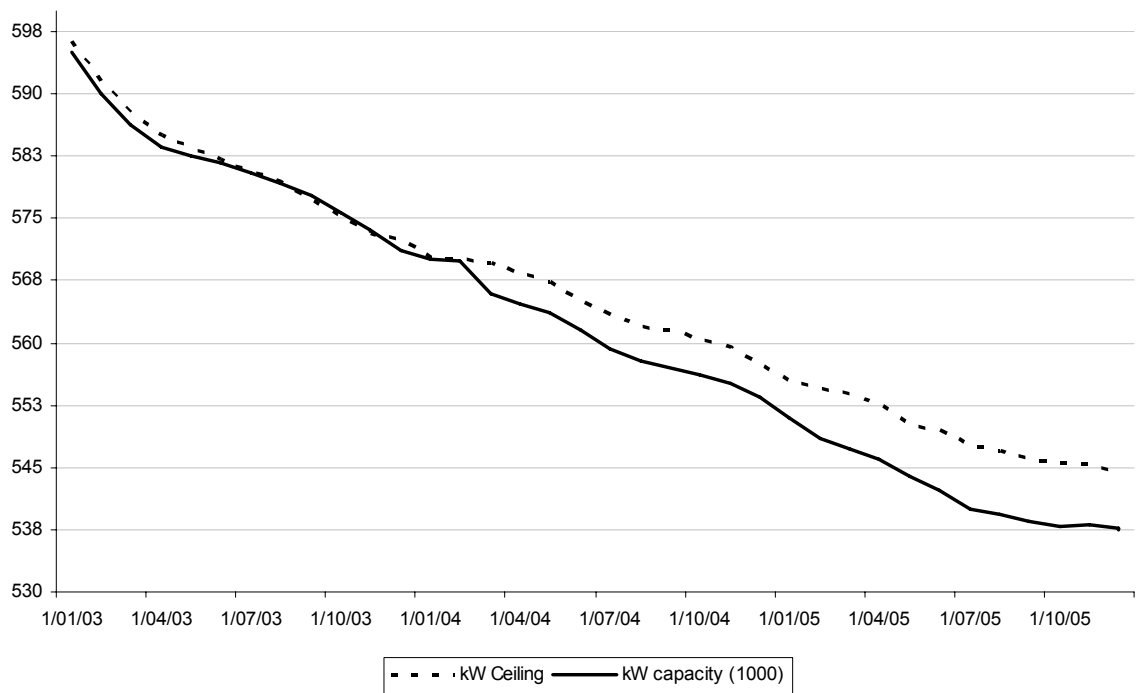
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Greek fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Greek fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

SPAIN

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
465.657	22.625	0	0	0	488.282

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
1.145.004	110.847	0	0	0	1.255.851

b) Management of the entry exit regime until the end of 2005

Spain		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	465.657	kW _{FR}	1.145.004
2	Capacity level for the application of the entry-exit regime	GT ₀₃	488.282	kW ₀₃	1.255.851
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	1.922	kW ₁₀₀	4.022
4	Other entries or capacity increases (not included in 3 & 5)		77.529		157.121
5	Increases in tonnage GT for reasons of safety	GT _S	893		-
6	Total entries (3 + 4 + 5)		80.344		161.143
7	Exits financed with public aid	GT _a	37.056	kW _a	91.258
8	Other exits (not included in 7)		57.568		164.187
9	Total exits (7 + 8)		94.624		255.445
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	451.377	kW _t	1.050.702
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		451.447		1.163.185

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

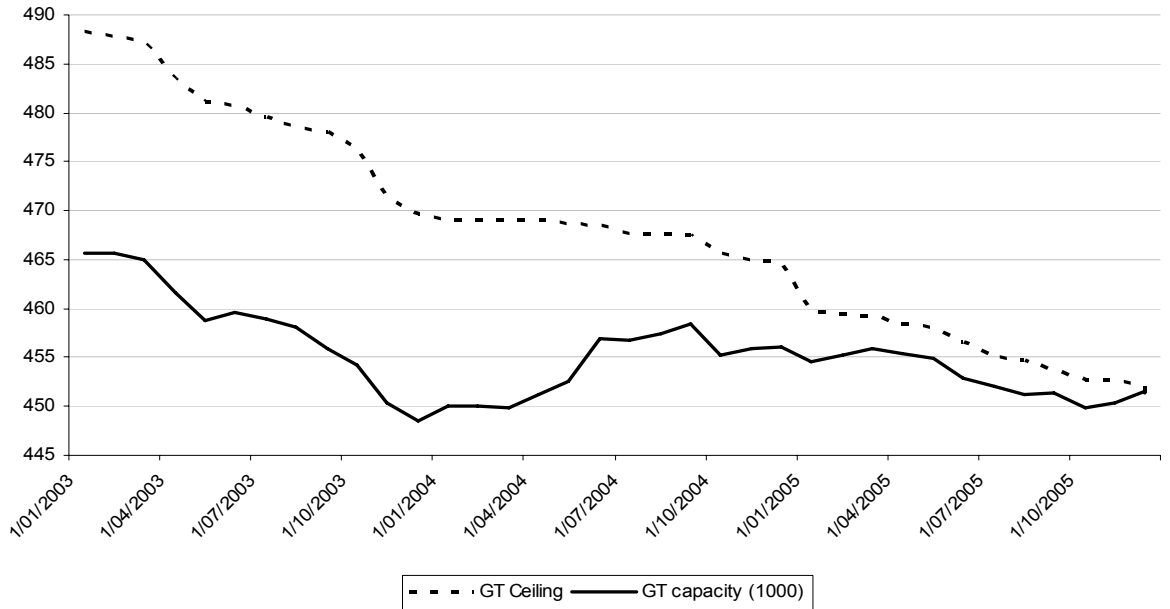
c) Reference levels at the end of 2005

Spain		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	728.344	R(kW)₀₃	1.671.739
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	1.922	kW₁₀₀	4.022
3	Increases in tonnage GT for reasons of safety	GT_s	893	-	-
4	Exits financed with public aid	GT_a	37.056	kW_a	91.258
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	451.377	kW_t	1.050.702
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	691.508	R(kW)_t	1.579.073

(a) Situation as registered in the Community Fleet Register on 4 October 2006

d) Evolution of fleet capacity compared to the capacity ceilings.

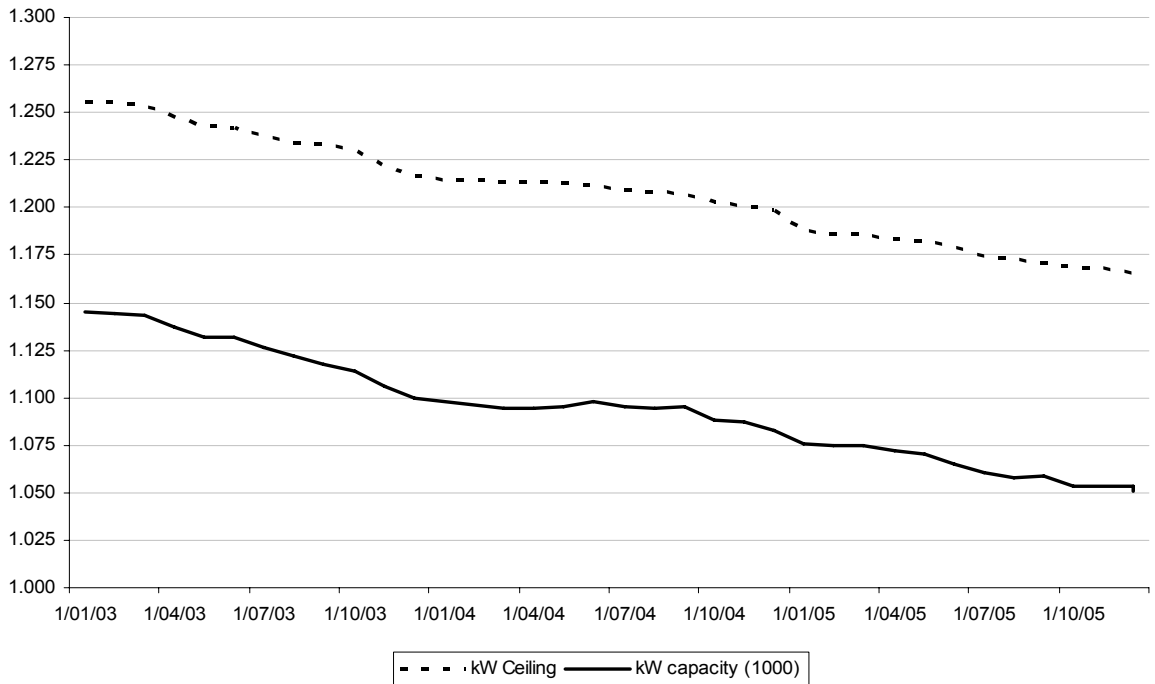
**Tonnage of the Spanish* fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005.**



*Excluding the Canary Islands.

Situation as registered in the Community Fleet Register on 4 October 2006.

**Power of the Spanish* fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005.**



*Excluding the Canary Islands.

Situation as registered in the Community Fleet Register on 4 October 2006.

FRANCE

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
211.824	891	0	0	0	212.715

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
910.062	2.059	0	0	0	912.121

b) Management of the entry exit regime until the end of 2005

France		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	211.824	kW _{FR}	910.062
2	Capacity level for the application of the entry-exit regime	GT ₀₃	212.715	kW ₀₃	912.121
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		21.667		68.034
5	Increases in tonnage GT for reasons of safety	GT _S	253		-
6	Total entries (3 + 4 + 5)		21.920		68.034
7	Exits financed with public aid	GT _a	12.064	kW _a	41.452
8	Other exits (not included in 7)		22.455		86.861
9	Total exits (7 + 8)		34.518		128.313
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	199.225	kW _t	849.783
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		200.904		870.669

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

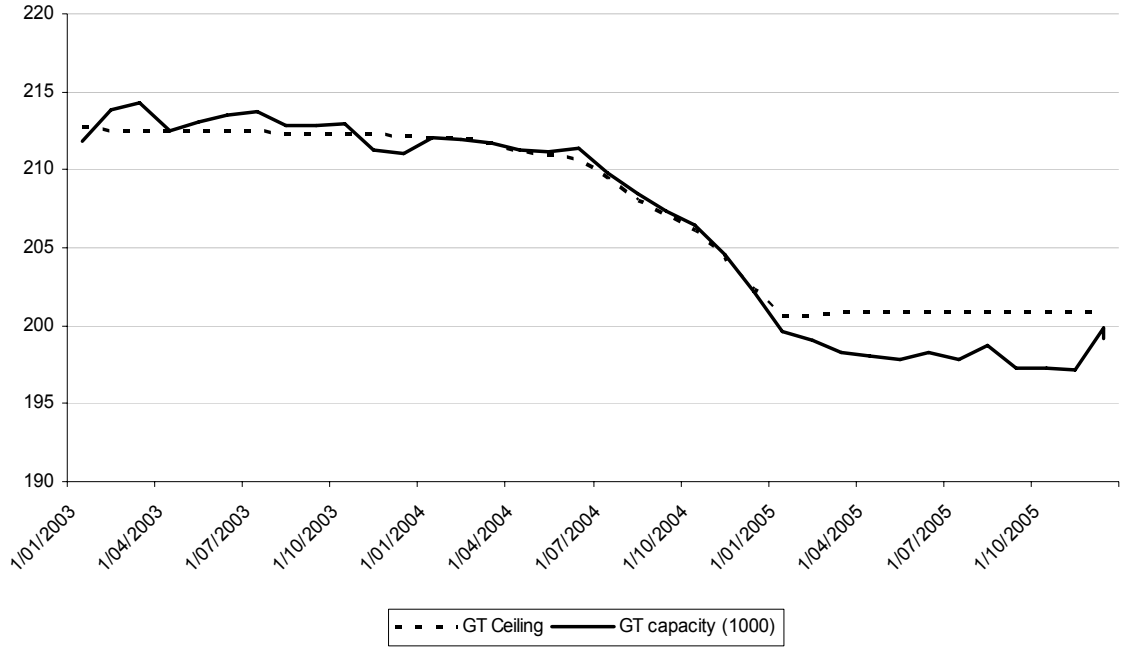
c) Reference levels at the end of 2005

France (excluding the Overseas Departments)		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	230.257	R(kW)₀₃	920.969
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	253	-	-
4	Exits financed with public aid	GT_a	12.064	kW_a	41.452
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	199.225	kW_t	849.783
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	218.446	R(kW)_t	879.517

(a) Situation as registered in the Community Fleet Register on 4 October 2006

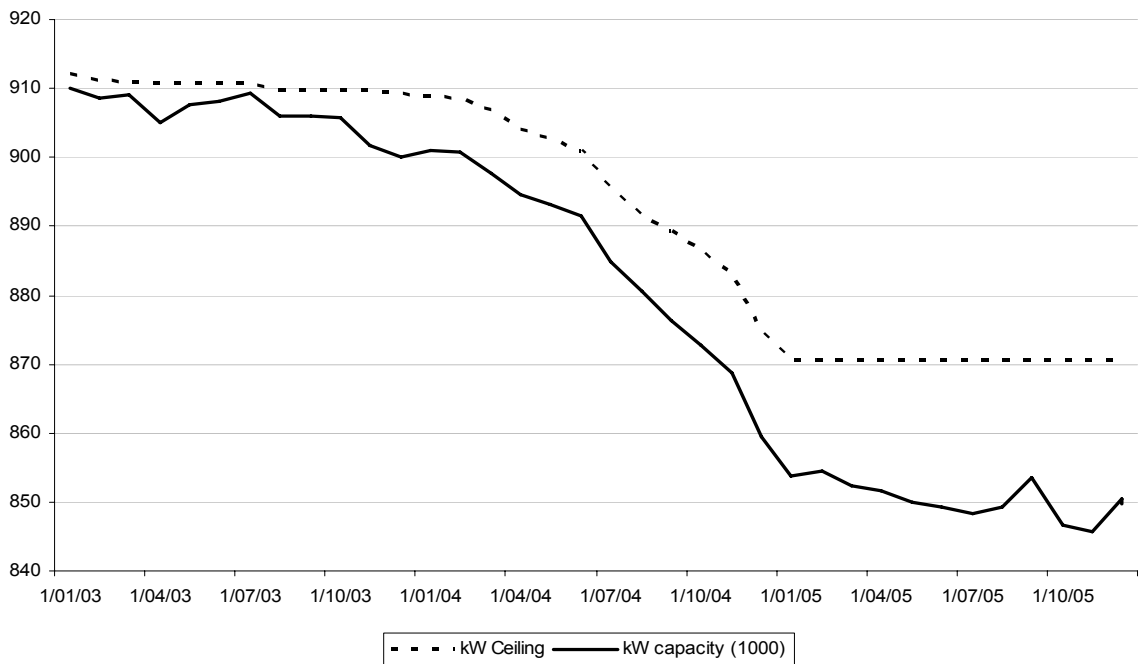
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the French* fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005.**



*Excluding the French Overseas Departments.
Situation as registered in the Community Fleet Register on 4 October 2006.

**Power of the French* fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005.**



*Excluding the French Overseas Departments.
Situation as registered in the Community Fleet Register on 4 October 2006.

IRELAND

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
86.048	0	0	4.363	0	86.981

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
227.679	0	0	3.103	0	230.226

b) Management of the entry exit regime until the end of 2005

Ireland		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	86.048	kW _{FR}	227.679
2	Capacity level for the application of the entry-exit regime	GT ₀₃	86.981	kW ₀₃	230.226
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		25.845		58.171
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		25.845		58.171
7	Exits financed with public aid	GT _a	2.292	kW _a	7.343
8	Other exits (not included in 7)		25.242		69.699
9	Total exits (7 + 8)		27.534		77.042
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	84.360	kW _t	208.809
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		84.689		222.883

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

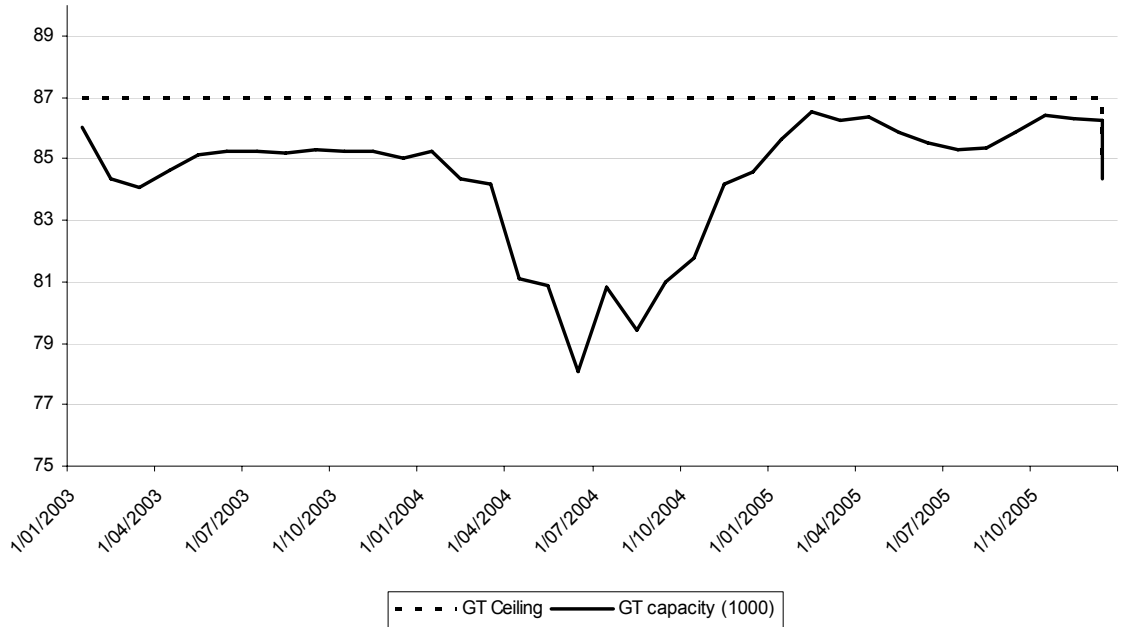
c) **Reference levels at the end of 2005**

Ireland		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	86.981	R(kW)₀₃	230.226
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	-
4	Exits financed with public aid	GT_a	2.292	kW_a	7.343
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	84.360	kW_t	208.809
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	84.689	R(kW)_t	222.883

(a) Situation as registered in the Community Fleet Register on 4 October 2006

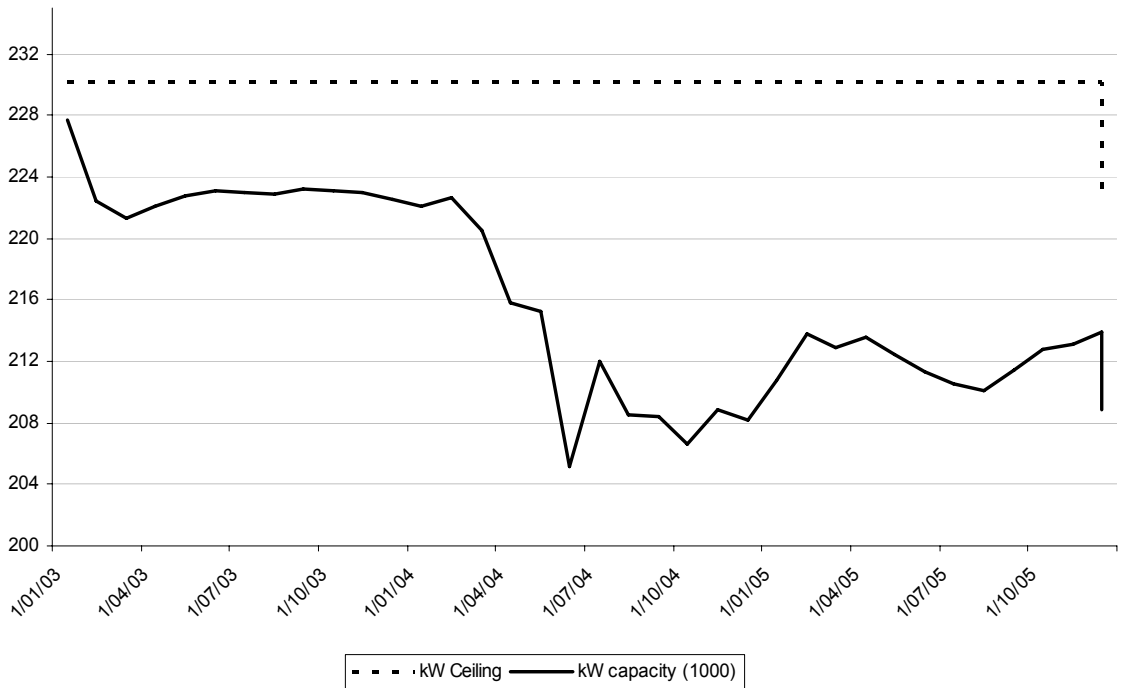
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Irish fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Irish fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

ITALY

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
216.050	689	563	4.402	0	220.944

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
1.278.427	2.405	1.745	15.296	0	1.295.517

b) Management of the entry exit regime until the end of 2005

Italy		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	216.050	kW _{FR}	1.278.427
2	Capacity level for the application of the entry-exit regime	GT ₀₃	220.944	kW ₀₃	1.295.517
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	289	kW ₁₀₀	1.007
4	Other entries or capacity increases (not included in 3 & 5)		14.479		58.396
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		14.768		59.403
7	Exits financed with public aid	GT _a	6.678	kW _a	40.498
8	Other exits (not included in 7)		11.046		73.399
9	Total exits (7 + 8)		17.724		113.897
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	213.095	kW _t	1.223.933
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		214.165		1.254.667

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level.

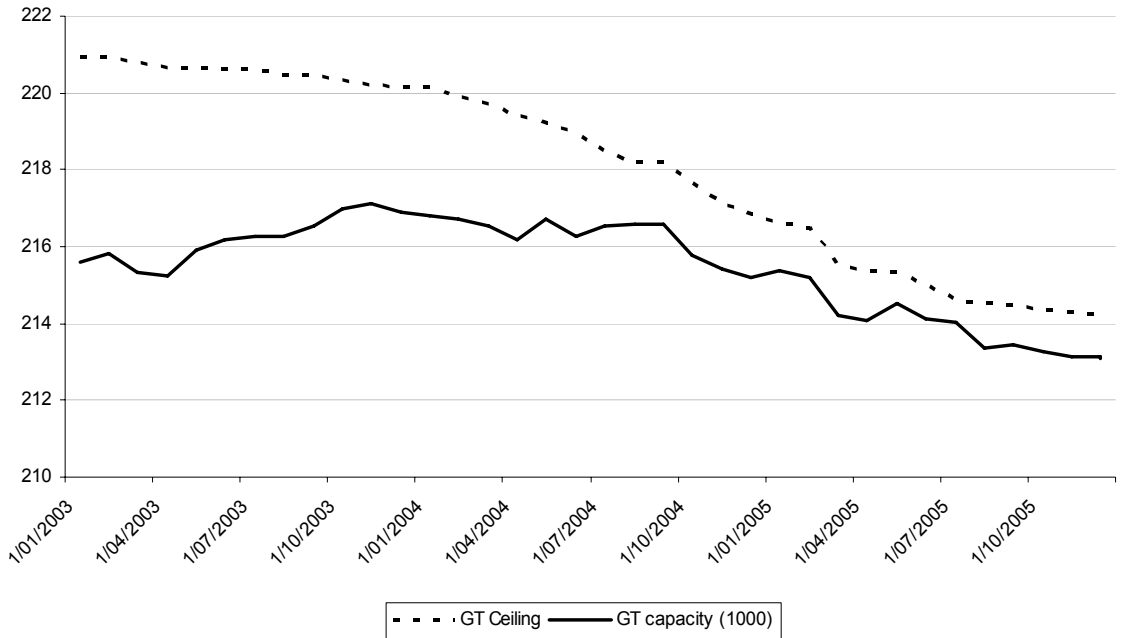
c) **Reference levels at the end of 2005**

Italy		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	229.862	R(kW)₀₃	1.338.971
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	289	kW₁₀₀	1.007
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	-
4	Exits financed with public aid	GT_a	6.678	kW_a	40.498
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	213.095	kW_t	1.223.933
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	222.966	R(kW)_t	1.298.121

(a) Situation as registered in the Community Fleet Register on 4 October 2006

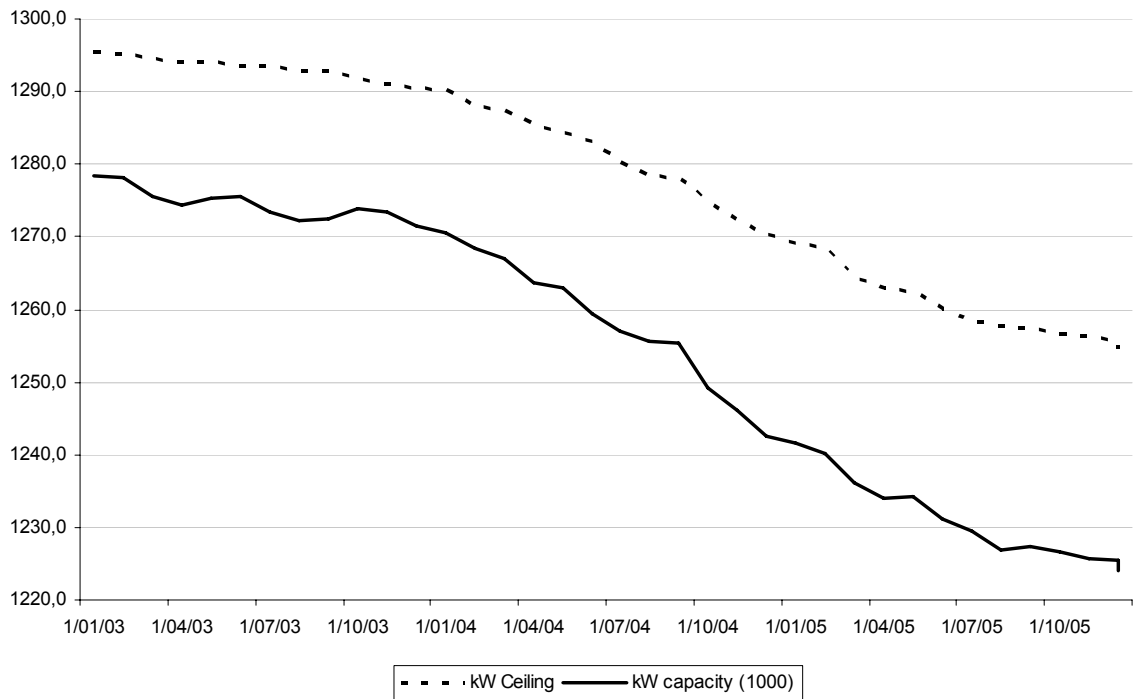
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Italian fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Italian fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

CYPRUS

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
11.935	0	0	0	0	11.935

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
52.555	0	0	0	0	52.555

b) Management of the entry exit regime until the end of 2005

Cyprus		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	11.935	kW _{FR}	52.555
2	Capacity level for the application of the entry-exit regime	GT ₀₄	11.935	kW ₀₄	52.555
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		-1		-60
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		-1		-60
7	Exits financed with public aid	GT _a	356	kW _a	1.302
8	Other exits (not included in 7)		2.521		4.351
9	Total exits (7 + 8)		2.877		5.653
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	9.056	kW _t	46.843
11	Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)		11.579		51.254

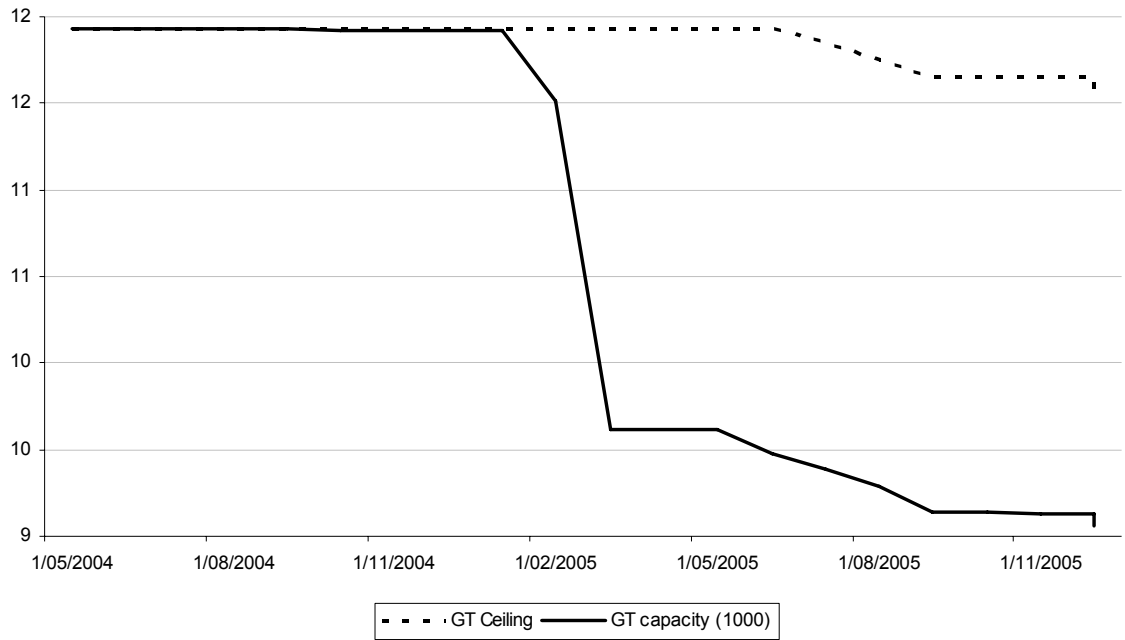
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

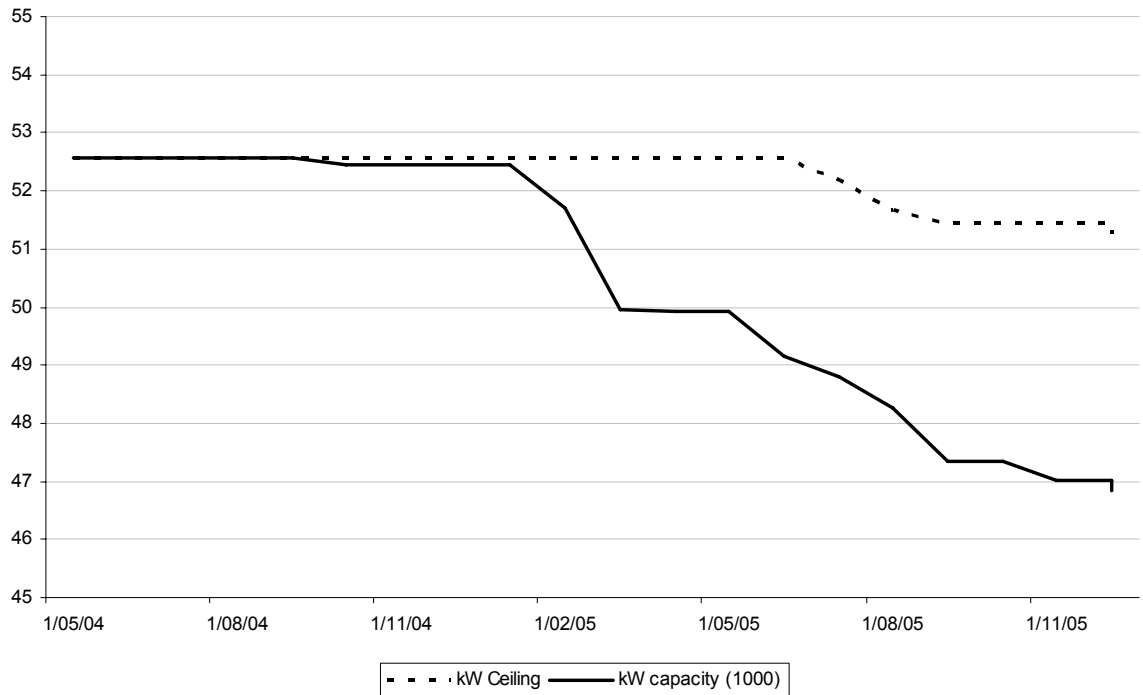
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Cypriot fleet compared to its tonnage ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Cypriot fleet compared to its power ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

LATVIA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT_{FR} (1-5-2004)	GT₁	GT₂	GT₃	GT₄	GT₀₄
44.452	510	0	0	0	44.962

kW_{FR} (1-5-2004)	kW₁	kW₂	kW₃	kW₄	kW₀₄
75.817	1.451	0	0	0	77.268

b) Management of the entry exit regime until the end of 2005

Latvia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	44.452	kW _{FR}	75.817
2	Capacity level for the application of the entry-exit regime	GT ₀₄	44.962	kW ₀₄	77.268
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		692		2.026
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		692		2.026
7	Exits financed with public aid	GT _a	1.929	kW _a	4.660
8	Other exits (not included in 7)		4.636		6.974
9	Total exits (7 + 8)		6.565		11.634
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	38.580	kW _t	66.209
11	Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)		43.033		72.609

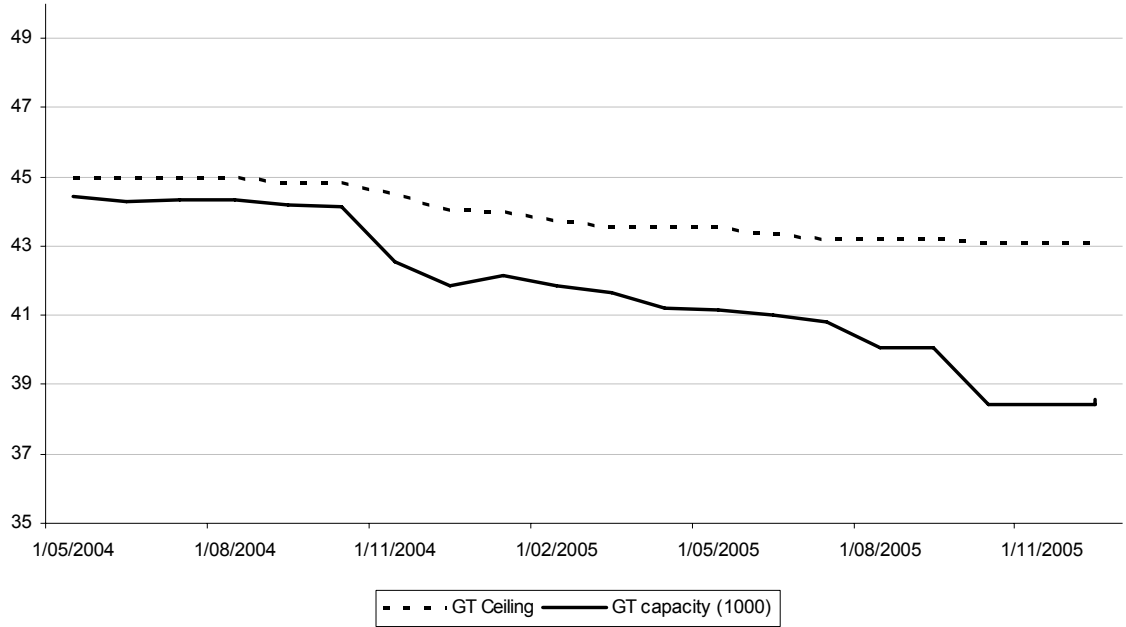
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

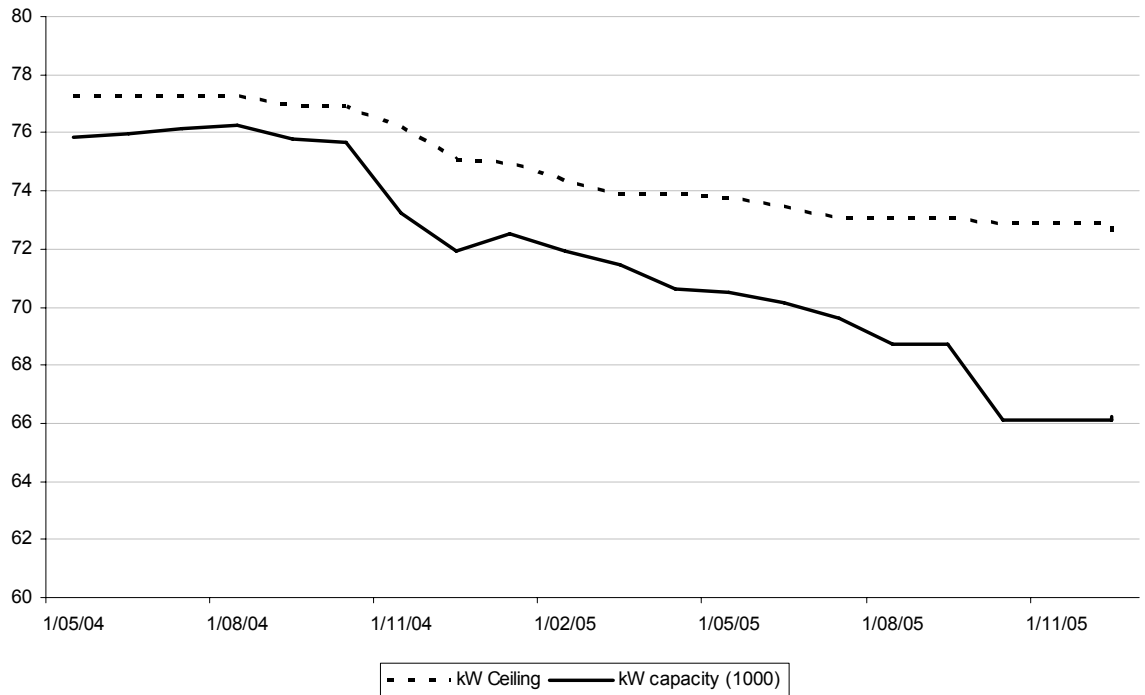
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Latvian fleet compared to its tonnage ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Latvian fleet compared to its power ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

LITHUANIA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
76.487	0	0	0	0	76.487

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
80.566	0	0	0	0	80.566

b) Management of the entry exit regime until the end of 2005

Lithuania		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	76.487	kW _{FR}	80.566
2	Capacity level for the application of the entry-exit regime	GT ₀₄	76.487	kW ₀₄	80.566
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		11.243		12.870
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		11.243		12.870
7	Exits financed with public aid	GT _a	1.576	kW _a	3.104
8	Other exits (not included in 7)		21.768		19.677
9	Total exits (7 + 8)		23.344		22.781
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	64.386	kW _t	70.655
11	Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)		74.911		77.462

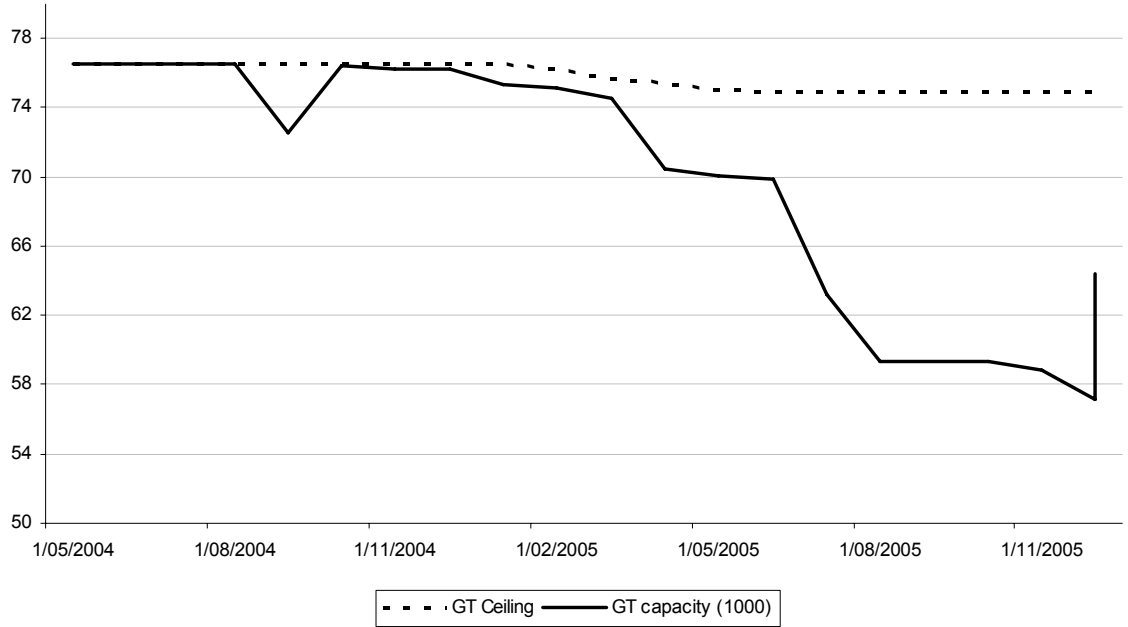
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

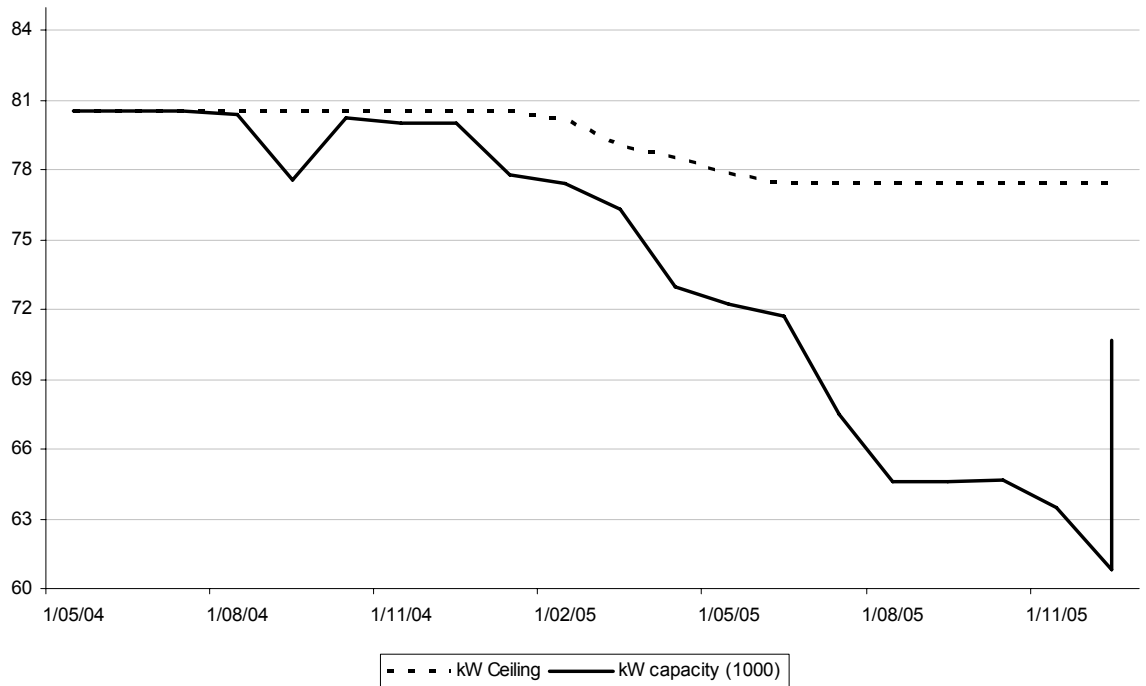
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Lithuanian fleet compared to its tonnage ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Lithuanian fleet compared to its power ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

MALTA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
16.450	0	0	0	0	16.450

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
126.350	0	0	0	0	126.350

b) Management of the entry exit regime until the end of 2005

Malta		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	16.450	kW _{FR}	126.350
2	Capacity level for the application of the entry-exit regime	GT ₀₄	16.450	kW ₀₄	126.350
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		53		-1.566
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		53		-1.566
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		1.229		25.639
9	Total exits (7 + 8)		1.229		25.639
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	15.274	kW _t	99.145
11	Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)		16.461		126.323

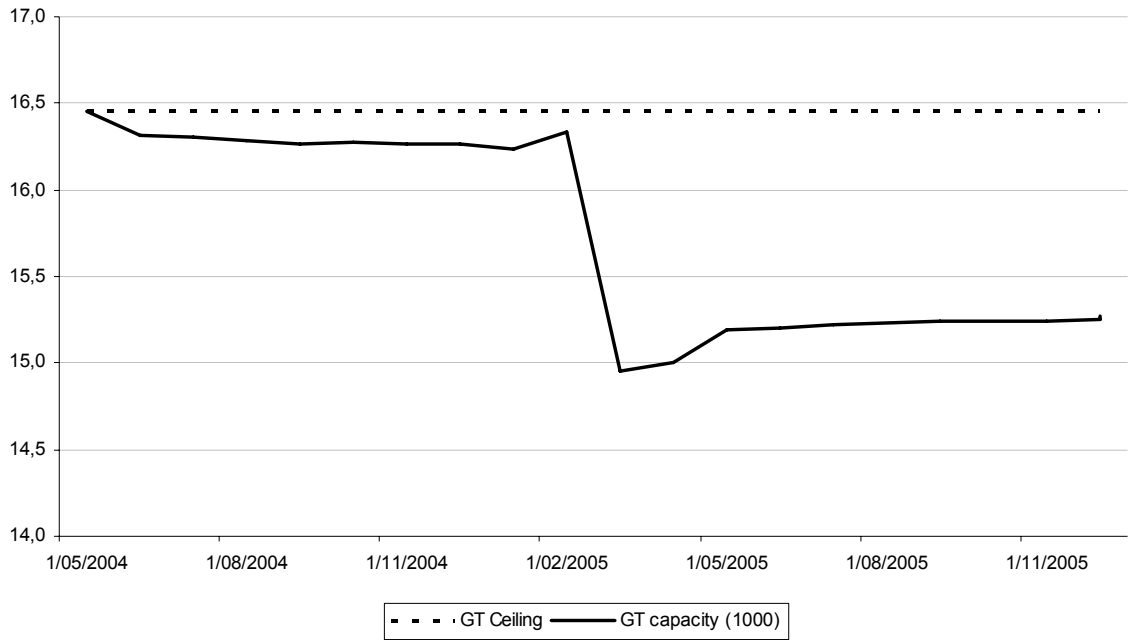
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling ($2 - 35\% 3 + 5 - 7$) is higher than a Member State's reference level, the fleet ceiling is the reference level

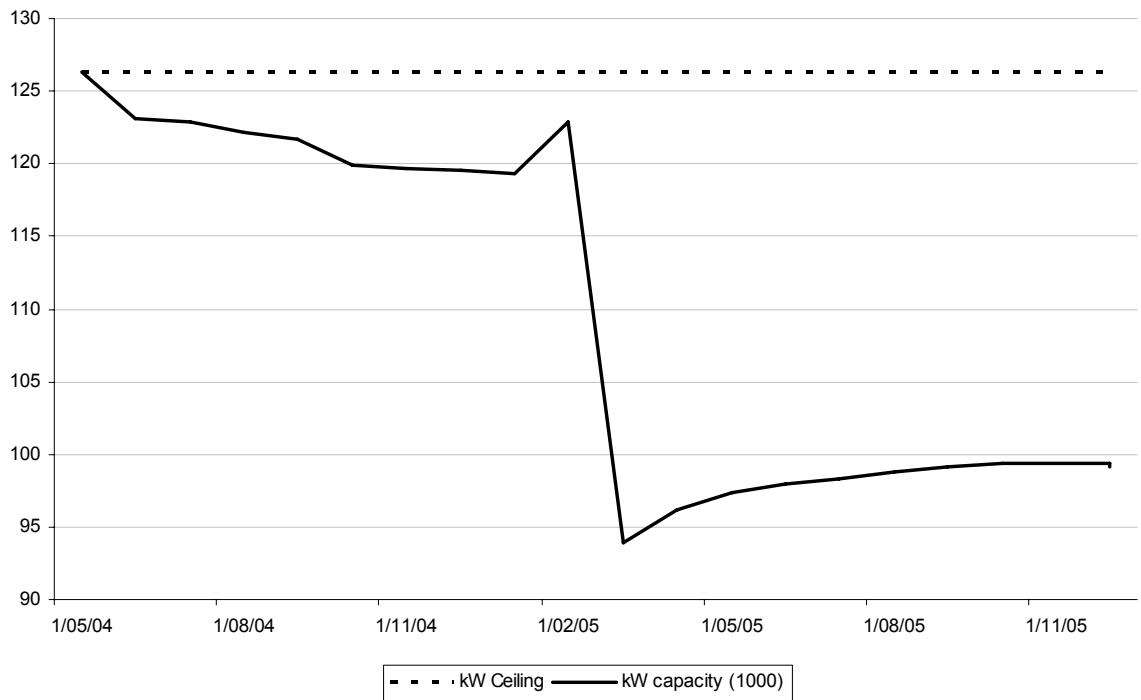
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Maltese fleet compared to its tonnage ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Maltese fleet compared to its power ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

THE NETHERLANDS

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
183.678	0	0	1.133	0	184.811

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
418.505	0	0	2.722	0	421.227

b) Management of the entry exit regime until the end of 2005

The Netherlands		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	183.678	kW _{FR}	418.505
2	Capacity level for the application of the entry-exit regime	GT ₀₃	184.811	kW ₀₃	421.227
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		4.309		19.332
5	Increases in tonnage GT for reasons of safety	GT _S	27		-
6	Total entries (3 + 4 + 5)		4.336		19.332
7	Exits financed with public aid	GT _a	8.980	kW _a	35.759
8	Other exits (not included in 7)		23.611		53.624
9	Total exits (7 + 8)		32.591		89.383
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	155.423	kW _t	348.454
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		175.858		385.468

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

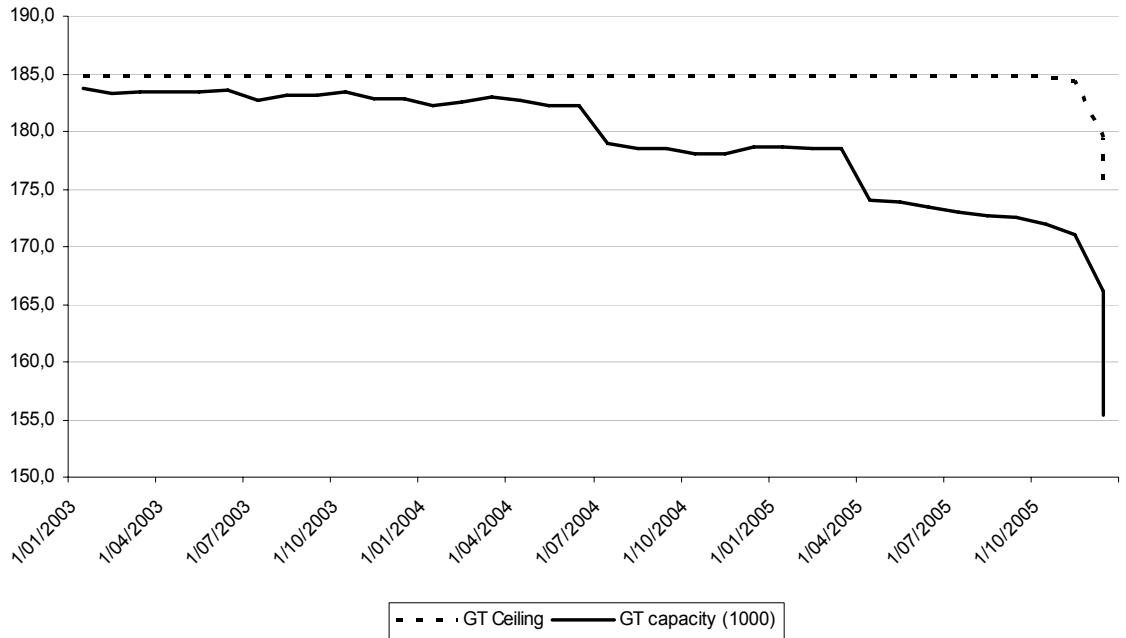
c) **Reference levels at the end of 2005**

The Netherlands		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	213.139	R(kW)₀₃	527.067
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	27	-	-
4	Exits financed with public aid	GT_a	8.980	kW_a	35.759
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	155.423	kW_t	348.454
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	204.186	R(kW)_t	491.308

(a) Situation as registered in the Community Fleet Register on 4 October 2006

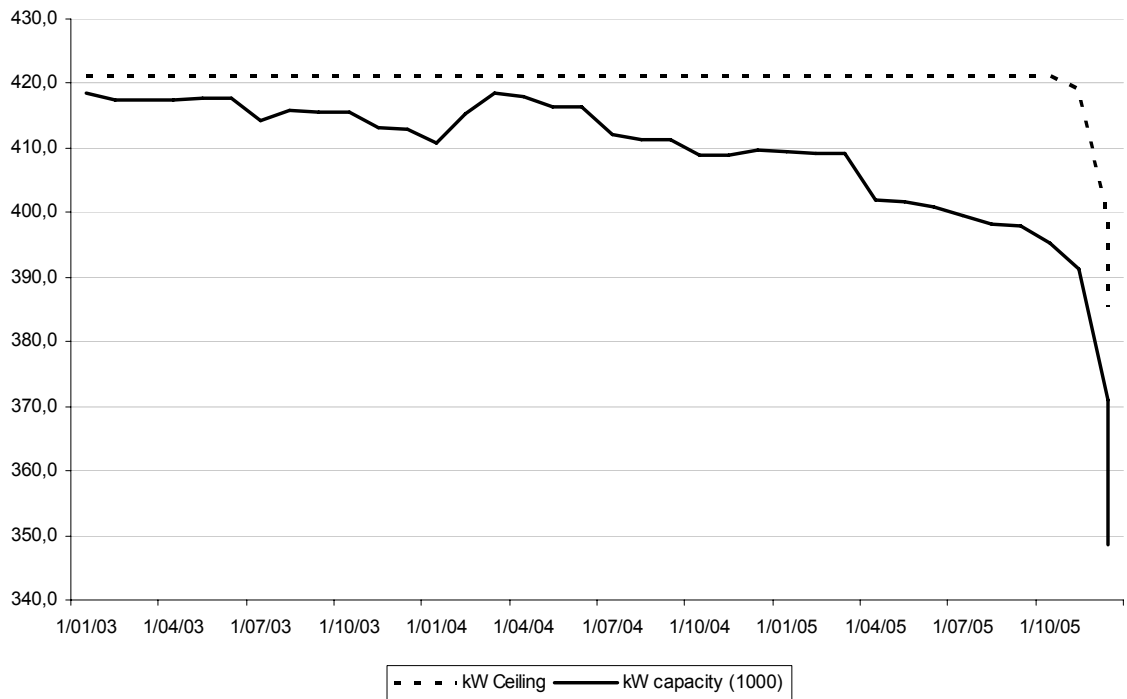
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Dutch fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Dutch fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

POLAND

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT_{FR} (1-5-2004)	GT₁	GT₂	GT₃	GT₄	GT₀₄
47.324	191	0	0	0	47.515

kW_{FR} (1-5-2004)	kW₁	kW₂	kW₃	kW₄	kW₀₄
151.124	1.858	0	0	0	152.981

b) Management of the entry exit regime until the end of 2005

Poland		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT_{FR}	47.324	kW_{FR}	151.124
2	Capacity level for the application of the entry-exit regime	GT₀₄	47.515	kW₀₄	152.981
3	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		3.183		8.104
5	Increases in tonnage GT for reasons of safety	GT_S	0		-
6	Total entries (3 + 4 + 5)		3.183		8.104
7	Exits financed with public aid	GT_a	16.371	kW_a	45.383
8	Other exits (not included in 7)		3.882		8.392
9	Total exits (7 + 8)		20.253		53.775
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT_t	30.254	kW_t	105.452
11	Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)		31.144		107.599

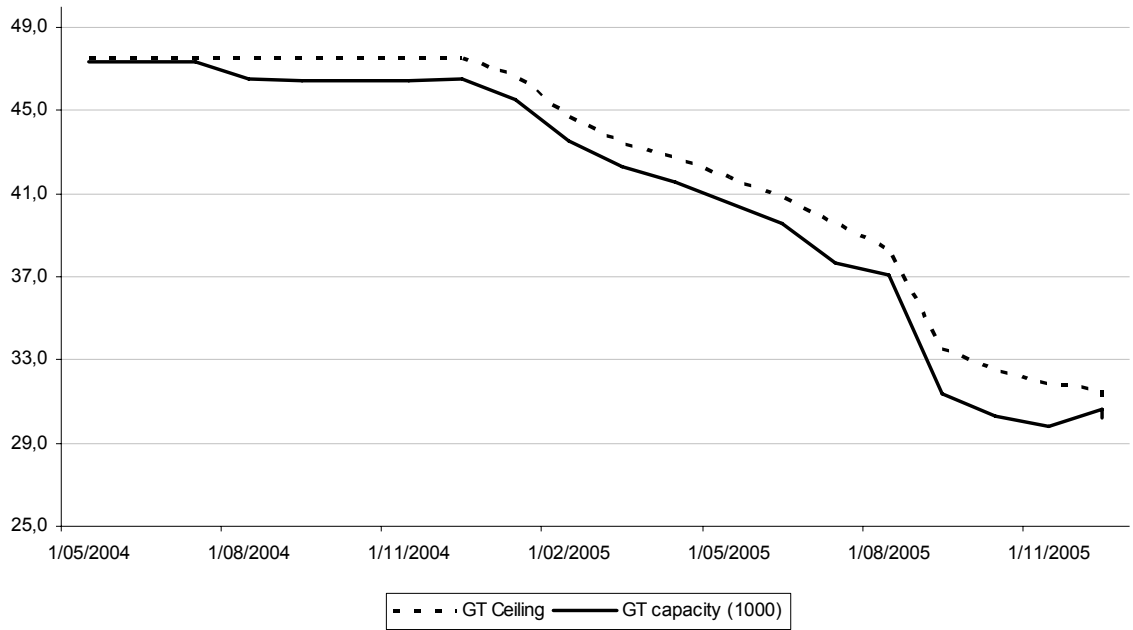
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

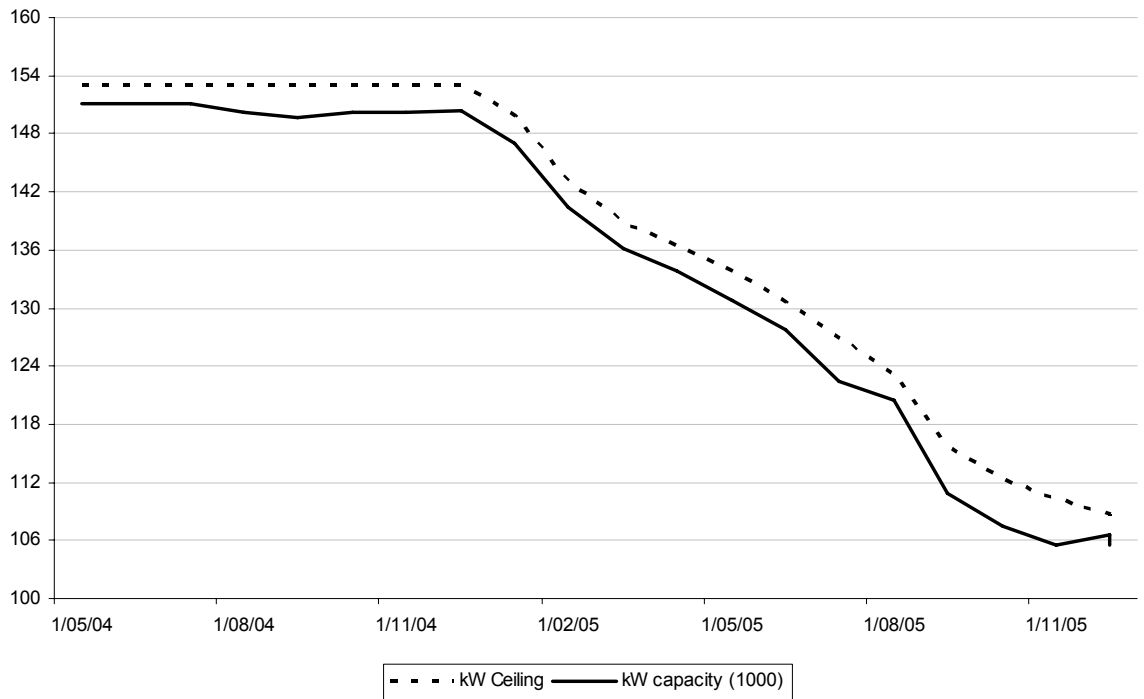
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Polish fleet compared to its tonnage ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Polish fleet compared to its power ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

PORTUGAL

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
99.757	8.629	0	0	0	108.386

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
332.417	22.147	0	696	0	355.260

b) Management of the entry exit regime until the end of 2005

Portugal		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	99.757	kW _{FR}	332.417
2	Capacity level for the application of the entry-exit regime	GT ₀₃	108.386	kW ₀₃	355.260
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	494	kW ₁₀₀	1.273
4	Other entries or capacity increases (not included in 3 & 5)		10.867		42.253
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		11.361		43.527
7	Exits financed with public aid	GT _a	9.260	kW _a	22.303
8	Other exits (not included in 7)		7.729		32.206
9	Total exits (7 + 8)		16.990		54.508
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	94.128	kW _t	321.436
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		98.952		332.512

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

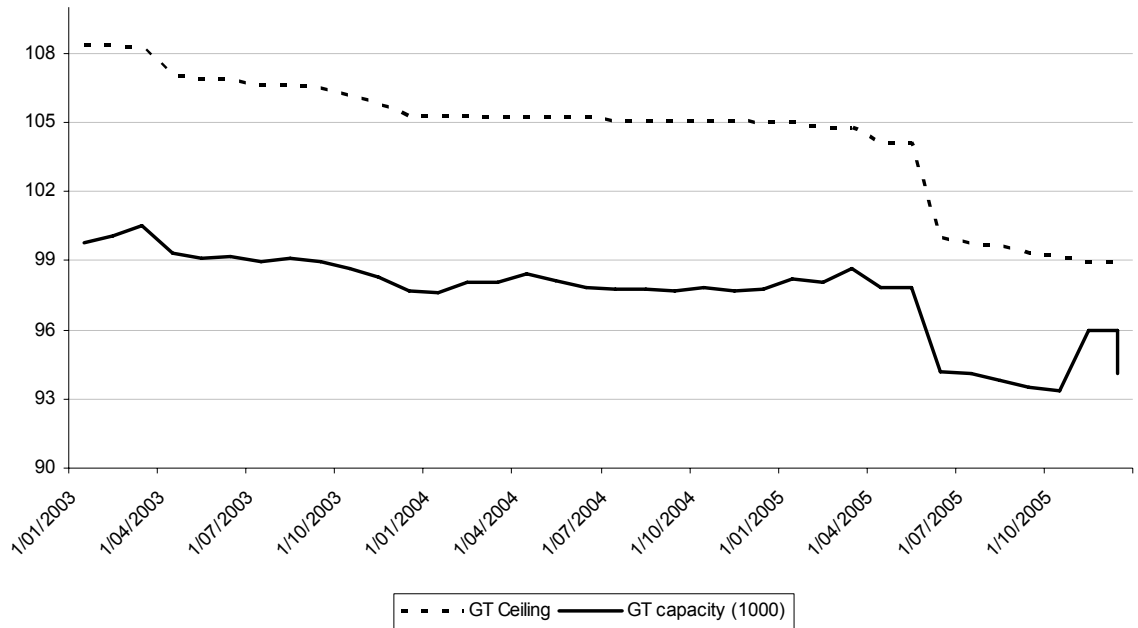
c) Reference levels at the end of 2005

Portugal (excluding the Azores and Madeira)		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	171.502	R(kW)₀₃	412.025
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	494	kW₁₀₀	1.273
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	-
4	Exits financed with public aid	GT_a	9.260	kW_a	22.303
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	94.128	kW_t	321.436
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	162.069	R(kW)_t	389.277

(a) Situation as registered in the Community Fleet Register on 4 October 2006

d) Evolution of fleet capacity compared to the capacity ceilings.

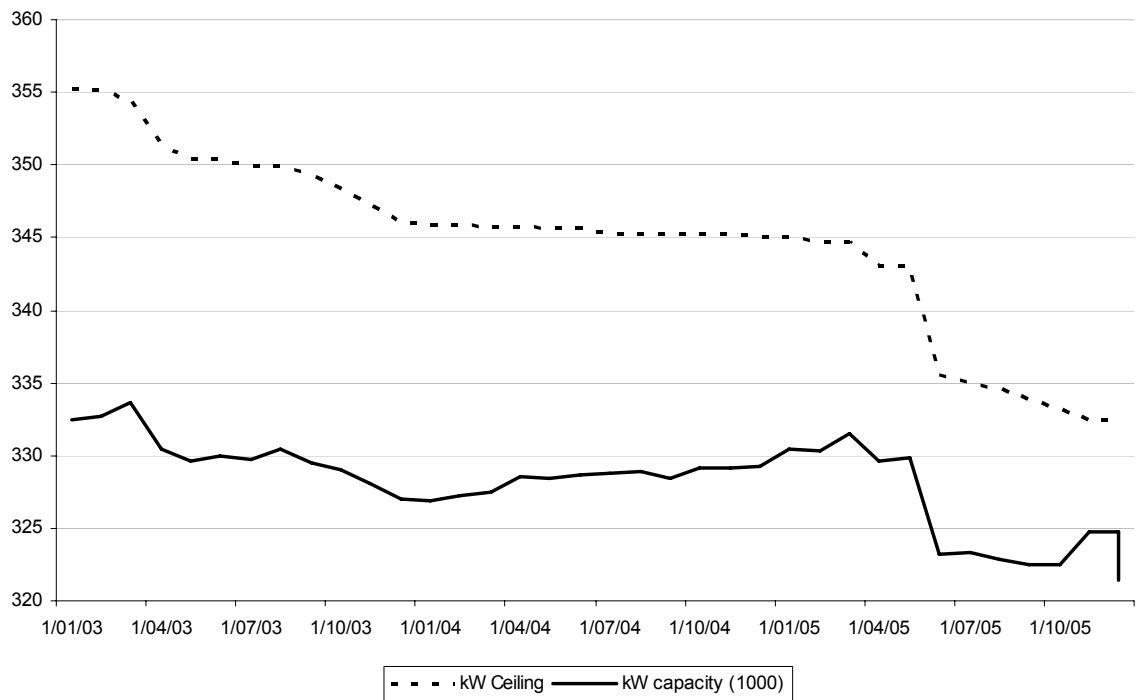
**Tonnage of the Portuguese* fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005.**



*Excluding the Azores and Madeira.

Situation as registered in the Community Fleet Register on 4 October 2006.

**Power of the Portuguese* fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005.**



*Excluding the Azores and Madeira.

Situation as registered in the Community Fleet Register on 4 October 2006.

SLOVENIA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT_{FR} (1-5-2004)	GT₁	GT₂	GT₃	GT₄	GT₀₄
1.076	0	0	0	0	1.076

kW_{FR} (1-5-2004)	kW₁	kW₂	kW₃	kW₄	kW₀₄
11.473	0	0	0	0	11.473

b) Management of the entry exit regime until the end of 2005

Slovenia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT_{FR}	1.076	kW_{FR}	11.473
2	Capacity level for the application of the entry-exit regime	GT₀₄	1.076	kW₀₄	11.473
3	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		0		9
5	Increases in tonnage GT for reasons of safety	GT_S	0		-
6	Total entries (3 + 4 + 5)		0		9
7	Exits financed with public aid	GT_a	0	kW_a	0
8	Other exits (not included in 7)		7		23
9	Total exits (7 + 8)		7		23
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT_t	1.069	kW_t	11.459
11	Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)		1.076		11.473

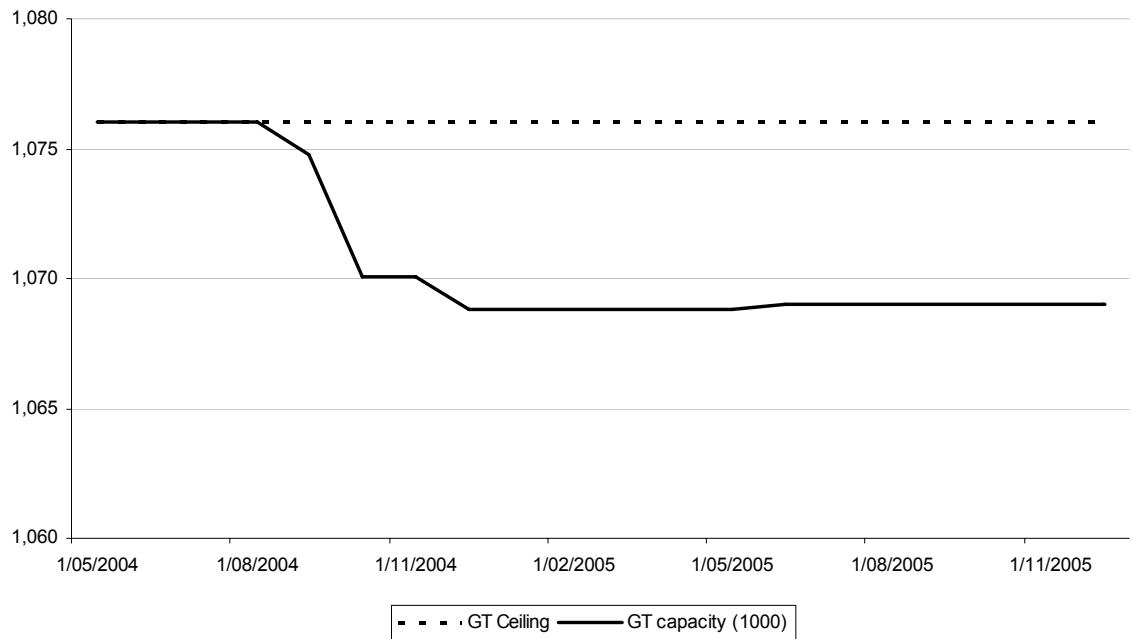
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

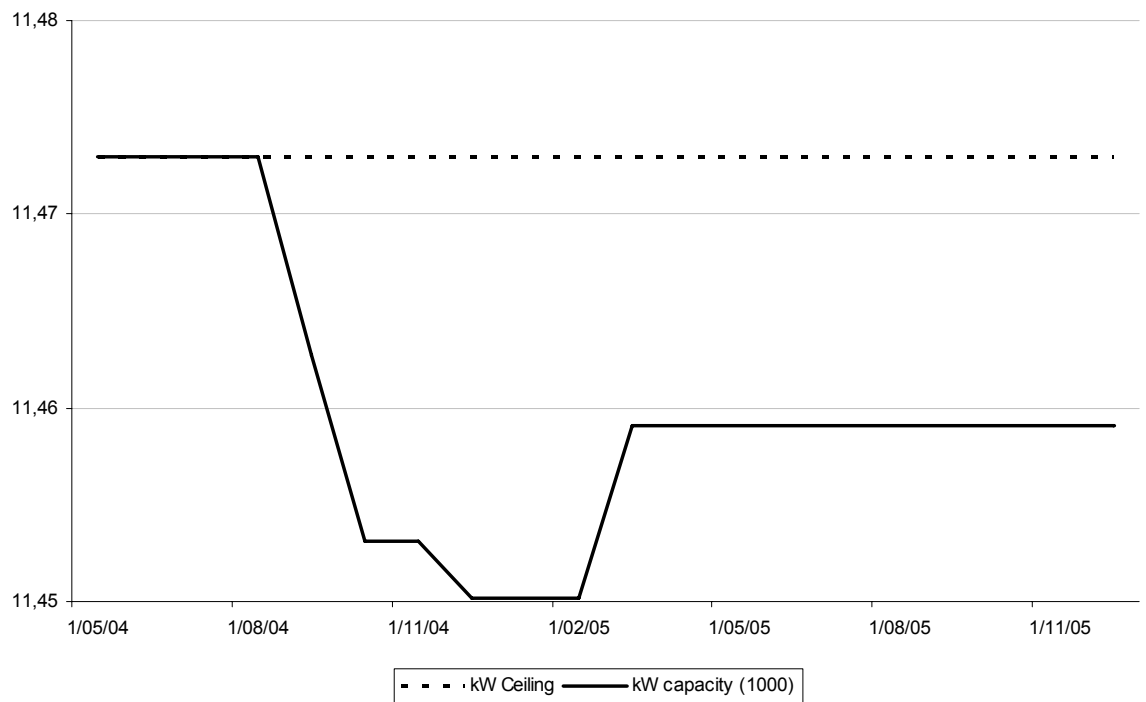
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Slovenian fleet compared to its tonnage ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Slovenian fleet compared to its power ceiling.
Evolution between 1 May 2004 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

FINLAND

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
19.812	0	0	0	0	19.812

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
190.136	0	0	0	0	190.136

b) Management of the entry exit regime until the end of 2005

Finland		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	19.812	kW _{FR}	190.136
2	Capacity level for the application of the entry-exit regime	GT ₀₃	19.812	kW ₀₃	190.136
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		3.233		20.570
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		3.233		20.570
7	Exits financed with public aid	GT _a	1.280	kW _a	5.637
8	Other exits (not included in 7)		4.765		33.557
9	Total exits (7 + 8)		6.045		39.194
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	17.001	kW _t	171.511
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		18.532		184.499

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

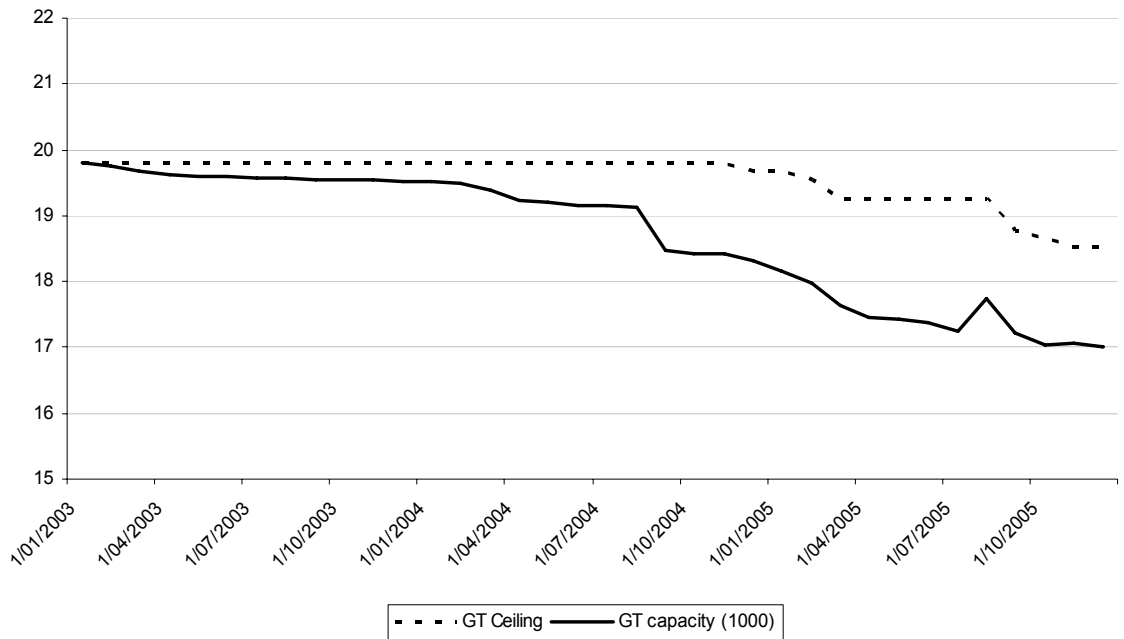
c) **Reference levels at the end of 2005**

Finland		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	23.203	R(kW)₀₃	216.195
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	-
4	Exits financed with public aid	GT_a	1.280	kW_a	5.637
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	17.001	kW_t	171.511
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	21.923	R(kW)_t	210.558

(a) Situation as registered in the Community Fleet Register on 4 October 2006

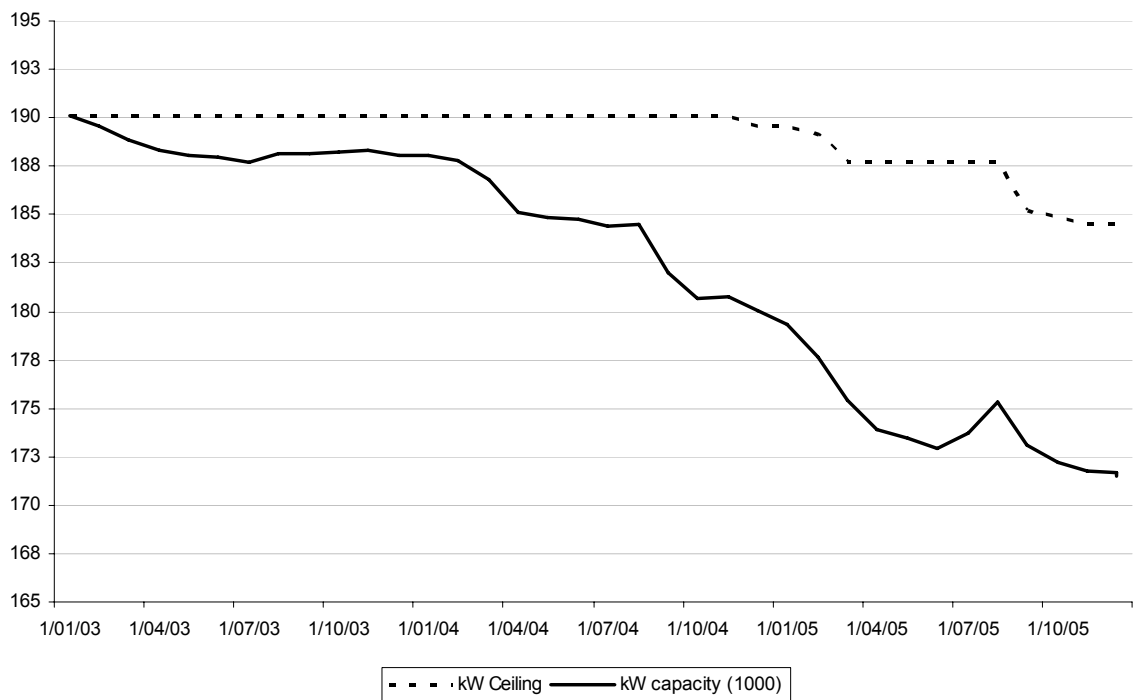
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Finish fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Finish fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

SWEDEN

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
45.895	0	0	871	0	46.766

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
224.662	0	0	2.589	0	227.251

b) Management of the entry exit regime until the end of 2005

Sweden		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	45.895	kW _{FR}	224.662
2	Capacity level for the application of the entry-exit regime	GT ₀₃	46.766	kW ₀₃	227.251
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		2.499		22.175
5	Increases in tonnage GT for reasons of safety	GT _S	76		-
6	Total entries (3 + 4 + 5)		2.575		22.175
7	Exits financed with public aid	GT _a	935	kW _a	3.159
8	Other exits (not included in 7)		3.276		24.932
9	Total exits (7 + 8)		4.211		28.091
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	44.259	kW _t	218.745
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		45.907		224.092

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

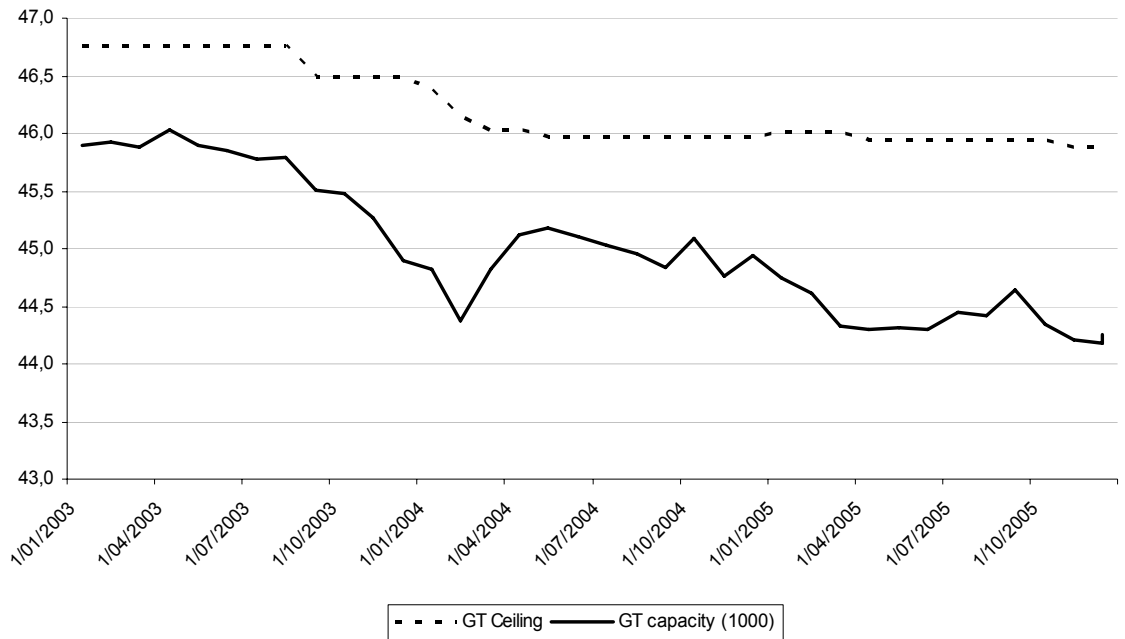
c) Reference levels at the end of 2005

Sweden		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	51.993	R(kW)₀₃	261.028
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	76	-	-
4	Exits financed with public aid	GT_a	935	kW_a	3.159
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	44.259	kW_t	218.745
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	50.509	R(kW)_t	253.197

(a) Situation as registered in the Community Fleet Register on 4 October 2006

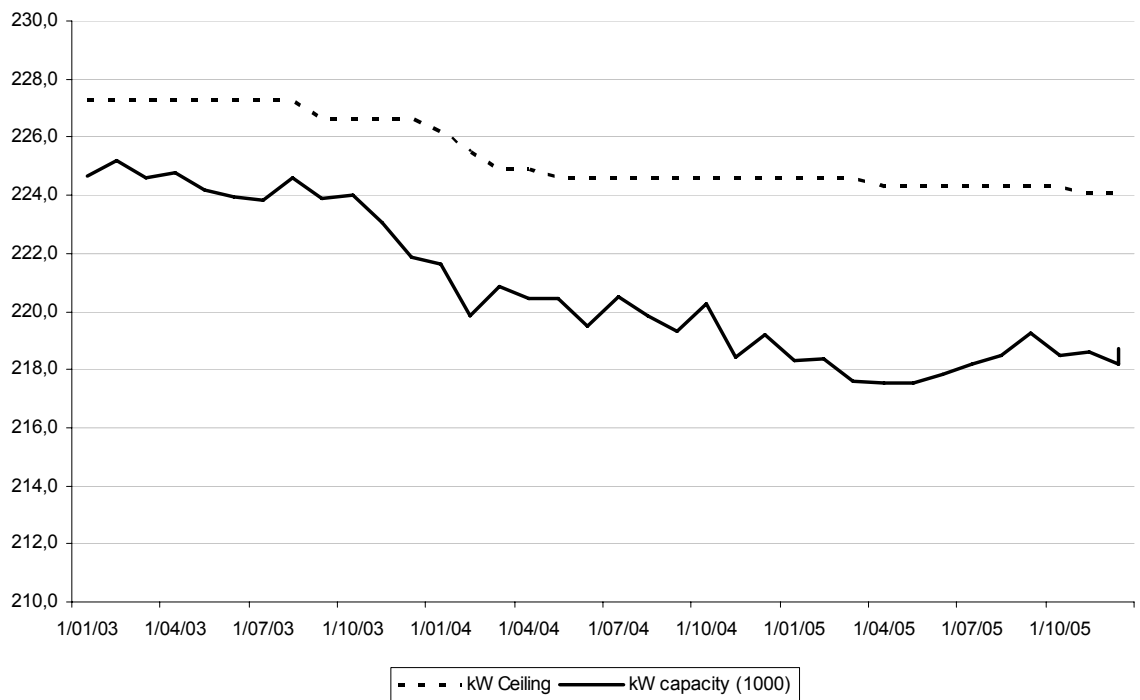
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Swedish fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the Swedish fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

UNITED KINGDOM

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
241.052	0	0	11.848	0	252.900

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
942.607	0	0	35.629	0	978.236

b) Management of the entry exit regime until the end of 2005

United Kingdom		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	241.052	kW _{FR}	942.607
2	Capacity level for the application of the entry-exit regime	GT ₀₃	252.900	kW ₀₃	978.236
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5)		40.218		142.518
5	Increases in tonnage GT for reasons of safety	GT _S	0		-
6	Total entries (3 + 4 + 5)		40.218		142.518
7	Exits financed with public aid	GT _a	16.699	kW _a	45.005
8	Other exits (not included in 7)		46.123		158.926
9	Total exits (7 + 8)		62.822		203.930
10	Capacity of the fleet on 31 December 2005 (1 + 6 - 9)	GT _t	218.447	kW _t	881.194
11	Fleet ceiling on 31 December 2005 (2 - 35% 3 + 5 - 7)		236.201		933.231

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

Line 4 is calculated as: $4 = (1 - 10) + 9 - (3 + 5)$

Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

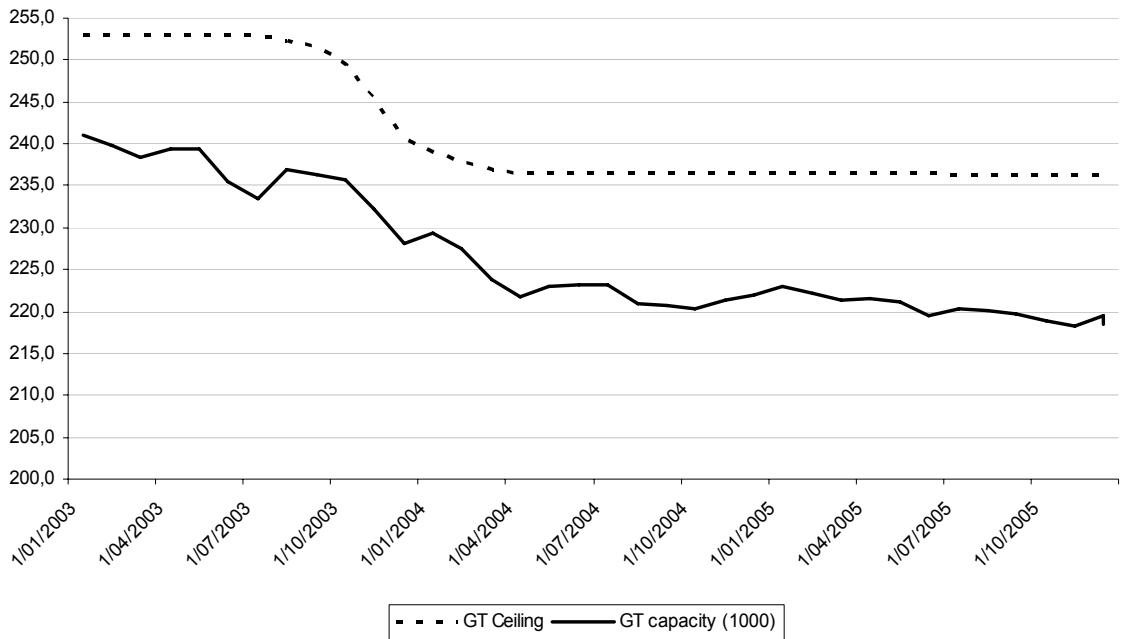
c) Reference levels at the end of 2005

United Kingdom		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	286.120	R(kW)₀₃	1.129.194
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	-
4	Exits financed with public aid	GT_a	16.699	kW_a	45.005
10	Capacity of the fleet on 31 December 2005 (a)	GT_t	218.447	kW_t	881.194
5	Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)	R(GT)_t	269.421	R(kW)_t	1.084.189

(a) Situation as registered in the Community Fleet Register on 4 October 2006

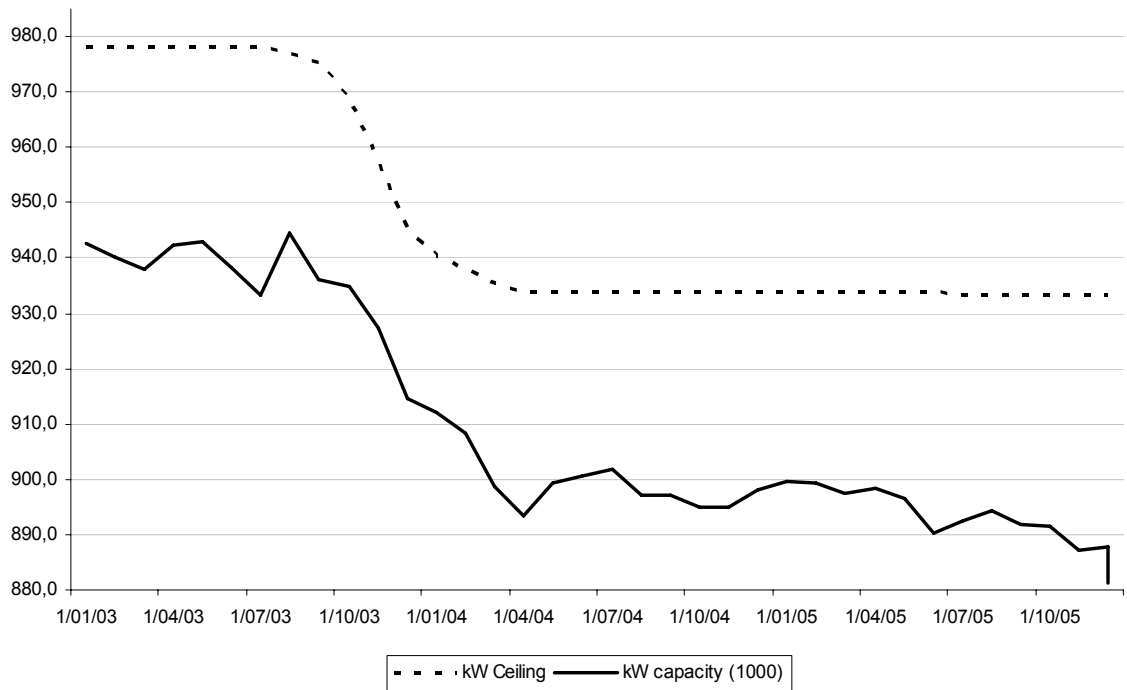
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the British fleet compared to its tonnage ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Power of the British fleet compared to its power ceiling.
Evolution between 1 January 2003 and 31 December 2005***



*Situation as registered in the Community Fleet Register on 4 October 2006

TECHNICAL ANNEX 3 - RESULTS OF THE OUTERMOST REGIONS FLEETS MANAGEMENT

This annex shows Member States compliance at 31 December 2005, with the capacity levels for outermost regions in accordance with Council Regulation (EC) No 639/2004 and Commission Regulation (EC) No 2104/2004.

The reference levels for the outermost regions were fixed for each segment of the fleet on the 1 January 2003. At any later date, the reference level for each segment is calculated by deducting from the initial reference levels the capacity withdrawn with public aid for that particular segment.

It is in this way that the graphs presented below have been calculated. Each of the tables summarises the situation on 31 December 2005.

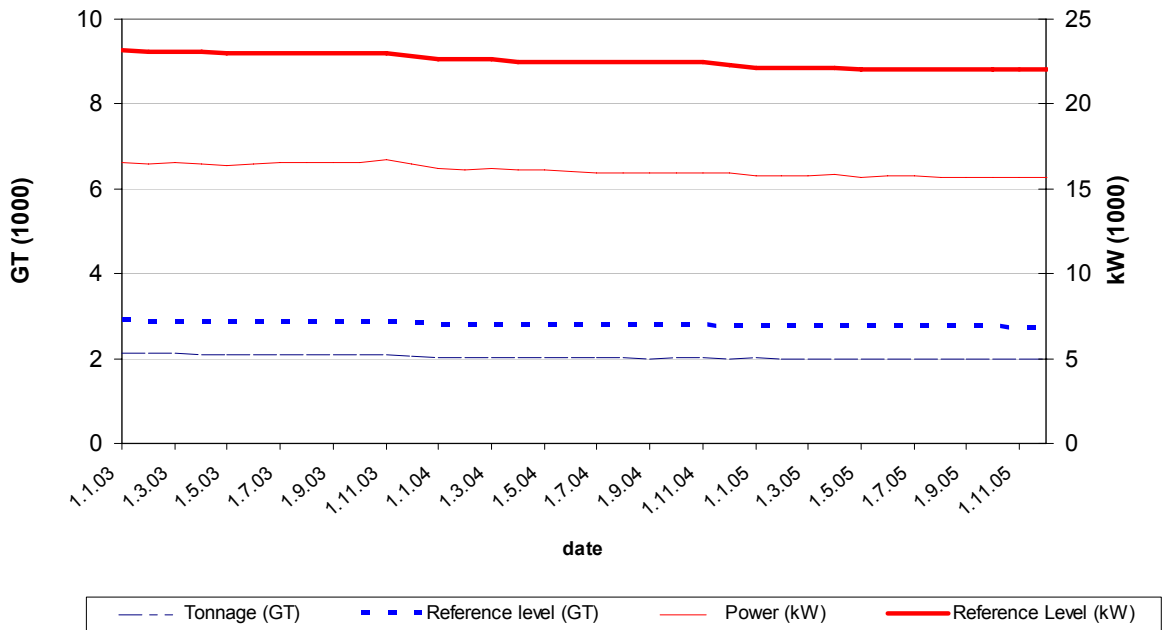
d) Management of capacity levels for outermost regions during 2005

Canary Islands (Spain)		CA1 Length < 12 m EU waters		CA2 Length > 12 m EU waters		CA3 Length > 12 m International and third country waters	
		GT	kW	GT	kW	GT	kW
1	Reference level on 1-1-2003	2.878	23.202	4.779	16.055	51.167	90.680
2	Capacity of the fleet on 1 January 2003	2.114	16.541	4.019	14.749	46.202	84.118
3	Exits financed with public aid	147	1.188	1.334	4.189	20.906	42.177
4	Reference level on 31 December 2005 (1 - 3)	2.731	22.014	3.445	11.866	30.261	48.503
5	Capacity of the fleet on 31 December 2005	1.973	15.658	3.122	11.861	30.914	46.235

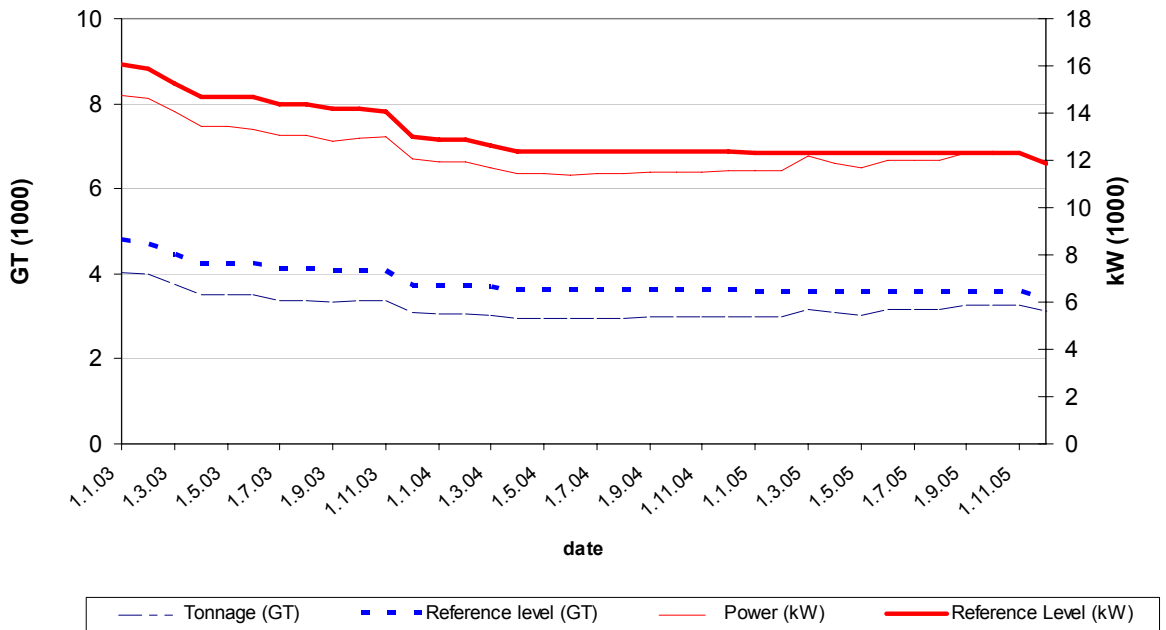
Situation as registered in the Community Fleet Register on 4 October 2006.

Bold Italic indicates that the reference level has been exceeded.

**Canary Islands: vessels under 12 m in length, EU waters (Segment CA1).
Evolution of capacity compared to the reference levels***

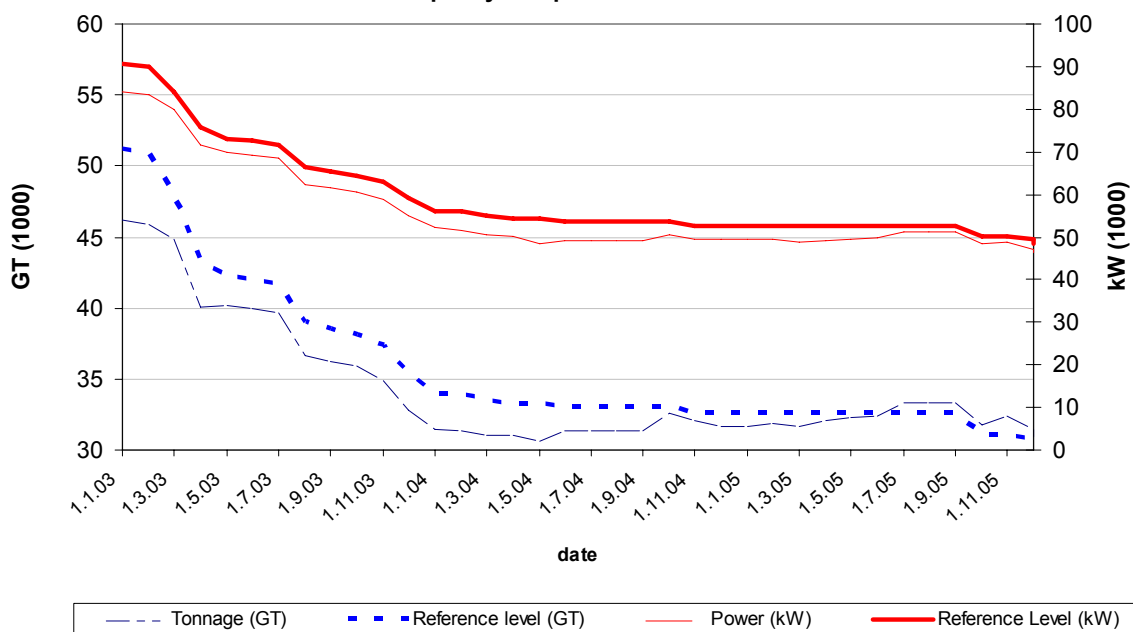


**Canary Islands: vessels of more than 12 m in length, EU waters (Segment CA2).
Evolution of capacity compared to the reference levels***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Canary Islands: vessels of more than 12 m in length.
International and third countries waters (Segment CA3).
Evolution of capacity compared to the reference levels***



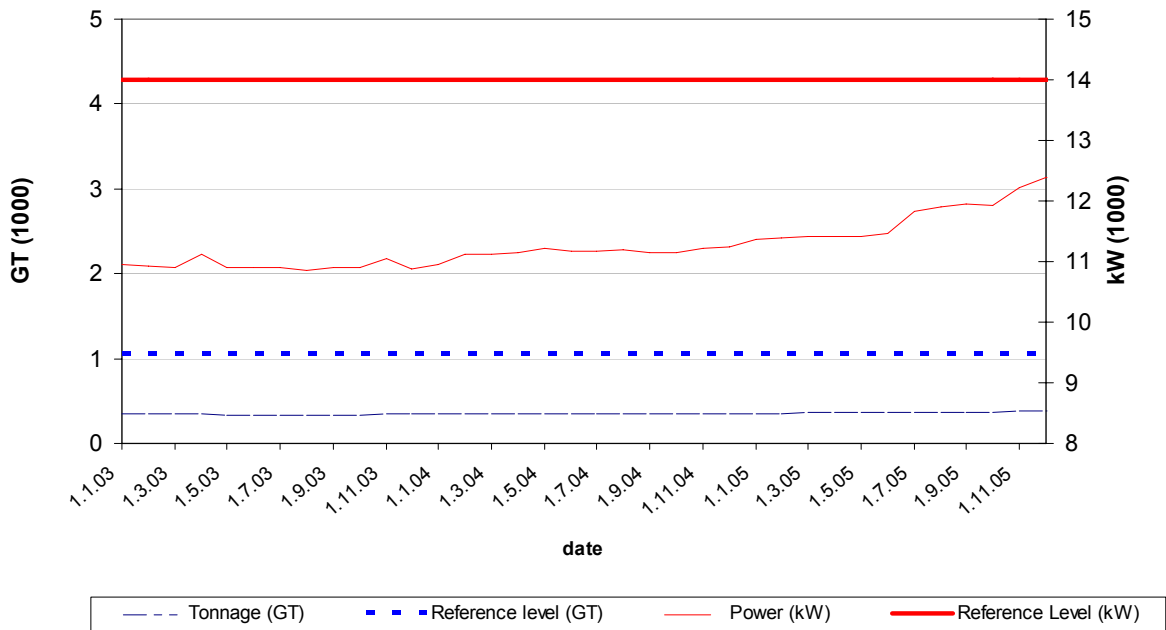
*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

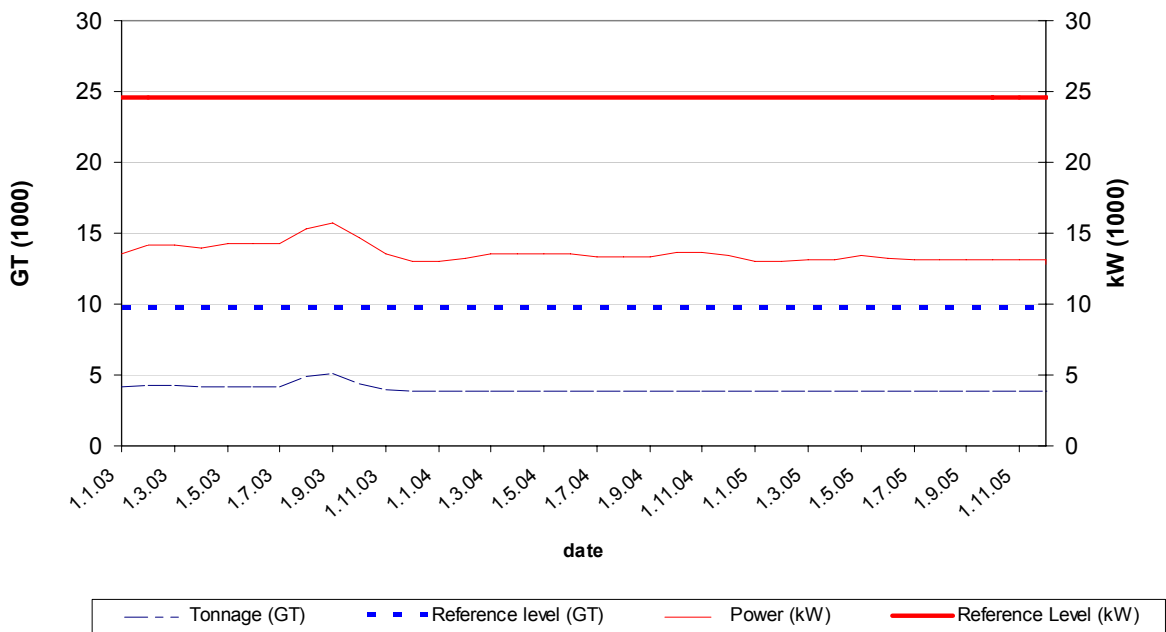
Reunion (French Overseas Department)		4FC Demersal and pelagic species. Length < 12 m		4FD Pelagic species. Length > 12 m	
		GT	kW	GT	kW
1	Reference level on 1-1-2003	1.050	14.000	9.705	24.610
2	Capacity of the fleet on 1 January 2003	343	10.943	4.174	13.553
3	Exits financed with public aid	0	0	0	0
4	Reference level on 31 December 2005 (1 - 3)	1.050	14.000	9.705	24.610
5	Capacity of the fleet on 31 December 2005	385	12.390	3.867	12.779

Situation as registered in the Community Fleet Register on 4 October 2006

**Reunion. Vessels under 12 m in length. Demersal species (Segment 4FC).
Evolution of capacity compared to the reference levels***



**Reunion. Pelagic species (Segment 4FD).
Evolution of capacity compared to the reference levels*.**



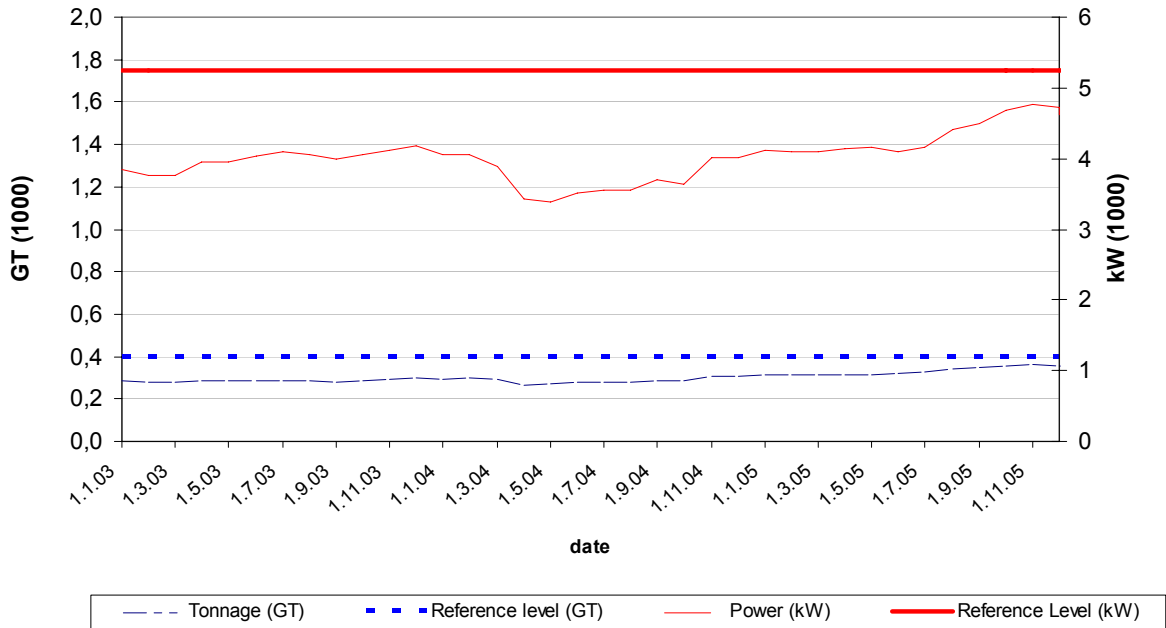
*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

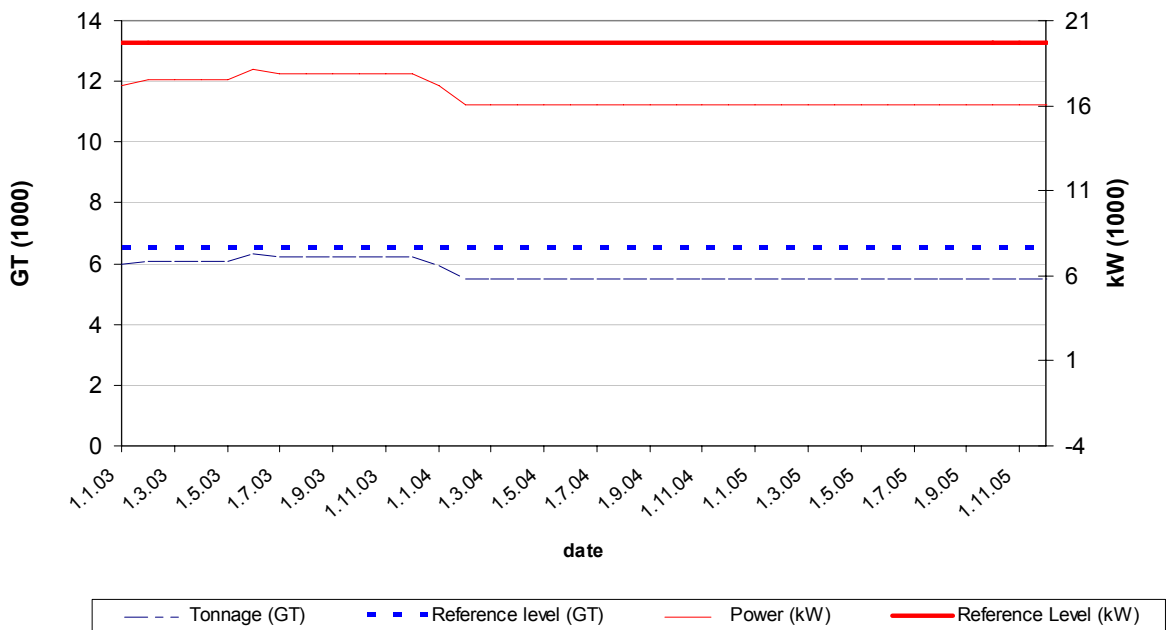
French Guiana		4FF Demersal and pelagic species. L < 12 m		4FG Shrimp vessels		4FH Pelagic species. Offshore vessels	
		GT	kW	GT	kW	GT	kW
1	Reference level on 1-1-2003	400	5.250	6.526	19.726	3.500	5.000
2	Capacity of the fleet on 1 January 2003	284	3.840	5.994	17.173	288	1.010
3	Exits financed with public aid	0	0	0	0	0	0
4	Reference level on 31 December 2005 (1 - 3)	400	5.250	6.526	19.726	3.500	5.000
5	Capacity of the fleet on 31 December 2005	356	4.628	5.499	16.092	267	798

Situation as registered in the Community Fleet Register on 4 October 2006

**French Guiana. Vessels under 12 m in length.
Demersal and pelagic species (Segment 4FF).
Evolution of capacity compared to the reference levels***

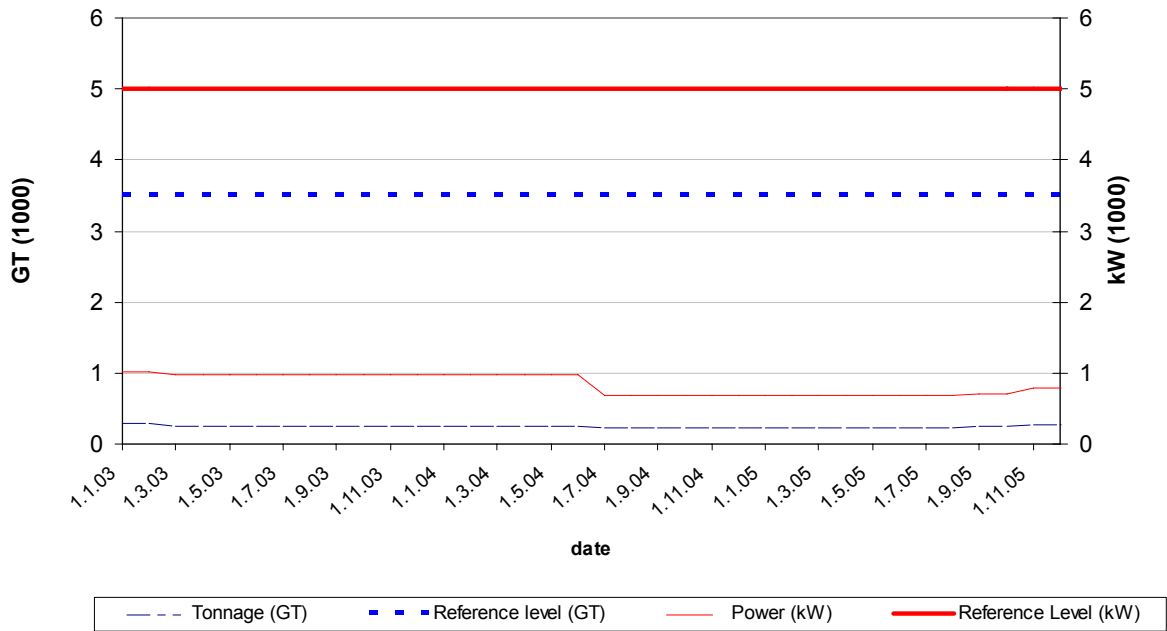


**French Guiana. Shrimp vessels (Segment 4FG).
Evolution of capacity compared to the reference levels***



*Situation as registered in the Community Fleet Register on 4 October 2006

**French Guiana. Pelagic species. Offshore vessels (Segment 4FH).
Evolution of capacity compared to the reference levels***



*Situation as registered in the Community Fleet Register on 4 October 2006

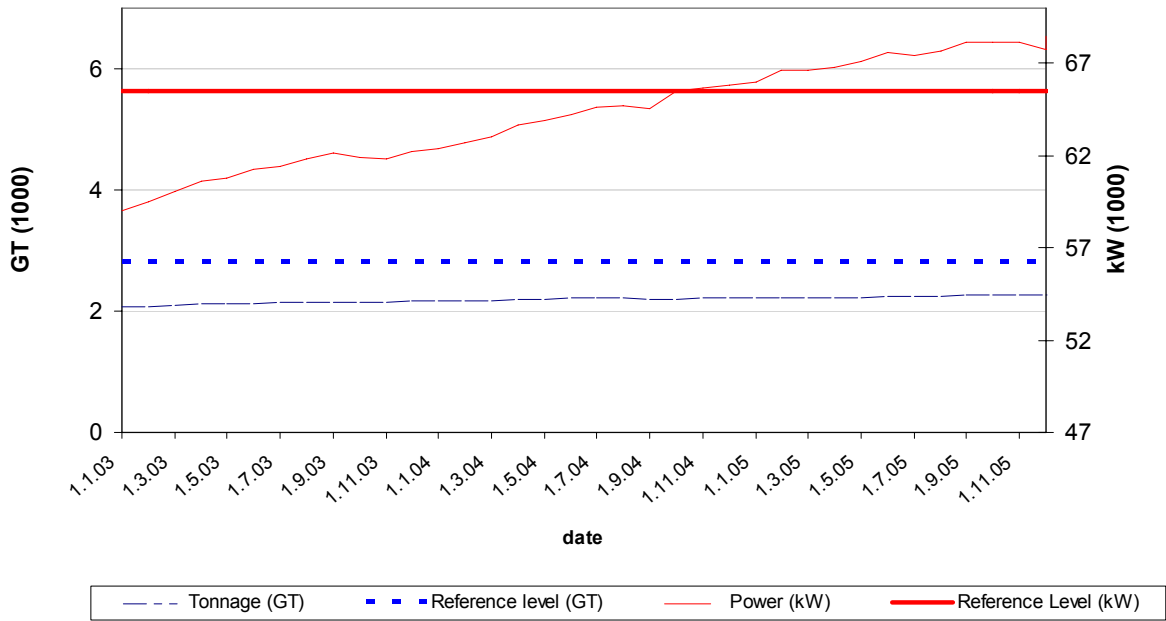
d) Management of capacity levels for outermost regions during 2005

Martinique (French Overseas Department)		4FJ Demersal and pelagic species. Length < 12 m		4FK Pelagic species. Length > 12 m	
		GT	kW	GT	kW
1	Reference level on 1-1-2003	2.800	65.500	1.000	3.000
2	Capacity of the fleet on 1 January 2003	2.065	59.005	848	2.598
3	Exits financed with public aid	0	0	0	0
4	Reference level on 31 December 2005 (1 - 3)	2.800	65.500	1.000	3.000
5	Capacity of the fleet on 31 December 2005	2.272	68.480	552	1.966

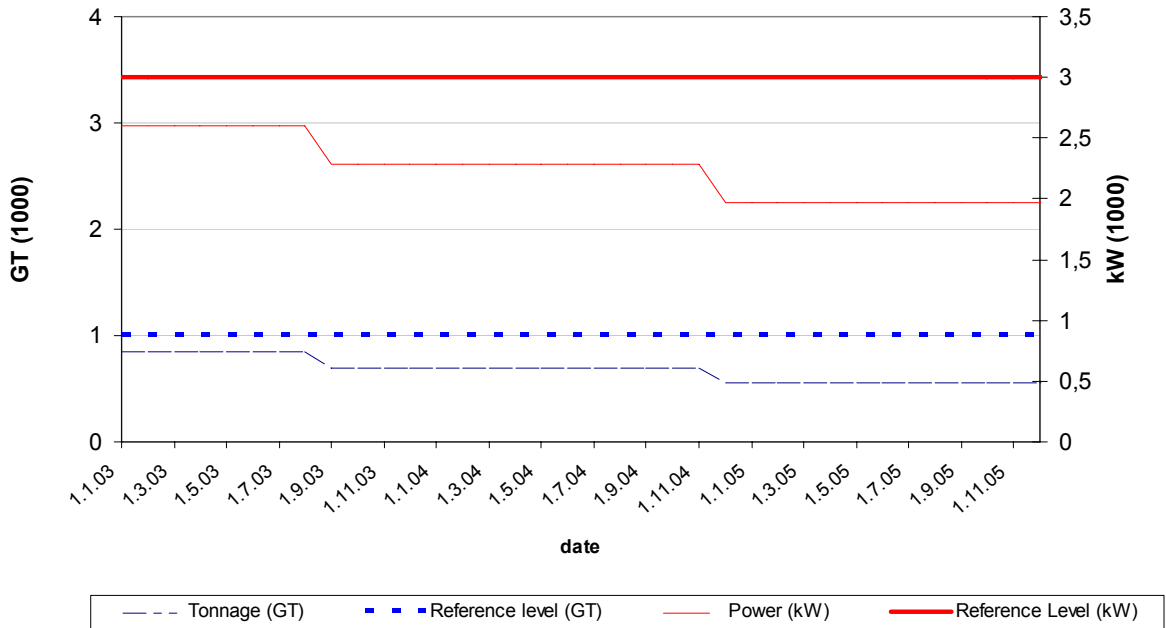
Situation as registered in the Community Fleet Register on 4 October 2006

Bold Italic indicates that the reference level has been exceeded.

**Martinique. Vessels less than 12 m in length.
Demersal and pelagic species (Segment 4FJ).
Evolution of capacity compared to the reference levels***



**Martinique. Vessels of more than 12 m in length.
Pelagic species (Segment 4FK).
Evolution of capacity compared to the reference levels***



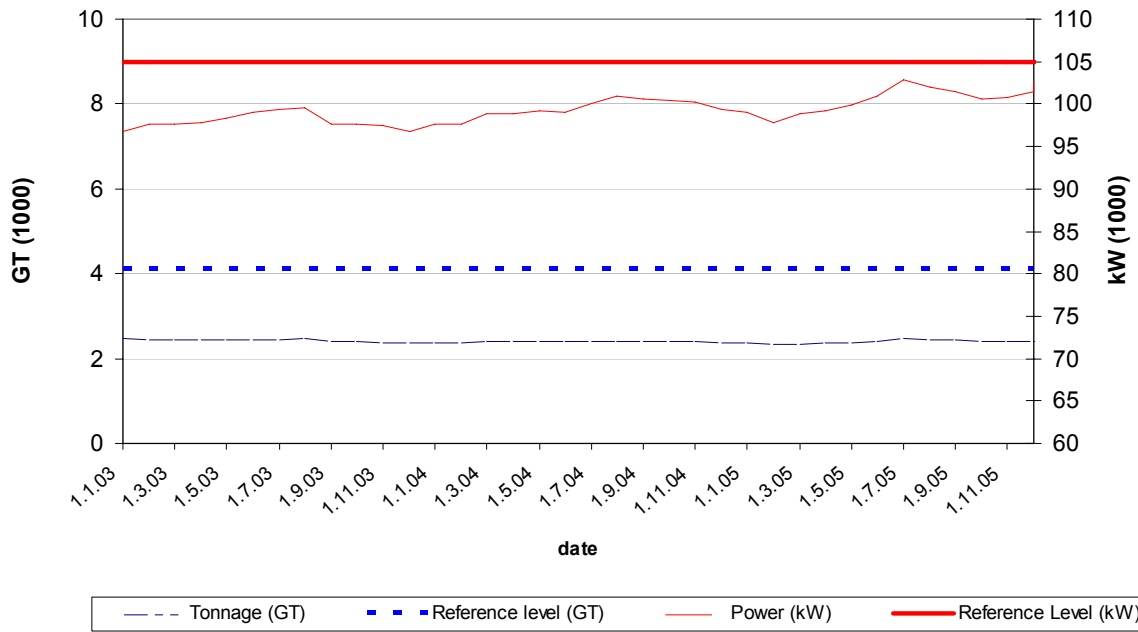
*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

Guadeloupe (French Overseas Department)		4FL Demersal and pelagic species. Length < 12 m		4FM Pelagic species. Length > 12 m	
		GT	kW	GT	kW
1	Reference level on 1-1-2003	4.100	105.000	500	1.750
2	Capacity of the fleet on 1 January 2003	2.465	96.814	12	220
3	Exits financed with public aid	0	0	0	0
4	Reference level on 31 December 2005 (1 - 3)	4.100	105.000	500	1.750
5	Capacity of the fleet on 31 December 2005	2.421	102.605	12	220

Situation as registered in the Community Fleet Register on 4 October 2006

**Guadeloupe. Vessels less than 12 m in length.
Demersal and pelagic species (Segment 4FL).
Evolution of capacity compared to the reference levels***



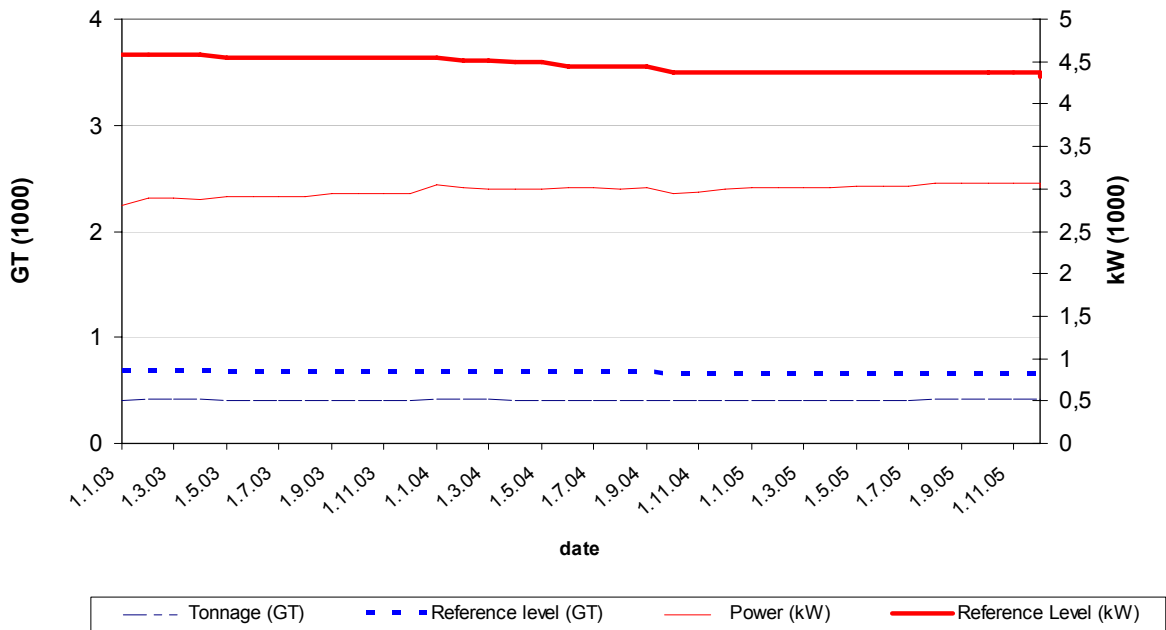
*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

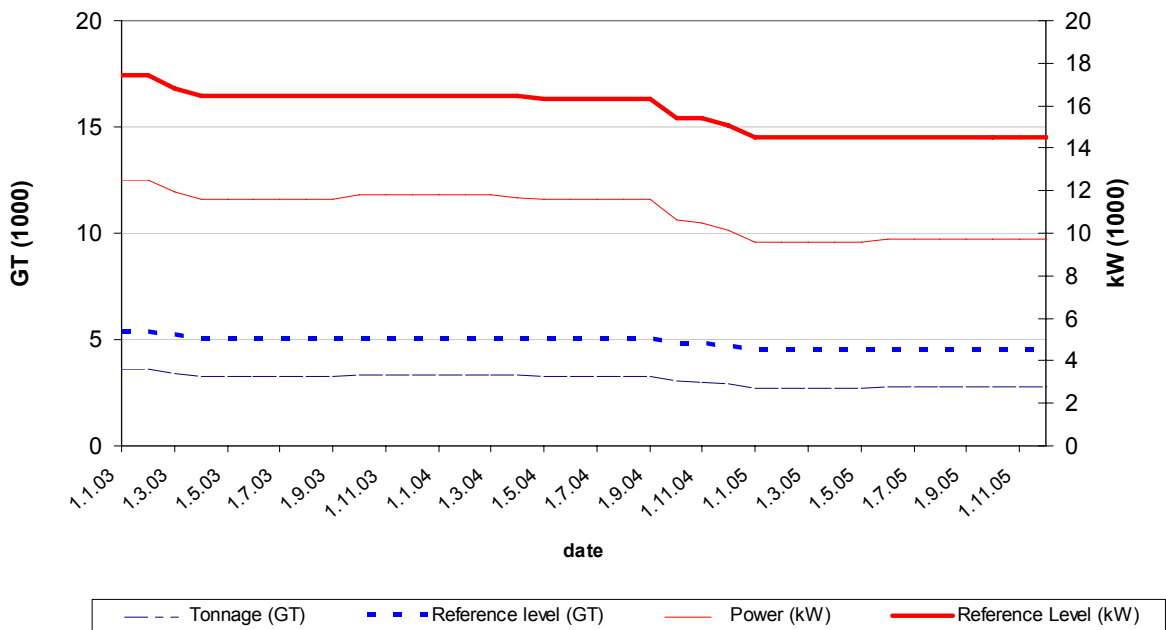
Madeira (Portugal)		4K6 Demersal species. Length < 12 m		4K7 Demersal and pelagic species. Length > 12 m		4K8 Pelagic species. Seine. Length > 12 m	
		GT	kW	GT	kW	GT	kW
1	Reference level on 1-1-2003	680	4.574	5.354	17.414	253	1.170
2	Capacity of the fleet on 1 January 2003	403	2.800	3.585	12.522	193	1.006
3	Exits financed with public aid	30	247	870	2.924	0	0
4	Reference level on 31 December 2005 (1 - 3)	650	4.327	4.484	14.490	253	1.170
5	Capacity of the fleet on 31 December 2005	407	3.011	2.765	9.701	193	1.006

Situation as registered in the Community Fleet Register on 4 October 2006

**Madeira. Vessels less than 12 m in length. Demersal species (segment 4K6).
Evolution of capacity compared to the reference levels***

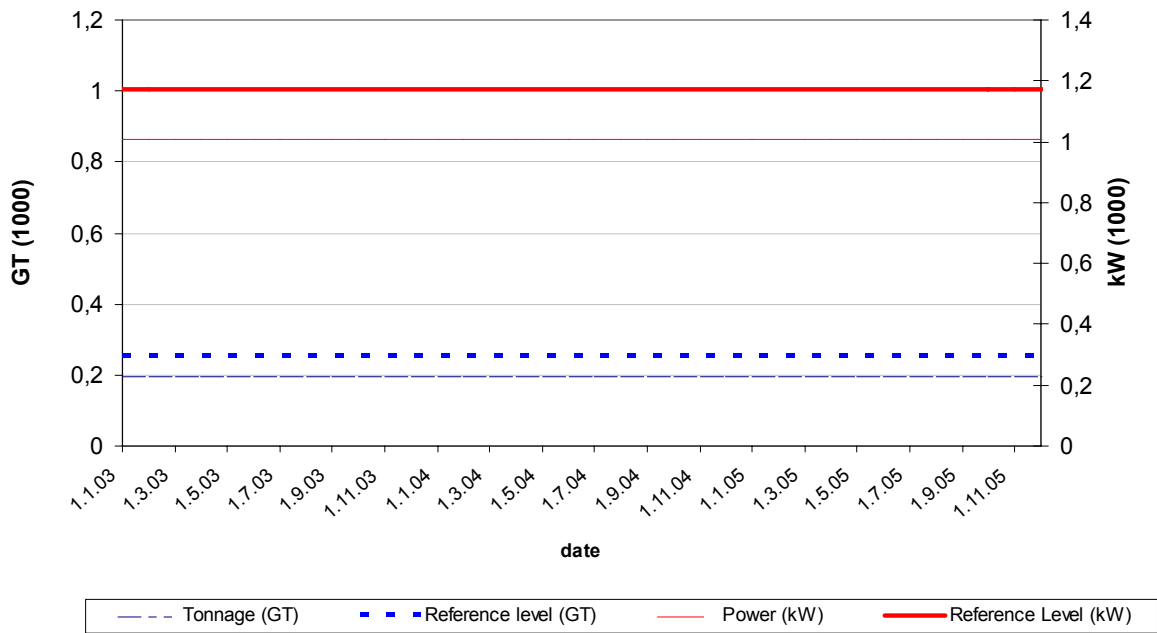


**Madeira. Vessels of more than 12 m in length. Demersal species and pelagic (Segment 4K7).
Evolution of capacity compared to the reference levels***



*Situation as registered in the Community Fleet Register on 4 October 2006

**Madeira. Vessels more than 12 m in length.
 Seiners. Pelagic species (Segment 4K8).
 Evolution of capacity compared to the reference levels***



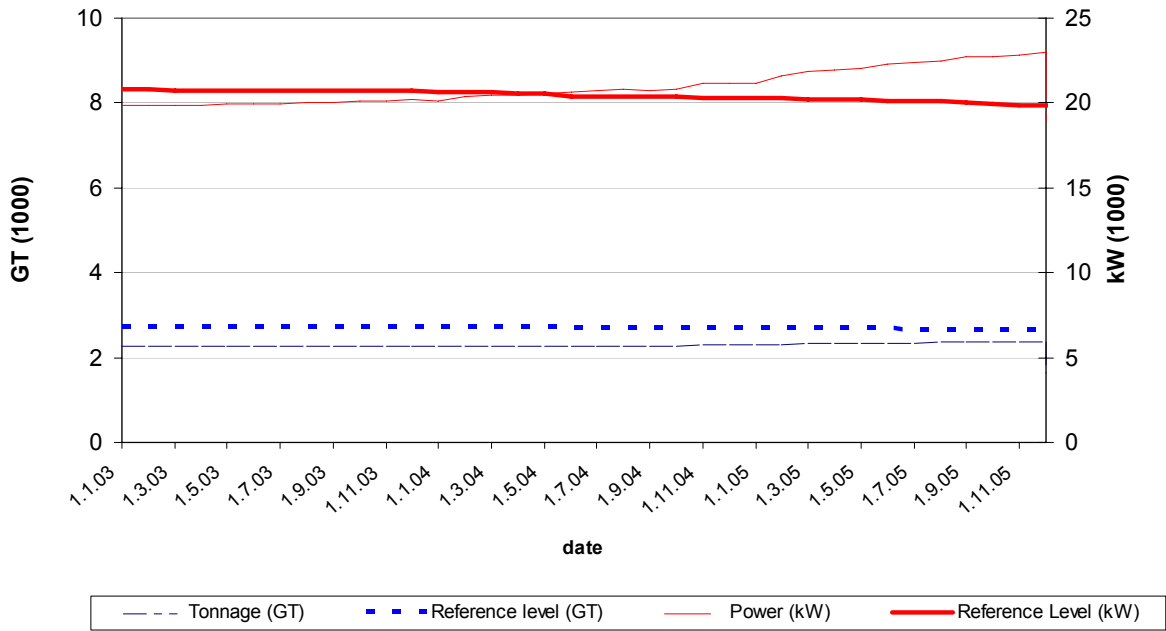
*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

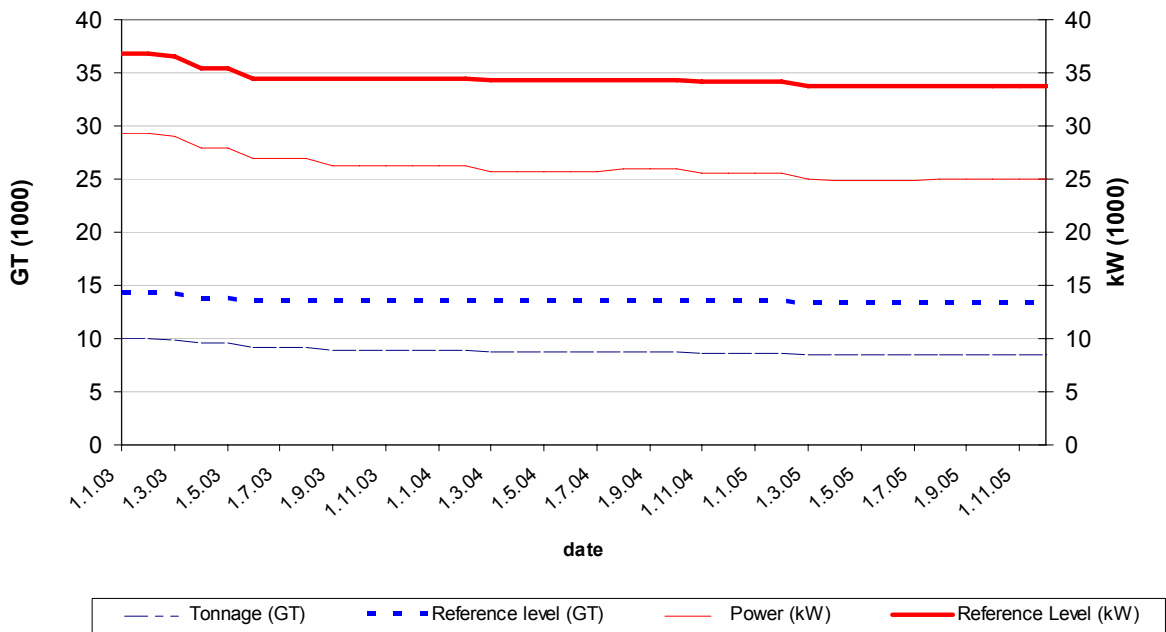
Azores (Portugal)		4K9 Demersal species. Length < 12 m		4KA Demersal and pelagic species. Length > 12 m	
		GT	kW	GT	kW
1	Reference level on 1-1-2003	2.721	20.815	14.246	36.846
2	Capacity of the fleet on 1 January 2003	2.277	19.860	9.989	29.310
3	Exits financed with public aid	90	980	952	3.128
4	Reference level on 31 December 2005 (1 - 3)	2.631	19.835	13.294	33.718
5	Capacity of the fleet on 31 December 2005	1.643	19.005	8.514	25.033

Situation as registered in the Community Fleet Register on 4 October 2006

**Azores. Vessels less than 12 m in length. Demersal species (Segment 4K9).
Evolution of capacity compared to the reference levels***



**Azores. Vessels of more than 12 m in length. Demersal and pelagic species (Segment 4KA).
Evolution of capacity compared to the reference levels***



*Situation as registered in the Community Fleet Register on 4 October 2006