



COMMISSION OF THE EUROPEAN COMMUNITIES

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**ANNUAL REPORT FROM THE COMMISSION TO THE COUNCIL AND
THE EUROPEAN PARLIAMENT**

**on the results of the multiannual guidance programmes for the fishing fleets
at the end of 2002**

Contents

Executive Summary.....	3
Introduction	4
Measurement of Capacity and Effort.....	4
Remeasurement of tonnage	4
Cumulative fishing effort objectives	5
Community Fishing Fleet Register.....	5
Global Results	6
(a) Compliance with capacity objectives.....	6
(b) Compliance with effort objectives	8
Conclusion.....	10
Annex - Results by Member State.....	11
BELGIUM.....	12
GERMANY	14
DENMARK.....	18
SPAIN	20
FINLAND.....	23
FRANCE	25
UNITED KINGDOM.....	33
GREECE.....	40
IRELAND.....	42
ITALY	46
NETHERLANDS	49
PORTUGAL.....	54
SWEDEN	57

EXECUTIVE SUMMARY

This is the final report on the results of the fourth Multi-Annual Guidance Programme (MAGP IV) for the fishing fleet in accordance with Article 5 of Council Regulation (EC) No 2792/1999.

It aims to ensure a transparent implementation of the MAGP IV, which fixes fleet capacity and fishing effort objectives that had to be achieved progressively over the period 1 January 1997 to 31 December 2002. On the basis of the data of vessels registered in the Community Fishing Fleet Register at the time of drafting this document (1 June 2003), and taking into account the reports submitted by the national authorities, this report summarises the evolution of tonnage and power of the fleet in comparison with the intermediate and final objectives of the MAGP IV.

During the six years of the MAGP IV, the Community fleet (without the vessels registered in the French outermost regions) was reduced by 107.284 GT and 928.973 kW, which represent reductions in fleet capacity of 5,31 % and 11,77 % respectively. The degree to which the MAGP objectives have been achieved varies greatly from Member State to Member State, as shown by the tables on pages 7 and 8.

Taking into account the results expressed in tonnage (GT), which involve a certain degree of uncertainty because of the ongoing fleet remeasurement (see page 4), the global result for the Community fleet is as follows:

- Denmark, Finland, Portugal, Spain and Sweden have met their objectives in all segments of their fleets;
- all Member States, apart from Belgium and the Netherlands¹, have met their global objectives in tonnage at the end of 2002;
- remaining uncertainties on the quality of the Irish fleet data make it difficult to assess their degree of compliance with MAGP IV.

¹ Following a request for an increase of the objectives in one segment on the basis of Article 6(2) of Council Regulation 2792/1999 presented by the Netherlands in the year 2000, the Commission reviewed the final objectives for this segment, which will have the effect of bringing the Netherlands within its global MAGP IV objective (see country section on page 44).

INTRODUCTION

For each Member State in the Community, a Multi-Annual Guidance Programme (MAGP) fixes the objectives for reducing the size of their fishing fleet aiming to bring fishing effort in line with the available resources. The fourth generation of MAGPs, adopted in December 1997², fixed the objectives for the period 1997-2001. This period was extended to the end of 2002 by Council Decision³ 2002/652/EC.

Article 5 of Council Regulation (EC) No 2792/1999⁴ requires the Member States to submit to the Commission, before 1 May each year, a report on the situation of their fleets at the end of the preceding year with respect to their MAGP objectives. Using these reports and data from the Community Fishing Fleet Register, the Commission produces a report to the Council and the European Parliament within three months following the 1st May deadline.

The following report is the sixth in the series on the results of the fourth generation of programmes (MAGP IV)⁵.

MEASUREMENT OF CAPACITY AND EFFORT

For the purposes of MAGPs, the capacity of a vessel is defined as its tonnage in gross tonnes (GT) and its propulsion power in kW. The fishing effort is defined as the product of capacity and the number of days spent at sea. There are therefore two measures of effort, one in GTxdays and the other in kWxdays.

Remeasurement of tonnage

The tonnage objectives of the MAGP III (1992 - 1996) were expressed in gross registered tonnes (GRT), while in almost all Member States a mixture of tonnage measurements were used to measure capacity, some vessels being measured in GRT, others in GT and others in nationally defined units of tonnage.

Council Regulation (EC) No 3259/94⁶ and Commission Decision 95/84/EC⁷ were adopted in order to harmonise tonnage measurements, requiring that all fishing vessels be measured in GT. They also simplify the definition of GT for vessels less than 15 metres in overall length and specify formulae to estimate the GT of vessels between 15 and 24 metres while awaiting full remeasurement.

² Commission Decisions 98/119/EC to 98/131/EC (OJ L 39, 12.2.1998, pp. 1-84).

³ OJ L 31, 1.2.2002, p. 77.

⁴ OJ L 337, 30.12.1999, p. 10.

⁵ COM(1999) 175 final, COM(2000) 738 final, COM(2001) 541 final, COM(2002) 446 final, COM (2002) 483 final (mid-term report 2002).

⁶ OJ L 339, 29.12.1994, p. 11.

⁷ OJ L 67, 25.3.1995, p. 33.

The transitional period set up in this decision is about to end. All vessels of more than 24 m in length overall should have been measured in GT units by the end of 1994, while all vessels of less than 15 m in length overall should have been measured in GT units by the end of 1998. The remeasurement of vessels between 15 and 24 m in overall length has to be concluded by the end of 2003.

When the MAGP IV were adopted, the final objectives in tonnage for the MAGP III were converted into GT units following the procedure established in the Annex to Commission Decision approving the MAGPs per Member State⁸. This decision foresaw a revision of these calculations in order to take into account the progress in the re-measurement of the fleet.

The Commission included a thorough revision of the tonnage objectives in the decision on the prolongation of MAGP IV adopted in June 2002. A final revision is to be carried out when the re-measurement of the fleet is completed by the end of 2003. However, no major changes in the objectives are likely to result from this revision, given the high proportion of vessels that were measured in GT units when the last revision was carried out. Any changes in the MAGP IV final objectives that result from this calculation will be carried over into the reference levels defined in Article 12 of Regulation (EC) 2371/2002.

Cumulative fishing effort objectives

For those Member States that have opted to adjust activity instead of capacity to meet the objectives, the cumulative fishing effort objectives are shown in this report. In the MAGP decisions published in the *Official Journal* (see footnote 2), only the fishing effort objectives at the start and at the end of the period are shown. These are used to calculate the cumulative objectives in the following way. Since cumulative fishing effort objectives should be identical whether it is capacity or activity that is reduced over the period of the programme, a curve was drawn of the continuous decrease in capacity over the period 1 January 1996 - 31 December 2002, necessary to meet each of the intermediate objectives expressed purely in terms of capacity. The area under this curve was then multiplied by the baseline level of activity expressed in days per year, to arrive at the cumulative fishing effort over the period.

COMMUNITY FISHING FLEET REGISTER

The multiannual guidance programmes are monitored using the declarations to the Community Fishing Fleet Register. The register contains information on the physical characteristics of approximately 90,000 commercial marine fishing vessels in the EU fleets, together with information on the MAGP segment to which each vessel belongs and the fishing gears that are installed. It is intended to provide the reference data on the fleet for different aspects of the Common Fisheries Policy.

⁸ Commission Decisions 98/119/EC to 98/131/EC (OJ L 39, 12.2.1998, pp. 1-84).

In previous reports on the results of the MAGP, large discrepancies were sometimes noted between the information contained in the fishing vessel register and data supplied by the Member States in their annual national reports. One of the reasons for these discrepancies was that the declarations from the Member States were screened for errors before being accepted into the database. A rejected or suspect declaration was returned to the Member State for correction or checking. This was intended to ensure the reliability of the register, but in practice often led to a difference between the data in the national registers and those in the Community register.

The capacity figures used in this report are based on the information of the Community fishing vessel register, with the exception of Portugal. This country has provided its own data for this report, since technical problems during the second half of 2002 meant that the situation of its fleet could not be properly maintained in our database.

Some inconsistencies can still be found in the fishing vessel register information. The most important of these are due to the fact that some vessels do not have a valid MAGP segment code. In the tables that follow these vessels have been included as unclassified. The Commission services are working in co-operation with the Member States concerned to rectify this.

GLOBAL RESULTS

The table *Total Community Fleet by Member State* shows the percentage change in tonnage and power over the period 1 January 1997 - 31 December 2002. However, it should be noted that in the case of tonnage this figure may underestimate the real percentage change due to the ongoing remeasurement of vessels in units of GT during that period.

The * placed next to the tonnage heading (GT*) indicates that the totals underneath are calculated mixing GT and GRT values. In order to find the total, the GT value is taken first, whether it is the measured value or an estimate. When GT is not available the GRT value is used.

(a) Compliance with capacity objectives

The following table summarises the evolution of the entire Community fleet since the start of the MAGP IV. The shaded columns indicate the Member States that have not met the objectives laid down by the end of 2002.

Since 1 January 1997 the fleet has been reduced by approximately 11,77 % in power. In tonnage, the difference would appear to be 5,31 % but this value remains uncertain until the fleet remeasuring has been finalised.

N.B.: For some Member States the final objectives of MAGP IV were changed in 2003, either on the basis of safety improvements (in GT only), or to include vessels that were not covered by the programmes, or to include vessels that were not registered in the Community Fleet Register at 31 December 2002. **In the following tables these increases are not reflected in the figures, but indicated in comments below the main table for each country.**

Total Community Fleet by Member State

Country	Vessel Counter	GT*					kW				
		Situation 01/01/1997	Situation 31/12/2002	trend 1997 - 2002	Objective 2002	% sit./obj. 31/12/2002	Situation 01/01/1997	Situation 31/12/2002	trend 1997 - 2002	Objective 2002	% sit./obj. 31/12/2002
BEL	130	22.527	24.276	7,76 %	23.260	104,37 %	63.540	67.774	6,66 %	67.857	99,88 %
DEU	2154	70.161	67.013	-4,49 %	80.965	82,77 %	161.866	154.832	-4,35 %	166.890	92,78 %
DNK	3844	97.893	99.193	1,33 %	132.706	74,75 %	393.039	345.841	-12,01 %	459.525	75,26 %
ESP	14895	603.249	519.851	-13,82 %	783.113	66,38 %	1.537.453	1.259.084	-18,11 %	1.793.252	70,21 %
FIN	3571	23.344	19.712	-15,56 %	23.203	84,95 %	218.437	190.000	-13,02 %	216.195	87,88 %
FRA mainland	5676	198.304	212.988	7,40 %	225.759	94,34 %	988.087	907.433	-8,16 %	916.469	99,01 %
UK	7546	252.219	237.914	-5,56 %	269.789	88,18 %	1.052.363	908.597	-13,66 %	1.065.277	85,29 %
GRC	19759	111.600	104.550	-6,32 %	119.910	87,19 %	671.071	611.588	-9,00 %	653.497	93,59 %
IRL	1319	56.768	71.736	26,37 %	83.467	85,95 %	204.514	195.475	-4,42 %	215.939	90,52 %
ITA	16030	250.849	215.998	-13,89 %	229.862	93,67 %	1.497.250	1.294.886	-13,52 %	1.338.971	96,71 %
NLD	725	159.696	177.334	11,04 %	145.520	121,86%	457.469	404.054	-11,68 %	423.161	95,48 %
PRT	10427	123.502	116.814	-5,42 %	194.757	59,98 %	393.202	402.568	2,38 %	492.843	81,68 %
SWE	1819	49.954	45.404	-9,11 %	51.436	88,27 %	256.328	224.512	-12,41 %	261.028	86,01 %
EC without FRA DOM	87.895	2.020.065	1.912.781	-5,31 %	2.363.747	80,92%	7.895.618	6.966.645	-11,77 %	8.070.904	86,32%
FRA DOM	2.400		16.388		28.281	57,95%		202.767		239.336	84,72%
EC	90.295		1.929.169		2.392.028	80,65 %		7.169.412		8.310.240	86,27 %

Bold Italic type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain, except for Belgium and Finland.

The vessels registered in the French overseas departments (16.388 GT and 202 767 kW) have been included separately in this table since the figures for the situation of this part of the French fleet for 1 January 1997 are not available.

(b) Compliance with effort objectives

Six Member States chose to achieve their MAGP IV objectives by managing activity as well as capacity in one or more segments of their fleets. In order to do this the Member States were obliged to define one or more fisheries in each of the segments concerned. Fishing effort objectives were then defined for each of these 23 fisheries.

Unlike capacity, fishing effort cannot be measured for a particular point in time. The effort objectives are therefore cumulative over the period of the programme. The following table shows the effort exerted in each of the fisheries from 1 January 1997 until 31 December 2002 compared with the cumulative effort objectives for the end of 2002. The last two columns in this table show the extent to which the objectives have been met. Where the objectives have been exceeded, this is shown in bold.

Summary of compliance with capacity objectives by segment

Member State	Number of segments in which the objectives, expressed in capacity, have been achieved against total number of segments		Number of fisheries in which the objectives, expressed in fishing efforts, have been achieved against total number of fisheries
	GT	kW	kWxdays
Belgium	1/2	1/2	-
Germany	6/7	6/7	2/2
Denmark	4/4	4/4	-
Spain	7/7	7/7	-
Finland	4/4	4/4	-
France	15/21	18/21	5/5
United Kingdom	6/8	5/8	7/8
Greece	5/6	5/6	-
Ireland*	2/3	3/3	3/3
Italy	7/11	7/11	-
Netherlands	5/7	5/7	3/4
Portugal	10/10	10/10	-
Sweden	6/6	6/6	1/1

The shaded countries are those for which the objectives have not been met in certain segments/fisheries.

** Remaining uncertainties on the quality of data on the Irish fleet make it difficult to assess the true degree of compliance.*

Compliance with effort objectives in the 23 fisheries

Country	Segment code	Fishery	Cumulative effort to end 2002		Cumulative effort objective to end 2002		Cumulative effort/cumulative objective	
			GTxdays	kWxdays	GTxdays	kWxdays	GTxdays	kWxdays
Germany	4C4	F1	1.883	6.385	2.905	8.764	64,9%	72,9%
	4C6	F1	15.234	10.902	25.844	18.600	58,9%	58,6%
United Kingdom	4N2	F1	7.656	12.482	9.928	20.557	77,1%	60,7%
		F2	26.242	44.645	31.231	64.650	84,0%	69,1%
		F3	1.488	2.334	3.420	6.216	43,5%	37,5%
		F4	3.015	4.432	2.760	3.864	109,2%	114,7%
	4N3	F1	21.105	81.243	22.819	84.229	92,5%	96,5%
		F2	11.672	40.777	12686	41.581	92,0%	98,1%
	4N4	F1	160.596	459.075	180493	547.766	88,9%	83,8%
	4N8	F1	8.044	14.686	16.571	26.005	48,5%	56,5%
France	4F3	F1	50.767	128.394	87.076	136.757	58,3%	93,9%
	4F6	F1	10.118	14.075	11.521	14.552	87,8%	96,7%
	4F8	F1	9.663	53.107	12.282	64.038	78,6%	82,9%
	4F9	F1	4.223	21.602	4.194	24.997	100,7%	86,4%
		F2	220	1.693	636	3.754	34,6%	45,1%
Ireland	4G2	F1	24.781	42.447	35.061	43.265	70,6%	98,1%
	4G2	F2	2.728	2.811	4.343	4.450	62,8%	63,2%
	4G3	F1	1.293	5.973	1.872	10.144	69,1%	58,9%
Netherlands	4J2	F1	134.816	151.144	75.241	106.142	179,2%	142,4%
	4J3	F1	77.067	299.076	75.668	309.229	101,8%	96,7%
	4J4	F1	9.850	26.037	14.411	44.037	68,4%	59,1%
	4J5	F1	2	26	223	2.408	0,90%	1,08%
Sweden	4M4	F1	11.770	46.658	11.848	49.215	99,3%	94,8%

units in '000 GT days and '000 kW days

Bold italic type indicates that the objectives have not been met.

CONCLUSION

This is the closing report on MAGP IV. During the six years of its existence the reduction for the Community fleet (without the vessels registered in the French outermost regions) has been 107.284 GT and 928.973 kW, or 5,31% in GT and 11,77% in kW.

The relatively modest MAGP IV targets have been substantially over-achieved in most Member States. At 31 December 2002 the size of the Community fleet was 19% (in GT) and 13% (in kW) below the final objective of the MAGPs, and all Member States managed to bring their fleets within their objective both in tonnage and in power, with the exception of Belgium which is outside its objective in GT (104%). Out of the 23 fisheries where objectives had been set in terms of fishing effort, four fisheries did not respect the objective in GTxdays and only two exceeded the objective in kWxdays.

The Council regulations on the CFP reform, adopted in December 2002, established a link with the now-expired MAGPs by fixing the reference levels for the Community fleet as the sum of MAGP IV objectives in capacity. In the same spirit the Commission intends to take account of previous MAGP IV effort ceilings in any future effort limitation system in the framework of Recovery Plans or Multi-Annual Management Plans. This has already been proposed for the recovery plans for Cod⁹ and for Northern Hake¹⁰. These two proposals are under discussion in Council.

⁹ Proposal for a Council Regulation establishing measures for the recovery of cod stocks, COM(2003) 237 final, adopted on 6 May 2003; see Article 10 (2).

¹⁰ Proposal for a Council Regulation establishing measures for the recovery of Northern hake stock, COM(2003) 374 final, adopted on 27 June 2003; see Article 9 (2).

ANNEX - RESULTS BY MEMBER STATE

The following tables and charts summarise the results of the MAGP IV at the end of 2002. For each Member State the chapters are broken down as follows.

a) “situation of the fleet”, shows the capacity objectives for the end of 2002 compared to the situation of the fleet according to the fishing vessel register on that date.

b) “fleet evolution”, show the evolution of the total capacity of the fleet for each Member State since the beginning of MAGP IV.

c) “fishing effort”, gives the fishing effort by segment. The information in this table is the information provided by the Member States in their national reports. Where fisheries are identified within segments (i.e. the shaded rows labelled F1, F2 etc.), the objectives for the segment are expressed in terms of fishing effort in the MAGP IV Decision, so activity limitations contribute to the achievement of the objectives.

d) “cumulative fishing effort”, the table shows the cumulative intermediate fishing effort objectives for each fishery where the objectives are expressed in terms of fishing effort. The charts following this table compare the cumulative fishing effort declared by the Member States (white bars) with the cumulative intermediate effort objectives under the MAGP IV (shaded bars).

BELGIUM

a) Situation of the fleet

Belgium

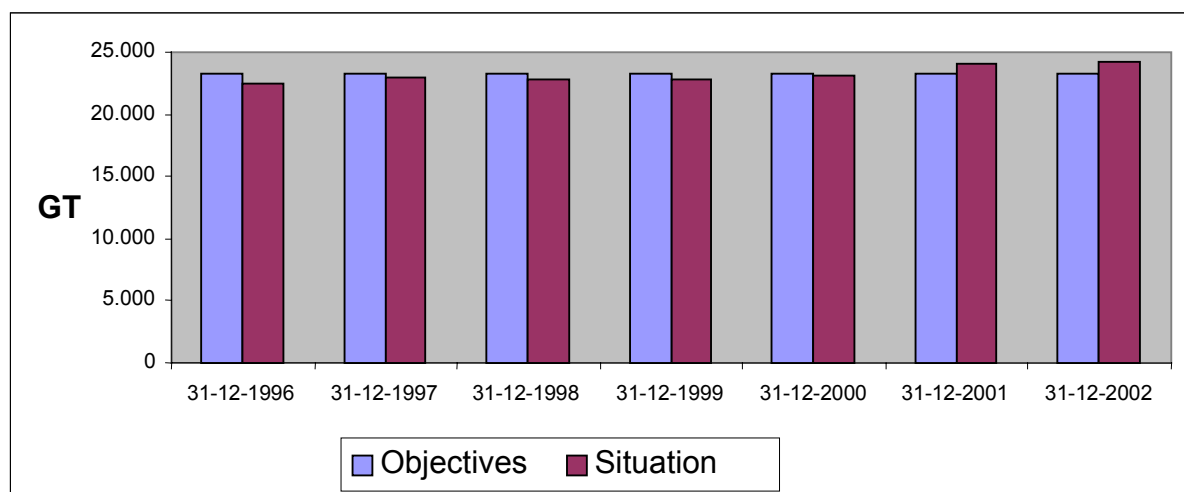
			Tonnage (GT)			Power (kW)		
Segment	Description	Number of vessels	GT	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4A1	Beam trawlers	123	23.260	21.957	105,93 %	65.600	63.987	102,52 %
4A2	Demersal trawlers	7	1.016	1.303	77,97 %	2.174	3.870	56,18 %
	TOTAL	130	24.276	23.260	104,37 %	67.774	67.857	99,88 %

Bold italic type indicates that the objectives have not been met. The tonnage objectives for the segments 4A1 and 4A2 expressed in terms of GT are definitive. The final tonnage objectives for the segment 4A1 have to be increased by 112 GT as approved by Commission Decision 2003/245/EC to take into account the improvements on safety, navigation at sea, hygiene, product quality and working conditions for vessels of more than 12 m in length overall.

b) Fleet evolution

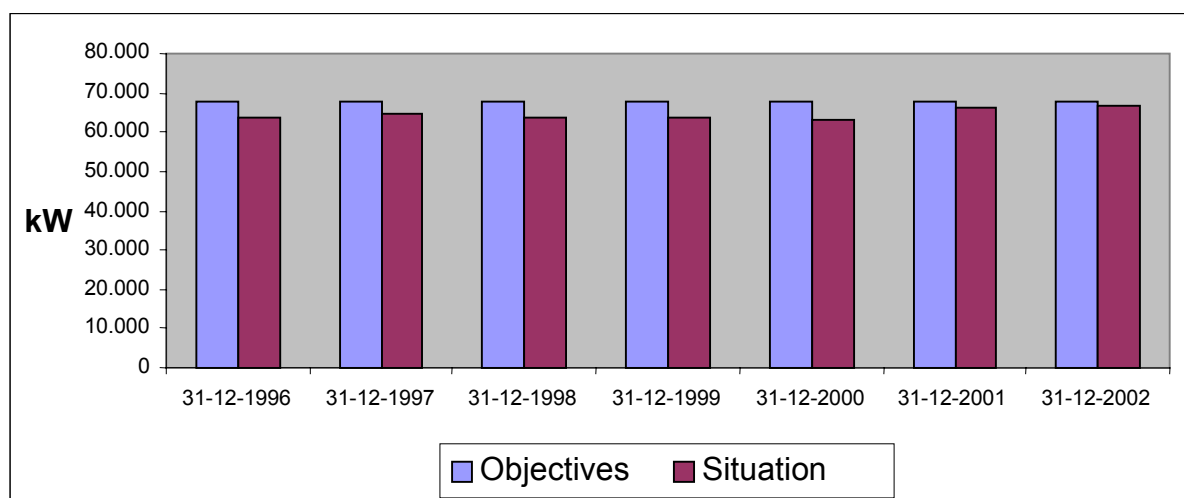
Evolution of global fleet capacity in GT compared to objectives.

Belgium



Evolution of global fleet capacity in kW compared to objectives.

Belgium



c) Fishing effort

No fishing effort data was provided. Belgium does not comply with Article 3 of Commission Regulation (EC) No 2091/98¹¹.

¹¹ OJ L 266, 1.10.1998, p. 36.

GERMANY

a) Situation of the fleet

Germany

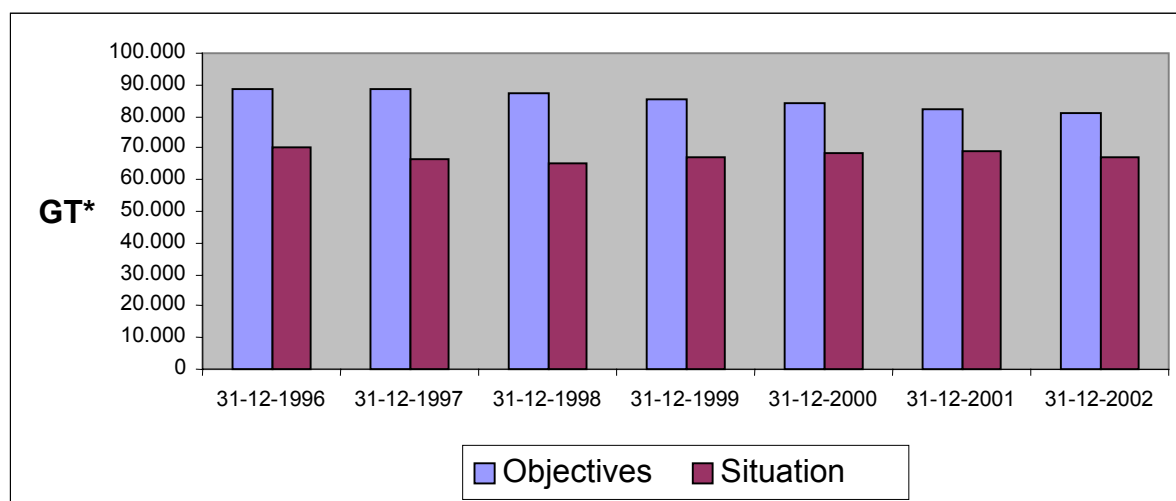
			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4C1	Small scale coastal < 12 m	1697	3.825	4.842	79,00 %	30.525	31.433	97,11 %
4C2	Passive gear >12 m	25	1.790	2.133	83,92 %	5.235	5.766	90,79 %
4C3	Trawlers	122	9.374	11.236	83,43 %	30.273	30.533	99,15 %
4C4	Beam trawlers	7	1.800	2.263	79,54 %	6.303	6.759	93,25 %
4C5	Beam trawlers (list I and II)	291	12.403	10.694	115,98 %	49.236	46.587	105,69 %
4C6	Trawlers	3	18.105	18.356	98,63 %	12.841	12.841	100,00 %
4C7	Trawlers	9	19.716	31.441	62,71 %	20.419	32.971	61,93 %
	TOTAL	2154	67.013	80.965	82,77 %	154.832	166.890	92,78 %

Bold italic type indicates that the objectives have not been met. The tonnage objectives for the segments 4C4, 4C6 and 4C7 expressed in terms of GT are definitive. The tonnage objectives for the other segments have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain. The situation of the fleet and final objectives have to be increased by 3.297 GT and 9.037 kW respectively to include vessels partly used in aquaculture, which were not covered by the MAGPs.

b) Fleet evolution

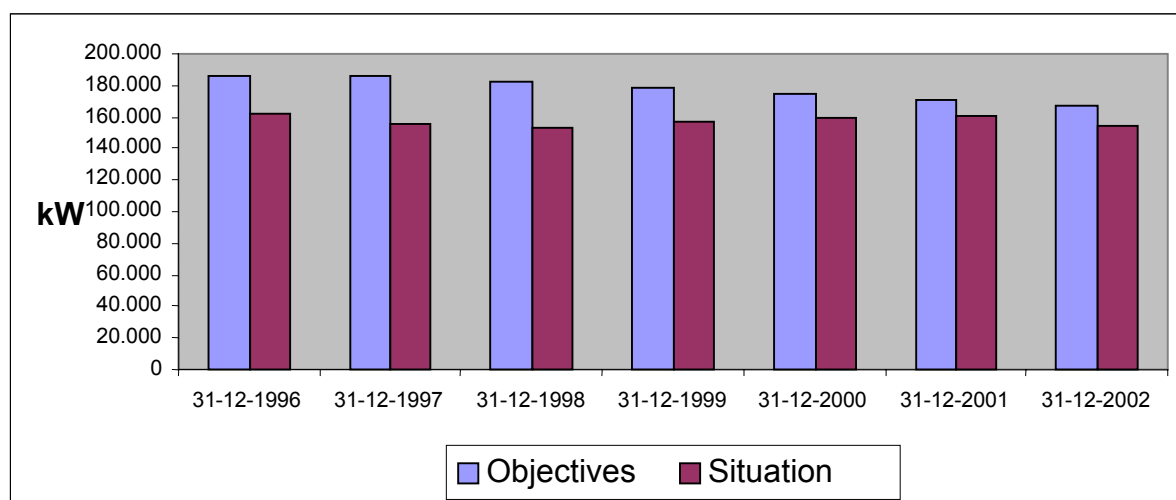
Evolution of global fleet capacity in GT compared to objectives.*

Germany



Evolution of global fleet capacity in kW compared to objectives.

Germany



c) Fishing effort

Germany operates fishing effort regimes in two segments of the fleet, the beam trawlers operating in the North Sea (4C4) and the pelagic trawlers (4C6). Germany manages the fishing effort in these two segments by allocating days at sea to individual vessels in the case of beam trawlers and by limiting the aggregate effort of the pelagic trawlers.

Germany

Segment code	Fishery	1997		1998		1999		2000		2001		2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4C1				540	3.934	555	4.057	524	3.932	531	4.110	519	4.172
4C2				359	1.116	416	1.084	461	1.198	322	895	315	931
4C3				2.419	6.871	1.941	6.032	1.801	5.570	1.770	5.500	1.859	5.712
4C4	F1	564	1.658	271	979	262	945	272	997	281	993	232	812
4C5				1.684	7.131	2.260	8.475	2.384	9.006	2.377	8.748	2.369	8.939
4C6	F1	4.684	3.336	1.502	1.161	1.838	1.373	2.200	1.488	2.659	1.891	2.351	1.651
4C7				5.577	7.469	5.991	7.419	4.962	5.832	4.542	5.626	4.410	5.269

units in '000 GTxdays and '000 kWxdays

d) Cumulative fishing effort for segments subject to a system for the management of fishing effort

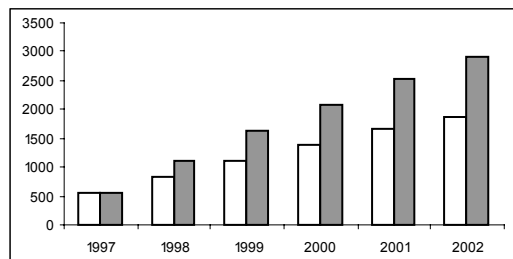
Germany

Segment code	Fishery	End 1997		End 1998		End 1999		End 2000		End 2001		End 2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4C4	F1	564	1.658	835	2.637	1.097	3.582	1.369	4.579	1.651	5.572	1.883	6.385
4C6	F1	4.684	3.336	6.186	4.497	8.024	5.871	10.224	7.359	12.883	9.251	15.234	10.902

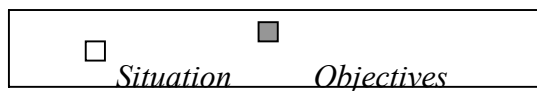
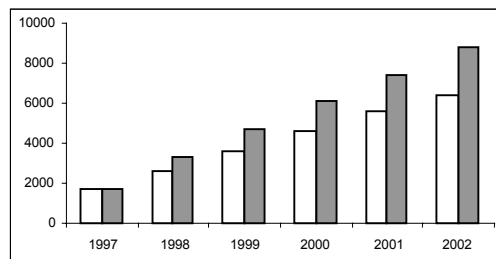
units in '000 GTxdays and '000 kWxdays

4C4 Beam trawlers

GTxdays ('000)

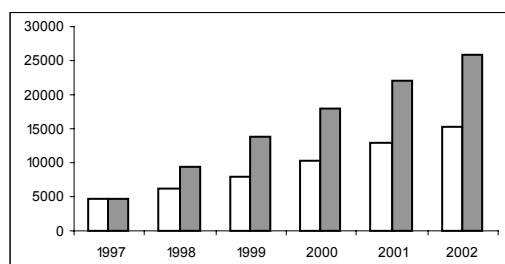


KWxdays ('000)

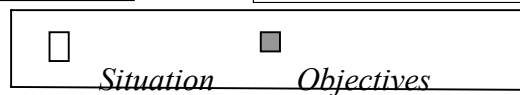
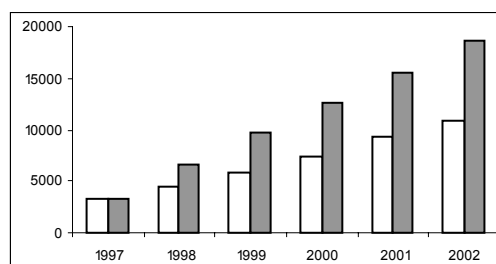


4C6 Pelagic trawlers

GTxdays ('000)



kWxdays ('000)



DENMARK

a) Situation of the fleet

Denmark

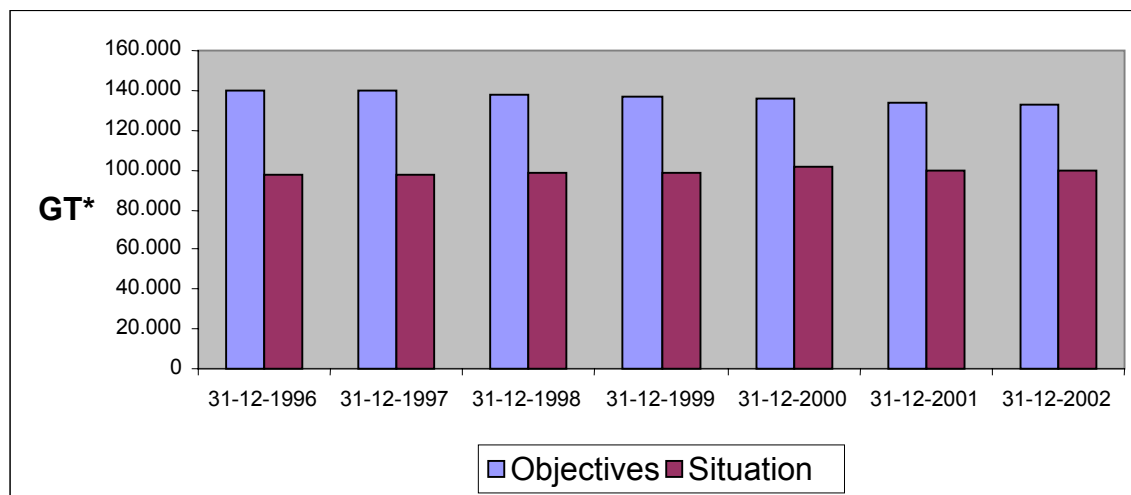
			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4B1	Small scale coastal < 12 m	2703	7.036	10.902	64,54 %	67.516	92.429	73,05 %
4B2	Netters	144	4.684	8.641	54,20 %	22.179	34.042	65,15 %
4B3	Trawlers and seiners (Danish seine)	920	75.098	101.567	73,94 %	228.209	310.995	73,38 %
4B4	Purse seiners and pelagic trawlers	11	8.629	11.596	74,41 %	16.999	22.059	77,06 %
NC	Not classified	66	3.746			10.938		
	TOTAL	3844	99.193	132.706	74,75 %	345.841	459.525	75,26 %

The tonnage objectives for the segments 4B4 expressed in terms of GT is definitive. The tonnage objectives for the other segments have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

b) Evolution of the fleet

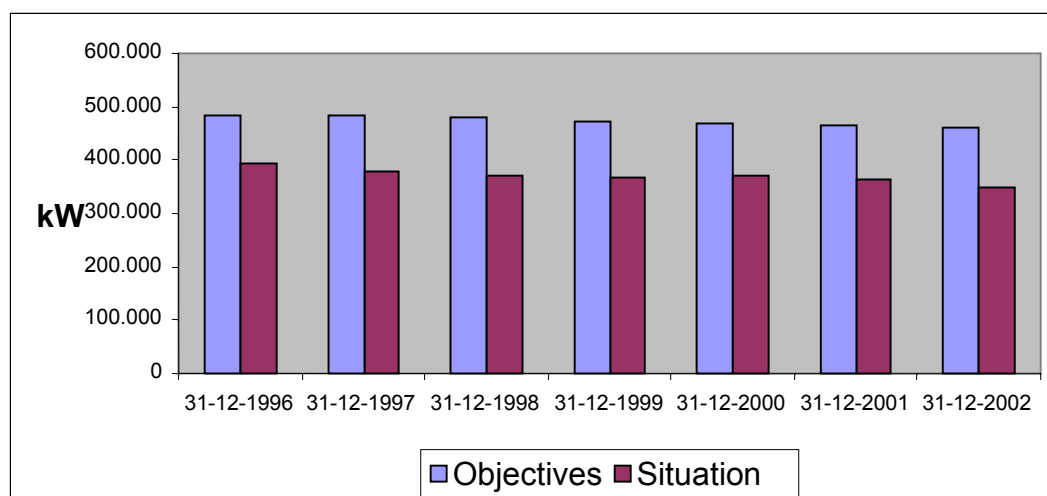
Evolution of global fleet capacity in GT compared to objectives.*

Denmark



Evolution of global fleet capacity in kW compared to objectives.

Denmark



c) Fishing effort

Denmark

Segment code	1997		1998		1999		2000		2001		2002	
	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4B1	456	4.040	426	3.811	452	4.132	451	4.191	447	4.185	403	3.824
4B2	1.328	5.417	1.234	5.021	1.250	4.976	1.163	4.612	1.194	4.749	1.000	4.037
4B3	17.471	52.198	17.603	51.390	18.408	53.572	19.070	54.964	19.265	55.417	17.965	51.315
4B4	1.480	2.845	1.571	2.936	1.583	3.003	1.801	3.405	1.519	2.848	1.557	2.983

units in '000 GTxdays and '000 kWxdays

SPAIN

a) Situation of the fleet

Spain

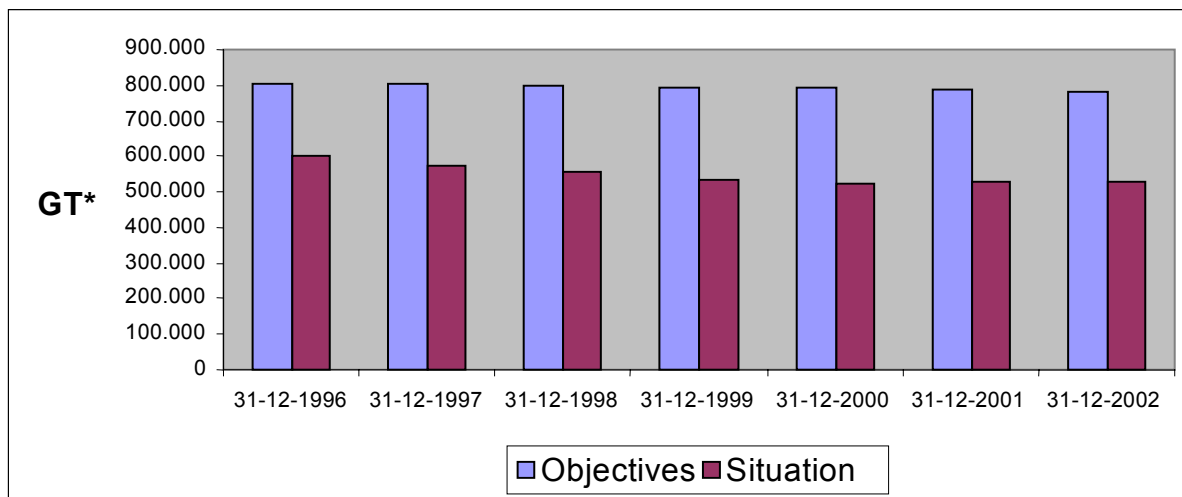
			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4E1	Artisanal < 12 m	10904	20.470	33.883	60,41 %	185.952	283.196	65,66 %
4E2	Trawlers	1513	130.586	152.974	85,36 %	340.637	420.039	81,10 %
4E3	Fixed gear	1080	51.212	57.405	89,21 %	146.161	146.844	99,54 %
4E4	Purse seiners	769	46.212	51.141	90,36 %	165.030	169.497	97,36 %
4E5	Trawl and mobile gear	335	141.667	334.513	42,35 %	221.382	517.173	42,81 %
4E6	Fixed gear	255	52.529	57.254	91,75 %	85.841	118.370	72,52 %
4E7	Tuna fleet	39	77.175	95.943	80,44 %	114.081	138.133	82,59 %
	TOTAL	14895	519.851	783.113	66,38 %	1.259.084	1.793.252	70,21 %

The tonnage objectives for the segments 4E7 expressed in terms of GT is definitive. The tonnage objectives for the other segments have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

b) Fleet evolution

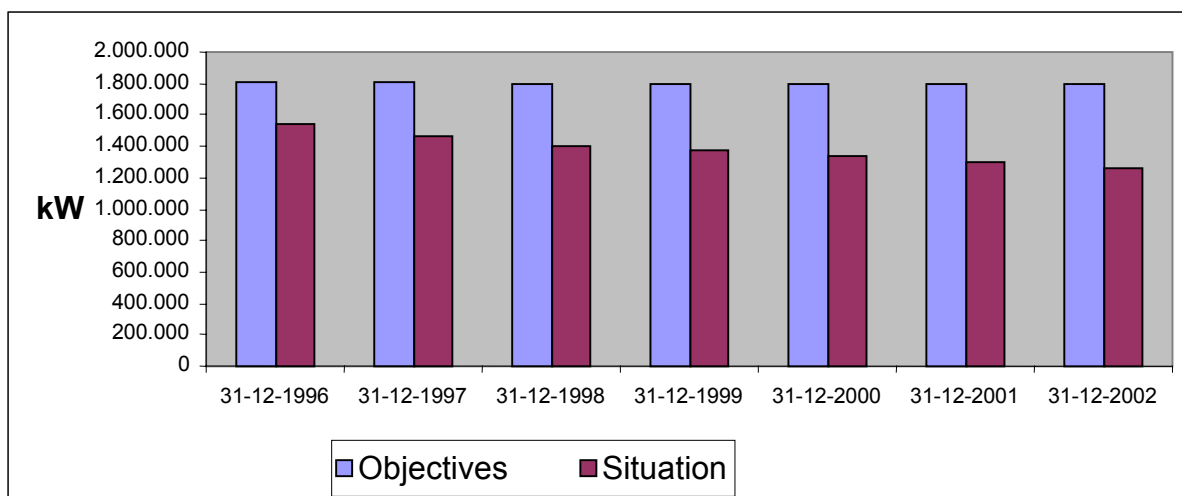
Evolution of global fleet capacity in GT compared to objectives.*

Spain



Evolution of global fleet capacity in kW compared to objectives.

Spain



c) Fishing effort

Spain

Segment code	1997		1998		1999		2000		2001		2002	
	GTx days	KWx days	GTx days	KWx days	GTx days	KWx days	GTx days	KWx days	GTx days	KWx days	GTx days	KWx days
4E1	8.637	74.667	8.508	73.067	8.359	70.617	8.060	68.087	7.500	63.694	7.447	67.699
4E2	38.475	109.403	38.128	105.555	36.685	104.457	35.205	98.675	36.368	97.948	35.302	91.055
4E3	17.405	48.276	15.292	42.339	16.055	46.477	14.671	43.085	15.862	45.300	15.374	43.236
4E4	13.501	45.284	13.585	45.960	11.996	44.767	12.140	44.487	12.110	43.936	12.044	42.996
4E5	62.226	105.967	52.313	87.979	49.814	81.379	33.652	47.388	34.867	49.089	34.056	48.810
4E6	17.620	35.365	16.494	30.647	17.735	33.949	14.762	26.078	14.551	23.668	13.186	20.543
4E7	27.628	41.625	27.746	41.626	28.320	42.279	27.731	40.889	27.731	40.888	28.169	41.653

units in '000 GTxdays and '000 kWxdays

FINLAND

a) Situation of the fleet

Finland

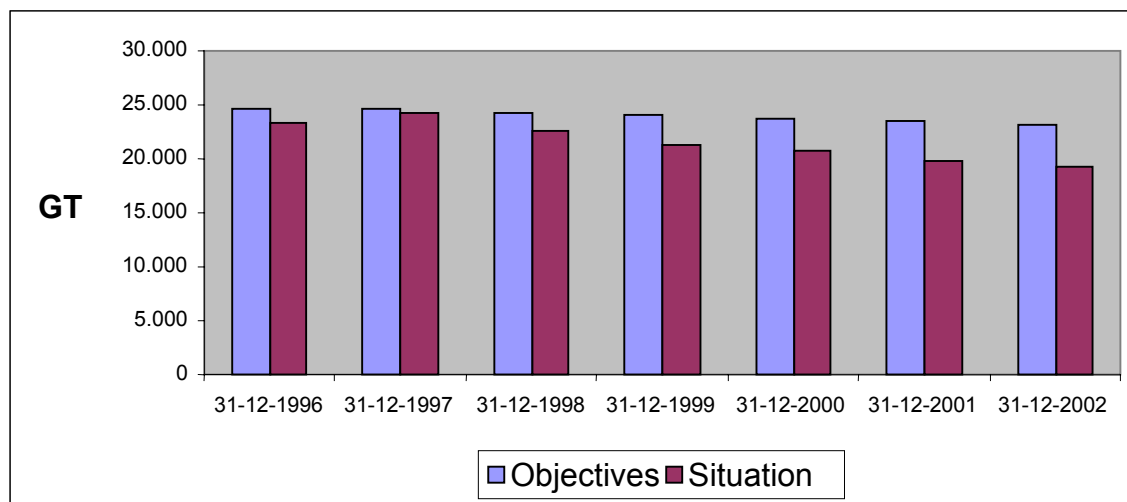
			Tonnage (GT)			Power (kW)		
Segment	Description	Number of vessels	GT	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4L1	Small scale coastal < 12 m	3342	8.223	10.100	81,42 %	130.504	142.110	91,83 %
4L2	Trawlers	168	9.297	10.470	88,80 %	46.669	58.031	80,42 %
4L3	Trawlers	3	449	556	80,76 %	1.287	1.596	80,65 %
4L4	Passive gear	58	1.743	2.077	83,91 %	11.540	14.458	79,81 %
	TOTAL	3571	19.712	23.203	84,95 %	190.000	216.195	87,88 %

The tonnage objectives for the segments 4L1, 4L2, 4L3 and 4L4 expressed in terms of GT are definitive.

b) Fleet evolution

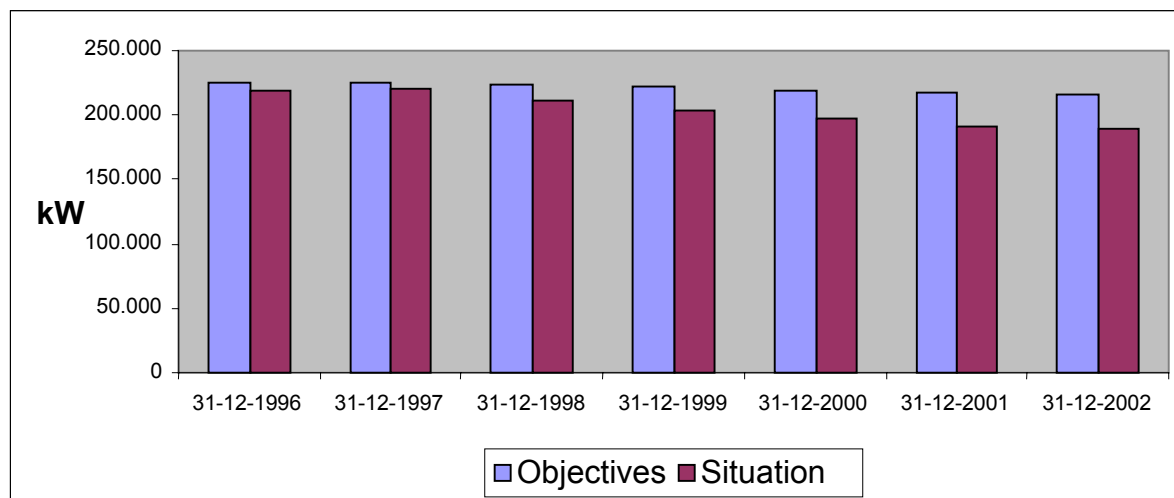
Evolution of global fleet capacity in GT compared to objectives.

Finland



Evolution of global fleet capacity in kW compared to objectives.

Finland



c) Fishing effort

Finland

Segment code	1999		2000		2001		2002	
	GTxdays	kWxdays	GTxdays	kWxdays	GTxdays	kWxdays	GTxdays	kWxdays
4L1	324	5.348	285	4.631	257	4.404	261	4.572
4L2	1.075	4.917	1.174	5.086	1.005	4.285	966	4.097
4L3	103	288	106	294	96	264	70	177
4L4	96	489	73	413	73	436	69	418

units in '000 GT days and '000 kW days

FRANCE

a) Situation of the fleet

France

				Tonnage (GT*)			Power (kW)		
	Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
Atlantic	4F1	Small scale coastal <12 m	2091	9.890	9.583	103,21 %	165.267	164.874	100,24 %
	4F2	Trawlers 0-30 m	1540	78.965	80.695	97,86 %	360.347	333.637	108,01 %
	4F3	Trawlers >30 m	67	36.955	47.350	78,05 %	68.764	85.388	80,53 %
	4F4	Non trawlers 12-25 m	240	13.521	12.876	105,01 %	59.511	61.297	97,09 %
	4F5	Non trawlers >25 m	9	2.545	1.078	236,09 %	5.821	2.433	239,25 %
	4F6	Pelagic trawlers >50 m	3	6.803	6.804	99,99 %	8.580	8.580	100,00 %

Mediterranean	4F7	Small scale specialised	1512	4.380	4.062	107,84 %	95.000	99.722	95,26 %
	4F8	Trawlers	139	10.481	9.397	111,54 %	41.687	43.144	96,62 %
	4F9	Seiners	42	6.142	5.540	110,87 %	24.405	25.965	93,99 %
International	4FA	Dakar pole & line vessels	5	1.265	1.744	72,51 %	2.744	3.935	69,73 %
	4FB	Seiners	28	42.041	46.630	90,16 %	75.307	87.494	86,07 %
		SUBTOTAL	5676	212.988	225.759	94,34 %	907.433	916.469	99,01 %
Overseas departments	4FC	Réunion: <12 metres	254	391	1.000	39,06 %	12.789	15.000	85,26 %
	4FD	Réunion: Tuna vessels	35	1.749	4.400	39,75 %	8.523	11.000	77,48 %
	4FE	Réunion: Others >12 metres	4	2.377	4.055	58,62 %	3.170	8.110	39,09 %
	4FF	Guyana: <12 metres	69	280	400	70,04 %	3.756	5.250	71,54 %
	4FG	Guyana: Shrimp vessels	53	5.994	6.526	91,85 %	17.173	19.726	87,06 %
	4FH	Guyana: Offshore vessels	5	288	3.500	8,22 %	1.010	5.000	20,20 %
	4FJ	Martinique: < 12 metres	1064	2.017	2.800	72,05 %	57.445	65.500	87,70 %
	4FK	Martinique: >12 metres	8	848	1.000	84,79 %	2.598	3.000	86,60 %
	4FL	Guadeloupe: < 12 metres	907	2.432	4.100	59,31 %	96.083	105.000	91,51 %
	4FM	Guadeloupe: >12 metres	1	12	500	2,38 %	220	1.750	12,57 %
		SUBTOTAL	2.400	16.388	28.281	57,95 %	202.767	239.336	84,72 %
		TOTAL	8076	229.376	254.040	90,29 %	1.110.200	1.155.805	96,05 %

Bold italic type indicates that the objectives have not been met The tonnage objectives for the segments 4F5 and 4F6 expressed in terms of GT are definitive. The tonnage objectives for the other segments have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

Revision of the objectives in connection with the “pelagic trawlers (4F6)”

In 2002, the French Authorities presented to the Commission a request for an increase in capacity. The request was based on the identification of additional fishing opportunities mainly in the waters off West Africa (Mauritania).

On the basis of extensive scientific advice, the Commission has accepted to increase the final objectives of this segment by 4.500 GT and 4.500 kW, under the condition of a “Special National Fishing Effort Scheme”, in order to avoid any possible relocation of this new capacity towards Northern pelagic stocks in Community and International waters. The final objectives of this segment have to be adapted accordingly.

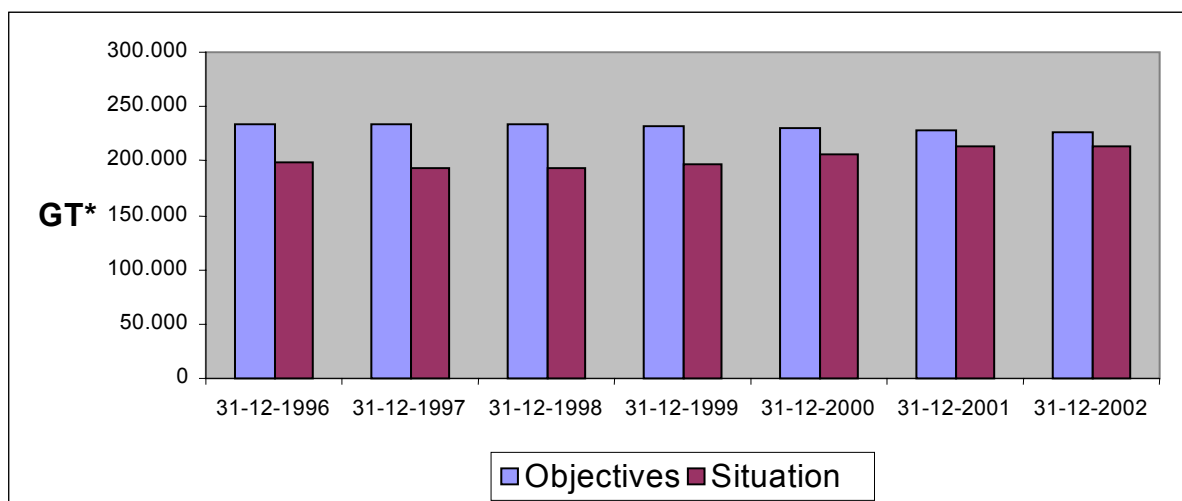
Revision of the objectives in connection with the segments 4FC and 4FD

Following a request by the French authorities presented in 2002, the Commission accepted an increase of the final objectives of segments 4FC by 100 GT and 1.500 kW and of segment 4FD by 1.200 GT and 3.000 kW. These increases are not reflected in the table above.

b) Fleet evolution

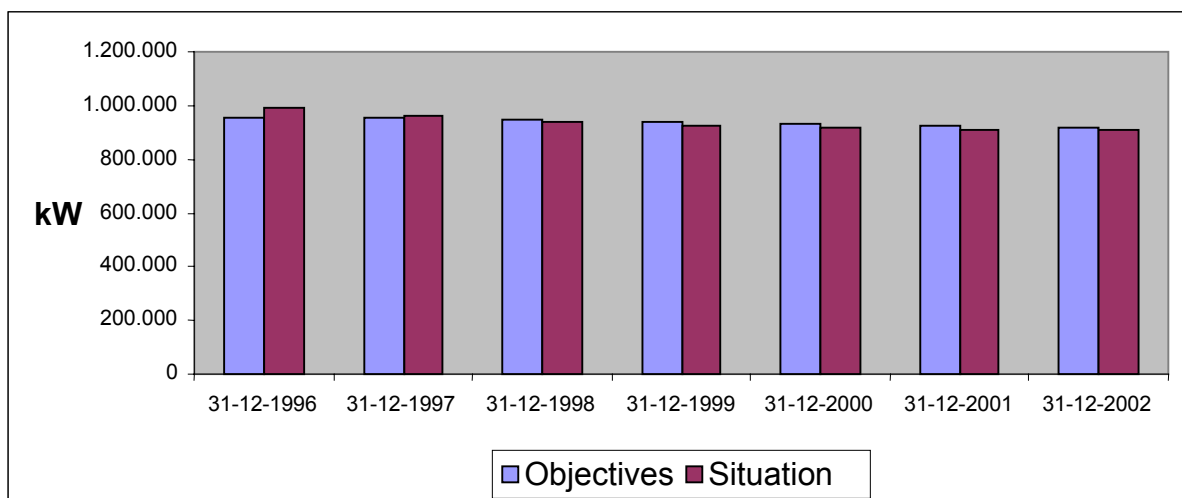
Evolution of global fleet capacity in GT compared to objectives.*

France without overseas departments



Evolution of global fleet capacity in kW compared to objectives.

France without overseas departments



c) Fishing effort

France

Segment code	Fishery	1997		1998		1999		2000		2001		2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4F1													
4F2		14.320	92.831	13.600	87.739	13.332	85.771	11.898	76.357	13.774	87.092	13.518	85.449
4F3	F1	8.814	22.004	8.656	21.748	8.695	21.906	7.896	20.593	8.504	21.497	8.203	20.646
4F4													
4F5													
4F6	F1	1.722	2.523	1.581	2.317	1.499	2.196	1.657	2.428	1.854	2.334	1.805	2.277
4F7													
4F8	F1	1.835	10.454	1.613	9.173	1.522	8.624	1.486	8.281	1.569	8.317	1.637	8.258
4F9	F1	776	4.425	798	4.168	807	4.060	704	3.435	517	2.495	621	3.018
4F9	F2	66	442	46	360	43	350	26	213	20	178	18	151
4FA		488	1.102	384	855	310	678	293	639	345	755	323	705
4FB		10.291	25.843	10.156	25.470	9.772	24.315	8.695	21.474	9.058	21.897	8.398	20.329
4FC													
4FD													
4FE													
4FF													
4FG													
4FH													
4FJ													
4FK													
4FL													
4FM													

units in '000 GTxdays and '000 kWxdays

d) Cumulative fishing effort for segments subject to a system for the management of fishing effort

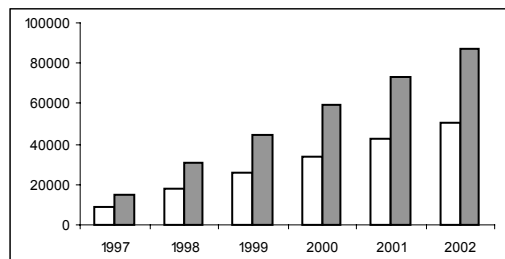
France

Segment code	Fishery	End 1997		End 1998		End 1999		End 2000		End 2001		End 2002	
		GTx days	KWx days	GTx days	kWx days	GTx days	kWx days	GTx days	KWx days	GTx days	KWx days	GTx days	KWx days
4F3	F1	8.814	22.004	17.470	43.752	26.165	65.658	34.061	86.251	42.566	107.748	50.767	128.394
4F6	F1	1.722	2.523	3.303	4.839	4.802	7.035	6.459	9.464	8.313	11.798	10.118	14.075
4F8	F1	1.835	10.454	3.448	19.627	4.970	28.251	6.456	36.532	8.026	44.849	9.663	53.107
4F9	F1	776	4.425	1.574	8.593	2.381	12.654	3.085	16.089	3.602	18.584	4.223	21.602
4F9	F2	66	442	112	802	156	1.152	182	1.365	202	1.542	220	1.693

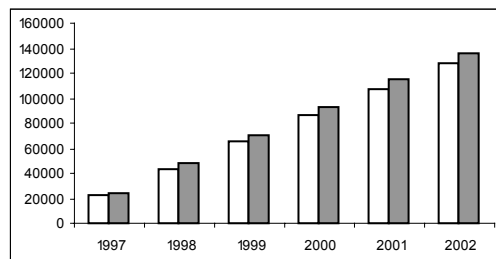
units in '000 GTxdays and '000 kWxdays

France - 4F3 Trawlers > 30 metres

GTxdays ('000)



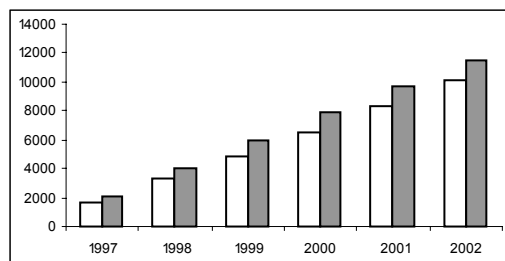
kWxdays ('000)



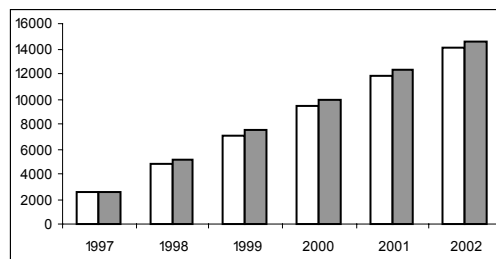
□ Situation ■ Objectives

France - 4F6 Pelagic trawlers > 50 metres

GTxdays ('000)



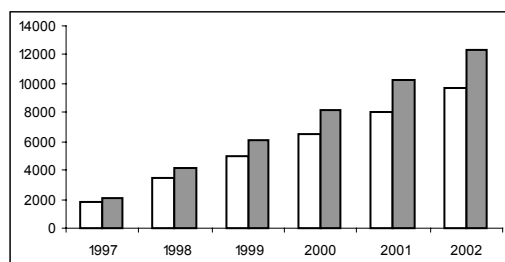
kWxdays ('000)



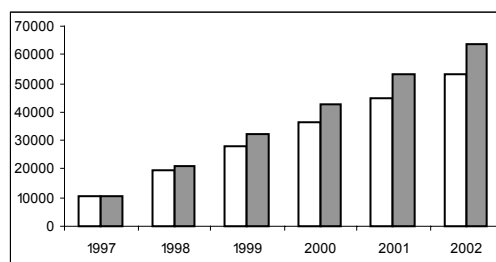
□ Situation ■ Objectives

France - 4F8 Mediterranean trawlers

GTxdays ('000)



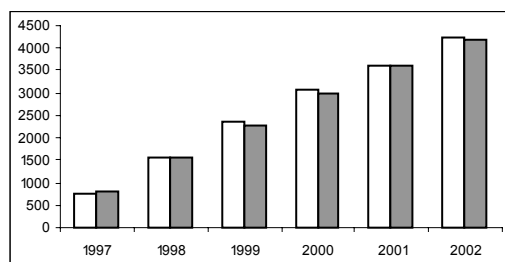
kWxdays ('000)



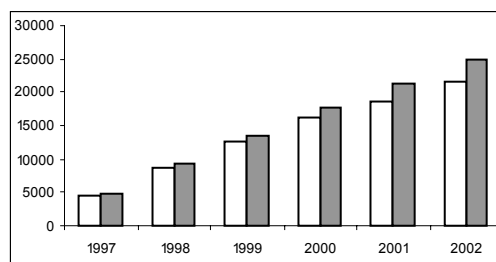
□ Situation ■ Objectives

France - 4F9 Mediterranean seiners: fishery F1: Tuna

GTxdays ('000)



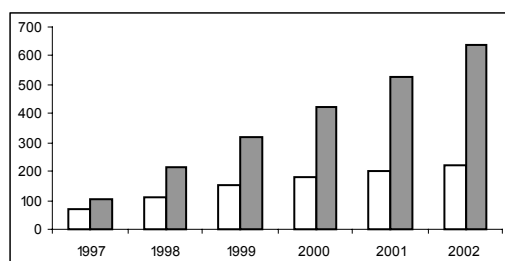
kWxdays ('000)



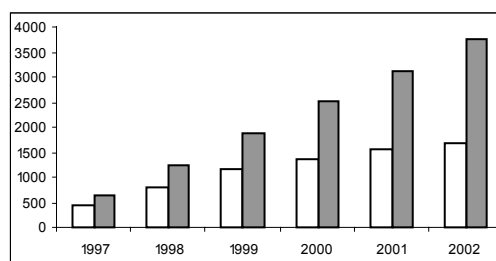
□ Situation ■ Objectives

France - 4F9 Mediterranean seiners: fishery F2 - Small pelagics

GTxdays ('000)



kWxdays ('000)



□ Situation ■ Objectives

UNITED KINGDOM

a) Situation of the fleet

United Kingdom

			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4N1	Small scale coastal < 10 m	5750	20.448	21.721	94,14 %	291.511	286.154	101,87 %
4N2	Pelagic trawl and purse seines	44	48.962	38.731	126,41 %	93.369	82.168	113,63 %
4N3	Beam trawl	111	22.879	27.395	83,51 %	82.578	103.054	80,13 %
4N4	Demersal trawl, seines, Nephrops	978	98.658	134.059	73,59 %	292.980	422.876	69,28 %
4N5	Lines and nets	138	14.443	15.168	95,22 %	38.270	60.646	63,10 %
4N6	Shellfish fixed	288	6.848	6.509	105,20 %	40.546	35.744	113,44 %
4N7	Shellfish mobile	226	11.296	11.448	98,67 %	49.450	50.894	97,16 %
4N8	Distant water	10	14.363	14.758	97,32 %	19.774	23.741	83,29 %
NC	Not classified	1	17			119		
	TOTAL	7546	237.914	269.789	88,19 %	908.597	1.065.277	85,29 %

Bold italic type indicates that the objectives have not been met The tonnage objectives for the segments 4N1, 4N2, 4N3, 4N4, 4N5, 4N6 and 4N7 expressed in terms of GT are definitive. The tonnage objectives for the other segment has not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objective is uncertain. The final tonnage objectives for the segment 4N4 have to be increased by 143 GT as approved by Commission Decision 2003/245/EC to take into account the improvements on safety, navigation at sea, hygiene, product quality and working conditions for vessels of more than 12 m in length overall.

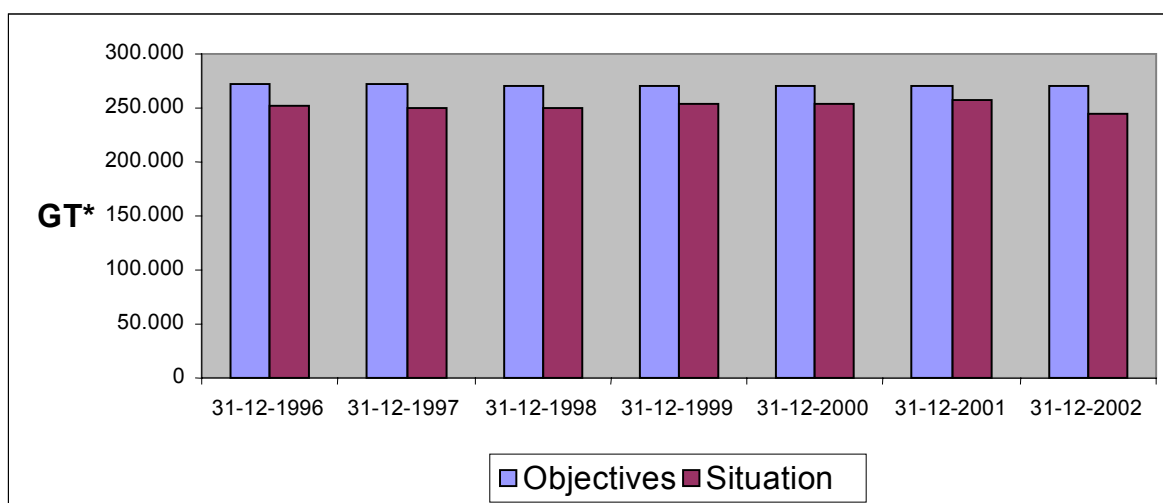
Revision of the objectives

The Commission has accepted a request from the United Kingdom to increase the objectives of MAGP IV by 6% based on the fact that between 1983 and 1986 the capacity of the UK's fleet was reduced voluntarily and this reduction was later integrated into the compulsory MAGP objectives. The final objectives have to be adapted accordingly.

b) Fleet evolution

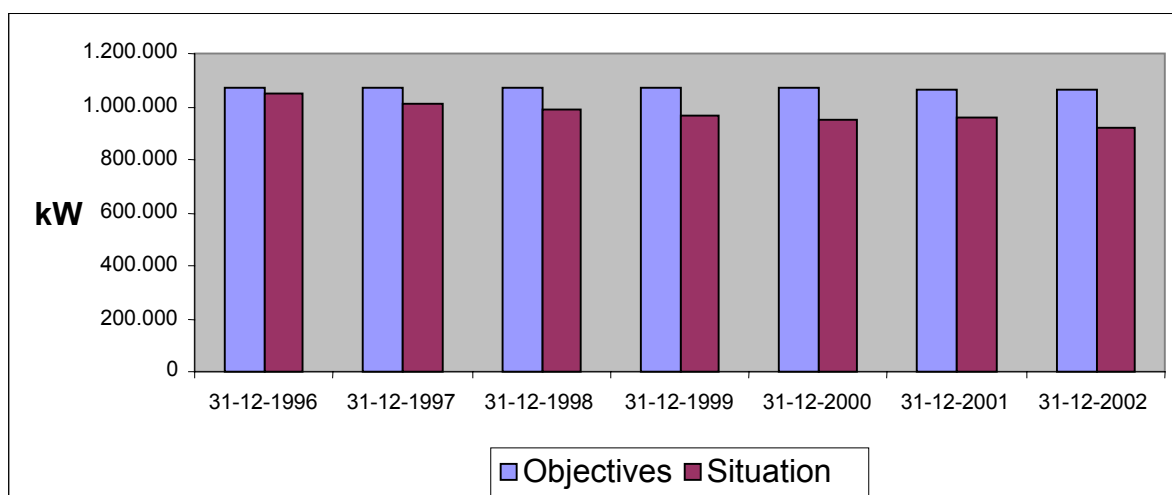
Evolution of global fleet capacity in GT compared to objectives.*

United Kingdom



Evolution of global fleet capacity in kW compared to objectives.

United Kingdom



c) Fishing effort

United Kingdom

Segment code	Fishery	1997		1998		1999		2000		2001		2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4N1													
4N2	F1	1.499	2.418	1.115	1.784	1.295	1.874	1.440	2.281	1.298	2.032	1.009	2.093
4N2	F2	4.497	7.256	4.107	6.238	4.192	6.801	4.544	7.296	4.264	7.150	4.638	9.904
4N2	F3	516	780	183	313	267	411	162	250	198	289	162	291
4N2	F4	386	523	754	1.012	800	1.112	389	516	402	627	284	642
4N3	F1	4.155	16.357	3.880	14.826	3.814	14.617	3.378	13.005	3.105	11.837	2.773	10.601
4N3	F2	2.179	7.620	2.076	7.447	1.981	7.014	1.826	6.267	1.760	6.129	1.850	6.300
4N4	F1	28.486	84.159	27.348	79.109	27.886	78.162	28.129	79.015	26.075	74.031	22.672	64.599
4N5													
4N6													
4N7													
4N8	F1	1.421	2.615	1.571	2.891	1.515	2.673	755	1.558	1.451	2.555	1.331	2.394

units in '000 GTxdays and '000 kWxdays

d) Cumulative fishing effort for segments subject to a system for the management of fishing effort

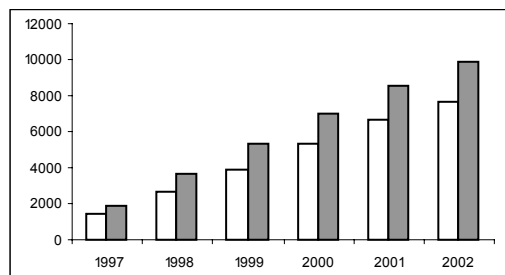
United Kingdom

Segment code	Fishery	End 1997		End 1998		End 1999		End 2000		End 2001		End 2002	
		GTx	kWx	GTx	kWx	GTx	kWx	GTx	kWx	GTx	kWx	GTx	kWx
		days	days	Days	days	days	days	days	days	days	days	days	days
4N2	F1	1.499	2.418	2.614	4.202	3.909	6.076	5.349	8.357	6.647	10.389	7.656	12.482
4N2	F2	4.497	7.256	8.604	13.494	12.796	20.295	17.340	27.591	21.604	34.741	26.242	44.645
4N2	F3	516	780	699	1.093	966	1.504	1.128	1.754	1.326	2.043	1.488	2.334
4N2	F4	386	523	1.140	1.535	1.940	2.647	2.329	3.163	2.731	3.790	3.015	4.432
4N3	F1	4.155	16.357	8.035	31.183	11.849	45.800	15.227	58.805	18.332	70.642	21.105	81.243
4N3	F2	2.179	7.620	4.255	15.067	6.236	22.081	8.062	28.348	9.822	34.477	11.672	40.777
4N4	F1	28.486	84.159	55.834	163.268	83.720	241.430	111.849	320.445	137.924	394.476	160.596	459.075
4N8	F1	1.421	2.615	2.992	5.506	4.507	8.179	5.262	9.767	6.713	12.322	8.044	14.686

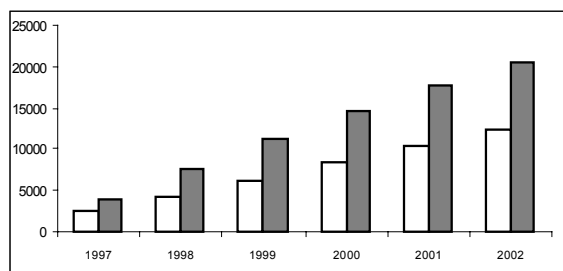
units in '000 GTxdays and '000 kWxdays

United Kingdom - 4N2 Pelagic: fishery F1 - North Sea herring

GTxdays ('000)



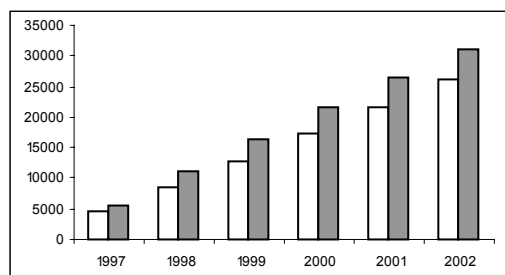
kWxdays ('000)



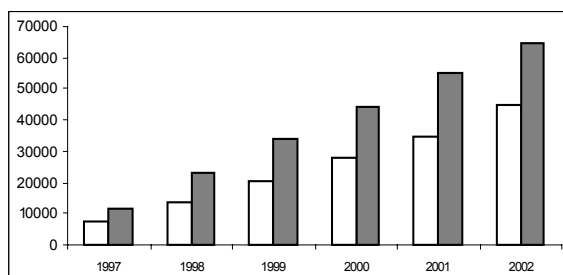
□ Situation ■ Objectives

United Kingdom - 4N2 Pelagic: fishery F2 - Western pelagic

GTxdays ('000)



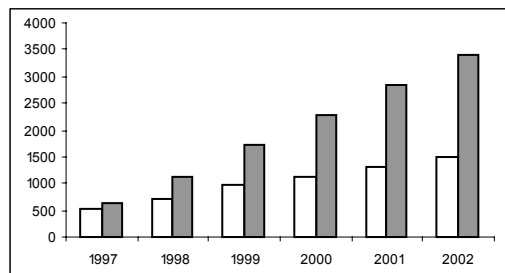
kWxdays ('000)



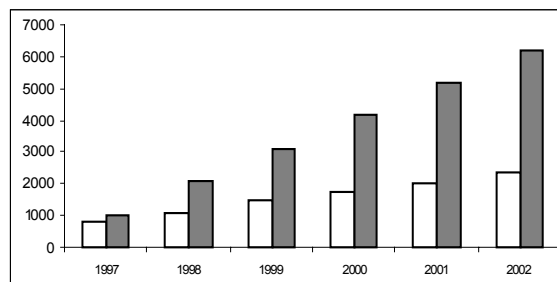
□ Situation ■ Objectives

United Kingdom - 4N2 Pelagic: fishery F3. Atlanto-Scandian herring

GTxdays ('000)



kWxdays ('000)

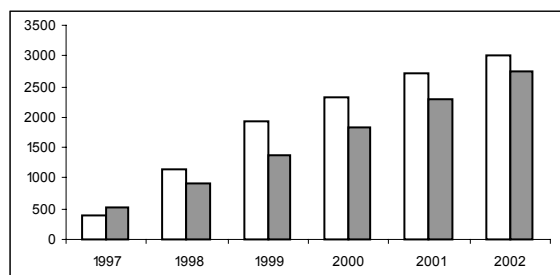


NB: A footnote to the table of objectives in the MAGP Decision states that the objectives for this fishery are subject to review in the light of the development of the fishery.

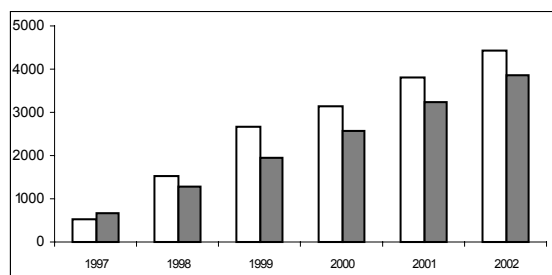
□ Situation ■ Objectives

United Kingdom - 4N2 Pelagic: fishery F4 - Blue whiting

GTxdays ('000)



kWxdays ('000)

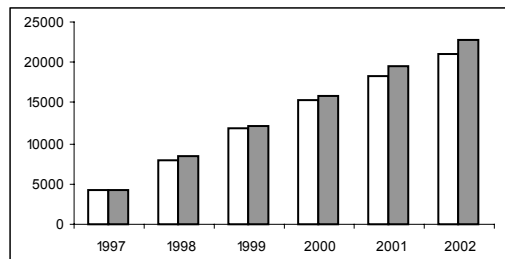


NB: A footnote to the table of objectives in the MAGP Decision states that the objectives for this fishery are subject to review in the light of the development of the fishery.

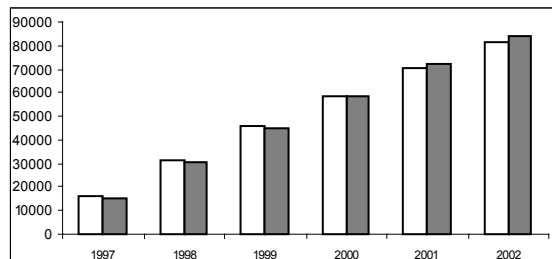
□ Situation ■ Objectives

United Kingdom - 4N3 Beam trawl: fishery F1 - Flatfish IV

GTxdays ('000)



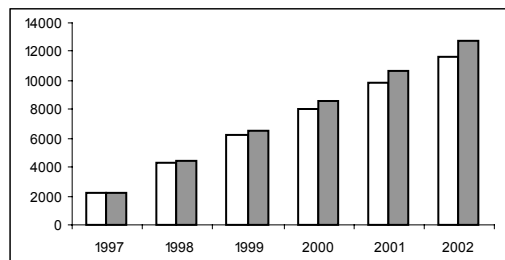
kWxdays ('000)



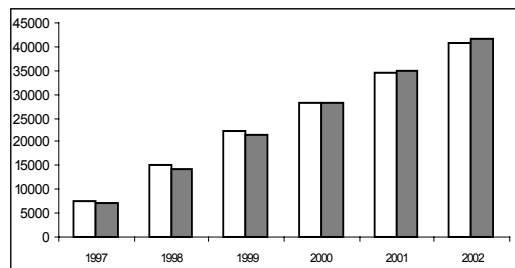
□ Situation ■ Objectives

United Kingdom - 4N3 Beam trawl: fishery F2 - Flatfish VII, VI

GTxdays ('000)



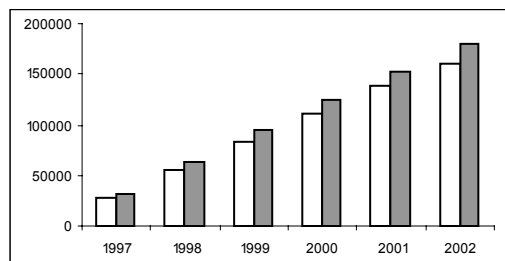
kWxdays ('000)



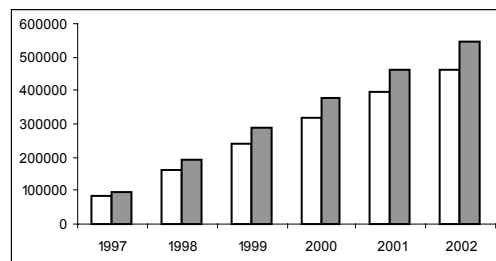
□ Situation ■ Objectives

United Kingdom - 4N4 Demersal trawlers, seiners, nephrops

GTxdays ('000)



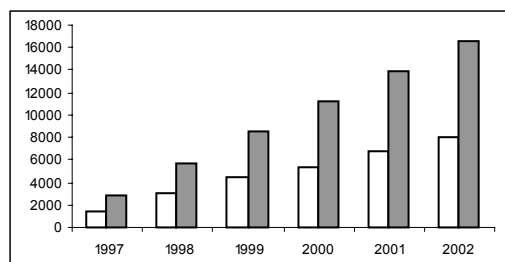
kWxdays ('000)



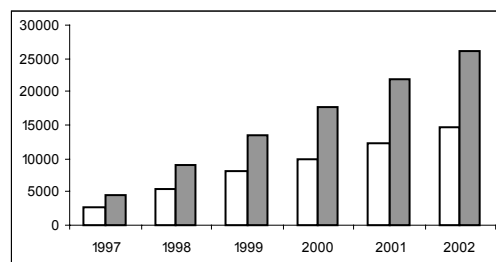
□ Situation ■ Objectives

United Kingdom - 4N8 Distant water

GTxdays ('000)



kWxdays ('000)



□ Situation ■ Objectives

GREECE

a) Situation of the fleet

Greece

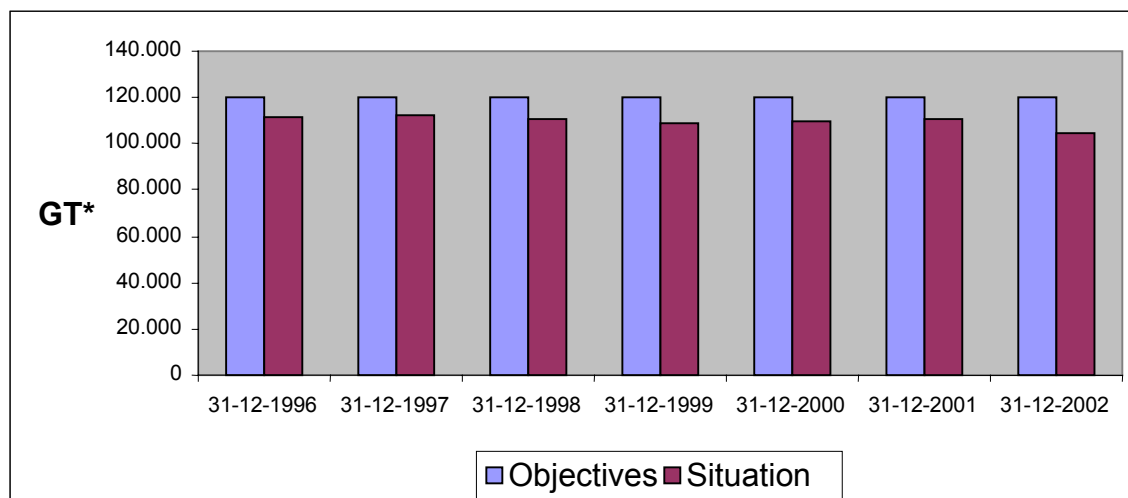
			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4D1	Small scale coastal < 12 m	18078	35.611	36.884	96,55 %	348.582	370.358	94,12 %
4D2	Demersal	358	28.793	24.927	115,51 %	103.562	95.976	107,90 %
4D3	Gri-gri	342	11.941	12.539	95,23 %	58.599	63.445	92,36 %
4D4	Sponges	6	47	175	26,75 %	407	1.202	33,84 %
4D5	>12 metres	919	12.385	12.923	95,83 %	71.984	84.765	84,92 %
4D6	Demersal-Internaltional waters	49	15.754	32.462	48,53 %	28.338	37.751	75,07 %
NC	Not classified	7	19			116		
	TOTAL	19759	104.550	119.910	87,19 %	611.588	653.497	93,59 %

Bold italic type indicates that the objectives have not been met The tonnage objectives for the segments 4D4 expressed in terms of GT is definitive. The tonnage objectives for the other segments have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

b) Fleet evolution

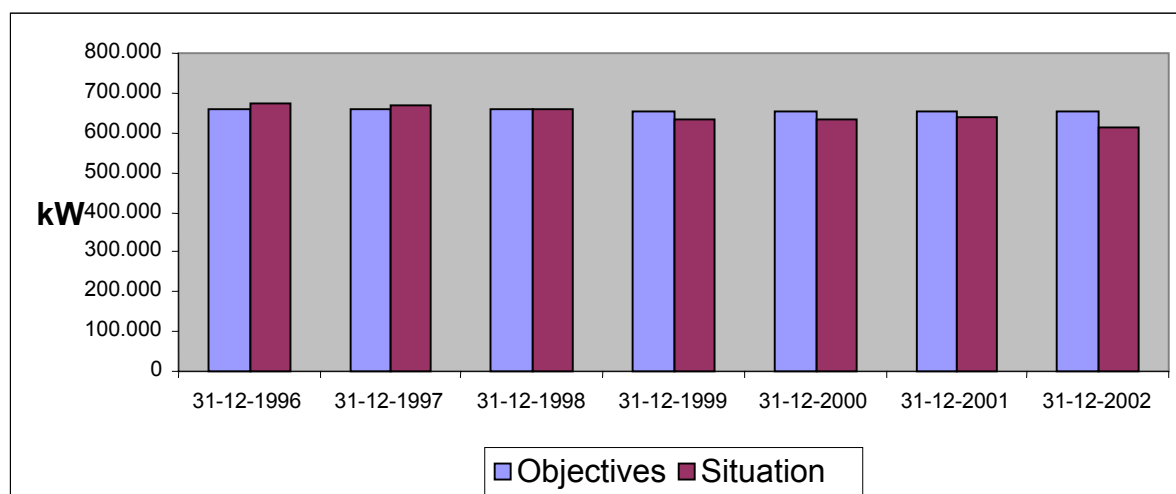
Evolution of global fleet capacity in GT compared to objectives.*

Greece



Evolution of global fleet capacity in kW compared to objectives.

Greece



c) Fishing effort

Greece

Segment code	1997		1998		1999		2000		2001		2002	
	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4D1	8.434	68.582	9.178	72.889	9.382	73.913	9.024	71.378	6.992	69.836	7.196	70.516
4D2	5.692	25.686	5.148	23.854	4.858	22.618	4.331	20.112	5.602	21.149	5.671	20.867
4D3	2.717	12.388	2.641	12.129	2.665	12.228	2.507	11.506	2.283	11.714	2.243	11.118
4D4												
4D5	2.660	16.248	2.614	15.701	2.534	15.205	2.574	15.456	2.326	15.005	2.749	16.032
4D6	4.680	11.112	3.567	8.334	3.807	9.039	4.187	10.009	5.154	8.262	4.140	7.633

units in '000 GTxdays and '000 kWxdays

IRELAND

a) Situation of the fleet

Ireland

			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4G1	Polyvalent	1281	38.630	45.648	84,63 %	140.858	161.953	86,97 %
4G2	Pelagic trawl and purse seines	23	31.586	36.663	86,15 %	47.838	47.873	99,93 %
4G3	Beam trawl	7	1.207	1.156	104,38 %	5.350	6.113	87,52 %
NC	Not classified	8	313			1.429		
	TOTAL	1319	71.736	83.467	85,95 %	195.475	215.939	90,52 %

Bold italic type indicates that the objectives have not been met. Ireland has not yet fully updated its fleet register following technical problems during 2001/2002. These technical problems have been resolved but the register remains incomplete and will do until the backlog of vessel data is cleared. This task is expected to be completed shortly. So the comparisons between the situation and the objectives are uncertain. It should be noted that the tonnage objectives have not been revised to take into account the remeasurement in units of GT. The final tonnage objectives for the segments 4G1 and 4G2 have to be increased by 107 GT and 96 GT as approved by Commission Decision 2003/245/EC to take into account the improvements on safety, navigation at sea, hygiene, product quality and working conditions for vessels of more than 12 m in length overall. In addition, the situation of the fleet and the final objectives have to be increased by 6.706 GT and 28.259 kW respectively to include vessels partly used in aquaculture and that were not covered by the MAGPs.

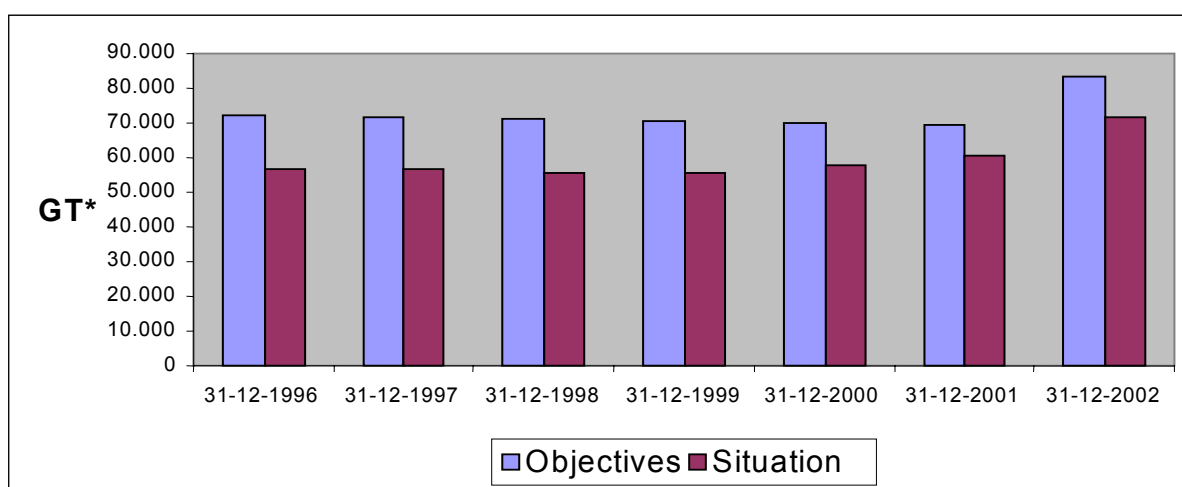
Revision of the objectives in connection with segment 4G1

The Commission is examining a request from Ireland to increase the final objectives of the MAGP IV for segment 4G1 in order to allow for the registration of existing inshore vessels. At the time of adoption of the MAGP IV, 5.473 GT and 28.447 kW were added to the Irish objectives in order to allow for the registrations of these vessels, but the Irish authorities claim this amount does not cover the total capacity of this fleet and request an additional 2.300 GT and 25.130 kW. Since out of the 5.473 GT and 28.447 kW added at the adoption of MAGP IV, only 2.077 GT and 14.475 kW had been registered by the time this report was drafted (1 June 2003), the difference has to be deducted from the final objective for this segment.

b) Fleet evolution

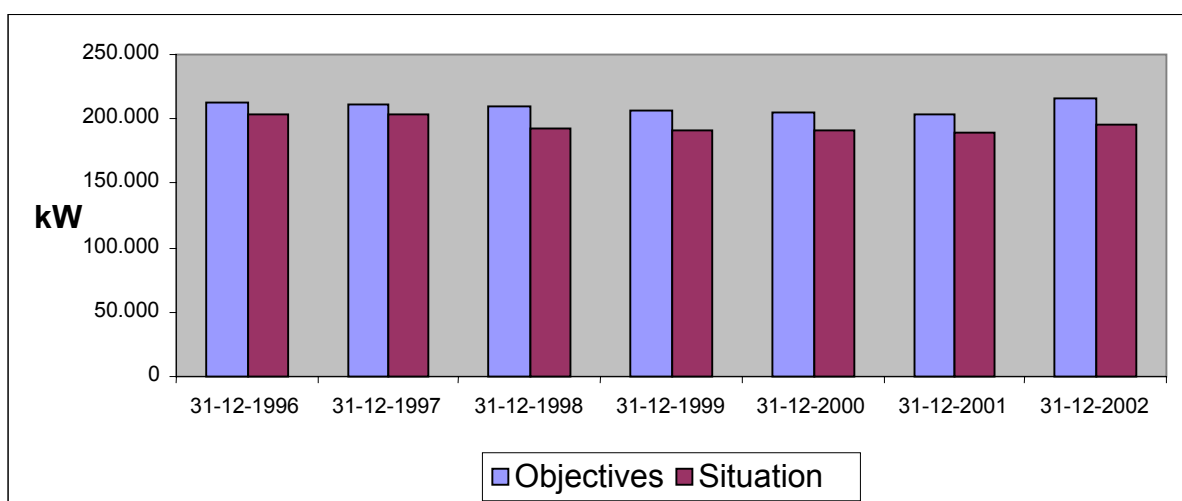
Evolution of global fleet capacity in GT compared to objectives.*

Ireland



Evolution of global fleet capacity in kW compared to objectives.

Ireland



c) Fishing effort

Ireland

Segment code	Fishery	1997		1998		1999		2000		2001		2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4G1		4.973	18.399	5.359	18.547	6.120	22.509	5.268	19.864	7.069	21.606		
4G2	F1	4.451	7.773	4.029	7.022	4.091	7.020	4.373	7.141	3.846	6.984	3.991	6.509
4G2	F2											2.728	2.811
4G3	F1	232	1.112	273	1.304	278	1.278	190	883	144	655	176	741

units in '000 GTxdays and '000 kWxdays

d) Cumulative fishing effort for segments subject to a system for the management of fishing effort

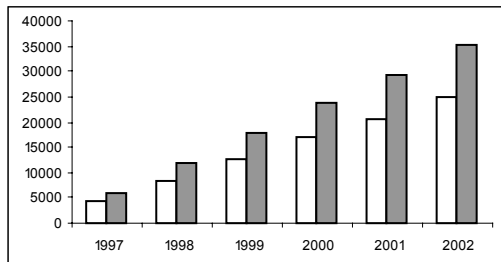
Ireland

Segment code	Fishery	End 1997		End 1998		End 1999		End 2000		End 2001		End 2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4G2	F1	4.451	7.773	8.480	14.795	12.571	21.815	16.944	28.956	20.790	35.940	24.781	42.447
4G3	F1	232	1.112	505	2.416	783	3.694	973	4.577	1.117	5.232	1.293	5.973

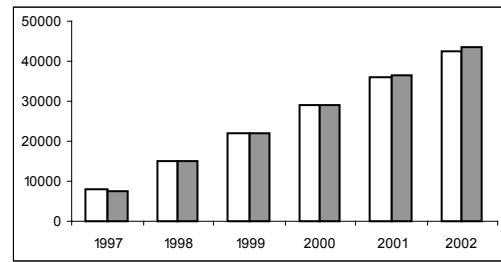
units in '000 GTxdays and '000 kWxdays

Ireland - 4G2 Pelagic

GTxdays ('000)



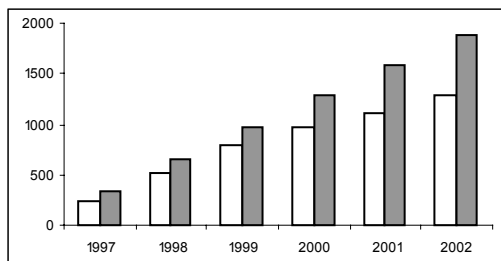
kWxdays ('000)



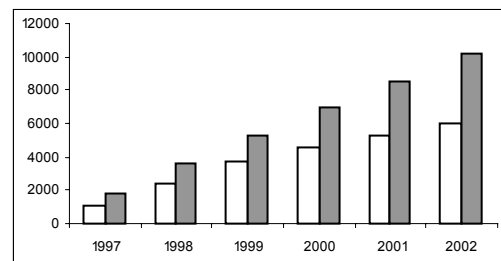
□ *Situation* ■ *Objectives*

Ireland - 4G3 Beam trawl

GTxdays ('000)



kWxdays ('000)



□ *Situation* ■ *Objectives*

ITALY

a) Situation of the fleet

Italy

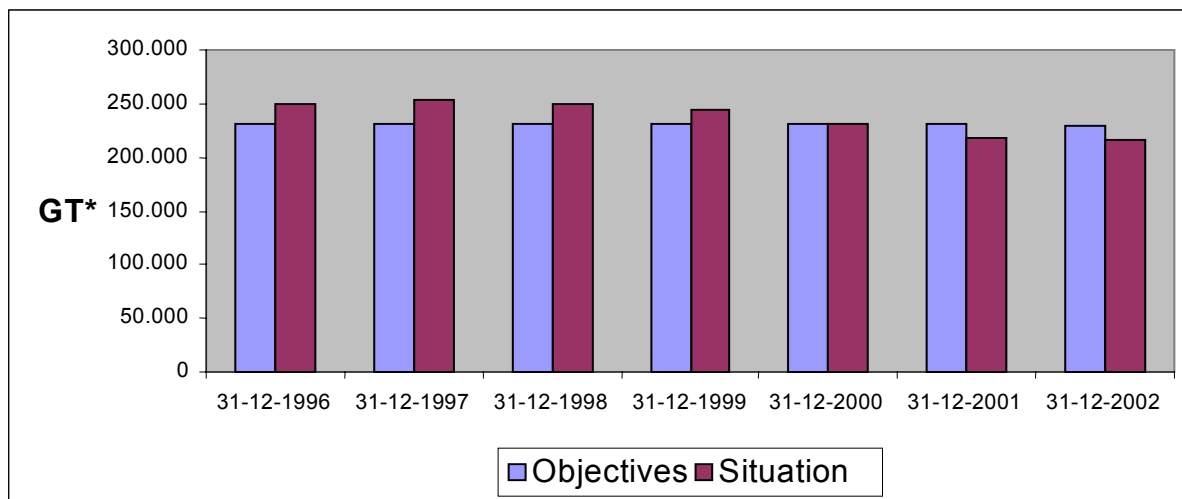
			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4H1	Small scale coastal < 12 m	4565	8.594	10.704	80,29 %	114.760	79.994	143,46 %
4H2	Bottom trawlers	1493	66.639	64.152	103,88 %	308.843	312.437	98,85 %
4H3	Pelagic pair trawlers	10	584	794	73,60 %	3.102	4.749	65,31 %
4H4	Small purse seiners	7248	41.777	58.198	71,78 %	384.635	453.038	84,90 %
4H5	Hydraulic dredgers	729	9.468	9.802	96,59 %	78.936	95.108	83,00 %
4H6	Polyvalents	1578	47.818	30.839	155,06 %	262.891	199.369	131,86 %
4H7	Bottom trawlers	119	14.819	8.025	184,66 %	47.779	22.276	214,49 %
4H8	Polyvalents non trawlers	15	2.356	6.301	37,39 %	7.224	23.696	30,49 %
4H9	Tuna purse seiners	76	6.610	3.080	214,62 %	30.862	11.782	261,94 %
4HA	Swordfish fleet	168	3.446	8.735	39,45 %	26.119	83.158	31,41 %
4HB	Trawlers and purse seiners	25	13.529	29.232	46,28 %	28.440	53.364	53,29 %
NC	Not classified	4	358			1.294		
	TOTAL	16030	215.998	229.862	93,97 %	1.294.885	1.338.971	96,71 %

Bold italic type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

b) Fleet evolution

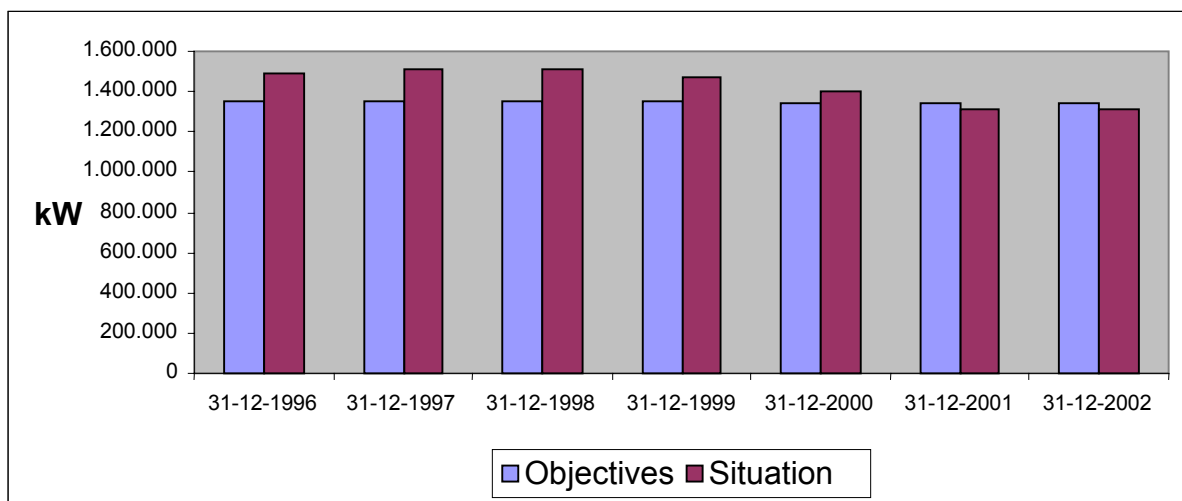
Evolution of fleet capacity in GT compared to objectives.*

Italy



Evolution of fleet capacity in kW compared to objectives.

Italy



c) Fishing effort

Italy

Segment code	1997		1998		1999		2000		2001		2002	
	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4H1	41.632	386.281	69.764	618.885	70.004	640.539	3.524	32.63	3.251	29.811	2.826	26.292
4H2	38.610	187.855	41.960	211.766	39.503	200.341	11.553	64.063	11.216	63.837	9.427	55.064
4H3	305	1.526	258	1.410	208	1.135	35	288	39	317	21	149
4H4	5.339	44.830	5.498	46.881	5.324	46.320	4.877	44.050	4.124	38.256	4.320	40.376
4H5	664	6.925	607	6.379	673	7.132	870	9.095	773	8.056	715	7.444
4H6	42.226	330.681	31.928	266.564	34.271	281.087	6.858	46.305	5.961	40.384	6.037	41.523
4H7	848	2.603	891	2.759	830	2.564	1.948	5.757	2010	5.919	2.003	5.943
4H8	78	338	83	359	89	385	92	378	78	309	150	576
4H9	362	1.591	266	1.125	237	1.015	365	1.585	566	2.754	560	2.745
4HA	1.187	10.080	466	3.859	207	1.705	181	1.457	131	1.132	128	1.107
4HB	4.162	9.772	4.355	10.207	3.687	8.570	3.373	8.079	3.084	7.457	3.311	8.327

units in '000 GTxdays and '000 kWxdays

NETHERLANDS

a) Situation of the fleet

Netherlands

			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4J1	Small scale coastal < 12 m	83	144	229	62,88 %	1.870	1.968	95,02 %
4J2	Pelagic trawlers	18	93.848	48.790	192,35 %	103.547	62.475	165,74 %
4J3	Cutters >221 kW	152	61.228	71.345	85,82 %	230.015	275.616	83,45 %
4J4	Eurocutters <= 221 kW	178	12.682	13.427	94,45 %	34.921	41.529	84,09 %
4J5	Small vessels	80	184	213	86,38 %	1.983	2.245	88,35 %
4J6	Shrimps vessels	79	3.751	2.813	133,33 %	14.979	10.318	145,17 %
4J7	All gears	135	5.497	8.703	63,16 %	16.739	29.010	57,70 %
	TOTAL	725	177.334	145.520	121,86 %	404.054	423.161	95,48 %

Bold italic type indicates that the objectives have not been met. The tonnage objectives for the segments 4J2, 4J3 and 4J4 expressed in terms of GT are definitive. The tonnage objectives for the other segments have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain. The situation of the fleet and the final objectives have to be increased by 21.978 GT and 60.138 kW respectively to include vessels partly used in aquaculture, which were not covered by the MAGPs.

Revision of the objectives in connection with the “pelagic segment (4J2)”

In December 1999, the Dutch Authorities presented to the Commission a request for an increase in capacity. The request was based on the identification of additional fishing opportunities mainly in the waters off West Africa (Mauritania).

On the basis of extensive scientific advice, the Commission has accepted to increase the final objectives of this segment by 44.888 GT and 41.489 kW, under the condition of a “Special National Fishing Effort Scheme”, in order to avoid any possible relocation of this new capacity towards Northern pelagic stocks in Community and International waters. The final objectives of this segment have to be adapted accordingly.

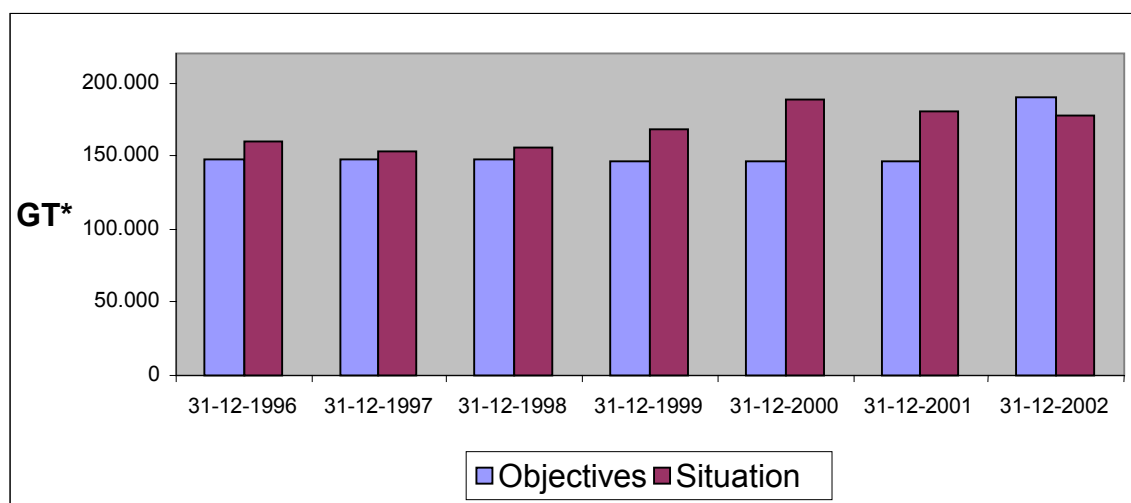
Revision of the objectives in connection with the “all gears segment (4J7)”

In December 2002, the Netherlands asked to register some vessels involved in artisan coastal and inland fisheries, which were not registered previously due to doubts about their professional status. The request concerns 27 vessels using fixed gears and operating in the ‘Wadden Sea’ and amounts to 2.279 kW and 753 GT. The final objectives of segment 4J7 have to be adapted accordingly.

b) Fleet evolution

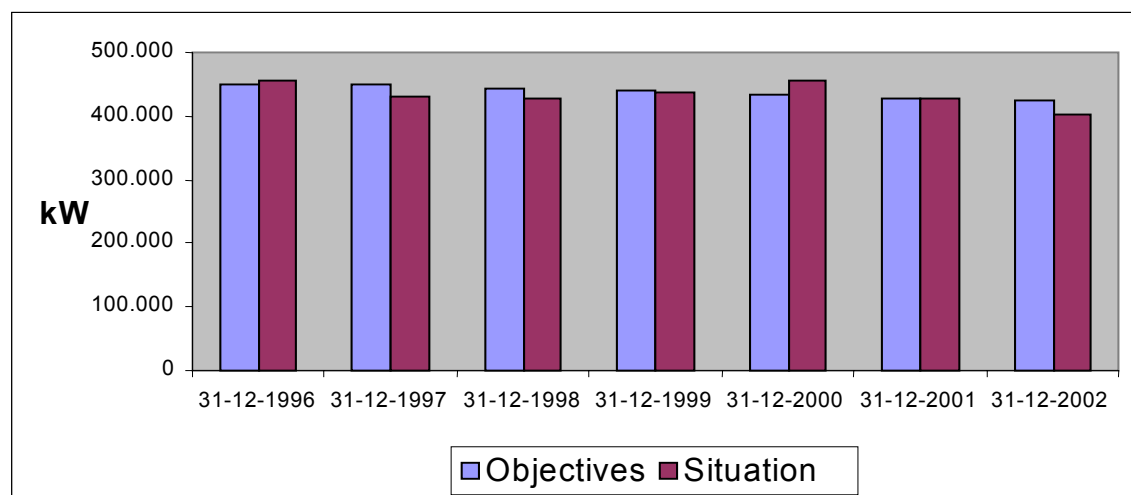
Evolution of global fleet capacity in GT compared to objectives.*

Netherlands



Evolution of global fleet capacity in kW compared to objectives.

Netherlands



c) Fishing effort

Netherlands

Segment code	Fishery	1997		1998		1999		2000		2001		2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4J1		0	0	0	0	0	0	0	0	1	19		
4J2	F1	17.083	20.052	18.552	21.436	21.242	24.706	24.687	27.880	28.388	30.660	24.864	26.410
4J3	F1	13.582	53.697	13.314	52.691	13.052	50.902	12.996	50.127	12.534	47.882	11.589	43.777
4J4	F1	1.718	4.814	1.592	4.322	1.585	4.253	1.575	4.153	1.663	4.243	1.716	4.251
4J5	F1	0	0	0	1	0	1	0	0	0	7	1	17
4J6		226	870	334	1.170	334	1.243	365	1.406	406	1.487		
4J7		101	461	86	335	79	291	52	209	58	271		

units in '000 GTxdays and '000 kWxdays

d) Cumulative fishing effort for segments subject to a system for the management of fishing effort

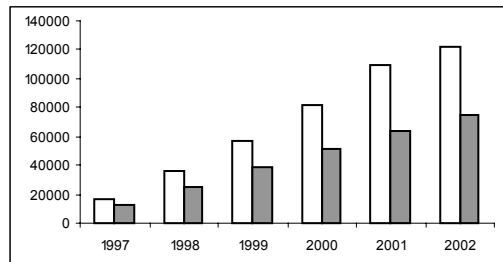
Netherlands

Segment code	Fishery	End 1997		End 1998		End 1999		End 2000		End 2001		End 2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4J2	F1	17.083	20.052	35.636	41.488	56.878	66.193	81.565	94.073	109.953	124.734	134.816	151.144
4J3	F1	13.582	53.697	26.896	106.388	39.947	157.290	52.944	207.417	65.478	255.299	77.067	299.076
4J4	F1	1.718	4.814	3.311	9.136	4.896	13.389	6.471	17.542	8.134	21.786	9.850	26.037
4J5	F1	0	0	0	1	0	2	0	2	0	9	2	26

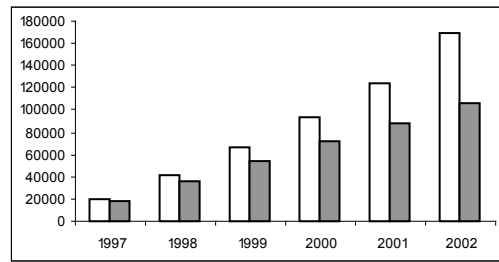
units in '000 GTxdays and '000 kWxdays

Netherlands - 4J2 Pelagic trawlers

GTxdays ('000)



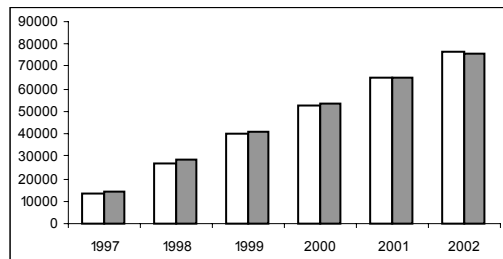
kWxdays ('000)



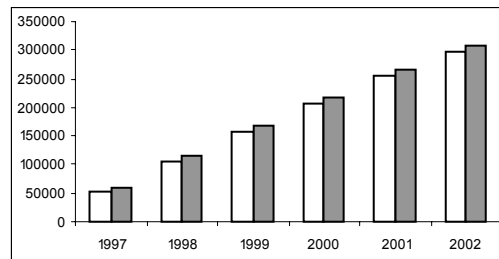
□ Situation ■ Objectives

Netherlands - 4J3 Cutters > 221 kW

GTxdays ('000)



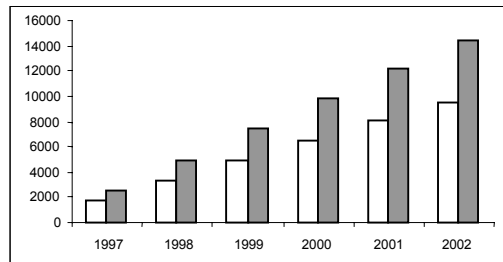
kWxdays ('000)



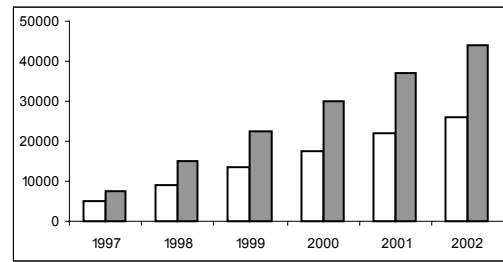
□ Situation ■ Objectives

Netherlands - 4J4 Cutters ≤ 221 kW

GTxdays ('000)



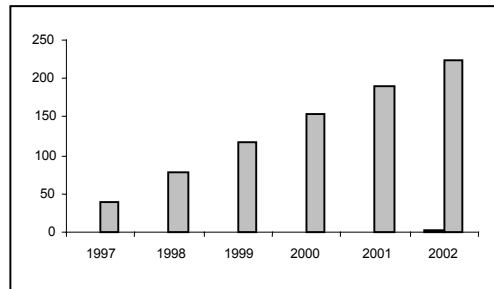
kWxdays ('000)



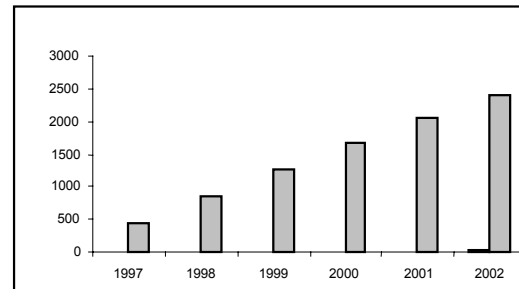
□ Situation ■ Objectives

Netherlands - 4J5 Small vessels

GTxdays ('000)



kWxdays ('000)



□ Situation ■ Objectives

PORTUGAL

a) Situation of the fleet

During the second half of 2002 Portugal communicated sporadically data on its fleet as required by Commission Regulation (EC) No 2090/98¹². The following table is based on information provided by Portugal in accordance with Article 5 of Council Regulation (EC) No 2792/1999¹³. Note that the figures for the Azores and Madeira are based on information of the first semester of 2002.

Portugal

				Tonnage (GT*)			Power (kW)		
	Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
Mainland	4K1	Small scale coastal < 12 m	7488	9.904	15.774	62,79 %	105.645	112.941	93,54 %
	4K2	Fixed gear >=12 m	494	21.890	29.277	74,77 %	82.320	97.488	84,44 %
	4K3	Trawl	110	19.936	20.762	96,02 %	54.894	59.586	92,13 %
	4K4	Seine	160	7.475	8.768	85,26 %	36.777	38.619	95,23 %
	4K5	Polyvalent trawl and longline small scale coastal < 12 m	53	40.563	96.922	41,85 %	55.339	103.390	53,52 %
Madeira	4K6	small scale coastal < 12m	438	456	680	67,05 %	3.000	4.574	65,59 %
	4K7	Fixed gear >=12 m	52	3.741	5.354	69,87 %	13.388	17.414	76,88 %
	4K8	Seine	5	193	253	76,35 %	1.006	1.170	85,97 %
Azores	4K9	Small scale coastal < 12 m	1508	2.284	2.721	83,93 %	19.482	20.815	93,59 %
	4KA	Fixed gear >=12 m	119	10.372	14.246	72,81 %	30.718	36.846	83,37 %
		TOTAL	10427	116.814	194.757	59,98 %	402.569	492.843	81,68 %

It should be noted that the tonnage objectives have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

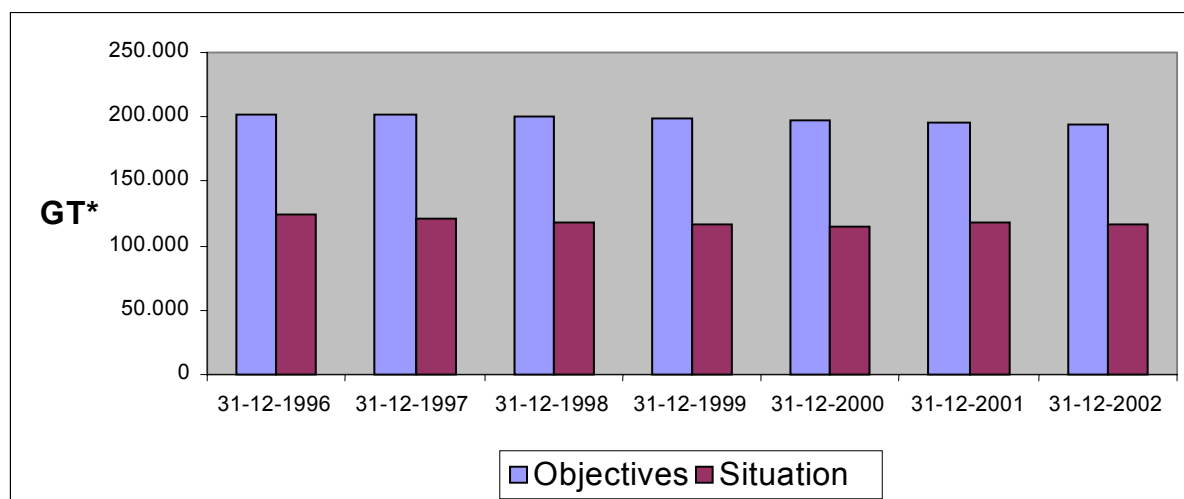
¹² OJ L 266, 1.10.1998, p. 27.

¹³ OJ L 337, 30.12.1999, p. 10.

b) Fleet evolution

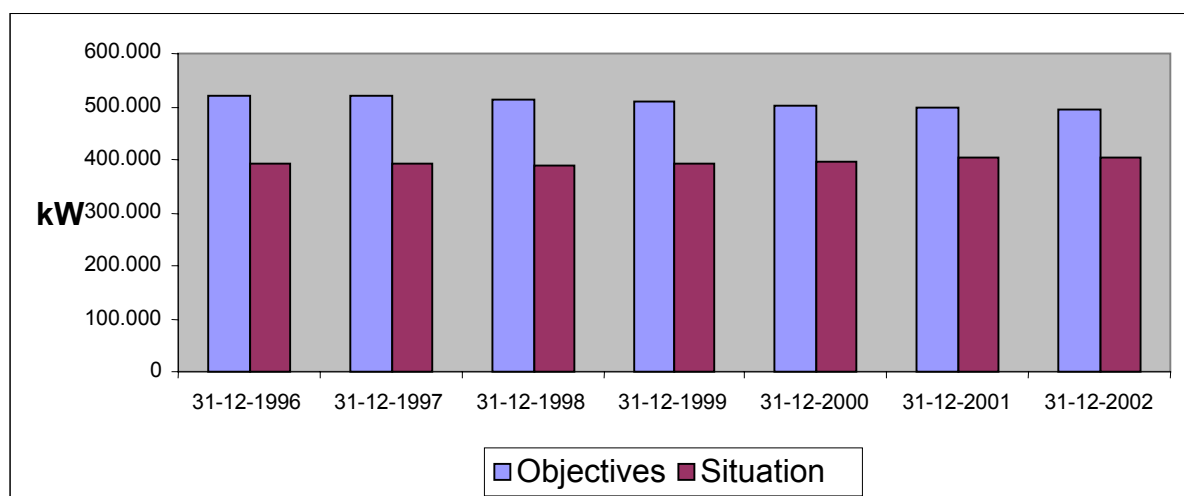
Evolution of global fleet capacity in GT compared to objectives.*

Portugal



Evolution of global fleet capacity in kW compared to objectives.

Portugal



c) Fishing effort

Portugal

Segment code	1997		1998		1999		2000		2001		2002	
	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4K1	2.767	24.214	2.712	24.880	2.667	25.693	2.652	26.722	2.608	27.657	2.598	28.490
4K2	5.598	22.000	5.738	21.951	5.665	21.492	5.595	21.352	5.830	21.676	5.800	21.649
4K3	5.638	16.419	5.541	16.089	5.605	16.090	5.774	16.233	6.342	17.270	6.427	17.362
4K4	2.037	9.551	1.401	6.622	1.380	6.679	1.370	8.748	1.387	6.903	1.331	6.605
4K5	16.303	21.363	15.481	20.424	14.751	19.628	14.210	19.143	13.408	18.262	13.415	18.408
4K6	150	949	143	908	133	868	126	843	125	838	115	793
4K7	1.196	3.886	1.274	4.266	1.312	4.433	1.211	4.120	1.033	3.647	976	3.413
4K8	61	269	57	252	57	252	57	252	57	252	50	263
4K9	591	4.529	590	4.619	586	4.681	588	4.813	586	4.992	599	5.197
4KA	2.606	7.642	2.548	7.414	2.630	7.587	2.842	8.122	2.736	8.017	2.698	7.926

units in '000 GTxdays and '000 kWxdays

SWEDEN

a) Situation of the fleet

Sweden

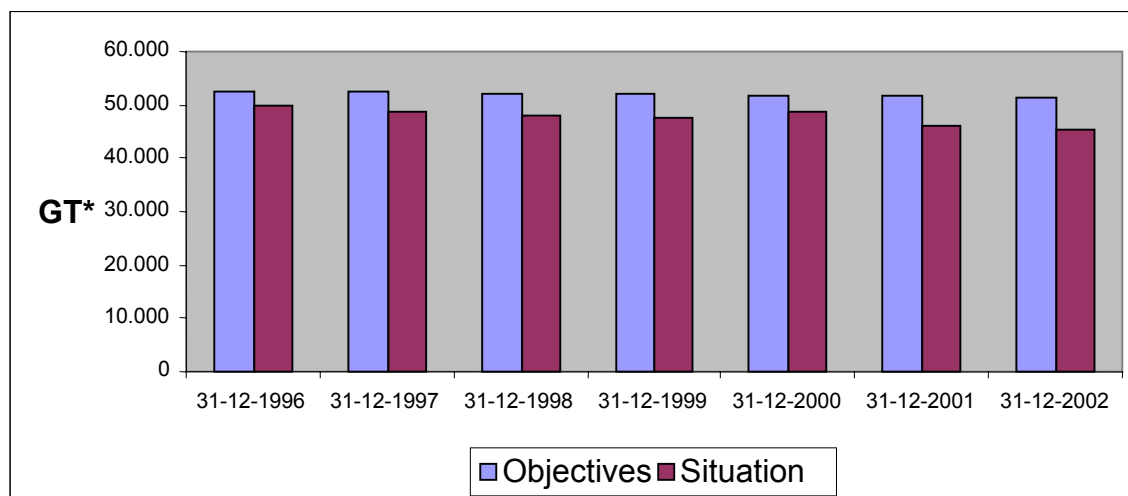
			Tonnage (GT*)			Power (kW)		
Segment	Description	Number of vessels	GT*	Objective 2002	% situation/objective 31/12/2002	kW	Objective 2002	% situation/objective 31/12/2002
4M1	Small scale coastal < 12 m	1416	5.517	7.974	69,18 %	74.491	92.328	80,68 %
4M2	Trawlers	57	4.524	5.696	79,43 %	17.537	22.941	76,44 %
4M3	Trawlers, purse seiners	119	23.146	23.294	99,36 %	75.469	83.487	90,40 %
4M4	Bottom trawlers	177	10.847	11.975	90,58 %	48.946	49.741	98,40 %
4M5	Passive gear vessels <12 m	44	1.206	2.246	53,70 %	6.991	11.348	61,60 %
4M6	Passive gear vessels ≥12 m	6	164	251	65,34 %	1.078	1.183	91,12 %
	TOTAL	1819	45.404	51.436	88,27 %	224.512	261.028	86,01 %

Bold italic type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain. The final tonnage objectives for the segment 4M2, 4M3, 4M4 have to be increased by 11 GT, 458 GT and 88 GT respectively as approved by Commission Decision 2003/245/EC to take into account the improvements on safety, navigation at sea, hygiene, product quality and working conditions for vessels of more than 12 m in length overall.

b) Fleet evolution

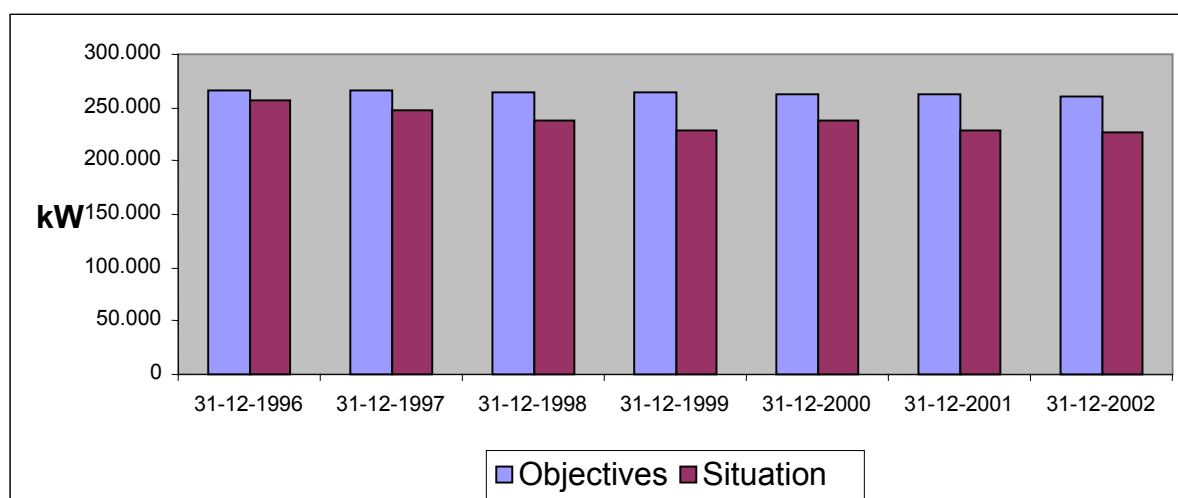
Evolution of global fleet capacity in GT compared to objectives.*

Sweden



Evolution of global fleet capacity in kW compared to objectives.

Sweden



c) Fishing effort

Sweden

Segment code	Fishery	1997		1998		1999		2000		2001		2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	KWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4M1						549	6.833						
4M2		931	3.849	825	3.391	812	3.251	955	3.725	753	2.935	790	2.965
4M3		3.606	11.165	4.214	12.498	4.229	12.315	4.809	13.976	4.748	14.298	4.575	13.990
4M4	F1	2.209	8.595	1.689	6.999	2.111	8.254	2.152	8.231	1.957	7.831	1.652	6.748

units in '000 GTxdays and '000 kWxdays

d) Cumulative fishing effort for segments subject to a system for the management of fishing effort

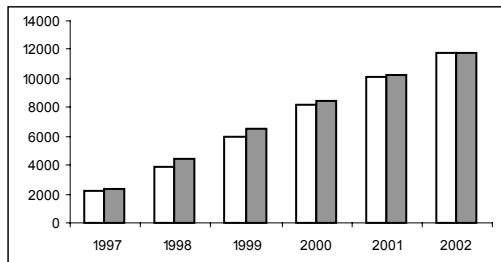
Sweden

Segment code	Fishery	End 1997		End 1998		End 1999		End 2000		End 2001		End 2002	
		GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days	GTx days	kWx days
4M4	F1	2.209	8.595	3.897	15.594	6.009	23.848	8.161	32.079	10.118	39.910	11.770	46.658

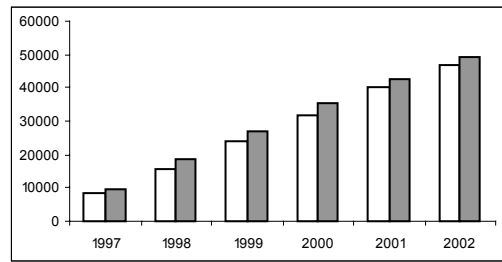
units in '000 GTxdays and '000 kWxdays

Sweden - 4M4 Bottom trawlers

GTxdays ('000)



kWxdays ('000)



□ *Situation* ■ *Objectives*