



COMMISSIE VAN DE EUROPESE GEMEENSCHAPPEN

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**JAARVERSLAG VAN DE COMMISSIE AAN DE RAAD EN HET EUROPEES  
PARLEMENT**

**over de inspanningen die de lidstaten in 2005 hebben geleverd om tot een duurzaam  
evenwicht tussen vangstcapaciteit en vangstmogelijkheden te komen**

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## 1. INLEIDING

Krachtens artikel 14 van Verordening (EG) nr. 2371/2002<sup>1</sup> van de Raad en artikel 12 van Verordening (EG) nr. 1438/2003<sup>2</sup> van de Commissie moeten de lidstaten uiterlijk op 30 april van elk jaar bij de Commissie een verslag indienen over de inspanningen die zij in het voorgaande jaar hebben geleverd om tot een duurzaam evenwicht tussen de vangstcapaciteit en de beschikbare vangstmogelijkheden te komen. De verslagen van de lidstaten zijn beschikbaar op de "Europa"-website<sup>3</sup>. Op basis van deze verslagen en de gegevens in het communautaire gegevensbestand over de vissersvloot<sup>4</sup> heeft de Commissie voor 2005 een samenvatting opgesteld die is voorgelegd aan het Wetenschappelijk, Technisch en Economisch Comité voor de visserij (WTECV) en aan het Comité voor de visserij en de aquacultuur. Het verslag dat de Commissie hierbij aan de Raad en het Europees Parlement uitbrengt, bevat die samenvatting, vergezeld van de adviezen van de genoemde comités.

Dit verslag bestaat uit twee delen:

- een beschrijving van de regels die de lidstaten bij het beheer van hun vloot in acht moeten nemen, en een samenvatting van de gegevens die zij hebben verstrekt op grond van artikel 13 van Verordening (EG) nr. 1438/2003 van de Commissie tot vaststelling van de uitvoeringsbepalingen inzake het vlootbeleid;
- informatie over de ontwikkeling van de vlootcapaciteit van de lidstaten in 2005 in de vorm van tabellen met cijfermateriaal over het beheer van de toevoegingen/onttrekkingen van vaartuigen aan elke nationale vloot.

## 2. VLOOTBEHEER IN HET KADER VAN HET HERVORMDE GEMEENSCHAPPELIJK VISSERIJBELEID

Als gevolg van de in december 2002 vastgestelde hervorming van het gemeenschappelijk visserijbeleid (GVB) worden de vissersvloeten beheerd volgens de algemene regel dat de aan de vloot toegevoegde nieuwe capaciteit, uitgedrukt in tonnage en motorvermogen, niet groter mag zijn dan de aan de vloot onttrokken capaciteit (zie technische bijlage 1).

## 3. SAMENVATTING VAN DE JAARVERSLAGEN VAN DE LIDSTATEN

Ook dit jaar dienden slechts tien lidstaten hun jaarverslag in voor de vastgestelde uiterste termijn (30 april 2006); de overige verslagen kwamen te laat (Italië en Frankrijk bijvoorbeeld dienden hun verslag pas maanden na deze datum in). Het Verenigd Koninkrijk diende geen jaarverslag in. Voorts waren de in de verslagen van de lidstaten opgenomen gegevens niet homogeen en voldeden de vorm en de inhoud van sommige jaarverslagen niet aan de desbetreffende eisen. Bovendien overschreden diverse lidstaten opnieuw de maximale lengte van 10 bladzijden en voegden zij een groot aantal bijlagen en verklarende tabellen toe.

Als gevolg van deze tekortkomingen werd een evaluatie van de verslagen van de lidstaten op een gemeenschappelijke basis bemoeilijkt en ondervond de Commissie ernstige problemen bij

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<sup>1</sup> Verordening (EG) nr. 2371/2002 van de Raad (PB L 358 van 31 december 2002, blz. 59-80)

<sup>2</sup> Verordening (EG) nr. 1438/2003 van de Commissie (PB L 204 van 12 augustus 2003, blz. 21-28)

<sup>3</sup> [http://ec.europa.eu/fisheries/fleet/index.cfm?method=FM\\_Reporting.menu](http://ec.europa.eu/fisheries/fleet/index.cfm?method=FM_Reporting.menu)

<sup>4</sup> Verordening (EG) nr. 26/2004 van de Commissie (PB L 5 van 9 januari 2004, blz. 25-35)

de inachtneming van de termijn (31 juli 2006) waarbinnen zij de samenvatting van de verslagen moest voorleggen aan het WTECV en het Comité voor de visserij en de aquacultuur.

#### **a) Ontwikkeling van de vloot in relatie tot de visbestanden**

In de jaarverslagen van de lidstaten werd een algemene beschrijving van de vissersvloten gegeven (bv. aantal vaartuigen, capaciteit, doelsoorten en vangstgebieden). De lidstaten gebruikten uiteenlopende segmenteringssystemen: sommige lidstaten hielden vast aan de oude segmentering van het MOP IV, terwijl andere hun eigen nationale systeem toepasten. Over het geheel genomen waren de nationale vissersvloten als volgt gesegmenteerd:

- segmentering van het MOP IV: Duitsland, Frankrijk, Portugal, Finland en Ierland (met enkele toevoegingen);
- indeling naar vaartuigtype/vistuig/lengte over alles: Denemarken en Cyprus;
- indeling naar lengte over alles en vistuig: Griekenland en Slovenië;
- indeling naar vistuig: België;
- indeling naar vangstgebieden en type vissersvaartuig: Spanje, Letland, Litouwen en Polen;
- indeling naar lengte over alles, vangstgebieden, vistuig en vissoorten: Estland en Zweden (uitzonderingsgeval: gebruik van vangstgebieden als indicator);
- tweedeling tussen aquacultuur en continentale vloot (voornamelijk kotters): Nederland.

Diverse lidstaten wezen erop dat de vloot voor kleinschalige kustvisserij (die ruim 80% van de totale communautaire vissersvloot uitmaakt) in sociaaleconomisch opzicht zeer belangrijk is voor de kustgemeenschappen. In Zweden en Griekenland bijvoorbeeld is de verbetering van het beheer en de ontwikkeling van deze sector als prioriteit aangemerkt.

De meeste lidstaten hebben in hun verslagen getracht een analyse te maken van het evenwicht tussen hun vangstcapaciteit en de beschikbare vangstmogelijkheden. Er werden verschillende methoden toegepast om verbanden te leggen tussen de beschikbare visbestanden en hun vloten. Diverse lidstaten zetten in hun analyse de beschikbare visbestanden af tegen de ontwikkeling van de capaciteit van hun vlootsegmenten. Sommige lidstaten hanteerden een meer sociaaleconomisch getinte aanpak bij de beoordeling van de ontwikkeling van de capaciteit van hun vissersvloot.

In 2005 troffen de lidstaten uiteenlopende maatregelen om tot een beter evenwicht tussen beschikbare visbestanden en vissersvloten te komen: vermindering van de vlootcapaciteit, beperking van het aantal visdagen, beperkte toegang tot de visbestanden op nationaal niveau, een beperkt aantal visvergunningen, toewijzing van vangstquota, enz. Alle lidstaten meldden voor 2005 een geleidelijke vermindering van de vlootcapaciteit in GT en kW, die hoofdzakelijk werd bereikt door middel van programma's voor buitenbedrijfstelling.

#### **b) Effect van de regelingen tot vermindering van de visserij-inspanning op de capaciteit**

Zoals hierboven uiteengezet, golden in 2005 diverse herstelmaatregelen en regelingen tot vermindering van de visserij-inspanning voor de lidstaten. Alle lidstaten die vissen in Kattegat, Noordzee en Skagerrak, de wateren ten westen van Schotland, het oostelijk deel van het Kanaal, de Ierse Zee, de Golf van Biskaje, de Cantabrische Zee/wateren ten westen van het Iberisch Schiereiland en de Oostzee, ondervonden de invloed van de maatregelen tot

vermindering van de visserij-inspanning (waarvan enkele zijn neergelegd in Verordening (EG) nr. 27/2005 van de Raad<sup>5</sup>). In de meeste gevallen had de toepassing van die maatregelen beperkingen tot gevolg ten aanzien van het aantal dagen dat de vaartuigen op zee doorbrachten, en van het gebruikte vistuig.

Het merendeel van de betrokken lidstaten meldde een gestage daling van hun totale visserij-inspanning. Voorts meldden de betrokken lidstaten dat de vermindering van hun visserij-inspanning voornamelijk was bereikt door de toepassing van verscheidene regelingen tot beperking van de visserij-inspanning en programma's voor buitenbedrijfstelling, zowel op communautair als nationaal niveau. Sommige lidstaten verklaarden dat de stijging van de brandstofprijzen in 2005 ook een sleutelrol speelde bij de vermindering van hun visserij-inspanning. Hier volgt een toelichting van een aantal lidstaten bij de visserij-inspanningsregelingen in 2005:

België: in 2005 strekten de vlootactiviteiten zich uit tot de Noordzee, de westelijke wateren en de Golf van Biskaje, met inachtneming van de beperkingen op grond van Verordening 27/2005. In elk van deze gebieden was de vloot gebonden aan een herstel- of beheersplan (de garnalenvloot uitgezonderd). Verder voorziet het Belgische systeem voor alle gebieden in de beperking van het totale aantal toegestane vaardagen per vaartuig op jaarbasis.

De beschikbare dagen op zee in het gebied waar het herstelplan voor kabeljauw van kracht is, werden door sommige vaartuigen van de boomkorvloot als een echte beperking ervaren. Het totale aantal dagen op zee voor de gehele vloot werd echter niet overschreden, omdat sommige vaartuigen de hun toegewezen dagen niet volledig gebruikten. De beperking van de vaardagen had niet tot gevolg dat de beschikbare quota helemaal niet werden bevestigd.

Denemarken: Effect van het herstelplan voor kabeljauw in de Noordzee – 71 642 zeedagen werden gebruikt, tegen 81 330 zeedagen in 2004, een vermindering met 12%. In het kader van een project is onderzoek gedaan naar de verbanden tussen het beheer van visbestanden en vlootbeheer, waarbij de aandacht in het bijzonder uitging naar TAC-/quotabeperkingen en de relatie tussen inspanning en capaciteit. De conclusie is dat de omvang van de vloot economisch gezien zou moeten afnemen, omdat de economische prestatie van de vloot bij de exploitatie van de visbestanden zwaar weegt in deze benadering. In vier kortetermijnsenario's daalt het aantal vaartuigen in alle gevallen aanzienlijk, tenzij de activiteit van de vaartuigen (dagen op zee) beperkt wordt. Op langere termijn zou een substantiële winst geboekt kunnen worden in de vorm van herstelde visbestanden. Dezelfde winst zou echter ook behaald kunnen worden door middel van een goed vlootbeheer dat gelijke tred houdt met het beheer van de visbestanden. De activiteiten die tot doel hebben een echt evenwicht tot stand te brengen tussen de vlootomvang en de vangstmogelijkheden, krijgen een vervolg.

Duitsland: gezien de geringe omvang van de vissersvloot hadden de regelingen tot vermindering van de visserij-inspanning slechts een beperkt effect op de vangstcapaciteit, welk effect vrijwel uitsluitend de capaciteit voor de Oostzee betrof. Binnen de context van het vlootbeheersysteem voor een duurzaam evenwicht tussen vangstcapaciteit en beschikbare visbestanden, moet de Duitse vissersvloot voldoende totaalcapaciteit behouden om de aan Duitsland toegewezen quota te kunnen benutten. De ontwikkeling van de Duitse vissersvloot laat zien dat deze zich zowel heeft aangepast aan de economische eisen van het nieuwe GVB,

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<sup>5</sup> Verordening (EG) nr. 27/2005 van de Raad (PB L 12 van 14 januari 2005, blz. 1–151)

als aan de beperkte beschikbaarheid van visbestanden. Daarom hoefden de Duitse autoriteiten geen actie te ondernemen in verband met de ontwikkeling van de vloot.

Estland: volgt de TAC-vermindering voor kabeljauw in de Oostzee en het herstelplan van de Visserijorganisatie voor het noordwestelijk deel van de Atlantische Oceaan (NAFO) overeenkomstig Verordening (EG) nr. 27/2005 van de Raad.

Griekenland: er zijn geen meerjarenplannen voor het beheer en herstel van visbestanden uitgevoerd omdat dergelijke plannen ontbraken voor de visserij op de Middellandse Zee, terwijl de toepassing van aanpassingsmaatregelen voor de vlootcapaciteit en de vangstmogelijkheden krachtens Verordening (EG) nr. 2792/1999 en Verordening (EG) nr. 2369/2002 van de Raad, werd voortgezet in het kader van het operationeel visserijprogramma.

Spanje: ging verder op de in 2003 ingeslagen weg van vlootvernieuwing en -modernisering overeenkomstig de bepalingen van Verordening (EG) nr. 2371/2002 van de Raad. Door het beheer van toevoegingen/onttrekkingen kon de vlootcapaciteit opnieuw enigszins worden teruggebracht, en daarmee ook de algehele visserij-inspanning.

In 2005 werd een begin gemaakt met de uitvoering van twee nationale plannen in het visgebied van de Golf van Cadiz. Deze betreffen het herstel en het duurzaam beheer van respectievelijk de trawlvisserij en de visserij met de ringzegen, en bevatten voornamelijk maatregelen om de inspanning te verminderen. Door de beperking van het aantal visdagen kon de visserij-inspanning met circa 32% worden teruggebracht ten opzichte van de voorgaande jaren.

Frankrijk: de capaciteit van de Franse continentale vloot bleef in 2005 op hetzelfde niveau; in dit jaar werd geen overheidssteun verleend voor buitenbedrijfstelling. Voor 2006 staat een nieuw programma voor buitenbedrijfstelling gepland voor de vloot die gericht zal zijn op visbestanden die lijden onder overbevissing. De beperkingen van de visserij-inspanning die zijn vastgesteld in het kader van herstelplannen of voortvloeiën uit de bepalingen van bijlage IV bij de TAC- en quotaverordening, betreffen circa 850 vaartuigen; als gevolg van deze maatregelen vond er in 2005 geen capaciteitsvermindering plaats.

Ierland: de Ierse visbestanden waarvoor herstelplannen gelden, zijn zeer divers. Daarom laat het effect van regelingen tot vermindering van de visserij-inspanning op de vangstcapaciteit zich moeilijk meten. Uit hoofde van Verordening (EG) nr. 27/2005 van de Raad heeft Ierland een systeem ingevoerd waarbij vissersvaartuigen die in de gespecificeerde gebieden vissen en gebruikmaken van gespecificeerd vistuig, een "Official Days at Sea Declaration form" (officiële opgave dagen op zee) moeten invullen. Naast inspanningsbeperkende maatregelen in verband met het meerjarig herstelplan voor kabeljauw in de Ierse Zee en de wateren ten westen van Schotland is er ook een algemeen inspanningsbeperkend mechanisme van toepassing op demersale soorten in het algemeen (evenals op krabben en sint-jakobsschelpen) in alle wateren rond Ierland. Ierland heeft toezicht gehouden op de inspanning met betrekking tot deze visbestanden en beheersmaatregelen ingevoerd om de deze binnen de toegestane limieten te houden.

In 2005 introduceerde de Ierse minister voor mariene zaken een nieuwe regeling om maximaal 25% van de oudere, grotere en actievere vaartuigen in de demersale segmenten van de vloot (multifunctioneel en boomkor) uit de vaart te nemen en een einde te maken aan de

overtollige capaciteit in de vloot voor sint-jakobsschelpen. In het kader van deze regeling werden in 2005 22 vaartuigen (in totaal 2 464 GT en 7 742 kW) aan de vloot onttrokken.

Italië: de neerwaartse trend in de aanvoer in 2005 is toe te schrijven aan de vermindering van het aantal vaartuigen en de verminderde activiteit. In dit verband moet erop worden gewezen dat de brandstofprijzen sterk van invloed waren op het totale aantal visdagen, aangezien veel vissers hun strategie moesten aanpassen, d.w.z. hun inspanning moesten verminderen om de bedrijfskosten in de hand te houden. Evenals in de voorgaande jaren heeft het plan ter vermindering van de vangstcapaciteit dankzij de steun van overheid ook in 2005 goede resultaten opgeleverd. Hoewel niet van invloed op de beoordeling van de naleving van de regeling inzake toevoegingen/onttrekkingen aan de vloot, was er in absolute termen sprake van een aanzienlijke vermindering van de visserij-inspanning in de Italiaanse wateren.

Cyprus: twee bodemtrawlers werden gesloopt en twee vaartuigen gingen naar lokale musea. In totaal werd een capaciteit van 2 864 GT en 5 423 kW permanent aan de vloot onttrokken.

Letland: in 2005 werden 31 vaartuigen met overheidssteun gesloopt; al deze vaartuigen werden onttrokken aan de Oostzeevloot. De eigenaren van deze vaartuigen streefden met name naar buitenbedrijfstelling vanwege de slechte toestand van de visbestanden in de Oostzee. Daar het vooral zeer slecht gesteld is met het kabeljauwbestand, waren de buiten bedrijf gestelde vaartuigen merendeels schepen voor de kabeljauwvisserij. Een andere belangrijke reden voor sloop was gelegen in de hoge leeftijd en de slechte technische prestaties van de vaartuigen, evenals in de sterke stijging van de brandstofkosten en andere bedrijfskosten.

Het totale effect van de regeling tot vermindering van de visserij-inspanning en de verkleining van de Letse vissersvloot door de export of sloop van vaartuigen zonder overheidssteun, was een verlaging van de kabeljauwvisserijcapaciteit met 11%. Sinds 1 mei 2004 heeft deze capaciteitsverlaging een positief effect op het herstel van het kabeljauwbestand, het belangrijkste visbestand in de Oostzee.

Litouwen: in 2005 werd de capaciteit van de vissersvaartuigen die vissen in de Oostzee en langs de kust daarvan, ten opzichte van 2004 verlaagd met 1 576 GT en 3 104 kW – dit werd bereikt door vaartuigen met overheidssteun te slopen. Een verlaging van de vangstcapaciteit van schepen die in de Oostzee vissen met 22%, leidde tot een toename van de vangstquota voor de overige vissersvaartuigen.

Malta: de seizoens- en vispatronen in 2005 gaven over het geheel genomen hetzelfde beeld te zien als in voorgaande jaren, waarbij niets erop wijst dat de inspanning ten aanzien van welk visbestand dan ook is toegenomen. Er werden geen regelingen tot vermindering van de visserij-inspanning uitgevoerd en er kan geen effect op de vangstcapaciteit worden gemeld. De Maltese visbestanden werden beheerd overeenkomstig Verordening (EG) nr. 813/2004 van de Raad, waarin inspanningsbeperkende maatregelen voor de wateren rond Malta zijn neergelegd. De toestand van de visbestanden die door de Maltese vissersvloot worden geëxploiteerd, is zodanig dat de vangstcapaciteit niet verlaagd hoeft te worden.

Nederland: de situatie van het Nederlandse kotterssegment is al jaren zorgwekkend, gezien de lagere quota en de forse kostenstijgingen. Met name de vangstmogelijkheden voor schol zijn de afgelopen jaren sterk afgenomen. Daarom hebben de autoriteiten en de visserijsector een aantal initiatieven ontwikkeld om de druk op het scholbestand te verlagen. Een van die initiatieven is het buiten bedrijf stellen van een deel van de vloot om de vangstcapaciteit

blijvend terug te dringen. Dit heeft geleid tot een betere balans tussen capaciteit en vangstmogelijkheden en is bevorderlijk voor het herstel van het scholbestand. Het heeft ook geleid tot betere financiële vooruitzichten voor de resterende vissers, aangezien de vangstmogelijkheden per vaartuig groter zijn.

In september 2005 trad de verordening inzake de verlaging van de vangstcapaciteit op zee in werking – op basis hiervan werden 29 vaartuigen buiten bedrijf gesteld, in totaal 36 092 kW en 8 982 GT. De kottervloot werd mede door toedoen van deze verordening verkleind, hetgeen bijdroeg tot een gezonder evenwicht tussen de vloot en de bestaande vangstmogelijkheden. In 2005 was het aantal kW-dagen van de Nederlandse kottervloot in het gebied dat onder het herstelplan voor de Noordzee valt, 15% lager dan in 2004. De resterende vlootomvang is gerechtvaardigd gezien de huidige grootte en de toestand van de visbestanden. De tot stand gebrachte capaciteitsvermindering en de verlaging van de in 2005 benutte capaciteit hebben meer evenwicht gebracht in de omvang van de visbestanden en die van de vloot.

Polen: voerde een regeling tot vermindering van de visserij-inspanning in met name vanwege de grote overcapaciteit op het gebied van de kabeljauwvisserij in de Oostzee, en het lage rendement. In 2005 werden 270 vaartuigen gesloopt of kregen ze een andere bestemming, wat goed was voor een blijvende onttrekking aan de vangstcapaciteit van 15 564 GT en 42 237 kW.

Portugal: voor de vloot golden de volgende inspanningsbeperkingen: restricties voor de zegenvisserij (sardine), het herstelplan voor zuidelijke heek (Verordening (EG) nr. 27/2005 van de Raad), het herstelplan voor zwarte heilbot in NAFO en verordeningen inzake diepwatersoorten. Voor deze soorten heeft Portugal een vergunningstelsel gehanteerd om het vissen in diep water tegen te gaan. In 2005 werden 34 voorstellen voor vermindering goedgekeurd, terwijl 25 vaartuigen van het continentale vlootsegment al in de loop van dat jaar werden gesloopt, hetgeen een verlaging van 5 011 GT en 10 123 kW opleverde.

Slovenië: kan niets melden over effecten van regelingen tot vermindering van de visserij-inspanning op de vangstcapaciteit, aangezien er nog geen beheers- of herstelplannen voor de visbestanden in de Middellandse Zee van kracht zijn. Ook bestaan er voor de vissersvaartuigen geen programma's of regelingen voor buitenbedrijfstelling of onttrekking aan de vloot.

Finland: heeft een bijzondere regeling tot vermindering van de vangstcapaciteit opgezet. De aanleiding hiervoor was de erkende overcapaciteit voor de haring- en sprotbestanden en het verbod op de drijfnetvisserij in de Oostzee. Finland verlaagde de capaciteit van het segment van de trawlers die op pelagische soorten vissen, en van het segment van de vaartuigen die met passief vistuig werken. Met overheidssteun is 1 378 GT en 6 025 kW onttrokken.

De inspanning van de pelagische vloot is aanzienlijk afgenomen – met ongeveer 15% in de periode 2003-2005. Het vissen met gesleept vistuig en passief vistuig op demersale soorten (voornamelijk kabeljauw) is in 2005 nog veel sterker afgenomen – met circa 79% - maar dit betreft slechts een vangst van geringe omvang en een paar vaartuigen. Het vissen op zalm, forel en zoetwatersoorten is de afgelopen jaren het sterkst afgenomen: met ongeveer 88%.

Zweden: in verband met de meerjarige beheers- en herstelplannen voor Noordzee, Skagerrak en Kattegat is de vangstcapaciteit geleidelijk verminderd als gevolg van lagere TAC's en minder dagen op zee. Nationale voorschriften, onder meer met betrekking tot de aanpassing

van de zogenoemde trawl-limiet, het verplicht stellen van netten met een bepaalde maaswijdte en de beperking van de trawl- en zegenvisserij in de kustwateren, hebben voor een verdere capaciteitsverlaging gezorgd. De bijzondere visvergunningen voor kabeljauw in de Oostzee hebben geleid tot een beperking van de capaciteit voor dat visbestand.

Gezien de ernstige situatie van de bodemvisbestanden in Kattegat en Skagerrak en rekening houdend met de kustvisserij met passief vistuig, zijn de vangstmogelijkheden zodanig ingeperkt dat ze binnen de 'trawl-limiet' in de kustgebieden vallen. De beperkingen hielden in dat het vissen met ringzegen in nog eens twee fjorden werd verboden. Er zijn tijdsbeperkingen opgelegd aan de ringzegenvisserij met kunstlicht. De vangstmogelijkheden voor pelagische haring zijn eveneens beperkt, en de grootste vaartuigen die op pelagische soorten vissen, krijgen niet langer een vergunning voor kustvisserij. De trawlvisserij op pelagische soorten is verboden in gebieden die bijzonder belangrijk zijn voor korfvissers.

Samenvattend kan worden gesteld dat de meeste lidstaten hebben bevestigd dat de bestaande regelingen tot vermindering van de visserij-inspanning over het geheel genomen goede resultaten hebben opgeleverd en hebben bijgedragen tot een beter evenwicht tussen vangstcapaciteit en vangstmogelijkheden. Voorts hebben sommige lidstaten aangegeven dat de maatregelen tot vermindering van deze inspanning en van de capaciteit in de toekomst versterkt moeten worden.

België heeft bijvoorbeeld opgemerkt dat de Belgische vissers al lang weten dat de visbestanden minder groot zijn dan tien jaar geleden. Ze accepteren dan ook dat er stappen gezet moeten worden om die bestanden minder kwetsbaar te maken, en dat de vloot zodanig ingeperkt moet worden dat de 'achterblijvers' zowel duurzaam als economisch verantwoord kunnen blijven vissen. Toch moeten de restricties die voortvloeien uit herstel- of beheersplannen, aantoonbaar vruchten afwerpen op de korte tot middellange termijn, willen zij geloofwaardig en acceptabel blijven voor de vissers. Uit een Belgische studie is naar voren gekomen dat er 10 000 kW (15% van de huidige vlootcapaciteit) aan de Belgische vloot onttrokken moet worden om op korte termijn quitte te spelen op basis van de huidige kostenstructuur en de vangstmogelijkheden.

In dezelfde trant heeft Zweden gesuggereerd dat verdere capaciteitsverlaging wenselijk is om tot een evenwicht tussen capaciteit en mogelijkheden te komen. Dit is ook een eerste vereiste voor de levensvatbaarheid van de vissersvloot op lange termijn. Aangezien de visbestanden de komende jaren waarschijnlijk op hetzelfde niveau zullen blijven, ligt er nog een verdere verkleining van de vlootomvang in het verschiet. Het is ook van belang vlootbeheer te combineren met andere maatregelen om het gewenste evenwicht tussen vangstcapaciteit en visbestanden tot stand te brengen, bijvoorbeeld maatregelen die gericht zijn op de verdeling van quota en vangstmogelijkheden, en de beperking van de visserij-inspanningen en het gebruik van bepaald vistuig.

### **c) Sterke en zwakke punten**

De regeling inzake toevoegingen/onttrekkingen aan de vloot is door alle lidstaten toegepast. In de meeste gevallen werden de gegevens uit de nationale vlootregisters op de juiste wijze aan de Commissie doorgegeven overeenkomstig Verordening (EG) nr. 26/2004 van de Commissie. Voor sommige problemen van organisatorische aard c.q. op het gebied van dataverwerking is echter nog geen oplossing gevonden; dit is voornamelijk te wijten aan de beperkte administratieve capaciteit in een aantal lidstaten. Desalniettemin is de kwaliteit van

de gegevens die de Commissie van de lidstaten heeft ontvangen, in 2005 sterk verbeterd. Een van de belangrijke taken was de permanente kruiselingse controle van vlootregistergegevens en de verificatie van "waarschuwingen".

Vrijwel alle lidstaten beschikten in 2005 over functionele, geïntegreerde informatiesystemen betreffende de visserij, die in veel gevallen uiteenlopende softwareapplicaties omvatten (vlootregister, capaciteitsbeheer, vergunningen, aanvoer, beschikbare quota, vangstmelding, enz.). In 2005 werden in Ierland en Zweden nieuwe versies van geïntegreerde IT-systemen voor de visserij in gebruik genomen. Slovenië heeft eveneens gewerkt aan de invoering van een geïntegreerd visserij-informatiesysteem. In de meeste gevallen voorzien deze systemen in een koppeling tussen de diverse overheidsinstanties van de lidstaten en tussen centrale en lokale overheidsinstanties, waarmee ze de voor de vissersvloot bevoegde nationale overheidsdiensten aanzienlijk versterken. Verder hebben de lidstaten verklaard dat hun nationale registers nauwkeurig, volledig en up-to-date zijn.

#### **d) Naleving van de regeling inzake toevoegingen/onttrekkingen aan de vloot en van de referentieniveaus**

Alle lidstaten verklaarden in hun verslag dat zij de bestaande regels inzake toevoegingen/onttrekkingen volledig hebben nageleefd. Met behulp van de bij Verordening (EG) nr. 1438/2003 van de Commissie vastgestelde formules is nagegaan of eind 2005 was voldaan aan de regeling inzake toevoegingen/onttrekkingen aan de vloot en aan de referentieniveaus (voor zover van toepassing), en de resultaten daarvan zijn weergegeven in de technische bijlagen 1 en 2. Deze technische bijlagen, waarvoor de data van het communautair gegevensbestand over de vissersvloot (CFR) zijn gebruikt, verschaffen informatie over de naleving in het algemeen en ook per lidstaat afzonderlijk.

#### 4. CONCLUSIES VAN DE COMMISSIE

De door de lidstaten ingediende verslagen waren beter van kwaliteit dan die over 2004. Sommige lidstaten hebben zeer uitvoerige verslagen ingediend, die soms meer gegevens bevatten dan die welke moesten worden verstrekt. Andere lidstaten hebben zich echter niet gehouden aan de uiterste termijn voor indiening en aan de eisen inzake vorm en inhoud van het jaarverslag die zijn neergelegd in artikel 13 van Verordening (EG) nr. 1438/2003 van de Commissie; ten tijde van het samenstellen van dit verslag had het Verenigd Koninkrijk nog geen jaarverslag ingediend.

Hoewel de lidstaten in hun verslagen vooral zijn ingegaan op het beheer van de nationale vloot, is de evaluatie van het evenwicht tussen de capaciteit van de vissersvloot en de beschikbare vangstmogelijkheden vollediger dan in de vorige verslagen.

##### **Resultaten voor de continentale vloten (communautaire vloot met uitzondering van de in de ultraperifere gebieden geregistreerde vaartuigen):**

Volgens het communautaire gegevensbestand over de vissersvloot is de totale capaciteit van de communautaire vloot van de lidstaten van de EU-15 in de periode 2003-2005 afgenomen met 117 000 GT en 499 000 kW, wat neerkomt op een nettoverlaging met 6,27% van de totale tonnage en 7,28% van het totale motorvermogen van de vloot van de EU-15. In 2005 bedroeg de nettoverlaging ongeveer 50 000 GT, terwijl dat in 2004 23 000 GT was en in 2003 44 000 GT. Deze verlagingen lijken relatief bescheiden als we in ogenschouw nemen dat de meeste visbestanden van de Gemeenschap, met name de demersale soorten, onder zware druk staan.

In de nieuwe lidstaten is de vlootcapaciteit in de periode vanaf 1 mei 2004 afgenomen met 41 000 GT en 101 000 kW, wat ten opzichte van hun vangstcapaciteit op de toetredingsdatum neerkomt op een verlaging van de totale tonnage met 18% en van het totale motorvermogen daarvan met 18%.

In 2003, 2004 en 2005 is ongeveer 132 000 GT en 427 000 kW met overheidssteun aan de vloot van de EU onttrokken, wat betekent dat deze capaciteit niet kan worden vervangen.

Het overgrote deel van deze met overheidssteun onttrokken capaciteit (112 000 GT en 373 000 kW) kwam uit de lidstaten van de EU-15. De sinds 1 mei 2004 door de nieuwe lidstaten met overheidssteun onttrokken capaciteit was 20 000 GT en 54 000 kW.

De tabellen 1 en 2 in technische bijlage 1 geven een overzicht van de situatie op 31 december 2005 wat de naleving van de regeling inzake toevoegingen/onttrekkingen en van de referentieniveaus betreft. De meeste lidstaten hebben zich aan die voorschriften gehouden. Griekenland heeft de regeling inzake toevoegingen/onttrekkingen echter niet nageleefd wat de tonnage betreft, hoewel de mate van niet-naleving zeer gering is, aangezien het tonnageplafond met slechts 0,29% werd overschreden. De Griekse autoriteiten betwisten het door de Commissie gegeven oordeel; volgens hen heeft Griekenland zich gehouden aan de regeling inzake toevoegingen/onttrekkingen.

De tabellen 3 en 4 in technische bijlage 1 geven een overzicht van de veranderingen van de vlootcapaciteit in de periode van 1 januari 2003 (1 mei 2004 voor de nieuwe lidstaten) tot en met 31 december 2005. In die tabellen is ook het aantal vaartuigen vermeld. Tabel 3 betreft alle lidstaten. De gedetailleerde evaluatie per lidstaat is opgenomen in technische bijlage 2.

## **Resultaten voor de in de ultraperifere gebieden geregistreerde vloten:**

De capaciteit van de in de ultraperifere gebieden geregistreerde vloten en de veranderingen daarvan tussen 1 januari 2003 en 31 december 2005 zijn vermeld in tabel 4. Uit de resultaten blijkt dat de in de Spaanse en Portugese ultraperifere gebieden geregistreerde vloot zowel qua tonnage als motorvermogen aanzienlijk is verkleind. Voor de Franse overzeese departementen viel er een lichte afname van het totale aantal vaartuigen en hun tonnage, en een toename van het motorvermogen te noteren.

De tabellen in technische bijlage 3 bevatten nadere gegevens over de toepassing van de bijzondere regeling voor deze vloten. Van de 17 vlootsegmenten in de ultraperifere gebieden had er eind 2004 één het referentieniveau voor het motorvermogen overschreden (segment "4FJ – minder dan 12 m lange vaartuigen in het Franse departement Martinique"), terwijl een ander het referentieniveau voor de tonnage overschreed (segment "CA3 – meer dan 12 m lange vaartuigen, die geregistreerd zijn op de Canarische Eilanden en vissen in internationale wateren en wateren van derde landen"). De bijzondere regeling geldt niet langer voor deze segmenten zodra zij hun maximale referentieniveau hebben bereikt overeenkomstig de betreffende verordening<sup>6</sup>.

## **Algemene opmerkingen**

Zoals gezegd, is deze samenvatting gebaseerd op de jaarverslagen van de lidstaten en op gegevens die zijn ontleend aan het communautaire gegevensbestand over de vissersvloot. Er blijven enige verschillen bestaan tussen de gegevens die de lidstaten in hun verslagen hebben verstrekt, en de gegevens in hun opgaven aan het communautaire gegevensbestand over de vissersvloot. Dankzij de inspanningen van de lidstaten en de Commissie om deze gegevens op één lijn te brengen, zijn deze verschillen niet significant vanuit het oogpunt van vlootbeheer. Er is echter nog een extra inspanning nodig om ervoor te zorgen dat zij volledig verdwijnen. De gegevens die de lidstaten in hun nationale verslagen hebben verstrekt, geven in elk geval geen aanleiding om de in het onderhavige verslag getrokken conclusies bij te stellen.

In artikel 16 van Verordening (EG) nr. 2371/2002 van de Raad is bepaald dat de lidstaten die de artikelen 11, 13 en 15 van die verordening niet naleven, hun visserij-inspanning moeten beperken tot het niveau dat bij naleving van die artikelen zou hebben bestaan. Bovendien kan ten aanzien van die lidstaten worden besloten tot een proportionele schorsing van de communautaire financiële bijstand uit het FIOV.

Met het oog op een verdere verbetering van de jaarverslagen wil de Commissie, samen met het Comité voor de visserij en de aquacultuur, uitvoerige richtsnoeren betreffende de inhoud van die verslagen vaststellen en een gemeenschappelijke geharmoniseerde methodologische aanpak invoeren waarin meer nadruk wordt gelegd op een analyse van de ontwikkeling van de vangstcapaciteit in relatie tot de beschikbare visbestanden. Deze aangelegenheden zullen worden besproken in komende vergaderingen van het Comité voor de visserij en de aquacultuur.

In de toekomstige jaarverslagen dient meer aandacht te worden besteed aan de bijdrage die de in 2002 vastgestelde nieuwe regeling levert aan een zodanig beheer van de communautaire vloot dat een beter evenwicht tussen de vloten en de visbestanden wordt gerealiseerd. Het effect van de nationale programma's voor buitenbedrijfstelling, in het bijzonder op de vermindering van de visserij-inspanning met betrekking tot visbestanden die onder een beheers- of herstelplan vallen, dient beter te worden bepaald en geëvalueerd.

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<sup>6</sup> Verordening (EG) nr. 639/2004 van de Raad (PB L 102 van 7 april 2004, blz. 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 IV<sup>7</sup> (period 1997 – 2002), the Council decided that they would not apply to the new Member States (Council Regulation (EC) No 1242/2004<sup>8</sup>).

### **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 639/2004<sup>9</sup> and Commission Regulation (EC) No 2104/2004<sup>10</sup>.

### **d) Measurement of tonnage**

The measurement of the Community fleet is based on Council Regulation (EC) No 3259/94<sup>11</sup> and Commission Decision No 95/84/EC<sup>12</sup>. 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 1<sup>st</sup> 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 1<sup>st</sup> 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

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<sup>7</sup> 4<sup>th</sup> Multiannual Guidance Programs

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

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

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

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

<sup>12</sup> 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)**

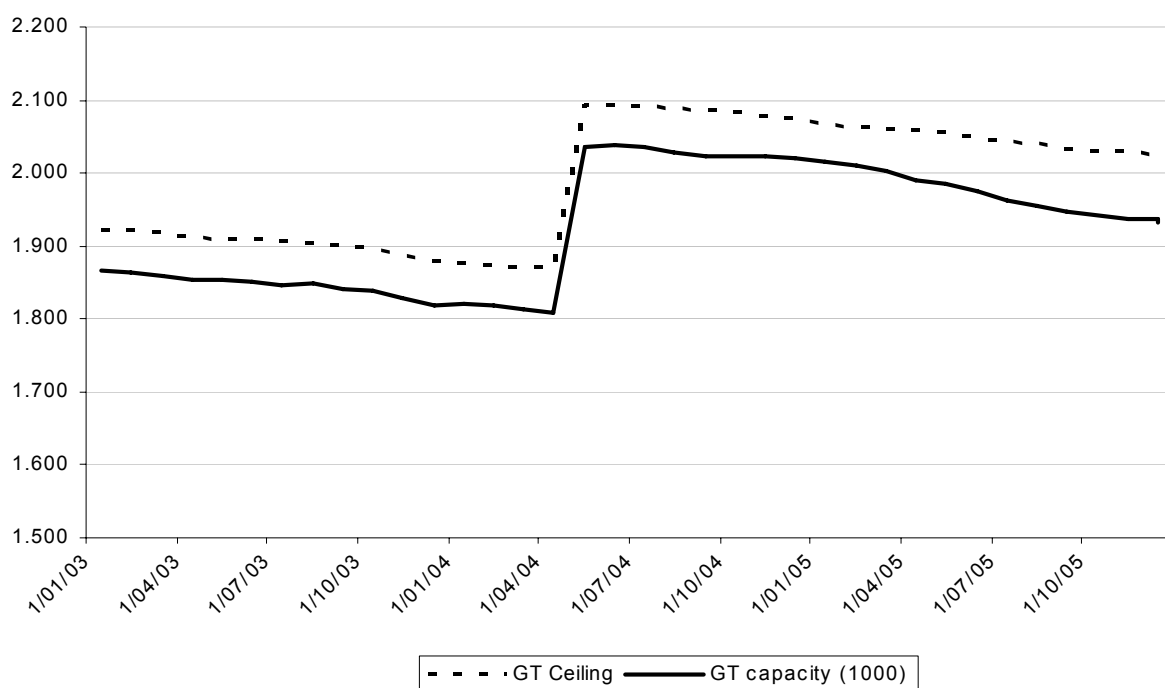
| Member State          | GT                  |                         |                | kW                  |                         |        |
|-----------------------|---------------------|-------------------------|----------------|---------------------|-------------------------|--------|
|   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

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

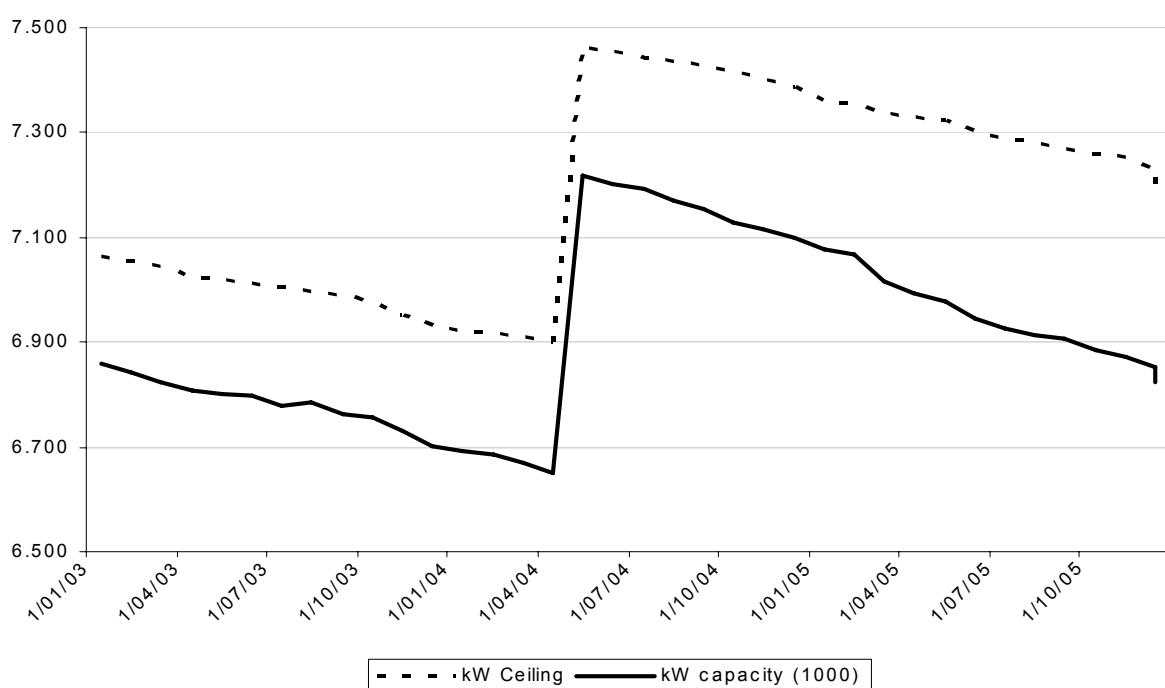
***Bold Italic*** indicates that the ceiling has been exceeded.

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

**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

<sup>13</sup>

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

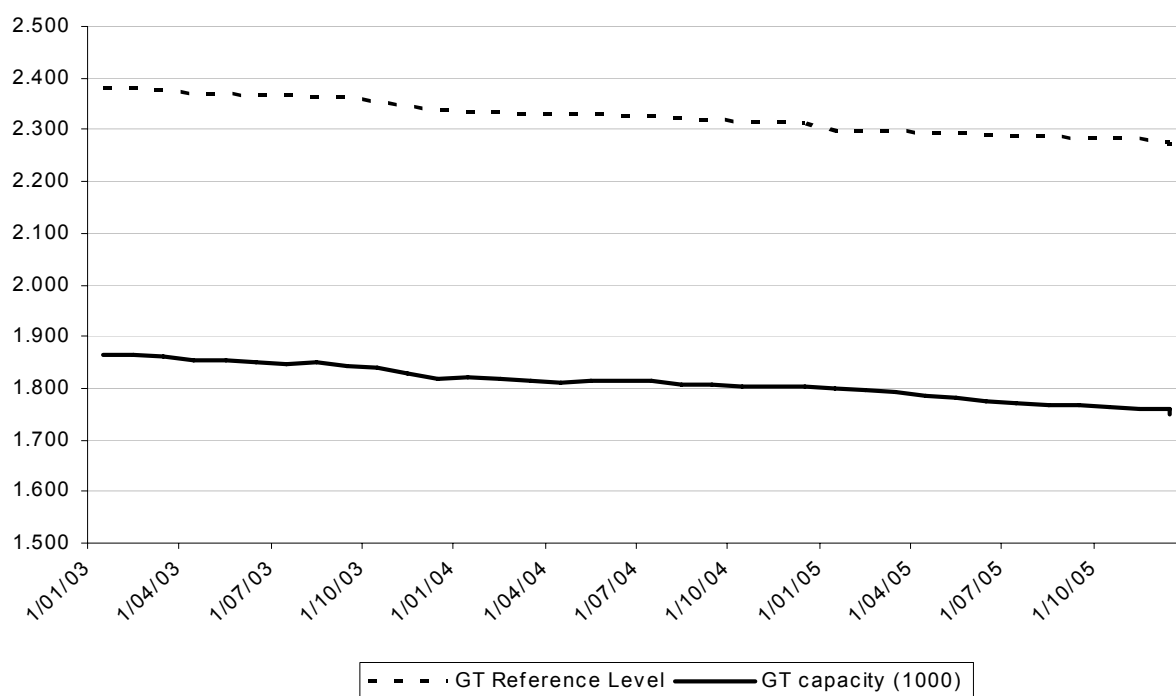
**Table 2: Compliance with Reference level at 31 December 2005 (MS concerned and except outermost regions)**

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

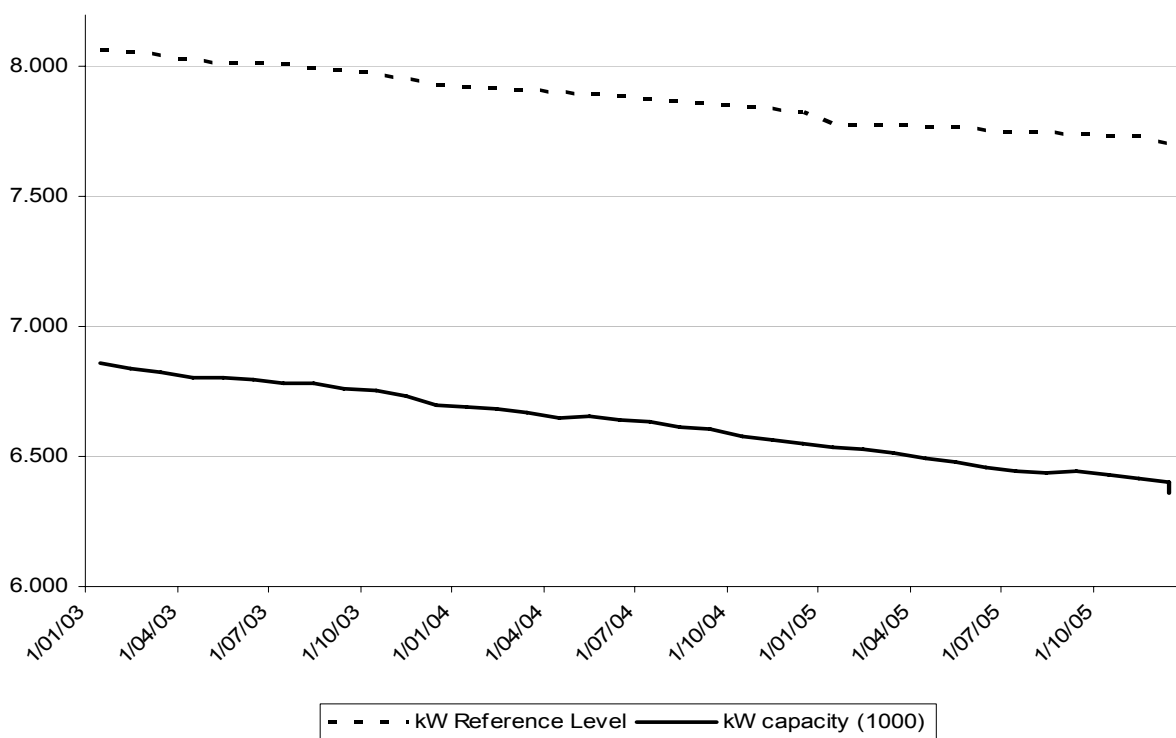
Data extracted from the Community Fleet Register on 4 October 2006.

**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)**

|                     | 1 January 2003    |                  |                  | 31 December 2005  |                  |                  | Fleet capacity variations |                 |               |                 |               |
|---------------------|-------------------|------------------|------------------|-------------------|------------------|------------------|---------------------------|-----------------|---------------|-----------------|---------------|
| EU-15 Member States | 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%        |
| <b>Total</b>        | <b>83.965</b>     | <b>1.865.494</b> | <b>6.860.313</b> | <b>77.737</b>     | <b>1.748.597</b> | <b>6.361.163</b> | <b>-6.228</b>             | <b>-116.897</b> | <b>-6,27%</b> | <b>-499.150</b> | <b>-7,28%</b> |

|                                                   | 1 May 2004        |                |                | 31 December 2005  |                  |                  | Fleet capacity variations |                |                |                 |                |
|---------------------------------------------------|-------------------|----------------|----------------|-------------------|------------------|------------------|---------------------------|----------------|----------------|-----------------|----------------|
| New Member States                                 | 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%         |
| <b>Total</b>                                      | <b>6.867</b>      | <b>224.322</b> | <b>562.891</b> | <b>5.695</b>      | <b>182.872</b>   | <b>461.811</b>   | <b>-1172</b>              | <b>-41.450</b> | <b>-18,48%</b> | <b>-101.080</b> | <b>-17,96%</b> |
| <b>Total EU fishing fleet at 31 December 2005</b> |                   |                |                | <b>83.432</b>     | <b>1.931.469</b> | <b>6.822.974</b> |                           |                |                |                 |                |

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%        |
|                                   | <b>Total</b>  | <b>1.315</b>      | <b>52.335</b> | <b>115.408</b> | <b>1.161</b>      | <b>36.008</b> | <b>73.755</b>  | <b>-154</b>               | <b>-16.327</b> | <b>-31,20%</b> | <b>-41.654</b> | <b>-36,09%</b> |
| 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%          |
|                                   | <b>Total</b>  | <b>2.444</b>      | <b>16.472</b> | <b>205.156</b> | <b>2.499</b>      | <b>15.630</b> | <b>219.958</b> | <b>55</b>                 | <b>-843</b>    | <b>-5,12%</b>  | <b>14.802</b>  | <b>7,21%</b>   |
| 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%        |
|                                   | <b>Total</b>  | <b>2.072</b>      | <b>16.447</b> | <b>65.498</b>  | <b>1.277</b>      | <b>13.522</b> | <b>57.756</b>  | <b>-795</b>               | <b>-2.924</b>  | <b>-17,78%</b> | <b>-7.743</b>  | <b>-11,82%</b> |
| <b>Total EU outermost regions</b> |               | <b>5.831</b>      | <b>85.254</b> | <b>386.063</b> | <b>4.937</b>      | <b>65.160</b> | <b>351.468</b> | <b>-894</b>               | <b>-20.093</b> | <b>-23,57%</b> | <b>-34.594</b> | <b>-8,96%</b>  |

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 26<sup>th</sup> 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:

- (GT<sub>03</sub> and kW<sub>03</sub>) at 1 January 2003 for the EU-15 Member States
- (GT<sub>04</sub> and kW<sub>04</sub>) at 1 May 2004 for the new Member States

The baselines (GT<sub>03</sub> and kW<sub>03</sub>) 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<sub>FR</sub> and kW<sub>FR</sub>),
- 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 (GT<sub>1</sub> and kW<sub>1</sub> for entries with aid, GT<sub>3</sub> and kW<sub>3</sub> 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 (GT<sub>2</sub> or kW<sub>2</sub>),
- 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 (GT<sub>4</sub> or kW<sub>4</sub>).

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 (GT<sub>04</sub> and kW<sub>04</sub>) 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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 24.281                      | 0               | 0               | 0               | 0               | 24.281           |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 24.281 | kW <sub>FR</sub>  | 68.083 |
| 2       | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 24.281 | kW <sub>03</sub>  | 68.083 |
| 3       | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>S</sub>   | 0      |                   | -      |
| 6       | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 490    |                   | 2.915  |
| 7       | Exits financed with public aid                                  | GT <sub>a</sub>   | 711    | kW <sub>a</sub>   | 1.546  |
| 8       | Other exits (not included in 7)                                 |                   | 1.374  |                   | 3.809  |
| 9       | <b>Total exits ( 7 + 8 )</b>                                    |                   | 2.085  |                   | 5.355  |
| 10      | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 22.686 | kW <sub>t</sub>   | 65.643 |
| 11      | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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

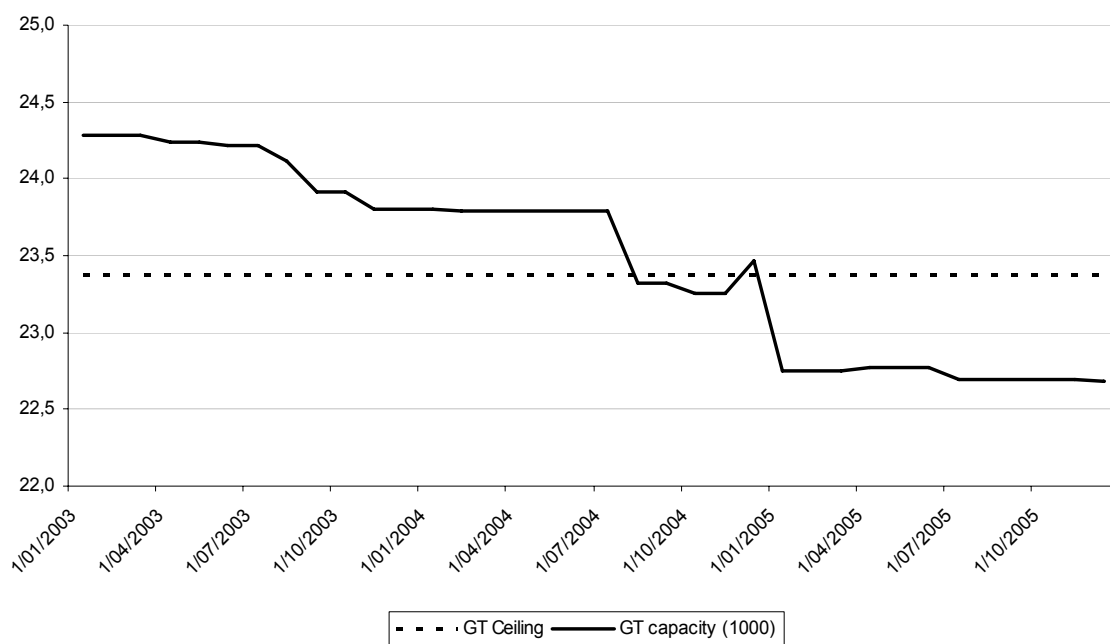
c) **Reference levels at the end of 2005**

| <b>Belgium</b> |                                                                 | <b>GT</b>                 |        | <b>kW</b>                 |        |
|----------------|-----------------------------------------------------------------|---------------------------|--------|---------------------------|--------|
| <b>1</b>       | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 23.372 | <b>R(kW)<sub>03</sub></b> | 67.857 |
| <b>2</b>       | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0      | <b>kW<sub>100</sub></b>   | 0      |
| <b>3</b>       | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>S</sub></b>     | 0      | -                         | -      |
| <b>4</b>       | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 711    | <b>kW<sub>a</sub></b>     | 1.546  |
| <b>10</b>      | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 22.686 | <b>kW<sub>t</sub></b>     | 65.643 |
| <b>5</b>       | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 23.372 | <b>R(kW)<sub>t</sub></b>  | 66.537 |

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

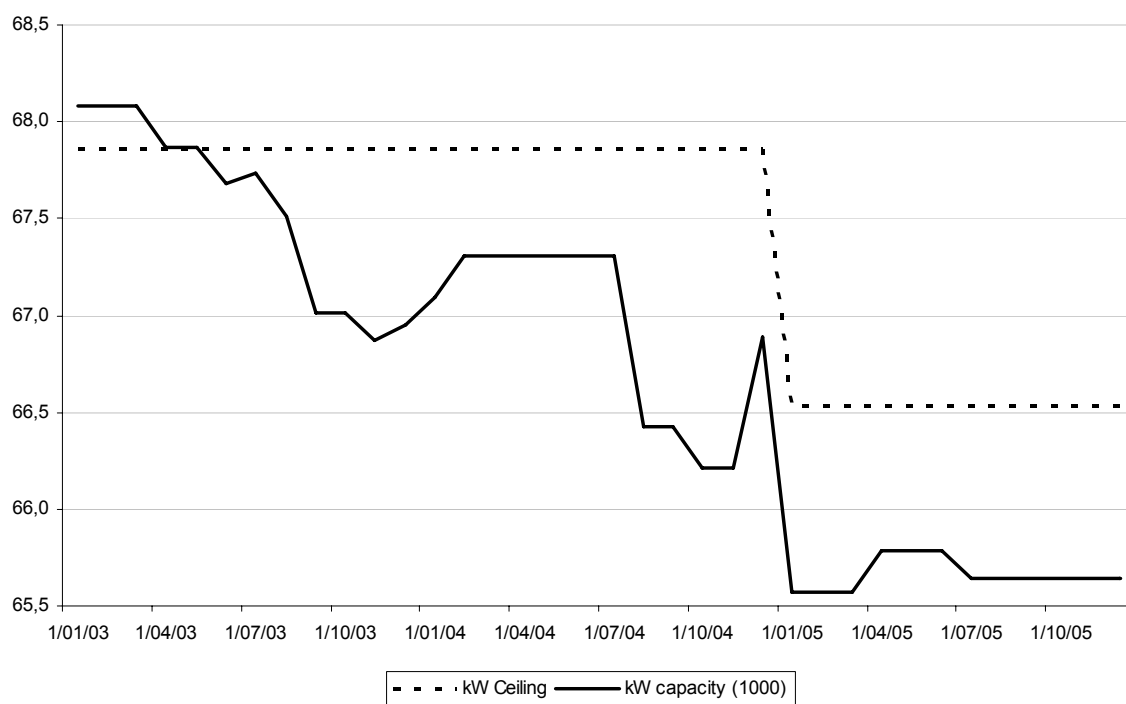
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 103.318                     | 0               | 0               | 0               | 0               | 103.318          |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 103.318 | kW <sub>FR</sub>  | 366.738 |
| 2       | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 103.318 | kW <sub>03</sub>  | 366.738 |
| 3       | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0       | kW <sub>100</sub> | 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 <sub>S</sub>   | 0       |                   | -       |
| 6       | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 7.812   |                   | 29.775  |
| 7       | Exits financed with public aid                                  | GT <sub>a</sub>   | 5.517   | kW <sub>a</sub>   | 26.090  |
| 8       | Other exits (not included in 7)                                 |                   | 14.144  |                   | 45.598  |
| 9       | <b>Total exits ( 7 + 8 )</b>                                    |                   | 19.661  |                   | 71.688  |
| 10      | <b>Capacity of the fleet on 31 December 2005 ( 1 + 6 - 9 )</b>  | GT <sub>t</sub>   | 91.469  | kW <sub>t</sub>   | 324.825 |
| 11      | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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

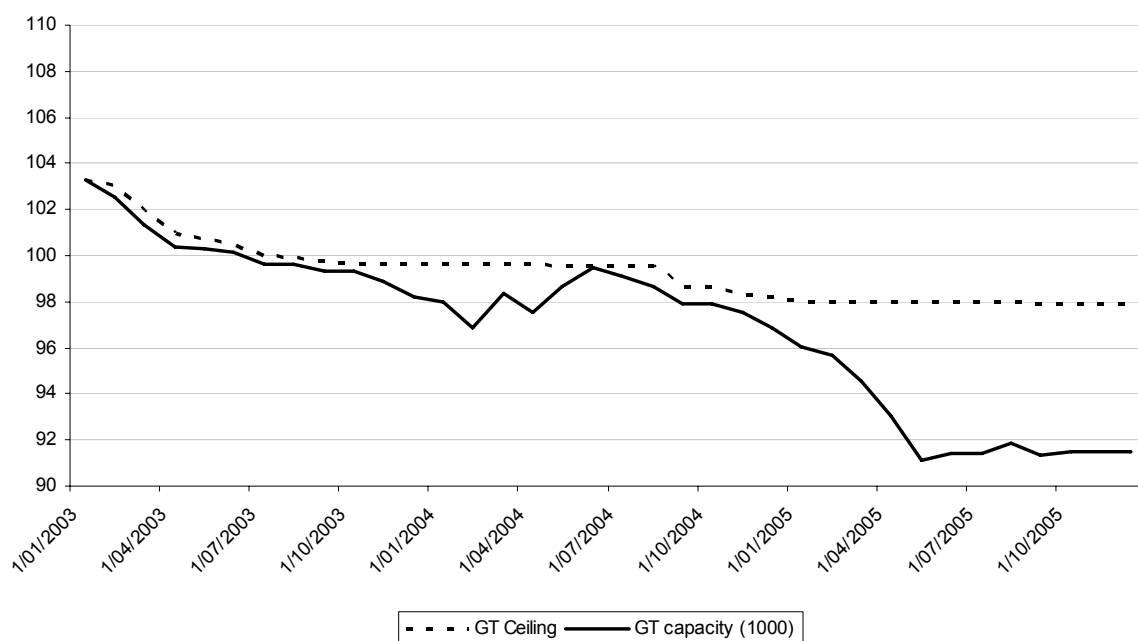
c) **Reference levels at the end of 2005**

| <b>Denmark</b> |                                                                 | <b>GT</b>                 |         | <b>kW</b>                 |         |
|----------------|-----------------------------------------------------------------|---------------------------|---------|---------------------------|---------|
| <b>1</b>       | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 132.706 | <b>R(kW)<sub>03</sub></b> | 459.526 |
| <b>2</b>       | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0       | <b>kW<sub>100</sub></b>   | 0       |
| <b>3</b>       | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 0       | -                         | -       |
| <b>4</b>       | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 5.517   | <b>kW<sub>a</sub></b>     | 26.090  |
| <b>10</b>      | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 91.469  | <b>kW<sub>t</sub></b>     | 324.825 |
| <b>5</b>       | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 127.189 | <b>R(kW)<sub>t</sub></b>  | 433.436 |

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

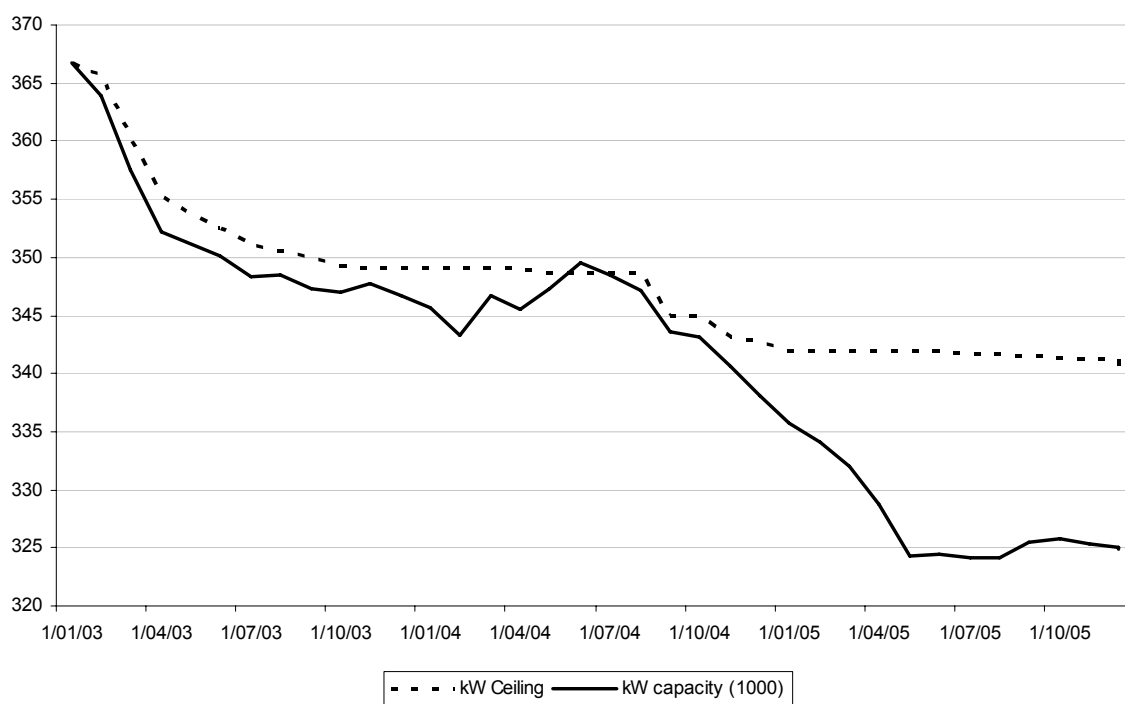
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 66.844                      | 47              | 0               | 4.226           | 0               | 71.117           |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 66.844 | kW <sub>FR</sub>  | 161.045 |
| 2       | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 71.117 | kW <sub>03</sub>  | 167.177 |
| 3       | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>S</sub>   | 0      |                   | -       |
| 6       | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 10.730 |                   | 24.654  |
| 7       | Exits financed with public aid                                  | GT <sub>a</sub>   | 16     | kW <sub>a</sub>   | 44      |
| 8       | Other exits (not included in 7)                                 |                   | 13.700 |                   | 27.110  |
| 9       | <b>Total exits ( 7 + 8 )</b>                                    |                   | 13.716 |                   | 27.154  |
| 10      | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 63.858 | kW <sub>t</sub>   | 158.545 |
| 11      | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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

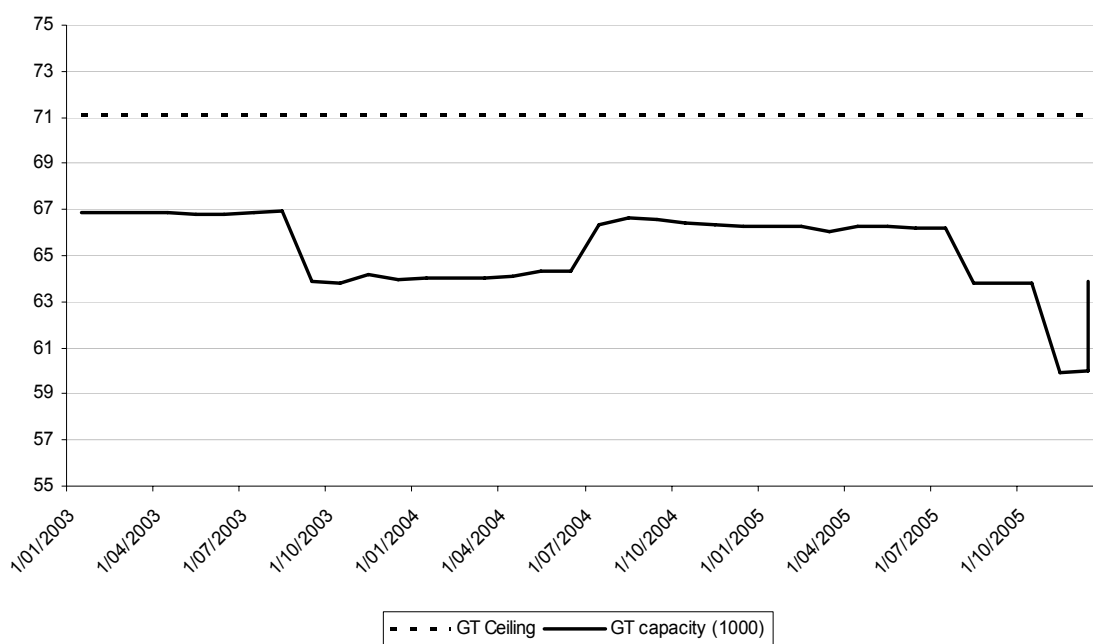
c) **Reference levels at the end of 2005**

| <b>Germany</b> |                                                                 | <b>GT</b>                 |        | <b>kW</b>                 |         |
|----------------|-----------------------------------------------------------------|---------------------------|--------|---------------------------|---------|
| <b>1</b>       | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 84.262 | <b>R(kW)<sub>03</sub></b> | 175.927 |
| <b>2</b>       | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0      | <b>kW<sub>100</sub></b>   | 0       |
| <b>3</b>       | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 0      | -                         | -       |
| <b>4</b>       | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 16     | <b>kW<sub>a</sub></b>     | 44      |
| <b>10</b>      | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 63.858 | <b>kW<sub>t</sub></b>     | 158.545 |
| <b>5</b>       | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 84.246 | <b>R(kW)<sub>t</sub></b>  | 175.883 |

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

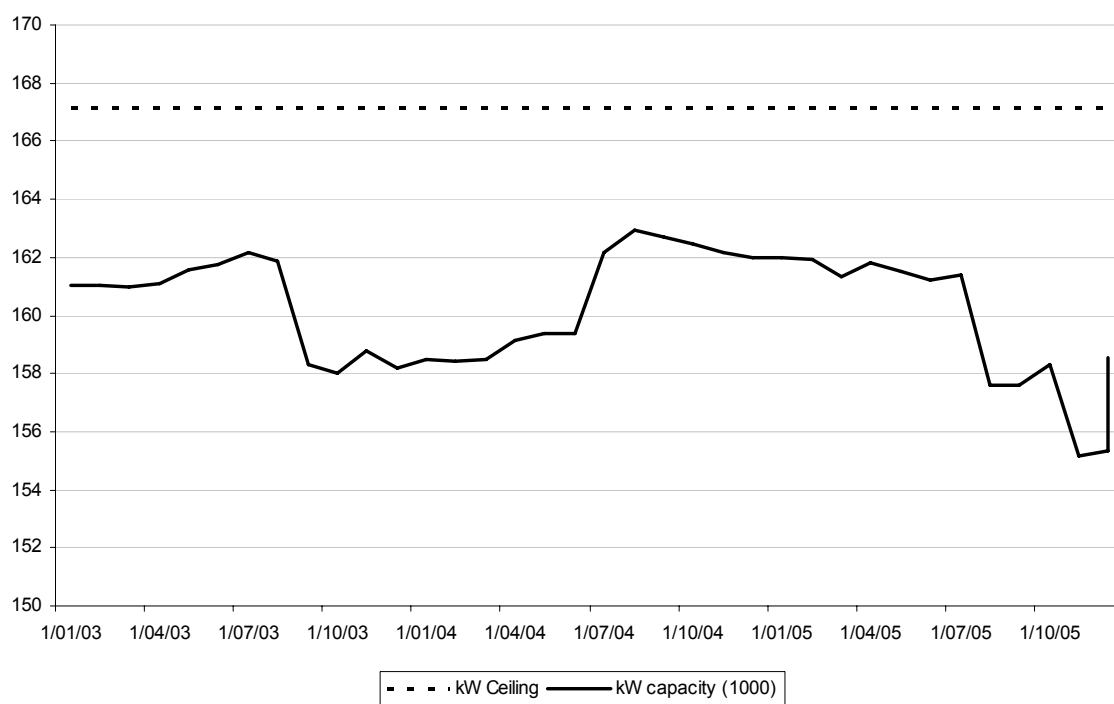
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

| GT <sub>FR</sub> (1-5-2004) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 26.606                      | 0               | 0               | 0               | 0               | 26.606           |

| kW <sub>FR</sub> (1-5-2004) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 26.606 | kW <sub>FR</sub>  | 65.007 |
| 2       | Capacity level for the application of the entry-exit regime     | GT <sub>04</sub>  | 26.606 | kW <sub>04</sub>  | 65.007 |
| 3       | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>s</sub>   | 0      |                   | -      |
| 6       | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 1.014  |                   | 2.738  |
| 7       | Exits financed with public aid                                  | GT <sub>a</sub>   | 0      | kW <sub>a</sub>   | 0      |
| 8       | Other exits (not included in 7)                                 |                   | 3.367  |                   | 5.698  |
| 9       | <b>Total exits ( 7 + 8 )</b>                                    |                   | 3.367  |                   | 5.698  |
| 10      | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 24.253 | kW <sub>t</sub>   | 62.048 |
| 11      | <b>Fleet ceiling on 31 December 2005 2 - 35% 3 + 5 - 7 )</b>    |                   | 26.606 |                   | 65.007 |

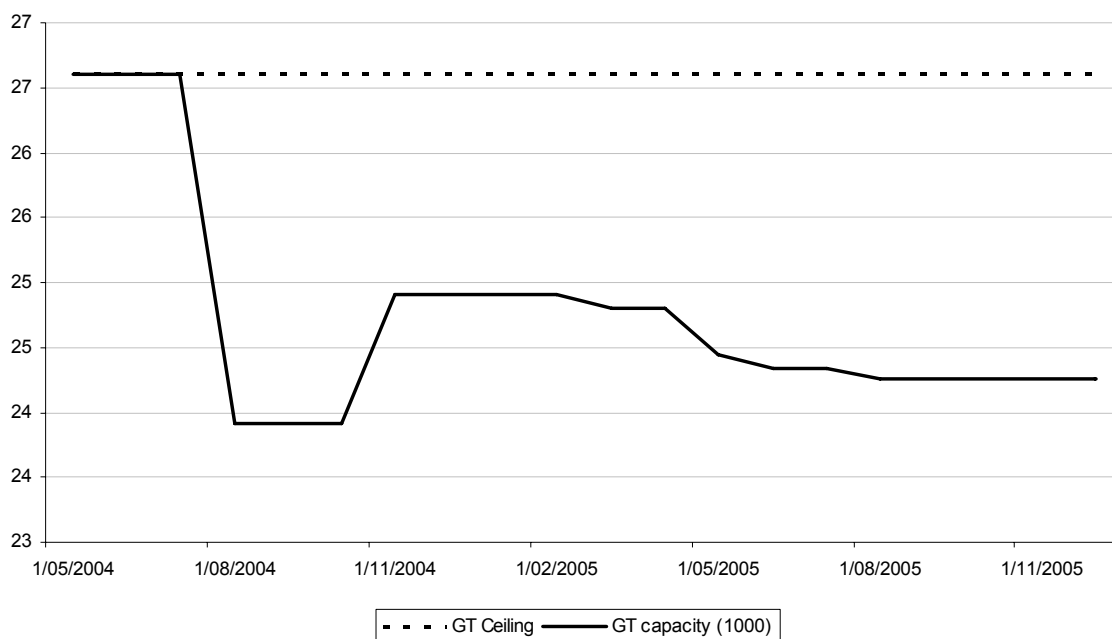
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

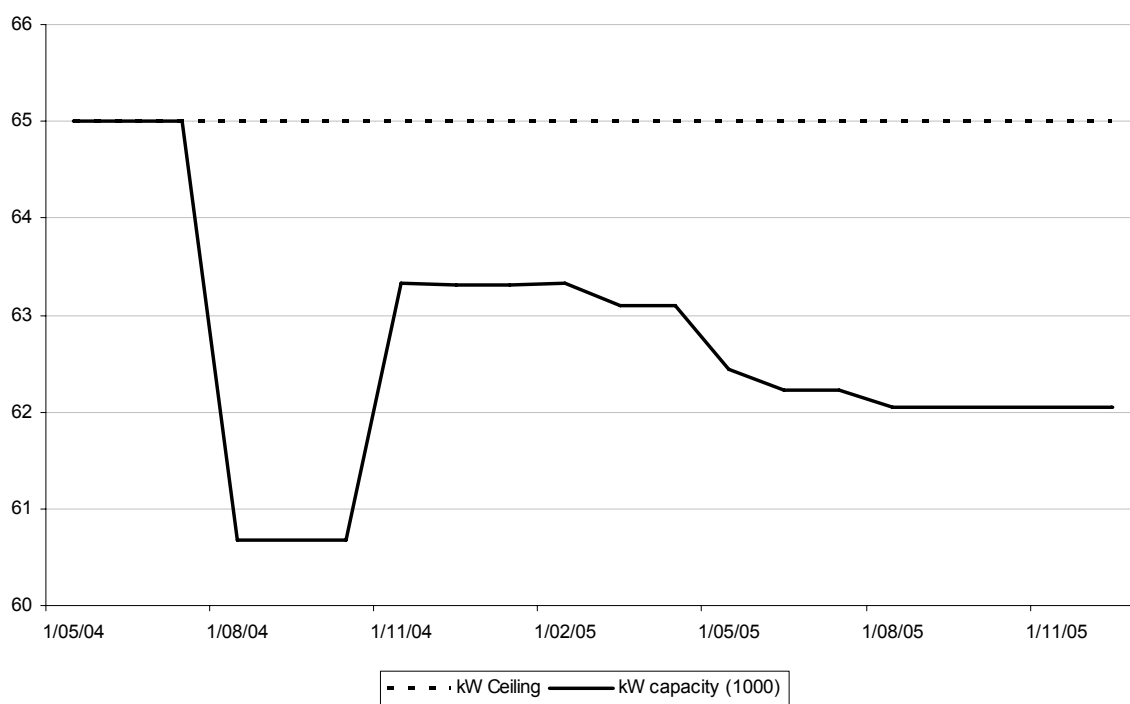
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 101.707                     | 0               | 0               | 1.469           | 0               | 103.176          |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 101.707       | kW <sub>FR</sub>  | 594.948 |
| 2      | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 103.176       | kW <sub>03</sub>  | 596.342 |
| 3      | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0             | kW <sub>100</sub> | 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 <sub>S</sub>   | 0             |                   | -       |
| 6      | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 10.141        |                   | 37.906  |
| 7      | Exits financed with public aid                                  | GT <sub>a</sub>   | 10.178        | kW <sub>a</sub>   | 52.054  |
| 8      | Other exits (not included in 7)                                 |                   | 8.402         |                   | 43.248  |
| 9      | <b>Total exits ( 7 + 8 )</b>                                    |                   | 18.580        |                   | 95.302  |
| 10     | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | <b>93.267</b> | kW <sub>t</sub>   | 537.552 |
| 11     | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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.

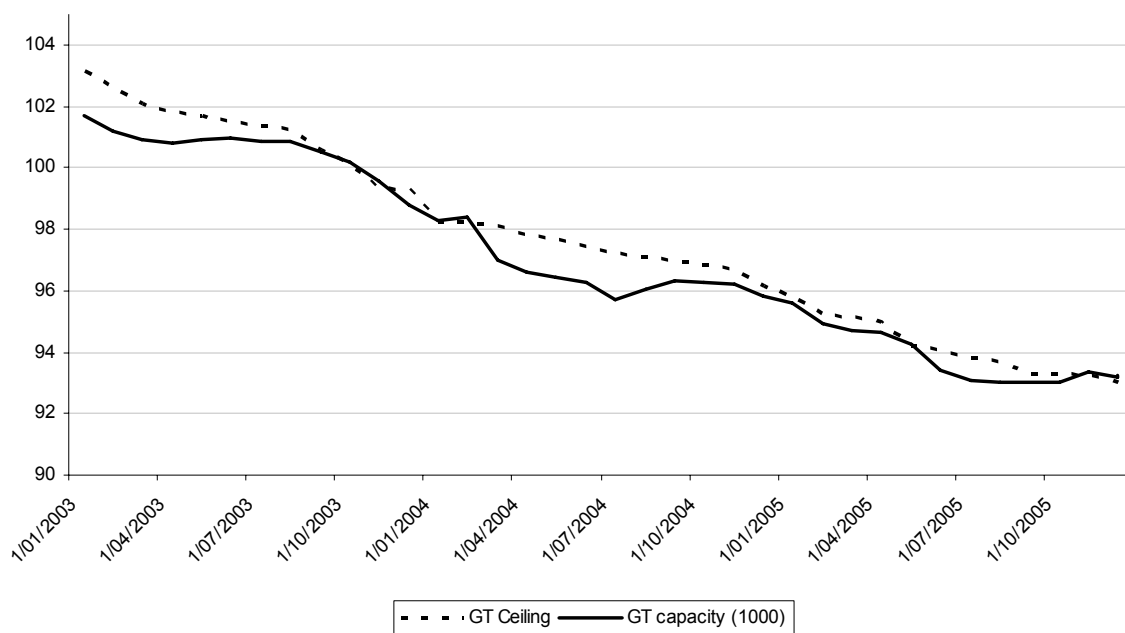
c) **Reference levels at the end of 2005**

| <b>Greece</b> |                                                                 | <b>GT</b>                 |         | <b>kW</b>                 |         |
|---------------|-----------------------------------------------------------------|---------------------------|---------|---------------------------|---------|
| <b>1</b>      | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 119.910 | <b>R(kW)<sub>03</sub></b> | 653.497 |
| <b>2</b>      | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0       | <b>kW<sub>100</sub></b>   | 0       |
| <b>3</b>      | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>S</sub></b>     | 0       | -                         | -       |
| <b>4</b>      | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 10.178  | <b>kW<sub>a</sub></b>     | 52.054  |
| <b>10</b>     | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 93.267  | <b>kW<sub>t</sub></b>     | 537.552 |
| <b>5</b>      | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 109.732 | <b>R(kW)<sub>t</sub></b>  | 601.443 |

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

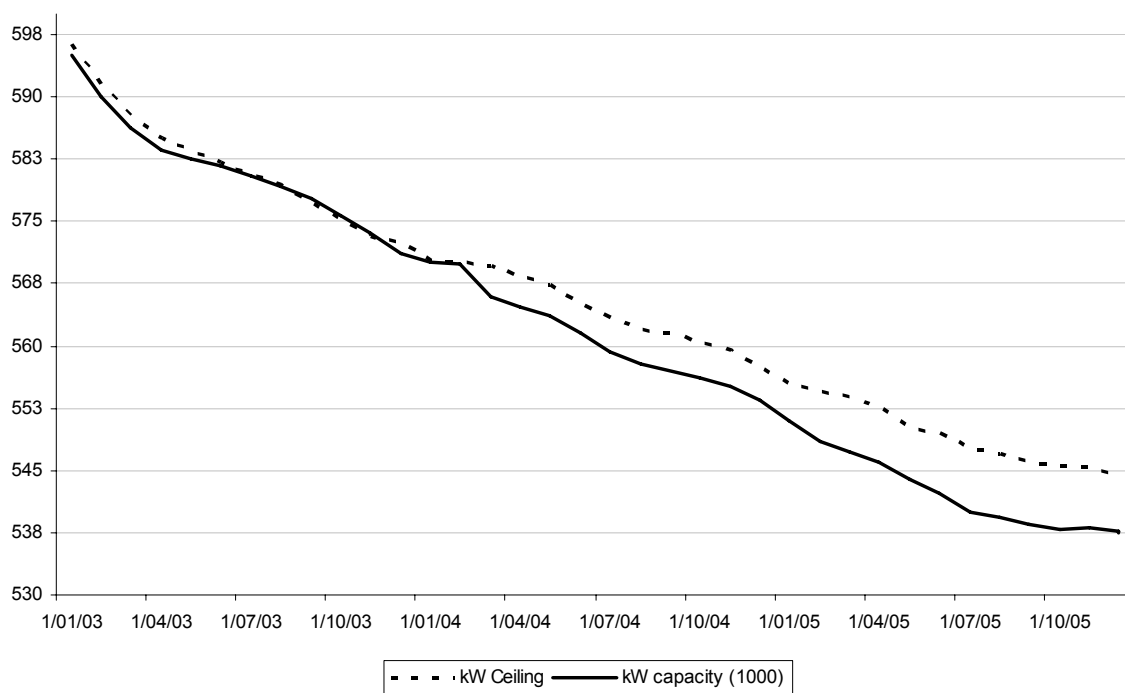
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 465.657                     | 22.625          | 0               | 0               | 0               | 488.282          |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 465.657 | kW <sub>FR</sub>  | 1.145.004 |
| 2     | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 488.282 | kW <sub>03</sub>  | 1.255.851 |
| 3     | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 1.922   | kW <sub>100</sub> | 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 <sub>S</sub>   | 893     |                   | -         |
| 6     | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 80.344  |                   | 161.143   |
| 7     | Exits financed with public aid                                  | GT <sub>a</sub>   | 37.056  | kW <sub>a</sub>   | 91.258    |
| 8     | Other exits (not included in 7)                                 |                   | 57.568  |                   | 164.187   |
| 9     | <b>Total exits ( 7 + 8 )</b>                                    |                   | 94.624  |                   | 255.445   |
| 10    | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 451.377 | kW <sub>t</sub>   | 1.050.702 |
| 11    | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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**

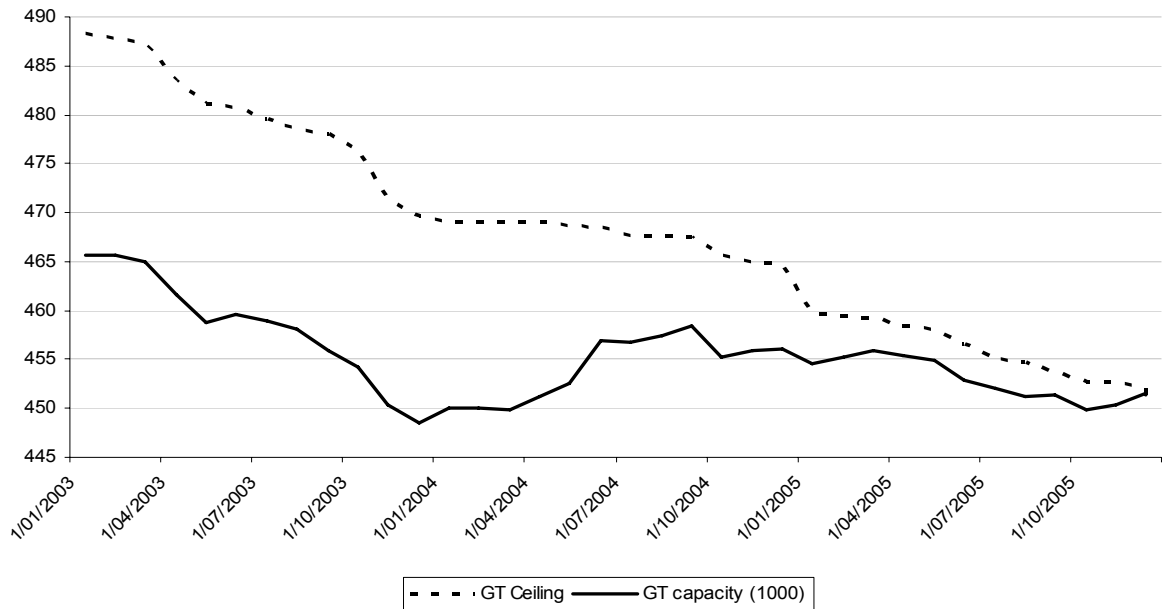
| <b>Spain</b> |                                                                 | <b>GT</b>                 |         | <b>kW</b>                 |           |
|--------------|-----------------------------------------------------------------|---------------------------|---------|---------------------------|-----------|
| <b>1</b>     | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 728.344 | <b>R(kW)<sub>03</sub></b> | 1.671.739 |
| <b>2</b>     | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 1.922   | <b>kW<sub>100</sub></b>   | 4.022     |
| <b>3</b>     | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 893     | -                         | -         |
| <b>4</b>     | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 37.056  | <b>kW<sub>a</sub></b>     | 91.258    |
| <b>10</b>    | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 451.377 | <b>kW<sub>t</sub></b>     | 1.050.702 |
| <b>5</b>     | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 691.508 | <b>R(kW)<sub>t</sub></b>  | 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.**

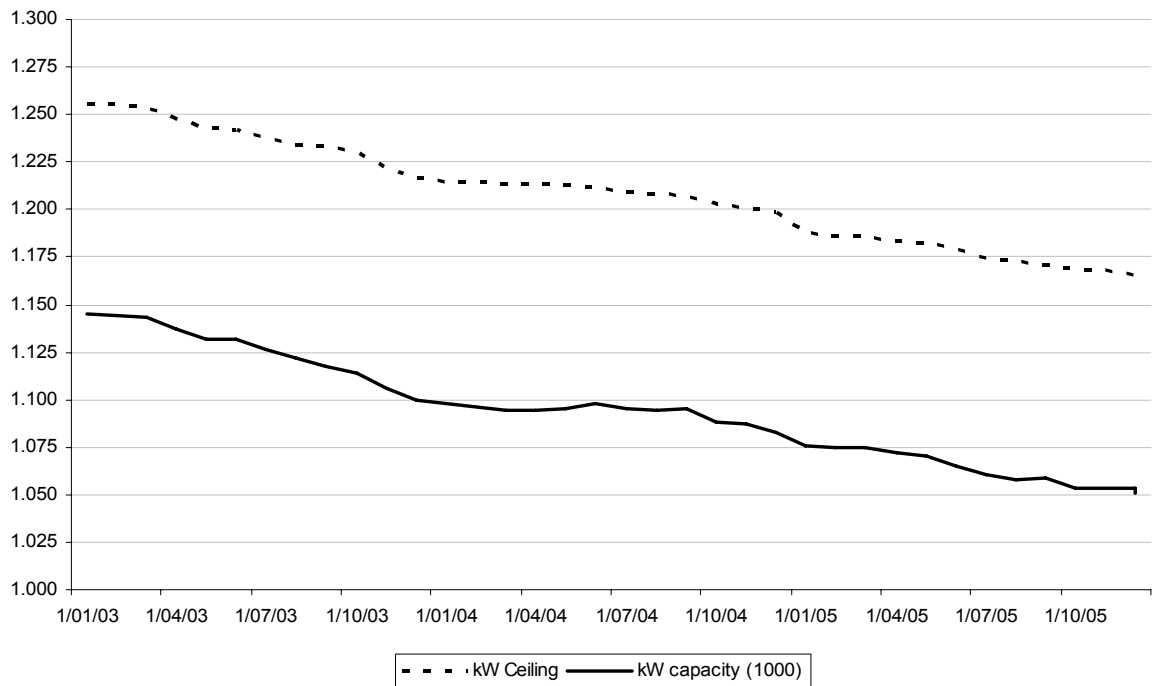


\*Excluding the Canary Islands.

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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 211.824                     | 891             | 0               | 0               | 0               | 212.715          |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 211.824 | kW <sub>FR</sub>  | 910.062 |
| 2      | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 212.715 | kW <sub>03</sub>  | 912.121 |
| 3      | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0       | kW <sub>100</sub> | 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 <sub>S</sub>   | 253     |                   | -       |
| 6      | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 21.920  |                   | 68.034  |
| 7      | Exits financed with public aid                                  | GT <sub>a</sub>   | 12.064  | kW <sub>a</sub>   | 41.452  |
| 8      | Other exits (not included in 7)                                 |                   | 22.455  |                   | 86.861  |
| 9      | <b>Total exits ( 7 + 8 )</b>                                    |                   | 34.518  |                   | 128.313 |
| 10     | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 199.225 | kW <sub>t</sub>   | 849.783 |
| 11     | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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**

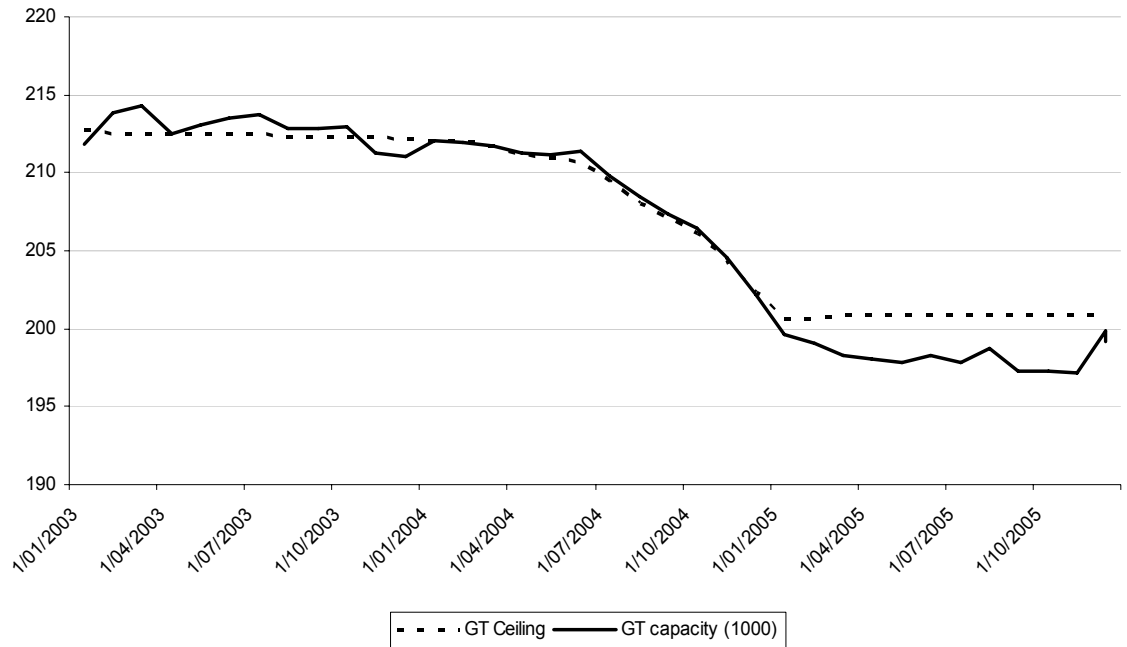
| <b>France (excluding the Overseas Departments)</b> |                                                                 | <b>GT</b>                 |         | <b>kW</b>                 |         |
|----------------------------------------------------|-----------------------------------------------------------------|---------------------------|---------|---------------------------|---------|
| <b>1</b>                                           | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 230.257 | <b>R(kW)<sub>03</sub></b> | 920.969 |
| <b>2</b>                                           | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0       | <b>kW<sub>100</sub></b>   | 0       |
| <b>3</b>                                           | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 253     | -                         | -       |
| <b>4</b>                                           | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 12.064  | <b>kW<sub>a</sub></b>     | 41.452  |
| <b>10</b>                                          | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 199.225 | <b>kW<sub>t</sub></b>     | 849.783 |
| <b>5</b>                                           | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 218.446 | <b>R(kW)<sub>t</sub></b>  | 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.**

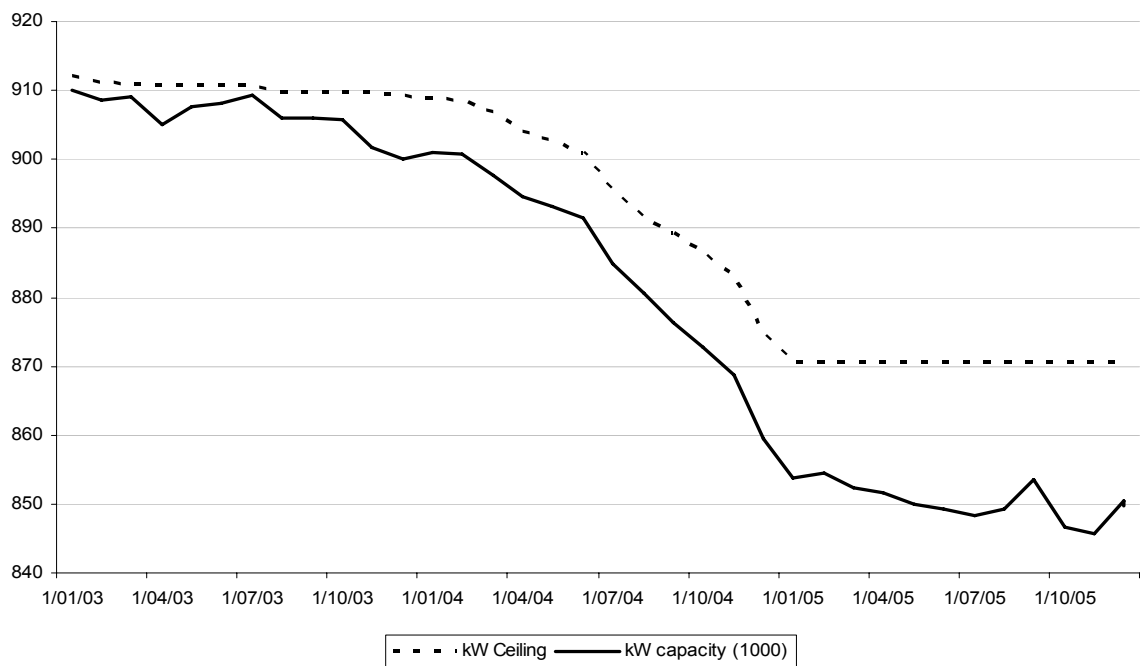


\*Excluding the French Overseas Departments.

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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 86.048                      | 0               | 0               | 4.363           | 0               | 86.981           |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 86.048 | kW <sub>FR</sub>  | 227.679 |
| 2       | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 86.981 | kW <sub>03</sub>  | 230.226 |
| 3       | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>S</sub>   | 0      |                   | -       |
| 6       | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 25.845 |                   | 58.171  |
| 7       | Exits financed with public aid                                  | GT <sub>a</sub>   | 2.292  | kW <sub>a</sub>   | 7.343   |
| 8       | Other exits (not included in 7)                                 |                   | 25.242 |                   | 69.699  |
| 9       | <b>Total exits ( 7 + 8 )</b>                                    |                   | 27.534 |                   | 77.042  |
| 10      | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 84.360 | kW <sub>t</sub>   | 208.809 |
| 11      | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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**

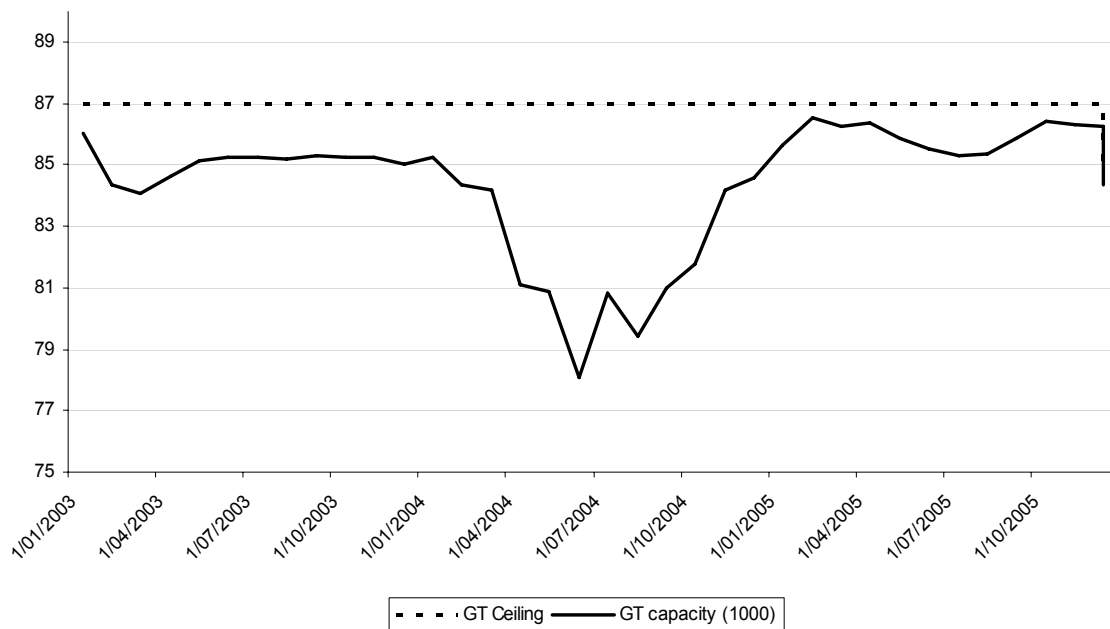
| <b>Ireland</b> |                                                                 | <b>GT</b>                 |        | <b>kW</b>                 |         |
|----------------|-----------------------------------------------------------------|---------------------------|--------|---------------------------|---------|
| <b>1</b>       | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 86.981 | <b>R(kW)<sub>03</sub></b> | 230.226 |
| <b>2</b>       | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0      | <b>kW<sub>100</sub></b>   | 0       |
| <b>3</b>       | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>S</sub></b>     | 0      | -                         | -       |
| <b>4</b>       | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 2.292  | <b>kW<sub>a</sub></b>     | 7.343   |
| <b>10</b>      | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 84.360 | <b>kW<sub>t</sub></b>     | 208.809 |
| <b>5</b>       | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 84.689 | <b>R(kW)<sub>t</sub></b>  | 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.**

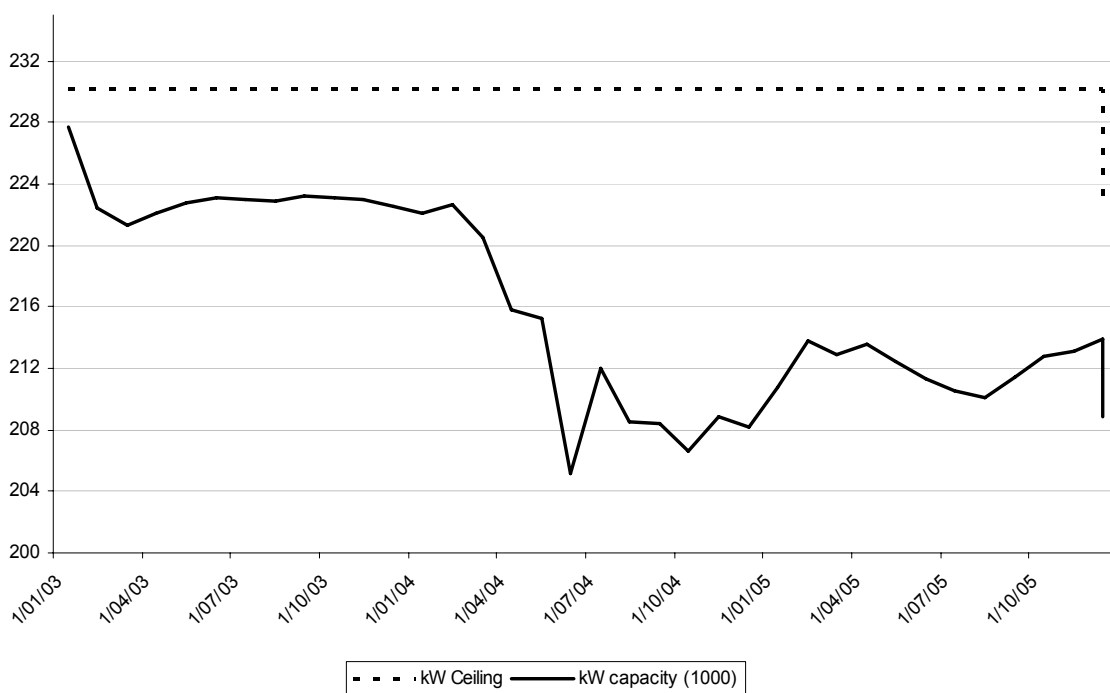
**Evolution between 1 January 2003 and 31 December 2005\***



\*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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 216.050                     | 689             | 563             | 4.402           | 0               | 220.944          |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 216.050 | kW <sub>FR</sub>  | 1.278.427 |
| 2     | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 220.944 | kW <sub>03</sub>  | 1.295.517 |
| 3     | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 289     | kW <sub>100</sub> | 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 <sub>S</sub>   | 0       |                   | -         |
| 6     | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 14.768  |                   | 59.403    |
| 7     | Exits financed with public aid                                  | GT <sub>a</sub>   | 6.678   | kW <sub>a</sub>   | 40.498    |
| 8     | Other exits (not included in 7)                                 |                   | 11.046  |                   | 73.399    |
| 9     | <b>Total exits ( 7 + 8 )</b>                                    |                   | 17.724  |                   | 113.897   |
| 10    | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 213.095 | kW <sub>t</sub>   | 1.223.933 |
| 11    | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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**

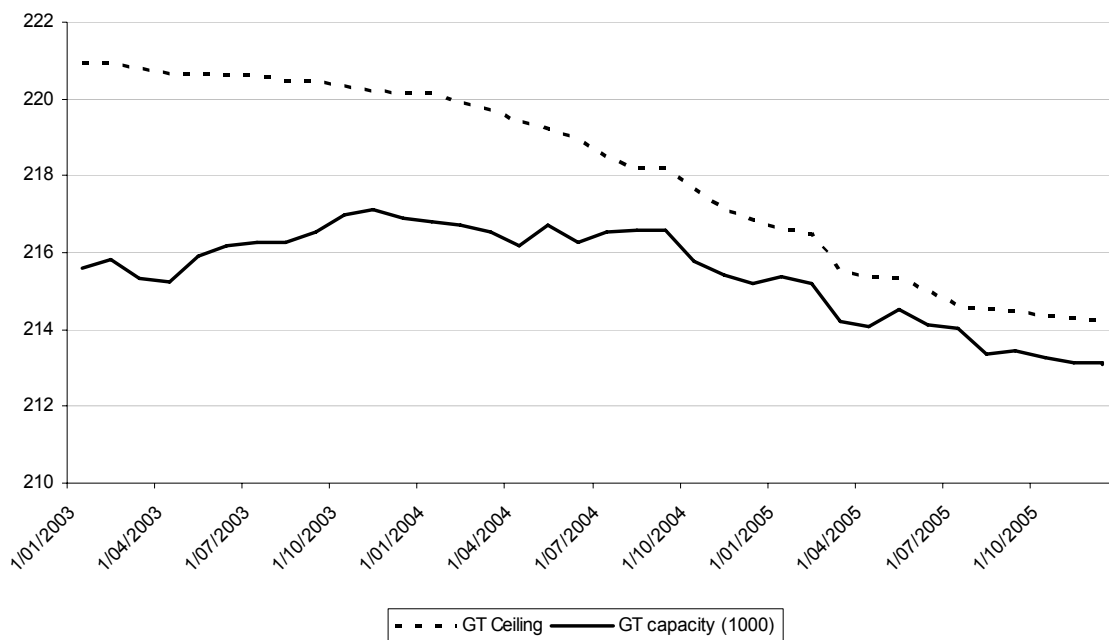
| <b>Italy</b> |                                                                 | <b>GT</b>                 |         | <b>kW</b>                 |           |
|--------------|-----------------------------------------------------------------|---------------------------|---------|---------------------------|-----------|
| <b>1</b>     | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 229.862 | <b>R(kW)<sub>03</sub></b> | 1.338.971 |
| <b>2</b>     | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 289     | <b>kW<sub>100</sub></b>   | 1.007     |
| <b>3</b>     | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>S</sub></b>     | 0       | -                         | -         |
| <b>4</b>     | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 6.678   | <b>kW<sub>a</sub></b>     | 40.498    |
| <b>10</b>    | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 213.095 | <b>kW<sub>t</sub></b>     | 1.223.933 |
| <b>5</b>     | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 222.966 | <b>R(kW)<sub>t</sub></b>  | 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.**

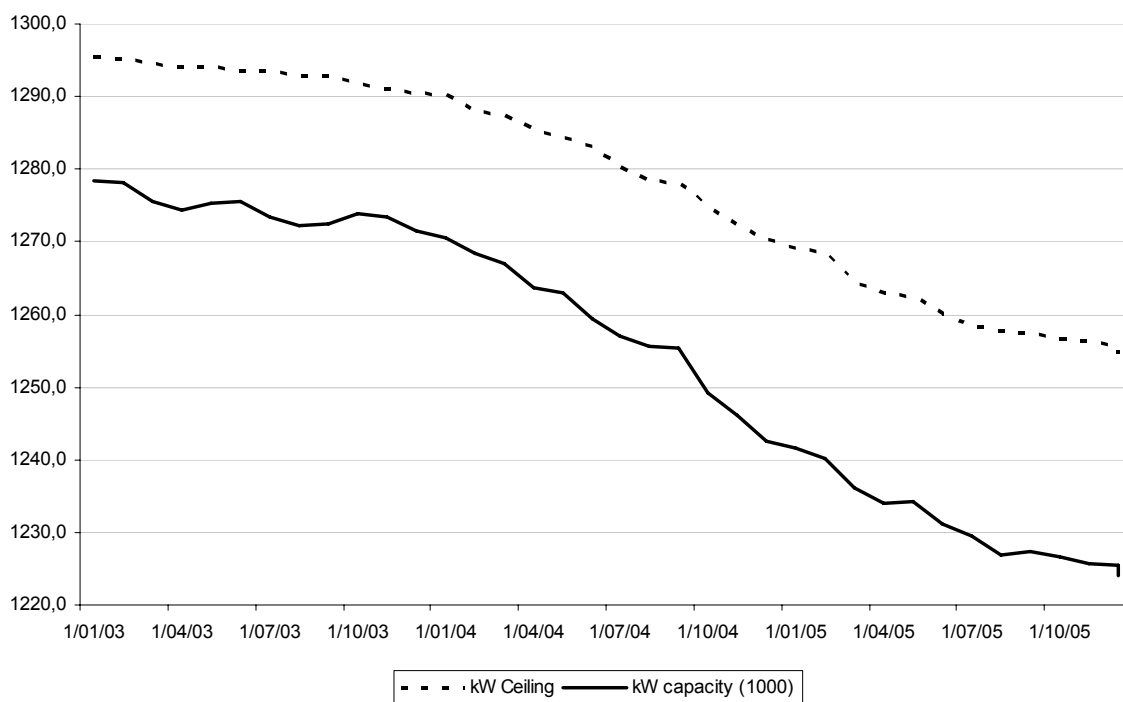
**Evolution between 1 January 2003 and 31 December 2005\***



\*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 (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

| GT <sub>FR</sub> (1-5-2004) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 11.935                      | 0               | 0               | 0               | 0               | 11.935           |

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

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

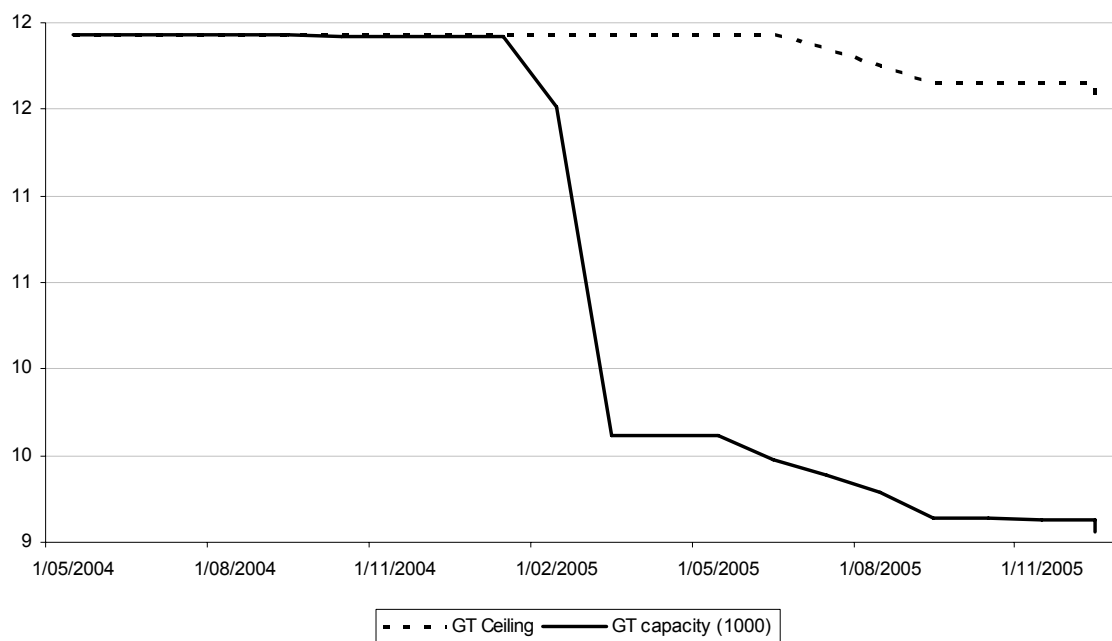
Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

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.**

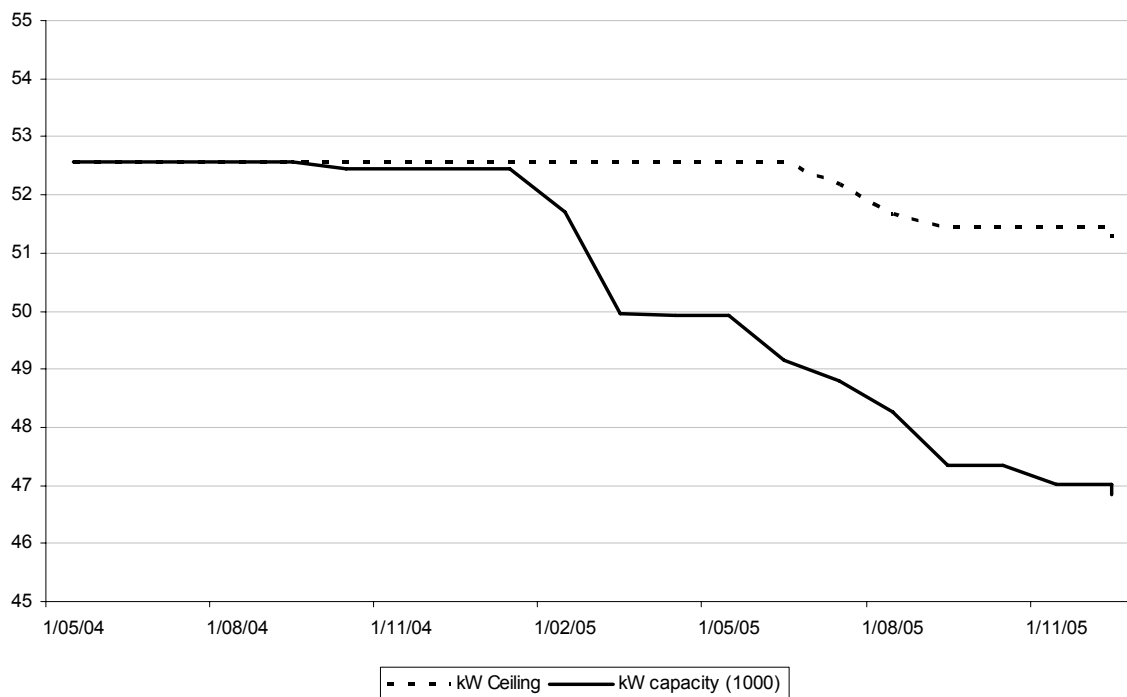
**Evolution between 1 May 2004 and 31 December 2005\***



\*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 (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

| GT <sub>FR</sub> (1-5-2004) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 44.452                      | 510             | 0               | 0               | 0               | 44.962           |

| kW <sub>FR</sub> (1-5-2004) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 44.452 | kW <sub>FR</sub>  | 75.817 |
| 2      | Capacity level for the application of the entry-exit regime     | GT <sub>04</sub>  | 44.962 | kW <sub>04</sub>  | 77.268 |
| 3      | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>s</sub>   | 0      |                   | -      |
| 6      | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 692    |                   | 2.026  |
| 7      | Exits financed with public aid                                  | GT <sub>a</sub>   | 1.929  | kW <sub>a</sub>   | 4.660  |
| 8      | Other exits (not included in 7)                                 |                   | 4.636  |                   | 6.974  |
| 9      | <b>Total exits ( 7 + 8 )</b>                                    |                   | 6.565  |                   | 11.634 |
| 10     | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 38.580 | kW <sub>t</sub>   | 66.209 |
| 11     | <b>Fleet ceiling on 31 December 2005 2 - 35% 3 + 5 - 7 )</b>    |                   | 43.033 |                   | 72.609 |

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

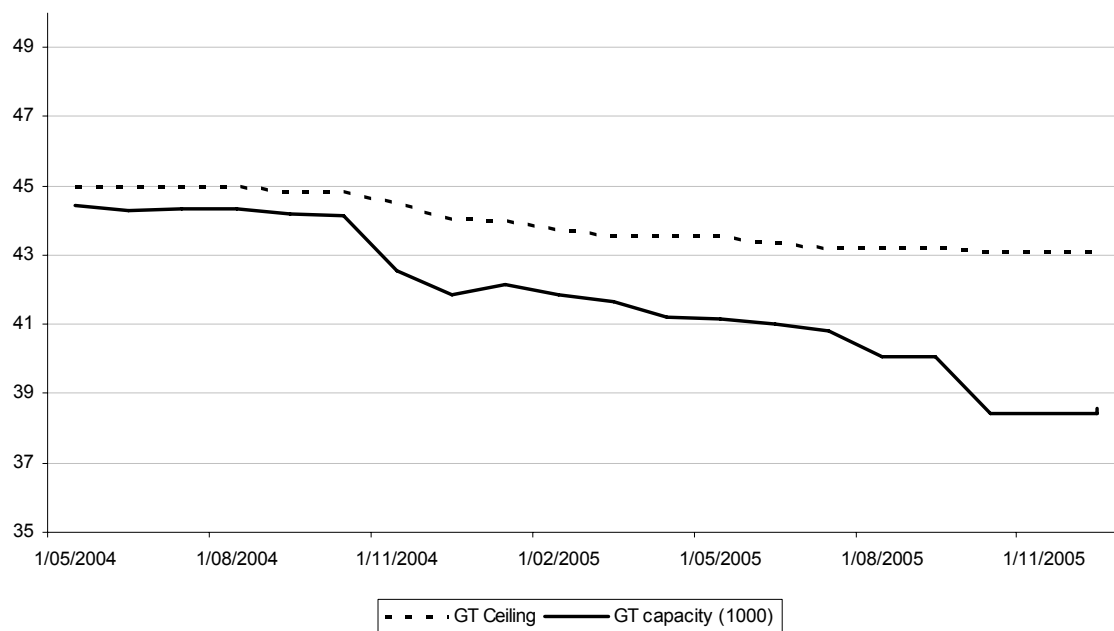
Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

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.**

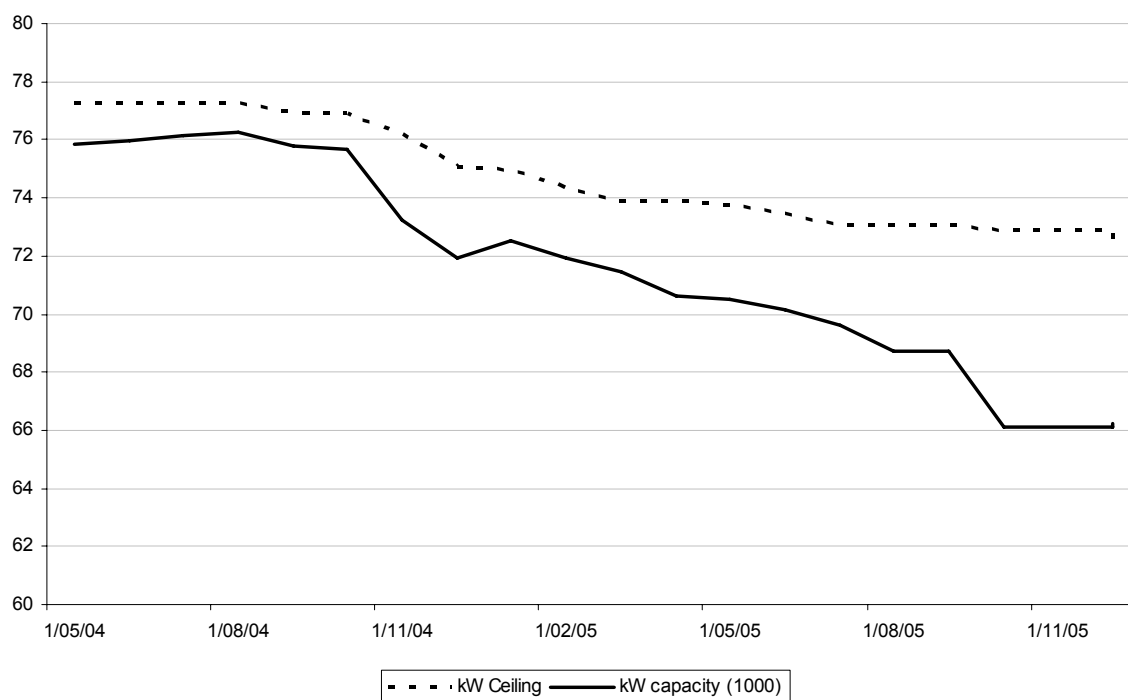
**Evolution between 1 May 2004 and 31 December 2005\***



\*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 (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

| GT <sub>FR</sub> (1-5-2004) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 76.487                      | 0               | 0               | 0               | 0               | 76.487           |

| kW <sub>FR</sub> (1-5-2004) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 76.487 | kW <sub>FR</sub>  | 80.566 |
| 2         | Capacity level for the application of the entry-exit regime     | GT <sub>04</sub>  | 76.487 | kW <sub>04</sub>  | 80.566 |
| 3         | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>s</sub>   | 0      |                   | -      |
| 6         | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 11.243 |                   | 12.870 |
| 7         | Exits financed with public aid                                  | GT <sub>a</sub>   | 1.576  | kW <sub>a</sub>   | 3.104  |
| 8         | Other exits (not included in 7)                                 |                   | 21.768 |                   | 19.677 |
| 9         | <b>Total exits ( 7 + 8 )</b>                                    |                   | 23.344 |                   | 22.781 |
| 10        | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 64.386 | kW <sub>t</sub>   | 70.655 |
| 11        | <b>Fleet ceiling on 31 December 2005 2 - 35% 3 + 5 - 7 )</b>    |                   | 74.911 |                   | 77.462 |

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

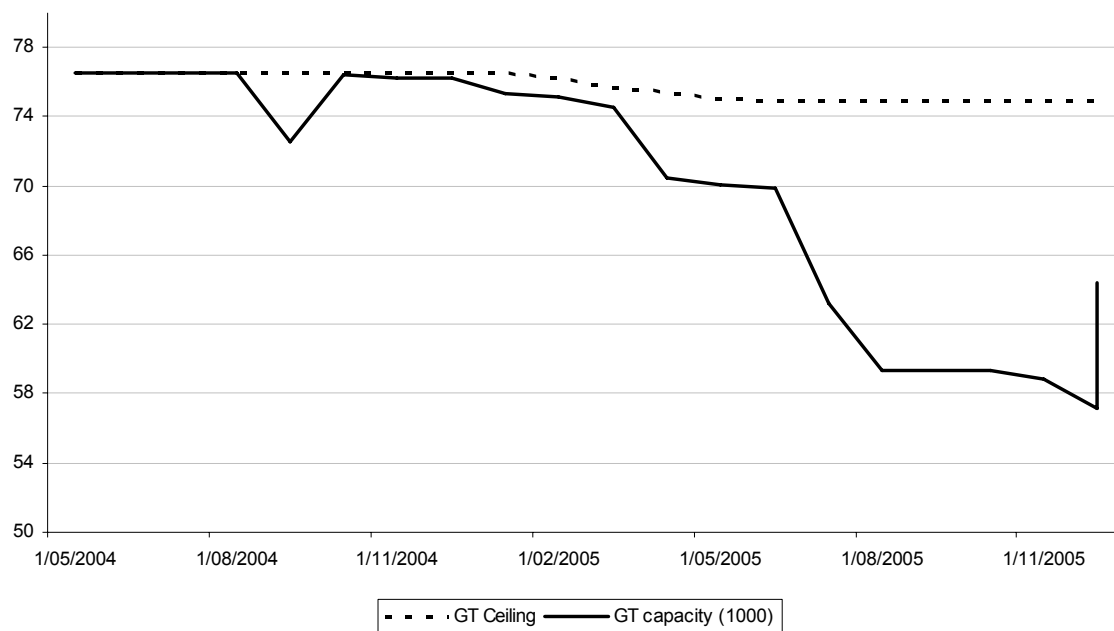
Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

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.**

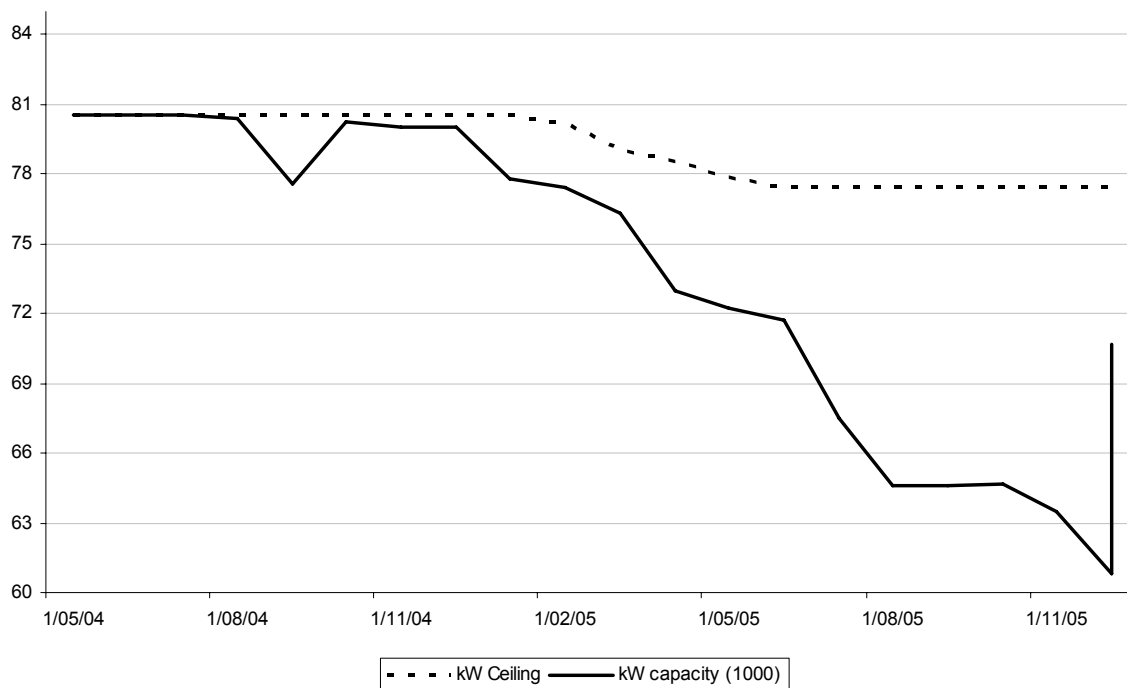
**Evolution between 1 May 2004 and 31 December 2005\***



\*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 (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

| GT <sub>FR</sub> (1-5-2004) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 16.450                      | 0               | 0               | 0               | 0               | 16.450           |

| kW <sub>FR</sub> (1-5-2004) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 16.450 | kW <sub>FR</sub>  | 126.350 |
| 2     | Capacity level for the application of the entry-exit regime     | GT <sub>04</sub>  | 16.450 | kW <sub>04</sub>  | 126.350 |
| 3     | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>s</sub>   | 0      |                   | -       |
| 6     | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 53     |                   | -1.566  |
| 7     | Exits financed with public aid                                  | GT <sub>a</sub>   | 0      | kW <sub>a</sub>   | 0       |
| 8     | Other exits (not included in 7)                                 |                   | 1.229  |                   | 25.639  |
| 9     | <b>Total exits ( 7 + 8 )</b>                                    |                   | 1.229  |                   | 25.639  |
| 10    | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 15.274 | kW <sub>t</sub>   | 99.145  |
| 11    | <b>Fleet ceiling on 31 December 2005 2 - 35% 3 + 5 - 7 )</b>    |                   | 16.461 |                   | 126.323 |

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

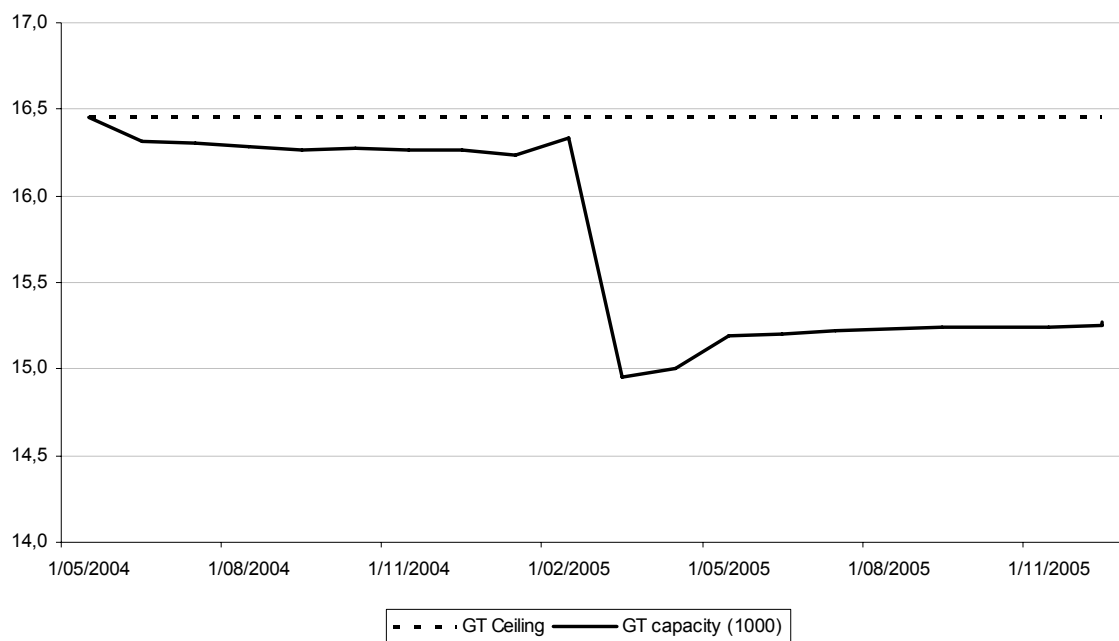
Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

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.**

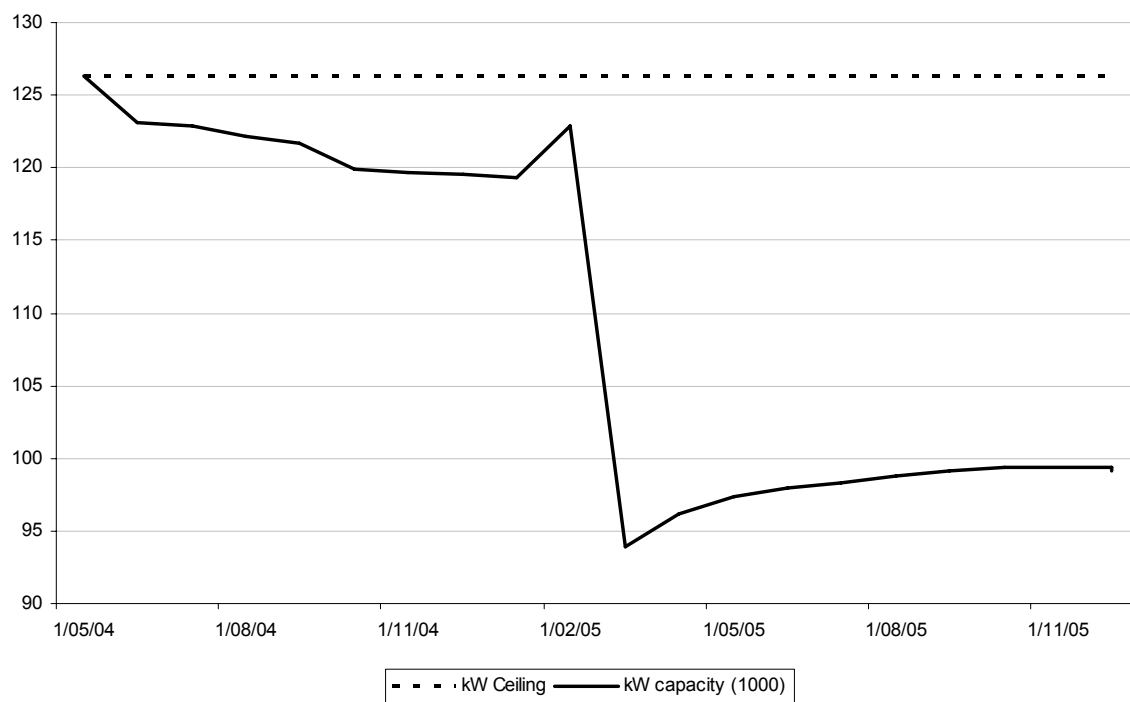
**Evolution between 1 May 2004 and 31 December 2005\***



\*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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 183.678                     | 0               | 0               | 1.133           | 0               | 184.811          |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 183.678 | kW <sub>FR</sub>  | 418.505 |
| 2               | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 184.811 | kW <sub>03</sub>  | 421.227 |
| 3               | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0       | kW <sub>100</sub> | 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 <sub>S</sub>   | 27      |                   | -       |
| 6               | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 4.336   |                   | 19.332  |
| 7               | Exits financed with public aid                                  | GT <sub>a</sub>   | 8.980   | kW <sub>a</sub>   | 35.759  |
| 8               | Other exits (not included in 7)                                 |                   | 23.611  |                   | 53.624  |
| 9               | <b>Total exits ( 7 + 8 )</b>                                    |                   | 32.591  |                   | 89.383  |
| 10              | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 155.423 | kW <sub>t</sub>   | 348.454 |
| 11              | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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**

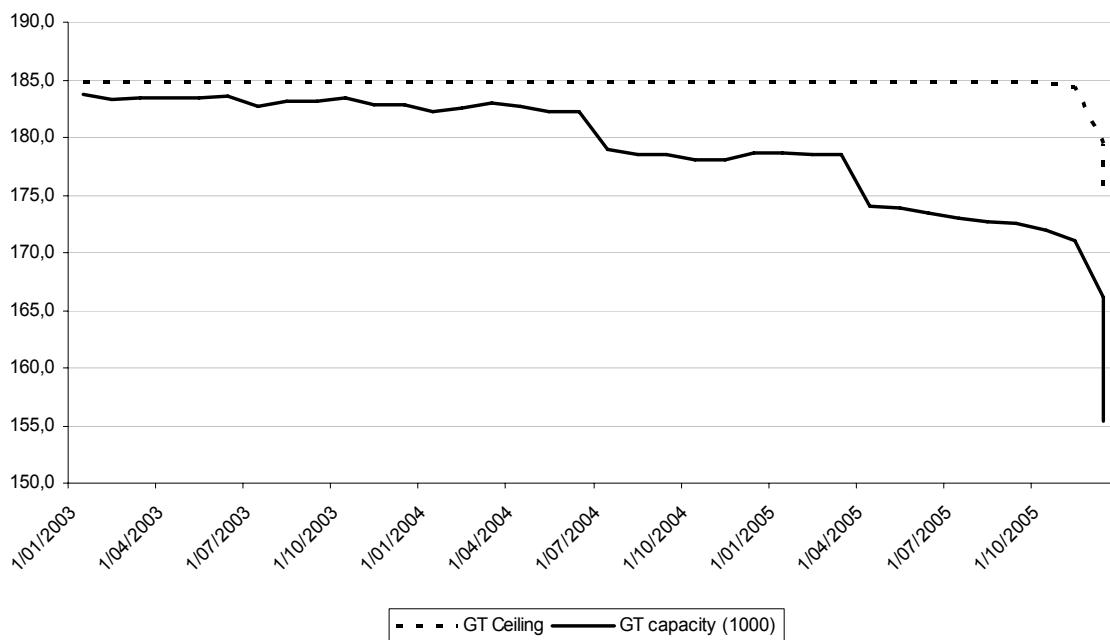
| <b>The Netherlands</b> |                                                                 | <b>GT</b>                 |         | <b>kW</b>                 |         |
|------------------------|-----------------------------------------------------------------|---------------------------|---------|---------------------------|---------|
| <b>1</b>               | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 213.139 | <b>R(kW)<sub>03</sub></b> | 527.067 |
| <b>2</b>               | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0       | <b>kW<sub>100</sub></b>   | 0       |
| <b>3</b>               | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 27      | -                         | -       |
| <b>4</b>               | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 8.980   | <b>kW<sub>a</sub></b>     | 35.759  |
| <b>10</b>              | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 155.423 | <b>kW<sub>t</sub></b>     | 348.454 |
| <b>5</b>               | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 204.186 | <b>R(kW)<sub>t</sub></b>  | 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.**

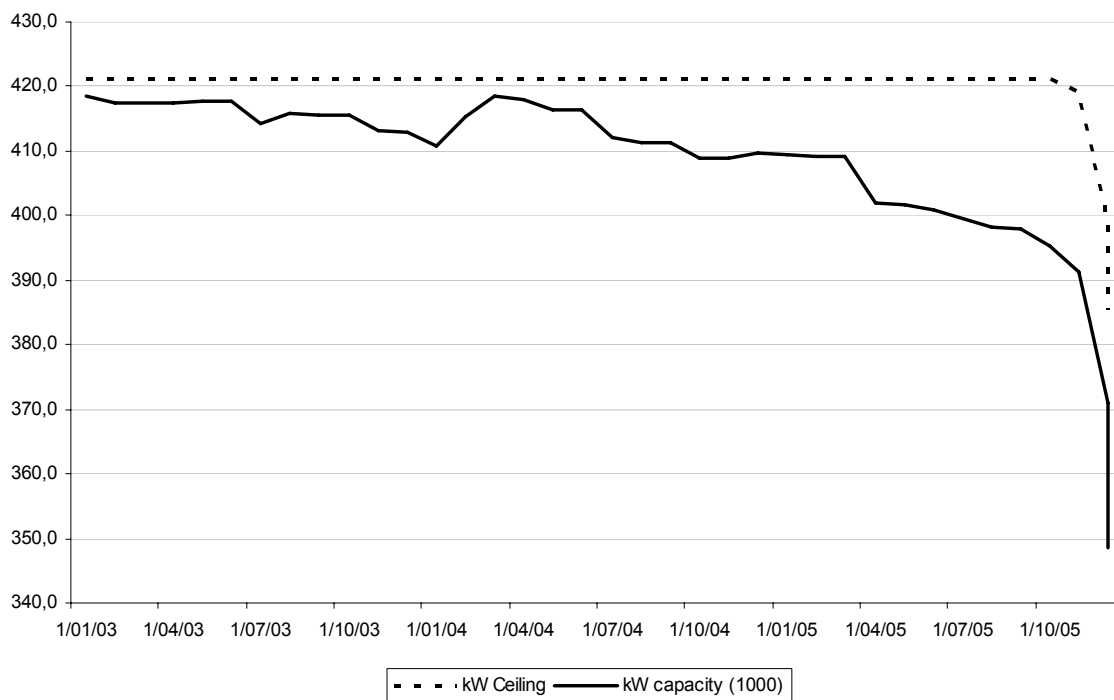
**Evolution between 1 January 2003 and 31 December 2005\***



\*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 (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

| GT <sub>FR</sub> (1-5-2004) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 47.324                      | 191             | 0               | 0               | 0               | 47.515           |

| kW <sub>FR</sub> (1-5-2004) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 47.324 | kW <sub>FR</sub>  | 151.124 |
| 2      | Capacity level for the application of the entry-exit regime     | GT <sub>04</sub>  | 47.515 | kW <sub>04</sub>  | 152.981 |
| 3      | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>s</sub>   | 0      |                   | -       |
| 6      | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 3.183  |                   | 8.104   |
| 7      | Exits financed with public aid                                  | GT <sub>a</sub>   | 16.371 | kW <sub>a</sub>   | 45.383  |
| 8      | Other exits (not included in 7)                                 |                   | 3.882  |                   | 8.392   |
| 9      | <b>Total exits ( 7 + 8 )</b>                                    |                   | 20.253 |                   | 53.775  |
| 10     | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 30.254 | kW <sub>t</sub>   | 105.452 |
| 11     | <b>Fleet ceiling on 31 December 2005 2 - 35% 3 + 5 - 7 )</b>    |                   | 31.144 |                   | 107.599 |

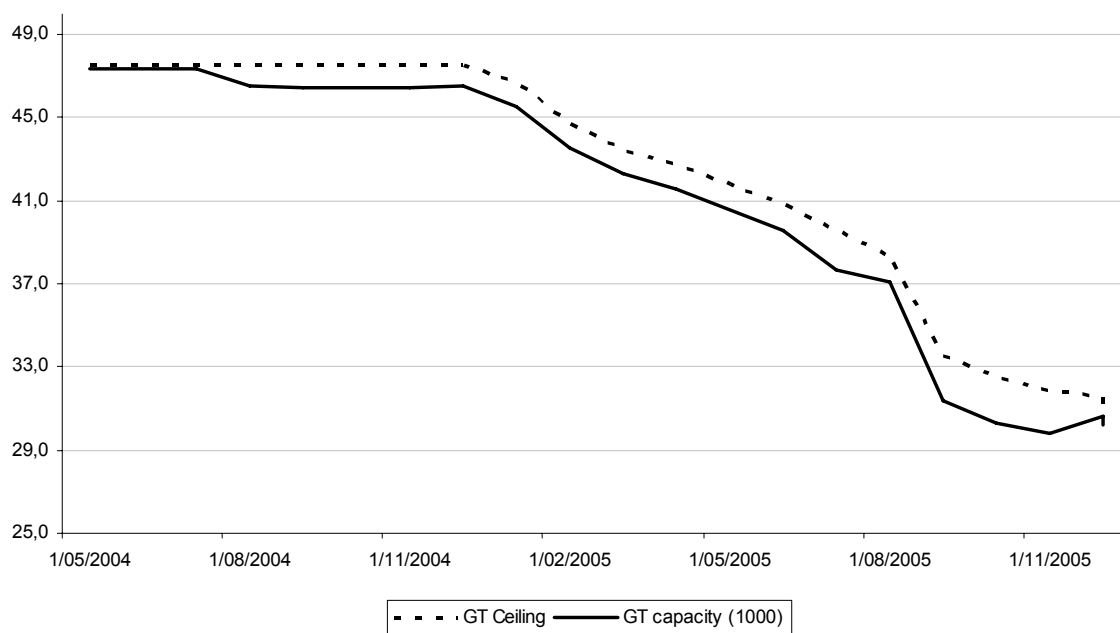
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

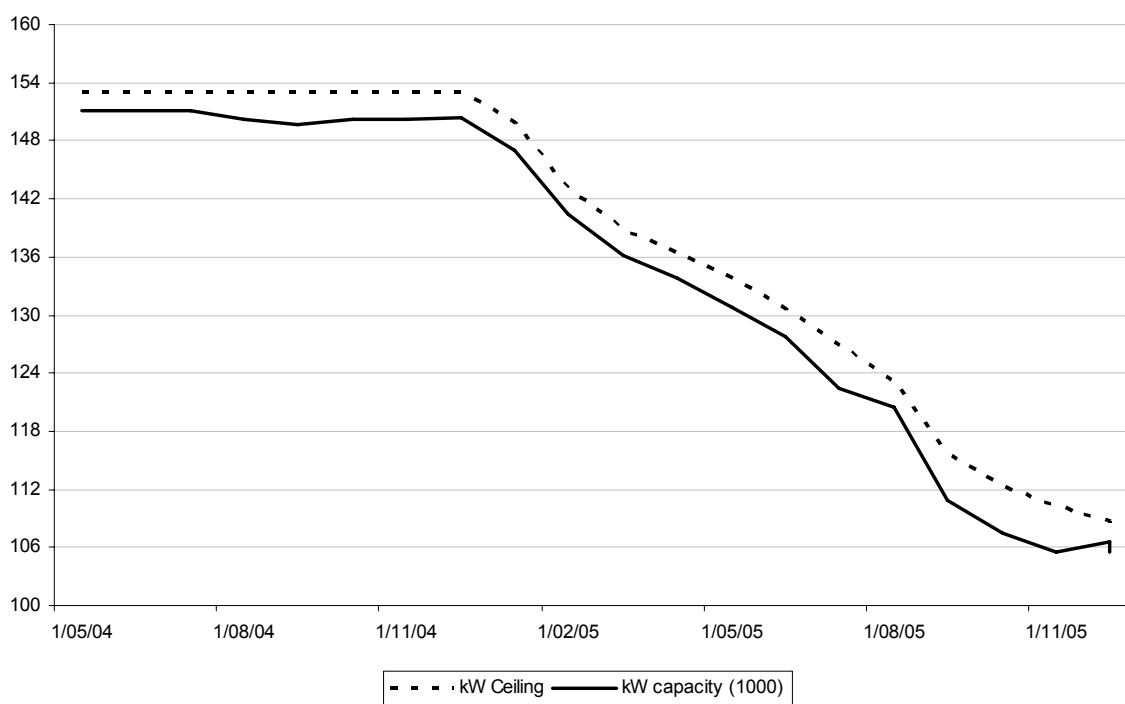
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 99.757                      | 8.629           | 0               | 0               | 0               | 108.386          |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 99.757  | kW <sub>FR</sub>  | 332.417 |
| 2        | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 108.386 | kW <sub>03</sub>  | 355.260 |
| 3        | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 494     | kW <sub>100</sub> | 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 <sub>S</sub>   | 0       |                   | -       |
| 6        | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 11.361  |                   | 43.527  |
| 7        | Exits financed with public aid                                  | GT <sub>a</sub>   | 9.260   | kW <sub>a</sub>   | 22.303  |
| 8        | Other exits (not included in 7)                                 |                   | 7.729   |                   | 32.206  |
| 9        | <b>Total exits ( 7 + 8 )</b>                                    |                   | 16.990  |                   | 54.508  |
| 10       | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 94.128  | kW <sub>t</sub>   | 321.436 |
| 11       | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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

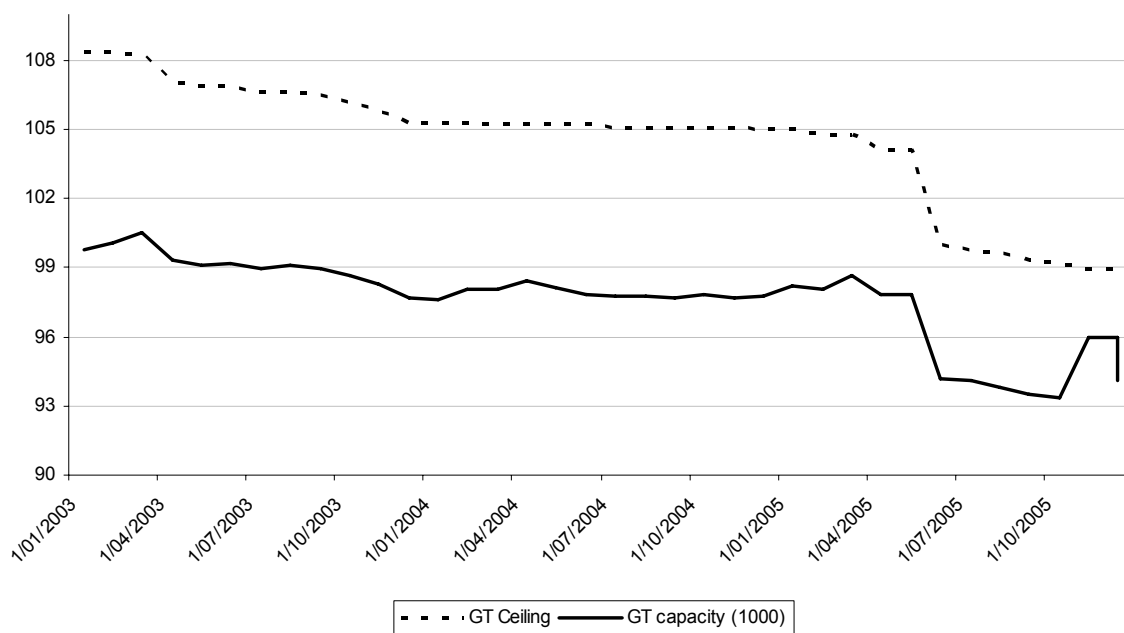
c) **Reference levels at the end of 2005**

| <b>Portugal (excluding the Azores and Madeira)</b> |                                                                 | <b>GT</b>                 |         | <b>kW</b>                 |         |
|----------------------------------------------------|-----------------------------------------------------------------|---------------------------|---------|---------------------------|---------|
| <b>1</b>                                           | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 171.502 | <b>R(kW)<sub>03</sub></b> | 412.025 |
| <b>2</b>                                           | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 494     | <b>kW<sub>100</sub></b>   | 1.273   |
| <b>3</b>                                           | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 0       | -                         | -       |
| <b>4</b>                                           | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 9.260   | <b>kW<sub>a</sub></b>     | 22.303  |
| <b>10</b>                                          | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 94.128  | <b>kW<sub>t</sub></b>     | 321.436 |
| <b>5</b>                                           | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 162.069 | <b>R(kW)<sub>t</sub></b>  | 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.

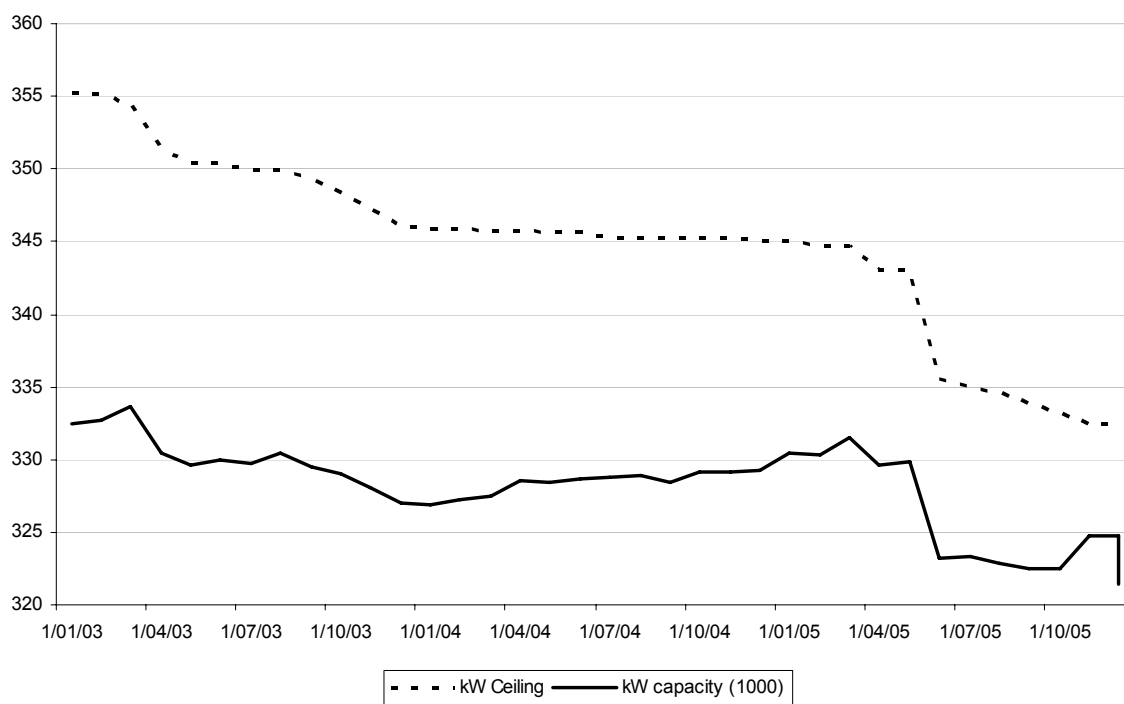
**Tonnage of the Portuguese\* fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2005.**



\*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 (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

| GT <sub>FR</sub> (1-5-2004) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 1.076                       | 0               | 0               | 0               | 0               | 1.076            |

| kW <sub>FR</sub> (1-5-2004) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>04</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 1.076 | kW <sub>FR</sub>  | 11.473 |
| 2        | Capacity level for the application of the entry-exit regime     | GT <sub>04</sub>  | 1.076 | kW <sub>04</sub>  | 11.473 |
| 3        | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0     | kW <sub>100</sub> | 0      |
| 4        | Other entries or capacity increases (not included in 3 & 5)     |                   | 0     |                   | 9      |
| 5        | Increases in tonnage GT for reasons of safety                   | GT <sub>S</sub>   | 0     |                   | -      |
| 6        | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 0     |                   | 9      |
| 7        | Exits financed with public aid                                  | GT <sub>a</sub>   | 0     | kW <sub>a</sub>   | 0      |
| 8        | Other exits (not included in 7)                                 |                   | 7     |                   | 23     |
| 9        | <b>Total exits ( 7 + 8 )</b>                                    |                   | 7     |                   | 23     |
| 10       | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 1.069 | kW <sub>t</sub>   | 11.459 |
| 11       | <b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>    |                   | 1.076 |                   | 11.473 |

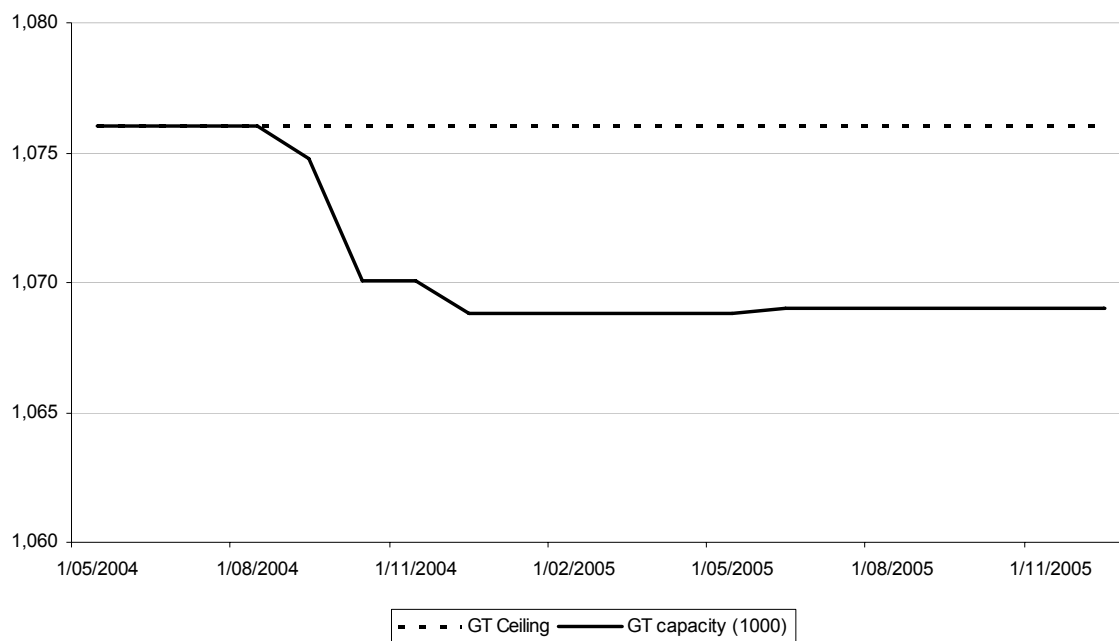
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

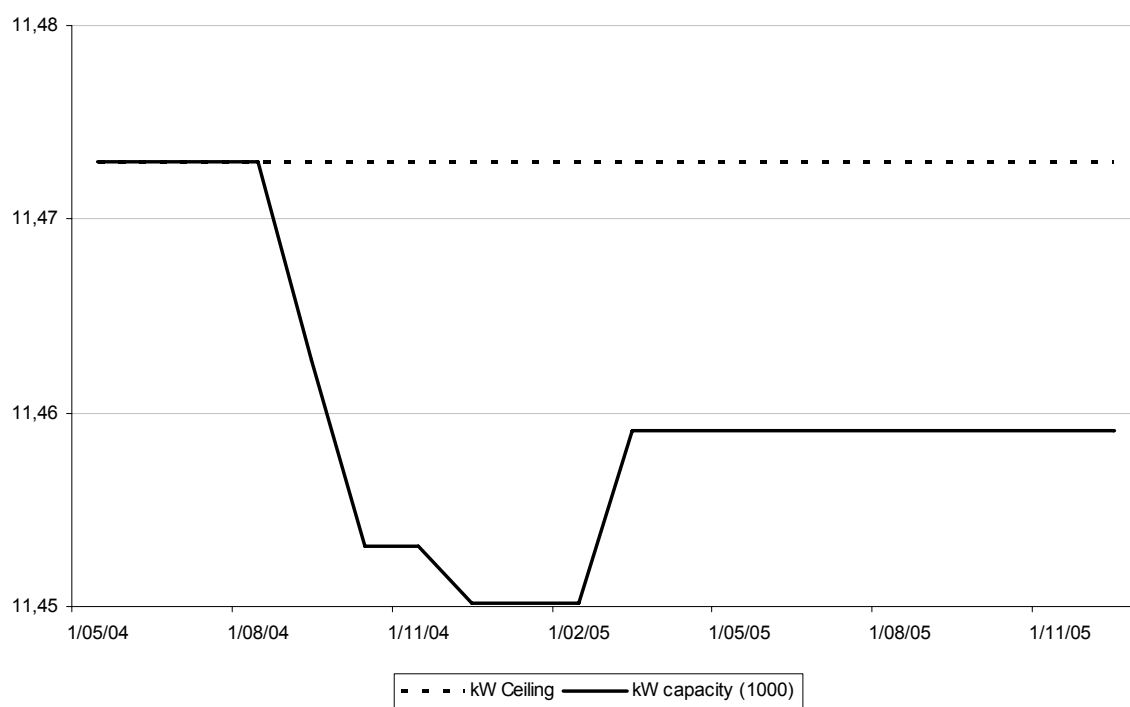
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 19.812                      | 0               | 0               | 0               | 0               | 19.812           |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 19.812 | kW <sub>FR</sub>  | 190.136 |
| 2       | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 19.812 | kW <sub>03</sub>  | 190.136 |
| 3       | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>S</sub>   | 0      |                   |         |
| 6       | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 3.233  |                   | 20.570  |
| 7       | Exits financed with public aid                                  | GT <sub>a</sub>   | 1.280  | kW <sub>a</sub>   | 5.637   |
| 8       | Other exits (not included in 7)                                 |                   | 4.765  |                   | 33.557  |
| 9       | <b>Total exits ( 7 + 8 )</b>                                    |                   | 6.045  |                   | 39.194  |
| 10      | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 17.001 | kW <sub>t</sub>   | 171.511 |
| 11      | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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

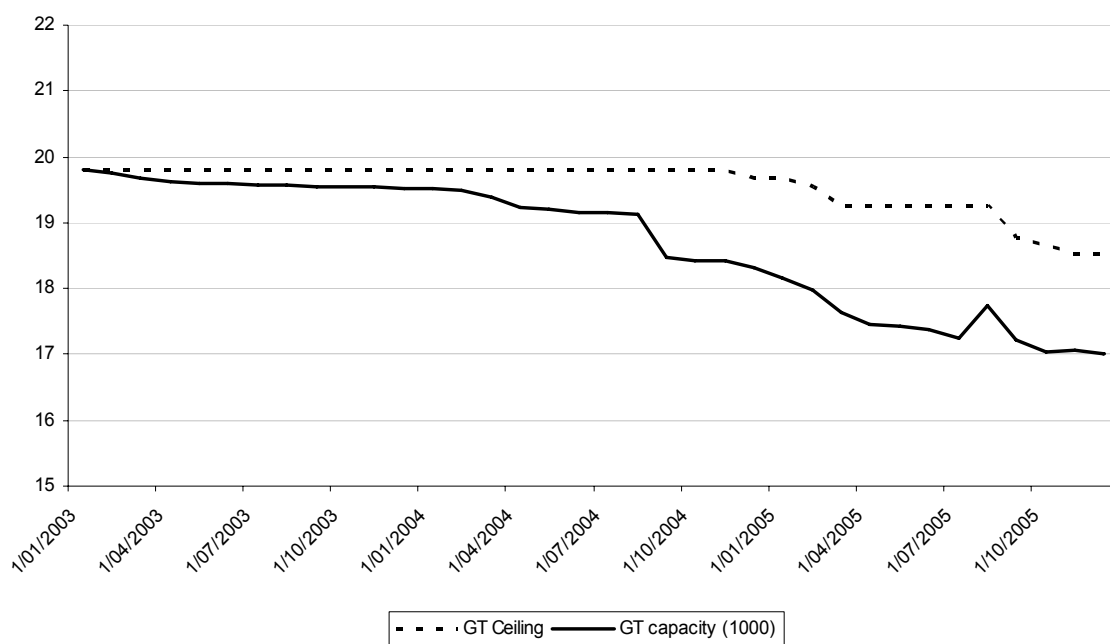
c) **Reference levels at the end of 2005**

| <b>Finland</b> |                                                                 | <b>GT</b>                 |        | <b>kW</b>                 |         |
|----------------|-----------------------------------------------------------------|---------------------------|--------|---------------------------|---------|
| <b>1</b>       | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 23.203 | <b>R(kW)<sub>03</sub></b> | 216.195 |
| <b>2</b>       | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0      | <b>kW<sub>100</sub></b>   | 0       |
| <b>3</b>       | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 0      | -                         | -       |
| <b>4</b>       | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 1.280  | <b>kW<sub>a</sub></b>     | 5.637   |
| <b>10</b>      | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 17.001 | <b>kW<sub>t</sub></b>     | 171.511 |
| <b>5</b>       | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 21.923 | <b>R(kW)<sub>t</sub></b>  | 210.558 |

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

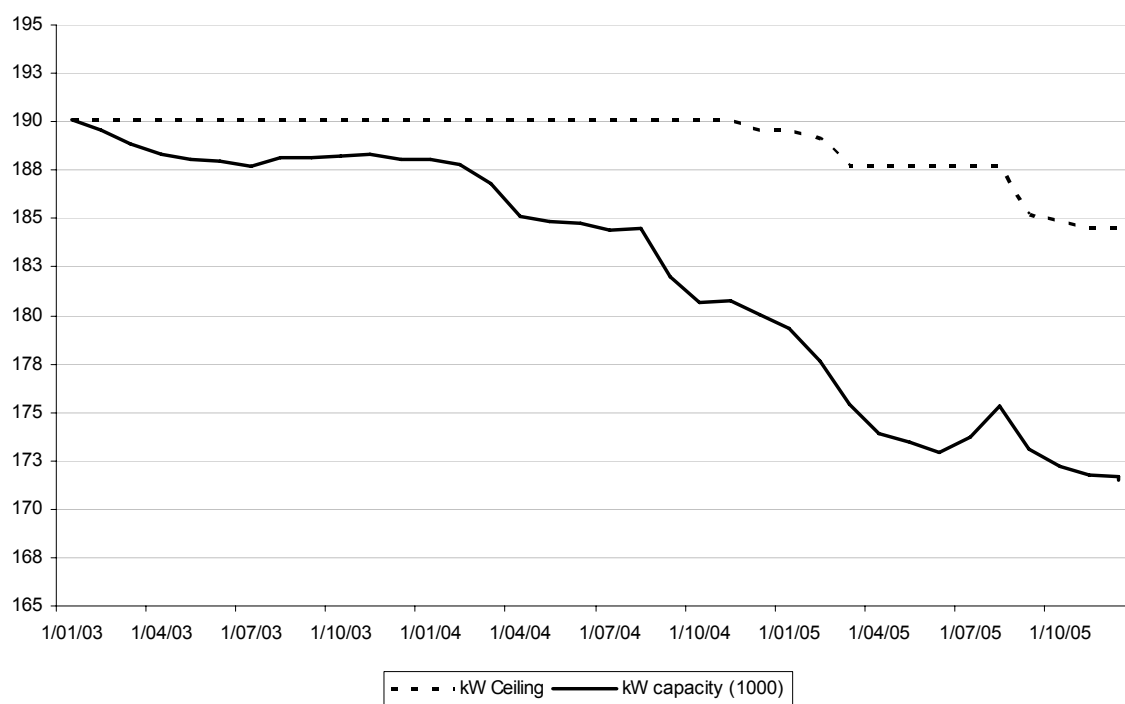
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 45.895                      | 0               | 0               | 871             | 0               | 46.766           |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 45.895 | kW <sub>FR</sub>  | 224.662 |
| 2      | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 46.766 | kW <sub>03</sub>  | 227.251 |
| 3      | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0      | kW <sub>100</sub> | 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 <sub>S</sub>   | 76     |                   | -       |
| 6      | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 2.575  |                   | 22.175  |
| 7      | Exits financed with public aid                                  | GT <sub>a</sub>   | 935    | kW <sub>a</sub>   | 3.159   |
| 8      | Other exits (not included in 7)                                 |                   | 3.276  |                   | 24.932  |
| 9      | <b>Total exits ( 7 + 8 )</b>                                    |                   | 4.211  |                   | 28.091  |
| 10     | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 44.259 | kW <sub>t</sub>   | 218.745 |
| 11     | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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

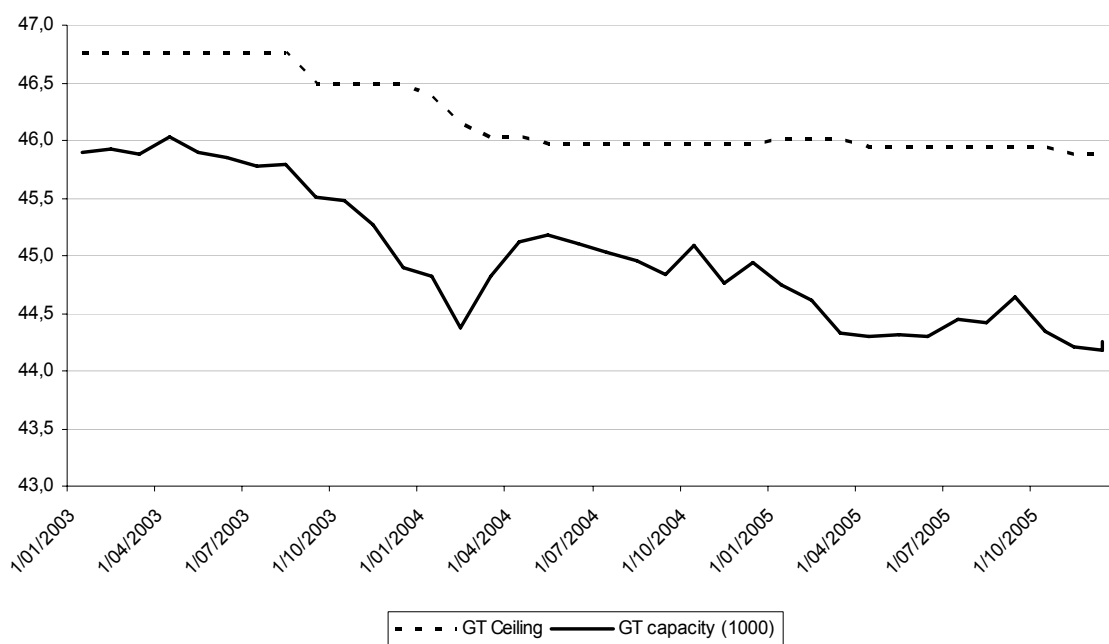
c) **Reference levels at the end of 2005**

| <b>Sweden</b> |                                                                 | <b>GT</b>                 |        | <b>kW</b>                 |         |
|---------------|-----------------------------------------------------------------|---------------------------|--------|---------------------------|---------|
| <b>1</b>      | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 51.993 | <b>R(kW)<sub>03</sub></b> | 261.028 |
| <b>2</b>      | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0      | <b>kW<sub>100</sub></b>   | 0       |
| <b>3</b>      | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 76     | -                         | -       |
| <b>4</b>      | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 935    | <b>kW<sub>a</sub></b>     | 3.159   |
| <b>10</b>     | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 44.259 | <b>kW<sub>t</sub></b>     | 218.745 |
| <b>5</b>      | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 50.509 | <b>R(kW)<sub>t</sub></b>  | 253.197 |

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

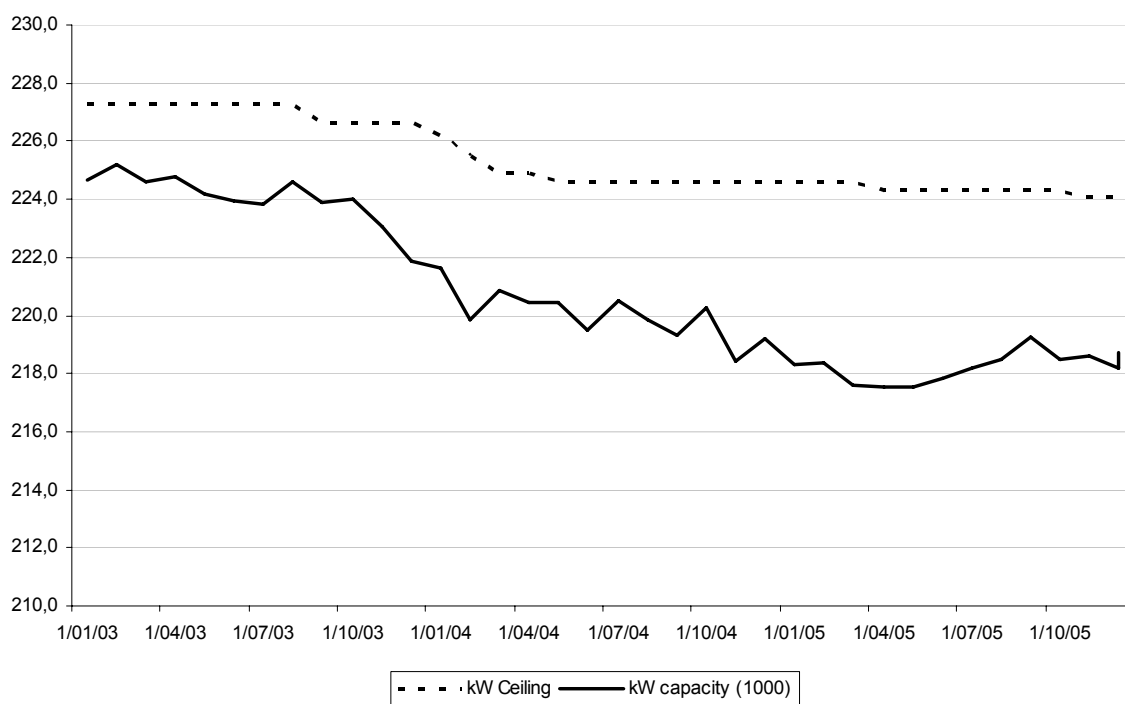
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

| GT <sub>FR</sub> (1-1-2003) | GT <sub>1</sub> | GT <sub>2</sub> | GT <sub>3</sub> | GT <sub>4</sub> | GT <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 241.052                     | 0               | 0               | 11.848          | 0               | 252.900          |

| kW <sub>FR</sub> (1-1-2003) | kW <sub>1</sub> | kW <sub>2</sub> | kW <sub>3</sub> | kW <sub>4</sub> | kW <sub>03</sub> |
|-----------------------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 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 <sub>FR</sub>  | 241.052 | kW <sub>FR</sub>  | 942.607 |
| 2              | Capacity level for the application of the entry-exit regime     | GT <sub>03</sub>  | 252.900 | kW <sub>03</sub>  | 978.236 |
| 3              | Entries of vessels of more than 100 GT financed with public aid | GT <sub>100</sub> | 0       | kW <sub>100</sub> | 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 <sub>S</sub>   | 0       |                   | -       |
| 6              | <b>Total entries ( 3 + 4 + 5 )</b>                              |                   | 40.218  |                   | 142.518 |
| 7              | Exits financed with public aid                                  | GT <sub>a</sub>   | 16.699  | kW <sub>a</sub>   | 45.005  |
| 8              | Other exits (not included in 7)                                 |                   | 46.123  |                   | 158.926 |
| 9              | <b>Total exits ( 7 + 8 )</b>                                    |                   | 62.822  |                   | 203.930 |
| 10             | <b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>    | GT <sub>t</sub>   | 218.447 | kW <sub>t</sub>   | 881.194 |
| 11             | <b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>  |                   | 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

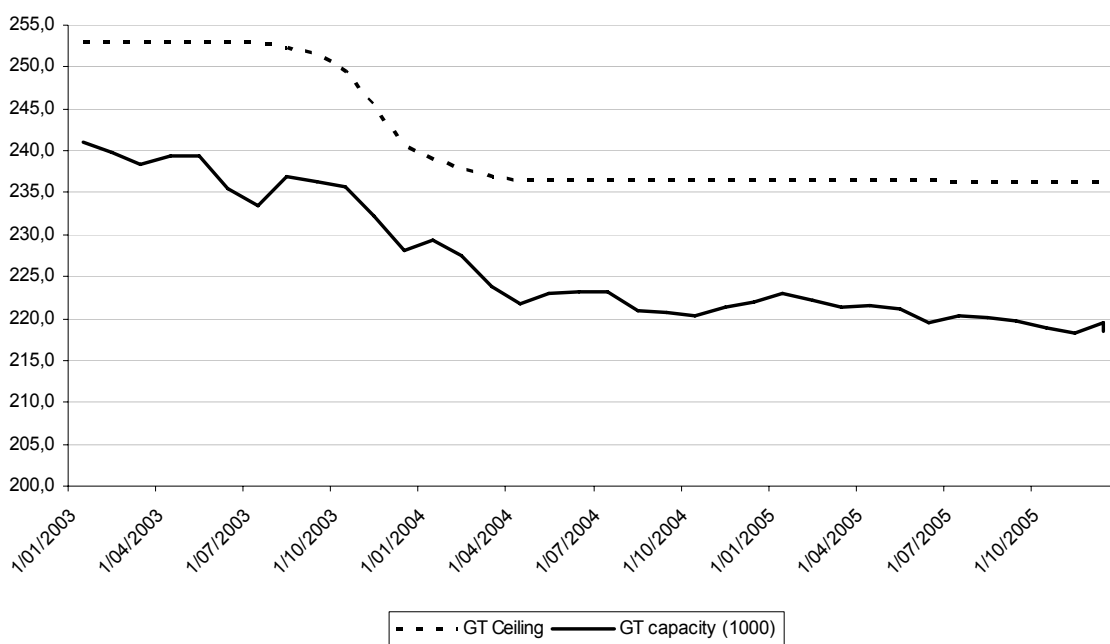
c) **Reference levels at the end of 2005**

| <b>United Kingdom</b> |                                                                 | <b>GT</b>                 |         | <b>kW</b>                 |           |
|-----------------------|-----------------------------------------------------------------|---------------------------|---------|---------------------------|-----------|
| <b>1</b>              | Reference level on 1-1-2003                                     | <b>R(GT)<sub>03</sub></b> | 286.120 | <b>R(kW)<sub>03</sub></b> | 1.129.194 |
| <b>2</b>              | Entries of vessels of more than 100 GT financed with public aid | <b>GT<sub>100</sub></b>   | 0       | <b>kW<sub>100</sub></b>   | 0         |
| <b>3</b>              | Increases in tonnage GT for reasons of safety                   | <b>GT<sub>s</sub></b>     | 0       | -                         | -         |
| <b>4</b>              | Exits financed with public aid                                  | <b>GT<sub>a</sub></b>     | 16.699  | <b>kW<sub>a</sub></b>     | 45.005    |
| <b>10</b>             | <b>Capacity of the fleet on 31 December 2005 (a)</b>            | <b>GT<sub>t</sub></b>     | 218.447 | <b>kW<sub>t</sub></b>     | 881.194   |
| <b>5</b>              | <b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>  | <b>R(GT)<sub>t</sub></b>  | 269.421 | <b>R(kW)<sub>t</sub></b>  | 1.084.189 |

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

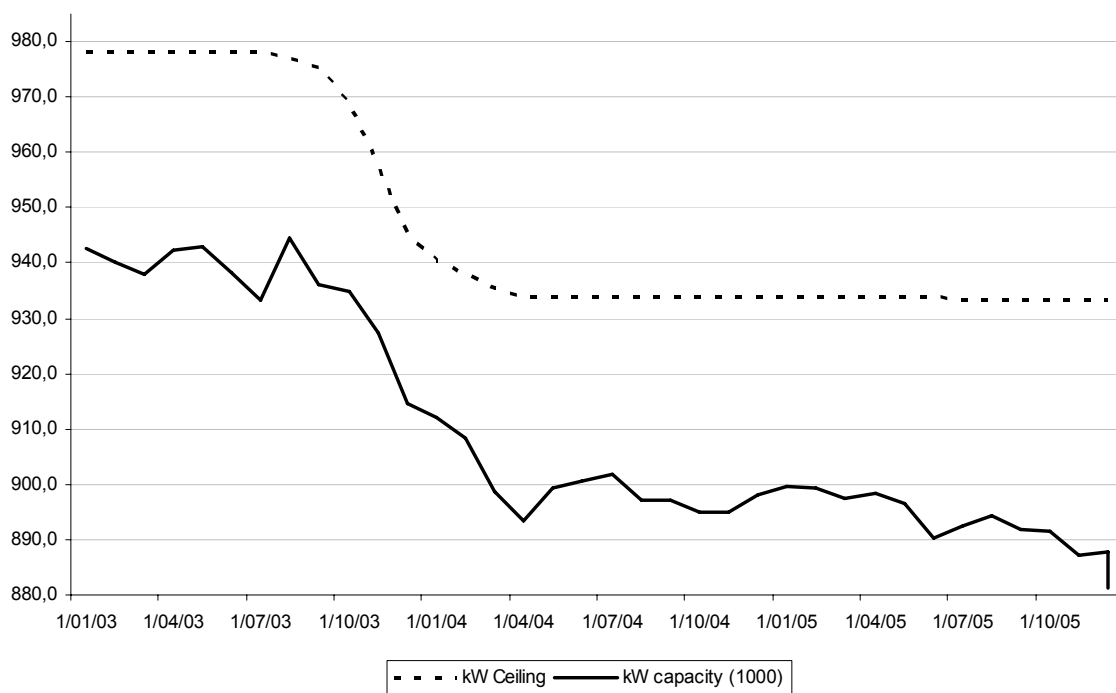
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 MANAGMENT**

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.

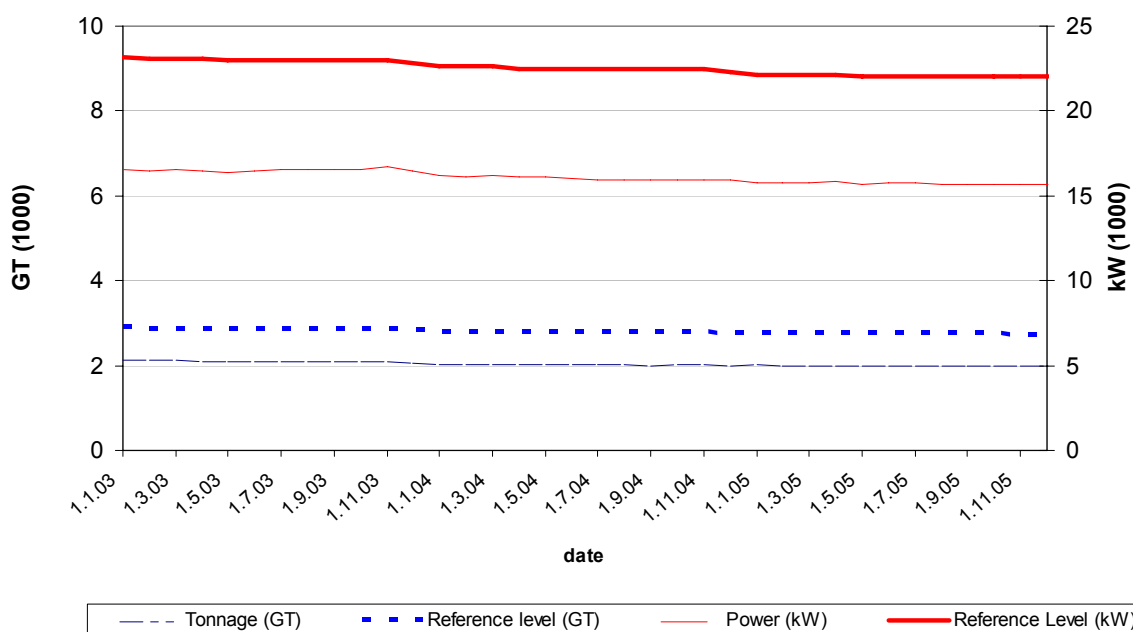
d) Management of capacity levels for outermost regions during 2005

| Canary Islands (Spain) |                                              | CA1<br>Length < 12 m<br>EU waters |        | CA2<br>Length > 12 m<br>EU waters |        | CA3<br>Length > 12 m<br>International and third<br>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 | <b>30.914</b>                                                     | 46.235 |

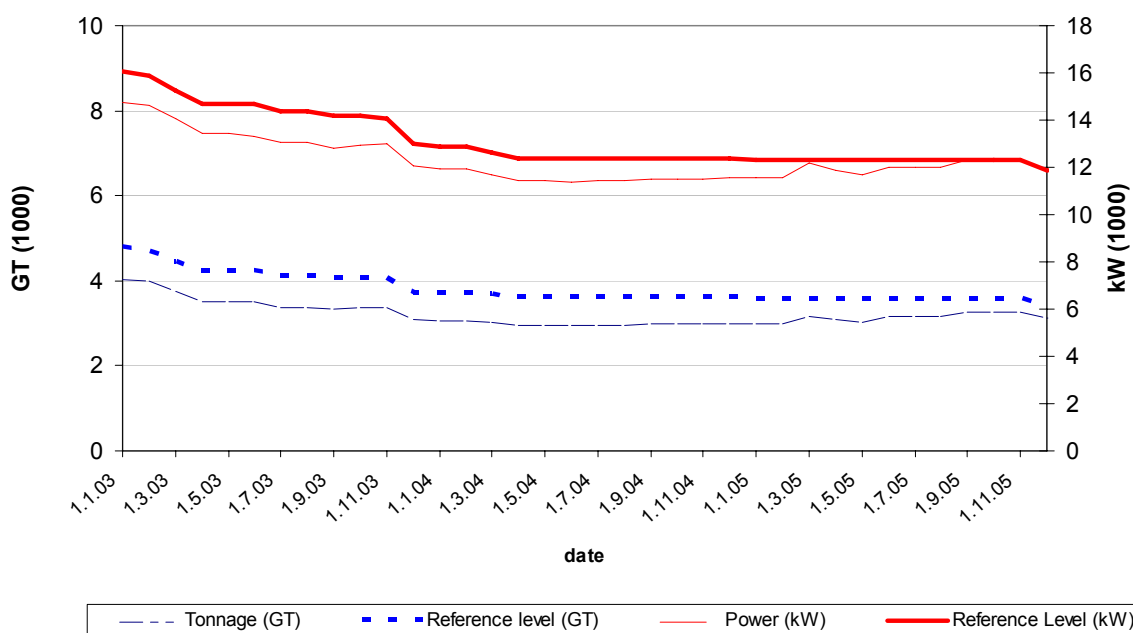
Situation as registered in the Community Fleet Register on 4 October 2006.

***Bold Italic*** indicates that the reference level has been exceeded.

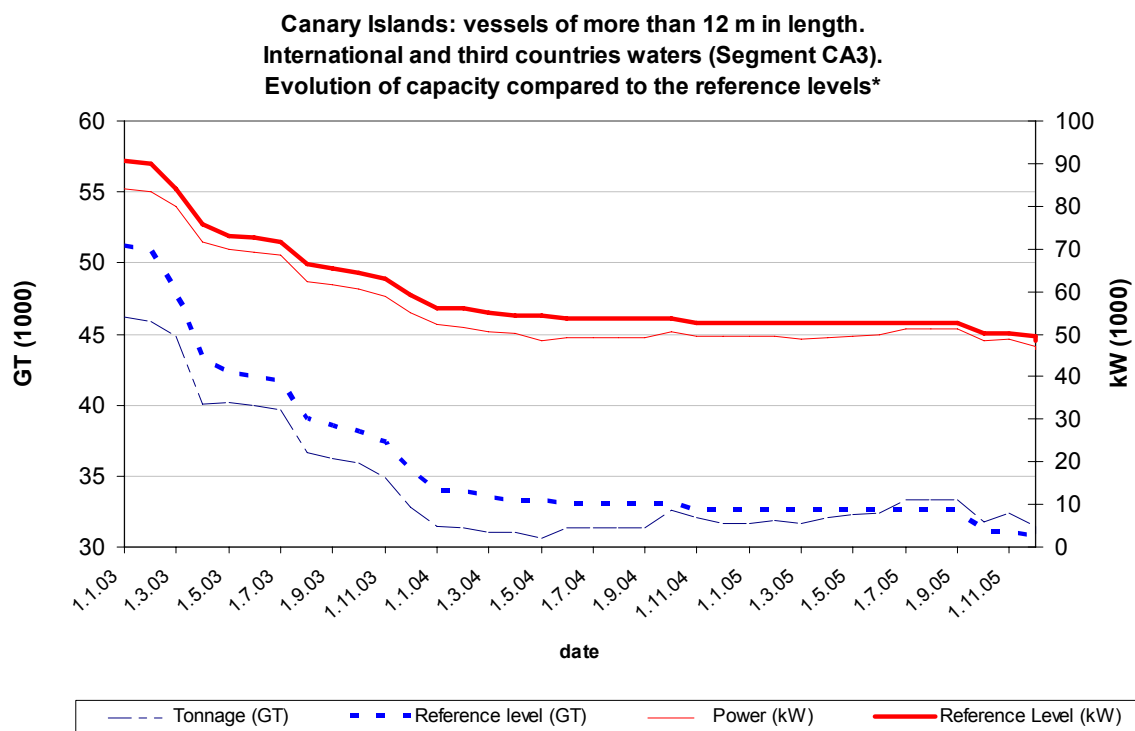
**Canary Islands: vessels under 12 m in length, EU waters (Segment CA1).  
Evolution of capacity compared to the reference levels\***



**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



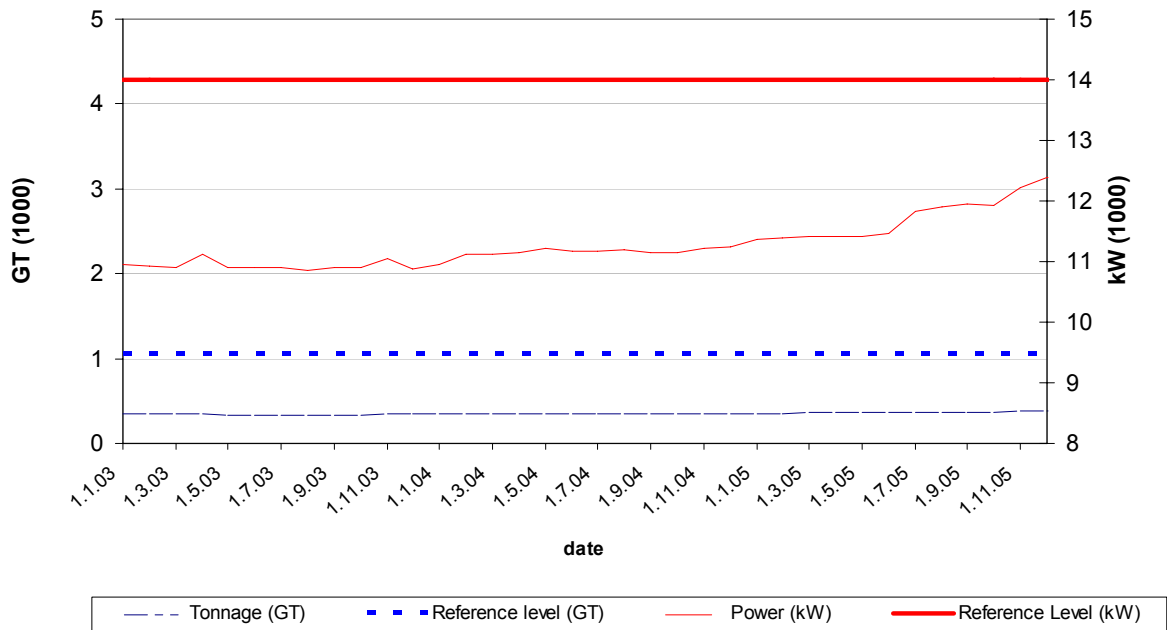
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

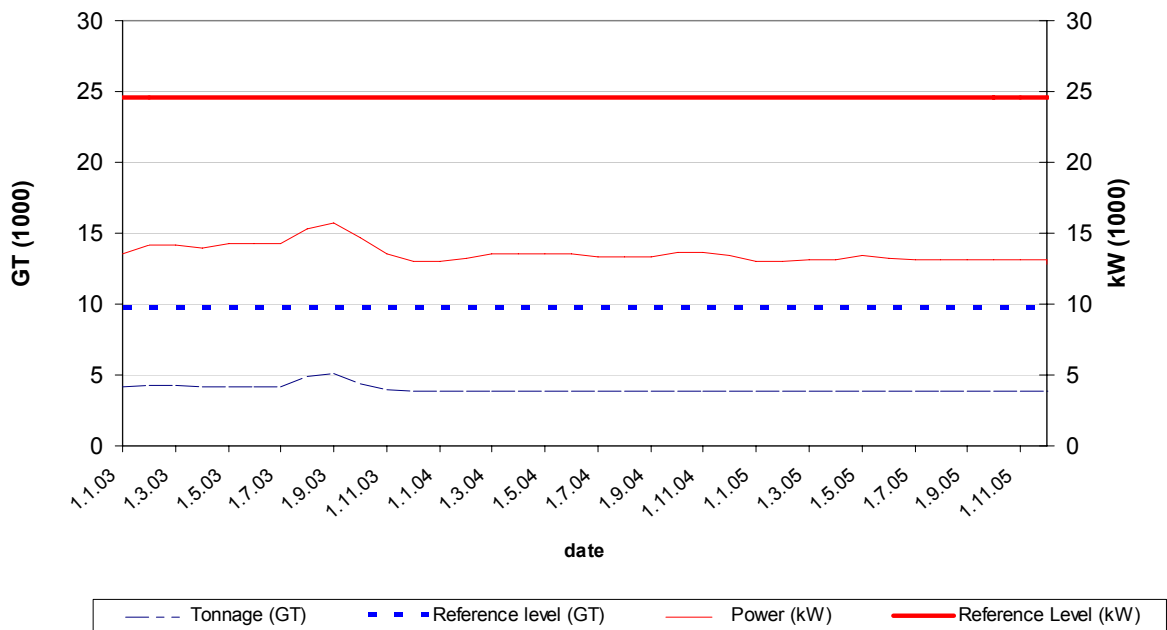
| <b>Reunion (French Overseas Department)</b> |                                                     | <b>4FC Demersal and pelagic species. Length &lt; 12 m</b> |           | <b>4FD Pelagic species. Length &gt; 12 m</b> |           |
|---------------------------------------------|-----------------------------------------------------|------------------------------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



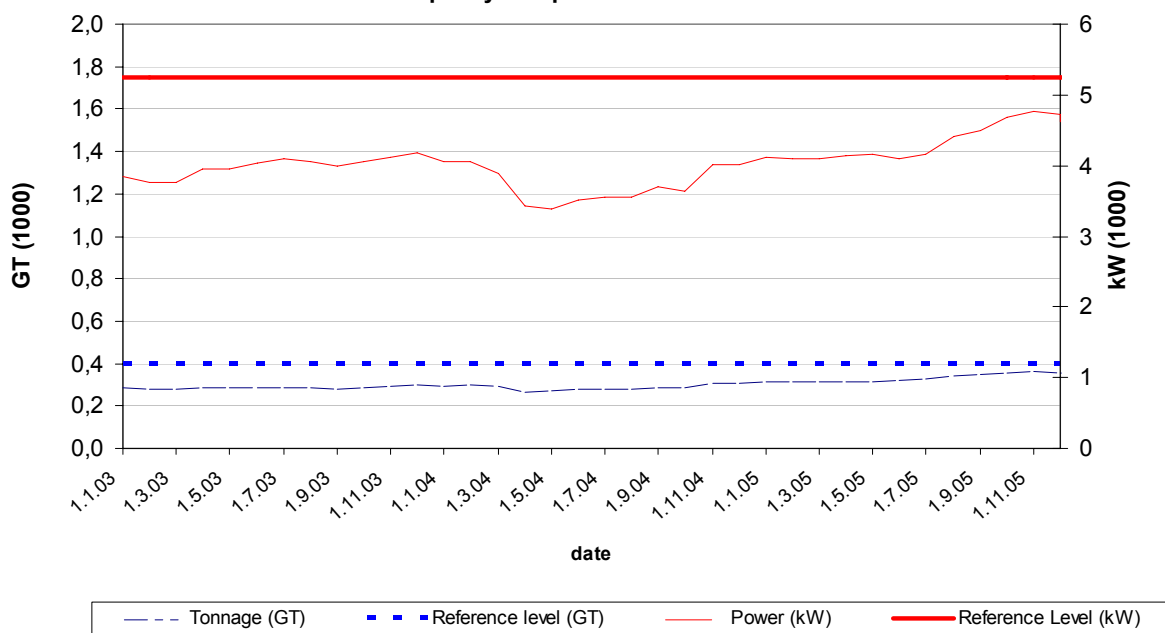
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

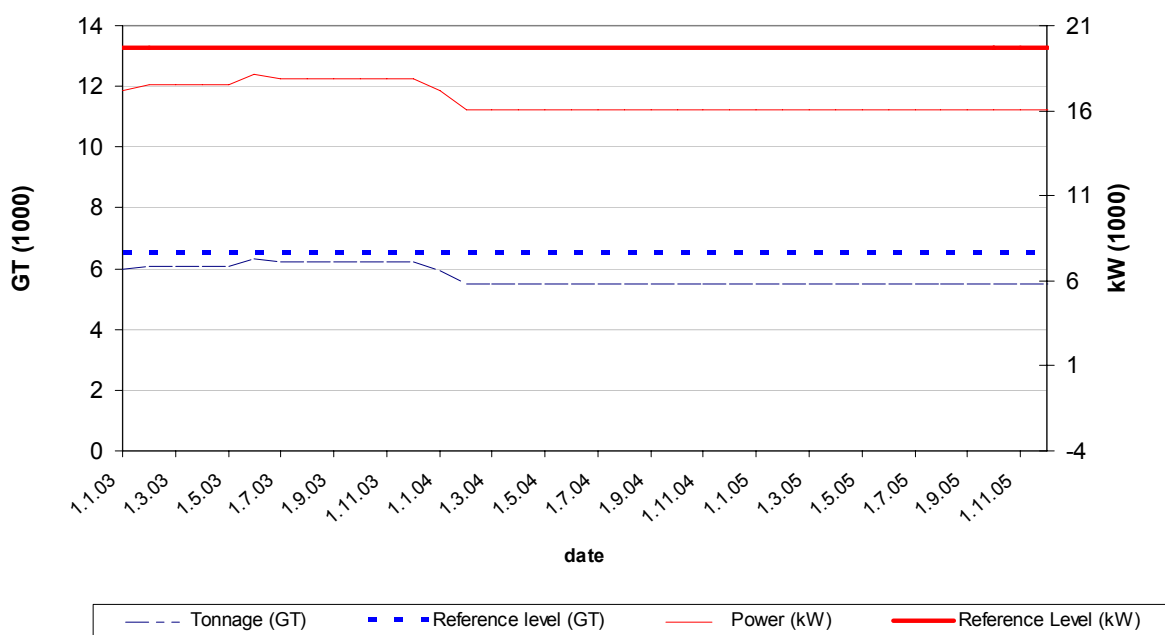
| <b>French Guiana</b> |                                                     | <b>4FF Demersal and pelagic species. L &lt; 12 m</b> |           | <b>4FG Shrimp vessels</b> |           | <b>4FH Pelagic species. Offshore vessels</b> |           |
|----------------------|-----------------------------------------------------|------------------------------------------------------|-----------|---------------------------|-----------|----------------------------------------------|-----------|
|                      |                                                     | <b>GT</b>                                            | <b>kW</b> | <b>GT</b>                 | <b>kW</b> | <b>GT</b>                                    | <b>kW</b> |
| <b>1</b>             | <b>Reference level on 1-1-2003</b>                  | 400                                                  | 5.250     | 6.526                     | 19.726    | 3.500                                        | 5.000     |
| <b>2</b>             | <b>Capacity of the fleet on 1 January 2003</b>      | 284                                                  | 3.840     | 5.994                     | 17.173    | 288                                          | 1.010     |
| <b>3</b>             | <b>Exits financed with public aid</b>               | 0                                                    | 0         | 0                         | 0         | 0                                            | 0         |
| <b>4</b>             | <b>Reference level on 31 December 2005 (1 - 3 )</b> | 400                                                  | 5.250     | 6.526                     | 19.726    | 3.500                                        | 5.000     |
| <b>5</b>             | <b>Capacity of the fleet on 31 December 2005</b>    | 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\***

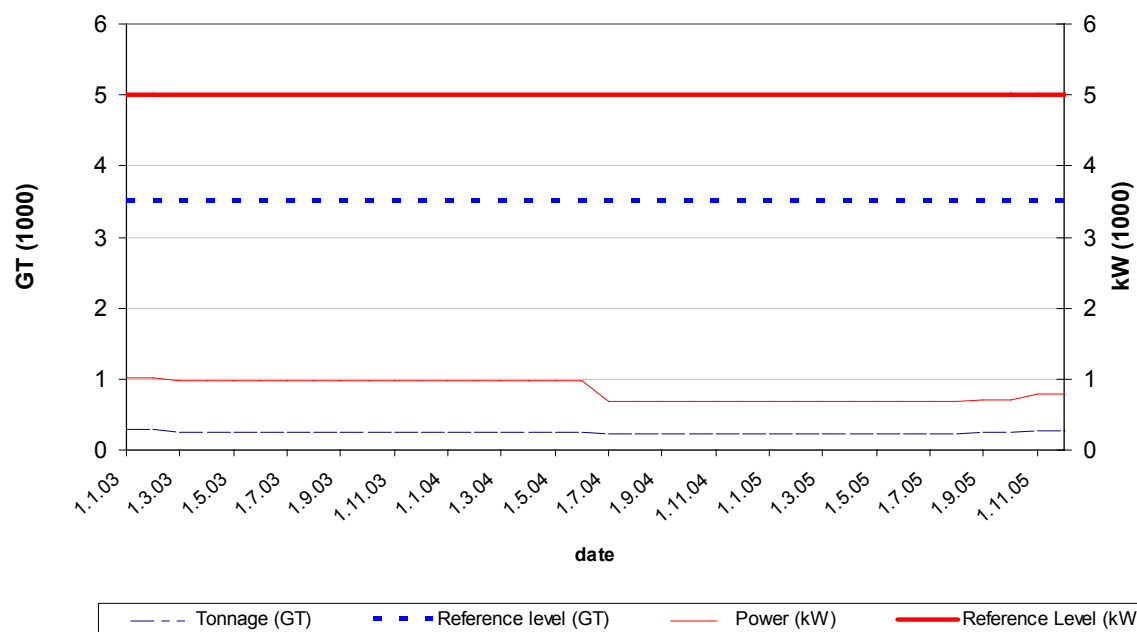


**French Guiana. Shrimp vessels (Segment 4FG).  
Evolution of capacity compared to the reference levels\***



\*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\***



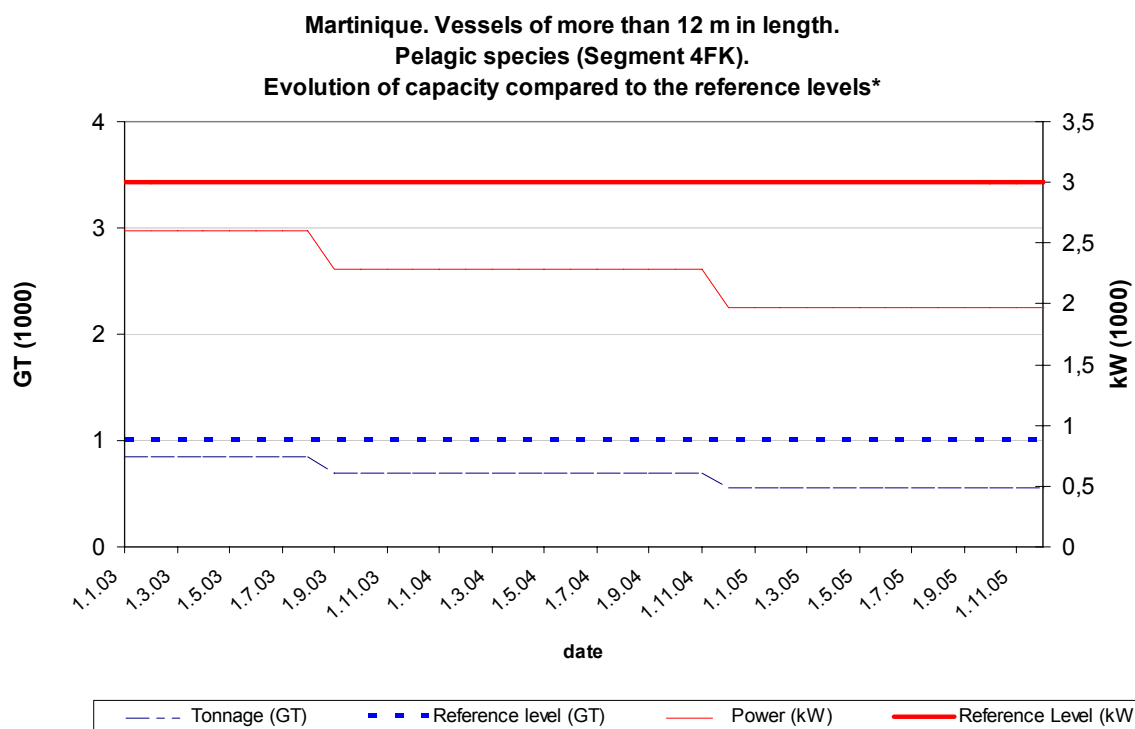
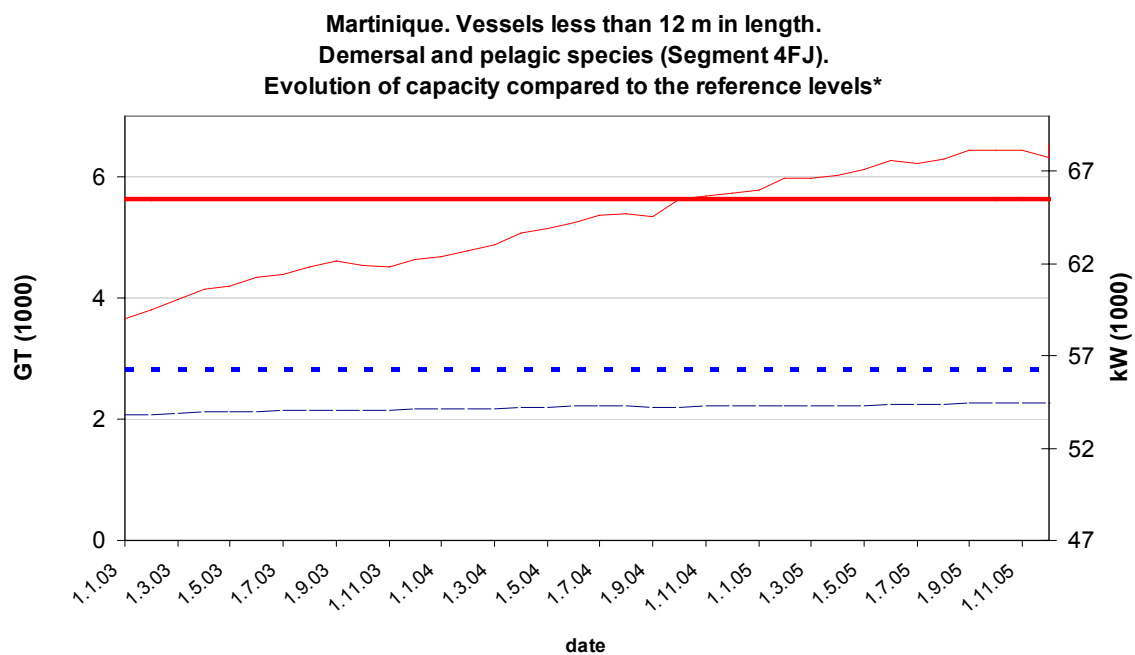
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

| Martinique (French Overseas Department) |                                              | 4FJ Demersal and pelagic species.<br>Length < 12 m |                      | 4FK Pelagic species.<br>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                                              | <b><i>68.480</i></b> | 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.

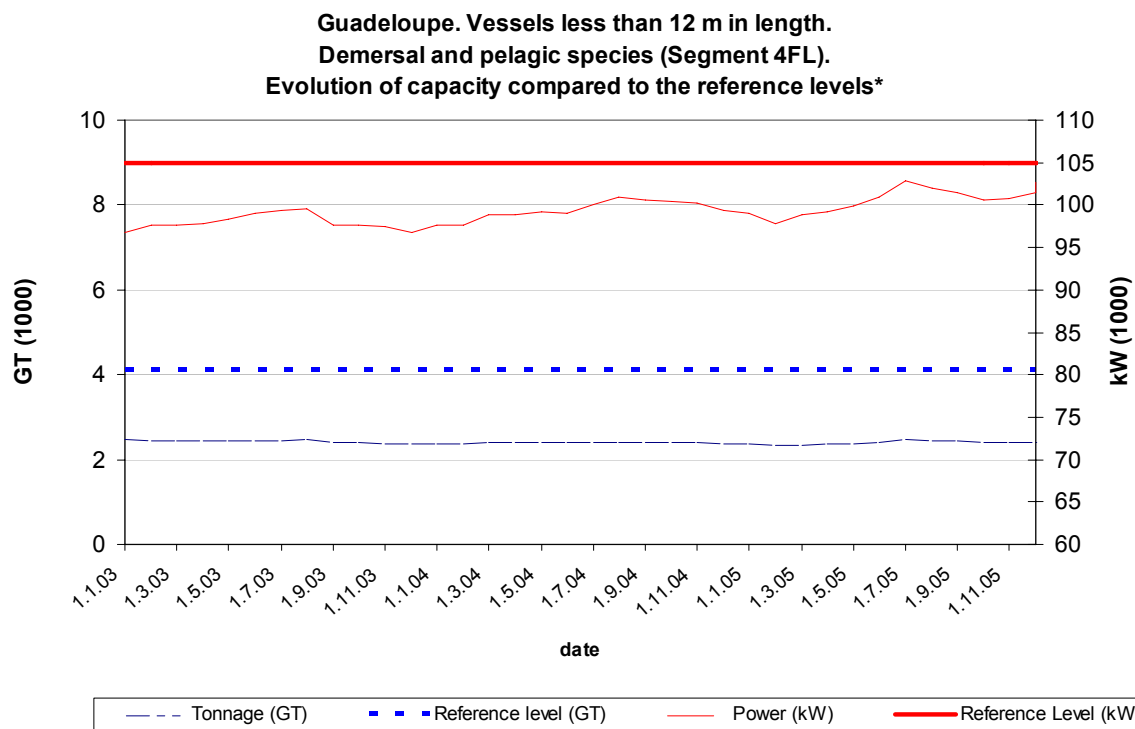


\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

| Guadeloupe (French Overseas Department) |                                              | 4FL Demersal and pelagic species.<br>Length < 12 m |         | 4FM Pelagic species.<br>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



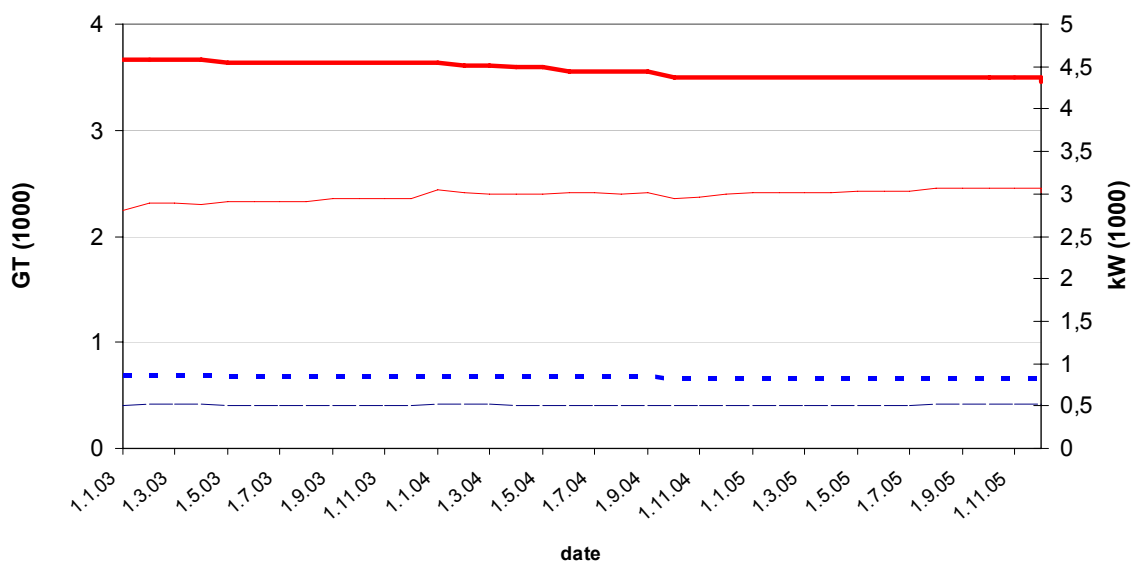
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

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

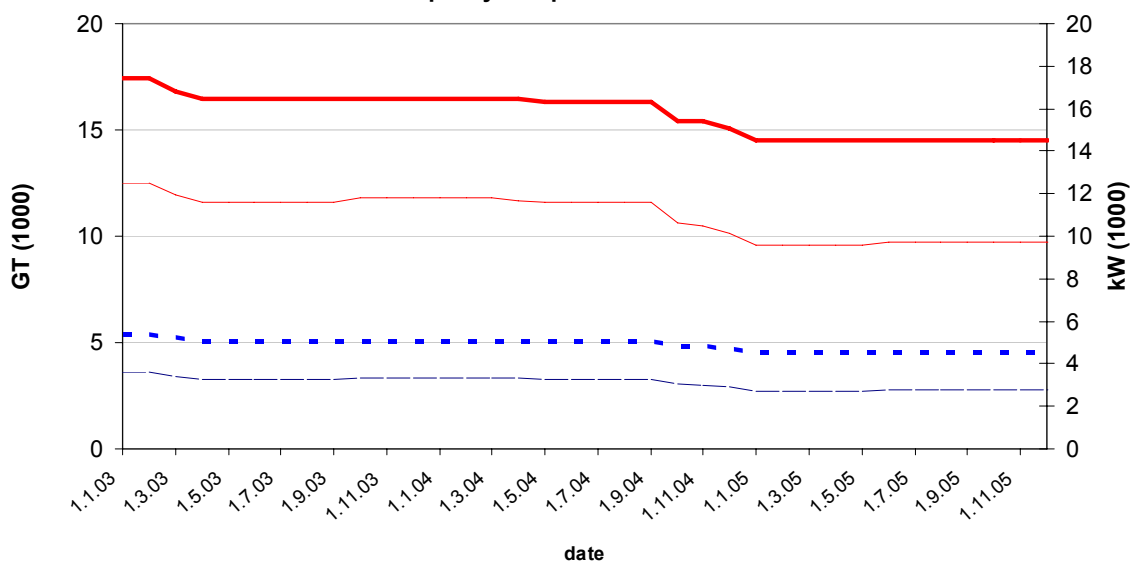
Situation as registered in the Community Fleet Register on 4 October 2006

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



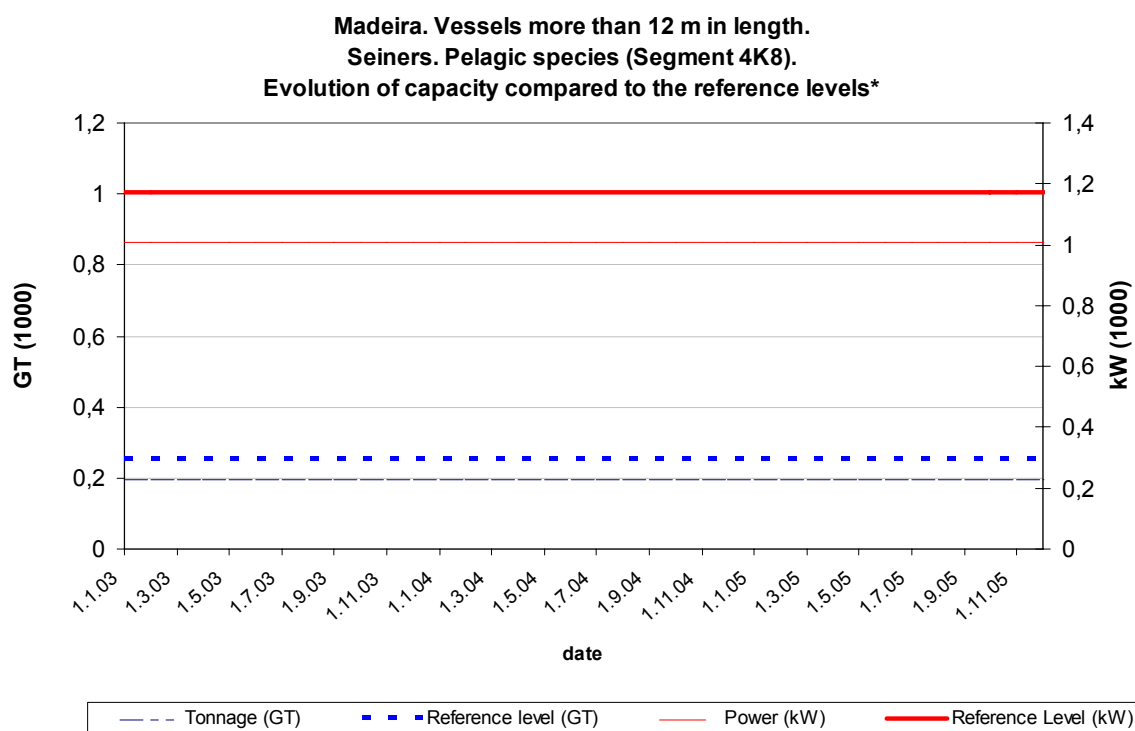
--- Tonnage (GT)    - - - Reference level (GT)    - - - Power (kW)    - - - Reference Level (kW)

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



--- Tonnage (GT)    - - - Reference level (GT)    - - - Power (kW)    - - - Reference Level (kW)

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



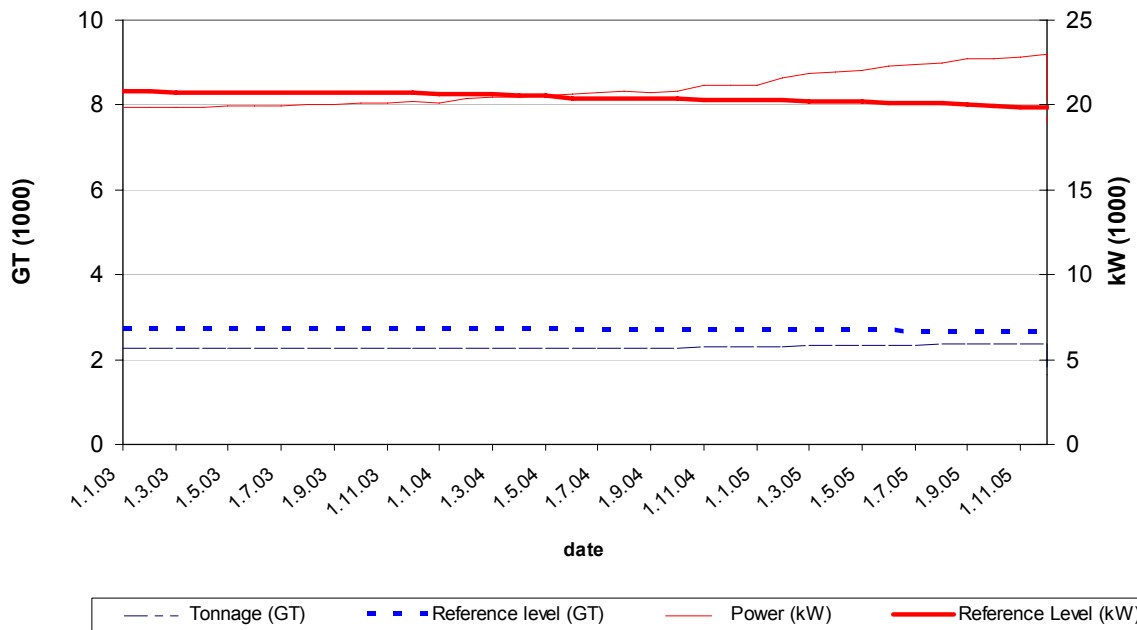
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

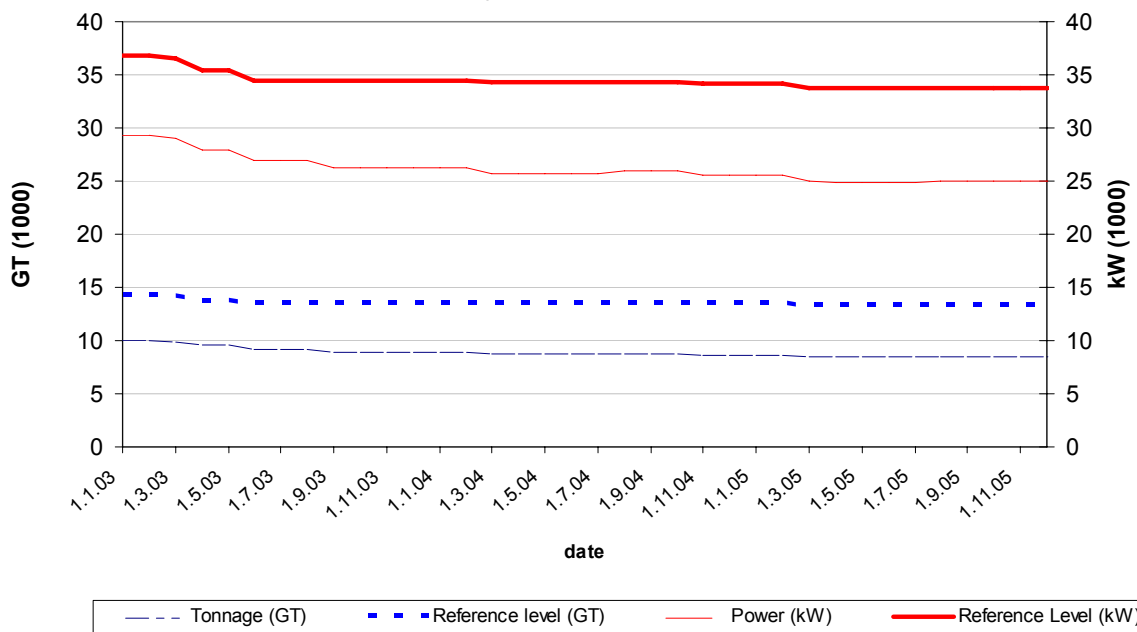
| Azores (Portugal) |                                              | 4K9<br>Demersal species.<br>Length < 12 m |        | 4KA<br>Demersal and pelagic<br>species.<br>Length > 12 m |        |
|-------------------|----------------------------------------------|-------------------------------------------|--------|----------------------------------------------------------|--------|
|                   |                                              | 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