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**RELATÓRIO ANUAL DA COMISSÃO AO CONSELHO E AO PARLAMENTO  
EUROPEU**

**sobre os esforços dos Estados-Membros em 2005 para obterem um equilíbrio sustentável  
entre as capacidades e as possibilidades de pesca**

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## ÍNDICE

1. Introdução.....	4
2. Gestão das frotas no âmbito da Política Comum da Pesca reformada .....	4
3. Resumo dos relatórios anuais dos Estados-Membros .....	4
a) Descrição das frotas relativamente à situação das pescarias.....	5
b) Impacto dos regimes de redução do esforço na capacidade de pesca.....	5
c) Pontos fracos e fortes .....	10
d) Observância do regime de entradas/saídas e dos níveis de referência.....	11
4. Conclusões da Comissão.....	12
Anexo técnico 1 – Quadros e gráficos de síntese.....	14
a) Regime de entradas/saídas .....	14
b) Níveis de referência (frota continental) .....	14
c) Gestão dos níveis de referência da frota nas regiões ultraperiféricas .....	15
d) Determinação da arqueação .....	15
e) Ficheiro da frota de pesca comunitária .....	15
Anexo técnico 2 – Resultados por Estado-Membro (excluindo as regiões ultraperiféricas) ...	23
Bélgica.....	27
Dinamarca .....	30
Alemanha .....	33
Estónia.....	36
Grécia .....	38
Espanha .....	41
França .....	44
Irlanda.....	47
Itália.....	50
Chipre .....	53
Letónia.....	55
Lituânia.....	57

Malta.....	59
Países Baixos.....	61
Polónia.....	64
Portugal .....	66
Eslovénia.....	69
Finlândia.....	71
Suécia .....	74
Reino Unido .....	78
Anexo técnico 3 - Resultados da gestão das frotas das regiões ultraperiféricas .....	80

## 1. INTRODUÇÃO

O artigo 14º do Regulamento (CE) nº 2371/2002 do Conselho<sup>1</sup> e o artigo 12º do Regulamento (CE) nº 1438/2003 da Comissão<sup>2</sup> prevêem que os Estados-Membros enviem à Comissão, antes de 1 de Maio de cada ano, um relatório sobre os esforços envidados no ano anterior para obter um equilíbrio sustentável entre as capacidades das frotas e as possibilidades de pesca. Os relatórios dos Estados-Membros encontram-se publicados no sítio *web* "Europa"<sup>3</sup>. Com base nesses relatórios e nos dados constantes do ficheiro da frota de pesca comunitária<sup>4</sup>, a Comissão elaborou, relativamente a 2005, uma síntese, que foi submetida ao Comité Científico, Técnico e Económico das Pescas (CCTEP) e ao Comité das Pescas e da Aquicultura. No presente relatório, a Comissão apresenta ao Conselho e ao Parlamento Europeu a referida síntese, acompanhada dos pareceres daqueles comités.

O presente relatório divide-se em duas partes:

- A primeira parte precisa as regras que os Estados-Membros devem aplicar à gestão das suas frotas e sintetiza as informações apresentadas por força do artigo 13º do Regulamento (CE) nº 1438/2003 da Comissão que estabelece regras de execução da política em matéria de frota;
- A segunda parte ilustra a evolução da capacidade das frotas dos Estados-Membros em 2005, sob a forma de tabelas numéricas e gráficos que contêm informações pertinentes sobre a gestão das entradas e saídas de navios em cada frota nacional.

## 2. GESTÃO DAS FROTAS NO ÂMBITO DA POLÍTICA COMUM DA PESCA REFORMADA

Em conformidade com a Política Comum da Pesca, adoptada em Dezembro de 2002, as frotas de pesca são geridas de acordo com a regra geral de que uma nova capacidade introduzida na frota, expressa em arqueação (tonelagem) e em potência, não poder ser superior à capacidade retirada da frota (ver o anexo técnico 1).

## 3. RESUMO DOS RELATÓRIOS ANUAIS DOS ESTADOS-MEMBROS

Também no presente ano, apenas dez Estados-Membros transmitiram os relatórios anuais no prazo estabelecido (30 de Abril de 2006); os restantes relatórios registaram atrasos (a Itália e a França, por exemplo, apresentaram os seus relatórios vários meses após o termo do prazo). O Reino Unido não apresentou o seu relatório anual. Além disso, as informações constantes dos relatórios dos Estados-Membros não são homogéneas e, por vezes, não é respeitado o formato e teor dos relatórios anuais. Uma vez mais vários Estados-Membros excederam a extensão máxima de 10 páginas e incluíram numerosos anexos e quadros explicativos.

Atendendo aos problemas atrás referidos, a avaliação comum dos relatórios dos Estados-Membros não foi simples e a Comissão teve sérias dificuldades em respeitar o prazo fixado para a apresentação do relatório de síntese ao CCTEP e ao Comité das Pescas e da Aquicultura (31 de Julho de 2006).

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<sup>1</sup> Regulamento (CE) nº 2371/2002 do Conselho (JO L 358 de 31 de Dezembro de 2002, p. 59).

<sup>2</sup> Regulamento (CE) nº 1438/2003 da Comissão (JO L 204 de 12 de Agosto de 2003, p.21).

<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> Regulamento (CE) nº 26/2004 da Comissão (JO L 5 de 9.1.2004, p. 25).

### **a) Descrição das frotas relativamente à situação das pescarias**

Os relatórios anuais dos Estados-Membros apresentaram uma descrição geral das frotas de pesca, no respeitante ao número de navios, à capacidade, às espécies-alvo e às zonas de pesca. Os Estados-Membros utilizaram vários sistemas de segmentação; alguns mantiveram a antiga segmentação do POP IV, enquanto que outros aplicaram os seus próprios sistemas nacionais de segmentação. Em termos gerais, a segmentação das frotas de pesca nacionais é gerida do seguinte modo:

- A Alemanha, França, Portugal, Finlândia e Irlanda utilizam a segmentação POP IV (com alguns complementos);
- A Dinamarca e Chipre utilizam a segmentação por tipos de navios, artes de pesca e comprimentos de fora a fora;
- A Grécia e a Eslovénia recorrem à segmentação por comprimentos de fora a fora e por artes de pesca;
- A Bélgica utiliza a segmentação por artes de pesca;
- A Espanha, a Letónia, a Lituânia e a Polónia utilizam a segmentação por distribuição geográfica dos pesqueiros e tipos de navios de pesca;
- A Estónia e a Suécia utilizam o comprimento de fora a fora, os pesqueiros, as artes de pesca e as espécies capturadas (com excepção da utilização dos pesqueiros como indicador);
- Os Países Baixos repartem a segmentação por duas componentes: aquicultura e frota continental (em especial cúteres).

Vários Estados-Membros sublinham que o segmento da pequena pesca costeira (que representa mais de 80% da frota pesqueira total da Comunidade) tem um impacto socioeconómico muito importante nas comunidades costeiras. A melhor gestão e o desenvolvimento deste sector são considerados prioritários, por exemplo, na Suécia e na Grécia.

Nos seus relatórios, a maioria dos Estados-Membros tentou avaliar o equilíbrio entre a capacidade da frota de pesca e as possibilidades reais de pesca. Foram utilizadas diversas abordagens para identificar as correlações entre as unidades populacionais de peixes disponíveis e as frotas. Vários Estados-Membros analisaram a disponibilidade das unidades populacionais em associação com as alterações da capacidade em cada segmento da sua frota. Alguns Estados-Membros utilizaram um abordagem mais socioeconómica para avaliar a evolução da capacidade da frota pesqueira.

Em 2005, os Estados-Membros recorreram a várias medidas para obter um melhor equilíbrio entre os recursos disponíveis e a frota pesqueira: reduções da capacidade da frota, limitações dos dias de pesca, restrições do acesso aos recursos haliêuticos a nível nacional, limitações do número de licenças de pesca, atribuição de quotas de pesca, etc. Todos os Estados-Membros comunicaram uma redução gradual da capacidade da sua frota em 2005, tanto em termos de arqueação como de potência, principalmente através de regimes de abate.

### **b) Impacto dos regimes de redução do esforço na capacidade de pesca**

Como já referido, os Estados-Membros aplicaram, em 2005, diversas medidas de recuperação e regimes de redução do esforço. Todos os Estados-Membros que operam no Kattegat, no mar

do Norte e no Skagerrak, a ocidente da Escócia, na parte oriental do canal da Mancha, no mar da Irlanda, no golfo da Biscaia, no mar Cantábrico e a ocidente da Península Ibérica e no mar Báltico foram afectados por medidas de redução do esforço de pesca (algumas das quais foram estabelecidas pelo Regulamento (CE) nº 27/2005 do Conselho<sup>5</sup>). Em geral, a execução dessas medidas implicou a limitação do número de dias dos navios no mar, bem como das artes de pesca utilizadas.

A maioria dos Estados-Membros em causa assinalou uma redução global contínua do seu esforço de pesca. Os Estados-Membros em causa consideram que essa redução decorreu principalmente da aplicação de vários regimes de limitação do esforço de pesca e de abate, tanto a nível comunitário como nacional. Alguns Estados-Membros referiram que o aumento dos preços dos combustíveis em 2005 desempenhou também um papel significativo na redução do esforço de pesca. Seguem-se alguns comentários sobre os regimes de esforço de pesca dos Estados-Membros em 2005:

Bélgica: Em 2005, as actividades da frota abrangeram o mar do Norte, as águas ocidentais e o golfo da Biscaia, sendo aplicadas as restrições impostas pelo Regulamento (CE) nº 27/2005. Em cada uma destas zonas, a frota foi objecto de um plano de recuperação ou de gestão (com excepção da frota de pesca do camarão). Além disso, o sistema belga prevê restrições do número total anual de dias de viagem permitidos por navio, em todas as zonas.

O número de dias no mar na zona de recuperação do bacalhau foi interpretado como uma verdadeira restrição por parte de alguns navios da frota de arrasto de vara. O número total de dias no mar para a totalidade da frota não foi excedido devido à sua subutilização por parte de alguns navios. Apesar da restrição dos dias de viagem, foi atingida a quota de pesca disponível.

Dinamarca: Devido ao impacto do plano de recuperação do bacalhau no mar do Norte, o número de dias no mar totalizaram 71 642, contra 81 330 dias em 2004, o que representa uma redução de 12%. A interacção entre a gestão dos recursos e da frota, em termos de restrições dos TAC/quotas e de esforço/capacidade, foi estudada no quadro de um projecto de investigação. Concluiu-se que, do ponto de vista económico, em cujo contexto o desempenho económico da frota na exploração das unidades populacionais é altamente valorizado, a dimensão da frota deverá baixar. A análise de quatro cenários a curto prazo conduz à redução substancial do número de navios em todos os casos, excepto quando a actividade dos mesmos (número de dias no mar) é limitada. A longo prazo, a recuperação das unidades populacionais permitirá os ganhos substanciais previstos. Contudo, uma gestão adequada da frota deveria proporcionar ganhos semelhantes aos obtidos através da gestão das unidades populacionais. Prosseguem os trabalhos com vista a estabelecer um equilíbrio real entre a dimensão da frota e as possibilidades de pesca.

Alemanha: Atendendo às dimensões reduzidas da frota de pesca, os regimes de redução do esforço de pesca tiveram um impacto limitado na capacidade de pesca, quase exclusivamente nas actividades no mar Báltico. No contexto do sistema de gestão da frota com vista a estabelecer um equilíbrio sustentável entre a capacidade de pesca e os recursos disponíveis, a frota pesqueira alemã deverá manter uma capacidade global suficiente para a utilização das quotas atribuídas à Alemanha. O desenvolvimento da frota pesqueira alemã mostra que a mesma se adaptou às condições económicas estabelecidas pela nova PCP, bem como à

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<sup>5</sup> Regulamento (CE) nº 27/2005 do Conselho (JO L 12 de 14.1.2005, p. 1).

disponibilidade limitada de recursos. Por isso, as autoridades alemãs não tiveram de adoptar acções relativas ao desenvolvimento da frota.

Estónia: Este Estado-Membro aplica a redução do TAC para o bacalhau no mar Báltico, bem como o plano de reconstituição da Organização das Pescarias do Noroeste do Atlântico, em conformidade com o Regulamento (CE) nº 27/2005 do Conselho.

Grécia: Não foram aplicados quaisquer planos plurianuais de gestão e recuperação de unidades populacionais, devido à inexistência dos mesmos para as pescarias no Mediterrâneo, tendo prosseguido a aplicação das medidas de reajustamento da capacidade da frota e das possibilidades de pesca previstas pelos Regulamentos do Conselho (CE) nºs 2792/1999 e 2369/2002, no quadro do programa operacional para as pescarias.

Espanha: Foi mantida a abordagem de renovação e modernização da frota iniciada em 2003, em conformidade com as disposições do Regulamento (CE) nº 2371/2002. Neste contexto, a gestão das entradas e saídas tornou possível manter uma ligeira redução da capacidade da frota e, conseqüentemente, do seu esforço de pesca global.

Em 2005, foram aplicados dois planos de âmbito nacional no pesqueiro do golfo de Cádiz. Estes planos incidem na recuperação e na gestão sustentável das pescarias de arrasto e com redes de cerco de retenida, respectivamente, constando, na sua essência, de medidas de redução do esforço. Através da limitação do número de dias, foi possível reduzir o esforço de pesca de cerca de 32% relativamente aos anos anteriores.

França: A capacidade da frota continental francesa permaneceu estável em 2005, não tendo sido concedido qualquer auxílio público para abate. Em 2006, prevê-se um novo regime de abate, focalizado na frota que exerce uma pesca dirigida a espécies sobreexploradas. As limitações do esforço de pesca adoptadas no contexto dos planos de recuperação ou ao abrigo das disposições do anexo IV do regulamento relativo aos TAC e quotas abrangem cerca de 850 navios; não se registou qualquer redução da capacidade em 2005 decorrente deste tipo de medidas.

Irlanda: As pescarias irlandesas abrangidas por planos de recuperação das unidades populacionais são de natureza bastante diversa. Por esse facto, o impacto dos regimes de redução do esforço de pesca na capacidade de pesca é difícil de determinar. Tendo em vista o cumprimento do Regulamento (CE) nº 27/2005 do Conselho, a Irlanda introduziu um sistema em cujo âmbito os navios que pescam nas zonas definidas utilizando determinadas artes de pesca são obrigados a preencher um formulário ("*Official Days at Sea Declaration form*"). Além das medidas de esforço associadas ao plano plurianual de recuperação do bacalhau no mar da Irlanda e a na parte ocidental da Escócia, existe um mecanismo de controlo global do esforço da pesca aplicável às espécies demersais em geral, bem como ao caranguejo e às vieiras, em todas as águas circundantes da Irlanda. A Irlanda controlou os níveis de esforço nestas pescarias e adoptou medidas de gestão destinadas a manter a frota dentro dos limites das atribuições de esforço de pesca.

Em 2005, o Ministro da Marinha da Irlanda lançou um novo regime com o objectivo de abater um máximo de 25% dos navios mais velhos, de maiores dimensões e mais activos nos sectores da pesca demersal (polivalentes e arrasto de vara), bem como de remover o excesso de capacidade na frota de pesca da vieira. No âmbito deste regime, foram abatidos à frota 22 navios em 2005, totalizando 2 464 GT e 7 742 kW.

Itália: A tendência para o decréscimo dos desembarques registada em 2005 é atribuível à redução do número de navios e do nível de actividade. Neste contexto, importa lembrar que os preços dos combustíveis tiveram um impacto considerável no número total de dias de pesca, tendo muitos operadores sido forçados a mudar a sua estratégia de pesca, nomeadamente através da limitação do esforço de pesca para conter os custos operacionais. Tal como nos anos anteriores, o plano de redução da capacidade de pesca por recurso a auxílios públicos produziu bons resultados em 2005. Em termos absolutos, observou-se uma redução apreciável do esforço de pesca nas águas italianas, que não afectou, contudo, a avaliação quanto ao cumprimento do regime de entradas/saídas.

Chipre: Foram desmantelados dois arrastões de fundo e dois navios foram cedidos a museus locais. Foram abatidos à frota de forma permanente um total de 2 864 GT e 5 423 kW.

Letónia: Em 2005, foram desmantelados 31 navios por recurso a auxílios públicos; todos estes navios pertenciam à frota do mar Báltico. O principal motivo pelo qual os proprietários dos navios em causa solicitaram o desmantelamento reside no mau estado das unidades populacionais do mar Báltico. As unidades populacionais de bacalhau, em especial, encontram-se numa situação crítica, pelo que a maioria dos navios desmantelados eram vocacionados para a pesca do bacalhau. A idade e o baixo desempenho técnico dos navios constituiu outro importante motivo para o desmantelamento, juntamente com o grande aumento do custo dos combustíveis e outros custos para as operações de pesca.

O impacto global do regime de redução do esforço de pesca, bem como a redução da frota de pesca da Letónia através da exportação e do desmantelamento de navios sem auxílios públicos, conduziu a um decréscimo de 11% da capacidade dos navios de pesca do bacalhau. A redução de capacidade registada desde 1 de Maio de 2004 tem influenciado de forma positiva as unidades populacionais de bacalhau, bem como a reprodução desta espécie, que constitui o mais importante recurso haliêutico do mar Báltico.

Lituânia: Em 2005, a capacidade dos navios de pesca que operam no mar Báltico e ao longo da costa registou uma quebra de 1 576 GT e 3 104 kW relativamente a 2004, devido ao desmantelamento de navios com auxílios públicos. A redução de 22% das capacidades de pesca dos navios que pescam no mar Báltico levou a um aumento das quotas de pesca para os restantes navios.

Malta: De modo geral, a sazonalidade e os padrões de pesca em 2005 permaneceram idênticos aos dos anos anteriores, não havendo indicações de um aumento do esforço de pesca em nenhuma pescaria. Não foram aplicados quaisquer regimes de redução do esforço de pesca e não foi comunicado qualquer impacto na capacidade de pesca. A gestão das pescarias maltesas foi efectuada em conformidade com o Regulamento (CE) nº 813/2004 do Conselho, que estabeleceu medidas de controlo do esforço relativas às águas em torno de Malta. O estado dos recursos explorados pela frota de pesca maltesa não torna necessária qualquer redução da capacidade de pesca.

Países Baixos: O sector neerlandês de cúteres enfrenta uma situação preocupante há vários anos, caracterizada pela redução das quotas e o forte aumento dos custos. As possibilidades de captura de solha, nomeadamente, registaram uma grande quebra nos últimos anos. Assim, as autoridades e o sector das pescas adoptaram diversas iniciativas para reduzir a pressão nas unidades populacionais de solha. Uma dessas iniciativas consistiu no abate parcial da frota, reduzindo de forma permanente a capacidade de captura. A iniciativa em causa aproximou a capacidade do equilíbrio, no respeitante às possibilidades de pesca, e contribuiu para a recuperação das unidades populacionais de solha. Outra consequência da referida iniciativa



consiste na melhoria das perspectivas financeiras para os restantes pescadores, dado o aumento das possibilidades de captura por navio.

Em Setembro de 2005, entrou em vigor o regulamento relativo à redução da capacidade de pesca marítima, que levou ao abate de 29 navios, num total de 36 092 kW e 8 982 GT. Também como resultado parcial deste regulamento, registou-se uma redução da frota de cúteres, que contribuiu para promover um melhor equilíbrio entre a frota e as possibilidades de pesca. Em 2005, os kW-dias da frota de cúteres dos Países Baixos na zona abrangida pelo plano de recuperação no mar do Norte sofreram uma redução de 15% relativamente a 2004. No que respeita ao resto da frota, a sua dimensão justifica-se pela abundância e o estado das unidades populacionais. A redução da capacidade realizada e a redução da capacidade utilizada em 2005 criaram um equilíbrio mais adequado entre a abundância das unidades populacionais e as dimensões da frota.

Polónia: Este Estado-Membro estabeleceu um regime de redução do esforço de pesca, devido, principalmente, à grande sobrecapacidade nas pescarias de bacalhau no mar Báltico, bem como à reduzida rendibilidade. Em 2005, foram demolidos ou mudaram de actividade 270 navios, tendo a retirada definitiva da capacidade de pesca totalizado 15 564 GT e 42 237 kW.

Portugal: A frota foi afectada pelas seguintes medidas de limitação do esforço: medidas aplicáveis à pesca com redes de cerco com retenida (sardinha), plano de recuperação da pescada do Sul (Regulamento (CE) nº 27/2005 do Conselho), plano de recuperação do alabote da Gronelândia na zona NAFO e regulamentos relativos às espécies de profundidade. Neste último caso, Portugal utilizou um sistema de licenças destinado a limitar o acesso dos navios à pesca de profundidade. Em 2005, foram aprovadas 34 propostas de reduções, tendo sido abatidos 25 navios no segmento da frota continental, o que representa uma redução de 5 011 GT e 10 123 kW.

Eslovénia: Este Estado-Membro não comunicou qualquer impacto na capacidade de pesca decorrente de regimes de redução do esforço, dado que não foram ainda adoptados planos de gestão ou recuperação para as pescarias no Mediterrâneo. Também não são aplicados regimes de abate ou retirada de navios de pesca.

Finlândia: Foi elaborado um regime especial de redução da capacidade de pesca, devido à manifesta sobrecapacidade nas pescarias de arenque e espadilha, bem como à proibição das redes de deriva no mar Báltico. A Finlândia aplicou o seu regime de redução das capacidades relativamente aos segmentos dos arrastões de pesca pelágica e navios que exercem a pesca com artes passivas. Foram retirados com auxílios públicos um total de 1 378 GT e 6 025 kW.

O esforço da frota de pesca pelágica baixou consideravelmente (cerca de 15% no período 2003-2005). A pesca com artes rebocadas e artes fixas dirigida a espécies de profundidade, em especial o bacalhau, baixou fortemente em 2005 (cerca de 79%); contudo, esta quebra afectou apenas as pequenas capturas e um número reduzido de navios. O esforço nas pescarias dirigidas ao salmão, à truta e às espécies de água doce registou a maior quebra dos últimos anos (cerca de 88%).

Suécia: No âmbito dos planos plurianuais de gestão e recuperação adoptados para o mar do Norte, o Skagerrak e o Kattegat, a capacidade de pesca diminuiu progressivamente, devido à redução das TAC e do número de dias no mar. As normas nacionais que implicam ajustamentos no limite da pesca de arrasto, a utilização obrigatória de redes de arrasto selectivas e a restrição da pesca costeira de arrasto, bem como da pesca com redes

envolventes-arrastantes, reduziram ainda a capacidade. As licenças especiais na pesca do bacalhau no mar Báltico limitaram a capacidade neste tipo de pescarias.

Dada a grave situação das unidades populacionais das espécies de profundidade no Kattegat e no Skagerrak, e tendo em conta a pesca costeira com artes fixas, foram limitadas as possibilidades de pesca no âmbito da "limitação de arrasto" nas zonas costeiras. As restrições implicaram a proibição da pesca com redes de cerco com retenida em mais dois sistemas de fiordes. Foram impostas restrições temporais na pesca com redes de cerco com retenida com iluminação. Foram também limitadas as possibilidades de pesca pelágica do arenque e os navios pelágicos de maiores dimensões deixaram de poder ser titulares de licenças para a pesca costeira. A pesca com redes de arrasto pelágico foi proibida em zonas de particular importância para a pesca com nessas.

Em suma, a maioria dos Estados-Membros confirmou que os regimes de redução do esforço de pesca em vigor tiveram, em geral, resultados positivos e contribuíram para alcançar um melhor equilíbrio entre a capacidade e as possibilidades de pesca. Além disso, alguns Estados-Membros indicaram que as medidas de redução da capacidade e do esforço de pesca deverão ser reforçadas no futuro.

A Bélgica, por exemplo, referiu que os pescadores estão desde há muito plenamente cientes de que a abundância das unidades populacionais difere da de há dez anos. Os pescadores belgas reconhecem, pois, a necessidade de adoptar acções para tornar as unidades populacionais menos vulneráveis, pelo que a frota deverá ser reestruturada de forma a que os navios remanescentes possam manter uma pesca sustentável e economicamente viável. Todavia, as restrições decorrentes dos planos de recuperação ou gestão deverão produzir resultados concretos a curto ou médio prazo, por forma a manterem a sua credibilidade e aceitação por parte dos pescadores. Um estudo realizado na Bélgica indicou a necessidade de retirar 10 000 kW da frota belga (15% da actual capacidade) de forma a contribuir para o seu equilíbrio a curto prazo, com base nas actuais estruturas de custos e possibilidades de captura.

Também a Suécia considera desejável proceder a uma redução suplementar da capacidade, a fim de alcançar um equilíbrio entre a capacidade e as possibilidades de pesca. A referida redução constitui também uma condição determinante da viabilidade da frota de pesca a longo prazo. As unidades populacionais de peixes manter-se-ão provavelmente no mesmo nível nos próximos anos, podendo, pois, prever-se que as dimensões da frota continuem a diminuir. É também importante combinar as medidas de gestão da frota com outras medidas destinadas a criar um equilíbrio entre a capacidade de pesca e os recursos, nomeadamente medidas orientadas para a distribuição de quotas e possibilidades de pesca, por um lado, e restrições do esforço e artes de pesca, por outro.

### **c) Pontos fracos e fortes**

Todos os Estados-Membros aplicaram o regime de entradas/saídas. Na maioria dos casos, os dados do ficheiro da frota nacional foram devidamente comunicados à Comissão, em conformidade com o Regulamento (CE) nº 26/2004. Subsistem, contudo, alguns problemas de organização e processamento de dados; tal facto deve-se principalmente à capacidade administrativa limitada de alguns Estados-Membros. Apesar destas dificuldades, a qualidade dos dados enviados pelos Estados-Membros à Comissão melhorou de forma significativa em 2005. Uma das tarefas importantes consistiu no processo em curso de cruzamento de dados dos ficheiros da frota e verificação dos "avisos".

Em 2005, quase todos os Estados-Membros possuíam em funcionamento sistemas integrados de informação sobre as pescarias, frequentemente constituídos por diversas aplicações informáticas (ficheiro da frota, gestão da capacidade, licenças, desembarques, quotas disponíveis, declaração de capturas, etc.). Em 2005, foram lançadas na Irlanda e na Suécia novas versões dos sistemas integrados de informação sobre pescarias. A Eslovénia promoveu também a introdução de um sistema integrado de informação sobre pescarias. Na maioria dos casos, estes sistemas estabelecem a ligação entre vários organismos administrativos, bem como entre os organismos administrativos centrais e os organismos locais correspondentes, reforçando assim de forma considerável a administração das frotas pesqueiras nacionais. Além disso, os Estados-Membros defendem que os seus registos nacionais são exactos, completos e estão actualizados.

#### **d) Observância do regime de entradas/saídas e dos níveis de referência**

Todos os Estados-Membros referiram, nos seus relatórios, que cumprem plenamente as regras em vigor em matéria de entradas/saídas. Os anexos técnicos 1 e 2 dizem respeito à observância do regime de entradas/saídas e dos níveis de referência (se for caso disso) no final de 2005, mediante a aplicação das fórmulas fixadas no Regulamento (CE) n.º 1438/2005 da Comissão. Estes anexos técnicos, baseados nos dados do ficheiro da frota comunitária, proporcionam informações globais sobre a observância das regras no conjunto da Comunidade e em cada Estado-Membro.

#### 4. CONCLUSÕES DA COMISSÃO

A qualidade dos relatórios apresentados pelos Estados-Membros melhorou relativamente a 2004. Alguns Estados-Membros apresentaram relatórios muito pormenorizados, cujo conteúdo excedia por vezes as informações exigidas. Todavia, diversos Estados-Membros não cumpriram o estabelecido no artigo 13º do Regulamento (CE) nº 1438/2003 da Comissão quanto à forma e ao conteúdo do relatório anual; o Reino Unido não apresentou o seu relatório anual até à data de elaboração do presente relatório.

Nos seus relatórios, os Estados-Membros destacaram a aplicação do regime de gestão da frota nacional, mas a avaliação do equilíbrio entre a capacidade da frota pesqueira e as possibilidades de pesca disponíveis é mais completa do que nos relatórios anteriores.

##### **Resultados para a frota continental (frota comunitária, excepto navios registados nas regiões ultraperiféricas):**

De acordo com o ficheiro da frota de pesca comunitária, no triénio 2003-2005 a capacidade total da frota comunitária dos Estados-Membros da UE-15 baixou de 117 000 GT e 499 000 kW, o que representa uma redução líquida de 6,27 % da arqueação e 7,28 % da potência da frota da UE-15. A redução líquida registada em 2005 foi de aproximadamente 50 000 GT, contra 23 000 GT em 2004 e 44 000 GT em 2003. Estas reduções afiguram-se relativamente modestas, atendendo aos elevados níveis de pressão na maioria das pescarias da Comunidade, em especial no que respeita às espécies demersais.

Nos novos Estados-Membros, a partir de 1 de Maio de 2004, a capacidade da frota sofreu uma redução de 41 000 GT e 101 000 kW, o que representa uma redução de 18% em termos de arqueação e 18% em termos de potência relativamente à capacidade de pesca na data da adesão.

Em 2003, 2004 e 2005, foram retirados da frota da UE com auxílios públicos aproximadamente 132 000 GT e 427 000 kW, pelo que esta capacidade não pode ser substituída.

Da capacidade total retirada com auxílios públicos, a grande maioria (112 000 GT e 373 000 kW) proveio dos Estados-Membros da UE-15. A capacidade retirada pelos novos Estados-Membros, com auxílios públicos, desde 1 de Maio de 2004 totalizou 20 000 GT e 54 000 kW.

Os quadros 1 e 2 no anexo técnico 1 resumem o cumprimento, em 31 de Dezembro de 2005, do regime de entradas/saídas e dos níveis de referência. A maioria dos Estados-Membros cumpriram estas regras. Contudo, a Grécia não cumpriu o regime de entradas/saídas em termos de arqueação, embora o seu grau de incumprimento seja bastante reduzido, dado que o limite máximo de arqueação foi excedido em apenas 0,29%. As autoridades gregas contestam a avaliação da Comissão; de acordo com as mesmas autoridades, a Grécia terá cumprido o regime de entradas/saídas.

Os quadros 3 e 4 no anexo técnico 1 apresentam uma síntese da variação da capacidade da frota de 1 de Janeiro de 2003 (1 de Maio de 2004, no caso dos novos Estados-Membros) até 31 de Dezembro de 2005. Desses quadros consta igualmente o número de navios. O quadro 3 diz respeito a todos os Estados-Membros. O anexo técnico 2 inclui uma avaliação pormenorizada por Estado-Membro.

## **Resultados para as frotas registadas nas regiões ultraperiféricas:**

A capacidade das frotas registadas nas regiões ultraperiféricas e a sua variação entre 1 de Janeiro de 2003 e 31 de Dezembro de 2005 constam do quadro 4. Os resultados mostram que a frota registada nas regiões ultraperiféricas espanholas e portuguesas sofreu uma redução significativa, tanto em termos de arqueação como de potência. No caso dos departamentos franceses ultramarinos, registou-se um ligeiro decréscimo do número total de navios e da respectiva arqueação, e um aumento da potência.

Os quadros do anexo técnico 3 apresentam pormenorizadamente a aplicação do regime especial para essas frotas. Dos segmentos das 17 regiões ultraperiféricas, um excedeu o seu nível de referência, em termos de potência, no final de 2005 (segmento 4FJ – navios de comprimento inferior a 12 m do departamento francês da Martinica), e outro excedeu o seu nível de referência em termos de arqueação (segmento CA3 – navios de comprimento superior a 12 m registados nas ilhas Canárias que pescam nas águas internacionais e águas de países terceiros). O regime especial deixa de se aplicar a esses segmentos a partir do momento em que tenham alcançado o seu nível de referência máximo e o nível de referência do regulamento<sup>6</sup>.

## **Observações de carácter geral**

Como atrás referido, o presente relatório de síntese baseia-se nos relatórios anuais dos Estados-Membros e em dados extraídos do ficheiro da frota comunitária. Subsistem algumas pequenas discrepâncias entre os dados apresentados pelos Estados-Membros nos seus relatórios e os dados decorrentes das suas declarações ao ficheiro da frota comunitária. Devido aos esforços envidados pelos Estados-Membros e pela Comissão para sincronizar os seus dados, as referidas discrepâncias não apresentam importância no respeitante à gestão da frota. Devem, contudo, prosseguir-se os trabalhos com vista a eliminar as diferenças em causa. De qualquer modo, os dados apresentados pelos Estados-Membros nos seus relatórios nacionais não alteram as conclusões do relatório.

De acordo com o artigo 16º do Regulamento (CE) nº 2371/2002 do Conselho, os Estados-Membros que não cumprirem o disposto nos artigos 11º, 13º e 15º são obrigados a reduzir o seu esforço de pesca para o nível que se verificaria se tivessem cumprido aquelas disposições. Além disso, podem ser objecto de uma suspensão proporcional da assistência financeira comunitária concedida a título do IFOP.

Para melhorar a qualidade dos relatórios anuais, a Comissão, juntamente com o Comité das Pescas e da Aquicultura, prevê estabelecer orientações mais pormenorizadas quanto ao seu teor e introduzir uma abordagem metodológica comum harmonizada que dê maior ênfase a uma análise da evolução da capacidade de pesca em relação às unidades populacionais disponíveis. Estas questões serão debatidas nas próximas reuniões do Comité das Pescas e da Aquicultura.

Nos futuros relatórios anuais deverá ser conferida uma maior atenção à contribuição do novo regime de gestão da frota comunitária adoptado em 2002, tendo em vista atingir um melhor equilíbrio entre as frotas e as unidades populacionais de peixe. Há ainda que determinar e avaliar com maior precisão o impacto dos regimes nacionais de abate, nomeadamente nas reduções do esforço de pesca em pescarias objecto de planos de gestão ou de recuperação.

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<sup>6</sup> Regulamento (CE) nº 639/2004 do Conselho (JO L 102 de 7 de Abril de 2004, p. 9).

## 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)**

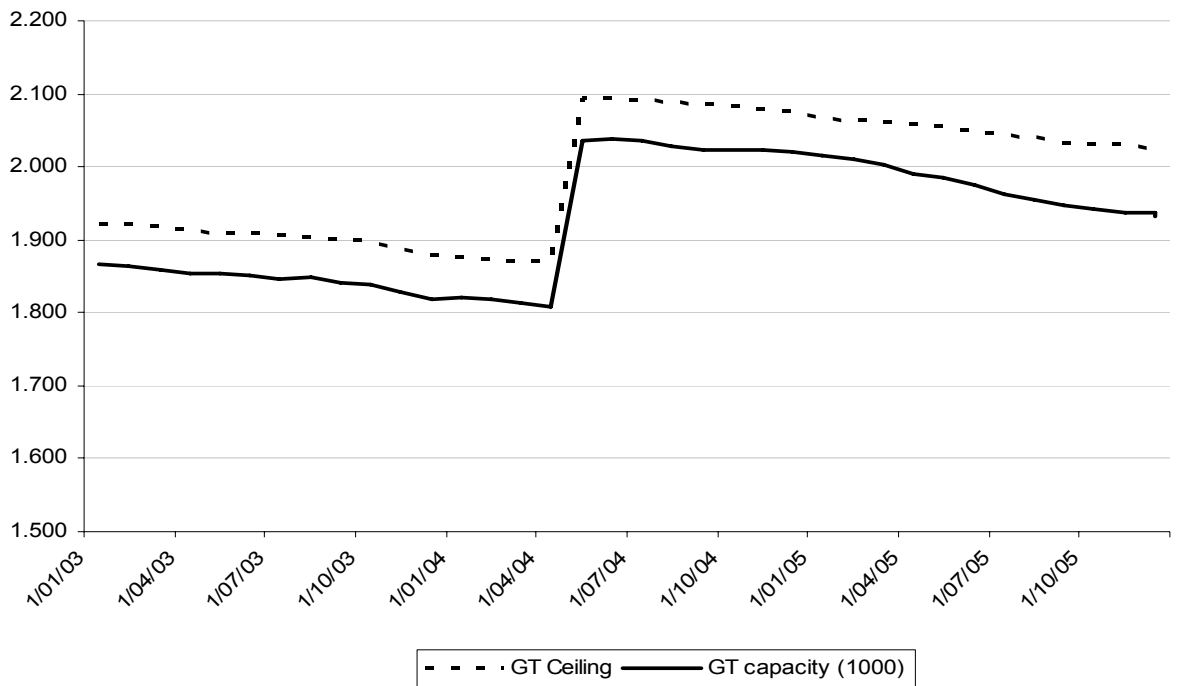
Member State	GT			kW		
	Fleet capacity A	Entry/Exit ceiling B	A/B	Fleet capacity C	Entry/Exit ceiling D	C/D
	at 31 December 2005			at 31 December 2005		
<b>Belgium</b>	22.686	23.372	97,06%	65.643	66.537	98,66%
<b>Denmark</b>	91.469	97.801	93,53%	324.825	340.648	95,36%
<b>Germany</b>	63.858	71.101	89,81%	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.

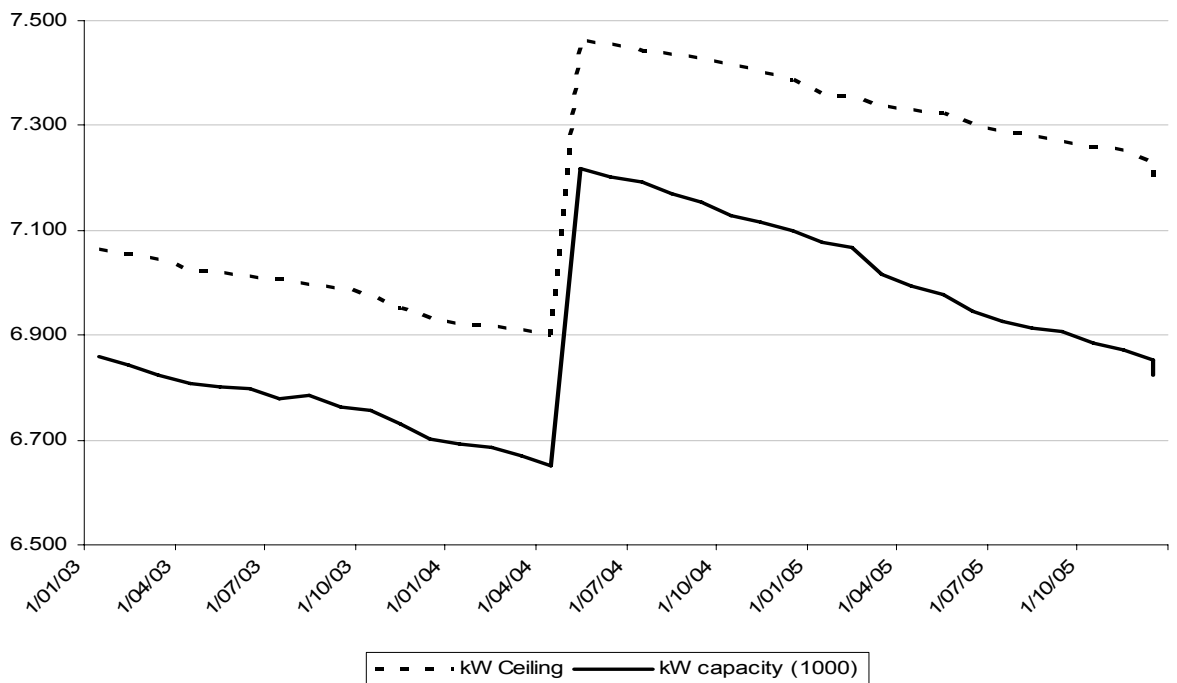
***Bold Italic*** indicates that the ceiling has been exceeded.

**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.

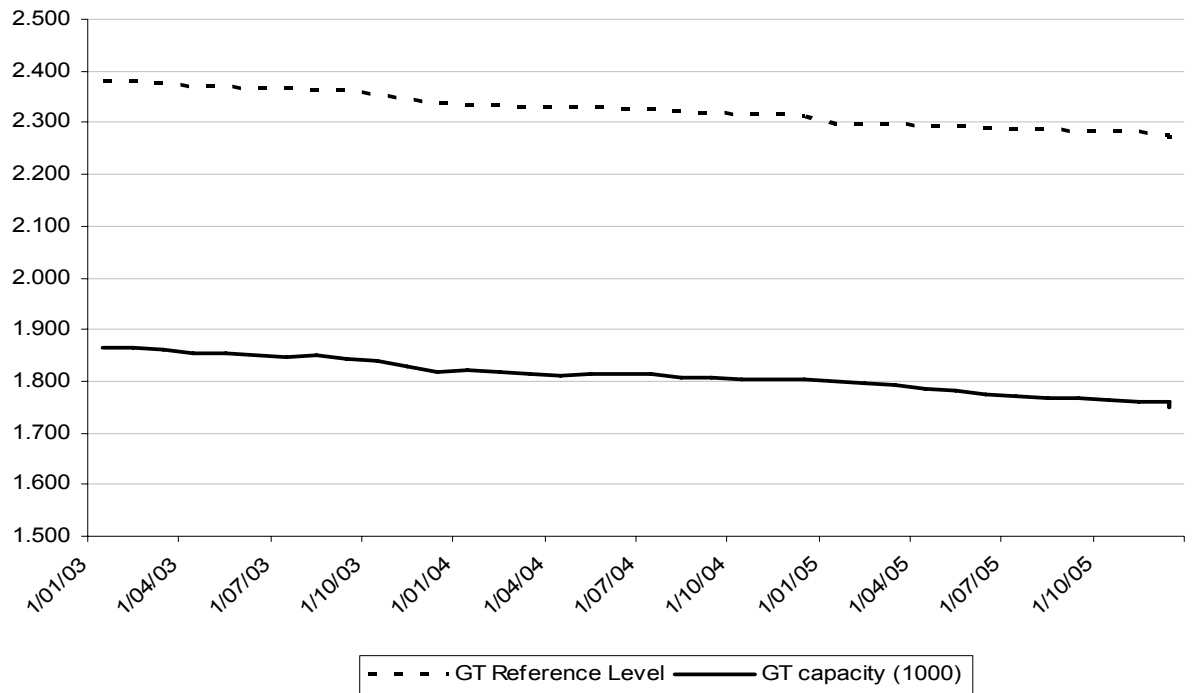
**Table 2: Compliance with Reference level at 31 December 2005 (MS concerned and except outermost regions)**

Member State	GT			kW		
	Fleet capacity A	Reference level B	A/B	Fleet capacity C	Reference level 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%

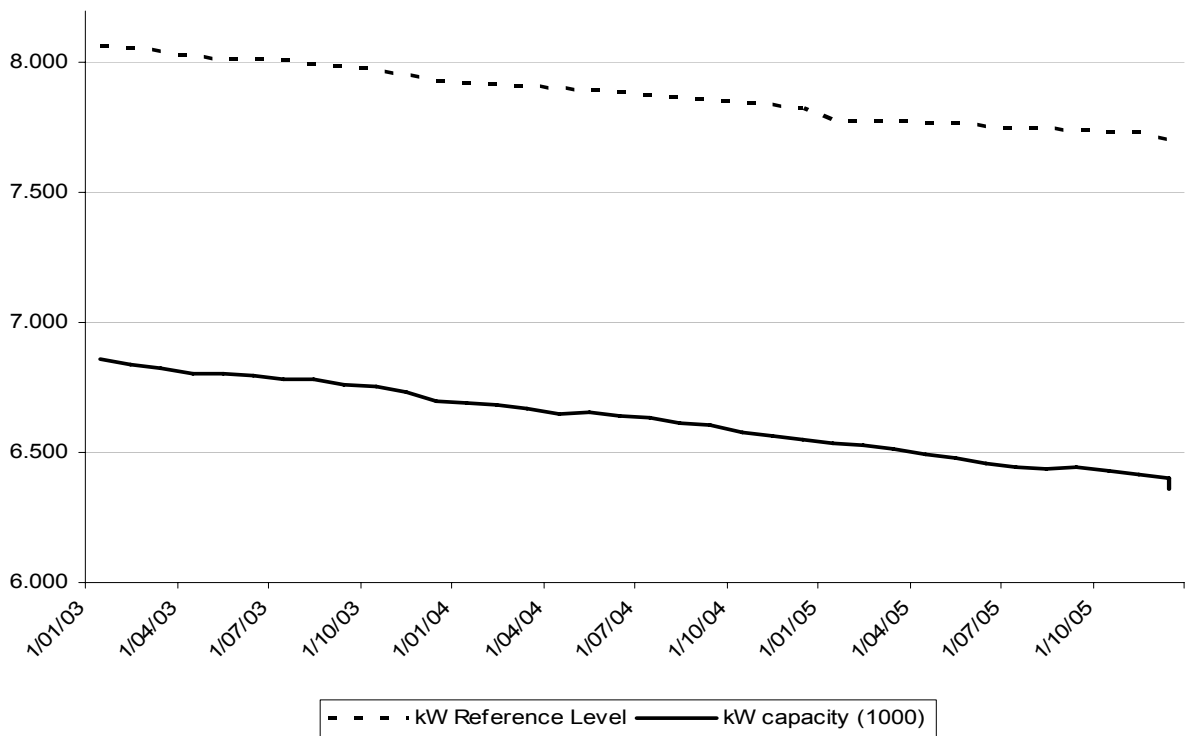
Data extracted from the Community Fleet Register on 4 October 2006.

**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)**

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

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

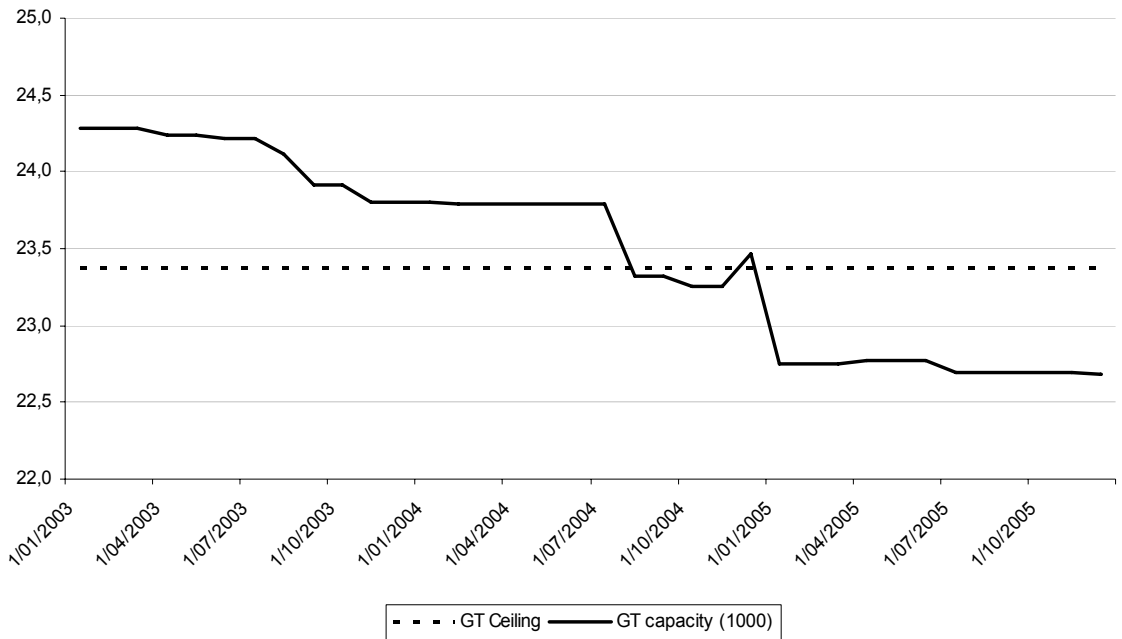
c) **Reference levels at the end of 2005**

<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

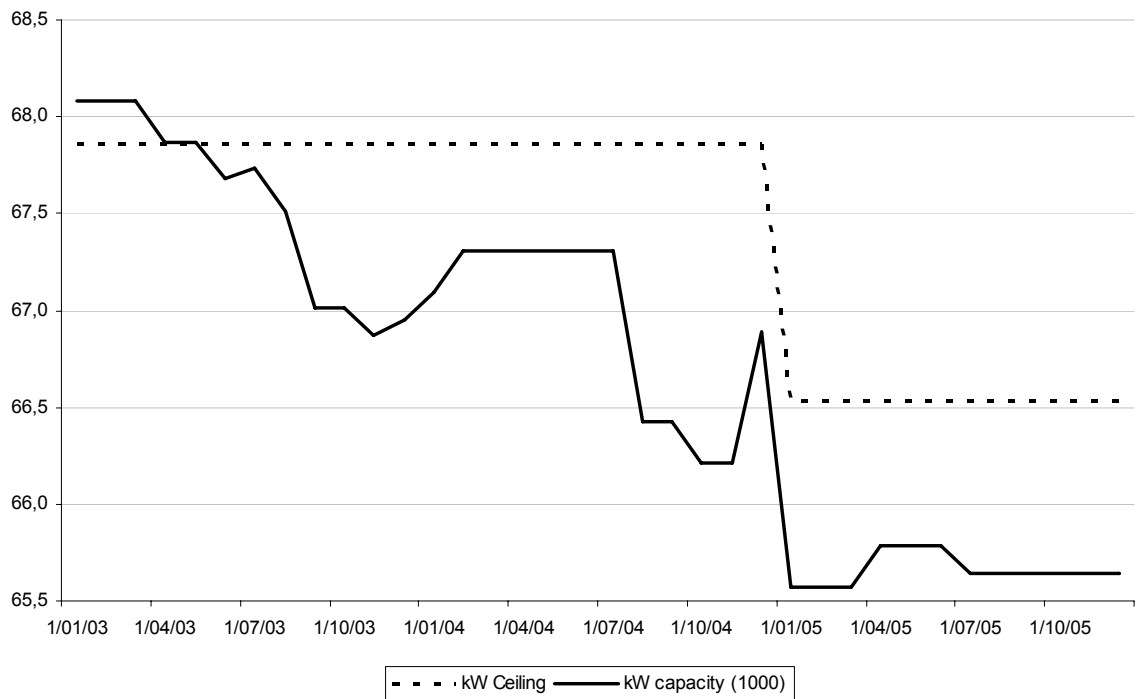
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

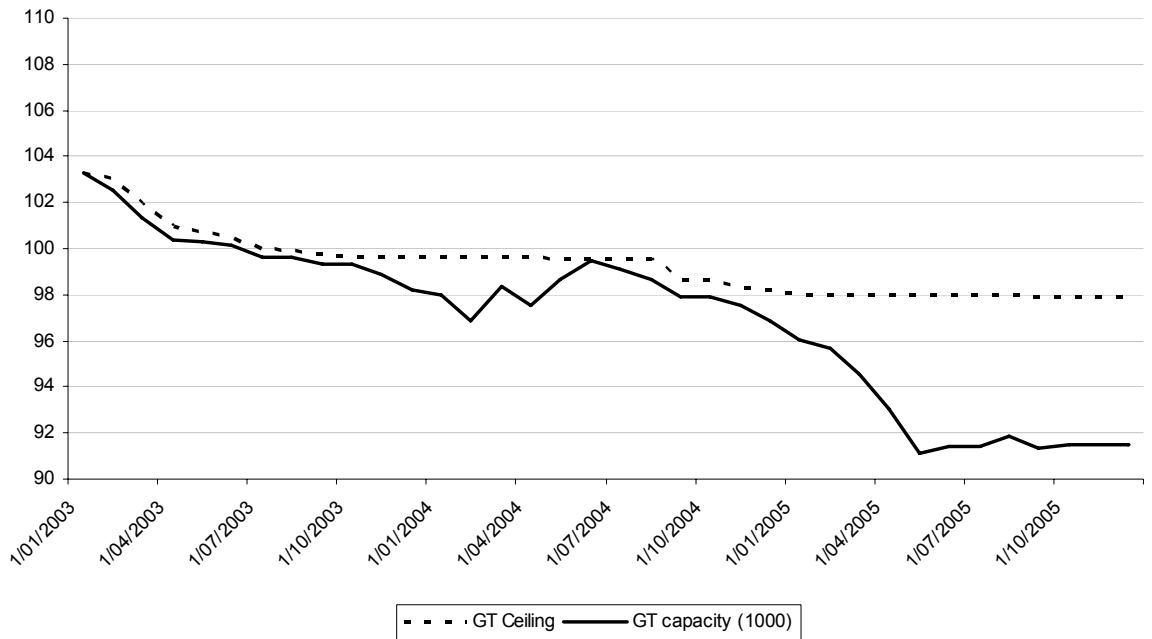
c) Reference levels at the end of 2005

<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

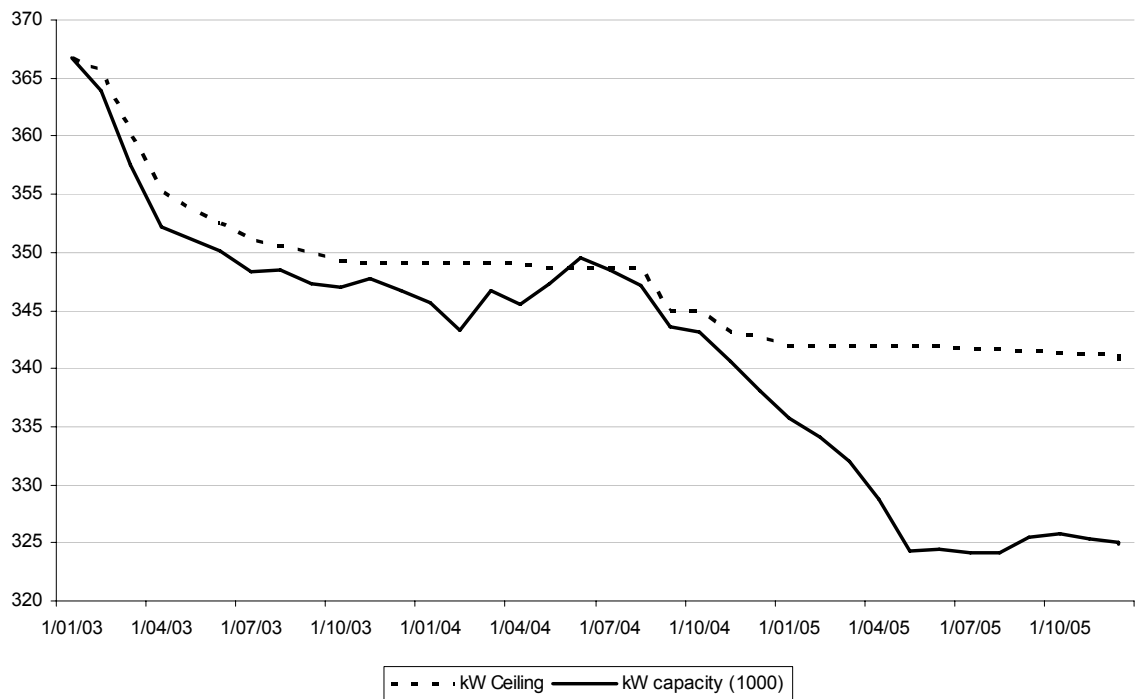
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

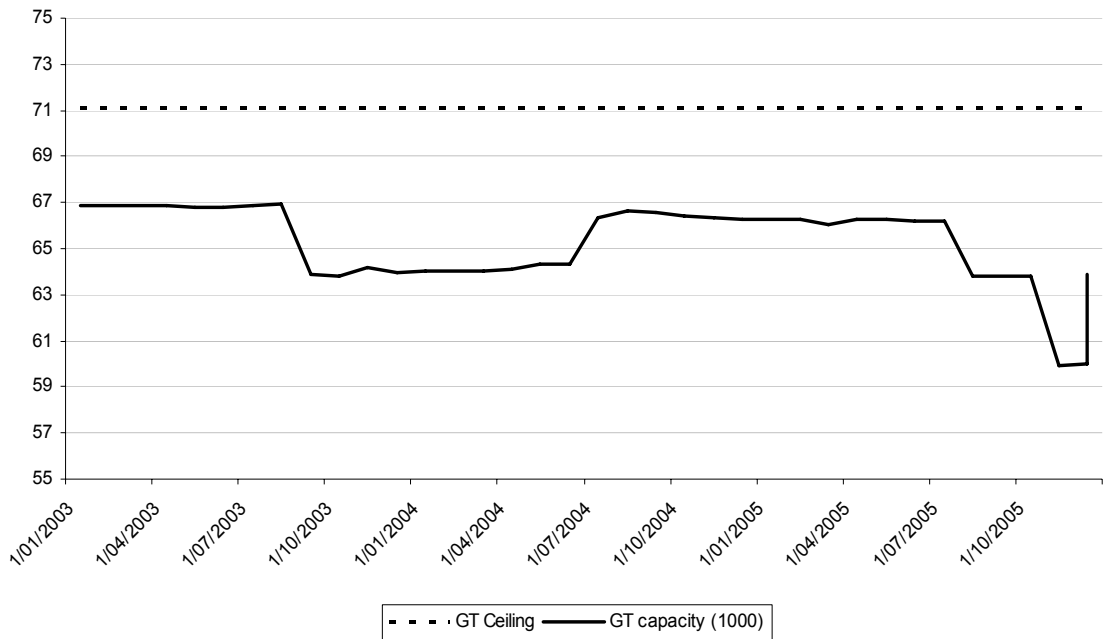
c) **Reference levels at the end of 2005**

<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

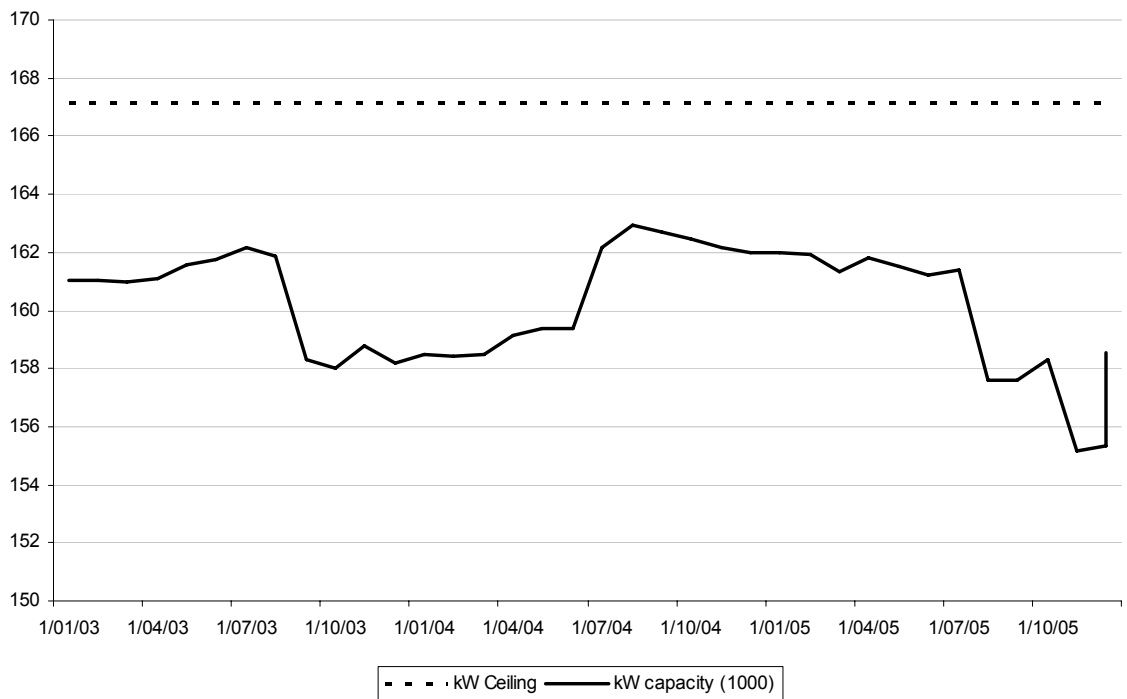
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

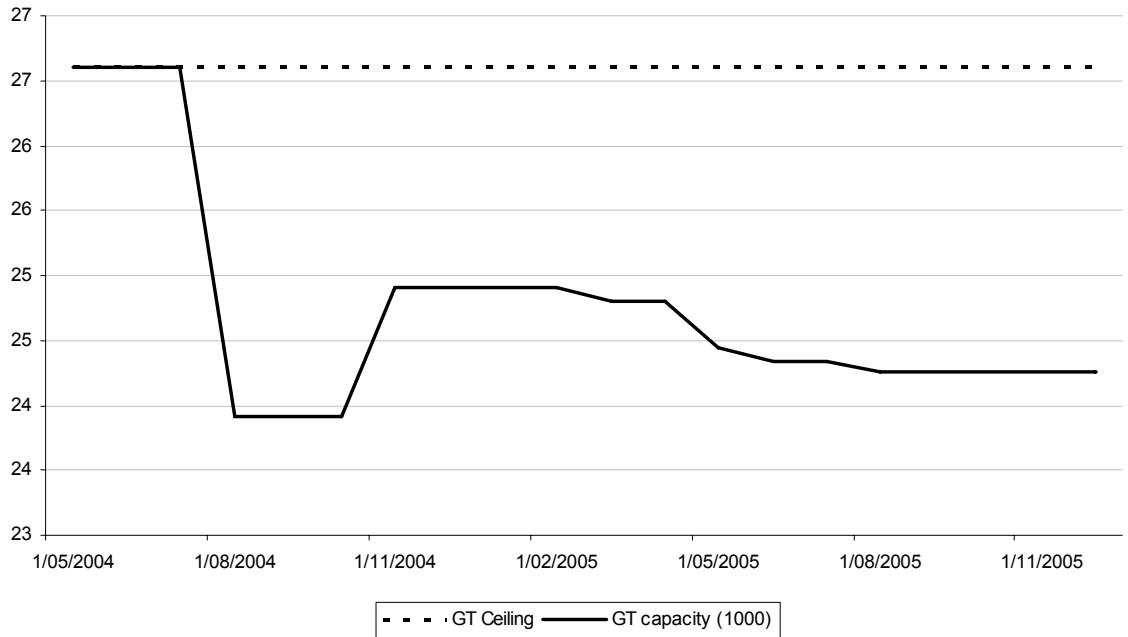
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

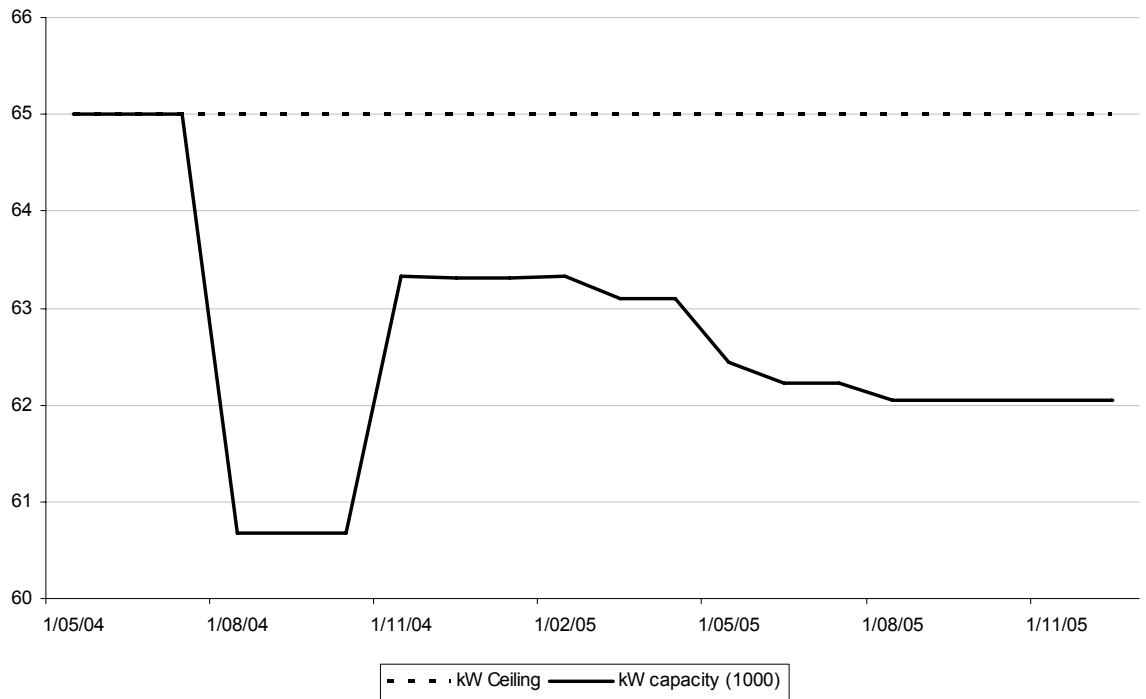
d) Evolution of fleet capacity compared to the capacity ceilings.

**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.

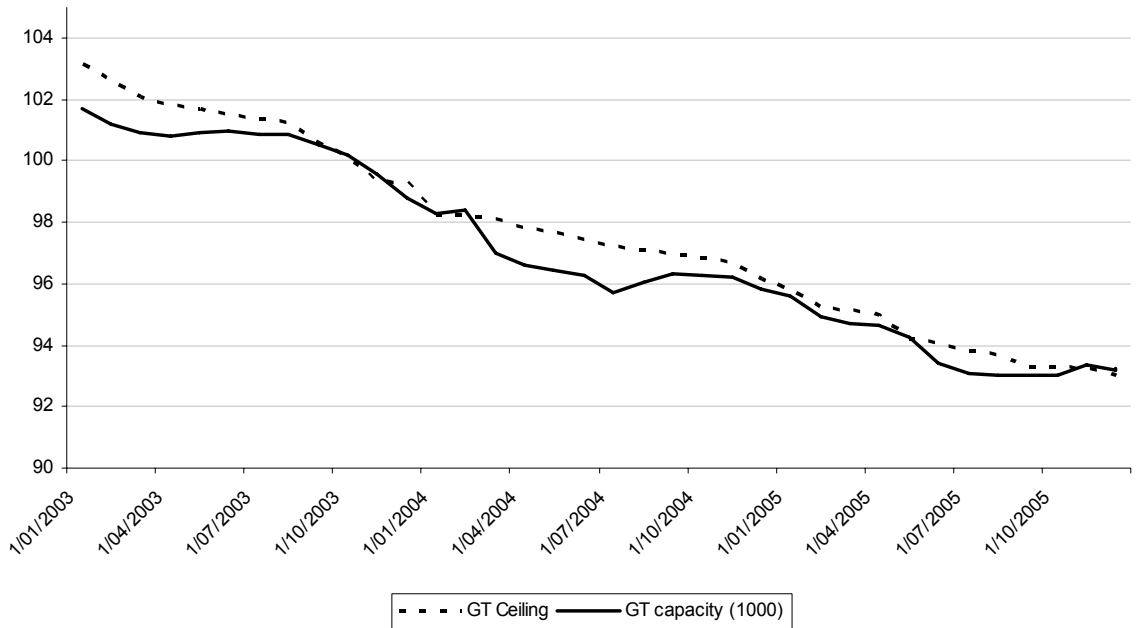
c) **Reference levels at the end of 2005**

<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

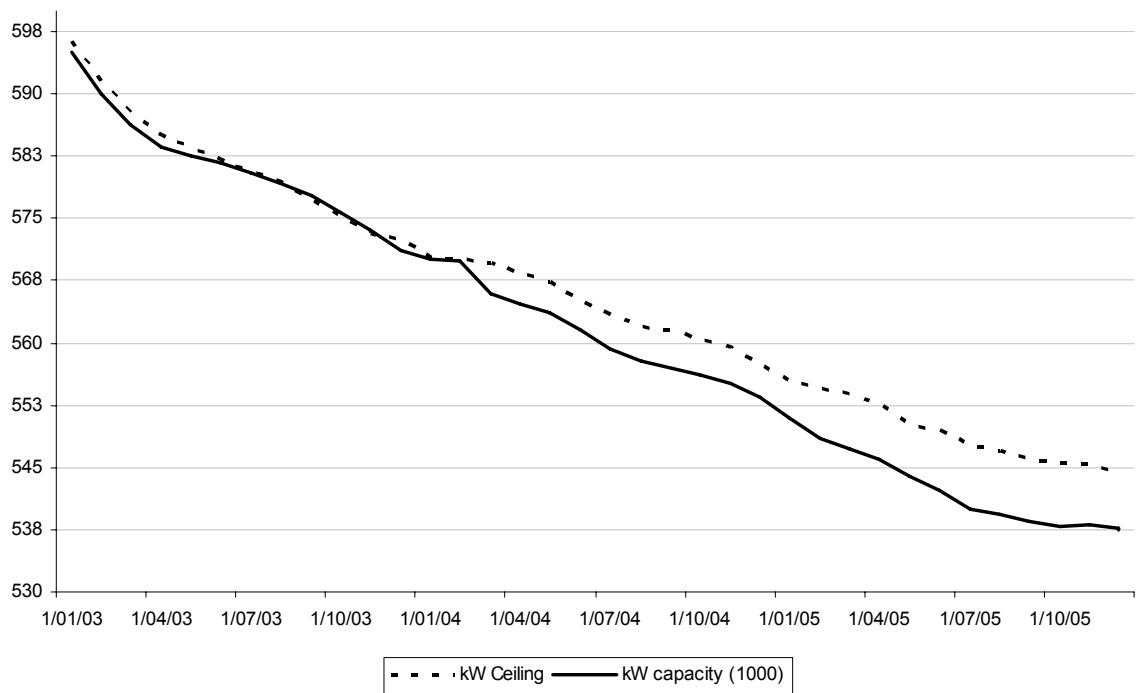
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

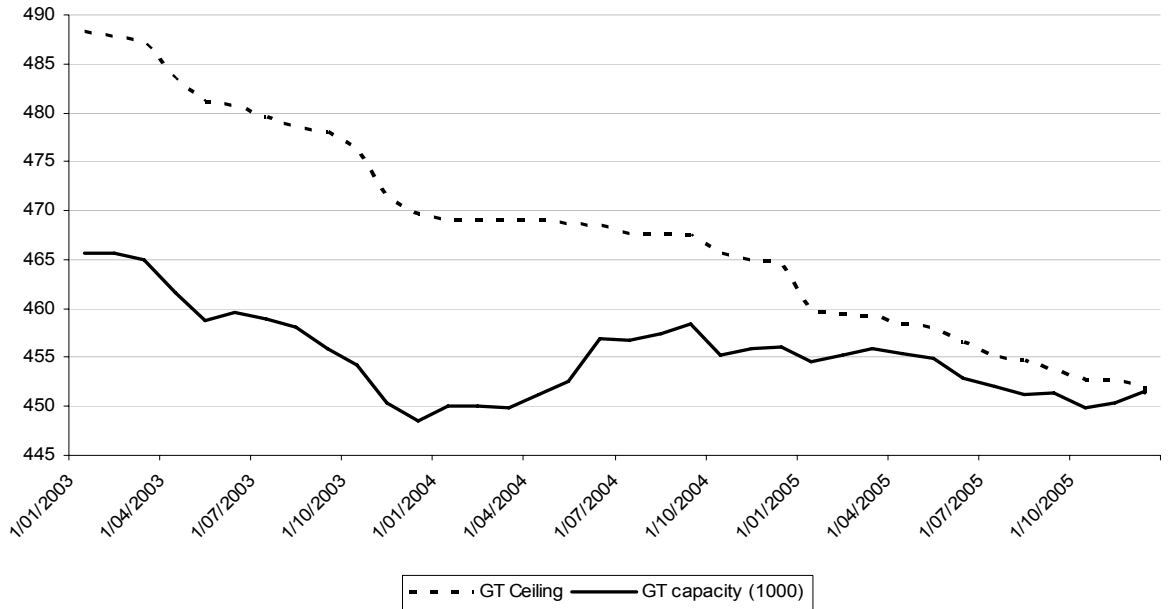
c) Reference levels at the end of 2005

<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.**

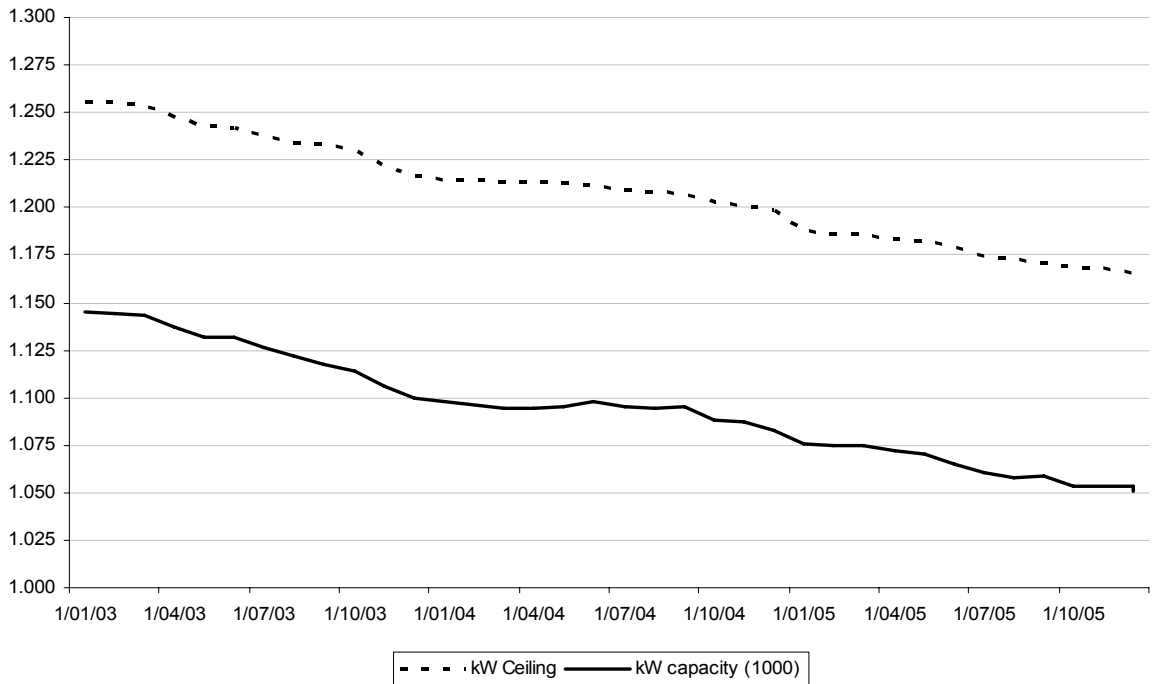
**Tonnage of the Spanish\* fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2005.**



\*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

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

<b>kW<sub>FR</sub> (1-1-2003)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>03</sub></b>
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

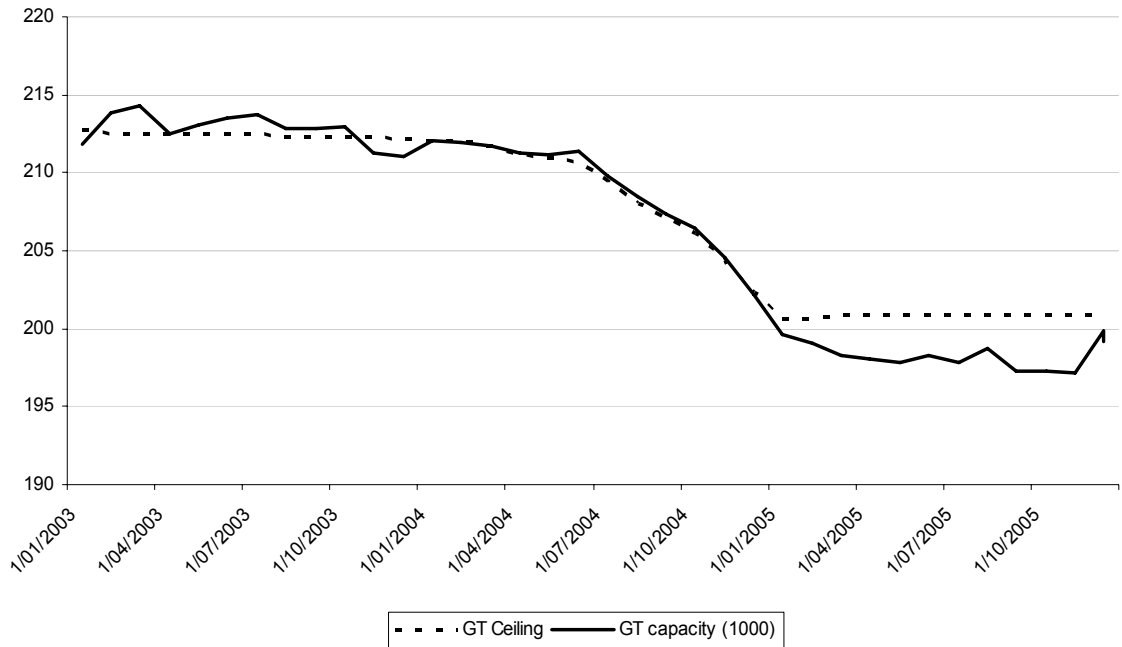
c) Reference levels at the end of 2005

<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

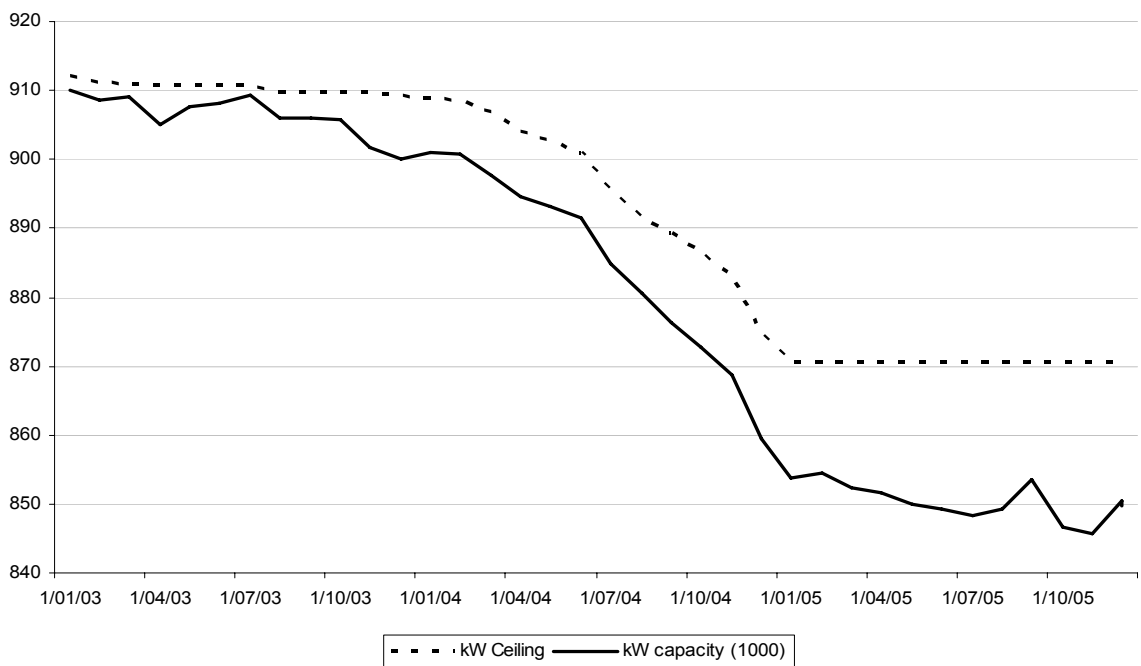
**d) Evolution of fleet capacity compared to the capacity ceilings.**

**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**

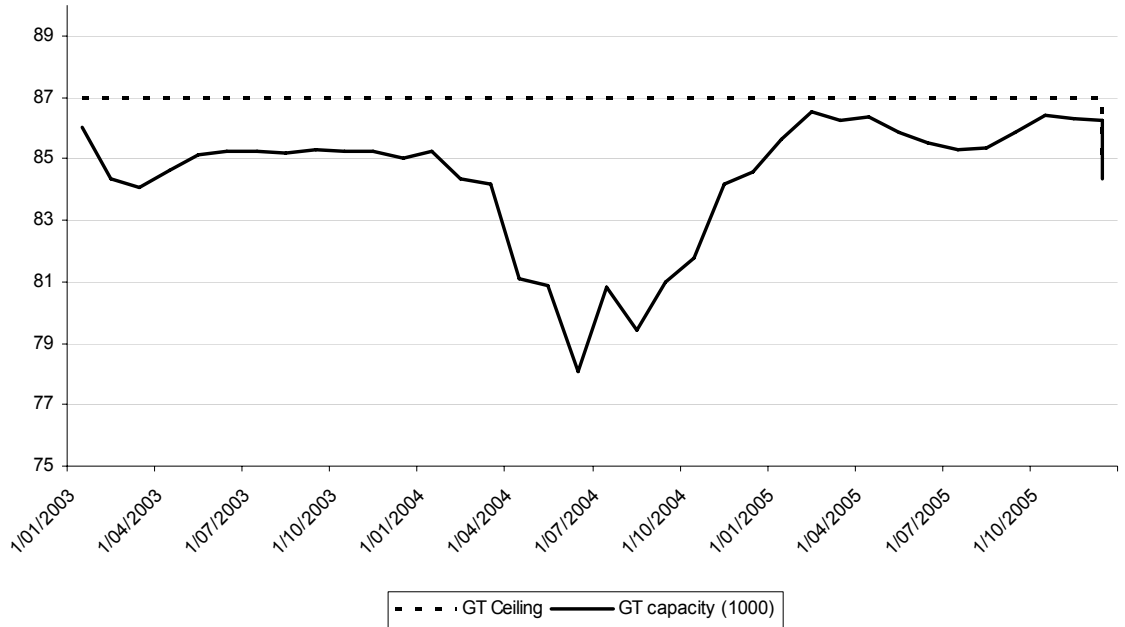
<b>Ireland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	86.981	<b>R(kW)<sub>03</sub></b>	230.226
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for 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



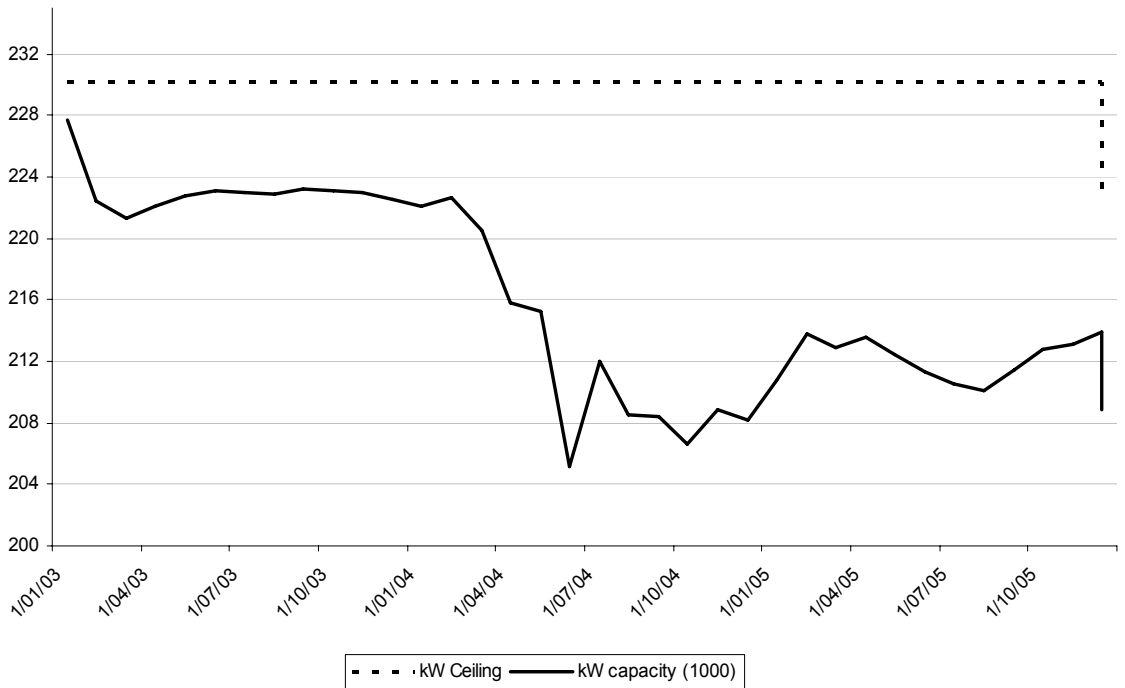
d) Evolution of fleet capacity compared to the capacity ceilings.

**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.

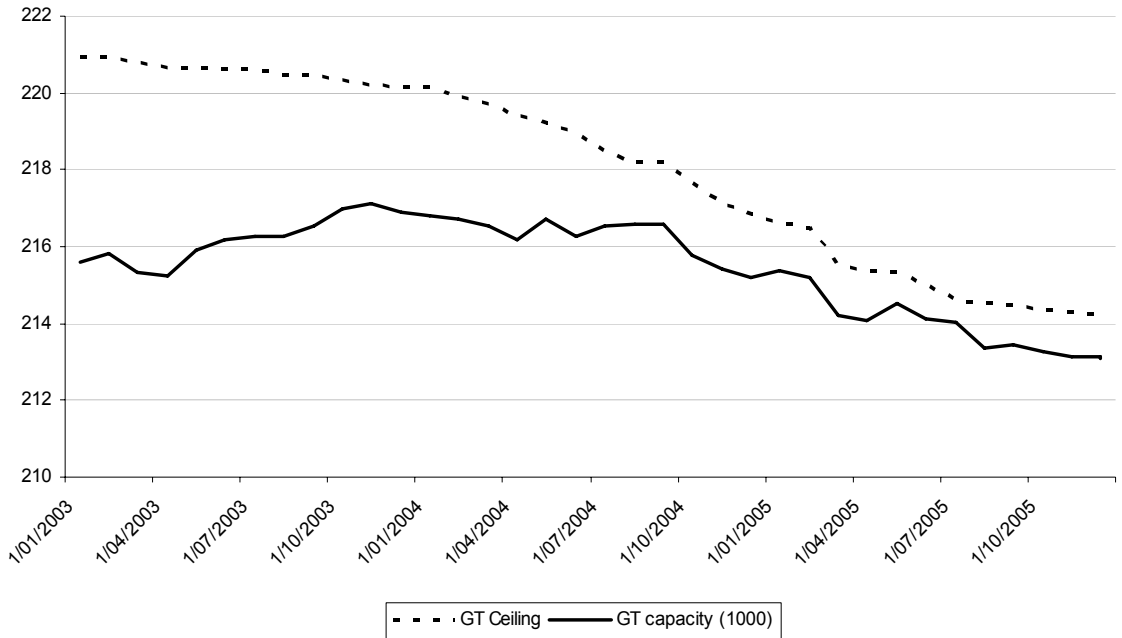
c) **Reference levels at the end of 2005**

<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

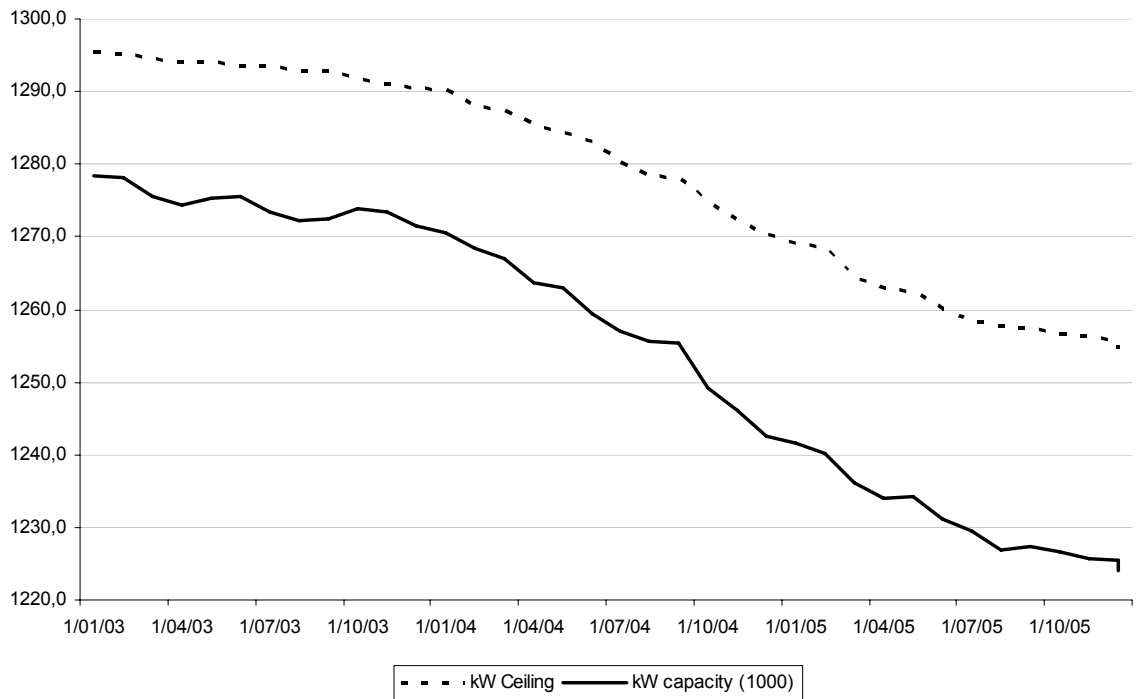
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

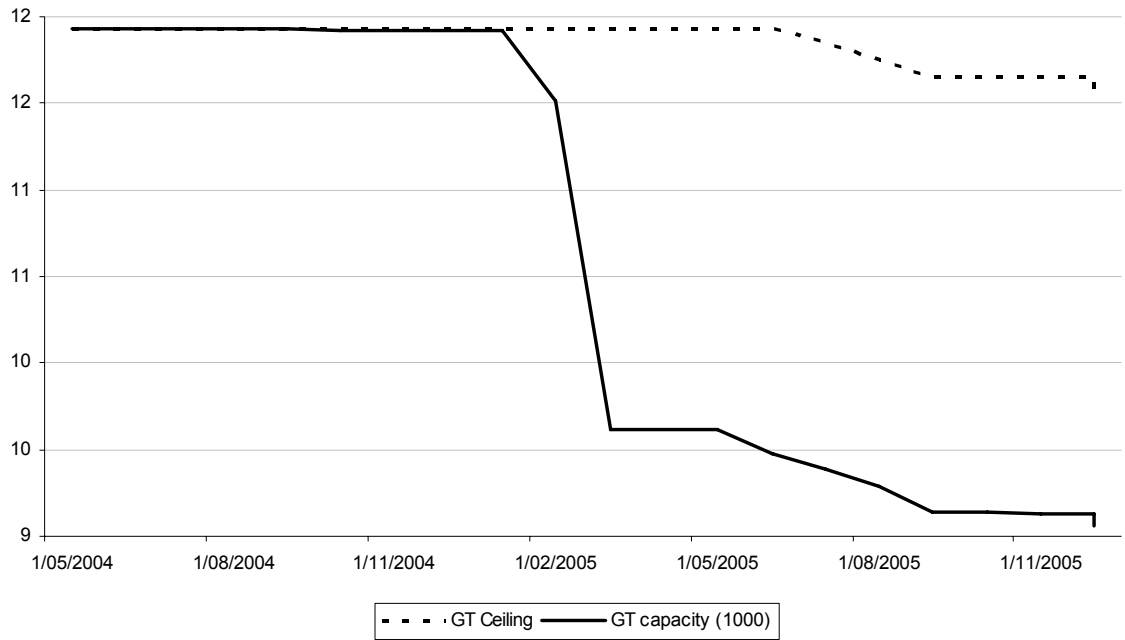
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

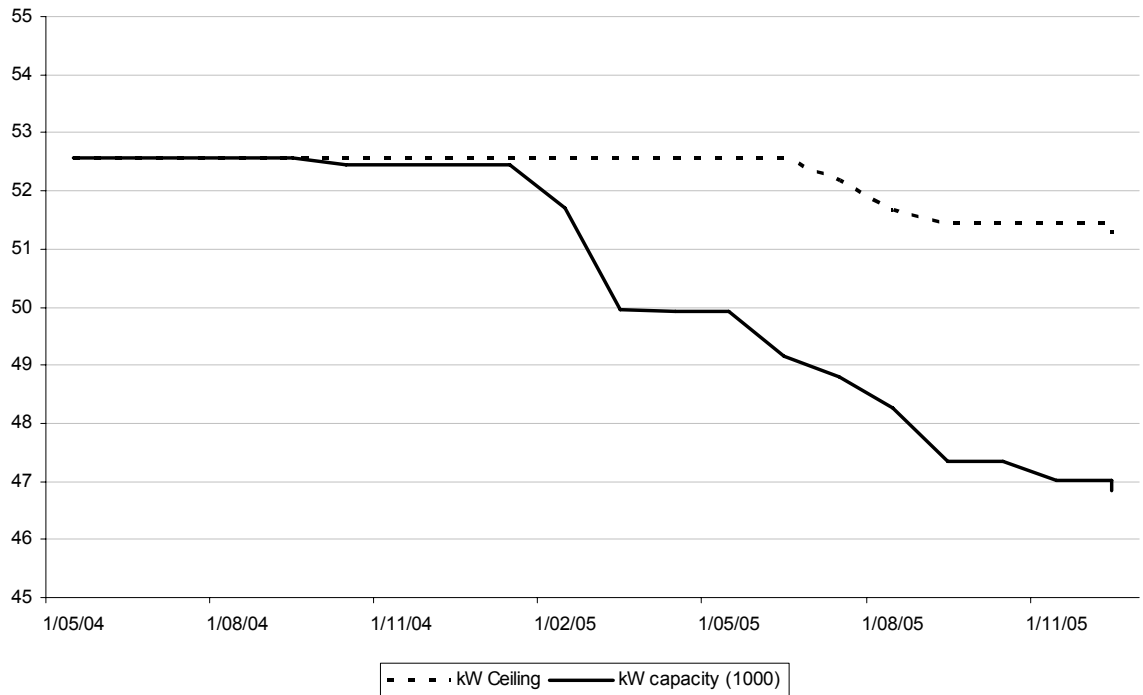
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

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

<b>kW<sub>FR</sub> (1-5-2004)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>04</sub></b>
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

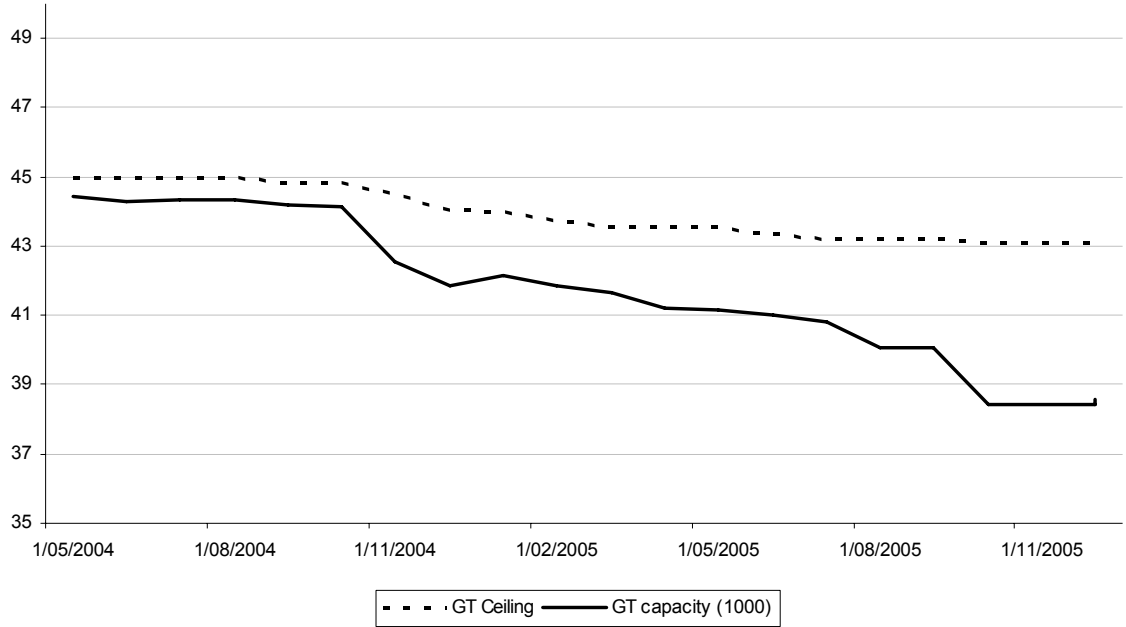
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

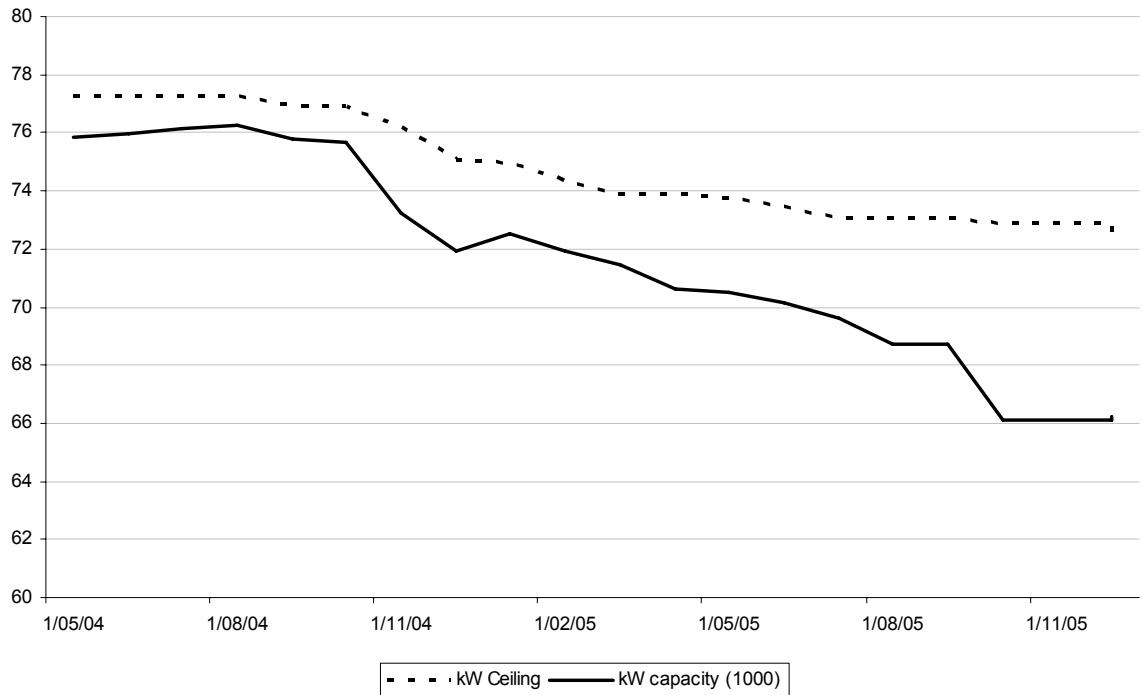
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

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

<b>kW<sub>FR</sub> (1-5-2004)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>04</sub></b>
80.566	0	0	0	0	80.566

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

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

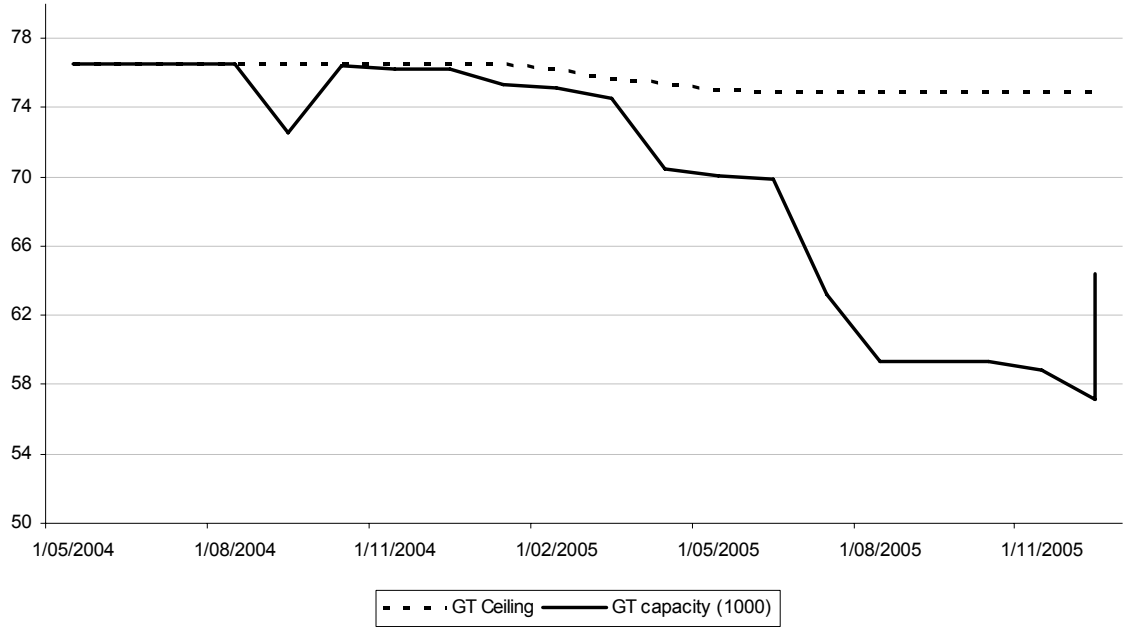
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

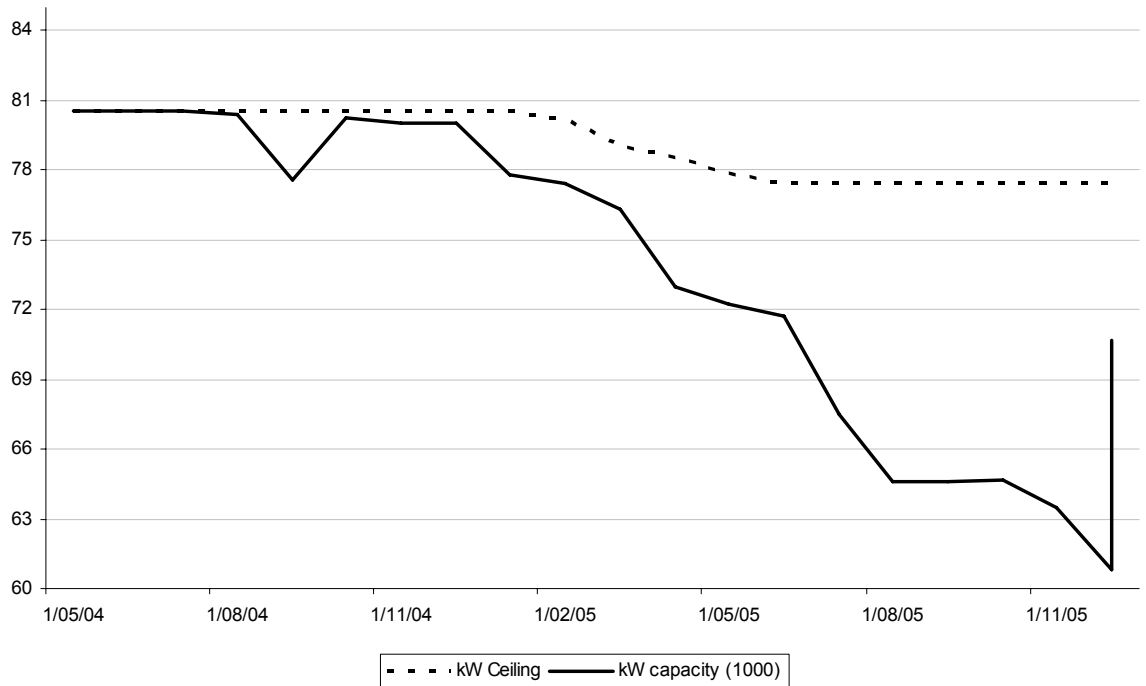
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

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

<b>kW<sub>FR</sub> (1-5-2004)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>04</sub></b>
126.350	0	0	0	0	126.350

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

<b>Malta</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Capacity of the fleet on 1 May 2004	<b>GT<sub>FR</sub></b>	16.450	<b>kW<sub>FR</sub></b>	126.350
<b>2</b>	Capacity level for the application of the entry-exit regime	<b>GT<sub>04</sub></b>	16.450	<b>kW<sub>04</sub></b>	126.350
<b>3</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>4</b>	Other entries or capacity increases (not included in 3 & 5)		53		-1.566
<b>5</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0		-
<b>6</b>	<b>Total entries ( 3 + 4 + 5 )</b>		53		-1.566
<b>7</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	0	<b>kW<sub>a</sub></b>	0
<b>8</b>	Other exits (not included in 7)		1.229		25.639
<b>9</b>	<b>Total exits ( 7 + 8 )</b>		1.229		25.639
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	<b>GT<sub>t</sub></b>	15.274	<b>kW<sub>t</sub></b>	99.145
<b>11</b>	<b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>		16.461		126.323

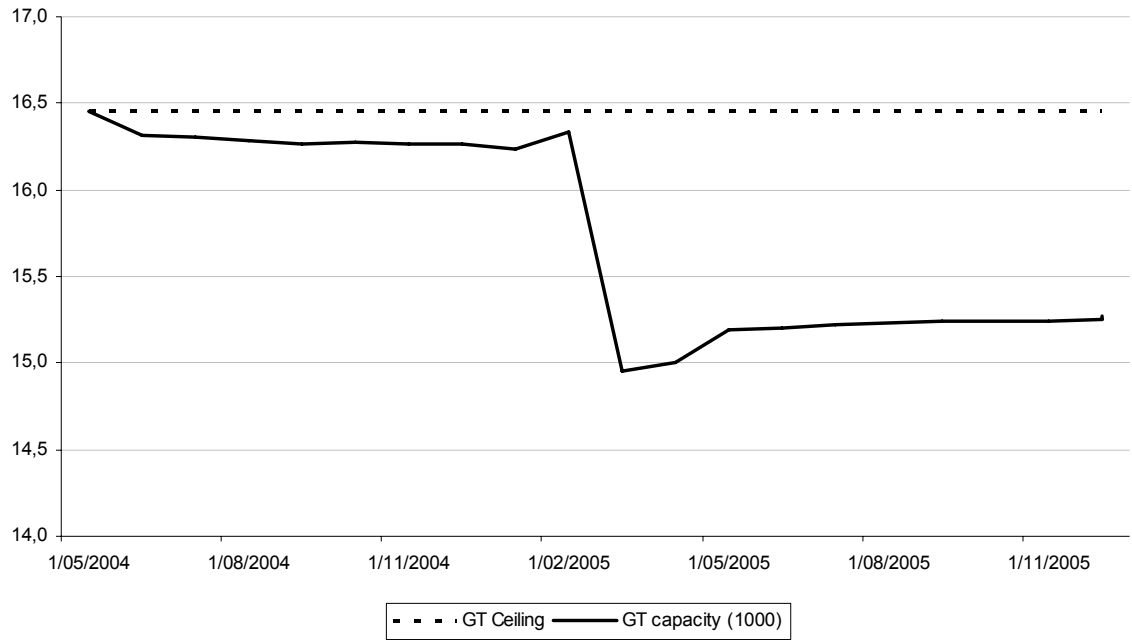
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

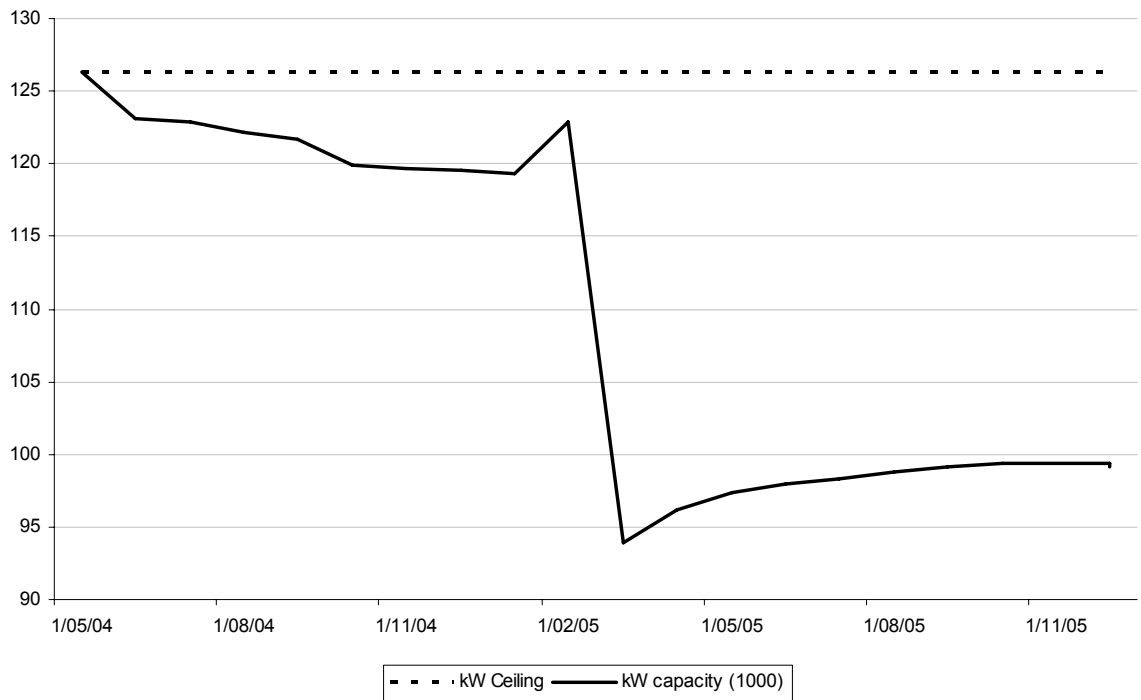
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

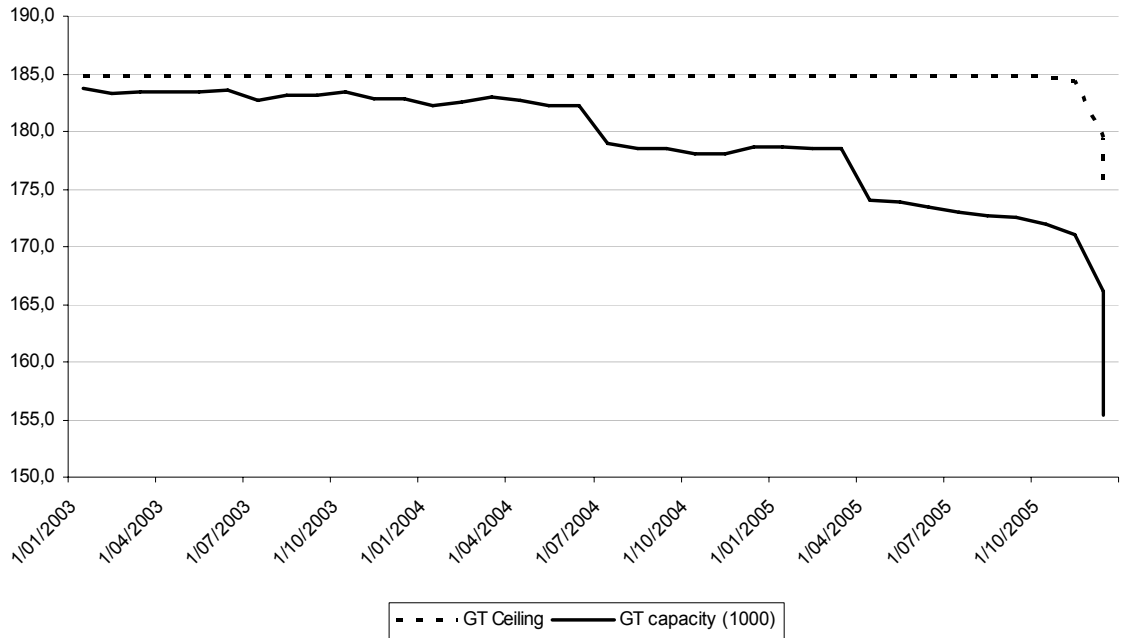
c) Reference levels at the end of 2005

<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

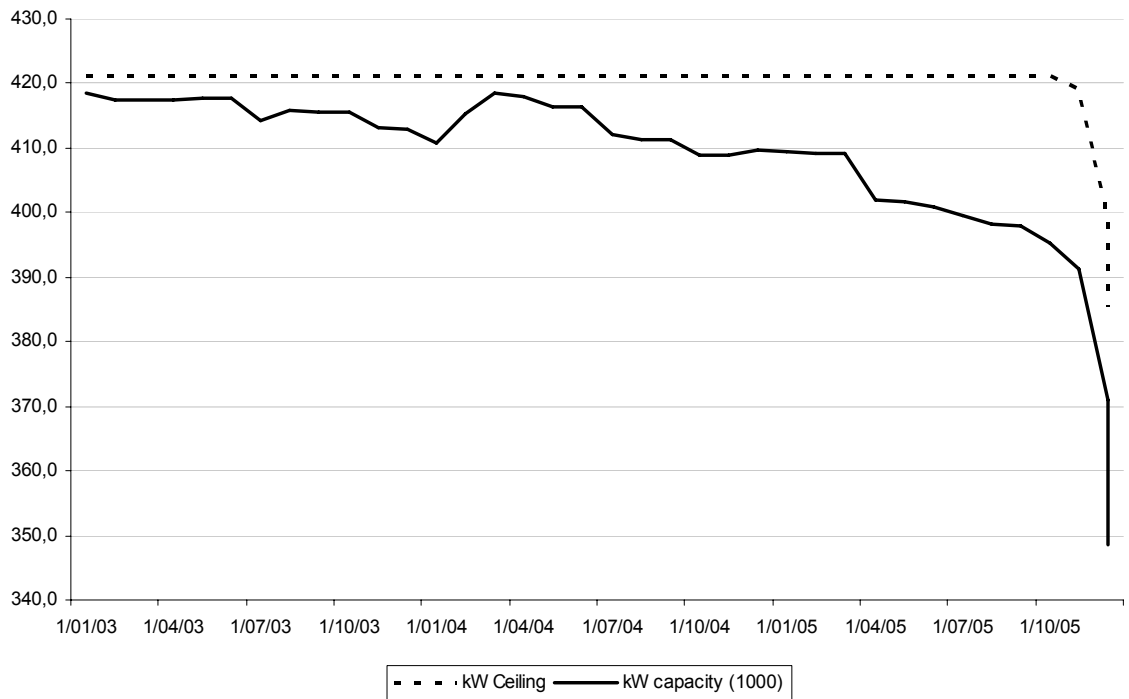
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

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

<b>kW<sub>FR</sub> (1-5-2004)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>04</sub></b>
151.124	1.858	0	0	0	152.981

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

<b>Poland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Capacity of the fleet on 1 May 2004	<b>GT<sub>FR</sub></b>	47.324	<b>kW<sub>FR</sub></b>	151.124
<b>2</b>	Capacity level for the application of the entry-exit regime	<b>GT<sub>04</sub></b>	47.515	<b>kW<sub>04</sub></b>	152.981
<b>3</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>4</b>	Other entries or capacity increases (not included in 3 & 5)		3.183		8.104
<b>5</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0		-
<b>6</b>	<b>Total entries ( 3 + 4 + 5 )</b>		3.183		8.104
<b>7</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	16.371	<b>kW<sub>a</sub></b>	45.383
<b>8</b>	Other exits (not included in 7)		3.882		8.392
<b>9</b>	<b>Total exits ( 7 + 8 )</b>		20.253		53.775
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	<b>GT<sub>t</sub></b>	30.254	<b>kW<sub>t</sub></b>	105.452
<b>11</b>	<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

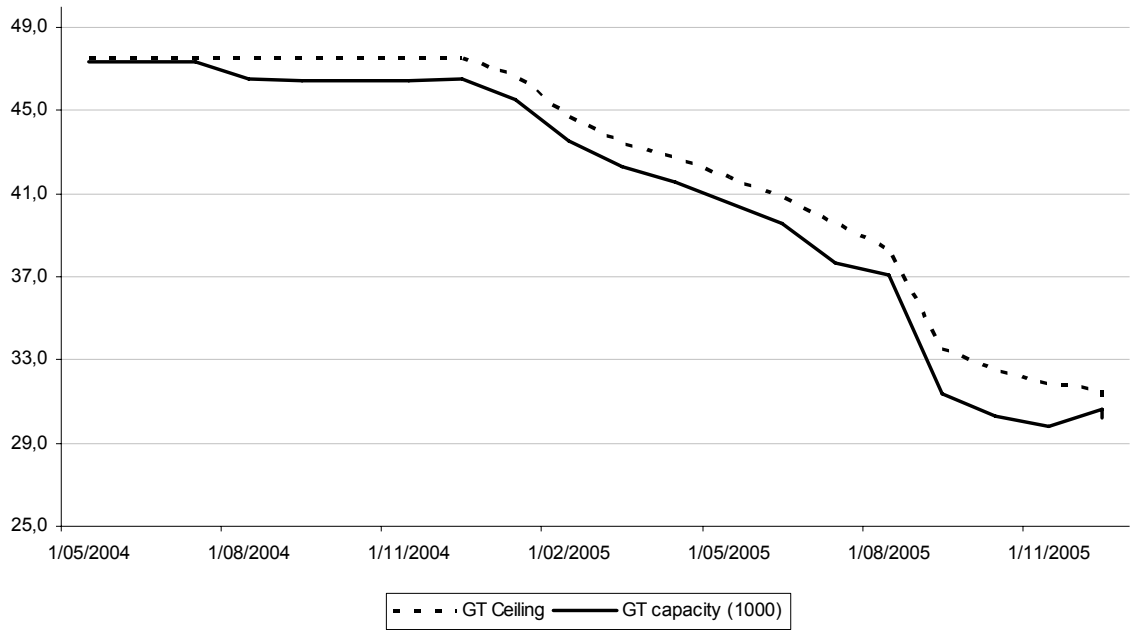
Line 4 is calculated as:  $4 = (1 - 10) + 9 - (3 + 5)$

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



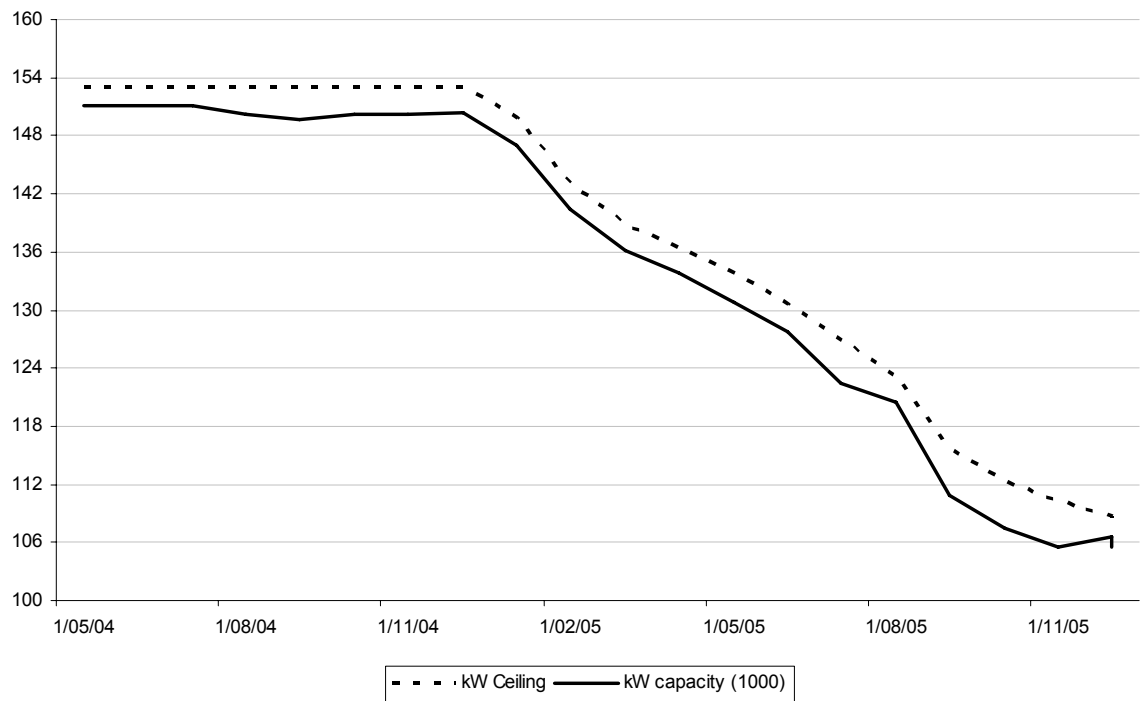
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

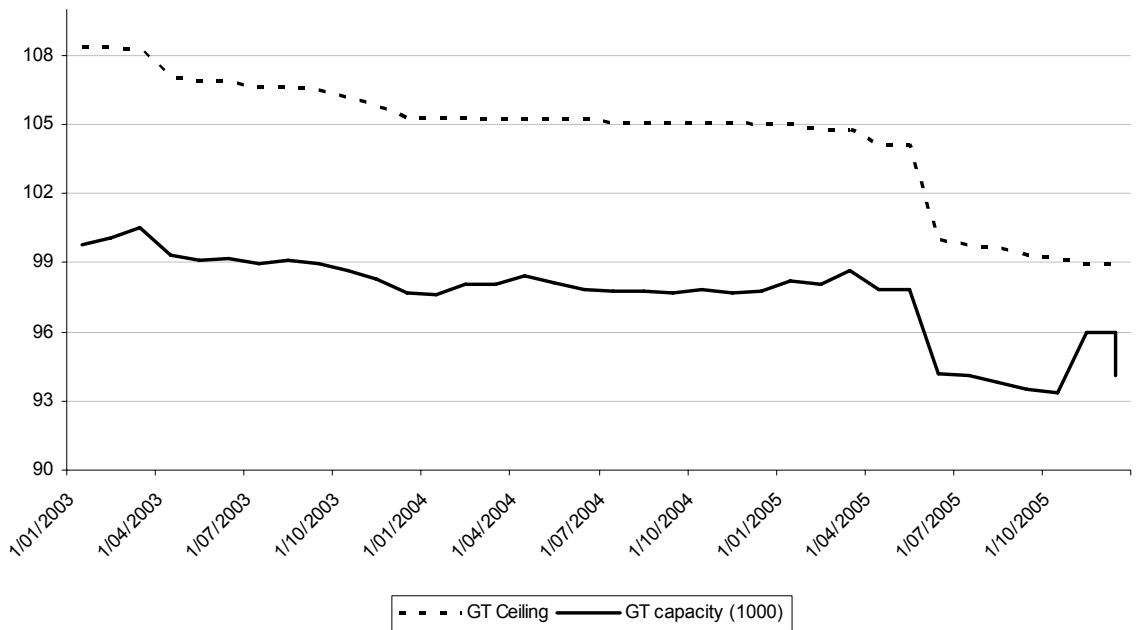
c) Reference levels at the end of 2005

<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.

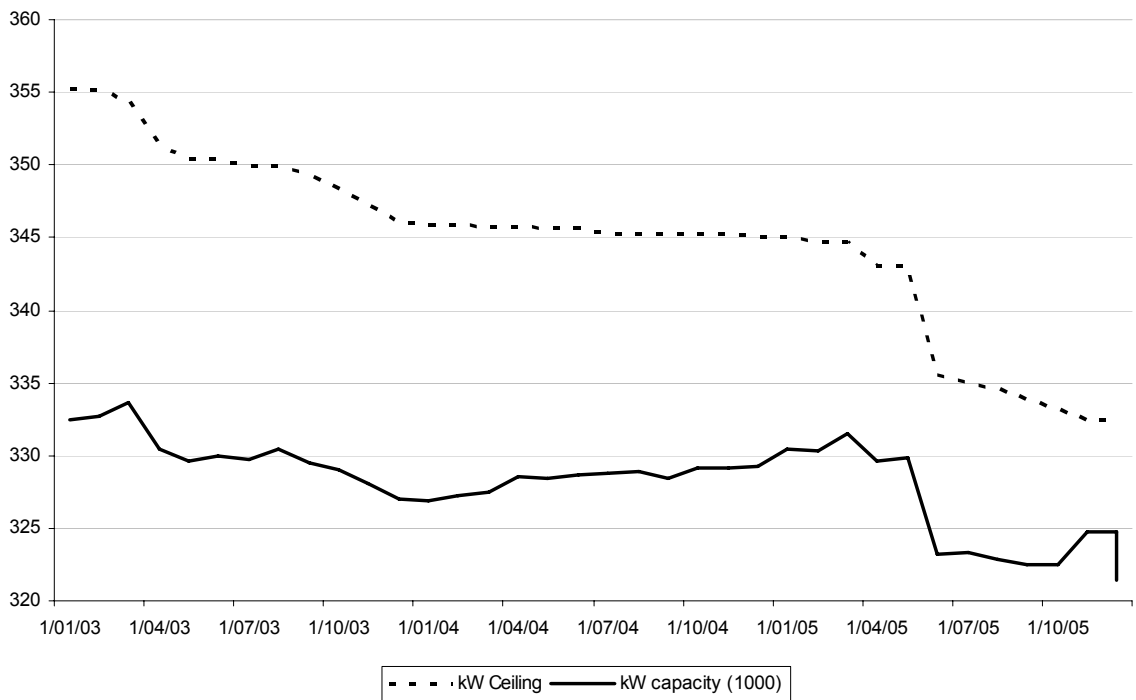
**Tonnage of the Portuguese\* fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2005.**



\*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

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

<b>kW<sub>FR</sub> (1-5-2004)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>04</sub></b>
11.473	0	0	0	0	11.473

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

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

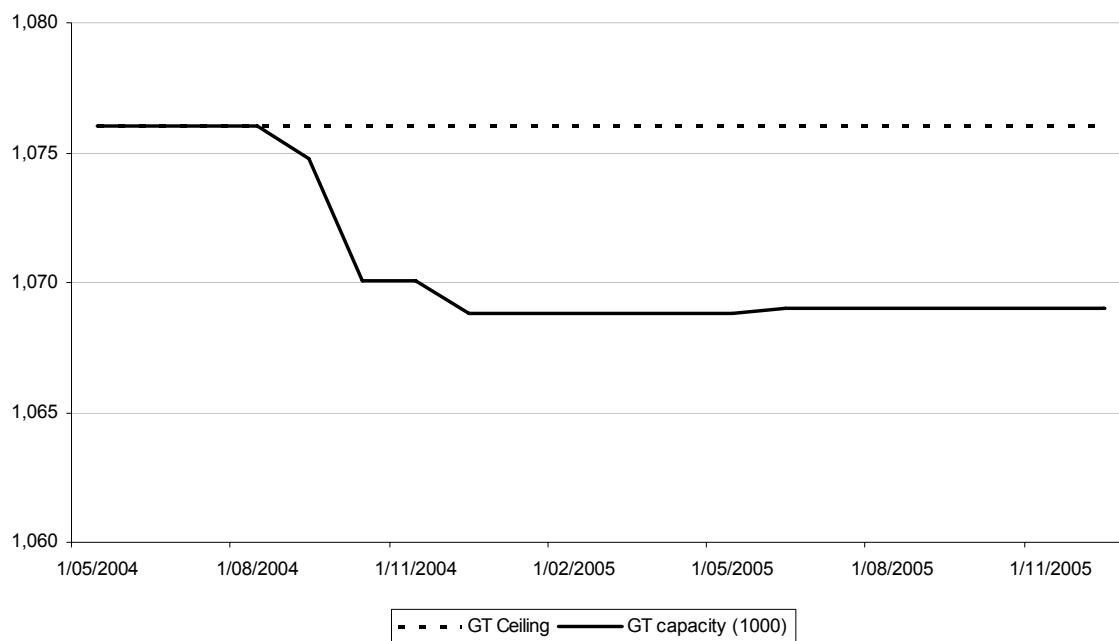
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

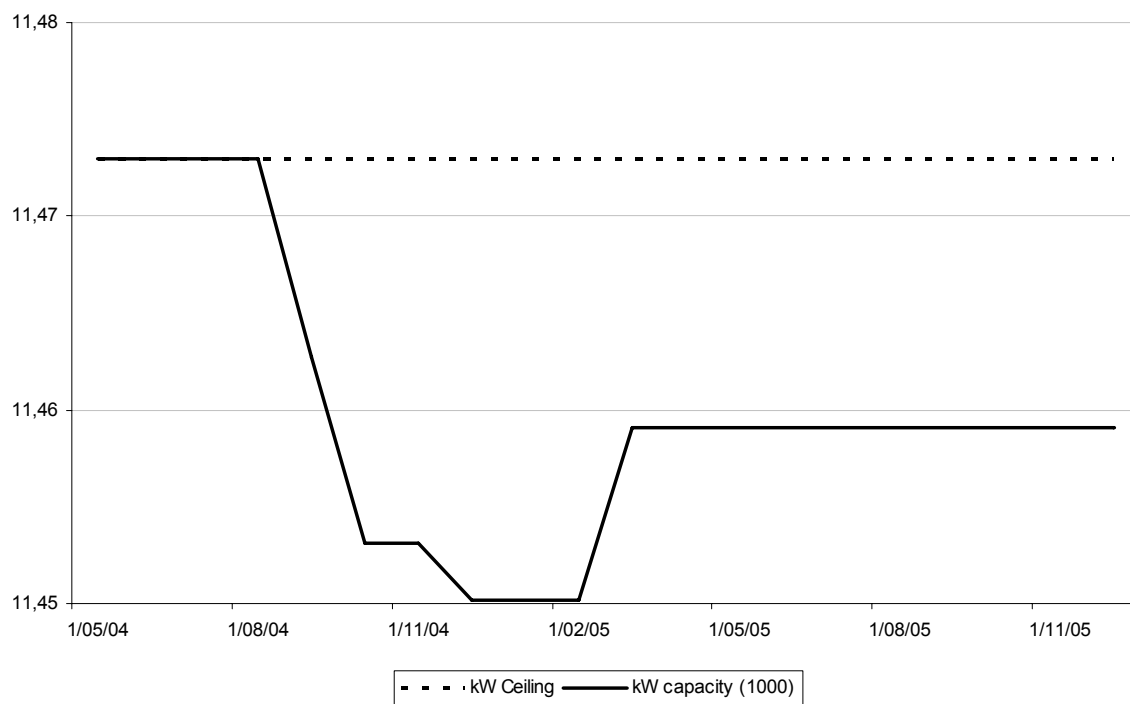
d) Evolution of fleet capacity compared to the capacity ceilings.

**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**

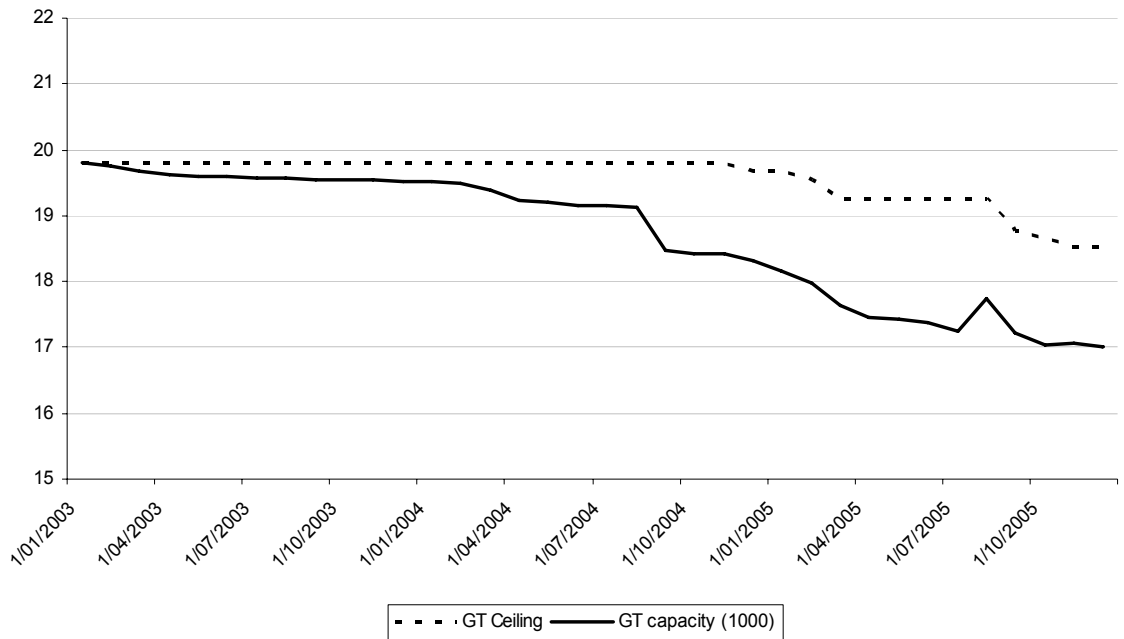
<b>Finland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	23.203	<b>R(kW)<sub>03</sub></b>	216.195
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for 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



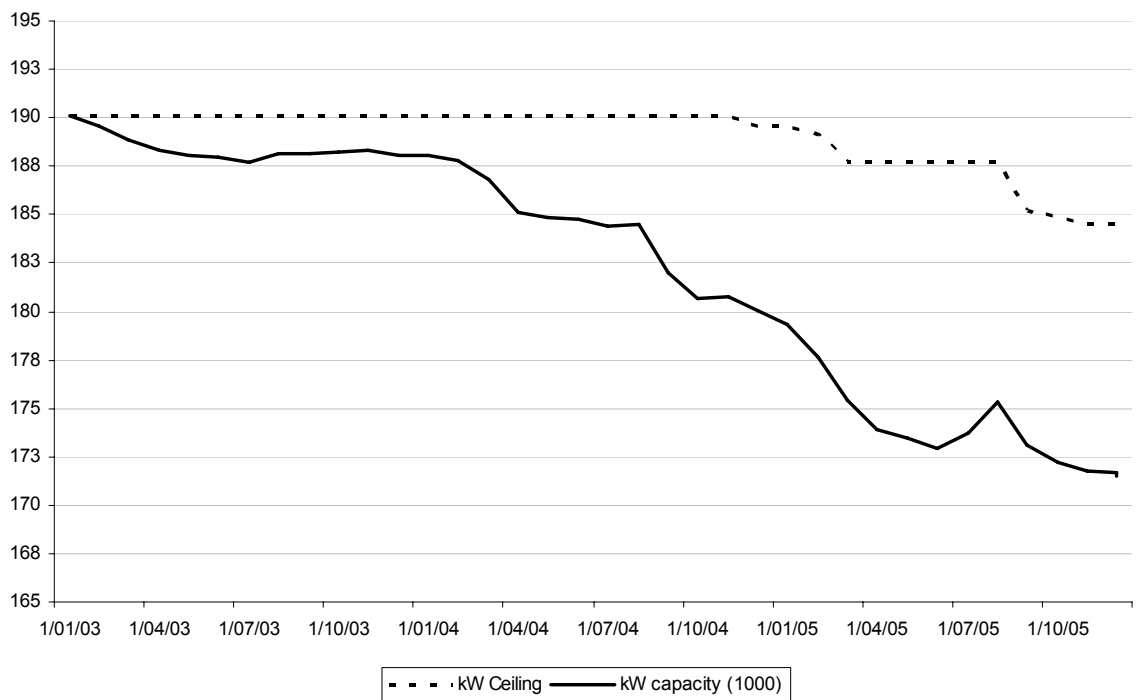
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

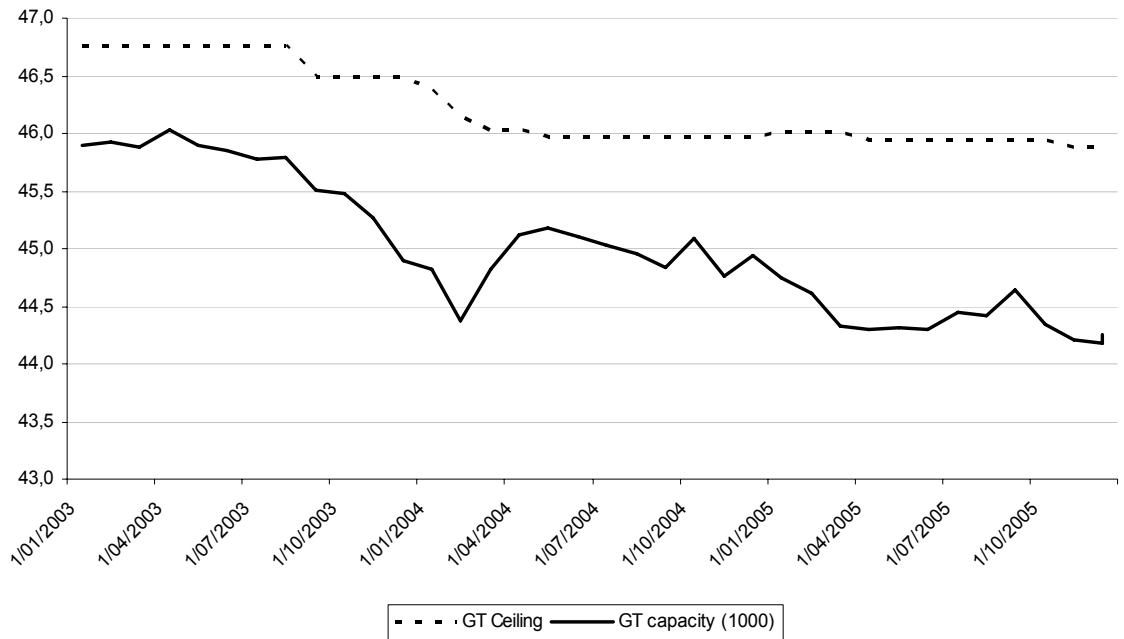
c) **Reference levels at the end of 2005**

<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

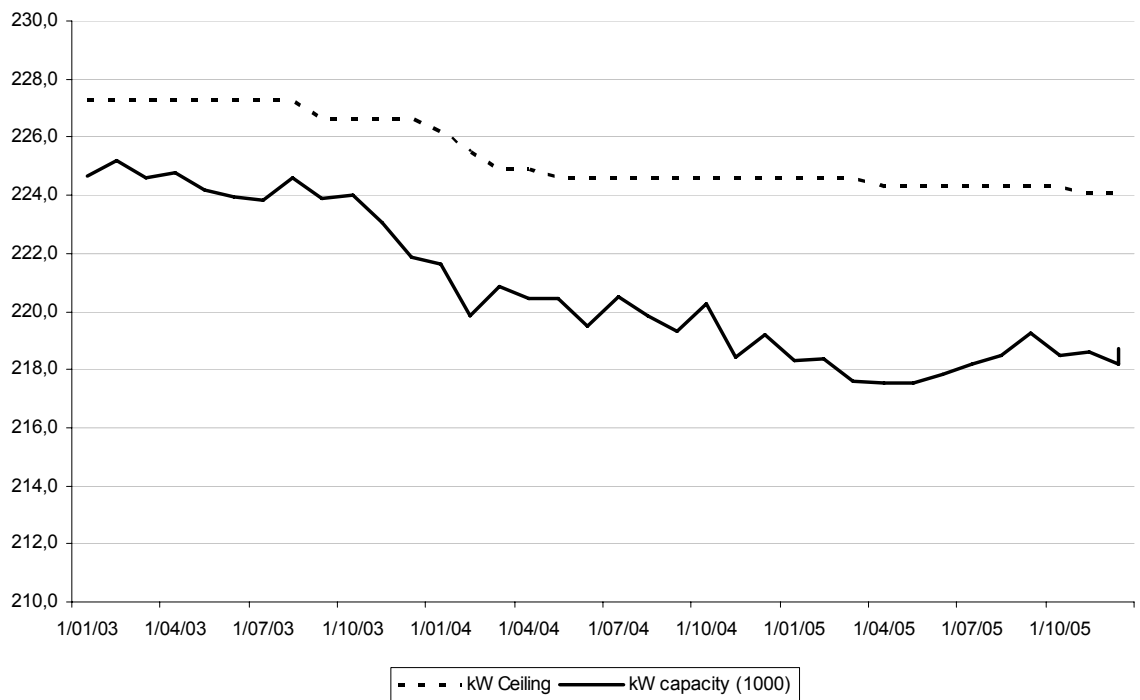
d) Evolution of fleet capacity compared to the capacity ceilings.

**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

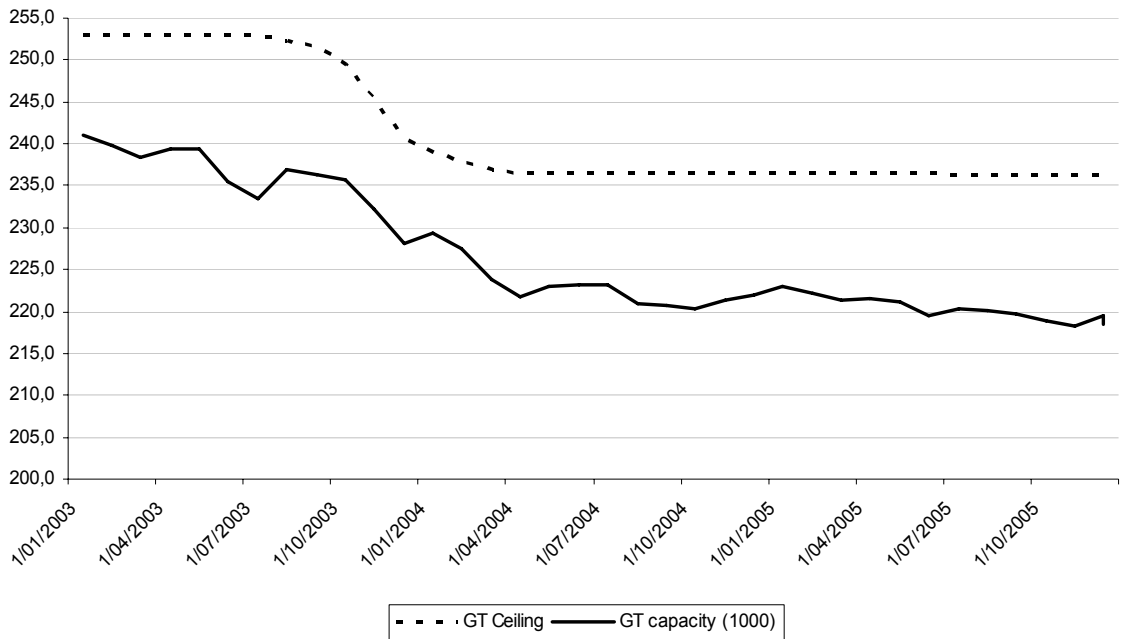
c) Reference levels at the end of 2005

<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

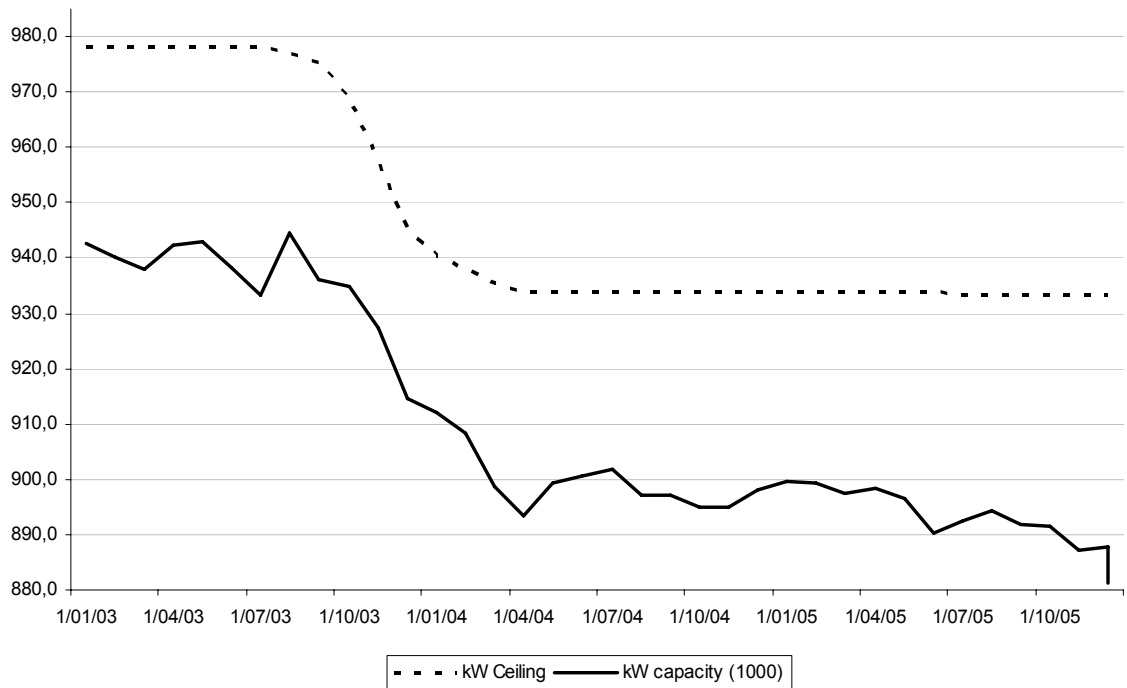
d) Evolution of fleet capacity compared to the capacity ceilings.

**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 MANAGEMENT**

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

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

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



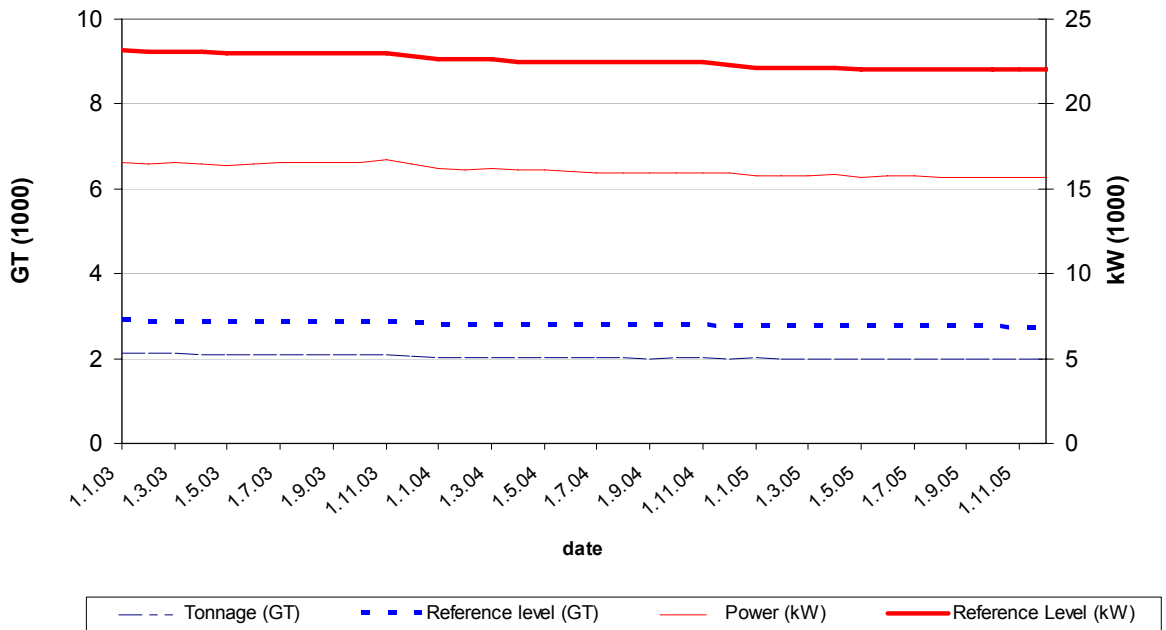
d) Management of capacity levels for outermost regions during 2005

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

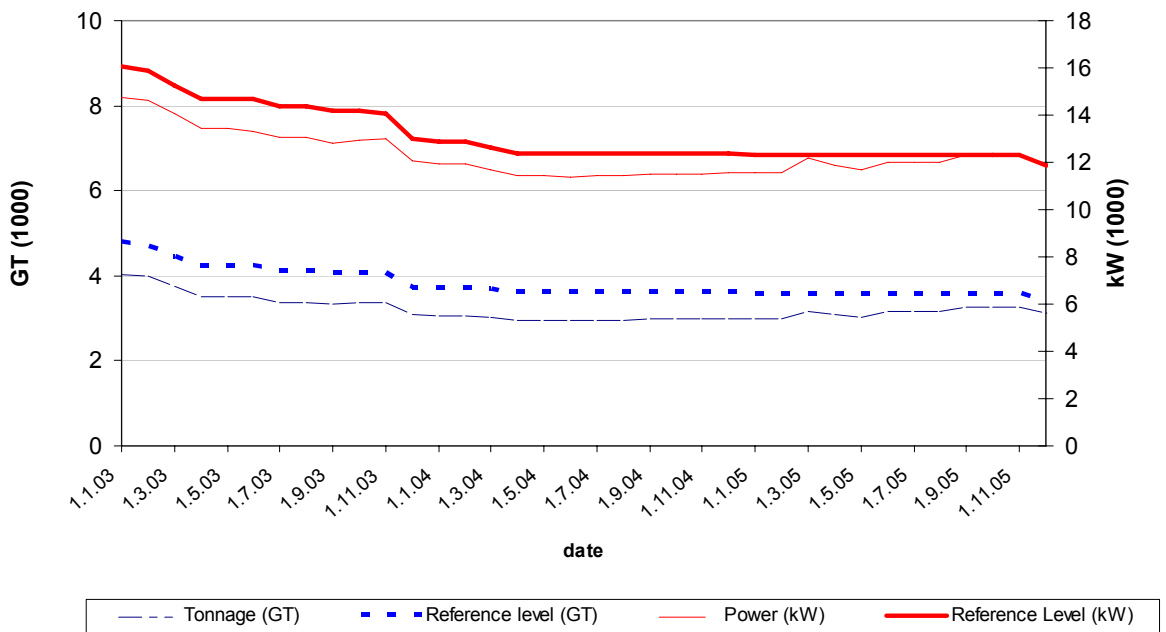
Situation as registered in the Community Fleet Register on 4 October 2006.

***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\***

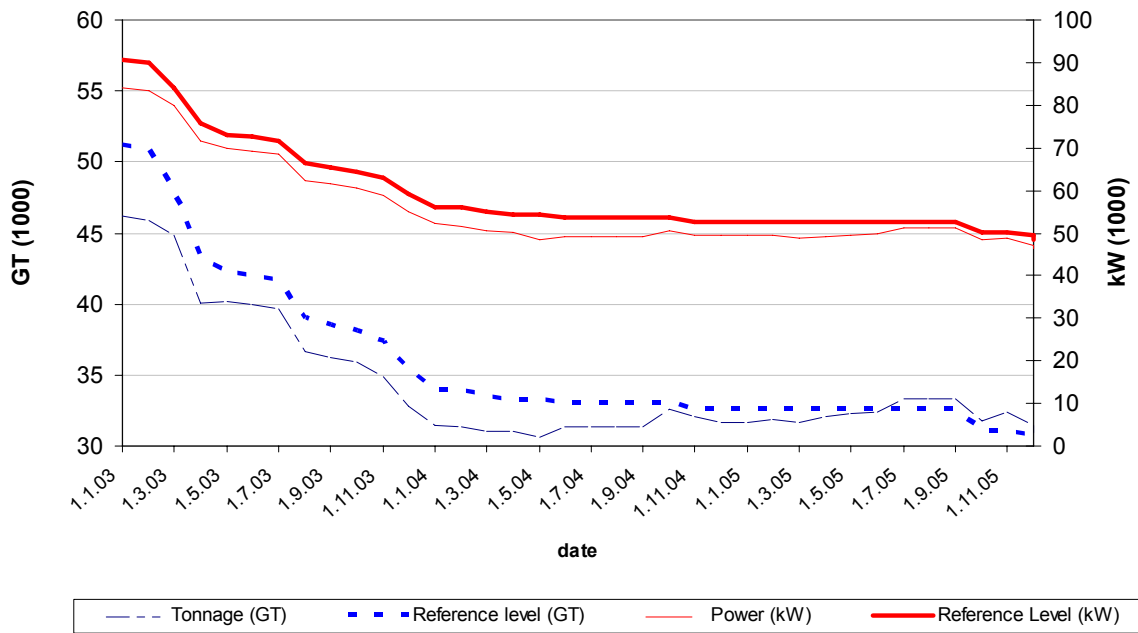


**Canary Islands: vessels of more than 12 m in length, EU waters (Segment CA2).  
Evolution of capacity compared to the reference levels\***



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

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



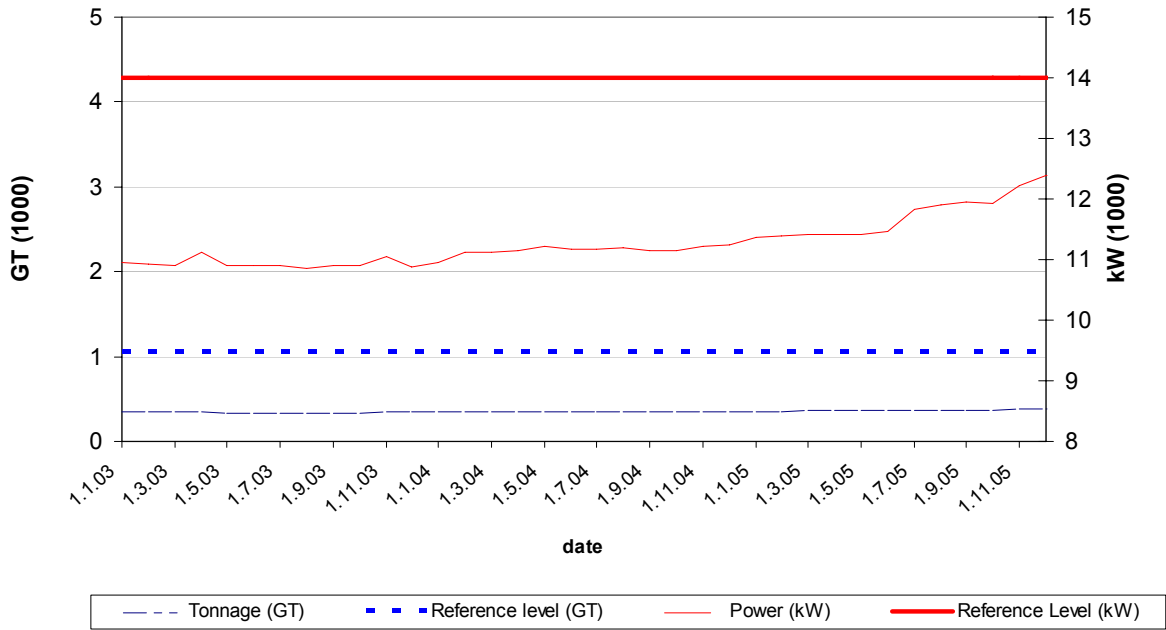
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

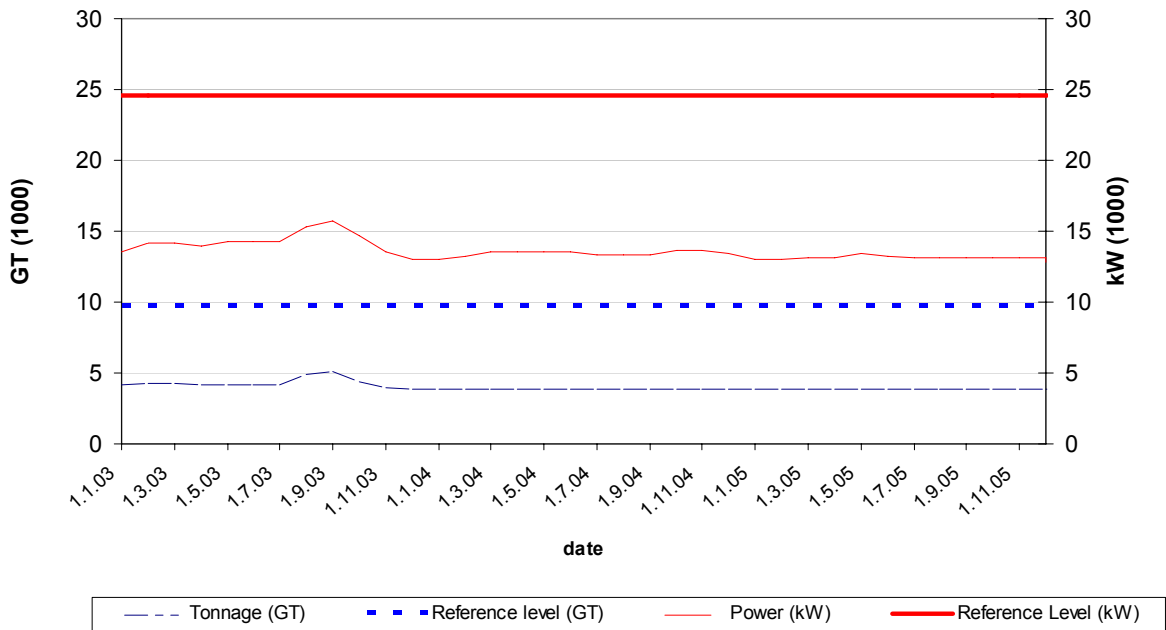
<b>Reunion (French Overseas Department)</b>		<b>4FC Demersal and pelagic species. Length &lt; 12 m</b>		<b>4FD Pelagic species. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	1.050	14.000	9.705	24.610
<b>2</b>	<b>Capacity of the fleet on 1 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\*.**



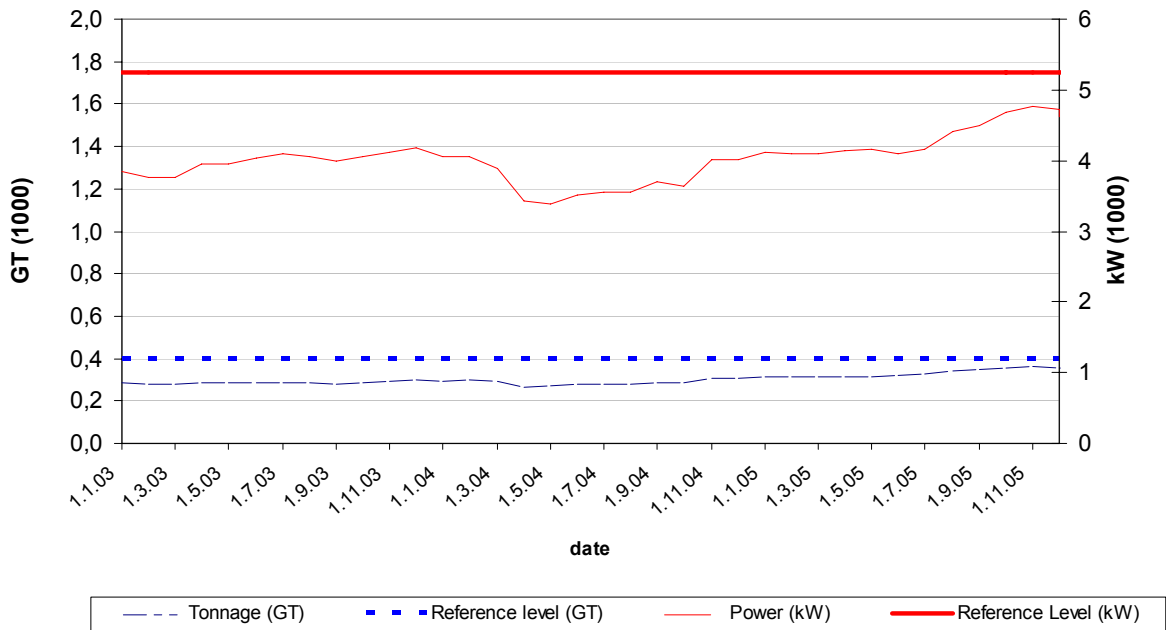
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

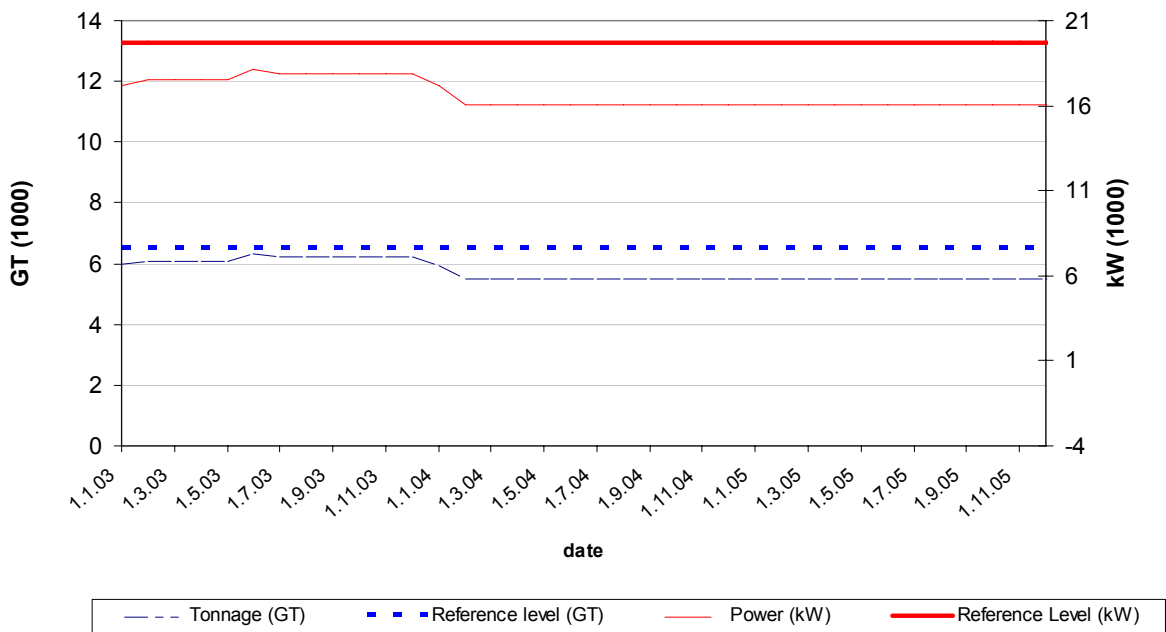
<b>French Guiana</b>		<b>4FF Demersal and pelagic species. L &lt; 12 m</b>		<b>4FG Shrimp vessels</b>		<b>4FH Pelagic species. Offshore vessels</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	400	5.250	6.526	19.726	3.500	5.000
<b>2</b>	<b>Capacity 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\***

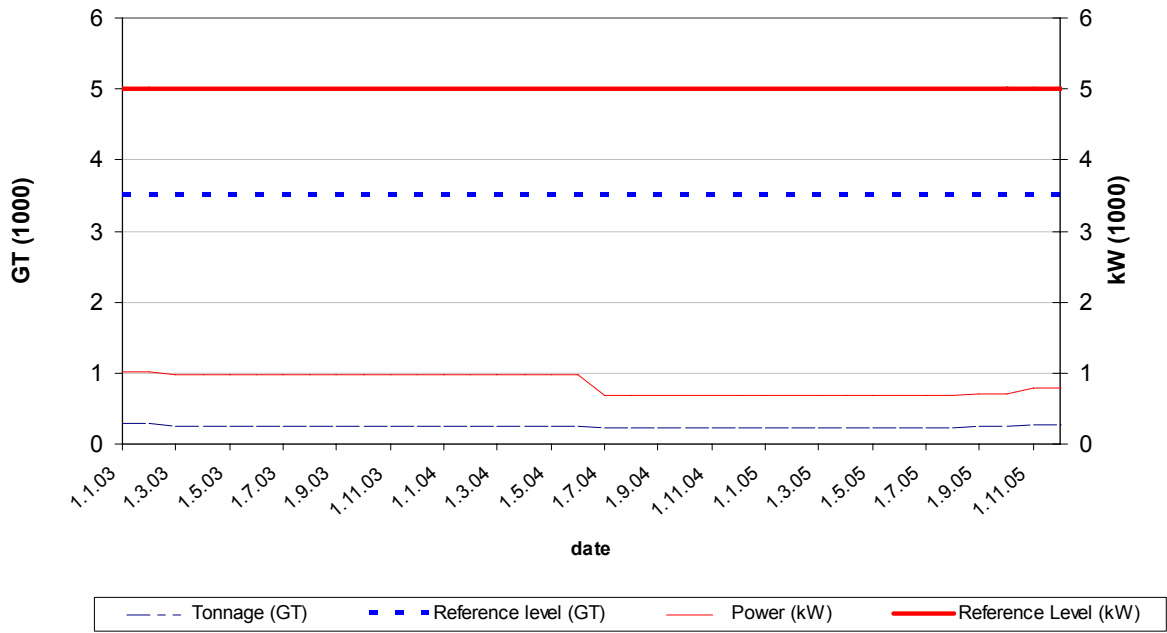


**French Guiana. Shrimp vessels (Segment 4FG).  
Evolution of capacity compared to the reference levels\***



\*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



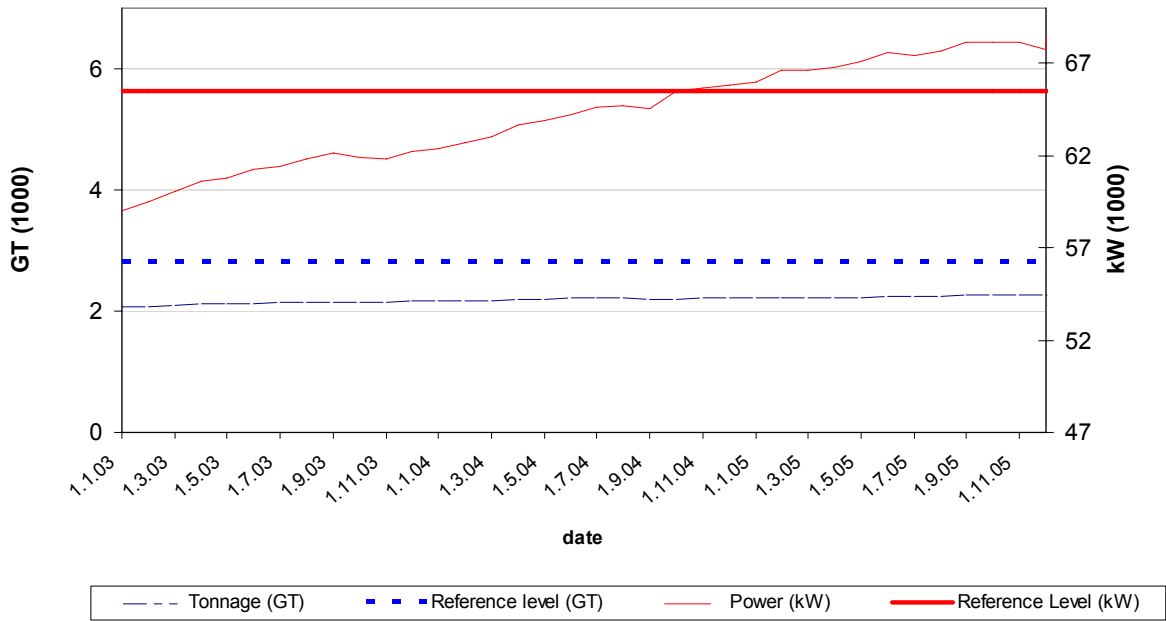
d) Management of capacity levels for outermost regions during 2005

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

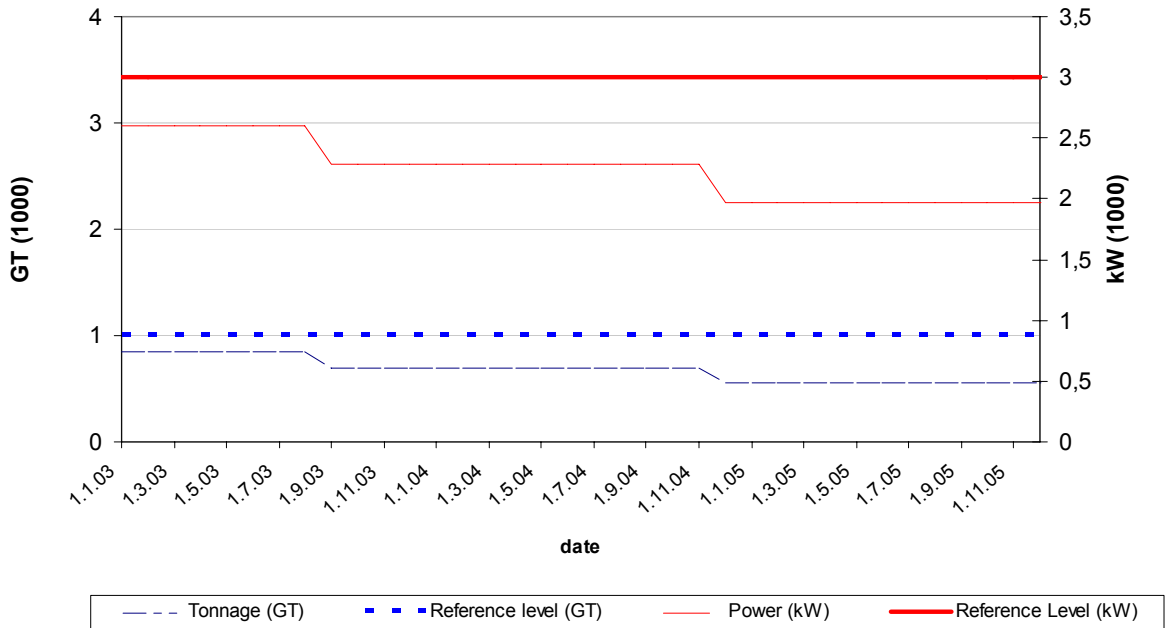
Situation as registered in the Community Fleet Register on 4 October 2006

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

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



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



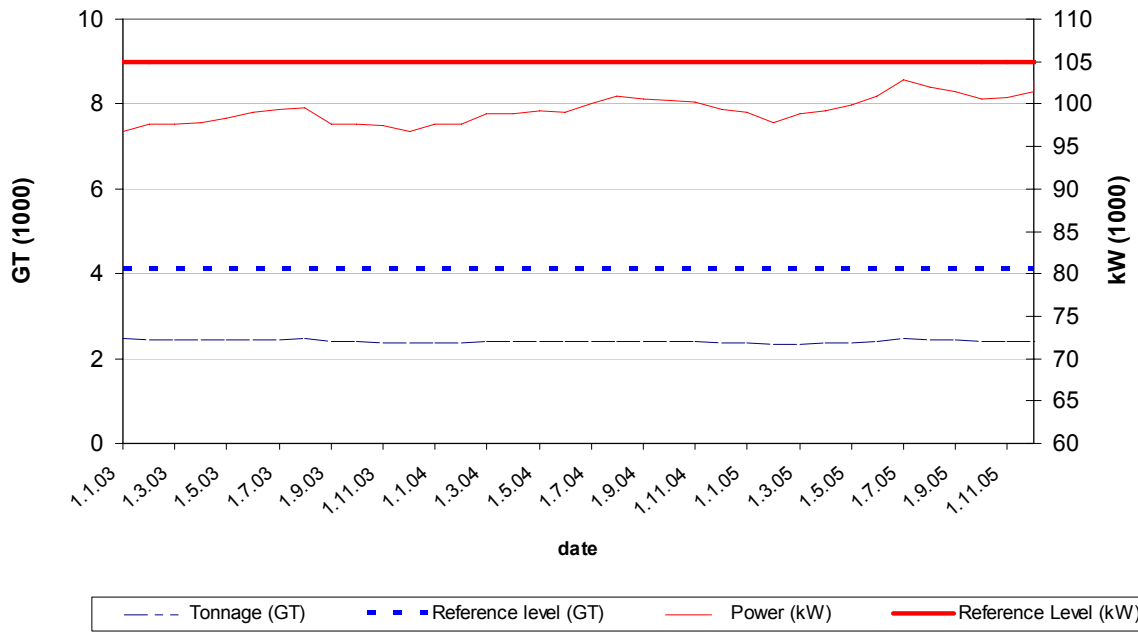
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

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

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

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



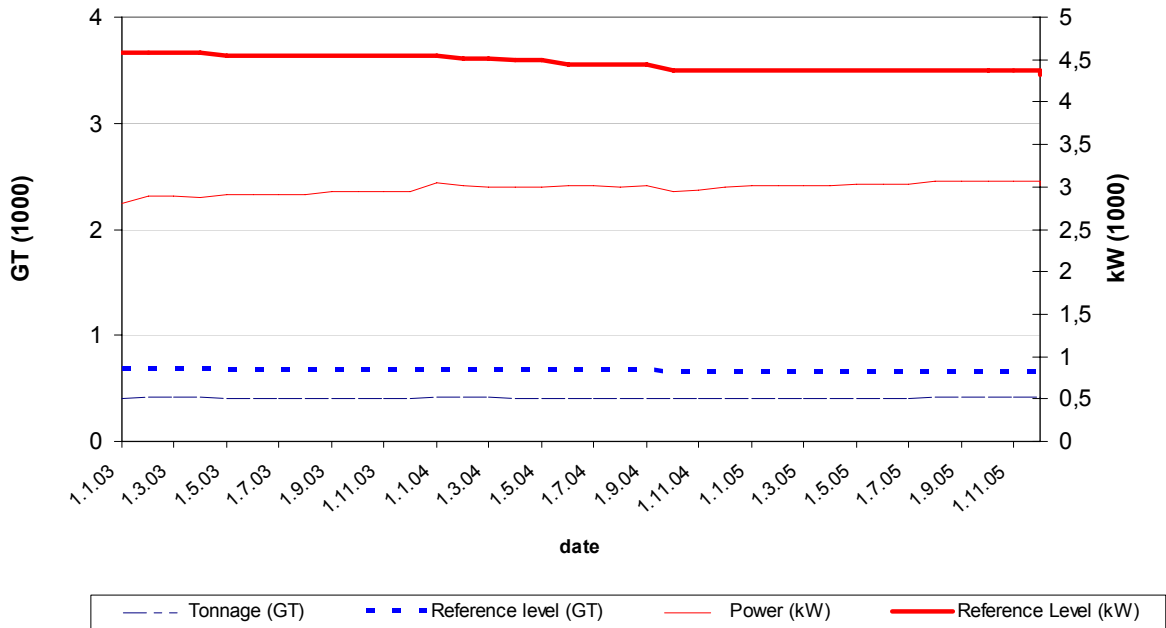
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

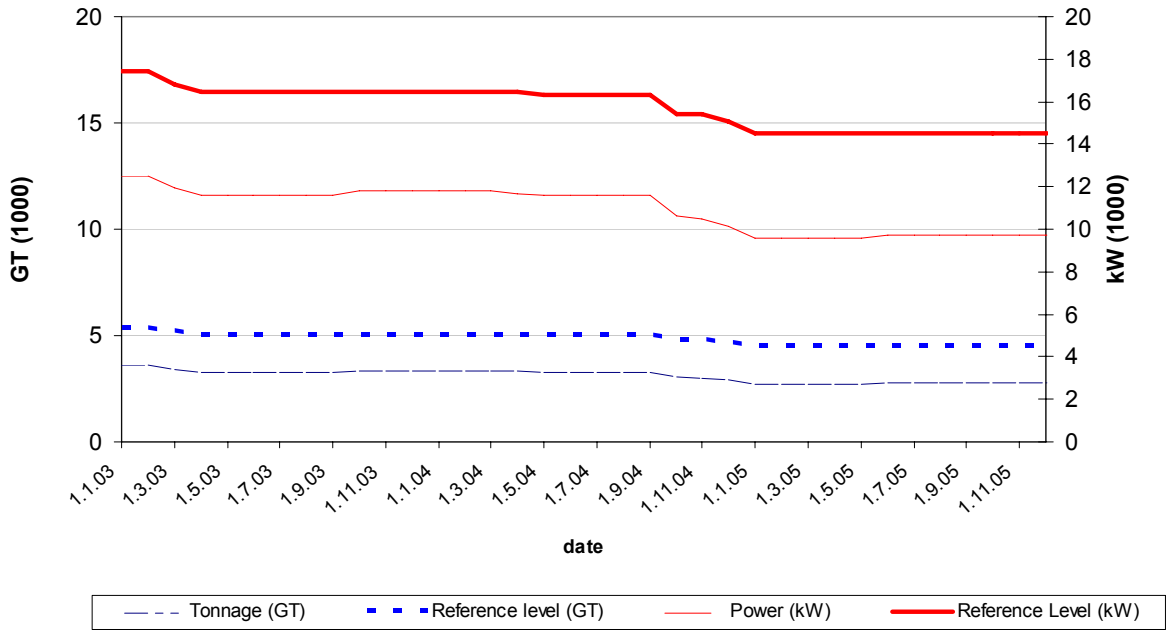
<b>Madeira (Portugal)</b>		<b>4K6 Demersal species. Length &lt; 12 m</b>		<b>4K7 Demersal and pelagic species. Length &gt; 12 m</b>		<b>4K8 Pelagic species. Seine. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	680	4.574	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\***

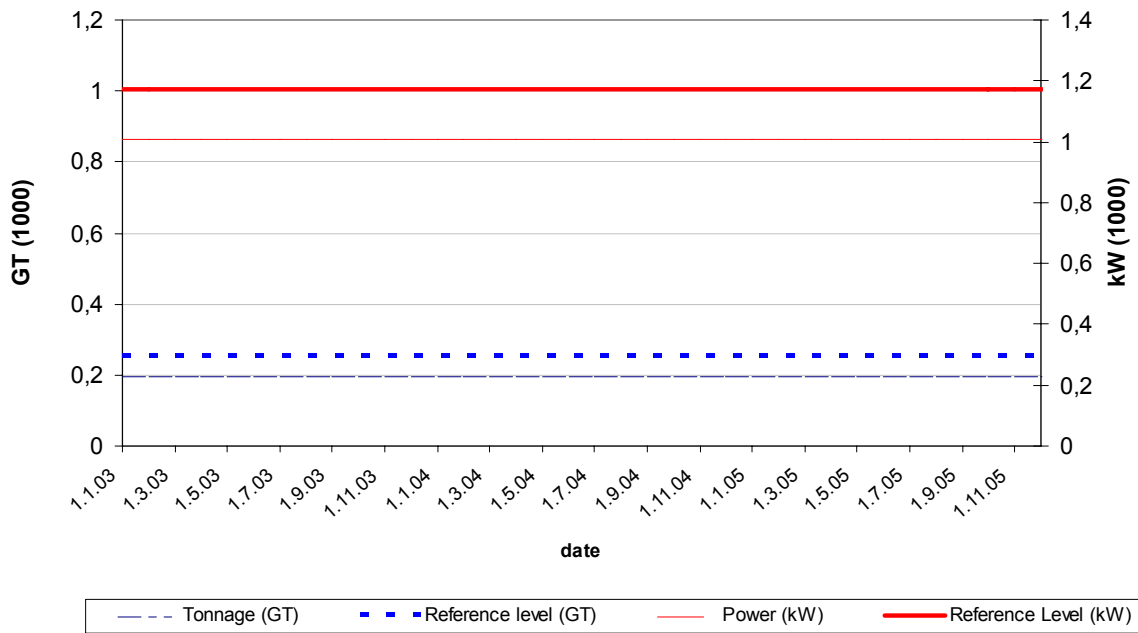


**Madeira. Vessels of more than 12 m in length. Demersal species and pelagic (Segment 4K7).  
Evolution of capacity compared to the reference levels\***



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

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



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

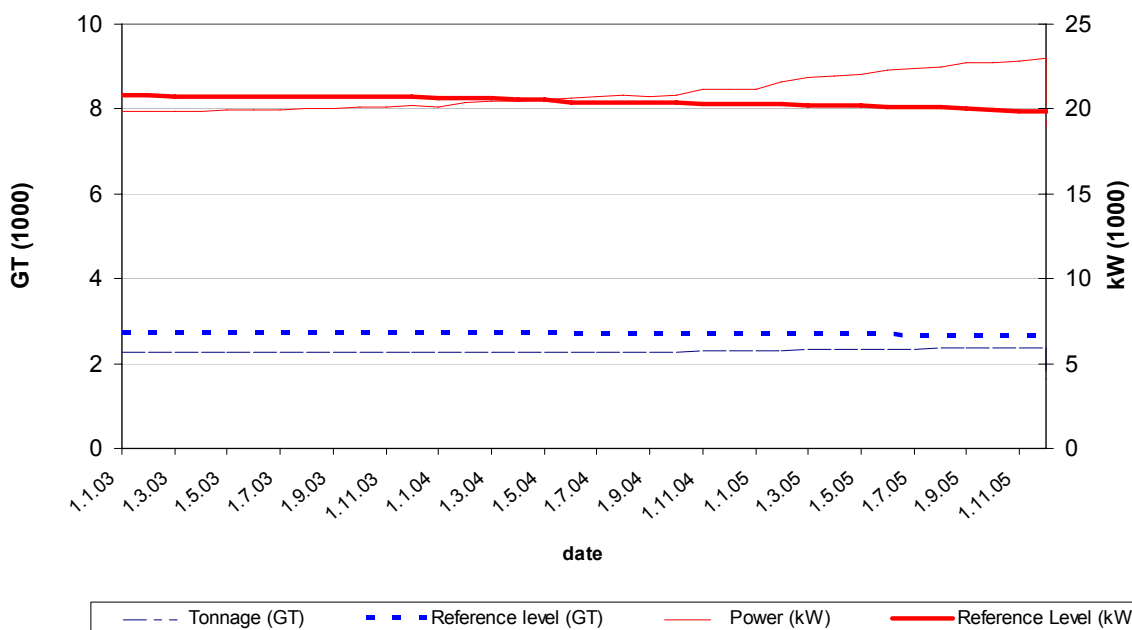
d) Management of capacity levels for outermost regions during 2005

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

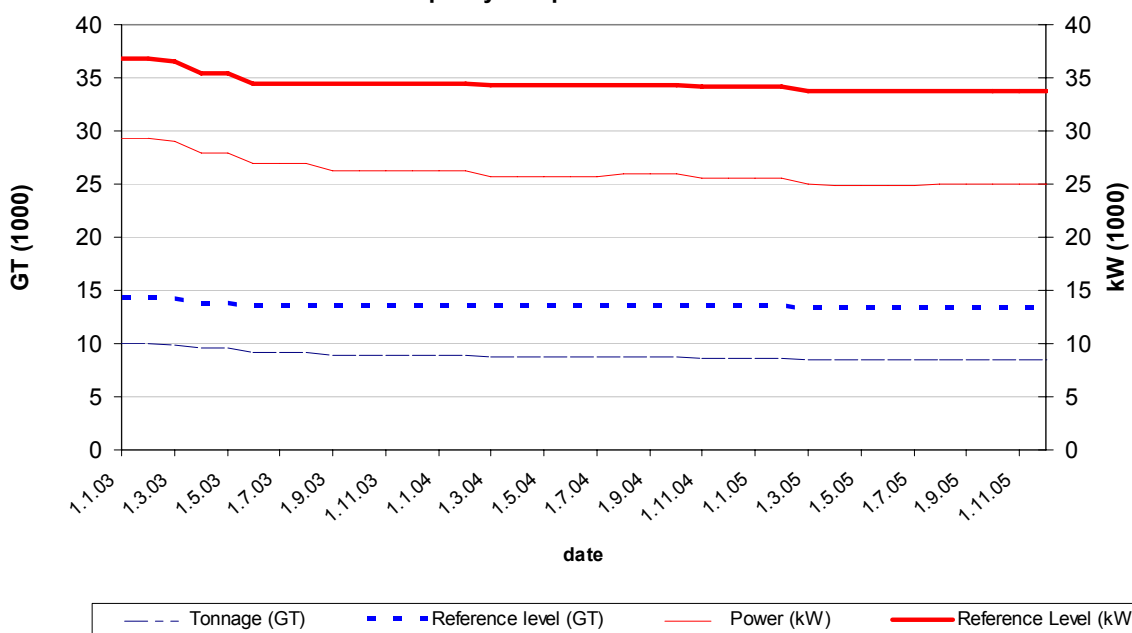
Situation as registered in the Community Fleet Register on 4 October 2006



**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