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Sustainable fishing in the EU: state of play and orientations for 2027

{COM(2026) 271 final}

This staff working document accompanies the Communication *Sustainable fishing in the EU: state of play and orientations for 2027*. It looks in greater depth at:

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

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

1. The state of fish stocks

Monitoring the results of the common fisheries policy progress report

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

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

The current and historic fishing mortality rates (F_Y, F in each year) relative to the fishing mortality rate that would produce the highest long-term yield (F_{MSY}) are calculated by three scientific bodies: the International Council for the Exploration of the Sea (ICES), STECF and the General Fisheries Commission for the Mediterranean (GFCM). These rates were

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

[2] Regulation (EU) No 1380/2013 of the European Parliament and of the Council of 11 December 2013 on the Common Fisheries Policy, amending Council Regulations (EC) No 1954/2003 and (EC) No 1224/2009 and repealing Council Regulations (EC) No 2371/2002 and (EC) No 639/2004 and Council Decision 2004/585/EC (OJ L 354, 28.12.2013, p. 61).

then compiled and tabulated by the STECF in its 81st Plenary Report (STECF-26-01)[3]. The corresponding biomass value, B_{MSY}, is the average biomass of fish in the sea that would be expected if a stock is fished at F_{MSY} for an extended period. Both the F/F_{MSY} rates and the biomass values are calculated using reported catches and scientific survey data. Misreporting of catches results in errors in both parameters, with errors being greater for biomass values[4].

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

Therefore, this section focuses on the fishing mortality ratio indicator and the biomass[5] indicator. More information on other indicators, such as safe biological limits, can be found in the STECF 26-01 ad hoc report *Monitoring the Performance of the Common Fisheries Policy*[6].

Regarding progress made in the achievement of F_{MSY} in line with the CFP, the latest results indicate a reduction in overall fishing mortality and a general increase in stock biomass in the North-East Atlantic[7] (both EU and non-EU waters) over the period 2003-2023. Among the stocks which were fully assessed, the proportion of overexploited stocks (i.e. $F > F_{MSY}$) decreased from around 67% (2003-2008) to 20% in 2023 and fishing mortality rates decreased from 51% above F_{MSY} target levels to 41% below F_{MSY} target levels.

The situation with regard to stocks in the Mediterranean and Black Seas improved considerably in the period 2020-2022. While the annual fishing mortality estimates were almost double the F_{MSY} target level in 2007, they have since fallen significantly and were 6% below F_{MSY} target level in 2022.

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

Figure 1 below presents the trends in F/F_{MSY} over the time period 2003-2024 for the North-East Atlantic (in EU and non-EU waters) and 2003-2023 for the Mediterranean and Black Seas.

[3] https://stecf.jrc.ec.europa.eu/documents/d/stecf/stecf_26-01_adhoc.
[4] Patterson, K. R. 1998. *Assessing fish stocks when catches are misreported: model, simulation tests, and application to cod, haddock, and whiting in the ICES area, ICES Journal of Marine Science*, 55: 878-891.
[5] Quantity of adult fish in a stock that can reproduce.
[6] https://stecf.jrc.ec.europa.eu/documents/d/stecf/stecf_26-01_adhoc
7 In this section, 'North-East Atlantic' refers to stocks in area 27 of the Food and Agriculture Organisation (FAO), and 'Mediterranean and Black Seas' refers to stocks in FAO area 37.

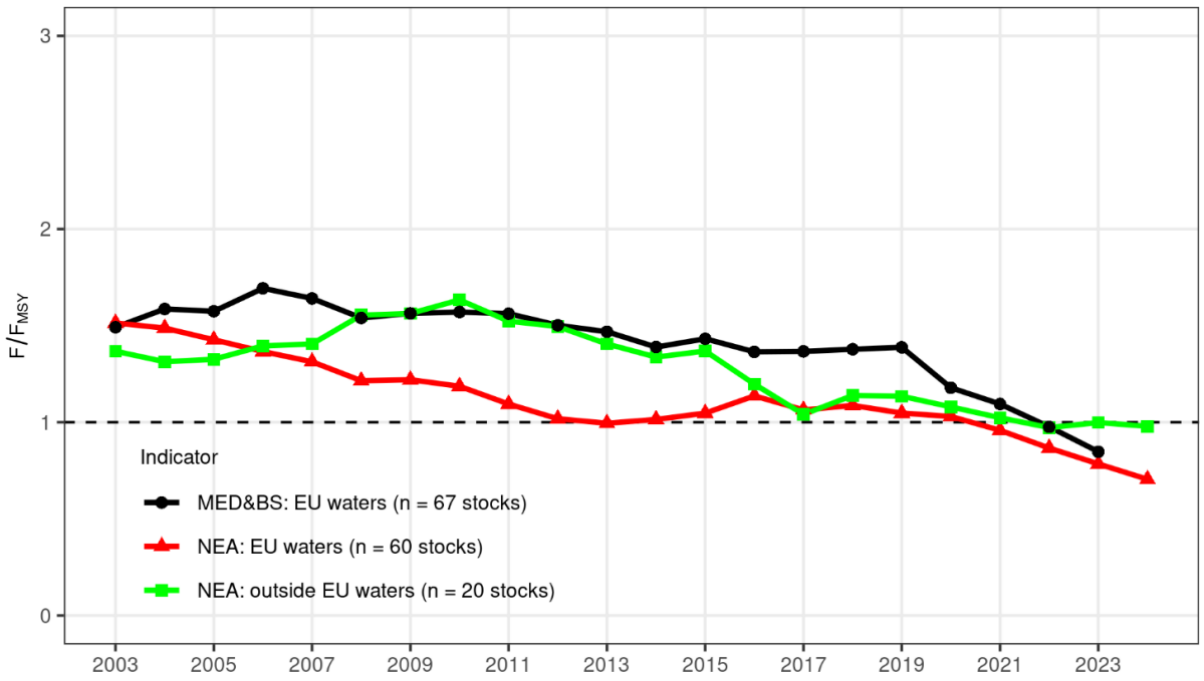


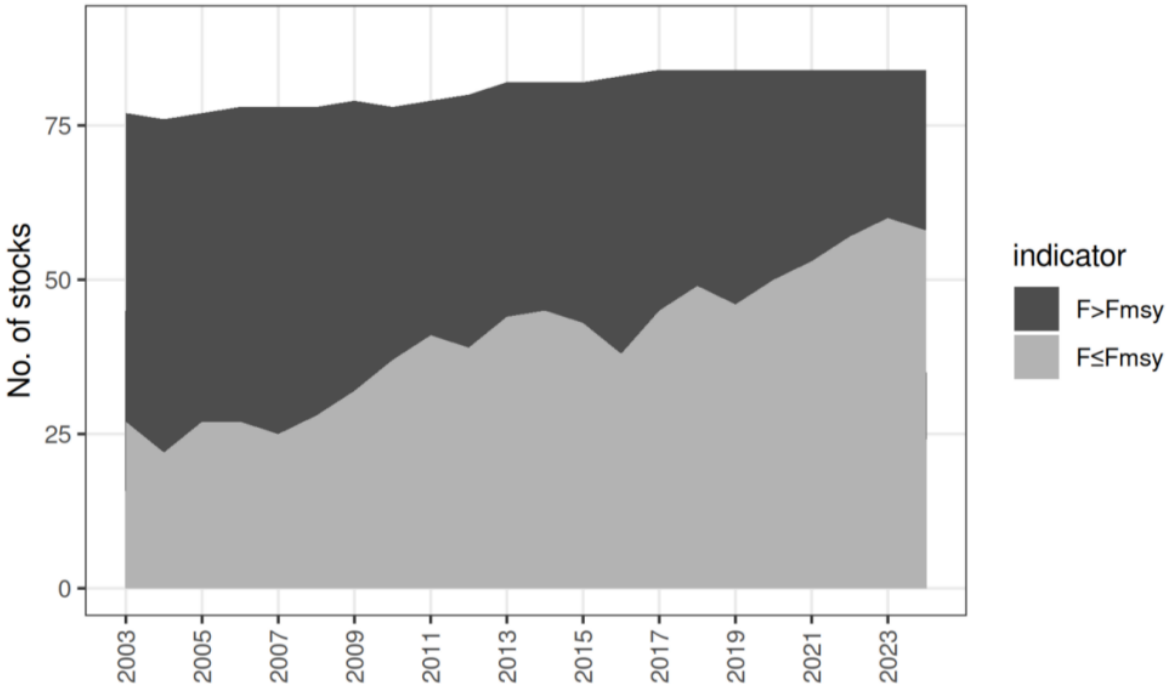
Figure 1: *Trends in fishing pressure in the North-East Atlantic (NEA) in 2003-2024 and in the Mediterranean and Black Seas (MED&BS) in 2003-2023. Three model-based indicators (F/F_{MSY}) are presented: red line representing 60 stocks with appropriate information in NEA EU waters; green line representing 20 stocks also located in the NEA but in non-EU waters; and black line representing 67 stocks in the MED&BS.*

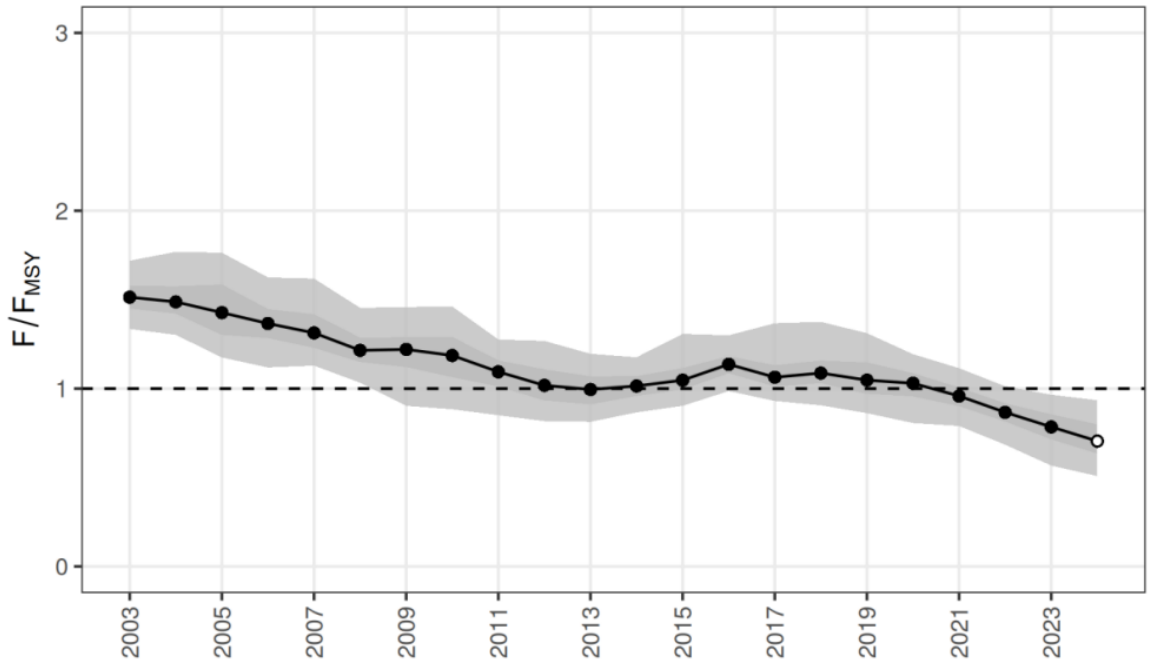
1.1.1 Stocks of EU interest in the North-East Atlantic, the North Sea and adjacent waters, including the Baltic Sea.

In 2003, most stocks (67.5%) were overfished in these regions, and the average (median) fishing mortality was 51% above MSY. Since 2023, the situation has improved thanks to action to restrict fishing effort, to improve monitoring and to set total allowable catches (TACs) in line with scientific advice. By 2024, the average rate of fishing was within the sustainable rate and only 31% of stocks were fished above F_{MSY}.

Overall, fish stock biomass increased by some 37% over the period 2003-2022. It should be noted that the individual trajectories modelled by the state-space model for this indicator no longer equate to absolute biomass, but to biomass standardised by the average biomass over the available period[8]. This is the reason for the reduction in the confidence interval compared to B/B_{2003} published in previous years.

[8] See Gras et al., 2026 for additional details.


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


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

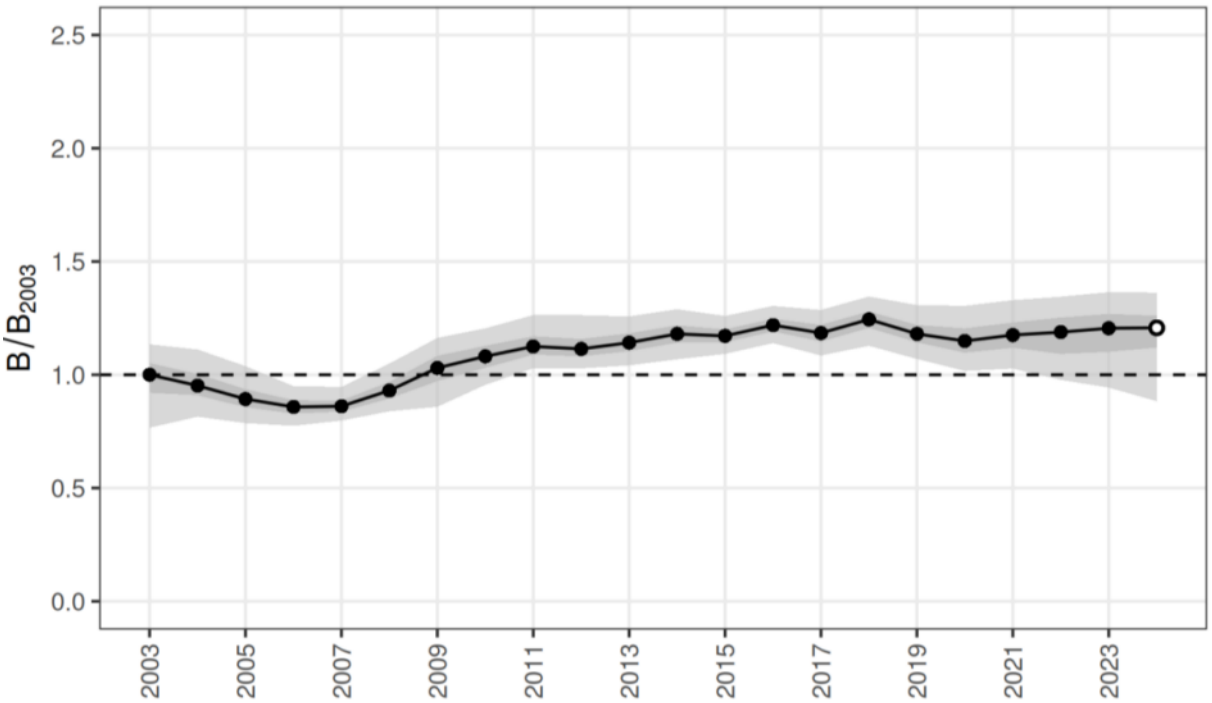


Figure 2: *Overall development of fishing mortality and biomass in the North-East Atlantic. Top panel: number of stocks fished in excess of F_{MSY} (black) or fished at or under F_{MSY} (grey). Middle panel: average F/F_{MSY} trend based on 60 stocks. Bottom panel: trend in spawning stock biomass relative to 2003. Dark grey and light grey areas show the 50% and 95% confidence intervals of the average, based on the 60 assessed stocks.*

There are differences in trends between areas. Fishing mortality fell fastest in the Bay of Biscay and in widely distributed stocks. However, widely distributed stocks saw an increase in fishing mortality between 2022 and 2023. Those same stocks also recovered fastest (Figure 3). In the Baltic Sea, where unfavourable environmental conditions[9] have weakened the stocks' resilience to fishing, no significant recovery has been observed, and some fish stocks have even deteriorated further. In the North Sea, primary production[10] was reported to have decreased by around one quarter, possibly affecting the rebuilding of fish stocks.

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

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

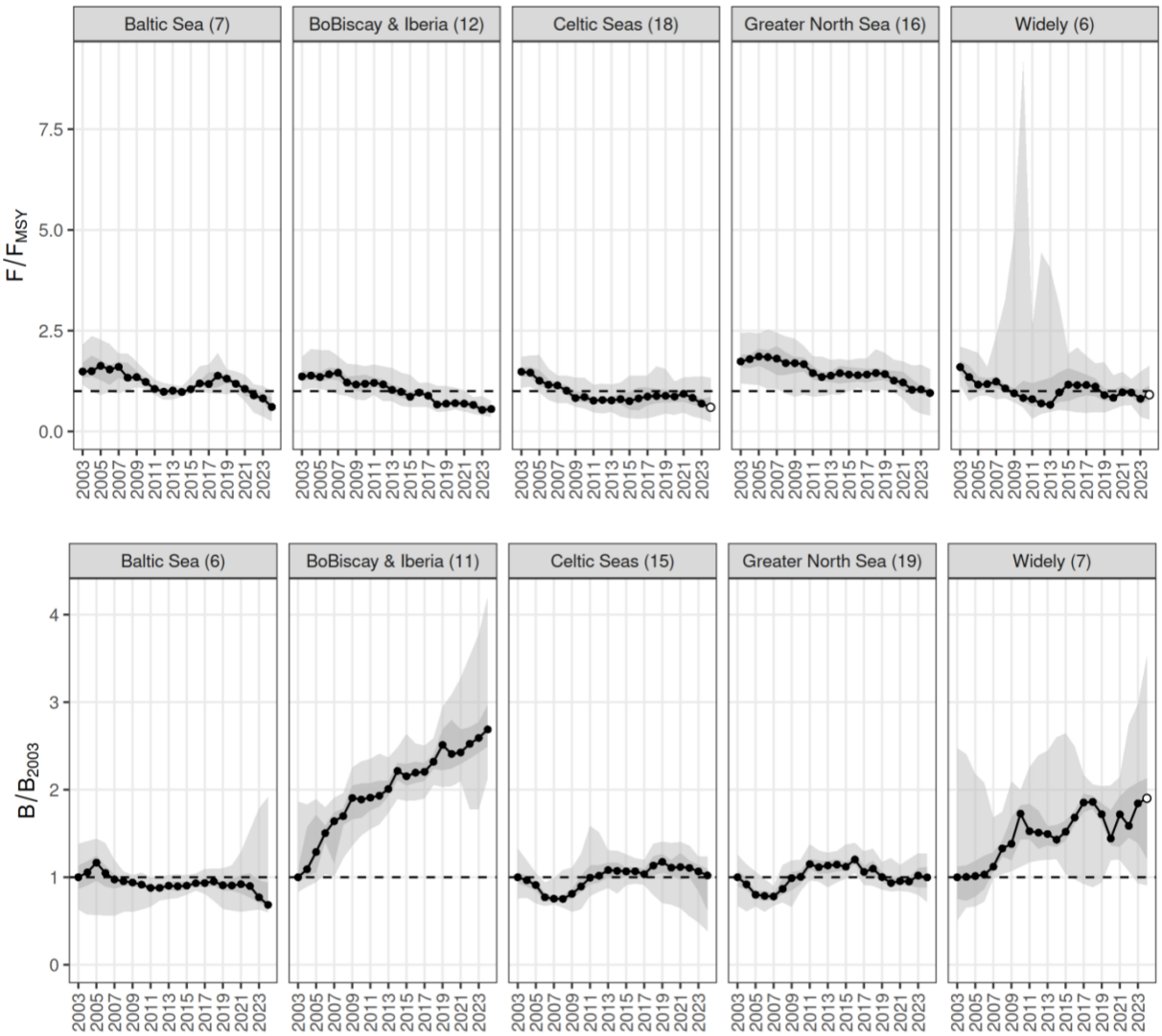


Figure 3: *Upper trends in the average (median) F/F_{MSY} (top panel) and biomass (B/B_{2003}) (bottom panel) over the period 2003-2024 in each of the North Atlantic sea areas.*

1.1.2 Stocks in the Mediterranean and Black Seas

Between 2003 and 2015 the number of available stock assessments increased from 44 to 68. In 2022, 66 stock assessments were available. This number dropped to 60 in 2023 and to 16 in 2024 due to the GFCM's 3-year advice cycle. In the meantime, data quality has increased significantly. The additional stocks, many of which had lower fishing mortality rate estimates, led to changes in overall perceptions of stock status. The new estimates showed F/F_{MSY} peaked at close to 2.0 in 2007, gradually declining from this point onwards, and at a faster rate in 2020-2022 (Figure 4). The F/F_{MSY} value for 2023 was estimated at 0.92 which is the lowest ever.

There are different patterns in F/F_{MSY} in each region (Figure 5), with an irregular trend in the Black Sea and central Mediterranean. Over the period 2003-2023 F/F_{MSY} is trending downwards with a more gradual reduction in the western Mediterranean.

Stock biomass has increased gradually in the western Mediterranean, hand in hand with a decrease in fishing mortality. For the central and eastern Mediterranean, it is unclear at present whether the changes in biomass and fishing mortality are related or if biomass simply responds slower than fishing mortality.

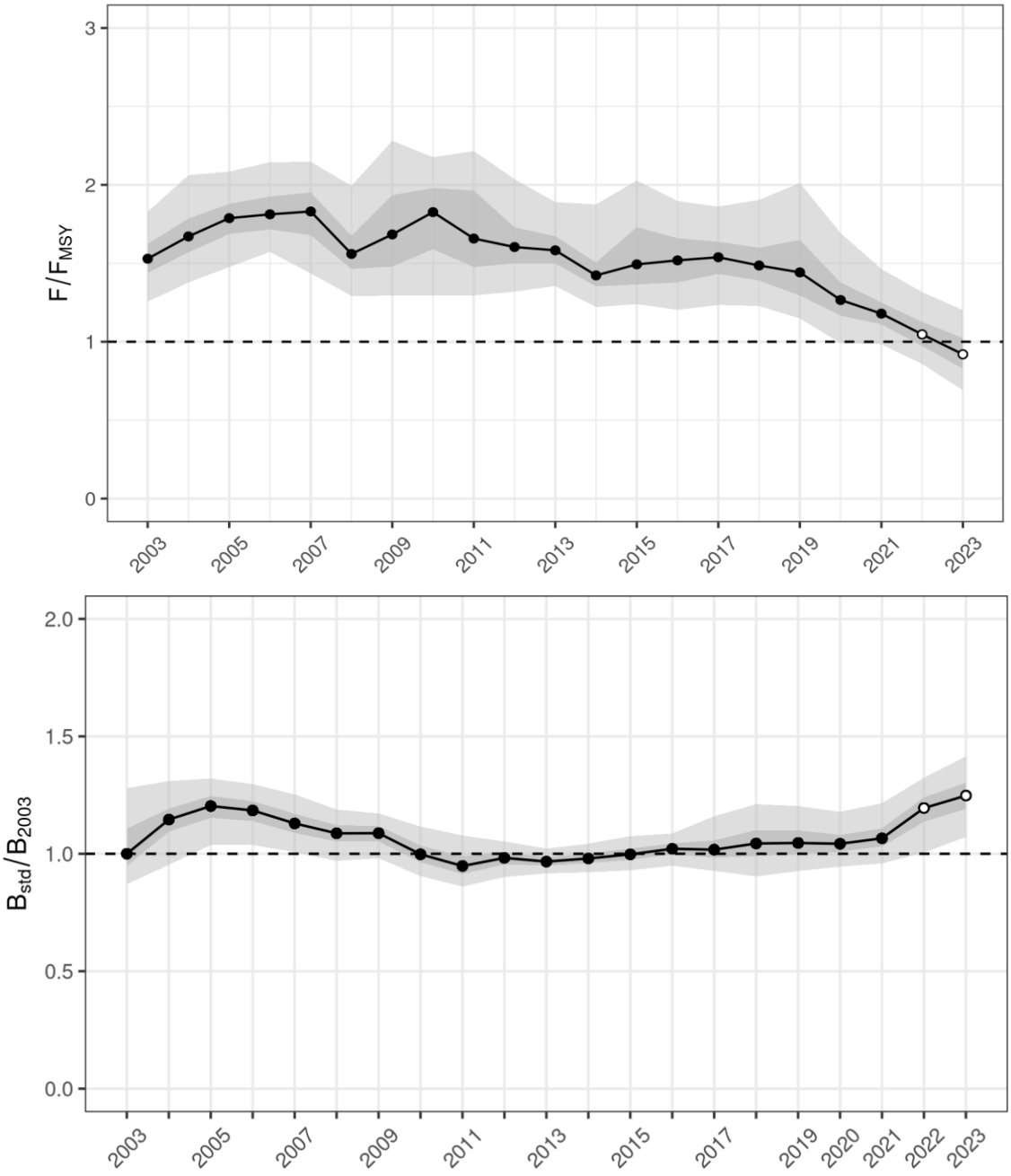


Figure 4: *Overall trend in fishing mortality and biomass in the Mediterranean basin. Top panel: average F/F_{MSY} trend. Bottom panel: trend in spawning stock biomass relative to 2003. Dark grey and light grey areas show the 50% and 95% confidence intervals of the average, based on 68 assessed stocks in 2003.*

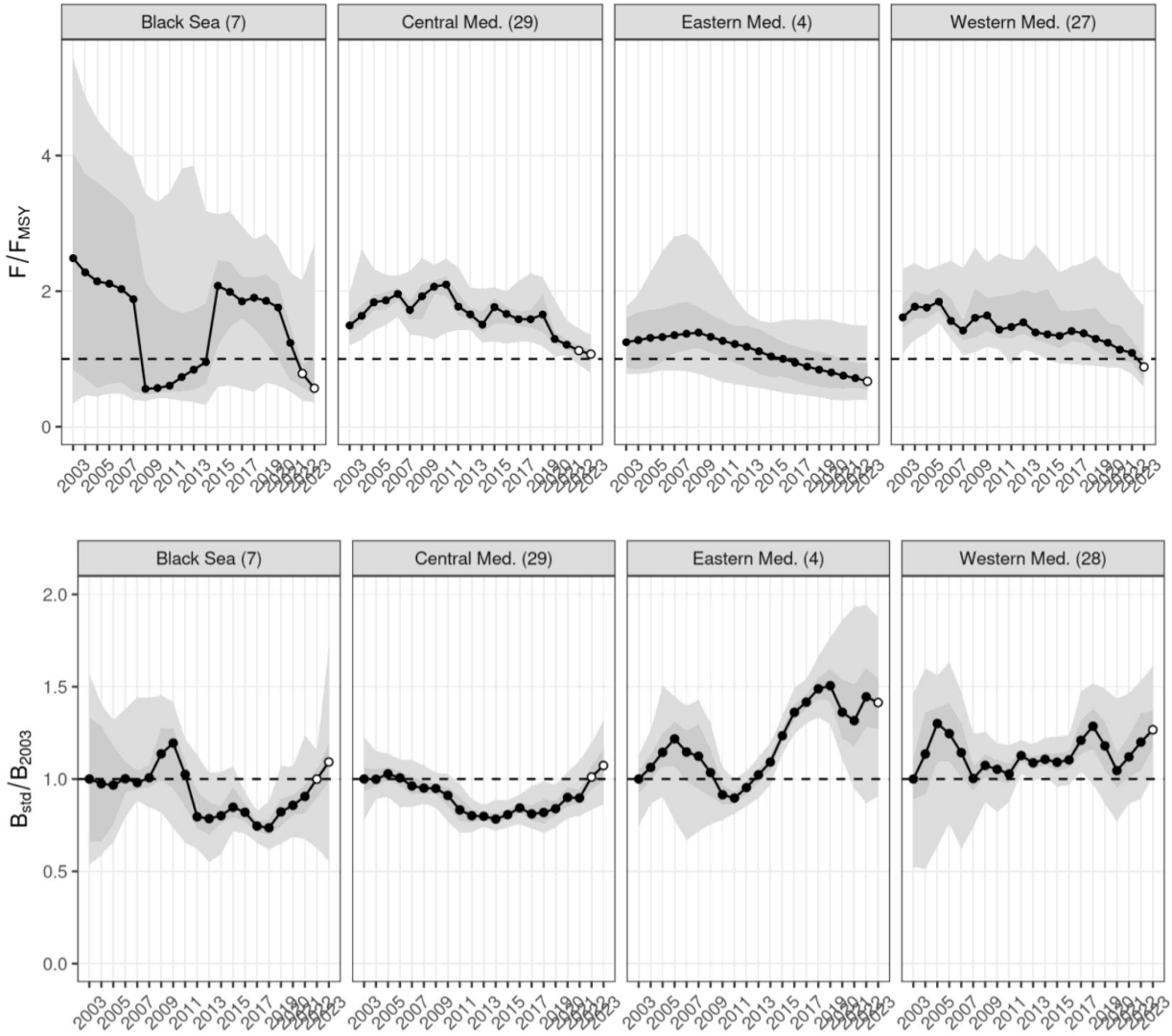


Figure 5: *Trends in the average (median) F/F_{MSY} (top panel) and biomass (B/B_{2003}) (bottom panel) over time in each of the Mediterranean Sea areas.*

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

In line with Article 22(4) of the CFP Regulation, the Commission must report annually to the European Parliament and the Council on the balance between fishing capacity and fishing opportunities[11].

Coastal Member States report annually on potential imbalances, following the Commission guidelines[12]. For the fleet segments for which overcapacity has been identified, they are required to submit an action plan with adjustment targets, tools and a clear implementation timeframe, in line with Article 22 of the CFP Regulation.

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

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

All 22 coastal Member States submitted their 2025 reports to the Commission[13]. The STECF examined these reports comprehensively, together with the available information on the sustainability of fisheries resources, economic parameters and vessel activity. The STECF then issued a report[14], in line with the Commission guidelines, providing details and their analysis.

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

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

[12] Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy (COM(2014) 545 final).

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

[14] STECF, *Assessment of balance indicators for key fleet segments and review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities* (STECF-25-12), Publications Office of the European Union, Luxembourg, 2025.

Information is provided for each fleet segment separately. A fleet segment is a group of vessels of a defined length (e.g. 6-12 metres), operating in a set area (e.g. the North-East Atlantic) and using the same principal type of gear (e.g. beam trawl). In the Annex, the area code NAO means North Atlantic Ocean, including the North Sea, Celtic Sea and Baltic Sea, MBS means the Mediterranean and Black Seas, and OFR means other fishing regions. Gear codes are as set out in Annex XI to the applicable Commission Implementing Regulation[15].

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

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

The following three economic indicators are used.

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

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

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

	Fleet segments with no biological indicators	Fleet segments with no economic indicators	Number of vessels in fleet segments with no biological indicators	Number of vessels in fleet segments with no economic indicators
BEL	1	1	1	1
BGR	0	1	0	12
CYP	0	1	0	1
DEU	0	0	0	0
DNK	0	0	0	0
ESP	0	15	0	54
EST	0	1	0	3
FIN	0	0	0	0
FRA	0	1	0	7
GRC	0	0	0	0
HRV	0	6	0	18
IRL	10	1	26	13
ITA	0	2	0	3
LTU	0	0	0	0
LVA	2	2	5	5
MLT	0	0	0	0
NLD	15	0	56	0
POL	0	2	0	4
PRT	3	0	5	0
ROU	0	1	0	3
SVN	0	0	0	0
SWE	0	0	0	0

Table 1: There were no fleet segments where a lack of biological or economic information prevented the calculation of biological or economic indicators and where more than 50 vessels were affected by a lack of data reporting

2.2 The EU fishing fleet's capacity

The number, gross tonnage and power of vessels in the EU fleet have all followed a downward trend in recent years (latest data from 2025) (Figures 6 and 7). In December

2025, the EU fleet register (which includes the outermost regions) listed 68 910 vessels corresponding to 1 223 500 gross tonnage (GT) and 5 008 627 kilowatts (kW) of installed power[16].

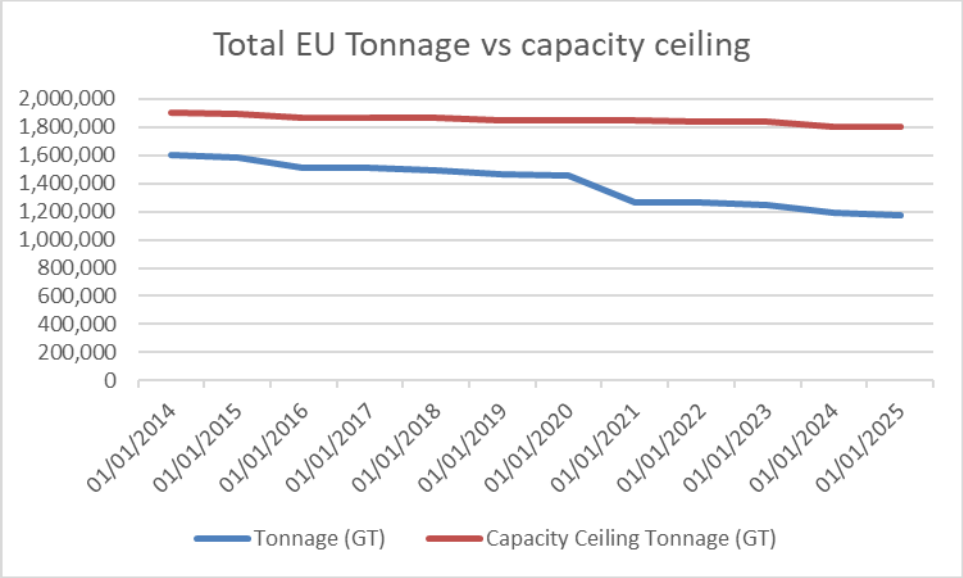


Figure 6: *Tonnage capacity trend (GT) of the EU fishing fleet between 2014 and 2026*

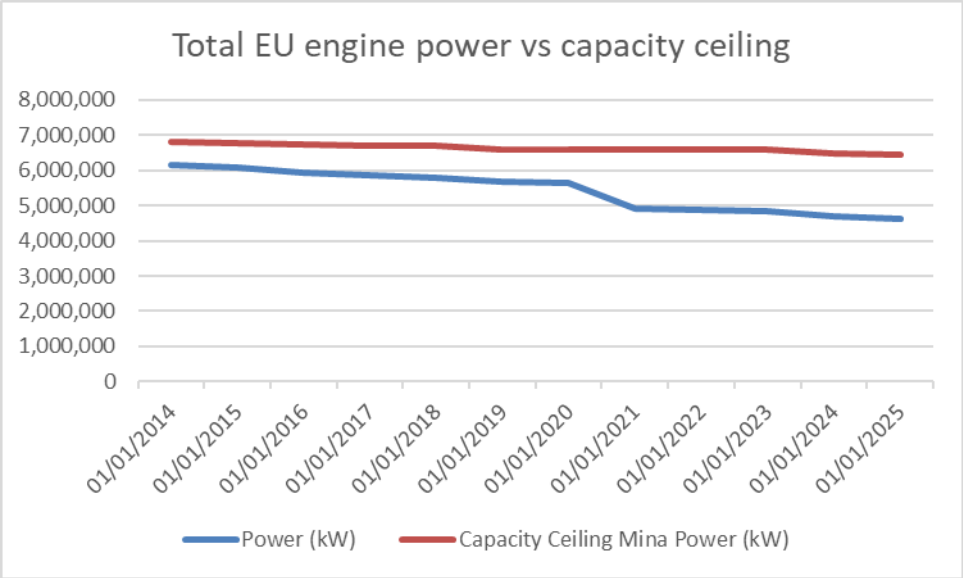


Figure 7: *Capacity trend (kW) of the EU fishing fleet between 2014 and 2026*

[16] EU fleet register. Data extracted in March 2025 and includes data as at 31 December 2024.

A study[17] was initiated in January 2018 to assess the engine power verification systems implemented in 15 main coastal Member States, completed in June 2019. The results of the physical verifications carried out during the study revealed that for the majority of verified vessels, across coastal Member States, areas and vessel types, the measured engine power exceeded the vessel's licensed and certified engine power, and for a significant number of inspected vessels, there were secondary indications of non-compliance with engine power restrictions. These findings indicated a systematic lack of a culture of compliance at operator level across the fishing sector with regard to engine power limitations and raised serious concerns about the state of implementation and effectiveness of Member States' engine power certification and verification procedures. The study also indicated that there were significant differences between coastal Member States in terms of the progress and quality of implementation of the sampling plan to verify engine power and the systems in place to certify and physically verify engine power effectively. In addition, the study indicated that existing certification systems do not always generate reliable engine power figures for registration purposes and that certification does not guarantee that certified engine power will not be exceeded.

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

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

In December 2024, all coastal Member State fleets were under their respective capacity ceilings (Figure 8). However, it has come to the Commission's attention that engine

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

power-related compliance issues are increasingly becoming subject to complaints. This raises concerns about the accuracy and reliability of the engine power values as reported by the coastal Member State and reflected in the Union fleet register.

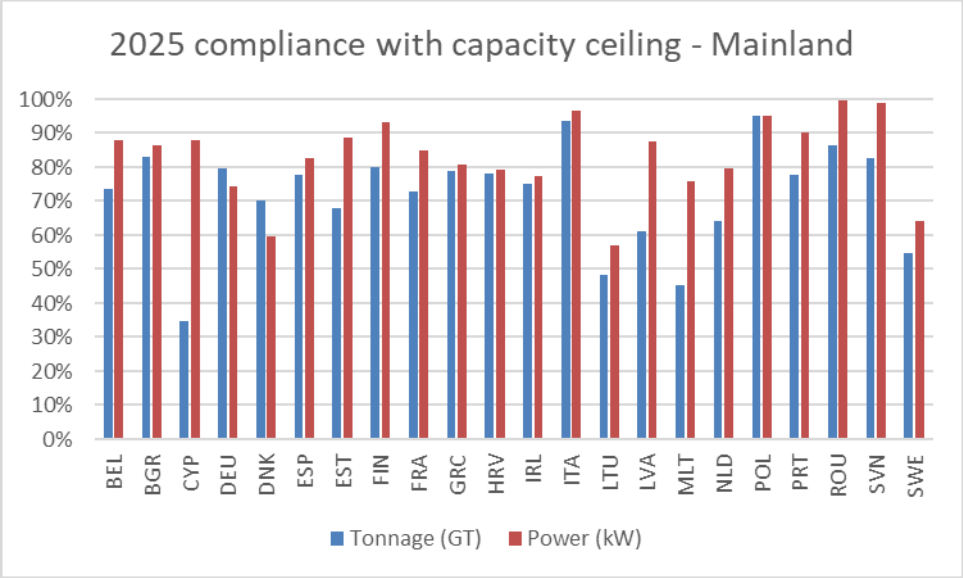


Figure 8: *Effective capacity as a percentage of the capacity ceiling by Member State in December 2025: mainland fleets only*

The fleet in the outermost regions has seen a reduction in the number of vessels and gross tonnage capacity (Figures 9 and 10). Between December 2023 and December 2024, the number of vessels decreased by 17 to a total of 3720. Fleet capacity in GT decreased by 590 GT to 51 901 GT. Fleet capacity in kW increased marginally by 937 kW to 376 463 kW.

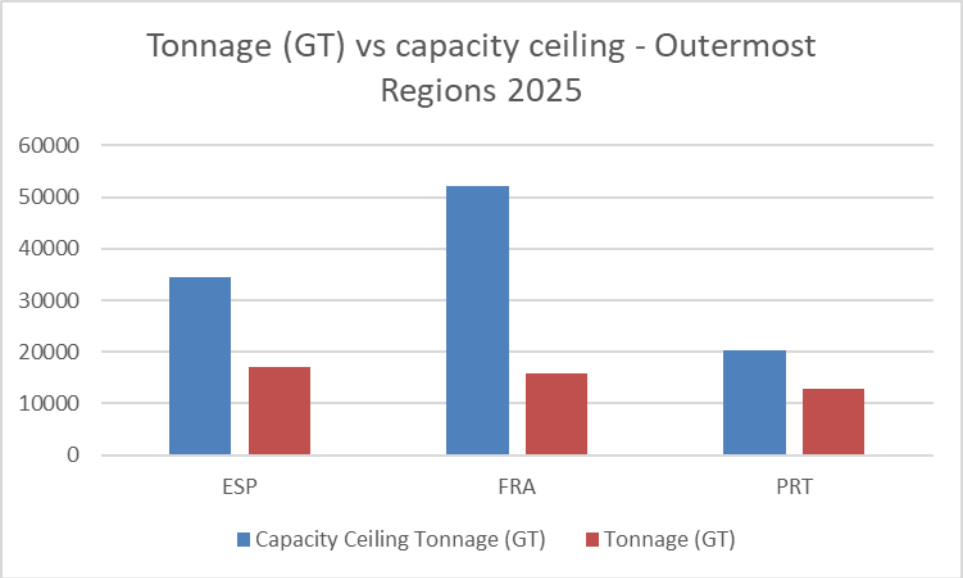


Figure 9: *Vessel tonnage vs its capacity ceiling in the EU outermost regions (2024)*

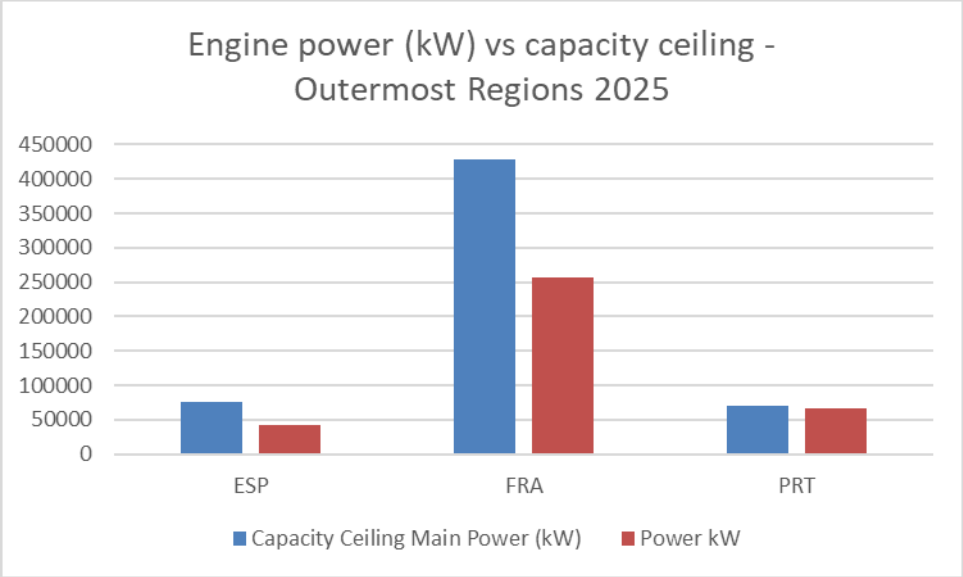


Figure 10: *Vessel power vs its capacity ceiling in the EU outermost regions (2025)*

2.3 Main conclusions by coastal Member State[18]

Each year, the STECF issues advice on the balance between fleet capacity and fishing opportunities for the different fleet segments and on the quality of the coastal Member States' assessments provided in their national fleet reports and, where relevant, action plans. Therefore, the STECF conclusions sometimes differ from those of the coastal Member States, as summarised below, based on the indicators calculated by STECF. In the summaries which follow, the Commission has drawn conclusions for 2024 and inferences from the STECF calculations.

Belgium had 1 fleet segment with red biological indicators and another 2 segments (totalling 43 vessels) with red economic indicators, which points to an imbalance. Belgium has not submitted an action plan.

Bulgaria had 6 fleet segments with at least one red economic indicator and 8 segments with red biological indicators. **Bulgaria's action plan is largely a statement of intent** and does not give enough information about specific actions to balance fleet capacity with fishing opportunities.

Cyprus had 3 fleet segments with red economic indicators and 1 segment with a red biological indicator. **Cyprus submitted an action plan in 2023** concerning overcapacity in one of these fleet segments. However, the timeframe for the planned permanent

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

cessation scheme has changed and the STECF Expert Working Group is unable to determine the effect of the scheme on fleet balance.

Germany had 5 fleet segments with at least one red biological indicator and 12 with at least one red economic indicator. Germany's action plan focuses on the small-scale coastal fleet in the Baltic and shrimp vessels in the North Sea.

Denmark had 17 fleet segments with at least one red biological indicator and 22 segments with at least one red economic indicator. Its fleet report includes an action plan with a clear timeframe targeted at specific imbalanced fleet segments.

Spain had 33 fleet segments with at least one red biological indicator and 18 fleet segments with at least one red economic indicator. **Spain submitted an updated action plan** for the period 2025-2028 aimed at aligning fleet capacity with available fishing opportunities, improving the biological sustainability of vulnerable stocks, and enhancing the economic viability of segments with low-profitability.

Estonia had 4 fleet segments with at least one red biological indicator and 1 segment with three red economic indicators. Estonia has **not submitted an action plan** and considers all segments to be in balance. It deems its fisheries management system (based on individual transferable quotas and individual transferable effort) to be effective in maintaining a structural balance between fishing capacity and opportunities.

Finland had 5 fleet segments with at least one red biological indicator and 3 segments with at least one red economic indicator. Finland has **not submitted an action plan**, despite the indications of overcapacity. Finland has not fixed objectives for achieving capacity reductions.

France had 24 fleet segments with at least one red biological indicator and 14 fleet segments with at least one red economic indicator. France **submitted an updated action plan**. The plan contains a wide range of general as well as more specific measures for imbalanced fleet segments.

Greece had 5 fleet segments with at least one red biological indicator. There were 6 segments with at least one red economic indicator. **Greece has not yet presented an action plan** despite the indications and acknowledgement of overcapacity.

Croatia had 20 fleet segments with at least one red biological indicator and 14 segments with at least one red economic indicator. **Croatia is continuing to implement its action plan** to tackle overcapacity through temporary and permanent cessation complemented by supplementary measures. Moreover, it withdrew 56 vessels from specific segments in

2024. Croatia has also initiated a scheme to withdraw authorisation for selected gear types.

Ireland had 10 fleet segments with at least one red biological indicator and 10 segments with at least one red economic indicator. 4 segments had no available economic indicator. **Ireland has not presented an action plan** and does not consider any of its fleet segments to have a structural imbalance despite the indications of overcapacity.

Italy had 19 fleet segments with at least one red biological indicator and 14 fleet segments with at least one red economic indicator. Italy's **action plan** is a continuation of measures established prior to and during 2024 and aims to tackle the overcapacity in its fleet. Italy's action plan presents different measures to reduce fishing effort, e.g. continuing previous measures and permanently ceasing activities.

Latvia had 4 fleet segments with at least one red biological indicator and 1 fleet segment with at least one red economic indicator. **Latvia has not submitted a new action plan** following the end of its current action plans in 2020 and 2023 respectively.

Lithuania had 6 fleet segments with at least one red biological indicator and 1 fleet segment with at least one red economic indicator. Lithuania has **submitted an action plan** – a continuation of its previous action plan from 2024 – targeting a single fleet segment operating in the Baltic Sea which relies on small pelagic species, mainly sprat and herring.

Malta had 6 fleet segments with at least one red biological indicator and 9 segments with at least one red economic indicator. **Malta has added new measures to its action plan** which is still largely a statement of intent to improve monitoring activities.

The Netherlands had 4 segments with red biological indicators and 9 segments with red economic indicators. Despite the indications of overcapacity, **the Netherlands did not submit an action plan**.

Poland had 7 fleet segments with at least one red biological indicator and 5 fleet segments with at least one red economic indicator. Poland **submitted a revised action plan** building on the framework established in its 2022 plan, which set out the targets and the tools for achieving a sustainable balance between fishing capacity and available fishing opportunities.

Portugal had 9 fleet segments with at least one red biological indicator and 11 segments with at least one red economic indicator. Portugal **extended its action plan** from 2022 to run through 2025. It is uncertain if the measures outlined in the action plan can address the identified imbalances.

Romania had 3 fleet segments with one red technical indicator and 1 fleet segment with one red biological indicator. Romania submitted an action plan which seems to be a continuation of the action plan from 2023. It is hoped that a new law will address imbalances by revoking fishing licences from vessels inactive for over one year.

Slovenia had no fleet segments with a red biological indicator and no fleet segments with a red economic indicator.

Sweden had 20 segments with a red biological indicator and 5 segments with a red economic indicator. Sweden has **not submitted an action plan** as it considers all its segments in balance.

The number of Member States with segments with no biological or economic indicators has increased from 9 to 14, with Belgium, Bulgaria, Cyprus, Spain, Estonia, France, Croatia, Ireland, Italy, Latvia, Netherland, Poland, Portugal and Romania all reporting segments with no indicators.

Data collection needs to improve in order to comply with Article 22 of the CFP Regulation. The Commission has therefore asked Member States to submit further details on their fishing fleets in order to build a clear picture of the situation in their fleets. In particular, this is intended to further the work on energy transition and tackle the health and safety concerns highlighted in the fisheries and oceans package[19], while stressing the need to improve data collection.

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

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

The European Maritime, Fisheries and Aquaculture Fund[20] (EMFAF) can grant, under very specific conditions, financial compensation to fishers if they permanently cease fishing activities. The fishing capacity eliminated thanks to this support is then permanently removed from the fleet. Permanent cessation can happen through the scrapping of a

[19] Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions on the Energy Transition of the EU Fisheries and Aquaculture Sector (COM(2023) 100 final).
[20] Regulation (EU) 2021/1139 of the European Parliament and of the Council of 7 July 2021 establishing the European Maritime, Fisheries and Aquaculture Fund (OJ L 247, 13.7.2021, p. 1).

fishing vessel or through its decommissioning and retrofitting for activities other than commercial fishing. However, any conversion to recreational fishing must not lead to increased pressure on the marine ecosystem.

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

2.5 Conclusion

In 2025, all coastal Member States complied with the obligation to report on the capacity and balance of their fleet segments with fishing opportunities. However, some Member States will need to adjust their reporting to better comply with the Commission's guidelines and tackle discrepancies between their national reports and the STECF's advice. 13 Member States submitted new or revised action plans encompassing many different measures to tackle overcapacity. However, more needs to be done to make the action plans more specific, time-bound and objective-driven.

The overall capacity of the EU mainland fleet (i.e. excluding the outermost regions) has remained relatively stable. Only minor changes were observed compared to the previous year, namely -0.95%, -1.8% and -1.06% in the number of vessels, tonnage and power, respectively.

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

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

According to the latest available STECF annual economic report for 2025[21], there were 53 300 active vessels employing more than 155 200 people in 2023. The EU fishing fleet landed about 3.39 million tonnes, with a value of approximately EUR 6.13 billion in 2023. Fishing vessels consumed around 1.56 billion litres of fuel, resulting in average landings of around 2.2 kg of fish per litre of fuel consumed.

On that basis, the EU fleet remained profitable overall in 2023, although only by a small margin. The figures on the performance of the EU fleet, while lower than in 2022, were still positive in 2023, with an overall gross profit of EUR 0.99 billion and an operating profit of EUR 222 million.

Recent trends in the performance of the EU fleet have mainly been driven by the following four factors:

- a decrease in fuel prices in 2023 compared to 2022: Previously, a sharp increase in fuel costs following Russia's full-scale invasion of Ukraine in 2022 had led to higher operating costs and lower profitability;
- inflation: as a result of inflation, operating costs were higher throughout the fishing sector;
- a decrease in landings of 2.6% by weight and 13.4% by value in 2023 compared with 2022: this decrease was largely due to lower average first-sale prices, although for some key commercial species prices remained stable or even rose;
- continued progress in the sustainable management of fish stocks: more fisheries were exploited within safe biological limits, supporting the long-term resilience of the sector.

Estimates by the STECF Expert Working Group suggest that fleets should see an improvement in their economic performance in 2024 and 2025. While value added is projected to increase by 1% in 2024 and by 5% in 2025 (compared with 2023), gross profit is expected to rise by 12% in 2024 and by 26% in 2025. However, the economic performance of the EU fleet as a whole is projected to significantly decline in 2026, driven by rising fuel costs, affecting fuel intensive gear in particular.

Recent trends in economic performance

According to the latest data, the economic performance of the EU fishing fleet is on a downward trend. In 2023, the most recent year for which full data is available, revenue fell

[21] STECF 25-07, Economic and Social analyses - European Commission (europa.eu).

by around 10% while operating costs – notably fuel (which peaked in 2022) and wages – remained elevated. As a result, the sector is still struggling, with gross profit decreasing by about 45% and operating profit falling to EUR 222 million. This illustrates the sector's sensitivity to increases in energy and labour costs and reveals that economic performance, which peaked in 2016, is continuing to decline.

At the same time, consumer behaviour has also shifted. According to the European Market Observatory for Fisheries and Aquaculture Products[22], seafood price inflation in 2023 contributed to a reduction in EU household consumption of fresh seafood, despite the total amount spent on seafood increasing. These market changes have amplified the economic pressure on fishing businesses.

The fishing sector provided direct employment to 155 203 people – of which 119 479 received a formal salary, while the rest were often implicitly remunerated through profits (e.g. vessel owners) – equating to about 74 000 full-time jobs. Employment has thus fallen substantially over the last ten years. The countries with the largest numbers of fishers were Spain, Italy, Greece and France. The reason for this distinction is because the statistics used for this economic analysis follow this breakdown, excluding these areas.

The average annual gross salary per FTE was EUR 33 190 in 2023, representing a 7% decline compared with 2022. Average wages varied between countries and vessel sizes, with larger trawlers generally recording higher earnings.

Each full-time fisher generated around EUR 43 300 of value added in 2023. Value added is the wealth created by the sector, calculated as the difference between revenue from sales on the one hand, and operating costs such as fuel, ice, labour and repairs, on the other hand.

Value added per full-time employee generated in 2023 was 8% lower than in 2022, reflecting higher labour costs and lower output. Nevertheless, it remained 35% higher than in 2013. This illustrates that, despite lower income as a whole in the sector in 2023, the reduction in the number of vessels and fishers meant that each remaining vessel and fisher was generating more value added on average.

Fishing and fuel: becoming more efficient

In 2023, EU fishing vessels spent a total of some 5.25 million days at sea, representing an increase of 3.4% compared with 2022. They consumed around 1.56 billion litres of fuel, equating to 29 370 litres per vessel per year. Since 2013, fuel consumption per vessel has fallen by about 15%, while fishing time per vessel has risen by 26%. This reflects

[22] The EU Fish Market 2024

improvements in technology and fishing practices, including the use of more efficient engines, hull designs, navigation systems and fishing gear.

On average, vessels now use around 460 litres of fuel to land one tonne of fish or, put differently, land 2.17 kg of fish for each litre of fuel used. Larger trawlers account for about 69% of total fuel use and contribute roughly 64% to the value of landings, meaning that efficiency gains in this segment are having a substantial impact on the fleet as a whole.

Fuel prices, which peaked at EUR 1.15 in 2022, fell in 2023, averaging EUR 0.97 per litre. As a result, average fuel costs per fishing day declined by 22% in 2023. Overall, lower fuel use brings down operating expenses and contributes to greater energy efficiency, while also supporting the sector's socio-economic resilience and reducing its environmental impact.

Economic performance by fleet category and fishing region

Broadly speaking, EU vessels can be broken down into four types.

Small-scale coastal vessels (SSCF), which are under 12 metres in length and use passive gear such as nets or traps, **account for around 77% of the fleet and around 8% of total fuel consumption. They contribute around 22% of total economic output and 17% of the value of landings** and mainly target local species in coastal waters. These vessels are generally less capital-intensive and often operate part-time. Their operating costs are lower than those of larger vessels and they are also able to influence production prices to a larger extent. The small-scale coastal fleet is inherently linked to coastal communities, providing employment opportunities and contributing to local economies. These fishers have cultural and social ties to their communities, passing traditional fishing knowledge down through the generations.

Small towing-gear vessels (L12AG), which are under 12 metres in length and use trawls, dredges or similar gear to actively target fish, **account for around 6% of the fleet and 2% of total fuel consumption, and contributes 3-4% of total economic output**. Unlike passive-gear vessels, they actively move nets or lines through the water to catch fish. Their contribution to the sector is relatively small and varies between Member States.

Large-scale vessels (LSF), over 12 metres in length and including trawlers, seiners and longliners, **account for 17% of the fleet but generate around 63% of value added and 65% of the value of landings**. They primarily target high-value species and are responsible for most of the sector's output. This segment was particularly affected by rising costs in 2022-23. In 2023, gross profit in the sector declined by 21% and the value of landings by 9%. Large-scale vessels also **consume the most fuel (69%)**, making them especially vulnerable to fluctuations in fuel prices.

The distant-water fleet (DWF) comprises around 239 vessels, mainly sailing under the Spanish flag, which fish in non-EU waters under international agreements. Although this sector **represents only 0.5% of the fleet**, **it accounts for 21% of total fuel consumption and contributes 16% to the value of landings and 11% of value added**. Productivity is high, averaging EUR 55 000 of value added per worker. In 2023 the sector generated around EUR 353 million in value added and EUR 151 million in gross profit, though both were lower than in 2022 (by 16% and 13%, respectively). The distant-water fleet is important as it targets high-value species such as tuna.

Fishing activity takes place in very different environments across Europe. The **North Sea and Eastern Arctic**, where mostly Danish and Dutch fishing vessels operate, recorded 741 000 tonnes of landings in 2023 (-1% compared with 2022), worth EUR 948 million (-12% compared with 2022). Key species fished include shrimp, herring and mackerel. Fuel costs in this fishing region fell sharply – although not to the levels recorded before the COVID-19 pandemic – which helped to ease costs. Nevertheless, total landings were well below historic levels, down 36% on 2013, partly due to quota restrictions and the effects of Brexit.

The fleet operating in the **Baltic Sea** landed **439 000 tonnes** (–6% compared with 2022) worth **EUR 198 million** (+13%). The landing value increased due to higher prices (especially for small pelagic species). Gross value added was **EUR 118 million** (+33%), while gross profit amounted to **EUR 50.7 million** (+79%). Despite an improved outlook, concerns remain. Several Baltic cod and herring stocks are severely depleted, with some no longer targeted and appearing only as by-catch. The European Commission has identified a need for urgent management and ecosystem restoration measures in this region[23].

The **North-Western waters** are fishing areas around the UK and Ireland. The EU fleet (mainly vessels from France, Ireland and Spain) has seen a rebound, with landings totalling **777 800 tonnes** (+15%), worth EUR 1.14 billion (+1%) – the highest landing volume since 2013. Gross value added was estimated at EUR 595.7 million, representing an increase of 3.5% compared to the previous year. The fleet achieved a gross profit of EUR 179.3 million, an increase of 51% compared with 2022.

The **South-Western** waters comprise the Atlantic fishing zone from Brittany in the north to the Strait of Gibraltar in the south together with the outermost regions of Madeira, the Azores and the Canary Islands. Vessels active in this region primarily sail under the Spanish, French and Portuguese flags. In 2023 landings fell in volume (-6%) and value (-8%) compared with 2022. Revenue was **EUR 1.3 billion** and gross value added was **EUR 689 million**. Gross profit was **EUR 123 million**. The main species fished include

[23] https://oceans-and-fisheries.ec.europa.eu/news/eu-fish-populations-show-signs-recovery-more-efforts-needed-key-species-struggle-2025-06-06_en

sardine, hake and tropical tunas. Some 32 430 people were employed in this fishing zone (18 600 FTE). Spain and Portugal account for the majority (around 99%) of vessels. Labour represented 41% of costs. Fleets operated with a gross profit, however major investments (capital costs) resulted in a negative net profit in 2023.

The **Mediterranean** fleet accounts for **around 58% of all EU vessels** (mostly small vessels). In 2023, landings of **308 700 tonnes** were recorded (–7%), worth **EUR 1.46 billion** (–9%). Key species fished include octopus, hake, sardine, bluefin tuna and swordfish. The fleet employed around 58 000 persons (35 256 FTE), accounting for 47% of all employment in the EU fishing sector. Despite the decrease in landings, the Mediterranean fleet's gross value added was **EUR 900 million** (–8% compared with 2022), while gross profit was **EUR 301 million** (– 19%). The Mediterranean fleet had been improving since 2020, although this trend began to reverse in 2023. Purse seiners (tuna) and trawlers account for most of the fleet. Small-scale coastal vessels make up half of all jobs and 31% of revenue (a slight increase on the previous year).

In the **Black Sea**, vessels from only two EU Member States operate (Romania and Bulgaria). In 2023, the fleet landed **9 961 tonnes** worth **EUR 9.8 million**. Bulgaria accounted for 6 665 tonnes (worth EUR 6.24 million) and Romania 3 295 tonnes (worth EUR 3.55 million). Small-scale vessels (91% of fleet) accounted for 61% of fishing effort, but only 21% of landings by weight. Most large vessels operated at a profit, while part-time fishing vessels often operated at a loss. The primary species caught are whelk (gastropod), sprat, turbot, and horse mackerel.

Fishing activity also takes place in Union waters far away from the European continent. The EU has nine **outermost regions** (OMR) with an active fleet, namely Guadeloupe, Saint-Martin, Martinique, French Guiana, Mayotte and La Réunion (France), the Azores and Madeira (Portugal), and the Canary Islands (Spain). In 2023, the OMR fleet caught **31 597 tonnes** worth **EUR 149.4 million**. The French OMRs (mainly French Guiana and territories in the Indian Ocean) accounted for 44% of the landing value (EUR 65.5 million), the Portuguese OMRs (Azores/Madeira) for 38% (EUR 57.3 million), and the Spanish OMR (the Canary Islands) for 18% (EUR 26.5 million). Overall, gross value-added totalled EUR 103.4 million. All OMR fleets operated at a profit, with the exception of the Canary Islands' fleet, which operated at a slight loss.

Another small distant-water fleet fishes in the **Northwest Atlantic** area. This area comprises the exclusive economic zones of the coastal states and high seas fisheries regulated by the Northwest Atlantic Fisheries Organization (**NAFO**). In 2023, some **24 vessels** – mostly sailing under the Spanish and Portuguese flags – caught **33 500 tonnes** worth **EUR 87.4 million**. In 2023, the economic performance of the fleet deteriorated considerably compared with 2022 in terms of revenue, value added and gross profit.

EU vessels also actively operate in areas under the jurisdiction of the **International Commission for the Conservation of Atlantic Tunas (ICCAT)**, which include all Atlantic waters and adjacent seas. Excluding the Mediterranean and the outermost regions, the EU fleet operating under the ICCAT Convention comprised **202 vessels** in 2023. Together they landed **156 706 tonnes** of tuna and shark (notably blue shark, skipjack tuna, yellowfin tuna and albacore) worth **EUR 311 million**. The landing volume was down 11% and the landing value down 27% compared with 2022. Likewise, the economic performance of the fleet deteriorated considerably. Revenue was EUR 328 million (–20% on 2022), value added was EUR 133 million (–23%) and gross profit was EUR 33 million (–46%). Losses were caused by smaller catches of high-value tropical tunas and weaker prices. Prices will need to pick up considerably for profitability to be restored in this distant-water fleet.

Vessels belonging to four Member States (mainly Spain and France, but also Portugal and Italy) operated in waters regulated by the **Indian Ocean Tuna Commission (IOTC)**. The IOTC is the organisation responsible for managing fisheries targeting tuna and tuna-like species in the Indian Ocean and adjacent seas. Approximately 36 vessels caught mainly skipjack, yellowfin and bigeye tuna. The economic performance of this fleet in 2023 was mixed. Profitability indicators, such as gross profit, matched or exceeded 2022 levels. However, revenue and value added dropped significantly due to lower energy and labour costs. Value added totalled **EUR 198 million** and gross profit was around **EUR 129 million**, indicating a small change but a generally stable trend over the past two years.

Above mentioned industrial tuna fleets (purse seiners, longliners and poles and lines) operating in the ICCAT, IOTC areas, as well as a small number of Spanish industrial tuna purse seiners operating in WCPFC area, share their activities between the high seas, non SFPA EEZ (Angola, Guinea, Kenya) and SFPAs (either tuna or mixed species SFPAs), respectively Cabo Verde, Côte d'Ivoire, Gabon, São Tomé and Príncipe, Guinea-Bissau, Mauritania, Madagascar, Mauritius, Seychelles, and Kiribati.

In the mixed SFPA, Four distant-water segments are constituted by demersal trawlers for shrimps, cephalopods, demersal (Spanish) and pelagic freezer vessels operating in waters within the area of competence of **the Fishery Committee for the Eastern Central Atlantic (CECAF),** in the north the Greenland SFPA offers fishing opportunities for Cod, prawns, red fish, halibut. In 2023, the fleet landed around **35 000 tonnes** valued worth **EUR 86 million.** 93% of vessels fishing in these waters sailed under the Spanish flag (37 of 40). The main non-tuna species were Atlantic horse mackerel (13 500 tonnes, EUR 19 million) and pink shrimp (2 400 tonnes, EUR 14 million). The fleet specially targets western African stocks, however profitability was mixed. Two of the segments (Spanish trawlers and Italian vessels) achieved a high value per tonne which was able to offset the lower catch volumes.

Finally, some EU vessels operate in waters regulated by the **North-East Atlantic Fisheries Commission (NEAFC)**. While the total catch recorded by that fleet was approximately 10.5 million tonnes, an analysis of the fleet's performance and activity could not be carried out due to data availability issues.

National fisheries profiles and social indicators

The latest STECF report on social data in fisheries[24] contains important information related to national fisheries profiles and the development of additional social indicators. STECF Expert Working Groups (24-05, 23-17, 22-14, 20-14 and 19-03) have developed a range of tools and data frameworks under the EU fisheries social dimension toolbox, which have since made it possible to publish the first annual social report (ASOR).

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

Regarding social indicators, the STECF has proposed a list of 38 new social indicators, including 12 that would be immediately collectable by national authorities. The STECF produced its first dedicated social report in spring 2026 that analyses existing social data (employment, income) collected through the EU multiannual programme for data collection (EU MAP) along with a set of more qualitative data (national fisheries profiles)[25].

4. Implementation of the landing obligation

The landing obligation has been in place since 2015 and fully applicable since 2019. Reporting is based on information sent by Member States, advisory councils and other relevant sources to the Commission. Reports on implementing the landing obligation were first produced in 2015. Since 2016, this reporting has been included in the Commission's annual communication on the CFP. This staff working document covers implementation of the landing obligation in 2025.

[24] https://stecf.jrc.ec.europa.eu/documents/d/stecf/stecf_24-05_social-data-in-fisheries
[25] Annual report on social data in EU fisheries. STECF EWG 25-13

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

For 2025, reporting on the landing obligation was based on: (i) progress with EMFAF measures addressing the landing obligation; (ii) discussions in the advisory councils; (iii) control, including annual reporting by the European Fisheries Control Agency (EFCA); and (iv) the study supporting the evaluation of the landing obligation published in June 2025[26].

4.1 Implementation of measures at sea basin level

Delegated regulations specifying details for implementing the landing obligation

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

Such delegated acts provide some flexibility where unwanted catches are very difficult to avoid or lead to disproportional costs, or where species have a high survivability rate. Exemptions from the landing obligation are set out in Article 15(4) of the CFP Regulation[27]. In addition to the exemptions for prohibited species and predator-damaged fish, the landing obligation does not apply to the following cases:

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

[26] European Commission: European Climate, Infrastructure and Environment Executive Agency, *Study supporting the evaluation of the landing obligation – Common fisheries policy – Final report*, Publications Office of the European Union, 2025, https://data.europa.eu/doi/10.2926/5282226

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

problems of (mostly) mixed fisheries[28] in achieving the objectives of the CFP Regulation and to avoid the phenomenon of choke species.

The Western Waters[29], the North Sea[30], the Baltic[31] and the western Mediterranean[32] multiannual plans allow for delegated regulations to be adopted specifying details for implementing the landing obligation for species subject to catch limits and, in the Mediterranean, also species subject to minimum conservation reference sizes, and covering the *de minimis* and high survivability exemptions and technical measures aimed at increasing gear selectivity, reducing unwanted catches and eliminating discards. The landing obligation has been fully applicable since 2019 and multiannual plans have been adopted for most waters. This represents a shift from granting exemptions to the landing obligation under the CFP via temporary discard plans[33] to a more stable approach with multiannual plans as a legal basis.

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

1) Commission Delegated Regulation (EU) 2024/1388 of 11 March 2024 correcting Delegated Regulation (EU) 2023/2623 supplementing Regulation (EU) 2019/472 of the European Parliament and of the Council by specifying details of the landing obligation for certain fisheries in Western Waters for the period 2024-2027;

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

[28] 'Mixed fisheries' means fisheries in which more than one species is present and where different species are likely to be caught in the same fishing operation, Article 4(1)(36) of the CFP Regulation.
[29] Article 13 of Regulation (EU) 2019/472 of the European Parliament and of the Council of 19 March 2019 establishing a multiannual plan for stocks fished in the Western Waters and adjacent waters, and for fisheries exploiting those stocks, amending Regulations (EU) 2016/1139 and (EU) 2018/973, and repealing Council Regulations (EC) No 811/2004, (EC) No 2166/2005, (EC) No 388/2006, (EC) No 509/2007 and (EC) No 1300/2008 (OJ L 83, 25.3.2019, p. 1).
[30] Article 11 of Regulation (EU) 2018/973 of the European Parliament and of the Council of 4 July 2018 establishing a multiannual plan for demersal stocks in the North Sea and the fisheries exploiting those stocks, specifying details of the implementation of the landing obligation in the North Sea and repealing Council Regulations (EC) No 676/2007 and (EC) No 1342/2008 (OJ L 179, 16.7.2018, p. 1).
[31] Article 7 of Regulation (EU) 2016/1139 of the European Parliament and of the Council of 6 July 2016 establishing a multiannual plan for the stocks of cod, herring and sprat in the Baltic Sea and the fisheries exploiting those stocks, amending Council Regulation (EC) No 2187/2005 and repealing Council Regulation (EC) No 1098/2007 (OJ L 191, 15.7.2016, p. 1).
[32] Article 14 of Regulation (EU) 2019/1022 of the European Parliament and of the Council of 20 June 2019 establishing a multiannual plan for the fisheries exploiting demersal stocks in the western Mediterranean Sea and amending Regulation (EU) No 508/2014 (OJ L 172, 26.6.2019, p. 1).
[33] Article 15(6) of the CFP Regulation.

3) Commission Delegated Regulation (EU) 2024/2992 amending Delegated Regulation (EU) 2023/2462 supplementing Regulation (EU) 2019/1022 of the European Parliament and of the Council by specifying details of the landing obligation for certain demersal stocks in the western Mediterranean Sea;

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

5) Commission Delegated Regulation (EU) 2023/2918 of 22 August 2023 supplementing Regulation (EU) No 1380/2013 of the European Parliament and of the Council as regards the establishment of a de minimis exemption to the landing obligation for certain demersal fisheries in the Adriatic and south-eastern Mediterranean Sea;

6) Commission Delegated Regulation (EU) 2023/2460 of 22 August 2023 supplementing Regulation (EU) No 1380/2013 of the European Parliament and of the Council as regards the establishment of a de minimis exemption to the landing obligation for certain small pelagic fisheries in the Mediterranean Sea;

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

8) Commission Delegated Regulation (EU) 2024/1296 of 28 February 2024 supplementing Regulation (EU) 2016/1139 of the European Parliament and of the Council concerning an exemption from the application of the landing obligation as regards salmon in the Baltic Sea for the period 2024-2026.

Quota management

In previous years, Member States reported that the most important management measures to help prevent choke situations[34] and successfully implement the landing obligation were quota swaps, inter-species and inter-annual flexibilities provided for by CFP Regulation. These tools remain important but no significant trend can be detected in quota swapping between Member States. This is confirmed by the Commission's QUOTA database (Figures 11, 12, 13). To increase transparency and facilitate swapping, the

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

Commission publishes the quota swaps list every year on a public website[35]. Figures for the current year are updated weekly.

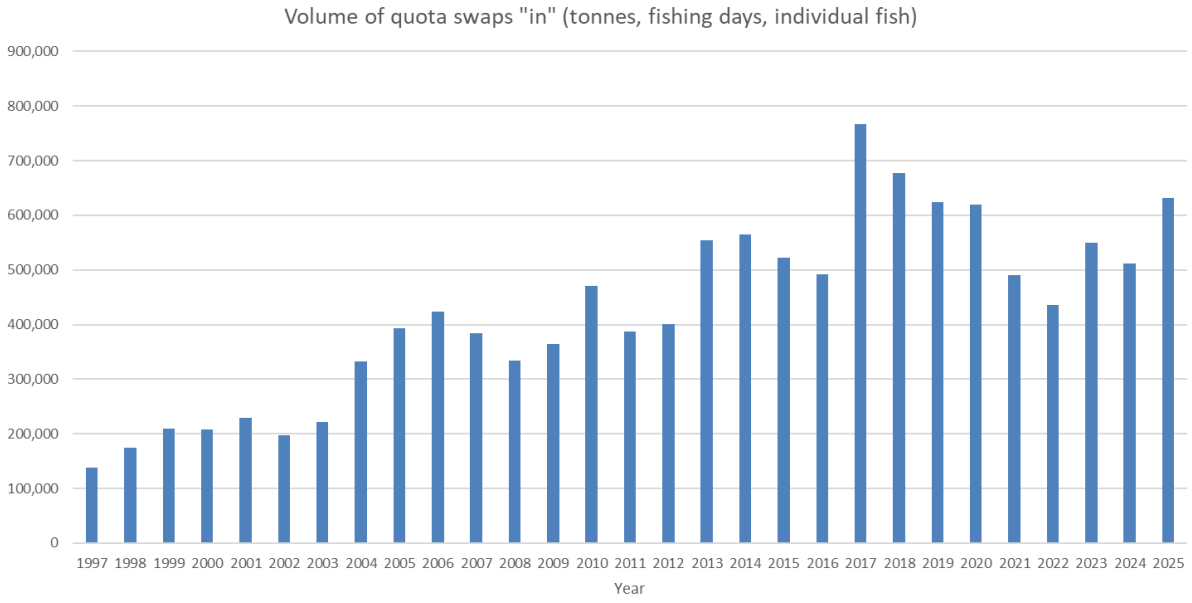


Figure 11: *Volume of quota swaps 'in' (t)*

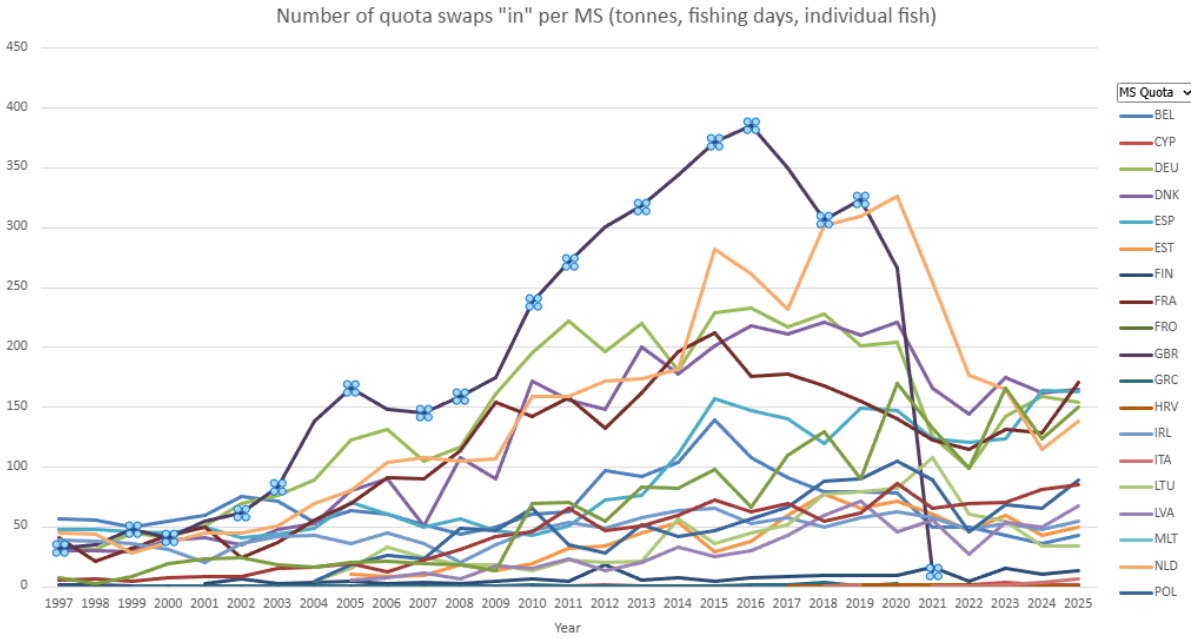


Figure 12: *Volume of quota swaps 'in' by Member State (t)*

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

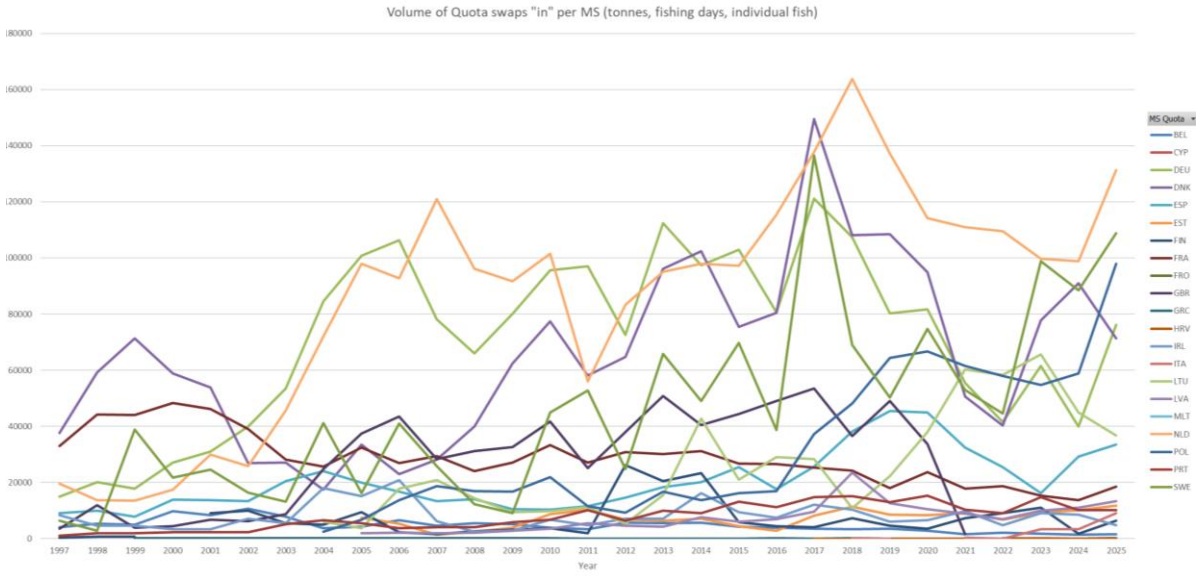


Figure 13: *Number of quota swaps 'in' by Member State*

4.2 Control and enforcement by Member States

As reported in previous years, the main risks of non-compliance associated with the landing obligation during fishing activities at sea are the illegal and undocumented discarding of catches. There are incentives for illegal and undocumented discarding[36] which need to be tackled through the adoption of 'control'[37] and 'enforcement'[38] measures by Member States.

However, Member States mainly use traditional control tools, such as inspections at sea, landing inspections, data analysis and aerial surveillance. These tools on their own are not sufficiently effective for ensuring control and enforcement of the landing obligation during fishing activities at sea. For example, inspections at sea only provide a snapshot at the time of monitoring and do not cover fishing activity before or after an inspection. Illegal and undocumented discarding may not be detected during inspections at sea as operators are unlikely to contravene the landing obligation in the presence of officials. Landing inspections do not monitor illegal discards during fishing activities at sea and aerial surveillance does not always provide sufficient evidence of compliance or non-

[36] The main risks include illegal and undocumented discarding to avoid 'choke' situations, maximise profit ('high-grading') and reduce the costs associated with the handling and storage of low-value catches.
[37] 'control' means monitoring and surveillance; (Article 4(3) of Council Regulation (EC) No 1224/2009).
[38] 'enforcement' means any actions taken to ensure compliance with the rules of the common fisheries policy; (Article 4(26) of Council Regulation (EC) No 1224/2009.

compliance[39]. Data analysis may indicate a lack of discard reporting but does not confirm it at individual vessel level. The lack of effective control measures adopted by Member States to date, means that illegal behaviour, in the context of the main risks associated with the landing obligation, is very difficult to detect and confirm. In turn, this means that sanctions are seldom applied for illegal and undocumented discarding. These control and enforcement shortcomings undermine the 'development of a culture of compliance' as required under EU rules[40] and also have serious ramifications in terms of the ability of Member States to ensure that catches falling under the *de minimis* exemption do not exceed the permitted amounts[41].

The inadequacy of these conventional control methods has been highlighted in several reports, including ten audit reports by the Commission[42] and several evaluation reports by the European Fisheries Control Agency (EFCA). EFCA's 2026 report *Overview of the EFCA activities to support the implementation of the landing obligation in 2025*[43]*,* highlighted the limitations of inspections as a means of controlling the landing obligation, stating:

The low number reflects the difficulty of detecting these types of suspected infringements *with the* landing obligation *and the associated misreporting, with the available control tools. Illegal discarding practices are almost undetectable throughout the short period when an inspector is on board of a fishing vessel, and the limitations of existing control tools in providing an effective enforcement of the LO rules are the main drivers.*

The Commission audit reports have also highlighted how Member States have failed to adopt the necessary measures to ensure control and enforcement of the landing obligation, in contravention of the Control Regulation, the CFP Regulation and the IUU Regulation, pointing to prolific illegal and undocumented discarding of catches. EFCA's reports indicate widespread discard in several fisheries. Subsequent studies have confirmed that discard rates have not changed since the introduction of the landing obligation. Legally, however, it is difficult to investigate and sanction because of the lack of evidence, and equally difficult to identify the individual vessels/operators responsible

[39] This is compounded by the significant number and complexity of the *de minimi*s and high survivability exemptions. Aerial surveillance cannot reliably identify species, size and condition, so it cannot confirm non-compliance; it is also greatly impaired by poor weather and bad visibility (including periods of darkness).
[40] Control and enforcement of the CFP shall in particular be based on and shall include the following: […] (g) the development of a culture of compliance and cooperation among all operators and fishermen. (Article 36(2)(g). (Regulation (EU) No 1380/2013 of the European Parliament and of the Council)
[41] Member States shall ensure that catches falling under the de minimis exemption referred to in point (c) of Article 15(5) of Regulation (EU) No 1380/2013 do not exceed the percentage of the exemption established in the relevant Union measure. (Article 49b of Council Regulation (EC) No 1224/2009).
[42] Audits were conducted in BE (1), DK (1), FR (1), LT (1), IE (1), ES (2), NL (2) and UK (1) from 2017 to 2022.
[43] Ref. Ares(2026)3169157.

for discards. According to EFCA, remote electronic monitoring (REM) tools are very well suited to controls[44] of catch registration and illegal discard at sea. This has also been confirmed by several trials conducted by Member States and by third countries around the world, which have pointed out that these modern control technologies are scalable and effective measures for controlling discard during fishing activities at sea. In the absence of such control tools, enforcement action by Member States has been limited.

In order to facilitate the effective control and enforcement the landing obligation, the European Parliament and the Council adopted new EU rules[45] which require EU vessels of 18 metres or more in length or more that pose a potential risk of non-compliance to install on-board REM systems, including closed-circuit television (CCTV) cameras, by 10 January 2028. While it is anticipated that this will amount to a relatively small share of the total EU fleet, the proportion of the landings thus covered is expected to be much larger. However, the new rules do not require the use of on-board CCTV on board fishing vessels of less than 18 metres in length overall and/or on those perceived to pose a low risk of non-compliance. It should be borne in mind that under EU rules, Member States are responsible for adopting the necessary measures to ensure control and enforcement of all activities, carried out within the scope of the CFP, regardless of vessel size. They must do so on a risk-based approach, which entails that Member States have considerable discretion in when controlling other fleet segments. Member States have primarily responsibility for implementing these rules.

In addition to the issue of illegal and undocumented discard during fishing activities at sea, the landing obligation requires Member States to ensure 'detailed and accurate documentation of all fishing trips' and catches to be 'recorded' and 'counted against the quotas where applicable'. The weighing and registration of landed catches is essential in this regard and effective monitoring of quota uptake is fundamental to the success of the CFP. However, verification conducted by the Commission over the years has shown that Member States do not always ensure that catches are weighed in accordance with EU rules and that there is often significant misreporting of the actual quantities landed. The

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

[45] Article 13 of Council Regulation (EC) No 1224/2009 of 20 November 2009 establishing a Community control system for ensuring compliance with the rules of the common fisheries policy, as amended by Regulation (EU) 2023/2842 of the European Parliament and of the Council of 22 November 2023 amending Council Regulation (EC) No 1224/2009, and amending Council Regulations (EC) No 1967/2006 and (EC) No 1005/2008 and Regulations (EU) 2016/1139, (EU) 2017/2403 and (EU) 2019/473 of the European Parliament and of the Council as regards fisheries control (OJ L, 2023/2842, 20.12.2023, ELI: http://data.europa.eu/eli/reg/2023/2842/oj)

problem has been identified in several sea basins[46] and the consequences appear to be especially serious in the Baltic Sea where major shortcomings have been detected in those Member States with the largest quotas. Many of these shortcomings are longstanding issues that were previously identified by the Commission in verifications and audits. Moreover, they undermine the landing obligation with regard to recording and counting catches against quotas, thus contributing to overfishing and the decline of fish stocks.

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

European Fisheries Control Agency (EFCA) last haul inspections

EFCA last haul verifications[47] have enabled the implementation of the landing obligation to be monitored to a certain degree in relation to illegal discards or to the recording of legal discards covered by exemptions. While such verification during sea inspections is not effective in detecting possible infringements related to illegal discards – since fishers are unlikely to discard fish subject to the landing obligation in the presence of inspectors – they are instrumental for monitoring the implementation of the landing obligation. Moreover, this verification may also help to raise awareness among fishers regarding the provisions of the landing obligation and associated reporting requirements.

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

4.3. Study supporting the evaluation of the landing obligation

In 2024, the Commission launched an independent study to support the evaluation of the landing obligation. CINEA (the European Climate, Infrastructure and Environment

[46] Serious shortcomings concerning weighing and catch recording remain in NL, FR, DK, DE, PT, SE, PL, FI and EE.
[47] Last haul: verification of the catch composition of the last haul during sea inspections.

Executive Agency) was contracted to carry out the study which was concluded in April 2025.

The objective of the study was to gather evidence for an assessment on how the landing obligation is performing, how it works in practice, and why it performs the way it does. The results of the study were then fed into the full evaluation of the CFP Regulation.

CINEA's study revealed that, overall, the landing obligation had not contributed to the objective to gradually eliminate discards and that no relevant change in fishing behaviour or catch composition had been observed since its entry into force. The main factors identified by the study which were potentially limiting the implementation of the landing obligation were (i) the high number of exemptions and insufficient data on discards covered by those exemptions, (ii) the lack of incentives for fishers to comply, (iii) the lack of control and ineffective monitoring and enforcement tools, and (iv) the low uptake and buy-in at industry level.

5. The work and role of advisory councils in 2025

5.1 Advisory councils' recommendations in 2025 and how these were taken on board

In 2025, the advisory councils (ACs) submitted 135 recommendations to the Commission, up from the 93 submitted in 2024. As in previous years, they covered a broad range of subjects (Figure 16), which indicates the extent to which the large number of files has an impact on fisheries and aquaculture.

Recommendations were evenly spread across the different ACs although most were received from the Long-Distance Advisory Council (LDAC) and the Mediterranean Advisory Council (MEDAC). The number of joint recommendations / joint opinions increased considerably in 2025. As in previous years, joint recommendations were also submitted to the Commission by the Member States who consulted the ACs.

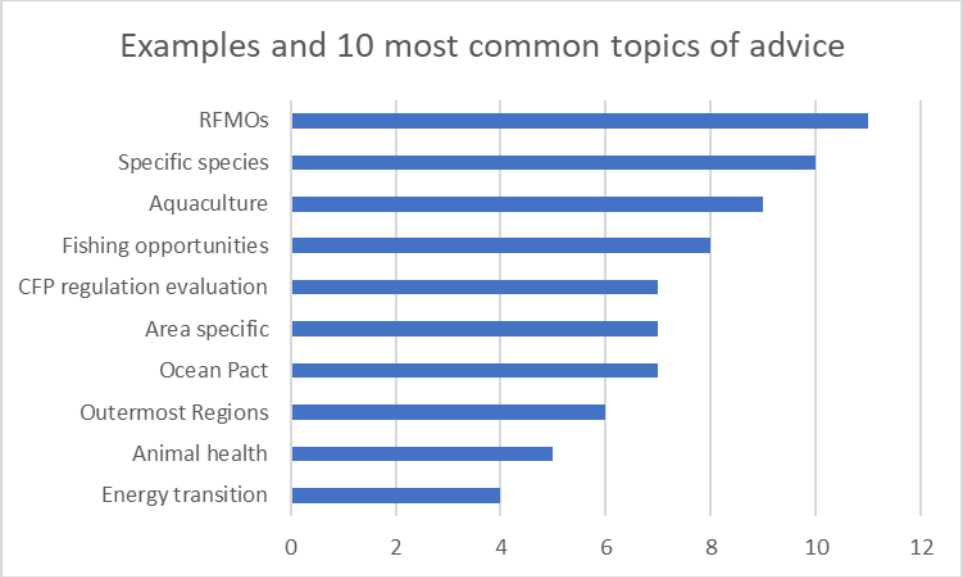


Figure 16: *Number of recommendations received by the Commission on various topics*

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

1) Recommendations on the Mediterranean and Black Seas

In 2025, the Commission received recommendations from the **Mediterranean Advisory Council** (MEDAC) on topics such as fishing opportunities, implementation of the EU Western Mediterranean multiannual plan, implementation of the multiannual plans of the General Fisheries Commission for the Mediterranean (GFCM), on invasive species (particularly focusing on blue crab) and on stakeholder engagement in GFCM and STECF processes. It also received contributions on the evaluation of the CFP, on the future MFF, on the Ocean Pact[48], on EU fisheries external action, on energy transition as well as contributions to EU proposals to the GFCM and ICCAT.

In EU proposals for GFCM recommendations and resolutions, the Commission incorporated parts of the MEDAC recommendations on establishing the long-term phase of several multiannual plans in the Alboran Sea, the Strait of Sicily, the Ionian Sea and the Levant Sea, on measures relating to small pelagic and demersal species in the Adriatic, and on strengthening IMO number standards. It also submitted relevant information concerning non-indigenous species for the GFCM research programmes and pilots. Furthermore, the Commission promoted in all GFCM proposals the need for a regional level playing field, as called for by MEDAC.

[48] The European Ocean Pact

In preparing the annual fishing opportunities proposal for the Mediterranean and Black Seas, the Commission took into account parts of MEDAC recommendations, including aspects related to the implementation of the compensation mechanism under the Western Mediterranean multiannual plan and establishing fishing effort at the level of geographical subareas.

The Commission also received in 2025 recommendations from the **Black Sea Advisory Council** (BlSAC) on topics such as fishing gear selectivity for demersal and benthic species in the Black Sea, sea space use and reconciliation between traditional and emerging activities, the circular economy in the fishing sector, energy transition and decarbonisation of fishing activities in the Black Sea, fisheries cooperation in the Black Sea, eutrophication and the impact of freshwater inflow on fisheries, stock management of *Rapana Venosa* in the Black Sea, allocated zones for aquaculture, and the development of bivalve fishing in the Black Sea. The Commission incorporated parts of these recommendations into the proposals for GFCM recommendations.

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

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

In addition, the NSAC's advice on Northern shelf cod was followed up by stakeholder engagement activities and discussions with scientists and managers and was ultimately reflected in the final set of measures accompanying the 2026 fishing opportunities.

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

Other NWWAC recommendations provided feedback on technical measures for Celtic Sea cod. This feedback was taken into consideration in the discussions with the UK, which reached an agreement in December 2025 on a number of remedial measures in the

Celtic Sea and the Irish Sea. The Commission will continue to engage with the NWWAC on this topic.

The NWWAC recommendations on the management of skates and rays were used in the annual negotiations with the UK for 2026, which eventually led to an agreement with the UK on splitting three species from the group TAC.

3) Recommendations on South-Western Waters

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

4) Recommendations on the Baltic Sea

The Commission proposal on fishing opportunities for 2026 took into account the Baltic Sea Advisory Council's (BSAC) recommendations, including its recommendations agreed by majority for plaice, Riga herring and salmon in the main basin and in the Gulf of Finland. The BSAC also adopted recommendations notably on the implementation of an ecosystem-based approach to fisheries management. It also provided input on the functioning of advisory councils. Moreover, good and regular cooperation with BaltFish (the Member State Regional Group for the Baltic) continued.

5) Recommendations on aquaculture

The Aquaculture Advisory Council (AAC) submitted 21 recommendations on aquaculture in 2025, demonstrating support for the development of sustainable aquaculture and for the implementation of the strategic guidelines on aquaculture, notably in relation to environmental sustainability, animal welfare and health, innovation and best practices. The AAC also contributed to the mid-term assessment of the guidelines, highlighting the need for it to better disseminate information on existing tools and resources to its members. In response, the AAC launched a series of webinars on animal health and welfare in September 2025. Biannual bilateral meetings with the Commission to better align the work of the AAC with the strategic guidelines were also established. Moreover, the AAC provided input on the EU-wide communication campaign on aquaculture, launched on 25 March 2025.

6) Recommendation related to fisheries and aquaculture market

In 2025, the market advisory council (MAC) adopted 18 advice documents on a broad range of topics related to EU fisheries and aquaculture market policy, three of which were submitted jointly with other advisory councils. The most important advice concerned the

evaluation of the CFP Regulation and the Commission's 2040 vision for fisheries, aquaculture and their market. On trade and market access, the MAC provided recommendations on sustainability criteria for autonomous tariff quotas, on the EU strategy for fisheries external action, and on the urgent need for effective enforcement of import control rules across Member States. Further advice concerned the functioning of producer organisations under the CMO, IUU fishing in the outermost regions (jointly issued with the advisory committee for the outermost regions (CC RUP)), traceability and lot marking, the FAO Sub-Committee on Fish Trade, and the STECF economic reports on the fishing fleet and the aquaculture sector (the latter jointly issued with the AAC). Advice was also issued on broader topics including packaging waste, animal transport welfare, labelling, and the use of meat-related terminology.

7) Recommendations on energy transition of the EU fisheries and aquaculture sector[49]

In 2023, the Commission discussed the energy transition with ACs. The Commission received several recommendations on energy transition from a number of ACs. In June 2023, following Communication 2023/100 on the energy transition in EU fisheries and aquaculture, the Commission launched the Energy Transition Partnership (ETP) in EU fisheries and aquaculture, starting in a collaborative manner with a wide range of workshops and setting up ten segment groups intended to foster close dialogue to collect input for a future roadmap. The ETP now brings together over 600 stakeholders from a variety of sectors and has become a collaborative platform for sharing research, studies, and technical and financial insights. Moreover, it is recognised as a hub for innovative projects and best practices. The ten working groups within the ETP have delivered initial sectoral joint considerations and recommendations which will be essential in shaping the Commission's future roadmap for energy transition with a view to achieving climate neutrality by 2050. Work within the ETP was delivered through workshops, working groups and meetings with a wide range of stakeholders, including different fisheries and aquaculture segments, processing, ports, shipbuilding, research and NGOs. A dedicated meeting with ACs was also held. Further workshops and events are planned for 2026.

5.2 Conclusion

As reported in previous years, the ACs are the Commission stakeholders' forum and a vital part of policymaking under the CFP. Their recommendations are of the utmost importance to the Commission as they enable EU and national policymakers to draw on

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

local knowledge and experience. They also build collaboration and trust between all those involved.

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

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

6. International ocean governance

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

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

In 2022, a Joint Communication on international ocean governance[50] was adopted, focusing on a safe, secure, clean and sustainably managed ocean. It contributes to the EU's implementation of the UN 2030 Agenda for Sustainable Development, in particular SDG 14 'life below water'[51]. The EU's strong commitment to protecting all matters related to the oceans was reaffirmed through the European Ocean Pact, a communication adopted on 5 June 2025 and presented at the third UN Ocean Conference in June 2025.

The Commission represents the EU in international negotiations on issues falling under the CFP at multilateral, regional and bilateral levels.

The EU ratified the agreement on the biodiversity of areas beyond national jurisdiction[52], which entered into force in January 2026. The agreement will allow marine protected areas to be designated, help set global guidelines and standards for conducting environmental impact assessments and encourage mutual support between different international frameworks and bodies with ocean-related competence.

In 2025, the EU continued to lead efforts to push for the entry into force of the agreement on fisheries subsidies (Phase I) of the World Trade Organization (WTO) agreed in June 2022. The EU submitted its acceptance of the agreement on 7 June 2023. The agreement entered into force on 15 September 2025, with two-thirds of WTO Members submitting their instruments of acceptance. The EU also actively participated in consultations with the new Chair of the Negotiating Group on Rules and has been engaged in the process to restart negotiations on additional provisions (phase II). The EU remains committed to reaching a comprehensive deal that is both balanced and meaningful.

Following the 2023 European Citizens' Initiative, the Commission made further progress with the impact assessment on the appropriateness of a trade ban on detached shark fins and potential alternative measures, with the support of an external study finalised in March 2026.

The Commission further expanded its cooperation with the FAO to support developing countries, targeting various fields which help to improve food security and nutrition, and deliver on the UN 2030 Agenda for Sustainable Development, in particular SDG 14. Among other things, the EU supported the FAO in assisting developing countries in the fight against IUU fishing and in ensuring the effective implementation of the Port State Measures Agreement as well as other fisheries agreements and tools, which are crucial

[50] Joint Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, *Setting the course for a sustainable blue planet - Joint Communication on the EU's International Ocean Governance agenda*, (JOIN(2022) 28 final).
[51] https://www.un.org/sustainabledevelopment/oceans/
[52] United Nations Conventions on the Law of the Sea implementing agreement on biodiversity beyond national jurisdiction.

to ensuring the sustainability of fish stocks and the contribution of fisheries to sustainable food systems. The FAO is also the implementing agency of important EU development cooperation programmes aimed at enhancing the productivity and competitiveness of fisheries and aquaculture value chains in developing countries, while ensuring that economic improvements go hand in hand with environmental sustainability and social inclusiveness. The EU has also been calling for the test phase to begin for the International Platform for Ocean Sustainability in order to improve the science-policy interface.

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

In practical terms, the Commission's work within RFMOs in 2025 led to the adoption of management measures to reduce total fishing mortality for southern shortfin mako shark and manage bluefin tuna sustainably in the International Commission for the Conservation of Atlantic Tunas (ICCAT). and in the Indian Ocean Tuna Commission (IOTC), the adoption of sustainable catch limits for skipjack tuna and bigeye tuna in the IOTC, the strengthening of mitigation measures for deep water sharks in the Southern Indian Ocean Fisheries Agreement (SIOFA) and for seabirds in the Western and Central Pacific Fisheries Commission (WCPFC).

The EU continued to promote a culture of compliance within RFMOs by tabling proposals to improve monitoring and control, and to combat IUU fishing by taking an active role in the compliance committees of RFMOs. In addition, the EU promoted in all RFMOs a simplification agenda to streamline and clarify existing reporting obligations and remove obsolete provisions.

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

RFMOs are, however, multilateral international organisations where decisions are usually taken by consensus. Final outcomes very often reflect a compromise, and individual members as the EU have limited leverage to obtain certain outcomes. This was apparent, for example, at the Commission for the Conservation of Antarctic Marine Living

Resources where the proposals from the EU and its Member States to create two new marine protected areas did not find the necessary consensus despite the efforts made. The same is also true of the Commission's continued efforts to push for the two Atlantic regional fisheries bodies (CECAF and WECAFC) to be upgraded to fully fledged RFMOs and to secure EU membership to the Bering Sea Convention. Unfortunately, no tangible progress was achieved in 2025 on either point due to a lack of consensus.

Nevertheless, in 2025, the Commission was instrumental in developing the framework for the North Pacific Fisheries Commission (NPFC), the 'youngest' RFMO. This involved adopting new conservation and management measures and/or the strengthening of existing measures, including the regional transhipment observer programme, and adopting stricter measures for certain pelagic stocks (i.e. Chub mackerel and Pacific saury) with more robust management in order to ensure their recovery.

In 2025, progress was also made in implementing into EU law RFMO conservation and management measures and decisions. The Commission adopted a proposal amending seven RFMO Regulations (applicable to ICCAT, SPRFMO, NAFO, IATTC, WCPFC and IOTC) which is currently in the final stages of the approval process. In addition, the Commission adopted three delegated acts. Two of those acts related to ICCAT and amended the rules concerning ICCAT and bluefin tuna by introducing revised measures reducing the number of fish aggregating devices per vessel and technical amendments to the bluefin tuna catch documentation programme. The other delegated act amended the IOTC transhipment declaration document.

The revision of the EU fisheries control system was successfully concluded at the end of 2023[53]. The amendments to the IUU Regulation, adopted as part of this revision, introduced legal provisions requiring the use of CATCH, an IT system implementing the EU catch certification scheme. EU importers and Member State authorities have been required to use CATCH since 10 January 2026. CATCH is an EU-wide real-time IT system allowing all information, data and documents to be centrally managed. The aim is to improve the effectiveness of the EU catch certification scheme and enable electronic submission of catch certificates and documents accompanying the fishery products imported into the EU. This will harmonise the implementation of the scheme and enhance import controls across the EU.

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

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

The requirement to issue a processing statement was also extended to improve traceability of all consignments entering the EU. The Commission also strengthened guidance and cooperation with Member States on checks and verifications of fishery products imported into the EU.

Although the use of CATCH will be mandatory only for EU operators and Member State authorities, it will also be possible for non-EU-country operators and authorities to use the system directly to create, validate and transfer catch certificates and related documents.

Moreover, the Commission continued to interact with and support a number of non-EU countries in the fight against IUU fishing through the system of dedicated dialogues, enabling those countries to fundamentally reform their fisheries control systems and meet their international obligations as flag, coastal, port and market States. Not all non-EU countries showed willingness to address the shortcomings identified or to introduce reforms which led to additional countries being pre-identified or identified as non-cooperating countries in the fight against IUU fishing. At the end of 2024, there were eight pre-identified (Senegal was added in May 2024) and five identified non-EU countries closed to EU fishery products (Cameroon and Trinidad and Tobago were added in February and November 2023 respectively)[54].

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

Sustainable fisheries partnership agreements (SFPAs) continued to promote the sustainability of the ocean, a regulated framework for the EU long-distance fishing fleet and the sustainable development of third-country fisheries resources. Moreover, SFPAs

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

helped the Commission maintain political dialogue on fisheries policies with those third countries, in accordance with CFP principles and commitments under other EU policies.

Preparatory work continued in 2025 to deliver on the objective of Commissioner Kadis' mission letter to work on a new generation of SFPAs, ensuring they are in line with the EU's wider regional strategies and priorities, most notably for Africa and the Indo-Pacific region, and promote a coherent approach for sustainable fisheries in all multilateral fora and bilateral dialogues. A call for evidence to shape the broader EU strategy on fisheries external action was opened between 9 July and 15 September 2025.

At the end of 2025, there were 12 SFPAs in force. A new protocol with Côte d'Ivoire was signed on 6 June 2025 and entered into provisional application on that date (the previous protocol expired on 31 July 2024). A new protocol with São Tomé and Príncipe was signed on 6 October 2025 (the previous protocol expired on 18 December 2024). A new protocol with the Cook Islands was signed on 9 December 2025 (the previous protocol expired on 13 December 2024). Negotiations on a new protocol with the Seychelles took place throughout 2025 and were successfully concluded at the beginning of 2026.

Preparatory work for future negotiations regarding protocols expiring in 2026 and 2027 was started bearing in mind the effects of interruption of fishing activities. The results of an *ex ante* and *ex post* evaluation of the SFPA with Gabon (due to expire on 28 June 2026) were published and a mandate to negotiate a new protocol with Gabon was adopted on 8 September 2025. Authorities on the Gabonese side are still awaiting a negotiation mandate. The Commission received the mandate to open negotiations of a new protocol to the SFPA with Mauritania on 20 January 2026 and negotiations are ongoing. The Commission received the mandate to open negotiations of a new protocol to the SFPA with Mauritius on 30 March 2026 and hold the first round of negotiations on 23-24 April 2026. An *ex-ante* and *ex-pos*t evaluation for Madagascar has been launched.

Following Judgment of the Court of 4 October 2024 in Joined cases C-778/21 P and C-798/21 P, preparations for negotiation of a new SFPA with Morocco advanced well, with Council authorising the opening of negotiations with Morocco on 20 January 2026 for the agreement and its implementing protocol with Morocco and SWD (*ex*-ante and *ex-pos*t evaluation).

Joint committee meetings were held with partner countries throughout the year to monitor the implementation of the protocols, in particular regarding the implementation of the sectoral support envelope granted through the protocols. These meetings are essential for ensuring SFPAs are appropriately governed and to review catches made by EU vessels and related payments. In 2025, joint committee meetings were held with Madagascar on 9-10 January, with Mauritius on 21-22 January, with Kiribati on 11-12

March, with Guinea-Bissau on 26-28 March; with The Gambia on 15-16 May, with São Tomé and Príncipe on 4 June, with the Seychelles (bilateral and regarding the Seychelles' access to waters belonging to Mayotte) on 25-26 June, with Cabo Verde on 21-22 October, with Côte d'Ivoire on 10-11 November, with Greenland on 19-20 May and 19-20 November, and with Mauritania on 17 November. Overall, these agreements have contributed to economic activity and job creation in the EU and the partner countries. SFPAs have also been contributing positively to the development of the fisheries sectors, coastal communities and sustainable fisheries management.

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

In addition to the SFPAs, the EU stepped up its oversight of authorising EU fishing fleet activity in non-EU waters and of third country vessels' activity in EU waters, through the application of Regulation (EU) 2017/2403 on the sustainable management of external fishing fleets (SMEFF).

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

The area code NAO means North Atlantic Ocean, including the North Sea, Celtic Sea and Baltic Sea. MBS means the Mediterranean and Black Seas, and OFR means other fishing regions. Gear codes are as set out in Annex XI to the Commission Implementing Regulation[55].

		Status 2023							Status 2023			
		Economic							Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
BEL NAO DTS2440 NGI*	15						BEL NAO DTS1824 NGI	7				
							BEL NAO DTS2440 NGI	8				
BEL NAO TBB1218 NGI	1						BEL NAO TBB1218 NGI	1				
BEL NAO TBB1824 NGI	15						BEL NAO TBB1824 NGI	15	1			
BEL NAO TBB2440 NGI	27						BEL NAO TBB2440 NGI	27	2			
Total active	58											
Total inactive	7											
% of inactive in total	10.8											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
BEL NAO DTS2440 NGI*	15						BEL NAO DTS1824 NGI	7			
							BEL NAO DTS2440 NGI	8			
BEL NAO TBB1218 NGI	1						BEL NAO TBB1218 NGI	1			
BEL NAO TBB1824 NGI	15						BEL NAO TBB1824 NGI	15			
BEL NAO TBB2440 NGI	27						BEL NAO TBB2440 NGI	27			

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

		Status 2023								Status 2023				
		Economic								Biological			Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SAR	SHI	EDI	VUR	VUR220
BGR MBS DFN0006 NGI	342						DFN	VL0006	342					
BGR MBS DFN0612 NGI	433						DFN	VL0612	433	1				
BGR MBS DFN1218 NGI *	20						DFN	VL1218	17					
BGR MBS DFN1218 NGI *							DFN	VL1824	3	1				
BGR MBS FPO0612 NGI *	31						FPO	VL0006	2					
BGR MBS FPO0612 NGI *							FPO	VL0612	29					
BGR MBS HOK0006 NGI	11						HOK	VL0006	11					
BGR MBS HOK0612 NGI	32						HOK	VL0612	32					
BGR MBS PGP0006 NGI	12						PGP	VL0006	12					
BGR MBS PGP0612 NGI *	17						PGP	VL0612	16					
BGR MBS PGP0612 NGI *							PGP	VL1824	1					
BGR MBS PMP0006 NGI	47						PMP	VL0006	47					
BGR MBS PMP0612 NGI	85						PMP	VL0612	85					
BGR MBS PMP1218 NGI *	14						PMP	VL1218	10	1				
BGR MBS PMP1218 NGI *							PMP	VL1824	3	1				
BGR MBS PMP1218 NGI *							PMP	VL2440	1					
BGR MBS PS 0006 NGI *	12						PS	VL0006	11					
BGR MBS PS 0006 NGI *							PS	VL0612	1					
BGR MBS TBB1218 NGI *	11						TBB	VL1218	9					
BGR MBS TBB1218 NGI *							TBB	VL1824	2					
BGR MBS TM 1218 NGI *	19						TM	VL0612	3					
BGR MBS TM 1218 NGI *							TM	VL1218	16					
BGR MBS TM 1824 NGI	6						TM	VL1824	6					
BGR MBS TM 2440 NGI	10						TM	VL2440	10					
Total active	1102													
Total inactive	680													
% of inactive in total	38.16%													

		Trends 2019-2023								Trends 2019-2023			
		Economic								Biological		Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SHI	EDI	VUR	VUR220
BGR MBS DFN0006 NGI	342						DFN	VL0006	342				
BGR MBS DFN0612 NGI	433						DFN	VL0612	433				
BGR MBS DFN1218 NGI *	20						DFN	VL1218	17				
BGR MBS DFN1218 NGI *							DFN	VL1824	3				
BGR MBS FPO0612 NGI *	31						FPO	VL0006	2				
BGR MBS FPO0612 NGI *							FPO	VL0612	29				
BGR MBS HOK0006 NGI	11						HOK	VL0006	11				
BGR MBS HOK0612 NGI	32						HOK	VL0612	32				
BGR MBS PGP0006 NGI	12						PGP	VL0006	12				
BGR MBS PGP0612 NGI *	17						PGP	VL0612	16				
BGR MBS PGP0612 NGI *							PGP	VL1824	1				
BGR MBS PMP0006 NGI	47						PMP	VL0006	47				
BGR MBS PMP0612 NGI	85						PMP	VL0612	85				
BGR MBS PMP1218 NGI *	14						PMP	VL1218	10				
BGR MBS PMP1218 NGI *							PMP	VL1824	3				
BGR MBS PMP1218 NGI *							PMP	VL2440	1				
BGR MBS PS 0006 NGI *	12						PS	VL0006	11				
BGR MBS PS 0006 NGI *							PS	VL0612	1				
BGR MBS TBB1218 NGI *	11						TBB	VL1218	9				
BGR MBS TBB1218 NGI *							TBB	VL1824	2				
BGR MBS TM 1218 NGI *	19						TM	VL0612	3				
BGR MBS TM 1218 NGI *							TM	VL1218	16				
BGR MBS TM 1824 NGI	6						TM	VL1824	6				
BGR MBS TM 2440 NGI	10						TM	VL2440	10				

		Status 2023								Status 2023				
		Economic								Biological			Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SAR	SHI	EDI	VUR	VUR220
BGR MBS DFN0006 NGI	342						DFN	VL0006	342					
BGR MBS DFN0612 NGI	433						DFN	VL0612	433	1				
BGR MBS DFN1218 NGI *	20						DFN	VL1218	17					
BGR MBS DFN1218 NGI *							DFN	VL1824	3	1				
BGR MBS FPO0612 NGI *	31						FPO	VL0006	2					
BGR MBS FPO0612 NGI *							FPO	VL0612	29					
BGR MBS HOK0006 NGI	11						HOK	VL0006	11					
BGR MBS HOK0612 NGI	32						HOK	VL0612	32					
BGR MBS PGP0006 NGI	12						PGP	VL0006	12					
BGR MBS PGP0612 NGI *	17						PGP	VL0612	16					
BGR MBS PGP0612 NGI *							PGP	VL1824	1					
BGR MBS PMP0006 NGI	47						PMP	VL0006	47					
BGR MBS PMP0612 NGI	85						PMP	VL0612	85					
BGR MBS PMP1218 NGI *	14						PMP	VL1218	10	1				
BGR MBS PMP1218 NGI *							PMP	VL1824	3	1				
BGR MBS PMP1218 NGI *							PMP	VL2440	1					
BGR MBS PS 0006 NGI *	12						PS	VL0006	11					
BGR MBS PS 0006 NGI *							PS	VL0612	1					
BGR MBS TBB1218 NGI *	11						TBB	VL1218	9					
BGR MBS TBB1218 NGI *							TBB	VL1824	2					
BGR MBS TM 1218 NGI *	19						TM	VL0612	3					
BGR MBS TM 1218 NGI *							TM	VL1218	16					
BGR MBS TM 1824 NGI	6						TM	VL1824	6					
BGR MBS TM 2440 NGI	10						TM	VL2440	10					
Total active	1102													
Total inactive	680													
% of inactive in total	38.16%													

		Trends 2019-2023								Trends 2019-2023			
		Economic								Biological		Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SHI	EDI	VUR	VUR220
BGR MBS DFN0006 NGI	342						DFN	VL0006	342				
BGR MBS DFN0612 NGI	433						DFN	VL0612	433				
BGR MBS DFN1218 NGI *	20						DFN	VL1218	17				
BGR MBS DFN1218 NGI *							DFN	VL1824	3				
BGR MBS FPO0612 NGI *	31						FPO	VL0006	2				
BGR MBS FPO0612 NGI *							FPO	VL0612	29				
BGR MBS HOK0006 NGI	11						HOK	VL0006	11				
BGR MBS HOK0612 NGI	32						HOK	VL0612	32				
BGR MBS PGP0006 NGI	12						PGP	VL0006	12				
BGR MBS PGP0612 NGI *	17						PGP	VL0612	16				
BGR MBS PGP0612 NGI *							PGP	VL1824	1				
BGR MBS PMP0006 NGI	47						PMP	VL0006	47				
BGR MBS PMP0612 NGI	85						PMP	VL0612	85				
BGR MBS PMP1218 NGI *	14						PMP	VL1218	10				
BGR MBS PMP1218 NGI *							PMP	VL1824	3				
BGR MBS PMP1218 NGI *							PMP	VL2440	1				
BGR MBS PS 0006 NGI *	12						PS	VL0006	11				
BGR MBS PS 0006 NGI *							PS	VL0612	1				
BGR MBS TBB1218 NGI *	11						TBB	VL1218	9				
BGR MBS TBB1218 NGI *							TBB	VL1824	2				
BGR MBS TM 1218 NGI *	19						TM	VL0612	3				
BGR MBS TM 1218 NGI *							TM	VL1218	16				
BGR MBS TM 1824 NGI	6						TM	VL1824	6				
BGR MBS TM 2440 NGI	10						TM	VL2440	10				

		Status 2023						Status 2023				
		Economic						Biological			Technical	
Fleet segment/ clustered segment	N° of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment/ clustered segment	N° of vessels	SAR	SHI	EDI	VUR	VUR_{220}
HRV MBS DFN0006 NGI	341						HRV MBS DFN0006 NGI	341	1				
HRV MBS DFN0612 NGI	690						HRV MBS DFN0612 NGI	690	1				
HRV MBS DFN1218 NGI	13						HRV MBS DFN1218 NGI	13	1				
HRV MBS DRB0612 NGI	7						HRV MBS DRB0612 NGI	7	1				
HRV MBS DRB1218 NGI	12						HRV MBS DRB1218 NGI	12	1				
HRV MBS DTS0612 NGI	113						HRV MBS DTS0612 NGI	113	1				
HRV MBS DTS1218 NGI	142						HRV MBS DTS1218 NGI	142	1				
HRV MBS DTS1824 NGI	29						HRV MBS DTS1824 NGI	29	1				
HRV MBS DTS2440 NGI	7						HRV MBS DTS2440 NGI	7	1				
HRV MBS FPO0006 NGI	46						HRV MBS FPO0006 NGI	46					
HRV MBS FPO0612 NGI	123						HRV MBS FPO0612 NGI	123					
HRV MBS HOK0006 NGI	106						HRV MBS HOK0006 NGI	106	1				
HRV MBS HOK0612 NGI *	225						HRV MBS HOK0612 NGI *	225	1				
HRV MBS HOK0612 NGI *	7						HRV MBS HOK0612 NGI *	7	2				
HRV MBS MGO0006 NGI	271						HRV MBS MGO0006 NGI	271					
HRV MBS MGO0612 NGI *	41						HRV MBS MGO0612 NGI *	41					
HRV MBS MGO0612 NGI *	2						HRV MBS MGO0612 NGI *	2					
HRV MBS PGP0006 NGI	2875						HRV MBS PGP0006 NGI	2875	1				
HRV MBS PGP0612 NGI *	792						HRV MBS PGP0612 NGI *	792	1				
HRV MBS PGP0612 NGI *	1						HRV MBS PGP0612 NGI *	1					
HRV MBS PMP0006 NGI *	5						HRV MBS PMP0006 NGI *	5					
HRV MBS PMP0006 NGI *	24						HRV MBS PMP0006 NGI *	24					
HRV MBS PMP0612 NGI *	1						HRV MBS PMP0612 NGI *	1	1				
HRV MBS PMP0612 NGI *	23						HRV MBS PMP0612 NGI *	23					
HRV MBS PMP0612 NGI *	2						HRV MBS PMP0612 NGI *	2	1				
HRV MBS PS 0612 NGI	18						HRV MBS PS 0612 NGI	18	1				
HRV MBS PS 1218 NGI	35						HRV MBS PS 1218 NGI	35	1				
HRV MBS PS 1824 NGI	37						HRV MBS PS 1824 NGI	37	1				
HRV MBS PS 2440 NGI	59						HRV MBS PS 2440 NGI	59	1				
N° active vessels	6047												
N° of inactive vessels	1548												
% of inactive vessels	80%												

		Trends 2019-2023						Trends 2019-2023			
		Economic						Biological		Technical	
Fleet segment/ clustered segment	N° of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment/ clustered segment	N° of vessels	SHI	EDI	VUR	VUR_{220}
HRV MBS DFN0006 NGI	341						HRV MBS DFN0006 NGI	341				
HRV MBS DFN0612 NGI	690						HRV MBS DFN0612 NGI	690				
HRV MBS DFN1218 NGI	13						HRV MBS DFN1218 NGI	13				
HRV MBS DRB0612 NGI	7						HRV MBS DRB0612 NGI	7				
HRV MBS DRB1218 NGI	12						HRV MBS DRB1218 NGI	12				
HRV MBS DTS0612 NGI	113						HRV MBS DTS0612 NGI	113				
HRV MBS DTS1218 NGI	142						HRV MBS DTS1218 NGI	142				
HRV MBS DTS1824 NGI	29						HRV MBS DTS1824 NGI	29				
HRV MBS DTS2440 NGI	7						HRV MBS DTS2440 NGI	7				
HRV MBS FPO0006 NGI	46						HRV MBS FPO0006 NGI	46				
HRV MBS FPO0612 NGI	123						HRV MBS FPO0612 NGI	123				
HRV MBS HOK0006 NGI	106						HRV MBS HOK0006 NGI	106				
HRV MBS HOK0612 NGI *	225						HRV MBS HOK0612 NGI *	225				
HRV MBS HOK0612 NGI *	7						HRV MBS HOK0612 NGI *	7				
HRV MBS MGO0006 NGI	271						HRV MBS MGO0006 NGI	271				
HRV MBS MGO0612 NGI *	41						HRV MBS MGO0612 NGI *	41				
HRV MBS MGO0612 NGI *	2						HRV MBS MGO0612 NGI *	2				
HRV MBS PGP0006 NGI	2875						HRV MBS PGP0006 NGI	2875				
HRV MBS PGP0612 NGI *	792						HRV MBS PGP0612 NGI *	792				
HRV MBS PGP0612 NGI *	1						HRV MBS PGP0612 NGI *	1				
HRV MBS PMP0006 NGI *	5						HRV MBS PMP0006 NGI *	5				
HRV MBS PMP0006 NGI *	24						HRV MBS PMP0006 NGI *	24				
HRV MBS PMP0612 NGI *	1						HRV MBS PMP0612 NGI *	1				
HRV MBS PMP0612 NGI *	23						HRV MBS PMP0612 NGI *	23				
HRV MBS PMP0612 NGI *	2						HRV MBS PMP0612 NGI *	2				
HRV MBS PS 0612 NGI	18						HRV MBS PS 0612 NGI	18				
HRV MBS PS 1218 NGI	35						HRV MBS PS 1218 NGI	35				
HRV MBS PS 1824 NGI	37						HRV MBS PS 1824 NGI	37				
HRV MBS PS 2440 NGI	59						HRV MBS PS 2440 NGI	59				

		Status 2023					Status 2023			
		Economic					Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	SAR	SHI	EDI	VUR
CYP MBS DTS2440 NGI	3									
CYP MBS PG 0006 NGI	24									
CYP MBS PG 0612 NGI	289									
CYP MBS PGO0006 NGI	346									
CYP MBS PGO0612 NGI	81									
CYP MBS PGP1218 NGI	30									
CYP MBS PS 1824 NGI	1									
Total active	774									
Total inactive	73									
% of inactive in total	8.6									

improving
deteriorating
no clear trend
null/flat trend
insufficient data

		Trends 2019-2023					Trends 2019-2023		
		Economic					Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	SHI	EDI	VUR
CYP MBS DTS2440 NGI	3								
CYP MBS PG 0006 NGI	24								
CYP MBS PG 0612 NGI	289								
CYP MBS PGO0006 NGI	346								
CYP MBS PGO0612 NGI	81								
CYP MBS PGP1218 NGI	30								
CYP MBS PS 1824 NGI	1								

			Economic Indicators							Biological and technical indicators			
			Status 2023							Status 2023			
SR	Clustered segment	No. of vessels	CR/BER	RoFTA	ROI	NP marg	NVA/FTE	fc_name	No. of vessels	SAR	SHI	EDI	VUR_{210}
NAO	DNK NAO DFN0008 NGI *	111						**DNK NAO DFN 0008 NGI ***	109				
NAO								DNK NAO DTS 0008 NGI *	2				
NAO	DNK NAO DFN0010 NGI *	384						**DNK NAO DFN 0010 NGI ***	383				
NAO								DNK NAO PGP 0010 NGI *	1				
NAO	DNK NAO DFN0812 NGI *	61						**DNK NAO DFN 0812 NGI ***	60	2			
NAO								DNK NAO PGP 0812 NGI *	1				
NAO	DNK NAO DFN1012 NGI	21						DNK NAO DFN 1012 NGI	21	1			
NAO	DNK NAO DFN1218 NGI	21						DNK NAO DFN 1218 NGI	21	1			
NAO	DNK NAO DFN1824 NGI	7						DNK NAO DFN 1824 NGI	7	2			
NAO	DNK NAO DRB0010 NGI *	10						**DNK NAO DRB 0010 NGI ***	8				
NAO								DNK NAO DRB 1012 NGI *	2				
NAO	DNK NAO DRB1218 NGI	27						DNK NAO DRB 1218 NGI	27				
NAO	DNK NAO DTS0010 NGI	34						DNK NAO DTS 0010 NGI	34				
NAO	DNK NAO DTS0812 NGI	8						DNK NAO DTS 0812 NGI	8				
NAO	DNK NAO DTS1012 NGI	22						DNK NAO DTS 1012 NGI	22	1			
NAO	DNK NAO DTS1218 NGI	113						DNK NAO DTS 1218 NGI	113	4			
NAO	DNK NAO DTS1824 NGI	37						DNK NAO DTS 1824 NGI	37	4			
NAO	DNK NAO DTS2440 NGI	26						DNK NAO DTS 2440 NGI	26	3			
NAO	DNK NAO DTS40XX NGI *	3						DNK NAO DRB 40XX NGI *	1				
NAO								**DNK NAO DTS 40XX NGI ***	1				
NAO								DNK NAO TBB 40XX NGI *	1				
NAO	DNK NAO FPO0008 NGI	134						DNK NAO FPO 0008 NGI	134	1			
NAO	DNK NAO FPO0010 NGI	52						DNK NAO FPO 0010 NGI	52				
NAO	DNK NAO FPO0812 NGI	17						DNK NAO FPO 0812 NGI	17				
NAO	DNK NAO FPO1218 NGI *	4						DNK NAO FPO 1012 NGI *	1				
NAO								**DNK NAO FPO 1218 NGI ***	3				
NAO	DNK NAO HOK0010 NGI *	6						**DNK NAO HOK 0010 NGI ***	4	1			
NAO								DNK NAO HOK 1218 NGI *	1				
NAO								DNK NAO HOK 0008 NGI *	1				
NAO	DNK NAO PGP0008 NGI	7						DNK NAO PGP 0008 NGI	7	1			
NAO	DNK NAO TBB1218 NGI	10						DNK NAO TBB 1218 NGI	10	1			
NAO	DNK NAO TBB1824 NGI *	13						**DNK NAO TBB 1824 NGI ***	12	1			
NAO								DNK NAO TBB 2440 NGI *	1				
NAO	DNK NAO TM 1218 NGI *	7						DNK NAO TM 0010 NGI *	1				
NAO								**DNK NAO TM 1218 NGI ***	6	1			
NAO	DNK NAO TM 2440 NGI *	6						DNK NAO TM 1824 NGI *	2				
NAO								**DNK NAO TM 2440 NGI ***	4	2			
NAO	DNK NAO TM 40XX NGI	18						DNK NAO TM 40XX NGI	18	4			

			Economic Indicators							Biological and technical indicators			
			Trends 2019-2023							Trends 2019-2023			
SR	Clustered segment	No. of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fs_name	No. of vessels	SHI	EDI	VUR	VUR_{220}
NAO	DNK NAO DFN0008 NGI *	111						DNK NAO DFN 0008 NGI *	109				
NAO								DNK NAO DTS 0008 NGI *	2				
NAO	DNK NAO DFN0010 NGI *	384						DNK NAO DFN 0010 NGI *	383				
NAO								DNK NAO PGP 0010 NGI *	1				
NAO	DNK NAO DFN0812 NGI *	61						DNK NAO DFN 0812 NGI *	60				
NAO								DNK NAO PGP 0812 NGI *	1				
NAO	DNK NAO DFN1012 NGI	21						DNK NAO DFN 1012 NGI	21				
NAO	DNK NAO DFN1218 NGI	21						DNK NAO DFN 1218 NGI	21				
NAO	DNK NAO DFN1824 NGI	7						DNK NAO DFN 1824 NGI	7				
NAO	DNK NAO DRB0010 NGI *	10						DNK NAO DRB 0010 NGI *	8				
NAO								DNK NAO DRB 1012 NGI *	2				
NAO	DNK NAO DRB1218 NGI	27						DNK NAO DRB 1218 NGI	27				
NAO	DNK NAO DTS0010 NGI	34						DNK NAO DTS 0010 NGI	34				
NAO	DNK NAO DTS0812 NGI	8						DNK NAO DTS 0812 NGI	8				
NAO	DNK NAO DTS1012 NGI	22						DNK NAO DTS 1012 NGI	22				
NAO	DNK NAO DTS1218 NGI	113						DNK NAO DTS 1218 NGI	113				
NAO	DNK NAO DTS1824 NGI	37						DNK NAO DTS 1824 NGI	37				
NAO	DNK NAO DTS2440 NGI	26						DNK NAO DTS 2440 NGI	26				
NAO	DNK NAO DTS40XX NGI *	3						DNK NAO DRB 40XX NGI *	1				
NAO								DNK NAO DTS 40XX NGI *	1				
NAO								DNK NAO TBB 40XX NGI *	1				
NAO	DNK NAO FPO0008 NGI	134						DNK NAO FPO 0008 NGI	134				
NAO	DNK NAO FPO0010 NGI	52						DNK NAO FPO 0010 NGI	52				
NAO	DNK NAO FPO0812 NGI	17						DNK NAO FPO 0812 NGI	17				
NAO	DNK NAO FPO1218 NGI *	4						DNK NAO FPO 1012 NGI *	1				
NAO								DNK NAO FPO 1218 NGI *	3				
NAO	DNK NAO HOK0010 NGI *	6						DNK NAO HOK 0010 NGI *	4				
NAO								DNK NAO HOK 1218 NGI *	1				
NAO								DNK NAO HOK 0008 NGI *	1				
NAO	DNK NAO PGP0008 NGI	7						DNK NAO PGP 0008 NGI	7				
NAO	DNK NAO TBB1218 NGI	10						DNK NAO TBB 1218 NGI	10				
NAO	DNK NAO TBB1824 NGI *	13						DNK NAO TBB 1824 NGI *	12				
NAO								DNK NAO TBB 2440 NGI *	1				
NAO	DNK NAO TM 1218 NGI *	7						DNK NAO TM 0010 NGI *	1				
NAO								DNK NAO TM 1218 NGI *	6				
NAO	DNK NAO TM 2440 NGI *	6						DNK NAO TM 1824 NGI *	2				
NAO								DNK NAO TM 2440 NGI *	4				
NAO	DNK NAO TM 40XX NGI	18						DNK NAO TM 40XX NGI	18				

Economic indicators status 2023							Biological and technical indicators status 2023					
Fleet segment/cluster name	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment name	N vessels	SAR	SHI	EDI	VUR	VUR_{220}
EST NAO DTS40XX IWE	3						EST NAO DTS40XX IWE	3					
EST NAO PG 0008 NGI	1043						EST NAO PG 0008 NGI	1043	1				
EST NAO PG 0812 NGI	167						EST NAO PG 0812 NGI	167					
EST NAO TM 2440 NGI *	22						EST NAO TM 1824 NGI	5	1				
							EST NAO TM 2440 NGI	17	1				
Total active	1235												
Total inactive	809												
% of inactive in total	40%												

improving
deteriorating
null/flat trend
insufficient data
no clear trend

Economic indicators trends 2018-2023							Biological and technical indicators trends 2018-2023					
Fleet segment/cluster name	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment name	N vessels	SHI	EDI	VUR	VUR_{220}
EST NAO DTS40XX IWE	3						EST NAO DTS40XX IWE	3				
EST NAO PG 0008 NGI	1043						EST NAO PG 0008 NGI	1043				
EST NAO PG 0812 NGI	167						EST NAO PG 0812 NGI	167				
EST NAO TM 2440 NGI *	22						EST NAO TM 1824 NGI	5				
							EST NAO TM 2440 NGI	17				

		Economic indicator status 2023							Biological and technical indicator status 2023				
	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	vessel_length	N vessels	SAR	SHI	EDI	VUR	VUR_{220}
FIN NAO PG 0008 NGI	907						FIN NAO PG 0008 NGI	907	2				
							FIN NAO PG 1218 NGI	1					
FIN NAO PG 0812 NGI *	213						FIN NAO PG 0812 NGI	212	2				
							FIN NAO TM 1218 NGI	12	1				
FIN NAO TM 1218 NGI *	16						FIN NAO TM 0812 NGI	4					
FIN NAO TM 1824 NGI	7						FIN NAO TM 1824 NGI	7	1				
							FIN NAO TM 2440 NGI	13	1				
FIN NAO TM 2440 NGI *	15						FIN NAO TM 40XX NGI	2					
Total inactive	2082												
Total active	1158												
% of inactive	64.26%												

		Economic trends 2018-2023							Biological and technical trends 2018-2023			
	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	vessel_length	N vessels	SHI	EDI	VUR	VUR_{220}
FIN NAO PG 0008 NGI	907						FIN NAO PG 0008 NGI	907				
							FIN NAO PG 1218 NGI	1				
FIN NAO PG 0812 NGI *	213						FIN NAO PG 0812 NGI	212				
							FIN NAO TM 1218 NGI	12				
FIN NAO TM 1218 NGI *	16						FIN NAO TM 0812 NGI	4				
FIN NAO TM 1824 NGI	7						FIN NAO TM 1824 NGI	7				
							FIN NAO TM 2440 NGI	13				
FIN NAO TM 2440 NGI *	15						FIN NAO TM 40XX NGI	2				

		Status 2023								Status 2023				
		Economic								Biological			Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SAR	SHI	EDI	VUR	VUR90
FRA NAO DFN0010 NGI	293						DFN	VL0010	293	2				
FRA NAO DFN1012 NGI	129						DFN	VL1012	129	3				
FRA NAO DFN1218 NGI *	53						DFN	VL1218	53					
FRA NAO DFN1218 NGI *	1						PGO	VL1218	1	1				
FRA NAO DFN1218 NGI *	3						PGP	VL1218	3					
FRA NAO DFN1824 NGI	29						DFN	VL1824	29					
FRA NAO DFN2440 NGI *	31						DFN	VL2440	31	1				
FRA NAO DRB0010 NGI	76						DRB	VL0010	76					
FRA NAO DRB1012 NGI	104						DRB	VL1012	104					
FRA NAO DRB1218 NGI *	91						DRB	VL1218	91					
FRA NAO DRB1218 NGI *	9						DRB	VL1824	9					
FRA NAO DRB1218 NGI *	1						DRB	VL2440	1					
FRA NAO DTS0010 NGI *	67						DTS	VL0010	67					
FRA NAO DTS1012 NGI *	119						DTS	VL1012	119					
FRA NAO DTS1012 NGI *	3						PS	VL1012	3					
FRA NAO DTS1218 NGI	123						DTS	VL1218	123	2				
FRA NAO DTS1824 NGI *	96						DTS	VL1824	96	6				
FRA NAO DTS1824 NGI *	14						MGP	VL1824	14					
FRA NAO DTS2440 NGI *	60						DTS	VL2440	60	7				
FRA NAO DTS2440 NGI *	5						MGP	VL2440	5	1				
FRA NAO DTS40XX NGI *	6						DTS	VL40XX	6	5				
FRA NAO DTS40XX NGI *	3						TM	VL40XX	3					
FRA NAO FPO0010 NGI	264						FPO	VL0010	264					
FRA NAO FPO1012 NGI	77						FPO	VL1012	77					
FRA NAO FPO1824 NGI *	6						FPO	VL1218	6	1				
FRA NAO FPO1824 NGI *	6						FPO	VL1824	6					
FRA NAO HOK0010 NGI	215						HOK	VL0010	215					
FRA NAO HOK1012 NGI	47						HOK	VL1012	47					
FRA NAO HOK2440 NGI *	1						HOK	VL1218	1					
FRA NAO HOK2440 NGI *	3						HOK	VL1824	3					
FRA NAO HOK2440 NGI *	13						HOK	VL2440	13	2				
FRA NAO MGO0010 NGI *	186						MGO	VL0010	186	1				
FRA NAO MGO0010 NGI *	8						MGO	VL1012	8	1				
FRA NAO MGP0010 NGI *	11						MGP	VL0010	11					
FRA NAO MGP1012 NGI *	60						MGP	VL1012	60	1				
FRA NAO MGP1012 NGI *	6						TM	VL1012	6					
FRA NAO MGP1218 NGI *	57						MGP	VL1218	57					
FRA NAO PGO0010 NGI *	90						PGO	VL0010	90					
FRA NAO PGO0010 NGI *	5						PGO	VL1012	5					
FRA NAO PGP0010 NGI	64						PGP	VL0010	64	1				
FRA NAO PGP1012 NGI	15						PGP	VL1012	15					
FRA NAO PMP0010 NGI	35						PMP	VL0010	35					
FRA NAO PMP1012 NGI *	60						PMP	VL1012	60					
FRA NAO PMP1012 NGI *	7						PMP	VL1218	7					
FRA NAO PS 1218 NGI *	23						PS	VL1218	23					
FRA NAO PS 1218 NGI *	1						PS	VL1824	1					
FRA NAO TM 1824 NGI *	9						TM	VL1218	9	1				
FRA NAO TM 1824 NGI *	7						TM	VL1824	7					
FRA NAO TM 1824 NGI *	2						TM	VL2440	2					
Total active	2594													
Total inactive	278													
% of inactive in total	9.68%													

		Trends 2019-2023								Trends 2019-2023			
		Economic								Biological		Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SHI	EDI	VUR	VUR90
FRA NAO DFN0010 NGI	293						DFN	VL0010	293				
FRA NAO DFN1012 NGI	129						DFN	VL1012	129				
FRA NAO DFN1218 NGI *	53						DFN	VL1218	53				
FRA NAO DFN1218 NGI *	1						PGO	VL1218	1				
FRA NAO DFN1218 NGI *	3						PGP	VL1218	3				
FRA NAO DFN1824 NGI	29						DFN	VL1824	29				
FRA NAO DFN2440 NGI *	31						DFN	VL2440	31				
FRA NAO DRB0010 NGI	76						DRB	VL0010	76				
FRA NAO DRB1012 NGI	104						DRB	VL1012	104				
FRA NAO DRB1218 NGI *	91						DRB	VL1218	91				
FRA NAO DRB1218 NGI *	9						DRB	VL1824	9				
FRA NAO DRB1218 NGI *	1						DRB	VL2440	1				
FRA NAO DTS0010 NGI *	67						DTS	VL0010	67				
FRA NAO DTS1012 NGI *	119						DTS	VL1012	119				
FRA NAO DTS1012 NGI *	3						PS	VL1012	3				
FRA NAO DTS1218 NGI	123						DTS	VL1218	123				
FRA NAO DTS1824 NGI *	96						DTS	VL1824	96				
FRA NAO DTS1824 NGI *	14						MGP	VL1824	14				
FRA NAO DTS2440 NGI *	60						DTS	VL2440	60				
FRA NAO DTS2440 NGI *	5						MGP	VL2440	5				
FRA NAO DTS40XX NGI *	6						DTS	VL40XX	6				
FRA NAO DTS40XX NGI *	3						TM	VL40XX	3				
FRA NAO FPO0010 NGI	264						FPO	VL0010	264				
FRA NAO FPO1012 NGI	77						FPO	VL1012	77				
FRA NAO FPO1824 NGI *	6						FPO	VL1218	6				
FRA NAO FPO1824 NGI *	6						FPO	VL1824	6				
FRA NAO HOK0010 NGI	215						HOK	VL0010	215				
FRA NAO HOK1012 NGI	47						HOK	VL1012	47				
FRA NAO HOK2440 NGI *	1						HOK	VL1218	1				
FRA NAO HOK2440 NGI *	3						HOK	VL1824	3				
FRA NAO HOK2440 NGI *	13						HOK	VL2440	13				
FRA NAO MGO0010 NGI *	186						MGO	VL0010	186				
FRA NAO MGO0010 NGI *	8						MGO	VL1012	8				
FRA NAO MGP0010 NGI *	11						MGP	VL0010	11				
FRA NAO MGP1012 NGI *	60						MGP	VL1012	60				
FRA NAO MGP1012 NGI *	6						TM	VL1012	6				
FRA NAO MGP1218 NGI *	57						MGP	VL1218	57				
FRA NAO PGO0010 NGI *	90						PGO	VL0010	90				
FRA NAO PGO0010 NGI *	5						PGO	VL1012	5				
FRA NAO PGP0010 NGI	64						PGP	VL0010	64				
FRA NAO PGP1012 NGI	15						PGP	VL1012	15				
FRA NAO PMP0010 NGI	35						PMP	VL0010	35				
FRA NAO PMP1012 NGI *	60						PMP	VL1012	60				
FRA NAO PMP1012 NGI *	7						PMP	VL1218	7				
FRA NAO PS 1218 NGI *	23						PS	VL1218	23				
FRA NAO PS 1218 NGI *	1						PS	VL1824	1				
FRA NAO TM 1824 NGI *	9						TM	VL1218	9				
FRA NAO TM 1824 NGI *	7						TM	VL1824	7				
FRA NAO TM 1824 NGI *	2						TM	VL2440	2				

		Status 2023								Status 2023				
		Economic								Biological			Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SAR	SHI	EDI	VUR	VUR90
FRA MBS DFN0006 NGI	134						DFN	VL0006	134	1				
FRA MBS DFN0612 NGI	458						DFN	VL0612	458	1				
FRA MBS DTS1824 NGI *	3						DFN	VL1218	3					
FRA MBS DTS1824 NGI *	3						DTS	VL1218	3					
FRA MBS DTS1824 NGI *	22						DTS	VL1824	22					
FRA MBS DTS1824 NGI *	12						HOK	VL1218	12					
FRA MBS DTS1824 NGI *	2						PGP	VL1218	2					
FRA MBS DTS1824 NGI *	1						PS	VL1218	1					
FRA MBS DTS2440 NGI *	25						DTS	VL2440	25					
FRA MBS FPO0006 NGI	64						FPO	VL0006	64	1				
FRA MBS FPO0612 NGI	76						FPO	VL0612	76					
FRA MBS HOK0006 NGI	15						HOK	VL0006	15	1				
FRA MBS HOK0612 NGI	81						HOK	VL0612	81					
FRA MBS PGO0006 NGI	27						PGO	VL0006	27					
FRA MBS PGO0612 NGI	41						PGO	VL0612	41					
FRA MBS PGP0006 NGI	22						PGP	VL0006	22	1				
FRA MBS PGP0612 NGI	82						PGP	VL0612	82	3				
FRA MBS PMP0612 NGI *	7						PMP	VL0612	7					
FRA MBS PS 0612 NGI *	1						DRB	VL0006	1					
FRA MBS PS 0612 NGI *	8						DRB	VL0612	8					
FRA MBS PS 0612 NGI *	7						MGO	VL0612	7					
FRA MBS PS 0612 NGI *	5						PS	VL0612	5					
FRA MBS PS 2440 NGI *	1						PS	VL1824	1					
FRA MBS PS 2440 NGI *	13						PS	VL2440	13					
FRA MBS PS 2440 NGI *	8						PS	VL40XX	8					
Total active	1118													
Total inactive	235													
% of inactive in total	17.37%													

		Trends 2019-2023								Trends 2019-2023			
		Economic								Biological		Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SHI	EDI	VUR	VUR90
FRA MBS DFN0006 NGI	134						DFN	VL0006	134				
FRA MBS DFN0612 NGI	458						DFN	VL0612	458				
FRA MBS DTS1824 NGI *	3						DFN	VL1218	3				
FRA MBS DTS1824 NGI *	3						DTS	VL1218	3				
FRA MBS DTS1824 NGI *	22						DTS	VL1824	22				
FRA MBS DTS1824 NGI *	12						HOK	VL1218	12				
FRA MBS DTS1824 NGI *	2						PGP	VL1218	2				
FRA MBS DTS1824 NGI *	1						PS	VL1218	1				
FRA MBS DTS2440 NGI *	25						DTS	VL2440	25				
FRA MBS FPO0006 NGI	64						FPO	VL0006	64				
FRA MBS FPO0612 NGI	76						FPO	VL0612	76				
FRA MBS HOK0006 NGI	15						HOK	VL0006	15				
FRA MBS HOK0612 NGI	81						HOK	VL0612	81				
FRA MBS PGO0006 NGI	27						PGO	VL0006	27				
FRA MBS PGO0612 NGI	41						PGO	VL0612	41				
FRA MBS PGP0006 NGI	22						PGP	VL0006	22				
FRA MBS PGP0612 NGI	82						PGP	VL0612	82				
FRA MBS PMP0612 NGI *	7						PMP	VL0612	7				
FRA MBS PS 0612 NGI *	1						DRB	VL0006	1				
FRA MBS PS 0612 NGI *	8						DRB	VL0612	8				
FRA MBS PS 0612 NGI *	7						MGO	VL0612	7				
FRA MBS PS 0612 NGI *	5						PS	VL0612	5				
FRA MBS PS 2440 NGI *	1						PS	VL1824	1				
FRA MBS PS 2440 NGI *	13						PS	VL2440	13				
FRA MBS PS 2440 NGI *	8						PS	VL40XX	8				

		Status 2023								Status 2023				
		Economic								Biological			Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SAR	SHI	EDI	VUR	VUR90
FRA OFR PS 40XX IWE *	1						HOK	VL2440	1	1				
FRA OFR PS 40XX IWE *	19						PS	VL40XX	19					
Total active	20													
Total inactive	0													
% of inactive in total	0													

		Trends 2019-2023								Trends 2019-2023			
		Economic								Biological		Technical	
Fleet Segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	Nb of vessels	SHI	EDI	VUR	VUR90
FRA OFR PS 40XX IWE *	1						HOK	VL2440	1				
FRA OFR PS 40XX IWE *	19						PS	VL40XX	19				

		Status 2023									Status 2023			
		Economic									Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
DEU NAO DFN2440 NGI *	10						DEU NAO DFN1218	4				
							DEU NAO DFN2440	2				
							DEU NAO FPO1824	3				
							DEU NAO FPO2440	1				
DEU NAO DTS0812 NGI *	8						DEU NAO DTS0812	8				
DEU NAO DTS1218 NGI	16						DEU NAO DTS1218	16				
DEU NAO DTS1824 NGI	8						DEU NAO DTS1824	8				
DEU NAO DTS2440 NGI	10						DEU NAO DTS2440	10	2			
DEU NAO DTS40XX NGI	4						DEU NAO DTS40XX	4	7			
DEU NAO PG0008 NGI A*	79						DEU NAO PG0010	3				
							DEU NAO PG0008	76				
DEU NAO PG0008 NGI L*	413						DEU NAO PG0010	3				
							DEU NAO PG0008	410	1			
DEU NAO PG0812 NGI A*	54						DEU NAO PG0812	54	1			
DEU NAO PG0812 NGI L*	79						DEU NAO PG0812	79	1			
DEU NAO TBB1012 NGI *	7						DEU NAO TBB0010	5				
							DEU NAO TBB1012	2				
DEU NAO TBB1218 NGI	81						DEU NAO TBB1218	81				
DEU NAO TBB1824 NGI	60						DEU NAO TBB1824	60				
DEU NAO TBB2440 NGI *	5						**DEU NAO TBB2440**	3				
							DEU NAO TBB40XX	2	1			
DEU NAO TM40XX NGI *	4						**DEU NAO TM40XX**	3				
							DEU OFR TM40XX	1				
Total active	838											
Total inactive	300											
% of inactive in total	26.4											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
DEU NAO DFN2440 NGI *	10						DEU NAO DFN1218	4			
							DEU NAO DFN2440	2			
							DEU NAO FPO1824	3			
							DEU NAO FPO2440	1			
DEU NAO DTS0812 NGI *	8						DEU NAO DTS0812	8			
DEU NAO DTS1218 NGI	16						DEU NAO DTS1218	16			
DEU NAO DTS1824 NGI	8						DEU NAO DTS1824	8			
DEU NAO DTS2440 NGI	10						DEU NAO DTS2440	10			
DEU NAO DTS40XX NGI	4						DEU NAO DTS40XX	4			
DEU NAO PG 0008 NGI A*	79						DEU NAO PG0010	3			
							DEU NAO PG0008	76			
DEU NAO PG 0008 NGI L*	413						DEU NAO PG0010	3			
							DEU NAO PG0008	410			
DEU NAO PG 0812 NGI A*	54						DEU NAO PG0812	54			
DEU NAO PG 0812 NGI L*	79						DEU NAO PG0812	79			
DEU NAO TBB1012 NGI *	7						DEU NAO TBB0010	5			
							DEU NAO TBB1012	2			
DEU NAO TBB1218 NGI	81						DEU NAO TBB1218	81			
DEU NAO TBB1824 NGI	60						DEU NAO TBB1824	60			
DEU NAO TBB2440 NGI *	5						**DEU NAO TBB2440**	3			
							DEU NAO TBB40XX	2			
DEU NAO TM40XX NGI *	4						**DEU NAO TM40XX**	3			
							DEU OFR TM40XX	1			

		Economic indicator status 2023							Biological and technical indicators status 2023				
fs_name	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Vessel length	N vessels	SAR	SHI	EDI	VUR	VUR220
GRC MBS DFN0006 NGI	2532						GRC MBS DFN0006 NGI	2532					
GRC MBS DFN0612 NGI	5061						GRC MBS DFN0612 NGI	5061	1				
GRC MBS DFN1218 NGI *	82						GRC MBS DFN1218 NGI	82					
GRC MBS DFN1218 NGI *	2						GRC MBS DFN1824 NGI	2					
GRC MBS DRB0612 DRH *	7						GRC MBS DRB0006 DRH	7					
GRC MBS DRB0612 DRH *	27						GRC MBS DRB0612 DRH	27					
GRC MBS DTS1824 NGI *	3						GRC MBS DTS1218 NGI	3					
GRC MBS DTS1824 NGI *	75						GRC MBS DTS1824 NGI	75	1				
GRC MBS DTS2440 NGI	130						GRC MBS DTS2440 NGI	130	1				
GRC MBS FPO0006 NGI	47						GRC MBS FPO0006 NGI	47					
GRC MBS FPO0612 NGI *	263						GRC MBS FPO0612 NGI	263					
GRC MBS FPO0612 NGI *	2						GRC MBS FPO1218 NGI	2					
GRC MBS HOK0006 NGI	791						GRC MBS HOK0006 NGI	791					
GRC MBS HOK0612 NGI	1326						GRC MBS HOK0612 NGI	1326	3				
GRC MBS HOK1218 NGI *	125						GRC MBS HOK1218 NGI	125	2				
GRC MBS HOK1218 NGI *	7						GRC MBS HOK1824 NGI	7					
GRC MBS PS 1218 NGI *	1						GRC MBS PS 0612 NGI	1					
GRC MBS PS 1218 NGI *	55						GRC MBS PS 1218 NGI	55					
GRC MBS PS 1824 NGI	100						GRC MBS PS 1824 NGI	100					
GRC MBS PS 2440 NGI	28						GRC MBS PS 2440 NGI	28					
Total inactive	1452												
Total active	10684												
% of inactive	11.98%												

		Economic trends 2018-2023							Biological and technical trends 2018-2023			
fs_name	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Vessel length	N vessels	SHI	EDI	VUR	VUR220
GRC MBS DFN0006 NGI	2532						GRC MBS DFN0006 NGI	2532				
GRC MBS DFN0612 NGI	5061						GRC MBS DFN0612 NGI	5061				
GRC MBS DFN1218 NGI *	82						GRC MBS DFN1218 NGI	82				
GRC MBS DFN1218 NGI *	2						GRC MBS DFN1824 NGI	2				
GRC MBS DRB0612 DRH *	7						GRC MBS DRB0006 DRH	7				
GRC MBS DRB0612 DRH *	27						GRC MBS DRB0612 DRH	27				
GRC MBS DTS1824 NGI *	3						GRC MBS DTS1218 NGI	3				
GRC MBS DTS1824 NGI *	75						GRC MBS DTS1824 NGI	75				
GRC MBS DTS2440 NGI	130						GRC MBS DTS2440 NGI	130				
GRC MBS FPO0006 NGI	47						GRC MBS FPO0006 NGI	47				
GRC MBS FPO0612 NGI *	263						GRC MBS FPO0612 NGI	263				
GRC MBS FPO0612 NGI *	2						GRC MBS FPO1218 NGI	2				
GRC MBS HOK0006 NGI	791						GRC MBS HOK0006 NGI	791				
GRC MBS HOK0612 NGI	1326						GRC MBS HOK0612 NGI	1326				
GRC MBS HOK1218 NGI *	125						GRC MBS HOK1218 NGI	125				
GRC MBS HOK1218 NGI *	7						GRC MBS HOK1824 NGI	7				
GRC MBS PS 1218 NGI *	1						GRC MBS PS 0612 NGI	1				
GRC MBS PS 1218 NGI *	55						GRC MBS PS 1218 NGI	55				
GRC MBS PS 1824 NGI	100						GRC MBS PS 1824 NGI	100				
GRC MBS PS 2440 NGI	28						GRC MBS PS 2440 NGI	28				

		Status 2023						Status 2023			
		Economic						Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
IRL NAO DFN0010	59						IRL NAO DFN0010	59				
IRL NAO DFN1012	15						IRL NAO DFN1012	15	1			
IRL NAO DFN1824 *	18						IRL NAO DFN1218	10				
							IRL NAO DFN1824	7				
							IRL NAO DFN2440	1				
IRL NAO DRB0010	90						IRL NAO DRB0010	90				
IRL NAO DRB1012 *	52						IRL NAO DRB1012	44				
							IRL NAO DRB1218	8				
IRL NAO DRB2440 *	7						IRL NAO DRB1824	3				
							IRL NAO DRB2440	4				
IRL NAO DTS0010	17						IRL NAO DTS0010	17	1			
IRL NAO DTS1012	10						IRL NAO DTS1012	10	1			
IRL NAO DTS1218	21						IRL NAO DTS1218	21				
IRL NAO DTS1824	51						IRL NAO DTS1824	51	4			
IRL NAO DTS2440	43						IRL NAO DTS2440	43	5			
IRL NAO FPO0010	807						IRL NAO FPO0010	807				
IRL NAO FPO1012	90						IRL NAO FPO1012	90				
IRL NAO FPO1218 *	33						IRL NAO FPO1218	30				
							IRL NAO FPO1824	1				
							IRL NAO FPO2440	2				
IRL NAO HOK0010	17						IRL NAO HOK0010	17	1			
IRL NAO HOK1012 *	7						IRL NAO HOK1012	6				
							IRL NAO HOK1218	1				
IRL NAO TBB2440 *	13						IRL NAO TBB1824	6				
							IRL NAO TBB2440	7	1			
IRL NAO TM 1218 *	8						IRL NAO TM 0010	2				
							IRL NAO TM 1012	2				
							IRL NAO TM 1218	4	1			
IRL NAO TM 2440	15						IRL NAO TM 2440	15	1			
IRL NAO TM 40XX	20						IRL NAO TM 40XX	20	1			
Total active	1393											
Total inactive	600											
% of inactive in total	30.0											

		Trends 2019-2023						Trends 2019-2023		
		Economic						Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
IRL NAO DFN0010	59						IRL NAO DFN0010	59			
IRL NAO DFN1012	15						IRL NAO DFN1012	15			
IRL NAO DFN1824 *	18						IRL NAO DFN1824 *	10			
							IRL NAO DFN1824 *	7			
							IRL NAO DFN1824 *	1			
IRL NAO DRB0010	90						IRL NAO DRB0010	90			
IRL NAO DRB1012 *	52						IRL NAO DRB1012 *	44			
							IRL NAO DRB1012 *	8			
IRL NAO DRB2440 *	7						IRL NAO DRB2440 *	3			
							IRL NAO DRB2440 *	4			
IRL NAO DTS0010	17						IRL NAO DTS0010	17			
IRL NAO DTS1012	10						IRL NAO DTS1012	10			
IRL NAO DTS1218	21						IRL NAO DTS1218	21			
IRL NAO DTS1824	51						IRL NAO DTS1824	51			
IRL NAO DTS2440	43						IRL NAO DTS2440	43			
IRL NAO FPO0010	807						IRL NAO FPO0010	807			
IRL NAO FPO1012	90						IRL NAO FPO1012	90			
IRL NAO FPO1218 *	33						IRL NAO FPO1218 *	30			
							IRL NAO FPO1218 *	1			
							IRL NAO FPO1218 *	2			
IRL NAO HOK0010	17						IRL NAO HOK0010	17			
IRL NAO HOK1012 *	7						IRL NAO HOK1012 *	6			
							IRL NAO HOK1012 *	1			
IRL NAO TBB2440 *	13						IRL NAO TBB2440 *	6			
							IRL NAO TBB2440 *	7			
IRL NAO TM 1218 *	8						IRL NAO TM 1218 *	2			
							IRL NAO TM 1218 *	2			
							IRL NAO TM 1218 *	4			
IRL NAO TM 2440	15						IRL NAO TM 2440	15			
IRL NAO TM 40XX	20						IRL NAO TM 40XX	20			

		Status 2023						Status 2023			
		Economic						Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
ITA MBS DRB1218 NGI *	641						ITA MBS DRB0612 NGI	91				
							ITA MBS DRB1218 NGI	549				
							ITA MBS DRB1824 NGI	1				
ITA MBS DTS0612 NGI	94						ITA MBS DTS0612 NGI	94				
ITA MBS DTS1218 NGI	991						ITA MBS DTS1218 NGI	991	4			
ITA MBS DTS1824 NGI	516						ITA MBS DTS1824 NGI	516	4			
ITA MBS DTS2440 NGI	166						ITA MBS DTS2440 NGI	166	2			
ITA MBS HOK0612 NGI	134						ITA MBS HOK0612 NGI	134	1			
ITA MBS HOK1218 NGI	207						ITA MBS HOK1218 NGI	207	4			
ITA MBS HOK1824 NGI *	54						ITA MBS HOK1824 NGI	52	1			
							ITA MBS HOK2440 NGI	2	1			
ITA MBS PGP0006 NGI	1755						ITA MBS PGP0006 NGI	1755	1			
ITA MBS PGP0612 NGI	4515						ITA MBS PGP0612 NGI	4515	3			
ITA MBS PGP1218 NGI *	156						ITA MBS PGP1218 NGI	152	1			
							ITA MBS PGP1824 NGI	3				
							ITA MBS PGP2440 NGI	1				
ITA MBS PS 0612 NGI	103						ITA MBS PS 0612 NGI	103				
ITA MBS PS 1218 NGI	71						ITA MBS PS 1218 NGI	71				
ITA MBS PS 1824 NGI	33						ITA MBS PS 1824 NGI	33				
ITA MBS PS 2440 NGI	33						ITA MBS PS 2440 NGI	33				
ITA MBS PS 40XX NGI	11						ITA MBS PS 40XX NGI	11				
ITA MBS TBB1218 NGI *	9						ITA MBS TBB0612 NGI	3				
							ITA MBS TBB1218 NGI	6	1			
ITA MBS TBB1824 NGI	30						ITA MBS TBB1824 NGI	30	1			
ITA MBS TBB2440 NGI	22						ITA MBS TBB2440 NGI	22				
ITA MBS TM 1218 NGI *	28						ITA MBS TM 0612 NGI	3	1			
							ITA MBS TM 1218 NGI	25	1			
ITA MBS TM 1824 NGI	39						ITA MBS TM 1824 NGI	39	1			
ITA MBS TM 2440 NGI	34						ITA MBS TM 2440 NGI	34	1			
ITA OFR DTS40XX IWE	2						ITA OFR DTS40XX IWE	2				
ITA OFR PS 40XX IWE	1						ITA OFR PS 40XX IWE	1				
Total active	9645											
Total inactive	2044											
% of inactive in total	17.5											

		Trends 2019-2023								Trends 2019-2023		
		Economic								Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
ITA MBS DRB1218 NGI *	641						ITA MBS DRB0612 NGI	91			
							ITA MBS DRB1218 NGI	549			
							ITA MBS DRB1824 NGI	1			
ITA MBS DTS0612 NGI	94						ITA MBS DTS0612 NGI	94			
ITA MBS DTS1218 NGI	991						ITA MBS DTS1218 NGI	991			
ITA MBS DTS1824 NGI	516						ITA MBS DTS1824 NGI	516			
ITA MBS DTS2440 NGI	166						ITA MBS DTS2440 NGI	166			
ITA MBS HOK0612 NGI	134						ITA MBS HOK0612 NGI	134			
ITA MBS HOK1218 NGI	207						ITA MBS HOK1218 NGI	207			
ITA MBS HOK1824 NGI *	54						ITA MBS HOK1824 NGI	52			
							ITA MBS HOK2440 NGI	2			
ITA MBS PGP0006 NGI	1755						ITA MBS PGP0006 NGI	1755			
ITA MBS PGP0612 NGI	4515						ITA MBS PGP0612 NGI	4515			
ITA MBS PGP1218 NGI *	156						ITA MBS PGP1218 NGI	152			
							ITA MBS PGP1824 NGI	3			
							ITA MBS PGP2440 NGI	1			
ITA MBS PS 0612 NGI	103						ITA MBS PS 0612 NGI	103			
ITA MBS PS 1218 NGI	71						ITA MBS PS 1218 NGI	71			
ITA MBS PS 1824 NGI	33						ITA MBS PS 1824 NGI	33			
ITA MBS PS 2440 NGI	33						ITA MBS PS 2440 NGI	33			
ITA MBS PS 40XX NGI	11						ITA MBS PS 40XX NGI	11			
ITA MBS TBB1218 NGI *	9						ITA MBS TBB0612 NGI	3			
							ITA MBS TBB1218 NGI	6			
ITA MBS TBB1824 NGI	30						ITA MBS TBB1824 NGI	30			
ITA MBS TBB2440 NGI	22						ITA MBS TBB2440 NGI	22			
ITA MBS TM 1218 NGI *	28						ITA MBS TM 0612 NGI	3			
							ITA MBS TM 1218 NGI	25			
ITA MBS TM 1824 NGI	39						ITA MBS TM 1824 NGI	39			
ITA MBS TM 2440 NGI	34						ITA MBS TM 2440 NGI	34			
ITA OFR DTS40XX IWE	2						ITA OFR DTS40XX IWE	2			
ITA OFR PS 40XX IWE	1						ITA OFR PS 40XX IWE	1			

		Status 2023							Status 2023			
		Economic							Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
LVA NAO TM 40XX IWE	3						LVA NAO TM 40XX IWE	3				
LVA NAO PGP0008 NGI	120						LVA NAO PGP0008 NGI	116				
LVA NAO PGP0812 NGI	41						LVA NAO PGP0812 NGI	37				
LVA NAO TM 1218 NGI	9						LVA NAO TM 1218 NGI	9				
LVA NAO TM 2440 NGI	26						LVA NAO TM 2440 NGI	26				
LVA OFR TM 40XX IWE	2						LVA OFR TM 40XX IWE	2				
Total active vessels	201											
Total inactive vessels	66											
% of inactive in total	25%											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological		Technical
Fleet segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
LVA NAO TM 40XX IWE	3						LVA NAO TM 40XX IWE	3			
LVA NAO PGP 0008 NGI	116						LVA NAO PGP 0008 NGI	116			
LVA NAO PGP 0812 NGI	37						LVA NAO PGP 0812 NGI	37			
LVA NAO TM 1218 NGI	9						LVA NAO TM 1218 NGI	9			
LVA NAO TM 2440 NGI	26						LVA NAO TM 2440 NGI	26			
LVA OFR TM 40XX IWE	2						LVA OFR TM 40XX IWE	2			

		Status 2023								Status 2023				
		Economic								Biological			Technical	
fleet segment / clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA / FTE	fishing tech	vessel length	Nb of vessels	SAR	SHI	EDI	VUR	VUR_{220}
LTU NAO DFN 0812 NGI *	4						DFN	VL0812	4	1				
LTU NAO PG 0008 NGI	49						PG	VL0008	49	1				
LTU NAO TM 2440 NGI *	1						TM	VL1824	1	1				
LTU NAO TM 2440 NGI *	4						TM	VL2440	4	1				
LTU NAO TM 2440 NGI *	2						TM	VL40XX	2					
LTU OFR TM 40XX NEU *	2						DTS	VL40XX	2					
LTU OFR TM 40XX NEU *	3						TM	VL40XX	3	1				
total active	65													
total inactive	62													
% inactive in total	48.82%													

		Trends 2019-2023								Trends 2019-2023			
		Economic								Biological		Technical	
fleet segment / clustered segment	Nb of vessels	CR/BER	RoFTA	ROI	NP margin	NVA / FTE	fishing tech	vessel length	Nb of vessels	SHI	EDI	VUR	VUR_{220}
LTU NAO DFN 0812 NGI *	4						DFN	VL0812	4				
LTU NAO PG 0008 NGI	49						PG	VL0008	49				
LTU NAO TM 2440 NGI *	1						TM	VL1824	1				
LTU NAO TM 2440 NGI *	4						TM	VL2440	4				
LTU NAO TM 2440 NGI *	2						TM	VL40XX	2				
LTU OFR TM 40XX NEU *	2						DTS	VL40XX	2				
LTU OFR TM 40XX NEU *	3						TM	VL40XX	3				
total active	65												
total inactive	62												
% inactive in total	48.82%												

		Status 2023							Status 2023			
		Economic							Biological		Technical	
Fleet segment/ clustered segment	No. vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	No. vessels	SAR	SHI	EDI	VUR
MLT MBS DTS2440 NGI *	14						MLT MBS DTS1824 NGI *	9				
							MLT MBS DTS2440 NGI *	5	1			
MLT MBS HOK1218 NGI *	13						**MLT MBS HOK1218 NGI ***	13	1			
MLT MBS HOK1824 NGI *	16						**MLT MBS HOK1824 NGI ***	16	1			
MLT MBS MGO0612 NGI *	6						**MLT MBS MGO0612 NGI ***	6				
MLT MBS MGO1218 NGI *	3						**MLT MBS MGO1218 NGI ***	2	1			
							MLT MBS MGO1824 NGI *	1				
MLT MBS PGP0006 NGI *	273						**MLT MBS PGP0006 NGI ***	273				
MLT MBS PGP0612 NGI *	175						MLT MBS DFN0006 NGI *	1	2			
							MLT MBS DFN0612 NGI *	2				
							MLT MBS FPO0612 NGI *	1				
							MLT MBS HOK0006 NGI *	3				
							MLT MBS HOK0612 NGI *	46				
							MLT MBS PGP0612 NGI *	122				
MLT MBS PMP0006 NGI *	29						**MLT MBS PMP0006 NGI ***	29				
MLT MBS PMP0612 NGI *	107						**MLT MBS PMP0612 NGI ***	107	1			
MLT MBS PS 1824 NGI *	5						MLT MBS PS1218 NGI *	2				
							MLT MBS PS 1824 NGI *	2				
							MLT MBS PS 2440 NGI *	1				
Total Active	641											
Total Inactive	187											
% Inactive	22.6											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological	Technical	
Fleet segment/ clustered segment	No. vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	No. vessels	SHI	EDI	VUR
MLT MBS DTS2440 NGI *	14						**MLT MBS DTS18**	9			
							MLT MBS DTS244	5			
MLT MBS HOK1218 NGI *	13						**MLT MBS HOK12**	13			
MLT MBS HOK1824 NGI *	16						**MLT MBS HOK18**	16			
MLT MBS MGO0612 NGI *	6						**MLT MBS MGO0**	6			
MLT MBS MGO1218 NGI *	3						**MLT MBS MGO1**	2			
							MLT MBS MGO18	1			
MLT MBS PGP0006 NGI *	273						**MLT MBS PGP00**	273			
MLT MBS PGP0612 NGI *	175						MLT MBS DFN00	1			
							MLT MBS DFN06	2			
							MLT MBS FPO061	1			
							MLT MBS HOK00	3			
							MLT MBS HOK06	46			
							MLT MBS PGP06	122			
MLT MBS PMP0006 NGI *	29						**MLT MBS PMP0**	29			
MLT MBS PMP0612 NGI *	107						**MLT MBS PMP0**	107			
MLT MBS PS 1824 NGI *	5						MLT MBS PS1218	2			
							MLT MBS PS 182	2			
							MLT MBS PS 244	1			

		Status 2023							Status 2023		
		Economic							Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
NLD NAO DFN1824 NGI*	19						NLD NAO DFN VL1218 NGI	2				
							NLD NAO DFN VL1824 NGI	2				
							NLD NAO FPO VL1218 NGI	3				
							NLD NAO FPO VL1824 NGI	4				
							NLD NAO FPO VL2440 NGI	1				
							NLD NAO HOK VL1218 NGI	1				
							NLD NAO MGO VL1824 NGI	6				
NLD NAO DTS1824 NGI*	10						**NLD NAO DTS VL1824 NGI**	10				
NLD NAO DTS2440 NGI*	30						**NLD NAO DTS VL2440 NGI**	30	1			
NLD NAO PG 0010 NGI*	147						**NLD NAO PG VL0010 NGI**	147				
NLD NAO PG 1012 NGI*	14						**NLD NAO PG VL1012 NGI**	14				
NLD NAO TBB0010 NGI*	21						NLD NAO DRB VL0010 NGI	8				
							NLD NAO DTS VL0010 NGI	3				
							NLD NAO DTS VL1012 NGI	2				
							NLD NAO TBB VL0010 NGI	6				
							NLD NAO TM VL0010 NGI	1				
							NLD NAO TBB VL1012 NGI	1				
NLD NAO TBB1218 NGI*	32						NLD NAO DRB VL1218 NGI	1				
							NLD NAO DRB VL1824 NGI	7				
							NLD NAO DRB VL2440 NGI	11				
							NLD NAO DRB VL40XX NGI	5				
							NLD NAO TBB VL1218 NGI	8				
NLD NAO TBB1824 NGI*	131						**NLD NAO TBB VL1824 NGI**	131				
NLD NAO TBB2440 NGI*	15						**NLD NAO TBB VL2440 NGI**	15	1			
NLD NAO TBB40XX NGI*	41						**NLD NAO TBB VL40XX NGI**	41	3			
NLD NAO TM 40XX NGI*	8						**NLD NAO TM VL40XX NGI**	8	1			
Total active vessels	468											
Total inactive vessels	212											
% of inactive in total	31%											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
NLD NAO DFN1824 NGI*	19						NLD NAO DFN VL1218 NGI	2			
							NLD NAO DFN VL1824 NGI	2			
							NLD NAO FPO VL1218 NGI	3			
							NLD NAO FPO VL1824 NGI	4			
							NLD NAO FPO VL2440 NGI	1			
							NLD NAO HOK VL1218 NGI	1			
							NLD NAO MGO VL1824 NGI	6			
NLD NAO DTS1824 NGI*	10						**NLD NAO DTS VL1824 NGI**	10			
NLD NAO DTS2440 NGI*	30						**NLD NAO DTS VL2440 NGI**	30			
NLD NAO PG 0010 NGI*	147						**NLD NAO PG VL0010 NGI**	147			
NLD NAO PG 1012 NGI*	14						**NLD NAO PG VL1012 NGI**	14			
NLD NAO TBB0010 NGI*	21						NLD NAO DRB VL0010 NGI	8			
							NLD NAO DTS VL0010 NGI	3			
							NLD NAO DTS VL1012 NGI	2			
							NLD NAO TBB VL0010 NGI	6			
							NLD NAO TM VL0010 NGI	1			
							NLD NAO TBB VL1012 NGI	1			
NLD NAO TBB1218 NGI*	32						NLD NAO DRB VL1218 NGI	1			
							NLD NAO DRB VL1824 NGI	7			
							NLD NAO DRB VL2440 NGI	11			
							NLD NAO DRB VL40XX NGI	5			
							NLD NAO TBB VL1218 NGI	8			
NLD NAO TBB1824 NGI*	131						**NLD NAO TBB VL1824 NGI**	131			
NLD NAO TBB2440 NGI*	15						**NLD NAO TBB VL2440 NGI**	15			
NLD NAO TBB40XX NGI*	41						**NLD NAO TBB VL40XX NGI**	41			
NLD NAO TM 40XX NGI*	8						**NLD NAO TM VL40XX NGI**	8			

		Status 2023							Status 2023			
		Economic							Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
POL NAO DFN1218 *	26						POL NAO DFN1218	17				
							POL NAO DFN1824	5				
							POL NAO HOK1218	4	1			
POL NAO DTS1218 *	27						POL NAO DTS1218	14				
							POL NAO DTS1824	6				
							POL NAO DTS2440	1				
							POL NAO DTS0812	7	3			
POL NAO FPO1824	2						POL NAO FPO1824	2				
POL NAO PG0008	328						POL NAO PG0008	328	7			
POL NAO PG0812	308						POL NAO PG0812	308	5			
POL NAO TM 1218	14						POL NAO TM1218	14	1			
POL NAO TM 1824	41						POL NAO TM1824	41	1			
POL NAO TM 2440	42						POL NAO TM2440	42	1			
POL OFR TM 40XX	2						POL OFR TM40XX	2				
Total active	760											
Total inactive	35											
% of inactive in total	4.2											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
POL NAO DFN1218 *	26						POL NAO DFN1218	17			
							POL NAO DFN1824	5			
							POL NAO HOK1218	4			
POL NAO DTS1218 *	27						POL NAO DTS1218	14			
							POL NAO DTS1824	6			
							POL NAO DTS2440	1			
							POL NAO DTS0812	7			
POL NAO FPO1824	2						POL NAO FPO1824	2			
POL NAO PG0008	328						POL NAO PG0008	328			
POL NAO PG0812	308						POL NAO PG0812	308			
POL NAO TM 1218	14						POL NAO TM1218	14			
POL NAO TM 1824	41						POL NAO TM1824	41			
POL NAO TM 2440	42						POL NAO TM2440	42			
POL OFR TM 40XX	2						POL OFR TM40XX	2			

		Status 2023						Status 2023			
		Economic						Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
PRT NAO DTS40XX IWE	7						PRT NAO DTS40XX IWE	7	6			
PRT NAO DFN0010 NGI	220						PRT NAO DFN0010 NGI	220	1			
PRT NAO DFN1012 NGI	18						PRT NAO DFN1012 NGI	18				
PRT NAO DFN1218 NGI	39						PRT NAO DFN1218 NGI	39	2			
PRT NAO DFN1824 NGI	22						PRT NAO DFN1824 NGI	22				
PRT NAO DRB0010 NGI	32						PRT NAO DRB0010 NGI	32				
PRT NAO DRB1012 NGI	20						PRT NAO DRB1012 NGI	20				
PRT NAO DRB1218 NGI	18						PRT NAO DRB1218 NGI	18				
PRT NAO DTS0010 NGI	3						PRT NAO DTS0010 NGI	3				
PRT NAO DTS1012 NGI	6						PRT NAO DTS1012 NGI	6				
PRT NAO DTS1218 NGI	9						PRT NAO DTS1218 NGI	9				
PRT NAO DTS1824 NGI	8						PRT NAO DTS1824 NGI	8	1			
PRT NAO DTS2440 NGI	55						PRT NAO DTS2440 NGI	55	4			
PRT NAO FPO0010 NGI	319						PRT NAO FPO0010 NGI	319				
PRT NAO FPO1012 NGI	46						PRT NAO FPO1012 NGI	46				
PRT NAO FPO1218 NGI *	54						**PRT NAO FPO1218 NGI ***	50	1			
							PRT NAO FPO1824 NGI *	4				
PRT NAO HOK0010 NGI	105						PRT NAO HOK0010 NGI	105				
PRT NAO HOK1218 NGI *	28						**PRT NAO HOK1012 NGI ***	2				
							PRT NAO HOK1218 NGI *	26				
PRT NAO HOK1824 NGI	22						PRT NAO HOK1824 NGI	22				
PRT NAO HOK2440 NGI	15						PRT NAO HOK2440 NGI	15	1			
PRT NAO MGO0010 NGI	23						PRT NAO MGO0010 NGI	23				
PRT NAO MGO1012 NGI	6						PRT NAO MGO1012 NGI	6				
PRT NAO PGP0010 NGI	1488						PRT NAO PGP0010 NGI	1488	5			
PRT NAO PGP1012 NGI	10						PRT NAO PGP1012 NGI	10				
PRT NAO PGP1218 NGI	24						PRT NAO PGP1218 NGI	24				
PRT NAO PGP1824 NGI	3						PRT NAO PGP1824 NGI	3				
PRT NAO PMP0010 NGI	31						PRT NAO PMP0010 NGI	31	1			
PRT NAO PS 0010 NGI	20						PRT NAO PS 0010 NGI	20				
PRT NAO PS 1012 NGI	23						PRT NAO PS 1012 NGI	23				
PRT NAO PS 1218 NGI	32						PRT NAO PS 1218 NGI	32				
PRT NAO PS 1824 NGI	50						PRT NAO PS 1824 NGI	50				
PRT NAO PS 2440 NGI	21						PRT NAO PS 2440 NGI	21				
PRT NAO TBB0010 NGI	10						PRT NAO TBB0010 NGI	10				
PRT NAO TBB1012 NGI *	10						**PRT NAO TBB1012 NGI ***	9				
							PRT NAO TBB1218 NGI *	1				
Total active vessels	2797											
Total inactive vessels	2974											
% of inactive in total	52%											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
PRT NAO DTS40XX IWE	7						PRT NAO DTS40XX IWE	7			
PRT NAO DFN0010 NGI	220						PRT NAO DFN0010 NGI	220			
PRT NAO DFN1012 NGI	18						PRT NAO DFN1012 NGI	18			
PRT NAO DFN1218 NGI	39						PRT NAO DFN1218 NGI	39			
PRT NAO DFN1824 NGI	22						PRT NAO DFN1824 NGI	22			
PRT NAO DRB0010 NGI	32						PRT NAO DRB0010 NGI	32			
PRT NAO DRB1012 NGI	20						PRT NAO DRB1012 NGI	20			
PRT NAO DRB1218 NGI	18						PRT NAO DRB1218 NGI	18			
PRT NAO DTS0010 NGI	3						PRT NAO DTS0010 NGI	3			
PRT NAO DTS1012 NGI	6						PRT NAO DTS1012 NGI	6			
PRT NAO DTS1218 NGI	9						PRT NAO DTS1218 NGI	9			
PRT NAO DTS1824 NGI	8						PRT NAO DTS1824 NGI	8			
PRT NAO DTS2440 NGI	55						PRT NAO DTS2440 NGI	55			
PRT NAO FPO0010 NGI	319						PRT NAO FPO0010 NGI	319			
PRT NAO FPO1012 NGI	46						PRT NAO FPO1012 NGI	46			
PRT NAO FPO1218 NGI *	54						**PRT NAO FPO1218 NGI ***	50			
							PRT NAO FPO1824 NGI *	4			
PRT NAO HOK0010 NGI	105						PRT NAO HOK0010 NGI	105			
PRT NAO HOK1218 NGI *	28						**PRT NAO HOK1012 NGI ***	2			
							PRT NAO HOK1218 NGI *	26			
PRT NAO HOK1824 NGI	22						PRT NAO HOK1824 NGI	22			
PRT NAO HOK2440 NGI	15						PRT NAO HOK2440 NGI	15			
PRT NAO MGO0010 NGI	23						PRT NAO MGO0010 NGI	23			
PRT NAO MGO1012 NGI	6						PRT NAO MGO1012 NGI	6			
PRT NAO PGP0010 NGI	1488						PRT NAO PGP0010 NGI	1488			
PRT NAO PGP1012 NGI	10						PRT NAO PGP1012 NGI	10			
PRT NAO PGP1218 NGI	24						PRT NAO PGP1218 NGI	24			
PRT NAO PGP1824 NGI	3						PRT NAO PGP1824 NGI	3			
PRT NAO PMP0010 NGI	31						PRT NAO PMP0010 NGI	31			
PRT NAO PS 0010 NGI	20						PRT NAO PS 0010 NGI	20			
PRT NAO PS 1012 NGI	23						PRT NAO PS 1012 NGI	23			
PRT NAO PS 1218 NGI	32						PRT NAO PS 1218 NGI	32			
PRT NAO PS 1824 NGI	50						PRT NAO PS 1824 NGI	50			
PRT NAO PS 2440 NGI	21						PRT NAO PS 2440 NGI	21			
PRT NAO TBB0010 NGI	10						PRT NAO TBB0010 NGI	10			
PRT NAO TBB1012 NGI *	10						**PRT NAO TBB1012 NGI ***	9			
							PRT NAO TBB1218 NGI *	1			

		Status 2023							Status 2023			
		Economic							Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
PRT MBS FPO2440 NGI	1						PRT MBS FPO2440 NGI	1				
Total active vessels	1											
Total inactive vessels	0											
% of inactive in total	0%											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
PRT MBS FPO2440 NGI	1						PRT MBS FPO2440 NGI	1			

		Status 2023							Status 2023			
		Economic							Biological			Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SAR	SHI	EDI	VUR
PRT OFR DTS40XX IWE	1						PRT OFR DTS40XX IWE	1				
PRT OFR HOK2440 IWE	12						PRT OFR HOK2440 IWE	12	3			
PRT OFR HOK40XX IWE	3						PRT OFR HOK40XX IWE	3				
Total active vessels	16											
Total inactive vessels	0											
% of inactive in total	0%											

		Trends 2019-2023							Trends 2019-2023		
		Economic							Biological		Technical
Fleet segment/ clustered segment	Nb of vessels	CR/ BER	RoFTA	ROI	NP margin	NVA/ FTE	Fleet segment	Nb of vessels	SHI	EDI	VUR
PRT OFR DTS40XX IWE	1						PRT OFR DTS40XX IWE	1			
PRT OFR HOK2440 IWE	12						PRT OFR HOK2440 IWE	12			
PRT OFR HOK40XX IWE	3						PRT OFR HOK40XX IWE	3			

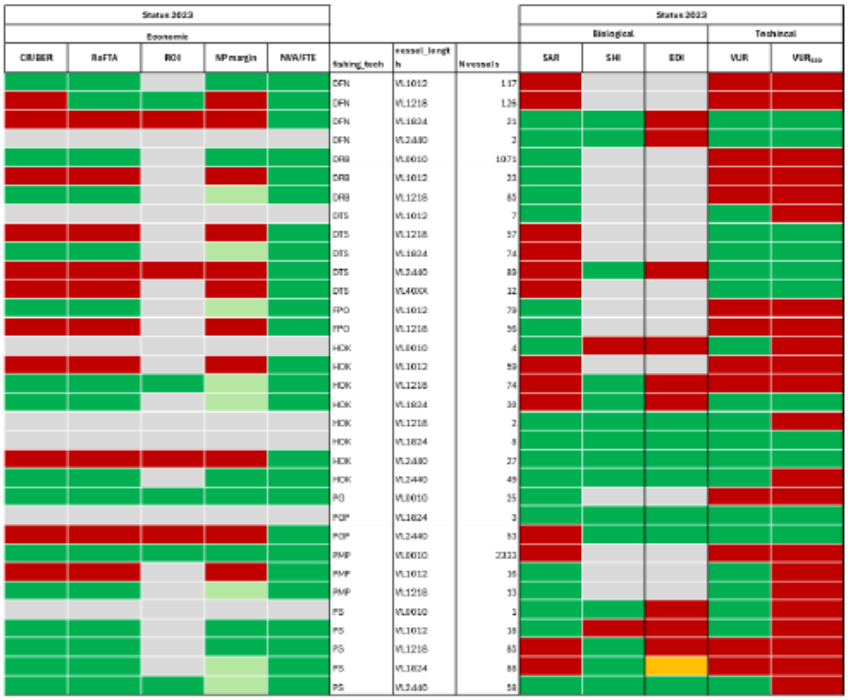
			Economic Indicators							Biological and technical indicators			
			Status 2023							Status 2023			
SR	Clustered segment	No. of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fs_name	No. of vessels	SAR	SHI	EDI	VUR
MBS	ROU MBS PG 0006 NGI *	7						ROU MBS PG 0006 NGI *	7				
MBS	ROU MBS PG 0612 NGI *	109						ROU MBS PG 0612 NGI *	85				
MBS								ROU MBS PMP 0612 NGI *	24				
MBS	ROU MBS PMP0006 NGI *	3						ROU MBS PMP 0006 NGI *	3				
MBS	ROU MBS PMP1218 NGI *	22						ROU MBS PMP 1218 NGI *	19				
MBS								ROU MBS PMP 1824 NGI *	3				
MBS	ROU MBS PMP2440 NGI *	2						ROU MBS PMP 2440 NGI *	2				
Total Active		145											
Total Inactive		30											
% Inactivity		17%											

			Economic Indicators							Biological and technical indicators			
			Trends 2019-2023							Trends 2019-2023			
SR	Clustered segment	No. of vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fs_name	No. of vessels	SHI	EDI	VUR	VUR_{219}
MBS	ROU MBS PG 0006 NGI *	7						ROU MBS PG 0006 NGI *	7				
MBS	ROU MBS PG 0612 NGI *	109						ROU MBS PG 0612 NGI *	85				
MBS								ROU MBS PMP 0612 NGI *	24				
MBS	ROU MBS PMP0006 NGI *	3						ROU MBS PMP 0006 NGI *	3				
MBS	ROU MBS PMP1218 NGI *	22						ROU MBS PMP 1218 NGI *	19				
MBS								ROU MBS PMP 1824 NGI *	3				
MBS	ROU MBS PMP2440 NGI *	2						ROU MBS PMP 2440 NGI *	2				

		Status 2023							Status 2023			
		Economic							Biological		Technical	
Fleet segment/ clustered segment	No. vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	No. vessels	SAR	SHI	EDI	VUR
SVN MBS DFN0006 NGI *	22						**SVN MBS DFN0006 NGI ***	16				
							SVN MBS FPO0006 NGI *	2				
							SVN MBS HOK0006 NGI *	2				
							SVN MBS MGP0006 NGI *	1				
							SVN MBS PMP0006 NGI *	1				
SVN MBS DFN0612 NGI *	40						**SVN MBS DFN0612 NGI ***	25				
							SVN MBS DFN1218 NGI *	2				
							SVN MBS HOK0612 NGI *	8				
							SVN MBS HOK1218 NGI *	1				
							SVN MBS PMP0612 NGI *	3				
							SVN MBS PMP1218 NGI *	1				
SVN MBS DTS1218 NGI *	11						SVN MBS DTS0612 NGI *	4				
							SVN MBS DTS1218 NGI *	7				
Total	136											
Inactive	63											
% Inactive	46,3											

		Trends 2018-2023						Trends 2018-2023		
		Economic						Biological	Technical	
Fleet segment/ clustered segment	No. vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	No. vessels	SHI	EDI	VUR
SVN MBS DFN0006 NGI *	22						SVN MBS DFN0006 NGI *	16			
							SVN MBS FPO0006 NGI *	2			
							SVN MBS HOK0006 NGI *	2			
							SVN MBS MGP0006 NGI *	1			
							SVN MBS PMP0006 NGI *	1			
SVN MBS DFN0612 NGI *	40						SVN MBS DFN0612 NGI *	25			
							SVN MBS DFN1218 NGI *	2			
							SVN MBS HOK0612 NGI *	8			
							SVN MBS HOK1218 NGI *	1			
							SVN MBS PMP0612 NGI *	3			
							SVN MBS PMP1218 NGI *	1			
SVN MBS DTS1218 NGI ²	11						SVN MBS DTS0612 NGI ²	4			
							SVN MBS DTS1218 NGI ²	7			

SR	Fleet segment/clustered segment	N vessels
NAO	ESP NAO DFN1012 NGI	117
NAO	ESP NAO DFN1218 NGI	126
NAO	ESP NAO DFN1824 NGI *	23
NAO	ESP NAO DFN1824 NGI *	2
NAO	ESP NAO DRB0010 NGI	1071
NAO	ESP NAO DRB1012 NGI	33
NAO	ESP NAO DRB1218 NGI	85
NAO	ESP NAO DTS1218 NGI *	7
NAO	ESP NAO DTS1218 NGI *	57
NAO	ESP NAO DTS1824 NGI	74
NAO	ESP NAO DTS2440 NGI	88
NAO	ESP NAO DTS40XX NGI	12
NAO	ESP NAO FPO1012 NGI	79
NAO	ESP NAO FPO1218 NGI	56
NAO	ESP NAO HOK1812 NGI *	6
NAO	ESP NAO HOK1812 NGI *	59
NAO	ESP NAO HOK1218 NGI	74
NAO	ESP NAO HOK1824 NGI	30
NAO	ESP NAO HOK2440 LLD *	2
NAO	ESP NAO HOK2440 LLD *	8
NAO	ESP NAO HOK2440 LLD *	27
NAO	ESP NAO HOK2440 NGI	49
NAO	ESP NAO PG0018 NGI	25
NAO	ESP NAO PGP2440 NGI *	3
NAO	ESP NAO PGP2440 NGI *	53
NAO	ESP NAO PMP0010 NGI	2333
NAO	ESP NAO PMP1012 NGI	16
NAO	ESP NAO PMP1218 NGI	13
NAO	ESP NAO PS 1012 NGI *	1
NAO	ESP NAO PS 1012 NGI *	18
NAO	ESP NAO PS 1218 NGI	80
NAO	ESP NAO PS 1824 NGI	88
NAO	ESP NAO PS 2440 NGI	58
	Total active	4769
	Total inactive	726
	% inactive to total	15.22



SR	Fleet segment/clustered segment	N vessels
NAO	ESP NAO DFN1012 NGI	117
NAO	ESP NAO DFN1218 NGI	126
NAO	ESP NAO DFN1824 NGI *	23
NAO	ESP NAO DFN1824 NGI *	2
NAO	ESP NAO DRB0010 NGI	1071
NAO	ESP NAO DRB1012 NGI	23
NAO	ESP NAO DRB1218 NGI	85
NAO	ESP NAO DTS1218 NGI *	7
NAO	ESP NAO DTS1218 NGI *	57
NAO	ESP NAO DTS1824 NGI	74
NAO	ESP NAO DTS2440 NGI	89
NAO	ESP NAO DTS4000 NGI	12
NAO	ESP NAO FPO1012 NGI	79
NAO	ESP NAO FPO1218 NGI	58
NAO	ESP NAO HOK1012 NGI *	4
NAO	ESP NAO HOK1012 NGI *	99
NAO	ESP NAO HOK1218 NGI	74
NAO	ESP NAO HOK1824 NGI	30
NAO	ESP NAO HOK2440 LLD *	2
NAO	ESP NAO HOK2440 LLD *	9
NAO	ESP NAO HOK2440 LLD *	27
NAO	ESP NAO HOK2440 NGI	49
NAO	ESP NAO PG 0018 NGI	25
NAO	ESP NAO PGP2440 NGI *	3
NAO	ESP NAO PGP2440 NGI *	53
NAO	ESP NAO PMP0010 NGI	2333
NAO	ESP NAO PMP1012 NGI	16
NAO	ESP NAO PMP1218 NGI	13
NAO	ESP NAO PS 1012 NGI *	3
NAO	ESP NAO PS 1012 NGI *	16
NAO	ESP NAO PS 1218 NGI	85
NAO	ESP NAO PS 1824 NGI	88
NAO	ESP NAO PS 2440 NGI	58

Trends 2019-2023											
Economic								Biological		Technical	
CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing_tech	vessel_length	Nvessels	SHI	EDI	VUR	VUR_{120}
					DFN	VL1012	117				
					DFN	VL1218	126				
					DFN	VL1824	23				
					DFN	VL2440	2				
					DRB	VL0010	1071				
					DRB	VL1012	23				
					DRB	VL1218	85				
					DTS	VL1012	7				
					DTS	VL1218	57				
					DTS	VL1824	74				
					DTS	VL2440	89				
					DTS	VL40XX	12				
					FPO	VL1012	79				
					FPO	VL1218	58				
					HOK	VL0010	4				
					HOK	VL1012	99				
					HOK	VL1218	74				
					HOK	VL1824	30				
					HOK	VL1218	2				
					HOK	VL1824	9				
					HOK	VL2440	27				
					HOK	VL2440	49				
					PG	VL0010	25				
					PGP	VL1824	3				
					PGP	VL2440	53				
					PMP	VL0010	2333				
					PMP	VL1012	16				
					PMP	VL1218	13				
					PS	VL0010	3				
					PS	VL1012	16				
					PS	VL1218	85				
					PS	VL1824	88				
					PS	VL2440	58				

SR	Fleet segment/clustered segment	N vessels
MBS	ESP MBS DFN0612 NGI	91
MBS	ESP MBS DFN1218 NGI	59
MBS	ESP MBS DRB0612 NGI *	3
MBS	ESP MBS DRB0612 NGI *	48
MBS	ESP MBS DRB0612 NGI *	11
MBS	ESP MBS DTS0612 NGI	15
MBS	ESP MBS DTS1218 NGI	136
MBS	ESP MBS DTS1824 NGI	280
MBS	ESP MBS DTS2440 NGI	122
MBS	ESP MBS FPO0612 NGI	28
MBS	ESP MBS FPO1218 NGI *	19
MBS	ESP MBS FPO1218 NGI *	3
MBS	ESP MBS HOK0612 NGI	54
MBS	ESP MBS HOK1218 LLD *	2
MBS	ESP MBS HOK1218 LLD *	22
MBS	ESP MBS HOK1218 NGI *	17
MBS	ESP MBS HOK1218 NGI *	1
MBS	ESP MBS HOK1824 LLD *	14
MBS	ESP MBS HOK1824 LLD *	1
MBS	ESP MBS PMP0006 NGI	90
MBS	ESP MBS PMP0612 NGI	720
MBS	ESP MBS PMP1218 NGI	11
MBS	ESP MBS PS 0612 NGI	8
MBS	ESP MBS PS 1218 NGI	54
MBS	ESP MBS PS 1824 NGI	69
MBS	ESP MBS PS 2440 NGI *	20
MBS	ESP MBS PS 2440 NGI *	2
	Total active	1900
	Total inactive	388
	% inactive to total	20.95

Status 2023								Status 2023				
Economic								Biological			Technical	
CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing_tech	vessel_length	Nvessels	SAR	SHI	EDI	VUR	VUR_{120}
					DFN	VL0612	91					
					DFN	VL1218	59					
					DRB	VL0006	3					
					DRB	VL0612	48					
					DRB	VL1218	11					
					DTS	VL0612	15					
					DTS	VL1218	136					
					DTS	VL1824	280					
					DTS	VL2440	122					
					FPO	VL0612	28					
					FPO	VL1218	19					
					FPO	VL2440	3					
					HOK	VL0612	54					
					HOK	VL0612	2					
					HOK	VL1218	22					
					HOK	VL1218	17					
					HOK	VL1824	1					
					HOK	VL1824	14					
					HOK	VL2440	1					
					PMP	VL0006	90					
					PMP	VL0612	720					
					PMP	VL1218	11					
					PS	VL0612	8					
					PS	VL1218	54					
					PS	VL1824	69					
					PS	VL2440	20					
					PS	VL40XX	2					

SR	Fleet segment/clustered segment	Nvessels	Trends 2019-2023 Economic CR/BER	RoFTA	RDI	NP margin	NVA/FTE	fishing_tech	vessel_length	Nvessels	Trends 2019-2023 Biological SHI	EDI	Technical VUR	VUR_{120}
MBS	ESP MBS DFN 0612 NGI	91						DFN	VL0612	91				
MBS	ESP MBS DFN 1218 NGI	59						DFN	VL1218	59				
MBS	ESP MBS DRB 0612 NGI *	3						DRB	VL0006	3				
MBS	ESP MBS DRB 0612 NGI *	48						DRB	VL0612	48				
MBS	ESP MBS DRB 0612 NGI *	11						DRB	VL1218	11				
MBS	ESP MBS DTS 0612 NGI	15						DTS	VL0612	15				
MBS	ESP MBS DTS 1218 NGI	136						DTS	VL1218	136				
MBS	ESP MBS DTS 1824 NGI	280						DTS	VL1824	280				
MBS	ESP MBS DTS 2440 NGI	122						DTS	VL2440	122				
MBS	ESP MBS FPO 0612 NGI	28						FPO	VL0612	28				
MBS	ESP MBS FPO 1218 NGI *	19						FPO	VL1218	19				
MBS	ESP MBS FPO 1218 NGI *	3						FPO	VL2440	3				
MBS	ESP MBS HOK 0612 NGI	54						HOK	VL0612	54				
MBS	ESP MBS HOK 1218 LLD *	2						HOK	VL0612	2				
MBS	ESP MBS HOK 1218 LLD *	22						HOK	VL1218	22				
MBS	ESP MBS HOK 1218 NGI *	17						HOK	VL1218	17				
MBS	ESP MBS HOK 1218 NGI *	1						HOK	VL1824	1				
MBS	ESP MBS HOK 1824 LLD *	14						HOK	VL1824	14				
MBS	ESP MBS HOK 1824 LLD *	1						HOK	VL2440	1				
MBS	ESP MBS PMP 0006 NGI	90						PMP	VL0006	90				
MBS	ESP MBS PMP 0612 NGI	720						PMP	VL0612	720				
MBS	ESP MBS PMP 1218 NGI	11						PMP	VL1218	11				
MBS	ESP MBS PS 0612 NGI	8						PS	VL0612	8				
MBS	ESP MBS PS 1218 NGI	54						PS	VL1218	54				
MBS	ESP MBS PS 1824 NGI	69						PS	VL1824	69				
MBS	ESP MBS PS 2440 NGI *	20						PS	VL2440	20				
MBS	ESP MBS PS 2440 NGI *	2						PS	VL40XX	2				

SR	Fleet segment/clustered segment	Nvessels
OFR	ESP OFR DTS2	40
OFR	ESP OFR DTS4	28
OFR	ESP OFR HOK2	61
OFR	ESP OFR HOK2	2
OFR	ESP OFR HOK2	5
OFR	ESP OFR HOK2	2
OFR	ESP OFR HOK4	28
OFR	ESP OFR PS 40	25
	Total active	191
	Total inactive	19
	% inactive to to	9.95

Status 2023 Economic CR/BER	RoFTA	RDI	NP margin	NVA/FTE	fishing_tech	vessel_length	Nvessels	Status 2023 Biological SAR	SHI	EDI	Technical VUR	VUR_{120}
					DTS	VL2440	40					
					DTS	VL40XX	28					
					HOK	VL2440	61					
					HOK	VL1824	2					
					HOK	VL2440	5					
					HOK	VL40XX	2					
					HOK	VL40XX	28					
					PS	VL40XX	25					

SR	Fleet segment/clustered segment	Nvessels	Trends 2019-2023 Economic CR/BER	RoFTA	RDI	NP margin	NVA/FTE	fishing_tech	vessel_length	Nvessels	Trends 2019-2023 Biological SHI	EDI	Technical VUR	VUR_{120}
OFR	ESP OFR DTS2	40						DTS	VL2440	40				
OFR	ESP OFR DTS4	28						DTS	VL40XX	28				
OFR	ESP OFR HOK2	61						HOK	VL2440	61				
OFR	ESP OFR HOK2	2						HOK	VL1824	2				
OFR	ESP OFR HOK2	5						HOK	VL2440	5				
OFR	ESP OFR HOK2	2						HOK	VL40XX	2				
OFR	ESP OFR HOK4	28						HOK	VL40XX	28				
OFR	ESP OFR PS 40	25						PS	VL40XX	25				

		Status 2023						Status 2023			
		Economic						Biological			Technical
Fleet segment/ clustered segment	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	N vessels	SAR	SHI	EDI	VUR
SWE NAO DFN0008 NGI *	251						**SWE NAO DFN VL0008 NGI**	**104**	1			
							SWE NAO FPO VL0008 NGI	141	2			
							SWE NAO PGP VL0008 NGI	6	1			
SWE NAO DFN0010 NGI *	229						**SWE NAO DFN VL0010 NGI**	**13**	1			
							SWE NAO FPO VL0010 NGI	191				
							SWE NAO HOK VL0010 NGI	13				
							SWE NAO PGO VL0010 NGI	4				
							SWE NAO PGP VL0010 NGI	8				
SWE NAO DFN0812 NGI *	90						**SWE NAO DFN VL0812 NGI**	**80**	1			
							SWE NAO FPO VL0812 NGI	9	1			
							SWE NAO PGP VL0812 NGI	1	1			
SWE NAO DFN1012 NGI *	50						**SWE NAO DFN VL1012 NGI**	**5**	1			
							SWE NAO DFN VL1218 NGI	4	2			
							SWE NAO FPO VL1012 NGI	37				
							SWE NAO FPO VL1218 NGI	2				
							SWE NAO HOK VL1012 NGI	2				
SWE NAO DTS0812 NGI *	28						**SWE NAO DTS VL0812 NGI**	**28**	1			
							SWE NAO PMP VL0812 NGI	1				
							SWE NAO PS VL0812 NGI	1	1			
							SWE NAO TM VL0812 NGI	7	1			
							SWE NAO DRB VL1012 NGI	3				
SWE NAO DTS1012 NGI *	38						SWE NAO DTS VL1012 NGI	38				
SWE NAO DTS1218 NGI *	58						**SWE NAO DTS VL1218 NGI**	**56**				
							SWE NAO PS VL1218 NGI	2	2			
SWE NAO DTS1824 NGI *	34						**SWE NAO DTS VL1824 NGI**	**29**	2			
							SWE NAO TM VL1824 NGI	5	1			
SWE NAO DTS2440 NGI *	22						**SWE NAO DTS VL2440 NGI**	**11**	2			
							SWE NAO TM VL2440 NGI	11	2			

N° active vessels	812
N° of inactive vessels	220
% of inactive vessels	21%

		Trends 2019-2023						Trends 2019-2023		
		Economic						Biological		Technical
Fleet segment/ clustered segment	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	Fleet segment	N vessels	SHI	EDI	VUR
SWE NAO DFN0008 NGI *	251						**SWE NAO DFN VL0008 NGI**	**104**			
							SWE NAO FPO VL0008 NGI	141			
							SWE NAO PGP VL0008 NGI	6			
SWE NAO DFN0010 NGI *	229						**SWE NAO DFN VL0010 NGI**	**13**			
							SWE NAO FPO VL0010 NGI	191			
							SWE NAO HOK VL0010 NGI	13			
							SWE NAO PGO VL0010 NGI	4			
							SWE NAO PGP VL0010 NGI	8			
SWE NAO DFN0812 NGI *	90						**SWE NAO DFN VL0812 NGI**	**80**			
							SWE NAO FPO VL0812 NGI	9			
							SWE NAO PGP VL0812 NGI	1			
SWE NAO DFN1012 NGI *	50						**SWE NAO DFN VL1012 NGI**	**5**			
							SWE NAO DFN VL1218 NGI	4			
							SWE NAO FPO VL1012 NGI	37			
							SWE NAO FPO VL1218 NGI	2			
							SWE NAO HOK VL1012 NGI	2			
SWE NAO DTS0812 NGI *	28						**SWE NAO DTS VL0812 NGI**	**28**			
							SWE NAO PMP VL0812 NGI	1			
							SWE NAO PS VL0812 NGI	1			
							SWE NAO TM VL0812 NGI	7			
							SWE NAO DRB VL1012 NGI	3			
SWE NAO DTS1012 NGI *	38						SWE NAO DTS VL1012 NGI	38			
SWE NAO DTS1218 NGI *	58						**SWE NAO DTS VL1218 NGI**	**56**			
							SWE NAO PS VL1218 NGI	2			
SWE NAO DTS1824 NGI *	34						**SWE NAO DTS VL1824 NGI**	**29**			
							SWE NAO TM VL1824 NGI	5			
SWE NAO DTS2440 NGI *	22						**SWE NAO DTS VL2440 NGI**	**11**			
							SWE NAO TM VL2440 NGI	11			

					Economic indicators								Biological and technical indicators					
					Status 2023								Status 2023					
OMR	Fleet segment	fishing tech	vessel length	N vessels	CR/BER	RoFTA	BDI	MP margin	NVA/FTE	fishing tech	vessel length	N vessels	SAR	SAR20	SHI	EDI	VUR	VURnn
French Guiana	FRA OFR DFN0010 GF A*	DFN	VL0010	19						DFN	VL0010	39	4	4				
	FRA OFR DFN0010 GF L*	DFN	VL0010	14						DFN	VL0010	14	3	2				
	FRA OFR DFN1012 GF A*	DFN	VL1012	53						DFN	VL1012	53	4	4				
	FRA OFR DFN1012 GF L*	DFN	VL1012	14						DFN	VL1012	14	1	1				
	FRA OFR DTS1824 GF *	DTS	VL1824	6						DTS	VL1824	6		na				
	FRA OFR INA0010 GF	INACTIVE	VL0010	18						INACTIVE	VL0010	18						
	FRA OFR INA1012 GF	INACTIVE	VL1012	15						INACTIVE	VL1012	15						
	FRA OFR INA1824 GF	INACTIVE	VL1824	6						INACTIVE	VL1824	6						
Guadeloupe	FRA OFR DFN0010 GP A*	DFN	VL0010	43						DFN	VL0010	42	1	1				
		PGO	VL0010							PGO	VL0010	1						
	FRA OFR DFN0010 GP L*	DFN	VL0010	53						DFN	VL0010	44						
		DFN	VL1012							DFN	VL1012	3						
		PGO	VL0010							PGO	VL0010	6						
	FRA OFR FPO0030 GP A*	FPO	VL0010	37						FPO	VL0010	36	1	1				
		FPO	VL1012							FPO	VL1012	1						
	FRA OFR FPO0030 GP L*	FPO	VL0010	53						FPO	VL0010	51						
		FPO	VL1012							FPO	VL1012	2						
	FRA OFR HOK0010 GP A*	HOK	VL0010	42						HOK	VL0010	39						
		HOK	VL1012							HOK	VL1012	3						
	FRA OFR HOK0010 GP L*	HOK	VL0010	89						HOK	VL0010	85						
		HOK	VL1012							HOK	VL1012	4						
	FRA OFR INA0010 GP	INACTIVE	VL0010	108						INACTIVE	VL0010	108						
	FRA OFR INA1012 GP	INACTIVE	VL1012	9						INACTIVE	VL1012	9						
	FRA OFR PGP0010 GP A*	PGP	VL0010	93						PGP	VL0010	93	1	1				
	FRA OFR PGP0010 GP L*	PGP	VL0010	67						PGP	VL0010	66						
		PGP	VL1012							PGP	VL1012	1						
	FRA OFR PS 0010 GP A*	PS	VL0010	8						PS	VL0010	8						
	FRA OFR PS 0010 GP L*	PS	VL0010	8						PS	VL0010	8						
Martinique	FRA OFR DFN0010 MQ	DFN	VL0010	69						DFN	VL0010	69						
	FRA OFR FPO0030 MQ	FPO	VL0010	151						FPO	VL0010	151						
	FRA OFR HOK0010 MQ	HOK	VL0010	133						HOK	VL0010	133	1	1				
	FRA OFR INA0010 MQ	INACTIVE	VL0010	241						INACTIVE	VL0010	241						
	FRA OFR INA1012 MQ	INACTIVE	VL1012	4						INACTIVE	VL1012	4						
	FRA OFR INA1824 MQ	INACTIVE	VL1824	1						INACTIVE	VL1824	1						
	FRA OFR PGP0010 MQ *	FPO	VL1218	244						FPO	VL1218	1		na				
		FPO	VL1824							FPO	VL1824	1		na				
		HOK	VL1012							HOK	VL1012	10	1	1				
		HOK	VL1218							HOK	VL1218	1		na				
		PGO	VL0010							PGO	VL0010	25						
		PGP	VL0010							PGP	VL0010	202	1	1				
		PGP	VL1012							PGP	VL1012	2	1	1				
		PS	VL0010							PS	VL0010	2	1					
La Réunion	FRA OFR HOK0010 RE *	HOK	VL0010	157						HOK	VL0010	144	1	1				
		HOK	VL1012							HOK	VL1012	3	1					
		PGO	VL0010							PGO	VL0010	7						
		PGP	VL0010							PGP	VL0010	3						
	FRA OFR HOK1218 RE *	HOK	VL1218	20						HOK	VL1218	16	1	na				
		HOK	VL1824							HOK	VL1824	3		na				
		HOK	VL2440							HOK	VL2440	1		na				
	FRA OFR INA0010 RE	INACTIVE	VL0010	43						INACTIVE	VL0010	43						
	FRA OFR INA1012 RE	INACTIVE	VL1012	2						INACTIVE	VL1012	2						
	FRA OFR INA1824 RE	INACTIVE	VL1824	2						INACTIVE	VL1824	2						
Mayotte	FRA OFR HOK0010 YT *	DFN	VL0010	80						DFN	VL0010	7						
		HOK	VL0010							HOK	VL0010	71	1	1				
		HOK	VL1012							HOK	VL1012	1						
		PGP	VL0010							PGP	VL0010	1						
	FRA OFR INA0010 YT	INACTIVE	VL0010	56						INACTIVE	VL0010	56						
	FRA OFR INA1012 YT	INACTIVE	VL1012	1						INACTIVE	VL1012	1						
	FRA OFR INA400X YT	INACTIVE	VL400X	1						INACTIVE	VL400X	1						
Saint Martin	FRA OFR HOK0010 MF *	FPO	VL0010	13						FPO	VL0010	3						
		HOK	VL0010							HOK	VL0010	7						
		PGP	VL0010							PGP	VL0010	3						
	FRA OFR INA0010 MF	INACTIVE	VL0010	5						INACTIVE	VL0010	5						

Total active	1.446
Total inactive	512
% inactive to total	26,1

					Economic indicators								Biological and technical indicators			
					Trends 2019-2023								Trends 2019-2023			
OMR	Fleet segment	fishing_tech	vessel_length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing_tech	vessel_length	N vessels	SHI	EDI	VUR	VURnn
French Guiana	FRA OFR DFN0010 GF A*	DFN	VL0010	19						DFN	VL0010	19				
	FRA OFR DFN0010 GF L*	DFN	VL0010	14						DFN	VL0010	14				
	FRA OFR DFN1012 GF A*	DFN	VL1012	53						DFN	VL1012	53				
	FRA OFR DFN1012 GF L*	DFN	VL1012	14						DFN	VL1012	14				
	FRA OFR DTS1824 GF *	DTS	VL1824	6						DTS	VL1824	6				
	FRA OFR INA0010 GF	INACTIVE	VL0010	18						INACTIVE	VL0010	18				
	FRA OFR INA1012 GF	INACTIVE	VL1012	15						INACTIVE	VL1012	15				
	FRA OFR INA1824 GF	INACTIVE	VL1824	6						INACTIVE	VL1824	6				
Guadeloupe	FRA OFR DFN0010 GP A*	DFN	VL0010	43						DFN	VL0010	42				
		PGO	VL0010							PGO	VL0010	1				
	FRA OFR DFN0010 GP L*	DFN	VL0010	53						DFN	VL0010	44				
		DFN	VL1012							DFN	VL1012	3				
		PGO	VL0010							PGO	VL0010	6				
	FRA OFR FPO0010 GP A*	FPO	VL0010	37						FPO	VL0010	36				
		FPO	VL1012							FPO	VL1012	1				
	FRA OFR FPO0010 GP L*	FPO	VL0010	53						FPO	VL0010	51				
		FPO	VL1012							FPO	VL1012	2				
	FRA OFR HOK0010 GP A*	HOK	VL0010	42						HOK	VL0010	39				
		HOK	VL1012							HOK	VL1012	3				
	FRA OFR HOK0010 GP L*	HOK	VL0010	69						HOK	VL0010	65				
		HOK	VL1012							HOK	VL1012	4				
	FRA OFR INA0010 GP	INACTIVE	VL0010	117						INACTIVE	VL0010	108				
	FRA OFR INA1012 GP	INACTIVE	VL1012							INACTIVE	VL1012	9				
	FRA OFR PGP0010 GP A*	PGP	VL0010	93						PGP	VL0010	93				
	FRA OFR PGP0010 GP L*	PGP	VL0010	67						PGP	VL0010	66				
		PGP	VL1012							PGP	VL1012	1				
	FRA OFR PS 0010 GP A*	PS	VL0010	8						PS	VL0010	8				
	FRA OFR PS 0010 GP L*	PS	VL0010	8						PS	VL0010	8				
Martinique	FRA OFR DFN0010 MQ	DFN	VL0010	69						DFN	VL0010	69				
	FRA OFR FPO0010 MQ	FPO	VL0010	151						FPO	VL0010	151				
	FRA OFR HOK0010 MQ	HOK	VL0010	133						HOK	VL0010	133				
	FRA OFR INA0010 MQ	INACTIVE	VL0010	241						INACTIVE	VL0010	241				
	FRA OFR INA1012 MQ	INACTIVE	VL1012	4						INACTIVE	VL1012	4				
	FRA OFR INA1824 MQ	INACTIVE	VL1824	1						INACTIVE	VL1824	1				
	FRA OFR PGP0010 MQ *	FPO	VL1218	244						FPO	VL1218	1				
		FPO	VL1824							FPO	VL1824	1				
		HOK	VL1012							HOK	VL1012	10				
		HOK	VL1218							HOK	VL1218	1				
		PGO	VL0010							PGO	VL0010	25				
		PGP	VL0010							PGP	VL0010	202				
		PGP	VL1012							PGP	VL1012	2				
		PS	VL0010							PS	VL0010	2				
La Réunion	FRA OFR HOK0010 RE *	HOK	VL0010	157						HOK	VL0010	144				
		HOK	VL1012							HOK	VL1012	3				
		PGO	VL0010							PGO	VL0010	7				
		PGP	VL0010							PGP	VL0010	3				
	FRA OFR HOK1218 RE *	HOK	VL1218	20						HOK	VL1218	16				
		HOK	VL1824							HOK	VL1824	3				
		HOK	VL2440							HOK	VL2440	1				
	FRA OFR INA0010 RE	INACTIVE	VL0010	43						INACTIVE	VL0010	43				
	FRA OFR INA1012 RE	INACTIVE	VL1012	2						INACTIVE	VL1012	2				
	FRA OFR INA1824 RE	INACTIVE	VL1824	2						INACTIVE	VL1824	2				
Mayotte	FRA OFR HOK0010 YT *	DFN	VL0010	80						DFN	VL0010	7				
		HOK	VL0010							HOK	VL0010	71				
		HOK	VL1012							HOK	VL1012	1				
		PGP	VL0010							PGP	VL0010	1				
	FRA OFR INA0010 YT	INACTIVE	VL0010	56						INACTIVE	VL0010	56				
	FRA OFR INA1012 YT	INACTIVE	VL1012	1						INACTIVE	VL1012	1				
	FRA OFR INA40XX YT	INACTIVE	VL40XX	1						INACTIVE	VL40XX	1				
Saint Martin	FRA OFR HOK0010 MF *	FPO	VL0010	13						FPO	VL0010	3				
		HOK	VL0010							HOK	VL0010	7				
		PGP	VL0010							PGP	VL0010	3				
	FRA OFR INA0010 MF	INACTIVE	VL0010	5						INACTIVE	VL0010	5				

					Economic indicators								Biological and technical indicators					
					Status 2023								Status 2023					
OMR	Fleet segment	fishing_tech	vessel_length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing_tech	vessel_length	N vessels	SAR	SAR20	SHI	EDI	VUR	VUR_{220}
Madeira	PRT NAO HOK0010 P2	HOK	VL0010	53						HOK	VL0010	53	1	1				
	PRT NAO HOK1012 P2	HOK	VL1012	5						HOK	VL1012	5	1	1				
	PRT NAO HOK1218 P2	HOK	VL1218	14						HOK	VL1218	14		na				
	PRT NAO HOK1824 P2	HOK	VL1824	3						HOK	VL1824	3		na				
	PRT NAO HOK2440 P2	HOK	VL2440	6						HOK	VL2440	6	1	na				
	PRT NAO INA0010 P2	INACTIVE	VL0010	294						INACTIVE	VL0010	294						
	PRT NAO INA1012 P2	INACTIVE	VL1012	1						INACTIVE	VL1012	1						
	PRT NAO INA1218 P2	INACTIVE	VL1218	4						INACTIVE	VL1218	4						
	PRT NAO INA1824 P2	INACTIVE	VL1824	5						INACTIVE	VL1824	5						
	PRT NAO INA2440 P2	INACTIVE	VL2440	4						INACTIVE	VL2440	4						
	PRT NAO MGP0010 P2	MGP	VL0010	8						MGP	VL0010	8						
	PRT NAO MGP1824 P2	MGP	VL1824	3						MGP	VL1824	3		na				
		Total active		92														
		Total inactive		308														
		% inactive to total		77%														

					Economic indicators								Biological and technical indicators			
					Trends 2018-2023								Trends 2018-2023			
OMR	Fleet segment	fishing tech	vessel length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	N vessels	SHI	EDI	VUR	VUR220
Madeira	PRT NAO HOK0010 P2	HOK	VL0010	53						HOK	VL0010	53				
	PRT NAO HOK1012 P2	HOK	VL1012	5						HOK	VL1012	5				
	PRT NAO HOK1218 P2	HOK	VL1218	14						HOK	VL1218	14				
	PRT NAO HOK1824 P2	HOK	VL1824	3						HOK	VL1824	3				
	PRT NAO HOK2440 P2	HOK	VL2440	6						HOK	VL2440	6				
	PRT NAO INA0010 P2	INACTIVE	VL0010	294						INACTIVE	VL0010	294				
	PRT NAO INA1012 P2	INACTIVE	VL1012	1						INACTIVE	VL1012	1				
	PRT NAO INA1218 P2	INACTIVE	VL1218	4						INACTIVE	VL1218	4				
	PRT NAO INA1824 P2	INACTIVE	VL1824	5						INACTIVE	VL1824	5				
	PRT NAO INA2440 P2	INACTIVE	VL2440	4						INACTIVE	VL2440	4				
	PRT NAO MGP0010 P2	MGP	VL0010	8						MGP	VL0010	8				
	PRT NAO MGP1824 P2	MGP	VL1824	3						MGP	VL1824	3				

					Economic indicators								Biological and technical indicators					
					Status 2023								Status 2023					
OMR	Fleet segment	fishing_tech	vessel_length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing_tech	vessel_length	N vessels	SAR	SAR20	SHI	EDI	VUR	VUR_{220}
Azores	PRT NAO DFN0010 P3	DFN	VL0010	26						DFN	VL0010	26						
	PRT NAO HOK0010 P3	HOK	VL0010	309						HOK	VL0010	309	2	2				
	PRT NAO HOK1012 P3	HOK	VL1012	63						HOK	VL1012	63	1					
	PRT NAO HOK1218 P3	HOK	VL1218	32						HOK	VL1218	32	2	na				
	PRT NAO HOK2440 P3 *	HOK	VL1824	4						HOK	VL1824	4	1	na				
		HOK	VL2440	21						HOK	VL2440	21						
	PRT NAO INA0010 P3	INACTIVE	VL0010	129						INACTIVE	VL0010	129						
	PRT NAO INA1012 P3	INACTIVE	VL1012	23						INACTIVE	VL1012	23						
	PRT NAO INA1218 P3	INACTIVE	VL1218	44						INACTIVE	VL1218	44						
	PRT NAO INA1824 P3	INACTIVE	VL1824	4						INACTIVE	VL1824	4						
	PRT NAO INA2440 P3	INACTIVE	VL2440	6						INACTIVE	VL2440	6						
	PRT NAO PGP0010 P3 *	PGP	VL0010	5						PGP	VL0010	5						
		PGP	VL1012	1						PGP	VL1012	1						
	PRT NAO PS 0010 P3	PS	VL0010	13						PS	VL0010	13						
	PRT NAO PS 1012 P3	PS	VL1012	7						PS	VL1012	7						
	PRT NAO PS 1218 P3	PS	VL1218	3						PS	VL1218	3		na				
		Total active		484														
		Total inactive		206														
		% inactive to total		30%														

					Economic indicators								Biological and technical indicators			
					Trends 2019-2023								Trends 2019-2023			
OMR	Fleet segment	fishing tech	vessel length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	N vessels	SHI	EDI	VUR	VUR220
Azores	PRT NAO DFN0010 P3	DFN	VL0010	26						DFN	VL0010	26				
	PRT NAO HOK0010 P3	HOK	VL0010	309						HOK	VL0010	309				
	PRT NAO HOK1012 P3	HOK	VL1012	63						HOK	VL1012	63				
	PRT NAO HOK1218 P3	HOK	VL1218	32						HOK	VL1218	32				
	PRT NAO HOK2440 P3 *	HOK	VL1824	4						HOK	VL1824	4				
	PRT NAO HOK2440 P3 *	HOK	VL2440	21						HOK	VL2440	21				
	PRT NAO INA0010 P3	INACTIVE	VL0010	129						INACTIVE	VL0010	129				
	PRT NAO INA1012 P3	INACTIVE	VL1012	23						INACTIVE	VL1012	23				
	PRT NAO INA1218 P3	INACTIVE	VL1218	44						INACTIVE	VL1218	44				
	PRT NAO INA1824 P3	INACTIVE	VL1824	4						INACTIVE	VL1824	4				
	PRT NAO INA2440 P3	INACTIVE	VL2440	6						INACTIVE	VL2440	6				
	PRT NAO PGP0010 P3 *	PGP	VL0010	5						PGP	VL0010	5				
	PRT NAO PGP0010 P3 *	PGP	VL1012	1						PGP	VL1012	1				
	PRT NAO PS 0010 P3	PS	VL0010	13						PS	VL0010	13				
	PRT NAO PS 1012 P3	PS	VL1012	7						PS	VL1012	7				
	PRT NAO PS 1218 P3	PS	VL1218	3						PS	VL1218	3				

					Economic indicators								Biological and technical indicators					
					Status 2023								Status 2023					
OMR	Fleet segment	fishing tech	vessel length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	N vessels	SAR	SAR20	SHI	EDI	VUR	VUR_{220}
Canary Islands	ESP NAO FPO1012 IC *	FPO	VL1012	8						FPO	VL1012	8	1	1				
		FPO	VL1218	5						FPO	VL1218	5		na				
	ESP NAO HOK1012 IC *	HOK	VL0010	8						HOK	VL0010	8	1	1				
		HOK	VL1012	38						HOK	VL1012	38						
	ESP NAO HOK1218 IC	HOK	VL1218	35						HOK	VL1218	35	1	na				
	ESP NAO HOK2440 IC *	HOK	VL1824	7						HOK	VL1824	7	2	na				
		HOK	VL2440	15						HOK	VL2440	15	1	na				
	ESP NAO PMP0010 IC *	PMP	VL0010	440						PMP	VL0010	440	6	6				
		PMP	VL1012	4						PMP	VL1012	4						
	ESP NAO PS 1218 IC *	PS	VL1012	1						PS	VL1012	1	2	1				
		PS	VL1218	9						PS	VL1218	9	2	na				
	ESP NAO INA0010 IC	INACTIVE	VL0010	124						INACTIVE	VL0010	124						
	ESP NAO INA1012 IC *	INACTIVE	VL1012	10						INACTIVE	VL1012	10						
	ESP NAO INA1012 IC *	INACTIVE	VL1218	6						INACTIVE	VL1218	6						
	ESP NAO INA1012 IC *	INACTIVE	VL1824	1						INACTIVE	VL1824	1						
	ESP NAO INA1012 IC *	INACTIVE	VL2440	2						INACTIVE	VL2440	2						

Total active	570
Total inactive	143
% inactive to total	20,1

					Economic indicators								Biological and technical indicators			
					Trends 2018-2023								Trends 2018-2023			
OMR	Fleet segment	fishing tech	vessel length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	N vessels	SHI	EDI	VUR	VUR_{220}
Canary Islands	ESP NAO FPO1012 IC *	FPO	VL1012	8						FPO	VL1012	8				
		FPO	VL1218	5						FPO	VL1218	5				
	ESP NAO HOK1012 IC *	HOK	VL0010	8						HOK	VL0010	8				
		HOK	VL1012	38						HOK	VL1012	38				
	ESP NAO HOK1218 IC	HOK	VL1218	35						HOK	VL1218	35				
	ESP NAO HOK2440 IC *	HOK	VL1824	7						HOK	VL1824	7				
		HOK	VL2440	15						HOK	VL2440	15				
	ESP NAO PMP0010 IC *	PMP	VL0010	440						PMP	VL0010	440				
		PMP	VL1012	4						PMP	VL1012	4				
	ESP NAO PS 1218 IC *	PS	VL1012	1						PS	VL1012	1				
		PS	VL1218	9						PS	VL1218	9				
	ESP NAO INA0010 IC	INACTIVE	VL0010	124						INACTIVE	VL0010	124				
	ESP NAO INA1012 IC *	INACTIVE	VL1012	10						INACTIVE	VL1012	10				
	ESP NAO INA1012 IC *	INACTIVE	VL1218	6						INACTIVE	VL1218	6				
	ESP NAO INA1012 IC *	INACTIVE	VL1824	1						INACTIVE	VL1824	1				
	ESP NAO INA1012 IC *	INACTIVE	VL2440	2						INACTIVE	VL2440	2				

			Economic indicators							Biological indicators				
			Status 2022							Status 2022				
OMR	**Fleet segment**	**No of vessels**	**CR/BER**	**RoFTA**	**NP margin**	**NVA/ FTE**	Fishing tech	Vessel length	No of vessels	**SAR**	**SHI**	**EDI**	**VUR**	**VUR90**
French Guiana	FRA OFR DFN0010 GF A*	19					**DFN**	**VL0010**	19	2				
	FRA OFR DFN0010 GF L*	16					DFN	VL0010	16	2				
	FRA OFR DFN1012 GF A*	51					DFN	VL1012	51	2				
	FRA OFR DFN1012 GF L*	12					DFN	VL1012	12	1				
	FRA OFR DTS1824 GF *	7					DTS	VL1824	7					
Guadeloupe	FRA OFR DFN0010 GP A*	35					**DFN**	**VL0010**	**34**					
							PGO	VL0010	1					
	FRA OFR DFN0010 GP L*	48					**DFN**	**VL0010**	**41**					
							DFN	VL1012	2					
							PGO	VL0010	5					
	FRA OFR FPO0010 GP A*	40					**FPO**	**VL0010**	**37**					
							FPO	VL1012	3					
	FRA OFR FPO0010 GP L*	62					FPO	VL0010	62					
	FRA OFR HOK0010 GP A*	41					**HOK**	**VL0010**	**39**	1				
							HOK	VL1012	2					
	FRA OFR HOK0010 GP L*	76					**HOK**	**VL0010**	**68**					
							HOK	VL1012	8					
	FRA OFR PGP0010 GP A*	97					PGP	VL0010	97	1				
	FRA OFR PGP0010 GP L*	81					**PGP**	**VL0010**	**79**					
							PGP	VL1012	2					
	FRA OFR PS 0010 GP A*	11					PS	VL0010	11					
	FRA OFR PS 0010 GP L*	8					PS	VL0010	8					

					Economic indicators Status 2023								Biological and technical indicators Status 2023					
OMR	Fleet segment	fishing tech	vessel length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	N vessels	SAR	SAR20	SHI	EDI	VUR	VURnn
French Guiana	FRA OFR DFN0010 GF A*	DFN	VL0010	19						DFN	VL0010	19	4	4				
	FRA OFR DFN0010 GF L*	DFN	VL0010	14						DFN	VL0010	14	3	2				
	FRA OFR DFN1012 GF A*	DFN	VL1012	53						DFN	VL1012	53	4	4				
	FRA OFR DFN1012 GF L*	DFN	VL1012	14						DFN	VL1012	14	1	1				
	FRA OFR DTS1824 GF *	DTS	VL1824	6						DTS	VL1824	6		na				
Guadeloupe	FRA OFR DFN0010 GP A*	DFN	VL0010	43						DFN	VL0010	42	1	1				
		PGO	VL0010							PGO	VL0010	1						
	FRA OFR DFN0010 GP L*	DFN	VL0010	53						DFN	VL0010	44						
		DFN	VL1012							DFN	VL1012	3						
		PGO	VL0010							PGO	VL0010	6						
	FRA OFR FPO0010 GP A*	FPO	VL0010	37						FPO	VL0010	36	1	1				
		FPO	VL1012							FPO	VL1012	1						
	FRA OFR FPO0010 GP L*	FPO	VL0010	53						FPO	VL0010	51						
		FPO	VL1012							FPO	VL1012	2						
	FRA OFR HOK0010 GP A*	HOK	VL0010	42						HOK	VL0010	39						
		HOK	VL1012							HOK	VL1012	3						
	FRA OFR HOK0010 GP L*	HOK	VL0010	69						HOK	VL0010	65						
		HOK	VL1012							HOK	VL1012	4						
	FRA OFR PGP0010 GP A*	PGP	VL0010	93						PGP	VL0010	93	1	1				
	FRA OFR PGP0010 GP L*	PGP	VL0010	67						PGP	VL0010	66						
		PGP	VL1012							PGP	VL1012	1						
	FRA OFR PS 0010 GP A*	PS	VL0010	8						PS	VL0010	8						
	FRA OFR PS 0010 GP L*	PS	VL0010	8						PS	VL0010	8						
Martinique	FRA OFR DFN0010 MQ	DFN	VL0010	69						DFN	VL0010	69						
	FRA OFR FPO0010 MQ	FPO	VL0010	151						FPO	VL0010	151						
	FRA OFR HOK0010 MQ	HOK	VL0010	133						HOK	VL0010	133	1	1				
	FRA OFR PGP0010 MQ *	FPO	VL1218	244						FPO	VL1218	1		na				
		FPO	VL1824							FPO	VL1824	1		na				
		HOK	VL1012							HOK	VL1012	10	1	1				
		HOK	VL1218							HOK	VL1218	1		na				
		PGO	VL0010							PGO	VL0010	25						
		PGP	VL0010							PGP	VL0010	202	1	1				
		PGP	VL1012							PGP	VL1012	2	1	1				
		PS	VL0010							PS	VL0010	2	1					
La Réunion	FRA OFR HOK0010 RE *	HOK	VL0010	157						HOK	VL0010	144	1	1				
		HOK	VL1012							HOK	VL1012	3	1					
		PGO	VL0010							PGO	VL0010	7						
		PGP	VL0010							PGP	VL0010	3						
	FRA OFR HOK1218 RE *	HOK	VL1218	20						HOK	VL1218	16	1	na				
		HOK	VL1824							HOK	VL1824	3		na				
		HOK	VL2440							HOK	VL2440	1		na				
Mayotte	FRA OFR HOK0010 YT *	DFN	VL0010	80						DFN	VL0010	7						
		HOK	VL0010							HOK	VL0010	71	1	1				
		HOK	VL1012							HOK	VL1012	1						
		PGP	VL0010							PGP	VL0010	1						
nt Martin	FRA OFR HOK0010 MF *	FPO	VL0010	13						FPO	VL0010	3						
		HOK	VL0010							HOK	VL0010	7						
		PGP	VL0010							PGP	VL0010	3						

					Economic indicators								Biological and technical indicators					
					Status 2023								Status 2023					
OMR	Fleet segment	fishing_tech	vessel_length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing_tech	vessel_length	N vessels	SAR	SAR20	SHI	EDI	VUR	VUR_{220}
Madeira	PRT NAO HOK0010 P2	HOK	VL0010	53						HOK	VL0010	53	1	1				
	PRT NAO HOK1012 P2	HOK	VL1012	5						HOK	VL1012	5	1	1				
	PRT NAO HOK1218 P2	HOK	VL1218	14						HOK	VL1218	14		na				
	PRT NAO HOK1824 P2	HOK	VL1824	3						HOK	VL1824	3		na				
	PRT NAO HOK2440 P2	HOK	VL2440	6						HOK	VL2440	6	1	na				
	PRT NAO MGP0010 P2	MGP	VL0010	8						MGP	VL0010	8						
	PRT NAO MGP1824 P2	MGP	VL1824	3						MGP	VL1824	3		na				
Azores	PRT NAO DFN0010 P3	DFN	VL0010	26						DFN	VL0010	26						
	PRT NAO HOK0010 P3	HOK	VL0010	309						HOK	VL0010	309	2	2				
	PRT NAO HOK1012 P3	HOK	VL1012	63						HOK	VL1012	63	1					
	PRT NAO HOK1218 P3	HOK	VL1218	32						HOK	VL1218	32	2	na				
	PRT NAO HOK2440 P3 *	HOK	VL1824	4						HOK	VL1824	4	1	na				
		HOK	VL2440	21						HOK	VL2440	21						
	PRT NAO PGP0010 P3 *	PGP	VL0010	5						PGP	VL0010	5						
		PGP	VL1012	1						PGP	VL1012	1						
	PRT NAO PS 0010 P3	PS	VL0010	13						PS	VL0010	13						
	PRT NAO PS 1012 P3	PS	VL1012	7						PS	VL1012	7						
	PRT NAO PS 1218 P3	PS	VL1218	3						PS	VL1218	3		na				

					Economic indicators								Biological and technical indicators					
					Status 2023								Status 2023					
OMR	Fleet segment	fishing tech	vessel length	N vessels	CR/BER	RoFTA	ROI	NP margin	NVA/FTE	fishing tech	vessel length	N vessels	SAR	SAR20	SHI	EDI	VUR	VUR_{220}
Canary Islands	ESP NAO FPO1012 IC *	FPO	VL1012	8						FPO	VL1012	8	1	1				
		FPO	VL1218	5						FPO	VL1218	5		na				
	ESP NAO HOK1012 IC *	HOK	VL0010	8						HOK	VL0010	8	1	1				
		HOK	VL1012	38						HOK	VL1012	38						
	ESP NAO HOK1218 IC	HOK	VL1218	35						HOK	VL1218	35	1	na				
	ESP NAO HOK2440 IC *	HOK	VL1824	7						HOK	VL1824	7	2	na				
		HOK	VL2440	15						HOK	VL2440	15	1	na				
	ESP NAO PMP0010 IC *	PMP	VL0010	440						PMP	VL0010	440	6	6				
		PMP	VL1012	4						PMP	VL1012	4						
	ESP NAO PS 1218 IC *	PS	VL1012	1						PS	VL1012	1	2	1				
		PS	VL1218	9						PS	VL1218	9	2	na				