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Scientific, Technical and Economic Committee for Fisheries (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-13-28)

Edited by Hazel Curtis & Natacha Carvalho

This report was reviewed by the STECF during its 44th plenary meeting
held from 4 to 8 November 2013 in Brussels, Belgium

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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-13-28)

THIS REPORT WAS REVIEWED DURING THE PLENARY MEETING HELD IN BRUSSELS, BELGIUM, 4-8November 2013

Request to the STECF

STECF is requested to review the report of the STECF Expert Working Group, evaluate the findings and make any appropriate comments and recommendations.

Introduction

The tasks of the EWG were to;

1 Consider technical, economic and biological indicators for analysis of balance between fleet capacity and fishing opportunity and comment on the degree of balance or imbalance for the fleet segments provided.

2 Evaluate the Member States' reports on their efforts during 2012 to achieve a sustainable balance between fleet (or fishing) capacity and fishing opportunities, in terms of their compliance with Art. 14 of Council Regulation No. 2371/2002 and Art.13 and 14 of Commission Regulation No. 1013/2010.

The EWG assessed balance indicators for the period 2008-2011 (or for indicators, 2008-2012) using the following indicators:

- The Return on Fixed Tangible Assets.
- The ratio of current revenue to break-even revenue (CR/BER).
- The capacity utilisation per fleet segment (average days at sea / maximum observed or maximum theoretical days at sea).
- Inactive vessels per length category(Number and proportion of inactive vessels provided).
- A sustainable harvest indicator: average fishing mortality F/Fmsy for all assessed stocks that were landed by the fleet segment, weighted by the segment's landing value of the included stocks.
- Stocks-at-risk indicator: how many stocks at risk are landed by a fleet segment in a given year, where either a fleet segment takes a "significant" volume of that stock at risk or else the stock at risk constitutes a significant proportion of catch of the fleet segment?

The stock at risk indicator was designed to provide complementary information to the "sustainable harvest" indicator.

STECF observations

Based on the findings and conclusions given in the report of the EWG 13-11, STECF noted the following:

There was limited time available during the meeting due in part to the fact that the summary indicator tables of the MS had not been fully prepared at the start of the EWG, in particular biological indicators were calculated during the meeting. More time available for working on pre-prepared tables of indicator values would have allowed experts to take a more considered and systematic approach to commenting on values of biological indicators. More time would also have allowed a more thorough analysis of the importance or meaning of findings at regional or gear-type level and could have allowed experts to give more meaningful and consistent commentary on the picture presented by the raft of indicators.

Experts provided comments on indicator values of activity for 434 fleet segments which represented 97% of the reported value of landings made by the EU fleets except Greece and Spain (these MS did not provide the necessary data) in 2011. Experts' ability to observe and comment on an overall picture was however limited by several key factors:

- lack of indicator values which could not be calculated because MS had not provided required data
- lack of stock assessments for a significant number of stocks prevented the calculation of biological indicators
- unknown levels of harvest of shared stocks by third countries prevented the calculation of biological indicators.
- Inconsistency in time series due to different clustering of fleet segments in different years of the time series
- Inconsistency of method, between and within MS and within time series for individual fleet segments, in estimating some of the indicators, in particular the vessel utilisation (technical) indicator.

Values of balance indicators across the EU fleet are not generally improving or worsening. There is a mix of different trends among fleet segments and it is not possible to make generalised comments about trends in balance between capacity and opportunity for the whole of the EU.

Any assessment of general trends and comparison across countries is complicated by the differences in availability of results and caution should be used in any interpretation of the results. E.g. the EWG found that, among MS fishing in Area 27, North East Atlantic, in 2011, Denmark and France had the highest number of fleet segments with a representative (not Low Proportion) Sustainable Harvest Indicator higher than 1.0 (indicating an unsatisfactory high exploitation status on average). However, other MS whose fleets fish in Area 27 do not have any values for this indicator and the finding relates only to those MS for which indicator values are available, rather than to all MS or fleet segments fishing in Area 27.

For the economic indicators, statistical uncertainty about the values of the indicators is taken into account by setting the conditions for the comments on sustainability (e.g. fleet segments are evaluated as being "apparently not sustainable" when Return on Fixed Tangible Assets is negative for the last 3 years). This assessment could be enhanced if the statistical uncertainty in the estimated indicators were quantified.

Both of the economic indicators are strongly affected by capital value of the vessels. The estimation of capital value has in the past proven to be based on assumptions which vary considerably by MS. In addition, the application of the indicator RoFTA for small-scale fleet segments needs to be

considered with care, taking account of the low level of investments. Therefore comparisons of RoFTA and CR/BER between MS may not always be comparing like with like and should be considered with caution.

The quality and completeness of the national reports on the balance between capacity and fishing opportunities has increased substantially over the last 5 years, since STECF has been making systematic assessments of these reports. STECF observes, however, that completion of these annual reports, in full compliance with the regulation, does not necessarily imply anything relating to the degree of balance or imbalance between a MS fleet and its fishing opportunities. STECF observes that the legal basis provided in the new CFP appears to be more useful in enabling the Commission to require MS to make robust and specified assessments of the balance situation in their national fleets and fleet segments.

STECF conclusions

The way in which the balance question has been assessed this year - basing expert opinion on independently-calculated indicators based on DCF data and other publicly available information and not relying on the MS-reports - has resulted in a useful, more consistent assessment. The information in the EWG report provides a useful starting point for discussions about the balance between fishing capacity and opportunities.

The new Stocks-at-risk (SAR) indicator provides additional information on the biological status of the stocks relied upon by fleet segments and helps to identify fishing fleets whose fishing practices might include some that are unsustainable.

For the biological indicators, the comments on the indicator values for individual fleet segments, as being either sustainable or unsustainable, might be misleading given the thresholds used to determine the comment. Considering the uncertainty in the stock status, achieved F will always fluctuate around the target F_{MSY}, even in cases when fish stocks are fished sustainably, and therefore approximately half of the fleet segments will have their SHI value categorised as being unsustainable due to uncertainty in the F_{MSY} estimates.

It would be useful if there was a standardised system for allocating comments to different values of the SHI and the SAR indicator, defining the terms used and specifying threshold values that define the different comment categories. Completion of this task would enable more consistent and useful comparison of indicator value categories.

The utility of the analyses could be enhanced considerably if they were based on better data coverage for fleet segments and for time series. The coverage of the biological indicators would specifically benefit from an increase in the number of stock assessments, in particular for the Mediterranean and Black Sea. This could be solved partly by the creation of free access databases including the historical results of stock assessments for these areas (also including stock assessments carried out by ICCAT, IOTC and other relevant organisations). If information on assessments is not available, alternative indicators might need to be selected or developed.

The coverage and utility of the SAR indicator could be enhanced by including sensitive species which are (i) protected by international / regional conventions such as CITES, CMS (Bonn Convention), OSPAR, the Barcelona Convention Protocol concerning Specially Protected Areas and Biological Diversity in the Mediterranean, (ii) listed in European legislation such as the Habitats Directive, or (iii) included in the IUCN Red List of Threatened Species.

The current regulation requiring MS to prepare and submit annual reports on their efforts to achieve a sustainable balance between fishing capacity and fishing opportunity has not resulted in the provision of information that can be readily compared across MS by independent experts to provide a useful overview of balance or imbalance throughout the EU.

In order to facilitate more analyses of the importance or meaning of findings at regional or gear-type level and to allow experts to give more meaningful commentary on the picture presented by the range of indicators, it is desirable that calculated indicators are made available in prepared tables at the start of any future EWG meeting. This would enhance the utility of the report. In preparing the values of the indicators, ideally, the values would be checked for outliers/errors and flagged up. These outliers could exist, at least in some cases, because the calculation has been performed even if certain income or cost variables have been missing or incomplete (e.g. see Bulgaria RoFTA). It would be useful if JRC could also include additional information on the importance of the fleet segments, such as number of vessels, proportion of value of landings compared to the national fleets and of the supra-region.

For the evaluation of the annual reports, it would be useful if the Commission's translators could be provided with the annual report template in English, so that the translators could use standard terms for their translated headings, making it easier for experts to identify relevant sections.It would also be very useful if text in graphs, tables and figures could also be translated into English.

STECF concludes that the problems caused by variations in the way that data from more than one fleet segment are aggregated (clustering) would best be addressed by the forthcoming EWG 13-18 on the development of the future data collection regulation, with a view to being able to present indicator values for fleet segments that are comparable over time.

The estimation of capital value has in the past proven to be based on assumptions which vary considerably by MS. In addition, the application of the indicator RoFTA for small-scale fleet segments needs to be considered with care, taking account of the low level of investments. In order to improve comparability of balance between fleet segments and MS, at least one economic indicator, which is independent of the capital value (e.g. GVA), should be added to any assessment of balance.

STECF concludes that The EWG 13-11 adequately addressed all Terms of Reference and endorses the report.

REPORT TO THE STECF

EXPERT WORKING GROUP ON
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
(EWG-13-11)

Edinburgh, UK, 30 September-4October 2013

This report does not necessarily reflect the view of the STECF and the European Commission and in no way anticipates the Commission's future policy in this area

EXECUTIVE SUMMARY

A concise overview of work undertaken by the EWG

ToR 1: *Consider technical, economic and biological indicators for analysis of balance between fleet capacity and fishing opportunity and comment on the degree of balance or imbalance for the fleet segments provided.*

Values for indicators in MS summary tables, for the period 2008 to 2011, were provided to experts at the meeting, although some further work to complete the table had to be done by experts.

The work to provide values for the new Stocks-at-Risk indicator had started too late to be able to complete the task. The further work required on this indicator meant that biologists could give their views on how to use and interpret data required to establish values per fleet segment for this newly-created indicator.

Experts worked in three sub-groups to answer this ToR. The biologists and the economist who calculated the Stocks-at-Risk values worked in one group to finalise and comment on values of the two biological indicators: the Sustainable Harvest indicator and the Stocks-at-Risk indicator.

One group of economists worked with the two economic indicators, Return on Fixed Tangible Assets and Current Revenue / Break-even Revenue, checking and commenting on values. Another group of economists worked with the two technical indicators, the Average days at sea as proportion of Maximum days at sea and the Inactive vessels, number and proportion per vessel length category. Experts commented on data availability and trends observed for the indicators they had evaluated.

The EWG addressed the tasks under ToR 1 adequately, but more time to work on prepared tables of indicator values would have allowed more analysis of the importance or meaning of findings at regional or gear-type level and could have allowed experts to give more meaningful commentary on the picture presented by the raft of indicators. Time was short principally due to the MS summary indicator tables not being fully ready at the start of the EWG. Experts' ability to observe and comment on an overall picture was also limited due to lack of indicator values which could not be calculated because MS had not provided required data or because of issues relating to fish stock assessment and issues relating to unknown levels of harvest of shared stocks by third countries.

ToR2*: Evaluate the Member States' reports on their efforts during 2012 to achieve a sustainable balance between fleet (or fishing) capacity and fishing opportunities, in terms of their compliance with Art. 14 of Council Regulation No. 2371/2002 and Art.13 and 14 of Commission Regulation No. 1013/2010.*

A group of six experts, three economists and three biologists, worked on the evaluation of MS reports in respect of their compliance with the elements and contents required by regulation.These experts also completed the time series of assessment scores for all MS reports.The EWG was able fully to address the tasks under ToR 2.

Summary of findingsof the STECF Expert Working Group

ToR 1: *Consider technical, economic and biological indicators for analysis of balance between fleet capacity and fishing opportunity and comment on the degree of balance or imbalance for the fleet segments provided.*

1. 434 fleet segments are included in the analysis and have data for at least one indicator.These represent 97% of the reported value of landings made by the EU fleet in 2011 (not including landings by vessels registered in Greece and Spain as MS did not provide this data).
2. Of MS fishing in Area 27 North East Atlantic, Denmark, UK and Ireland have the highest numbers of stocks-at-risk among their landings, with 9, 10 and 10 stocks respectively.Large trawlers from these MS plus France harvest most of the stocks-at-risk in Area 27.Trawl gears catch the highest proportion (70%) of stocks-at-risk in the North East Atlantic.
3. Denmark and France had the highest number of fleet segments for which a representative (not Low Proportion) Sustainable Harvest Indicator higher than 1.0 (indicating an unsatisfactory high exploitation status on average) was calculated based on 2011 data.
4. Based on Economic indicators there are far more fleet segments classed as “sustainable” than as “not sustainable”.121 fleet segments are classed as “Apparently sustainable” while 50 fleet segments are classed as “Apparently not sustainable in the short term” based on CR / BER.119 fleet segments are classed as “Apparently sustainable”, compared to 49 which were classed as “Apparently not sustainable in the long run” based on RoFTA values.
5. From a technical point of view, a large number and proportion of fleet segments have capacity which is substantially under-utilised.Based on the technical indicator and the inactive vessels indicator most of the fleet segments and length categories show a low degree of vessel utilisation.For the Average DaS/MaxDaS indicator, 70% of the segments presented values were categorised as low or very low vessel utilisation.In general, as has been previously observed, no clear trends are observed on vessel utilisation and level of inactivity at European level.
6. Ten MS have less than 30% of their national fleet inactive in 2011 and four MS have more than 50% of their national fleet inactive during 2011.
7. Values of balance indicators across the EU fleet are not generally improving or worsening.There is a mix of different trends among fleet segments and it is not possible to make generalised comments about trends in balance between capacity and opportunity for the whole of the EU.
8. The lack of stock assessments for a significant number of stocks continues to prevent the calculation of biological indicators for assessing the balance between fishing capacity and fishing opportunities. This applies especially to Mediterranean stocks.
9. The lack of economic DCF data from some MS, especially Spain and Greece, makes it impossible to present balance indicators.
10. Maximum annual days at sea per fleet segment is not a compulsory figure to submit under DCF and without it the technical vessel utilisation indicator cannot be calculated reliably. Only 6 MS submitted this data and for the remainder an assumed maximum of 220 days was used to calculate the indicator. This use of proxy or assumed data means that the time trends observed are of lower value than they would be if MS-submitted data had been available. The use of a proxy maximum other than 365 was found not to be useful.
11. Greece, Cyprus and France did not submit data on inactive vessels and therefore for these MS there are no indicators of inactive vessels per length category or for the national fleets.

ToR 2: *Evaluate MS annual reports in terms of Compliance with Art. 14 of Council Regulation No. 2371/2002 and Art.12 of Commission Regulation No. 1438/2003*

12. For the first time, all 22 MS reports were available for review by the EWG.
13. Completion of the MS annual report, in fulfilment of the legal obligation, does not necessarily provide for a MS assessment of balance nor does it necessarily enable an independent assessment of balance indicators if required DCF data are not also uploaded as required.
14. There was a further increase in overall provision of required elements in 2012 reports compared to 2011 reports, despite a very short and incomplete report from Italy.
15. There was further overall improvement in the quality of the required elements in MS reports for 2012 compared to their 2011 reports.
16. This is the fifth consecutive year in which the EWG has observed improvements in quality of completed elements relative to the previous year.

17. Of the 22 MS that submitted reports, 21 MS achieved scores of 79% or more for including required elements, which is an improvement on last year's scores.
18. The average of scores for including required elements decreased slightly from22.1 for the 2011 reports to 21.9for the 2012 reports (reports submitted during 2013).
19. 18 MS were judged to have given an overall opinion on whether their fleet was or was not in balance with its fishing opportunity.

1.1 INTRODUCTION

1.1 Background

Expert working group EWG 13-11 was convened under STECF to assess balance indicators for key fleet segments and to assess MS reports on balance, and was held in Edinburgh from 30 September to 4 October 2013.

The assessment of MS reports was reduced compared to previous years so that it no longer includes assessment of MS calculation of balance indicators.

Independently-calculated balance indicators, based on DCF data and stock assessment data, were provided to experts and their evaluation of balance in the relevant fleet segments is reported here.
This expert assessment of balance indicators builds on and extends work begun in last year's EWG report to STECF.

1.2 Terms of Reference for EWG-13-11

The following terms of reference were agreed by DG Maritime Affairs and Fisheries (MARE) and the chair of the expert working group:

Background
The Commission requests that an analysis of balance between fleet capacity and fishing opportunity be made using a standard approach across all EU fleet segments and based on DCF information. Where possible, evaluation should use data for reference years 2008 to 2011 or 2012 if data are available.

In 2012 the assessed fleet segments represented over 70% of the value of landings of the EU. In 2013 analysis, the Commission aims to have coverage representing at least 70% of the value of landings for each Member State. The objective is to increase this percentage in the next few years.

Tasks to be performed:
1. Consider technical, economic and biological indicators for analysis of balance between fleet capacity and fishing opportunity and comment on the degree of balance or imbalance for the fleet segments provided.

JRC will provide tabulated values (in the same format as the MS indicator tables in report STECF-12-18) for all indicators[1] as detailed in items i to vi below, covering the most recent four years available and covering fleet segments making at least 70% of the value of landings of each MS. The 92 fleet segments assessed in the STECF-12-18 report should be among the selected fleet segments. If some of these 92 fleet segments are not part of the initial selection (70% of the value of landings of each MS), then those segments should be added to the initial selection.

The EWG is requested to use these values where they are considered appropriate, or else to provide alternative values with explanation.

The EWG should report on, for all fleet segments concerned and based on DCF data:
(i) The first economic balance indicator (RoFTA).The RoFTA has been estimated by the AER EWG having deducted opportunity cost of capital (OCC) from revenues to get net profit, and the target

[1]The technical, economic and social indicators are calculated in EWG 13-03. The sustainable harvest indicator will be calculated by an expert.

reference point against which the indicator should be compared is, therefore, zero. This is as shown on page 2 of the Annex to the 2008 Guidelines on balance indicators.
(ii) the ratio of current revenue to break-even revenue (CR/BER).
(iii) the number and proportion of inactive vessels per vessel length category or per national fleet.
(iv) the technical indicator as described in Section 2.1 of the 2012 edition (unpublished) of the balance indicator Guidelines.
(v) The sustainable harvest indicator *(calculated for each segment as the average ratio of estimated reference year fishing mortality to* F_{msy} *for stocks harvested by the segment, weighted by the value of landings from each of these stocks for the segment)*.
(vi) "stocks-at-risk" indicator: for each fleet segment the number of stocks that are below SSB B_{lim} OR there is biological advice to stop fishing OR there is considered to be a biological (stock status) emergency if no B_{lim} is defined AND for which either:

a) the stock makes up 10% or more of the catches by the fleet segment, or
b) the fleet segment takes 10% or more of the total catches from that stock

For fleet segments for which the indicators can be calculated, STECF is requested to consider and evaluate the indicators and to make brief interpretive comments relating to the trend over the 4 year period, the sustainability of the situation and the availability or reliability of data.

For fleet segments for which the indicators cannot be calculated, STECF is requested to identify the problem with the data.

2. Evaluate Member States' reports
Evaluate the Member States' reports on their efforts during 2012 to achieve a sustainable balance between fleet (or fishing) capacity and fishing opportunities, in terms of their compliance with Art. 14 of Council Regulation No. 2371/2002 and Art.13 and 14 of Commission Regulation No. 1013/2010

Specifically, please score Member States' reports according to the system for required elements detailed in sections 7.1 and 7.5, and table 7.1 of the report by SG-BRE10-01.

The results of the scoring exercise should be presented as in tables 7.2 and 7.3 of the report of SG-BRE 10-01. Updated versions of tables 7.4 and 7.5 should also be presented.
Please also provide basic observations on the content of the Member States' reports. See report of SG-BRE 10-01, sections 7.2, 7.3 and 7.4.

RoFTA not calculated as stated in ToR
Although these ToR were agreed in advance of the meeting, in fact the provision of RoFTA values was not done as stated under ToR 1.(i), but instead was done, at the request of DG MARE, by JRC and with a slightly different method than stated in the ToR, which changes the target reference value against which to compare RoFTA.

For the EWG, RoFTA was calculated without deducting opportunity cost of capital from revenues to get net profit (Net profit*), and the target reference point against which the indicator should be compared is, therefore, the risk-free interest rate, as was the case in last year's EWG report.

Net profit* = (income from landings + other income) – (crew costs + unpaid labour + energy costs + repair costs + other variable costs + non-variable costs + depreciation)

RoFTA = Net profit*/Capital asset value

2 TOR 1. COLLATION AND ASSESSMENT OF BALANCE INDICATORS

Before the meeting, most of the required balance indicators were calculated by JRC and by two contractors. Values were collated by JRC and provided in MS summary tables. The Sustainable Harvest Indicator had been presented in the summary tables for all fleet segments for which it was available, including those for which there was less than 40% of value of landings coming from assessed stocks. Due to late start date of work and consequent lack of available time, the Stocks at Risk indicator had not been fully completed by the start of the meeting and this indicator had to be further calculated during the meeting.

Table2.1below gives an overview of what was provided to the experts at the meeting. Ideally, the MS summary tables of indicator values would be fully compiled and quality-checked for the correct references years and with the correct presentation of either the value of the sustainable harvest indicator or "LP" where less than 40% of the value of landings for a segment in a given reference year came from assessed stocks. It would also be ideal if the notation "nd" could be accurately entered in cells for segments and reference years for which no data were available to calculate an indicator. Achieving this starting point would require an earlier start in seeking contractors to provide the indicators and allocation of staff time at JRC to check values and compile MS summary tables.

Process for Selecting DCF fleet segments to be included in the MS summary indicator tables:
Fleet segments were selected with the aim of including enough segments to represent at least 70% of the value of landings in 2011 of each MS and with a view to including only segments that had data for at least one indicator. Therefore fleet segments were selected first according to which segments had indicator values and then the proportion of landings revenue in 2011 was assessed, see Table2.2. Economic Indicators were calculated for all DCF fleet segments at the supra region level for which all the required variables to calculate RoFTA and CR/BER were available. This process resulted in the selection of 226 fleet segments in 2011 (including some clustered segments that represented more than 1 segment), which in 2011 generated €4.4billion in landings value, equating to 90% of the EU (except Greece and Spain) value of landings, seeTable2.3.All of these fleet segments are included in the MS summary tables.

The Sustainable Harvest Indicator was initially calculated for all DCF fleet segments at the supra region (Area 27 Atlantic and Area 37 Med. & Black Sea only) for which data on the value and volume of landings were available. The SH indicator was calculated for 209 (unclustered) segments, which in 2011 generated €4.3billion in landings value, equating to 87% of the total EU (except Greece and Spain) value of landings (Table2.4).

To select fleet segments for the SAR Indicator, segments within each MS, the DCF economic data fleet segments at supra-region level were ranked in order of the value of landings and segments that generated 80% or more of the value of landings were selected. This process resulted in the selection of 123 fleet segments, which in 2011 generated almost €4.2 billion in landings value, equating to 85% of the EU (except Greece and Spain) value of landings. All of these segments are included in the MS summary tables, but many of them did not have data available for the SAR indicator (Table2.5).In particular the SAR indicator could not be calculated for the Mediterranean and Black Sea except for fleet segments harvesting bluefin tuna, the only species managed with a quota system in Area 37.

Table2.1Indicators provided to experts at the start of the EWG

Indicator	Calculated by:	Comments
Sustainable Harvest Indicator	Dr Jerome Guitton	1. Provided via an ad hoc contract. 2. Calculated for 2008 – 2012 for every EU fleet segment for which data were available. 3. Values for 2012 were provided but not used due to experts' views on probable unreliability of data from most MS for 2012. 4. Fleet segments were assessed to establish whether 40% of annual value of landings came from assessed stocks. This filter had not been applied to MS summary tables so this task was completed during the EWG.
RoFTA: Return on Fixed Tangible Assets	JRC	1. Calculated using the same principle as last year, the target reference value to which the indicator value is compared is the risk-free interest rate. 2. Calculated for years 2008 to 2011, the most recent year for which DCF data are available. 3. 2012 economic data will not be available until 2014 under the DCF. 4. Fleet segments whose data had been clustered into other fleet segments had "nd" entered in the cell so experts then had to check and record which segments had been clustered and which truly had no data available, due to it not being submitted by the MS.
CR / BER: Current revenue as proportion of break-even revenue	JRC	1. Calculated for years 2008 – 2011, the most recent year for which DCF data are available. 2. Clustering of segments was the same for both economic indicators.
Average Days at Sea / Maximum Days at Sea	JRC	1. Calculated again using latest uploaded data for years 2008 – 2011. 2. Where MS did not provide maximum days at sea per fleet segment, the value of 220 had been used. 3. MS had provided either maximum observed DAS for each fleet segment or maximum theoretical DAS.
Inactive vessels per length category	JRC	1. Number and proportion of inactive vessels provided based on MS fleet register data for years 2008 to 2012.
Stocks-at-risk indicator	Dr Simon Mardle	1. Provided in response to ToR for an intended*ad hoc* contract. 2. Calculated for 2012 (values for 2008 – 2011 were calculated during the EWG.) 3. Fleet segments selected to ensure 80% by value of landings per MS, then SAR indicator was presented for every fleet segment for which data were available. 4. Values were not complete at the start of the EWG and had to be completed during the meeting.

Table2.2Number of fleet segments included in MS summary indicator tables which have at least one indicator value for the years 2008-2011 and coverage of landings value in 2011.

MS	Number of fleet segments	Value of landings (€ million)	As % MS landings value
BEL	12	79	100%
BGR	3	2	71%
CYP	4	8	100%
DEU	13	125	100%
DNK	17	413	100%
ESP	42	nd	nd
EST	4	14	100%
FIN	6	33	100%
FRA	74	898	85%
GBR	46	949	100%
GRC	0	nd	nd
IRE	38	200	100%
ITA	22	1,090	99%
LTU	6	66	100%
LVA	4	22	100%
MLT	23	11	100%
NLD	11	327	100%
POL	11	46	100%
PRT	46	344	100%
ROU	8	1	100%
SVN	5	2	100%
SWE	39	117	100%
Coverage	**434**	**4,746**	**97%**

nd denotes no data as MS did not submit value of landings data

Table2.3**Coverage of fleet segments and landings value per MS for economic indicators (RoFTA and CR/BER) included in the MS summary tables available at the start of the EWG.**

	2008			2009			2010			2011		
MS	**no. FS**	**Landings value (€M)**	**% MS total**	**no. FS**	**Landings value (€M)**	**% MS total**	**no. FS**	**Landings value (€M)**	**% MS total**	**no. FS**	**Landings value (€M)**	**% MS total**
BEL	3	70.6	93%	7	68.0	100%	7	76.9	100%	6	78.4	99%
BGR	2	0.4	14%	3	1.9	70%	3	1.4	61%	2	0.3	13%
CYP	nd	nd	na	nd	nd	na	nd	nd	na	nd	nd	na
DEU	13	153.9	100%	13	123.4	100%	13	137.0	100%	13	125.5	100%
DNK	15	333.1	100%	15	284.5	100%	14	380.6	99%	15	408.5	99%
ESP	0	nd	na	48	nd	na	37	nd	na	49	nd	na
EST	4	15.6	100%	4	14.4	100%	4	12.9	100%	nd	nd	na
FIN	5	22.6	98%	5	23.5	99%	6	26.6	100%	6	32.5	100%
FRA	nd	nd	na	nd	nd	na	30	614.6	66%	25	694.9	66%
GBR	26	764.7	100%	25	720.1	98%	26	794.4	100%	26	948.7	100%
IRL	12	182.7	93%	9	173.3	93%	9	189.5	94%	9	117.6	59%
ITA	22	1097.3	99%	23	1197.4	100%	22	1114.9	100%	23	1101.0	100%
LTU	5	84.3	100%	5	36.2	100%	5	50.2	107%	5	65.6	100%
LVA	nd	nd	na	4	17.5	100%	4	21.0	100%	4	21.8	100%
MLT	9	5.8	71%	8	7.1	83%	12	8.1	91%	11	7.5	66%
NLD	10	365.8	100%	7	304.4	95%	7	339.6	96%	9	311.2	95%
POL	7	34.8	100%	8	37.3	100%	9	39.3	98%	8	46.0	100%
PRT	39	317.5	86%	42	288.6	93%	44	289.3	83%	44	344.2	100%
ROU	nd	nd	na	nd	nd	na	nd	nd	na	nd	nd	na
SVN	5	2.1	100%	4	1.6	74%	5	2.0	100%	4	1.6	78%
SWE	7	114.4	100%	7	100.4	100%	7	103.4	100%	7	116.5	100%
EU	**226**	3,566	78%	**237**	3,400	78%	**264**	4,202	91%	**266**	4,422	90%

Instances of less than 70% of landings value represented by the fleet segments are highlighted in pink, nd denotes no data as MS did not submit value of landings data

Table2.4Coverage of fleet segments and landings value per MS for the Sustainable Harvest Indicator included in the MS summary tables available at the start of the EWG.

MS	Number of fleet segments					Landings value					as % of MS total				
	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
BEL	9	7	7	7	7	76.3	68.0	76.9	79.4	75.8	100%	100%	100%	100%	100%
BGR						n/a	n/a	n/a	n/a	n/a					
CYP	3	3	3	4	4	13.2	9.1	10.2	8.0	7.4	100%	100%	100%	100%	100%
DEU	13	13	13	13	13	155.4	123.8	137.9	125.5	153.5	100%	100%	100%	100%	100%
DNK	16	15	17	17	18	330.1	279.4	384.2	412.7	372.4	99%	98%	100%	100%	100%
EST	4	4	4	4	2	15.6	14.4	12.9	13.8	3.9	100%	100%	100%	100%	100%
FIN						n/a	n/a	n/a	n/a	n/a					
FRA	nd	69	58	73	nd	n/a	773.0	786.7	898.9	n/a		88%	85%	86%	
GBR	37	38	40	40	38	746.8	724.3	775.2	933.7	922.4	97%	98%	98%	98%	98%
IRL	31	25	26	21	nd	186.3	166.8	184.5	177.2	n/a	95%	90%	91%	88%	
ITA	12	14	15	13	13	882.6	995.3	960.5	904.9	752.5	80%	83%	86%	82%	83%
LTU	6	6	5	6	4	13.5	9.3	6.5	11.3	7.1	16%	26%	14%	17%	19%
LVA	4	4	4	4	4	23.1	17.5	21.0	21.8	23.8	100%	100%	100%	100%	100%
MLT	11	15	14	12	12	6.3	8.1	8.4	10.0	11.6	77%	95%	96%	88%	91%
NLD	11	11	10	11	8	343.4	298.3	312.9	284.8	312.1	94%	93%	88%	87%	93%
POL						n/a	n/a	n/a	n/a	n/a					
PRT	30	29	31	31	33	304.7	257.8	284.2	281.7	378.1	83%	83%	82%	82%	88%
ROU	5	5	4	5	6	0.7	0.6	0.5	1.4	0.9	100%	100%	100%	100%	98%
SVN	4	3	4	3	4	1.7	1.1	1.5	1.1	1.4	80%	50%	76%	56%	100%
SWE	32	26	27	26	26	114.4	100.4	103.4	116.4	124.1	100%	100%	100%	100%	100%
EU coverage	**228**	**287**	**282**	**290**	**192**	**3,214**	**3,847**	**4,068**	**4,283**	**3,147**	**70%**	**88%**	**88%**	**87%**	**90%**

Instances of less than 70% coverage are highlighted in pink. n/a denotes that the data were not available.

Table2.5Coverage of fleet segments per MS for the Stocks-at-risk indicator (SAR) for year 2012 included in the MS summary tables available at the start of the EWG.

MS	Number of fleet segments
BEL	2
DEU	7
DNK	9
ESP	5
EST	2
FIN	2
GBR	12
LTU	1
LVA	2
NLD	6
POL	4
PRT	14
SWE	6

2.1 Indicators used in MS summary tables

The indicators used for the assessment were the same ones used by the 2012 EWG along with a new indicator, the Stocks-at-Risk (SAR) indicator. This was designed by DG MARE to complement the Sustainable Harvest Indicator SHI), especially in the case of fleet segments that relied mostly on non-assessed stocks and for which therefore the SHI could not be calculated or was not relevant due to low proportion of landings value being represented by the indicator (marked in summary tables as "LP").

2.1.1 Sustainable Harvest Indicator

The SHI, first calculated for 2012 EWG in Ispra, shows whether, on average, stocks on which a fleet segment is economically dependent are harvested with a fishing mortality rate at which the population can produce the maximum sustainable yield (MSY). Thus, the indicator is based only on stocks for which stock assessments and estimates of current F and Fmsy are available. Stocks for which no assessment is available, or for which only reference points of the biomass level at which the population can produce MSY are available, cannot be included in the calculation of the indicator.

The SHI integrates information on the exploitation status of stocks, fleet landings composition, and the prices of the various fish species, which makes it complex to draw clear conclusions on the biological status of harvested resources from the resulting indicator values. Testing the indicator during the 2012 EWG revealed cases for which the indicator masked unsustainable fishing: for some fleet segments the indicator score was just below or around one, meaning on average the fleet segments were not economically relying on overharvested stocks, although in fact these same segments also caught fish from several stocks which were overharvested in the reference years.

Method of calculating and presenting the indicators

The SHI ($F2^*_{fleet}$) refers to the mean normalised fishing mortalities F* (F_c / F_{MSY}) for all stocks that are harvested by the fleet segment, and for which assessments are available, weighted by the value of the landings of the stocks included.

The Sustainable Harvest Indicator (SHI) is calculated according to the following formula:

$$F2^*_{fleet} = \frac{\sum_{Stocks} \frac{(F.c._{Stock})}{(F.MSY_{Stock})} Landings_{fleet.Stock}}{\sum_{Stocks} Landings_{fleet.Stock}}$$

For each stock the index thus requires data on:

- Current fishing mortality (F_c);
- Fishing mortality rates at maximum sustainable yield (F_{MSY} or its proxy $F_{0.1}$);
- Landing values declared by Member States.

The following data sources were used:

- The most up-to-date current F estimates and stock reference points information were taken from:
    - Area 27: ICES summary stock database;
    - Area 37: EWG 12-22, Consolidated review of advice on fish stocks of interest for the European Union for 2013 (JRC 77111);
- Data on landings information was taken from DCF fleet economic data call for 2011 data. The EWG decided not to use 2012 landings data since: (i) 2012 data were not available for all MS and (ii) previous experience has shown that landings value data submitted by MS is in many cases

preliminary and likely to be changed in subsequent data uploads. The evaluated time series for the SHI was thus 2008-2011.

Once the indicator values were calculated a threshold of 40%, with regards to the proportion of landing values included in the indicator per fleet segment ('proportion coverage'), was chosen following the approach taken by EWG STECF 12-18. Where the indicator was calculated for ≥ 40% of annual landing values, the indicator value was reported. Where the indicator was calculated for ≤ 40% of landing values, the indicator was reported as 'LP' for "Low Proportion" of landings composition from stocks with MSY assessment' in the summary table for the year being analysed (MS summary indicators tables).

All calculated SHI values as well as additional information to interpret the indicator are presented in Table 4.1 in the Appendix, including: proportion of landing values included in the indicator, number of stocks harvested that have been assessed, number of stocks assessed where F>FMSY, % unsustainably exploited stocks and trend of SHI indicator over the available time series.

Interpretation

A SHI value less than 1 indicates that the fleet is on average economically reliant on stocks which are exploited sustainably, below the level of maximum sustainable yield ($F_c < F_{MSY}$).

A SHI value equal to 1 indicates that fleet is on average economically reliant on stocks which are exploited sustainably, at the level of maximum sustainable yield ($F_c = F_{MSY}$).

A SHI value above 1 indicates that the fleet is on average economically reliant on stocks which are not exploited sustainably, above the level of maximum sustainable yield (i.e. $F_c > F_{MSY}$).

In order to assess the sustainability of fleet segment activities, the average percentages of unsustainably-fished stocks harvested by the fleet segment during the available time series were categorised into three groups: 'most stocks' referred to an average of ≥ 75% of stocks, 'more than half of stocks' referred to an average of 50-75% of stocks, 'all stocks' referred to 100% of stocks.

Where the SHI returned a value of < 1, indicating that the fleet segment is economically dependent on sustainably harvested stocks, it was not always the case that all stocks in the landings composition were in a good state. Therefore, the EWG verified whether the fleet segment is nevertheless fishing overexploited stocks. This was deemed necessary since the harvest sustainability index used ($F2^*_{fleet}$) takes the mean fishing mortalities F* for all stocks that are exploited by the fleet and for which assessments are available, weighted by the value of the landings of the included stocks. Taking a weighted average in this manner may mask the situation of stocks in the landings composition that are over-harvested. For several fleet segments, sustainably harvested stock(s) with a large value gave a low indicator value despite the segment also having a lower proportion of its landings from stocks in a poor state.

In order to evaluate the evolution of the indicator during 2008 to 2011, experts defined a minimum variation between the first and last values of the indicator. This calculation was only made if at least three years' data were available. If variation between first and last values is:

- less than 20%, no clear trend was identified, noted in the table as "No clear Trend"
- more than 20%, a trend can be suggested and noted as "Decrease " or "Increase".

The time series available to evaluate a trend is very short and the result must thus be considered with caution.

Indicator Constraints

- The 40% threshold means that for the Mediterranean Sea the SHI will rarely be included. Fishing vessels in this region rely on a large number of species, harvest compositions vary seasonally, and many stocks are not assessed. Only 12% of fleet segments operating in Area 37 (Mediterranean & Black Sea) were included in the calculation by this method whereas more than 35% of fleet segments operating in Area 27 (North East Atlantic) exceeded the threshold. In order to calculate the SHI for the Mediterranean region more stocks would have to be assessed.
- In some cases, stock assessments and management plans do exist, but values for the target reference point Fmsy do not exist. One possible reason for such cases is that for some species, reference points based on biomass are more appropriate (e.g. sandeel). In such cases the indicator should be calculated in terms of B* (B* is the weighted average of the normalized B* for the same stocks; B* = 1 if Bcur = SSB = Bpa). This lack of Fmsy reference point could mean that some fleet segments don't have a value for this indicator even though there are stock assessments.
- Discards are not included in the calculation; landings data rather than catch estimates are used. There is no consideration of potential value of the discarded fraction of the catch since discards data is incomplete and no reliable value could be assigned even if the volume was reliably estimated.

Data Limitations

The 2011 DCF fleet economic data (submitted in 2013) lacked information for:

- In some cases, fleet segments containing fewer than 10 vessels (if MS did not upload data as an unclustered segment due to confidentiality requirements).
- Effort and landing values for the Spanish fleet (all years). Data from previous data calls were not used since in 2012, Spain revised all previous landings data submitted to ICES.
- Effort (days at sea) for French fleet (2008 and 2009), incomplete landing values (not provided at the sub-region level, 2008), number of inactive vessels for the entire time series, fleet depreciated replacement (capital) value (2008 and 2009)
- Economic data for the Estonian fleet (2011)
- Inactive vessels for Latvia (2008-2010), incomplete economic data (annual depreciation) for 2008
- Incomplete and inconsistent economic data for Bulgaria, Malta and Romania
- Effort (DAS) and economic data for the Cypriot fleet (2008 – 2011)
- All Information for Greece (since 2008)
- Information required for biological indicators for Bulgaria, Finland and Poland (all years)

Since there is no equivalent of the ICES stock summary database for the Mediterranean and for long-distance fleets from EU MS operating offshore, the STECF review of advice report for 2013 was the source for information used for current F estimates and stock reference points for fleets operating in these areas. The STECF review of advice was based on information available in October 2012. Therefore some estimates of current F and target references point are out of date. This time lag was compounded for stocks assessed by FAO-GFCM (Food and Agriculture Organisation General Fisheries Commission for the Mediterranean) due to the time delay between the stock assessment working group and the final adoption of assessments by the GFCM scientific advisory committee (SAC).

In order to facilitate the calculation of the indicators for the Mediterranean and Black Sea and for the long-distance fleets from EU MS operating offshore, experts recommend the creation of free access databases which should include the historical results of stock assessments for these areas. These two databases could be merged into one, using a structure similar to that used in the ICES stock summary database.

Information on tuna and tuna-like species was also not considered in the calculation of the SHI. In future results of stock assessments carried out by ICCAT, IOTC and other relevant organisations should be included in the stock assessment database and considered in the calculation of the SHI.

Some stock assessments are carried out at a national level (e.g. scallops in France) but were not included; the SHI would be improved by including such information.

Overall the lack of stock assessments for a significant number of stocks, whatever their commercial value, makes it difficult to include biological considerations when assessing balance between fishing capacity and fishing opportunities. Increasing the number of stocks for which stock assessments are available should be an urgent priority.

For Malta, the SHI was calculated but most of the indicator values were not presented in the MS indicator summary table due to a low proportion (LP) of value of landings for the segments being from assessed stocks.

For Bulgaria, the SHI could not be calculated because landings data was provided at the Supra region level (AREA 37) only, and not at the sub-region level as is required.

DCF landings data provided for the Finnish fleet was too aggregated to estimate the indicator, i.e. landings data was provided at the Baltic Sea level (27.3.D) while stocks are identified at a less aggregated level, (e.g. functional units within the Baltic Sea such as 27.3.D.22-32). In the case of cod for example, there are two Baltic Sea stocks but insufficient disaggregation of landings data to allocate landings to the appropriate stock.

For Poland, the same issue was encountered as for the Finnish fleet, in addition to incomplete landings data (landings in weight without corresponding landings value).

In order to calculate the indicator, landings data must be provided by MS at the correct (requested) disaggregation levels.

The SHI could be improved by including stock assessment information calculated by inter-governmental fishery organisations, in particular by ICCAT / IOTC for tuna and tuna-like species. Information on stock assessments carried out at national level should also be included wherever possible.

It would be useful to explore some more suitable indicators to be used in areas where fish stock data and/or biological information on stocks necessary for complete assessments, is not available. STECF could invite the countries or regional scientific groups dealing with stock assessment (i.e. the EWG of the Mediterranean sea, GFCM) to define some reproduction-based reference points or some alternative suitable approach for the definition of stocks status and stocks at risk.

In the meantime, it would be useful to continue the use of indicatorsdefined previously, inparticulartheHarvest Rate (C/B), since estimatesof total catchandof a biomass index (derived from scientific surveys) are available for a fairly largenumberof stocks which are included in the DCF.

Findings relating to the SHI

Of MS fishing in Area 27, Denmark and France had the highest number of fleet segments for which a representative SHI higher than 1.0 (indicating an unsatisfactory high exploitation status on average) was calculated based on 2011 data, see Table2.6.

Table2.6Categorisation of SHI values per fleet segment for Area 27 (north east Atlantic) only, by MS.

	No. of fleet segments categorised as:	
Member State	**"Unsustainable" SHI >1.0**	**"Sustainable" SHI <=1.0**
BEL	5	0
DEU	8	0
DNK	10	0
EST	1	2
FRA	10	1
GBR	4	1
IRL	7	0
LTU	0	4
LVA	2	2
NLD	5	0
ROU	2	0
SVN	1	0

Table2.7highlights that in Area 27 (North East Atlantic) the fleet segments 'demersal trawlers and/or demersal seiners', 'beam trawlers' as well as 'drift and/or fixed netters' collectively made up 55% of fleet segments for which a representative SHI indicator higher than 1.0 was calculated for 2011.

With regards to vessel length, 68% of fleet segments for which a representative SHI over 1.0 was calculated for 2011 were over 12m length overall, and 34% were over 24m.

In Area 37 (Mediterranean and Black Sea), 75% of fleet segments for which a representative SHI indicator higher than 1.0 was calculated for 2011, were in categories 'beam trawlers' or 'demersal trawlers and/or demersal seiners', and all fleet segments identified as on average economically relying on unsustainably harvested stocks were over 12m overall. However the number of assessments available for Mediterranean and Black Sea stocks is limited, thus precluding an appropriate description of the balance situation using the SHI for fleet segments operating in this area.

Table2.7Categorisation of SHI values per fleet segment for Area 27 (north east Atlantic) only, by gear type.

		No. of fleet segments categorised as:	
Gear code	**Gear name**	**Unsustainable**	**Sustainable**
DTS	Demersal trawlers and/or demersal seiners	13	1
DFN	Drift and/or fixed netters	9	2
TBB	Beam trawlers	9	1
TM	Pelagic trawlers	5	4
PG	Vessels using passive gears only for vessels < 12m	5	0
PMP	Vessels using active and passive gears	5	0
HOK	Vessels using hooks	4	1
PGO	Vessels using passive gears	1	0
PGP	Vessels using polyvalent passive gears only	4	0
PS	Purse seiners	1	0
	Total	**56**	**9**

2.1.2 Stocks at Risk Indicator

The "stocks-at-risk" indicator identifies how many stocks at risk are landed by a fleet segment in a given year, where either a fleet segment takes a “significant” volume of that stock at risk or else the stock at risk constitutes a significant proportion of catch of the fleet segment. It is designed to provide complementary information to the “sustainable harvest” indicator. Ideally it would be calculated based on catch but this year was calculated based on landings.

In current usage, a “significant” proportion is taken as 10%, and a “stock-at-risk” is defined as a stock whose biomass level is below the biomass limit reference point (B_{lim}), or where a scientific agency has advised a closure of the fishery, a reduction to lowest possible level, or similar advice. Details of the calculation are given below.

Method

The "stocks-at-risk" indicator is built on two conditions: first, identifying which stocks are at risk in a given year; and second, identifying which fleets take significant amounts of those stocks or have significant proportions of their catch made up of those stocks. The indicator is defined for each fleet segment in each year in scope using the following procedure:

CALCULATE the number of stocks for which, condition 1 identifies the stocks at risk,

EITHER:

1. the stock is below SSB Blim, **OR**
2. there is biological advice to stop fishing the stock, **OR**
3. there is considered to be a biological (stock status) emergency for the stock, if no Blim is defined

AND for which, condition 2 identifies the fleets that take “significant” volume of a stock at risk (significant either to the stock or to the fleet)

EITHER:

1. the stock makes up 10% or more of the landings by the fleet segment, OR
2. the fleet segment takes 10% or more of the total landings from that stock

SAR Indicator - Selection of fleet segments:

In order to select fleet segments for which to calculate the SAR indicator the following process was followed: within each MS, the DCF economic data fleet segments at supra-region level were ranked in order of the value of landings, and segments that generated 80% or more of the MS value of landings were selected. This process resulted in the selection of 123 DCF fleet segments, which in 2011 generated €4.2 billion in landings value, equating to 85% of EU (except Greece and Spain) value of landings. Table2.9presents information perMS for 2011.Table2.8shows the landings value of the fleet segments selected for SAR indicator calculation.

Table2.8Number of selected fleet segments generating 80% or more of MS landings by year

	2008	2009	2010	2011
Number of fleet segments	122	120	124	123
Landing value for selected fleets (€ billion)	3.9	3.7	3.9	4.2
EU landings (from MS with data) (€ billion)	4.4	4.3	4.6	4.9
Coverage of landing value (%)	88%	85%	85%	85%

Table2.9(below) presents additional information per MS showing how few fleet segments were required to generate at least 80%of MS landings value for 2011.

Table2.9Number of fleet segments which generate at least 80% of 2011 value of landings per MS.

MS	No. Fleet segments generating 80% or more of MS landing value in 2011	Value of landings of selected fleets in 2011 (€million)	% MS total landings value represented
BEL	2	69.02	87%
BGR	5	2.16	80%
CYP	2	6.65	83%
DEU	8	114.67	91%
DNK	8	375.98	91%
ESP	nd	nd	na
EST	2	12.41	90%
FIN	2	27.54	85%
FRA	20	867.55	83%
GBR	11	784.16	83%
IRL	7	164.99	82%
ITA	9	926.97	84%
LTU	2	59.75	91%
LVA	2	18.01	83%
MLT	8	9.32	82%
NLD	6	292.62	90%
POL	3	42.11	91%
PRT	13	282.50	82%
ROU	2	1.26	88%
SVN	4	1.94	95%
SWE	7	95.41	82%

Results

Table2.10shows the number of stocks-at-risk by MS in Area 27 only and by fishing technique in 2011.Trawl gears catch the highest proportion (70%) of stocks-at-risk in the North East Atlantic.

Table2.10Number of stocks at risk identified by MS and fishing gear, based on 2011 data.

	Country												
fishing_tech	BEL	DEU	DNK	EST	FIN	FRA	GBR	IRL	ITA	LTU	MLT	NLD	Total
DFN		0				1							1
DRB						0	0						0
DTS		2	4			6	10	10					32
FPO						0	0						0
HOK						0							0
MGO													
MGP													
PG		0		1	1								2
PGP			3										3
PMP			2			0							2
PS						0							0
TBB	2	0					0						2
TM					0	0		0		1			1
Total	2	2	9	1	1	7	10	10		1			43

Table2.11 (below) shows the number of stocks-at-risk identified per MS (area 27 only), by fishing method and size of the vessels for year 2011.Larger trawlers harvest most of the stocks-at-risk, in particular trawlers of the UK, Irish, Danish and French fishing fleet.

Table2.11Number of stocks at risk identified per MS, fishing method and vessel size, based on 2011 data.

	vessel_length	VL0010	VL0612	VL1012	VL1218	VL1824	VL2440	VL40XX	Total
BEL	TBB					0	2		2
DEU	DFN						0		0
	DTS				0	0	1	1	2
	PG	0							0
	TBB				0	0			0
DNK	DTS				1	2	1	0	4
	PGP			0	3				3
	PMP				0	2			2
EST	PG	1							1
FIN	PG	1							1
	TM						0		0
FRA	DFN	1		0	0	0	0		1
	DRB			0	0				0
	DTS			0	0	2	2	2	6
	FPO	0							0
	HOK	0					0		0
	MGP								
	PMP			0					0
	PS				0				0
	TM					0			0
GBR	DRB				0		0		0
	DTS				0	5	5	0	10
	FPO	0		0					0
	TBB					0	0		0
IRL	DRB								
	DTS					4	6		10
	FPO								
	TM						0		0
ITA	DTS								
	PGP								
LTU	TM							1	1
MLT	HOK								
	MGO								
	PMP								
NLD	DTS								
Total		3		0	4	15	17	4	43

Indicator Constraints:

- The SAR indicator is difficult to apply for Mediterranean stocks. For Mediterranean stocks, GFCM and the STECF Mediterranean stock assessment working group have not defined agreed reproduction-based reference points linked to the self-renewal ability of the stocks. This lack of reference points does not preclude the possibility that some stocks are in a risky status (i.e. B_{curr} may in fact be less than BI_{im}).
- Catch prohibitions are in place for some sensitive and/or endangered species and stocks (e.g. several elasmobranch species). However data on catches of such species are extremely limited since the species are rare and landings are illegal. Catches of such species are unlikely to be represented by the stocks at risk indicator.
- Landings statistics used to calculate the stocks at risk indicator should ideally include landings from non-EU countries, but such information is lacking in most cases, particularly in the Mediterranean. In the case of the Mediterranean relevant data is available in the GFCM capture fisheries database, but only at the level of FAO statistical divisions, not at the level of Geographic Sub-Areas (GSAs). Since stock assessments are carried out at the GSA level such data cannot be used in many cases. Similarly, stock boundaries are not well defined, nor are all the countries that share the captures included. The indicator was therefore not calculated for shared stocks.
- In the computation of this indicator the age structure of the catch is not considered. The impactson the SSB of the various fleet segments that harvest a stock may be quite different. Some segments may have a relatively greater impact on the stock in terms of numbers of fish removed than in weight of catches, and that is not taken into consideration. This issue is particularly critical in some Mediterranean fleet segments targeting certain stocks, considering the low selectivity of bottom trawl nets.

In relation to the trends over the time period for the indicator, apart from the change of the harvest pattern that could be made by the fleet which may explain the trends observed, the following points may be relevant:

- An increasing trend for a given fleet segment could be explained because in recent years more stocks caught by that segment have been assessed and at least for some of the newly assessed stocks a B< Blim may occur. This does not mean that the fleet segment has changed fishing patterns, but the number of stocks at risk will mainly depend on the increased number of evaluated stocks.
- A decreasing trend in the indicator for a given fleet segment could be due to increasing uncertainty in some stock assessments where the analytical assessment is not implemented and no stock status values are provided. An overview of the trends in available scientific advice regarding stock status for the North-East Atlantic and adjacent waters is given in Annex Ia of COM (2013) 319.

Data Limitations:

- ICES publishes data and knowledge regarding stock assessment in Europe. The majority of those stock assessments feed in to the quota management system, hence stocks (and areas) that are not managed by quotas are for the most part under-represented.
- Stocks are identified at levels less than ICES sub-area in some cases. The DCF data does not enable the activity of fleets to be measured at levels lower than ICES sub-area.
- The DCF database is incomplete for some countries and years (see summary tables of MS indicator values). The stocks-at-risk indicator relies on representative catch data being available for stocks and fleet segments being complete. Discards data is in many instances lacking and in fact the stock at risks indicator evaluated by EWG 13-11 was based on landings data, not total catch data. This was because of insufficient time and preparation for the work to estimate the indicator before the EWG.In future, it might be possible to use estimates of catches based on relevant discard data where available, however the partial use of catch estimates would lead to lack of comparability between values calculated using landings and values calculated using estimates of catch.
- A stock is considered to be at risk for a certain fleet segment if it is over 10% of landed volume by fleet or stock. This threshold may appear to be arbitrary.

For future presentation of the SAR indicator, a column indicating the origin of the information that was used to list the stock as ‘at risk’ would be useful (e.g. GFCM, ICES, Expert WG) with the latest relevant reference year.

In future another category could usefully be added to the SAR indicator:

- Sensitive species which are (i) protected by international / regional conventions such as CITES, CMS (Bonn Convention), OSPAR, the Barcelona Convention Protocol concerning Specially Protected Areas and Biological Diversity in the Mediterranean, (ii) listed in European legislation such as the Habitats Directive, or (iii) included in the IUCN Red List of Threatened Species.

Whilst catch data will not be available for species which are protected and for which catch prohibitions are in place (e.g. species which are listed in CITES Appendix I, or SPA/BD Protocol of the Barcelona Convention Annex II), landings data will be available for sensitive species for which exploitation is regulated (e.g. species listed in CITES Appendix II and III, or species listed in SPA/BD Protocol of the Barcelona Convention Annex III).

Adding this category would make the SAR indicator relevant to the Mediterranean Sea, and be more in line with the application of an ecosystem approach to fisheries management.

2.1.3 Economic Indicators

Procedure

For the evaluation of the RoFTA indicator the following principles were applied, seeTable2.12:

Table2.12System for allocating comments on indicator values per fleet segment for RoFTA

ROFTA	Statement	Conditions
Incomplete data	no data	no data at all
	insufficient data	only 1 or 2 RoFTA values available during the time series
	(incomplete timeline)	2 or more missing in between
Trend	increasing trend	
	decreasing trend	
	stable values	
	no clear trend	
Values	RoFTA highly positive	>= MS risk-free interest rate
	RoFTA positive	0.1 < value <MS risk-free interest rate
	RoFTA near zero	-0.1 to 0.1 inclusive
	RoFTA negative	-0.1> value > -5%
	RoFTA severely negative	=<-5%
	No recent data	Last year missing
Sustainability	apparently not sustainable in the long run	RoFTA negative for 3 or more years
	apparently sustainable	RoFTA positive for latest 2 yearsOR 3 or more years
	sustainability unclear	all other cases

For assessing the sustainability of the operation of a fleet segment based on RoFTA, the situation was classed as “apparently sustainable” if the 2 most recent years’ indicator values were positive OR if 3 or more years in the time series were positive. When applying “apparently sustainable” to a fleet segment based on the latest 2 years values, the judgement implies that the situation for that fleet segment is apparently sustainable if it continues into the future with positive values for RoFTA.

RoFTA was classed as highly positive when the value was equal to or greater than the MS risk-free interest rate and classed as positive when it was greater than zero but less than the risk-free interest rate.

For allocating comments relating to the CR / BER indicator, the following system was applied, see Table2.13:

Table2.13System for allocating comments on indicator values per fleet segment for CR / BER

CR/BER	Statement	Condition
incomplete data	no data	no data at all
	insufficient data	only 1 or 2 observations
	(incomplete timeline)	2 or more missing in between
Trend	increasing trend decreasing trend stable values no clear trend	
Values	CR/BER above one CR/BER near one CR/BER bellow one	>1.1 0.9-1.1 inclusive <0.9
Sustainability	apparently not sustainable in the short run apparently sustainable sustainability unclear	CR/BER negative for 3 or more years CR/BER positive for latest 2 years OR 3 or more years all other cases

The value statements refer to the most recent annual value of the indicators, all other statements take into account the entire time series. The assessments for sustainability give comment on the apparent sustainability of the fleet segment's activities given the values for this indicator. The indicator can have a negative value for individual years without that implying that the overall activity of that fleet segment is not sustainable.

Remarks on the results of analysis of economic indicators

Quality

The evaluation procedure did not take into account the quality of original data supplied by MS in response to DCF data calls as there was not time to consult the raw data. According to the experience of experts at the EWG, economic data uploaded via the DCF have varying degrees of reliability. This variation might explain some of the differences in indicators between years. Clearly the reliability of the indicators depends on the reliability of data supplied by MS.

Several indicators were found to be much higher or lower than the rest of the time series or than the rest of the MS fleet segments. These outliers could exist because, at least in some cases, the calculation has been performed even if certain cost variables (e.g. unpaid labour) were missing or incomplete or inconsistent with values in other years.E.g. in certain fleet segments in The Netherlands, certain cost items were much lower in 2011.Ideally these instances could have been identified and flagged up so that it was clear when this was the case and this task should preferably be done before any future EWG working on this task.

In order to illustrate the variability of economic indicators, diagrams have been produced showing time series of the indicators for some fleet segments with high coverage of sampling of raw data. For that purpose experts selected seven beam trawler segments from three MS which target mainly brown shrimp (a stock not under quota) and sell at the same market. According to a report called The North Sea Brown Shrimp Fisheries, prepared for the European Parliament Committee on Fisheries (available here:

http://www.europarl.europa.eu/committees/en/PECH/studies.html?action=3&tab=I) the market for *Crangon* is dominated by two wholesalers who deal with maybe more than 90% of the total landings (p. 71 ff). There might be some oscillations from day to day between ports, but in general it is an oligopoly on the buyers' side. Thus there is little, if any, competition. Therefore we can talk about one homogeneous market. Given these circumstances, and making the realistic assumption that the cost structure of those fleet segments should be somewhat similar, the trends of the coefficients should reveal some degree of similarity. This could only partly be observed, thus raising concerns about the data precision.However, dissimilar trends for RoFTA values may not necessarily indicate poor data quality, because: (1) RoFTA is based on capital value – an estimated value using the PIM method but which is not applied consistently across MS and hence, not very comparable, and (2) some MS, e.g. DNK have much higher capital values than other MS.

Further detailed examination of the data uploaded by MS that was used to calculate the indicator values could possibly give more information about the sources of annual variation in indicator values.

It could also be useful if the PIM methodology was revised and applied more consistently across MS.

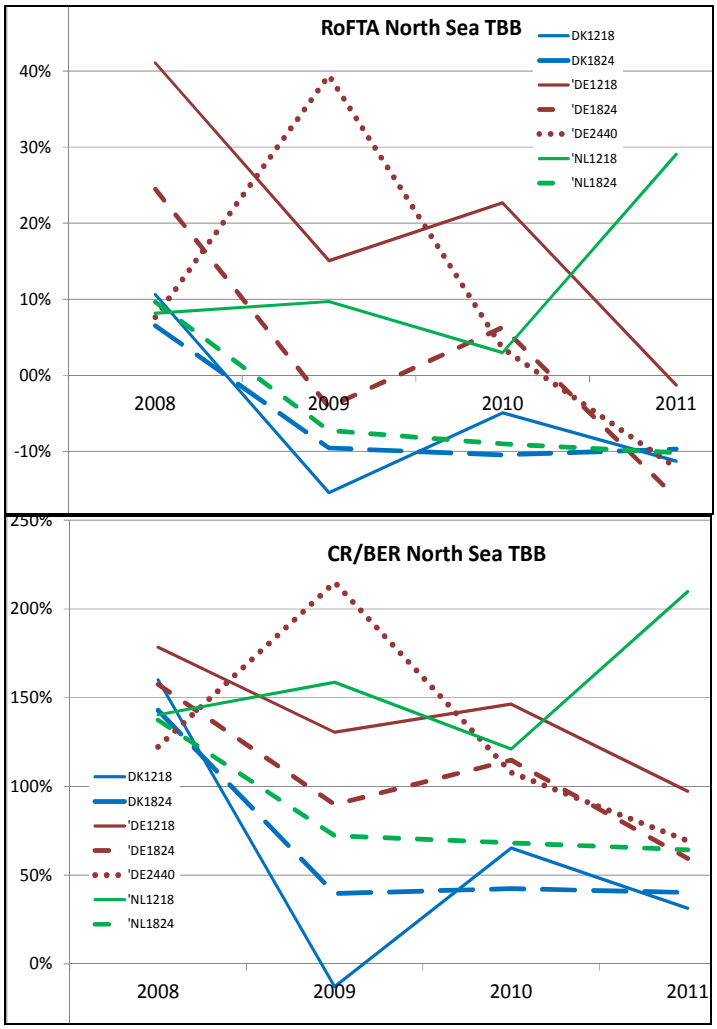

Figure 2.1.Comparison of time series of RoFTA and CR/BER for seven fleet segments targeting brown shrimp in the North Sea.

Aside from that aspect, the majority of data points in the figure suggest that the fleet segments did not operate sustainably in the short run. If that is realistic, several enterprises from these segments could be expected to go out of business in the near future.

Trends

RoFTA:For 58% of the segments or clusters of segments (vessels from more than one segment are clustered together into one when there are too few vessels in a segment and a MS groups those vessels into the next most similar segment for the purposes of DCF data upload) no values or insufficient values were provided. 29% of the overall segments or clusters had trends in the time series that were regarded as unclear, because values went up and down or vice versa. The number of fleet segments with stable values was negligible (0.7%).For the remaining almost 13% of segments or clusters, about 6%showed a clear increasing trend and 7% showed a decreasing trend.

CR/BER:For 58% of the segments or clusters no or insufficient indicator values were provided. 30% of segments or clusters had trends in the time series that were regarded as unclear, because values went up and down or vice versa. The number of fleet segments with stable values was negligible (1%). For the remaining 11% of segments or clusters, 5% showed a clear increasing trend and 6% showed a decreasing trend.

Sustainability

RoFTA:For 51% of the segments or clusters no or insufficient indicator values were provided. For 11% of the segments or clusters the sustainability was unclear. 11% appeared to operate unsustainably, 28% operated apparently sustainably.

CR/BER:For 51% of the segments or clusters no or insufficient indicator values were provided. For 8% of the segments or clusters the sustainability was unclear. 12% appeared to operate unsustainably, 28% apparently operated sustainably.

Variation in Indicator values

In several cases there is considerable variability in values of indicators between MS, between fleet segments within a MS or even within a segment over time. This variability should be further scrutinised in order to clarify whether the variation reflects the real situation or rather reflects variability in the precision of raw data (see also the remarks on data quality).

Suggestions for improvement of analysis

Evaluation of trends should be done using a moving average. The definition of trends should be clarified; the degree of variation in indicator value when characterising the trend should be defined. This task should be done in concert with the characterisation of trends for other indicator groups.

Both economic indicators are strongly affected by capital value of the vessels. The estimation of capital value has in the past proven to be based on assumptions which vary considerably by MS. In addition the application of the indicators RoFTA for small-scale fleet segments needs to be considered with care, taking account of the low level of investments. Therefore comparisons of the indicators RoFTA and CR/BER between MS may not always be comparing like with like and should be considered with caution. In order to avoid this potential inconsistency between MS values, at least one economic indicator which is independent of the capital value (e.g. GVA) should be included for an analysis of time series.

Clustering guidelines should be fundamentally amended focusing on the provision of stable time series rather than on the 10 vessel threshold.

The analysis of economic indicators could possibly be combined with the compilation of the AER. When the AER is produced, all the information required for the indicators is available, indicators are being generated, and issues could probably discussed in more depth given the fact that a broader range of expert knowledge on economic data is present there.

Table 2.14Overview of trends and statements on sustainability derived from RoFTA values

Member state	№ of segments	Trend						Total	Sustainability					Total
		Increase	Decrease	Stable	Unclear	No data	Insufficient/ clustered data		apparently not sustainable in the long run	apparently sustainable	sustainability unclear	No data	Insufficient/clustered data	
BEL	12	1			5		6	12	3	3			6	12
BGR	3		1		1		1	3	2				1	3
CYP	4					4		4				4		4
DEU	13	1			12			13	4	1	8			13
DNK	17				14	1	2	17	7	4	3	1	2	17
ESP	42						42	42					42	42
EST	4				1		3	4					4	4
FIN	6				5		1	6		4	1		1	6
FRA	73					22	51	73		17	11	22	23	73
GBR	44	4	1		21	1	17	44	4	21	1	1	17	44
IRE	38				9	17	12	38	1	4	4	17	12	38
ITA	22	1	7	1	13			22	4	18				22
LTU	6	2			3		1	6		4	1		1	6
LVA	4						4	4		3	1			4
MLT	23		6		2	8	7	23	8			8	7	23
NLD	11	2	2		3		4	11	2	4	1		4	11
POL	11	4	1		3	2	1	11	1	6	1	2	1	11
PRT	46	5	8		29		4	46	5	26	10		5	46
ROU	7					3	4	7				3	4	7
SVN	5	2	2	1				5	4	1				5
SWE	39	3	1	1	2		32	39	4	3			32	39
	430	25	29	3	123	58	192	430	49	119	42	58	162	430

As shown in Table 2.14, the Trend category allocated to the highest number (123) of fleet segments for which enough indicator values were available is “Unclear”, meaning essentially no identifiable trend. The number of fleet segments with increasing trend is nearly equal to the number of segments with a decreasing trend. The Sustainability category allocated to the highest number (119) of fleet segments for which enough values were available is “Apparently sustainable”, which has substantially more fleet segments than the category “Apparently not sustainable in the long run” (49 fleet segments).

Table2.15Percentages of fleet segments per MS falling into various comment categories for RoFTA

Member state	№ of segments	Trend						Total	Sustainability					Total
		Increase	Decrease	Stable	Unclear	No data	Insufficient		apparently not sustainable in the long run	apparently sustainable	sustainability unclear	No data	Insufficient	
BEL	12	8%			42%		50%	12	25%	25%			50%	12
BGR	3		33%		33%		33%	3	67%				33%	3
CYP	4					100%		4				100%		4
DEU	13	8%			92%			13	31%	8%	62%			13
DNK	17				82%	6%	12%	17	41%	24%	18%	6%	12%	17
ESP	42						100%	42					100%	42
EST	4				25%		75%	4					100%	4
FIN	6				83%		17%	6		67%	17%		17%	6
FRA	73					30%	70%	73		23%	15%	30%	32%	73
GBR	44	9%	2%		48%	2%	39%	44	9%	48%	2%	2%	39%	44
IRE	38				24%	45%	32%	38	3%	11%	11%	45%	32%	38
ITA	22	5%	32%	5%	59%			22	18%	82%				22
LTU	6	33%			50%		17%	6		67%	17%		17%	6
LVA	4						100%	4		75%	25%			4
MLT	23		26%		9%	35%	30%	23	35%			35%	30%	23
NLD	11	18%	18%		27%		36%	11	18%	36%	9%		36%	11
POL	11	36%	9%		27%	18%	9%	11	9%	55%	9%	18%	9%	11
PRT	46	11%	17%		63%		9%	46	11%	57%	22%		11%	46
ROU	7					43%	57%	7				43%	57%	7
SVN	5	40%	40%	20%				5	80%	20%				5
SWE	39	8%	3%	3%	5%		82%	39	10%	8%			82%	39
	430	6%	7%	1%	29%	13%	45%	430	11%	28%	10%	13%	38%	430

Table2.16Overview of trends and statements on sustainability derived from CR/BER

Member state	№ of segments	Trend						Total	Sustainability					Total
		Increase	Decrease	Stable	Unclear	No data	Insufficient / clustered data		apparently not sustainable in the long run	apparently sustainable	sustainability unclear	No data	Insufficient / clustered data	
BEL	12	1			5		6	12	1	3	2		6	12
BGR	3				2		1	3	2				1	3
CYP	4					4		4				4		4
DEU	13	1			12			13	2	4	7			13
DNK	17			4	10	1	2	17	10	4		1	2	17
ESP	42						42	42					42	42
EST	4	1					3	4					4	4
FIN	6		1		4		1	6	1	4			1	6
FRA	73					22	51	73		19	9	22	23	73
GBR	44	4	1		21	1	17	44	4	21	1	1	17	44
IRE	38		1		8	17	12	38	4	3	2	17	12	38
ITA	22		9		13			22	4	18				22
LTU	6	2			3		1	6		4	1		1	6
LVA	4						4	4			4		0	4
MLT	23		2		6	8	7	23	6		2	8	7	23
NLD	11	2	2		3		4	11	2	4	1		4	11
POL	11	2	1		5	2	1	11	1	7		2	1	11
PRT	46	4	8		30		4	46	5	26	10		5	46
ROU	7					3	4	7				3	4	7
SVN	5	2	1		2			5	4	1				5
SWE	39	3	1		3		32	39	4	3			32	39
	430	22	27	4	127	58	192	430	50	121	39	58	162	430

As shown in Table2.16, 127 fleet segments for which enough indicator values were available are classed as “Unclear”, meaning there is no identifiable trend. The number of fleet segments with increasing trend is 22, compared to 27 segments with a decreasing trend.121 fleet segments are classed as “Apparently sustainable”, compared to 50 classed as “Apparently not sustainable in the long run”.

Table2.17Percentages of fleet segments per MS falling into various comment categories for CR/BER

Member state	№ of segments	Trend						Total	Sustainability					Total
		Increase	Decrease	Stable	Unclear	No data	Insufficient		apparently not sustainable in the long run	apparently sustainable	sustainability unclear	No data	Insufficient	
BEL	12	8%			42%		50%	12	8%	25%	17%		50%	12
BGR	3				67%		33%	3	67%				33%	3
CYP	4					100%		4				100%		4
DEU	13	8%			92%			13	15%	31%	54%			13
DNK	17			24%	59%	6%	12%	17	59%	24%		6%	12%	17
ESP	42						100%	42					100%	42
EST	4	25%					75%	4					100%	4
FIN	6		17%		67%		17%	6	17%	67%			17%	6
FRA	73					30%	70%	73		26%	12%	30%	32%	73
GBR	44	9%	2%		48%	2%	39%	44	9%	48%	2%	2%	39%	44
IRE	38		3%		21%	45%	32%	38	11%	8%	5%	45%	32%	38
ITA	22		41%		59%			22	18%	82%				22
LTU	6	33%			50%		17%	6		67%	17%		17%	6
LVA	4						100%	4			100%		0%	4
MLT	23		9%		26%	35%	30%	23	26%		9%	35%	30%	23
NLD	11	18%	18%		27%		36%	11	18%	36%	9%		36%	11
POL	11	18%	9%		45%	18%	9%	11	9%	64%		18%	9%	11
PRT	46	9%	17%		65%		9%	46	11%	57%	22%		11%	46
ROU	7					43%	57%	7				43%	57%	7
SVN	5	40%	20%		40%			5	80%	20%				5
SWE	39	8%	3%		8%		82%	39	10%	8%			82%	39
	430	5%	6%	1%	30%	13%	45%	430	12%	28%	9%	13%	38%	430

In order to avoid the variation in indicator values that could be caused by use of different capital valuation assumptions among MS, at least one economic indicator which is independent of the capital value (e.g. GVA) would be useful to include for a time series analysis.

2.1.4 Technical and inactive vessels Indicators

STECF EWG 12-11 (last year) was requested to estimate indicators of balance between fishing capacity and fishing opportunities using all available data, including that collected by DCF. As the maximum number of days at sea was not available in DCF data, the EWG 12-11 used values reported in the MS annual reports.

Unlike the previous year, for the 2013 EWG, the "ratio between average days at sea and maximum days at sea" (DaS/MaxDaS) was estimated by JRC before the STECF EWG 13-11.The figure for maximum days at sea was either the figure submitted by the MS in response to a DCF call (although it was not compulsory to submit this data) or was 220 days, an arbitrary figure, but one which would be realistic in many circumstances. Only six MS submitted their maximum days at sea per fleet segment for the four year reference period. The fixed maximum of 220 was used for the other 13 MS out of a total of 19 MS for which this indicator was calculated.

The number of segments analysed was higher than for STECF EWG 12-11 both for the DaS/MaxDaS and the "inactive vessels" indicator. The technical indicator was presented and analysed for all MS except for Cyprus, Greece and Spain (no effort data submitted via the DCF).The number and proportion of inactive vessels per vessel length category was presented for all MS except Greece and Cyprus (no data submitted) and France (no data on inactive vessels).However, the coverage per fleet and year is different among MS.

Comparison with last year's dataset

There were large differences in the average days at sea indicators between both datasets (EWG 12-11 and EWG 13-11), but no significant differences in the inactive vessels indicator. The differences in the first indicator are mainly due to the change in the reference amount of maximum days at sea, which was set to 365 days at sea for last year's analysis. A new time-series for the technical indicator was calculated (by JRC) for use during EW13-11.

Processes used to assess the technical indicator and inactive vessel values and trends

Ratio of average days at sea to maximum days at sea (Avg DaS/Max DaS) in a fleet segment

1. *Comments on data availability*
   The years for which there is no data available are specified in the comments column of MS summary tables.
2. *Comments on the Avg DaS/MaxDaSfor 2011 (reference year):*

- The fleet segment is considered to have a high degree of Vessel Utilisation (VU), when the Avg DaS/Max DaSis between 0.9 and 1.0
- The fleet segment is considered to have limited degree of VU, when the DaS/Max DaS is between 0.7 and 0.9
- The fleet segment is considered to have low degree of VU, when the DaS/Max DaS is between 0.5 and 0.7
- The fleet segment is considered to have very low degree of VU, when the DaS/Max DaS is below 0.5

When the indicator is >1 for any year in the period 2008-2011, the indicator cannot have been based on correct or true average and maximum DAS data, since by definition, the average cannot be greater than the maximum. It is likely that in these cases, the average DAS was higher than the assumed maximum of 220 days or that there was an error in the MS data, but this was not assessed case by case due to lack of time.

3. *Comments on time trends in Avg DaS/MaxDaS*

Four categories were defined: 1) Increasing trend in Vessel Utilisation, 2) Stable VU (when the VU does not vary by >10% during the time period), 3) Decreasing trend and 4) No clear trend in VU.

Inactive vessels indicator

1. *Data availability*
   Indicator values were mostly provided for the period 2008-2011. Some MSprovided data for 2012 and the indicator was presented by JRC to the EWG. The years for which there is no data available are specified in the comments column of the MS summary tables.
2. *Degree of inactivity in 2011 (reference year)*
   Degrees of inactivity in 2011 of more than 1/3 of vessels in the length category are mentioned. It washighlighted if the fleet consists of only a few vessels.
3. *Time Trends*
   Four categories were defined: 1) Increasing trend in inactive vessels indicator, 2) Stable inactive vessels indicator (when the inactive vessels indicator does not vary >10% during the time period), 3) Decreasing trend and 4) No clear trend in the inactive vessels indicator.

Findings, Usefulness and problems of time trends for technical and inactive vessels indicators

For the technical indicator and the inactive vessels indicator most of the fleetsegments and length categories show a low degree of vessel utilisation. For the DaS/MaxDaS indicator, 70% of fleet segments assessed have either low, or very low vessel utilisation (VU).However, the relative importance, in terms of value of landings, of these segments was not available when the comments were made in the summary table of MS indicator values. An overview of the level of vessel utilisation in 2011 for each member state is provided in Table2.18.

Table2.18Number of fleet segments per category of vessel utilisation level, per MS for 2011

Member state	No. of segments with a VU in 2011	No. of fleet segments per category of vessel utilization level, per MS				
		Very low	Low	Limited	High	VU>1
BEL	10	2	4	2	0	2
BGR	2	1	0	1	0	0
CYP	0	0	0	0	0	0
GER	13	1	4	2	1	5
DNK	15	6	5	3	1	0
ESP	0	0	0	0	0	0
EST	2	1	1	0	0	0
FIN	6	5	1	0	0	0
FRA	55	22	10	12	5	6
GBR	26	14	5	6	1	0
IRE	17	8	4	2	2	1
ITA	21	1	13	6	1	0
LTU	4	3	0	0	1	0
LVA	4	1	2	1	0	0
MLT	18	17	1	0	0	0
NLD	11	6	1	2	0	2
POL	9	5	2	0	0	2
PRT	42	14	13	6	2	7
ROU	4	4	0	0	0	0
SVN	5	4	0	1	0	0
SWE	32	22	5	2	0	3
Sum	**296**	**137**	**71**	**46**	**14**	**28**
Proportion per category:		46%	24%	16%	5%	9%

In general, as has been previously observed, no clear time trends are observed on vessel utilisation and level of inactivity at European level. It should be noted that it may be difficult accurately to observetime trends for two reasons:

a) some fleet segments have not been grouped together (clustered)consistently over time[2]; and
b) in some cases, as would be expected, the value for maximum days at sea used for the calculation of Avg DaS/MaxDaS is different across years for the same segment. For some fleet segments, the maximum provided by the MS was used in some years, while for other years the default maximum days at sea (220 days at sea) was used. Ideally, the same data source would be used for individual fleet segments across all years presented.

Clustering - The fact that indicator values are based on clustered fleet segments one year and unclustered fleet segments another year creates inconsistencies. The clustering is currently dependent on thresholds (e.g. 10 vessels) that define which fleet segments are clustered. The number of vessels in a fleet segment varies from year to year. If time-specific analyses are done, then ideally the fleet segment clusters should be consistent over time. In order to achieve consistent clustering of segments in future, it would be necessary for MS to present fleet segments clustered in the same groups for all years (even if the threshold is not reached for some years).Experts recommend that the issue of consistency of time series when clustering is present, is carefully considered by STECF, reflecting also on the outputs from the EWG reporting on updating the DCF regulation.

Choice of max DAS value for the Avg DaS/MaxDaS

The maximum number of days at sea for a fleet segment cannot be determined from data aggregated at fleet segment level, but can only be determined using data disaggregated at vessel level or other sources of information, which are not required under the DCF.

There are three ways that the maximum number of days at sea per fleet segment can be defined:

1. Theoretical maximum days at sea, dependent on area, country and fleet details
2. Observed data
    a) The vessel with the highest observed number of days at sea in the fleet segment.
    b) The weighted average of the vessels with the highest number of observed maximum number of days at sea in each sub-segment that is homogeneous.
3. A fixed theoretical maximum number of days at sea for all segments (based on expert knowledge)

The first case (theoretical) can be used when there is information available on the factors restricting the maximum days at sea (weekends and holidays, bad weather, repair and maintenance, effort regulation and closures, seasonality of fishing activity, national regulations on work conditions).

In the second case, using observed days at sea, a) would be used if the coefficient of variation is low (segment is homogeneous) while b) would be employed if the there is a lot of variation in days at sea per vessel (segment is heterogeneous). The advantage of using observed data to identify the maximum days at sea is that 1) the method is objective, there is no subjective expert judgement, and therefore no-one can claim the maximum days at sea figure is unattainable for any reason, since at least one vessel did attain it; 2) the method is theoretically consistent (the segment value of VU cannot exceed 1) and 3) the method is considered time efficient compared to the first case. One major disadvantage is that the method can give a high value for the indicator even in segments where overall utilisation of vessels is low if there is little variation in annual days at sea within the fleet segment and if the maximum observed days at sea is also low.

The last case, a fixed theoretical days at sea, would be used if there is no clear information on factors affecting days at sea, if there is high heterogeneity and no information available to calculate a weighted average. Even though the threshold of 220 days at sea is closer to likely actual maximum

[2] Experts suspected that it is not permitted for MS to cluster vessels into combined segments for capacity variables although some MS have done so. This should be checked.

than 365 and may be suitable for many fleets, it may be overestimated or underestimated for other fleets. In the case that the true maximum days at sea of a vessel in a given segment is higher than 220, the vessel utilization may be higher than “1”, the theoretically upper limit of the ratio.

There is a benefit to using 365 days per year as the theoretical maximum in that the indicator values of different fleet segments are comparable as they have been calculated in the same way, with the same maximum days at sea. If a fleet segment has little variation between vessels and they are all low, then the segment will have a low indicator value. The value of the indicator would have to be interpreted with recognition of what is usual for segments of small boats or larger boats, but at least it is standardised and objective.

A common feature of vessel utilisation (VU) rates is that a significant number of small scale fleet segments (less than 12 meters mostly) have low degree of vessel utilisation (VU<0.5).This reflects the part-time, subsistence or hobby and limited operational nature of small vessels due to weather conditions, social expectations etc.A low vessel utilisation rate for smaller vessels would be expected.

Experts conclude that a fixed amount of maximum days at sea other than 365 is not useful for all fleet segments as one value cannot be appropriate for both larger and smaller vessels.

Level of vessel inactivity

By using the number of vessels as indicator of MS national fleet utilization, a bias is introduced against small vessels compared to larger ones. Data for all MS demonstrate clear tendency in number of inactive vessels distribution between segments reaching the maximum of 65% for VL0010 and minimum of 0.2 % for VL40XX.

A more appropriate or useful additional indicator at MS fleet level could be the proportion and amount of fleet gross tonnage (GT) that was inactive during the reference year.

The inactive vessels indicator shows that around half of MS (10) have a degree of inactivity in 2011 of less than 30% of vessels and only 4 MS have more than 50% of vessels inactive.

2.2 MS tables of indicator values:

This section presents, in Table2.19 to Table2.39, the indicator values by MS, where data are available. For each indicator there are brief interpretive comments relating to the trend over the 4 year period, the sustainability of the situation and the availability or reliability of data.

Additionally, for most MS the table includes the number and proportion of inactive vessels in each length category where possible, or by national fleet. For two MS (Cyprus and France) there is no data available to calculate the number and proportion of inactive vessels per length category or for the national fleet. Latvia provided data only for 2011 and 2012.

Table2.19 Summary of indicators for selected fleet segments for Belgium

Belgium	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 1012																																							Missing data from 2008 to 2011
DFN VL1012	nd	na	na	nd	nd	nd	nd	na	na	na	na	nd	DFN VL1824		nd	nd	DFN VL1824		nd	nd	0.27	0.02	nd											nd	na	Cluster	Cluster	No value available for 2011. Trend not clear	
DTS VL1012	DTS VL1824			1.42	nd	nd	nd	na	na	na	na	DTS VL1824	nd	nd	DTS VL1824	DTS VL1824	nd	nd	DTS VL1824	0.30	nd	nd	0.50											Not possible to assess for recent years	na	Cluster/insufficient data	Cluster/ insufficient data	No data available for 2009-2010. Low vessel utilisation in 2011.	
Inactive 1218																									1	1				12.5%	12.5%								Data missing for 2008,.2011, 2012. Trend not clear. Less than 1/3 inactive vessels (1 vessel)
DFN VL1218	DFN VL1824			1.61	nd	nd	nd	na	na	na	na	DFN VL1824				DFN VL1824				0.28	0.34	0.32	0.29										Not possible to assess for recent years	na	Cluster	Cluster	Decreasing trend. Very low vessel utilisation in 2011.	
DTSVL1218	DFN VL1824			nd	nd	nd	nd	na	na	na	na	DTS VL1824				DTS VL1824				nd	nd	nd	nd										nd	na	Cluster	Cluster	No data available for this segment.	
TBB VL1218	843,639	1,06%	0,02%	1.42	1.59	1.45	LP	na	na	na	na	-35.5%	-18.7%	-28.1%	-40.5%	-0.38	0.25	-0.04	-0.55	0.58	0.55	0.56	0.55										Most of the assessed stocks harvested by the fleet segment are fished unsustainably	na	unclear trend, severely negative, apparently not sustainable in the long run	unclear trend, below 1, apparently not sustainable in the short run	Trend not clear. Low vessel utilisation.	
Inactive 1824																								2	2	1	1	1	5.0%	5.0%	2.5%	2.5%	2.6%					Stable. Less than 1/3 inactive vessels (1 or 2 vessels)
DFN VL1824*	1,013,141	1,28%	0,02%	1.55	1.55	1.58	1.49	na	na	na	na	nd	-9.1%	6.8%	nd	nd	0.48	1.47	nd	0.36	0.39	0.26	0.27										Most of the assessed stocks harvested by the fleet segment are fished unsustainably	na	Insufficient data	insufficient data	Decreasing trend. Very low vessel utilisation.	
DRB VL1824*	1,108,208	1,40%	0,02%	LP	LP	LP	LP	na	na	na	na	nd	18.2%	41.6%	-0.4%	nd	1.12	1.83	0.99	0.79	0.82	0.85	0.76										LP	na	unclear trend, near zero, apparently sustainable	unclear trend, near 1, apparently sustainable	Trend not clear. There is a limited degree of overcapacity	
DTS VL1824*	1,991,261	2.5%	0,04%	LP	1.37	1.34	1.31	na	na	na	na	nd	-17%	-52.4%	-22.5%	nd	0.50	-0.13	0.03	0.49	0.73	1.03	0.66										More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na			Trend not clear. Indicator may not be defined correctly for 2010 (value >1). Limited degree of vessel utilisation in 2011.	
TBB VL1824	14,974,883	18.9%	0,31%	1.40	1.44	1.40	1.35	1	1	1	0	-49.7%	-0.1%	1.1%	-9.3%	-0.24	0.80	1.00	0.52	0.66	0.62	0.72	0.68										More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Improvement in trend; 0 stocks at risk for the most recent year	unclear trend, severely negative, apparently not sustainable in the long run	unclear trend, below 1, sustainability unclear	Trend stable. Low vessel utilisation in 2011.	
Inactive 2440																								2	5	3	5	3	3.8%	9.8%	7.5%	12.8%	7.9%					Trend decreasing. Less than 1/3 inactive vessels.
DRB VL2440	DRB VL1824			nd	nd	nd	nd	na	na	na	na	nd	DRB VL1824			nd	DRB VL1824			nd	0.91	1.09	0.77										nd	na	Cluster	Cluster	unclear trend, severely negative, apparently not sustainable in the long run	unclear trend, below 1, apparently not sustainable in the short run
DTS VL2440	5,462,840	6.9%	0.11%	1.34	1.36	1.12	1.29	na	na	na	na	nd	-0.003	0.046	0.001	nd	0.80	1.15	0.98	1.02	0.94	1.00	1.11										More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na	unclear trend. near zero. apparently sustainable	unclear trend. near 1. apparently sustainable	Indicator not defined correctly for 2008 and 2011 (values >1)	
TBB VL2440	54,042,949	68.0%	1.11%	1.43	1.42	1.40	1.37	3	3	4	2	-28.0%	-4.3%	6.0%	13.0%	0.11	0.71	1.18	1.42	0.89	0.91	1.04	1.07										More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Improvement in trend for the most recent year; number of stocks at risk decreased by 50%	increasing trend, higher than MS risk-free interest rate apparently sustainable	increasing trend. above 1. apparently sustainable	Indicator not defined correctly for 2010 and 2011 (values >1). High vessel utilisation in 2008 and 2009.	
Belgian Inactive fleet																								4	8	5	6	4	3.9%	8.0%	5.6%	6.7%	4.7%					Trend decreasing. Less than 1/3 inactive vessels

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
MaxDaS provided by MS: MaxDas = nationally imposed limit

Table2.20 Summary of indicators for selected fleet segments for Bulgaria

Bulgaria	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0612																								1826	1303	1309	1335	1195	78%	67%	64%	70%	62%						Decreasing trend. More than 1/3 of vessels are inactive
DFN VL0612 *	152,350	5.65%	0.00%	nd	nd	nd	nd	na	na	na	na	81%	-301%	-12%	-4763%	3.81	-5.99	0.50	-8.04	0.04	0.04	0.04	nd											nd	na	no clear trend. no recent data. severely negative. sustainability unclear	no clear trend. no recent data. sustainability unclear	No data available for 2011. Trend is stable. Very low vessel utilisation in 2008 and 2010.	
Inactive 1218																																						No data available
PMP VL1218 *	188,745	6.99%	0.00%	nd	nd	nd	nd	na	na	na	na	37%	-133%	-13%	-7637%	7.39	-3.85	-0.52	-18.47	0.08	0.07	0.06	0.09											nd	na	decreasing trend. recent data questionable. apparently not sustainable in the long run	no clear trend. recent data questionable. apparently not sustainable in the short run	Trend is stable. Very low vessel utilisation.	
Inactive 1824																																						No data available
TM VL1824 *	1,565,469	58.02%	0.03%	nd	nd	nd	nd	na	na	na	na	nd	50%	-17%	nd	nd	5.50	-1.65	nd	0.39	0.41	0.38	0.75											nd	na	insufficient data	insufficient data	Trend is increasing. Limited degree of vessel utilisation in 2011.	
Bulgarian Inactive Fleet																								1826	1303	1309	1335	1195	68%	54%	49%	57%	50%						Data is not available for 2 of the 3 length classes.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator

Table2.21 Summary of indicators for selected fleet segments for Cyprus

Cyprus	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels				Inactive vessels % of vessels				Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011						
Inactive 0612																								nd	nd	nd	nd	nd	nd	nd	nd						No data available
PG VL0612	5,640,409	70.6%	0.12%	LP	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd									LP	na	no data	no data	No data available	
PGO VL0612	482,242	6.0%	0.01%	nd	nd	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd									LP	na	no data	no data	No data available	
Inactive 1218																								nd	nd	nd	nd	nd	nd	nd	nd						No data available
PGP VL1218	859,479	10.7%	0.02%	LP	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd									LP	na	no data	no data	No data available	
Inactive 1824																								nd	nd	nd	nd	nd	nd	nd	nd						No data available
DTS VL1824	1,007,936	12.6%	0.02%	LP	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd									LP	na	no data	no data	No data available	
Cypriot Inactive Fleet																								nd	nd	nd	nd	nd	nd	nd	nd						No data available

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion

Table2.22 Summary of indicators for selected fleet segments for Germany

Germany	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																								485	469	460	386	372	34.9%	34.8%	35.3%	31.7%	32.0%						Trend not clear.
PG VL0010	5,377,915	4.3%	0.11%	1.78	1.54	1.83	1.96	na	na	na	0	6.7%	-36.1%	2.0%	-14.6%	1.13	0.16	1.01	0.72	0.35	0.37	0.44	0.40											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks.	Not possible to assess trend	no clear trend. severely negative. sustainability unclear	no clear trend. below 1. sustainability unclear	Stable trend. Very low vessel utilisation.	
Inactive 1012																								7	8	8	12	9	6.7%	7.8%	7.9%	12.1%	9.8%						Trend not clear.
DTS VL1012	1,028,611	0.8%	0.02%	2.18	1.82	2.02	2.44	na	na	na	na	-10.0%	-70.8%	12.3%	-19.5%	0.76	-0.08	1.18	0.67	0.87	0.92	0.94	0.92											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks	na	no clear trend. severely negative. sustainability unclear	no clear trend. below 1. sustainability unclear	Stable trend Shows a high level of vessel utilisation	
PG VL1012	2,075,275	1.7%	0.04%	1.84	1.49	1.76	1.84	na	na	na	na	-18.7%	-30.9%	-26.4%	-29.6%	0.70	0.38	0.48	0.38	0.60	0.60	0.56	0.57											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks	na	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. sustainability unclear	Stable trend. Shows Low degree of vessel utilisation	
TBB VL1012 *	459,313	0.4%	0.01%	LP	LP	LP	LP	na	na	na	na	-63.7%	46.7%	8.2%	-75.0%	-1.02	2.27	1.11	-0.35	0.57	0.65	0.82	0.68											LP		no clear trend. severely negative. sustainability unclear	no clear trend. below 1. sustainability unclear	Trend not clear. Shows a limited degree of VU	
Inactive 1218																								11	12	19	27	19	5.1%	5.7%	9.4%	13.6%	11.0%						Trend not clear.
DFN VL1218	1,621,181	1.3%	0.03%	1.86	1.74	1.83	1.79	na	na	na	na	54.7%	18.7%	58.4%	-18.5%	2.57	1.47	2.42	0.50	0.93	0.87	1.00	1.14											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks		no clear trend. severely negative. sustainability unclear	no clear trend. below 1. apparently sustainable	Trend not clear. Indicator may not be defined correctly for 2010 and 2011 (values >1). High vessel utilisation for 2008 and 2009.	
DTS VL1218	3,265,819	2.6%	0.07%	2.13	1.76	1.87	2.20	0	0	0	0	-8.2%	-9.4%	-7.6%	-16.7%	0.77	0.68	0.81	0.60	0.82	0.83	0.83	0.78											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks	Fleet segment not showing any stocks at risk; stable	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. apparently not sustainable in the short run	Trend stable. Limited degree of vessel utilisation	
TBB VL1218	16,435,845	13.1%	0.34%	LP	LP	LP	LP	0	0	0	0	41.1%	15.1%	22.7%	-1.3%	1.75	1.23	1.42	0.97	0.72	0.73	0.75	0.69											LP	Fleet segment not showing any stocks at risk; stable	no clear trend. negative. sustainability unclear	no clear trend. Near 1. apparently sustainable	Trend stable. Limited degree of vessel utilisation	
Inactive 1824																								4	6	5	7	4	4.0%	6.1%	5.0%	7.0%	4.4%						Trend not clear.
DTS VL1824	12,492,742	10.0%	0.26%	1.65	1.46	1.46	1.62	0	0	0	0	37.1%	-0.5%	9.0%	-3.0%	2.02	0.90	1.19	0.91	0.80	0.84	0.82	0.78											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks	Fleet segment not showing any stocks at risk; stable	no clear trend. negative. sustainability unclear	no clear trend. Near 1. apparently sustainable	Trend stable. Limited degree of vessel utilisation	
TBB VL1824	10,334,184	8.2%	0.21%	LP	LP	LP	LP	0	0	0	0	24.4%	-4.2%	6.3%	-16.2%	1.53	0.84	1.11	0.59	0.73	0.71	0.72	0.65											LP	Fleet segment not showing any stocks at risk; stable	no clear trend. severely negative. sustainability unclear	no clear trend. below 1. sustainability unclear	Trend is stable. 2011 shows a limited degree of vessel utilisation	
Inactive 2440																								5	7	5	5	6	14.3%	17.5%	13.5%	13.9%	19.4%						Trend not clear.
DFN VL2440 *	5,829,728	4.6%	0.12%	LP	LP	LP	LP	na	na	na	0	-77.3%	-59.5%	45.9%	-42.2%	-1.97	-0.82	1.63	0.73	2.05	1.49	1.95	1.71											LP	Not possible to assess trend	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. sustainability unclear	Indicator may not be defined correctly for 2008 to 2011 (values >1)	
DTS VL2440	17,160,704	13.7%	0.35%	1.53	1.63	1.76	1.68	0	0	1	1	-102.8%	4.1%	20.4%	32.5%	0.13	1.02	1.51	1.87	1.68	1.27	1.13	1.30											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Number of stocks at risk increased in recent years	increasing trend. higher than MS risk-free interest rate. apparently sustainable	increasing trend. above 1. apparently sustainable	Indicator may not be defined correctly for 2008 to 2011 (values >1)	
TBB VL2440	5,613,868	4.5%	0.11%	1.23	1.24	1.25	1.17	na	0	0	na	7.6%	39.4%	3.5%	-12.2%	1.18	1.98	1.04	0.69	1.26	1.28	1.17	1.15											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Not possible to assess trend	no clear trend. severely negative. sustainability unclear	no clear trend. below 1. sustainability unclear	Indicator may not be defined correctly for 2008 to 2011 (values >1)	
Inactive 40XX																								1	4	2		1	6.7%	22.2%	12.5%	0.0%	6.7%						Trend not clear.
DTS VL40XX	43,774,895	34.9%	0.90%	LP	LP	LP	LP	1	1	2	1	-13.3%	-17.6%	-4.7%	-9.1%	0.58	0.47	0.81	0.68	1.754	2.051	1.848	1.757											LP	Overall stable amount of stocks at risk	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. apparently not sustainable in the short run	Indicator may not be defined correctly for 2008 to 2011 (values >1)	
German Inactive Fleet																								513	506	499	437	411	27.6%	27.8%	28.4%	26.3%	26.3%						Trend not clear.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
MaxDas provided by MS: MaxDas = actual maximum achieved days at sea, based on real data

Table2.23 Summary of indicators for selected fleet segments for Denmark

Denmark	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels				Inactive vessels % of vessels				Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011						
Inactive 0010																								890	914	989	1003	43.8%	45.0%	48.8%	49.4%						Increasing trend More than 1/3 are inactive.
DTS VL0010	212,831	0.05%	0.00%	LP	LP	LP	LP	na	na	na	na	nd	nd	nd	-23.6%	nd	nd	nd	0.37	0.29	0.22	0.15	0.19									LP	na			Stable trend. Very low vessel utilisation.	
PGP VL0010	15,382,269	3.73%	0.31%	2.15	LP	LP	LP	2	1	na	na	-26.9%	-32.1%	-20.6%	-22.5%	-0.24	-0.24	0.13	0.11	0.18	0.17	0.15	0.16									Not possible to assess for recent years	Not possible to assess trend	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. apparently not sustainable in the short run	Stable trend. Very low vessel utilisation.	
PMP VL0010	3,262,039	0.79%	0.07%	2.04	1.70	LP	1.85	na	na	na	na	-31.1%	-38.7%	nd	nd	0.15	-0.37	nd	nd	0.26	0.22	nd	nd									Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks	na	insufficient data	insufficient data	No data available for 2010 and 2011. Very low vessel utilisation for 2008 and 2009	
Inactive 1012																								9	9	12	19	6.2%	5.9%	8.7%	14.2%						Increasing trend.
DRB VL1012	3,068,376	0.74%	0.06%	LP	nd	LP	LP	na	na	na	na	-2.8%	-0.1%	-4.1%	-0.8%	0.74	0.78	0.71	0.96	0.25	0.25	0.22	0.31									LP	na	no clear trend. near zero. apparently not sustainable in the long run	stable values. below 1. apparently not sustainable in the short run	Stable trend. Very low vessel utilisation.	
DTS VL1012	953,474	0.23%	0.02%	LP	LP	2.12	1.78	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.40	0.39	0.54	0.51									Less half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably stock in recent years	na			Stable trend. Low degree of vessel utilisation.	
PGP VL1012	4,839,853	1.17%	0.10%	2.31	2.13	2.18	2.21	1	1	1	0	-18.6%	-24.5%	-22.5%	-19.4%	0.36	0.21	0.34	0.39	0.53	0.52	0.49	0.53									More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Improvement in trend; 0 stocks at risk for the most recent year	no clear trend. severely negative. apparently not sustainable in the long run	stable values. below 1. apparently not sustainable in the short run	Stable trend. Low degree of vessel utilisation.	
PMP VL1012	1,545,931	0.37%	0.03%	1.77	1.70	1.71	1.65	na	na	na	na	-39.5%	-33.2%	-10.0%	-18.8%	-0.31	-0.23	0.54	0.38	0.41	0.40	0.44	0.39									More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. apparently not sustainable in the short run	Stable trend. Very low vessel utilisation.	
Inactive 1218																								57	49	25	24	14.4%	13.0%	7.6%	7.7%						Decreasing trend.
DRB VL1218	4,397,005	1.07%	0.09%	nd	LP	LP	LP	na	na	na	na	-4.2%	-13.8%	-9.3%	-5.3%	0.70	0.47	0.52	0.79	0.22	0.21	0.22	0.35									LP	na	no clear trend. negative. apparently not sustainable in the long run	stable values. below 1. apparently not sustainable in the short run	Increasing trend. Very low vessel utilisation.	
DTS VL1218	43,821,120	10.62%	0.90%	LP	LP	LP	LP	2	2	2	1	-3.8%	-8.7%	2.7%	-0.6%	0.82	0.51	1.09	0.97	0.53	0.56	0.57	0.57									LP	Improvement in trend for the most recent year; number of stocks at risk decreased by 50%	no clear trend. near zero. sustainability unclear	no clear trend. below 1. apparently not sustainable in the short run	Stable trend. Low degree of vessel utilisation.	
PGP VL1218	13,874,133	3.36%	0.28%	2.01	1.95	2.02	1.98	2	2	2	3	-9.9%	-7.1%	0.1%	-0.1%	0.61	0.54	0.96	1.00	0.51	0.50	0.65	0.55									More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Number of stocks at risk increased in the most recent year	no clear trend. near zero. sustainability unclear	no clear trend. below 1. apparently not sustainable in the short run	Stable trend. Low degree of vessel utilisation.	
PMP VL1218	8,835,250	2.14%	0.18%	2.18	2.10	1.96	1.71	0	0	0	0	-8.3%	-8.2%	-0.5%	-6.6%	0.57	0.45	0.94	0.68	nd	nd	nd	nd									More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Fleet segment not showing any stocks at risk; stable	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. apparently not sustainable in the short run	No data available for 2008 to 2011.	
TBB VL1218	2,598,454	0.63%	0.05%	LP	LP	LP	LP	na	na	na	na	10.6%	-15.4%	-4.9%	-11.3%	1.54	-0.11	0.62	0.31	0.48	0.49	0.43	0.46									LP	na	no clear trend. severely negative. sustainability unclear	no clear trend. below one. apparently not sustainable in the short run	Stable trend. Very low vessel utilisation.	
Inactive 1824																								18	21	9	9	14.3%	16.7%	8.2%	8.0%						Decreasing trend.
DTS VL1824	46,081,427	11.17%	0.94%	1.73	1.65	1.71	1.68	2	2	2	2	1.3%	-2.4%	2.4%	5.3%	1.03	0.81	1.07	1.26	0.68	0.72	0.78	0.72									More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Stable amount of stocks at risk	no clear trend. higher than MS risk-free interest rate. apparently sustainable in the long run	stable values. above one. apparently sustainable	Stable trend. Limited degree of vessel utilisation	
PMP VL1824	10,041,684	2.43%	0.21%	1.73	1.90	2.00	2.06	1	1	1	2	-2.1%	-7.4%	5.5%	4.8%	0.83	0.55	1.24	1.21	0.51	0.61	0.65	0.71									More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Number of stocks at risk increased in the most recent year	no clear trend. higher than MS risk-free interest rate. apparently sustainable in the long run	no clear trend. above one. apparently sustainable	Trend increasing. Low vessel utilisation.	

Summary of indicators for selected fleet segments for Denmark continued

Denmark	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels				Inactive vessels % of vessels				Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
TBB VL1824	5,264,130	1.28%	0.11%	LP	nd	LP	LP	na	na	na	na	6.5%	-9.6%	-10.5%	-9.7%	1.37	0.34	0.41	0.40	0.81	0.85	0.68	0.53									LP	na	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below one. apparently not sustainable in the short run	Trend decreasing. Shows Low degree of vessel utilisation	
Inactive 2440																								22	23	8	3	30.1%	33%	16.0%	7.1%						Decreasing trend.
DTS VL2440	56,353,221	13.66%	1.15%	LP	LP	LP	1.48	0	0	1	1	-2.2%	1.6%	11.4%	2.9%	0.88	0.97	1.42	1.10	1.00	1.10	1.03	1.00									Less half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks in the most recent year	Number of stocks at risk increased in recent years	no clear trend. higher than MS risk-free interest rate. apparently sustainable in the long run	no clear trend. above one. apparently sustainable	Indicator may not be defined correctly for 2008 to 2011 (values >1)	
Inactive 40XX																								7	1		2	17.9%	3.0%	0.0%	6.1%						Trend not clear.
DTS VL40XX	192,137,912	46.56%	3.93%	1.09	LP	LP	1.16	0	0	0	0	3.5%	3.0%	38.6%	36.1%	1.09	1.02	2.29	2.02	0.78	0.80	0.94	0.78									Less half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks in the most recent year	Fleet segment not showing any stocks at risk; stable	no clear trend. higher than MS risk-free interest rate. apparently sustainable in the long run	no clear trend. above one. apparently sustainable	Trend not clear. Limited degree of vessel utilisation	
Danish Inactive Fleet																								1.003	1.017	1.043	1.060	35.7%	36.5%	38.9%	39.8%						Increasing. More than 1/3 are inactive.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator

Table2.24 Summary of indicators for selected fleet segments for Spain

	Spain	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
		Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
	Inactive 0006 AREA 37																								383	167	148	171	203	60.9%	41.4%	38.2%	47.4%	62.7%						No clear trend. More than 1/3 are unactive
AREA37	PMPVL0006	nd			nd				na				nd			-7. 5%	nd			0.48	na													nd	na	insufficient data. severely negative	insufficient data, below 1	No data available	
	Inactive 0612 AREA 37																								282	205	156	190	284	15.8%	12.1%	9.5%	12.0%	18.5%						Less than 1/3 are inactive
AREA37	HOKVL0612															177%	nd			nd																	insufficient data	insufficient data	No data available	
AREA37	PMPVL0612															-51%				-0.59																	insufficient data. severely negative	insufficient data, below 1	No data available	
	Inactive 0010 AREA 27																								2267	1238	400	478	681	38.9%	26.0%	8.4%	11.1%	14.9%						Unclear trend
	Inactive 0010 OFR																								204	104	89	118	251	22.6%	13.0%	11.6%	10.4%	34.3%						Unclear trend. More than 1/3 are inactive.
AREA27	DFNVL0010															1.71%				nd																	insufficient data. positive	insufficient data	No data available	
AREA27	HOKVL0010	nd			nd				na				nd			106.9%	nd			5.19	na															nd	na	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
AREA27	PMPVL0010															-12.9%				0.21																	insufficient data. severely negative	insufficient data, below 1	No data available	
OFR	PMPVL0010															-445%				-6.78																	insufficient data. severely negative	insufficient data, below 1	No data available	
	Inactive 1012 AREA 27																								37	26	4	3	19	8.1%	5.8%	0.9%	0.8%	4.5%						Unclear trend
	Inactive 1012 OFR																								10	8	4	3	13	12.7%	11.6%	5.8%	2.7%	19.1%						Unclear trend
AREA27	HOKVL1012															6.1%				1.03																	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
AREA27	PMPVL1012	nd			nd				na				nd			-48%	nd			-1.37	na																insufficient data. severely negative	insufficient data, below 1	No data available	
AREA27	PSVL1012															-32%				0.78																	insufficient data. severely negative	insufficient data, below 1	No data available	
OFR	PMPVL1012															-10%				0.56																	insufficient data. severely negative	insufficient data, below 1	No data available	
OFR	PSVL1012															5.1%				1.05																	insufficient data. positive	insufficient data, above 1	No data available	
	Inactive 1218 AREA 27																								47	26	14	13	29	6.1%	3.5%	1.9%	2.7%	4.3%						Trend stable.
	Inactive 1218 AREA 37																								32	16	8	7	24	5.5%	2.9%	1.5%	1.4%	5.0%						Trend stable.
	Inactive 1218 OFR																								8	4	3	5	10	14.3%	5.9%	4.5%	1.7%	14.9%						Trend not clear.
AREA27	DFNVL1218															29.2%				1.98																	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
AREA27	HOKVL1218															34%				1.75																	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
AREA27	PGPVL1218															-20%				0.52																	insufficient data. severely negative	insufficient data, below 1	No data available	
AREA27	PMPVL1218															-66%				0.13																	insufficient data. severely negative	insufficient data, above 1	No data available	
AREA27	PSVL1218															35.9%				1.60																	insufficient data. higher than MS risk-free interest rate	insufficient dat, above 1a	No data available	
AREA37	DTSVL1218															-34%				0.22																	insufficient data. severely negative	insufficient data, below 1	No data available	
AREA37	HOKVL1218															-90%				-0.47																	insufficient data. severely negative	insufficient data, below 1	No data available	
AREA37	PGPVL1218	nd			nd				na				nd			-31%	nd			0.52	na													nd	na	insufficient data. severely negative	insufficient data, below 1	No data available	
AREA37	PMPVL1218															43%				2.31																	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
AREA37	PSVL1218															49%				3.41																	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
OFR	DTSVL1218															51%				2.08																	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
OFR	HOKVL1218															72%				1.60																	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
OFR	PMPVL1218															-97%				-0.32																	insufficient data. severely negative	insufficient data, below 1	No data available	
OFR	PSVL1218															-39%				0.22																	insufficient data. severely negative	insufficient data, below 1	No data available	
	Inactive 1824 AREA 27																								2	1	4	5	9	0.6%	0.3%	1.5%	2.9%	3.3%						Stable.
	Inactive 1824 AREA 37																								20	7	7	4	11	3.2%	1.2%	1.3%	0.8%	2.3%						Stable. Less than 1/3 are inactive
	Inactive 1824 OFR																								2	1	1		7	10.0%	4.2%	9.1%	0.0%	36.8%						Trend not clear. More thean 1/3 inactive
AREA27	DFNVL1824	nd			nd				na				nd			78%	nd			2.04	na													nd	na	insufficient data. higher than MS risk-free interest rate	insufficient data, above1	No data available	
AREA27	DTSVL1824															4.8%				1.04																	insufficient data. positive	insufficient data, above 1	No data available	
AREA27	HOKVL1824															-13%				0.78																	insufficient data. severely negative	insufficient data, below 1	No data available	

Summary of indicators for selected fleet segments for Spain continued

	Spain	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator			
		Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
AREA27	PSVL1824															52%				1.30				
AREA37	DTSVL1824															-5.5%				0.84				
AREA37	HOKVL1824															7.4%				1.15				
OFR	DTSVL1824		nd			nd				na				nd		-19.9%		nd		0.72		na		
OFR	HOKVL1824															3.4%				3.75				
OFR	MGPVL1824															3.9%				1.10				
OFR	PSVL1824															15.6%				1.28				
	Inactive 2440 AREA 27																							
	Inactive 2440 AREA 37																							
	Inactive 2440 OFR																							
AREA27	DTSVL2440															-34.5%				0.36				
AREA27	HOKVL2440															-8.5%				0.89				
AREA27	PSVL2440		nd			nd				na				nd		1.09%		nd		2.41		nd		
AREA37	DTSVL2440															-0.34%				0.14				
OFR	DTSVL2440															-3.4%				0.85				
OFR	PMPVL2440															-376%				-0.44				
	Inactive 40XX AREA 27																							
	Inactive 40XX OFR																							
OFR	PSVL40XX															0.41%		nd		1.73				
	Spanish Inactive Fleet																							

	Spain	Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
		2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
AREA27	PSVL1824											na	na	insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
AREA37	DTSVL1824													insufficient data. negative	insufficient data, below 1	No data available	
AREA37	HOKVL1824													insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
OFR	DTSVL1824													insufficient data. severely negative	insufficient data, below 1	No data available	
OFR	HOKVL1824													insufficient data. positive	insufficient data, above 1	No data available	
OFR	MGPVL1824													insufficient data. positive	insufficient data, above 1	No data available	
OFR	PSVL1824													insufficient data. higher than MS risk-free interest rate	insufficient data, above 1	No data available	
	Inactive 2440 AREA 27	8	3	5	3	18	1.5%	0.6%	1.1%	0.8%	4.7%						Stable.
	Inactive 2440 AREA 37	5	2	1		3	2.3%	0.9%	0.5%	0.0%	1.6%						Stable.
	Inactive 2440 OFR	3	6	7	3	30	1.6%	3.3%	3.3%	1.6%	16.2%						Trend not clear.
AREA27	DTSVL2440													insufficient data. severely negative	insufficient data, below 1	No data available	
AREA27	HOKVL2440													insufficient data. severely negative	insufficient data, below 1	No data available	
AREA27	PSVL2440													insufficient data. positive	insufficient data, above 1	No data available	
AREA37	DTSVL2440													insufficient data. severely negative	insufficient data, below 1	No data available	
OFR	DTSVL2440													insufficient data. negative	insufficient data, below 1	No data available	
OFR	PMPVL2440													insufficient data. severely negative	insufficient data, below 1	No data available	
	Inactive 40XX AREA 27	1	3	3	2	6	2.3%	6.8%	8.1%	5.7%	24.0%						Trend increasing.
	Inactive 40XX OFR	1	1		2	5	0.9%	1.0%	0.0%	2.0%	5.0%						Trend not clear.
OFR	PSVL40XX													insufficient data. positive	insufficient data, above 1	No data available	
	Spanish Inactive Fleet	3312	1818	854	1007	1617	25.3%	15.8%	7.6%	9.2%	15.3%						Trend not clear.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion

Table2.25 Summary of indicators for selected fleet segments for Estonia

Estonia	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels				Inactive vessels % of vessels				Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011						
Inactive 0010																																				No data available for 2008-2011.
PG VL0010	2,703,918	19.62%	0.06%	LP	LP	LP	LP	na	na	na	100%	7.6%	15.1%	9.6%	nd	3.57	1.51	1.64	nd	nd	nd	nd	nd									LP	Not possible to assess trend	insufficient data. higher than MS risk-free interest rate in 2010 but no recent data	no clear trend. no recent data	No value available for 2008-2011.	
Inactive 1012																																				No data available for 2008-2011.
PG VL1012	1,160,097	8.42%	0.02%	1.21	1.22	1.22	1.22	na	na	na	na	4.2%	5.9%	5.3%	nd	4.90	0.85	1.29	nd	nd	nd	nd	nd									All the assessed stocks harvested by the fleet segment are fished unsustainably	na	insufficient data. positive, but below MS risk free interest rate in 2010, but no recent data	unclear trend. no recent data	No value available for 2008-2011.	
Inactive 1218																								9	15	8	8	27.3%	50.0%	38.1%	44.4%						More than 1/3 of vessels are inactive. Decreasing number of inactive vessels from 2009
TM VL1218	204,247	1.48%	0.00%	1.03	1.07	1.03	1.00	na	na	na	na	-9.1%	-13.8%	12.2%	nd	-0.49	-0.41	1.33	nd	0.51	nd	0.33	0.23									More than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet is economically dependent on sustainably harvested fish in the most recent assessment year (2011)	na	unclear trend. higher than MS risk-free interest rate in 2010 but no recent data	increasing trend. no recent data	No value available for 2009. Trend not clear. Very low vessel utilisation for 2011.	
Inactive 1824																								1	3	2	2	2.4%	7.3%	5.4%	5.9%						Stable number from 2008-2011.
TM VL2440	9,710,237	70.47%	0.20%	0.95	0.97	0.93	0.94	na	na	na	na	35%	24%	4.3%	nd	3.46	1.58	1.06	nd	1.21	nd	0.55	0.59									More than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on sustainably fished stocks in recent years	na	insufficient data. positive, but below MS risk free interest rate in 2010, but no recent data	decreasing trend. no recent trend	No value available for 2009. Indicator may not be defined correctly for 2008 (value >1). Low vessel utilisation.	
Inactive 2440																								4	4	3	1	40.0%	50.0%	37.5%	16.7%						Decreasing trend from 2009-2011
Estonian Inactive fleet																								14	22	13	11	1.5%	2.3%	1.4%	1.2%						Decreasing number from 2008-2011.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator

Table2.26 Summary of indicators for selected fleet segments for Finland

Finland	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels				Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value(€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012						
Inactive 0010																								1501	1513	1478	1545	51.1%	51.6%	49.4%	50.0%	37.7%						Trend not clear. More than 1/3 inactive.
PG VL0010	10,243,680	31.51%	0.21%	nd				na	na	na	1	11.4%	17.6%	5.3%	-3.4%	1.65	1.53	1.17	0.87	0.39	0.43	0.43	0.42										nd	Not possible to assess trend	no clear trend. negative. apparently sustainable	decreasing trend. below one. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
Inactive 1012																								143	150	145	137	73.3%	77.3%	75.5%	77.0%	67.2%						Trend stable. More than 1/3 inactive.
PG VL1012	495,506	1.52%	0.01%	nd				na				-2.3%	3.5%	4.8%	-7.8%	0.85	1.09	1.19	0.53	0.19	0.23	0.20	0.09										nd	na	no clear trend. severely negative. sustainability unclear	no clear trend. below one. sustainability unclear	Trend decreasing. Very low vessel utilisation in 2011.	
Inactive 1218																								37	42	36	34	49.3%	54.5%	53.7%	55.7%	44.0%						Trend not clear. More than 1/3 inactive.
DFN VL1218	161,453	0.50%	0.00%	nd				na				nd	nd	8.1%	23.9%	nd	nd	1.48	2.87	0.21	0.25	0.14	0.21										nd	na	insufficient data. higher than MS risk-free interest rate	insufficient data. above one	Trend stable. Very low vessel utilisation in 2011.	
TM VL1218	1,449,217	4.46%	0.03%									6.8%	-2.9%	14.1%	8.6%	1.53	0.72	1.76	1.44	0.22	0.22	0.19	0.25												no clear trend. higher than MS risk-free interest rate,. apparently sustainable	no clear trend. above one. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
Inactive 1824																								6	3	3		31.6%	15.8%	20.0%								Data not available for 2011 and 2012.
TM VL1824	2,863,698	8.81%	0.06%	na				na				10.2%	17.8%	15.6%	20.5%	1.66	1.93	1.54	1.89	0.36	0.27	0.35	0.41										nd	na	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above one. apparently sustainable	Trend increasing. Very low vessel utilisation in 2011.	
Inactive 2440																									1				6.3%								Data not available for 2008. 2010. 2011 and 2012.
TM VL2440	17,294,016	53.20%	0.35%	nd				na	na	na	0	3.4%	7.7%	2.5%	-3.0%	1.25	1.41	1.06	0.86	0.68	0.69	0.65	0.62										nd	Not possible to assess trend	no clear trend. negative. apparently sustainable	no clear trend. below one. apparently sustainable	Trend stable. Low vessel utilisation in 2011.	
Finnish Inactive fleet																								1687	1709	1662	1716	52.1%	52.7%	50.7%	51.0%	39.0%						Trend not clear. More than 1/3 inactive.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator

Table2.27 Summary of indicators for selected fleet segments for France (AREA 27)

France AREA 27	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments sustainable harvest indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																										nd													No data
DFN VL0010	20,481,729	1.95%	0.42%	nd	LP	LP	LP	na	0	0	1	nd	nd	5.0%	8.1%	nd	nd	1.16	1.33	nd	nd	0.47	0.61											LP	Number of stocks at risk increased in the most recent year	insufficient data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. 2011 shows a Low degree of vessel utilisation.	
DRB VL0010	6,376,726	0.61%	0.13%	nd	LP	LP	LP	na	na	na	na	nd	nd	8.4%	17.9%	nd	nd	1.32	1.70	nd	nd	0.34	0.38											LP	na	insufficient data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation	
DTS VL0010*	8,631,081	0.82%	0.18%	nd	LP	LP	LP	na	na	na	na	nd	nd	4.8%	nd	nd	nd	1.20	nd	nd	nd	0.71	0.66											LP	na	insufficient data. higher than MS risk-free interest rate.	increasing trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. 2011 shows a Low degree of vessel utilisation.	
FPO VL0010	23,369,876	2.22%	0.48%	nd	LP	LP	LP	na	0	0	0	nd	nd	16.7%	11.0%	nd	nd	1.51	1.61	nd	nd	0.49	0.52											LP	Fleet segment not showing any stocks at risk; stable	insufficient data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
HOK VL0010*	20,799,671	1.98%	0.43%	nd	LP	LP	LP	na	0	0	0	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.64	0.46											LP	Fleet segment not showing any stocks at risk; stable	insufficient data	insufficient data	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
MGO VL0010	2,480,023	0.24%	0.05%	nd	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.47	1.31											LP	na	insufficient data	insufficient data	No value available for 2008-2009. Indicator may not be correctly defined for 2011 (values >1)	
MGP VL0010	1,801,222	0.17%	0.04%	nd	LP	LP	LP	na	na	na	na	nd	nd	39.1%	-5.5%	nd	nd	2.22	0.77	nd	nd	nd	0.45											LP	na	insufficient data. severely negative	no clear trend. below 1. apparently sustainable	No value available for 2008-2010. 2011 shows Very low degree of vessel utilisation	
PGO VL0010*	5,332,942	0.51%	0.11%	nd	LP	LP	LP	na	na	na	na	nd	nd	PGO VL1012	nd	nd	nd	PGO VL1012	nd	nd	nd	nd	0.26											LP	na		no clear trend. above 1. apparently sustainable	No value available for 2008-2010. 2011 shows Very low degree of vessel utilisation	
PGP VL0010	5,230,684	0.50%	0.11%	nd	LP	LP	LP	na	na	na	na	nd	nd	3.7%	10.2%	nd	nd	1.10	1.57	nd	nd	0.57	0.54											LP	na	insufficient data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Strong overcapacity.	
PMP VL0010	4,207,590	0.40%	0.09%	nd	LP	LP	LP	na	na	na	na	nd	nd	9.8%	12.7%	nd	nd	1.39	1.57	nd	nd	0.46	0.47											LP	na	insufficient data. higher than MS risk-free interest rate.	increasing trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Strong overcapacity.	
PS VL0010	nd	na	na	nd	nd	nd	LP	na	na	na	na	nd	nd	nd	HOK VL0010	nd	nd	nd	HOK VL0010	nd	nd	nd	nd											LP	na	no data		No value available for 2008-2011.	
TBB VL0010	nd	na	na	nd	nd	nd	1.48	na	na	na	na	nd	nd	nd	DTS VL0010	nd	nd	nd	DTS VL0010	nd	nd	nd	nd											All the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year	na			No value available for 2008-2011.	
Inactive 1012																										nd													No data
DFN VL1012	48,409,737	4.61%	0.99%	nd	1.58	1.61	1.60	na	1	2	0	nd	nd	8.9%	10.6%	nd	nd	1.33	1.56	nd	nd	0.75	0.71											More than half of the assessed stocks harvested are fished unsustainably	trend improved. 0 stocks at risk in most recent year	insufficient data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No data 2008-09, unclear trend. Limited degree of vessel utilisation in 2011.	
DRB VL1012 *	17,726,750	1.69%	0.36%	nd	LP	LP	LP	na	na	0	0	nd	nd	nd	11.1%	nd	nd	nd	1.55	nd	nd	0.51	0.56											LP	Fleet segment not showing any stocks at risk; stable (only 2 years data)	insufficient data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Low vessel utilisation in 2011.	
DTS VL1012	36,316,946	3.46%	0.74%	nd	LP	LP	LP	na	0	0	0	nd	nd	5.8%	8.1%	nd	nd	1.26	1.41	nd	nd	0.68	0.73											LP	Fleet segment not showing any stocks at risk; stable	insufficient data. higher than MS risk-free interest rate.	insufficient data. above 1. apparently sustainable	No data 2008-09, unclear trend. Limited degree of vessel utilisation in 2011.	
FPO VL1012	15,395,399	1.47%	0.31%	nd	LP	LP	LP	na	0	na	na	nd	nd	8.8%	10.8%	nd	nd	1.27	1.62	nd	nd	0.77	0.81											LP	Not possible to assess trend	insufficient data	insufficient data	No data 2008-09, unclear trend. Limited degree of vessel utilisation in 2011.	
HOK VL1012	8,717,390	0.83%	0.18%	nd	LP	LP	LP	na	na	na	na	nd	nd	8.0%	8.0%	nd	nd	1.40	1.41	nd	nd	0.70	0.76											LP	na	insufficient data	insufficient data	No data 2008-09, unclear trend. Limited degree of vessel utilisation in 2011.	
MGO VL1012	812,807	0.08%	0.02%	nd	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.25											LP	na	insufficient data.	insufficient data.	No value available for 2008-2010. Very low degree of vessel utilisation	
MGP VL1012	7,567,818	0.72%	0.15%	nd	LP	LP	LP	na	na	na	na	nd	nd	10.3%	12.3%	nd	nd	1.43	1.40	nd	nd	0.61	0.65											LP	na	insufficient data. higher than MS risk-free interest rate.	stable values. above 1. apparently sustainable	No data for 2008-09. Trend not clear. 2011 shows a structural degree of overcapacity.	
PGO VL1012*	nd	na	na	nd	LP	nd	LP	na	na	na	na	nd	nd	nd	PGO VL0010	nd	nd	nd	PGO VL0010	nd	nd	nd	nd											Not possible to assess	na	insufficient data.	insufficient data.	No value available for 2008-2011.	
PGP VL1012*	2,283,608	0.22%	0.05%	nd	LP	LP	LP	na	na	na	na	nd	nd	2.3%	10.2%	nd	nd	1.05	1.43	nd	nd	0.73	0.58											LP	na	insufficient data. higher than MS risk-free interest rate.	insufficient data. above 1	No value available for 2008-2009. Trend not clear. 2011 shows a strong overcapacity.	
PMP VL1012	18,014,348	1.71%	0.37%	nd	LP	LP	LP	na	na	na	0	nd	nd	13.1%	6.9%	nd	nd	1.50	1.46	nd	nd	0.63	0.71											LP	Not possible to assess trend	insufficient data. higher than MS risk-free interest rate.	increasing trend. above 1. apparently sustainable	No data 2008-09, unclear trend. Limited degree of vessel utilisation in 2011.	
PS VL1012	nd	na	na	nd	LP	LP	LP	na	na	na	na	nd	nd	PS VL1824	PS VL1218	nd	nd	PS VL1824	PS VL1218	nd	nd	nd	nd											LP	na	insufficient data.	insufficient data.	No value available for 2008-2011.	
TBB VL1012	nd	na	na	nd	nd	nd	1.11	na	na	na	na	nd	nd	nd	DRB VL1012	nd	nd	nd	DRB VL1012	nd	nd	nd	nd											Most of the assessed stocks harvested t are fished unsustainably in the most recent year	na	insufficient data.	insufficient data.	No value available for 2008-2011.	
TM VL1012	2,909,543	0.28%	0.06%	nd	LP	LP	LP	na	na	na	na	nd	nd	9.7%	4.7%	nd	nd	1.49	1.27	nd	nd	0.67	0.74											LP	na	insufficient data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No data 2008-09, unclear trend. Limited degree of vessel utilisation in 2011.	

Summary of indicators for selected fleet segments for France (AREA 27) continued

France AREA 27	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments sustainable harvest indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 1218																								nd															No data
DFN VL1218	38,934,419	3.71%	0.80%	nd	1.71	1.75	1.75	na	0	1	0	nd	nd	8.7%	12.9%	nd	nd	1.27	1.43	nd	nd	0.96	0.87											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	No evident trend. 0 stocks at risk in most recent year	insufficient data. higher than MS risk-free interest rate.	increasing trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Limited degree of vessel utilisation in 2011.	
DRB VL1218	33,349,849	3.17%	0.68%	nd	LP	LP	LP	na	0	0	0	nd	nd	2.9%	3.9%	nd	nd	1.07	1.16	nd	nd	0.73	0.80											LP	Fleet segment not showing any stocks at risk; stable	insufficient data. higher than MS risk-free interest rate.	stable values. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Limited degree of vessel utilisation in 2011.	
DTS VL1218*	86,659,634	8.25%	1.77%	nd	LP	LP	LP	na	0	1	0	nd	nd	5.5%	5.1%	nd	nd	1.23	1.23	nd	nd	1.00	0.97											LP	No evident trend. 0 stocks at risk in most recent year	insufficient data. higher than MS risk-free interest rate.	stable values. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. High degree of capacity utilization.	
FPO VL1218	2,175,878	0.21%	0.04%	nd	LP	LP	LP	na	na	na	na	nd	nd	nd	30.0%	nd	nd	nd	1.72	nd	nd	0.74	0.83											LP	na	insufficient data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Limited degree of vessel utilisation in 2011.	
HOK VL1218	1,250,863	0.12%	0.03%	nd	LP	LP	LP	na	na	na	na	nd	nd	5.0%	nd	nd	nd	1.16	nd	nd	nd	0.60	0.51											LP	na	insufficient data	increasing trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Strong overcapacity.	
MGP VL1218*	12,309,717	1.17%	0.25%	nd	LP	LP	LP	na	0	na	na	nd	nd	MGP VL1824	nd	nd	nd	MGP VL1824	nd	nd	nd	nd	0.85											LP	Not possible to assess trend	cluster data	insufficient data. above 1	No value available for 2008-2010. Limited degree of vessel utilisation in 2011.	
PGP VL1218	nd	na	na	nd	LP	LP	LP	na	na	na	na	nd	nd	10.0%	PGP VL1012	nd	nd	1.31	PGP VL1012	nd	nd	1.01	nd											LP	na	cluster data	insufficient data	No value available for 2008-2009 and 2011. Indicator may not be correctly defined for 2010 (values >1)	
PMP VL1218	2,953,851	0.28%	0.06%	nd	LP	LP	LP	na	na	na	na	nd	nd	PMP VL2440	nd	nd	nd	PMP VL2440	nd	nd	nd	nd	0.79											LP	na	cluster data	insufficient data	No value available for 2008-2010. Limited degree of vessel utilisation in 2011.	
PS VL1218*	19,364,294	1.84%	0.40%	nd	LP	LP	LP	na	1	1	0	nd	nd	PS VL1824	10.3%	nd	nd	PS VL1824	1.81	nd	nd	nd	0.67											LP	Trend improved. 0 stocks at risk in the most recent year	cluster data. higher than MS risk-free interest rate.	no clear trend. above 1. apparently sustainable	No value available for 2008-2010. 2011 shows structural of overcapacity.	
TBB VL1218	nd	na	na	nd	1.34	1.26	1.21	na	na	na	na	nd	nd	-7.0%	DTS VL1218	nd	nd	0.74	DTS VL1218	nd	nd	0.76	nd											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na	cluster data	insufficient data	No value available for 2008. 2009 and 2011. 2010 shows a limited degree of vessel utilisation.	
TM VL1218	7,665,375	0.73%	0.16%	nd	LP	LP	LP	na	na	na	na	nd	nd	8.6%	nd	nd	nd	1.39	nd	nd	nd	0.96	0.96											LP	na	insufficient data	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. High degree of vessel utilisation	

Summary of indicators for selected fleet segments for France (AREA 37) continued

France AREA 27	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments sustainable harvest indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 1824																								nd															
DFN VL1824*	32,002,681	3.05%	0.65%	nd	1.75	1.76	1.76	na	0	1	0	nd	nd	7.9%	nd	nd	nd	1.28	nd	nd	nd	1.02	1.00											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	No evident trend. 0 stocks at risk in most recent year	insufficient data	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Indicator may not be correctly defined for 2010 (values >1). 2011 shows high degree of vessel utilisation	
DRB VL1824*	2,984,174	0.28%	0.06%	nd	LP	LP	LP	na	na	na	na	nd	nd	DRB VL2440	6.2%	nd	nd	nd	1.43	nd	nd	nd	0.77											LP	na	insufficient data. higher than MS risk-free interest rate.	insufficient data. above 1	No value available for 2008-2010. Limited degree of vessel utilisation in 2011.	
DTS VL1824*	153,534,401	14.61%	3.14%	nd	LP	LP	LP	na	3	3	2	nd	nd	1.8%	3.4%	nd	nd	1.02	1.14	nd	nd	1.14	1.15											LP	Improvement in trend for the most recent year	insufficient data. positive	increasing trend. above 1. apparently sustainable	No value available for 2008-2009. Indicator may not be correctly defined for 2010 -2011 (values >1).	
FPO VL1824	7,577,947	0.72%	0.15%	nd	nd	nd	1.85	na	na	na	na	nd	nd	-4.5%	nd	nd	nd	0.65	nd	nd	nd	0.89	0.93											Not possible to assess	na	insufficient data	increasing trend. above 1. apparently sustainable	No value available for 2008-2009. High degree of vessel utilisation	
HOK VL1824	nd	na	na	nd	LP	LP	LP	na	na	na	na	nd	nd	HOK VL2440	DFN VL1824	nd	nd	HOK VL2440	DFN VL1824	nd	nd	nd	nd											LP	na			No value available for 2008-2011.	
MGP VL1824*	nd	na	na	nd	LP	LP	LP	na	na	na	na	nd	MGP VL1218	nd	DTS VL1824	nd	MGP VL1218	nd	DTS VL1824	nd	nd	nd	nd											LP	na			No value available for 2008-2011.	
PS VL1824*	nd	na	na	nd	LP	LP	LP	na	na	na	na	nd	nd	nd	PS VL1218	nd	nd	nd	PS VL1218	nd	nd	nd	nd											LP	na			No value available for 2008-2011.	
TM VL1824*	28,061,475	2.67%	0.57%	nd	LP	LP	LP	na	0	2	0	nd	nd	-1.7%	1.7%	nd	nd	0.83	1.07	nd	nd	0.95	1.02											LP	No evident trend. 0 stocks at risk in most recent year	insufficient data. positive	no clear trend. above 1. sustainability unclear	No value available for 2008-2009. Indicator not defined correctly for 2011 (values >1). 2010 shows high degree of vessel utilisation	
Inactive 2440																								nd															
DFN VL2440*	28,028,044	2.67%	0.57%	nd	1.62	1.62	1.62	na	na	na	na	nd	nd	12.0%	nd	nd	nd	1.43	nd	nd	nd	0.99	0.91											LP	na	insufficient data	increasing trend. above 1. apparently sustainable	No value available for 2008-2011.	
DRB VL2440*	nd	na	na	nd	LP	LP	LP	na	0	0	0	nd	DTS VL2440	nd	DRB VL1824	nd	DTS VL2440	nd	DRB VL1824	nd	nd	nd	nd											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Fleet segment not showing any stocks at risk; stable			No value available for 2008-2009. High degree of vessel utilisation	
DTS VL2440*	102,399,066	9.75%	2.09%	nd	LP	LP	LP	na	2	2	2	nd	nd	-3.8%	-0.6%	nd	nd	0.77	0.84	nd	nd	1.29	1.78											LP	Stable amount of stocks at risk	insufficient data. severely negative	stable values. above 1. apparently sustainable	No value available for 2008-2009. Indicator may not be correctly defined for 2010 -2011 (values >1).	
HOK VL2440*	7,553,914	0.72%	0.15%	nd	1.65	1.65	1.63	na	0	na	0	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	1.15											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Not possible to assess trend	no data	insufficient data. above 1	No value available for 2008-2010. Indicator may not be correctly defined for 2011 (values >1).	
MGP VL2440	nd	na	na	nd	nd	1.42	nd	na	na	0	na	nd	nd	-2.7%	nd	nd	nd	0.79	nd	nd	nd	0.96	nd											Not possible to assess for recent years	Not possible to assess trend	insufficient data	insufficient data	No value available for 2008-2009 and 2011. 2010 shows high degree of vessel utilisation	
PS VL2440	nd	na	na	nd	LP	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											LP	na	no data	no data	No value available for 2008-2011.	
PGP VL2440	nd	na	na	nd	1.62	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											Not possible to assess for recent years	na	no data	no data	No value available for 2008-2011.	
PMP VL2440*	nd	na	na	nd	nd	LP	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											LP	na	no data	no data	No value available for 2008-2011.	
TM VL2440	nd	na	na	nd	LP	1.38	1.23	na	na	na	na	nd	TM VL1824	nd	nd	nd	TM VL1824	nd	nd	nd	nd	1.31	nd											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years	na			No value available for 2008-2009 and 2011. Indicator may not be correctly defined for 2010 (values >1).	
Inactive 40XX																								nd															
DTS VL40XX	38,476,215	3.66%	0.79%	nd	LP	LP	1.10	na	1	3	2	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	1.28	1.28											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year	No evident trend. Stocks at risk decreased in the most recent year.	no data	no data	No value available for 2008-2009. Indicator may not be correctly defined for 2010 - 2011 (values >1).	
PS VL40XX	nd	na	na	nd	nd	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											LP	na	no data	no data	No value available for 2008-2011.	
TM VL40XX	15,305,195	1.46%	0.31%	nd	0.37	0.78	0.74	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.73	0.58											Significant portion of fleet landings' values derive from stocks in good condition. Yet, 2 of the 4 stocks fished by this fleet segment assessed in 2011 are overexploited.	na	no data	no data	No value available for 2008-2009. Trend not clear. 2011 shows Low degree of vessel utilisation.	

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator

Summary of indicators for selected fleet segments for France (AREA 37) continued

France AREA 37	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments sustainable harvest indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0006																									nd														No data available
DFN VL0006	938,169	0.09%	0.02%	nd	LP	nd	LP	na	na	na	na	nd	HOK VL0612	nd	nd	nd	HOK VL0612	nd	nd	nd	nd	0.12	0.14											LP	na		increasing trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
FPO VL0006	1,274,482	0.12%	0.03%	nd	LP	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.14	0.13											LP	na	no data	insufficient data. above 1	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
HOK VL0006	260,674	0.02%	0.01%	nd	nd	nd	LP	na	na	na	na	nd	nd	HOK VL1218	nd	nd	nd	HOK VL1218	nd	nd	nd	nd	0.12											LP	na		no data	No value available for 2008-2010. Trend not clear. Very low vessel utilisation for 2011.	
PGO VL0006	508,276	0.05%	0.01%	nd	LP	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.06	0.05											LP	na	no data	increasing trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
PGP VL0006	1,177,274	0.11%	0.02%	nd	LP	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.14	0.16											LP	na	no data	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
Inactive 0612																									nd														No data available
DFN VL0612	6,254,536	0.60%	0.13%	nd	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.20	0.19											LP	na	no data	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
FPO VL0612*	1,066,336	0.10%	0.02%	nd	nd	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.13	0.12											LP	na	no data	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
HOK VL0612*	745,752	0.07%	0.02%	nd	LP	nd	LP	na	na	na	na	nd	nd	HOK VL1218	nd	nd	nd	HOK VL1218	nd	nd	nd	nd	0.21											LP	na		increasing trend. above 1. apparently sustainable	No value available for 2008-2010. Trend not clear. Very low vessel utilisation for 2011.	
PGO VL0612	293,423	0.03%	0.01%	nd	nd	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.08	0.07											LP	na	no data	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
PGP VL0612	1,918,671	0.18%	0.04%	nd	LP	LP	LP	na	na	na	na	nd	nd	PGP VL1218	nd	nd	nd	PGP VL1218	nd	nd	nd	nd	0.20											LP	na		increasing trend. above 1. apparently sustainable	No value available for 2008-2010. Trend not clear. Very low vessel utilisation for 2011.	
PMP VL0612*	654,082	0.06%	0.01%	nd	LP	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.19											LP	na	no data	increasing trend. above 1. apparently sustainable	No value available for 2008-2010. Trend not clear. Very low vessel utilisation for 2011.	
PS VL0612	909,425	0.09%	0.02%	nd	LP	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.21	0.31											LP	na	no data	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
Inactive 1218																									nd														No data available
DFN VL1218*	198,073	0.02%	0.00%	nd	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.09	0.23											LP	na	no data	no clear trend. above 1. apparently sustainable	No value available for 2008-2009. Trend not clear. Very low vessel utilisation for 2011.	
DTS VL1218	nd	na	na	nd	LP	1.63	1.64	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											All the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years	na	no data	no data	No value available for 2008-2011.	
PGP VL1218*	89,223	0.01%	0.00%	nd	nd	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.12											LP	na	no data	insufficient data. near 1	No value available for 2008-2010. Trend not clear. Very low vessel utilisation for 2011.	
PS VL1218	614,684	0.06%	0.01%	nd	nd	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.09											LP	na	no data	insufficient data. above 1	No value available for 2008-2010. Trend not clear. Very low vessel utilisation for 2011.	
Inactive 2440																									nd														No data available
MGP VL2440*	2,976,942	0.28%	0.06%	nd	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.98	0.74											LP	na	no data	insufficient data. above 1	No value available for 2008-2009. Limited degree of vessel utilisation in 2011.	
TM VL2440*	nd	na	na	nd	LP	LP	3.22	na	na	na	na	nd	nd	nd	DTS VL2440	nd	nd	nd	DTS VL2440	nd	nd	nd	nd											All the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year	na			No value available for 2008-2011.	
French Inactive fleet																									nd														No data available

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
No data available for 2008; French fleet operating in Other Fishing Regions (OFR) not represented due to limited data availability for most balance indicators for all years
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator.

Table2.28 Summary of indicators for selected fleet segments for the United Kingdom

UK	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable harvest indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																								1888	1759	1762	1613	1688	35.8%	34.3%	35.4%	32.6%	33.6%						
DFN VL0010	13,589,621	1.43%	0.28%	LP	LP	LP	LP	na	na	na	na	3.9%	0.3%	4.3%	12.0%	1.19	0.96	1.21	1.77	0.19	0.17	0.16	0.16											LP	na	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
DRB VL0010*	9,860,820	1.04%	0.20%	LP	LP	LP	LP	na	na	na	na	53.9%	36.1%	15.5%	24.7%	3.04	2.46	1.71	2.23	0.24	0.30	0.29	0.28											LP	na	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Slight decrease. Very low vessel utilisation in 2011.	
DTS VL0010*	13,633,242	1.44%	0.28%	LP	LP	LP	LP	0				0.8%	3.4%	4.3%	13.3%	1.00	1.11	1.21	1.82	0.25	0.30	0.34	0.36											LP	Not possible to assess trend	increasing trend. higher than MS risk-free interest rate apparently sustainable	increasing trend. above 1. apparently sustainable	Slight increase.. Very low vessel utilisation in 2011.	
FPO VL0010	58,065,185	6.12%	1.19%	LP	LP	LP	LP	0	0	0	0	16.8%	13.1%	9.9%	16.5%	1.52	1.46	1.35	1.76	0.23	0.23	0.22	0.23											LP	Fleet segment not showing any stocks at risk; stable	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
HOK VL0010*	6,820,695	0.72%	0.14%	LP	LP	LP	LP	na	na	na	na	-13.5%	-2.7%	-8.8%	-10.7%	0.38	0.77	0.63	0.59	0.13	0.14	0.13	0.13											LP	na	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. apparently not sustainable in the short run	Trend stable. Very low vessel utilisation in 2011.	
MGP VL0010	PGP VL0010			LP	LP	LP	LP	na	na	na	na	PGP VL0010				PGP VL0010				PGP VL0010														LP	na			cluster	
PGP VL0010*	2,910,444	0.31%	0.06%	LP	LP	LP	LP	na	na	na	na	-3.4%	5.5%	-7.2%	6.2%	0.80	1.22	0.44	1.37	0.22	0.18	0.20	0.21											LP	na	no clear trend. higher than MS risk-free interest rate. sustainability unclear	no clear trend. above 1. sustainability unclear	Trend stable. Very low vessel utilisation in 2011.	
PMP VL0010	PGP VL0010			LP	LP	LP	1.62	na	na	na	na	PGP VL0010				PGP VL0010				PGP VL0010														More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na			cluster	
PS VL0010	DTS VL0010			LP	LP	LP	LP	na	na	na	na	nd	DTS VL0010			nd	DTS VL0010			nd	DTS VL0010													LP	na			cluster	
TBB VL0010*	769,553	0.08%	0.02%	LP	LP	LP	LP	na	na	na	na	-26.5%	8.2%	-19.3%	-36.4%	-0.01	1.36	0.10	-0.54	0.22	0.15	0.18	0.21											LP	na	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. sustainability unclear	Slight increase. Very low vessel utilisation in 2011.	
Inactive 1012																								75	67	67	68	66	17.6%	16.2%	13.7%	14.1%	16.3%						Trend not clear.
DFN VL1012	2,127,682	0.22%	0.04%	LP	LP	LP	LP	na	na	na	na	6.5%	-11%	33.3%	5.7%	1.26	0.31	2.01	1.36	0.38	0.45	0.37	0.40											LP	na	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
DRB VL1012	DRB VL0010			LP	LP	LP	LP	na	na	na	na	DRB VL0010				DRB VL0010				DRB VL0010														LP	na			cluster	
DTS VL1012*	12,783,132	1.35%	0.26%	LP	LP	LP	LP	na	na	na	na	12.7%	15.5%	34.5%	35.6%	1.38	1.49	2.01	2.12	0.43	0.43	0.50	0.38											LP	na	increasing trend. higher than MS risk-free interest rate apparently sustainable	increasing trend. above 1. apparently sustainable	Trend not clear. Very low vessel utilisation in 2011.	
FPO VL1012	21,176,112	2.23%	0.43%	LP	LP	LP	LP	0	0	0	0	43.3%	46.4%	41.5%	22.9%	2.66	2.11	2.24	2.05	0.47	0.45	0.45	0.43											LP	Fleet segment not showing any stocks at risk; stable	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
HOK VL1012	HOK VL0010			LP	LP	LP	LP	na	na	na	na	HOK VL0010				HOK VL0010				HOK VL0010														LP	na			Slight decrease. Very low vessel utilisation in 2011.	
MGP VL1012	PGP VL0010			LP	LP	LP	LP	na	na	na	na	PGP VL0010				PGP VL0010				PGP VL0010														LP	na			No data available.	
PGP VL1012	PGP VL0010			nd	LP	LP	LP	na	na	na	na	nd	PGP VL0010			nd	PGP VL0010			PGP VL0010														LP	na			cluster	
PS VL1012	nd	na	na	nd	nd	LP	nd	na	na	na	na	nd	nd	DTS VL1012	nd	nd	nd	DTS VL1012	nd	nd	nd		nd											Not possible to assess	na			Insufficient data available.	
TBB VL1012	TBB VL0010			LP	LP	LP	LP	na	na	na	na	TBB VL0010				TBB VL0010				TBB VL0010														LP	na			cluster	
Inactive 1218																								65	70	69	71	53	12.4%	13.5%	13.4%	14.1%	10.9%						Trend not clear.
DFN VL1218	6,178,323	0.65%	0.13%	LP	LP	LP	LP	na	na	na	na	140%	-4.5%	135.7%	35.1%	4.62	0.81	2.62	1.97	0.60	0.58	0.65	0.62											LP	na	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
DRB VL1218	20,038,118	2.11%	0.41%	LP	LP	LP	LP		0		0	34.1%	59.4%	40.1%	30.7%	2.55	2.98	2.62	2.82	0.48	0.52	0.47	0.48											LP	Not possible to assess trend	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
DTS VL1218*	57,428,358	6.05%	1.17%	LP	LP	LP	LP	1	0	0	0	40.0%	20.6%	28.2%	44.1%	2.10	1.60	1.83	2.35	0.65	0.64	0.60	0.61											LP	Improvement in trend; 0 stocks at risk for most recent years	no clear trend. higher than MS risk-free interest rate apparently sustainable	no clear trend. above 1. apparently sustainable	Slight decrease.. Very low vessel utilisation in 2011.	
FPO VL1218	18,403,373	1.94%	0.38%	LP	LP	LP	LP	0		0		23.1%	21.2%	12.8%	4.7%	1.95	1.73	1.36	1.24	0.48	0.48	0.53	0.44											LP	Not possible to assess trend	decreasing trend. higher than MS risk-free interest rate apparently sustainable	decreasing trend. above 1. apparently sustainable	Trend stable. Very low vessel utilisation in 2011.	
HOK VL1218	HOK VL2440			LP	nd	LP	LP	na	na	na	na	HOK VL2440				HOK VL2440				HOK VL2440														LP	na			cluster	
PS VL1218	DTS VL1218			LP	LP	LP	LP	na	na	na	na	DTS VL1218				DTS VL1218				DTS VL1218														LP	na			cluster	
MGP VL1218	DTS VL1218			LP	LP	LP	LP	na	na	na	na	DTS VL1218				DTS VL1218				DTS VL1218														LP	na			cluster	

Summary of indicators for selected fleet segments for the United Kingdom continued

UK	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable harvest indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
TBB VL1218	1,813,582	0.19%	0.04%	LP	LP	LP	LP	na	na	na	na	-58.0%	1.2%	-33.5%	-39.2%	-1.51	1.00	-0.52	-0.75	0.40	0.52	0.39	0.36											LP	na	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. below 1. apparently not sustainable in the short run	Trend decreasing. Very low vessel utilisation in 2011.	
Inactive 1824																								17	19	23	34	19	6.0%	6.6%	7.9%	12.1%	7.6%						Trend not clear.
DFN VL1824	DFN VL2440			2.48	2.51	LP	LP	na	na	na	na	DFN VL2440				DFN VL2440				DFN VL2440														Not possible to assess for recent years	na			cluster	
DRB VL1824	15,166,010	1.60%	0.31%	LP	LP	LP	LP	na	na	na	na	52.7%	44.4%	55.5%	76.8%	3.25	2.33	3.36	5.23	0.71	0.70	0.68	0.63											LP	na	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Slight decrease. Low vessel utilisation in 2011.	
DTS VL1824*	113,087,108	11.92%	2.31%	LP	LP	LP	LP	5	6	5	5	13.4%	7.0%	11.2%	18.5%	1.56	1.29	1.53	2.06	0.59	0.60	0.66	0.63											LP	Overall stable amounts of stocks at risk	no clear trend. higher than MS risk-free interest rate apparently sustainable	no clear trend. above 1. apparently sustainable	Trend stable. Low vessel utilisation in 2011.	
FPO VL1824*	10,753,143	1.13%	0.22%	nd	nd	nd	LP	na	na	na	na	12.5%	16.3%	10.3%	10.7%	1.67	1.69	1.40	1.56	0.71	0.82	0.90	0.83											Not possible to assess	na	no clear trend. higher than MS risk-free interest rate. apparently sustainable	no clear trend. above 1. apparently sustainable	Trend not clear. Limited degree of vessel utilisation.	
HOK VL1824	HOK VL2440			nd	LP	nd	nd	na	na	na	na	nd	HOK VL2440			nd	HOK VL2440			HOK VL2440														Not possible to assess	na			cluster	
PS VL1824	DTS VL1824			nd	nd	nd	LP	na	na	na	na	nd	nd	nd	DTS VL1824	nd	nd	nd	DTS VL1824	nd	nd	nd												Not possible to assess	na			No data available.	
TBB VL1824	11,771,236	1.24%	0.24%	1.07	1.10	1.09	LP	0	0	0	0	-11.9%	2.7%	4.5%	5.0%	0.36	1.08	1.23	1.41	nd	nd	nd	nd											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Fleet segment not showing any stocks at risk; stable	no clear trend. higher than MS risk-free interest rate apparently sustainable	increasing trend. above 1. apparently sustainable	No data available.	
TM VL1824	nd	na	na	nd	nd	LP		nd	na	na	na	nd	nd	DTS VL1824	nd	nd	nd	DTS VL1824	nd	0.64	0.63	0.74	0.74											Not possible to assess	na			Trent stable. Limited degree of vessel utilisation.	
Inactive 2440																								43	43	35	29	23	18.4%	19.5%	16.4%	14.4%	12.1%						Trend decreasing.

UK	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable harvest indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
DFN VL2440*	13,601,883	1.43%	0.28%	LP	LP	LP	LP	na	na	na	na	175.5%	6.7%	129.2%	36.4%	5.03	1.16	2.64	1.96	0.76	0.85	0.73	0.90											LP	na	no clear trend. higher than MS risk-free interest rate apparently sustainable	no clear trend. above 1. apparently sustainable	Trend not clear. 2011 shows a high level of vessel utilisation.	
DRB VL2440*	26,373,356	2.78%	0.54%	LP	LP	LP	LP		0	0	0	72.4%	43.2%	66.9%	73.2%	3.43	2.17	3.32	4.60	0.81	0.77	0.75	0.72											LP	Fleet segment not showing any stocks at risk; stable	no clear trend. higher than MS risk-free interest rate apparently sustainable	no clear trend. above 1. apparently sustainable	Trend decreasing. 2011 shows a limited degree of vessel utilisation.	
DTS VL2440	125,124,318	13.19%	2.56%	1.44	1.45	1.57	1.57	6	6	10	5	8.9%	13.3%	28.1%	37.9%	1.36	1.57	2.20	3.04	0.65	0.66	0.64	0.62											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	No evident trend observed. High fluctuations observed between years	increasing trend. higher than MS risk-free interest rate apparently sustainable	increasing trend. above 1. apparently sustainable	Trend decreasing. Low vessel utilisation in 2011.	
HOK VL2440*	16,172,859	1.70%	0.33%	1.63	1.62	1.63	1.62	na	na	na	na	-89.2%	nd	-96.1%	-228%	0.40	nd	0.35	0.36	0.74	0.81	0.76	0.76											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na	no clear trend. severely negative. apparently not sustainable in the long run	no clear trend. Below 1. apparently not sustainable in the short run	Trend stable. Limited degree of vessel utilisation in 2011.	
TBB VL2440*	39,167,334	4.13%	0.80%	LP	LP	LP	LP	0	0	0	0	7.9%	15.3%	18.9%	26.1%	1.32	1.75	1.95	2.43	0.63	0.77	0.79	0.78											LP	Fleet segment not showing any stocks at risk; stable	increasing trend. higher than MS risk-free interest rate apparently sustainable	increasing trend. above 1. apparently sustainable	Trend stable. Limited degree of vessel utilisation in 2011.	
Inactive40XX																																						No data available.
DTS VL40XX	50,325,371	5.30%	1.03%	LP	LP	LP	LP	2	2	3	0	59.9%	82.1%	39.8%	-19%	4.69	6.31	2.43	0.44	0.65	0.78	0.75	0.83											LP	Considerable improvement in trend; 0 stocks at risk for the most recent year	no clear trend. severely negative. apparently sustainable in the long run	no clear trend. Below 1. apparently sustainable	Trend not clear. Limited degree of vessel utilisation in 2011	
PS VL40XX	281,568,153	29.68%	5.76%	1.24	1.34	1.32	1.33	na	na	na	na	35.4%	42.3%	22.1%	61.5%	2.15	2.09	1.47	2.01	0.29	0.25	0.24	0.26											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks	na	no clear trend. higher than MS risk-free interest rate apparently sustainable	no clear trend. above 1. apparently sustainable	Trend stable. Very low degree of vessel utilisation in 2011.	
TBB VL40XX	TBB VL2440			1.05	1.06	1.06	1.01	na	na	0	na	TBB VL2440				TBB VL2440				TBB VL2440														More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Not possible to assess trend			No data available.	
TM VL40XX	nd	nd	nd	1.40	nd	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.64	nd	nd	nd											Not possible to assess for recent years	na	no data	no data	No data available for 2009. 2010 and 2011.	
UK Inactive fleet																								2088	1958	1956	1815	1849	30.7%	29.6%	29.9%	28.1%	28.8%						Decreasing trend. Very low degree of vessel utilisation in 2011.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
MaxDaS provided by MS: Max sea days taken from max observed unless <220. Then theoretical max of 220 applied.

Table2.29 Summary of indicators for selected fleet segments for Ireland

Ireland	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																								521	565	594	614	635	39.0%	39.0%	39.0%	39.0%	39.0%						More than 1/3 of the fleet is inactive - Increasing number of inactive vessels from 2008 to 2012
DFN VL0010	nd	nd	nd	LP	2.53	LP	nd	na	na	na	na	DFNVL1012				DFNVL1012				DFNVL1012														Not possible to assess for recent years	na	cluster	cluster	cluster	
DRB VL0010	nd	nd	nd	0.97	nd	nd	nd	na	na	na	na	na	na	na	na	na	na	na	na	nd														Not possible to assess for recent years	na	no data	no data	no data available	
DTS VL0010	nd	nd	nd	LP	LP	LP	nd	na	na	na	na	na	na	na	na	na	na	na	na															LP	na	no data	no data	no data available	
FPO VL0010	nd	nd	nd	LP	LP	LP	nd	0				na	na	na	na	na	na	na	na															LP	Not possible to assess trend	no data	no data	no data available	
HOK VL0010	nd	nd	nd	1.40	1.40	nd	nd	na	na	na	na	na	na	na	na	na	na	na	na															Not possible to assess for recent years	na	no data	no data	no data available	
TBB VL0010	nd	nd	nd	nd	nd	LP	nd	na	na	na	na	na	na	na	na	na	na	na	na															LP	na	no data	no data	no data available	
TM VL0010	nd	nd	nd	nd	nd	LP	nd	na	na	na	na	na	na	na	na	na	na	na	na															LP	na	no data	no data	no data available	
Inactive 1012																								103	106	119	106	103	39.6%	40.3%	44.7%	40.8%	39.6%						More than 1/3 of the fleet is inactive - No clear trends in the number of inactive vessels from 2008 to 2012
DFN VL1012 *	521,153	0.26%	0.01%	LP	LP	LP	LP	na	na	na	na	6.5%	nd	nd	58.0%	1.37	nd	nd	2.29	0.05	0.02	0.01	0.01											LP	na	insufficient data. higher than MS risk-free interest rate	insufficient data. above 1	Very low degree of vessel utilisation (value close to 0 over the period)	
DRB VL1012	1,168,445	0.58%	0.02%	nd	nd	nd	nd	na	na	na	na	nd	nd	nd	1.7%	nd	nd	nd	0.26	0.23	0.29	0.45	0.43											nd	na	insufficient data. near zero	insufficient data. above 1	Very low degree of vessel utilisation - Increasing vessel utilisation from 2008-2010. stable after	
DTS VL1012	DTSVL1218			LP	LP	LP	LP	na	na	na	na	DTSVL1218				DTSVL1218				DTSVL1218														LP	na	cluster	cluster	cluster	
FPO VL1012	6,194,684	3.09%	0.13%	LP	LP	LP	LP	na	na	na	na	31.1%	nd	nd	48.0%	1.71	nd	nd	2.74	0.38	0.36	0.38	0.41											LP	na	insufficient data. higher than MS risk-free interest rate	insufficient data. above 1	Limited degree of vessel utilisation in 2011 - Increasing vessel utilisation from 2008-2010. stable after	
HOK VL1012	15,898	0.01%	0.00%	LP	1.37	1.37	1.40	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.52	0.64	0.73	0.72											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na	no data	no data	Low vessel utilisation - increasing trend in vessel utilisation from 2008-2011	
PGP VL1012	13,260	0.01%	0.00%	LP	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											LP	na	no data	no data	no data available	
PMP VL1012 *	669,025	0.33%	0.01%	LP	nd	nd	LP	na	na	na	na	39.2%	nd	nd	nd	5.54	nd	nd	nd	nd	nd	nd	nd											LP	na	insufficient data	insufficient data	no data available	
TM VL1012	nd	na	na	LP	nd	LP	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											LP	na	no data	no data	no data available	
Inactive 1218																								28	28	31	34	26	23.0%	23.5%	25.4%	29.3%	24.1%						No clear trend in the number of inactive vessels from 2008 to 2012
DFN VL1218	DFNVL1824			LP	LP	LP	LP	na	na	na	na	DFNVL1824				DFNVL1824				DFNVL1824														LP	na	cluster	cluster	cluster	
DTS VL1218 *	9,584,437	4.79%	0.20%	LP	LP	LP	LP	0	0	0		6.5%	0.1%	-4.3%	13.2%	1.25	0.66	0.54	1.14	0.28	0.30	0.25	0.25											LP	Fleet segment not showing any stocks at risk; stable	no clear trend. higher than MS risk-free interest rate apparently sustainable	no clear trend. above 1. apparently sustainable	Very low degree of vessel utilisation - Slightly decreasing vessel utilisation from 2008-2011	
FPO VL1218*	4,859,080	2.43%	0.10%	LP	LP	LP	LP	na	na	na	na	-10.5%	6.8%	-12.1%	2.8%	0.59	0.99	-0.10	0.87	0.38	0.42	0.36	0.37											LP	na	no clear trend. positive. sustainability unclear	no clear trend. below 1. apparently not sustainable in the short run	Very low degree of vessel utilisation - Slightly decreasing vessel utilisation from 2009-2011	
DRB VL1218	DRBVL2440			nd	nd	LP	nd	na	na	na	na	DRBVL2440				DRBVL2440				DRBVL2440														LP	na	cluster	cluster	cluster	
HOK VL1218	9,717	0.00%	0.00%	nd	nd	nd	1.34	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.95											Half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year (2011)	na	no data	no data	High degree of vessel utilisation in 2011 - No data available before.	
PMP VL1218	PMPVL1012			LP	LP	LP	LP	na	na	na	na	PMPVL1012				PMPVL1012				PMPVL1012														LP	na	cluster	cluster	cluster	
TM VL1218	76,397	0.04%	0.00%	LP	1.30	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.24											Half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years	na	no data	no data	Very low degree of vessel utilisation in 2011 - No data available before.	
Inactive 1824																								14	12	9	14	12	11.3%	12.1%	9.7%	15.1%	12.8%						No clear trend in the number of inactive vessels from 2008 to 2012
DFN VL1824 *	3,279,236	1.64%	0.07%	1.91	1.69	1.71	1.66	na	na	na	na	29.0%	60.6%	7.5%	21.0%	1.59	1.94	1.01	1.47	0.46	0.43	0.39	0.47											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years	na	no clear trend. higher than MS risk-free interest rate apparently sustainable	no clear trend. above 1. apparently sustainable	Very low degree of vessel utilisation - No clear trends in vessel utilisation from 2008-2011	
DRB VL1824	DRBVL2440			LP	nd	nd	nd	0	na	na	na	DRBVL2440				DRBVL2440				DRBVL2440														LP	Not possible to assess trend	cluster	cluster	cluster	

Summary of indicators for selected fleet segments for Ireland continued

DTS VL1824	40,025,732	19.99%	0.82%	LP	LP	LP	LP	3	1	4	4	1.5%	11.6%	-8.1%	7.5%	1.00	1.15	0.54	0.96	0.60	0.63	0.65	0.66											LP	No evident trend observed. Overall increase in number of stocks at risk for the most recent years	no clear trend. positive. apparently sustainable	no clear trend. below 1. apparently sustainable	Low vessel utilisation - Slightly increasing trends in vessel utilisation from 2008-2011	
PS VL1824	nd	na	na	1.42	nd	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											Not possible to assess for recent years	na	no data	no data	no data	
TBB VL1824	TBBVL2440			LP	LP	LP	LP	na	na	na	na	TBBVL2440				TBBVL2440				TBBVL2440														LP	na	cluster	cluster	cluster	
TM VL1824	nd	na	na	LP	LP	LP	nd	0	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.64	nd	nd											LP	Not possible to assess trend	no data	no data	No data available in 2011. 2010 and 2008 - Low degree of vessel utilisation in 2009	
Inactive 2440																								34	34	30	29	29	33.3%	37.8%	33.7%	31.5%	32.2%						More than 1/3 of the fleet is inactive - Slight decrease in number of inactive vessels from 2009 to 2012
DFN VL2440	DFNVL1824			1.37	1.63	1.62	1.61	na	na	na	na	DFNVL1824				DFNVL1824				DFNVL1824														More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years	na	cluster	cluster	cluster	
DRB VL2440 *	19,074,369	9.52%	0.39%	nd	nd	nd	nd	na	na	na	na	-10.6%	6.6%	-91.9%	nd	0.32	0.97	-1.47	nd	0.32	0.46	0.28	0.59											nd	na	no clear trend. severely negative. sustainability unclear	no clear trend. no recent data apparently not sustainable in the short run	Low degree of vessel utilisation in 2011 - No clear trends in vessel utilisation from 2008-2011	
DTS VL2440	34,416,824	17.18%	0.70%	LP	LP	LP	LP	2	2	4	6	-3.6%	4.6%	0.8%	6.9%	0.76	0.89	0.69	0.91	0.83	0.73	0.70	0.67											LP	Trend showing an increase in the number of stocks at risk in recent years	no clear trend. Positive. apparently sustainable	no clear trend. below 1. apparently not sustainable in the short run	Low degree of vessel utilisation in 2011 - Decreasing trends in vessel utilisation from 2008-2011	
HOK VL2440	nd	na	na	LP	LP	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	1.00	nd	nd	nd											LP	na	no data	no data	No data available in 2011. 2010 and 2009.	
PS VL2440	nd	na	na	LP	0.85	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd											Not possible to assess for recent years	na	no data	no data		

Ireland	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
TBB VL2440*	6,819,257	3.40%	0.14%	LP	LP	LP	LP	na	na	na	na	-6.7%	-45.4%	-4.4%	nd	0.59	-0.57	0.43	nd	0.38	0.42	0.40	0.38											LP	na	no clear trend. negative. apparently not sustainable in the long run	no clear trend. no recent data. apparently not sustainable in the short run	Very low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
TM VL2440	17,502,024	8.74%	0.36%	1.31	1.36	1.36	1.38	0	0	0	0	15.2%	-1.2%	7.8%	nd	1.81	0.61	1.01	nd	0.60	0.76	0.71	0.72											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years	Not possible to assess trend	decreasing trend. severely negative. sustainability unclear	decreasing trend. below 1. sustainability unclear	Limited degree of vessel utilisation in 2011 - Stable vessel utilisation from 2009-2011	
Inactive 40XX																								5	5	2	5	3	18.5%	20.0%	8.0%	19.2%	13.0%						No clear trend in the number of inactive vessels.
DRB VL40XX	1,600	0.00%	0.00%	nd	nd	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.68	1.00											nd	na	no data	no data	High degree of vessel utilisation in 2011 - No data available in 2008 and 2009	
DTS VL40XX	2,916,892	1.46%	0.06%	LP	nd	nd	1.38	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.50	nd	nd	1.77											Half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year	na	no data	no data	Indicator may not be defined correctly in 2011 (values>1) - No data available in 2009 and 2010	
TM VL40XX	53,127,680	26.53%	1.09%	1.30	1.36	1.34	1.33	na	na	na	na	-0.1%	2.8%	5.6%	nd	0.91	0.75	0.87	nd	0.59	0.54	0.62	0.60											Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks	na	no clear trend. sustainability unclear	no clear trend. no recent data. below 1. sustainability unclear	Low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
Irish Inactive fleet																								705	750	785	802	808	35.8%	36.7%	37.1%	37.1%	36.7%						More than 1/3 of the fleet is inactive - Increasing number of inactive vessels.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
MaxDaS provided by MS; two different values were submitted: (1) average of top 10% of vessels and (2) maximum achieved by top vessel.

Table2.30 Summary of indicators for selected fleet segments for Italy

Italy	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0006																								367	359	389	273	329	11.3%	11.1%	12.1%	8.8%	10.5%						Relatively stable number of inactive vessels from 2008-2011. with an increase in 2012
PGP VL0006	68,453,304	6.22%	1.40%	LP	LP	LP	LP	na	na	na	na	68.9%	145.4%	91.1%	114.8%	2.72	4.42	3.21	3.76	0.40	0.56	0.45	0.52											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has Low degree of vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
Inactive 0612																								825	862	885	824	985	11.9%	12.3%	12.6%	11.7%	13.8%						Stable number of inactive vessels from 2008-2011. but increasing significantly in 2012
DTS VL0612	10,699,525	0.97%	0.22%	LP	LP	LP	LP	na	na	na	na	41.3%	67.4%	41.5%	11.4%	2.08	2.59	2.02	1.23	0.92	0.67	0.62	0.49											LP	na	Decreasing trend; higher than MS risk-free interest rate. apparently sustainable.	Decreasing trend; above one. apparently sustainable.	The fleet has Very low degree of vessel utilisation in 2011. Decreasing trend in vessel utilisation from 2008-2011	
PGP VL0612	226,807,780	20.60%	4.64%	LP	LP	LP	LP			0		35.9%	40.7%	26.2%	23.2%	2.01	2.03	1.70	1.62	0.56	0.57	0.54	0.54											LP	Not possible to assess trend	Decreasing trend; higher than MS risk-free interest rate. apparently sustainable.	Decreasing trend; above one. apparently sustainable.	The fleet has Low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
PMP VL0612	1,974,341	0.18%	0.04%	nd	LP	LP	LP	na	na	na	na	nd	169.3%	68.6%	37.1%	nd	6.75	3.25	2.16	nd	2.27	0.89	0.98											LP	na	Decreasing trend; higher than MS risk-free interest rate. apparently sustainable.	Decreasing trend; above one. apparently sustainable.	The fleet has a high degree of vessel utilisation in 2010 and 2011. No clear trends in vessel utilisation between 2008-2011	
Inactive 1218																								337	338	330	255	348	9.9%	10.3%	10.1%	8.0%	11.0%						Fairly stable number of inactive vessels from 2008-2012
DRB VL1218	62,618,156	5.69%	1.28%	nd	nd	nd	nd	na	na	na	na	34.0%	34.7%	29.9%	28.3%	2.16	2.01	1.91	1.85	0.58	0.59	0.61	0.65											nd	na	Stable values; higher than MS risk-free interest rate. apparently sustainable.	Decreasing trend; above one. apparently sustainable.	The fleet has Low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
DTS VL1218	205,116,310	18.63%	4.20%	LP	LP	LP	LP			0		25.5%	50.8%	40.5%	24.8%	1.77	2.42	2.18	1.69	0.66	0.73	0.67	0.64											LP	Not possible to assess trend	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet had Low degree of vessel utilisation in 2011. Decreasing trend in vessel utilisation from 2009-2011	
HOK VL1218	22,640,419	2.06%	0.46%	LP	LP	LP	LP	na	na	na	na	76.6%	14.7%	38.2%	32.2%	3.45	1.33	2.09	1.89	0.82	0.81	0.75	0.64											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet had Low degree of vessel utilisation in 2011. Decreasing trend in vessel utilisation from 2008-2011	
PGP VL1218	58,553,025	5.32%	1.20%	LP	LP	LP	LP			1		18.8%	52.0%	32.9%	34.0%	1.67	2.56	1.99	2.01	0.53	0.63	0.58	0.63											LP	Not possible to assess trend	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has Low degree of vessel utilisation. Stable vessel utilisation from 2009-2011	
PMP VL1218	4,084,040	0.37%	0.08%	LP	LP	LP	LP	na	na	na	na	-5.0%	118.5%	69.6%	54.2%	0.75	4.57	3.17	2.72	0.57	0.80	0.90	0.71											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has a limited degree of vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
PS VL1218	22,562,597	2.05%	0.46%	nd	nd	LP	nd	na	na	na	na	9.5%	46.0%	25.3%	35.4%	1.30	2.33	1.74	2.05	0.55	0.69	0.61	0.58											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has Low degree of vessel utilisation. Decreasing trend in vessel utilisation from 2009-2011	
TBB VL1218	1,155,323	0.10%	0.02%	4.60	4.61	4.61	4.61	na	na	na	na	32.1%	34.4%	11.0%	-11.6%	1.87	1.81	1.24	0.60	0.78	0.79	0.67	0.68											LP	na	Decreasing trend; severely negative. apparently sustainable.	Decreasing trend; below one. apparently sustainable.	The fleet had Low degree of vessel utilisation in 2011. No clear trends in vessel utilisation between 2008-2011	
TM VL1218	5,104,100	0.46%	0.10%	nd	nd	nd	nd	na	na	na	na	-1.5%	115.4%	105.1%	31.9%	0.94	3.47	3.26	1.77	0.55	0.91	0.83	0.71											nd	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has a limited degree of vessel utilisation. Decreasing trend in vessel utilisation from 2009-2011	
Inactive 1824																								34	37	45	42	73	3.5%	3.8%	4.8%	4.5%	7.8%						Increasing trend in the number of inactive vessels from 2008-2012
DTS VL1824	183,367,576	16.65%	3.75%	LP	LP	LP	LP			0		4.8%	13.8%	6.3%	-0.1%	1.13	1.33	1.13	0.91	0.73	0.75	0.72	0.68											LP	Not possible to assess trend	No clear trend; near zero. apparently sustainable.	Decreasing trend; near one. apparently sustainable.	The fleet had Low degree of vessel utilisation in 2011. Stable vessel utilisation from 2008-2011	
HOK VL1824	16,453,659	1.49%	0.34%	nd	2.40	2.40	nd	na	na	na	na	13.5%	7.2%	5.9%	7.6%	1.43	1.11	1.10	1.15	0.75	0.75	0.73	0.67											LP	na	Decreasing trend; higher than MS risk-free interest rate. apparently sustainable.	Decreasing trend; above one. apparently sustainable.	The fleet had Low degree of vessel utilisation in 2011. Stable vessel utilisation from 2008-2011	
PS VL1824	15,297,480	1.39%	0.31%	nd	nd	nd	nd	na	na	na	na	82.7%	9.3%	14.6%	30.0%	3.61	1.18	1.41	1.93	0.58	0.43	0.82	0.57											nd	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet had Low degree of vessel utilisation in 2011. Stable vessel utilisation from 2008-2011	
TBB VL1824	6,012,004	0.55%	0.12%	4.49	4.58	4.60	4.59	na	na	na	na	0.0%	-5.9%	-15.9%	-15.6%	0.96	0.71	0.41	0.44	0.87	0.92	0.82	0.76											All the assessed stocks harvested by the fleet segment are fished unsustainably	na	Decreasing trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the short run.	The fleet has a limited degree of vessel utilisation. Decreasing trend in vessel utilisation from 2008-2011	
TM VL1824	8,323,344	0.76%	0.17%	nd	nd	nd	nd	na	na	na	na	2.7%	6.8%	17.7%	-4.1%	1.04	1.08	1.43	0.81	0.76	1.41	0.79	0.60											nd	na	No clear trend; negative. apparently sustainable.	No clear trend; below one. apparently sustainable.	The fleet had Low degree of vessel utilisation in 2011. Indicator may not be defined correctly for 2009 (value>1)	

Summary of indicators for selected fleet segments for Italy continued

Italy	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 2440																								5	7	12	2	15	1.1%	1.5%	2.6%	0.5%	3.7%						No clear trends in the number of inactive vessels between 2008-2011
DTS VL2440	105,769,207	9.61%	2.16%	LP	LP	LP	LP			0		-8.3%	-5.7%	-8.7%	-7.4%	0.65	0.69	0.61	0.64	0.79	0.82	0.80	0.80											LP	Not possible to assess trend	No clear trend; negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	The fleet has a limited degree of vessel utilisation. Stable vessel utilisation from 2008-2011. Stable vessel utilisation from 2008-2011	
PS VL2440	19,623,865	1.78%	0.40%	nd	nd	nd	nd	na	na	na	na	-5.0%	0.5%	-5.9%	-0.8%	0.73	0.89	0.70	0.88	0.53	0.68	0.71	0.59											nd	na	No clear trend; negative. apparently not sustainable in the long run.	No clear trend; near one. apparently not sustainable in the short run.	The fleet had Low degree of vessel utilisation in 2011. No clear trends in vessel utilisation between 2008-2011	
TBB VL2440	10,273,031	0.93%	0.21%	4.53	4.58	4.59	4.54	na	na	na	na	-1.3%	16.9%	3.1%	3.6%	0.90	1.46	1.02	1.04	0.83	0.83	0.84	0.72											All the assessed stocks harvested by the fleet segment are fished unsustainably	na	No clear trend; positive, but below MS risk free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has a limited degree of vessel utilisation. Stable vessel utilisation between 2008-2010. but decreased significantly in 2011	
TM VL2440	29,199,906	2.65%	0.60%	nd	nd	nd	nd	na	na	na	na	13.8%	8.1%	0.2%	1.4%	1.45	1.16	0.92	0.96	0.78	0.76	0.79	0.77											nd	na	Decreasing trend; positive but below MS risk-free interest rate. apparently sustainable.	Decreasing trend; near one. apparently sustainable.	The fleet has a limited degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
Inactive 40XX																										24						60.0%						No data available for 2008. 2009. 2011 and 2012. More than 1/3 of the fleet is inactive in 2010
PS VL40XX	6,238,716	0.57%	0.13%	nd	nd	nd	nd	na	na	na	na	-19.3%	-17.9%	nd	-17.4%	0.24	0.27	nd	0.26	0.09	0.40	nd	nd											nd	na	Increasing trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	The fleet has Very low degree of vessel utilisation in 2008 and 2009. Indicator may not be defined correctly for 2010 and 2011 (value>1)	
Italian Inactive fleet																								1568	1603	1685	1396	1750	10.4%	10.7%	11.3%	9.5%	11.8%						No clear trends in the number of inactive vessels between 2008-2012. but reaches the highest number in 2012.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion

MaxDaS provided by MS during the data call: actual maximum achieved days at sea established by the vessel in the fleet segment using most days at sea in any of the years in the time series. The same method applied for segments restricted by effort regulations (DTS and PS).

Table2.31 Summary of indicators for selected fleet segments for Lithuania

Lithuania	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																								89	74	65	53	34	54.3%	49.3%	50.8%	46.9%	35.8%						More than 1/3 of the fleet is inactive. Decreasing trend in number of vessels from 2008-2012.
PG VL0010	196,927	0.30%	0.00%	0.98	1.03	0.96	1.04	na	na	na	na	9.1%	22.2%	-1.5%	26.8%	3.12	1.52	0.72	2.01	0.22	0.25	0.28	0.26											Not possible to assess for recent year	na	No clear trend; higher than MS risk-free interest rate..apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has a very low vessel utilisation. Stable vessel utilisation from 2008-2011	
Inactive1012																								18	8	11	6	4	100%	100%	100%	100%	100%						All vessels are inactive. Stable number of inactive vessels from 2009-2011
Inactive 1218																								3	3	2	2	2	17.6%	16.7%	15.4%	18.2%	18.2%						Stable number of inactive vessels from 2008-2012
DFN VL1218*	376,549	0.57%	0.01%	0.87	0.86	0.86	0.86	na	na	na	na	13.1%	91.4%	33.0%	-2.4%	1.45	3.24	2.50	0.56	0.34	0.29	0.38	0.46											Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 1 of the 2 stocks fished by this fleet segment assessed in 2011 are overexploited.	na	No clear trend; negative. apparently sustainable.	No clear trend; below one. apparently sustainable.	The fleet has a very low vessel utilisation. Increasing trend in vessel utilisation from 2009-2011	
HOK VL1218	DFN VL1218			0.86	0.86	0.86	0.86	na	na	na	na	DFN VL1218				DFN VL1218				DFN VL1218														Indicator shows that fleet is relying on stocks in good condition.	na	cluster	cluster	cluster	
Inactive 1824																										1	1	1				100%	100%	100%						There was only one vessel in the fleet from 2010-2012
Inactive 2440																								11	8	6	4	4	31.4%	26.7%	21.4%	14.3%	13.3%						No clear trends in the number of inactive vessels between 2008-2012
DTS VL2440	4,110,135	6.27%	0.08%	0.86	0.86	0.85	0.86	na	na	na	na	6.7%	7.0%	13.1%	8.4%	2.25	0.94	1.18	1.25	0.30	0.31	0.38	0.41											Indicator shows that fleet is relying on stocks in good condition.	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Stable values; above one. apparently sustainable.	The fleet has a very low vessel utilisation. Increasing trend in vessel utilisation from 2008-2011	
TM VL2440	1,975,785	3.01%	0.04%	0.91	0.95	0.91	0.99	na	na	na	na	-15.6%	24.1%	7.1%	36.4%	0.69	1.46	1.13	4.25	1.34	1.33	0.94	0.97											Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 2 of the 4 stocks fished by this fleet segment assessed in 2011 are overexploited.	na	Increasing trend; higher than MS risk-free interest rate..apparently sustainable.	Increasing trend; above one. apparently sustainable.	The fleet has a high degree of vessel utilisation. Indicator may not be defined correctly in year 2008 and 2009 (value>1)	
Inactive 40XX																								4	2	4	2	2	25.0%	15.4%	33.3%	16.7%	16.7%						No clear trends in the number of inactive vessels.
TM VL40XX*	58,900,153	89.81%	1.20%	0.82	LP	nd	LP				1	14.0%	-6.6%	9.1%	nd	2.91	1.20	0.26	1.80	nd	nd	nd	nd											Not possible to assess for recent years	Not possible to assess trend	No clear trend; no recent data. sustainability unclear.	No clear trend; above 1. sustainability unclear.	Data not available	
Lithuanian Inactive fleet																								125	95	89	68	47	50.0%	43.4%	46.1%	39.8%	30.7%						More than 30% of the fleet is inactive in 2008-2013. Decreasing number of inactive vessels from 2008-2012

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
MaxDaS provided by MS during the data call. based on observed data = actual maximum achieved.

Table2.32 Summary of indicators for selected fleet segments for Latvia

Latvia	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																											62	77				20.2%	27.1%						No data available for 2008-2010
PGP VL0010	1,220,069	5.60%	0.02%	1.13	1.14	1.15	1.16	na	na	na	na	nd	8.8%	831.7%	nd	nd	0.52	0.76	nd	0.19	0.24	0.23	0.24											Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 2 of the 4 stocks fished by this fleet segment assessed in 2011 are overexploited.	na	Increasing trend; no recent data. apparently sustainable.	Insufficient data	The fleet has a very low vessel utilisation. Stable vessel utilisation from 2009-2011	
Inactive 1218																											10					38.5%						No data available for 2008-2010. More than 1/3 of the fleet is inactive in 2011
TM VL1218	3,394,580	15.59%	0.07%	1.15	1.17	1.17	1.18	na	na	na	na	nd	-3.3%	9.2%	nd	nd	0.27	0.54	nd	0.59	0.65	0.69	0.65											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na	Increasing trend; no recent data. sustainability unclear.	Insufficient data	The fleet has a Low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
Inactive 2440																											16					21.6%						No data available for 2008-2010
DFN VL2440	2,539,977	11.66%	0.05%	0.89	0.88	0.92	0.89	na	na	na	na	nd	20.3%	113.1%	nd	nd	0.73	1.43	nd	0.55	0.41	0.48	0.59											Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 1 of the 2 stocks fished by this fleet segment assessed in 2011 are overexploited.	na	Increasing trend; no recent data. apparently sustainable.	Insufficient data	The fleet has a Low degree of vessel utilisation in 2011. Increasing trend in vessel utilisation from 2009-2011	
TM VL2440	14,620,199	67.14%	0.30%	0.92	0.91	0.95	0.91	na	na	na	na	nd	18.5%	246.1%	nd	nd	1.63	1.25	nd	0.47	0.40	0.46	0.78											Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 2 of the 4 stocks fished by this fleet segment assessed in 2011 are overexploited.		Increasing trend; no recent data. apparently sustainable.	Insufficient data	The fleet has a limited degree of vessel utilisation in 2011. Increasing trend in vessel utilisation from 2009-2011	
Latvian Inactive fleet																											88	77				21.6%	21.6%						No data available for 2008-2010

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion

Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator; MaxDaS provided for 2011. based on observation = actual maximum achieved.

Table2.33 Summary of indicators for selected fleet segments for Malta

Malta	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0006																								352	186	143	268	153	53.2%	34.6%	26.6%	50.5%	29.5%						More than 1/3 of the fleet is inactive in 2011. No clear trends in the number of inactive vessels between 2008-2012.
DFN VL0006	nd	na	na	nd	nd	LP	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.00	0.04	0.01	nd											LP		No data	No data	No data available for 2011. The data for 2008-2010 close to zero.	
FPO VL0006	9,039	0.08%	0.00%	nd	LP	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.03	nd	0.17											LP		No data	No data	No data available for 2008. 2010	
HOK VL0006	80,220	0.71%	0.00%	LP	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.01	0.03	0.05	0.17											LP	na	No data	No data	Very low vessel utilisation. Increasing vessel utilisation from 2009-2011	
PGP VL0006	1,232,860	10.84%	0.03%	LP	LP	LP	LP	na	na	na	na	-35.5%	nd	-139.0%	nd	-0.60	nd	-4.36	nd	0.01	0.01	0.45	0.42											LP		Insufficient data	Insufficient data	Questionable data in 2008. 2009. Very low vessel utilisation in 2010. 2011	
PMP VL0006	nd	na	na	LP	LP	LP	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	14.28	59.41	0.24	nd											LP		No data	No data	Questionable data for 2008. 2009. No data available for 2011	
Inactive 0612																								231	125	101	167	106	41.7%	26.2%	21.1%	35.7%	23.1%						More than 1/3 of the fleet is inactive in 2011. No clear trends in the number of inactive vessels between 2008-2012.
DFN VL0612	nd	na	na	LP	nd	LP	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.03	0.02	0.23	nd											LP	na	No data	No data	No data available for 2011.	
HOK VL0612	1,964,065	17.27%	0.04%	LP	LP	LP	LP			1		-22.7%	-46.1%	-57.3%	-58.0%	0.10	-2.04	-1.46	-1.27	0.09	0.09	0.08	0.27											LP	Not possible to assess trend	Decreasing trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Very low vessel utilisation. Increasing vessel utilisation from 2008-2011	
MGO VL0612	505,696	4.45%	0.01%	nd	LP	LP	LP	na	na	na	na	nd	-29.3%	-70.0%	-50.7%	nd	-1.67	-2.26	-1.02	0.05	0.05	0.08	0.16											LP	na	No clear trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	very low vessel utilisation. Increasing vessel utilisation from 2008-2011	
PGP VL0612	850,458	7.48%	0.02%	LP	LP	LP	LP	na	na	na	na	-39.5%	nd	-69.5%	-55.4%	-0.59	nd	-1.76	-1.07	0.02	0.01	0.45	0.22											LP	na	No clear trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Questionable data in 2008. 2009. Very low vessel utilisation in 2010. 2011	
PMP VL0612	193,706	1.70%	0.00%	LP	LP	LP	LP			0		nd	-53.0%	-83.1%	-106.4%	nd	-1.89	-2.39	-2.88	3.90	3.50	0.35	0.49											LP	Not possible to assess trend	Decreasing trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the short run.	Questionable data for 2008. 2009	
Inactive 1218																								20	10	11	11	9	32.8%	20.0%	22.9%	28.2%	26.5%						Decreasing number of inactive vessels from 2008-2012
DFN VL1218	2,591	0.02%	0.00%	nd	nd	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.08											LP	na	No data	No data	No data available for 2008-2010.	
HOK VL1218	800,125	7.04%	0.02%	LP	LP	LP	LP			1		-7.7%	-24.9%	-58.2%	-40.9%	0.39	-1.12	-1.21	-0.49	0.22	0.29	0.21	0.29											LP	Not possible to assess trend	Decreasing trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Very low vessel utilisation. Stable vessel utilisation from 2008-2011	
MGO VL1218	512,726	4.51%	0.01%	nd	LP	LP	LP			0		-16.3%	-25.6%	nd	-34.7%	0.40	-1.08	nd	-0.25	0.21	0.28	0.14	0.14											LP	Not possible to assess trend	Decreasing trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. sustainability unclear.	Very low vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
PMP VL1218	21,140	0.19%	0.00%	nd	nd	nd	nd	na	na	na	na	-24.2%	nd	nd	nd	0.06	nd	nd	nd	0.20	nd	nd	0.01											nd	na	Insufficient data	Insufficient data	No data available for 2009-2010.	
PS VL1218	264,681	2.33%	0.01%	nd	nd	nd	nd	na	na	na	na	nd	nd	-131.2%	9.6%	nd	nd	-3.15	1.25	nd	0.08	0.16	0.21											nd	na	Insufficient data	Insufficient data	No data available for 2008. Increasing vessel utilisation from 2009-2011	
Inactive 1824																								6	8	4	3	3	20.7%	22.9%	11.4%	8.6%	8.3%						Decreasing number of inactive vessels from 2009-2012
DTS VL1824	2,065,984	18.17%	0.04%	LP	LP	LP	LP	na	na	na	na	7.4%	-15.5%	-31.2%	nd	1.40	-0.21	-0.30	nd	0.42	0.40	0.27	0.42											Most of the assessed stocks harvested by the fleet segment are fished unsustainably	na	Decreasing trend; no recent data. apparently not sustainable in the long run.	Decreasing trend; no recent data. sustainability unclear.	Very low vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
HOK VL1824	1,385,829	12.19%	0.03%	LP	LP	LP	LP			1		-13.1%	-24.3%	-30.9%	-28.6%	0.29	-0.26	-0.51	-0.20	0.22	0.30	0.28	0.31											LP	Not possible to assess trend	Decreasing trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Very low vessel utilisation. Slightly increasing vessel utilisation from 2008-2011	
MGO VL1824	439,619	3.87%	0.01%	nd	nd	nd	nd	na	na	na	na	nd	nd	-41.5%	24.9%	nd	nd	-0.69	1.86	nd	nd	0.23	0.37											nd	na	Insufficient data	Insufficient data	very low vessel utilisation. No data available for 2008. 2009.	
PMP VL1824	425,170	3.74%	0.01%	nd	LP	nd	nd	na	na	na	na	-15.7%	-55.7%	nd	nd	0.34	-2.01	nd	nd	0.59	0.42	nd	nd											LP	na	Insufficient data	Insufficient data	No data available for 2010. 2011.	

Summary of indicators for selected fleet segments for Malta continued

Malta	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 2440																								4	3	4	3	5	40.0%	27.3%	33.3%	23.1%	41.7%						Stable number of inactive vessels from 2008-2012
DTS VL2440	429,665	3.78%	0.01%	LP	LP	LP	LP	na	na	na	na	nd	nd	-22.9%	-20.9%	nd	nd	-0.09	0.06	0.14	0.10	0.13	0.19											Not possible to assess for recent years	na	Insufficient data	Insufficient data	very low vessel utilisation. Stable vessel utilisation from 2008-2011	
HOK VL2440	183,536	1.61%	0.00%	nd	LP	nd	nd	na	na	na	na	nd	nd	nd	-51.5%	nd	nd	nd	-0.70	0.04	0.29	0.00	0.58											LP		Insufficient data	Insufficient data	Questionable data for 2008. 2009	
PMPVL2440	425,170	4.0%	0.01%	nd	nd	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	0.02											nd		No data	No data	No data available for 2008-2010.	
PSVL2440	nd	na	na	nd	nd	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.07	0.09	nd	nd											nd		No data	No data	No data available for 2010. 2011.	
Inactive 40XX																										1	1					100.0%	100.0%							One vessel of this fleet segment was inactive in 2010-2011
Maltese Inactive fleet																								613	332	264	453	276	46.6%	29.9%	23.7%	41.7%	26.0%						More than 1/3 of the fleet is inactive in 2011. No clear trends in the number of inactive vessels between 2008-2012.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator.

Table2.34 Summary of indicators for selected fleet segments for the Netherlands

Netherlands	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																								77	86	79	104	118	24.8%	27.0%	24.0%	30.2%	32.8%						More than 1/3 of the fleet is inactive in 2013. Stable number of inactive vessels from 2008-2012
DRB VL0010	12,039,442	3.69%	0.25%	LP	LP	nd	LP	na	na	na	na	707.8%	nd	nd	nd	94.83	nd	nd	nd	0.21	0.21	0.11	0.18											LP		Insufficient data.	Insufficient data.	The fleet has very low vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
DTS VL0010	3,310,949	1.01%	0.07%	1.38	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.00	0.01	0.01	0.10											Not possible to assess for recent years	na	Insufficient data.	Insufficient data.	The fleet has very low vessel utilisation. The vessel utilisation significantly in 2011	
PG VL0010	4,665,126	1.43%	0.10%	LP	1.68	LP	1.45	na	na	na	na	8.4%	nd	nd	nd	1.94	nd	nd	nd	0.08	0.05	0.09	0.07											Most of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year		Insufficient data.	Insufficient data	The fleet has very low vessel utilisation. Stable vessel utilisation from 2008-2011	
Inactive 1012																								5	7	8	6	6	100%	100%	100%	100%	100%						All the vessels are inactive. No clear trends in the number of inactive vessels between 2008-2012
Inactive 1218																								11	14	15	17	15	28.2%	42.4%	46.9%	53.1%	34.1%						More than 1/3 of the fleet is inactive from 2009-2013. Increasing trends in the number of inactive vessels between 2008-2013
PGP VL1218	255,989	0.08%	0.01%	LP	1.26	LP	1.39	na	na	na	na	-3.2%	nd	nd	-9.4%	-0.26	nd	nd	-0.11	0.02	0.10	0.03	0.17											Most of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year		Insufficient data, severely negative.	Insufficient data.	The fleet has very low vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
TBB VL1218	13,710,763	4.20%	0.28%	LP	LP	LP	1.25	na	na	na	na	8.2%	9.7%	3.0%	29.0%	1.28	1.37	1.06	2.06	0.33	0.52	0.35	1.19											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	Indicator may not be defined correctly in 2011 (value>1). No clear trends in vessel utilisation between 2008-2011	
Inactive 1824																								7	7	11	11	18	3.7%	3.6%	5.7%	5.6%	9.4%						Increasing no. of inactive vessels from 2008-2012.
DTS VL1824	8,409,758	2.57%	0.17%	1.25	1.45	1.44	LP	0	0	0		14.3%	-10.7%	-4.0%	71.9%	1.38	0.63	0.92	2.01	0.76	0.54	0.76	0.70											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	Fleet segment not showing any stocks at risk; stable	No clear trend; higher than MS risk-free interest rate. sustainability unclear.	No clear trend; above one. sustainability unclear.	The fleet has limited degree of overcapacity. No clear trends in vessel utilisation between 2008-2011	
TBB VL1824	36,262,436	11.10%	0.74%	LP	LP	LP	LP	na	na	na	na	9.6%	-7.3%	-9.0%	-10.2%	1.28	0.66	0.64	0.63	0.51	0.51	0.50	0.40											LP		Decreasing trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the short run.	The fleet has Very low degree of vessel utilisation in 2011. Decreasing vessel utilisation from 2008-2011	
Inactive 2440																								14	17	19	19	17	19.7%	23.6%	26.0%	25.7%	29.3%						Stable number of inactive vessels from 2008-2012
DTS VL2440	19,615,297	6.01%	0.40%	LP	LP	LP	LP	na	na	na	na	16.4%	15.0%	18.7%	24.5%	1.25	1.38	1.44	1.57	0.93	0.60	0.91	0.63											LP		Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	The fleet has Low degree of vessel utilisation in 2011. No clear trends in vessel utilisation between 2008-2011	
TBB VL2440	19,405,265	5.94%	0.40%	1.28	1.28	1.27	1.21	na	na	na	na	6.7%	64.3%	26.5%	14.0%	1.07	1.93	1.37	1.19	0.55	0.80	0.66	0.49											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has Low degree of vessel utilisation. Decreasing trend in vessel utilisation from 2008-2011	
Inactive 40XX																								13	12	13	11	8	11.9%	13.5%	14.4%	12.6%	10.0%						Stable number of inactive vessels from 2008-2012
TBB VL40XX	105,919,300	32.43%	2.17%	1.26	1.28	1.28	1.26	na	na	na	na	11.4%	17.7%	33.0%	14.4%	1.36	1.54	2.05	1.50	0.66	0.88	0.91	0.83											More than half of the assessed stocks harvested by the fleet segment are fished unsustainably	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	The fleet has limited degree of overcapacity in 2011. Stable vessel utilisation from 2009-2011	
TM VL40XX	103,005,508	31.54%	2.11%	LP	LP	LP	LP	na	na	na	na	-22.5%	-15.7%	-23.2%	-38.1%	-0.46	-0.52	-0.63	-1.82	1.19	0.96	1.06	1.20											LP		Decreasing trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the short run.	Indicator may not be defined correctly (value>1)	
Dutch Inactive fleet																								127	143	145	168	182	17.5%	20.1%	20.0%	22.8%	24.6%						Increasing no. of inactive vessels from 2008-2012

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator.

Table2.35 Summary of indicators for selected fleet segments for Poland

Poland	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																								30	48	46	59	20	5.6%	8.9%	8.9%	11.7%	4.2%						No clear trends in the number of inactive vessels between 2008-2012
PG VL0010*	7,074,661	15.4%	0.14%	nd	nd	nd	nd	na	na	na	na	13%	17%	10%	13.5%	2.83	3.87	2.03	3.01	0.36	0.35	0.34	0.33											nd	na	Unclear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Very low vessel utilisation. Stable vessel utilisation from 2008 - 2011	
Inactive 1012																								2	10	17		12	2.7%	12.0%	19.1%	0.0%	9.2%						No clear trends in the number of inactive vessels between 2008-2012
PG VL1012*	3,850,719	8.40%	0.08%	nd	nd	nd	nd	na	na	na	na	4.5%	7.5%	12%	8.3%	1.53	2.02	2.13	1.72	0.34	0.33	nd	nd											nd	na	Unclear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	No data available for 2010. 2011	
Inactive 1218																								5	38	25	17	4	3.4%	27.3%	20.5%	15.3%	3.7%						No clear trends in the number of inactive vessels between 2008-2012
DFN VL1218*	1,654,891	3.59%	0.03%	nd	nd	nd	nd	na	na	na	na	-2%	14%	15%	18%	0.51	3.57	2.35	2.89	0.28	0.36	0.51	0.52											nd	na	Increasing trend; highly positive. apparently sustainable.	No clear trend; above one. apparently sustainable.	Low degree of vessel utilisation. Decreasing vessel utilisation from 2008-2011	
DTS VL1218*	7,957,564	17.28%	0.16%	nd	nd	nd	nd	na	na	na	na	3%	12%	16%	14%	1.15	2.42	2.47	2.07	0.29	0.35	0.38	0.40											nd		Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Very low vessel utilisation. Slightly increasing vessel utilisation from 2008-2011	
HOK VL1218*	682,828	1.48%	0.01%	nd	nd	nd	nd	na	na	na	na	DFN VL1218	-1%	-5%	-23%	DFN VL1218	0.20	-0.09	-3.11	nd	0.24	0.21	0.18											nd		Decreasing trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the long run.	Very low vessel utilisation. No data available for 2008. Stable vessel utilisation from 2009 - 2011	
Inactive 1824																								2	4	6	6		4.8%	10.5%	17.1%	15.4%	0.0%						Few number of inactive vessels from 2008-2011
DTS VL1824*	3,340,797	7.26%	0.07%	nd	nd	nd	nd	na	na	na	na	-14%	1%	14%	22%	-0.58	0.84	2.61	3.85	0.34	0.37	0.39	0.36											nd	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	Very low vessel utilisation. Stable vessel utilisation from 2008 - 2011	
TM VL1824*	1,479,684	3.21%	0.03%	nd	nd	nd	nd	na	na	na	na	nd	nd	nd	-2%	nd	nd	nd	0.52	nd	nd	nd	0.38											nd		Insufficient data	Insufficient data	Very low vessel utilisation. No data available for 2008-2010.	
Inactive 2440																								2	9	5	2	2	2.5%	12.2%	8.8%	4.1%	4.4%						No clear trends in the number of inactive vessels between 2008-2012
DTS VL2440	nd	na	na	nd	nd	nd	nd	na	na	na	na	-4%	6%	14%	DTS VL1824	0.14	1.67	3.12	DTS VL1824	0.41	0.46	0.26	nd											nd	na	Increasing trend; no recent data. sustainability unclear.	Increasing trend; apparently sustainable.	No data available for 2011.	
TM VL2440*	20,004,508	43.44%	0.41%	nd	nd	nd	nd	na	na	na	na	-3%	9%	10%	6%	0.50	1.88	1.56	1.28	0.47	0.55	0.63	0.61											nd		No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Low degree of vessel utilisation. Increasing vessel utilisation from 2008-2011	
Inactive 40XX																																						No data available or no inactive vessels for 2008-2012
DTSVL40XX	nd	na	na	nd	nd	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	1.54	1.22	1.40	1.01											nd	na	No data	No data	Indicator may not defined correctly (value>1) for 2008-2011	
TMVL40XX	nd	na	na	nd	nd	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.74	1.00	1.37	1.10											nd		No data	No data	Indicator may not defined correctly (value>1) for 2010-2011	
Polish Inactive fleet																								41	109	99	84	38	4.6%	12.4%	12.0%	10.4%	4.7%						No clear trends in the number of inactive vessels between 2008-2012

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator.

Table2.36 Summary of indicators for selected fleet segments for Portugal

	Portugal	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
		Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Supra Region	Inactive 0010																								3267	3299	3390	3460	3843	43.1%	43.9%	45.4%	46.5%	52.8%						More than 1/3 of the fleet is inactive in 2011 - Increasing number of inactive vessels from 2008 to 2012.
AREA 27	DFN VL0010	2,758,784	0.80%	0.06%	LP	LP	LP	LP	na	na	na	na	22.0%	40.5%	15.8%	-2.1%	1.72	2.23	1.33	0.70	0.14	0.15	0.14	0.14											LP	na	Decreasing trend; near zero. apparently sustainable.	Decreasing trend; below one. apparently sustainable.	Very low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
AREA 27	DRB VL0010	406,795	0.12%	0.01%	nd	nd	nd	nd	na	na	na	na	0.5%	-9.4%	-22.9%	-22.4%	0.95	0.51	0.11	0.04	0.49	0.45	0.41	0.37											nd	na	Decreasing trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the short run.	Very low degree of vessel utilisation - Decreasing vessel utilisation from 2008-2011	
AREA 27	DTS VL0010	2,163,256	0.63%	0.04%	LP	LP	LP	LP	na	na	na	na	6.1%	61.2%	-5.5%	4.8%	1.15	2.06	0.77	0.96	0.40	0.45	0.44	0.44											LP	na	No clear trend; positive but below MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Very low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
AREA 27	FPO VL0010	5,688,623	1.65%	0.12%	LP	LP	LP	LP	na	na	na	na	54.7%	35.6%	0.2%	21.6%	2.81	2.12	0.90	1.53	0.39	0.38	0.34	0.32											LP	na	clustered data; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Very low degree of vessel utilisation - Slightly decreasing vessel utilisation from 2008-2011	
AREA 27	HOK VL0010	1,701,698	0.49%	0.03%	LP	LP	LP	LP	na	na	na	na	37.1%	120%	47.0%	96.8%	2.20	3.82	2.14	4.03	0.25	nd	0.24	0.25											LP	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	Very low degree of vessel utilisation - No data available in 2009	
AREA 27	MGP VL0010	nd	na	na	nd	nd	nd	nd	na	na	na	na	nd	30.1%	26.8%	nd	nd	1.90	1.60	nd	nd	0.15	0.10	nd											nd	na	Insufficient data.	Insufficient data.	No data available in 2011 and 2008	
AREA 27	PGP VL0010	23,406,705	6.80%	0.48%	LP	LP	LP	LP	na	na	na	na	21.7%	32.7%	34.1%	21.9%	1.74	nd	1.95	1.53	0.28	0.27	0.28	0.28											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Very low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
AREA 27	PMP VL0010	3,513,510	1.02%	0.07%	LP	LP	LP	LP	na	na	na	na	45.6%	36.9%	-9.6%	-17.3%	2.24	1.99	0.53	0.23	0.34	nd	0.33	0.30											LP	na	Decreasing trend; severely negative. sustainability unclear.	Decreasing trend; below one. apparently not sustainable in the short run.	Very low degree of vessel utilisation - No data available in 2009	
AREA 27	PS VL0010	2,679,509	0.78%	0.05%	LP	0.83	0.83	LP	na	na	na	na	63.9%	-65.8%	8.2%	71.1%	3.17	-1.16	1.12	3.17	0.26	0.29	0.30	0.29											Not possible to assess for recent years	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Very low degree of vessel utilisation - Stable vessel utilisation from 2009-2011	
OFR	HOK VL0010	401,500	0.12%	0.01%	LP	LP	LP	LP	na	na	na	na	13%	11.0%	-57.0%	-43.6%	1.22	1.20	-0.07	-0.51	0.30	1.30	0.14	0.02											LP	na	No clear trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the short run.	Questionable data.	
OFR	MGP VL0010	nd	na	na	nd	nd	nd	nd	na	na	na	na	nd	192.2%	71.9%	-40%	nd	5.81	3.43	-0.69	0.59	0.30	0.45	nd											nd	na	No clear trend; severely negative. sustainability unclear.	No clear trend; below one. sustainability unclear.	No data available in 2011. No clear trends from 2008 to 2010	
OFR	PMP VL0010	nd	na	na	LP	LP	LP	LP	na	na	na	na	nd	119.8%	-69.5%	-20%	nd	3.96	-0.69	0.20	nd	51.07	0.25	nd											LP	na	No clear trend; severely negative. sustainability unclear.	No clear trend; below one. sustainability unclear.	Questionable data.	
	Inactive 1012																								46	56	54	59	61	15.3%	18.1%	17.0%	18.7%	18.7%						Increasing number of inactive vessels from 2008 to 2012.
AREA 27	DFN VL1012	1,385,810	0.40%	0.03%	LP	LP	LP	LP	na	na	na	na	16.2%	65.7%	20.3%	35.9%	1.44	2.90	1.46	1.90	0.56	0.57	0.57	0.65											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Low degree of vessel utilisation - Stable vessel utilisation from 2008-2010. slighlty increased after.	
AREA 27	DRB VL1012	563,874	0.16%	0.01%	nd	nd	nd	nd	na	na	na	na	-7.7%	-1.8%	-36.3%	-21.6%	0.71	0.77	-0.29	0.11	0.52	0.56	0.41	0.40											nd	na	No clear trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Low degree of vessel utilisation - Decreasing vessel utilisation from 2008-2011.	
AREA 27	DTS VL1012	701,887	0.20%	0.01%	LP	LP	LP	LP	na	na	na	na	nd	-1.4%	25.4%	67.5%	nd	0.76	1.75	3.06	0.36	0.43	0.47	0.48											LP	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	Low degree of vessel utilisation - Increasing vessel utilisation from 2008-2011.	
AREA 27	FPO VL1012	3,321,790	0.97%	0.07%	LP	LP	LP	LP	na	na	na	na	141.0%	29.3%	34.1%	72.1%	4.41	1.72	1.77	3.20	0.61	0.55	0.56	0.60											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Low degree of vessel utilisation - Stable vessel utilisation from 2008-2011.	
AREA 27	HOK VL1012	957,830	0.28%	0.02%	LP	LP	LP	LP	na	na	na	na	122%	48.6%	-8.5%	-8.5%	4.76	2.37	0.68	0.56	0.48	0.44	0.69	0.57											LP	na	Decreasing trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the short run.	Low degree of vessel utilisation - No clear trends in vessel utilisation from 2008 to 2011.	
AREA 27	PGP VL1012	1,345,242	0.39%	0.03%	LP	LP	LP	LP	na	na	na	na	24.8%	30%	-10.5%	12.1%	1.87	1.82	0.55	1.19	0.43	0.37	0.38	0.40											LP	na	No clear trend; higher than MS risk-free interest rate. sustainability unclear.	No clear trend; above one. sustainability unclear.	Very low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
AREA 27	PMP VL1012	116,921	0.03%	0.00%	nd	LP	LP	1.22	na	na	na	na	33.7%	-41.3%	-40.1%	-12.4%	2.30	-0.84	-0.51	0.38	0.76	0.59	0.59	0.60											LP	na	No clear trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Low degree of vessel utilisation - Stable vessel utilisation from 2009-2011.	
AREA 27	PS VL1012	5,256,192	1.53%	0.11%	LP	LP	0.84	LP	na	na	na	na	100.8%	73.3%	42.0%	16.1%	4.40	3.16	2.07	1.29	0.47	0.49	0.50	0.50											LP	na	Decreasing trend; higher than MS risk-free interest rate. apparently sustainable.	Decreasing trend; above one. apparently sustainable.	Low degree of vessel utilisation - Stable vessel utilisation from 2009-2011.	

Summary of indicators for selected fleet segments for Portugal continued

	Portugal	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
		Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
	Inactive 1218																								69	77	100	102	102	16.1%	17.9%	23.5%	24.5%	24.6%						Increasing number of inactive vessels from 2008 to 2010. stable after.
AREA 27	DFN VL1218	9,680,174	2.81%	0.20%	LP	LP	LP	LP	na	na	na	na	28.4%	8.2%	16.2%	3.5%	1.87	1.10	1.33	0.90	0.74	0.72	0.74	0.83											LP	na	Decreasing trend; positive but lower than MS risk-free interest rate. apparently sustainable.	Decreasing trend; below one. apparently sustainable.	Limited degree of vessel utilisation - Increasing trends from 2009-2011	
AREA 27	DRB VL1218	1,041,719	0.30%	0.02%	nd	nd	nd	nd	na	na	na	na	-3.1%	-171.7%	-39.5%	7.3%	0.86	-4.09	-0.11	1.02	0.48	0.46	0.36	0.40											nd	na	No clear trend; positive but lower than MS risk-free interest rate. apparently not sustainable in the long run.	No clear trend; above one. apparently not sustainable in the short run.	Low degree of vessel utilisation - Slightly decreasing vessel utilisation from 2008-2011.	
AREA 27	DTS VL1218	1,958,142	0.57%	0.04%	LP	LP	LP	LP	na	na	na	na	-18.0%	18.2%	0.3%	-30.3%	0.24	1.49	0.87	-0.16	0.73	0.70	0.79	0.81											LP	na	No clear trend; severely negative. sustainability unclear.	No clear trend; below one. sustainability unclear.	Limited degree of vessel utilisation - Increasing trends from 2009-2011	
AREA 27	FPO VL1218	7,740,936	2.25%	0.16%	LP	LP	LP	LP	na	na	na	na	59.1%	15.8%	31.6%	-4.1%	2.96	1.32	1.77	0.74	0.65	0.63	0.65	0.72											LP	na	Decreasing trend; severely negative. apparently sustainable.	Decreasing trend; below one. apparently sustainable.	Limited degree of vessel utilisation - Increasing trends from 2009-2011	
AREA 27	HOK VL1218	6118748	1.78%	0.12%	LP	LP	LP	LP	na	na	na	na	50.2%	27.5%	36.1%	88.1%	2.70	1.62	1.71	3.36	0.57	0.54	0.59	0.74											LP	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Limited degree of vessel utilisation - Increasing trends from 2009-2011	
AREA 27	PGP VL1218	4,155,022	1.21%	0.08%	LP	LP	LP	LP	na	na	na	na	53.1%	-4.4%	10.7%	18.2%	2.67	0.66	1.21	1.32	0.56	0.45	0.47	0.55											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Low degree of vessel utilisation - Slightly increasing vessel utilisation from 2009-2011.	
AREA 27	PMP VL1218	1,124,364	0.33%	0.02%	LP	LP	LP	LP	na	na	na	na	23.2%	-12.2%	-6.07%	25.6%	1.69	0.41	0.7	1.69	0.57	0.68	0.65	0.75											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Limited degree of vessel utilisation - Increasing trends from 2008-2011	
AREA 27	PS VL1218	8,096,366	2.35%	0.17%	LP	LP	LP	LP	na	na	na	na	41.0%	49.5%	-32.0%	198.5%	1.85	2.05	0.52	4.64	0.55	0.53	0.50	0.59											LP	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	Low degree of vessel utilisation - No clear trends in vessel utilisation from 2008-2011.	
OFR	HOK VL1218	5,566,196	1.62%	0.11%	LP	LP	LP	LP	na	na	na	na	31.4%	3.7%	35.4%	30.9%	1.87	0.96	2.06	1.84	0.86	1.01	0.01	0.78											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Limited degree of vessel utilisation in 2011 - Questionable data over the period.	
Supra Region	Inactive 1824																								39	36	35	34	39	22.5%	21.6%	20.3%	20.7%	23.5%						Stable number of inactive vessels from 2008-2012
AREA 27	DFN VL1824	6,013,990	1.75%	0.12%	LP	LP	LP	LP	na	na	na	na	-6.9%	-0.93%	5.9%	-17.9%	0.64	0.78	1.07	0.32	0.83	nd	0.86	0.98											LP	na	No clear trend; severely negative. sustainability unclear.	No clear trend; below one. sustainability unclear.	High degree of vessel utilisation in 2011 - No data available in 2009	
AREA 27	DTS VL1824	4,408,816	1.28%	0.09%	LP	LP	LP	LP	na	na	na	na	55.7%	3.4%	14.0%	7.4%	2.71	0.94	1.33	1.03	0.74	0.75	1.11	1.15											LP	na	No clear trend; positive but lower than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Indicator may not be defined correctly (value>1 in 2011) - Increasing trends in vessel utilisation	
AREA 27	FPO VL1824	790,789	0.23%	0.02%	LP	nd	LP	LP	na	na	na	na	-5.0%	nd	16.4%	-25.3%	0.66	nd	1.44	0.07	0.85	nd	0.86	0.83											LP	na	No clear trend; severely negative. sustainability unclear.	No clear trend; below one. sustainability unclear.	Limited degree of vessel utilisation in 2011 - No data available in 2009	
AREA 27	HOK VL1824	12,198,093	3.54%	0.25%	LP	LP	LP	LP	na	na	na	na	37.4%	3.5%	24.4%	32.3%	2.34	0.94	1.67	1.69	0.82	1.54	0.74	0.77											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Limited degree of vessel utilisation in 2011 - Questionable data in 2009	
AREA 27	PGP VL1824	315,371	0.09%	0.01%	LP	nd	LP	LP	na	na	na	na	10.4%	nd	-10.5%	-15.3%	1.39	nd	0.51	0.29	0.57	nd	0.08	0.32											LP	na	Decreasing trend; severely negative. sustainability unclear.	No clear trend; below one. sustainability unclear	Very low degree of vessel utilisation in 2011- No data available in 2009	
AREA 27	PS VL1824	32,181,929	9.35%	0.66%	LP	LP	LP	LP	na	na	na	na	30.9%	4.4%	84.5%	223.4%	2.09	0.97	2.58	5.39	0.62	nd	0.60	0.67											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Low degree of vessel utilisation in 2011 - No data available in 2009	
OFR	HOK VL1824	3,082,696	0.90%	0.06%	LP	LP	LP	LP	na	na	na	na	nd	3.6%	31.6%	0.5%	nd	0.95	2.07	0.77	nd	1.14	0.80	1.04											LP	na	No clear trend; positive but lower than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Indicator may not be defined correctly (value>1 in 2011 and 2009)	
OFR	MGP VL1824	264,723	0.08%	0.01%	nd	nd	nd	nd	na	na	na	na	nd	nd	-14.6%	-3.6%	nd	nd	0.50	0.74	nd	nd	0.73	1.06											nd	na	Insufficient data.	Insufficient data.	Indicator may not be defined correctly (value>1 in 2011) - No data available in 2008 and 2009	
OFR	PS VL1824	nd	na	na	LP	LP	LP	LP	na	na	na	na	-13.4%	-13.9%	nd	nd	0.55	0.48	nd	nd	0.77	7.15	nd	nd											LP	na	Insufficient data.	Insufficient data.	No data available in 2011 and 2010 - Questionable data in 2009	
	Inactive 2440																								38	38	33	27	25	18.5%	18.4%	18.0%	14.6%	13.7%						Decreasing number of inactive vessels from 2009-2012
AREA 27	DTS VL2440	40,197,417	11.68%	0.82%	LP	LP	LP	LP	na	na	na	na	-6.0%	4.5%	2.9%	-6.6%	0.81	0.98	0.96	0.57	0.96	nd	0.96	0.95											LP	na	No clear trend; severely negative. sustainability unclear.	No clear trend; below one. sustainability unclear.	High degree of vessel utilisation in 2011 - No data available in 2009	
AREA 27	HOK VL2440	9,769,921	0.00%	0.00%	LP	LP	LP	LP	na	na	na	na	-19.6%	7.0%	0.7%	20.4%	0.29	1.06	0.90	1.43	0.93	2.08	1.03	0.62											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Low degree of vessel utilisation in 2011 - Indicator may not be defined correctly in 2009 and 2010 (value>1)	
AREA 27	PMP VL2440	6,412,180	1.86%	0.13%	nd	nd	nd	nd	na	na	na	na	2.9%	16.3%	16.6	41.1%	1.05	1.38	1.44	2.19	0.40	0.47	0.59	1.06											nd	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Indicator may not be defined correctly in 2011 (value>1) - Increasing trends in vessel utilisation from 2008 to 2010	

Summary of indicators for selected fleet segments for Portugal continued

	Portugal	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
		Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
AREA 27	PS VL2440	14,930,832	4.34%	0.31%	LP	LP	LP	LP	na	na	na	na	34.8%	15.7%	nd	147.6%	2.15	1.30	nd	3.44	0.65	0.67	0.61	0.61											LP	na	No clear trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable.	Low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
OFR	DTS VL2440	5,424,741	1.58%	0.11%	LP	LP	LP	LP	na	na	na	na	-11.6%	-26.1%	21.8%	-1.1%	0.47	0.24	1.55	0.73	0.61	8.65	0.25	0.69											LP	na	No clear trend; severely negative. sustainability unclear.	No clear trend; below one. sustainability unclear	Low degree of vessel utilisation in 2011 - Questionable data in 2009	
OFR	HOK VL2440	27,639,759	8.03%	0.56%	LP	LP	LP	LP	na	na	na	na	0.9%	11.3%	9.4%	14.9%	0.97	1.24	1.18	1.30	1.09	nd	1.33	1.62											LP	na	No clear trend; higher than MS risk-free interest rate e. apparently sustainable.	No clear trend; above one. apparently sustainable.	Indicator may not be defined correctly over the period (values>1)	
	Inactive 40XX																								7	6	10	9	7	36.8%	31.6%	35.7%	33.3%	28.0%						Decreasing number of inactive vessels from 2010-2012
AREA 27	DTS VL40XX	67,272,387	19.55%	1.38%	LP	LP	LP	LP	na	na	na	na	-20.5%	1.1%	21.5%	59.4%	0.35	0.89	1.43	2.52	0.96	1.05	0.98	1.13											LP	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	High degree of vessel utilisation in 2010 and 2008 - Indicator may not be defined correctly in 2011 and 2009 (values>1)	
OFR	HOK VL40XX	11,431,647	3.32%	0.23%	nd	nd	nd	nd	na	na	na	na	nd	nd	-16.1%	74.1%	nd	nd	0.23	3.07	nd	nd	1.16	1.46											nd	na	Insufficient data.	Insufficient data	Indicator may not be defined correctly in 2011 and 2010 (values>1)	
	Portuguese Inactive Fleet																								3466	3512	3622	3691	4077	39.8%	40.6%	42.1%	43.1%	48.6%						More than 1/3 of the fleet is inactive in 2011 (mostly less than 10 m) - Increasing number of inactive vessels from 2008 to 2012.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator.

Table2.37 Summary of indicators for selected fleet segments for Romania

Romania	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0006																									36	14	15		0.0%	72.0%	28.0%	26.8%							No clear trends in the number of inactive vessels between 2009-2011
PMP VL0006	PG VL0006			nd	nd	LP	nd	na	na	na	na	nd	nd	PG VL0006		nd	nd	PG VL0006		nd	nd	PG VL0006												Not possible to assess for recent year		cluster data	cluster	cluster	
PG VL0006*	57,841	4.07%	0.001%	LP	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.04	0.26	0.11	0.05											LP	na	no data	no data	The fleet has very low vessel utilisation. Decreasing vessel utilisation from 2009-2011	
Inactive 0612																								26	232	202	269	77	7.0%	62.5%	54.4%	63.3%	34.7%						Decreasing number of inactive vessels from 2011-2013. More than 30% of the fleet is inactive from 2009-2012.
PG VL0612*	1,257,518	88.45%	0.026%	LP	LP	LP	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.04	0.17	0.15	0.07											All the assessed stocks harvested by the fleet segment are fished unsustainably	na	no data	no data	The fleet has a very low vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
PMP VL0612	PG VL0612			nd	nd	LP	LP	na	na	na	na	nd	nd	PG VL0612		nd	nd	PG VL0612		nd	nd	PG VL0612												LP		cluster data	cluster	cluster	
Inactive 1218																								1	1	3	3		20.0%	25.0%	100%	100%							Only few vessels in the fleet. but increasing number of inactive vessels from 2009-2011
PGO VL1218	nd	na	na	LP	LP	nd	nd	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.03	0.07	nd	nd											Not possible to assess for recent years	na	no data	no data	Data not available for 2010 and 2011. The fleet had a Very low degree of vessel utilisation in 2008-2009	
Inactive 1824																								2	3	3	1		50.0%	75.0%	100%	50.0%							Only few vessels in the fleet.
PGO VL1824	12,191	0.86%	0.000%	LP	LP	nd	LP	na	na	na	na	nd	nd	nd	nd	nd	nd	nd	nd	0.14	0.05	nd	0.19											All the assessed stocks harvested by the fleet segment are fished unsustainably		no data	no data	The fleet has a very low vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
Inactive 2440																								7	8	1		1	63.6%	72.7%	50.0%		50.0%						Only few vessels in the fleet.
PMP VL2440	94,189	6.62%	0.002%	LP	LP	nd	LP	na	na	na	na	nd	nd	PG VL0612	0.5%	nd	nd	PG VL0612	nd	0.22	0.13	0.01	0.29											LP	na	Insufficient data	no data	The fleet has a very low vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
Romanian Inactive fleet																								36	280	223	288	78	8.2%	63.6%	52.0%	59.0%	29.9%						More than 1/3 of the fleet was inactive from 2009-2011. but the number decreased significantly in 2012.

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator.

Table2.38 Summary of indicators for selected fleet segments for Slovenia

Slovenia	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0006																								56	57	55	57	49	66.7%	67.9%	64.7%	67.9%	60.5%						More than 1/3 of the fleet is inactive in 2011 - Stable number of inactive vessels from 2008 to 2011.
DFN VL0006	104,729,43	5.11%	0.00%	LP	LP	LP	LP	na	na	na	na	nd	-107.2%	-97.8%	-301.3%	nd	-4.06	-7.39	-2.54	0.28	0.24	0.21	0.25											LP	na	Decreasing trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run. inconsistent data	Very low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
Inactive 0612																								35	38	37	42	42	50.0%	52.1%	50.0%	54.5%	53.8%						More than 1/3 of the fleet is inactive in 2011 - Slightly increasing in number of inactive vessels from 2008 to 2012
DFN VL0612	377,245,56	18.41%	0.01%	LP	LP	LP	LP	na	na	na	na	-24.7%	-3.4%	-1.1%	43.1%	-4.83	0.34	0.72	3.83	0.33	0.27	0.33	0.38											All the assessed stocks harvested are fished unsustainably in the most recent years	na	Increasing trend; higher than MS risk-free interest rate. Apparently not sustainable in the long run.	Increasing trend; above one. apparently not sustainable in the short run.	Very low degree of vessel utilisation - Increasing vessel utilisation from 2009-2011	
Inactive 1218																								1	2	1	2	1	4.2%	8.0%	4.3%	9.1%	6.7%						Few and stable number of inactive vessels
DTS VL1218	664,299,17	32.41%	0.01%	LP	LP	LP	LP	na	na	na	na	-23.5%	-14.7%	-15.8%	-10.8%	-1.81	-0.67	-0.59	-0.64	0.30	0.32	0.33	0.29											LP	na	Increasing trend; severely negative. apparently not sustainable in the long run.	Increasing trend; below one. apparently not sustainable in the short run.	Very low degree of vessel utilisation - Stable vessel utilisation from 2008-2011	
PS VL1218	456,617,17	22.28%	0.01%	LP	nd	LP	nd	na	na	na	na	nd	57.7%	57.8%	43.5%	nd	2.70	3.22	3.70	0.46	0.45	0.44	0.39											LP	na	Decreasing trend; higher than MS risk-free interest rate. apparently sustainable.	No clear trend; above one. apparently sustainable. inconsistent data	Very low degree of vessel utilisation - Slightly decreasing vessel utilisation from 2008 to 2011	
Inactive 1824																								1	1	1	1	1	100%	100%	100%	100%	100%						One vessel in this fleet - Still inactive over the period
Inactive 2440																								1	1	1	1	1	100%	100%	100%	100%	100%						One vessel in this fleet - Still inactive over the period
TMVL2440	446,443,69	21.78%	0.01%	nd	nd	nd	nd	na	na	na	na	-32.4%	nd	-67.1%	nd	-28.82	nd	-12.74	nd	0.65	0.85	0.64	0.62											nd	na	No clear trend; severely negative. apparently not sustainable in the long run.	Decreasing trend; below one. apparently not sustainable in the short run.	Low degree of vessel utilisation. No clear trends from 2008 to 2011	
Slovenian Inactive fleet																								93	98	94	102	93	51.4%	53.0%	50.8%	54.8%	53.1%						More than 1/3 of the fleet inactive in 2011 - No clear trends in number of inactive vessels

nd – no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
MaxDaS provided by MS: MaxDaS = actual maximum achieved days at sea. based on real data

Table2.39 Summary of indicators for selected fleet segments for Sweden

Sweden	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 0010																								295	280	274	281	272	30.0%	29.2%	29.5%	30.4%	30.1%						Stable number of inactive vessels from 2009-2012
DFN VL0010*	8,048,564	6.91%	0.16%	1.50	1.35	1.52	1.57	na	na	na	na	-10.5%	-26.9%	-41.1%	-24.6%	-0.06	-0.08	-0.42	0.16	0.40	0.38	0.36	0.34											Not possible to assess for recent years	na	No clear trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Very low vessel utilisation. Slightly decreasing vessel utilisation from 2008-2011	
DRBVL0010	DTS VL1012			nd	nd	nd	nd	na	na	na	na	DTS VL1012				DTS VL1012				0.19	0.28	0.13	0.06											nd	na	Cluster	Cluster	Very low degree of vessel utilisation. No trends in vessel utilisation between 2008-2011	
DTS VL0010	DTS VL1012			LP	LP	LP	LP	na	na	na	na	DTS VL1012				DTS VL1012				0.23	0.32	0.27	0.27											LP	na	Cluster	Cluster	Very low degree of vessel utilisation. Stable vessel utilisation between 2009-2011	
FPO VL0010	DFN VL0010			LP	LP	LP	LP	na	na	na	na	DFN VL0010				DFN VL0010				0.35	0.33	0.31	0.32											LP	na	Cluster	Cluster	Very low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
HOK VL0010	DFN VL0010			0.97	1.05	1.11	0.98	na	na	na	na	DFN VL0010				DFN VL0010				0.28	0.25	0.20	0.18											Not possible to assess for recent years	na	Cluster	Cluster	Very low degree of vessel utilisation. Decreasing vessel utilisation from 2008-2011	
PGO VL0010	nd	na	na	LP	LP	LP	nd	na	na	na	na	DFN VL0010		nd		DFN VL0010			nd	0.06	0.29	0.35	nd											LP	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2011. Increasing vessel utilisation from 2008-2010	
PGP VL0010	DFN VL0010			LP	LP	1.42	LP	na	na	na	na	DFN VL0010				DFN VL0010				0.28	0.34	0.27	0.25											LP	na	Cluster	Cluster	Very low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
PMP VL0010	DTS VL1012			LP	LP	LP	LP	na	na	na	na	DTS VL1012				DTS VL1012				0.52	0.81	0.53	0.40											LP	na	Cluster	Cluster	Very low degree of vessel utilisation. Decreasing vessel utilisation from 2009-2011	
PS VL0010	DTS VL1012			1.40	LP	1.40	LP	na	na	na	na	DTS VL1012				DTS VL1012				0.10	0.07	0.01	0.30											Not possible to assess for recent years	na	Cluster	Cluster	Very low degree of vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
Inactive 1012																								38	28	41	33	25	15.6%	11.7%	17.5%	14.7%	11.2%						No clear trend in the number of inactive vessels for 2008-2012
DFN VL1012*	5,433,554	4.66%	0.11%	1.75	1.59	1.78	1.88	na	na	na	na	-11.7%	-15.0%	-12.8%	-11.5%	0.51	0.36	0.51	0.57	0.39	0.39	0.33	0.31											Not possible to assess for recent years	na	Stable values; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Very low degree of vessel utilisation. Slightly decreasing vessel utilisation from 2008-2011	
DRB VL1012	nd	na	na	nd	nd	0.86	nd	na	na	na	na	nd	nd	DTS VL1012	nd	nd	nd	DTS VL1012	nd	nd	nd	0.14	nd											nd	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2008. 2009. 2011	
DTS VL1012*	5,454,630	4.68%	0.11%	LP	LP	LP	LP	na	na	na	na	-236.3%	-6.7%	4.1%	-6.8%	0.06	0.67	1.11	0.68	0.28	0.27	0.26	0.25											LP	na	No clear trend; severely negative. apparently not sustainable in the long run.	No clear trend; below one. apparently not sustainable in the short run.	Very low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
FPO VL1012	DTS VL1012			LP	LP	LP	LP	na	na	na	na	DFN VL1012				DFN VL1012				0.44	0.45	0.41	0.41											LP	na	Cluster	Cluster	Very low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
HOK VL1012	DTS VL1012			1.12	1.33	1.28	1.41	na	na	na	na	DFN VL1012				DFN VL1012				0.29	0.30	0.28	0.37											Not possible to assess for recent years	na	Cluster	Cluster	Very low degree of vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
PGO VL1012	nd	na	na	LP	nd	nd	nd	na	na	na	na	DFN VL1012	nd	nd	nd	DFN VL1012	nd	nd	nd	0.05	nd	nd	nd											LP	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009-2011	
PGP VL1012	DTS VL1012			1.40	1.46	1.35	1.48	na	na	na	na	DFN VL1012				DFN VL1012				0.25	0.22	0.27	0.27											Not possible to assess for recent years	na	Cluster	Cluster	Very low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
PMP VL1012	DTS VL1012				LP	LP	1.17	na	na	na	na	DTS VL1012				DTS VL1012				0.35	0.51	0.73	0.50											LP	na	Cluster	Cluster	Low degree of vessel utilisation. No clear trends in vessel utilisation between 2008-2011	
PS VL1012	DTS VL1012				1.27	1.27	1.27	na	na	na	na	nd	DTS VL1012			nd	DTS VL1012			nd	0.31	0.22	0.19											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	Very low degree of vessel utilisation. Decreasing vessel utilisation from 2009-2011	
Inactive 1218																								7	9	12	4	5	5.0%	6.8%	9.7%	3.7%	5.0%						No clear trend in the number of inactive vessels for 2008-2012
DFN VL1218*	1,805,117	1.55%	0.04%	LP	LP	LP	LP	na	na	na	na	-61.5%	-12.6%	-11.2%	15.0%	0.27	0.56	0.68	1.42	0.46	0.50	0.44	0.38											Not possible to assess for recent years	na	Increasing trend; higher than MS risk-free interest rate. apparently not sustainable in the long run.	Increasing trend; above one. apparently not sustainable in the short run.	Very low degree of vessel utilisation. Decreasing vessel utilisation from 2009-2011	
DTS VL1218*	14,723,825	12.64%	0.30%	LP	LP	LP	LP	na	na	na	na	-6.1%	4.9%	31.1%	17.1%	0.82	1.14	1.97	1.54	0.45	0.42	0.40	0.43											LP	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	Very low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
FPO VL1218	DTS VL1218			LP	LP	LP	nd	na	na	na	na	DFN VL1218				DFN VL1218				0.28	0.37	0.28	0.40											LP	na	Cluster	Cluster	Very low degree of vessel utilisation. No clear trends in vessel utilisation between 2008-2011	

Summary of indicators for selected fleet segments for Sweden continued

Sweden	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
HOK VL1218	DTS VL1218			2.72	2.27	2.49	2.00	na	na	na	na	DFN VL1218				DFN VL1218				0.44	0.48	0.39	0.53											Not possible to assess for recent years	na	Cluster	Cluster	Low degree of vessel utilisation. No trends in vessel utilisation between 2008-2011	
PMP VL1218	nd	na	na	1.40	nd	nd	nd	na	na	na	na	DTS VL1218	nd	nd	nd	DTS VL1218	nd	nd	nd	0.14	nd	nd	nd											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009 -2011	
PS VL1218	DTS VL1218			1.26	1.27	1.27	1.27	na	na	na	na	DTS VL1218				DTS VL1218				0.11	0.19	0.14	0.14											Not possible to assess for recent years	na	Cluster	Cluster	Very low degree of vessel utilisation. Stable vessel utilisation from 2008-2011	
TM VL1218	nd	na	na	1.10	nd	nd	nd	na	na	na	na	DTS VL1218	nd	nd	nd	DTS VL1218	nd	nd	nd	0.06	nd	nd	nd											Not possible to assess recent	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009 -2011	
Inactive 1824																								2	4	8	3	1	3.3%	6.3%	14.0%	6.3%	2.1%						No clear trend in the number of inactive vessels for 2008-2012
DTS VL1824*	20,239,694	17.37%	0.41%	1.24	1.17	1.11	1.27	na	na	na	na	7.0%	10.2%	60.6%	30.0%	1.18	1.34	2.68	1.84	0.53	0.49	0.56	0.69											Not possible to assess for recent years	na	Increasing trend; higher than MS risk-free interest rate. apparently sustainable.	Increasing trend; above one. apparently sustainable.	Limited degree of overcapacity. Increasing vessel utilisation from 2009-2011	
HOK VL1824	DFN VL1218			1.60	LP	nd	0.86	na	na	na	na	DFN VL1218		nd	DFN VL1218	DFN VL1218		nd	DFN VL1218	0.47	0.15	nd	0.65											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	Limited degree of overcapacity. No data available for 2010	
PMP VL1824	nd	na	na	1.40	nd	nd	nd	na	na	na	na	DTS VL1824	nd	nd	nd	DTS VL1824	nd	nd	nd	1.10	nd	nd	nd											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009-2011	
PS VL1824	nd	na	na	0.81	nd	nd	nd	na	na	na	na	DTS VL1824	nd	nd	nd	DTS VL1824	nd	nd	nd	0.05	nd	nd	nd											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009-2011	
TM VL1824	DTS VL1824			1.16	1.13	nd	0.93	na	na	na	na	DTS VL1824		nd	DTS VL1824	DTS VL1824		nd	DTS VL1824	0.80	0.77	nd	0.60											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	Low degree of vessel utilisation. No data available for 2010	
Inactive 2440																								16	18	16	7	1	23.2%	28.1%	27.1%	14.6%	2.6%						Decreasing number of inactive vessels from 2009-2012
DFN VL2440	nd	na	na	1.40	nd	nd	nd	na	na	na	na	DFN VL1218	nd	nd	nd	DFN VL1218	nd	nd	nd	0.28	nd	nd	nd											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009-2011	
DTS VL2440*	60,825,943	52.20%	1.24%	1.41	LP	1.15	1.14	na	na	na	na	29.2%	16.9%	17.1%	3.8%	6.09	1.50	1.68	1.11	0.62	0.55	0.59	0.73											Not possible to assess for recent years	na	Decreasing trend; higher than MS risk-free interest rate. apparently sustainable.	Decreasing trend; above one. apparently sustainable.	Limited degree of vessel utilisation. Increasing vessel utilisation from 2009-2011	
HOKVL2440	nd	na	na	nd	nd	nd	nd	na	na	na	na	DFN VL1218	nd	nd	nd	DFN VL1218	nd	nd	nd	0.02	nd	nd	nd											nd	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009-2011	
MGP VL2440	5,055,738	na	na	nd	nd	0.81	nd	na	na	na	na	nd	nd	DTS VL2440	nd	nd	nd	DTS VL2440	nd	nd	nd	1.02	nd											nd	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2008.2009.2011	
PS VL2440	DTS VL2440			0.90	nd	nd	0.92	na	na	na	na	DTS VL2440	nd	nd	DTS VL2440	DTS VL2440	nd	nd	DTS VL2440	0.91	nd	nd	1.16											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009-2010. Indicator may not defined correctly (value>1) for 2011	
TM VL2440	DTS VL2440			0.97	0.96	0.94	0.95	na	na	na	na	DTS VL2440				DTS VL2440				0.97	0.95	0.78	0.72											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	Limited degree of vessel utilisation. Decreasing vessel utilisation from 2008-2011	

Sweden	Value of landings (2011)			Sustainable Harvest Indicator				Stocks at risk Indicator				RoFTA(%)				CR / BER				Technical indicator				Inactive vessels No. of vessels					Inactive vessels % of vessels					Comments Sustainable Harvest Indicator	Comments Stocks at risk indicator	Comments RoFTA %	Comments CR / BER	Comments Avg DaS / Max DaS	Comments Inactive Vessels
	Value (€)	As % of MS	As % of EU	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012						
Inactive 40XX																								1					8.3%										No data available for 2009-2012
MGP VL40XX	DTS VL2440			nd	nd	0.88	0.82	na	na	na	na	nd	nd	DTS VL2440		nd	nd	DTS VL2440		nd	nd	1.02	1.31											nd	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2008-2009. Indicator may not defined correctly (value>1) for 2010. 2011	
PS VL40XX	nd	na	na	0.89	nd	nd	nd	na	na	na	na	DTS VL2440	nd	nd	nd	DTS VL2440	nd	nd	nd	1.02	nd	nd	nd											Not possible to assess for recent years	na	Cluster or insufficient data	Cluster or insufficient data	No data available for 2009-2011. Indicator may not defined correctly (value>1) for 2008	
TM VL40XX	DTS VL2440			0.93	0.99	0.94	0.95	na	na	na	na	DTS VL2440				DTS VL2440				1.36	1.20	1.05	1.31											Not possible to assess for recent years	na	Cluster	Cluster	Indicator may not defined correctly (value>1)	
Swedish Inactive fleet																								359	339	351	328	304	23.8%	23.0%	24.8%	24.1%	23.0%						Decreasing number of inactive vessels from 2008-2012. but the percentage remain stable

nd - no data available or insufficient data to calculate indicator; na – not available or not applicable; LP – Low Proportion
Due to non-provision of data by MS. theoretical MaxDaS of 220 applied to estimate the technical indicator.

2.3 Discussion of Results

This report presents balance indicators for MS fleet segments and national fleets, calculated by independent experts, and evaluated by experts in the EWG, where data were available.The reportpresents balance indicators for the most important fleet segments in the EU.While experts have commented on indicator values in terms of the sustainability of the situation observed, no attempt has been made to draw firm conclusions about the degree of balance or imbalance between fleet capacity and fishing opportunity.These tables could also represent a baseline situation against which the anticipated effects of further policy proposals could be compared.

2.4 Data issues and availability

The exercise highlighted some issues with data availability and compatibility, which arise from inconsistencies between different aspects of the DCF, such as fleet segmentation for biological and economic variables and differences in the timing when biological and economic data become available to MS. The issue of differing fleet segmentations for biological and economic variables is being addressed by STECF working groups considering DC MAP with a view to ensuring that the revised DCF will provide data suitable for a number of purposes.

The lack of stock assessments for a significant number of stocks continues to be a major inhibitor when it comes to the inclusion of biological considerations when assessing the balance between fishing capacity and fishing opportunities. Increasing the number of stocks for which such information is available should be an urgent priority, in particular for the Mediterranean and Black Sea.

Due to MS failing to upload data in response to DCF calls, there are data shortages in the data required to calculate indicators for many of these fleet segments, so the picture presented is incomplete.

Some of the data required to calculate the indicators is not required of MS under the DCF and unless the MS have voluntarily supplied the data in their data submissions, it was not possible to estimate the indicators in these cases. For example, the average and maximum observed days at seas per fleet segment are required for the technical indicator but maximum observed days at sea per fleet segment (or even the maximum theoretical days at sea) is not required under the DCF.

The stocks-at-risk indicator is difficult to apply for Mediterranean stocks. For Mediterranean stocks, GFCM and the STECF Mediterranean stock assessment working group have not defined agreed reproduction-based reference points linked to the self-renewal ability of the stocks. This lack of reference points does not preclude the possibility that some stocks are in a risky status (i.e. B_{curr} may in fact be Bl_{im} but this information is not available).

In some cases, even though data are required under the DCF, some MS have nevertheless not supplied the data and therefore in these cases, the indicators cannot be calculated.

The reason why there are almost no values for Spain in the MS indicator summary table is due to the lack of relevant data, which was not submitted in response to the DCF data call. More specifically:

- The SHI indicator was not calculated because data on landings value was not submitted, for all years;
- The Technical indicator was not calculated because no effort data, for any of the years, was submitted;
- RoFTA was only calculated for 2011 because fleet depreciated replacement value was only available for 2011 and 2012;

- The CR/BER indicator was calculated whenever the necessary data was available.It was not calculated when certain income or cost items were not present.For example: ESP PMP VL0006 (2008) CR/BER was not calculated because no value for crew wage was provided during the data call; in 2009 it was and CR/BER is provided in the table; for 2010 there was insufficient data to calculate the indicator (no energy costs, crew wages, annual depreciation etc.).

In sum, indicators were calculated whenever sufficient data was available.
-Income from landings was used to calculate the economic indicators (not value of landings)
-Income from landings cannot be used to calculate SHI or SAR indicator because the variable is not provided by species.

2.5 Conclusions on balance indicators, relating to ToR 1

Further work is required to identify a suitable indicator in conditions of data shortage such as the Mediterranean Sea in particular.

Of MS fishing in Area 27 North East Atlantic, Denmark, UK and Ireland have the highest numbers of stocks-at-risk among their landings, with 9, 10 and 10 stocks respectively.Large trawlers from these MS plus France harvest most of the stocks-at-risk in Area 27.Trawl gears catch the highest proportion (70%) of stocks-at-risk in the North East Atlantic.

Denmark and France had the highest number of fleet segments for which a representative (not Low Proportion) Sustainable Harvest Indicator higher than 1.0 (indicating an unsatisfactory high exploitation status on average) was calculated based on 2011 data.

92 fleet segments are classed as “Apparently sustainable”, compared to 53 which were classed as “Apparently not sustainable in the long run” based on RoFTA values.204 segments had no data or insufficient data to observe a trend. 25 fleet segments are classed as “sustainability unclear” based on RoFTA.

166 fleet segments are classed as “Apparently sustainable” while 66 fleet segments are classed as “Apparently not sustainable in the long run” based on CR / BER.

It was not clear whether annual variation or variation between segments or MS was in each case, due to true differences in indicator values, or due to data quality issues.Further detailed examination of the data uploaded by MS that was used to calculate the indicator values could possibly give more information about the sources of annual variation in indicator values.It could also be useful if the PIM methodology was revised and applied more consistently across MS, to improve comparability of RoFTA values between MS.

Based on the technical indicator and the inactive vessels indicator most of the fleet segments and length categories show a low degree of vessel utilisation. For the Average DaS/MaxDaS indicator, 70% of the segments are categorised as low or very low vessel utilisation rates.In general, as has been previously observed, no clear time trends are observed on vessel utilisation and level of inactivity at European level.

Ten MS have less than 30% of their national fleet inactive in 2011 and four MS have more than 50% of their national fleet inactive during 2011.

3 TOR 2. EVALUATE MS ANNUAL REPORTS: COMPLIANCE WITH REGULATIONS

Under Item 2 in the Terms of Reference, EWG 13-11 was asked to evaluate Member States' reports on their efforts during 2012 to achieve a sustainable balance between fleet capacity and fishing opportunities, as follows:

> Evaluate the Member States' reports on their efforts during 2012 to achieve a sustainable balance between fleet (or fishing) capacity and fishing opportunities, in terms of their compliance with Art. 14 of Council Regulation No. 2371/2002 and Art.13 and 14 of Commission Regulation No. 1013/2010.
>
> Specifically, please score Member States' reports according to the system for required elements detailed in sections 7.1 and 7.5, and table 7.1 of the report by SG-BRE10-01.
> The results of the scoring exercise should be presented as in tables 7.2 and 7.3 of the report of SG-BRE 10-01. Updated versions of tables 7.4 and 7.5 should also be presented.
>
> Please also provide basic observations on the content of the Member States' reports. See report of SG-BRE 10-01, sections 7.2, 7.3 and 7.4.

3.1 Scoring system for evaluation of MS reports required elements

The working group assessed compliance with Articles 13 and 14 of Regulation 1013/2010 by using the scoring system that had been developed during SGBRE 09-01 and evolutions of the system up to EWG 12-11 (Report STECF-12-18). Table 3.1 shows the scoring system used, which is based on the elements of Article 14 (items 1A to 2 in Table 3.1) and Article 13 (item O in Table 3.1). The scoring system was largely as used in previous years and awards a score for providing the required information and a separate score for the quality of the information.Scores for providing the required information are weighted to reflect the experts' view of the importance of the elements included (present) in MS reports. The quality score is a reflection of the completeness, robustness and relevance of the information provided. Experts did not assign a score for submitting the report by the required date.

For including the required elements, reports were awarded full marks available for each element. If the element in respect of 2012 was absent, the score was zero. Therefore, if a MS included a required element but only in relation to the wrong year, the report would score zero for including that element.

Experts awarded specific scores for completeness, robustness and relevance and each of these elements could achieve a score of 0, 0.5 or 1, so that the total quality score could be between 0 and 3 for each required element.

As in 2012, experts decided to award additional points for Structure for each required element of the report. Thus, for example, if item **1A.iii) Development in fleets**, is not given a heading, and the content for this item is included under another heading, elsewhere in the report, that MS report would receive the marks for the item being present, but would score zero for Structure of that required element.To allow for the possibility of variable and / or weak translation of reports, experts accepted headings that were slightly different in wording as along as the meaning was essentially the same as that required by the regulation.

Experts split into groups to evaluate MS reports so it is possible that groups may have applied the scoring system differently. However the system was discussed in plenary so this risk is considered to be small. Last year's MS reports and scores were also reviewed to try to ensure consistency of evaluation between years. If experts decided to award a different score for the 2012 MS report than

was awarded for essentially similar content in previous years, the experts recorded an explanation of their rationale in awarding a different score and this is contained later in section 3.3 of this report, under notes on each MS report.

With a restricted number of points or half points to award, an improvement in quality for a given requirement in a Member State's 2012 report relative to its 2011 report, would not necessarily result in a higher score for that requirement.

A quality score of 3, the maximum available score, does not necessarily mean that there is no room for improvement in the presentation of a required element in the report.

For required element 1.d.ii), if a MS included a heading in their report and indicated that there was no plan for improvement in their fleet management system, while experts appreciated the clarity of this aspect of the report, no points were awarded as plans for improvements in the system were not presented. The regulation implies that the plan for improvement should address the weaknesses identified in the fleet management system and the working group experts doubted that any MS had a system that could not be improved in some respect.

Table3.1Scoring system for evaluating Member States annual reports

Q	Element to be included	Maximum score available		
		Present	Structure	Quality
1A	i) Description of fleets	2	1	3
	ii) Link with fisheries	3	1	3
	iii) Development in fleets	3	1	3
1B	i) statement of effort reduction schemes	2	1	3
	ii) impact on fishing capacity of effort reduction schemes	3	1	3
1C	Statement of compliance with entry / exit scheme	2	1	3
1D	i) Summary of weaknesses & strengths of fleet management system	1	1	3
	ii) plan for improvements in fleet management system	2	1	3
	iii) information on general level of compliance with fleet policy instruments	1	1	3
1E	Information on changes of the administrative procedures relevant to fleet management	1	1	3
2	Report 10 pages or less?	1	n/a	n/a
O	Overall: does report assess balance between capacity & opportunity?	3	1	n/a
	Total possible scores:	24	11	30

For required elements 1.B and 1.C., a statement of compliance with entry/exit scheme and with level of reference, if a MS presented not a statement but only a table of figures, then that was awarded a score for being present but was penalised by loss of point on quality.

With regard to element 1E, information on changes of the administrative procedures relevant to fleet management, MS reports were not penalised in terms of quality if there is a clear statement in the report which states that there were no changes in the administrative procedures relevant to the fleet management.

The requirement that reports should be 10 pages or less was interpreted to mean that the annual report covering the legally required elements should be 10 pages or less. If a report exceeded 10 pages only because it included non-required elements such as balance indicators, or an annex of detailed information, then the report was still awarded a point for being 10 pages or less.

Experts looked for MS reports to include a clear overall statement, or statements per fleet segment, on the balance of capacity and opportunity for their fleets. This element was presented by more MS than in previous years. However, this element was not scored for quality as experts did not assess the validity of the balance indicators and therefore did not assess the veracity of the claims made in MS regarding overall situation of balance of imbalance.

Timely submission
Experts were not asked to review report submission dates.

3.2 Evaluation of Member States annual reports for 2012

All 22 MS reports were received by the Commission prior to the working group and all were evaluated by experts against the requirements of Articles 13 and 14 of Regulation 1013/2010.

Overall there is less variation between MS reports for 2012 in terms of their completeness and quality. There is also a further improvement in completeness and quality of reports compared to the reports for 2011, making four consecutive years in which reports have improved overall.

Completeness
Table 3.2 shows the scores per MS for inclusion of required elements in their annual reports (the "Present" score).

Table 3.5 ranks MS by their score for inclusion of required elements. A maximum of 24 points was available.Bulgaria, Cyprus, France, Latvia, Romania, Malta, Spain, Greece, Netherlands and Denmark achieved the maximum 24 points, while the minimum was4points for Italy whose report was only two pages long and largely incomplete.All MS other than Italy scored above 79% for including the required elements (Italy scored 17%). Annual improvements in completeness of reports are illustrated in Table 3.7 and Fig.3.1.

Quality
Table 3.3 shows the Quality scores by MS for included elements in the annual reports and there is an improvement compared to the quality of 2011 reports. Table 3.6 ranks MS by their quality score for the required elements.For 2012 the maximum points for quality is 30 points, because no points were awarded for the quality of the overall statement on balance.Experts did not assess balance indicators presented by MS in their annual reports. The reports of Bulgaria and Denmark achieved the maximum score.Annual improvements in quality of reports are illustrated in Table 3.8 and Fig. 3.1.

Structure
Table 3.4 shows scores awarded by experts to reflect the extent to which MS annual reports followed the report structure. Most MS reports did follow the recommended structure.
Experts find it very time consuming to identify the required elements in MS annual reports that are not structured with headings reflecting the required elements and reports with headings that do not reflect the material contained in those sections.

Table3.2Scores by Member State for inclusion of required elements in annual reports

Q	Required element of report	Max scores	BELGIUM	BULGARIA	CYPRUS	DENMARK	ESTONIA	FINLAND	FRANCE	GERMANY	GREECE	IRELAND	ITALY	LATVIA	LITHUANIA	MALTA	NETHERLANDS	POLAND	PORTUGAL	ROMANIA	SLOVENIA	SPAIN	SWEDEN	UK
1A	i) Description of fleets	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
	ii) Link with fisheries	3	3	3	3	3	3	3	3	3	3	3	0	3	3	3	3	3	3	3	3	3	3	3
	iii) Development in fleets	3	3	3	3	3	3	3	3	3	3	3	0	3	3	3	3	3	3	3	3	3	3	3
1B	i) statement of effort reduction schemes	2	2	2	2	2	2	2	2	2	2	2	0	2	0	2	2	2	2	2	2	2	2	2
	ii) impact on fishing capacity of effort reduction schemes	3	3	3	3	3	3	3	3	3	3	3	0	3	3	3	3	3	3	3	3	3	3	3
1C	Statement of compliance with entry / exit scheme and with level of reference	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
1D	i) Summary of weaknesses & strengths of fleet management system	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	0	1	1	1	1	1	1
	ii) plan for improvements in fleet management system	2	2	2	2	2	2	0	2	2	2	0	0	2	0	2	2	2	2	2	2	2	0	2
	iii) information on general level of compliance with fleet policy instruments	1	1	1	1	1	0	1	1	1	1	1	0	1	0	1	1	1	1	1	1	1	1	1
1E	Information on changes of the administrative procedures relevant to fleet management	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1
2	Report 10 pages or less?	1	0	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	0	1	0	1	1	1
O	Overall:does report assess balance between capacity & opportunity?	3	3	3	3	3	3	0	3	0	3	3	0	3	3	3	3	3	3	3	3	3	3	0
	Total scores:	24	23	24	24	24	23	19	24	21	24	22	4	24	19	24	24	23	23	24	23	24	22	21

Table3.3Scores by Member State for quality of required elements in annual reports

Q	Required element of report	Max scores	Belgium	Bulgaria	Cyprus	Denmark	Estonia	Finland	France	Germany	Greece	Ireland	Italy	Latvia	Lithuania	Malta	Netherlands	Poland	Portugal	Romania	Slovenia	Spain	Sweden	UK
1A	i) Description of fleets	3	2.5	3	3	3	3	1.5	2.5	3	3	3	2.5	2.5	3	3	3	3	3	3	3	3	2.5	3
	ii) Link with fisheries	3	3	3	3	3	3	1.5	1	2.5	3	2.5	0	3	2.5	3	3	2.5	3	3	3	3	1	3
	iii) Development in fleets	3	1	3	3	3	3	3	2.5	3	1	3	0	2	1.5	3	2.5	2.5	3	1	2.5	3	2.5	3
1B	i) statement of effort reduction schemes	3	3	3	3	3	3	3	3	0	2.5	3	0	3	0	2	2.5	3	2.5	3	3	3	3	3
	ii) impact on fishing capacity of effort reduction schemes	3	0	3	3	3	2	2	3	0	2.5	2	0	1.5	1	2	2.5	3	3	1	2.5	3	2	3
1C	Statement of compliance with entry / exit scheme and with level of reference	3	3	3	3	3	2.5	1.5	1.5	2	3	3	3	3	3	3	2.5	3	3	2.5	3	3	1	3
1D	i) Summary of weaknesses & strengths of fleet management system	3	1	3	2.5	3	2.5	2	1.5	2.5	0.5	1	0	3	1.5	3	1.5	0	3	3	2	3	2	2
	ii) plan for improvements in fleet management system	3	3	3	3	3	2.5	0	3	1.5	1	0	0	2.5	0	2	1.5	3	3	3	1.5	3	0	3
	iii) information on general level of compliance with fleet policy instruments	3	0	3	2	3	0	1.5	2	2	1.5	2	0	1.5	0	3	1.5	3	3	1.5	1.5	2	0	2.5
1E	Information on changes of the administrative procedures relevant to fleet management	3	3	3	2	3	1.5	2.5	3	3	2.5	3	0	3	3	2.5	3	3	3	3	2.5	3	2	3
2	Report 10 pages or less?	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
O	Overall:does report assess balance between capacity & opportunity?	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total scores:		**30**	19.5	30.0	27.5	30.0	23.0	18.5	23.0	19.5	20.5	22.5	5.5	25.0	15.5	26.5	23.5	26.0	29.5	24.0	24.5	29.0	16.0	28.5

Table3.4Scores by Member State for structure of required elements in annual reports

Q	Required element of report	Max scores	Belgium	Bulgaria	Cyprus	Denmark	Estonia	Finland	France	Germany	Greece	Ireland	Italy	Latvia	Lithuania	Malta	Netherlands	Poland	Portugal	Romania	Slovenia	Spain	Sweden	UK
1A	i) Description of fleets	1	1	1	1	1	1	0	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1
	ii) Link with fisheries	1	1	1	1	1	1	0	1	1	0	0	0	1	0	1	1	0	1	1	1	1	0	1
	iii) Development in fleets	1	1	1	1	1	1	0	1	1	0	0	0	1	0	1	1	0	1	1	1	1	0	1
1B	i) statement of effort reduction schemes	1	1	1	1	1	1	0.5	1	1	1	0	0	1	0	1	1	0	1	1	1	1	0	1
	ii) impact on fishing capacity of effort reduction schemes	1	1	1	1	1	0	0	1	1	0	0	0	1	1	1	1	1	1	1	1	1	0	1
1C	Statement of compliance with entry / exit scheme and with level of reference	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0	1	1	1	1
1D	i) Summary of weaknesses & strengths of fleet management system	1	1	1	1	1	1	1	1	1	0	1	0	1	1	1	1	1	1	1	1	1	1	1
	ii) plan for improvements in fleet management system	1	1	1	1	1	1	0	1	1	1	0	0	1	0	1	1	1	1	1	1	1	0	1
	iii) information on general level of compliance with fleet policy instruments	1	1	1	1	1	0	0	1	1	0	0	0	1	0	1	1	1	1	1	1	1	0	1
1E	Information on changes of the administrative procedures relevant to fleet management	1	1	1	1	1	0	1	1	1	1	0	0	1	1	1	1	1	1	1	1	1	1	1
2	Report 10 pages or less?	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
O	Overall:does report assess balance between capacity & opportunity?	1	1	1	0	0	0	0	1	0	1	1	0	1	0	1	1	1	1	1	1	1	0	0
Total scores:		**11**	11.0	11.0	10.0	10.0	7.0	3.5	11.0	10.0	6.0	3.0	2.0	11.0	5.0	11.0	11.0	8.0	11.0	10.0	11.0	11.0	4.0	10.0

Table3.5Ranked results for inclusion of required elements in MS reports.

Scores for inclusion (presence) of required elements					
Member State	**Score 2012 report**	**Max Score**	**2012 Score %**	**2011 Score %**	**Change from 2011 to 2012 percentage points**
BULGARIA	24	24	100%	88%	13%
CYPRUS	24	24	100%	96%	4%
DENMARK	24	24	100%	100%	0%
FRANCE	24	24	100%	96%	4%
GREECE	24	24	100%	100%	0%
LATVIA	24	24	100%	71%	29%
MALTA	24	24	100%	100%	0%
NETHERLANDS	24	24	100%	75%	25%
ROMANIA	24	24	100%	0%	100%
SPAIN	24	24	100%	96%	4%
BELGIUM	23	24	96%	96%	0%
ESTONIA	23	24	96%	96%	0%
POLAND	23	24	96%	100%	-4%
PORTUGAL	23	24	96%	96%	0%
SLOVENIA	23	24	96%	96%	0%
IRELAND	22	24	92%	88%	4%
SWEDEN	22	24	92%	96%	-4%
GERMANY	21	24	88%	83%	4%
UK	21	24	88%	96%	-8%
FINLAND	19	24	79%	92%	-13%
LITHUANIA	19	24	79%	75%	4%
ITALY	4	24	17%	100%	-83%

Table3.6Ranked results for quality of included elements in MS reports

Scores for quality of included elements					
Member State	**Score 2012 report**	**Max Score**	**2012 Score %**	**2011 Score %**	**Change from 2011 to 2012 percentage points**
BULGARIA	30	30	100%	58%	42%
DENMARK	30	30	100%	91%	9%
PORTUGAL	29.5	30	98%	88%	10%
SPAIN	29	30	97%	97%	0%
SWEDEN	28.5	30	95%	64%	31%
UK	28.5	30	95%	64%	31%
CYPRUS	27.5	30	92%	88%	4%
MALTA	26.5	30	88%	71%	17%
POLAND	26	30	87%	86%	0%
LATVIA	25	30	83%	67%	17%
SLOVENIA	24.5	30	82%	77%	4%
ROMANIA	24.0	30	80%	0%	80%
NETHERLANDS	23.5	30	78%	58%	21%
ESTONIA	23	30	77%	59%	18%
FRANCE	23.0	30	77%	65%	12%
IRELAND	22.5	30	75%	82%	-7%
GREECE	20.5	30	68%	68%	0%
BELGIUM	19.5	30	65%	79%	-14%
GERMANY	19.5	30	65%	48%	17%
FINLAND	18.5	30	62%	67%	-5%
LITHUANIA	15.5	30	52%	38%	14%
ITALY	5.5	30	18%	88%	-70%

Table3.7Comparison of scores for inclusion of required elements between 2010, 2011 and 2012 MS reports

Scores for including required elements		2010 MS reports			2011 MS reports			2012 MS reports		
Q	Required element of report	Sum of scores	Summed score as % of max	Sum of max scores	Sum of scores	Summed score as % of max	Sum of max scores	Sum of scores	Summed score as % of max	Sum of max scores
1A	i) Description of fleets	42	100%	42	42	100%	42	44	100%	44
	ii) Link with fisheries	63	100%	63	63	100%	63	63	95%	66
	iii) Development in fleets	60	95%	63	63	100%	63	63	95%	66
1B	i) statement of effort reduction schemes	40	95%	42	40	95%	42	40	91%	44
	ii) impact on fishing capacity of effort reduction schemes	63	100%	63	63	100%	63	63	95%	66
1C	Statement of compliance with entry / exit scheme and with level of reference	42	100%	42	42	100%	42	44	100%	44
1D	i) Summary of weaknesses & strengths of fleet management system	16	76%	21	21	100%	21	20	91%	22
	ii) plan for improvements in fleet management system	16	38%	42	28	67%	42	34	77%	44
	iii) information on general level of compliance with fleet policy instruments	16	76%	21	17	81%	21	19	86%	22
1E	Information on changes of the administrative procedures relevant to fleet management	17	81%	21	19	90%	21	21	95%	22
2	Report 10 pages or less?	18	86%	21	12	57%	21	18	82%	22
O	Overall:does report assess balance between capacity & opportunity?	45	71%	63	54	86%	63	54	82%	66
	Total scores:	438	87%	504	464	92%	504	483	96%	504

Table3.8Comparison of scores for quality of included elements between 2010, 2011 and 2012 MS reports

Scores for quality of included elements		2010 MS reports			2011 MS reports			2012 MS reports		
Q	Required element of report	Sum of scores	Summed score as % of max	Sum of max scores	Sum of scores	Summed score as % of max	Sum of max scores	Sum of scores	Summed score as % of max	Sum of max scores
1A	i) Description of fleets	54	86%	63	56	89%	63	62	94%	66
	ii) Link with fisheries	52	83%	63	50.5	80%	63	55.5	84%	66
	iii) Development in fleets	47	75%	63	51	81%	63	52	79%	66
1B	i) statement of effort reduction schemes	54	86%	63	51	81%	63	54.5	83%	66
	ii) impact on fishing capacity of effort reduction schemes	46.5	74%	63	48	76%	63	45	68%	66
1C	Statement of compliance with entry / exit scheme and with level of reference	51.5	82%	63	55	87%	63	58.5	89%	66
1D	i) Summary of weaknesses & strengths of fleet management system	32	51%	63	41.5	66%	63	43.5	66%	66
	ii) plan for improvements in fleet management system	15.5	25%	63	30	48%	63	42.5	64%	66
	iii) information on general level of compliance with fleet policy instruments	23.5	37%	63	31	49%	63	36.5	55%	66
1E	Information on changes of the administrative procedures relevant to fleet management	35	56%	63	46.5	74%	63	57.5	87%	66
2	Report 10 pages or less?	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
O	Overall:does report assess balance between capacity & opportunity?	26.5	42%	63	37	59%	63	n/a	n/a	n/a
	Total scores:	437.5	63%	693	497.5	72%	693	507.5	77%	660

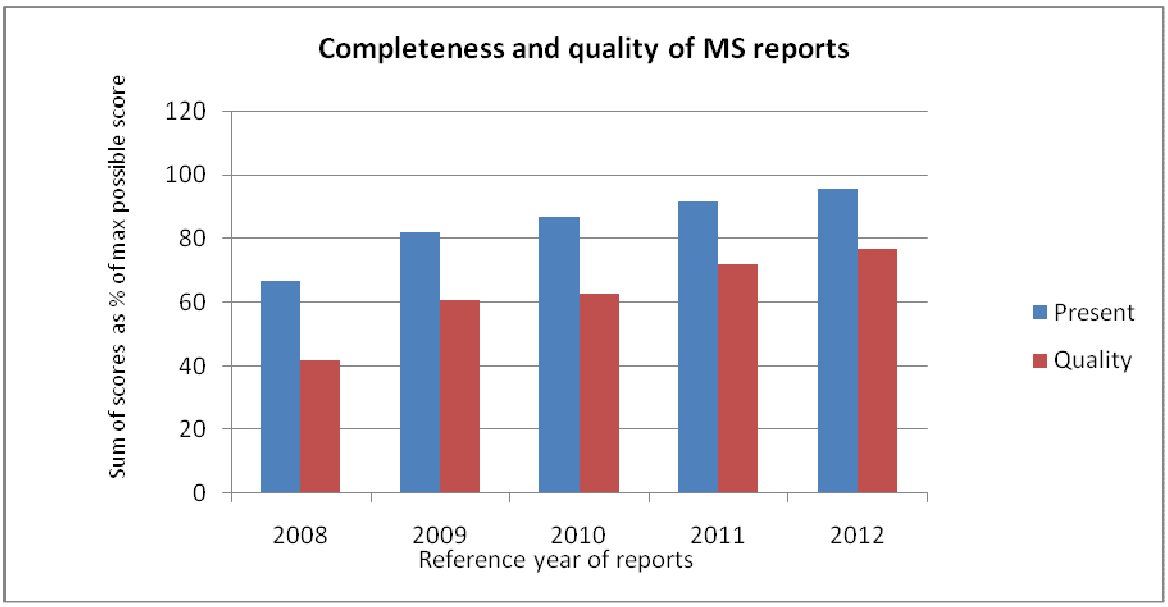

Figure3.1Annual developments in MS sum of scores as percentage of maximum scores.

3.3 Specific comments on required elements of Member States annual reports

Experts made comments on each MS report, as follows.

Belgium
For section A: (ii) 'Link with fisheries' and (iii) 'Development in fleets', additional and more detailed information should be given.
Text on Section B (ii) was unclear and lacked information on the impact on fleet capacity resulting from effort reduction schemes.
Information provided in Section D on the 'General level of compliance with fleet policy instruments' lacked clarity, robustness and relevance. The summary of 'Weaknesses and strengths of the fleet management system' required additional detail.

Bulgaria
The report was clear and closely followed the recommended structure.
There was a significant improvement compared to the previous year's report. An assessment of the balance between fleet capacity and fishing opportunities was provided by fleet segment (vessel length) using the traffic light system.

Cyprus
Overall the report was clearly presented and followed the recommended structure.
The section on 'Information on the general level of compliance with fleet policy instruments' and 'Information on changes to administrative procedures relevant to fleet management' would improve the overall quality and completeness of the report.
An assessment of the balance between fleet capacity and fishing opportunities is provided by main fleet segments but the traffic light system was not used.

Denmark
The report was clear and closely followed the recommended structure.
'Compliance with fleet policy instruments' included management measures other than entry-exit rules. Information on infringements and inspections relating to the main management measures were included as suggested in last year's EWG report comments.
Conclusions on overcapacity and an assessment of the balance between fleet capacity and fishing opportunities were provided in the report.

Estonia
The overall report structure was improved compared to the previous year's report but not all the suggested headings were used.
In general, more information should be provided in each section. An overall assessment of balance was given but traffic light system was not used for the technical and biological indicators.

Finland
The report did not follow the recommended structure.
More relevant qualitative and quantitative information on: the 'Description of fleets'; 'Link with fisheries'; 'Summary of weaknesses & strengths of fleet management system' and 'Information on general level of compliance with fleet policy instruments', would improve the overall quality and completeness of the report.
No information was provided on the 'Plan for improvements to the fleet management system'.
An assessment of the balance between fleet capacity and fishing opportunities was not provided.

France
More robust and complete information was expected on the 'Link with Fisheries' section. No references to particular fisheries were made.
The section on the 'Statement of compliance with entry / exit scheme' was not complete. This could be augmented with tables showing reference levels and more detailed information should be provided.
The completeness of the 'Summary of weaknesses & strengths of fleet management system' was questioned as only one 'strength' and no weaknesses were provided.
In the section on 'Information level of compliance with fleet policy instruments', other relevant regulations should also be mentioned.

Germany
The report followed the recommended structure.
A comprehensive and detailed description of the fishing fleet was provided. Information on the 'Link with fisheries 'could be improved by adding details of landings.
No clear 'Statement of effort reduction schemes' was provided.
More qualitative and quantitative information on: 'The impacts on fishing capacity of effort reduction schemes'; 'Fleet management system'; 'Weaknesses & strengths of the fleet management system' and 'Plan for improvements in fleet management system', would improve the overall quality and completeness of the report.
No assessment of the balance between fleet capacity and fishing opportunities was provided.

Greece
The report structure recommended was not completely followed.
The table provided under 'General description of the fishing fleet' would benefit from being expanded to include more information from previous years. This would also provide information required for the 'Development in fleets' section.
More robust information on 'Effort reduction schemes' and 'Changes in administrative procedures relevant to fleet management' would have made the report more complete.
Some information on the 'Fleet management system' was provided, including the plan for improvements and on the 'General level of compliance with fleet policy instruments'. However, the section was incomplete and insubstantial. A more detailed account would be helpful.

Ireland
The report did not follow the recommended structure.
Information on 'Description of fleets', 'Link with fisheries' and 'Development in fleets' was combined into one general section.

More information on the 'Impacts on fishing capacity of effort reduction schemes' and 'Weaknesses & strengths of fleet management system', would improve the overall quality and completeness of the report.
No Information on 'Plans for improvement in fleet management system' was provided.

Italy
The report compared unfavourably with the previous year's which had received a good rating. The report comprised only two pages and substantial improvement is suggested.

Latvia
The Latvian report showed a considerable improvement compared to the previous years. All the required sections were present and overall quality was better. However the report did not follow the recommended structure precisely.
Whilst information on the 'Description of fleets' was complete most of the information was not given in the relevant section but obtained from the section on balance indicators. Latvia is encouraged to include this data in the correct section in future.
Development of the fleet should be described according to fleet segment and more substantial information on this should be provided. The Impact on fishing capacity of effort reduction schemes does not state or show the importance of that reduction to fleet capacity except for the number of vessels.
As regards the information on the General level of compliance with fleet policy instruments, Latvia is requested to also mention other relevant regulations.

Lithuania
Overall there was a slight improvement in the 2013 report compared to previous year.
The section 'Link with fisheries' and 'Developments in fleets' were missing from the report structure and should be included with the correct heading
The 'Statement of effort reduction schemes' was absent. The section the 'Impact on fishing capacity of the effort reduction schemes' provided some information of reduction between 2005 and 2007.However nothing was provided on the impact on capacity in 2012.
The sections 'Plan for improvements in fleet management system' and 'Information on general level of compliance with fleet policy instruments', were missing and should be included in the report.
The results of the indicator calculations should be included in the annex instead of in the main report.

Malta
The report follows the recommended structure.

The information provided for the 'Description of fleets', 'Link with fisheries' and 'Development in fleets' was significantly improved compared to the previous year.

Data provided in the section 'Impact on fishing capacity of effort reduction schemes' did not give information on impact of these schemes. Information on the new fisheries information system was presented in the section, 'Plan for improvements in fleet management system' and provided no relevant information.

Information presented under 'Weaknesses & strengths of the management systems' could be clearer.

Netherlands
The overall report structure was improved compared to the previous year and the recommended structure of the report was followed.
In the section 'Development in fleets', two tables were presented but with no accompanying comments. Some complementary information would be helpful. Tables A3.1 should be included in section 'Statement of compliance with entry/exit scheme'.
The following sections: 'Summary of weaknesses & strengths of fleet management system'; 'Plan for improvements in fleet management system' and 'Information on general level of compliance with fleet policy instruments' should be completed and more information provided.

Poland

The overall report structure was similar to the previous year and the wording suggested by the EWG for headings was not always used, for example for the section 'Link with fisheries and its information'.

The section on fleet development was only presented as a table and no textual interpretation was provided.

As for the previous year a low score was attributed for the section on the 'Weaknesses and strengths of the fleet management system' as no pertinent issues were highlighted.

The results of the indicator calculations should be included in the annex instead of in the body of the report.

Portugal

The overall report structure was improved compared to the previous year, however the wording of the headings, for example 'Link with fisheries' was different from the headings suggested by the EWG. This seems to have been a translation problem and the EWG had suggested that the Commission could supply translators with the suggested report sub-headings for reference in future. Furthermore, graph legends were in Portuguese, although translation was provided in table format in the report.

As for the previous year the report was longer than 10 the pages required and should be reduced.

Romania

EWG welcomes the report from Romania as this was not submitted in the previous year.

The information provided on the 'Description of fleets' was complete and robust, however most of the information was not given in the relevant section but was set out in the section on 'Balance indicators'. Romania is encouraged to include this data in the correct section in future. This was applicable to some other sections.

Information on previous years' data is expected for comparison for the 'Developments in fleets' segment.

More robust and detailed information is necessary for the 'Impact on fishing capacity of effort reduction schemes' section.

Romania is also requested to include details of other relevant regulations in addition to Council Regulation 1198/2006 in the section, 'General level of compliance with fleet policy instruments'.

Slovenia

The report followed the recommended structure.

The overall quality and completeness were improved compared to the previous year by the inclusion of more qualitative and quantitative information on the 'Link with fisheries'.

Slovenia suggested that they had implemented other effort reduction schemes in addition to a 'Permanent cessation of fishing activities' scheme. However information about these was not provided.

Information on 'Weaknesses & strengths of fleet management system' could be more clearly presented. 'Plans for improvement in fleet management system' and 'Information on general level of compliance with fleet policy instruments' could be described in more detail.

Spain

Spain delivered a comprehensive and good quality report.

In the section on 'Level of compliance with fleet policy instruments', other relevant regulations should also be mentioned.

Sweden

The report did not follow correctly the recommended structure laid out in the previous STECF report.

The EWG could not find any information on the 'Plan for improvements in fleet management system', so a presence score of zero was given.
Sweden provided some information on the 'General level of compliance with fleet policy instruments' and thus was given a presence score. This was not done in the previous report. The level of completeness and overall quality for this section of the report was however not satisfactory.
More information on the 'Description and development of fleets', 'Link with fisheries'; 'Statement of compliance with entry/exit scheme'; 'Improvements in the fleet management system'; 'Strengths and weaknesses of the fleet management system' and 'Impacts on fishing capacity of effort reduction schemes' would improve the overall quality and completeness of the report.

United Kingdom
The UK annual report for 2012 showed significant improvement compared to previous reports. The report followed the required structure.
The 'Summary of weaknesses & strengths of fleet management system' could be clearer and the section 'Weakness and strengths' could be more comprehensive.
An assessment of the balance between fleet capacity and fishing opportunity was not provided.

3.4 Conclusions on MS annual reports, relating to ToR 2

For the first time, all 22 MS reports had been submitted to the Commission and were available in English for review by the EWG.

Completion of the MS annual report, in fulfilment of the legal obligation, does not necessarily provide for a MS assessment of balance nor does it necessarily enable an independent assessment of balance indicators if required DCF data are not also uploaded as required.

There was a further increase in overall provision of required elements in 2012 reports compared to 2011 reports, despite a very short and incomplete report from Italy.
There was further overall improvement in the quality of the required elements in MS reports for 2012 compared to their 2011 reports.

This is the fifth consecutive year in which the EWG has observed improvements in quality of completed elements relative to the previous year.

Of the 22 MS that submitted reports, 21 MS achieved scores of 79% or more for including required elements, which is an improvement on last year's scores.

The average of scores for including required elements decreased slightly from 22.1 for the 2011 reports to 21.9 for the 2012 reports (reports submitted during 2013).

18 MS were judged to have given an overall opinion on whether their fleet was or was not in balance with its fishing opportunity.

4 APPENDIX

Table4.1Proportion of the landings value, number of stocks assessed and the number of over-harvested stocks included in the analysis by MS fleet segment

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
BEL DFN VL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
BEL DFN VL1218	27	1.61	nd	nd	nd	81.05	nd	nd	nd	6	nd	nd	nd	5	nd	nd	nd	83%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
BEL DFN VL1824	27	1.55	1.55	1.58	1.49	84.07	83.94	77.74	88.52	5	6	6	6	4	5	5	5	80%	83%	83%	83%	No clear trend	Most of the assessed stocks harvested by the fleet segment are fished unsustainably
BEL DRB VL1824	27	1.50	1.30	1.37	1.40	39.05	14.66	12.38	13.79	11	14	8	6	7	8	5	4	64%	57%	63%	67%	LP	LP
BEL DRB VL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
BEL DTS VL1012	27	1.42	nd	nd	nd	79.34	nd	nd	nd	5	nd	nd	nd	4	nd	nd	nd	80%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
BEL DTS VL1824	27	1.29	1.37	1.34	1.31	24.19	53.19	56.78	51.86	7	15	15	9	4	9	9	6	57%	60%	60%	67%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
BEL DTS VL2440	27	1.34	1.36	1.12	1.29	54.20	61.00	31.69	50.98	19	19	20	20	11	11	11	11	58%	58%	55%	55%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
BEL DTSVL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
BEL TBB VL1218	27	1.42	1.59	1.45	1.29	56.22	56.50	48.56	35.37	5	5	5	5	4	4	4	4	80%	80%	80%	80%	No clear trend	Most of the assessed stocks harvested by the fleet segment are fished unsustainably
BEL TBB VL1824	27	1.40	1.44	1.40	1.35	54.34	54.29	58.21	59.32	17	15	18	16	9	9	10	9	53%	60%	56%	56%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
BEL TBB VL2440	27	1.43	1.42	1.40	1.37	61.46	66.71	65.55	62.72	20	20	21	20	12	12	12	12	60%	60%	57%	60%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
																							unsustainably
BGR DFN VL0612	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
BGR PMP VL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
BGR TM VL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
CYP DTS VL1824	37	2.58	2.57	2.70	2.77	29.49	31.33	35.85	36.08	6	5	6	5	5	4	5	4	83%	80%	83%	80%	LP	LP
CYP PG VL0612	37	2.09	2.07	2.09	2.26	22.13	23.84	26.13	14.99	3	3	3	3	3	3	3	3	100 %	100 %	100 %	100 %	LP	LP
CYP PGO VL0612	37	nd	nd	nd	2.42	nd	nd	nd	8.76	nd	nd	nd	2	nd	nd	nd	2	nd	nd	nd	100 %	LP	LP
CYP PGP VL1218	37	2.33	2.83	3.02	2.09	1.43	1.22	0.36	0.60	3	3	3	3	3	3	3	3	100 %	100 %	100 %	100 %	LP	LP
DEU DFN VL1218	27	1.86	1.74	1.83	1.79	90.93	90.47	92.47	92.47	11	11	9	9	5	5	4	4	45%	45%	44%	44%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks
DEU DFN VL2440	27	1.63	1.67	1.80	1.72	21.69	29.57	21.73	20.57	11	13	10	10	6	6	5	5	55%	46%	50%	50%	LP	LP
DEU DTS VL1012	27	2.18	1.82	2.02	2.44	80.23	66.53	71.97	67.11	8	4	4	4	3	1	1	1	38%	25%	25%	25%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks
DEU DTS VL1218	27	2.13	1.76	1.87	2.20	77.32	73.84	75.35	69.88	11	13	14	10	5	6	7	4	45%	46%	50%	40%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
																							fleet segment is economically dependent on unsustainably fished stocks
DEU DTS VL1824	27	1.65	1.46	1.46	1.62	51.66	64.72	61.18	52.18	13	13	12	13	6	7	6	6	46%	54%	50%	46%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks
DEU DTS VL2440	27	1.53	1.63	1.76	1.68	87.48	88.14	92.23	90.21	16	16	15	13	9	8	8	6	56%	50%	53%	46%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
DEU DTS VL40XX	27	1.05	1.02	1.06	1.05	16.86	23.49	24.71	19.12	10	10	9	8	6	6	5	5	60%	60%	56%	63%	LP	LP
DEU PG VL0010	27	1.78	1.54	1.83	1.96	47.11	45.79	49.56	42.12	3	7	3	4	1	3	1	2	33%	43%	33%	50%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks.
DEU PG VL1012	27	1.84	1.49	1.76	1.84	75.62	68.61	74.81	68.77	4	4	7	3	1	1	3	1	25%	25%	43%	33%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
DEU TBB VL1012	27	1.31	1.31	1.31	1.26	0.06	0.15	0.13	0.09	3	3	3	3	2	2	2	2	67%	67%	67%	67%	LP	LP
DEU TBB VL1218	27	2.00	1.78	2.14	2.03	0.49	0.44	0.36	1.01	7	7	6	7	6	5	4	5	86%	71%	67%	71%	LP	LP
DEU TBB VL1824	27	1.49	1.65	1.69	1.76	2.90	1.79	1.41	1.91	9	9	7	7	6	6	5	6	67%	67%	71%	86%	LP	LP
DEU TBB VL2440	27	1.23	1.24	1.25	1.17	62.91	67.61	70.20	70.38	8	8	8	8	5	5	5	5	63%	63%	63%	63%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
DNK DRB VL1012	27	3.01	nd	2.03	1.86	0.01	nd	1.03	1.82	1	nd	8	10	1	nd	5	6	100 %	nd	63%	60%	LP	LP
DNK DRB VL1218	27	nd	2.17	2.88	1.05	nd	0.64	0.57	0.15	nd	5	1	4	nd	4	1	3	nd	80%	100 %	75%	LP	LP
DNK DTS VL0010	27	2.37	1.68	2.09	1.68	33.57	27.72	17.66	13.67	10	10	8	10	5	5	5	5	50%	50%	63%	50%	LP	LP
DNK DTS VL1012	27	2.06	2.30	2.12	1.78	23.86	37.95	44.75	42.82	11	10	11	9	6	5	5	4	55%	50%	45%	44%	Not possible to assess	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stock in recent years
DNK DTS VL1218	27	1.84	1.77	1.58	1.60	39.24	34.47	31.31	33.27	16	15	15	15	8	8	8	8	50%	53%	53%	53%	LP	LP
DNK DTS VL1824	27	1.73	1.65	1.71	1.68	42.16	40.84	40.12	40.97	15	15	15	15	7	8	8	8	47%	53%	53%	53%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
DNK DTS VL2440	27	1.45	1.44	1.48	1.48	35.41	37.46	39.74	45.56	16	17	17	17	7	8	8	8	44%	47%	47%	47%	Not possible to assess	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
																							unsustainably fished stock in the most year
DNK DTS VL40XX	27	1.09	1.09	1.18	1.16	54.08	39.38	35.29	43.58	14	14	14	16	6	6	6	8	43%	43%	43%	50%	Not possible to assess	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stock in the most year
DNK PGP VL0010	27	2.15	1.96	2.15	2.21	46.39	36.27	35.42	36.88	15	14	14	13	8	8	8	7	53%	57%	57%	54%	Not possible to assess	Not possible to assess for recent years
DNK PGP VL1012	27	2.31	2.13	2.18	2.21	63.17	51.54	56.79	57.04	13	13	12	12	7	7	6	6	54%	54%	50%	50%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
DNK PGP VL1218	27	2.01	1.95	2.02	1.98	62.22	62.64	62.56	61.25	12	11	11	11	6	6	6	6	50%	55%	55%	55%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
DNK PGP VL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
DNK PMP VL0010	27	2.04	1.70	1.70	1.85	49.87	44.81	38.94	40.38	13	11	12	11	7	5	6	5	54%	45%	50%	45%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks
DNK PMP VL1012	27	1.77	1.70	1.71	1.65	52.81	50.46	41.84	46.95	12	12	13	12	6	6	7	6	50%	50%	54%	50%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
																							unsustainably
DNK PMP VL1218	27	2.18	2.10	1.96	1.71	56.13	44.65	44.17	46.46	15	15	15	15	8	8	8	8	53%	53%	53%	53%	Decrease	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
DNK PMP VL1824	27	1.73	1.90	2.00	2.06	66.50	64.39	66.73	60.75	11	10	11	9	6	6	6	5	55%	60%	55%	56%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
DNK TBB VL1218	27	1.14	2.86	1.57	1.19	0.71	0.21	1.84	8.51	6	3	5	9	4	2	3	5	67%	67%	60%	56%	LP	LP
DNK TBB VL1824	27	0.92	nd	0.98	1.03	0.00	nd	4.45	15.46	1	nd	6	9	0	nd	3	5	0%	nd	50%	56%	LP	LP
ESP DFNVL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DFNVL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DFNVL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DFNVL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DFNVL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL0612	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL1218	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL1824	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL1824	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
DTSVL2440																							
ESP DTSVL2440	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL2440	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL40XX	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP DTSVL40XX	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL0010	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL0612	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL1012	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL1218	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL1824	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL1824	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL2440	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL2440	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP HOKVL40XX	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP MGPVL182	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
4																							
ESP PGPVL0612	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PGPVL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PGPVL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PGPVL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL0006	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL0010	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL0612	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL1012	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL1218	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PMPVL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
ESP PMPVL2440	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL0010	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL0612	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL1012	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL1218	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL1824	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL1824	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL2440	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ESP PSVL40XX	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
EST PG VL0010	27	1.21	1.21	1.21	1.21	26.35	24.10	7.78	8.10	3	3	3	3	2	2	2	2	67%	67%	67%	67%	LP	LP
EST PG VL1012	27	1.21	1.22	1.22	1.22	100.00	100.00	100.00	100.00	2	2	2	2	2	2	2	2	100 %	100 %	100 %	100 %	No clear trend	All of the assessed stocks harvested by the fleet segment are fished unsustainably
EST TM VL1218	27	1.03	1.07	1.03	1.00	99.79	100.00	99.89	99.91	3	3	3	3	2	2	2	2	67%	67%	67%	67%	No clear trend	> half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
																							is economically dependent on sustainably harvested fish in the most recent assessment year
EST TM VL2440	27	0.95	0.97	0.93	0.94	99.37	99.14	99.81	98.83	5	5	5	4	3	3	3	2	60%	60%	60%	50%	No clear trend	> half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on sustainably fished stock in recent years
FIN DFN VL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
FIN PG VL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
FIN PG VL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
FIN TM VL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
FIN TM VL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
FIN TM VL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
FRA DFN VL0006	37	nd	1.78	nd	2.04	nd	0.44	nd	0.59	nd	2	nd	5	nd	2	nd	5	nd	100 %	nd	100 %	LP	LP
FRA DFN VL0010	27	nd	1.72	1.68	1.62	nd	39.67	33.13	28.01	nd	17	16	19	nd	11	10	12	nd	65%	63%	63%	LP	LP
FRA DFN VL0612	37	nd	3.01	2.38	2.62	nd	2.74	4.58	3.13	nd	5	3	5	nd	5	3	5	nd	100 %	100 %	100 %	LP	LP
FRA DFN VL1012	27	nd	1.58	1.61	1.60	nd	53.34	52.29	51.37	nd	20	16	20	nd	12	10	13	nd	60%	63%	65%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
FRA DFN VL1218	27	nd	1.71	1.75	1.75	nd	52.14	55.16	51.92	nd	18	12	23	nd	12	9	14	nd	67%	75%	61%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
FRA DFN VL1218	37	nd	3.22	3.22	2.18	nd	1.54	10.30	15.93	nd	1	1	2	nd	1	1	2	nd	100 %	100 %	100 %	LP	LP
FRA DFN VL1824	27	nd	1.75	1.76	1.76	nd	63.54	63.71	64.82	nd	21	11	20	nd	13	8	13	nd	62%	73%	65%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
FRA DFN VL1824	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
FRA DFN VL2440	27	nd	1.62	1.62	1.62	nd	62.45	80.66	80.96	nd	15	7	14	nd	8	4	8	nd	53%	57%	57%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
FRA DRB VL0010	27	nd	1.44	1.33	1.21	nd	3.30	3.34	1.73	nd	9	4	10	nd	6	3	7	nd	67%	75%	70%	LP	LP
FRA DRB VL1012	27	nd	1.41	1.37	1.42	nd	16.97	17.94	8.59	nd	18	12	18	nd	11	8	11	nd	61%	67%	61%	LP	LP
FRA DRB VL1218	27	nd	1.49	1.47	1.41	nd	8.32	11.08	8.14	nd	16	9	17	nd	10	7	11	nd	63%	78%	65%	LP	LP
FRA DRB VL1824	27	nd	2.16	2.30	1.38	nd	1.26	2.81	1.68	nd	6	4	11	nd	5	3	7	nd	83%	75%	64%	LP	LP
FRA DRB VL2440	27	nd	1.45	1.45	1.46	nd	14.27	10.07	6.32	nd	4	1	2	nd	3	1	2	nd	75%	100 %	100 %	LP	LP
FRA DTS VL0010	27	nd	1.57	1.73	1.65	nd	31.49	27.11	24.09	nd	14	10	16	nd	9	7	10	nd	64%	70%	63%	LP	LP
FRA DTS VL0612	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
FRA DTS VL1012	27	nd	1.58	1.61	1.57	nd	20.74	19.72	19.31	nd	14	14	13	nd	9	9	9	nd	64%	64%	69%	LP	LP
FRA DTS VL1218	27	nd	1.69	1.68	1.67	nd	14.94	16.24	15.52	nd	19	15	21	nd	11	10	14	nd	58%	67%	67%	LP	LP
FRA DTS VL1218	37	nd	1.96	1.63	1.64	nd	7.10	79.06	62.17	nd	3	2	4	nd	3	2	4	nd	100 %	100 %	100 %	Not possible to assess	All the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years
FRA DTS VL1824	27	nd	1.50	1.39	1.41	nd	17.38	17.64	20.14	nd	26	21	29	nd	15	12	16	nd	58%	57%	55%	LP	LP
FRA DTS VL2440	27	nd	1.48	1.44	1.40	nd	20.31	22.08	23.54	nd	27	23	25	nd	15	13	14	nd	56%	57%	56%	LP	LP
FRA DTS	37	nd	3.28	3.20	3.19	nd	26.61	34.91	23.02	nd	10	3	5	nd	10	3	5	nd	100	100	100	LP	LP

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
VL2440																			%	%	%		
FRA DTS VL40XX	27	nd	1.16	1.17	1.10	nd	37.23	36.43	47.11	nd	13	8	11	nd	9	5	7	nd	69%	63%	64%	Not possible to assess	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
FRA FPO VL0006	37	nd	3.22	nd	3.22	nd	0.01	nd	0.01	nd	2	nd	1	nd	2	nd	1	nd	100 %	nd	100 %	LP	LP
FRA FPO VL0010	27	nd	1.36	1.48	1.45	nd	1.59	1.75	2.16	nd	13	10	13	nd	9	7	8	nd	69%	70%	62%	LP	LP
FRA FPO VL0612	37	nd	nd	nd	3.22	nd	nd	nd	0.02	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	LP	LP
FRA FPO VL1012	27	nd	1.16	1.40	1.46	nd	3.89	2.73	2.08	nd	10	7	11	nd	7	5	8	nd	70%	71%	73%	LP	LP
FRA FPO VL1218	27	nd	1.12	1.16	0.90	nd	2.65	0.20	3.52	nd	7	1	8	nd	5	1	5	nd	71%	100 %	63%	LP	LP
FRA FPO VL1218	37	nd	nd	nd	3.22	nd	nd	nd	3.82	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	LP	LP
FRA FPO VL1824	27	nd	nd	nd	1.85	nd	nd	nd	0.11	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	Not possible to assess	Not possible to assess
FRA HOK VL0006	37	nd	nd	nd	3.15	nd	nd	nd	2.41	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	LP	LP
FRA HOK VL0010	27	nd	1.67	1.63	1.61	nd	5.19	4.75	5.44	nd	14	8	14	nd	10	6	10	nd	71%	75%	71%	LP	LP
FRA HOK VL0010	37	nd	nd	nd	3.21	nd	nd	81.15	nd	nd	nd	2	nd	nd	nd	2	nd	nd	nd	100 %	nd	Not possible to assess	Not possible to assess for recent years
FRA HOK VL0612	37	nd	3.22	nd	nd	nd	0.38	nd	0.94	nd	1	nd	3	nd	1	nd	3	nd	100 %	nd	100 %	LP	LP
FRA HOK VL1012	27	nd	1.72	1.70	1.66	nd	9.13	9.40	10.44	nd	10	6	15	nd	7	5	10	nd	70%	83%	67%	LP	LP
FRA HOK VL1218	27	nd	1.75	1.85	1.05	nd	1.58	4.90	1.65	nd	6	1	7	nd	4	1	4	nd	67%	100 %	57%	LP	LP
FRA HOK VL1218	37	nd	3.22	nd	nd	nd	1.41	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	nd	LP	LP
FRA HOK VL1824	27	nd	0.95	1.88	1.61	nd	0.25	0.50	28.22	nd	4	1	5	nd	2	1	3	nd	50%	100 %	60%	LP	LP
FRA HOK VL2440	27	nd	1.65	1.65	1.63	nd	67.94	84.51	57.45	nd	11	4	10	nd	4	3	4	nd	36%	75%	40%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
FRA MGO VL0010	27	nd	1.81	1.81	1.84	nd	8.10	2.76	5.79	nd	6	4	8	nd	5	3	7	nd	83%	75%	88%	LP	LP
FRA MGO VL1012	27	nd	1.84	1.85	1.85	nd	19.70	5.39	2.20	nd	4	1	1	nd	4	1	1	nd	100 %	100 %	100 %	LP	LP
FRA MGP VL0010	27	nd	1.60	1.48	1.53	nd	22.58	26.41	9.29	nd	9	3	8	nd	8	3	7	nd	89%	100 %	88%	LP	LP
FRA MGP VL1012	27	nd	1.44	1.46	1.44	nd	24.51	31.81	23.64	nd	15	12	15	nd	10	8	10	nd	67%	67%	67%	LP	LP
FRA MGP VL1218	27	nd	1.46	1.44	1.38	nd	18.30	19.57	19.00	nd	15	7	13	nd	10	6	9	nd	67%	86%	69%	LP	LP
FRA MGP VL1824	27	nd	1.58	0.87	1.54	nd	10.92	27.21	36.53	nd	13	6	6	nd	8	4	4	nd	62%	67%	67%	LP	LP
FRA MGP VL1824	37	nd	3.22	nd	nd	nd	14.59	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	nd	LP	LP
FRA MGP VL2440	27	nd	nd	1.42	nd	nd	nd	40.81	nd	nd	nd	7	nd	nd	nd	4	nd	nd	nd	57%	nd	Not possible to assess	Not possible to assess for recent years
FRA MGP VL2440	37	nd	3.22	3.22	3.22	nd	19.55	17.80	10.41	nd	7	1	1	nd	7	1	1	nd	100 %	100 %	100 %	LP	LP
FRA PGO VL0006	37	nd	1.31	nd	nd	nd	0.06	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	nd	LP	LP
FRA PGO VL0010	27	nd	1.19	1.85	1.37	nd	0.70	4.43	0.89	nd	5	1	7	nd	4	1	5	nd	80%	100 %	71%	LP	LP
FRA PGO VL0612	37	nd	nd	nd	1.31	nd	nd	nd	0.05	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	LP	LP
FRA PGO VL1012	27	nd	1.35	nd	1.85	nd	0.10	nd	1.08	nd	4	nd	2	nd	3	nd	2	nd	75%	nd	100 %	Not possible to assess	Not possible to assess
FRA PGP VL0006	37	nd	2.67	nd	3.22	nd	0.04	nd	0.05	nd	2	nd	1	nd	2	nd	1	nd	100 %	nd	100 %	LP	LP
FRA PGP VL0010	27	nd	1.81	1.60	1.53	nd	28.64	6.06	7.28	nd	11	7	14	nd	7	5	9	nd	64%	71%	64%	LP	LP
FRA PGP VL0612	37	nd	1.70	3.22	2.97	nd	3.80	27.27	2.04	nd	7	1	5	nd	7	1	5	nd	100 %	100 %	100 %	LP	LP
FRA PGP VL1012	27	nd	1.80	1.75	1.75	nd	36.61	22.07	16.14	nd	12	3	10	nd	9	3	8	nd	75%	100 %	80%	LP	LP
FRA PGP VL1218	27	nd	1.63	1.71	1.49	nd	33.77	24.06	18.97	nd	5	3	8	nd	4	2	4	nd	80%	67%	50%	LP	LP
FRA PGP VL1218	37	nd	nd	3.22	3.22	nd	nd	27.22	10.55	nd	nd	1	1	nd	nd	1	1	nd	nd	100 %	100 %	LP	LP
FRA PGP VL2440	27	nd	1.62	nd	nd	nd	87.48	nd	nd	nd	6	nd	nd	nd	3	nd	nd	nd	50%	nd	nd	Not possible to assess	Not possible to assess for recent years
FRA PMP VL0010	27	nd	1.30	1.42	1.45	nd	3.35	6.77	5.90	nd	11	9	16	nd	7	7	11	nd	64%	78%	69%	LP	LP

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
FRA PMP VL0612	37	nd	1.65	nd	3.22	nd	2.66	nd	0.18	nd	6	nd	1	nd	5	nd	1	nd	83%	nd	100 %	LP	LP
FRA PMP VL1012	27	nd	1.66	1.66	1.64	nd	8.74	7.60	8.96	nd	14	8	15	nd	10	5	10	nd	71%	63%	67%	LP	LP
FRA PMP VL1218	27	nd	1.45	1.34	1.42	nd	8.88	7.97	12.57	nd	8	5	14	nd	5	4	10	nd	63%	80%	71%	LP	LP
FRA PMP VL1218	37	nd	3.22	nd	3.22	nd	0.23	nd	0.01	nd	1	nd	1	nd	1	nd	1	nd	100 %	nd	100 %	LP	LP
FRA PMP VL2440	27	nd	nd	1.45	nd	nd	nd	6.78	nd	nd	nd	2	nd	nd	nd	2	nd	nd	nd	100 %	nd	LP	LP
FRA PS VL0010	27	nd	nd	nd	1.82	nd	nd	nd	11.28	nd	nd	nd	4	nd	nd	nd	4	nd	nd	nd	100 %	LP	LP
FRA PS VL0612	37	nd	3.22	nd	3.22	nd	0.06	nd	0.15	nd	1	nd	1	nd	1	nd	1	nd	100 %	nd	100 %	LP	LP
FRA PS VL1012	27	nd	1.38	1.38	1.40	nd	26.74	2.00	3.89	nd	2	1	4	nd	2	1	4	nd	100 %	100 %	100 %	LP	LP
FRA PS VL1218	27	nd	1.40	1.42	1.40	nd	4.06	5.31	4.08	nd	4	5	6	nd	4	5	4	nd	100 %	100 %	67%	LP	LP
FRA PS VL1218	37	nd	nd	nd	3.22	nd	nd	nd	0.07	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	LP	LP
FRA PS VL1824	27	nd	1.47	1.39	1.40	nd	5.04	3.54	3.36	nd	5	2	2	nd	5	2	2	nd	100 %	100 %	100 %	LP	LP
FRA PS VL2440	27	nd	1.36	nd	nd	nd	31.12	nd	nd	nd	14	nd	nd	nd	10	nd	nd	nd	71%	nd	nd	LP	LP
FRA PS VL40XX	27	nd	nd	nd	1.40	nd	nd	nd	19.75	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	LP	LP
FRA TBB VL0010	27	nd	nd	nd	1.48	nd	nd	nd	40.12	nd	nd	nd	4	nd	nd	nd	4	nd	nd	nd	100 %	Not possible to assess	All the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
FRA TBB VL1012	27	nd	nd	nd	1.11	nd	nd	nd	53.32	nd	nd	nd	8	nd	nd	nd	6	nd	nd	nd	75%	Not possible to assess	Most of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
FRA TBB VL1218	27	nd	1.34	1.26	1.21	nd	65.91	55.64	55.43	nd	10	6	10	nd	7	4	6	nd	70%	67%	60%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
FRA TM	27	nd	1.49	1.48	1.48	nd	20.32	13.32	11.55	nd	4	4	6	nd	4	4	5	nd	100	100	83%	LP	LP

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
VL1012																			%	%			
FRA TM VL1218	27	nd	1.46	1.61	1.51	nd	16.22	9.91	10.28	nd	14	8	13	nd	10	6	10	nd	71%	75%	77%	LP	LP
FRA TM VL1824	27	nd	1.12	1.37	1.36	nd	9.95	9.91	14.09	nd	17	12	16	nd	10	9	10	nd	59%	75%	63%	LP	LP
FRA TM VL1824	37	nd	3.15	nd	nd	nd	11.45	nd	nd	nd	4	nd	nd	nd	4	nd	nd	nd	100 %	nd	nd	LP	LP
FRA TM VL2440	27	nd	1.39	1.38	1.23	nd	11.92	52.01	53.46	nd	10	9	16	nd	6	6	10	nd	60%	67%	63%	Not possible to assess	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years
FRA TM VL2440	37	nd	3.21	3.22	3.22	nd	17.59	10.51	46.13	nd	5	1	1	nd	5	1	1	nd	100 %	100 %	100 %	Not possible to assess	All the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
FRA TM VL40XX	27	nd	0.37	0.78	0.74	nd	93.87	81.77	90.46	nd	5	5	4	nd	2	2	2	nd	40%	40%	50%	Increase	Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 2 of the 4 stocks fished by this fleet segment assessed in 2011 are overexploited.
GBR DFN VL0010	27	1.52	1.56	1.53	1.50	32.28	38.77	35.34	39.20	21	21	22	21	11	11	11	11	52%	52%	50%	52%	LP	LP
GBR DFN VL1012	27	1.43	1.43	1.64	1.48	24.26	17.07	31.84	29.95	17	18	18	18	10	11	10	11	59%	61%	56%	61%	LP	LP
GBR DFN VL1218	27	1.90	2.03	2.16	2.01	27.55	27.96	23.01	19.01	17	15	13	14	10	9	7	8	59%	60%	54%	57%	LP	LP
GBR DFN VL1824	27	2.48	2.51	2.22	1.97	49.06	58.77	34.16	37.84	13	12	15	15	7	6	10	9	54%	50%	67%	60%	Not possible to assess	Not possible to assess for recent years
GBR DFN VL2440	27	1.83	1.63	1.63	1.70	0.62	6.40	2.47	0.69	2	2	6	2	2	2	5	2	100 %	100 %	83%	100 %	LP	LP
GBR DRB VL0010	27	1.17	1.34	1.46	1.43	1.54	3.01	1.34	1.38	20	19	18	18	11	11	10	11	55%	58%	56%	61%	LP	LP
GBR DRB VL1012	27	1.87	1.44	1.35	1.64	1.59	1.18	2.22	6.01	17	13	17	17	10	7	10	10	59%	54%	59%	59%	LP	LP

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
GBR DRB VL1218	27	1.78	1.40	1.71	1.53	0.84	0.42	0.60	1.38	14	17	18	20	7	9	10	11	50%	53%	56%	55%	LP	LP
GBR DRB VL1824	27	1.04	1.97	0.85	1.18	0.56	0.01	0.72	0.00	8	2	12	2	4	1	7	1	50%	50%	58%	50%	LP	LP
GBR DRB VL2440	27	0.98	1.10	1.11	1.06	1.63	1.89	3.03	1.87	12	13	13	13	8	8	8	8	67%	62%	62%	62%	LP	LP
GBR DTS VL0010	27	1.42	1.46	1.48	1.49	17.98	21.84	22.89	23.44	22	23	23	23	12	12	12	12	55%	52%	52%	52%	LP	LP
GBR DTS VL1012	27	1.32	1.34	1.40	1.49	8.31	8.51	10.67	13.31	24	19	21	22	12	11	11	12	50%	58%	52%	55%	LP	LP
GBR DTS VL1218	27	1.59	1.54	1.54	1.51	8.43	9.61	9.10	8.05	24	24	24	24	12	12	12	12	50%	50%	50%	50%	LP	LP
GBR DTS VL1824	27	1.61	1.62	1.69	1.64	25.96	29.46	31.20	27.38	25	24	24	23	12	12	11	11	48%	50%	46%	48%	LP	LP
GBR DTS VL2440	27	1.44	1.45	1.57	1.57	51.41	52.15	53.33	55.20	23	23	23	24	13	13	13	13	57%	57%	57%	54%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
GBR DTS VL40XX	27	1.19	1.13	1.16	1.15	36.75	37.42	34.30	35.67	19	16	21	19	11	10	11	10	58%	63%	52%	53%	LP	LP
GBR FPO VL0010	27	1.89	1.82	1.84	1.69	1.25	1.32	1.49	2.15	22	21	20	20	12	11	11	11	55%	52%	55%	55%	LP	LP
GBR FPO VL1012	27	1.84	1.50	1.97	1.94	0.51	1.19	0.40	0.46	14	15	19	16	8	9	11	8	57%	60%	58%	50%	LP	LP
GBR FPO VL1218	27	2.04	1.72	1.47	1.52	0.26	0.62	0.41	0.18	14	13	13	14	8	7	7	8	57%	54%	54%	57%	LP	LP
GBR FPO VL1824	27	nd	nd	nd	1.79	nd	nd	nd	0.02	nd	nd	nd	5	nd	nd	nd	3	nd	nd	nd	60%	Not possible to assess	Not possible to assess
GBR HOK VL0010	27	1.82	1.64	1.77	1.49	26.47	25.75	30.10	28.81	19	18	21	19	11	9	11	10	58%	50%	52%	53%	LP	LP
GBR HOK VL1012	27	2.48	2.71	2.27	1.84	2.54	0.68	4.94	1.80	7	5	9	7	4	3	5	5	57%	60%	56%	71%	LP	LP
GBR HOK VL1218	27	1.39	nd	3.01	3.01	3.15	nd	7.07	1.27	4	nd	1	2	2	nd	1	2	50%	nd	100 %	100 %	LP	LP
GBR HOK VL1824	27	nd	1.13	nd	nd	nd	0.86	nd	nd	nd	7	nd	nd	nd	3	nd	nd	nd	43%	nd	nd	Not possible to assess	Not possible to assess
GBR HOK VL2440	27	1.63	1.62	1.63	1.62	84.08	82.45	66.32	73.03	6	2	1	3	3	1	1	2	50%	50%	100 %	67%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
GBR MGP VL0010	27	1.55	1.40	1.48	1.48	19.15	13.64	17.79	23.51	6	19	13	8	4	10	7	5	67%	53%	54%	63%	LP	LP
GBR MGP VL1012	27	1.53	1.14	1.46	1.51	3.65	8.28	6.14	6.85	5	13	10	6	4	8	7	5	80%	62%	70%	83%	LP	LP
GBR MGP VL1218	27	1.46	1.39	1.46	1.45	12.15	17.58	14.07	13.88	9	10	10	5	6	7	6	4	67%	70%	60%	80%	LP	LP
GBR MGP VL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
GBR PGP VL0010	27	1.64	1.64	1.61	1.49	26.43	23.54	21.44	22.56	16	17	21	21	10	10	11	11	63%	59%	52%	52%	LP	LP
GBR PGP VL1012	27	nd	1.45	1.30	1.66	nd	0.78	0.84	13.99	nd	2	7	13	nd	2	4	8	nd	100 %	57%	62%	LP	LP
GBR PMP VL0010	27	0.42	1.46	1.44	1.62	0.51	31.20	12.97	48.30	2	7	12	6	1	4	7	5	50%	57%	58%	83%	Not possible to assess	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably stock in the most year
GBR PS VL0010	27	nd	1.35	1.35	1.32	nd	19.55	39.18	3.88	nd	1	1	3	nd	1	1	2	nd	100 %	100 %	67%	LP	LP
GBR PS VL1012	27	nd	nd	1.99	nd	nd	nd	0.81	nd	nd	nd	5	nd	nd	nd	3	nd	nd	nd	60%	nd	Not possible to assess	Not possible to assess
GBR PS VL1218	27	1.21	1.28	1.58	1.32	1.00	3.17	2.29	2.67	5	5	13	9	2	2	6	4	40%	40%	46%	44%	LP	LP
GBR PS VL1824	27	nd	nd	nd	1.45	nd	nd	nd	10.81	nd	nd	nd	9	nd	nd	nd	5	nd	nd	nd	56%	Not possible to assess	Not possible to assess
GBR PS VL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
GBR PS VL40XX	27	1.24	1.34	1.32	1.33	91.60	89.42	90.21	91.75	6	8	7	8	1	2	2	3	17%	25%	29%	38%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably but the fleet segment is economically dependent on unsustainably fished stocks

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
GBR TBB VL0010	27	1.21	1.12	1.30	1.84	17.93	5.49	0.74	0.49	17	10	5	3	11	6	3	2	65%	60%	60%	67%	LP	LP
GBR TBB VL1012	27	1.35	1.45	1.45	1.45	17.37	32.12	30.91	31.25	13	5	5	6	8	4	4	5	62%	80%	80%	83%	LP	LP
GBR TBB VL1218	27	1.44	1.42	1.34	1.30	23.20	23.71	24.34	34.56	15	17	14	14	9	10	9	9	60%	59%	64%	64%	LP	LP
GBR TBB VL1824	27	1.07	1.10	1.09	1.00	49.40	45.65	44.04	35.47	17	17	17	14	11	11	10	9	65%	65%	59%	64%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
GBR TBB VL2440	27	1.07	1.11	1.10	1.11	31.44	28.74	33.98	23.78	16	16	16	18	9	9	9	11	56%	56%	56%	61%	LP	LP
GBR TBB VL40XX	27	1.05	1.06	1.06	1.01	82.84	84.77	83.90	83.93	7	8	7	7	4	5	4	4	57%	63%	57%	57%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
GBR TM VL1824	27	nd	nd	1.40	nd	nd	nd	0.05	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	Not possible to assess	Not possible to assess
GBR TM VL40XX	27	1.40	nd	nd	nd	99.93	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
IRL DFN VL0010	27	0.98	2.53	1.40	nd	12.09	66.84	2.79	nd	2	3	1	nd	1	2	1	nd	50%	67%	100 %	nd	Not possible to assess	Not possible to assess for recent years
IRL DFN VL1012	27	2.09	1.74	1.59	1.71	13.37	15.66	11.58	12.84	9	8	9	8	6	5	5	5	67%	63%	56%	63%	LP	LP
IRL DFN VL1218	27	2.32	1.61	1.55	1.54	37.00	18.04	14.61	19.72	10	7	8	6	5	4	5	4	50%	57%	63%	67%	LP	LP
IRL DFN VL1824	27	**1.91**	**1.69**	**1.71**	**1.66**	50.50	75.01	57.51	50.89	14	7	10	8	7	4	5	5	50%	57%	50%	63%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years
IRL DFN VL2440	27	1.37	1.63	1.62	1.61	43.84	66.22	56.90	56.50	14	6	5	4	6	3	3	2	43%	50%	60%	50%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years
IRL DRB VL0010	27	0.97	nd	nd	nd	100.0 0	nd	nd	nd	1	nd	nd	nd	0	nd	nd	nd	0%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
IRL DRB VL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
IRL DRB VL1218	27	nd	nd	1.47	nd	nd	nd	0.27	nd	nd	nd	3	nd	nd	nd	1	nd	nd	nd	33%	nd	LP	LP
IRL DRB VL1824	27	2.03	nd	nd	nd	7.74	nd	nd	nd	5	nd	nd	nd	3	nd	nd	nd	60%	nd	nd	nd	LP	LP
IRL DRB VL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
IRL DRBVL40XX	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
IRL DTS VL0010	27	0.85	1.70	1.30	nd	0.71	6.36	2.22	nd	3	4	3	nd	1	2	2	nd	33%	50%	67%	nd	LP	LP
IRL DTS VL1012	27	1.32	1.47	1.33	1.27	9.15	12.69	15.50	23.69	10	12	11	12	6	6	6	6	60%	50%	55%	50%	LP	LP
IRL DTS VL1218	27	1.50	1.54	1.45	1.39	11.37	16.13	18.21	19.60	15	15	17	14	7	7	8	7	47%	47%	47%	50%	LP	LP
IRL DTS VL1824	27	1.32	1.33	1.23	1.32	15.86	19.04	19.98	19.92	16	17	16	17	7	8	7	8	44%	47%	44%	47%	LP	LP
IRL DTS VL2440	27	1.21	1.29	1.25	1.25	28.54	33.52	32.83	30.11	16	17	16	17	8	8	7	8	50%	47%	44%	47%	LP	LP
IRL DTS VL40XX	27	1.05	nd	nd	1.38	33.43	nd	nd	78.66	13	nd	nd	4	6	nd	nd	2	46%	nd	nd	50%	Not possible to assess	Half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
IRL FPO VL0010	27	1.46	1.40	1.40	nd	1.47	34.65	31.80	nd	2	1	1	nd	2	1	1	nd	100 %	100 %	100 %	nd	LP	LP
IRL FPO VL1012	27	1.47	1.63	1.47	1.45	1.18	1.33	1.28	2.08	10	11	12	11	6	6	6	5	60%	55%	50%	45%	LP	LP
IRL FPO VL1218	27	1.16	1.60	1.56	1.44	1.29	0.43	0.66	1.59	6	6	5	6	4	4	3	2	67%	67%	60%	33%	LP	LP
IRL HOK VL0010	27	1.40	1.40	nd	nd	91.14	92.66	nd	nd	1	1	nd	nd	1	1	nd	nd	100 %	100 %	nd	nd	Not possible to assess	Not possible to assess for recent years
IRL HOK VL1012	27	1.37	1.37	1.37	1.40	1.63	57.89	47.62	89.87	2	5	4	1	1	2	2	1	50%	40%	50%	100 %	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
IRL HOK VL1218	27	nd	nd	nd	1.34	nd	nd	nd	62.86	nd	nd	nd	2	nd	nd	nd	1	nd	nd	nd	50%	Not possible to assess	Half of the assessed stocks harvested by the fleet segment are fished unsustainably in

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
																							the most recent year (2011)
IRL HOK VL2440	27	2.28	1.13	nd	nd	7.71	1.31	nd	nd	2	1	nd	nd	2	1	nd	nd	100 %	100 %	nd	nd	LP	LP
IRL PGP VL1012	27	0.97	1.40	1.40	1.40	0.19	3.80	2.71	24.30	1	1	1	1	0	1	1	1	0%	100 %	100 %	100 %	LP	LP
IRL PMP VL1012	27	0.92	nd	nd	1.37	6.82	nd	nd	11.75	4	nd	nd	3	2	nd	nd	2	50%	nd	nd	67%	LP	LP
IRL PMP VL1218	27	2.79	1.69	1.64	1.28	31.20	32.97	26.23	34.50	12	9	6	12	7	5	3	6	58%	56%	50%	50%	LP	LP
IRL PS VL1824	27	1.42	nd	nd	nd	77.79	nd	nd	nd	8	nd	nd	nd	5	nd	nd	nd	63%	nd	nd	nd	Not possible to assess	Not possible to assess
IRL PS VL2440	27	0.97	0.85	nd	nd	16.89	60.58	nd	nd	14	8	nd	nd	7	3	nd	nd	50%	38%	nd	nd	Not possible to assess	Not possible to assess
IRL TBB VL0010	27	nd	nd	0.97	nd	nd	nd	1.97	nd	nd	nd	1	nd	nd	nd	0	nd	nd	nd	0%	nd	LP	LP
IRL TBB VL1824	27	1.59	1.62	1.68	1.68	28.71	27.02	29.84	26.92	10	9	9	9	5	5	5	5	50%	56%	56%	56%	LP	LP
IRL TBB VL2440	27	1.64	1.38	1.42	1.51	25.62	14.36	13.88	14.76	9	9	9	9	5	5	5	5	56%	56%	56%	56%	LP	LP
IRL TM VL0010	27	nd	nd	1.15	nd	nd	nd	6.74	nd	nd	nd	8	nd	nd	nd	5	nd	nd	nd	63%	nd	LP	LP
IRL TM VL1012	27	1.27	nd	1.40	nd	7.49	nd	5.22	nd	5	nd	4	nd	3	nd	3	nd	60%	nd	75%	nd	LP	LP
IRL TM VL1218	27	1.64	1.30	1.31	0.96	10.06	41.48	17.21	26.52	11	9	13	2	6	4	7	1	55%	44%	54%	50%	Not possible to assess	Half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years
IRL TM VL1824	27	1.36	1.31	1.37	nd	9.14	33.79	34.70	nd	15	16	13	nd	7	7	6	nd	47%	44%	46%	nd	LP	LP
IRL TM VL2440	27	1.31	1.36	1.36	1.38	48.23	44.99	52.42	40.66	19	11	10	10	8	5	4	5	42%	45%	40%	50%	No clear trend	Less than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent years

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
IRL TM VL40XX	27	1.30	1.36	1.34	1.33	76.18	67.21	63.47	70.75	5	6	5	6	2	2	2	3	40%	33%	40%	50%	No clear trend	< half assessed stocks harvested by the segment are fished unsustainably but the segment is economically dependent on unsustainably fished stocks
ITA DRB VL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ITA DTS VL0612	37	2.96	2.72	2.59	2.61	13.24	14.66	15.12	17.90	8	14	13	16	8	13	12	15	100 %	93%	92%	94%	LP	LP
ITA DTS VL1218	37	2.50	2.51	2.50	2.55	22.82	23.06	22.95	25.05	17	17	17	17	16	16	16	16	94%	94%	94%	94%	LP	LP
ITA DTS VL1824	37	2.53	2.51	2.48	2.48	25.68	26.09	24.68	24.77	17	17	17	17	16	16	16	16	94%	94%	94%	94%	LP	LP
ITA DTS VL2440	37	2.61	2.60	2.61	2.60	31.89	34.74	37.56	39.73	17	17	17	17	16	16	16	16	94%	94%	94%	94%	LP	LP
ITA HOK VL1218	37	2.88	3.10	3.09	3.02	14.86	13.46	13.69	12.40	6	6	5	5	5	5	4	4	83%	83%	80%	80%	LP	LP
ITA HOK VL1824	37	nd	2.40	2.40	nd	nd	0.07	0.18	nd	nd	1	1	nd	nd	1	1	nd	nd	100 %	100 %	nd	LP	LP
ITA PGP VL0006	37	2.94	3.00	3.51	3.48	10.08	10.05	11.60	13.35	12	12	12	12	11	11	11	11	92%	92%	92%	92%	LP	LP
ITA PGP VL0612	37	2.68	2.66	2.75	2.94	11.15	11.71	12.27	12.87	15	15	15	16	14	14	14	15	93%	93%	93%	94%	LP	LP
ITA PGP VL1218	37	2.28	2.57	2.88	2.83	7.03	6.71	8.97	9.82	12	10	11	14	11	9	10	13	92%	90%	91%	93%	LP	LP
ITA PMP VL0612	37	nd	3.15	3.15	3.15	nd	1.83	0.98	1.22	nd	1	1	1	nd	1	1	1	nd	100 %	100 %	100 %	LP	LP
ITA PMP VL1218	37	2.66	3.14	2.81	2.86	9.03	0.82	1.36	0.59	7	3	5	3	7	3	5	3	100 %	100 %	100 %	100 %	LP	LP
ITA PS VL1218	37	nd	nd	1.05	nd	nd	nd	0.27	nd	nd	nd	3	nd	nd	nd	2	nd	nd	nd	67%	nd	LP	LP
ITA PS VL1824	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ITA PS VL2440	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ITA PS VL40XX	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ITA TBB	37	4.60	4.61	4.61	4.61	20.25	25.73	23.23	17.38	3	3	3	3	3	3	3	3	100	100	100	100	LP	LP

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
VL1218																		%	%	%	%		
ITA TBB VL1824	37	4.49	4.58	4.60	4.59	36.48	40.22	43.53	43.60	3	3	3	3	3	3	3	3	100 %	100 %	100 %	100 %	No clear trend	All of the assessed stocks harvested by the fleet segment are fished unsustainably
ITA TBB VL2440	37	4.53	4.58	4.59	4.54	42.08	50.50	40.76	32.29	3	3	3	3	3	3	3	3	100 %	100 %	100 %	100 %	No clear trend	All of the assessed stocks harvested by the fleet segment are fished unsustainably
ITA TM VL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ITA TM VL1824	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ITA TM VL2440	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
LTU DFN VL1218	27	0.87	0.86	0.86	0.86	91.60	71.84	98.70	96.67	2	2	2	2	1	1	1	1	50%	50%	50%	50%	No clear trend	Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 1 of the 2 stocks fished by this fleet segment assessed in 2011 are overexploited.
LTU DTS VL2440	27	0.86	0.86	0.85	0.86	89.18	81.47	91.13	82.03	1	1	2	2	0	0	0	0	0%	0%	0%	0%	No clear trend	Indicator shows that fleet is relying on stocks in good condition.
LTU HOK VL1218	27	0.86	0.86	0.86	0.86	99.06	99.39	100.00	99.54	1	1	1	1	0	0	0	0	0%	0%	0%	0%	No clear trend	Indicator shows that fleet is relying on stocks in good condition.
LTU PG VL0010	27	0.98	1.03	0.96	1.04	36.15	26.01	54.73	39.30	2	3	2	3	1	1	1	1	50%	33%	50%	33%	Not possible to assess	Not possible to assess for recent year
LTU TM VL2440	27	0.91	0.95	0.91	0.99	79.53	87.75	80.48	88.45	4	5	4	4	2	2	2	2	50%	40%	50%	50%	No clear trend	Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 2 of the 4 stocks fished

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
																							by this fleet segment assessed in 2011 are overexploited.
LTU TM VL40XX	27	0.82	1.40	nd	1.40	46.67	0.92	nd	0.60	2	1	nd	1	1	1	nd	1	50%	100 %	nd	100 %	Not possible to assess	Not possible to assess for recent years
LVA DFN VL2440	27	0.89	0.88	0.92	0.89	99.88	99.94	99.97	99.85	2	2	2	2	1	1	1	1	50%	50%	50%	50%	No clear trend	Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 1 of the 2 stocks fished by this fleet segment assessed in 2011 are overexploited.
LVA PGP VL0010	27	1.13	1.14	1.15	1.16	69.95	56.57	60.89	68.96	4	4	4	4	2	2	2	2	50%	50%	50%	50%	No clear trend	Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 2 of the 4 stocks fished by this fleet segment assessed in 2011 are overexploited.
LVA TM VL1218	27	1.15	1.17	1.17	1.18	78.01	78.64	76.93	69.95	4	3	3	3	2	2	2	2	50%	67%	67%	67%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
LVA TM VL2440	27	0.92	0.91	0.95	0.91	98.35	91.19	93.49	94.13	4	5	5	4	2	3	3	2	50%	60%	60%	50%	No clear trend	Indicator shows that a significant portion of fleet landings' values are derived from stocks in good condition. However 2 of the 4 stocks fished by this fleet segment assessed in 2011 are overexploited.

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
MLT DFN VL0006	37	nd	nd	2.40	nd	nd	nd	12.05	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	LP	LP
MLT DFN VL0612	37	2.40	nd	2.40	nd	4.16	nd	5.70	nd	1	nd	1	nd	1	nd	1	nd	100 %	nd	100 %	nd	LP	LP
MLT DFN VL1218	37	nd	nd	nd	2.28	nd	nd	nd	15.24	nd	nd	nd	2	nd	nd	nd	1	nd	nd	nd	50%	LP	LP
MLT DTS VL1824	37	2.70	2.57	2.26	2.66	40.80	43.27	8.38	52.61	4	4	4	4	3	3	3	3	75%	75%	75%	75%	No clear trend	Most of the assessed stocks harvested by the fleet segment are fished unsustainably
MLT DTS VL2440	37	2.69	2.56	2.55	2.35	22.82	51.33	17.87	24.31	3	3	4	4	3	2	3	3	100 %	67%	75%	75%	Not possible to assess	Not possible to assess for recent years
MLT FPO VL0006	37	nd	2.05	nd	nd	nd	1.15	nd	nd	nd	2	nd	nd	nd	1	nd	nd	nd	50%	nd	nd	LP	LP
MLT HOK VL0006	37	1.91	2.12	1.00	2.29	0.27	0.75	2.23	2.05	2	2	1	2	1	1	0	1	50%	50%	0%	50%	LP	LP
MLT HOK VL0612	37	2.08	1.70	2.33	2.31	0.72	0.41	0.64	0.72	2	2	2	2	1	1	1	1	50%	50%	50%	50%	LP	LP
MLT HOK VL1218	37	2.20	1.77	1.40	1.24	0.62	0.35	0.08	0.36	2	2	2	2	1	1	1	1	50%	50%	50%	50%	LP	LP
MLT HOK VL1824	37	1.00	1.00	1.00	1.33	0.01	0.00	0.06	0.25	1	1	1	2	0	0	0	1	0%	0%	0%	50%	LP	LP
MLT HOK VL2440	37	nd	1.00	nd	nd	nd	0.07	nd	nd	nd	1	nd	nd	nd	0	nd	nd	nd	0%	nd	nd	LP	LP
MLT MGO VL0612	37	nd	1.00	1.84	1.22	nd	0.13	0.16	1.01	nd	1	2	2	nd	0	1	1	nd	0%	50%	50%	LP	LP
MLT MGO VL1218	37	nd	1.97	2.08	1.00	nd	0.11	0.05	0.04	nd	2	2	1	nd	1	1	0	nd	50%	50%	0%	LP	LP
MLT MGO VL1824	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
MLT PGP VL0006	37	2.31	2.33	2.36	2.05	0.94	0.55	4.74	2.12	2	2	2	2	1	1	1	1	50%	50%	50%	50%	LP	LP
MLT PGP VL0612	37	2.21	1.07	2.20	2.33	0.45	0.61	2.65	1.52	2	2	2	2	1	1	1	1	50%	50%	50%	50%	LP	LP
MLT PMP VL0006	37	2.28	2.12	2.40	nd	1.98	1.62	1.29	nd	2	2	1	nd	1	1	1	nd	50%	50%	100 %	nd	LP	LP
MLT PMP VL0612	37	2.24	2.03	2.00	1.26	2.62	1.84	3.55	2.08	3	2	2	2	2	1	1	1	67%	50%	50%	50%	LP	LP
MLT PMP VL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
MLT PMP VL1824	37	nd	1.00	nd	nd	nd	0.17	nd	nd	nd	1	nd	nd	nd	0	nd	nd	nd	0%	nd	nd	LP	LP

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
MLT PMPVL2440	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
MLT PS VL1218	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
MLT PSVL2440	37	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
NLD DRB VL0010	27	0.00	1.40	nd	1.40	nd	0.00	nd	0.00	nd	1	nd	1	nd	1	nd	1	nd	100 %	nd	100 %	LP	LP
NLD DTS VL0010	27	1.38	1.61	1.46	1.22	71.14	5.87	31.20	37.26	5	5	5	12	4	4	4	7	80%	80%	80%	58%	Not possible to assess	Not possible to assess for recent years
NLD DTS VL1824	27	1.25	1.45	1.44	1.36	44.47	49.02	45.25	34.08	9	8	11	9	5	5	6	5	56%	63%	55%	56%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
NLD DTS VL2440	27	1.28	1.52	1.48	1.71	28.84	24.23	29.37	21.67	11	13	14	16	6	7	7	9	55%	54%	50%	56%	LP	LP
NLD PG VL0010	27	1.60	1.68	1.67	1.45	29.29	49.12	32.91	42.99	7	7	6	6	5	4	4	5	71%	57%	67%	83%	Not possible to assess	Most of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
NLD PGP VL1218	27	2.74	1.26	1.16	1.39	14.84	41.42	0.11	41.47	3	6	1	4	3	5	1	3	100 %	83%	100 %	75%	Not possible to assess	Most of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
NLD TBB VL1218	27	1.68	1.43	1.78	1.25	0.09	11.71	0.02	66.52	3	5	2	5	3	4	2	3	100 %	80%	100 %	60%	Not possible to assess	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
NLD TBB VL1824	27	1.42	1.41	1.37	1.32	17.05	21.18	19.77	28.82	8	7	7	6	5	5	5	4	63%	71%	71%	67%	LP	LP
NLD TBB VL2440	27	1.28	1.28	1.27	1.21	66.08	73.32	69.99	72.79	9	8	9	8	6	6	5	5	67%	75%	56%	63%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
NLD TBB VL40XX	27	1.26	1.28	1.28	1.26	78.09	80.78	79.65	79.23	9	8	11	9	5	5	6	5	56%	63%	55%	56%	No clear trend	More than half of the assessed stocks harvested by the fleet segment are fished unsustainably
NLD TM VL40XX	27	0.64	0.75	0.77	1.02	37.01	37.93	38.12	36.74	7	5	6	8	2	2	2	2	29%	40%	33%	25%	LP	LP
POL DFN VL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL DTS VL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL DTS VL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL DTS VL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL DTSVL40XX	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL HOK VL1218	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL PG VL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL PG VL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL TM VL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL TM VL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
POL TMVL40XX	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
PRT DFN VL0010	27	0.90	1.20	1.31	1.38	4.82	5.39	5.94	3.69	4	6	5	5	2	3	3	3	50%	50%	60%	60%	LP	LP
PRT DFN VL1012	27	1.82	1.87	1.88	1.90	8.52	8.27	4.50	8.31	5	5	6	6	3	3	3	3	60%	60%	50%	50%	LP	LP
PRT DFN VL1218	27	1.81	1.60	1.86	1.82	15.72	13.29	8.48	10.30	7	7	7	7	4	4	4	4	57%	57%	57%	57%	LP	LP
PRT DFN VL1824	27	1.74	1.72	1.91	1.80	39.64	37.67	32.38	35.62	6	6	6	6	3	3	3	3	50%	50%	50%	50%	LP	LP
PRT DRB VL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
PRT DRB VL1012	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
PRT DRB	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
VL1218																							
PRT DTS VL0010	27	1.45	1.31	1.58	1.43	6.10	7.13	6.02	3.15	6	6	6	6	3	3	3	3	50%	50%	50%	50%	LP	LP
PRT DTS VL1012	27	2.00	1.80	1.83	0.95	0.96	0.33	3.18	5.34	1	3	2	3	1	2	1	2	100 %	67%	50%	67%	LP	LP
PRT DTS VL1218	27	0.80	0.85	0.75	0.99	19.35	18.39	16.40	13.12	6	6	6	6	3	3	3	3	50%	50%	50%	50%	LP	LP
PRT DTS VL1824	27	1.74	0.88	0.72	1.11	2.34	4.77	9.03	3.31	6	6	6	6	3	3	3	3	50%	50%	50%	50%	LP	LP
PRT DTS VL2440	27	0.98	1.05	1.06	1.07	34.56	35.63	34.44	35.02	7	7	7	7	4	4	4	4	57%	57%	57%	57%	LP	LP
PRT DTS VL2440	OF R	nd	nd	nd	nd	34.56	35.63	34.44	35.02	7	7	7	7	4	4	4	4	57%	57%	57%	57%	LP	LP
PRT DTS VL40XX	27	1.13	1.13	1.13	1.13	0.30	0.39	0.46	1.63	1	1	1	1	1	1	1	1	100 %	100 %	100 %	100 %	LP	LP
PRT FPO VL0010	27	1.39	1.93	1.95	1.82	0.02	0.19	0.21	0.05	6	5	3	5	3	3	2	3	50%	60%	67%	60%	LP	LP
PRT FPO VL1012	27	1.27	1.91	1.95	1.94	0.56	0.90	0.71	0.91	3	5	3	5	2	3	2	3	67%	60%	67%	60%	LP	LP
PRT FPO VL1218	27	1.85	1.89	1.90	1.66	1.50	2.00	1.84	4.01	6	5	6	6	3	3	3	3	50%	60%	50%	50%	LP	LP
PRT FPO VL1824	27	1.87	nd	1.80	1.55	9.55	nd	4.08	13.41	5	nd	5	5	3	nd	3	3	60%	nd	60%	60%	LP	LP
PRT HOK VL0010	27	1.20	0.99	1.48	1.35	3.00	2.54	2.85	1.95	4	5	3	3	2	3	2	2	50%	60%	67%	67%	LP	LP
PRT HOK VL0010	OF R	nd	nd	nd	nd	3.00	2.54	2.85	1.95	4	5	3	3	2	3	2	2	50%	60%	67%	67%	LP	LP
PRT HOK VL1012	27	1.99	1.99	1.97	1.99	5.38	12.47	12.14	11.30	4	3	3	4	2	2	2	2	50%	67%	67%	50%	LP	LP
PRT HOK VL1218	27	1.98	1.94	1.99	1.96	4.09	5.67	6.64	3.68	4	4	6	4	2	2	3	2	50%	50%	50%	50%	LP	LP
PRT HOK VL1218	OF R	nd	nd	nd	nd	4.09	5.67	6.64	3.68	4	4	6	4	2	2	3	2	50%	50%	50%	50%	LP	LP
PRT HOK VL1824	27	1.81	1.99	1.85	1.81	0.07	0.13	0.16	0.24	4	4	4	6	2	2	2	3	50%	50%	50%	50%	LP	LP
PRT HOK VL1824	OF R	nd	nd	nd	nd	0.07	0.13	0.16	0.24	4	4	4	6	2	2	2	3	50%	50%	50%	50%	LP	LP
PRT HOK VL2440	27	1.00	1.84	1.73	1.65	0.03	0.20	0.15	nd	3	3	3	nd	1	1	1	nd	33%	33%	33%	nd	LP	LP
PRT HOK VL2440	OF R	nd	nd	nd	nd	0.03	0.20	0.15	nd	3	3	3	nd	1	1	1	nd	33%	33%	33%	nd	LP	LP
PRT HOK	OF	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
VL40XX	R																						
PRT MGP VL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
PRT MGP VL0010	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
PRT MGP VL1824	OFR	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
PRT PGP VL0010	27	1.51	1.72	1.86	1.75	1.94	3.78	nd	nd	6	7	nd	nd	3	4	nd	nd	50%	57%	nd	nd	LP	LP
PRT PGP VL1012	27	1.52	1.47	1.97	1.73	7.33	6.92	nd	nd	6	6	nd	nd	3	3	nd	nd	50%	50%	nd	nd	LP	LP
PRT PGP VL1218	27	1.65	1.69	1.58	1.66	3.86	5.12	nd	nd	7	6	nd	nd	4	3	nd	nd	57%	50%	nd	nd	LP	LP
PRT PGP VL1824	27	1.47	nd	1.97	1.86	4.39	nd	nd	nd	6	nd	nd	nd	3	nd	nd	nd	50%	nd	nd	nd	LP	LP
PRT PMP VL0010	27	0.83	0.88	0.87	0.91	1.69	2.44	nd	nd	4	4	nd	nd	2	2	nd	nd	50%	50%	nd	nd	LP	LP
PRT PMP VL0010	OFR	nd	nd	nd	nd	1.69	2.44	nd	nd	4	4	nd	nd	2	2	nd	nd	50%	50%	nd	nd	LP	LP
PRT PMP VL1012	27	nd	1.53	1.06	1.22	nd	0.01	nd	nd	nd	3	nd	nd	nd	2	nd	nd	nd	67%	nd	nd	LP	LP
PRT PMP VL1218	27	0.95	0.82	0.88	0.82	0.19	0.44	nd	nd	4	4	nd	nd	3	3	nd	nd	75%	75%	nd	nd	LP	LP
PRT PMP VL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
PRT PS VL0010	27	0.82	0.83	0.83	0.83	28.23	41.46	nd	nd	4	3	nd	nd	2	2	nd	nd	50%	67%	nd	nd	Not possible to assess	Not possible to assess for recent years
PRT PS VL1012	27	0.82	0.83	0.84	0.83	28.30	37.89	nd	nd	6	6	nd	nd	4	4	nd	nd	67%	67%	nd	nd	LP	LP
PRT PS VL1218	27	0.83	0.83	0.82	0.83	9.04	12.96	nd	nd	4	3	nd	nd	2	2	nd	nd	50%	67%	nd	nd	LP	LP
PRT PS VL1824	27	0.89	0.83	0.84	0.83	3.18	6.49	nd	nd	6	5	nd	nd	3	3	nd	nd	50%	60%	nd	nd	LP	LP
PRT PS VL1824	OFR	nd	nd	nd	nd	3.18	6.49	nd	nd	6	5	nd	nd	3	3	nd	nd	50%	60%	nd	nd	LP	LP
PRT PS VL2440	27	0.82	0.82	0.82	0.83	2.22	4.99	nd	nd	2	2	nd	nd	1	1	nd	nd	50%	50%	nd	nd	LP	LP
ROU PG VL0006	27	6.67	3.97	4.70	5.96	29.70	33.21	38.96	37.42	1	2	3	2	1	2	3	2	100 %	100 %	100 %	100 %	LP	LP
ROU PG VL0612	27	5.86	6.38	5.97	5.89	19.48	48.80	63.94	59.63	3	3	3	3	3	3	3	3	100 %	100 %	100 %	100 %	No clear trend	All the assessed stocks harvested by the fleet segment are fished

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
																							unsustainably
ROU PGO VL1218	27	6.35	6.67	nd	nd	88.08	94.40	nd	nd	3	1	nd	nd	3	1	nd	nd	100 %	100 %	nd	nd	Not possible to assess	Not possible to assess for recent years
ROU PGO VL1824	27	6.24	6.67	nd	6.67	74.85	97.34	nd	90.32	3	1	nd	1	3	1	nd	1	100 %	100 %	nd	100 %	No clear trend	All the assessed stocks harvested by the fleet segment are fished unsustainably
ROU PGP VL1824	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
ROU PMP VL0006	27	nd	nd	2.28	nd	nd	nd	83.05	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	Not possible to assess	Not possible to assess for recent year
ROU PMP VL0612	27	nd	nd	2.28	2.28	nd	nd	4.74	0.01	nd	nd	1	1	nd	nd	1	1	nd	nd	100 %	100 %	LP	LP
ROU PMP VL2440	27	6.05	6.67	nd	6.67	36.16	26.89	nd	7.21	2	1	nd	1	2	1	nd	1	100 %	100 %	nd	100 %	LP	LP
SVN DFN VL0006	27	4.60	4.60	4.62	4.61	24.21	25.49	28.85	36.70	3	3	3	3	3	3	3	3	100 %	100 %	100 %	100 %	LP	LP
SVN DFN VL0612	27	4.57	4.58	4.61	4.61	20.91	35.61	27.08	40.21	3	3	3	3	3	3	3	3	100 %	100 %	100 %	100 %	Not possible to assess	All the assessed stocks harvested by the fleet segment are fished unsustainably in the most recent year
SVN DTS VL1218	27	3.62	3.71	4.52	4.36	1.38	1.73	1.04	0.94	3	3	3	3	3	3	3	3	100 %	100 %	100 %	100 %	LP	LP
SVN PS VL1218	27	3.10	nd	4.62	nd	0.00	nd	0.00	nd	2	nd	1	nd	2	nd	1	nd	100 %	nd	100 %	nd	LP	LP
SVN TMVL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
SWE DFN VL0010	27	1.50	1.35	1.52	1.57	62.39	54.39	nd	nd	12	12	nd	nd	6	6	nd	nd	50%	50%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE DFN VL1012	27	1.75	1.59	1.78	1.88	81.54	73.11	nd	nd	12	13	nd	nd	5	6	nd	nd	42%	46%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE DFN VL1218	27	1.47	1.42	1.55	1.66	72.93	69.33	nd	nd	10	10	nd	nd	5	4	nd	nd	50%	40%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE DFN VL2440	27	1.40	nd	nd	nd	100.00	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE DRB VL1012	27	nd	nd	0.86	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
SWE DRBVL0010	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
SWE DTS VL0010	27	1.46	1.32	1.75	1.52	2.38	0.55	nd	nd	5	4	nd	nd	3	3	nd	nd	60%	75%	nd	nd	LP	LP
SWE DTS VL1012	27	1.00	1.15	1.34	1.46	12.64	11.96	nd	nd	11	11	nd	nd	4	4	nd	nd	36%	36%	nd	nd	LP	LP
SWE DTS VL1218	27	1.26	1.24	1.12	1.22	23.92	24.97	nd	nd	15	13	nd	nd	8	6	nd	nd	53%	46%	nd	nd	LP	LP
SWE DTS VL1824	27	1.24	1.17	1.11	1.27	44.74	49.78	nd	nd	16	15	nd	nd	8	7	nd	nd	50%	47%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE DTS VL2440	27	1.41	1.30	1.15	1.14	48.19	36.86	nd	nd	14	14	nd	nd	6	6	nd	nd	43%	43%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE FPO VL0010	27	1.32	1.35	1.42	1.39	3.19	4.18	nd	nd	9	11	nd	nd	4	5	nd	nd	44%	45%	nd	nd	LP	LP
SWE FPO VL1012	27	1.38	1.27	1.26	1.26	5.45	8.34	nd	nd	8	8	nd	nd	3	4	nd	nd	38%	50%	nd	nd	LP	LP
SWE FPO VL1218	27	0.89	0.89	3.01	nd	6.96	8.12	nd	nd	2	2	nd	nd	1	1	nd	nd	50%	50%	nd	nd	LP	LP
SWE HOK VL0010	27	0.97	1.05	1.11	0.98	92.89	92.82	nd	nd	7	5	nd	nd	3	3	nd	nd	43%	60%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE HOK VL1012	27	1.12	1.33	1.28	1.41	94.91	88.25	nd	nd	6	5	nd	nd	3	3	nd	nd	50%	60%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE HOK VL1218	27	2.72	2.27	2.49	2.00	85.15	74.37	nd	nd	5	8	nd	nd	1	3	nd	nd	20%	38%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE HOK VL1824	27	1.60	2.87	nd	0.86	69.35	30.92	nd	nd	3	2	nd	nd	3	2	nd	nd	100 %	100 %	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE HOKVL2440	27	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
SWE MGP VL2440	27	nd	nd	0.81	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
SWE MGP VL40XX	27	nd	nd	0.88	0.82	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd	nd
SWE PGO VL0010	27	3.01	0.95	0.81	nd	35.59	23.12	nd	nd	1	2	nd	nd	1	1	nd	nd	100 %	50%	nd	nd	LP	LP
SWE PGO VL1012	27	1.27	nd	nd	nd	0.08	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	nd	nd	LP	LP
SWE PGP VL0010	27	1.47	1.46	1.42	1.48	33.41	38.63	nd	nd	9	9	nd	nd	4	4	nd	nd	44%	44%	nd	nd	LP	LP
SWE PGP VL1012	27	1.40	1.46	1.35	1.48	74.46	73.62	nd	nd	1	5	nd	nd	1	3	nd	nd	100 %	60%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE PMP VL0010	27	1.66	1.83	1.21	1.79	35.02	39.93	nd	nd	5	5	nd	nd	3	3	nd	nd	60%	60%	nd	nd	LP	LP
SWE PMP VL1012	27	nd	1.34	1.12	1.17	nd	35.08	nd	nd	nd	4	nd	nd	nd	2	nd	nd	nd	50%	nd	nd	LP	LP

Fleet segment	Area	Sustainable Harvest Indicator				Proportion % of landing values included in the indicator				Number of stocks harvested that have been assessed				Number stock assessed as F>Fmsy				% unsustainable stock/assessed stock				EWG comments (for segments>= 40% landings values from assessed stock)	
		2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	Trend	Sustainability
SWE PMP VL1218	27	1.40	nd	nd	nd	53.14	nd	nd	nd	3	nd	nd	nd	2	nd	nd	nd	67%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE PMP VL1824	27	1.40	nd	nd	nd	63.58	nd	nd	nd	2	nd	nd	nd	1	nd	nd	nd	50%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE PS VL0010	27	1.40	1.40	1.40	1.40	68.26	14.44	nd	nd	1	1	nd	nd	1	1	nd	nd	100 %	100 %	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE PS VL1012	27	nd	1.27	1.27	1.27	nd	99.51	nd	nd	nd	1	nd	nd	nd	1	nd	nd	nd	100 %	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE PS VL1218	27	1.26	1.27	1.27	1.27	99.74	99.15	nd	nd	2	1	nd	nd	1	1	nd	nd	50%	100 %	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE PS VL1824	27	0.81	nd	nd	nd	76.44	nd	nd	nd	1	nd	nd	nd	0	nd	nd	nd	0%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE PS VL2440	27	0.90	nd	nd	0.92	78.04	nd	nd	nd	6	nd	nd	nd	3	nd	nd	nd	50%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE PS VL40XX	27	0.89	nd	nd	nd	78.94	nd	nd	nd	7	nd	nd	nd	4	nd	nd	nd	57%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE TM VL1218	27	1.10	nd	nd	nd	98.82	nd	nd	nd	3	nd	nd	nd	1	nd	nd	nd	33%	nd	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE TM VL1824	27	1.16	1.13	nd	0.93	77.77	84.82	nd	nd	9	11	nd	nd	4	5	nd	nd	44%	45%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE TM VL2440	27	0.97	0.96	0.94	0.95	85.74	84.37	nd	nd	16	11	nd	nd	8	5	nd	nd	50%	45%	nd	nd	Not possible to assess	Not possible to assess for recent years
SWE TM VL40XX	27	0.93	0.99	0.94	0.95	88.17	87.49	nd	nd	9	9	nd	nd	4	5	nd	nd	44%	56%	nd	nd	Not possible to assess	Not possible to assess for recent years

4.1 Methodology - Stocks at risk

All fleets are assessed, however only fleet segments that report landings of identified stocks at risk are included in table 4.2 below. An empty cell indicates that the stock is not at risk in that year

Step 1: Condition 1, identify the stocks at risk

Three approaches were used to identify the stocks at risk have been taken:

i. From the ICES Fish Stock Summary database, all stocks with SSB lower than Blim are identified for all years in scope.
   Note that stock areas in this database are not coterminous with fishing areas describing fleet landings in EUROSTAT/FAO/DCF databases.

ii. Using expert knowledge, identify stocks where scientific advice has been for the "lowest level" or zero landings in a given year.
   Note that this information is available in scientific advisory reports however experts felt that expert knowledge from individuals closely involved in the stock assessment is required to make judgements regarding stocks at risk in this sub-step.

iii. Using the Fishing TACs and Quotas publication from the European Commission, identify stocks whose status is identified as RED – that is, "the stock is outside safe biological limits while not under a long-term plan, or is subject to a scientific advice that there should be no fishing."
   Note that in this case it is assumed that stocks and quotas are coterminous, and rarely are quotas established for a combination of stocks.
   This classification of stocks as RED does not map directly to the definition of the indicator however, but this was the method used to prepare indicator values made available at the start of the EWG.

Step 2: Identify mappings for Stocks to Zones and for Stocks to Species codes

To be able to link conditions 1 and 2, maps are required to link steps 1 and 3: The "sustainable harvest" indictor requires the same mapping and hence consistency is maintained between the two indicators.

iv. Stocks to Zones map – fishing zones in the DCF are identified by FAO zone where stocks may cover more than one zone (see example below).

Example of Stocks to Zones mapping where one stock maps to two zones:

MAP_ZonesByStock			
Stock_idx	**Species**	**Zone**	**FAO_Zone**
31	plaice	VIIfg	27.7.F
31	plaice	VIIfg	27.7.G

v. Stocks to Species codes map – landings in the DCF are potentially recorded using more than one species code (see example below).

Example of Stocks to species codes mapping where one stock, identified by a generic 'common name', maps to three species codes:

MAP_SpeciesListOfStocksAtRisk		
species_name	**species_code**	**Common_name**
Anglerfishes nei	ANF	anglerfish
Monkfishes nei	MNZ	anglerfish
Angler(=Monk)	MON	anglerfish

vi. A final map table is used to indicate whether a specific stock is at risk in a given year (see example below).

MAP_StockAtRiskByYear			
Year	**Species**	**Zone**	**StockAtRisk**
2008	plaice	VIIfg	Yes
2009	plaice	VIIfg	Yes
2010	plaice	VIIfg	Yes
2011	plaice	VIIfg	Yes
2012	plaice	VIIfg	No

Step 3: Condition 2, identify fleets where the total landed volume of a stock at risk is either greater than 10% of the total landed volume for all species landed by the fleet or greater than 10% of the total landed volume for the stock at risk by all fleets.

vii. This approach identifies if a fleet takes significant catches of a stock at risk. A 10% level of volume landed is taken as the boundary to measure this significance.

Note that this approach assumes completeness of the DCF dataset. That is, it requires the assumption that totals calculated represent either the whole fleet's landings or the total landings of a stock. For example, if a country has not submitted data for a given fleet then fleets that have been included will have a higher calculated percentage than represents reality.

Note also that landed volumes are used rather than catches.

Table4.2Stocks at risk

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
BEL	TBB_VL1824	plaice (VIId)	366,503	307,619	438,942		1,531,413	2,425,239	2,632,083		3,928,733	3,967,748	4,698,362		24,00%	13,00%	17,00%		9,00%	8,00%	9,00%	
	TBB_VL2440	plaice (VIId)	924,657	622,462	588,272		1,531,413	2,425,239	2,632,083		14,419,923	12,586,502	12,672,721		60,00%	26,00%	22,00%		6,00%	5,00%	5,00%	
	TBB_VL2440	plaice (VIIfg)	126,865	152,668	140,157	149,691	232,531	381,386	358,525	337,957	14,419,923	12,586,502	12,672,721	13,237,064	55,00%	40,00%	39,00%	44,00%	1,00%	1,00%	1,00%	1,00%
	TBB_VL2440	sole (VIIa)	199,771	237,881	196,749	234,14	236,534	264,044	214,827	263,23	14,419,923	12,586,502	12,672,721	13,237,064	84,00%	90,00%	92,00%	89,00%	1,00%	2,00%	2,00%	2,00%
	TBB_VL2440	sole (VIIIab)			429,285				4,146,218				12,672,721				10,00%				3,00%	
DEU	DTS_VL2440	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)			2,078,045	1,630,368			36,309,962	24,560,227			13,144,524	10,712,038			6,00%	7,00%			16,00%	15,00%
	DTS_VL40XX	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)	2,907,804	3,639,194	3,677,265		22,825,304	28,122,557	36,309,962		24,826,378	27,498,928	27,098,861		13,00%	13,00%	10,00%		12,00%	13,00%	14,00%	
DNK	DTS_VL1218	cod (Kattegat)	688,496	762,404	644,676	682,337	2,753,487	3,079,062	2,975,949	2,703,827	42,321,980	52,831,802	57,958,516	48,179,497	25,00%	25,00%	22,00%	25,00%	2,00%	1,00%	1,00%	1,00%
	DTS_VL1218	spiny dogfish (IIIa)	30,928	29,312	1,258		47,2	50,232	5,046		42,321,980	52,831,802	57,958,516		66,00%	58,00%	25,00%		0,00%	0,00%	0,00%	
	DTS_VL1824	cod (Kattegat)	687,428	969,393	1,153,300	930,849	2,753,487	3,079,062	2,975,949	2,703,827	42,389,358	53,808,847	53,936,564	44,394,178	25,00%	31,00%	39,00%	34,00%	2,00%	2,00%	2,00%	2,00%
	DTS_VL1824	spiny dogfish (IIIa)	11,12	15,686	3,006	15,727	47,2	50,232	5,046	17,144	42,389,358	53,808,847	53,936,564	44,394,178	24,00%	31,00%	60,00%	92,00%	0,00%	0,00%	0,00%	0,00%

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
	DTS_VL2440	spiny dogfish (IIa, IV)			7,253	5,269			42,997	9,885			101,363,556	57,856,289			17,00%	53,00%			0,00%	0,00%
	PGP_VL0010	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)	789,651				22,825,304				7,273,604				3,00%				11,00%			
	PGP_VL0010	cod (Kattegat)	400,279	317,143			2,753,487	3,079,062			7,273,604	6,670,893			15,00%	10,00%			6,00%	5,00%		
	PGP_VL1012	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)	312,812	278,16	270,131		22,825,304	28,122,557	36,309,962		2,605,293	2,616,471	2,519,663		1,00%	1,00%	1,00%		12,00%	11,00%	11,00%	
	PGP_VL1218	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)	968,523	1,092,607	1,436,660	1,122,751	22,825,304	28,122,557	36,309,962	24,560,227	4,342,710	4,518,346	6,924,889	5,109,807	4,00%	4,00%	4,00%	5,00%	22,00%	24,00%	21,00%	22,00%
	PGP_VL1218	cod (Kattegat)	316,495	342,095	377,653	339,898	2,753,487	3,079,062	2,975,949	2,703,827	4,342,710	4,518,346	6,924,889	5,109,807	11,00%	11,00%	13,00%	13,00%	7,00%	8,00%	5,00%	7,00%
	PGP_VL1218	spiny dogfish (IIa, IV)				1,838				9,885				5,109,807				19,00%				0,00%
	PMP_VL1824	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)	319,814	607,508	803,374	879,705	22,825,304	28,122,557	36,309,962	24,560,227	2,284,180	2,663,977	3,023,323	3,495,210	1,00%	2,00%	2,00%	4,00%	14,00%	23,00%	27,00%	25,00%

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
	PMP_VL1824	porbeagle (French Guiana waters, Kattegat, Skagerrak, I, II, III, IV, V, VI, VII, VIII, IX, X, XII, XIV, CECAF 34.1.1, 34.1.2, 34.2)				1,559				3,013				3,495,210				52,00%				0,00%
EST	PG_VL0010	atlantic salmon (Subdivision 32)				2,701				2,701				3,098,099				100,00%				0,00%
FIN	PG_VL0010	atlantic salmon (Subdivisions 22-31)				188,766				246,083				8,134,462				77,00%				2,00%
FRA	DFN_VL0010	spiny dogfish (I, V, VI, VII, VIII, XII, XIV)				21,838				64,462				4,164,149				34,00%				1,00%
	DFN_VL1012	plaice (VIId)		262,647	297,327			2,425,239	2,632,083			9,706,981	9,490,411			11,00%	11,00%			3,00%	3,00%	
	DFN_VL1012	sole (VIIIab)			528,575				4,146,218				9,490,411				13,00%				6,00%	
	DFN_VL1218	sole (VIIIab)			1,183,464				4,146,218				6,983,364				29,00%				17,00%	

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
	DFN_VL1824	sole (VIIIab)			768,197				4,146,218				6,514,033				19,00%				12,00%	
	DTS_VL1218	sole (VIIIab)			574,27				4,146,218				21,513,380				14,00%				3,00%	
	DTS_VL1824	plaice (VIId)		300,323	380,66			2,425,239	2,632,083			51,178,829	51,105,300			12,00%	14,00%			1,00%	1,00%	
	DTS_VL1824	plaice (VIIfg)		100,897	81,393	74,881		381,386	358,525	337,957		51,178,829	51,105,300	57,461,411		26,00%	23,00%	22,00%		0,00%	0,00%	0,00%
	DTS_VL1824	spiny dogfish (I, V, VI, VII, VIII, XII, XIV)		183,947	68,577	17,401		828,494	270,608	64,462		51,178,829	51,105,300	57,461,411		22,00%	25,00%	27,00%		0,00%	0,00%	0,00%
	DTS_VL2440	cod (VIa)		23,911		25,354		216,132		202,972		36,531,042		37,022,423		11,00%		12,00%		0,00%		0,00%
	DTS_VL2440	spiny dogfish (I, V, VI, VII, VIII, XII, XIV)		160,395	75,687	10,718		828,494	270,608	64,462		36,531,042	34,030,827	37,022,423		19,00%	28,00%	17,00%		0,00%	0,00%	0,00%
	DTS_VL2440	spiny dogfish (IIa, IV)			11,282				42,997				34,030,827				26,00%				0,00%	
	DTS_VL40XX	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)			4,589,289				36,309,962				24,902,678				13,00%				18,00%	
	DTS_VL40XX	cod (VIa)		53,261	43,715	23,889		216,132	221,089	202,972		18,649,491	24,902,678	20,565,988		25,00%	20,00%	12,00%		0,00%	0,00%	0,00%
	PS_VL1218	anchovy (VIII)		48,811	692,812			54,639	3,218,366			26,656,209	21,730,374			89,00%	22,00%			0,00%	3,00%	

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
	TM_VL1824	anchovy (VIII)			2,030,870				3,218,366				10,833,041				63,00%				19,00%	
	TM_VL1824	bluefin tuna (Atlantic Ocean east of longitude 45° W and Mediterranean)			59,986				433,392				10,833,041				14,00%				1,00%	
GBR	DTS_VL1218	spiny dogfish (I, V, VI, VII, VIII, XII, XIV)	26,052				254,184				25,129,313				10,00%				0,00%			
	DTS_VL1824	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)	2,695,350	3,760,177	4,527,476	3,637,626	22,825,304	28,122,557	36,309,962	24,560,227	48,394,050	52,928,660	49,314,890	44,196,675	12,00%	13,00%	12,00%	15,00%	6,00%	7,00%	9,00%	8,00%
	DTS_VL1824	cod (VIa)	39,728	27,263	26,355		281,271	216,132	221,089		48,394,050	52,928,660	49,314,890		14,00%	13,00%	12,00%		0,00%	0,00%	0,00%	
	DTS_VL1824	cod (VIIa)			214,635	116,456			446,285	330,288			49,314,890	44,196,675			48,00%	35,00%			0,00%	0,00%
	DTS_VL1824	haddock (VIa)		467,859	440,124	256,704		2,599,559	2,889,256	1,718,926		52,928,660	49,314,890	44,196,675		18,00%	15,00%	15,00%		1,00%	1,00%	1,00%
	DTS_VL1824	spiny dogfish (I, V, VI, VII, VIII, XII, XIV)	57,514	128,43			254,184	828,494			48,394,050	52,928,660			23,00%	16,00%			0,00%	0,00%		
	DTS_VL1824	spiny dogfish (IIa, IV)	36,241	64,646	8,012		126,113	185,431	42,997		48,394,050	52,928,660	49,314,890		29,00%	35,00%	19,00%		0,00%	0,00%	0,00%	

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
	DTS_VL1824	whiting (Vb, VI, XII, XIV)				24,325				238,262				44,196,675				10,00%				0,00%
	DTS_VL1824	whiting (VIa)	141,921	70,896		23,926	437,111	471,542		229,947	48,394,050	52,928,660		44,196,675	32,00%	15,00%		10,00%	0,00%	0,00%		0,00%
	DTS_VL2440	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)	4,060,053	5,620,941	7,604,574	7,031,510	22,825,304	28,122,557	36,309,962	24,560,227	57,446,426	61,603,086	61,514,676	59,253,477	18,00%	20,00%	21,00%	29,00%	7,00%	9,00%	12,00%	12,00%
	DTS_VL2440	cod (Vb (Faroese waters))	261,255	270,379	221,536		414,828	309,803	366,042		57,446,426	61,603,086	61,514,676		63,00%	87,00%	61,00%		0,00%	0,00%	0,00%	
	DTS_VL2440	cod (VIa)	172,237	78,962	76,007	74,888	281,271	216,132	221,089	202,972	57,446,426	61,603,086	61,514,676	59,253,477	61,00%	37,00%	34,00%	37,00%	0,00%	0,00%	0,00%	0,00%
	DTS_VL2440	cod (VIIa)			46,892				446,285				61,514,676				11,00%				0,00%	
	DTS_VL2440	haddock (VIa)		1,596,988	1,854,186	1,025,914		2,599,559	2,889,256	1,718,926		61,603,086	61,514,676	59,253,477		61,00%	64,00%	60,00%		3,00%	3,00%	2,00%
	DTS_VL2440	spiny dogfish (I, V, VI, VII, VIII, XII, XIV)	46,337		28,003		254,184		270,608		57,446,426		61,514,676		18,00%		10,00%		0,00%		0,00%	
	DTS_VL2440	spiny dogfish (IIa, IV)	43,466	70,196	7,886		126,113	185,431	42,997		57,446,426	61,603,086	61,514,676		34,00%	38,00%	18,00%		0,00%	0,00%	0,00%	
	DTS_VL2440	whiting (Vb, VI, XII, XIV)			223,829	51,649			405,512	238,262			61,514,676	59,253,477			55,00%	22,00%			0,00%	0,00%
	DTS_VL2440	whiting (VIa)	200,582	225,874	175,4	47,732	437,111	471,542	346,197	229,947	57,446,426	61,603,086	61,514,676	59,253,477	46,00%	48,00%	51,00%	21,00%	0,00%	0,00%	0,00%	0,00%

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
	DTS_VL40XX	cod (IIa, IIIa (exc. Skagerrak and Kattegat), IV)	3,628,149	3,098,175	3,210,013		22,825,304	28,122,557	36,309,962		34,389,811	21,788,654	28,595,957		16,00%	11,00%	9,00%		11,00%	14,00%	11,00%	
	DTS_VL40XX	cod (Vb (Faroese waters))	153,573	38,564	144,507		414,828	309,803	366,042		34,389,811	21,788,654	28,595,957		37,00%	12,00%	39,00%		0,00%	0,00%	1,00%	
IRL	DTS_VL1824	cod (VIIa)			101,107	106,138			446,285	330,288			18,425,490	20,233,976			23,00%	32,00%			1,00%	1,00%
	DTS_VL1824	plaice (VIIfg)	27,251		40,263		232,531		358,525		14,171,768		18,425,490		12,00%		11,00%		0,00%		0,00%	
	DTS_VL1824	spiny dogfish (I, V, VI, VII, VIII, XII, XIV)	40,498				254,184				14,171,768				16,00%				0,00%			
	DTS_VL1824	whiting (Vb, VI, XII, XIV)				42,015				238,262				20,233,976				18,00%				0,00%
	DTS_VL1824	whiting (VIa)			40,074	41,788			346,197	229,947			18,425,490	20,233,976			12,00%	18,00%			0,00%	0,00%
	DTS_VL1824	whiting (VIIa)	36,32	20,582	40,66	44,687	74,112	84,204	112,52	97,869	14,171,768	16,260,639	18,425,490	20,233,976	49,00%	24,00%	36,00%	46,00%	0,00%	0,00%	0,00%	0,00%
	DTS_VL2440	cod (VIa)			42,498	31,35			221,089	202,972			14,732,588	20,035,597			19,00%	15,00%			0,00%	0,00%
	DTS_VL2440	cod (VIIa)				39,435				330,288				20,035,597				12,00%				0,00%
	DTS_VL2440	haddock (VIa)				218,227				1,718,926				20,035,597				13,00%				1,00%
	DTS_VL2440	spiny dogfish (I, V, VI, VII, VIII, XII, XIV)	45,437				254,184				9,989,446				18,00%				0,00%			

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
	DTS_VL2440	whiting (Vb, VI, XII, XIV)			57,032	109,073			405,512	238,262			14,732,588	20,035,597			14,00%	46,00%			0,00%	1,00%
	DTS_VL2440	whiting (VIa)		75,03	55,642	106,613		471,542	346,197	229,947		11,751,854	14,732,588	20,035,597		16,00%	16,00%	46,00%		1,00%	0,00%	1,00%
	DTS_VL2440	whiting (VIIa)	22,586	44,572	41,758	44,501	74,112	84,204	112,52	97,869	9,989,446	11,751,854	14,732,588	20,035,597	30,00%	53,00%	37,00%	45,00%	0,00%	0,00%	0,00%	0,00%
ITA	PGP_VL1218	bluefin tuna (Atlantic Ocean east of longitude 45° W and Mediterranean)			107,111				433,392				7,738,315				25,00%				1,00%	
MLT	HOK_VL0612	bluefin tuna (Atlantic Ocean east of longitude 45° W and Mediterranean)			23,349				433,392				130,684				5,00%				18,00%	
	HOK_VL1218	bluefin tuna (Atlantic Ocean east of longitude 45° W and Mediterranean)			58,546				433,392				219,686				14,00%				27,00%	

MS	Fleet segment	Stock at risk	Total fleet segment stock at risk landed volume (kg)				Total stock at risk landed volume (kg)				Total fleet segment landed volume (kg)				% age stock landed volume				%age fleet segment landed volume			
			2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011	2008	2009	2010	2011
	HOK_VL1824	bluefin tuna (Atlantic Ocean east of longitude 45° W and Mediterranean)			65,886				433,392				251,655				15,00%				26,00%	

4.2 Methodology – Sustainable Harvest Indicator

The following text is taken from a note from Jerome Guitton who provided the indicator values for the EWG

Evaluate, for all possible fleet segments and on the basis of DCF data:

(i) An index of the biological sustainability of the resources on which each fleet segment depends.
This will be based on a normalized and rescaled fishing mortality rate, weighted according to the recent catches of each stock exploited by the segment.

(ii) An alternative index will be calculated, based on comparable methodology to that in

(iii) But calculated on the basis of F* = Fcurrent/FMSY.

Material:

Landings values:
DCF data on landings value submitted by MS for the 2013 Annual Economic Report were used. The latest available data was provided by the JRC on 05.09.2013.

Remarks on these data:
No landings values data are available for Greece and Spain. No data available for the French fleet for the year 2008. Furthermore, the SH indicator could not be estimated for Bulgaria, Finland and Poland due to either incomplete data sets or submission of data at lower aggregation levels (at sub-region) under the DCF.

The data for the Mediterranean and black sea where provided at the FAO statistical division while stocks defined at the GSA level. So we have to assume, if more than one stock for a species is assessed in an FAO statistical division we share the landings values between the number of stock (equal part if we have no other information at the moment to evaluate the part of each stock to a specie in an area)

Biological Target:
For the Fcurrent, Fmsy, Fpa values, I've collected data from ICES Stock summary database for the Atlantic fisheries and in the Review of scientific advice for 2013 report (STECF 12-22) for the Mediterranean and black sea.

Atlantic Fish stock:
Not all stocks are assessed each year so all Stocks summary database provide by ICES for the past 8 years are compiled. To get the biological parameter for a fish stock, the last evaluation year for which the parameters are available is used.
The parameters are provided in a database and in two different tables. The FMSY is in a table called Limits and the current F is in the column meanF in a table Fishdata. The F current is calculate by assessment models for each year but as for the FMSY we take the mean F of the last years it is provide.

Remarks:
We have decided to use the last FMSY and the last mean F provide in the database and to weighted it by the landings values of each year (So the F2* calculated with the Fcurrent of 2011 and the FMSY provide in 2012 is weighted by the landings values of 2010, 2009 and 2008). Perhaps it should be able (for the Atlantic Fishstock, when we have the time series of F relevant for the time series of landings values) to calculate a different F2* by stock by year.

Mediterranean and Black Seas:
GFCM does not provide a similar database as the Ices one. So I decided to use the parameters provided in the Review of scientific advice for 2013 (STECF 12-22). I just can get the last Fcurrent and the Fmsy so I inserted, for the stocks where the parameters are provided, a FMSY in the Limits table and a Fcurrent for 2012 in the Fishdata table. For some stock I've also use the parameters Emsy en Ecurrent when this is the one value I have.

Data to link landings species to Fish stock:
To link Landings values to stocks, I have first to define the links between the specie declared in the landings values and the species of the evaluated Fish stock. Then I've to define for each stock which fishing area I have to take into account.

I created a table called espece_stock to link species to stock and a table called stock_sub_div_fao to rely a stock to a fishing area.

espece_stock	
species	**Fishstock**
Angler(=Monk)	anb-78ab
Angler(=Monk)	anp-78ab
Anglerfishes nei	anb-78ab
Anglerfishes nei	anp-78ab
Atlantic cod	cod-2224
Atlantic cod	cod-2532

stock_sub_div_fao	
Fishstock	**sub_division_fao**
anb-78ab	27.7.B
anb-78ab	27.7.C
anb-78ab	27.7.D
anb-78ab	27.7.E
anb-78ab	27.7.F
anb-78ab	27.7.G

Remarks:
Sometimes (Anglerfish is an example) in the same area, we have two stocks of the same species. In this case we have to divide the landings values of the species between the two stocks. So the Landings values are for each fleet the landing values of the species divided by the number of stock in the same area for the same species.

All the data are include in an MSaccess database (Metaanalyse_fishstock - STECF_CASEY.mdb).

Methods

I've produce three indicators for each fleet with this database.

$F^*_{fleet} = \frac{\sum_{Stocks} \frac{(F.c._{Stock} - FMSY_{Stock})}{(F.pa_{Stock} - FMSY_{Stock})} Landings_{fleet.Stock}}{\sum_{Stocks} Landings_{fleet.Stock}}$	**F*** is the normalized fishing mortalities F* for all stocks that are exploited by the fleet and assessed by ICES weighted by the landings of the species included in the stock. Need parameters Fcurrent, Fmsy and Fpa for assessed Stocks. (Not always available) **==> F*=1 if Fcur=Fpa** **==> F*=0 if Fcur=Fmsy**
$F2^*_{fleet} = \frac{\sum_{Stocks} \frac{(F.c._{Stock})}{(FMSY_{Stock})} Landings_{fleet.Stock}}{\sum_{Stocks} Landings_{fleet.Stock}}$	**F2*** is the mean fishing mortalities F* for all stocks that are exploited by the fleet and assessed by ICES weighted by the proportion of value of landings of the stocks included. For this index we just need Fcurrent and Fmsy for the assessed stocks. Simpler to Calculate than F*.

	==> F*=0 if Fcur=0 **==> F*=1 if Fcur=Fmsy**
$B^*_{fleet} = \frac{\sum_{Stocks} \frac{(SSB_{Stock})}{(B.pa_{Stock})} Landings_{fleet.Stock}}{\sum_{Stocks} Landings_{fleet.Stock}}$	**B*** is the weighted average of the normalized B* for the same stocks **==> B*=1 if Bcur=SSB=Bpa**

Remarks:

The database is linked with a  script which gets the Landings values and merges values for each species with the Fc/Fmsy to calculate the indicator.

The script is also use to create the outputs (CSV files and graphs).

Outputs:
The major parts of the output where prepared before the working group (22-26th October 2012 in Ispra) but some modifications were made during the group (new column with the number of assessed stock for each fleet, number of over exploited assessed stocks). A major modification was to aggregate the data at the FAO area level (Area 27 and 37). Before I've used the area used during the Annual economic report (Baltic, North Sea, North Atlantic, Mediterranean and Black Sea).

For each fleet (if we have at least information on one stock) I have provided:

FLEET_SEGMENT	Name of the fleet SEGMENT (Country + Gear + Length Class)	SWE TM VL40XX
capt_assessed_F_2	Landings values for the fleet of the stocks for which we have an Fc/Fmsy available.	15307723
Fishstock_F2	List of the stocks that are included in the indicator	her-30 her-3a22 her-47d3 her-riga hom-west mac-nea spr-2232
nb_stock_assessed	Number of stocks included in the indicator	7
stock_over_exploited	Number of stocks over fished in the indicator F2*>1	5
F_etoile2	The "harvest rate indicator"	1.05080037
ratio_F2	Part of the landing values of the fleet that are included in the indicator (capt_assessed_F_2 / capt_totale)	78.3796104
capt_totale	Total landing values of this fleet in this area (27 or 37)	19530236.8
rate_in_EC	Proportion of the landings values of this fleet compared to the total landings values of the area.	0.60947593

Two files are provides by area.In each files, there is one sheet by year (from 2008 to 2012). One additional sheet contains the Fcurrent/Fmsy available by fishstock for the area concerned.

Table4.3Nominal long term interest rates by EU Member State 2008-2011
(Inflation and LT Interest rate (Eurostat/ECB)

MS	2008	2009	2010	2011
BEL	4.4%	3.9%	3.5%	4.2%
BGR	5.4%	7.2%	6.0%	5.4%
CYP	4.6%	4.6%	4.6%	5.8%
DEU	4.0%	3.2%	2.7%	2.6%
DNK	4.3%	3.6%	2.9%	2.7%
ESP	4.4%	4.0%	4.3%	5.4%
EST	8.2%	8.0%	6.0%	0.0%
FIN	4.3%	3.7%	3.0%	3.0%
FRA	4.2%	3.7%	3.1%	3.3%
GBR	4.5%	3.4%	3.4%	2.9%
GRC	4.8%	5.2%	9.1%	15.8%
IRL	4.5%	5.2%	5.7%	9.6%
ITA	4.7%	4.3%	4.0%	5.4%
LTU	5.6%	14.0%	5.6%	5.2%
LVA	6.4%	12.4%	10.3%	5.9%
MLT	4.8%	4.5%	4.2%	4.5%
NLD	4.2%	3.7%	3.0%	3.0%
POL	6.1%	6.1%	5.8%	6.0%
PRT	4.5%	4.2%	5.4%	10.2%
ROU	7.7%	9.7%	7.3%	7.3%
SVN	4.6%	4.4%	3.8%	5.0%
SWE	3.9%	3.3%	2.9%	2.6%

Note: In the Eurostat and ECB data bases, the long-term interest rate statistics for MS refer to the monthly average interest rates for long-term government bonds issued by each country. The average annual rate was calculated from the monthly averages by MS.

5 EWG-13-11 LIST OF PARTICIPANTS

[1]Information on STECF members and invited experts' affiliations is displayed for information only. In some instances the details given below for STECF members may differ from that provided in Commission DECISION of 27 October 2010 on the appointment of members of the STECF (2010/C 292/04) as some members' employment details may have changed or have been subject to organisational changes in their main place of employment. In any case, as outlined in Article 13 of the Commission Decision (2005/629/EU and 2010/74/EU) on STECF, Members of the STECF, invited experts, and JRC experts shall act independently of Member States or stakeholders. In the context of the STECF work, the committee members and other experts do not represent the institutions/bodies they are affiliated to in their daily jobs. STECF members and invited experts make declarations of commitment (yearly for STECF members) to act independently in the public interest of the European Union. STECF members and experts also declare at each meeting of the STECF and of its Expert Working Groups any specific interest which might be considered prejudicial to their independence in relation to specific items on the agenda. These declarations are displayed on the public meeting's website if experts explicitly authorized the JRC to do so in accordance with EU legislation on the protection of personnel data. For more information: http://stecf.jrc.ec.europa.eu/adm-declarations

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6 LIST OF BACKGROUND DOCUMENTS

Background documents are published on the meeting's web site on:
http://stecf.jrc.ec.europa.eu/web/stecf/ewg1311

List of background documents:

1. EWG-13-11 – Doc 1 - Declarations of invited and JRC experts (see also section 5 of this report – List of participants)
2. DG MARE Guidelines for an improved analysis of the balance between fishing capacity and fishing opportunities version 2, June 2012

The following STECF reports used as background documents can be found on:
http://stecf.jrc.ec.europa.eu/reports/balance

1. 2013-04_STECF 13-08 - Balance indicators_JRC81659.pdf
2. 2012-11_STECF 12-18 Balance capacity_ JRC76704.pdf
3. 11-11_STECF 11-17 - Balance capacity and fishing opportunities_JRC67795.pdf
4. 10-09_SG-BRE 10-01 - Fleet capacity and fishing opportunities _JRC61983.pdf

European Commission

EUR 26340 EN – Joint Research Centre – Institute for the Protection and Security of the Citizen
Title: Scientific, Technical and Economic Committee for Fisheries.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-13-28).

STECF members: Casey, J., Abella, J. A., Andersen, J., Bailey, N., Bertignac, M., Cardinale, M., Curtis, H., Daskalov, G., Delaney, A., Döring, R., Garcia Rodriguez, M., Gascuel, D., Graham, N., Gustavsson, T., Jennings, S., Kenny, A., Kirkegaard, E., Kraak, S., Kuikka, S., Malvarosa, L., Martin, P., Motova, A., Murua, H., Nord, J., Nowakowski, P., Prellezo, R., Sala, A., Scarcella, G., Somarakis, S., Stransky, C., Theret, F., Ulrich, C., Vanhee, W. & Van Oostenbrugge, H.

EWG-13-11 members: Hazel CURTIS H., Alvaro J. ABELLA A. J., Paolo ACCADIA, Jörg BERKENHAGEN, AurelieCHARBONNEAU, FabienneDAURES, Irina DAVIDJUKA, Helena GALRITO, Monica GAMBINO, LeyreGOTI, Ane IRIONDO, Armelle JUNG, Leyla KNITTWEIS, Simon MARDLE, Maria Amélia MIGUEZ, Olga OZERNAJA, AntonPAULRUD, Rosaria SABATELLA, FrancescaSPAGNOL GRAVINO, Thomas THOEGERSEN, MihaelaVELINOVA, TomasZOLUBAS, MariaYANKOVA&NatachaCARVALHO

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Abstract

The Expert Working Group meeting of the Scientific, Technical and Economic Committee for Fisheries EWG-13-16 on Review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities was from September 29 – October 4, 2013 in Edinburgh. The report was reviewed and endorsed by the STECF during its plenary meeting held from4 to 8 November 2013 in Brussels (Belgium).

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The Scientific, Technical and Economic Committee for Fisheries (STECF) has been established by the European Commission. The STECF is being consulted at regular intervals on matters pertaining to the conservation and management of living aquatic resources, including biological, economic, environmental, social and technical considerations.

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