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The 2017 Annual Economic Report on the EU Fishing Fleet (STECF 17-12)

Edited by

Natacha Carvalho
Michael Keatinge
Jordi Guillen

Joint Research Centre

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Contact information

Name: STECF secretariat

Address: Unit D.02 Water and Marine Resources, Via Enrico Fermi 2749, 21027 Ispra VA, Italy

E-mail: stecf-secretariat@jrc.ec.europa.eu

Tel.: +39 0332 789343

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Abstract

In 2015, the EU fishing fleet numbered 84 420 vessels with a combined gross tonnage (GT) of 1.62 million tonnes and engine power of 6.44 million kilowatts (kW). EU fleet capacity continues to decrease steadily at an average annual rate of 2.2% in terms of vessel numbers and engine power (kW) and 2.5% in terms of gross tonnage (GT). Based on data submitted by Member States under Data Collection Framework (DCF), there were 63 976 active vessels in 2015, of which 74% were classed as small-scale coastal vessels, 25% as large-scale and remaining 1%, distant-water vessels. The EU inactive fleet, amounting to 20 444 vessels, represented 24% of the total EU fleet in number, 9% of the gross tonnage and 14% of the engine power. Direct employment generated by the fleet amounted to 152 720 fishers, corresponding to 114 863 FTEs; on average earning €24.8 in wages annually. The EU fleet spent 4.8 million days at sea and consumed 2.3 billion litres of fuel to land over 5 million tonnes of seafood with a reported value of €7 billion. Revenue (income from landings plus other income) earned by the EU fishing fleet in 2015 (excl. Greece) was estimated at €7.27 billion. The amount of Gross Value Added (GVA) and gross profit (all excl. subsidies) generated by the EU fishing fleet (excl. Greece) was €3.9 billion and €1.6 billion, respectively. GVA as a proportion of revenue was estimated at 54% and gross profit margin at 23%. With a total net profit of €798 million in 2015, 11% of the revenue was retained as profit, up from 7.4% in 2013 and remaining stable compared to 2014 This publication includes: 1) An structural and economic overview of the EU fishing fleet in 2015, with projections for 2016-2017, and trend analyses for the years 2008-2015; 2) A regional analysis of the EU fishing fleet by major sea basin: Baltic Sea, North Sea & Eastern Arctic, North East Atlantic, Mediterranean & Black Sea, as well as fleets operating in Other Fishing Regions, including the Northwest Atlantic, Outermost regions and Other regions; 3) A detailed structural and economic overview of each EU Member State fishing fleet, including qualitative economic performance assessments for 2015 and projections for 2016 and 2017.

Abbreviations

European Member States

BEL	Belgium	**HRV**	Croatia
BGR	Bulgaria	**IRL**	Ireland
CYP	Cyprus	**ITA**	Italy
DEU	Germany	**LTU**	Lithuania
DNK	Denmark	**LVA**	Latvia
ESP	Spain	**MLT**	Malta
EST	Estonia	**NLD**	Netherlands
EU	European Union	**POL**	Poland
FIN	Finland	**PRT**	Portugal
FRA	France	**ROU**	Romania
GBR	United Kingdom	**SVN**	Slovenia
GRC	Greece	**SWE**	Sweden

Fishing Technologies – DCF categories

DFN	Drift and/or fixed netters	**PG**	Vessels using passive gears only for vessels < 12m
DRB	Dredgers	**PGO**	Vessels using other passive gears
DTS	Demersal trawlers and/or demersal seiners	**PGP**	Vessels using polyvalent passive gears only
FPO	Vessels using pots and/or traps	**PMP**	Vessels using active and passive gears
HOK	Vessels using hooks	**PS**	Purse seiners
MGO	Vessel using other active gears	**TM**	Pelagic trawlers
MGP	Vessels using polyvalent active gears only	**TBB**	Beam trawlers

Fishing activity – scale of fishing operation

SSCF	Small-scale coastal fleet
LSF	Large-scale fleet
DWF	Distant water fleet

Fishing regions

BS	Baltic Sea
MBS	Mediterranean & Black Sea
NA	North Atlantic
NS	North Sea & Eastern Arctic
OFR	Other fishing regions

4.5 Other Fishing Regions (OFR)

At a glance

Although the main fishing grounds for the EU fishing fleet are located in the Baltic, North Sea & Eastern Arctic, Northeast Atlantic, Mediterranean and Black seas, part of the EU fleet operate in fishing areas much further afield (Figure 4.74). This section reviews all the other fishing regions where the EU fleets are present and operational.

These regions, collectively termed "Other Fishing Regions" (OFR) encompass:

a) non-EU waters within the Northeast Atlantic (FAO area 27) and in Mediterranean & Black Sea (FAO area 37),

b) non-EU waters within the Northwest Atlantic (FAO area 21); Southwest Atlantic (FAO area 41); Southeast Atlantic (FAO area 47); Indian Ocean (FAO areas 51 and 57); etc.),

c) EU Outermost Region waters located in these areas. The Portuguese Outermost Region of the Azores are not included as these are in the Northeast Atlantic (FAO area 27).

This section provides a general overview of EU fleet activity in the OFR based on DCF data available from Member States, as well as a more in-depth analysis of some important sub-regions:

- **Northwest Atlantic.** The main fishing nations in FAO area 21 are Spain and Portugal, traditionally targeting redfish, halibut, cod and other demersal species.
- **Other Regions**, within the OFR there is a more general sub-region termed 'Other Regions'. This spans the world's oceans (south and central Atlantic, Indian Ocean, Pacific Ocean and Antarctica). Fishing activity in these areas accounted for around 81% of the total value generated in 2015 within the entire OFR. The Spanish fleet is the main player, where the large distant water fleets mainly exploit tuna along with a number of other species;
- **Outermost Regions** refers to territories belonging to EU Member States outside FAO area 27 including the seven French territories of Guadeloupe, French Guyana, Martinique, Mayotte, Réunion, Saint Martin and Saint-Barthélemy; the Canaries (autonomous community of Spain); and Madeira (autonomous region of Portugal). The Portuguese Outermost region of the Azores is not included as it is located in the Northeast Atlantic. Their respective geographical locations (Atlantic, Caribbean and Indian Ocean) enable the EU to have the world's largest maritime territory with an exclusive economic zone covering 25 million km².

Data limitations

DCF socio-economic data were available for 9 MS distant water or outermost region fleets operating in *Other Fishing Regions* (OFR) in 2015: Spain, France, Portugal, Lithuania, UK, Germany, Netherlands, Italy, and Cyprus. Fishing activity for the Italian distant water fleet, which had been suspended since 2013, resumed again in 2015.

However, FAO data shows activity in OFR for a number of other MS fleets in 2015, namely, Estonia, Latvia, Greece and Poland (Figure 4.74). Estonia and Latvia did not provide DCF data on their distant water fleets and only partial data were available for Poland and Greece; insufficient to be included in this regional analysis.

Due to missing or incomplete data the results presented here do not convey the full extent of the EU fisheries in the region. Nevertheless, available DCF data for the OFR in 2015 covers on average 97% of the total EU landings provided under the DCF. To mitigate some of the data gaps this analysis is complemented with FAO statistics where possible. According to the FAO data, landings by the Estonian, Latvian and Polish fleets together compose around 8% of total and, consequently landings presented here represent around 92% of the total (Figure 4.74).

Figure 4.75 shows the share of landings in weight and value by fishing region according to the DCF data submitted by MS.

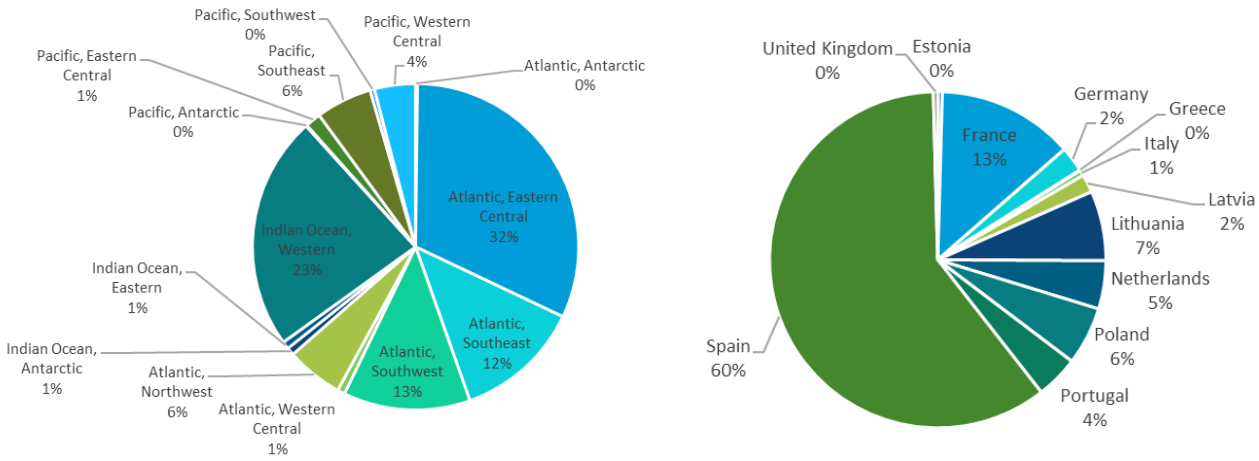


Figure 4.74 Share of landings in weight by main fishing region (left) and by Member State (right) in Other Fishing Regions (OFR), 2015

(Source: FAO)

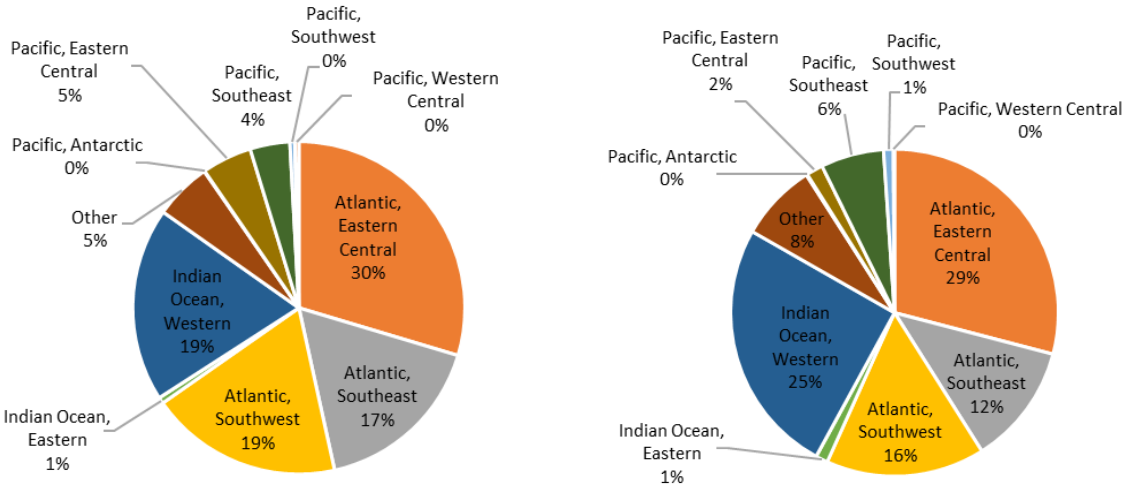
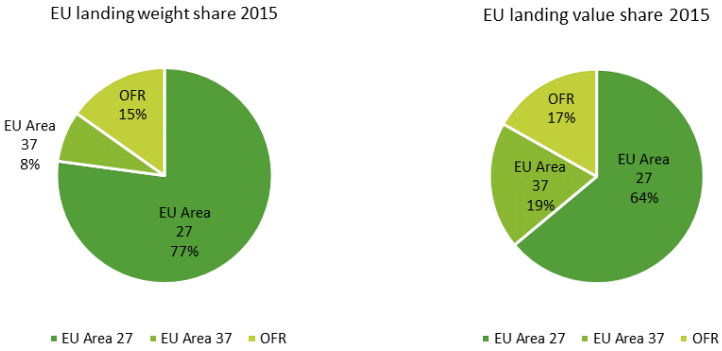


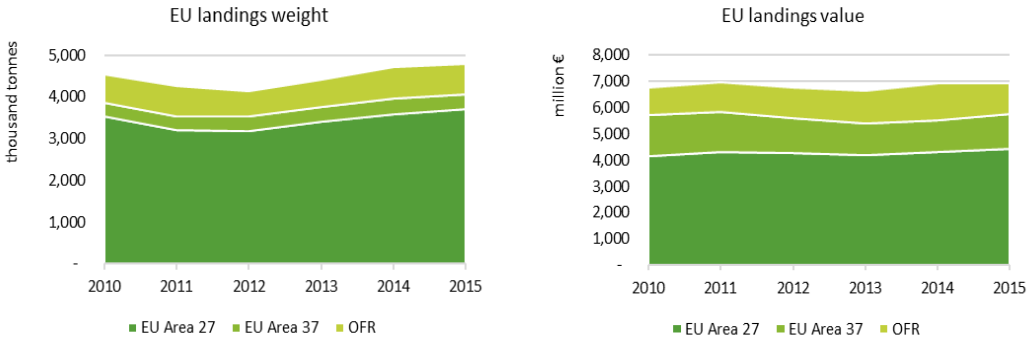
Figure 4.75 Share of landings in weight by main fishing region (left) and value (right) in OFR according to the data submitted under the DCF, 2015

Around 15% of all EU fleet production by weight and 17% by value originated from the *Other Fishing Regions* in 2015 (Figure 4.76). These figures have remained relatively stable over recent years (Figure 4.77).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.76 Share of landings weight and value in 2015 by main fishing region: Area 27, Area 37 and OFR



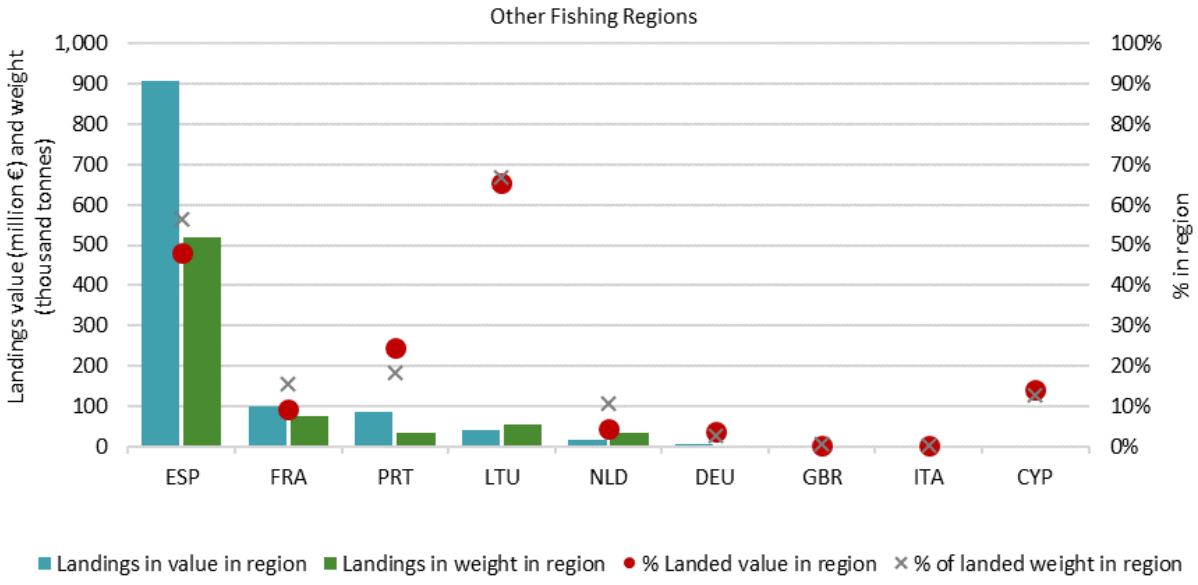
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.77 Trends on landings weight and value by main fishing region

By value, Spain was the leading producer, generating €908 million in landings, followed by France (€102 million) and Portugal (€86 million). These fleets target high value species including tunas (yellowfin, bigeye, and skipjack), swordfish, Argentine hake, blue shark, and Greenland halibut.

Lithuania, with 54.4 thousand tonnes landed, is the third largest producer by weight after Spain and France. Lithuania is also the MS most dependent on these fisheries for its landed value (65%) followed by Spain (48%) and Portugal (24%) (Figure 4.78).

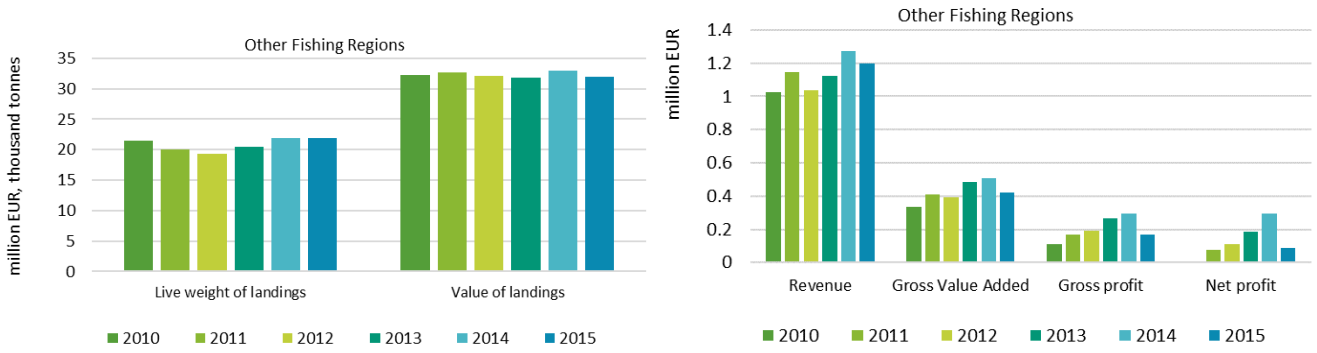
In terms of landed weight, Lithuania caught 67% of their landings in the OFR, followed by Spain (56%), Portugal (18%) and France (16%).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.78 Importance of the *Other Fishing Regions* for Member States' fisheries in terms of landings in weight and value, 2015

Note: Excludes Poland due to insufficient data.



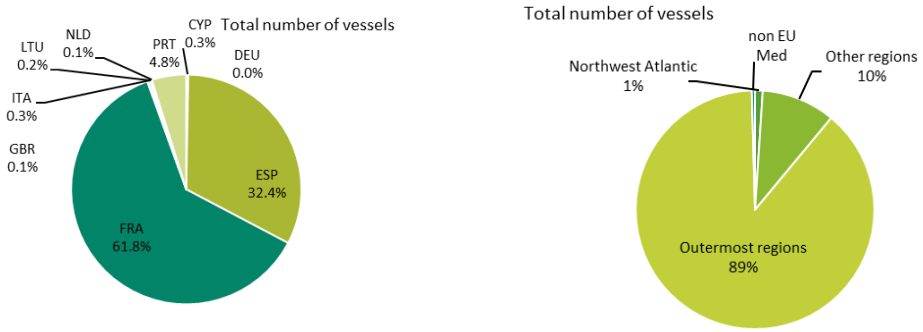
Data source: Member State data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)).

Figure 4.79 Trends on landings, revenue and profit by MS fleets operating in *Other Fishing Regions*

MS fleet activity in the 'Other Fishing Regions': situation in 2015 and recent trends

Fleet capacity and employment

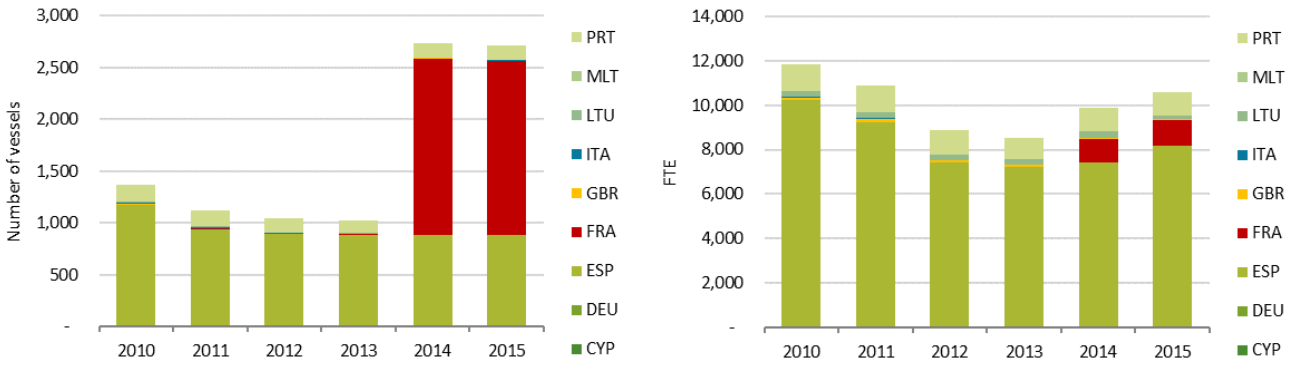
The French, Spanish and Portuguese fleets are by far the most predominant fleets operating in OFR, together account for 99% of the total number of vessels. Most of them belong to the outermost region fleets (89%) (Figure 4.80).



Data source: Member State data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)).

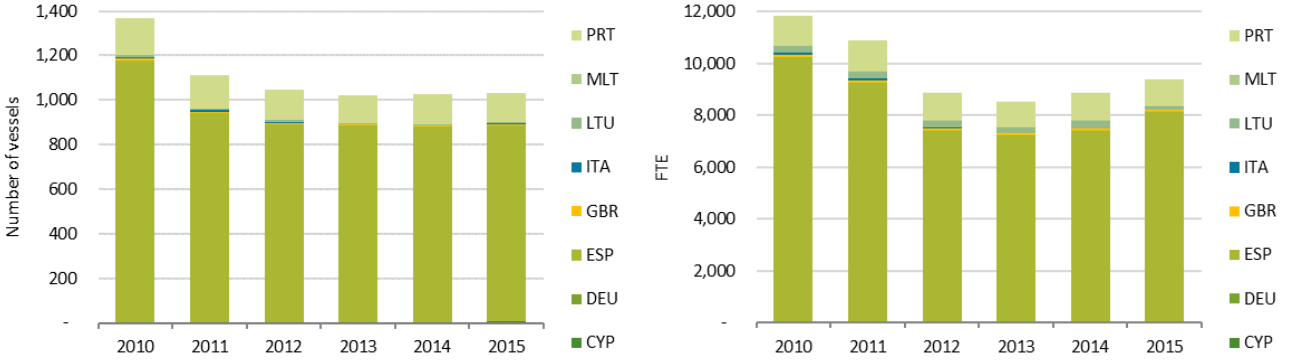
Figure 4.80 Share of the OFR fleet capacity by MS and main fishing areas in OFR 2015

Overall the number of vessels operating in OFR has followed a decreasing trend since 2010, mainly due to the Spanish fleet, in particular over the initial period, which appears to have stabilised since 2013. Data for the French OFR fleet was only available for 2014 and 2015. Employment, measured in terms of Full Time Equivalents (FTE) showed a decreasing trend as well between 2010 and 2013, but remained stable in 2013 and increased in 2014 and 2015 due mainly to growth in the Spanish fleet (Figure 4.81 and 4.82).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.81 Trends on the number of vessels and employment (in FTE) for MS fleets operating in OFR. Data for France available only in 2014 and 2015

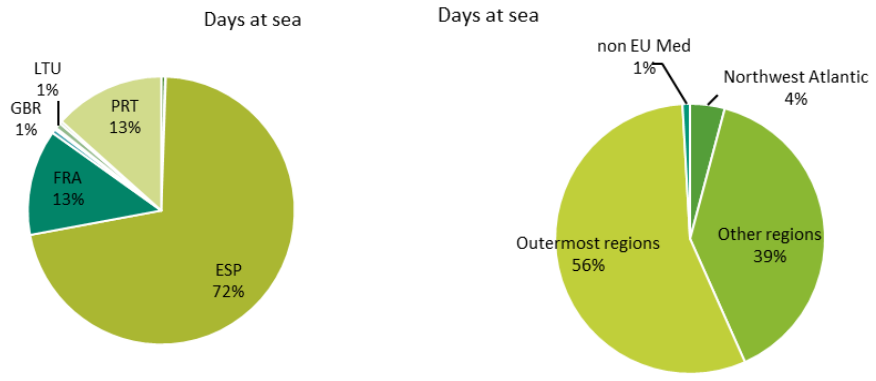


Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.82 Trends on the number of vessels and employment (in FTE) for the MS fleets operating in OFR. Excludes France

Fishing effort

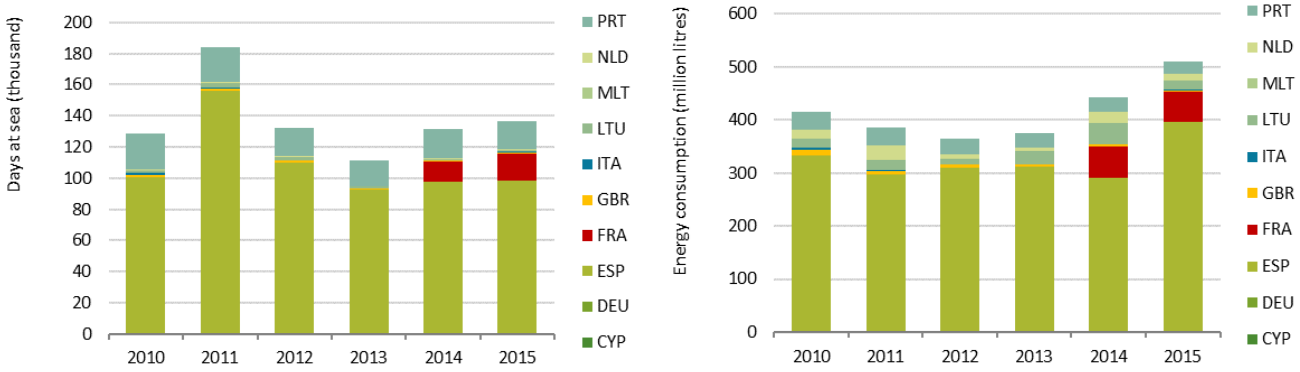
The pie charts presented in Figure 4.83 indicate the proportion of days at sea attributable to each MS fleet in 2015. Spain, France and Portugal together accounted for around 98% of the total days at sea, mostly deployed in the outermost regions (56%) and in Other regions (39%).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

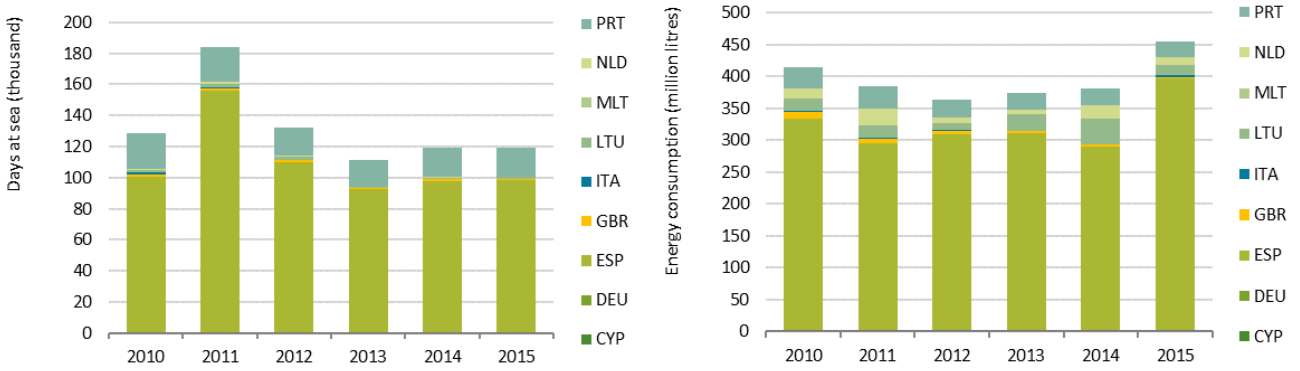
Figure 4.83 Share of fishing effort (in days at sea) and landed value by MS and by main fishing area in OFR, 2015

After a sharp increase in effort, by the Spanish fleet in 2011, the number of days at sea has more or less followed the fleet capacity reduction, with slight increases in 2014 and 2015 largely attributed to the Spanish fleet. Fuel consumption decreased from 2010 to 2012 in line with the increase in capacity but increased steadily since 2013, peaking in 2015 (Figures 4.84 and 4.85).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.84 Trends on effort (days at sea) and fuel consumption for the MS fleets operating in OFR. Data for France available only in 2014 and 2015



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.85 Trends on effort (days at sea) and fuel consumption for the MS fleets operating in OFR. Excludes France

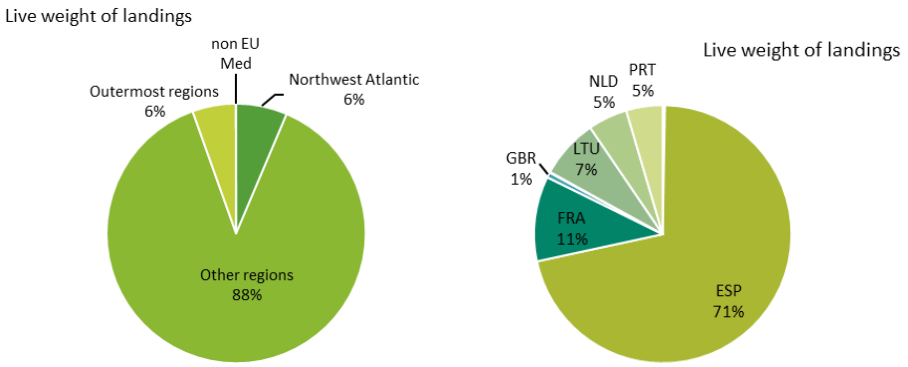
Landings and top species

In 2015, the EU distant water fleet (excluding Estonia and Latvia) landed around 730 thousand tonnes with the majority (88%) coming from *Other Regions*. A further 6% was taken in the Northwest Atlantic, 5% from the Outermost regions, and less than 1% from non-EU Mediterranean waters (Figures 4.86 and 4.88).

In terms of landed weight, Spain (520 thousand tonnes; -1.8% on 2014), France (77 thousand tonnes; +405% on 2014), Lithuania (54 thousand tonnes; 46% on 2013), and the Netherlands (36 thousand tonnes; -60% on 2014) were the leading distant water fleets, together accounting for 94% of the total weight landed. Compared to 2014, landed weight decreased for all of the major MS fleets, from one third to one half, except for France which similar weights of landings with a slight decrease (Figures 4.89 and 4.90).

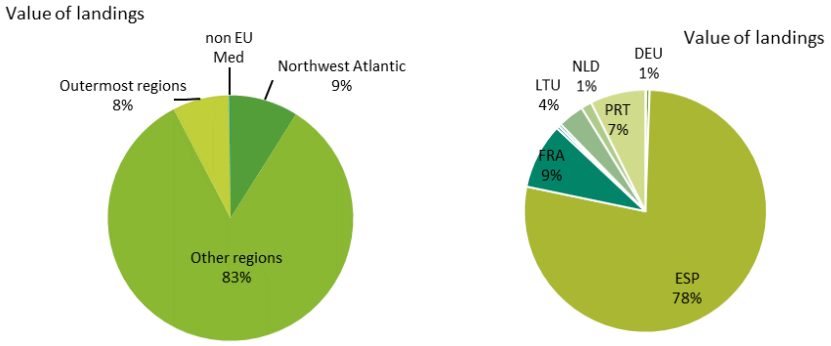
In terms of landed value, the Spanish fleets dominate the fishing activity in the OFR with €907 million (-22% on 2014); followed by France (€102 million; +252% on 2014), Portugal (€86 million; +1% on 2014) and Lithuania (€40.6 million; -42% on 2014) (Figures 4.87 and 4.89). Note: excludes Estonia and Latvia for landings and landings value and Poland for landings value; according to FAO data, the Estonia fleet would contribute to 0.3% of the landed weight and the Latvian fleet a further 2%.

The two most important distant water fleet segments by revenue generated were the Spanish purse seiners over 40m (€343 million) and demersal trawlers over 40m (€226 million). The Spanish demersal trawlers 24-40m, generated €115 million in revenue, the Spanish vessels using other passive gears 24-40m €86 million and the French purse seiners over 40m €85 million (Table 4.39).



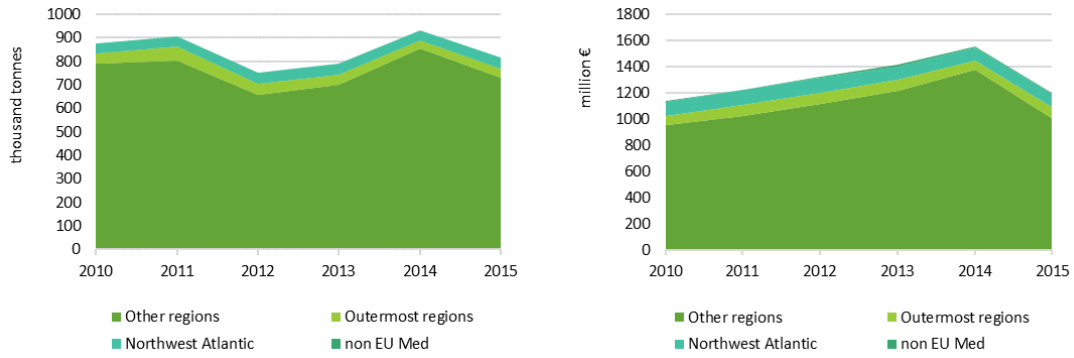
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.86 Share of landings in weight by fishing area and MS fleet operating in OFR, 2015



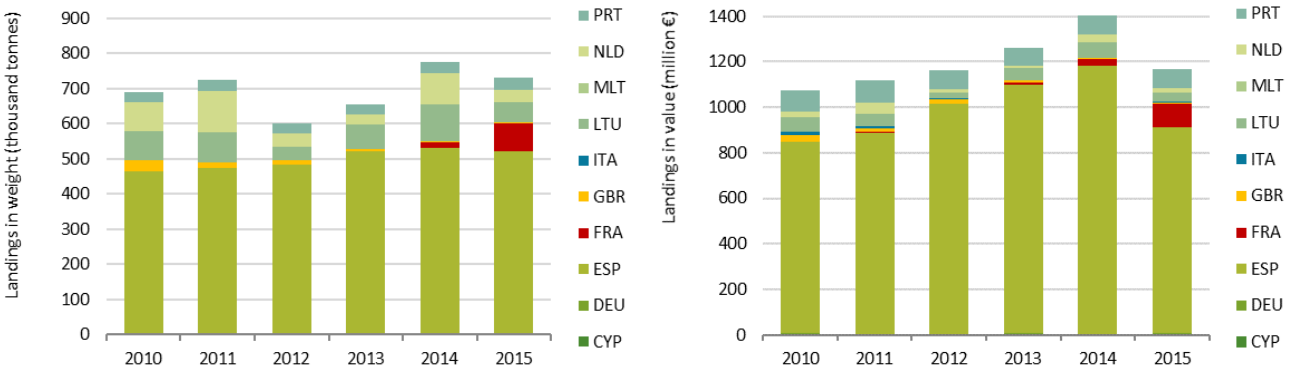
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.87 Share of landed value by main fishing area and MS fleet operating in OFR, 2015



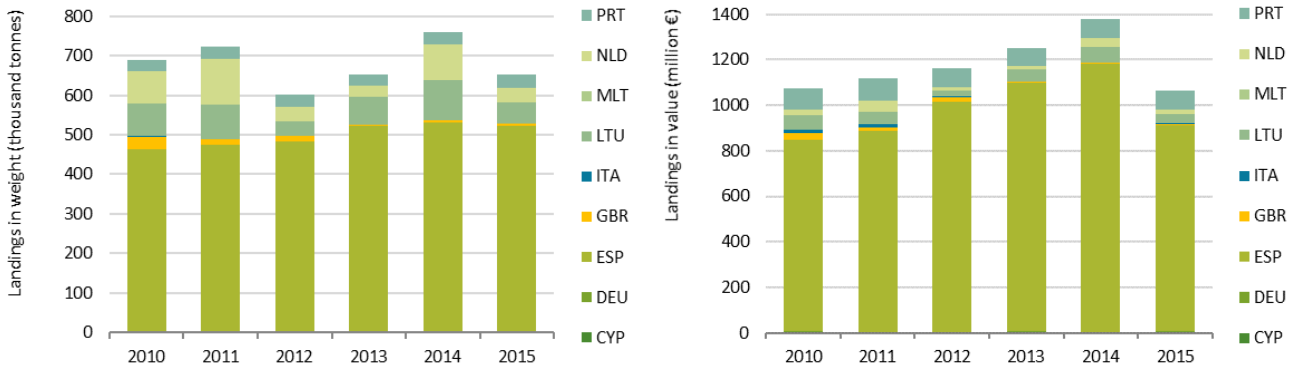
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.88 Trends on landed weight (left) and value (right) by fishing area in OFR



Data source: MS data submissions under the DCF 2016 Fleet Economic (MARE/A3/AC(2016)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.89 Trends on landings weight and value from Other Fishing Regions by MS fleets

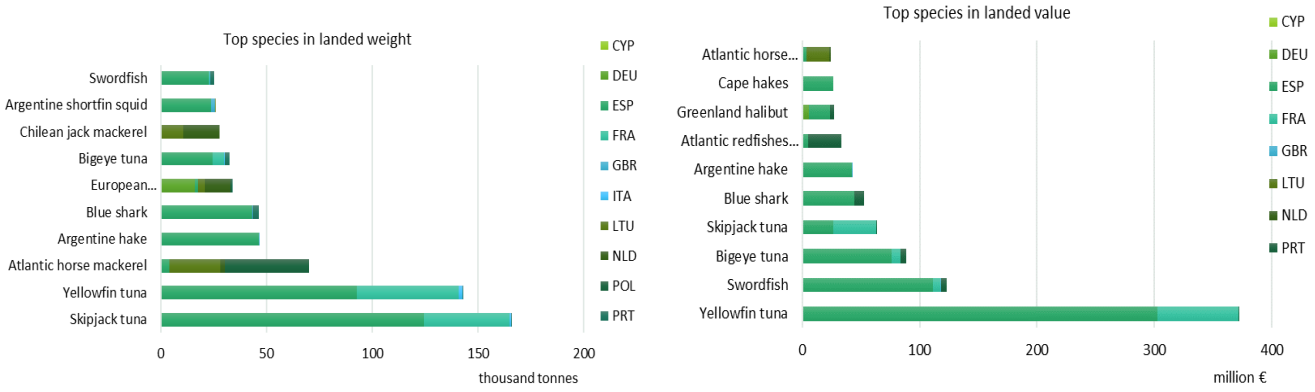


Data source: MS data submissions under the DCF 2016 Fleet Economic (MARE/A3/AC(2016)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.90 Trends on landings weight and value from Other Fishing Regions by MS fleets. Excludes France

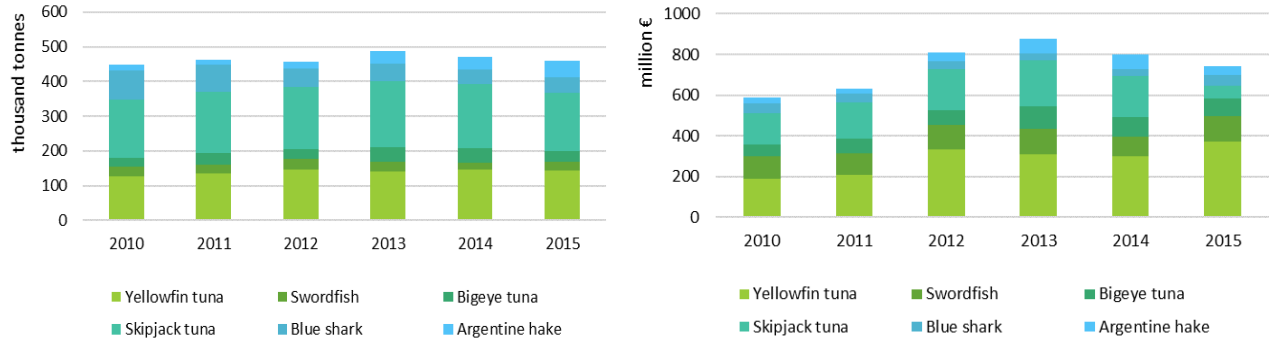
Based on the data available, in 2015 skipjack tuna (166 thousand tonnes) was the most landed species by MS fleets operating in OFR, followed by yellowfin tuna (143 thousand tonnes) and Atlantic horse mackerel (70 thousand tonnes) (Figure 4.91 and 4.92).

In terms of value, the 5 most important species in 2015 were: yellowfin tuna (€372 million), followed by swordfish (€123 million), bigeye tuna (€89 million), skipjack tuna (€63 million), and blue shark (€52 million) (Figures 4.91 and 4.92).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.91 List of top 10 species in terms of weight and value and the proportion landed by MS fleets operating in the OFR in 2015.



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.92 Trends on landings weight and value of the top species in terms of landed value for MS fleets operating in OFR.

Socio-Economic performance

Revenue (income from landings and other income) generated by the MS fleets operating in OFR amounted to an estimated €1.2 billion in 2015, 79% of which was generated by the Spanish fleet alone (€950 million). The French fleet came in second with €98 million, followed by Portugal (€81 million) (Figure 4.93).

GVA produced by the fleet covered in the analysis was estimated at €420 million in 2015. This represented an overall decrease of 17% compared to the GVA generated in 2014, with all MS fleets suffering declines with the exception of Cyprus, France, Germany and Portugal. After accounting for operating costs, the fleet made €167 million in gross profit, a 42% decrease compared to 2014 (Figures 4.93 and 4.94).

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.93 Trends in revenue (landings income + other income) and profit (GVA, gross profit and net profit) by MS fleets operating in OFR. Data for France available only in 2014 and 2015

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.94 Trends in revenue (landings income + other income) and profit (GVA, gross profit and net profit) by MS fleets operating in OFR. Excludes France and Lithuania

Fisheries management and status of stocks in the region

Regional Fisheries Management Organisations (RMFOs)

Fishing in international waters outside the EEZ is regulated by RFMOs and their member countries. These members include bordering states as well as countries that are heavily involved in fishing in a given marine region. EU Member States are represented in numerous RFMOs through the European Commission. Annual negotiations are held to determine which countries are allowed to catch how much of a species. Almost all commercially relevant fish species are covered by the RFMOs. There are specific RFMOs for the management of certain fish species, for example, tuna, salmon and pollock.

RFMOs that manage fish stocks by region include: North Atlantic Salmon Conservation Organization (NASCO); South East Atlantic Fisheries Organisation (SEAFO); South Indian Ocean Fisheries Agreement (SIOFA); South Pacific Regional Fisheries Management Organisation (SPRFMO); Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), etc.

RFMOs that manage highly migratory fish species, mainly tuna include: International Commission for the Conservation of Atlantic Tunas (ICCAT); Indian Ocean Tuna Commission (IOTC); Western and Central Pacific Fisheries Commission (WCPFC); Inter-American Tropical Tuna Commission (IATTC); Commission for the Conservation of Southern Bluefin Tuna (CCSBT), etc.

Outermost regions/national regional fisheries regulations

Apart from TACs for all main species/stocks, EU regulations comprise specific fishery technical regulatory measures, such as mesh sizes, minimum landing sizes, by-catch limitations as well as periods and areas closed for fishing. Coastal and offshore fisheries are mainly regulated by each MS country through their national legislation (France, Spain and Portugal).

Status of important stocks

Some of the most important stocks in the OFR region include tuna species, such as skipjack tuna, yellowfin tuna and bigeye tuna.

The most important stocks for EU distant water fleets, in particular Spain and France, include yellow fin and skipjack in the Atlantic Ocean as well as in the Eastern and Western Pacific and Indian oceans. Albacore in the Atlantic is also important. Of these, stocks of skipjack are all assessed within safe biomass levels with fishing mortality at MSY, while yellow fin stocks are mostly fished above MYS and low biomass levels.

Description of relevant fisheries in the region

SPAIN[10]

In 2015, Spanish "Other Fishing Regions" (OFR) fleet was composed by a total of 879 vessels (this figure includes 221 distant water vessel, 112 large-scale vessels and 547 small-scale vessels) with a total capacity of 177 thousand tonnes (the majority of this capacity, 128 thousand tonnes, belongs to the distant water fleet over 40 meters) and 260 thousand kW. The total full time employment (FTE) of this fleet was 8 105 employees in 2015 (an average of 9 people by vessel although in the case of the Spanish distant water fleet over 40 meters the average crew is 42 people explained by the large size and capacity of the vessels compounding this segment).

The total weight landed by the Spanish fleet operating in the 'Other Fishing Regions' in 2015 was 520 thousand tonnes of seafood with an approximated total value of €908 million. This fleet registered in 2015 a gross profit around €156 million, which results from the positive performance of the Spanish distant water fleet segment, with almost €145 million, and a negative performance for some other fleet segments. The gross margin on revenues was 54% for the whole OFR fleet.

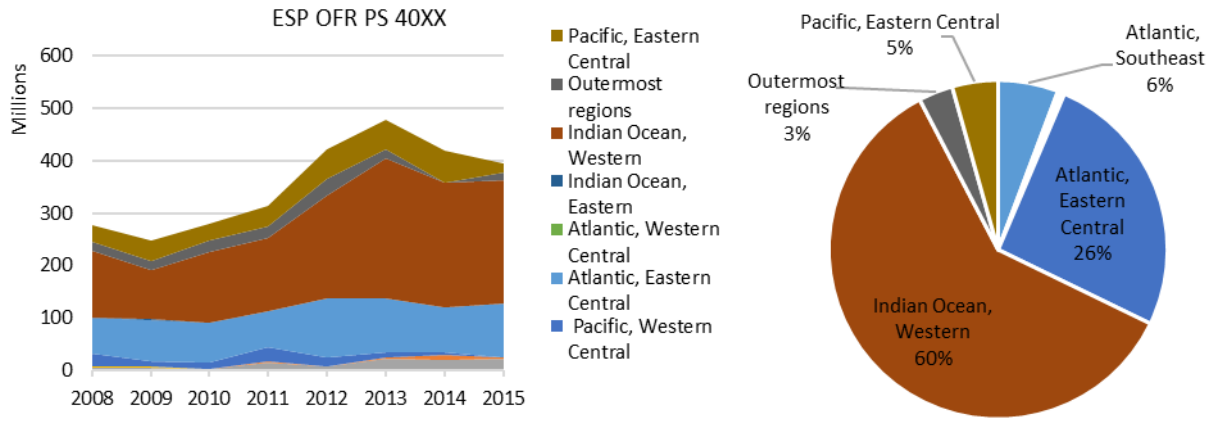
The Spanish distant water fleet (vessels over 40 meters) is highly diversified with a broad range of vessel types targeting different species predominantly from West Africa and the Indian Ocean. The fleet targets a variety of species but in particular large pelagic fishes, such as blue shark, bigeye tuna and swordfish. By type of gear, the Spanish distant water fleet is composed of purse seiners, demersal trawlers, and vessels using passive gear (mainly long-liners).

Purse seiners (PS) over 40m

The Spanish fleet of purse seiners consisted of 30 vessels in 2015, operating in several fishing areas in the Indian, Atlantic and Pacific oceans. The Western Indian Ocean is the most important region for this fleet (accounting for 60% of total landing value) followed by and Eastern Central Atlantic (26%), where they mainly target tuna species. Bigeye tuna made up 16% of the fleet segment landed value in 2015.

The average full time employment (FTE) is 62 employees per vessel in 2015. The total landings by this fleet segment was 230 thousand tonnes and the value of these landings was almost €394 million. This fleet segment was reported a gross profit of around €41 million in 2015, with a gross margin on revenues around 12%, but a negative net profit of around -€5 million.

[10] Includes data not captured by the methodology due to incomplete relevant data and other information not provided under the DCF.



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.95 Landings value and share of landing in 2015 by sub-region for ESP OFR PS40XX

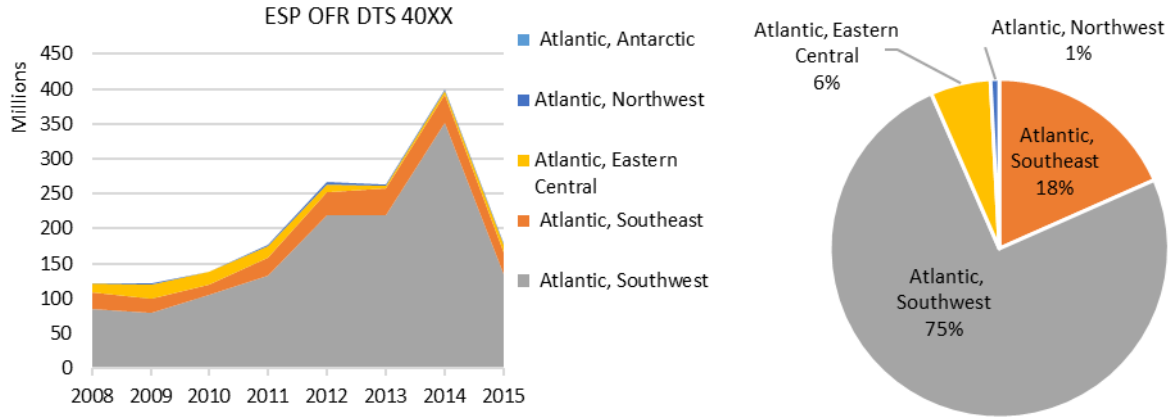
For comparison, the table below provides results on some of the main fishing activity and social-economic indicators for the fleet segments as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings	Value of landings	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	GVA per FTE (labour productivity
		(#)	(#)	(day)	(tonne)	(thousand €)	(thousand €)	(%)	(thousand €)	(%)	(thousand €)	(%)	(thousand €)
ESP OFR PS40XX	2009	33	1,968	10,240	190,374	270,002	47,902	21.4	3,677	1.6	- 28,287	- 12.6	24.3
	2010	33	2,029	9,951	220,441	297,103	113,620	36.8	63,446	20.6	37,324	12.1	56.0
	2011	32	1,435	9,980	241,940	324,627	140,946	40.3	91,512	26.2	68,326	19.5	98.2
	2013	32	1,244	9,575	275,786	473,682	241,135	50.8	185,258	39.0	146,373	30.8	193.9
	2014	33	1,604	8,780	249,571	416,773	137,631	37.6	87,350	23.9	61,567	16.8	85.8
	2015	30	1,859	8,698	230,136	393,696	98,372	27.7	41,422	11.7	- 4,913	- 1.4	52.9
ESP OFR PS40XX °	2008	42	1,241	11,265	213,869	298,867	74,668	36.3	41,714	20.3	19,844	9.7	60.2
	2012	32	1,598	9,557	249,449	425,130	207,671	48.0	159,812	36.9	138,086	31.9	130.0

Demersal trawlers (DTS) over 40m

This segment of the fleet operates in different distant regions such as the Northwest Atlantic, the Eastern Central Atlantic, the Southeast Atlantic and the Southwest Atlantic, this latter region accounting for the vast majority of the value generated by this segment (Figure 4.96).

It is composed by 33 vessels which fished in 2015 around 145 thousand tonnes with a landing value of €178 million in total and employed, in total, over 1 200 FTEs. This segment of the fleet is profitable reporting a gross profit of over €38 million in 2015 with a gross margin on revenues around 17%. Net profit for this segment was also high at €29 million for a net profit rate of 13%.



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.96 Landings value and share of landing in 2015 by sub-region for ESP OFR DTS40XX

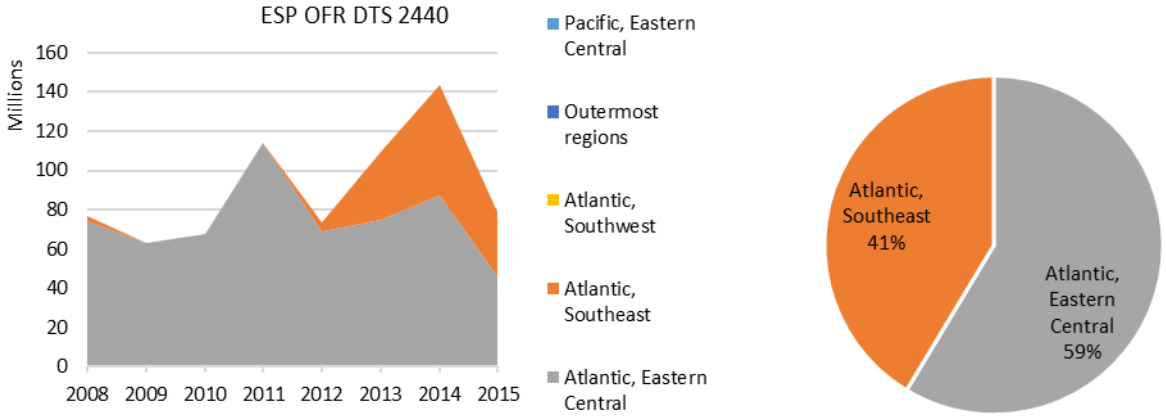
For comparison, the table below provides results on some of the main fishing activity and social-economic indicators for the fleet segment as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings	Value of landings	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	GVA per FTE (labour productivity
		(#)	(#)	(day)	(tonne)	(thousand €)	(thousand €)	(%)	(thousand €)	(%)	(thousand €)	(%)	(thousand €)
ESP OFR DTS40XX	2008	32	824	7,218	46,431	139,174	18,160	24.8	-1527	-2.1	- 9,498	-13.0	22.0
	2009	28	686	6,977	43,676	138,566	27,419	36.0	7950	10.4	1,117	1.5	40.0
	2010	31	1,096	7,425	53,858	149,679	42,709	38.7	13761	12.5	6,237	5.7	39.0
	2011	31	1,011	8,575	66,243	183,468	73,560	40.4	33541	18.4	26,445	14.5	72.8
	2012	35	912	9,507	89,811	267,975	33,357	22.8	-442	-0.3	- 6,999	-4.8	36.6
	2013	29	902	7,796	106,799	261,432	51,627	31.8	12229	7.5	3,413	2.1	57.2
	2014	30	921	8,604	151,604	396,495	101,177	45.4	68486	30.7	59,125	26.5	109.8
	2015	33	1,233	9,183	144,641	178,445	83,376	36.6	38247	16.8	28,975	12.7	67.6

Demersal trawlers (DTS) 24-40m

This segment operates exclusively in the Eastern Central Atlantic and Southeast Atlantic, representing around 60% and 40% of the total landing value respectively.

There are 39 vessels in this segment in 2015 employing 1 560 FTE (an average of 40 FTE per vessel). Landings of almost 31 thousand tonnes generated over €79 million in value. Gross profit rates and net profit rates show good economic performance at 21% and 19%, respectively.



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.97 Landings value and share in 2015 by sub-region for ESP OFR DTS 2440

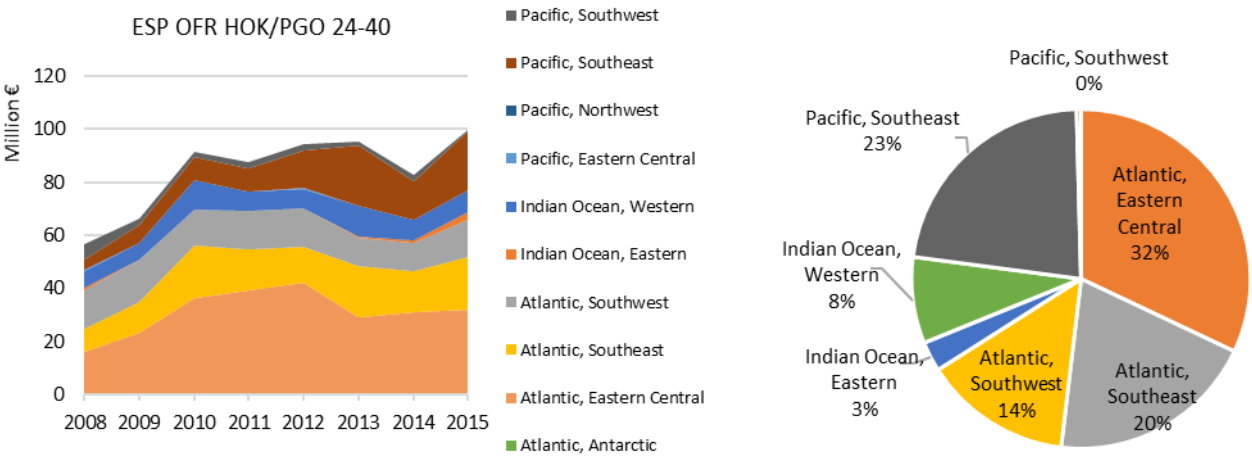
For comparison, the table below provides results on some of the main fishing activity and social-economic indicators for the fleet segment as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings	Value of landings	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	GVA per FTE (labour productivity
		(#)	(#)	(day)	(tonne)	(thousand €)	(thousand €)	(%)	(thousand €)	(%)	(thousand €)	(%)	(thousand €)
ESP OFR DTS2440	2008	76	2,279	19,092	12,292	83,242	9,209	10.3	- 9,113	- 10.2	- 26,517	- 29.6	4.0
	2009	71	1,886	18,683	11,946	68,618	22,620	18.4	- 9,078	- 7.4	- 20,394	- 16.5	12.0
	2010	65	2,376	17,370	13,285	72,175	15,834	17.6	- 8,717	- 9.7	- 17,649	- 19.6	6.7
	2011	44	871	12,188	16,544	117,695	19,346	29.2	11,004	16.6	10,220	15.4	22.2
	2012	55	786	10,793	12,883	73,926	18,620	27.7	3,255	4.8	- 4,745	- 7.1	23.7
	2013	35	1,090	7,743	14,165	108,471	13,048	15.2	- 2,150	- 2.5	- 3,138	- 3.7	12.0
	2014	39	1,302	10,911	22,424	142,431	157,008	73.8	145,634	68.4	143,678	67.5	120.5
	2015	39	1,560	11,012	30,579	79,124	40,320	35.1	24,240	21.1	21,692	18.9	25.8

Longliners HOK and PGO 24-40m

In 2015, the segment formerly classified as HOK has now been split to more accurately describe the fishing activity into two segments, HOK and PGO.

This segment of the fleet operates in multiple OFR sub-regions, the most important of which is West Africa. It is composed by 83 vessels which fished in 2015 around 56 thousand tonnes with a landing value around €113 million and employed 1 391 FTEs (an average of 17 FTE per vessel). This fleet segment was profitable with a gross profit of around €27.5 million in 2015 and a net profit of ~€21 million.



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.98 Landings value and share in 2015 by sub-region for ESP OFR HOK 2440 & ESP OFR PGO2440

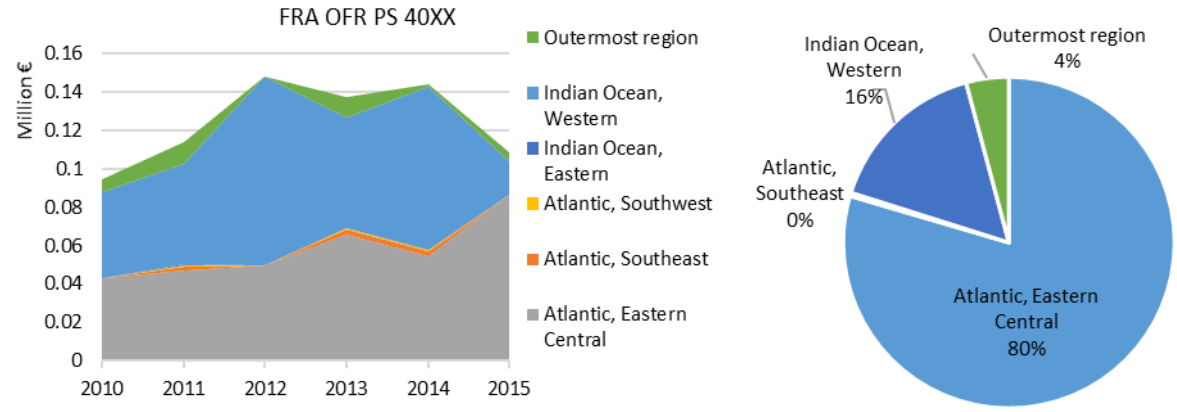
For comparison, the table below provides results on some of the main fishing activity and social-economic indicators for the fleet segments as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings	Value of landings	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	GVA per FTE (labour productivity)
		(#)	(#)	(day)	(tonne)	(thousand €)	(thousand €)	(%)	(thousand €	(%)	(thousand €	(%)	(thousand €)
ESP OFR HOK2440	2008	96	1,569	25,157	29,118	86,171	19,070	25.2	- 430.2	- 0.6	- 8,179	- 10.8	12.2
	2009	100	1,788	27,222	33,969	94,404	37,092	33.3	10,824.8	9.7	- 3,087	- 2.8	20.7
	2010	117	1,748	31,721	82,745	119,880	51,592	35.7	12,555.8	8.7	4,118	2.8	29.5
	2011	99	2,024	30,302	77,651	113,582	49,048	30.8	15,297.3	9.6	10,617	6.7	24.2
	2012	112	1,581	32,614	74,969	124,691	25,319	22.4	- 3,148.5	- 2.8	- 7,155	- 6.3	16.0
ESP OFR HOK2440 °	2013	96	1,369	27,406	61,113	116,895	32,031	36.6	16,300.0	18.6	14,492	16.6	23.4
	2014	24	383	4,841	11,125	15,616	4,628	31.0	468.2	3.1	- 334	- 2.2	12.1
	2015	21	363	4,685	12,354	12,339	8,753	44.4	2,994.5	15.2	779	3.9	24.1
ESP OFR PGO2440 °	2014	69	1,077	20,544	39,688	81,320	23,592	29.8	8,337.9	10.5	4,903	6.2	21.9
	2015	62	1,028	18,924	43,913	101,079	40,390	43.1	24,581.3	26.2	20,455	21.8	39.3

FRANCE

The French industrial fleet of Purse Seiners consisted of 21 vessels in 2015. In 2014, there were added 5 additional vessels to this fleet segment, compared to 2013, because vessels registered on the Island of Mayotte are identified in the French fleet register from 1 January 2014. Mayotte is a French overseas region located in the Indian Ocean. So it is important to take this into account when analysing the evolution of economic data for this fleet segment in 2015. Moreover, a cluster has been established in 2014 for this segment, which aggregates data from one long liner VL2440. Economic models of seiners are very different, that is why only the activity of tropical purse seine is analysed in the following text.

The overwhelming majority of this fleet is made of freezer tuna seiners operating in the Indian Ocean and Central Atlantic Ocean. The average age of those 21 vessels in this fleet segment was 16.5 years in 2014 and average length was 78 meters. The average full time employment is around 26 employees by vessel in 2014 (fisher employees come both from France and foreign countries - mostly African).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.99 Landings value and share in 2015 by sub-region for FRA OFR PS40XX

In a general way, year 2015 as 2014 was marked by difficulties facing tuna activity. The unfavourable market, with the sharp fall in prices of raw tuna, had a significantly negative impact on the turnover and profitability of the firms. Furthermore, the significant decline of the yen in the second half of 2014 made less competitive exports of tuna processed in Japan. The decline in 2014 on fuel prices helped however vessels to limit partially the impact on the observed decrease in sales prices.

In 2014, total weight of landings of tropical tuna amounted around 92 000 tonnes for the 21 vessels of the fleet segment (a decrease of approximately 3% compared to 2013). In terms of weight almost 60% of fish catches are made by seiners operating in the Indian Ocean and the rest is caught in Atlantic Ocean. Tuna species caught are yellowfin tuna (YFT: 54.7% of the total weight of landings), skipjack tuna (SKJ: 36.7%), big eye tuna (BET: 8.2%) and albacore (ALB: 0.3%).

Total values of landings for the whole 21 vessels reached €108 million in 2015. According to economic data collected, the two main cost items are crew wage and energy and represent respectively 30.4% and 24.2% of the income in 2014. Increased operating costs (despite lower fuel prices) combined with the decline in turnover over the period 2014 causes a significant decrease of the operating cash flow, which reaches less than 9% against nearly 18% in 2013. Gross profit was nearly €13 million (9%) in 2014 however, as depreciation costs are not provided for this fleet net profit cannot be assessed.

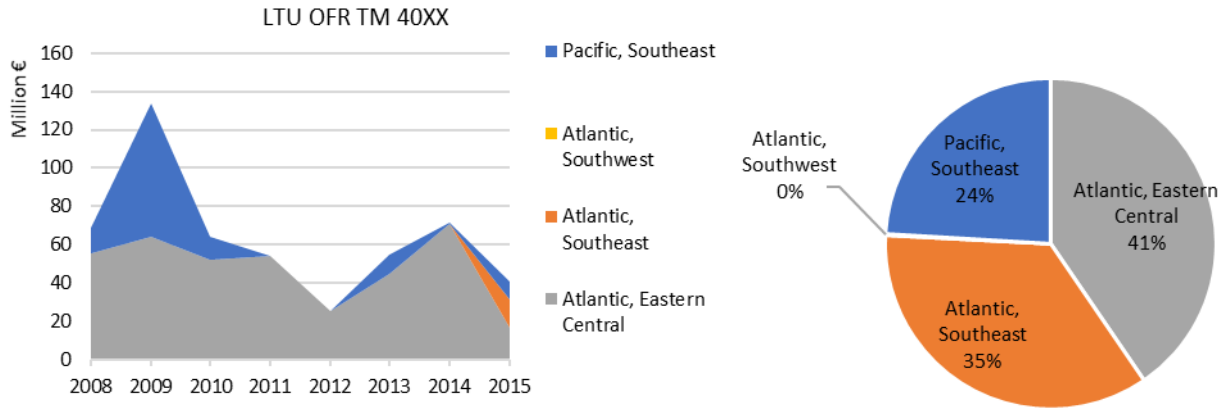
Nevertheless, some inconsistencies in the figures between 2014 and 2015 does not allow a proper analysis of the French OFR fishery.

For comparison, the table below provides results on some of the main fishing activity and social-economic indicators for the fleet segment as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings	Value of landings	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	GVA per FTE (labour productivity)
		(#)	(#)	(day)	(tonne)	(thousand €)	(thousand €)	(%)	(thousand €)	(%)	(thousand €)	(%)	(thousand €)
FRA OFR PS40XX	2009	18	488	10,878			1,440	1.6	- 28,118	- 31.1			3.0
	2010	16	415	9,732	85,239	100,859	20,267	21.3	- 9,042	- 9.5			48.8
	2011	16	438		82,000	118,438	58,228	46.0	21,131	16.7			132.9
	2012	18	413	117	78,525	150,634	72,198	47.3	30,682	20.1			174.8
	2013	17	413		79,290	138,080	65,439	46.7	24,998	17.8			158.4
	2014	22	578	720	99,950	143,907	50,883	36.9	7,249	5.3			88.0
	2015	21	553	8,050	92,801	108,441	33,509	29.8	- 5,263	- 4.7			60.6

LITHUANIA

Lithuanian distant water fleet is represented mainly by pelagic trawlers (TM) over 40m operating in Other Fishing regions, predominantly in Atlantic Eastern Central and Atlantic Southeast with around 80% of landings coming from these sub-regions. Atlantic horse mackerel, Chilean jack mackerel and Chub mackerel were the main species landed by the Lithuanian distant water fleet. In 2015, landing weight of these three species was 47.2 thousand tonnes and in 2016 increased by 21% to 57.2 thousand tonnes. In 2015, weight of landings in Other fishing regions declined by 42.7% compare to 2014. The decrease in landings was due to the delayed agreement on 2015 quota (endorsed in 2015) corresponding to the significantly low landings. However, quota agreed in 2015 protocol with Mauritania and 2014 protocol with Morocco is lower compare to the previous years. For example, according to the aforementioned agreements, Lithuanian quota for pelagic species approved in 2015 is 78.3 thousand tones, which is 14% lower compare to that which was in 2014 and substantially lower to the 2008 quota (136 thousand tones).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.100 Landings value and share in 2015 by sub-region for LTU OFR TM40XX

Since 2012, the value of landings has increased, to €91 million in 2014 and around 413 FTEs were employed in this fleet segment, contributing to 96% and 72% of the total income from landings and FTEs generated by the Lithuanian fishing fleet, respectively. This fleet segment was not completely profitable in 2014, with a reported gross profit of around €14 million but a net profit of around -€1 million. Net profit margin was healthy from 2011-2013 with an average of 12% before turning marginally negative in 2014. Labour productivity achieved €34 000 (GVA/FTE).

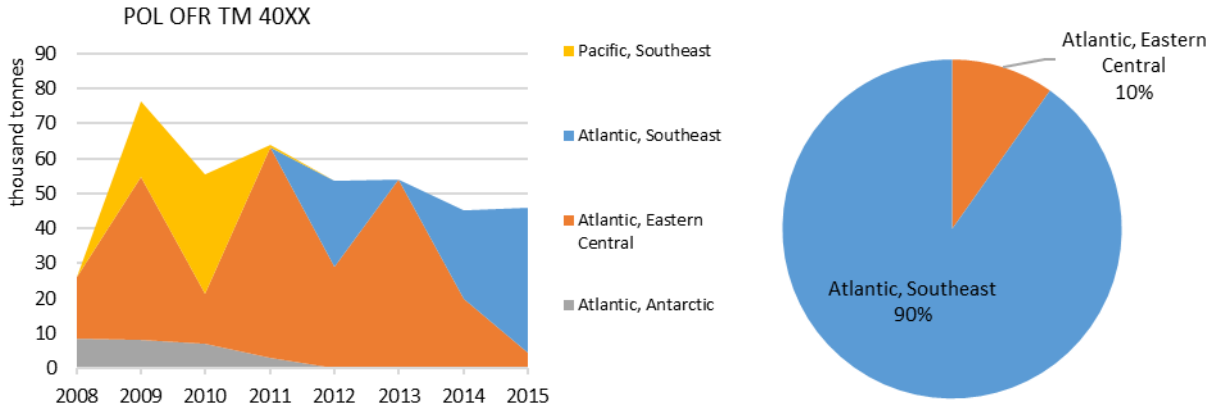
In the course of 2014, the distant water fleet segment was significantly extended, 5 modernized vessels were included to fleet register. In terms of environmental sustainability, renovated vessels decreased kW/GT ratio from 1 to 0.68. New investments are expected to raise profitability and improvement in competitiveness. In 2014, weight of landings by this fleet increased 46.4% compare to 2013 and considering the changes of the segment, further increases in landings were expected for 2015.

For comparison, the table below provides results on some of the main fishing activity indicators for the fleet segment as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings	Value of landings
		(#)	(#)	(day)	(tonne)	(thousand €)
LTU OFR TM40XX °	2008	12	322	8,167	152,478	88,387
	2009	11	314	5,866	179,960	149,321
	2010	8	308	3,794	92,023	70,191
	2011	10	368	6,066	96,194	69,822
	2012	10	356	4,866	41,210	33,467
	2013	7	296	2,653	72,675	57,163
	2014	9	413	1,791	132,587	91,080
	2015	11	298	3,958	64,350	57,474

POLAND

The Polish distant water fleet was mainly operated in Atlantic Southeast with 90% of total landings in Other fishing regions and 10% was coming from Atlantic Eastern Central sub-region. The total 2015 landings in aforementioned sub-regions were 45.9 thousand tonnes, 1.4% higher than in 2014. The year 2015 for Polish distant water fleet was better in terms of CPUE, when effort decreased by 28.4% to 758 days at sea, whereas landings had a modest increase. In 2015, Atlantic horse mackerel was accounted for 86% of total landings by Polish distant water fleet corresponding to 39.7 thousand tonnes. Employment in the distant water fleet was 147 FTE in 2015, with a slight increase by 5% compared to 2014. Poland did not provide economic data for its distant water fleet segments.



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.101 Landings value and share in 2015 by sub-region for POL OFR TM40XX

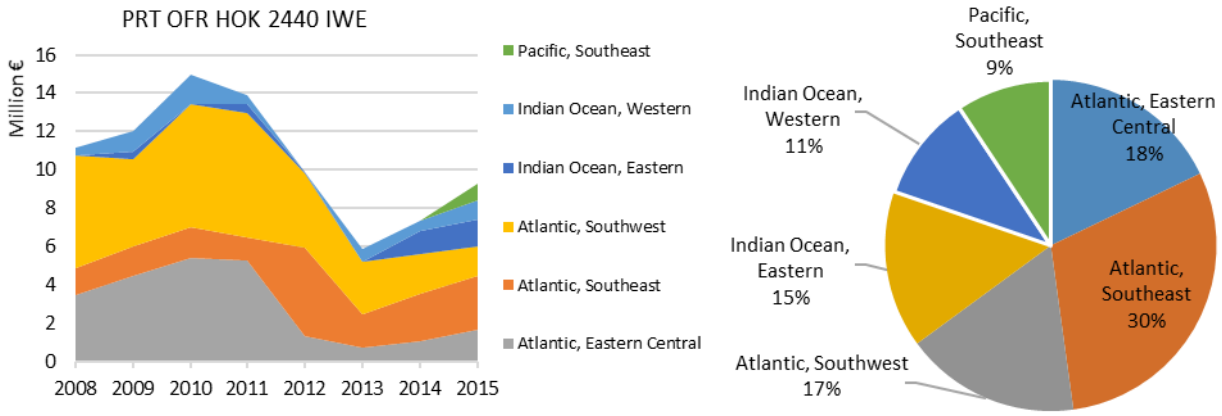
For comparison, the table below provides results on some of the main fishing activity indicators for the fleet segment as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings
		(#)	(#)	(day)	(tonne)
POL OFR TM40XX	2008	1	270	976	26,102
	2009	3	258	1,756	76,495
	2010	3	270	1,802	55,362
	2011	3	270	1,676	63,889
	2012	2	180	904	53,788
	2013	2	137	1,036	54,137
	2014	2	140	1,058	45,259
	2015	2	147	758	45,914

PORTUGAL

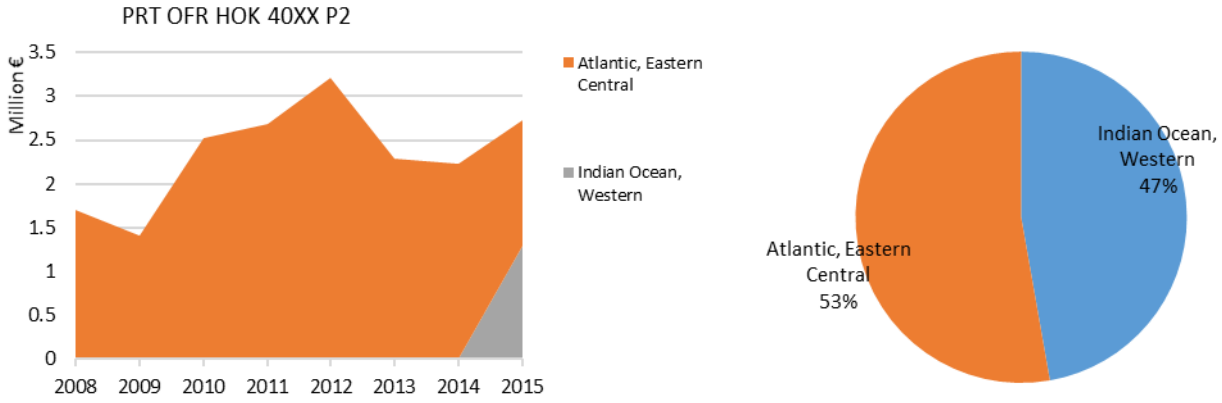
The Portuguese fleet is highly diversified with a broad range of vessel types targeting different species predominantly in the Portuguese Exclusive Economic Zone (27.IX.a for the mainland fleet, 27.X for the Azores's fleet and CECAF 34.1.2 for the

Madeira's fleet). 18 vessels make up the longliners (HOK) 24-40m segment which operates in the Africa Coast, the outermost regions, Southwest Atlantic and Indian Ocean (FAO 34, 41, 51, 57). The fleet targets a variety of species but in particular large pelagic fishes with the main catches in most regions being blue shark, shortfin mako and swordfish however in outermost regions the fleet targets bigeye tune, skipjack tuna and albacore.



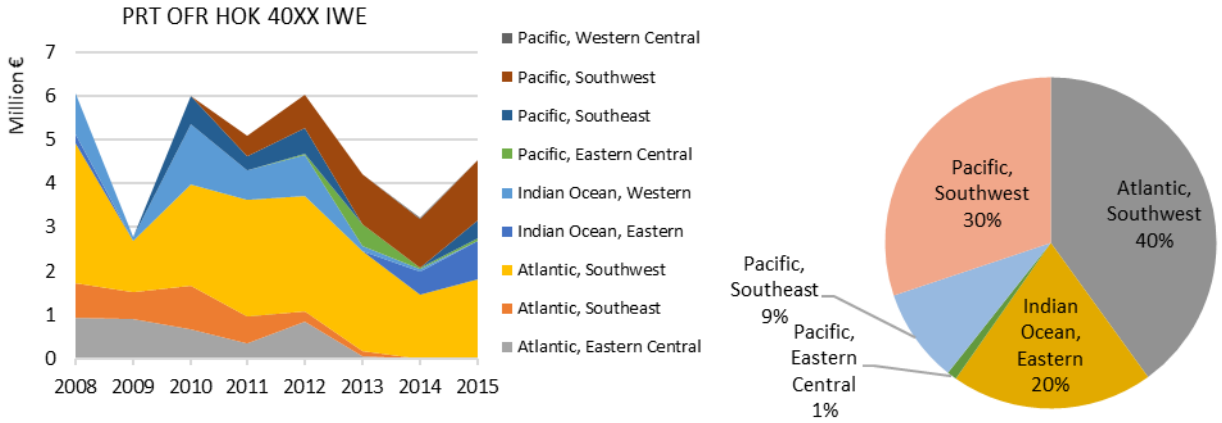
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.102 Trends on landings value and share in 2015 by sub-region for PRT OFR HOK2440 IWE



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.103 Trends on landings value and share in 2015 by sub-region for PRT OFR HOK2440 P2



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.104 Landings value and share in 2015 by sub-region for PRT OFR HOK40XX IWE

For comparison, the table below provides results on some of the main fishing activity and social-economic indicators for fleet segments as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

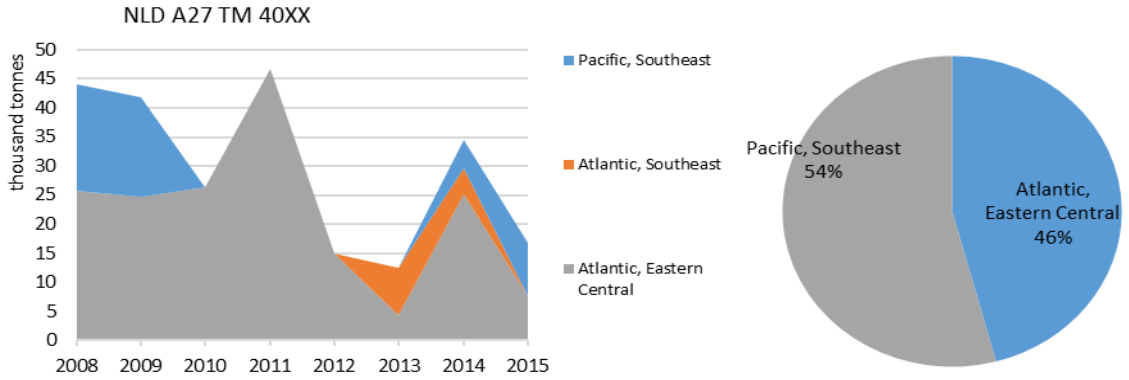
		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings	Value of landings	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	GVA per FTE (labour productivity)
		(#)	(#)	(day)	(tonne)	(thousand €)	(thousand €)	(%)	(thousand €	(%)	(thousand €	(%)	(thousand €)
PRT OFR HOK2440 IWE	2008	15	133	8,249	4,471	12,110	3,051	25.2	928	7.7	- 1,295	- 10.7	22.9
	2009	15	178	7,953	4,584	14,074	6,759	47.7	5,298	37.4	2,456	17.3	38.0
	2010	14	142	8,585	4,824	16,486	7,270	40.9	5,071	28.5	2,546	14.3	51.2
	2011	14	158	8,359	4,448	14,976	6,690	41.6	3,884	24.2	707	4.4	42.3
	2012	13	124	5,159	3,962	10,362	1,260	15.5	189	2.3	- 2,735	- 33.6	10.2
	2013	9	102	3,931	2,509	6,422	3,022	38.8	1,965	25.2	- 13	- 0.2	29.6
	2014	9	115	4,641	3,846	7,922	3,508	39.0	2,334	25.9	629	7.0	30.5
	2015	9	108	4,746	3,774	9,473	5,250	47.6	3,922	35.6	2,161	19.6	48.6
PRT OFR HOK2440 P2	2008	4	45	1,672	1,102	1,843	384	20.8	- 114	- 6.2	- 799	- 43.4	8.5
	2009	5	56	1,448	1,145	1,527	935	41.7	345	15.4	- 843	- 37.6	16.7
	2010	6	58	1,978	2,432	2,703	2,011	55.4	815	22.5	- 191	- 5.3	34.7
	2011	6	63	1,930	2,238	2,779	2,167	55.1	1,002	25.5	- 38	- 1.0	34.4
	2012	6	92	1,790	2,326	3,243	2,411	56.9	1,270	30.0	6	0.1	26.2
	2013	6	57	2,172	1,658	2,300	1,160	36.7	516	16.3	- 576	- 18.2	20.4
	2014	6	95	2,190	1,606	2,247	1,768	59.5	624	21.0	- 193	- 6.5	18.6
	2015	7	108	2,222	1,230	2,733	456	26.0	- 334	- 19.1	- 1,095	- 62.5	4.2
PRT OFR HOK40XX IWE	2008	8	97	4,043	2,274	6,990	2,057	29.4	1,121	16.0	- 717	- 10.3	21.2
	2009	5	34	2,433	1,143	3,716	2,597	54.8	2,077	43.8	540	11.4	76.4
	2010	6	65	3,417	2,356	7,353	3,263	43.7	2,471	33.1	634	8.5	50.2
	2011	5	88	3,599	2,973	6,949	2,806	40.3	1,963	28.2	170	2.4	31.9
	2012	5	80	3,015	3,470	7,974	3,561	46.2	2,640	34.3	946	12.3	44.5
	2013	5	76	2,689	1,884	6,633	2,151	27.9	1,055	13.7	- 312	- 4.0	28.3
	2014	5	64	2,143	2,311	4,340	2,422	40.7	1,559	26.2	449	7.5	37.8
	2015	4	62	2,111	1,545	5,785	4,566	58.3	3,843	49.1	3,217	41.1	73.6

NETHERLANDS

The Dutch pelagic trawlers over 40m landed almost 243 thousand tonnes from OFR in 2015, with an estimated value of €102 million. This represents a significant reduction from previous years, with the segment moving to post gross losses in 2015 (-€3 million) and net losses of almost €21 million.

This segment included 8 vessels in 2015, which operated predominantly in the Northeast Atlantic Ocean and to a lesser extend in the North Sea. Only a small portion of its activity occurred in OFR. The fleet targets pelagic species, particularly herring, mackerel, horse mackerel, blue whiting, pilchard and sardinella. The total estimated value of landings was over €102 million and around 336 FTEs were employed in this fleet segment, representing 27% of the total Dutch value of landings and 21% of the FTEs of the Dutch fishing fleet.

It should be noted that the prices used to calculate the value of landings of the pelagic trawlers are obtained from the pelagic sector (see data issues in the Dutch national chapter). They are internal prices used to calculate the wage of the crew of the fishing vessel. The integrated companies cover the whole production chain from fishing to the consumer and there are no real ex-vessel prices available. Based on those prices, this fleet segment was not profitable. Information about the economic performance of the overall companies is not available, so it is hard to evaluate whether those profits resemble reality.



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.105 Landings value and share in 2015 by sub-region for NLD A27 TM40XX

For comparison, the table below provides results on some of the main fishing activity and social-economic indicators for the fleet segment as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	FTE	Days at sea	Live weight of landings	Value of landings	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	GVA per FTE (labour productivity)
		(#)	(#)	(day)	(tonne)	(thousand €)	€)	(%)	€)	(%)	€)	(%)	€)
NLD A27 TM40XX °	2008	15	472	3,642	346,994	156,494	55,705	35.5	15,674	10.0	- 2,760	- 1.76	118.0
	2009	14	453	3,015	278,971	126,247	41,500	32.8	7,918	6.3	- 10,440	- 8.25	91.6
	2010	13	456	3,050	305,542	128,306	45,973	35.6	13,661	10.6	- 9,470	- 7.33	100.8
	2011	12	465	3,375	274,322	128,738	32,841	24.7	- 2,496	- 1.9	- 31,133	- 23.37	70.7
	2012	14	485	2,566	259,676	115,976	27,956	24.5	- 4,217	- 3.7	- 26,740	- 23.41	57.6
	2013	12	450	2,070	258,040	105,737	38,512	36.1	7,656	7.2	- 27,520	- 25.81	85.6
	2014	11	408	2,211	296,050	123,305	49,224	39.6	14,833	11.9	- 8,650	- 6.95	120.6
	2015	8	336	1,787	242,705	102,442	26,983	26.2	- 3,044	- 3.0	- 21,224	- 20.59	80.3

ITALY

At 1st of January 2015, 9 vessels were included in the vessel register as vessels operating outside the Mediterranean Sea. These are 8 trawlers, which operated in 2015 in the Eastern Central Atlantic on the basis of EU fisheries agreement with third parties, and a vessel operated as a purse seiner in Indian Ocean (IOTC area).

Only 2 trawlers reported catches and effort data in 2015. Economic data of the vessels operated in the CECAF area have been estimated using different sources of information: administrative data on fishing operations (landings, effort) and official balance sheets. An interview was carried out with a vessel owner to better understand the cost structure and to link the variable in the balance sheet with the ones required by the DCF.

The average GT for the 8 trawlers was 514 tonnes and average kW was 1 172. The fleet was targeting mainly demersal species, such as common octopus (37% of total landing value), cuttlefish (25% of total value), and sole (20%). This fleet suffered net losses in 2015 with a net profit margin of -2.2%.

The economic data for the purse seiner operated in the IOTC was collected, but not provided in the official data call on fleet economic because of confidentiality reasons (only one vessel).

For comparison, the table below provides results on some of the main fishing activity and social-economic indicators for the fleet segment as a whole, i.e. without regional disaggregation and thus, figures may vary to those provided in the regional tables at the end of the chapter.

		Total number of vessels	Full-time equivalent (national)	Days at sea	Live weight of landings	Value of landings	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	GVA per FTE (labour productivity)
		(#)	(#)	(day)	(tonne)	(thousand €)	(thousand €)	(%)	(thousand €	(%)	(thousand €	(%)	(thousand €)
ITA OFR DTS40XX IWE°	2008	17	148	4,016	2,800	16,614	8,880	53.4	7,071	42.6	1,936	11.7	59.8
	2009	17	97	2,472	2,893	20,268	16,050	79.2	14,698	72.5	8,035	39.6	165.2
	2015	8	20	656	569	4,100	1,212	29.6	374	9.1	- 90	- 2.2	61.5
ITA OFR DTS40XX IWE	2010	7	63	1,668	1,751	13,067	10,084	77.2	9,184	70.3	3,288	25.2	161.2
	2011	7	66	1,748	2,046	11,233	7,783	69.3	6,866	61.1	2,021	18.0	118.7
	2012	5	25	806	944	4,518	3,191	70.6	2,855	63.2	335	7.4	128.5

LATVIA

In 2015, the Latvian distant water fleet consisted of 2 registered vessels, with a combined gross tonnage of 8.8 thousand tonnes, a total engine power of 10.3 thousand kilowatts, an average age of 33 years and a length of 103 metres. One new vessel with similar parameters entered the distant water fishery in 2016. Their operational area is Morocco and Mauritania waters CECAF region (area 34). The distant fleet employment was estimated around 210 jobs; corresponding 126 FTEs in 2015. Non EU-residents may also be employed at the vessels whose salary is significantly lower than salary for EU citizens.

The Latvian long distant water fishing fleet spent a total of around 349 days at sea in 2015, 170 thousand of which were fishing days and only 13 trips were made during the year. The catches are landed in Morocco and Mauritania or could be trans-boarded at sea to other vessel in the Atlantic and share of the other vessel landings could be taken on board. The production as canned fish also could be processed on board during the vessel trip.

The segment is targeting horse mackerel, Atlantic mackerel, sardinella and sardine. The main ports for the distant water vessels landings in 2015 were Dakhla (Morocco) and Nouadhibou (Mauritania). The total weight landed by the distant water fleet in 2015 was 14.3 thousand tonnes of fish with a landed value of €7.6 million. In terms of landings composition in 2015, horse mackerel was the most common species landed in terms of weight 6.9 thousand tonnes, followed by Atlantic mackerel 6.7 thousand tonnes. In 2015, horse mackerel achieved the highest landed value €3.8 million followed by Atlantic mackerel €3.7 million. The horse and Atlantic mackerel accounted for 49% and 48%, respectively, of the total landings value in 2015 and contributed to 48% and 47%, to total landed weight.

ESTONIA

No economic data were provided for the Estonian distant water fleet.

OFR: 'Other Regions'

At a glance

Most of the fishing activity in 'Other regions' is carried out by the EU distant water fleet. According to the definition applied in the AER, the EU distant water fleet is defined as vessels over 24m operating predominately in Other Fishing Regions (OFR). The EU distant water fleet operates in international waters (high seas) and through bilateral agreements with countries outside the EU. These include fishing areas in the North, South and Central Atlantic, Indian, Pacific and Antarctic (or Southern) oceans.

The EU has 2 types of fishing agreements with non-EU countries: (1) sustainable fisheries partnership agreements (SFPA) – the EU gives financial and technical support in exchange for fishing rights, generally with southern partner countries and (2) the "northern agreements" – these are excluded from the Other Fishing Regions analysis and instead included, by definition, in either the North Atlantic or the North Sea regions.

The EU has currently 15 active SFPAs protocols in force with third countries:11 tuna agreements: Cape Verde, Ivory Coast, Gabon, Liberia, Sao Tomé and Principe, Senegal, Comoros, Madagascar, Mauritius, Seychelles, and Cook Islands and 4 mixed agreements: Guinea-Bissau, Mauritania, Morocco, and Greenland.

Figure 4.106 shows the cost of EU SFPAs by fishing region for the period 2013-2018. The reduction in costs in later years is due to the expiry of agreements and not necessarily reduction in costs of agreements.

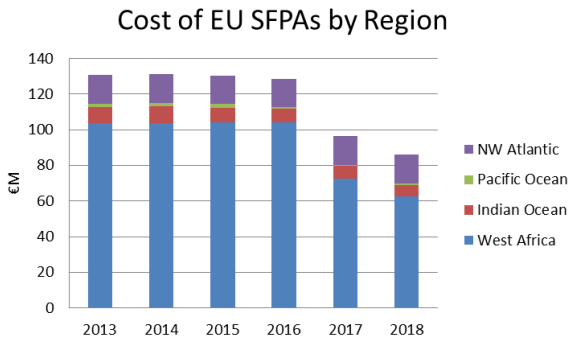
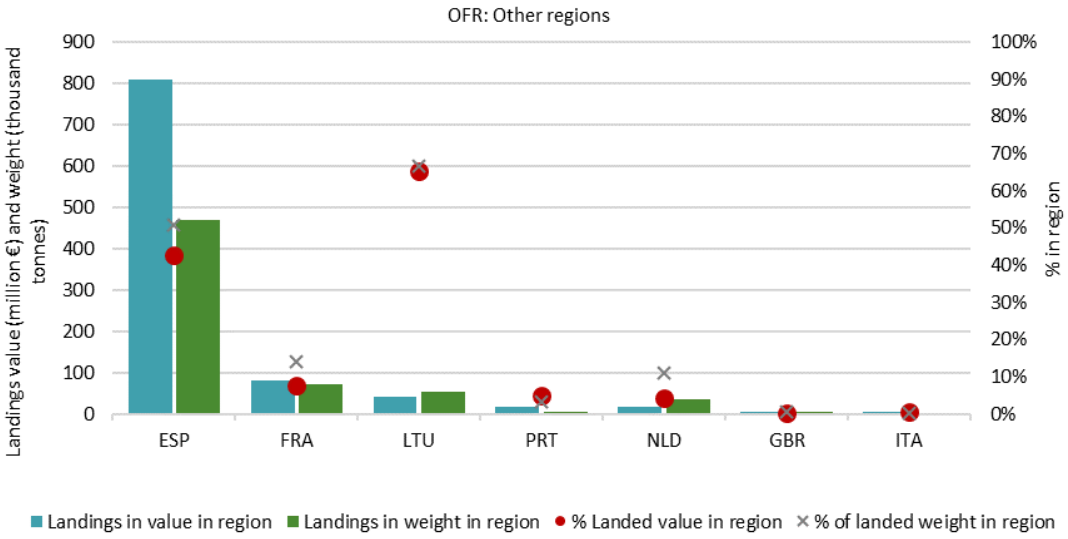


Figure 4.106 Estimated cost of SFPAs annually.

Source: own calculation using data from http://ec.europa.eu/fisheries/cfp/international/agreements/index_en.htm.
Note: costs reduce in later years due to the expiry of agreements and not necessarily reduction in costs of agreements.

In *Other Regions*, the Spanish fleet dominates by total landings (470.1 thousand tonnes; -2.9% on 2015) and value of landings (€808 million; -25% on 2015) with 73% and 83% of the totals respectively of this region. The French fleet landed 70.8 thousand tonnes in 2015 and generated €82 million, accounting for 11% and 8.5% of the regional total landings and value. The Lithuanian fleet accounted for 8.5% of the landing weight here (54.4 thousand tonnes; -47% on 2014) and the income from these landings declined to €40.6 million, representing only 4.2% of total value.

The highest importance of the fisheries in Other Regions in terms of landings in weight and value was observed for the Lithuanian and Spanish fleets corresponding to 67% and 56%, respectively (Figure 4.107).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.107 Importance of the *Other Regions* for Member States' fisheries in terms of landings in weight and value, 2015

The total live weight of landings in Other Regions in 2015 decreased by 8.2% to 643 thousand tonnes (Figure 4.108). The most important fleet segment operating in Other Regions is the Spanish purse seiners over 40m (registered in OFR) generating a landing value of €380.7 million (-8% on 2014), followed by the Spanish demersal trawlers over 40m (€177 million; -55% on 2014). The French purse seiners over 40m generated €82.3 million in 2015 (Table 4.39).

The effort of the EU distant water fleet in Other Regions was relatively stable during 2013-2015 period, with a slight increase to 51.6 thousand days on 2015. However, higher effort in 2015 was followed by the significant decline of landings value, profitability and productivity indicators. For example, value of landings and profitability in Other Regions decreased for the first time since 2010. Compared to 2014 value of landings decreased by 21%, gross profit by 36% and net profit by 74% (Figure 4.108).

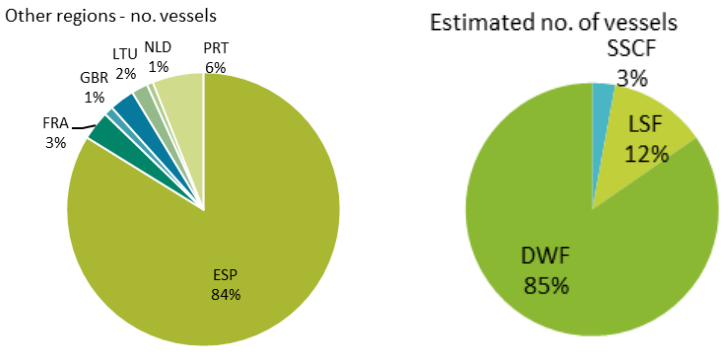
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.108 Trends on revenue, profits and profit margins for EU fleets operating in Other regions

MS fleet activity in the Other Regions: situation in 2015 and recent trends

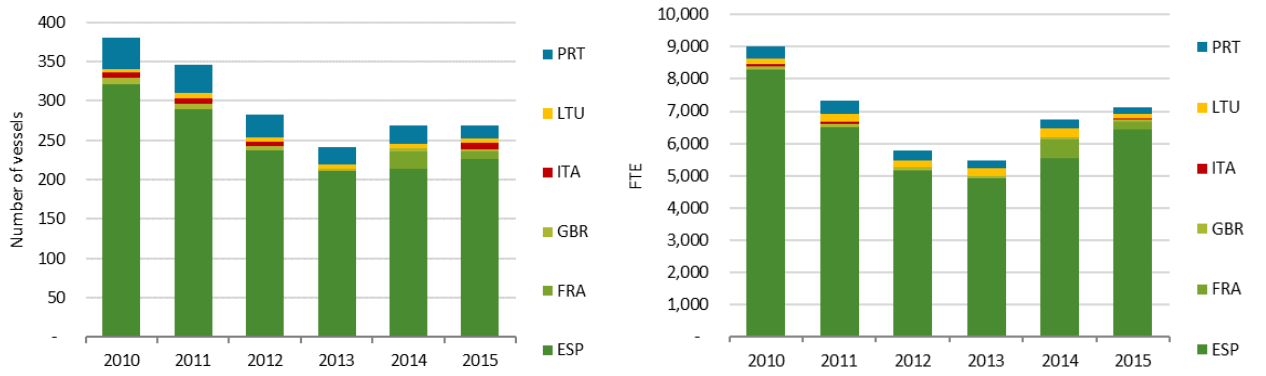
Fleet capacity and employment

The highest number of vessels, operating in Other Regions in 2015 was represented by Spanish fleet with 227 vessels and corresponding to 84% of total number of vessels in this region (Table 4.34, Figure 4.109). Compare to 2014 capacity in terms of number of vessels remained unchanged, but compare to 2010 it declined by 29%. However, despite the unchanged capacity and decreased economic performance in 2015, the increase of 4.5% in employment (FTE) was observed (Figure 4.110).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.109 Share of the number of vessels by MS fleet and fishing activity in Other regions, 2015

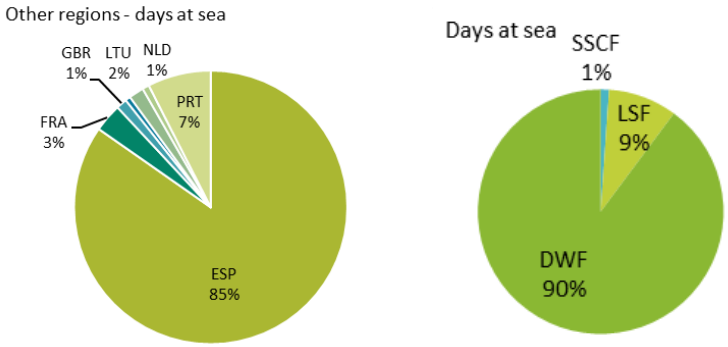


Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.110 Trends on the number of vessels and employment (in FTE) for MS fleets operating in Other regions

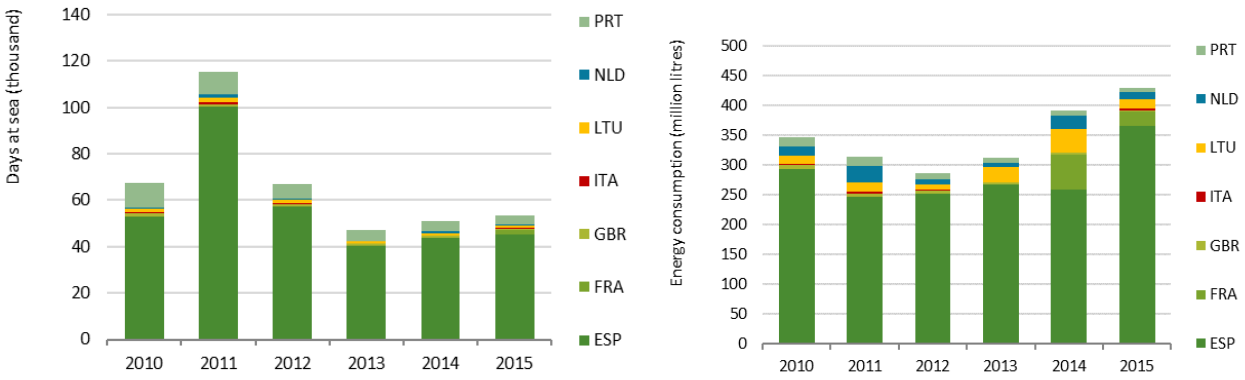
Fishing effort

Concerning fishing effort in Other Regions, by far the highest share of days at sea was spent by Spanish fleet, almost 85% of total effort in this region and corresponding to 45 thousand days. Compare to 2014 effort of Spanish fleet in this region increased by 4% (Figure 4.111). Annual effort increase in Other Regions was also observed in French and Lithuanian fleet, whereas other MS operating in this region decreased number of days at sea. Energy consumption in 2015 reached the highest level since 2010, with a constant annual increase from 2012. Compare to 2014 energy consumption increased by 13%, whereas days at sea remained relatively stable (5% increase) while weight of landings declined by 8.2% (Figure 4.112).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.111 Share of the effort deployed by MS fleet and fishing activity in Other regions, 2015



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.112 Trends in fishing effort (days at sea) and fuel consumption for MS fleets operating in Other regions

Landings and top species

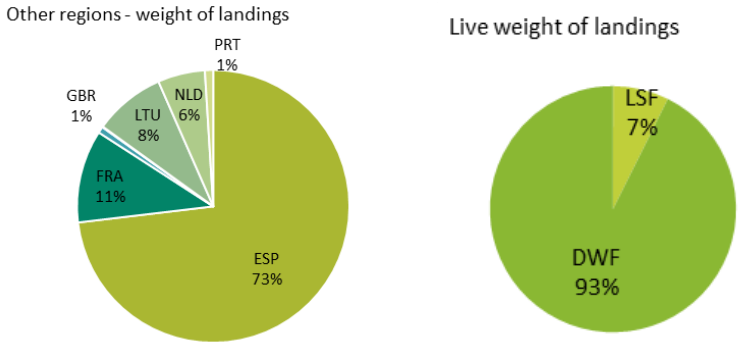
In terms of landed weight and value, Spain and France were again the leading countries, together accounting for 84% of the total weight and 91% of the value of landings; almost entirely landed by the DWF fleets (Figure 4.113 and 4.114).

The total value of landings in 2015 decreased by 20.9% compare to 2014, first time since 2010, when value of landings had a constant annual growth (Figure 4.115).

Based on the data available for the entire 'Other Regions', in 2015, skipjack tuna (165.9 thousand tonnes) was the most landed species in terms of landing weight followed by yellowfin tuna (142.9 thousand tonnes) and Atlantic horse mackerel (70 thousand tonnes) (Figure 4.116). These three species accounted for 61% of total weight of landings in Other Regions. Overall skipjack tuna and yellowfin tuna landings was shared mainly by Spanish and French fleet corresponding by 70.4% and 28.6% respectively. Atlantic horse mackerel landings were dominant in Polish and Lithuanian fleet corresponding to 56.6% and 34.5% of total landings in this region.

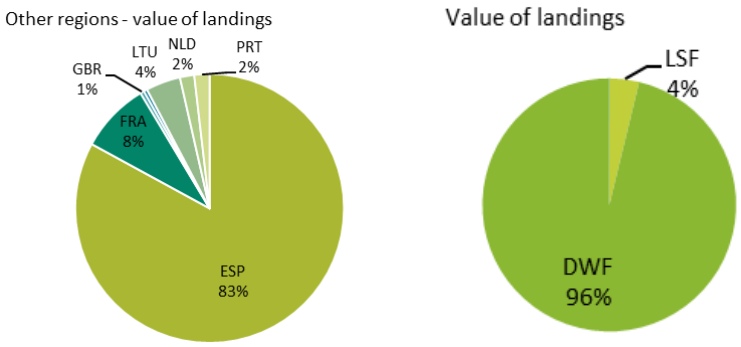
In terms of value, the most important species in 2015 were: yellowfin tuna (€372 million), followed by swordfish (€122.8 million), bigeye tuna (€88.8 million) and skipjack tuna (€63.1 million), however the most dominant was yellowfin tuna, representing 45.6% of total value of landings in the region (figure 4.116).

Decline in landings value was associated to the significant decline of average price for skipjack tuna from 1.1 €/kg in 2014 to 0.4 €/kg in 2015. However, average price of yellowfin tuna increased by 27.4% in 2015 and has an increasing trend since 2010 (Figure 4.117). The average price for swordfish is also has a tendency to increase, compare to 2014 it improved by 7% to 4.85 €/kg.



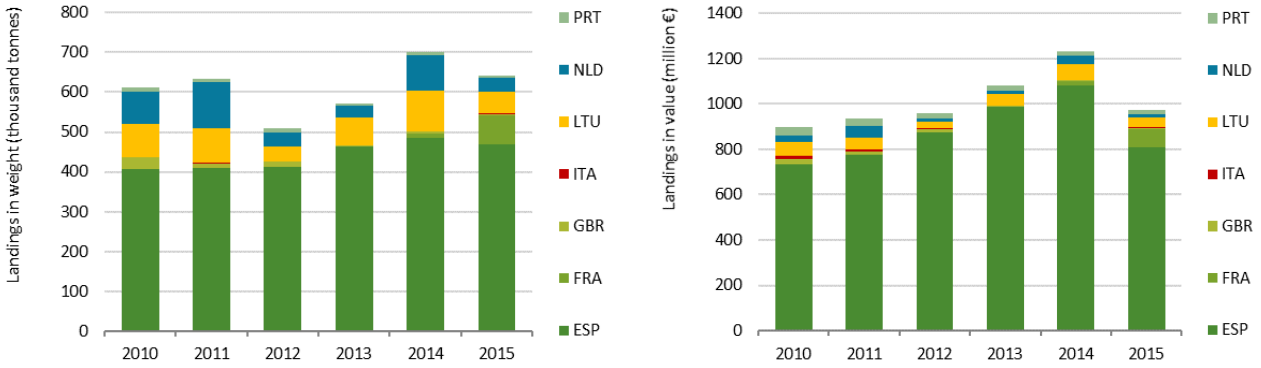
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)).

Figure 4.113 Share of landed weight by MS fleet and main type of fishing activity in Other regions, 2015



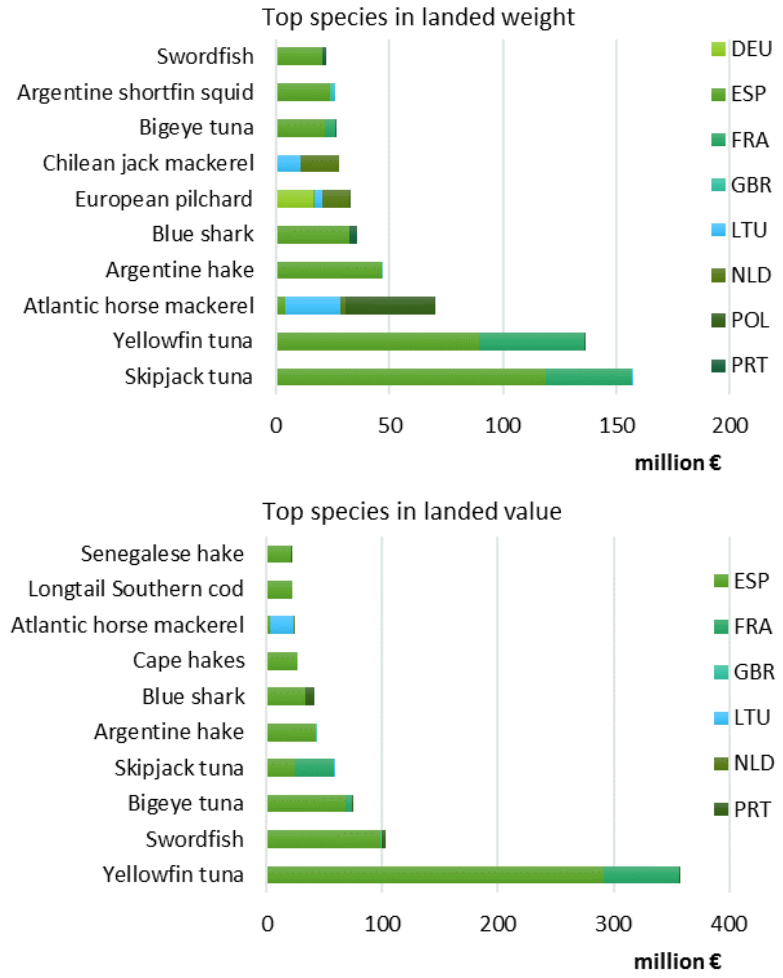
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.114 Share of landed value by MS fleet and main type of fishing activity in Other regions, 2015



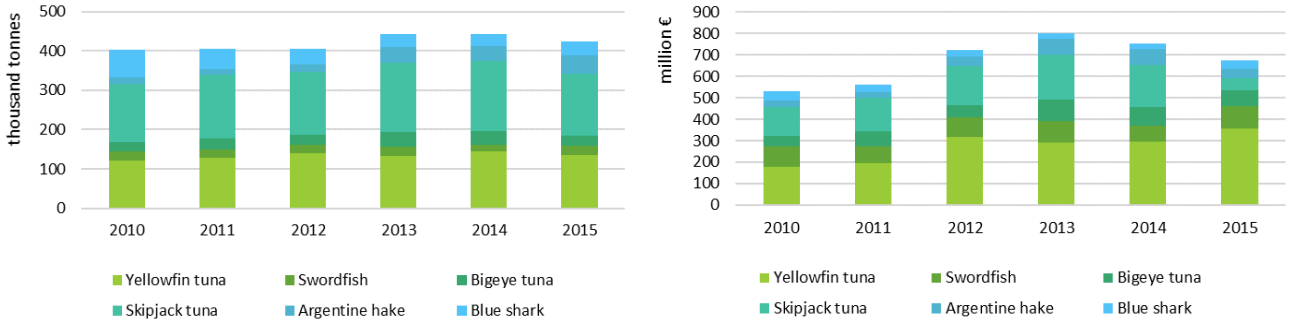
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.115 Trends on landings in weight and value by MS fleet operating in Other regions



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.116 Top 10 species in terms of weight and value landed by MS fleets operating in Other regions, 2015

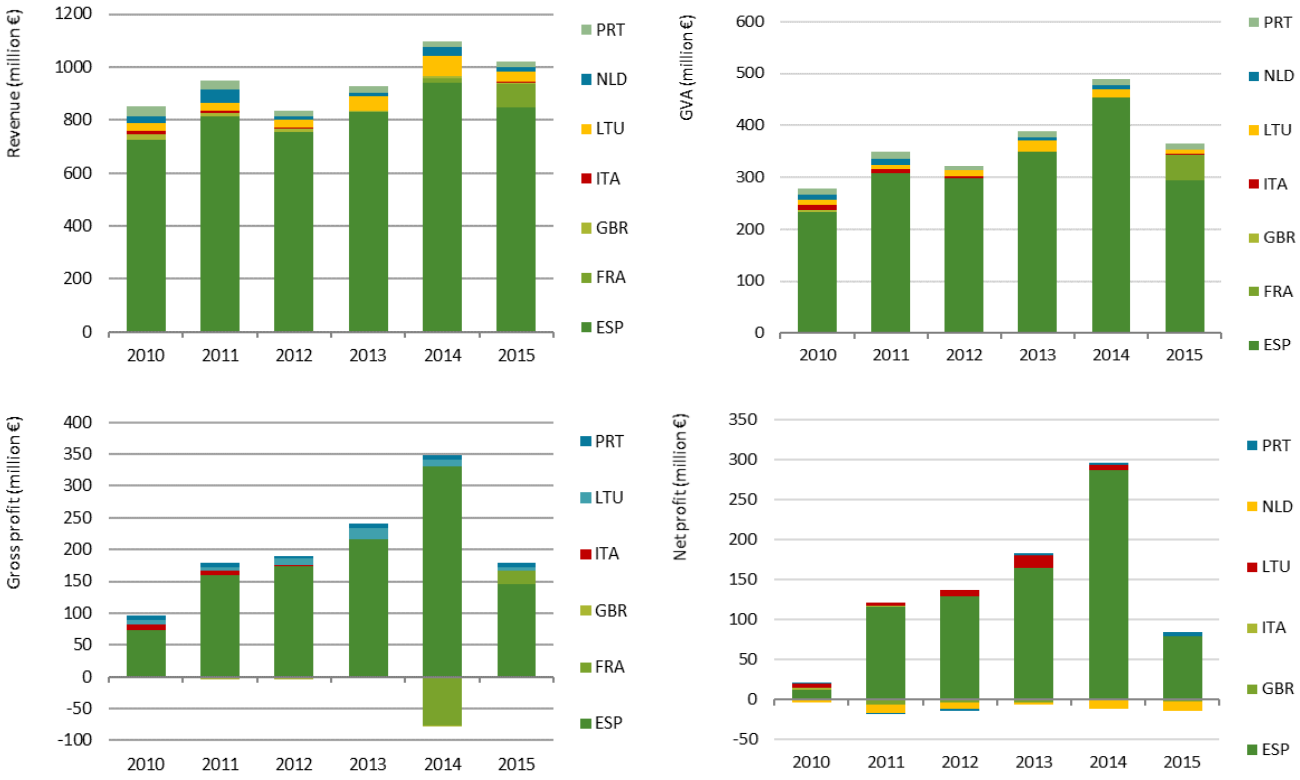


Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.117 Trends on landings of the top six species in terms of landed value for MS fleets operating in Other regions

Socio-Economic performance

Socio-economic performance in the distant water fisheries, operating on Other Regions was mostly dependant on Spanish fleet as 83.3% of revenues and 81% of GVA was generated from this fleet. Second major player was France, generating 8.4% of total revenues and 14% of total GVA in the region. Together these two MS were representing 95% of total GVA generated in Other Regions. As Spain and France generally are targeting skipjack and bluefin tuna in Other Regions, almost all economic performance is represented by these fisheries, leaving other MS fleets and fisheries with minor importance in terms of generated GVA and profitability (Figure 4.118).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

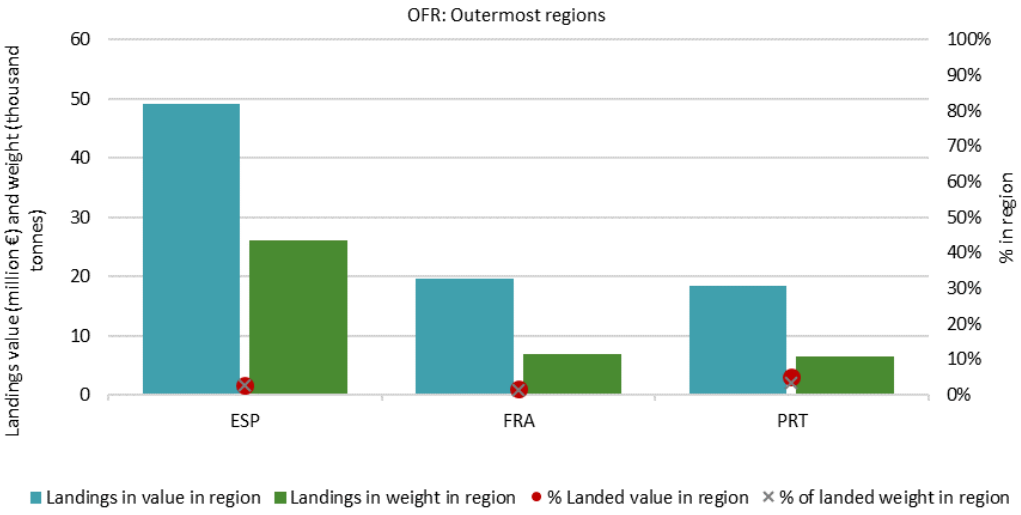
Figure 4.118 Trends on revenue (landings income + other income) and profit (GVA, gross profit and net profit) for MS fleets operating in Other regions (excludes Lithuania)

OFR: Outermost Regions

At a glance

While the majority of the production in *Other Fishing Regions* is the result of Member States high seas fleets (usually over 40m), several MS (France, Spain and Portugal) also have a substantial fleet, consisting mainly of small to large-scale coastal vessels, operating in the various EU outermost regions.

The Spanish outermost region fleet was the most important in terms of landed weight and value, generating around €49 million in landings, followed by the French (€19.6 million) and Portuguese fleets (€18.5 million). However, neither regional fleet is highly dependent on these fishing regions for their overall production (Figure 4.119).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

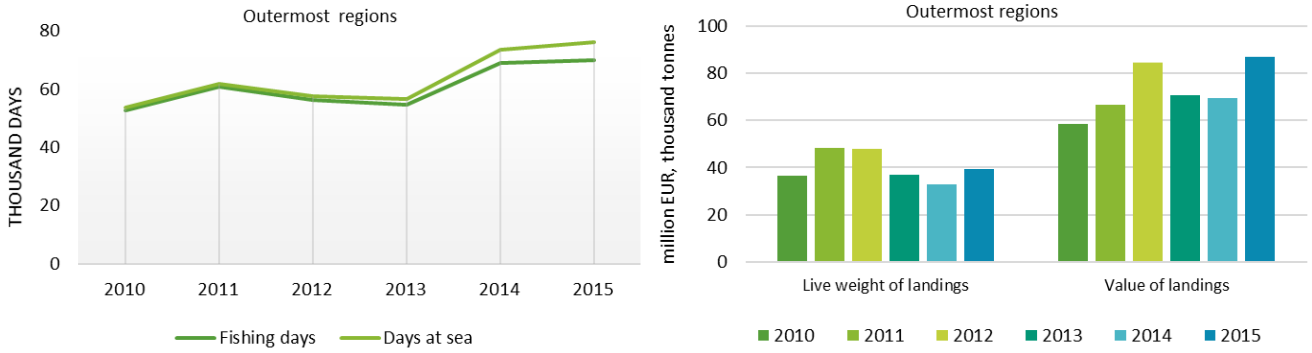
Figure 4.119 Importance of the EU *Outermost regions* for Member States' fisheries in terms of landings in weight and value, 2015

Overall, the latest official DCF data suggests that the EU Outermost regions fleet spent almost 76 thousand days at sea in 2015, to land approximately 40 thousand tonnes of seafood valued at €87 million. While effort, in days at sea had continue will continue to grow but at a slightly slower rate fishing days has remained stable. Landings have increased since 2011 achieving the higher value ever in the time series in 2015 (Figure 4.120).

Revenue (income from landings and other income) generated in 2015 was estimated at almost €85 million, increasing 8% compared to 2014 and 35% when compared with 2010.

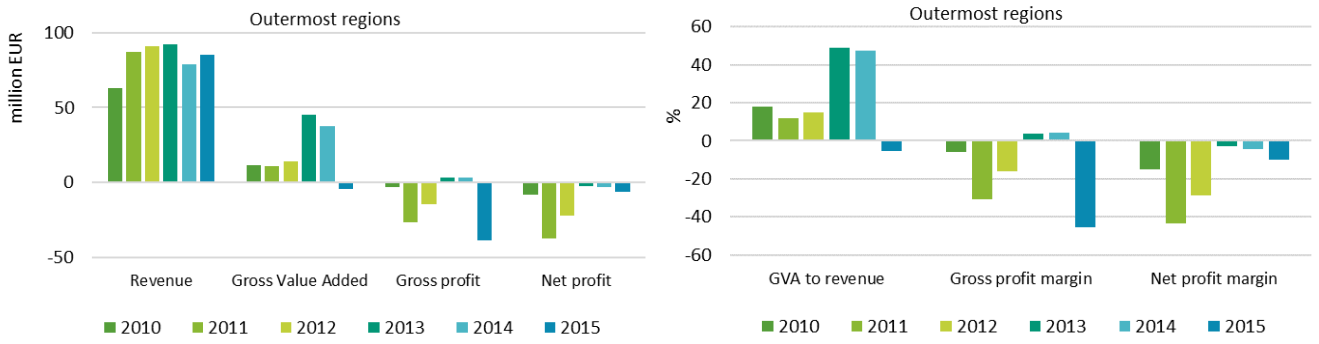
Increased landings in value and reduction in most of the operating costs (for Portugal and Spain), gives a different picture of the Outermost regions fleet performance once the overall values are influenced by the economic data estimated for some French fleet segments that presented effort in Outermost regions for the first time in 2015 as it is the case of PS40XX. The EWG strongly recommends the member state to make an effort to recover economic data for previous years.

GVA was estimated at €33 million in 2015 (not including France), representing an overall increase of 39% compared to the GVA generated in 2014 and a GVA to revenue of 45%. Gross profit was estimated in €2.7 million, while net profit was negative at almost €6 million.



Data source: Member State data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)).

Figure 4.120 Trends on fishing effort and landings by MS fleets operating in the EU outermost regions



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

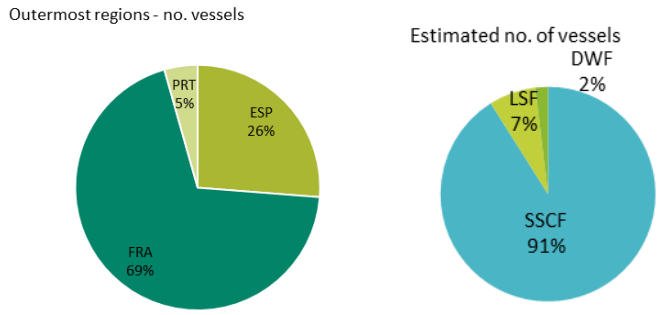
Figure 4.121 Trends on revenue and profits for MS fleets operating in the EU outermost regions

MS fleet activity in the EU outermost regions: situation in 2015 and recent trends

Fleet capacity and employment

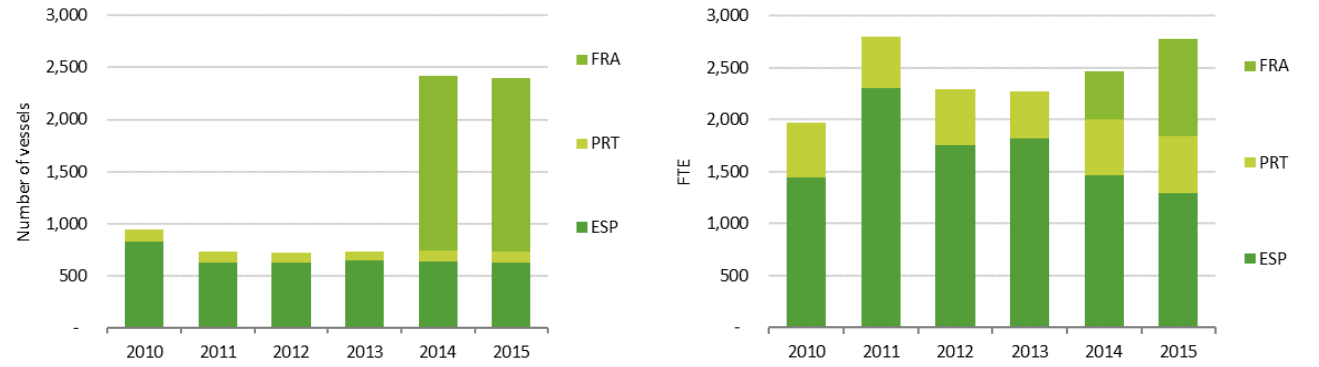
Member State fleets operating in the Outermost Regions in 2015 numbered 2 623 vessels. The French fleet comprises the largest fleet in number (1 664), accounting for 69% of the reported for those regions, the Spanish fleet comprises 629 vessels (26%) and the Portuguese fleet represents 5% of the Outermost Regions fleet with 105 vessels. The type of fishing activity in EU Outermost Regions is mostly small-scale coastal fisheries with 91% of representativeness (Figure 4.122).

The employment, measured in terms of Full Time Equivalents (FTE) showed in overall an increasing since 2013 to 2015. However, considering that the fishing segment FRPS40XX contributes with 308 FTE in 2015. In this way, considering only the fishing segments with data in 2014 and 2015 the FTE had remained stable (Figure 4.123).



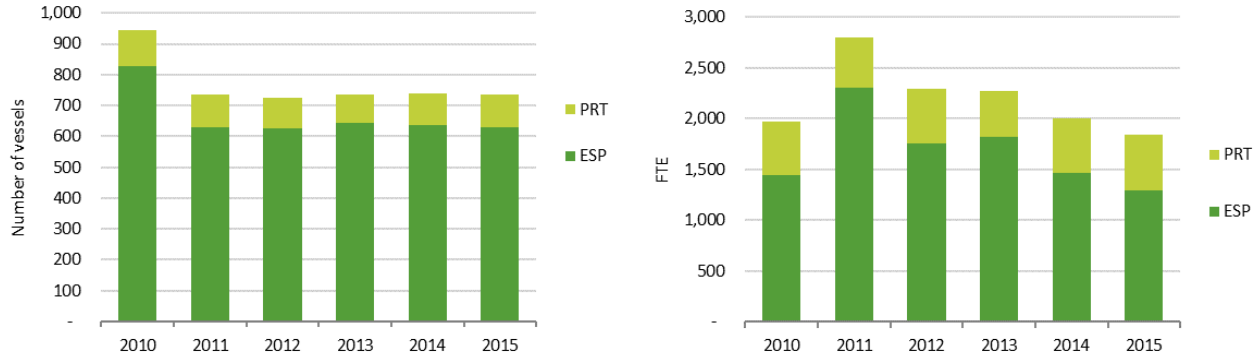
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.122 Share of capacity (no. vessels) by MS fleet and type of fishing activity in EU Outermost Regions, 2015 (includes France)



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.123 Trends on the number of vessels and employment (in FTE) for MS fleets operating in the EU Outermost Regions



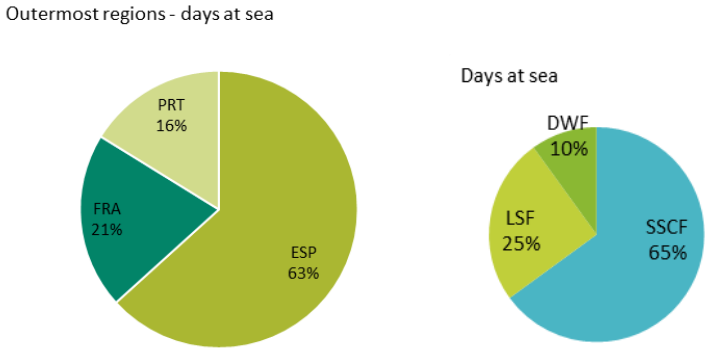
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.124 Trends on the number of vessels and employment (in FTE) for MS fleets operating in the EU Outermost Regions. Excludes France

Fishing effort

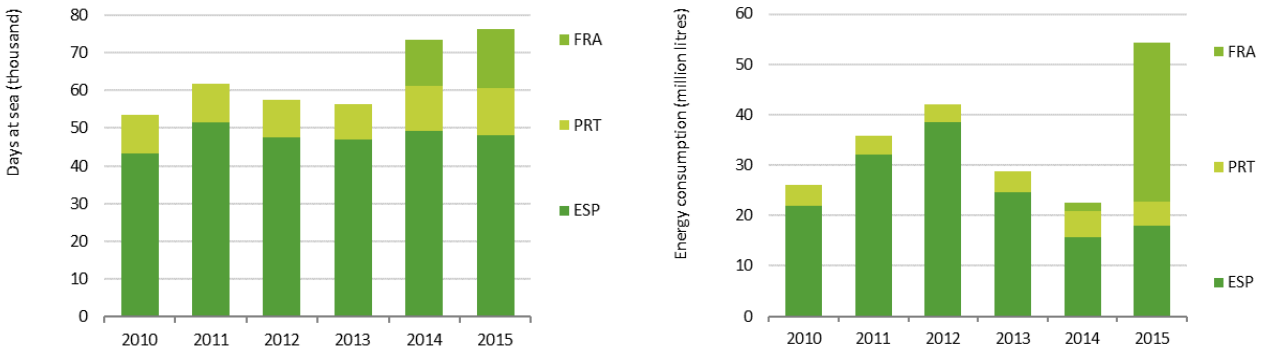
The pie charts presented in Figure 4.125 also indicate the proportion of days at sea attributable to each MS fleet in 2015. Spain accounted for around 63% of the total days at sea. Around 65% of the days at sea were allocated to the small-scale coastal fleet using passive gears. Large-scale fisheries (LSF) accounted for 25% of the days at sea.

Fishing effort has remained fairly constant for the Spanish outermost region fleet over the last few years while it increased for the Portuguese fleet in 2014 and 2015. On the other hand, fuel consumption has varied significantly, decreasing substantially in 2013 and 2014 and increasing again in 2015; reflecting the development of fuel prices (Figures 4.126 and 4.127).



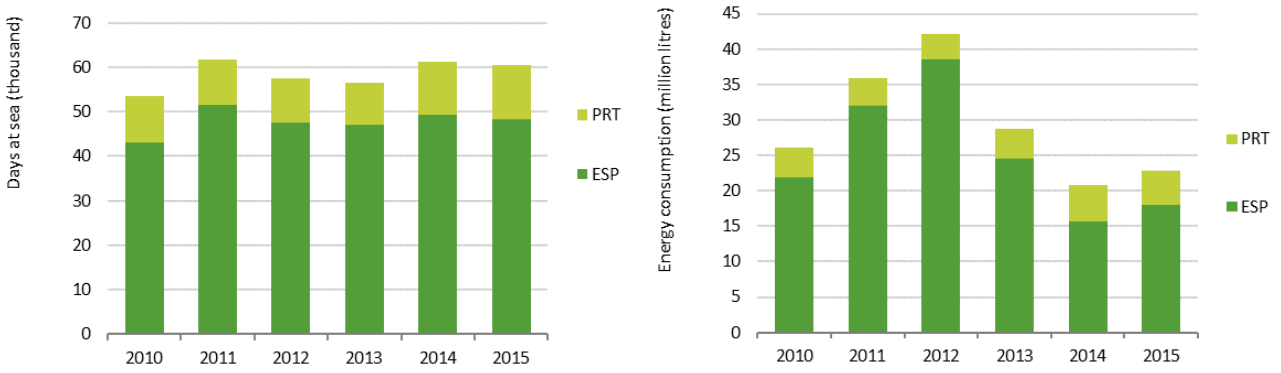
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.125 Share of fishing effort (in days at sea) by MS fleet and type of fishing activity in EU Outermost Regions, 2015 (includes France)



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.126 Trends on fishing effort (days at sea) and fuel consumption for the MS fleets operating in the EU Outermost regions

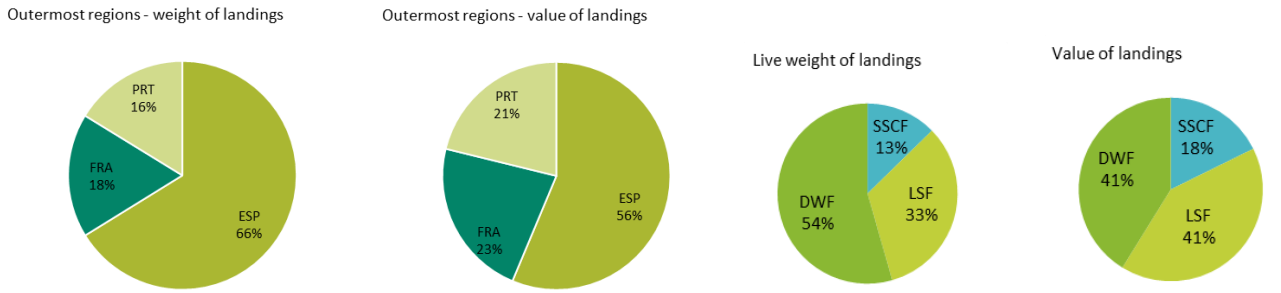


Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.127 Trends on effort (days at sea) and fuel consumption for the MS fleets operating in the EU Outermost Regions. Excludes France

Landings and top species

The weight and value of landings was approximately 39.5 thousand tonnes and €87 million, with the Spanish fleet landing the majority of the total landings: 66% in weight and 56% in value. The DWF landed 54% of the total weight and 41% of the total value (Figure 4.128).

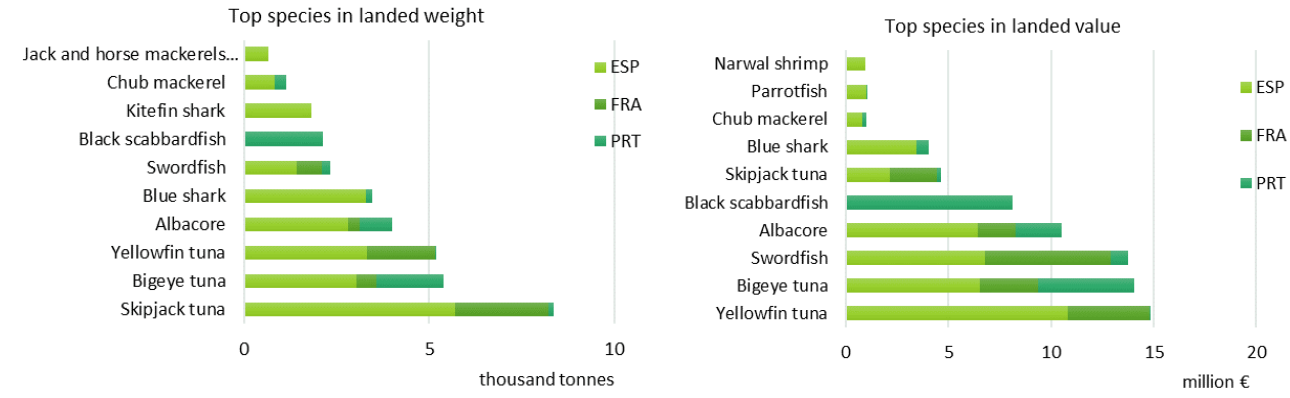


Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.128 Share of landings in weight and value by MS fleet and fishing activity in the EU Outermost Regions, 2015

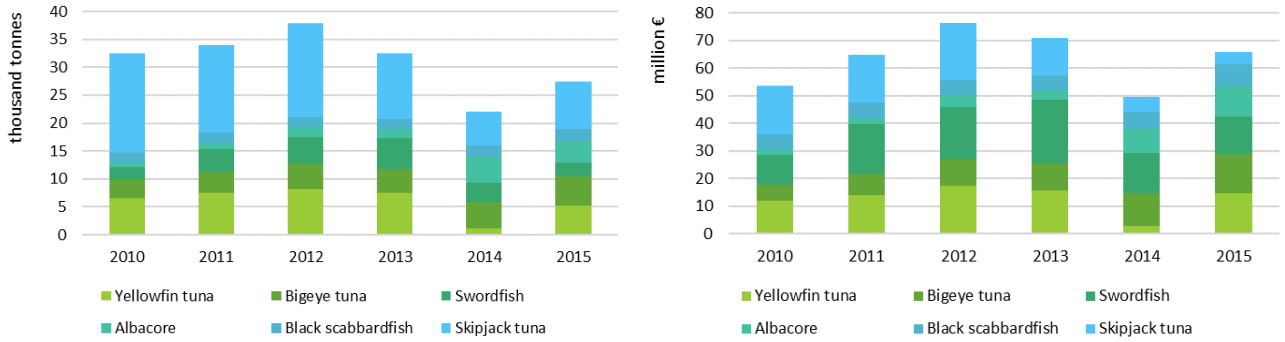
In 2015, the most important species landed in weight included skipjack tuna (8.3 thousand tonnes), bigeye tuna (5.4 thousand tonnes), followed by yellowfin tuna (5 thousand tonnes), albacore (4 thousand tonnes) and blue shark (3.5 thousand tonnes) (Figure 4.129).

Yellowfin tuna generated the highest value (€14.8 million), followed by bigeye (€14 million), swordfish (€13.7 million) and albacore ((€10.5 million). Black scabbardfish landings in 2015, amounted to 2 thousand tonnes with an estimated value of 8 million; landed almost exclusively by the Portuguese fleet operating in the region (Figures 4.129 and 4.130).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.129 Top 10 species in terms of weight and value landed by MS fleets operating in EU Outermost Regions, 2015



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.130 Trends on landings of the top six species in terms of landed value for MS fleets operating in EU Outermost Regions

Socio-Economic performance

Overall, only the Portuguese outermost region fleet was profitable in 2015, generating €11.8 in GVA, €4.2 million in gross profit and a net profit of €1.9 million. Both the French and Spanish regional fleets suffered gross and net losses (Figure 4.131).

The revenue (income from landings and other income) generated in 2015 was estimated at €85 million, a rise of 7% from the year before. The Spanish fleet saw an increase of 5% compared to 2014, yet still well below revenues recorded over the period 2011 to 2013. The Portuguese fleet saw a reduction in revenue of 12% compared to 2014, the best year recorded over the period analysed. The Portuguese fleet was the most profitable and the only fleet to post profits in 2015 (Figure 4.132).

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.131 Trends on revenue (landings income + other income) and profit (GVA, gross profit and net profit) for MS fleets operating in the EU Outermost Regions

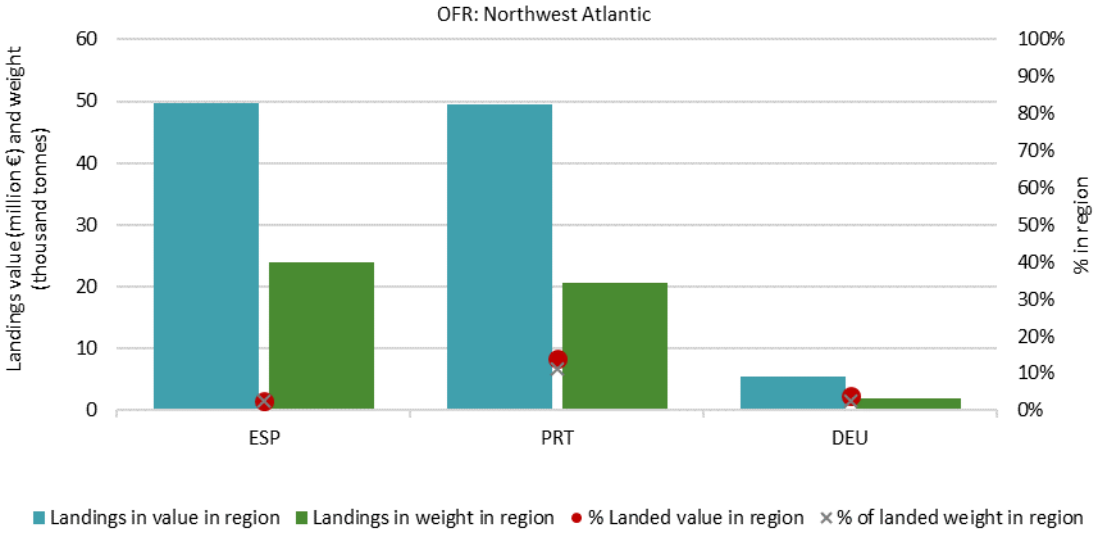
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.132 Trends on revenue (landings income + other income) and profit (GVA, gross profit and net profit) by MS fleets operating in the EU Outermost Regions. Excludes France

OFR: Northwest Atlantic

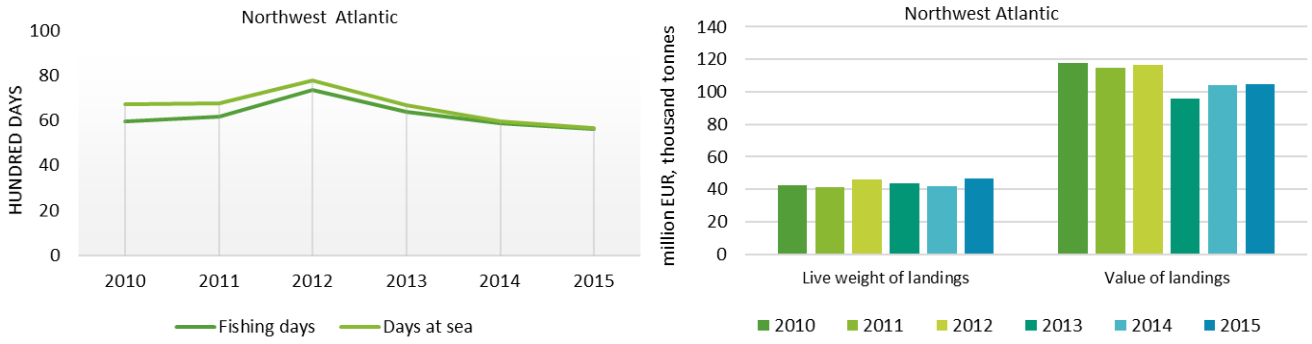
At a glance

Three Member State fleets registered fishing activity in the Northwest Atlantic in 2015, covering around 28 vessels and 5.7 thousand sea days to land 46.6 thousand tonnes valued at €105 million. The Portuguese and Spanish fleets accounted for over 95% of total landed weight and value with the rest being exploited by the German fleet. Landings caught in these fishing regions accounted for 11% of the total Portuguese production in weight and 14% of the value (Table 4.34 and Figure 4.133). Portuguese demersal trawlers over 40m reported the highest value of landings in this region (€49.4 million), followed by the Spanish demersal trawler over 40m homologous segment (€32.7 million). The German demersal trawl segment over 40m generated almost €5.6 million in this sub-region. All fleet segments were profitable in 2015 (Table 4.43). Overall, the economic performance of these fleets has steadily improved since 2013. The decrease in effort in 2013 initially triggered a decline in revenue and other economic indicators but which have since recovered to post record profits in 2015 (Figures 4.134 and 4.135).



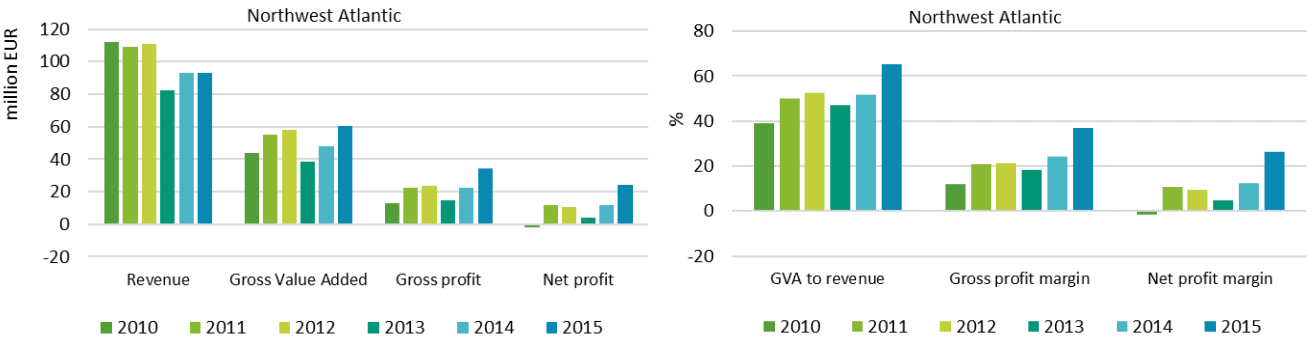
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.133 Importance of the Northwest Atlantic fishing regions for Member States' fisheries in terms of landings in weight and value, 2015



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.134 Trends on effort and landings for MS fleets operating in the Northwest Atlantic region



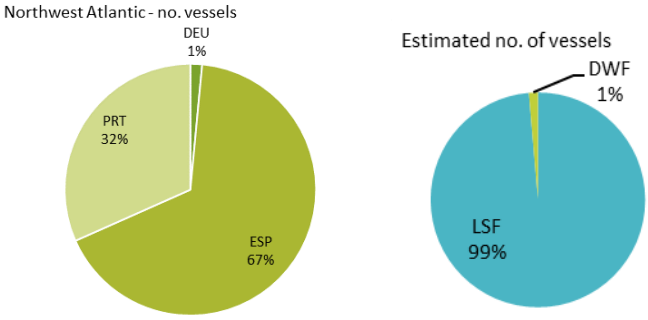
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.135 Trends on revenue and profits for MS fleets operating in the Northwest Atlantic region

MS fleet activity in the Northwest Atlantic: situation in 2015 and recent trends

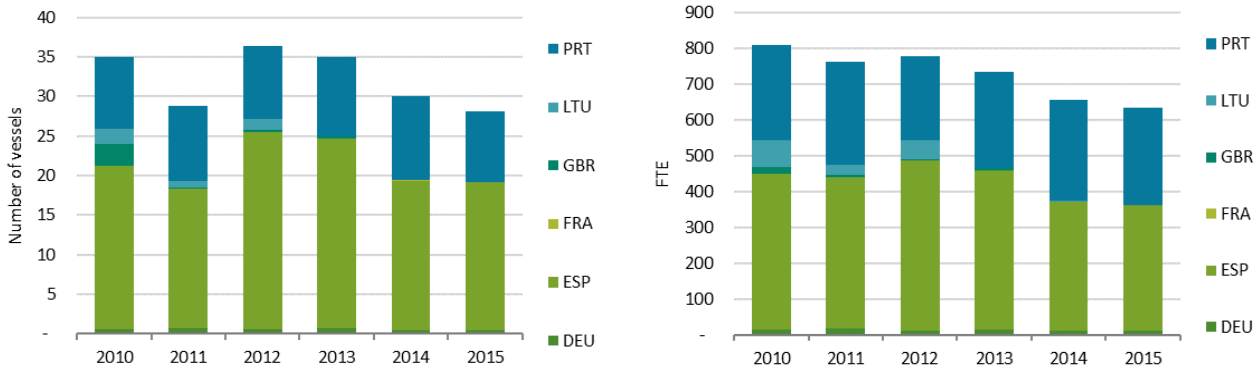
Fleet capacity and employment

Spain possessed the largest fleet in number operating in the Northwest Atlantic OFR sub-region in 2015, with 19 vessels and corresponding to 67% of total number of vessels in the region (Table 4.34, Figure 4.136). Compared to 2014, Spanish fleet capacity in terms of number of vessels remained unchanged, but has declined significantly compared to previous years, along with employment (FTE) (Figure 4.137). Several other MS fleets, including France, Lithuania, UK, were operational in the region up until 2014.



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.136 Share of the number of vessels by MS fleet and fishing activity in the Northwest Atlantic region, 2015

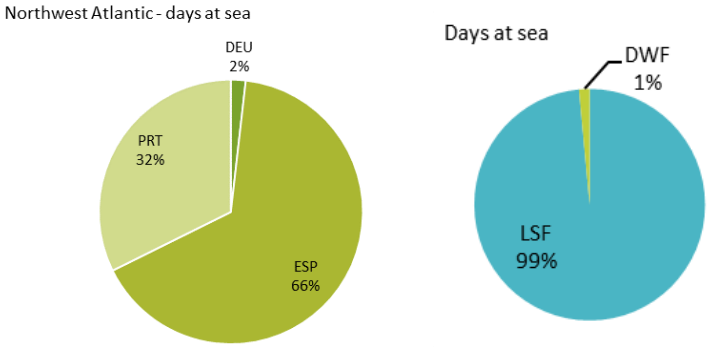


Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.137 Trends on the number of vessels and employment in FTE for MS fleets operating in the Northwest Atlantic region

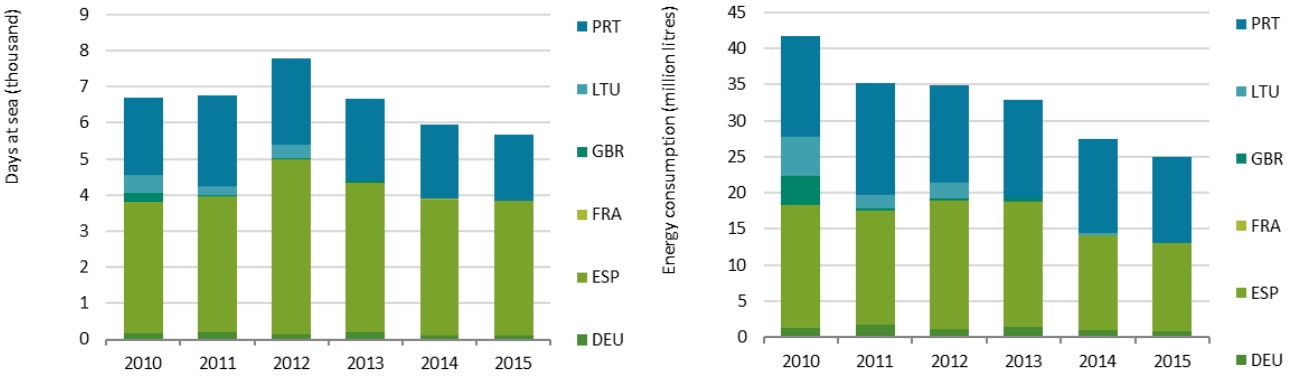
Fishing effort

The pie charts presented in figure 4.138 also indicate the proportion of days at sea attributable to each MS fleet in 2015. In line with capacity, the Spanish fleet dominates effort in the region with 66% of the days at sea, consisting mostly of large-scale vessels, and which has decreased steadily since 2012 (Figure 4.139).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.138 Share of the effort deployed by MS fleet and fishing activity in the Northwest Atlantic region, 2015

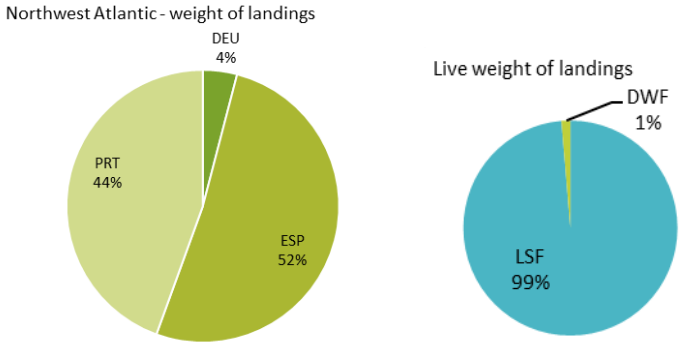


Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.139 Trends on effort (in days at sea) and fuel consumption for the MS fleets operating in the Northwest Atlantic region

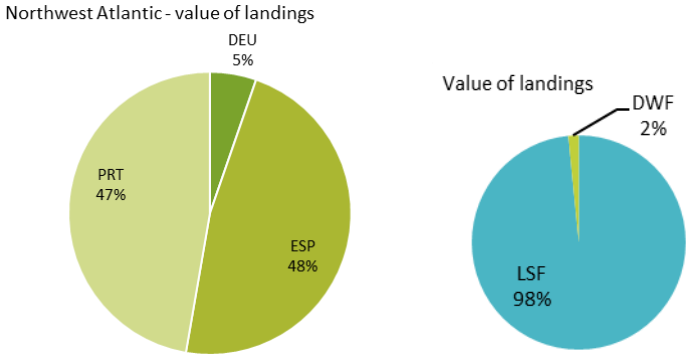
Landings and top species

The weight and value of landings generated by the fleet amounted to approximately 46.6 thousand tonnes and €105 million, respectively. The Northwest Atlantic region LSF landed 99% of the total weight and 98% of the total value (Figures 4.140 and 4.141). Landings in weight has oscillated over the period analysed mainly due to Spanish, and more recently Portuguese landings, while after suffering a significant decline in 2013, the landed value recovered slightly in 2014 to stabilise in 2015 (Figure 4.142).



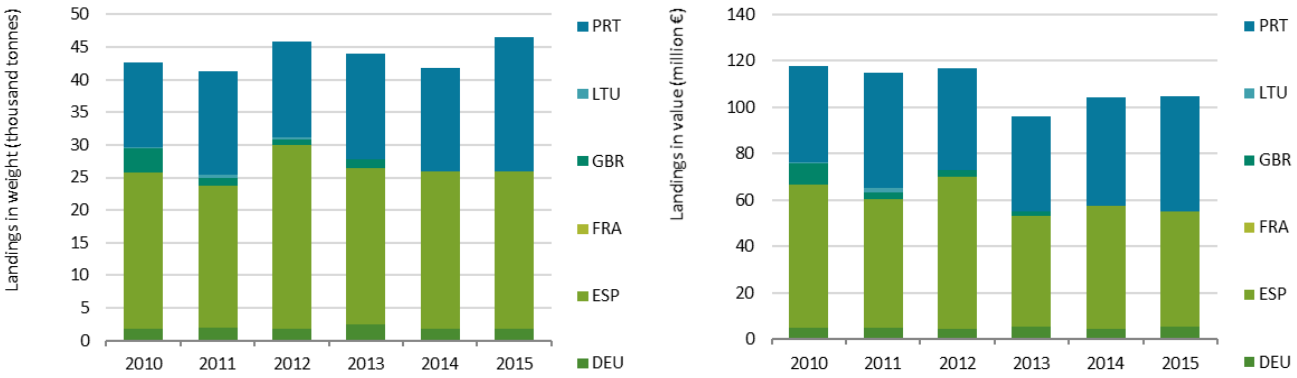
Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.140 Share of landed weight by MS fleet and fishing activity in the Northwest Atlantic region, 2015



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

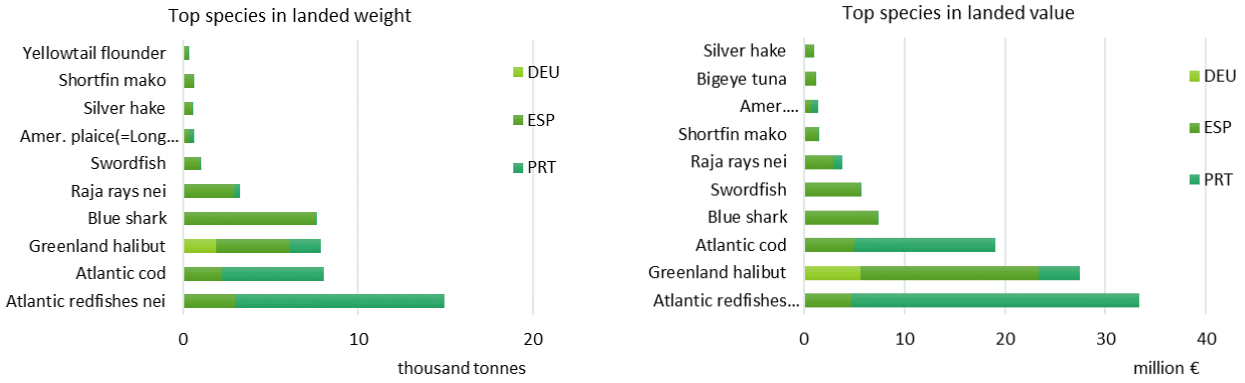
Figure 4.141 Share of landed value by MS fleet and fishing activity in the Northwest Atlantic region, 2015



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

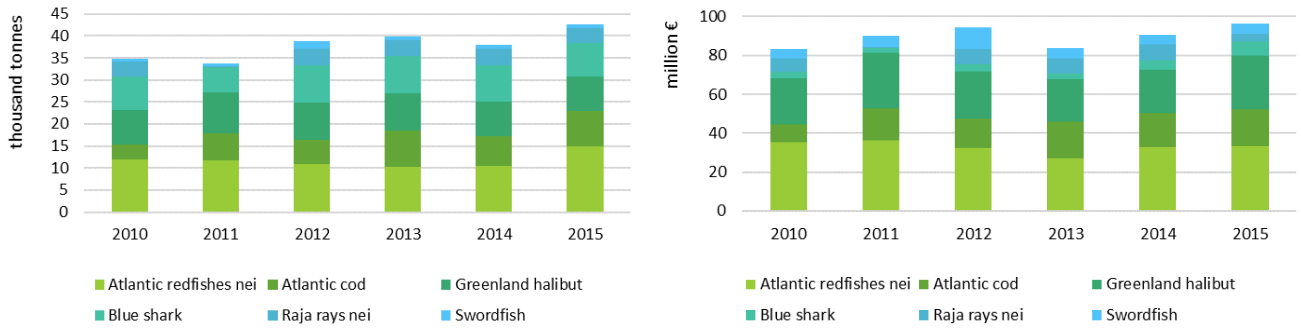
Figure 4.142 Trends in landings, weight and value, by MS fleet operating in the Northwest Atlantic region

Based on the data available, at 14.9 thousand tonnes, Atlantic redfish was the most landed species in weight in 2015, followed by Atlantic cod (8 thousand tonnes), Greenland halibut (7.8 thousand tonnes) and blue shark (7.6 thousand tonnes). The latter, almost exclusively landed by the Spanish fleet. In terms of value, the 5 most important species in 2015 were: Atlantic redfish (€33 million), Greenland halibut ((€27 million), Atlantic cod (€19 million), blue shark (€7.4 million) and swordfish (€5.6 million) (Figures 4.143 and 4.144).



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.143 List of the top 10 species in terms of weight and value for MS fleets operating in the Northwest Atlantic region, 2015



Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.144 Trends on landings of the top six species in terms of landed value for MS fleets operating in the Northwest Atlantic region, 2010-2015

Socio-Economic performance

Revenue (income from landings and other income) generated by the MS fleets operating in the Northwest Atlantic region amounted to an estimated €92.9 million in 2015, distributed as follows: Spanish fleet €45 million, Portuguese €42 million and Germany €5.7 million.

GVA produced by the fleet covered in the analysis was estimated at €60.4 million in 2015. After accounting for operating costs, the fleet made €34 million in gross profit. At the MS level, all fleets were profitable, and overall posted a net profit of over €24 million in 2015 (Figure 4.145).

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Figure 4.145 Trends on revenue (landings income + other income) and profit (GVA, gross profit and net profit) for MS fleet operating in the Northwest Atlantic region

Table 4.34 *Other Fishing Region* fleet structure and economic performance estimates by MS in 2015

our productivity)		Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
		(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
Other regions	FRA	9	0%	19,016	31,070	245	245	1,785	0%	797	0%	70,770	14%	82,371	8%	85,317	85,317	29,451	11,408	50,367	59.0	20,915	24.5			5,410	205.4
Other regions	ITA	8	0%	4,108	9,375	20	20	328	0%	-	0%	569	0%	4,100	0%	4,100	4,100	839	2,006	1,212	29.6	374	9.1	- 90	- 2.2	152	61.5
Other regions	LTU	5	5%	22,804	20,852	160	142	943	10%	718	10%	54,409	67%	40,580	65%	37,596	37,756	3,922	6,653	8,298	22.0	4,376	11.6	- 452	- 1.2	1,584	58.4
Other regions	NLD	2	0%	14,773	15,169	82	82	436	1%	349	1%	36,074	11%	16,718	4%	16,772	16,846	4,900	3,786	- 1,705	- 10.1	- 6,605	- 39.2	- 11,037	- 65.5	- 874	- 20.8
Other regions	PRT	16	0%	5,476	9,728	226	209	4,006	1%	3,914	1%	6,271	3%	17,986	5%	20,682	20,767	3,060	3,836	11,690	56.3	8,630	41.6	6,061	29.2	716	56.0
Other regions	ESP	227	3%	155,168	215,080	4,842	6,442	45,326	5%	45,326	5%	470,124	51%	808,094	43%	835,033	849,051	148,059	149,718	293,723	34.6	145,665	17.2	78,898	9.3	1,295	45.6
Other regions	GBR	3	0%	1,889	3,308	33	54	683	0%	476	0%	4,804	1%	4,444	0%	4,445	5,347	1,170	1,103	- 501	- 9.4	- 1,671	- 31.3	- 2,187	- 40.9	- 168	- 9.3
Outermost regions	FRA	1,664	29%	30,307	230,828	3,520	933	15,646	3%	12,483	3%	6,937	1%	19,626	2%	12,426	12,450	4,073	15,463	- 37,131	- 298.2	- 41,203	- 331.0	- 967	- 12.1	- 1,167	- 97.8
Outermost regions	PRT	105	3%	4,304	15,435	788	544	12,333	3%	9,230	3%	6,419	4%	18,456	5%	17,860	17,918	7,592	2,400	11,777	65.7	4,185	23.4	1,899	10.6	116	21.6
Outermost regions	ESP	629	7%	10,808	32,347	1,619	1,295	48,203	5%	48,203	5%	26,161	3%	49,077	3%	54,467	54,618	22,427	8,186	20,943	38.4	- 1,484	- 2.7	- 7,587	- 18.7	33	16.2
Northwest Atlantic	DEU	0	0%	606	821	13	10	102	0%	86	0%	1,886	3%	5,560	4%	5,621	5,702	1,905	345	4,456	78.2	2,552	44.8	1,720	30.2	10,610	433.1
Northwest Atlantic	PRT	9	0%	16,460	18,002	285	272	1,832	1%	1,775	1%	20,701	11%	49,500	14%	41,915	41,941	12,372	4,668	32,594	77.7	20,222	48.2	14,984	35.7	3,671	119.8
Northwest Atlantic	ESP	19	0%	10,631	12,169	292	351	3,735	0%	3,735	0%	23,967	3%	49,641	3%	45,033	45,263	12,038	5,847	23,390	51.7	11,352	25.1	7,680	17.0	1,247	66.6
non EU Mediterranean Sea	CYP	7	1%	468	1,735	40	40	648	1%	648	1%	190	13%	1,068	14%	1,068	1,068	234	343	282	26.5	48	4.5	- 683	- 64.0	39	7.1
non EU Mediterranean Sea	PRT	1	0%	98	229	4	4	142	0%	149	0%	27	0%	257	0%	343	343	113	58	250	72.9	137	39.9	93	27.0	500	66.6
non EU Mediterranean Sea	ESP	4	0%	180	577	18	17	436	0%	436	0%	86	0%	753	0%	825	833	363	136	480	57.7	118	14.1	52	6.2	120	27.5

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.35 Other Fishing Region fleet structure and economic performance estimates by main type of fishery (pelagic, demersal, other) and region, 2015

our productivity)		Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
		(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
Other regions	Pelagic	51	3%	133,809	177,584	1,970	2,329	8,181	4%	6,881	3%	384,831	16%	524,464	30%	485,941	487,205	95,365	87,039	156,912	32.2	61,547	12.6	- 13,294	- 3.3	3,058	67.4
Other regions	Demersal	80	1%	51,070	70,408	1,916	2,796	17,337	1%	16,896	1%	179,439	10%	263,349	8%	336,015	348,671	62,482	61,201	125,773	36.1	63,291	18.2	50,943	14.6	1,568	45.0
Other regions	Other	139	0.4%	38,354	56,589	1,721	2,069	27,989	1%	27,803	1%	78,752	13%	186,481	11%	181,988	183,309	33,553	30,271	80,399	43.9	46,846	25.6	33,544	18.3	578	38.9
Outermost regions	Pelagic	54	3%	27,421	48,081	587	461	4,549	2%	3,221	2%	14,029	1%	19,747	1%	18,025	18,068	4,631	17,195	- 36,711	- 203.2	- 41,342	- 228.8	- 2,478	- 21.2	- 1,188	- 83.0
Outermost regions	Demersal	12	0.1%	1,293	3,737	58	18	770	0.1%	663	0.1%	426	0.0%	153	0.0%			-									
Outermost regions	Other	2,334	6%	16,706	226,793	5,283	2,293	70,863	2%	66,032	2%	25,063	4%	67,259	4%	66,729	66,918	29,460	8,854	32,300	48.3	2,840	4.2	- 4,176	- 7.6	44	18.2
Northwest Atlantic	Demersal	17	0.2%	25,124	27,300	471	488	3,260	0.2%	3,187	0.3%	37,127	2%	89,161	3%	79,185	79,520	21,589	8,906	52,924	66.6	31,335	39.4	22,124	27.8	3,204	108.4
Northwest Atlantic	Other	12	0.0%	2,572	3,692	120	145	2,409	0.1%	2,409	0.1%	9,427	2%	15,539	1%	13,384	13,385	4,726	1,954	7,517	56.2	2,791	20.9	2,259	16.9	651	51.7
non EU Mediterranean Sea	Demersal	5	0.0%	454	1,414	30	31	526	0.0%	526	0.0%	106	0.0%	919	0.0%	875	878	153	370	151	17.2	- 1	- 0.2	- 595	- 67.8	31	4.9
non EU Mediterranean Sea	Other	7	0.0%	292	1,127	32	30	700	0.0%	707	0.0%	197	0.0%	1,158	0.1%	1,361	1,365	557	168	861	63.1	304	22.3	56	4.1	124	28.2

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.36 Other Fishing Region fleet structure and economic performance estimates by MS, main type of fishery and region, 2015

			Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
			(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
Other regions	Pelagic	ESP	35	6%	77,216	110,494	1,484	1,860	5,017	7%	5,017	7%	223,577	55%	384,796	61%	346,256	347,286	57,092	65,191	99,953	28.8	42,861	12.3	- 1,806	- 0.5	2,871.4	53.7
Other regions	Pelagic	FRA	9	6%	19,016	31,070	245	245	1,785	9%	797	6%	70,770	42%	82,371	48%	85,317	85,317	29,451	11,408	50,367	59.0	20,915	24.5			5,409.9	205.4
Other regions	Pelagic	LTU	5	26%	22,804	20,852	160	142	943	29%	718	33%	54,409	72%	40,580	68%	37,596	37,756	3,922	6,653	8,298	22.0	4,376	11.6	- 452	- 1.2	1,583.5	58.4
Other regions	Pelagic	NLD	2	24%	14,773	15,169	82	82	436	24%	349	24%	36,074	15%	16,718	16%	16,772	16,846	4,900	3,786	- 1,705	- 10.1	- 6,605	- 39.2	- 11,037	- 65.5	- 874.2	- 20.8
Other regions	Demersal	ESP	71	2%	45,644	58,828	1,884	2,763	16,813	5%	16,813	5%	174,588	54%	255,733	35%	328,399	340,173	60,761	58,463	123,454	36.3	62,693	18.4	50,983	15.0	1,732.9	44.7
Other regions	Demersal	GBR	1	0%	1,318	2,206	12	13	196	0%	83	0%	4,282	2%	3,515	1%	3,515	4,397	882	731	1,107	25.2	224	5.1	50	1.1	1,129.1	82.5
Other regions	Demersal	ITA	8	0%	4,108	9,375	20	20	328	0%	-	0%	569	1%	4,100	1%	4,100	4,100	839	2,006	1,212	29.6	374	9.1	- 90	- 2.2	151.5	61.5
Other regions	Other	ESP	121	2%	32,308	45,759	1,474	1,819	23,496	5%	23,496	5%	71,959	38%	167,565	32%	160,377	161,592	30,206	26,063	70,317	43.5	40,111	24.8	29,720	18.4	582.4	38.7
Other regions	Other	GBR	2	0%	571	1,103	20	41	487	0%	393	0%	523	1%	929	0%	930	950	287	372	- 1,608	- 169.3	- 1,895	- 199.5	- 2,237	- 235.5	- 799.9	- 39.5
Other regions	Other	PRT	16	0%	5,476	9,728	226	209	4,006	1%	3,914	1%	6,271	11%	17,986	9%	20,682	20,767	3,060	3,836	11,690	56.3	8,630	41.6	6,061	29.2	716.3	56.0
Outermost regions	Pelagic	ESP	19	3%	3,493	6,007	141	135	2,241	3%	2,241	3%	10,038	2%	15,434	2%	13,572	13,615	3,094	2,879	2,695	19.8	- 399	- 2.9	- 2,478	- 21.2	140.2	20.0
Outermost regions	Pelagic	FRA	35	23%	23,928	42,074	446	327	2,308	12%	980	7%	3,990	2%	4,314	2%	4,453	4,453	1,537	14,316	- 39,406	- 885.0	- 40,943	- 919.5			- 3,370.9	- 128.0
Outermost regions	Demersal	FRA	12	1%	1,293	3,737	58	18	770	0%	663	0%	426	0%	153	0%			-									
Outermost regions	Other	ESP	610	12%	7,315	26,340	1,478	1,160	45,962	9%	45,962	9%	16,122	9%	33,644	7%	40,895	41,003	19,332	5,307	18,248	44.5	- 1,085	- 2.7	- 5,108	- 17.7	29.9	15.7
Outermost regions	Other	FRA	1,618	36%	5,086	185,018	3,016	588	12,568	5%	10,840	4%	2,522	2%	15,159	4%	7,973	7,997	2,535	1,147	2,275	28.5	- 260	- 3.3	- 967	- 12.1	113.1	31.7
Outermost regions	Other	PRT	105	3%	4,304	15,435	788	544	12,333	4%	9,230	3%	6,419	11%	18,456	10%	17,860	17,918	7,592	2,400	11,777	65.7	4,185	23.4	1,899	10.6	116.2	21.6
Northwest Atlantic	Demersal	DEU	0	0%	606	821	13	10	102	0%	86	0%	1,886	3%	5,560	4%	5,621	5,702	1,905	345	4,456	78.2	2,552	44.8	1,720	30.2	10,610.4	433.1
Northwest Atlantic	Demersal	ESP	7	0%	8,069	8,497	174	206	1,339	0%	1,339	0%	14,555	4%	34,161	5%	31,710	31,939	7,329	3,898	15,920	49.8	8,591	26.9	5,446	17.1	2,186.8	77.1
Northwest Atlantic	Demersal	PRT	9	4%	16,449	17,981	285	272	1,819	5%	1,762	5%	20,686	38%	49,440	48%	41,853	41,879	12,356	4,663	32,548	77.7	20,192	48.2	14,958	35.7	3,690.3	119.9
Northwest Atlantic	Other	ESP	11	0%	2,562	3,671	119	145	2,396	0%	2,396	0%	9,413	5%	15,479	3%	13,322	13,323	4,710	1,949	7,471	56.1	2,761	20.7	2,234	16.8	650.7	51.6
Northwest Atlantic	Other	PRT	0	0%	10	21	1	1	13	0%	13	0%	15	0%	60	0%	62	62	16	5	46	74.5	30	48.6	26	41.3	769.3	76.9
non EU Mediterranean Sea	Demersal	CYP	3	47%	359	1,120	23	23	345	47%	345	47%	81	42%	740	50%	740	740	94	278	199	27.0	106	14.3	- 449	- 60.7	60.2	8.6
non EU Mediterranean Sea	Demersal	ESP	2	0%	95	293	7	8	181	0%	181	0%	24	0%	180	0%	135	139	59	92	- 48	- 34.5	- 107	- 77.2	- 146	- 105.3	- 30.5	- 6.3
non EU Mediterranean Sea	Other	CYP	4	0%	109	614	17	17	303	0%	303	0%	108	8%	328	5%	328	328	140	65	83	25.3	- 57	- 17.4	- 234	- 71.3	20.9	4.9
non EU Mediterranean Sea	Other	ESP	2	0%	85	284	11	10	255	0%	255	0%	61	0%	573	0%	690	694	303	44	528	76.1	225	32.4	198	28.5	216.4	53.3
non EU Mediterranean Sea	Other	PRT	1	0%	98	229	4	4	142	0%	149	0%	27	0%	257	0%	343	343	113	58	250	72.9	137	39.9	93	27.0	499.8	66.6

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.37 Other Fishing Region fleet structure and economic performance estimates by main type of fishing activity and region, 2015

our productivity)		Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
		(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
Other regions	SSCF	8	0%	53	417	25	22	583	0.0%	583	0.0%	173	0.1%	734	0.1%	945	945	492	64	708	75.0	216	22.9	180	20.2	90	32.5
Other regions	LSF	34	0%	18,987	23,728	360	385	4,850	0.3%	4,551	0.3%	47,156	1.2%	36,241	0.7%	36,230	37,240	12,198	6,470	7,151	19.2	-5,047	-13.6	-10,782	-29.0	212	18.6
Other regions	DWF	229	81%	204,194	280,437	5,222	6,787	48,074	84%	46,446	86%	595,694	95%	937,319	94%	966,770	981,000	178,710	171,976	355,225	36.2	176,515	18.0	81,795	9.1	1,551	52.3
Outermost regions	SSCF	2,185	6%	5,349	193,852	4,034	1,194	49,498	1.8%	48,482	1.8%	5,013	1.8%	15,421	1.9%	15,811	15,811	9,863	1,343	11,530	72.9	1,667	10.5	292	8.1	20	16.8
Outermost regions	LSF	169	1%	6,800	28,324	1,082	754	19,089	1.0%	15,504	0.9%	12,994	0.3%	35,841	0.7%	31,794	31,862	14,839	3,749	14,521	45.6	-318	-1.0	-3,321	-11.1	113	20.5
Outermost regions	DWF	46	16%	33,270	56,435	813	824	7,595	13%	5,930	11%	21,511	3.4%	35,898	3.6%	37,149	37,313	9,390	20,957	-30,462	-81.6	-39,852	-106.8	-3,625	-11.0	-668	-37.0
Northwest Atlantic	LSF	28	0.2%	27,380	30,619	582	622	5,585	0.3%	5,512	0.3%	45,933	1.2%	103,055	2.0%	90,620	90,857	25,913	10,501	59,695	65.7	33,782	37.2	24,125	26.6	2,157	96.0
Northwest Atlantic	DWF	0	0.1%	316	373	9	12	84	0.1%	84	0.2%	621	0.1%	1,645	0.2%	1,949	2,048	402	359	746	36.4	344	16.8	259	12.6	1,962	61.9
non EU Mediterranean	LSF	12	0.1%	746	2,540	62	61	1,226	0.1%	1,233	0.1%	302	0.0%	2,078	0.0%	2,236	2,243	710	537	1,013	45.1	303	13.5	-539	-24.0	86	16.5

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.38 Other Fishing Region fleet structure and economic performance estimates by MS, fishing activity and region, 2015

			Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
			(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
Other regions	SSCF	ESP	8	0%	53	417	25	22	583	0%	583	0%	173	1%	734	1%	945	945	492	64	708	75.0	216	22.9	180	20.2	90	32.5
Other regions	LSF	ESP	26	1%	1,982	4,504	218	225	3,215	1%	3,215	1%	5,587	1%	12,164	1%	11,977	12,007	5,305	1,412	6,882	57.3	1,578	13.1	946	7.9	261	30.6
Other regions	LSF	GBR	3	0%	1,889	3,308	33	54	683	0%	476	0%	4,804	1%	4,444	0%	4,445	5,347	1,170	1,103	-501	-9.4	-1,671	-31.3	-2,187	-40.9	-168	-9.3
Other regions	LSF	NLD	2	1%	14,773	15,169	82	82	436	1%	349	1%	36,074	11%	16,718	4%	16,772	16,846	4,900	3,786	-1,705	-10.1	-6,605	-39.2	-11,037	-65.5	-874	-20.8
Other regions	LSF	PRT	2	0%	343	747	27	24	516	0%	511	0%	690	0%	2,915	1%	3,036	3,039	824	169	2,475	81.4	1,651	54.3	1,496	49.2	1,018	102.7
Other regions	DWF	ESP	193	87%	153,133	210,160	4,598	6,195	41,528	90%	41,528	90%	464,365	96%	795,197	96%	822,111	836,100	142,262	148,241	286,133	34.2	143,871	17.2	77,771	9.3	1,486	46.2
Other regions	DWF	FRA	9	44%	19,016	31,070	245	245	1,785	44%	797	47%	70,770	95%	82,371	95%	85,317	85,317	29,451	11,408	50,367	59.0	20,915	24.5			5,410	205.4
Other regions	DWF	ITA	8	100%	4,108	9,375	20	20	328	100%	-		569	100%	4,100	100%	4,100	4,100	839	2,006	1,212	29.6	374	9.1	-90	-2.2	152	61.5
Other regions	DWF	LTU	5	48%	22,804	20,852	160	142	943	48%	718	43%	54,409	86%	40,580	71%												
Other regions	DWF	PRT	14	70%	5,133	8,981	199	185	3,490	76%	3,403	82%	5,581	85%	15,072	84%	17,645	17,728	2,236	3,667	9,215	52.0	6,979	39.4	4,565	25.8	663	49.9
Outermost regions	SSCF	ESP	539	13%	1,300	12,744	961	625	37,705	10%	37,705	10%	3,763	14%	10,355	10%	14,800	14,800	9,428	1,242	10,808	73.0	1,380	9.3	129	5.0	20	17.3
Outermost regions	SSCF	FRA	1,596	39%	3,888	179,390	2,906	509	8,829	4%	8,360	4%	1,017	1%	4,065	2%			-									
Outermost regions	SSCF	PRT	50	2%	161	1,718	167	60	2,964	1%	2,417	1%	233	1%	1,002	1%	1,011	1,011	435	101	722	71.4	287	28.4	163	16.1	14	12.1
Outermost regions	LSF	ESP	63	2%	1,599	5,670	281	246	6,225	1%	6,225	1%	5,842	1%	10,044	1%	9,832	9,842	5,751	1,046	2,289	23.3	-3,462	-35.2	-4,319	-54.6	36	9.3
Outermost regions	LSF	FRA	57	4%	2,556	12,449	307	116	4,577	2%	3,211	2%	1,934	1%	11,262	1%	7,973	7,997	2,535	1,147	2,275	28.5	-260	-3.3	-967	-12.1	113	31.7
Outermost regions	LSF	PRT	49	6%	2,645	10,206	494	392	8,287	7%	6,068	6%	5,218	3%	14,534	6%	13,989	14,023	6,553	1,556	9,957	71.0	3,404	24.3	1,965	14.0	220	25.4
Outermost regions	DWF	ESP	28	13%	7,909	13,934	378	423	4,273	9%	4,273	9%	16,556	3%	28,679	3%	29,835	29,976	7,248	5,899	7,846	26.2	598	2.0	-3,396	-11.3	281	18.5
Outermost regions	DWF	FRA	12	56%	23,864	38,990	308	308	2,240	56%	912	53%	3,987	5%	4,299	5%	4,453	4,453	1,537	14,316	-39,406	-885.0	-40,943	-919.5			-3,371	-128.0
Outermost regions	DWF	PRT	6	30%	1,497	3,511	127	92	1,082	24%	745	18%	968	15%	2,920	16%	2,861	2,884	605	743	1,098	38.1	494	17.1	-229	-7.9	182	11.9
Northwest Atlantic	LSF	DEU	0	0%	606	821	13	10	102	0%	86	0%	1,886	3%	5,560	4%	5,621	5,702	1,905	345	4,456	78.2	2,552	44.8	1,720	30.2	10,610	433.1
Northwest Atlantic	LSF	ESP	18	0%	10,315	11,796	284	339	3,651	1%	3,651	1%	23,346	6%	47,995	5%	43,084	43,214	11,636	5,488	22,645	52.4	11,008	25.5	7,421	17.2	1,232	66.8
Northwest Atlantic	LSF	PRT	9	1%	16,460	18,002	285	272	1,832	2%	1,775	2%	20,701	13%	49,500	20%	41,915	41,941	12,372	4,668	32,594	77.7	20,222	48.2	14,984	35.7	3,671	119.8
Northwest Atlantic	DWF	ESP	0	0%	316	373	9	12	84	0%	84	0%	621	0%	1,645	0%	1,949	2,048	402	359	746	36.4	344	16.8	259	12.6	1,962	61.9

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.39 *Other Fishing Region* fleet structure and economic performance estimates by region and fleet segment - Other regions, 2015

		Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
		(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
Other regions	ESP OFR PS40XX	29	96%	76,762	109,064	1,409	1,784	4,350	96%	4,350	96%	222,174	97%	380,740	97%	342,310	343,321	55,077	64,944	97,096	28.3	42,020	12.2	- 2,434	- 0.7	3,374	54.4
Other regions	ESP OFR DTS40XX	33	99%	33,949	39,451	900	1,223	7,274	99%	7,274	99%	144,110	100%	176,944	99%	214,060	225,668	44,749	39,268	82,680	36.6	37,931	16.8	28,738	12.7	2,527	67.6
Other regions	ESP OFR DTS2440	39	99%	11,696	19,377	984	1,540	9,538	99%	9,538	99%	30,477	100%	78,788	100%	114,338	114,504	16,011	19,195	40,773	35.6	24,762	21.6	22,246	19.4	1,059	26.5
Other regions	ESP OFR PGO2440 °	56	90%	14,941	20,720	742	926	12,575	90%	12,575	90%	40,562	92%	93,105	92%	85,996	86,264	14,560	13,907	38,291	44.4	23,731	27.5	20,015	23.2	686	41.3
Other regions	FRA OFR PS40XX	9	44%	19,016	31,070	245	245	1,785	44%	797	47%	70,770	95%	82,371	95%	85,317	85,317	29,451	11,408	50,367	59.0	20,915	24.5			5,410	205.4
Other regions	ESP OFR PGO40XX	22	96%	13,386	16,088	383	482	5,420	96%	5,420	96%	17,854	97%	56,721	98%	51,239	52,171	7,688	9,448	20,201	38.7	12,513	24.0	7,769	14.9	914	41.9
Other regions	LTU OFR TM40XX °	5	48%	22,804	20,852	160	142	943	48%	718	43%	54,409	86%	40,580	71%												
Other regions	NLD A27 TM40XX °	2	24%	14,773	15,169	82	82	436	24%	349	24%	36,074	15%	16,718	16%	16,772	16,846	4,900	3,786	- 1,705	- 10.1	- 6,605	- 39.2	- 11,037	- 65.5	- 874	- 20.8
Other regions	ESP OFR HOK2440 °	13	63%	2,252	5,053	165	228	2,223	63%	2,223	63%	9,026	73%	8,744	71%	13,971	13,971	4,075	1,414	7,079	50.7	3,004	21.5	1,611	11.5	536	31.0
Other regions	PRT OFR HOK2440 IWE	9	97%	2,875	5,306	104	104	2,331	97%	2,291	97%	3,688	98%	9,257	98%	10,764	10,778	1,298	2,285	5,197	48.2	3,899	36.2	2,199	20.4	598	49.8
Other regions	PRT OFR HOK40XX IWE	3	78%	1,881	2,559	48	48	829	78%	829	79%	1,211	78%	4,524	78%	6,057	6,123	566	1,243	3,577	58.4	3,012	49.2	2,524	41.2	1,147	74.0
Other regions	ESP A27 PGO2440	5	14%	1,193	1,710	55	67	1,117	14%	1,117	14%	3,666	14%	5,923	13%	5,094	5,095	1,810	906	2,380	46.7	570	11.2	325	6.4	444	35.3
Other regions	ITA OFR DTS40XX IWE°	8	100%	4,108	9,375	20	20	328	100%	-	#DIV/0!	569	100%	4,100	100%	4,100	4,100	839	2,006	1,212	29.6	374	9.1	- 90	- 2.2	152	61.5
Other regions	GBR A27 DTS40XX °	1	10%	1,318	2,206	12	13	196	10%	83	5%	4,282	16%	3,515	8%	3,515	4,397	882	731	1,107	25.2	224	5.1	50	1.1	1,129	82.5
Other regions	PRT A27 HOK2440	2	10%	287	571	18	17	361	10%	361	11%	629	20%	2,657	20%	2,764	2,764	715	131	2,324	84.1	1,610	58.2	1,484	53.7	1,426	140.0
Other regions	ESP OFR HOK1218	13	42%	187	1,041	73	65	1,190	42%	1,190	42%	399	30%	1,683	39%	2,431	2,431	1,263	191	1,477	60.8	214	8.8	105	4.3	115	22.6
Other regions	ESP A27 PS1824	3	4%	201	726	45	43	379	4%	379	4%	809	2%	2,295	5%	2,386	2,395	1,217	122	1,778	74.2	561	23.4	431	18.0	512	41.6
Other regions	ESP A27 PS2440	2	2%	231	593	22	27	193	2%	193	2%	374	1%	1,099	1%	953	961	509	110	533	55.5	25	2.6	- 46	- 4.8	329	19.9
Other regions	GBR A27 HOK2440 °	2	15%	571	1,103	20	41	487	15%	393	17%	523	6%	929	3%	930	950	287	372	- 1,608	- 169.3	- 1,895	- 199.5	- 2,237	- 235.5	- 800	- 39.5
Other regions	PRT OFR HOK2440 P2	2	30%	376	1,116	47	32	330	30%	283	39%	682	55%	1,291	47%	824	826	373	139	441	53.4	68	8.3	- 158	- 19.1	212	13.8
Other regions	ESP OFR HOK1012 °	7	17%	50	383	23	21	487	17%	487	17%	144	11%	612	19%	748	748	445	61	526	70.3	81	10.8	75	10.1	75	25.6
Other regions	ESP A27 PS1218	1	1%	17	90	7	5	81	1%	81	1%	179	1%	540	2%	495	496	228	13	443	89.3	215	43.4	205	41.2	528	84.4
Other regions	ESP A37 PGO1824 °	1	5%	117	230	12	12	166	5%	166	5%	88	5%	398	4%	351	361	152	41	155	42.9	3	0.9	- 46	- 12.8	119	12.4
Other regions	PRT A27 HOK1824	1	3%	50	145	7	6	115	3%	114	3%	52	2%	216	2%	230	233	92	34	124	53.1	32	13.6	5	2.3	213	21.7
Other regions	ESP OFR PMP2440 °	1	10%	148	408	15	12	148	10%	148	10%	161	8%	154	4%	197	201	102	64	12	6.1	- 89	- 44.5	- 172	- 85.6	9	1.1
Other regions	ESP A37 PMP0612	1	0%	2	25	1	1	78	0%	78	0%	25	0%	90	0%	145	145	29	2	135	93.3	106	73.4	105	72.6	180	150.2

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.40 Structure and economic performance estimates for MS fleet segments operating 90% or more in Other Regions, 2015

	Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total DAS	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
	(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
ITA OFR DTS40XX IWE	8	100%	4,108	9,375	20	20	328	100%	-		569	100%	4,100	100%	4,100	4,100	839	2,006	1,212	29.6	374	9.1	- 90	- 2.2	152	61.5
ESP OFR DTS40XX	33	99%	33,949	39,451	900	1,223	7,274	99%	7,274	99%	144,110	100%	176,944	99%	214,060	225,668	44,749	39,268	82,680	36.6	37,931	16.8	28,738	12.7	2,527	67.6
ESP OFR DTS2440	39	99%	11,696	19,377	984	1,540	9,538	99%	9,538	99%	30,477	100%	78,788	100%	114,338	114,504	16,011	19,195	40,773	35.6	24,762	21.6	22,246	19.4	1,059	26.5
PRT OFR HOK2440 IW	9	97%	2,875	5,306	104	104	2,331	97%	2,291	97%	3,688	98%	9,257	98%	10,764	10,778	1,298	2,285	5,197	48.2	3,899	36.2	2,199	20.4	598	49.8
ESP OFR PGO40XX	22	96%	13,386	16,088	383	482	5,420	96%	5,420	96%	17,854	97%	56,721	98%	51,239	52,171	7,688	9,448	20,201	38.7	12,513	24.0	7,769	14.9	914	41.9
ESP OFR PS40XX	29	96%	76,762	109,064	1,409	1,784	4,350	96%	4,350	96%	222,174	97%	380,740	97%	342,310	343,321	55,077	64,944	97,096	28.3	42,020	12.2	- 2,434	- 0.7	3,374	54.4
ESP OFR PGO2440 °	56	90%	14,941	20,720	742	926	12,575	90%	12,575	90%	40,562	92%	93,105	92%	85,996	86,264	14,560	13,907	38,291	44.4	23,731	27.5	20,015	23.2	686	41.3
7	195		157,717	219,380	4,542	6,079	41,816		41,448		459,435		799,656		822,808	836,807	140,221	151,054	285,450		145,229		78,441		9,308	343

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.41 EU Other Fishing Region fleet structure and economic performance estimates by region and fleet segment - EU Outermost regions, 2015

		Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
		(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
Outermost regions	ESP OFR PS1218 °	18	100%	246	1,394	82	59	2,057	100%	2,057	100%	2,077	100%	2,477	100%	1,924	1,924	1,220	132	1,419	73.8	199	10.3			79	24.0
Outermost regions	ESP OFR PS40XX	1	4%	3,247	4,613	60	75	184	4%	184	4%	7,962	3%	12,956	3%	11,649	11,691	1,874	2,747	1,276	10.9	- 598	- 5.1	- 2,478	- 21.2	1,046	16.9
Outermost regions	FRA OFR HOK1218	16	100%	443	3,364	76	58	2,998	100%	2,055	100%	1,221	100%	8,900	100%	6,954	6,971	2,143	857	2,352	33.7	208	3.0	- 303	- 4.3	147	40.7
Outermost regions	ESP OFR PMP0010	492	100%	987	10,266	800	484	35,089	100%	35,089	100%	2,663	100%	7,978	100%	11,055	11,055	6,979	866	8,302	75.1	1,323	12.0			17	17.2
Outermost regions	ESP OFR PGO2440 °	5	9%	1,466	2,033	73	91	1,234	9%	1,234	9%	2,857	7%	7,170	7%	6,623	6,649	1,123	1,365	1,941	29.2	818	12.3	453	6.8	354	21.4
Outermost regions	PRT OFR HOK1218 P2	18	100%	417	2,844	189	182	4,152	100%	2,720	100%	1,931	100%	7,037	100%	7,381	7,409	3,615	670	5,531	74.7	1,916	25.9	1,666	22.5	307	30.4
Outermost regions	FRA OFR PS40XX	12	56%	23,864	38,990	308	308	2,240	56%	912	53%	3,987	5%	4,299	5%	4,453	4,453	1,537	14,316	- 39,406	- 885.0	- 40,943	- 919.5			- 3,371	- 128.0
Outermost regions	PRT A27 HOK2440 P3°	12	46%	1,729	4,848	197	130	1,613	46%	1,244	45%	1,715	45%	4,007	49%	4,656	4,656	1,968	677	3,094	66.5	1,126	24.2	75	1.6	252	23.7
Outermost regions	ESP OFR PMP2440 °	13	90%	1,347	3,698	134	105	1,343	90%	1,343	90%	1,818	92%	3,641	96%	4,653	4,686	2,399	584	2,977	63.5	578	12.3	- 170	- 3.6	236	28.4
Outermost regions	ESP OFR HOK2440 °	8	37%	1,311	2,942	96	133	1,294	37%	1,294	37%	3,320	27%	3,564	29%	5,695	5,695	1,668	823	1,683	29.6	15	0.3	- 796	- 14.0	219	12.7
Outermost regions	ESP A27 PGO2440	3	7%	617	885	29	35	578	7%	578	7%	1,894	7%	3,241	7%	2,788	2,788	991	469	1,383	49.6	392	14.1	266	9.5	499	39.7
Outermost regions	FRA OFR HOK0010	489	100%	1,190	52,934	824	170	6,211	100%	6,193	100%	450	100%	2,864	100%			-									
Outermost regions	ESP OFR HOK1012 °	27	64%	192	1,478	90	79	1,880	64%	1,880	64%	990	78%	2,060	65%	2,517	2,517	1,555	237	1,659	65.9	104	4.1	82	3.3	61	20.9
Outermost regions	FRA OFR HOK1824 °	4	100%	656	1,749	25	14	570	100%	372	100%	257	100%	1,934	100%	1,019	1,026	392	290	- 76	- 7.4	- 468	- 45.7	- 664	- 64.7	- 18	- 5.5
Outermost regions	ESP OFR PMP1218	17	99%	337	1,541	78	75	1,173	99%	1,173	99%	817	100%	1,713	100%	2,108	2,108	1,666	230	- 2,588	- 122.8	- 4,254	- 201.8	- 4,645	- 220.4	- 154	- 34.4
Outermost regions	ESP OFR HOK1218	8	26%	117	648	45	41	741	26%	741	26%	754	56%	1,608	37%	2,323	2,323	1,166	119	1,729	74.4	562	24.2	495	21.3	216	42.5
Outermost regions	PRT OFR HOK1824 P2	3	100%	189	774			531	100%	305	100%	461	100%	1,570	100%			-									
Outermost regions	PRT OFR HOK2440 P2	5	70%	890	2,641	110	76	781	70%	449	61%	548	45%	1,442	53%	921	926	417	329	15	1.6	- 402	- 43.5	- 937	- 101.3	3	0.2
Outermost regions	ESP OFR PGO40XX	1	4%	538	647	15	19	218	4%	218	4%	599	3%	1,347	2%	1,217	1,254	183	380	- 32	- 2.5	- 214	- 17.1	- 405	- 32.3	- 36	- 1.6
Outermost regions	PRT OFR HOK40XX IWE	1	22%	517	704	13	13	228	22%	226	21%	335	22%	1,261	22%	1,689	1,707	158	342	1,007	59.0	849	49.7	715	41.9	1,170	75.7
Outermost regions	FRA OFR HOK1012	18	100%	162	4,943	48	21	987	100%	860	100%	177	100%	1,035	100%			-									
Outermost regions	PRT OFR HOK0010 P2°	49	100%	151	1,632	160	55	2,840	100%	2,336	100%	210	100%	912	100%	921	921	398	93	653	71.0	256	27.8	142	15.4	13	11.9
Outermost regions	PRT OFR MGP0010 P2	10	100%	30	410	50	29	918	100%	837	100%	149	100%	687	100%	868	868	474	81	680	78.3	206	23.7	181	20.8	68	23.4
Outermost regions	PRT OFR MGP1824 P2°	3	100%	136	777	37	35	579	100%	539	100%	769	100%	545	100%	550	552	306	52	357	64.7	51	9.2	9	1.6	119	10.2
Outermost regions	ESP OFR FPO1218 °	16	100%	164	968	35	24	1,508	100%	1,508	100%	197	100%	514	100%	248	248	526	52	110	44.5	- 415	- 167.3	- 438	- 176.4	7	4.6
Outermost regions	ESP A37 PGO1824 °	1	5%	113	223	11	12	161	5%	161	5%	100	6%	478	5%	422	432	175	40	231	53.6	56	13.1	8	1.9	182	19.1
Outermost regions	ESP OFR PMP1012	19	100%	120	986	70	61	676	100%	676	100%	94	100%	268	100%	1,152	1,152	871	137	778	67.5	- 94	- 8.1			41	12.7
Outermost regions	FRA OFR FPO1218	2	100%	99	515	10	7	171	100%	53	100%	27	100%	261	100%			-									
Outermost regions	PRT A27 HOK1824	1	3%	59	170	8	7	134	3%	123	3%	44	2%	179	2%	190	194	76	39	66	34.3	- 10	- 5.2	- 41	- 20.9	99	10.0
Outermost regions	PRT OFR MGP1012 P2	1	100%	9	136			159	100%	159	100%	36	100%	178	100%			-									
Outermost regions	FRA OFR DTS1824	12	100%	1,293	3,737	58	18	770	100%	663	100%	426	100%	153	100%			-									
Outermost regions	PRT A27 HOK1218 P3	1	3%	23	140	10	6	134	3%	78	2%	64	4%	135	2%	139	139	60	13	105	75.5	45	32.4	28	20.4	95	17.8
Outermost regions	FRA OFR DFN0010	149	100%	347	15,720	327	45	628	100%	553	100%	179	100%	95	100%			-									
Outermost regions	PRT A27 HOK1012 P3	1	1%	10	87	7	5	124	1%	81	1%	24	2%	89	1%	90	90	37	9	68	76.1	31	35.0	20	22.8	68	14.2
Outermost regions	FRA OFR PGP0010	561	100%	1,304	74,245	976	156	240	100%	240	100%	8	100%	45	100%			-									
Outermost regions	ESP A27 PMP0010	1	0%	1	12	1	1	54	0%	54	0%	7	0%	30	0%	45	45	17	2	39	88.2	22	49.7	22	48.7	68	47.5
Outermost regions	FRA OFR PGO0010	54	100%	64	2,418	99	6	72	100%	72	100%	3	100%	17	100%			-									
Outermost regions	FRA OFR PS0010	23	100%	64	3,084	138	19	68	100%	68	100%	3	100%	15	100%			-									
Outermost regions	FRA OFR FPO0010	275	100%	472	25,089	468	82	44	100%	44	100%	1	100%	6	100%			-									
Outermost regions	FRA OFR DFN1012	49	100%	348	4,040	163	28	647	100%	398	100%	199	100%	2	100%			-									

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.42 Structure and economic performance estimates for MS fleet segments operating 90% or more in EU Outermost regions, including the Portuguese Azorean fleet, 2015

	Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total DAS	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
	(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
ESP OFR PS1218 °	18	100%	246	1,394	82	59	2,057	100%	2,057	100%	2,077	100%	2,477	100%	1,924	1,924	1,220	132	1,419	73.8	199	10.3			79	24.0
ESP OFR FPO1218 °	16	100%	164	968	35	24	1,508	100%	1,508	100%	197	100%	514	100%	248	248	526	52	110	44.5	- 415	- 167.3	- 438	- 176.4	7	4.6
ESP OFR PMP0010	492	100%	987	10,266	800	484	35,089	100%	35,089	100%	2,663	100%	7,978	100%	11,055	11,055	6,979	866	8,302	75.1	1,323	12.0			17	17.2
ESP OFR PMP1012	19	100%	120	986	70	61	676	100%	676	100%	94	100%	268	100%	1,152	1,152	871	137	778	67.5	- 94	- 8.1			41	12.7
FRA OFR FPO0010	275	100%	472	25,089	468	82	44	100%	44	100%	1	100%	6	100%			-									
FRA OFR HOK1012	18	100%	162	4,943	48	21	987	100%	860	100%	177	100%	1,035	100%			-									
FRA OFR HOK1824 °	4	100%	656	1,749	25	14	570	100%	372	100%	257	100%	1,934	100%	1,019	1,026	392	290	- 76	- 7.4	- 468	- 45.7	- 664	- 64.7	- 18	- 5.5
FRA OFR DFN1012	49	100%	348	4,040	163	28	647	100%	398	100%	199	100%	2	100%			-									
FRA OFR DTS1824	12	100%	1,293	3,737	58	18	770	100%	663	100%	426	100%	153	100%			-									
FRA OFR HOK0010	489	100%	1,190	52,934	824	170	6,211	100%	6,193	100%	450	100%	2,864	100%			-									
FRA OFR PGO0010	54	100%	64	2,418	99	6	72	100%	72	100%	3	100%	17	100%			-									
FRA OFR PGP0010	561	100%	1,304	74,245	976	156	240	100%	240	100%	8	100%	45	100%			-									
FRA OFR PS0010	23	100%	64	3,084	138	19	68	100%	68	100%	3	100%	15	100%			-									
FRA OFR HOK1218	16	100%	443	3,364	76	58	2,998	100%	2,055	100%	1,221	100%	8,900	100%	6,954	6,971	2,143	857	2,352	33.7	208	3.0	- 303	- 4.3	147	40.7
FRA OFR DFN0010	149	100%	347	15,720	327	45	628	100%	553	100%	179	100%	95	100%			-									
FRA OFR FPO1218	2	100%	99	515	10	7	171	100%	53	100%	27	100%	261	100%			-									
PRT OFR HOK1218 P2	18	100%	417	2,844	189	182	4,152	100%	2,720	100%	1,931	100%	7,037	100%	7,381	7,409	3,615	670	5,531	74.7	1,916	25.9	1,666	22.5	307	30.4
PRT OFR HOK0010 P2	49	100%	151	1,632	160	55	2,840	100%	2,336	100%	210	100%	912	100%	921	921	398	93	653	71.0	256	27.8	142	15.4	13	11.9
PRT OFR MGP1012 P2	1	100%	9	136			159	100%	159	100%	36	100%	178	100%			-									
PRT OFR MGP1824 P2	3	100%	136	777	37	35	579	100%	539	100%	769	100%	545	100%	550	552	306	52	357	64.7	51	9.2	9	1.6	119	10.2
PRT OFR MGP0010 P2	10	100%	30	410	50	29	918	100%	837	100%	149	100%	687	100%	868	868	474	81	680	78.3	206	23.7	181	20.8	68	23.4
PRT OFR HOK1824 P2	3	100%	189	774			531	100%	305	100%	461	100%	1,570	100%			-									
ESP OFR PMP1218	17	99%	337	1,541	78	75	1,173	99%	1,173	99%	817	100%	1,713	100%	2,108	2,108	1,666	230	- 2,588	- 122.8	- 4,254	- 201.8	- 4,645	- 220.4	- 154	- 34.4
ESP OFR PMP2440 °	13	90%	1,347	3,698	134	105	1,343	90%	1,343	90%	1,818	92%	3,641	96%	4,653	4,686	2,399	584	2,977	63.5	578	12.3	- 170	- 3.6	236	28.4
24	2,311		10,577	217,266	4,847	1,734	64,431		60,313		14,173		42,847		38,832	38,921	20,990	4,043	20,495	517	- 496	- 299	- 4,222	- 409	862	164
PRT A27 DFN0010 P3	42	100%	63	1,282	91	42	2,699	100%	2,699	100%	273	100%	760	100%	854	854	344	118	662	77.5	318	37.2	230	26.9	16	15.8
PRT A27 HOK0010 P3	351	100%	999	15,094	860	316	26,380	100%	26,380	100%	1,868	100%	9,418	100%	9,611	9,612	3,997	688	7,835	81.5	3,838	39.9	2,417	25.2	22	24.8
PRT A27 HOK1012 P3	69	100%	712	5,951	492	332	8,527	100%	8,046	100%	1,467	100%	6,280	100%	6,302	6,303	2,589	590	4,829	76.6	2,209	35.6	1,466	23.6	70	15
PRT A27 HOK1218 P3	40	100%	811	5,046	348	211	4,815	100%	4,155	100%	1,807	100%	5,529	100%	5,696	5,696	2,447	454	4,472	78.6	1,980	35.6	1,395	25.1	113	21
PRT A27 HOK2440 P3	27	100%	3,744	10,496	427	282	3,492	100%	2,779	100%	3,818	100%	8,148	100%	9,469	9,469	4,003	1,466	6,087	64.3	2,084	22.1	- 191	- 2.0	230.9	21.7
PRT A27 PGP0010 P3	10	100%	32	501	36	17	1,522	100%	1,522	100%	120	100%	622	100%	175	175	58	30	107	61.3	49	28.0	6	3.3	11	6.3
PRT A27 PS0010 P3	25	100%	44	966	62	31	2,132	100%	2,132	100%	259	100%	383	100%	442	443	178	83	311	70.2	133	30.1	68	15.3	12	10.0
PRT A27 PS1012 P3°	13	100%	130	1,028	122	103	2,502	100%	2,313	100%	785	100%	996	100%	998	998	340	171	640	64.1	299	30.0	153	15.4	49	6.2
PRT OFR MGP0010 P2	10	100%	30	410	50	29	918	100%	837	100%	149	100%	687	100%	868	868	474	81	680	78.3	206	23.7	181	20.8	68	23.4
9	586		6,566	40,775	2,488	1,364	52,987		50,863		10,546		32,823		34,417	34,418	14,430	3,682	25,623		11,116		5,724		592	144
EU OMR 33	**2,897**		**17,143**	**258,041**	**7,335**	**3,097**	**117,418**		**111,176**	**33**	**24,719**		**75,670**		**73,249**	**73,339**	**35,420**	**7,725**	**46,117**		**10,621**		**1,502**		**1,454**	**308**

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.43 ***Other Fishing Region*** **fleet structure and economic performance estimates by region and fleet segment - Northwest Atlantic, 2015**

		Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
		(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
Northwest Atlantic	PRT A27 DTS40XX IWE	9	92%	16,449	17,981	285	272	1,819	92%	1,762	92%	20,686	95%	49,440	95%	41,853	41,879	12,356	4,663	32,548	77.7	20,192	48.2	14,958	35.7	3,690	119.9
Northwest Atlantic	ESP A27 DTS40XX °	7	39%	7,780	8,161	166	196	1,277	39%	1,277	39%	14,023	34%	32,661	28%	29,895	30,025	6,949	3,563	15,224	50.7	8,275	27.6	5,209	17.4	2,175	77.7
Northwest Atlantic	ESP A27 PGO2440	11	30%	2,535	3,635	118	143	2,374	30%	2,374	30%	9,323	36%	15,335	35%	13,189	13,189	4,687	1,925	7,420	56.3	2,733	20.7	2,213	16.8	652	51.8
Northwest Atlantic	DEU A27 DTS40XX	0	7%	606	821	13	10	102	7%	86	7%	1,886	9%	5,560	13%	5,621	5,702	1,905	345	4,456	78.2	2,552	44.8	1,720	30.2	10,610	433.1
Northwest Atlantic	ESP OFR DTS40XX	0	1%	289	336	8	10	62	1%	62	1%	531	0%	1,501	1%	1,815	1,914	379	335	695	36.3	316	16.5	238	12.4	2,484	66.7
Northwest Atlantic	ESP OFR PGO2440 °	0	0%	26	36	1	2	22	0%	22	0%	90	0%	145	0%	134	134	23	24	50	37.4	28	20.5	21	15.7	502	31.0
Northwest Atlantic	PRT A27 HOK2440	0	0%	10	21	1	1	13	0%	13	0%	15	0%	60	0%	62	62	16	5	46	74.5	30	48.6	26	41.3	769	76.9

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

Table 4.44 *Other Fishing Region* fleet structure and economic performance estimates **by region and fleet segment - non-EU Mediterranean Sea, 2015**

		Estimated no. of vessels	% of total no. of vessels	Vessel tonnage	Engine power	Total employed	Full-time equivalent (national)	Days at sea	as a % of total fishing days	Fishing days	as a % of total fishing days	Live weight of landings	as a % of total landed weight	Value of landings	as a % of total landed value	Income from landings	Revenue	Labour costs	Energy costs	Gross Value Added	GVA to revenue	Gross profit	Gross profit margin	Net profit	Net profit margin	Average GVA	GVA per FTE (labour productivi
		(#)	(%)	(GT)	(kW)		(person)	(day)	(%)	(day)	(%)	(tonnes)	(%)	(K €)	(%)	(K €)	(K €)	(K €)	(K €)	(K €)	%	(K €)	%	(K €)	%	(K €)	(K €)
non EU Mediterranean Sea	CYP A37 DTS2440 °	3	47%	359	1,120	23	23	345	47%	345	47%	81	42%	740	50%	740	740	94	278	199	27.0	106	14.3	- 449	- 60.7	60	8.6
non EU Mediterranean Sea	PRT A37 FPO2440	1	25%	98	229	4	4	142	25%	149	27%	27	28%	257	28%	343	343	113	58	250	72.9	137	39.9	93	27.0	500	66.6
non EU Mediterranean Sea	CYP A37 PGP1218 °	4	15%	109	614	17	17	303	15%	303	15%	108	18%	328	22%	328	328	140	65	83	25.3	- 57	- 17.4	- 234	- 71.3	21	4.9
non EU Mediterranean Sea	ESP A37 FPO1218 °	1	5%	31	121	4	4	127	5%	127	5%	29	10%	250	10%	303	303	139	18	250	82.7	111	36.7	103	34.1	234	65.4
non EU Mediterranean Sea	ESP A37 HOK1218 °	1	3%	13	73	2	1	56	3%	56	3%	21	9%	180	13%	266	266	106	11	232	87.5	127	47.7	124	46.7	318	180.2
non EU Mediterranean Sea	ESP A37 DTS1824	2	1%	95	293	7	8	181	1%	181	1%	24	0%	180	0%	135	139	59	92	- 48	- 34.5	- 107	- 77.2	- 146	- 105.3	- 30	- 6.3

Data source: MS data submissions under the DCF 2017 Fleet Economic (MARE/A3/AC(2017)); All monetary values have been adjusted for inflation; constant prices (2015).

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