



KOMMISSIONEN FOR DE EUROPÆISKE FÆLLESSKABER

Bruxelles, den 23.12.2005  
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**ÅRSRAPPORT FRA KOMMISSIONEN  
TIL RÅDET OG EUROPA-PARLAMENTET**

**om medlemsstaternes bestræbelser i 2004 på at opnå en bæredygtig ligevægt mellem  
fiskerikapacitet og fiskerimuligheder**

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## INDLEDNING

Ifølge artikel 14 i Rådets forordning (EF) nr. 2371/2002<sup>1</sup> og artikel 12 i Kommissionens forordning (EF) nr. 1438/2003<sup>2</sup> skal medlemsstaterne hvert år inden den 1. maj forelægge Kommissionen en rapport om deres bestræbelser i det foregående år på at opnå en bæredygtig ligevægt mellem fiskerikapacitet og fiskerimuligheder. På grundlag af disse rapporter og dataene i EF-fiskerflåderegistret<sup>3</sup> udarbejdede Kommissionen et resumé for 2004, som blev forelagt for Den Videnskabelige, Tekniske og Økonomiske Komité for Fiskeri (STECF) og for Komitéen for Fiskeri og Akvakultur. Denne rapport, som er et resumé af medlemsstaternes rapporter, forelægger Kommissionen nu for Rådet og Europa-Parlamentet ledsaget af udtalelserne fra ovennævnte komitéer.

Denne rapport falder i to dele:

- Første del beskriver de regler, medlemsstaterne skal følge ved forvaltningen af deres flåder, og sammenfatter kort de oplysninger, der er givet i henhold til artikel 13 i Kommissionens forordning (EF) nr. 1438/2003 om gennemførelsesbestemmelser til EU's flådepolitik.
- Anden del omfatter tabeller, der indeholder tal for udviklingen i medlemsstaternes flådekapacitet i 2004 og de relevante oplysninger om til- og afgang af fartøjer for de enkelte medlemsstaters flåder.

Tjekkiet, Estland, Cypern, Letland, Litauen, Ungarn, Malta, Polen, Slovenien og Slovakiet (i det følgende benævnt de nye medlemsstater) kom med i EU i 2004. Syv af dem, nemlig Estland, Cypern, Letland, Litauen, Malta, Polen og Slovenien, har en havfiskerflåde, der er blevet indført i EF-fiskerflåderegistret. Derfor skal også disse lande indsende en årsrapport om deres flåde, som dog så kun dækker perioden 1. maj 2004 (tiltrædelsesdatoen) - 31. december 2004.

## 2. FLÅDEFORVALTNING UNDER DEN FÆLLES FISKERIPOLITIK EFTER REFORMEN

Efter den reform af den fælles fiskeripolitik, der blev vedtaget i december 2002, forvaltes fiskerflåderne efter den generelle regel om, at ny kapacitet - udtrykt i tonnage og maskineffekt - som tilgår flåden, ikke må være større end den kapacitet, der udtages af flåden.

### a) Tilgangs-/afgangsordningen

Siden den 1. januar 2003 har medlemsstaterne skullet overholde en restriktiv tilgangs-/afgangsordning for deres flåders kapacitet målt i både tonnage og maskineffekt. Enhver kapacitetstilgang til en medlemsstats flåde skal opvejes af forudgående udtagning af mindst samme kapacitet (forhold 1:1 "til enhver tid"), medmindre tilgangen skyldes arbejder, der er udført for at forbedre sikkerhed, hygiejne eller arbejdsforhold om bord (artikel 11, stk. 5, i Rådets forordning (EF) nr. 2371/2002). For tilgang af nye fartøjer på 100-400 GT, som er bygget med offentlig støtte (støttetildeling via administrative beslutninger var kun mulig indtil

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<sup>1</sup> Rådets forordning (EF) nr. 2371/2002 (EFT L 358 af 31.12. 2002, s. 59-80).

<sup>2</sup> Kommissionens forordning (EF) nr. 1438/2003 (EFT L 204 af 12.8.2003, s. 21-28).

<sup>3</sup> Kommissionens forordning (EF) nr. 26/2004 (EFT L 5 af 9.1. 2004, s. 25-35).

den 31. december 2004), skal medlemsstaten udtage 35 % mere kapacitet, end den tilfører (forhold 1:1,35).

En anden vigtig regel er, at kapacitet, der udtages af flåden med offentlig støtte, ikke må erstattes. Sådant kapacitet trækkes direkte fra flåden og også fra det referenceniveau, der er fastsat i henhold til artikel 12 i Rådets forordning (EF) nr. 2371/2002, og den modregnes derfor i tilgangs-/afgangsordningen i forholdet 0:1. Kapacitetsreduktion med offentlig støtte er derfor definitiv.

Alt dette betyder, at medlemsstatens flådekapacitet som en generel regel ikke må stige i forhold til niveauet pr.:

- 1. januar 2003 for EU-15-medlemsstaterne, jf. artikel 6 og 7 i Kommissionens forordning (EF) nr. 1438/2003
- 1. maj 2004 for de nye medlemsstater, jf. artikel 1, stk. 2 og 3, i Kommissionens forordning (EF) nr. 916/2004.

I praksis vil dette normalt være tilfældet. Gennemførelsesbestemmelserne for flådepolitikken giver dog mulighed for tilgang af fartøjer uden om tilgangs-/afgangsordningen i de tilfælde, hvor de nationale myndigheder har truffet administrativ beslutning herom i perioden:

- 1. januar 2000 – 31. december 2002 for fartøjer, der tilgår flåden efter den 1. januar 2003 i EU-15-medlemsstaterne
- 1. maj 2001 – 30. april 2004 for fartøjer, der tilgår flåden efter den 1. maj 2004 i de nye medlemsstater.

Disse tilgange skal finde sted senest tre år efter datoen for den administrative beslutning (dvs. for EU-15-medlemsstaterne senest ved udgangen af 2005 og for de nye medlemsstater senest den 30. april 2007) efter de på daværende tidspunkt gældende regler, især artikel 9 i Rådets forordning (EF) nr. 2792/1999 om de nærmere regler og betingelser for Fællesskabets strukturforanstaltninger for fiskeriet.

## **b) Referenceniveauer (kontinentalflåden)**

Referenceniveauerne for medlemsstaternes flåder er summen af de samlede endelige mål i det flerårige udviklingsprogram (FUP IV) som fastsat i artikel 12 i Rådets forordning (EF) nr. 2371/2002. Den generelle regel er, at medlemsstaterne på intet tidspunkt må overskride deres referenceniveauer.

Når en medlemsstat udtager fartøjer med offentlig støtte, nedsættes disse referenceniveauer automatisk med den udtagne kapacitet. Desuden vil de medlemsstater, der har ydet støtte til bygning af fartøjer indtil udgangen af 2004, få deres oprindelige 2003-referenceniveau reduceret med mindst 3 % ved udgangen af 2004.

Da de fleste medlemsstater allerede lå et godt stykke under dette referenceniveau ved starten af 2004, er indvirkningen ikke særlig stor. Overholdelsen af denne regel vurderes dog i årsrapporten for 2004.

Da referenceniveauerne er overtaget fra FUP IV<sup>4</sup> (perioden 1997-2002), besluttede Rådet, at de ikke skulle gælde for de nye medlemsstater (Rådets forordning (EF) nr. 1242/2004<sup>5</sup>).

### c) Forvaltning af flådereferenceniveauer i EU's fjernområder

De fiskerflåder, der er registreret i EU's fjernområder, dvs. de franske oversøiske departementer, De Kanariske Øer (Spanien) og Azorerne og Madeira (Portugal), skal overholde de specifikke referenceniveauer for disse områder, jf. Rådets forordning (EF) nr. 639/2004<sup>6</sup> og Kommissionens forordning (EF) nr. 2104/2004<sup>7</sup>.

### d) Måling af tonnage

Opmålingen af EU-flåden er baseret på Rådets forordning (EF) nr. 3259/94<sup>8</sup> og Kommissionens beslutning 95/84/EF<sup>9</sup>. I disse retsakter fastsættes det, at tonnagen for fartøjer af en længde på 15 m eller derover skal opmåles efter London-konventionen, dvs. som en funktion af fartøjets samlede rumvolumen, mens den for fartøjer af en længde på under 15 m skal beregnes efter en metode baseret på et skøn over skrogets volumen.

Flåden skulle have været fuldt opmålt efter EU-bestemmelserne pr. 31. december 2003. Ved udgangen af 2004 var der dog fortsat nogle fartøjer, der ikke var opmålt i GT.

I de tilfælde, hvor opmålingen af flåden ikke er afsluttet, er tonnagetallene i denne rapport en blanding af GT og BRT. Det vil sige, at der er anvendt BRT i de tilfælde, hvor fartøjer ikke er opmålt i GT.

## 3. EF-FISKERFLÅDEREGISTRET

I 2004 oprettedes det nye EF-fiskerflåderegister, jf. Kommissionens forordning (EF) nr. 26/2004. Det blev taget i brug pr. 1. september 2004. Denne ændring var nødvendig på grund af de nye regler for forvaltning af EU-flådens fiskerikapacitet, som trådte i kraft pr. 1. januar 2003. Denne ordning, som er en følge af 2002-reformen af den fælles fiskeripolitik, pålægger medlemsstaterne større ansvar for at skabe bedre ligevægt mellem deres flåders fiskerikapacitet og de disponible ressourcer.

Det vigtigste værktøj til overvågning af fiskerflåden er EF-fiskerflåderegistret. Medlemsstaterne er forpligtet til regelmæssigt at indsende alle relevante oplysninger om ca. 90 000 havfiskerfartøjers specifikationer og oplysninger om flådetilgang og -afgang. Alle oplysninger i teknisk bilag 1, 2 og 3 er hentet fra EF-fiskerflåderegistret bortset fra:

- data for tilgang, der skyldes administrative beslutninger truffet af nationale myndigheder inden den 1. januar 2003 (eller 1. maj 2004 for de nye medlemsstater), og som de særlige overgangsbestemmelser i forordningen gælder for

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<sup>4</sup> 4. flerårige udviklingsprogram.

<sup>5</sup> Rådets forordning (EF) nr. 1242/2004 (EFT L 236 af 7.7.2004, s. 1-2).

<sup>6</sup> Rådets forordning (EF) nr. 639/2004 (EFT L 102 af 7.4.2004, s. 9-11).

<sup>7</sup> Kommissionens forordning (EF) nr. 2104/2004 (EFT L 365 af 10.12.2004, s. 19-21).

<sup>8</sup> Rådets forordning (EF) nr. 3259/94 (EFT L 339 af 29.12.1994, s. 11-13).

<sup>9</sup> Kommissionens beslutning 95/84/EF (EFT L 67 af 25.3.1995, s. 33-36).

- data for udtagning med offentlig støtte i visse tilfælde, hvor sådanne data ikke fandtes i EF-fiskerflåderegistret.

Kun i disse to tilfælde kommer oplysningerne direkte fra medlemsstaterne.

#### **4. RESUMÉ AF MEDLEMSSTATERNES ÅRSRAPPORTER**

Kun halvdelen af medlemsstaterne indsendte deres årsrapporter inden fristens udløb, som var den 30. april 2005. Visse rapporter kom op til to måneder for sent. Trods adskillige påmindelser har Slovenien endnu ikke indsendt sin årsrapport. På grund af disse forsinkelser havde Kommissionen store vanskeligheder med at overholde fristerne for indsendelse af den sammenfattende rapport til STECF og Komitéen for Fiskeri og Akvakultur.

Rapporterne fra medlemsstaterne er, hvad angår format og indhold, ikke altid som fastsat i forordningen, og oplysningerne i dem er ikke homogene, hvilket gør det problematisk at foretage en samlet vurdering af rapporterne. Ikke alle medlemsstaters rapporter indeholder en vurdering af ligevægten mellem fiskerflådekapaцитet og fiskerimuligheder.

##### **a) Beskrivelse af flåderne i relation til fiskeriernes tilstand**

Under hensyntagen til de strikse regler for flådekapaцитetsforvaltning både på EU-plan og nationalt plan har EU-15-medlemsstaternes flådetal for 2004 ikke ændret sig væsentligt i forhold til 2003. Udviklingen i de nye medlemsstaters fiskerflåder kunne Kommissionen først følge fra den 1. maj 2004, og derfor kan der ikke foretages en sammenligning med 2003.

Medlemsstaternes årsrapporter indeholdt en generel beskrivelse af fiskerflåderne (fx antal fartøjer, kapacitet, målarter og fiskeriområder) og en forklaring af fartøjskategoriseringssystemet. Medlemsstaterne anvendte forskellige kategoriseringssystemer: visse medlemsstater bevarede FUP IV-kategoriseringen, andre anvendte målarter og fiskeriområder, og andre igen klassificerede fartøjerne efter længde eller redskab.

Størstedelen af medlemsstaterne reducerede deres flådekapaцитet i 2004 ved hjælp af udtagningsordninger. Visse medlemsstater meddelte, at der i fremtiden kunne blive tale om at træffe endnu skrappe foranstaltninger til reducere af kapaцитeten. Danmark fastslog således, at der i forbindelse med en national udtagningsordning var indgivet langt flere ansøgninger, end der kunne tages i betragtning, mens Frankrig understregede, at foranstaltninger til modernisering af fiskerfartøjer også spiller en central rolle i en bæredygtig forvaltning af ressourcerne.

Det er vigtigt at bemærke, at der i medlemsstaterne anvendes en række forskellige foranstaltninger til at sikre en bæredygtig forvaltning af fiskeressourcerne: reduktion af flådekapaцитet, begrænsning af fiskedage, national begrænsning af adgang til ressourcer, begrænsning af antal fiskerilicenser, tildeling af fiskekvoter osv. Det mest anvendte flådeforvaltningsværktøj i Det Forenede Kongerige er fx fiskerilicenser.

Medlemsstaterne har haft vanskeligt ved at se en direkte sammenhæng mellem støtten til endelig oplægning eller til bygning af nye fartøjer og udviklingen i bestandenes tilstand. Det kan skyldes, at det tager en vis tid, inden virkningen af udtagning slår igennem på bestandenes tilstand. Ressourcerne afhænger også af, hvor stor en fiskeriintensitet og fiskeriindsats medlemsstaterne og EU tillader. Tyskland foretog ikke desto mindre en grundig analyse af

udviklingen i den nationale fiskerflådekapacitet set i forhold til de disponible fiskebestande og vurderede kapacitetsudviklingen i perioden 2003-2004.

## **b) Fiskeriindsatsreducerende ordningers indvirkning på kapaciteten**

De vigtigste fiskeriindsatsreducerende ordninger for medlemsstaterne var foranstaltninger til genopretning af torskbestandene. Belgien, Danmark, Frankrig, Irland, Nederlandene og Det Forenede Kongerige rapporterede, at de havde været direkte berørt af fiskeriindsatsreducerende foranstaltninger i 2004. Det drejede sig navnlig om foranstaltninger i henhold til bilag V til Rådets forordning (EF) nr. 2287/2003 (i det følgende benævnt "bilag V") vedrørende Kattegat, Nordsøen og Skagerrak, vest for Skotland, den østlige del af Den Engelske Kanal og Det Irske Hav. Disse foranstaltninger omfattede begrænsning af antallet af havdage og af, hvilke fiskeredskaber det var tilladt at anvende. De fleste af de berørte medlemsstater meddelte, at deres fiskeriindsats generelt var blevet reduceret.

Danmark gav detaljerede oplysninger om, hvilke virkninger genopretningsplanen for torsk i Nordsøen i henhold til bilag V havde haft. Af Danmarks årsrapport fremgik det, hvordan tendensen i udviklingen i den danske flåde havde været i 2002-2004, både hvad angik tonnage og maskineffekt, opdelt pr. fartøjskategori (fiskerfartøj/redskabstype), og at der i 2004 havde været en generel reduktion udtrykt i "dage/fartøj" og "kW-dage/fartøj". Den danske flådes kapacitet blev reduceret med ca. 5 000 GT (5 % af fiskerflådens samlede tonnage) gennem udtagningsordninger i 2003 og 2004.

Det Forenede Kongerige rapporterede, at de indsatsreducerende ordninger, der havde påvirket dets flåde mest i 2004, var indsatsordningen for de vestlige farvande, ordningen for dybhavsarter og torskegenopretningsplanen. De britiske myndigheder konstaterede en generel reduktion af fiskeriindsatsen under disse foranstaltninger, og som et supplement til årsrapporten sendte de en analytisk undersøgelse af de britiske fartøjers fiskeriindsats i perioden 2001-2004 i forbindelse med torskegenopretningsplanen. Fiskeriindsatsen blev hovedsageligt reduceret ved hjælp af en udtagningsordning, hvis målgruppe var fartøjer, der fangede store mængder torsk. På denne måde blev den britiske fiskerflåde reduceret med 16 600 GT i slutningen af 2003 og begyndelsen af 2004.

Sverige meddelte, at genopretningsplanen for torsk i Nordsøen reducerede fiskeriindsatsen for torsk, og at dette forringede mulighederne for at kombinere fiskeri i Østersøen med fiskeri i Kattegat og Nordsøen/Skagerrak. Desuden var antallet af fiskedage blevet reduceret, ligesom der var blevet indført restriktioner med hensyn til redskaber, således at fiskeriindsatsen blev yderligere reduceret under genopretningsplanen.

Den franske kontinentalflådes kapacitet blev hovedsageligt i 2004 reduceret med ca. 12 000 GT svarende til 6 % af dens samlede kapacitet. Udtagningsordningen var især rettet mod den trawlerkategori, der har pelagiske og demersale arter i Nordsøen, Den Engelske Kanal og Atlanterhavet som målart.

En række af de medlemsstater, der fisker i Østersøen gjorde opmærksom på, at der på grund af torskbestandenes dårlige tilstand og de små fiskekvoter i Østersøen er risiko for flådeoverkapacitet. Polen og Letland rapporterede, at fiskerfartøjsejerne i stor stil ansøger om oplægningsstøtte fra EU, fordi fiskebestandene i Østersøen, især torskbestandene, har det skidt. I Letland blev der udtaget 2 % af tonnagen med offentlig støtte (950 GT) og 1,8 % i Polen (800 GT), men det bør bemærkes, at denne reduktion kun gælder en periode på 7 måneder.

Finland meddelte, at det ikke havde anvendt særlige reduktionsordninger i 2004. De finske myndigheder gav i deres årsrapport en beskrivelse af udnyttelsesgraden for TAC og kvoter og meddelte, at de mest efterstræbte kvoter var kvoterne for sild, brisling og torsk. Endvidere meddelte Finland, at fiskerikapaciteten var relativt høj sammenlignet med fiskerimulighederne.

Italien, Grækenland og Spanien tog betydelig kapacitet ud i Middelhavet, men dette kan ikke tilskrives indsatsreducerende foranstaltninger vedtaget på EU-plan.

### **c) Stærke og svage punkter**

Gennemførelsen af tilgangs-/afgangsordningen og de nye rapporteringssystemer til overførsel af data til Kommissionen var en stor administrativ opgave for de fleste medlemsstater i 2004. De største vanskeligheder var af organisatorisk art og vedrørte udviklingen og indførelsen af it-værktøjer.

Visse nye medlemsstater understregede, at deres administrative kapacitet til flådeforvaltning var begrænset. Selv om de nye medlemsstaters administrationer allerede inden tiltrædelsesdatoen generelt havde foretaget justeringer for at kunne håndtere de nye administrative procedurer, mandede de erfaringer, som de fik i 2004, dog ud i visse praktiske ændringer. Nogle af de nye medlemsstater bemærkede, at 2004 - på grund af deres tiltrædelse af EU - var en overgangsperiode for den samlede nationale fiskerisektor inkl. administrationen.

Trods vanskelighederne var alle medlemsstaternes it-systemer vedrørende flåderegistret blevet revideret og opdateret til at sende data til EF-fiskerflåderegistret i henhold til Kommissionens forordning (EF) nr. 26/2004. Visse medlemsstater gjorde opmærksom på, at kvaliteten af de data, de sender til Kommissionen, var blevet markant bedre i 2004, og at der fortsat løbende blev foretaget krydskontrol og verifikation af data.

Parallelt med disse ændringer havde visse medlemsstater udviklet nye integrerede it-systemer for fiskeri, ligesom de havde indført en række nye softwareapplikationer, eller forbedret eller videreudviklet allerede anvendte applikationer væsentligt. Dette var for eksempel tilfældet i Polen, Irland, Finland, Danmark, Portugal og Letland. Disse systemer, der binder alle de vigtigste fiskeriforvaltningsværktøjer (fx flåderegister, kapacitetsforvaltning, licenser, landinger, kvoter osv.) og i de fleste tilfælde også en række ansvarlige administrative organer sammen, har styrket de nationale fiskerflådeadministrationer betydeligt.

Grækenland meddelte, at den store mængde information og data, som medlemsstaterne skal indsamle for at kunne sende rapporter til Kommissionen, og det store antal fartøjer i Grækenland og de utallige daglige ændringer i disse data, har øget antallet af bureaukratiske procedurer, som så igen har givet anledning til mangler og forsinkelser i forbindelse med såvel registrering af ændringer for fiskerfartøjer og meddelelse heraf til Kommissionen som indsamling, krydskontrol og verifikation af de data, der er nødvendige for at kunne indsende årsrapporterne.

De franske myndigheder mener, at den generelle ordning for forvaltning af fiskerflåden, der blev iværksat pr. 1. januar 2003, og som kan ledsages af forvaltningsplaner og genopretningsplaner, er en klar forbedring i forhold til FUP IV.

Trods ovennævnte problemer vurderede medlemsstaterne generelt, at deres nationale administrationer nu har vænnet sig til tilgangs-/afgangsordningen og rapporteringen af

fiskerflådedata til Kommissionen. Desuden blev der i 2004 indført en god og velfungerende tilgangs-/afgangsforvaltningsordning i alle medlemsstater. Endvidere bemærkede visse medlemsstater, at dataene i deres nationale registre takket være det nye EF-fiskerflåderegister nu er mere nøjagtige og fuldstændige.

Alle medlemsstater bekræftede i deres rapporter, at de overholdt referenceniveauet og tilgangs-/afgangsordningen, selv om dataene i EF-fiskerflåderegistret viser en mindre afvigelse fra reglerne.

Medlemsstaterne erklærede, at indførelsen af tilgangs-/afgangsordningen i 2004 bidrog til at stabilisere ligevægten mellem de disponible fiskeressourcer og fiskerikapaciteten, og at det på nationalt plan var vigtigt at sikre, at flådekapaacitetsjusteringerne generelt følger tendenserne i bestandene.

Sverige påpegede, at tilgangs-/afgangsordningen har vist sig ikke at være et tilstrækkeligt effektivt instrument til regulering af flådekapaaciteten, og at det vil blive nødvendigt med yderligere kapaacitetsreduktion for at opnå ligevægt mellem fiskerikapacitet og disponible ressourcer. Dette er også en forudsætning for fiskerflådens levedygtighed på lang sigt og for rekruttering af nye fiskere. Eftersom fiskebestandene forventes fortsat at være skrøbelige i de kommende år, må der også forventes yderligere flådereduktion.

#### **d) Overholdelse af tilgangs-/afgangsordning og referenceniveauer**

I teknisk bilag 1 og 2 konstateres det ved hjælp af formlen i Kommissionens forordning (EF) nr. 1438/2003 i hvilket omfang tilgangs-/afgangsordningen og eventuelle referenceniveauer blev overholdt ved udgangen af 2004. Disse tekniske bilag indeholder oplysninger om overholdelsen totalt set og i hver enkelt medlemsstat.

## 5. KOMMISSIONENS KONKLUSIONER

Kvaliteten af medlemsstaternes rapporter er bedre i år end sidste år. Nogle medlemsstaters rapporter var meget detaljerede og indeholdt i visse tilfælde også flere oplysninger, end medlemsstaterne var forpligtet til at give. I næsten alle de nye medlemsstaters rapporter var oplysningernes kvalitet god, selv om det var den første årsrapport fra disse medlemsstater om flådeforvaltning. Adskillige medlemsstater overholdt dog ikke de krav til rapporternes format og indhold, der er fastsat i artikel 13 i Kommissionens forordning (EF) nr. 1438/2003.

Generelt handlede medlemsstaternes rapporter mere om gennemførelse af national flådeforvaltning end om vurdering af ligevægten mellem fiskerflådekapacitet og fiskerimuligheder.

### **Resultater for kontinentalflåden (EU-flåden ekskl. fartøjer registreret i EU's fjernområder):**

Ifølge EF-fiskerflåderegistret<sup>10</sup> blev den samlede kapacitet for EU-15-medlemsstaternes flåde i 2003 og 2004 reduceret med 66 500 GT og 322 000 kW, hvilket svarer til en reduktion på 3,6 % af EU-15-flådens samlede tonnage og på 4,7 % af dens maskineffekt. Netto-reduktionen i 2004 var på ca. 23 000 GT, mens den var på ca. 43 000 GT i 2003.

I 2003 og 2004 blev der taget ca. 79 000 GT ud af EU-15-flåden med offentlig støtte, hvilket betyder, at denne kapacitet ikke må erstattes med ny kapacitet. Den kapacitet, der er udtaget med offentlig støtte, er større end nettokapacitetsreduktionen, hvilket jo umiddelbart virker ulogisk, men det skyldes de overgangsforanstaltninger, der tillader tilgang af fartøjer til flåden uden om tilgangs-/afgangsordningen. Disse bestemmelser gjaldt for alle tilgange, der blev besluttet inden vedtagelsen af de nye bestemmelser, og som ikke havde fundet sted pr. 1. januar 2003. Overgangsperioden for EU-15-medlemsstaterne udløber den 31. december 2005.

I de nye medlemsstater er flådekapaciteten siden 1. maj 2004 blevet reduceret med 7 000 GT og 18 800 kW, hvilket svarer til en reduktion af de nye medlemsstaters flåder på 3,1 % af den samlede tonnage og på 3,3 % af maskineffekten. Størstedelen af den kapacitet, der blev udtaget i de nye medlemsstater, blev udtaget uden offentlig støtte.

Tabel 1 og 2 i teknisk bilag 1 opsummerer overholdelsesgraden pr. 31. december 2004 for tilgangs-/afgangsordningen og referenceniveauerne. Størstedelen af medlemsstaterne har overholdt disse regler. Grækenland og Slovenien overholdt dog ikke tilgangs-/afgangsordningen med hensyn til maskineffekt. Den manglende overholdelsesgrad for ovennævnte lande var dog kun ubetydelig. De græske myndigheder bestrider Kommissionens vurdering og påpeger, at den manglende overholdelse af tilgangs-/afgangsordningen med hensyn til maskineffekt skyldes, at der er fremsendt forkerte data for afgang med offentlig støtte. Ifølge de græske myndigheders vurdering har Grækenland overholdt tilgangs-/afgangsordningen.

Den franske kontinentalflådes kapacitet har ligget lidt over tonnageloftet i en del af den toårsperiode, der vurderes i denne rapport, selv om tonnageloftet var overholdt pr. 31. december 2004.

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<sup>10</sup> Data pr. 14. oktober 2005.

Tabel 3 og 4 i teknisk bilag 1 indeholder en oversigt over flådekapacitetsændringen i perioden 1. januar 2003 (1. maj 2004 for de nye medlemsstater) – 31. december 2004. Antallet af fartøjer fremgår også af disse tabeller. Tabel 3 vedrører alle medlemsstater.

Teknisk bilag 2 indeholder en detaljeret vurdering pr. medlemsstat.

### **Resultater for de fiskerflåder, der er registreret i EU's fjernområder**

Kapaciteten for de flåder, der er registreret i EU's fjernområder, og ændringen i perioden 1. januar 2003 – 31. december 2004 fremgår af tabel 4.

Tabellerne i teknisk bilag 3 indeholder detaljerede oplysninger om anvendelsen af den særlige ordning for disse flåder. Én af de 17 fartøjskategorier i fjernområderne overskred referenceniveauet for maskineffekt ved udgangen af 2004, nemlig kategori '4FJ – fartøjer af en længde på under 12 m i det franske oversøiske departement Martinique'. Anvendelsen af den særlige ordning ophører for sådanne kategorier fra det øjeblik, hvor deres maksimale referenceniveau er nået.

Som forklaret ovenfor er denne sammenfattende rapport baseret på medlemsstaternes årsrapporter og data fra EF-fiskerflåderegistret, bortset fra de tilfælde, hvor sådanne data ikke forelå. Der er fortsat uoverensstemmelser mellem dataene i medlemsstaternes rapporter, og de data, der følger af medlemsstaternes anmeldelser til EF-fiskerflåderegistret. Uoverensstemmelserne er ikke så store som i tidligere år, men det viser dog alligevel, at der bør gøres en ekstra indsats for at fjerne dem fuldstændigt. Dataene i medlemsstaternes nationale rapporter ændrer intet ved denne rapports konklusioner.

Det er vigtigt at bemærke, at visse medlemsstater endnu ikke har afsluttet opmålingen af deres flåde i GT i overensstemmelse med EU-bestemmelserne.

Ifølge artikel 16 i Rådets forordning (EF) nr. 2371/2002 er de medlemsstater, der ikke overholder forordningens artikel 11, 13 og 15, forpligtet til at reducere deres fiskeriindsats til det niveau, som det ville have ligget på, hvis ovennævnte artikler var blevet overholdt. Desuden kan der blive tale om forholdsmæssig suspension af EU's finansielle støtte under FIUF.

For at forbedre årsrapporterne yderligere bør Kommissionen sammen med Komitéen for Fiskeri og Akvakultur opstille mere detaljerede retningslinjer for årsrapporternes indhold og vedtage en fælles samordnet metode, hvor der lægges større vægt på analyse af udviklingen i fiskerikapaciteten i forhold til de disponible fiskebestande. Disse spørgsmål vil blive drøftet på kommende møder i Komitéen for Fiskeri og Akvakultur.

I de fremtidige årsrapporter bør der fokuseres mere på, i hvor høj grad den nye ordning til forvaltning af EU-flåden, der blev vedtaget i 2002, bidrager til at skabe større ligevægt mellem flåder og fiskebestande. De nationale udtagningsordningers indvirkning navnlig på reduktionen af fiskeriindsatsen for fiskerier, for hvilke der er iværksat forvaltnings- eller genopretningsplaner, bør identificeres og vurderes bedre.

## TECHNICAL ANNEX 1 – SUMMARY TABLES

Table 1: Compliance with Entry/Exit ceilings at 31 December 2004 (except outermost regions)

Member State	GT			kW		
	Fleet capacity A	Entry/Exit ceiling B	A/B	Fleet capacity C	Entry/Exit ceiling D	C/D
	at 31 December 2004			at 31 December 2004		
<b>Belgium</b>	23.289	23.570	98,81%	66.670	66.791	99,82%
<b>Denmark</b>	96.433	98.420	97,98%	337.216	344.126	97,99%
<b>Germany</b>	66.301	67.439	98,31%	162.000	163.659	98,99%
<b>Estonia</b>	25.041	26.736	93,66%	63.257	64.961	97,38%
<b>Greece</b>	95.591	95.675	99,91%	555.477	553.419	<b>100,37%</b>
<b>Spain</b>	454.584	458.537	99,14%	1.074.690	1.118.240	96,11%
<b>France</b>	199.598	200.651	99,48%	853.814	870.669	98,06%
<b>Ireland</b>	85.622	86.981	98,44%	210.464	230.226	91,42%
<b>Italy</b>	215.714	215.884	99,92%	1.244.741	1.269.047	98,08%
<b>Cyprus</b>	11.937	11.949	99,91%	52.473	52.575	99,81%
<b>Latvia</b>	42.102	43.565	96,64%	72.535	74.298	97,63%
<b>Lithuania</b>	75.366	76.490	98,53%	77.777	80.485	96,64%
<b>Malta</b>	19.924	20.140	98,93%	122.057	129.041	94,59%
<b>Netherlands</b>	178.687	184.522	96,84%	409.422	420.144	97,45%
<b>Poland</b>	45.545	46.603	97,73%	146.973	149.210	98,50%
<b>Portugal</b>	98.442	101.110	97,36%	330.862	337.601	98,00%
<b>Slovenia</b>	859	865	99,34%	8.739	8.707	<b>100,37%</b>
<b>Finland</b>	18.058	19.564	92,30%	179.385	189.547	94,64%
<b>Sweden</b>	44.411	45.941	96,67%	217.027	224.220	96,79%
<b>United Kingdom</b>	222.963	236.312	94,35%	899.694	933.283	96,40%

Data extracted from the Community Fleet Register on 14 October 2005. Bold Italic indicates that the ceiling has been exceeded.

**Table 2: Compliance with Reference level at 31 December 2004 (except outermost regions)**

Member State	GT			kW		
	Fleet capacity A	Reference level B	A/B	Fleet capacity C	Reference level D	C/D
	at 31 December 2004			at 31 December 2004		
<b>Belgium</b>	23.289	23.372	99,64%	66.670	66.791	99,82%
<b>Denmark</b>	96.433	127.742	75,49%	337.216	436.475	77,26%
<b>Germany</b>	66.301	84.262	78,68%	162.000	175.927	92,08%
<b>Greece</b>	95.591	112.174	85,22%	555.477	607.587	91,42%
<b>Spain</b>	454.584	700.092	64,93%	1.074.690	1.604.879	66,96%
<b>France</b>	199.598	218.193	91,48%	853.814	879.517	97,08%
<b>Ireland</b>	85.622	86.981	98,44%	210.464	230.226	91,42%
<b>Italy</b>	215.714	222.966	96,75%	1.244.741	1.298.802	95,84%
<b>Netherlands</b>	178.687	213.139	83,84%	409.422	527.067	77,68%
<b>Portugal</b>	98.442	166.357	59,18%	330.862	399.664	82,78%
<b>Finland</b>	18.058	23.060	78,31%	179.385	215.622	83,19%
<b>Sweden</b>	44.411	50.433	88,06%	217.027	258.386	83,99%
<b>United Kingdom</b>	222.963	269.517	82,73%	899.694	1.084.308	82,97%

Data extracted from the Community Fleet Register on 14 October 2005.

**Table 3: Summary of Member States fleets evolution from 1 January 2003 to 31 December 2004 (except outermost regions)**

EU-15 Member States	1 January 2003			31 December 2004			Fleet capacity variations				
	Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
BE	131	24.281	68.337	123	23.289	66.670	-8	-992	-4,09%	-1.667	-2,44%
DK	3.820	103.384	367.177	3.416	96.433	337.216	-404	-6.951	-6,72%	-29.961	-8,16%
DE	2.244	66.844	161.055	2.163	66.301	162.000	-81	-543	-0,81%	<b>945</b>	<b>0,59%</b>
EL	19.463	101.942	597.935	18.723	95.591	555.477	-740	-6.351	-6,23%	-42.458	-7,10%
ES	13.612	466.438	1.145.134	12.870	454.584	1.074.690	-742	-11.854	-2,54%	-70.444	-6,15%
FR	5.711	211.824	910.062	5.413	199.598	853.814	-298	-12.225	-5,77%	-56.248	-6,18%
IE	1.584	86.009	227.201	1.423	85.622	210.464	-161	-387	-0,45%	-16.737	-7,37%
IT	15.781	215.774	1.279.848	14.924	215.714	1.244.741	-857	-60	-0,03%	-35.106	-2,74%
NL	782	183.384	417.422	758	178.687	409.422	-24	-4.697	-2,56%	-8.000	-1,92%
PT	8.224	99.764	332.409	8.035	98.442	330.862	-189	-1.321	-1,32%	-1.548	-0,47%
FI	3.572	19.707	190.120	3.394	18.058	179.385	-178	-1.649	-8,37%	-10.734	-5,65%
SE	1.810	45.862	224.273	1.598	44.411	217.027	-212	-1.451	-3,16%	-7.247	-3,23%
UK	7.423	241.066	942.539	7.034	222.963	899.694	-389	-18.103	-7,51%	-42.846	-4,55%
<b>Total</b>	<b>84.157</b>	<b>1.866.278</b>	<b>6.863.512</b>	<b>79.874</b>	<b>1.799.693</b>	<b>6.541.462</b>	<b>-4283</b>	<b>-66.585</b>	<b>-3,57%</b>	<b>-322.050</b>	<b>-4,69%</b>

New Member States	1 May 2004			31 December 2004			Fleet capacity variations				
	Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
EE	1.052	26.736	64.961	1.050	25.041	63.257	-2	-1.695	-6,34%	-1.703	-2,62%
CY	900	11.949	52.575	896	11.937	52.473	-4	-11	-0,09%	-102	-0,19%
LV	898	44.414	75.836	942	42.102	72.535	<b>44</b>	-2.312	-5,21%	-3.300	-4,35%
LT	307	76.490	80.485	303	75.366	77.777	-4	-1.125	-1,47%	-2.708	-3,36%
MT	2.252	20.140	129.041	2.133	19.924	122.057	-119	-216	-1,07%	-6.983	-5,41%
PL	1.280	47.306	151.034	1.248	45.545	146.973	-32	-1.760	-3,72%	-4.062	-2,69%
SI	152	865	8.707	148	859	8.739	-4	-6	-0,66%	<b>32</b>	<b>0,37%</b>
<b>Total</b>	<b>6.841</b>	<b>227.899</b>	<b>562.637</b>	<b>6.720</b>	<b>220.774</b>	<b>543.811</b>	<b>-121</b>	<b>-7.125</b>	<b>-3,13%</b>	<b>-18.826</b>	<b>-3,35%</b>

**Total EU fishing fleet at 31 December 2004**

**86.594**      **2.020.467**      **7.085.273**

Data extracted from the Community Fleet Register on 14 October 2005.

**Table 4: Summary of Member States fleets capacity evolution in outermost regions from 1 January 2003 to 31 December 2004**

Member State	Segment code*	1 January 2003			31 December 2004			Fleet capacity variations				
		Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
ES	CA1	1.080	2.243	16.600	1.014	2.032	15.612	-66	-211	-9,40%	-988	-5,95%
	CA2	100	3.912	14.564	88	2.999	11.620	-12	-913	-23,33%	-2.944	-20,22%
	CA3	133	46.203	84.118	81	31.521	49.586	-52	-14.682	-31,78%	-34.532	-41,05%
	<b>Total</b>	<b>1.313</b>	<b>52.358</b>	<b>115.283</b>	<b>1.183</b>	<b>36.553</b>	<b>76.818</b>	<b>-130</b>	<b>-15.805</b>	<b>-30,19%</b>	<b>-38.464</b>	<b>-33,37%</b>
FR	4FC	255	391	12.803	246	419	13.736	-9	28	7,25%	933	7,29%
	4FD	39	4.126	11.693	33	3.760	10.652	-6	-366	-8,87%	-1.041	-8,90%
	4FF	71	284	3.840	82	313	4.123	11	29	10,22%	283	7,37%
	4FG	53	5.994	17.173	50	5.499	16.092	-3	-496	-8,27%	-1.081	-6,29%
	4FH	5	288	1.010	3	222	675	-2	-65	-22,74%	-335	-33,17%
	4FJ	1.097	2.069	59.005	1.170	2.223	66.007	73	153	7,41%	7.002	11,87%
	4FK	8	848	2.598	6	552	1.966	-2	-295	-34,84%	-632	-24,33%
	4FL	915	2.465	96.814	880	2.365	98.988	-35	-99	-4,04%	2.174	2,25%
	4FM	1	12	220	1	12	220	0	0	0,00%	0	0,00%
	<b>Total</b>	<b>2.444</b>	<b>16.477</b>	<b>205.156</b>	<b>2.471</b>	<b>15.366</b>	<b>212.459</b>	<b>27</b>	<b>-1.111</b>	<b>-6,74%</b>	<b>7.303</b>	<b>3,56%</b>
PT	4K6	424	415	2.843	419	414	3.007	-5	-1	-0,25%	164	5,77%
	4K7	48	3.441	12.154	41	2.733	9.567	-7	-708	-20,56%	-2.587	-21,29%
	4K8	5	193	1.006	5	193	1.006	0	0	0,00%	0	0,00%
	4K9	1.502	2.297	19.902	1.478	2.283	20.298	-24	-14	-0,61%	397	1,99%
	4KA	115	10.158	29.886	104	8.698	25.754	-11	-1.460	-14,37%	-4.133	-13,83%
	<b>Total</b>	<b>2.094</b>	<b>16.504</b>	<b>65.791</b>	<b>2.047</b>	<b>14.322</b>	<b>59.632</b>	<b>-47</b>	<b>-2.183</b>	<b>-13,22%</b>	<b>-6.159</b>	<b>-9,36%</b>
<b>Total EU outermost regions</b>		<b>5.851</b>	<b>5.851</b>	<b>85.339</b>	<b>386.229</b>	<b>5.701</b>	<b>66.240</b>	<b>348.909</b>	<b>-150</b>	<b>-19.099</b>	<b>-22,38%</b>	<b>-37.321</b>

Data extracted from the Community Fleet Register on 14 October 2005.

\* Description of the outermost regions fleets segmentation codes are given in the Technical Annex 3.

## TECHNICAL ANNEX 2 – RESULTS BY MEMBER STATE (EXCLUDING OUTERMOST REGIONS)

The following tables summarise the development of the Member States' fleets in relation to their compliance with two levels:

- The entry/exit level; The levels of reference (not applicable to the new Member States).

A comparison between above mentioned levels and the situation of the fleet on 31 December 2004 has been made based on data collected from the Community Fleet Register on 6<sup>th</sup> October 2005 and on data from Member States' national reports. For each Member State's fleet the following tables are shown:

### Table a) Calculation of baselines:

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

The baselines (GT<sub>03</sub> and kW<sub>03</sub>) against which entries and exits over 2003 and 2004 must be assessed for EU-15 Member States are:

- the capacity identified in the Community Fishing Fleet Register at 1 January 2003 for the EU-15 Member States (GT<sub>FR</sub> and kW<sub>FR</sub>),
- plus the capacity entered into the fleet in 2003 and 2004 based on administrative decisions taken by the national authorities between 1 January 2000 and 31 December 2002, for which an associated capacity had been withdrawn before 1 January 2004 (GT<sub>1</sub> and kW<sub>1</sub> for entries with aid, GT<sub>3</sub> and kW<sub>3</sub> for entries without aid),
- minus 35% of the capacity entered into the fleet in 2003 and 2004 with public aid based on an administrative decision taken by the national authorities between 1 January 2002 and 30 June 2002 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place in 2004 (GT<sub>2</sub> or kW<sub>2</sub>),
- minus 30% of the capacity entered into the fleet in 2003 and 2004 with public aid based on an administrative decision taken between 1 January 2000 and 31 December 2001 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place in 2004 (GT<sub>4</sub> or kW<sub>4</sub>).

According to Article 6 of Commission Regulation (EC) No 1438/2003, the corresponding equations are:

$$GT_{03} = GT_{FR} + GT_1 - 0,35 GT_2 + GT_3 - 0,30 GT_4$$

$$kW_{03} = kW_{FR} + kW_1 - 0,35 kW_2 + kW_3 - 0,30 kW_4$$

The baselines (GT<sub>04</sub> and kW<sub>04</sub>) against which entries and exits over 2003 and 2004 must be assessed for new Member States are:

- the capacity identified in the Community Fishing Fleet Register at 1 May 2004 for the EU-15 Member States ( $GT_{FR}$  and  $kW_{FR}$ );
- plus the capacity entered into the fleet after the 1 May 2004 based on administrative decisions taken between 1 May 2001 and 30 April 2004 ( $GT_1$  and  $kW_1$ ).

According to Article 1 of Commission Regulation (EC) No 916/2004, the corresponding equations are:

$$GT_{04} = GT_{FR} + GT_1$$

$$kW_{04} = kW_{FR} + kW_1$$

### **Table b) Management of entries and exits during 2004**

Table b) shows Member States' compliance with the entries and exits regime at 31 December 2004. Calculations have been made in accordance with the following formulas:

For the EU-15 Member States (Article 7 of Commission Regulation (EC) No 1438/2003):

$$GT_t \leq GT_{03} - GT_a - 0,35 GT_{100} + GT_S + \Delta(GT-GRT)$$

$$kW_t \leq kW_{03} - kW_a - 0,35 kW_{100}$$

where:

-  $GT_t$  or  $kW_t$  = the size in tonnage and power of the Member State's fleet at 31 December 2004,

-  $GT_{03}$  or  $kW_{03}$  : see table a) above;

-  $GT_a$  or  $kW_a$  = capacities leaving the fleet with public aid after 31 December 2002;

-  $GT_{100}$  or  $kW_{100}$  = capacities of vessels more than 100 GT entering the fleet with public aid;

-  $GT_S$  = safety tonnage granted under provisions of Article 11(5) of Regulation 2371/2002;

-  $\Delta(GT-GRT)$  = balance as a result of the re-measurement of the fleet. This term is included in the value of the terms  $GT_t$  and  $GT_{03}$ . This has been done in this way because of the difficulties found in order to calculate it, arising from the incorrect declaration of vessel re-measuring to the Community Fleet Register.

For the new Member States (Article 1 of Commission Regulation (EC) No 916/2004):

$$GT_t \leq GT_{04} - GT_a - 0,35 GT_{100} + GT_S + \Delta(GT-GRT)$$

$$kW_t \leq kW_{04} - kW_a - 0,35 kW_{100}$$

where:

- $GT_t$  or  $kW_t$  = the size in tonnage and power of the Member State's fleet at 31 December 2004,
- $GT_{04}$  or  $kW_{04}$  : (see table a) above;
- $GT_a$  or  $kW_a$  = capacities leaving the fleet with public aid after 30 April 2004;
- $GT_{100}$  or  $kW_{100}$  = capacities of vessels more than 100 GT entering the fleet with public aid granted after 30 April 2004;
- $GT_s$  = safety tonnage granted under provisions of Article 11(5) of Council Regulation (EC) No 2371/2002;
- $\Delta(GT-GRT)$  = balance as a result of the re-measurement of the fleet.

### **Table c) Reference levels at the end of 2004**

- The baselines are the sum of the MAGP IV objectives for the mainland fleets in GT and kW. The reference levels at 1 January 2004, ( $R(GT_{03})$  and  $R(kW_{03})$ ), are fixed in annex I to Commission Regulation (EC) No 1438/2003. Specific reference levels have been fixed for outermost regions in an appropriate legal framework.
- Table c shows Member States' compliance, during 2004, with the following formulae (Article 4 of Commission Regulation (EC) No 1438/2003):

$$R(GT_t) = R(GT_{03}) - GT_a - 0,35 GT_{100} + GTS + \Delta R(GT-GRT)$$

$$R(kW_t) = R(kW_{03}) - kW_a - 0,35 kW_{100}$$

where:

$R(GT_t)$  or  $R(kW_t)$  = The reference level in tonnage and power for the Member State's fleet at 31 December 2004;

The term  $\Delta R(GT-GRT)$  has not been included. This will only be done once the reference levels are updated to take into account the effect of the re-measurement of the fleet.

Note: Reference levels are not applicable to the new Member States in accordance with Council Regulation (EC) No 1242/2004.

### **Section d) Graphs**

The continuous evolution of the capacity of the fleet in tonnage and power is compared graphically with the capacity ceilings calculated in accordance with Article 7 of Commission Regulation (EC) No 1438/2003 as explained above.

The capacity ceiling is fixed on the 1 January 2003 based on the capacity of the fleet on that date plus the capacity of the entries into the fleet decided before and that had not taken place on that date (baseline calculation in table a). After 1 January 2003, the fleet ceiling cannot increase (except for the so called safety tonnage GTs) and is reduced each time capacity is withdrawn from the fleet with public aid.

The capacity of the fleet follows generally a downward trend. Exceptionally, an increase may be seen and this may be due to,

- a) Entries of capacity decided before the reform (transitional measures).
- b) Exits without public aid whose replacement comes in some time later.

However, apparent decreases followed by an increase in capacity may also be due to declarations to the Community Fleet Register using incorrect codes.

## BELGIUM

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

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

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
68.337	0	0	0	0	68.337

### b) Management of the entry exit regime until the end of 2004

Belgium		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	24.281	kW <sub>FR</sub>	68.337
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	24.281	kW <sub>03</sub>	68.337
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		201		1.408
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		201		1.408
7	Exits financed with public aid	GT <sub>a</sub>	711	kW <sub>a</sub>	1.546
8	Other exits (not included in 7)		482		1.529
9	<b>Total exits ( 7 + 8 )</b>		1.193		3.075
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	23.289	kW <sub>t</sub>	66.670
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		23.570		66.791

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

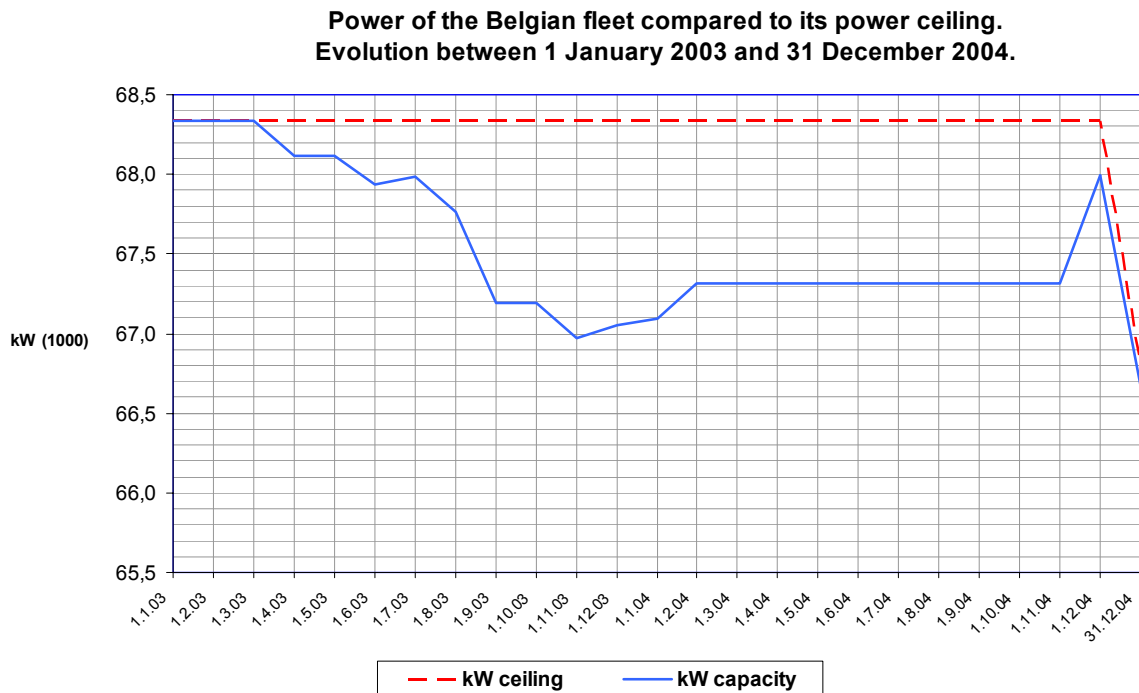
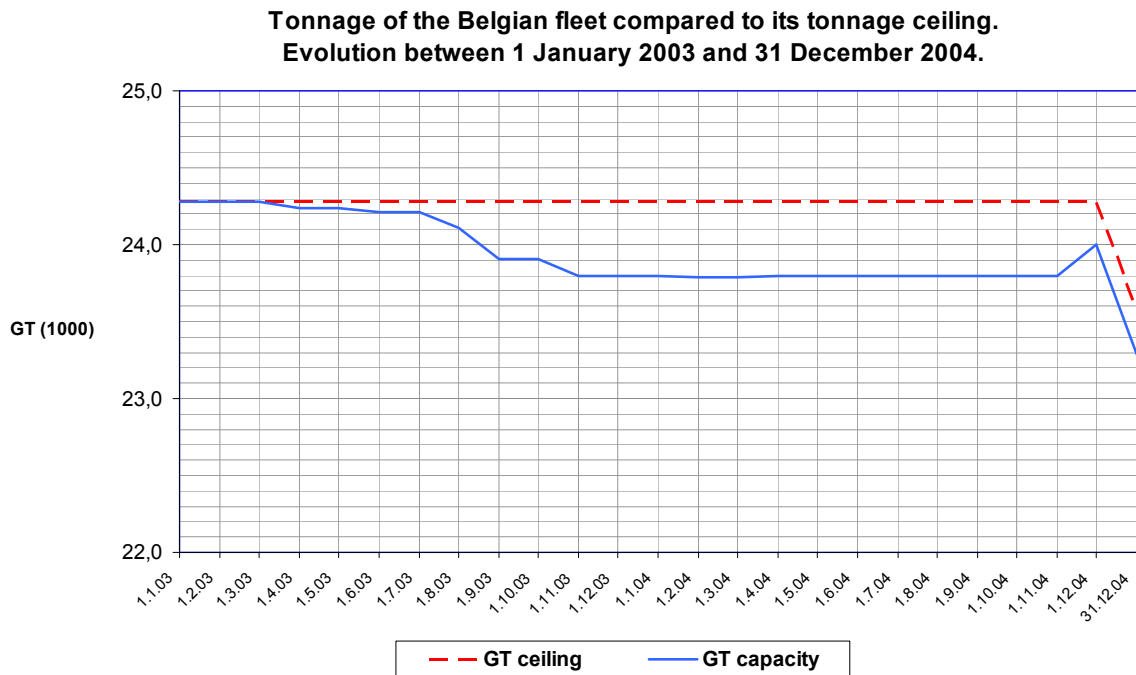
Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

c) **Reference levels at the end of 2004**

<b>Belgium</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	23.372	<b>R(kW)<sub>03</sub></b>	67.857
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	711	<b>kW<sub>a</sub></b>	1.546
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	23.289	<b>kW<sub>t</sub></b>	66.670
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	23.372	<b>R(kW)<sub>t</sub></b>	66.791

(a) Situation as registered in the Community Fleet Register on 14 October 2005

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



## DENMARK

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
103.384	0	0	0	0	103.384

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
367.177	0	0	0	0	367.177

### b) Management of the entry exit regime until the end of 2004

Denmark		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	103.384	kW <sub>FR</sub>	367.177
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	103.384	kW <sub>03</sub>	367.177
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		12.666		36.253
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		12.666		36.253
7	Exits financed with public aid	GT <sub>a</sub>	4.964	kW <sub>a</sub>	23.051
8	Other exits (not included in 7)		14.652		43.163
9	<b>Total exits ( 7 + 8 )</b>		19.616		66.214
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	96.433	kW <sub>t</sub>	337.216
11	<b>Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)</b>		98.420		344.126

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

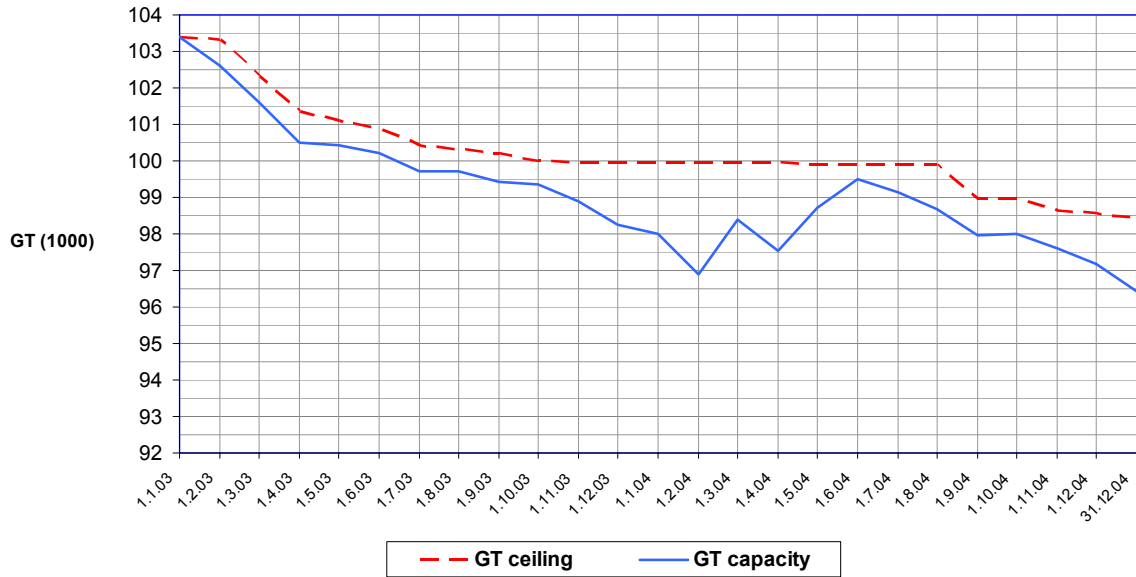
c) **Reference levels at the end of 2004**

<b>Denmark</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	132.706	<b>R(kW)<sub>03</sub></b>	459.526
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	4.964	<b>kW<sub>a</sub></b>	23.051
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	96.433	<b>kW<sub>t</sub></b>	337.216
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	127.742	<b>R(kW)<sub>t</sub></b>	436.475

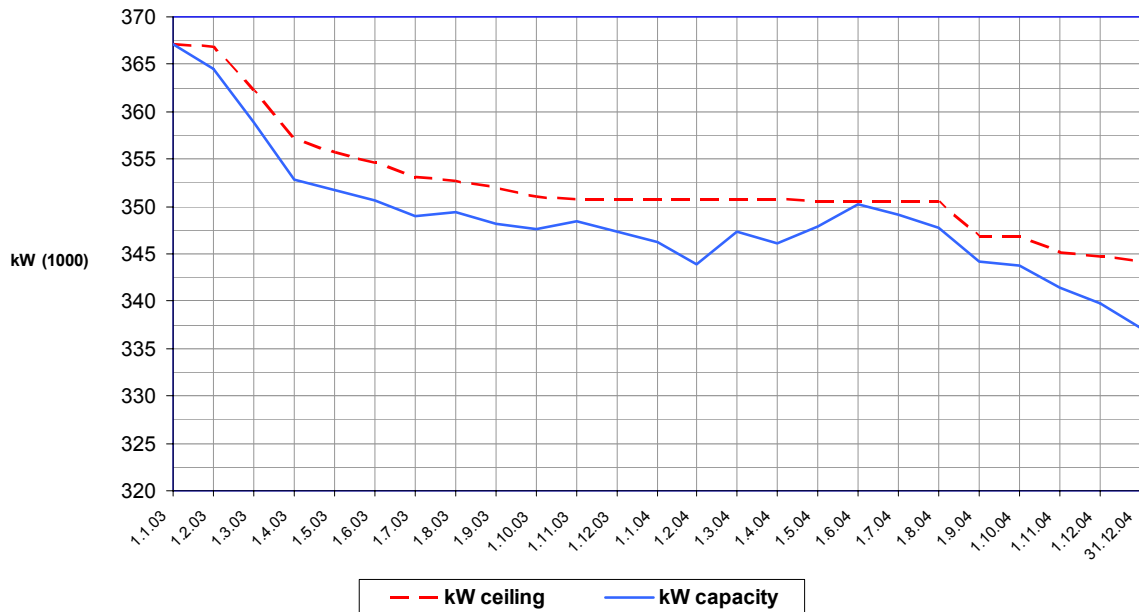
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

Tonnage of the Danish fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



Power of the Danish fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



## GERMANY

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
66.844	47	0	548	0	67.439

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
161.055	221	0	2.383	0	163.659

### b) Management of the entry exit regime until the end of 2004

Germany		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	66.844	kW <sub>FR</sub>	161.055
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	67.439	kW <sub>03</sub>	163.659
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		5.557		16.076
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		5.557		16.076
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		6.100		15.131
9	<b>Total exits ( 7 + 8 )</b>		6.100		15.131
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	66.301	kW <sub>t</sub>	162.000
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		67.439		163.659

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

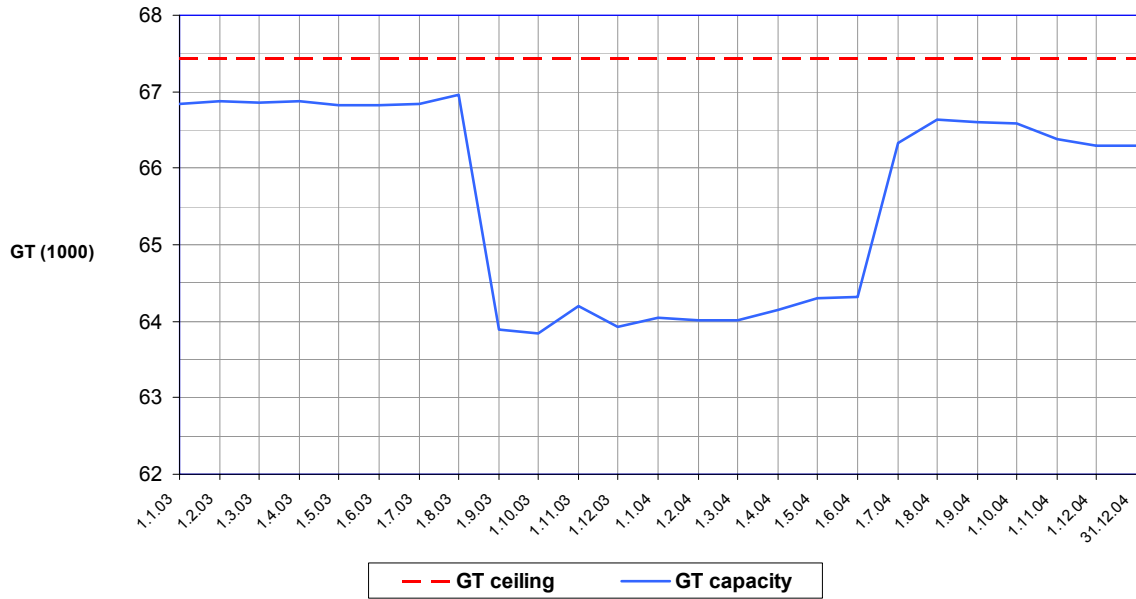
c) **Reference levels at the end of 2004**

<b>Germany</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	84.262	<b>R(kW)<sub>03</sub></b>	175.927
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	0	<b>kW<sub>a</sub></b>	0
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	66.301	<b>kW<sub>t</sub></b>	162.000
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>03</sub></b>	84.262	<b>R(kW)<sub>t</sub></b>	175.927

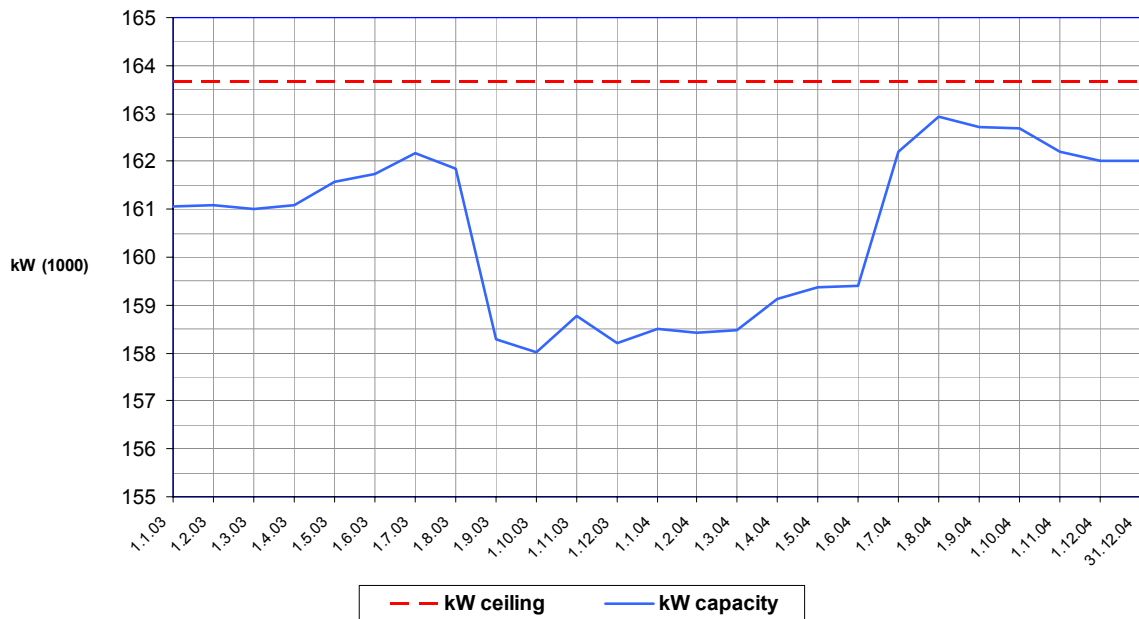
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

Tonnage of the German fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



Power of the German fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



## ESTONIA

### a) Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
26.736	102	N/A	N/A	N/A	26.736

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
64.961	0	N/A	N/A	N/A	64.961

### b) Management of the entry exit regime until the end of 2004

Estonia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	26.736	kW <sub>FR</sub>	64.961
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	26.736	kW <sub>04</sub>	64.961
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		997		2.641
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		997		2.641
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		2.692		4.345
9	<b>Total exits ( 7 + 8 )</b>		2.692		4.345
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	25.041	kW <sub>t</sub>	63.257
11	<b>Fleet ceiling on 31 December 2004 2 - 35% (3 + 5 - 7)</b>		26.736		64.961

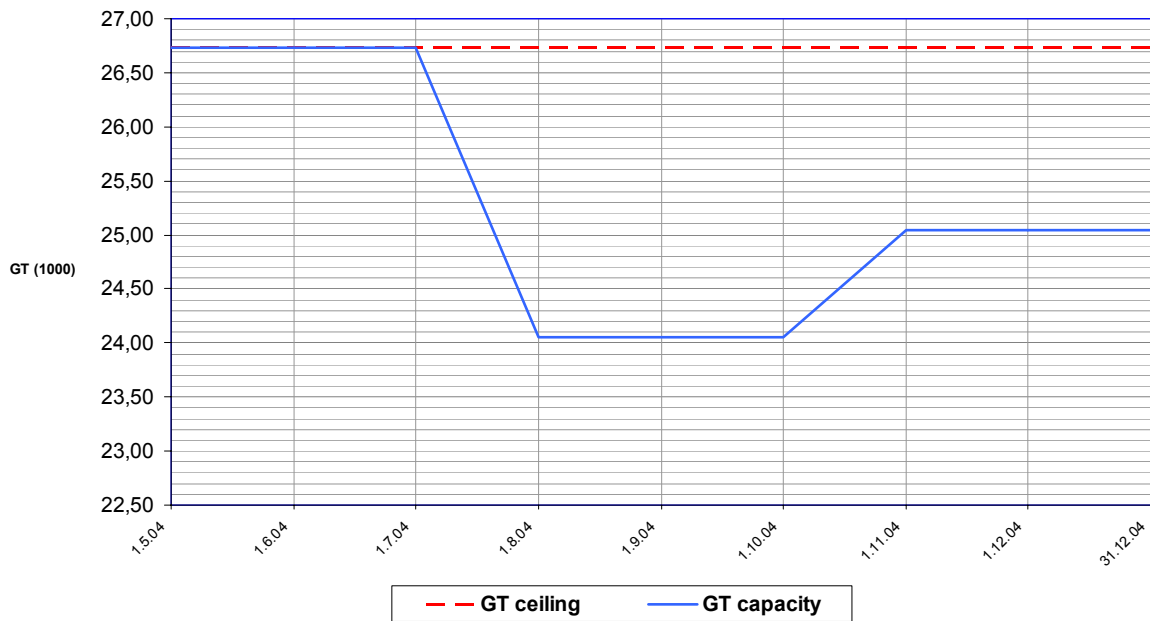
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

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

Tonnage of the Estonian fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



Power of the Estonian fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



## GREECE

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
101.942	0	0	1.469	0	103.411

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
597.935	0	0	1.394	0	599.329

### b) Management of the entry exit regime until the end of 2004

Greece		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	101.942	kW <sub>FR</sub>	597.935
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	103.411	kW <sub>03</sub>	599.329
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		6.993		27.133
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		6.993		27.133
7	Exits financed with public aid	GT <sub>a</sub>	7.736	kW <sub>a</sub>	45.910
8	Other exits (not included in 7)		5.608		23.680
9	<b>Total exits ( 7 + 8 )</b>		13.345		69.590
10	<b>Capacity of the fleet on 31 December 2004 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	95.591	kW <sub>t</sub>	555.477
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		95.675		553.419

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

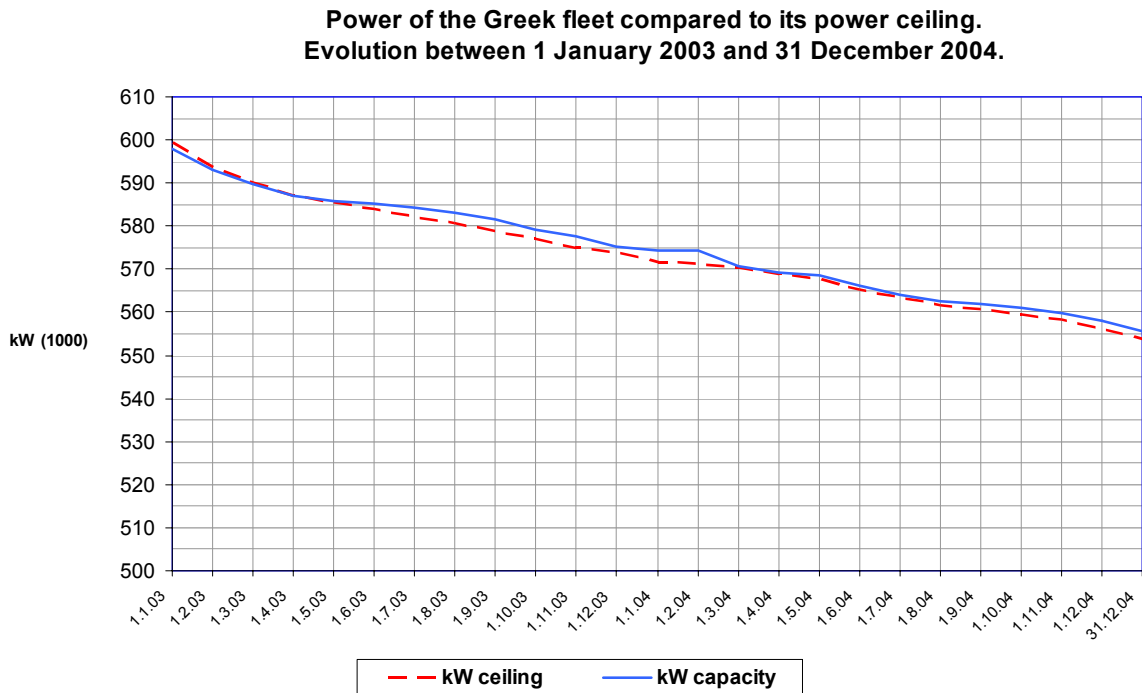
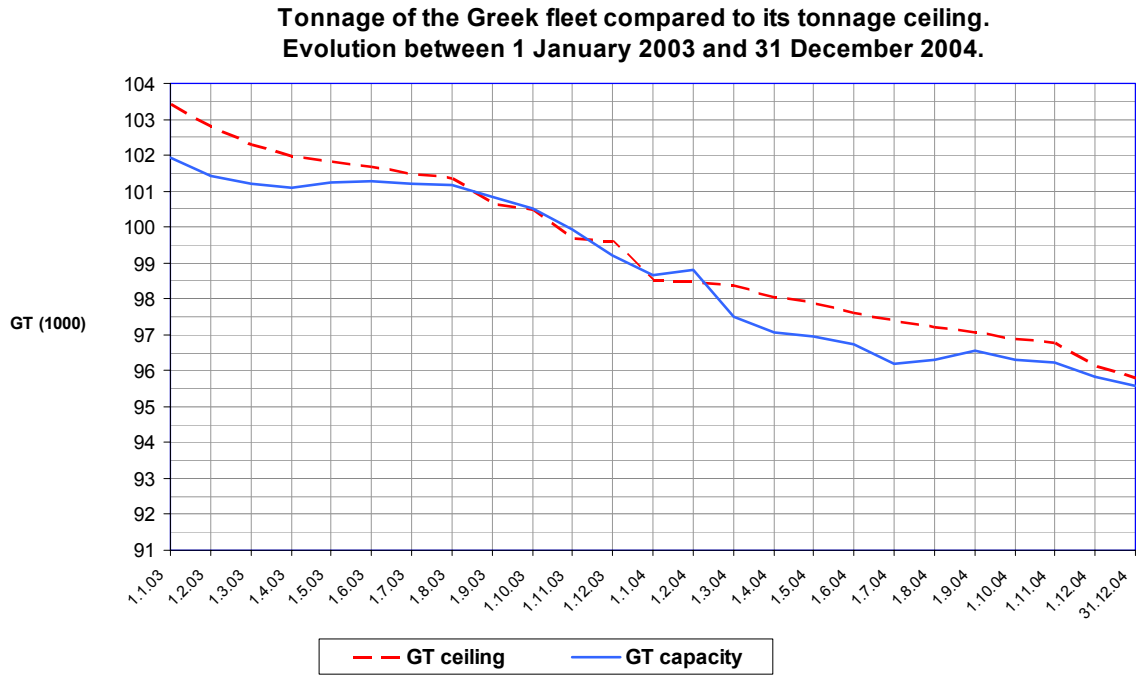
Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

c) **Reference levels at the end of 2004**

<b>Greece</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	119.910	<b>R(kW)<sub>03</sub></b>	653.497
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	7.736	<b>kW<sub>a</sub></b>	45.910
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	95.591	<b>kW<sub>t</sub></b>	555.477
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	112.174	<b>R(kW)<sub>t</sub></b>	607.587

(a) Situation as registered in the Community Fleet Register on 14 October 2005

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



SPAIN

a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
466.438	20.352	0	0	0	486.790

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
1.145.134	39.966	0	0	0	1.185.100

b) Management of the entry exit regime until the end of 2004

Spain		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	466.438	kW <sub>FR</sub>	1.145.134
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	486.790	kW <sub>03</sub>	1.185.100
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		62.123		120.153
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	796		
6	<b>Total entries ( 3 + 4 + 5 )</b>		62.919		120.153
7	Exits financed with public aid	GT <sub>a</sub>	29.048	kW <sub>a</sub>	66.860
8	Other exits (not included in 7)		45.724		123.736
9	<b>Total exits ( 7 + 8 )</b>		74.772		190.596
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	454.584	kW <sub>t</sub>	1.074.690
11	<b>Fleet ceiling on 31 December 2004 2 - 35% 3 + 5 - 7 )</b>		458.537		1.118.240

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

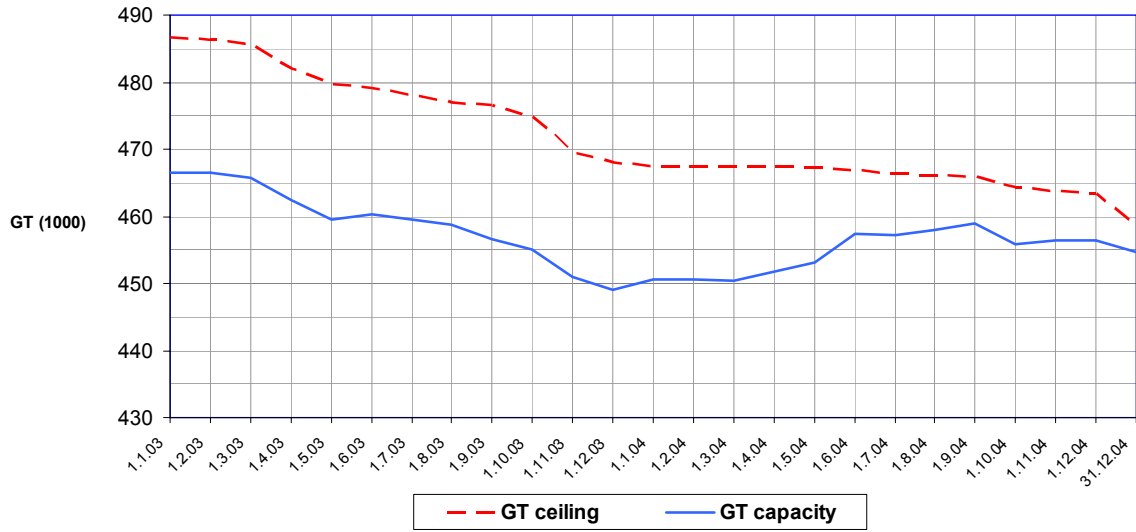
c) Reference levels at the end of 2004

<b>Spain (excluding the Canary Islands)</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	728.344	<b>R(kW)<sub>03</sub></b>	1.671.739
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	796	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	29.048	<b>kW<sub>a</sub></b>	66.860
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	454.584	<b>kW<sub>t</sub></b>	1.074.690
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	700.092	<b>R(kW)<sub>t</sub></b>	1.604.879

(a) Situation as registered in the Community Fleet Register on 14 October 2005

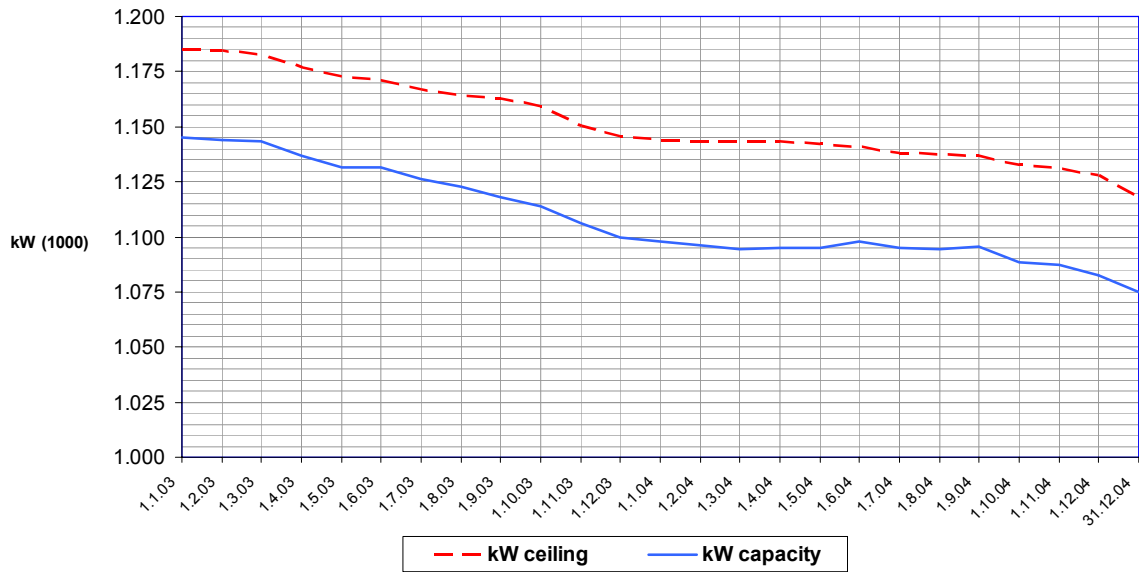
d) Evolution of fleet capacity compared to the capacity ceilings.

Tonnage of the Spanish fleet \* compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



\* excluding the Canary Islands

Power of the Spanish fleet \* compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



\* excluding the Canary Islands

## FRANCE

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

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

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
910.062	2.059	0	0	0	912.121

### b) Management of the entry exit regime until the end of 2004

France		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	211.824	kW <sub>FR</sub>	910.062
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	212.715	kW <sub>03</sub>	912.121
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		13.316		42.485
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		13.316		42.485
7	Exits financed with public aid	GT <sub>a</sub>	12.064	kW <sub>a</sub>	41.452
8	Other exits (not included in 7)		13.478		57.281
9	<b>Total exits ( 7 + 8 )</b>		25.542		98.733
10	<b>Capacity of the fleet on 31 December 2004 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	199.598	kW <sub>t</sub>	853.814
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		200.651		870.669

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

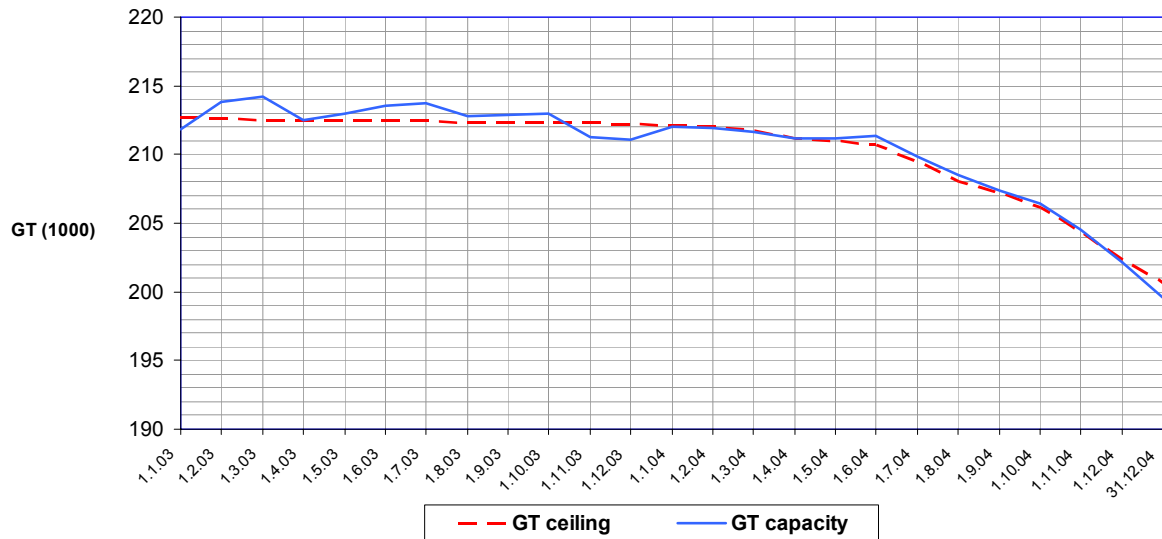
c) **Reference levels at the end of 2004**

<b>France (excluding the Overseas Departments)</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	230.257	<b>R(kW)<sub>03</sub></b>	920.969
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	12.064	<b>kW<sub>a</sub></b>	41.452
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	199.598	<b>kW<sub>t</sub></b>	853.814
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	218.193	<b>R(kW)<sub>t</sub></b>	879.517

(a) Situation as registered in the Community Fleet Register on 14 October 2005

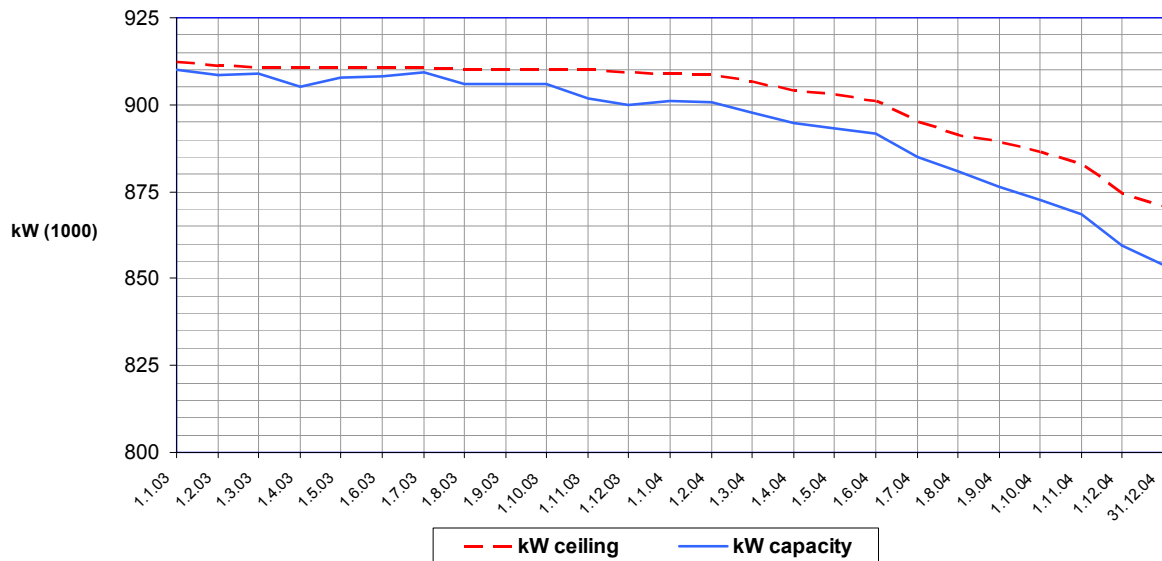
d) Evolution of fleet capacity compared to the capacity ceilings.

Tonnage of the French fleet \* compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



\* excluding the French Overseas Departments

Power of the French fleet \* compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



\* excluding the French Overseas Departments

## IRELAND

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
86.009	0	0	4.363	0	86.981

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
227.201	0	0	3.103	0	230.304

### b) Management of the entry exit regime until the end of 2004

Ireland		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	86.009	kW <sub>FR</sub>	227.201
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	86.981	kW <sub>03</sub>	230.304
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		25.289		52.441
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		25.289		52.441
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		25.676		69.178
9	<b>Total exits ( 7 + 8 )</b>		25.676		69.178
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	85.622	kW <sub>t</sub>	210.464
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		86.981		230.226

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

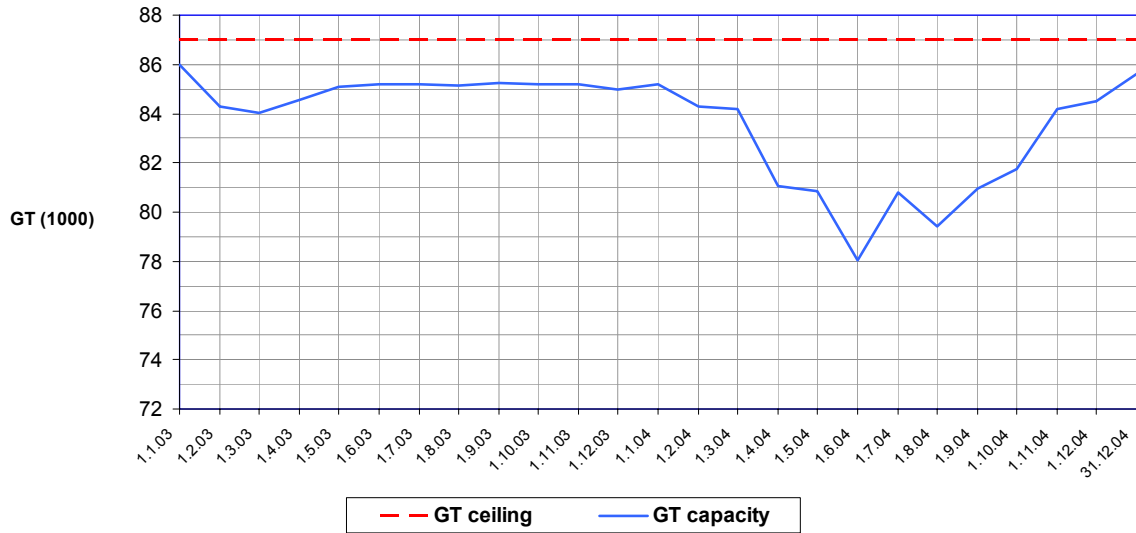
c) **Reference levels at the end of 2004**

<b>Ireland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	86.981	<b>R(kW)<sub>03</sub></b>	230.226
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	0	<b>kW<sub>a</sub></b>	0
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	85.622	<b>kW<sub>t</sub></b>	210.464
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	86.981	<b>R(kW)<sub>t</sub></b>	230.226

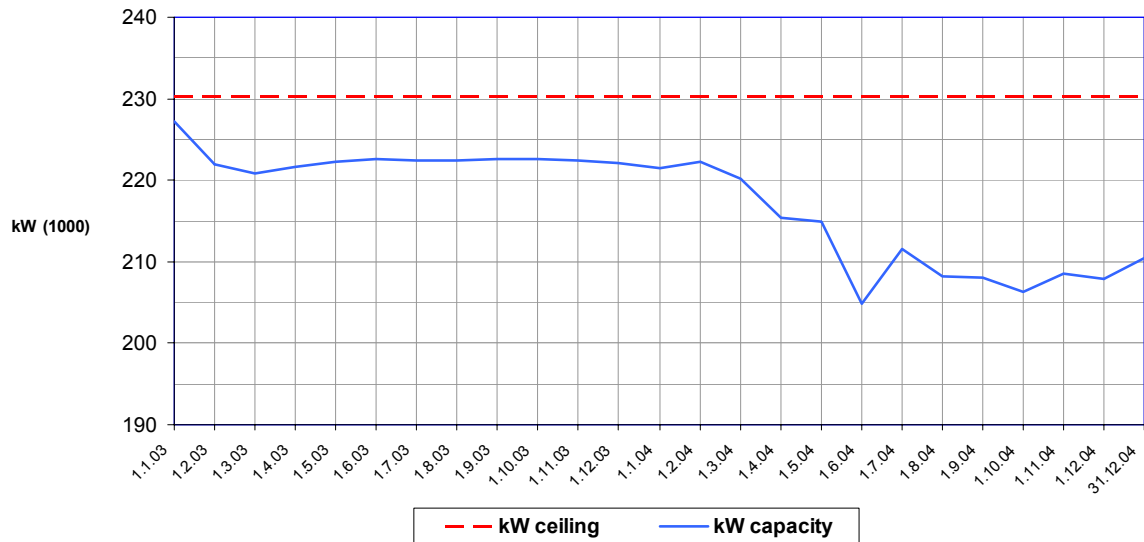
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

Tonnage of the Irish fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



Power of the Irish fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



## ITALY

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
215.774	400	0	3.872	0	220.046

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
1.279.848	1.423	0	13.501	0	1.294.772

### b) Management of the entry exit regime until the end of 2004

Italy		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	215.774	kW <sub>FR</sub>	1.279.848
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	220.046	kW <sub>03</sub>	1.294.772
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		11.031		41.472
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		11.031		41.472
7	Exits financed with public aid	GT <sub>a</sub>	4.163	kW <sub>a</sub>	25.724
8	Other exits (not included in 7)		6.929		50.854
9	<b>Total exits ( 7 + 8 )</b>		11.091		76.578
10	<b>Capacity of the fleet on 31 December 2004 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	215.714	kW <sub>t</sub>	1.244.741
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		215.884		1.269.047

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

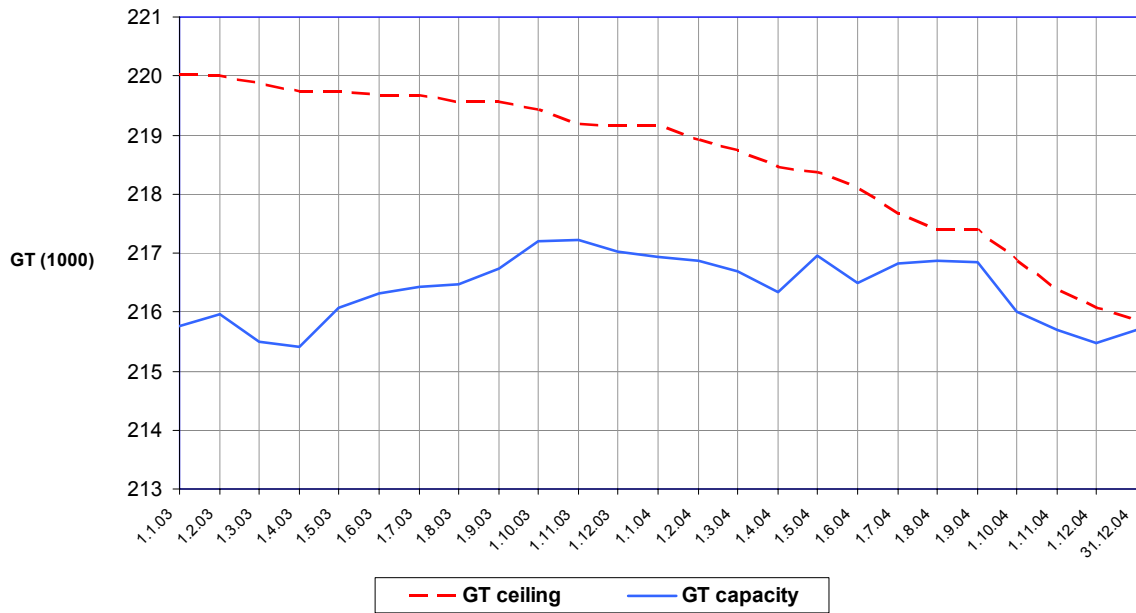
c) **Reference levels at the end of 2004**

<b>Italy</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	229.862	<b>R(kW)<sub>03</sub></b>	1.338.971
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	4.163	<b>kW<sub>a</sub></b>	25.724
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	215.714	<b>kW<sub>t</sub></b>	1.244.741
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	222.966	<b>R(kW)<sub>t</sub></b>	1.298.802

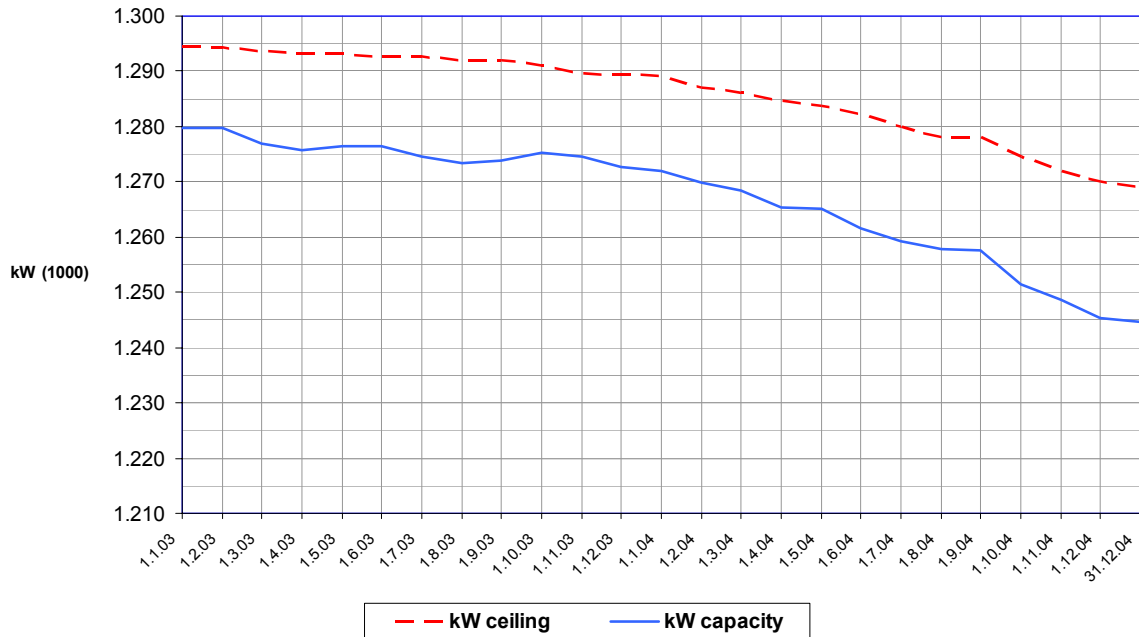
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

Tonnage of the Italian fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



Power of the Italian fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



## CYPRUS

### a) Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
11.949	0	N/A	N/A	N/A	11.949

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
52.575	0	N/A	N/A	N/A	52.575

### b) Management of the entry exit regime until the end of 2004

Cyprus		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	11.949	kW <sub>FR</sub>	52.575
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	11.949	kW <sub>04</sub>	52.575
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		0		0
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		0		0
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		11		102
9	<b>Total exits ( 7 + 8 )</b>		11		102
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	11.937	kW <sub>t</sub>	52.473
11	<b>Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)</b>		11.949		52.575

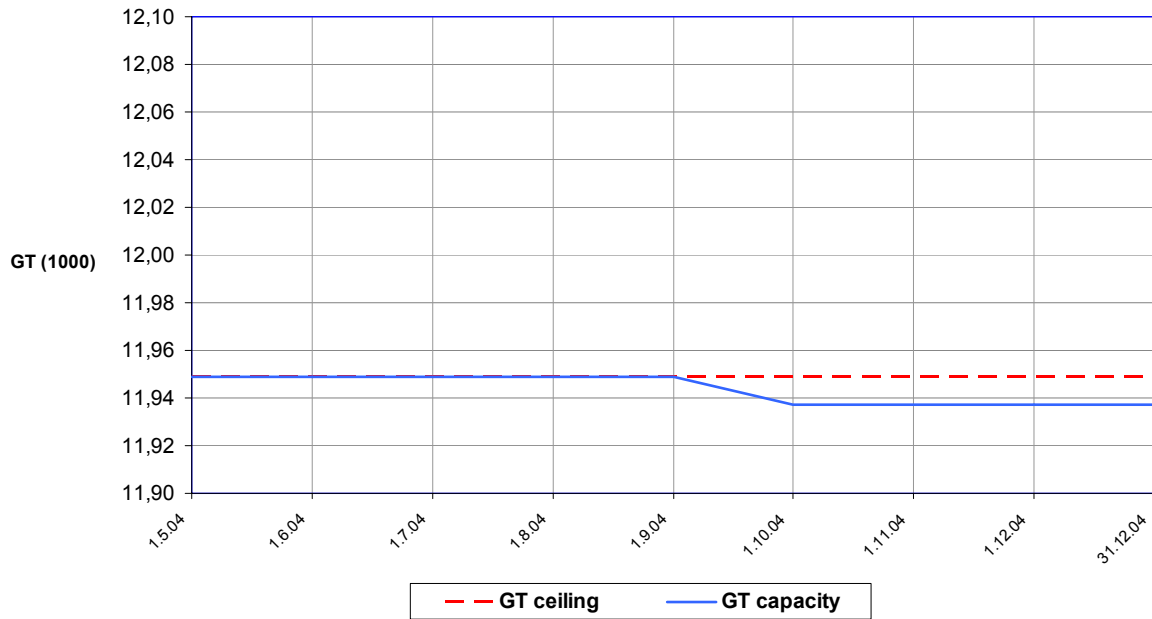
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

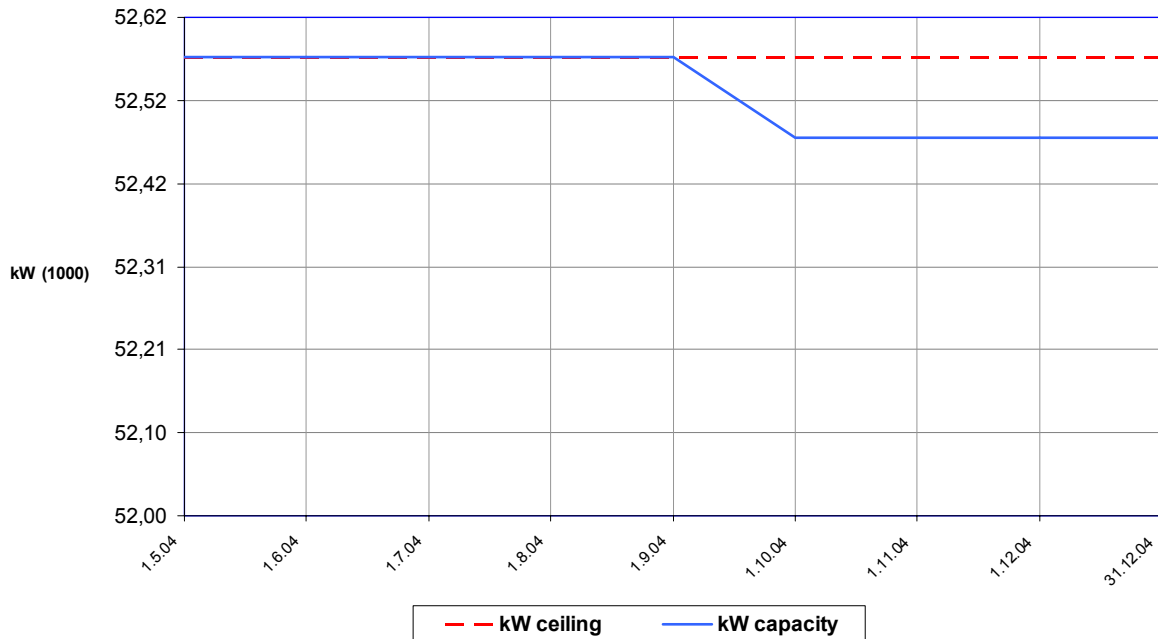
Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

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

Tonnage of the Cypriot fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



Power of the Cypriot fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



## LATVIA

### a) Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
44.414	102	N/A	N/A	N/A	44.516

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
75.836	745	N/A	N/A	N/A	76.581

### b) Management of the entry exit regime until the end of 2004

Latvia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	44.414	kW <sub>FR</sub>	75.836
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	44.516	kW <sub>04</sub>	76.581
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		398		1.445
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		398		1.445
7	Exits financed with public aid	GT <sub>a</sub>	951	kW <sub>a</sub>	2.283
8	Other exits (not included in 7)		1.759		2.463
9	<b>Total exits ( 7 + 8 )</b>		2.710		4.746
10	<b>Capacity of the fleet on 31 December 2004 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	42.102	kW <sub>t</sub>	72.535
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		43.565		74.298

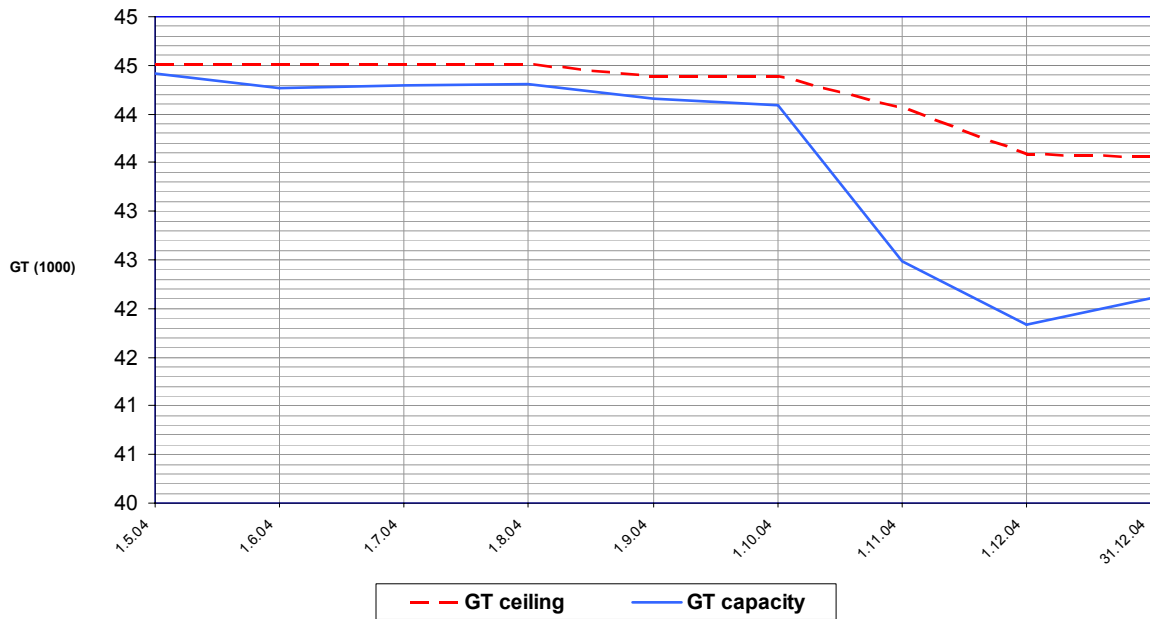
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

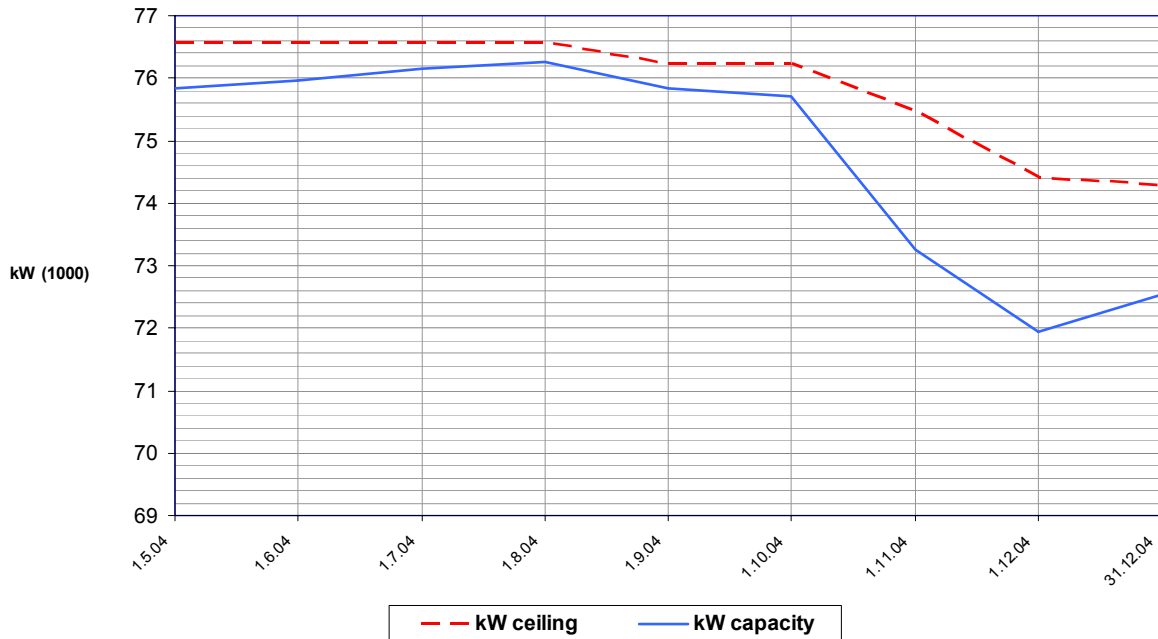
Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

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

Tonnage of the Latvian fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



Power of the Latvian fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



## LITHUANIA

### a) Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
76.490	0	N/A	N/A	N/A	76.490

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
80.485	0	N/A	N/A	N/A	80.485

### b) Management of the entry exit regime until the end of 2004

Lithuania		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	76.490	kW <sub>FR</sub>	80.485
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	76.490	kW <sub>04</sub>	80.485
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		3.981		2.854
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		3.981		2.854
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		5.106		5.562
9	<b>Total exits ( 7 + 8 )</b>		5.106		5.562
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	75.366	kW <sub>t</sub>	77.777
11	<b>Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)</b>		76.490		80.485

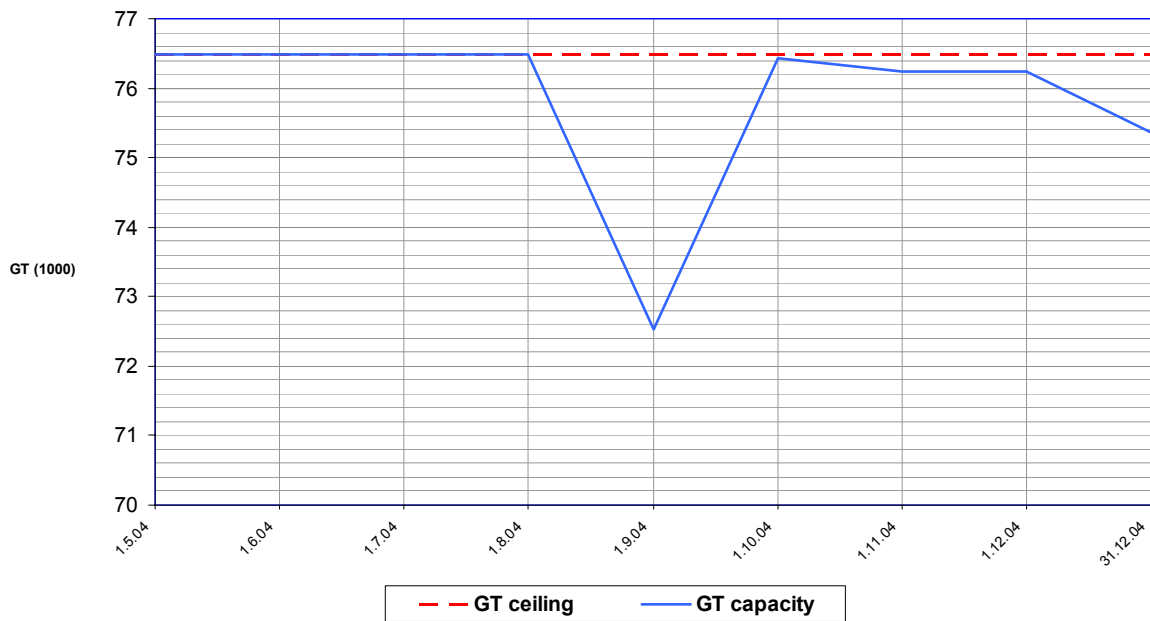
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

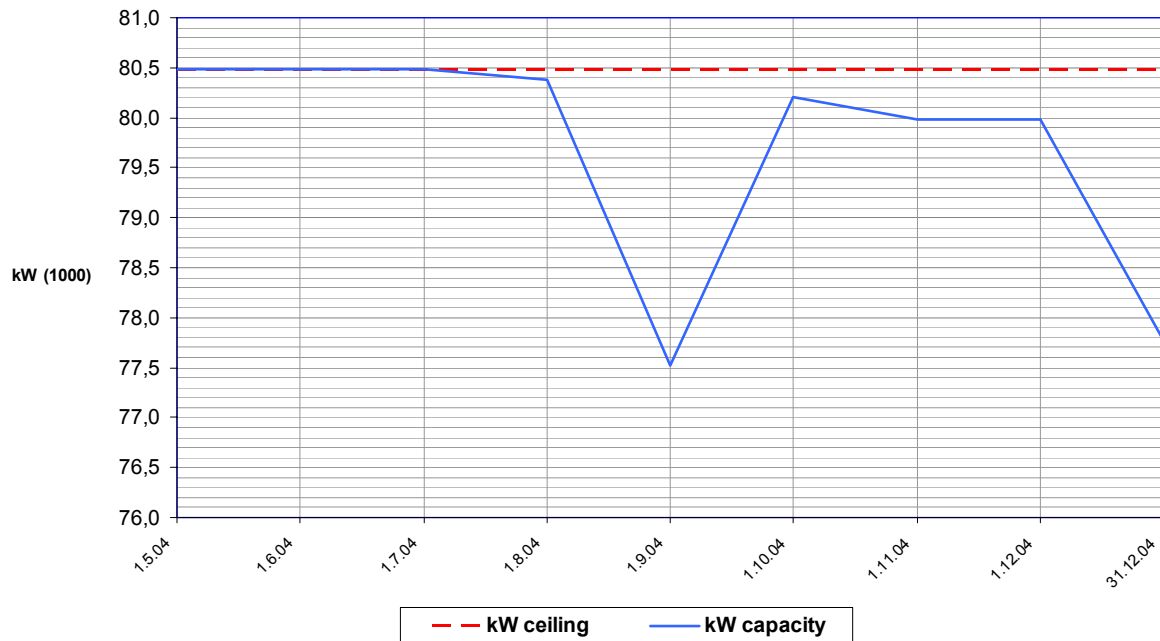
Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

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

Tonnage of the Lithuanian fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



Power of the Lithuanian fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



## MALTA

### a) Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
20.140	0	N/A	N/A	N/A	20.140

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
129.041	0	N/A	N/A	N/A	129.041

### b) Management of the entry exit regime until the end of 2004

Malta		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	20.140	kW <sub>FR</sub>	129.041
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	20.140	kW <sub>04</sub>	129.041
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		64		-396
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		64		-396
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		280		6.588
9	<b>Total exits ( 7 + 8 )</b>		280		6.588
10	<b>Capacity of the fleet on 31 December 2004 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	19.924	kW <sub>t</sub>	122.057
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		20.140		129.041

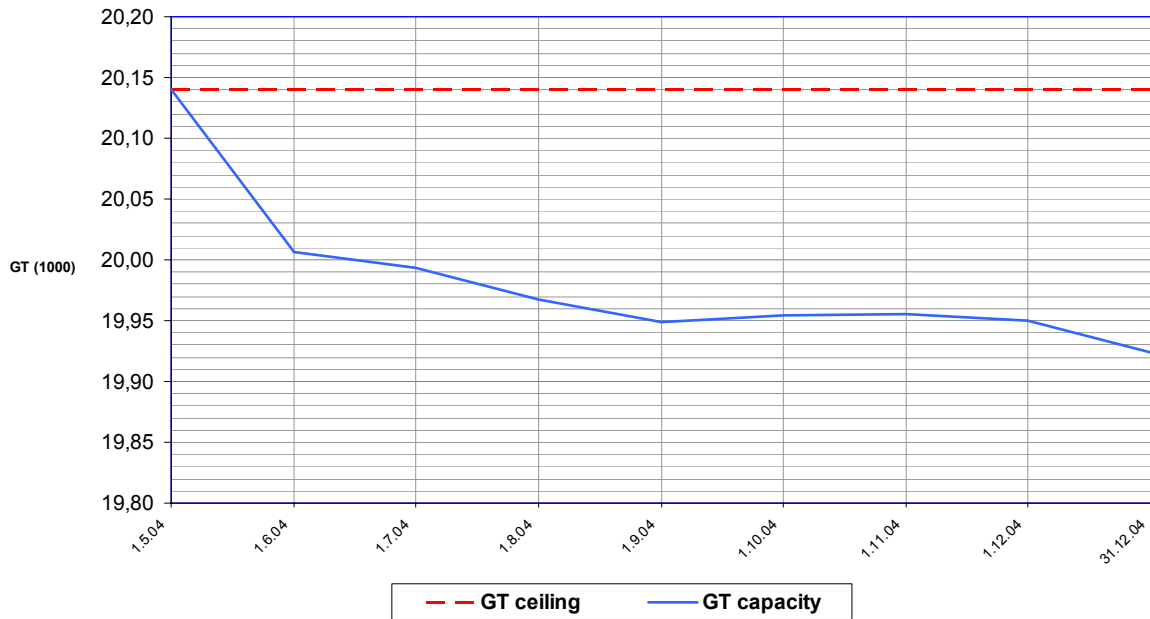
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

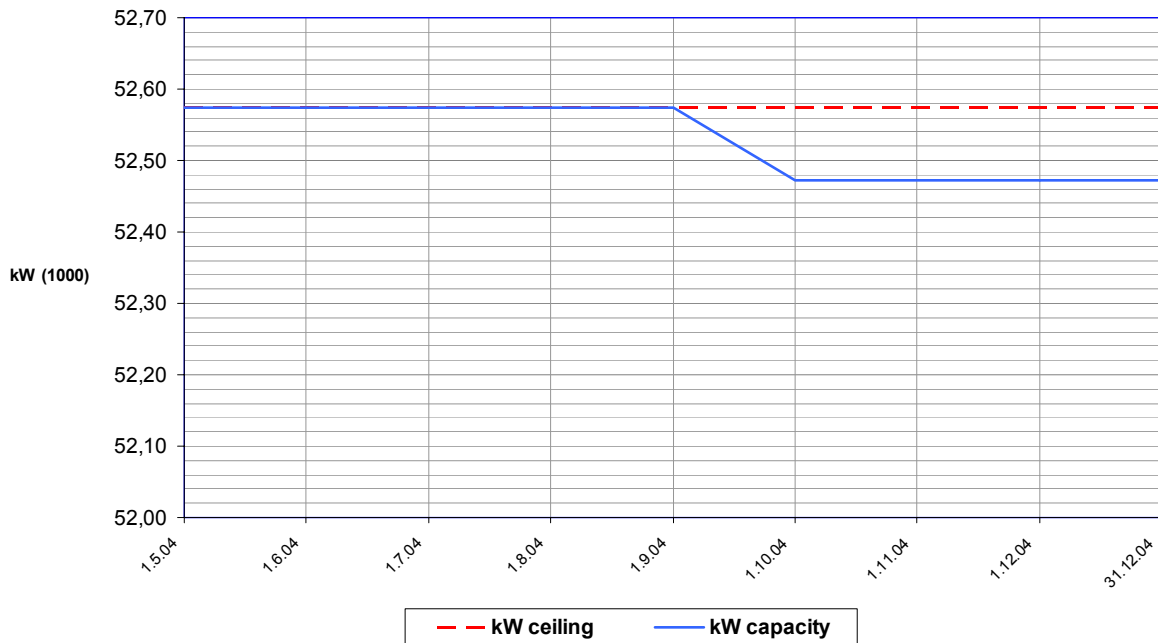
Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

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

Tonnage of the Maltese fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



Power of the Maltese fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



## THE NETHERLANDS

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
183.384	0	0	1.133	0	184.517

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
417.422	0	0	2.722	0	420.144

### b) Management of the entry exit regime until the end of 2004

The Netherlands		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	183.384	kW <sub>FR</sub>	417.422
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	184.517	kW <sub>03</sub>	420.144
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		3.854		15.698
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	5		
6	<b>Total entries ( 3 + 4 + 5 )</b>		3.859		15.698
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		8.556		23.699
9	<b>Total exits ( 7 + 8 )</b>		8.556		23.699
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	178.687	kW <sub>t</sub>	409.422
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		184.522		420.144

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

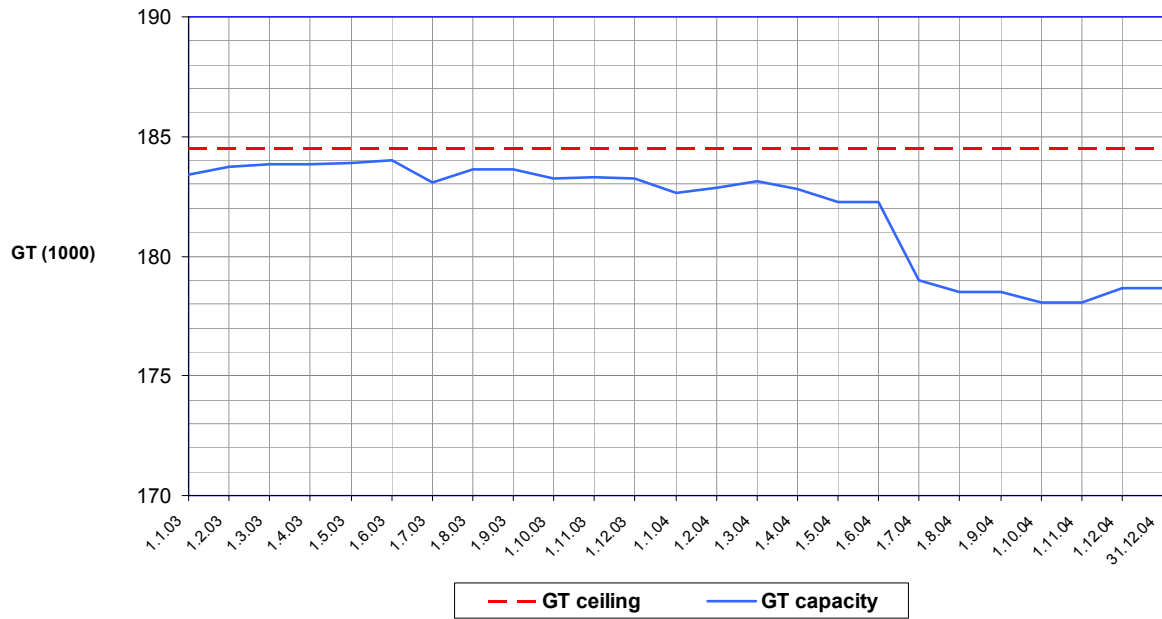
c) **Reference levels at the end of 2004**

<b>The Netherlands</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	213.139	<b>R(kW)<sub>03</sub></b>	527.067
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	5	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	0	<b>kW<sub>a</sub></b>	0
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	178.687	<b>kW<sub>t</sub></b>	409.422
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	213.139	<b>R(kW)<sub>t</sub></b>	527.067

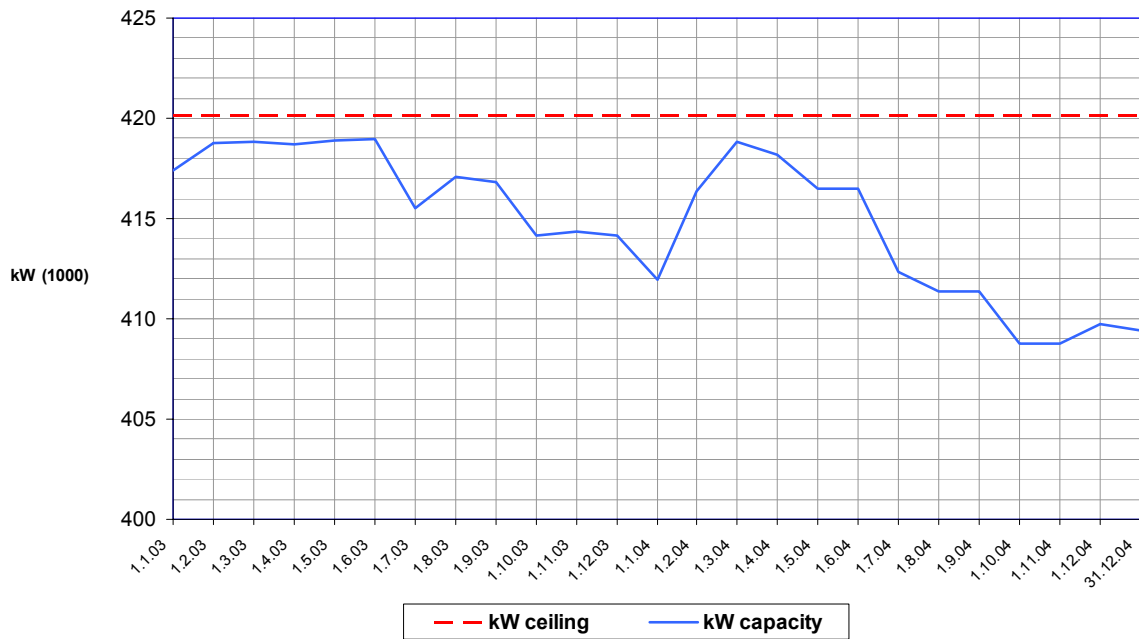
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

Tonnage of the Dutch fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



Power of the Dutch fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



**POLAND**

**a) Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004**

<b>GT<sub>FR</sub> (1-5-2004)</b>	<b>GT<sub>1</sub></b>	<b>GT<sub>2</sub></b>	<b>GT<sub>3</sub></b>	<b>GT<sub>4</sub></b>	<b>GT<sub>04</sub></b>
47.306	104	N/A	N/A	N/A	47.410

<b>kW<sub>FR</sub> (1-5-2004)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>04</sub></b>
151.034	1.321	N/A	N/A	N/A	152.355

**b) Management of the entry exit regime until the end of 2004**

<b>Poland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Capacity of the fleet on 1 May 2004	<b>GT<sub>FR</sub></b>	47.306	<b>kW<sub>FR</sub></b>	151.034
<b>2</b>	Capacity level for the application of the entry-exit regime	<b>GT<sub>04</sub></b>	47.410	<b>kW<sub>04</sub></b>	152.355
<b>3</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>4</b>	Other entries or capacity increases (not included in 3 & 5)		131		1.644
<b>5</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0		
<b>6</b>	<b>Total entries ( 3 + 4 + 5 )</b>		131		1.644
<b>7</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	807	<b>kW<sub>a</sub></b>	3.145
<b>8</b>	Other exits (not included in 7)		1.084		2.561
<b>9</b>	<b>Total exits ( 7 + 8 )</b>		1.892		5.706
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	<b>GT<sub>t</sub></b>	45.545	<b>kW<sub>t</sub></b>	146.973
<b>11</b>	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		46.603		149.210

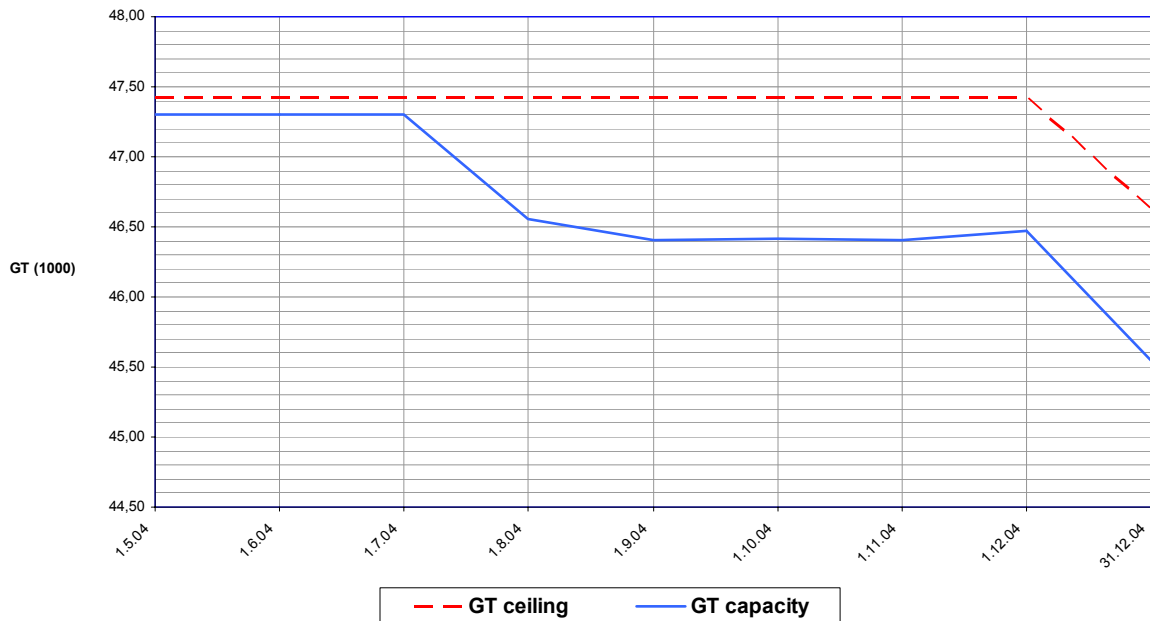
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

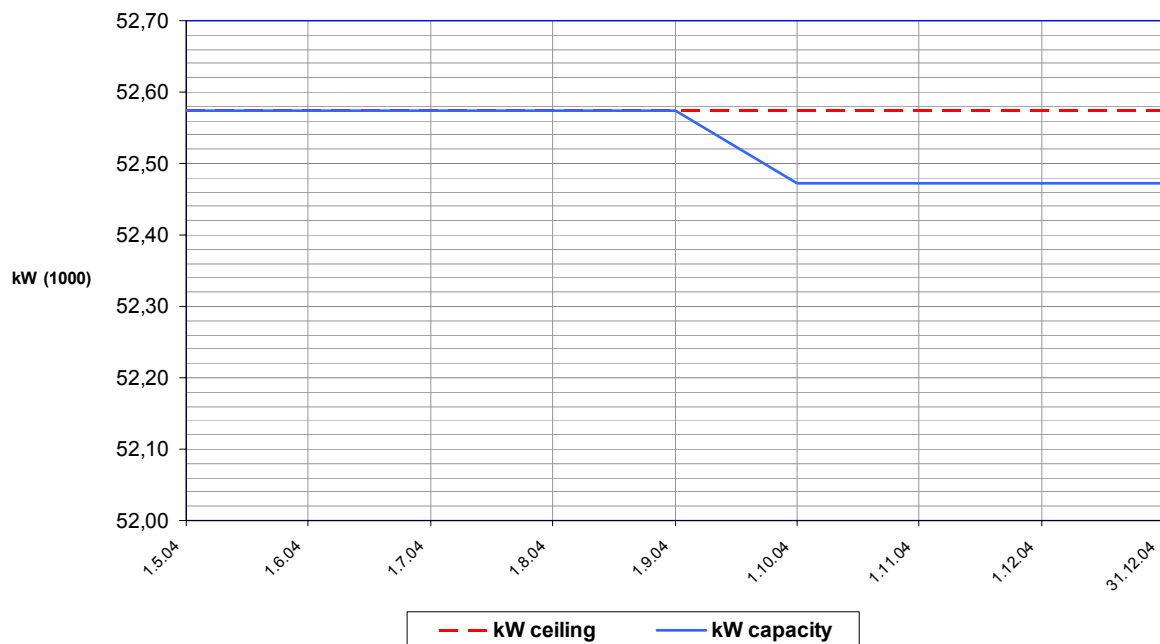
Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

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

Tonnage of the Polish fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



Power of the Polish fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



## PORTUGAL

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
99.764	4.776	0	58	0	104.598

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
332.409	15.178	0	696	0	348.283

### b) Management of the entry exit regime until the end of 2004

Portugal		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	99.764	kW <sub>FR</sub>	332.409
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	104.598	kW <sub>03</sub>	348.283
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	494	kW <sub>100</sub>	1.273
4	Other entries or capacity increases (not included in 3 & 5)		5.757		27.049
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		6.251		28.322
7	Exits financed with public aid	GT <sub>a</sub>	3.314	kW <sub>a</sub>	10.237
8	Other exits (not included in 7)		4.258		19.633
9	<b>Total exits ( 7 + 8 )</b>		7.573		29.870
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	98.442	kW <sub>t</sub>	330.862
11	<b>Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)</b>		101.110		337.601

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

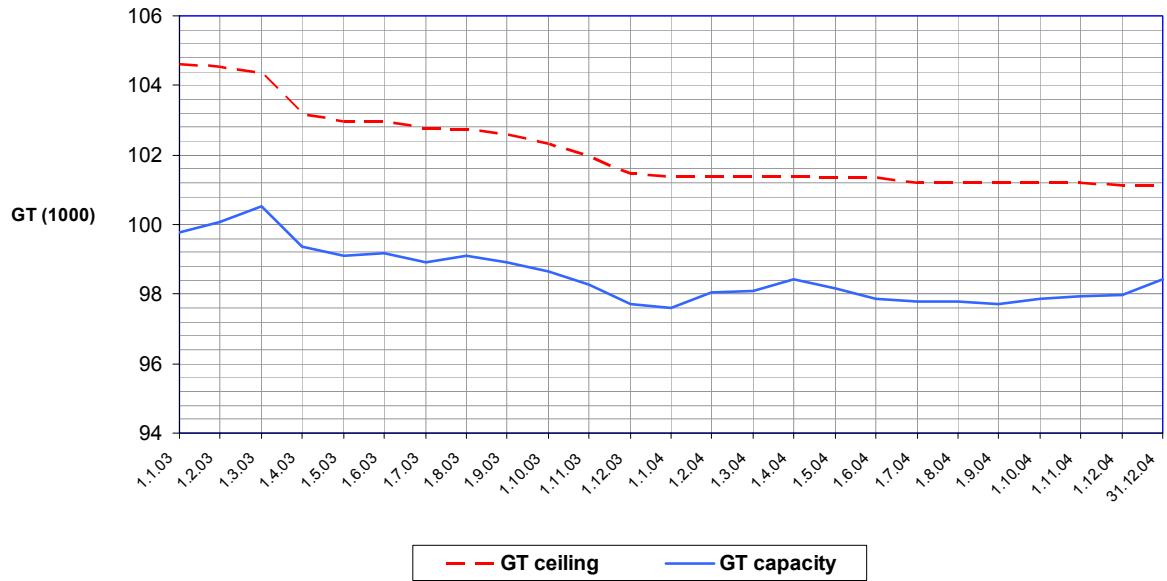
c) **Reference levels at the end of 2004**

Portugal (excluding the Azores and Madeira)		GT		kW	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	171.502	<b>R(kW)<sub>03</sub></b>	412.025
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	494	<b>kW<sub>100</sub></b>	1.273
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	3.314	<b>kW<sub>a</sub></b>	10.237
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	98.442	<b>kW<sub>t</sub></b>	330.862
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	166.357	<b>R(kW)<sub>t</sub></b>	399.664

(a) Situation as registered in the Community Fleet Register on 14 October 2005

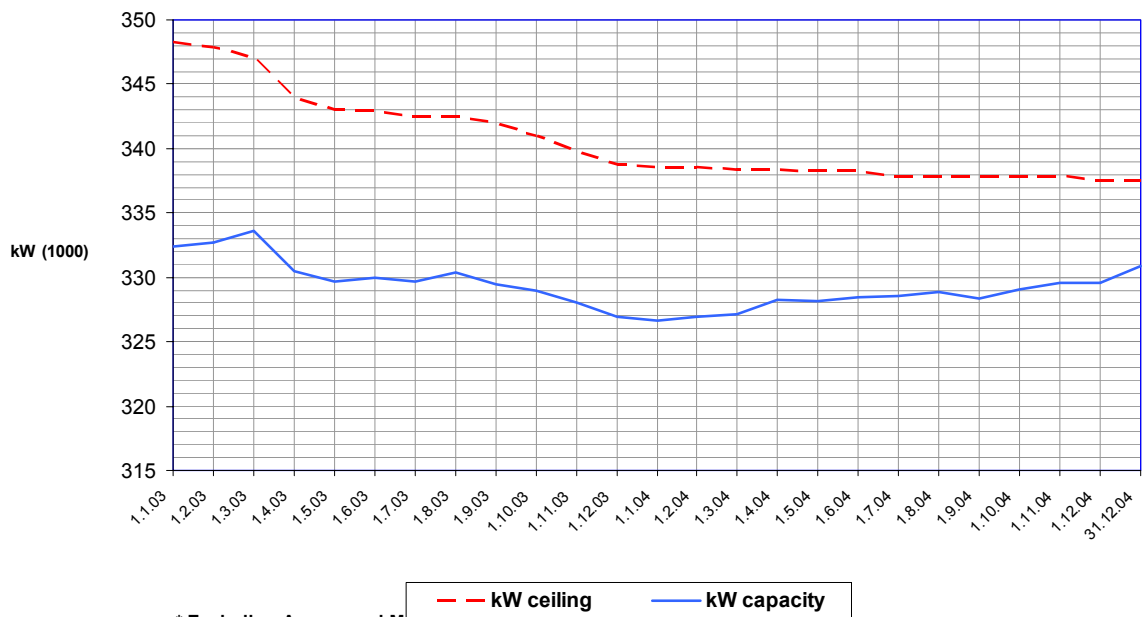
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Portuguese fleet \* compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.**



\* Excluding Azores and Madeira

**Power of the Portuguese fleet \* compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.**



\* Excluding Azores and Madeira

## SLOVENIA

### a) Calculation of the baselines (GT<sub>04</sub> and kW<sub>04</sub>) on 1 May 2004

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
865	0	N/A	N/A	N/A	865

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
8.707	0	N/A	N/A	N/A	8.707

### b) Management of the entry exit regime until the end of 2004

Slovenia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	865	kW <sub>FR</sub>	8.707
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	865	kW <sub>04</sub>	8.707
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		2		55
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		2		55
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		7		23
9	<b>Total exits ( 7 + 8 )</b>		7		23
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	859	kW <sub>t</sub>	8.739
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		865		8.707

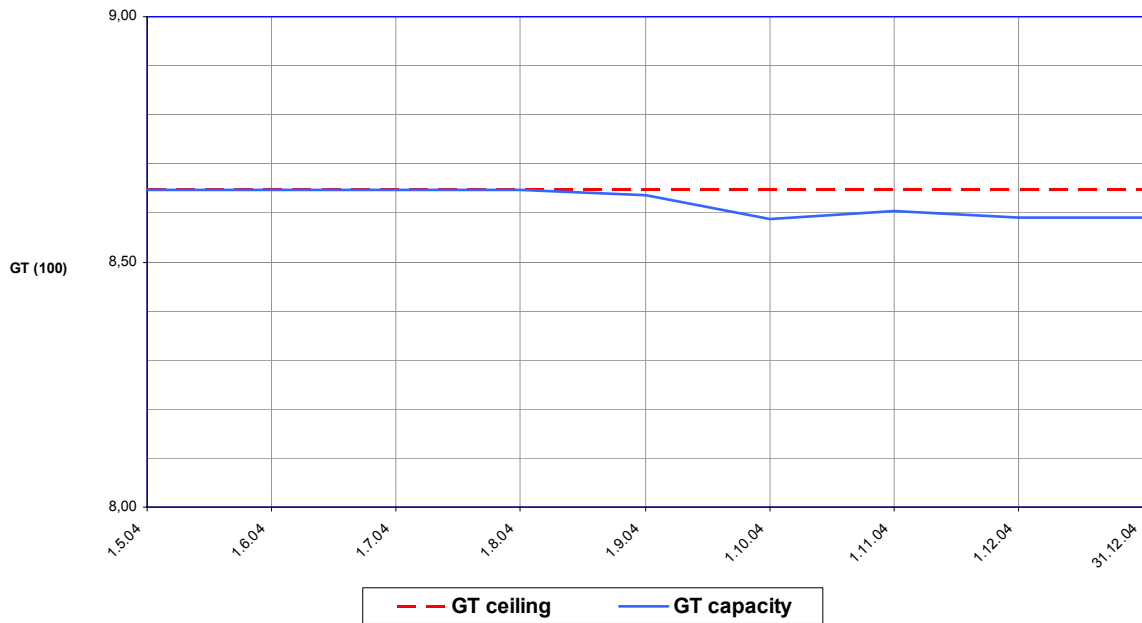
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

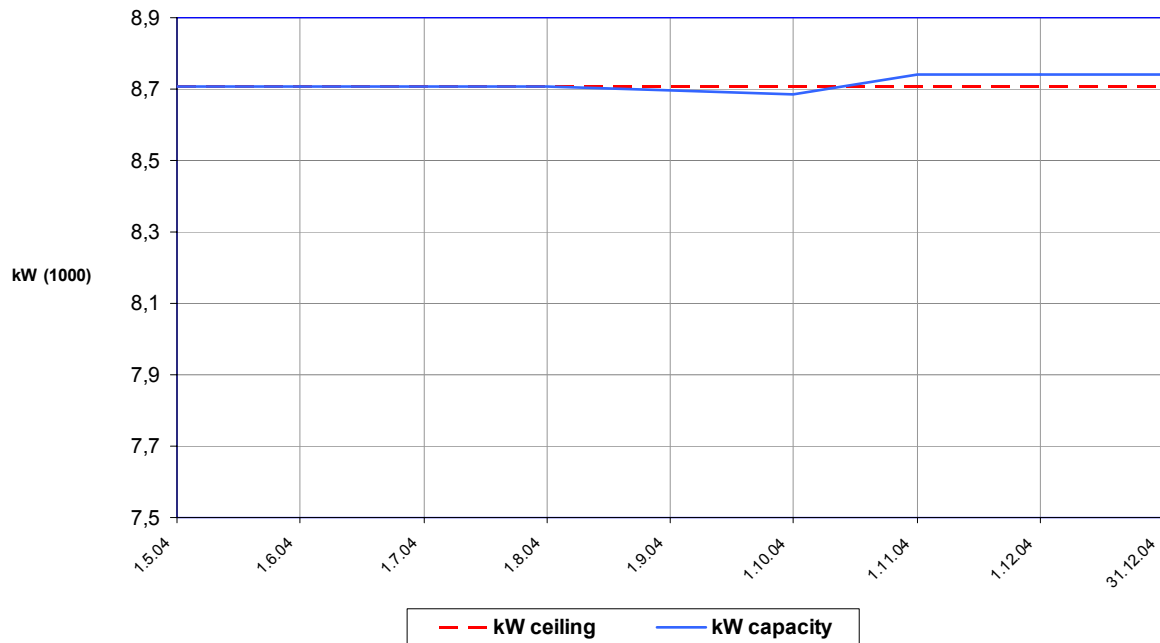
Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

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

Tonnage of the Slovenian fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



Power of the Slovenian fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2004.



## FINLAND

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) on 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
19.707	0	0	0	0	19.707

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
190.120	0	0	0	0	190.120

### b) Management of the entry exit regime until the end of 2004

Finland		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	19.707	kW <sub>FR</sub>	190.120
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	19.707	kW <sub>03</sub>	190.120
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		2.295		12.593
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		2.295		12.593
7	Exits financed with public aid	GT <sub>a</sub>	143	kW <sub>a</sub>	573
8	Other exits (not included in 7)		3.801		22.755
9	<b>Total exits ( 7 + 8 )</b>		3.944		23.328
10	<b>Capacity of the fleet on 31 December 2004 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	18.058	kW <sub>t</sub>	179.385
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		19.564		189.547

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

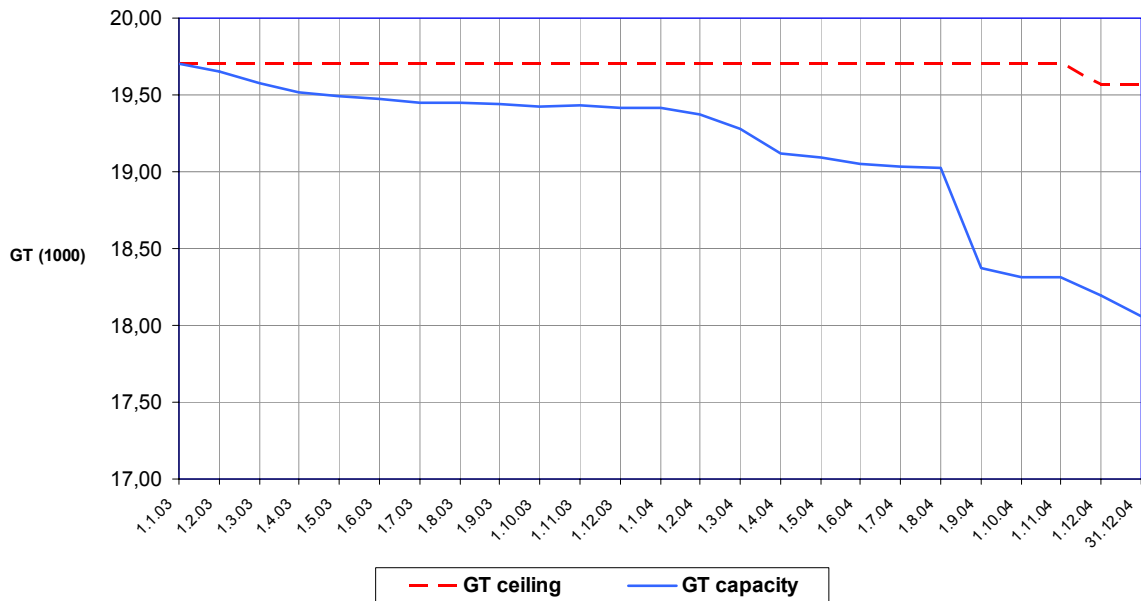
c) **Reference levels at the end of 2004**

<b>Finland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	23.203	<b>R(kW)<sub>03</sub></b>	216.195
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	143	<b>kW<sub>a</sub></b>	573
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	18.058	<b>kW<sub>t</sub></b>	179.385
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	23.060	<b>R(kW)<sub>t</sub></b>	215.622

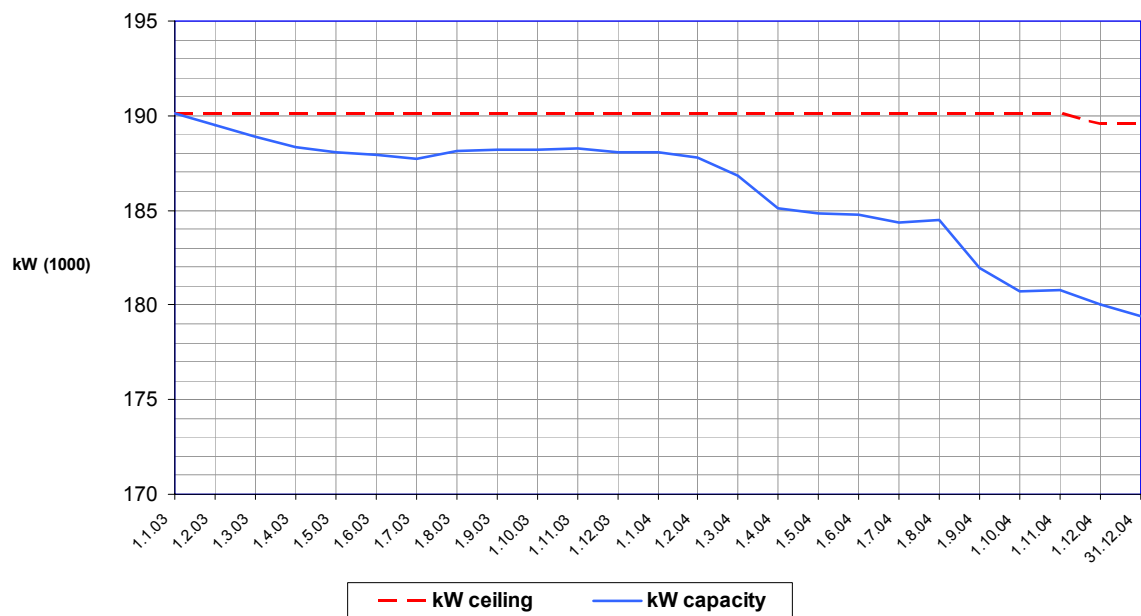
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

Tonnage of the Finish fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



Power of the Finish fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



SWEDEN

a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) at 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
45.862	0	0	871	0	46.733

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
224.273	0	0	2.589	0	226.862

b) Management of the entry exit regime until the end of 2004

Sweden		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	45.862	kW <sub>FR</sub>	224.273
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	46.733	kW <sub>03</sub>	226.862
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		3.937		28.430
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		3.937		28.430
7	Exits financed with public aid	GT <sub>a</sub>	792	kW <sub>a</sub>	2.642
8	Other exits (not included in 7)		4.596		33.034
9	<b>Total exits ( 7 + 8 )</b>		5.388		35.676
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	44.411	kW <sub>t</sub>	217.027
11	<b>Fleet ceiling on 31 December 2004 ( 2 - 35% 3 + 5 - 7 )</b>		45.941		224.220

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

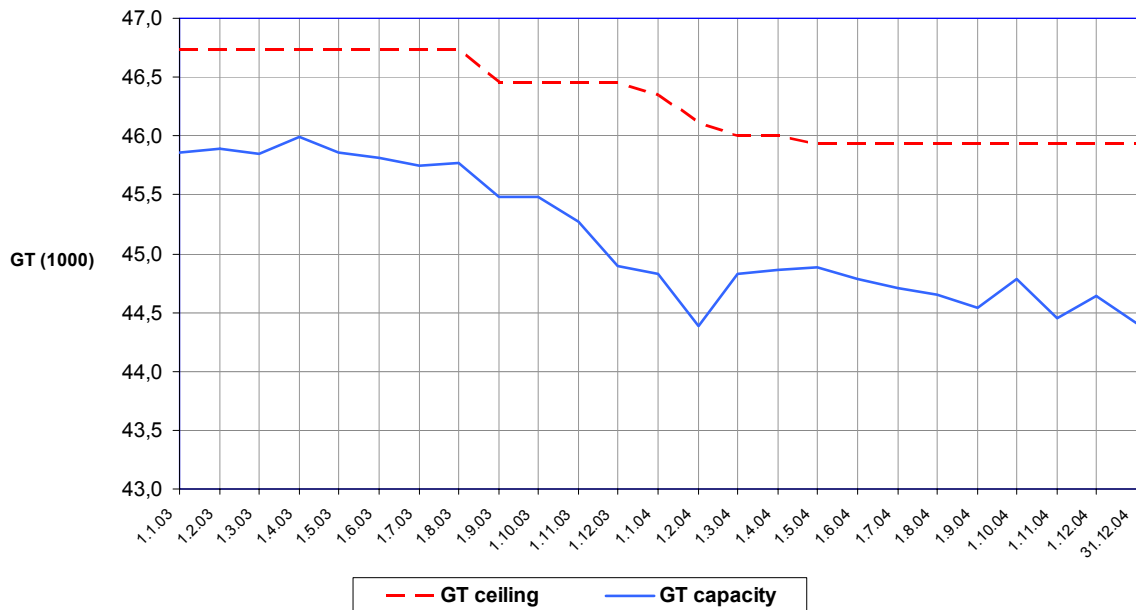
c) **Reference levels at the end of 2004**

<b>Sweden</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	51.993	<b>R(kW)<sub>03</sub></b>	261.028
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	792	<b>kW<sub>a</sub></b>	2.642
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	44.411	<b>kW<sub>t</sub></b>	217.027
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	50.433	<b>R(kW)<sub>t</sub></b>	258.386

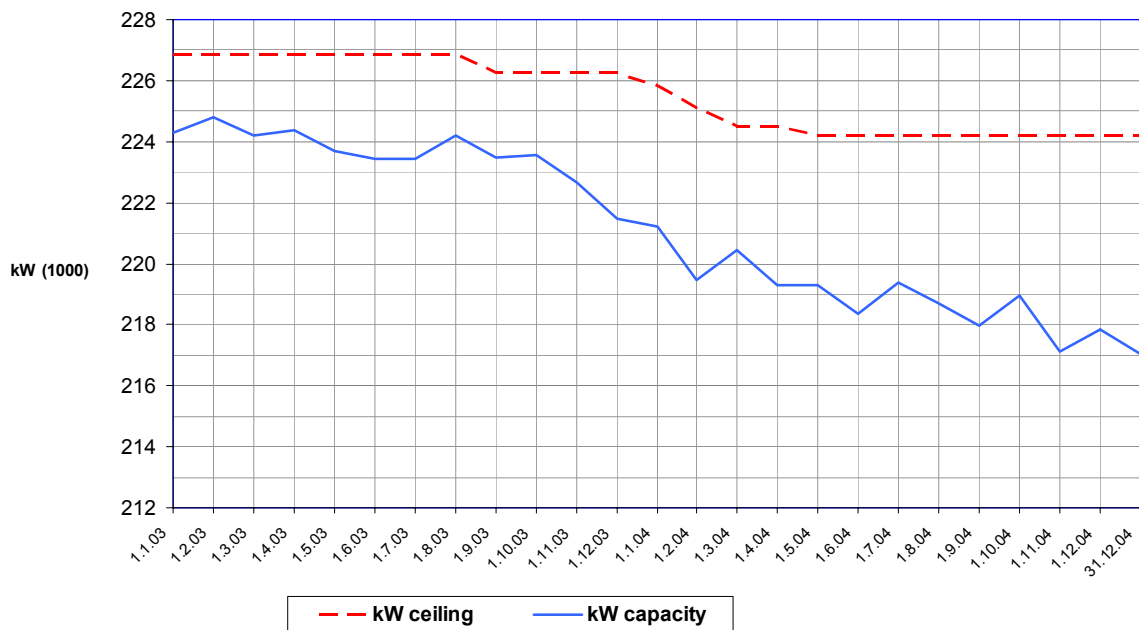
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

Tonnage of the Swedish fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



Power of the Swedish fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.



## UNITED KINGDOM

### a) Calculation of the baselines (GT<sub>03</sub> and kW<sub>03</sub>) at 1 January 2003

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
241.066	0	0	11.848	0	252.914

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
942.539	0	0	35.629	0	978.168

### b) Management of the entry exit regime until the end of 2004

United Kingdom		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	241.066	kW <sub>FR</sub>	942.539
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	252.914	kW <sub>03</sub>	978.168
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		40.219		136.030
5	Increases in tonnage GT for reasons of safety	GT <sub>s</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		40.219		136.030
7	Exits financed with public aid	GT <sub>a</sub>	16.603	kW <sub>a</sub>	44.886
8	Other exits (not included in 7)		41.720		133.991
9	<b>Total exits ( 7 + 8 )</b>		58.322		178.876
10	<b>Capacity of the fleet on 31 December 2004 (1 + 6 - 9)</b>	GT <sub>t</sub>	222.963	kW <sub>t</sub>	899.694
11	<b>Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)</b>		236.312		933.283

Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

Line 11: If the result of the fleet ceiling  $(2 - 35\% 3 + 5 - 7)$  is higher than a Member State's reference level, the fleet ceiling is the reference level

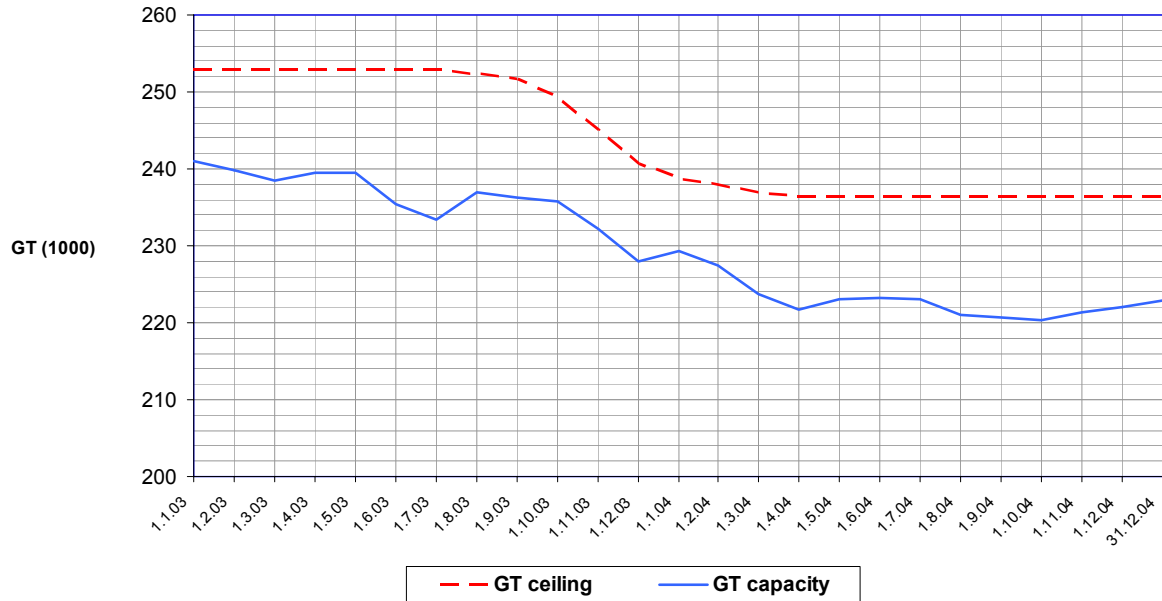
c) **Reference levels at the end of 2004**

<b>United Kingdom</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	286.120	<b>R(kW)<sub>03</sub></b>	1.129.194
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	16.603	<b>kW<sub>a</sub></b>	44.886
<b>10</b>	<b>Capacity of the fleet on 31 December 2004 (a)</b>	<b>GT<sub>t</sub></b>	222.963	<b>kW<sub>t</sub></b>	899.694
<b>5</b>	<b>Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	269.517	<b>R(kW)<sub>t</sub></b>	1.084.308

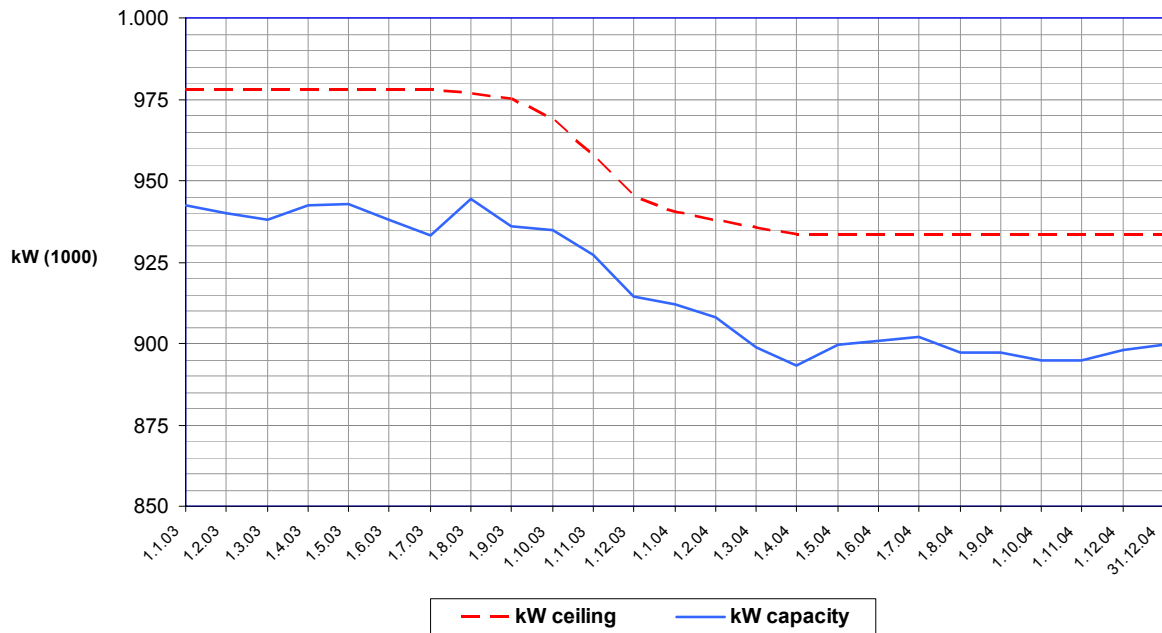
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

**Tonnage of the British fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2004.**



**Power of the British fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2004.**



### **TECHNICAL ANNEX 3 - RESULTS OF THE OUTERMOST REGIONS FLEETS MANAGEMENT**

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

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

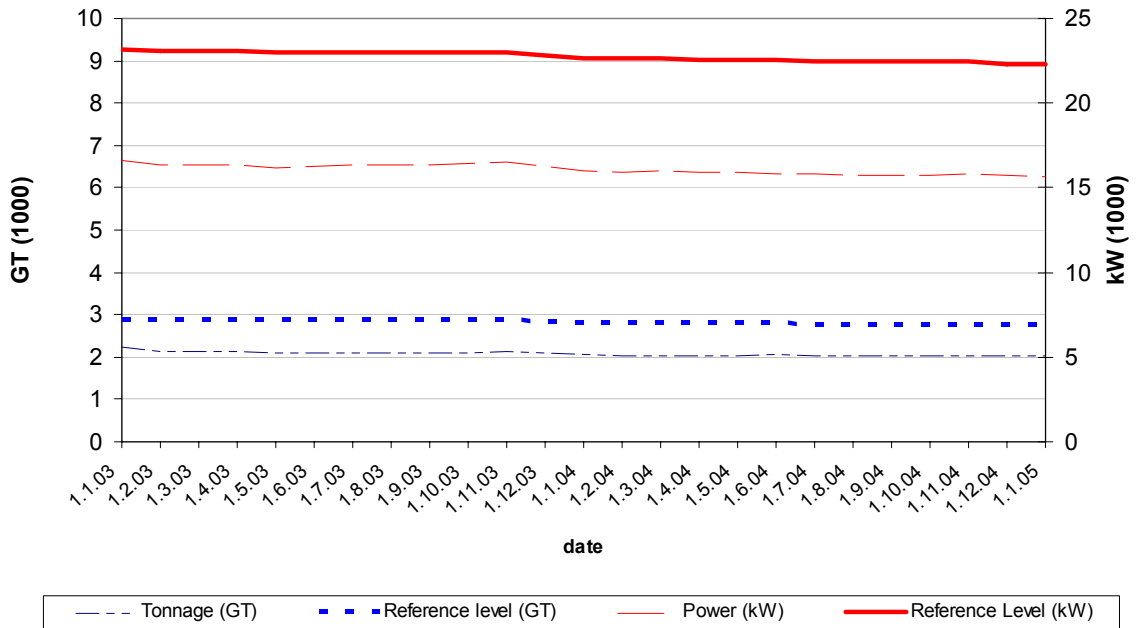
It is in this way that the graphs presented below have been calculated. Each of the tables summarises the situation on 31 December 2004

d) **Management of capacity levels for outermost regions during 2004**

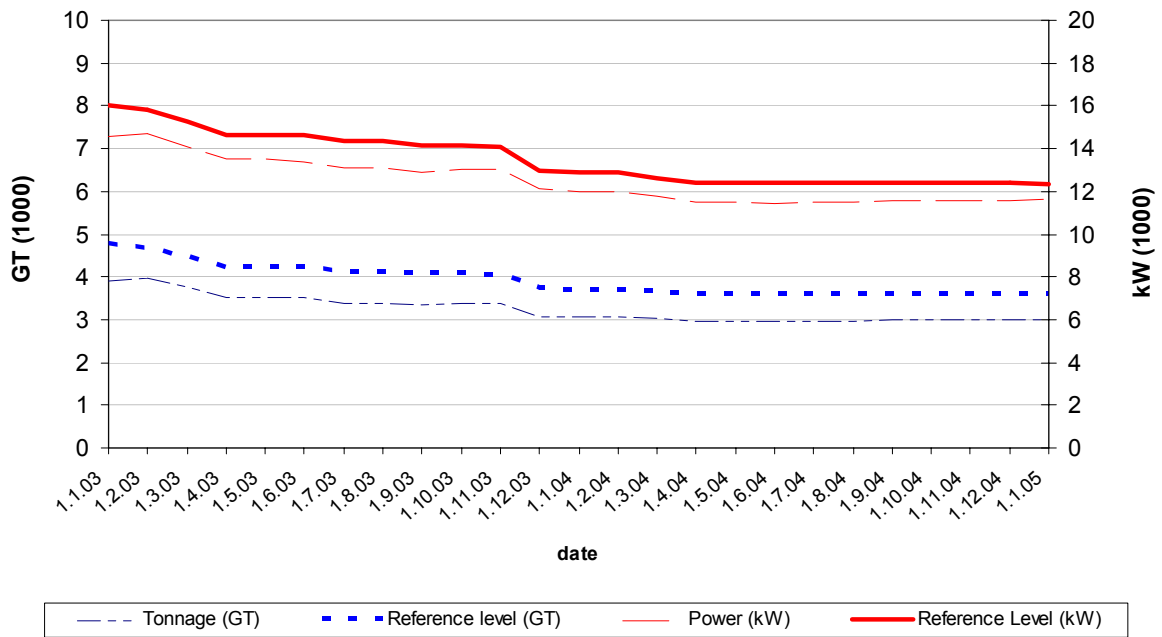
<b>Canary Islands (Spain)</b>		<b>CA1 Length &lt; 12 m EU waters</b>		<b>CA2 Length &gt; 12 m EU waters</b>		<b>CA3 Length &gt; 12 m International and third country waters</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	2.878	23.202	4.779	16.055	51.167	90.680
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>	2.243	16.600	3.912	14.564	46.203	84.118
<b>3</b>	<b>Exits financed with public aid</b>	126	954	1.189	3.754	18.592	38.020
<b>4</b>	<b>Reference level on 31 December 2004 (1 - 3 )</b>	2.752	22.248	3.590	12.301	32.575	52.660
<b>5</b>	<b>Capacity of the fleet on 31 December 2004</b>	2.032	15.612	2.999	11.620	31.521	49.586

Situation as registered in the Community Fleet Register on 14 October 2005.

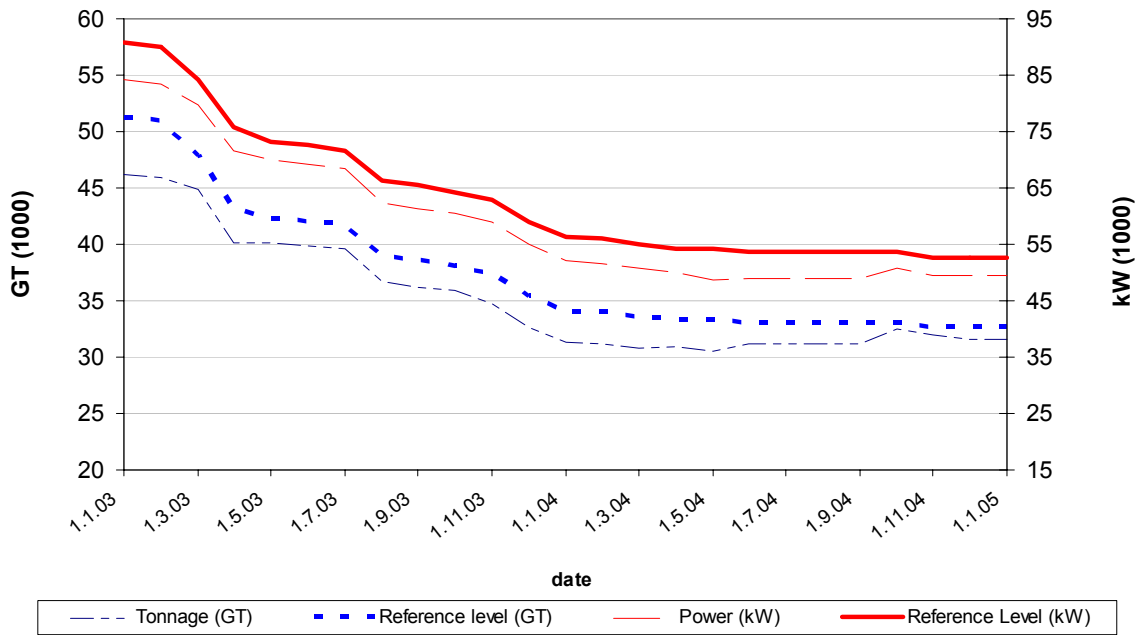
**Canary Islands. Vessels under 12 m in length EU waters (Segment CA1)  
Evolution of its capacity compared to the reference levels.**



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



**Canary Islands. Vessels of more than 12 m in length.  
International and third country waters (Segment CA2)  
Evolution of its capacity compared to the reference levels.**

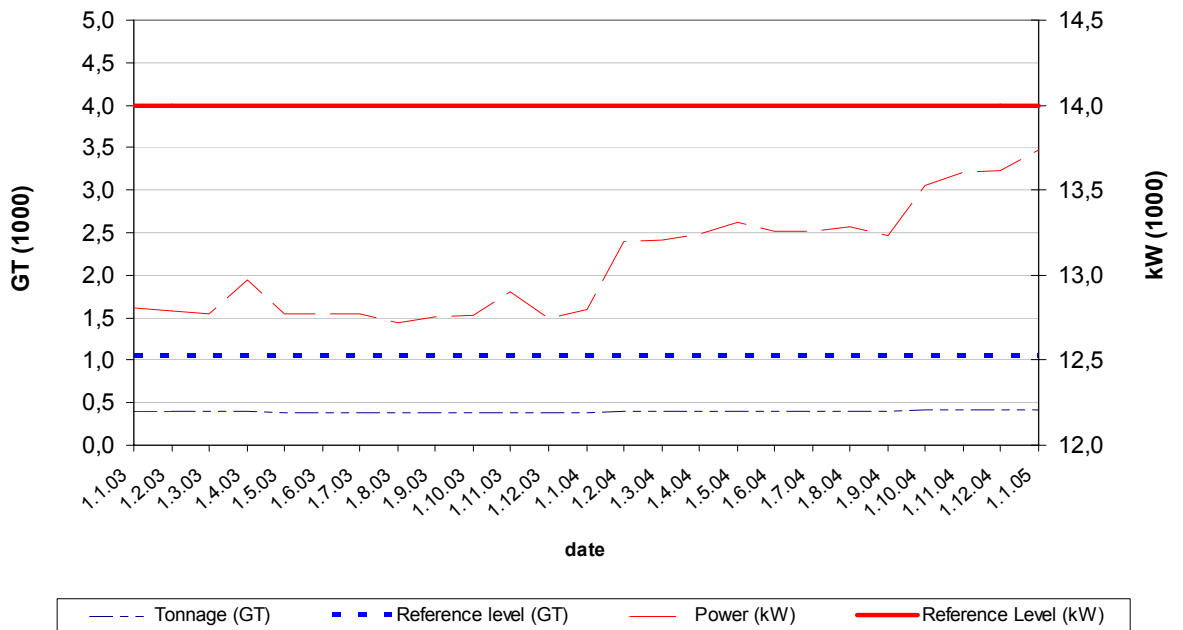


d) **Management of capacity levels for outermost regions during 2004**

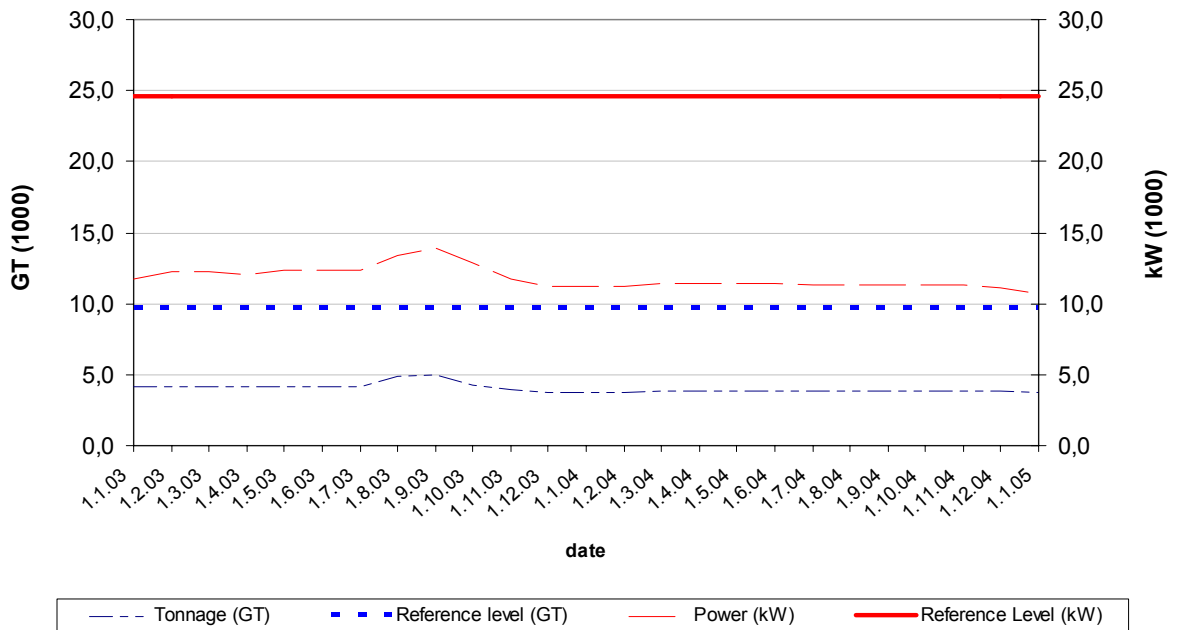
<b>Reunion (French Overseas Department)</b>		<b>4FC Demersal and pelagic species. Length &lt; 12 m</b>		<b>4FD Pelagic species. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	1.050	14.000	9.705	24.610
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>	391	12.803	4.126	11.693
<b>3</b>	<b>Exits financed with public aid</b>	0	0	0	0
<b>4</b>	<b>Reference level on 31 December 2004 (1 - 3 )</b>	1.050	14.000	9.705	24.610
<b>5</b>	<b>Capacity of the fleet on 31 December 2004</b>	419	13.736	3.760	10.652

Situation as registered in the Community Fleet Register on 14 October 2005

**Reunion. Vessels under 12 m in length. Demersal species (Segment 4FC)  
Evolution of its capacity compared to the reference levels.**



**Reunion. Pelagic species (Segment 4FD)  
Evolution of its capacity compared to the reference levels.**

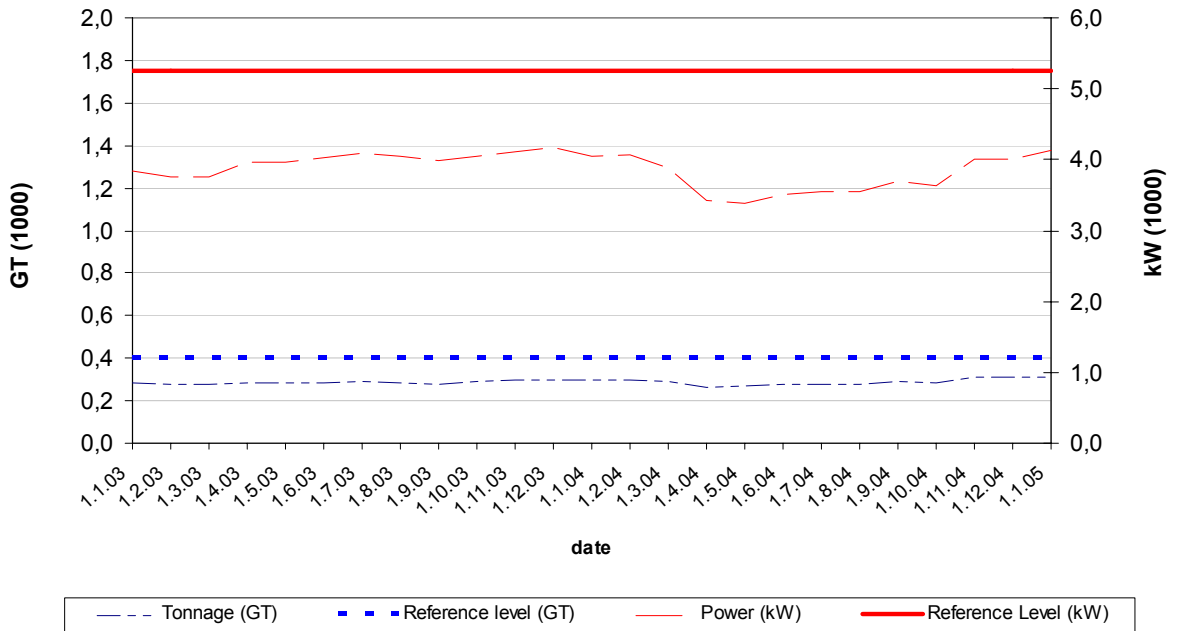


d) **Management of capacity levels for outermost regions during 2004**

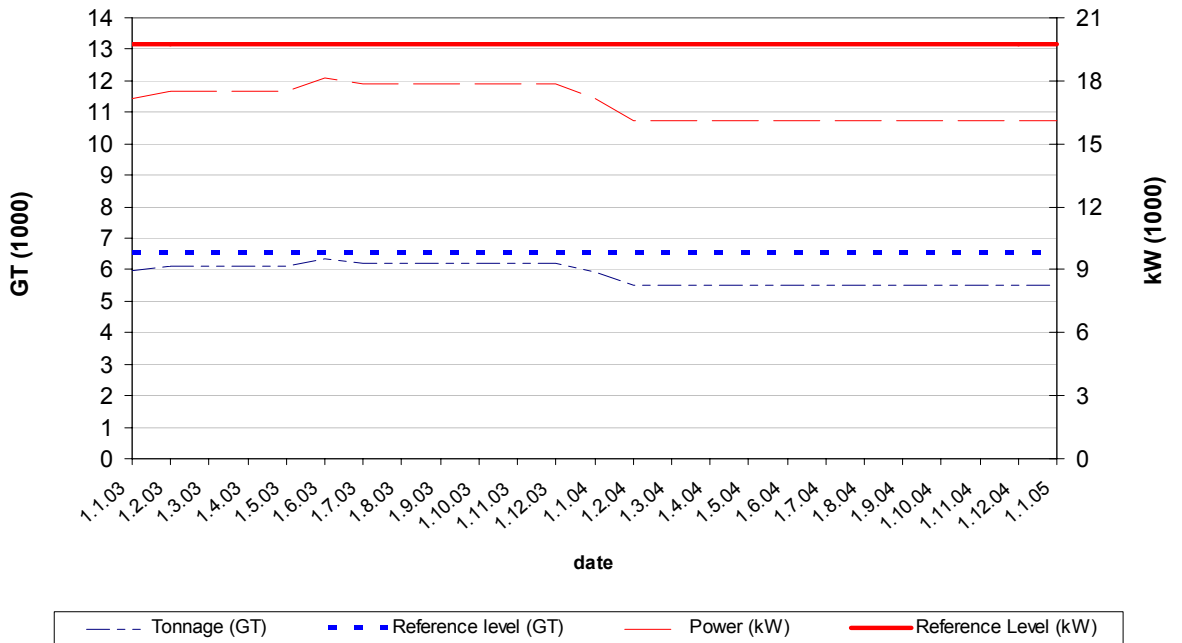
<b>French Guiana</b>		<b>4FF Demersal and pelagic species. L &lt; 12 m</b>		<b>4FG Shrimp vessels</b>		<b>4FH Pelagic species. Offshore vessels</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	400	5.250	6.526	19.726	3.500	5.000
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>	284	3.840	5.994	17.173	288	1.010
<b>3</b>	<b>Exits financed with public aid</b>	0	0	0	0	0	0
<b>4</b>	<b>Reference level on 31 December 2004 (1 - 3 )</b>	400	5.250	6.526	19.726	3.500	5.000
<b>5</b>	<b>Capacity of the fleet on 31 December 2004</b>	313	4.123	5.499	16.092	222	675

Situation as registered in the Community Fleet Register on 14 October 2005

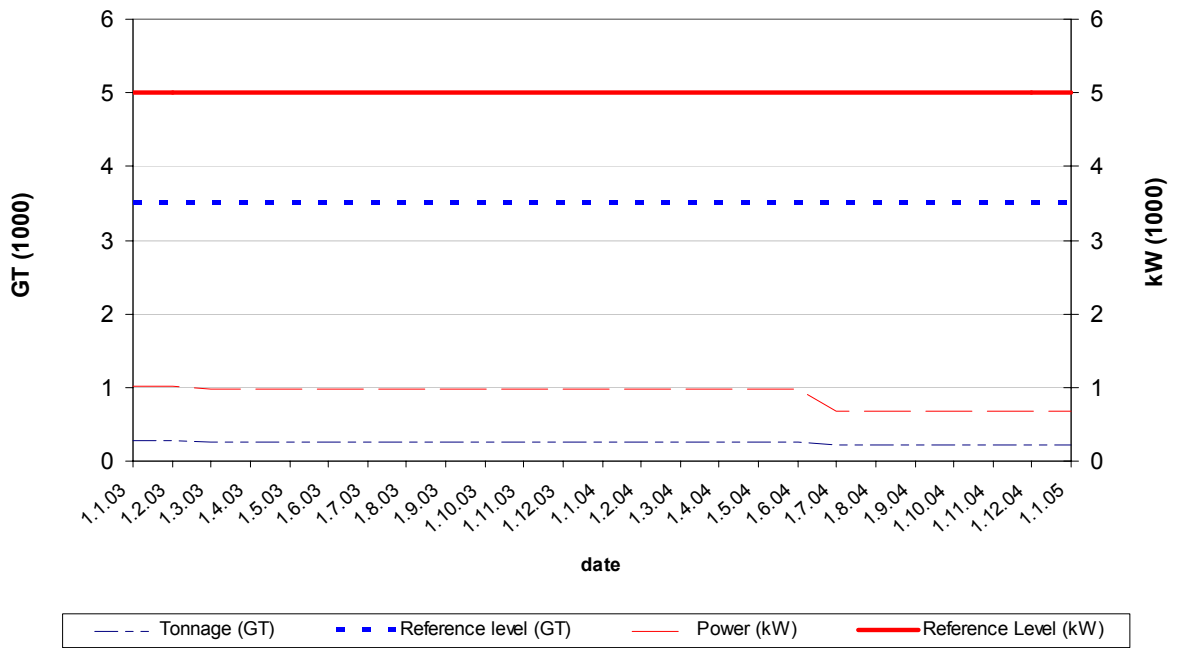
**French Guiana. Vessels of less than 12 m in length.  
Demersal and pelagic species (Segment 4FF)  
Evolution of its capacity compared to the reference levels.**



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



**French Guiana. Pelagic species. Offshore vessels (Segment 4FH)  
Evolution of its capacity compared to the reference levels.**



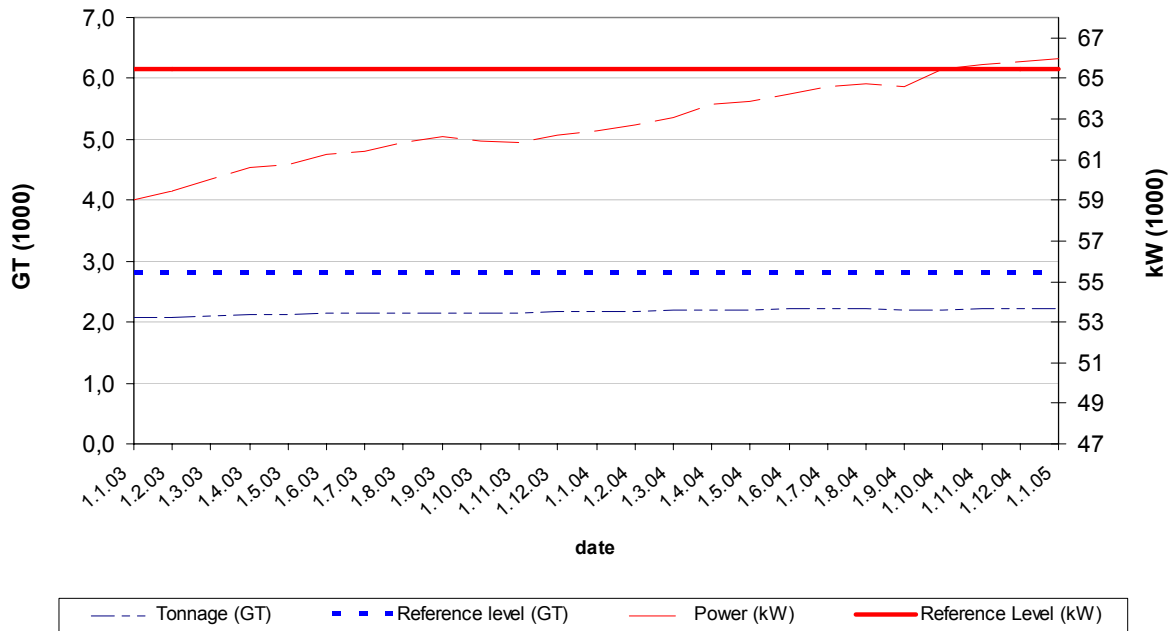
d) Management of capacity levels for outermost regions during 2004

<b>Martinique (French Overseas Department)</b>		<b>4FJ Demersal and pelagic species. Length &lt; 12 m</b>		<b>4FK Pelagic species. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	2.800	65.500	1.000	3.000
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>	2.069	59.005	848	2.598
<b>3</b>	<b>Exits financed with public aid</b>	0	0	0	0
<b>4</b>	<b>Reference level on 31 December 2004 (1 - 3 )</b>	2.800	65.500	1.000	3.000
<b>5</b>	<b>Capacity of the fleet on 31 December 2004</b>	2.224	<b><i>66.007</i></b>	552	1.966

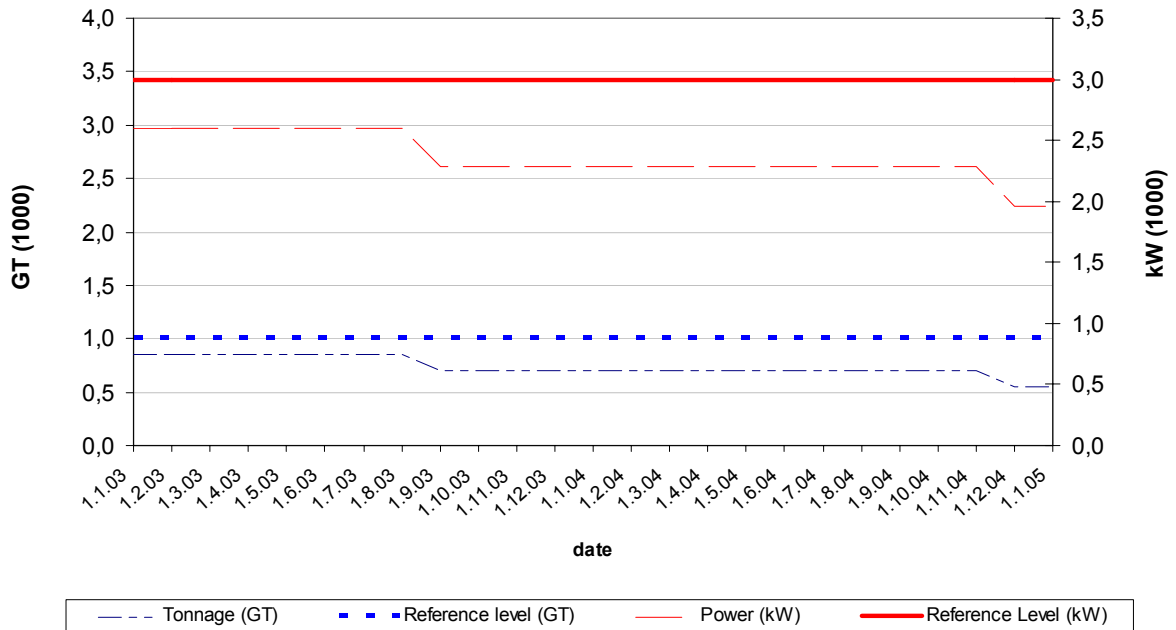
Situation as registered in the Community Fleet Register on 14 October 2005

Bold Italic indicates that the reference level has been exceeded.

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



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

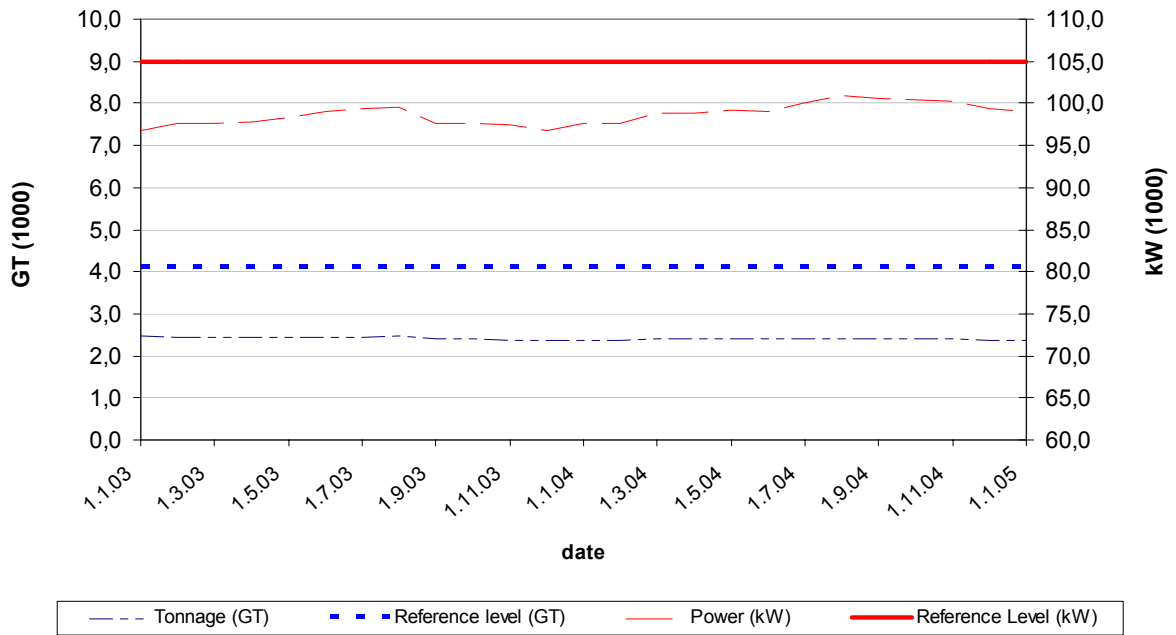


d) **Management of capacity levels for outermost regions during 2004**

<b>Guadeloupe (French Overseas Department)</b>		<b>4FL Demersal and pelagic species. Length &lt; 12 m</b>		<b>4FM Pelagic species. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	Reference level on 1-1-2003	4.100	105.000	500	1.750
<b>2</b>	Capacity of the fleet on 1 January 2003	2.465	96.814	12	220
<b>3</b>	Exits financed with public aid	0	0	0	0
<b>4</b>	Reference level on 31 December 2004 (1 - 3 )	4.100	105.000	500	1.750
<b>5</b>	Capacity of the fleet on 31 December 2004	2.365	98.989	12	220

Situation as registered in the Community Fleet Register on 14 October 2005

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

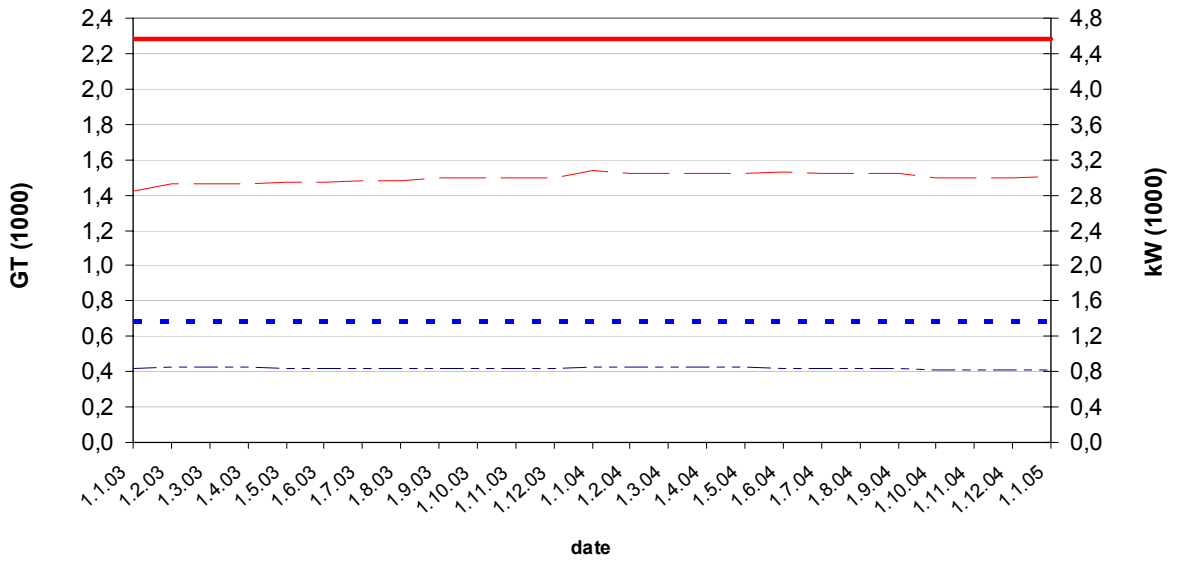


d) Management of capacity levels for outermost regions during 2004

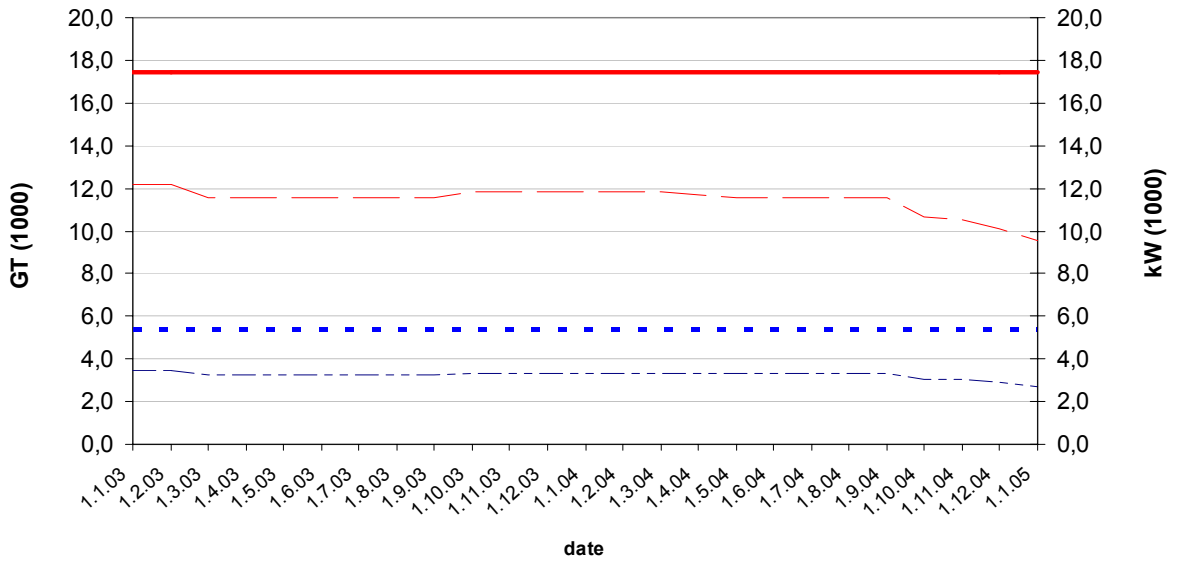
<b>Madeira (Portugal)</b>		<b>4K6 Demersal species. Length &lt; 12 m</b>		<b>4K7 Demersal and pelagic species. Length &gt; 12 m</b>		<b>4K8 Pelagic species. Seine. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	680	4.574	5.354	17.414	253	1.170
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>	415	2.843	3.441	12.154	193	1.006
<b>3</b>	<b>Exits financed with public aid</b>	0	0	0	0	0	0
<b>4</b>	<b>Reference level on 31 December 2004 (1 - 3 )</b>	680	4.574	5.354	17.414	253	1.170
<b>5</b>	<b>Capacity of the fleet on 31 December 2004</b>	414	3.007	2.733	9.567	193	1.006

Situation as registered in the Community Fleet Register on 14 October 2005

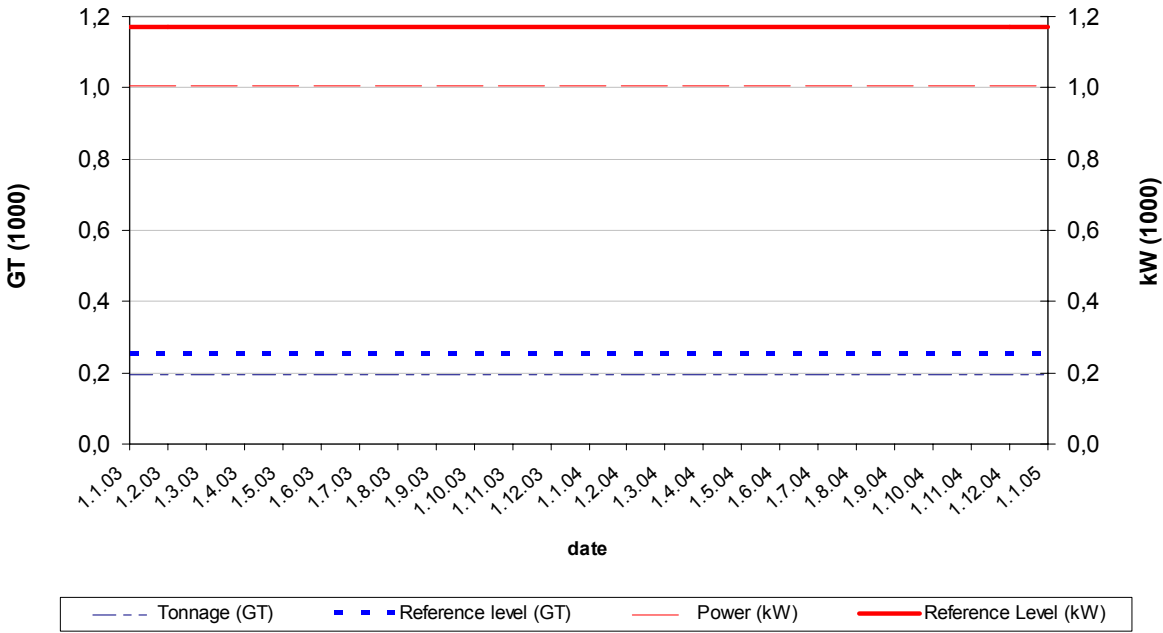
**Madeira. Vessels under 12 m in length Demersal species (Segment 4K6)  
Evolution of its capacity compared to the reference levels.**



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



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

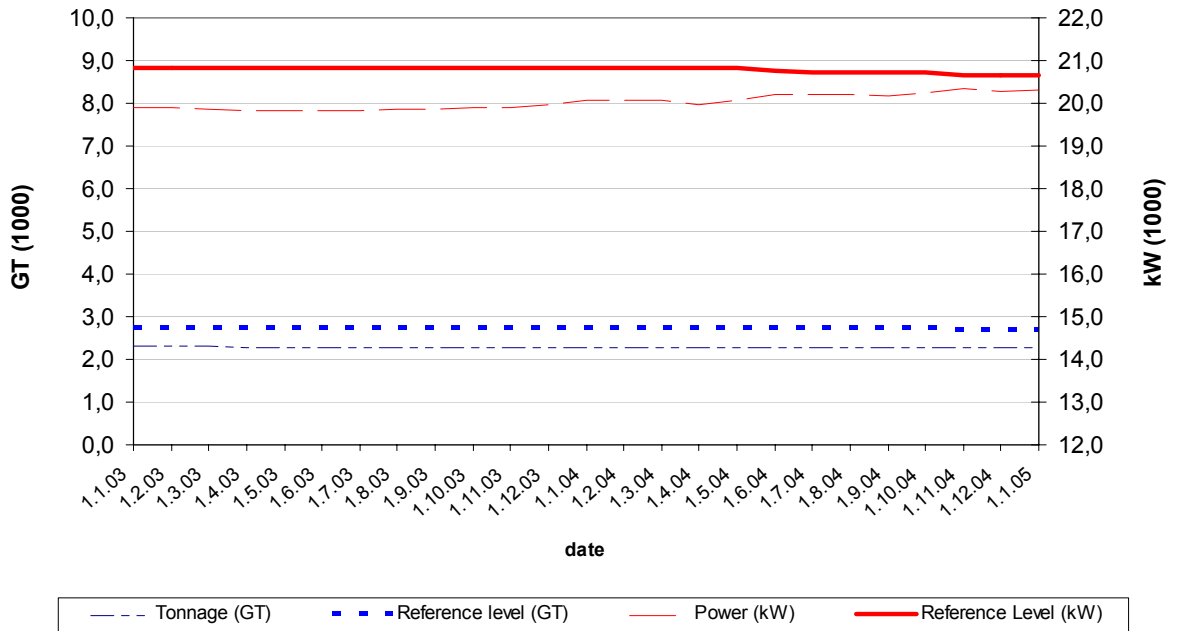


d) Management of capacity levels for outermost regions during 2004

Azores (Portugal)		4K9 Demersal species. Length < 12 m		4KA Demersal and pelagic species. Length > 12 m	
		GT	kW	GT	kW
1	Reference level on 1-1-2003	2.721	20.815	14.246	36.846
2	Capacity of the fleet on 1 January 2003	2.297	19.902	10.158	29.886
3	Exits financed with public aid	14	157	320	999
4	Reference level on 31 December 2004 (1 - 3 )	2.707	20.658	13.926	35.847
5	Capacity of the fleet on 31 December 2004	2.283	20.298	8.698	25.754

Situation as registered in the Community Fleet Register on 14 October 2005

**Azores. Vessels of less than 12 m in length.  
Demersal species (Segment 4K9)  
Evolution of its capacity compared to the reference levels.**



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

