



KOMMISSIONEN FOR DE EUROPÆISKE FÆLLESSKABER

Bruxelles, den 9.1.2007  
KOM(2006) 872 endelig

**ÅRSRAPPORT FRA KOMMISSIONEN TIL RÅDET OG EUROPA-PARLAMENTET**

**om medlemsstaternes bestræbelser i 2005 på at opnå en bæredygtig ligevægt mellem  
fiskerikapacitet og fiskerimuligheder**

{SEK(2006)1799}

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## 1. 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. Medlemsstaternes rapporter findes på Europa-webstedet<sup>3</sup>. På grundlag af disse rapporter og dataene i EF-fiskerflåderegisteret<sup>4</sup> udarbejdede Kommissionen et resumé for 2005, 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 og grafer, der indeholder tal for udviklingen i medlemsstaternes flådekapacitet i 2005 og de relevante oplysninger om til- og afgang af fartøjer for de enkelte medlemsstaters flåder.

## 2. FLÅDEFORVALTNING UNDER DEN FÆLLES FISKERIPOLITIK EFTER REFORMEN

I henhold til 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 (se teknisk bilag 1).

## 3. RESUMÉ AF MEDLEMSSTATERNES ÅRSRAPPORTER

Igen i år har kun ti medlemsstater indsendt deres årsrapporter inden fristens udløb, som var den 30. april 2006; de resterende rapporter blev indsendt for sent (f.eks. indsendte Italien og Frankrig deres rapporter flere måneder efter fristens udløb). Det Forenede Kongerige har ikke indsendt nogen årsrapport. Endvidere er oplysningerne i medlemsstaternes rapporter ikke homogene, og undertiden er årsrapporternes format/indhold ikke overholdt. Desuden overskred mange medlemsstater igen den fastsatte rapportlængde på maksimalt 10 sider og vedføjede en lang række bilag og forklarende tabeller.

Ovennævnte omstændigheder gjorde det problematisk at foretage en samlet vurdering af medlemsstaternes rapporter, og Kommissionen havde store vanskeligheder med at overholde fristen (31. juli 2006) for indsendelse af den sammenfattende rapport til STECF og Komitéen for Fiskeri og Akvakultur.

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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 (EUT L 204 af 13.8.2003, s. 21-29).

<sup>3</sup> [http://ec.europa.eu/fisheries/fleet/index.cfm?method=FM\\_Reporting.menu](http://ec.europa.eu/fisheries/fleet/index.cfm?method=FM_Reporting.menu)

<sup>4</sup> Kommissionens forordning (EF) nr. 26/2004 (EUT L 5 af 9.1.2004, s. 25-35).

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

Medlemsstaternes årsrapporter indeholdt en generel beskrivelse af fiskerflåderne efter antal fartøjer, kapacitet, målarter og fiskeriområder. Endvidere anvendte medlemsstaterne forskellige kategoriseringssystemer; nogle bevarede den gamle FUP IV-kategorisering, mens andre anvendte deres egne nationale kategoriseringssystemer. Generelt kategoriseres fiskerflåderne på nationalt plan på følgende måde:

- FUP IV-kategoriseringen anvendes af Tyskland, Frankrig, Portugal, Finland og Irland (med nogle tilføjelser)
- efter fartøjstype/fiskeredskab/længde overalt i Danmark og Cypern
- efter længde overalt og fiskeredskab i Grækenland og Slovenien
- efter redskab i Belgien
- efter geografiske fangstpladser og fiskerfartøjstyper i Spanien, Letland, Litauen og Polen
- efter længde overalt, fangstpladser, anvendt fiskeredskab og fanget fiskeart i Estland og Sverige (med undtagelse af anvendelse af fangstpladser som en indikator)
- er opdelt i to kategorier: akvakultur og kontinentalflåde (hovedsagelig kuttere) i Nederlandene.

En række medlemsstater understregede, at fartøjerne til kystfiskeri af mindre omfang (som tegner sig for over 80 % af den samlede EF-fiskerflåde) har en meget betydelig socioøkonomisk indvirkning på kystsamfund. En bedre forvaltning og udvikling af denne sektor er angivet som en prioriteret opgave i f.eks. Sverige og Grækenland.

De fleste medlemsstater forsøgte i deres rapporter at vurdere ligevægten mellem fiskerflådekapacitet og fiskerimuligheder. Der blev anvendt forskellige tilgange til at fastslå sammenhænge mellem disponible fiskebestande og deres flåder. En række medlemsstater foretog en analyse af de disponible fiskebestande set i forhold til kapacitetsændringerne i forbindelse med hver af deres fartøjskategorier. Nogle medlemsstater anvendte en mere socioøkonomisk tilgang til at vurdere udviklingen i deres fiskerflådekapacitet.

I 2005 anvendte medlemsstaterne en række forskellige foranstaltninger til at skabe større ligevægt mellem disponible ressourcer og fiskerflåder: reduktion af flådekapacitet, begrænsning af fiskedage, national begrænsning af adgang til ressourcer, begrænsning af antal fiskerilicenser, tildeling af fiskekvoter osv. Alle medlemsstater meldte om en gradvis reduktion af flådekapaciteten, både i GT og i kW, i 2005, hovedsagelig ved hjælp af udtagningsordninger.

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

Medlemsstaterne var som nævnt ovenfor omfattet af forskellige foranstaltninger til genopretning af bestandene og fiskeriindsatsreducerende ordninger i 2005. Alle medlemsstater, der driver fiskeri i Kattegat, Nordsøen og Skagerrak, vest for Skotland, den østlige del af Den Engelske Kanal, Det Irske Hav, Biscayabugten, Det Cantabriske Hav og den vestlige del af Den Iberiske Halvø samt Østersøen, var berørt af de fiskeriindsatsreducerende foranstaltninger (hvoraf nogle er fastsat i Rådets forordning (EF) nr.

27/2005<sup>5</sup>). Generelt omfattede disse foranstaltninger 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 støt. Endvidere meddelte de berørte medlemsstater, at reduktionen af deres fiskeriindsats navnlig var opnået ved hjælp af forskellige fiskeriindsatsreducerende ordninger og udtagningsordninger, både på EU-plan og nationalt plan. Nogle medlemsstater anførte, at de stigende brændstofpriser i 2005 også spillede en betydelig rolle for reduktionen af deres fiskeriindsats. Nedenfor følger en række bemærkninger fra medlemsstaterne vedrørende fiskeriindsatsordninger i 2005:

Belgien: I 2005 var der flådeaktiviteter i Nordsøen, de vestlige farvande og Biscayabugten, med begrænsninger i henhold til forordning 27/2005. I hvert af disse områder var flåden omfattet af en genopretnings- eller forvaltningsplan (med undtagelse af rejeflåden). Desuden fastsætter det belgiske system restriktioner for det samlede antal tilladte rejsedage pr. fartøj pr. år for alle områder.

De til rådighed værende havdage i torskegenopretningsområdet blev af visse fartøjer i bomtrawlflåden opfattet som en virkelig begrænsning. Det samlede antal havdage for hele flåden blev ikke overskredet, da visse fartøjer ikke udnyttede det antal dage, de havde fået tildelt. Begrænsningen for rejsedage resulterede ikke i, at den disponible fiskekvote ikke blev udnyttet.

Danmark: Virkninger af genopretningsplanen for torsk i Nordsøen – 71 642 havdage blev anvendt i forhold til 81 330 havdage i 2004, en reduktion på 12 %. Samspillet mellem ressource- og flådeforvaltning med hensyn til TAC-restriktioner/kvoterestriktioner og indsats/kapacitet er blevet undersøgt i et forskningsprojekt. Konklusionen er, at fra et økonomisk synspunkt, hvor flådens økonomiske resultater med hensyn til udnyttelsen af fiskebestandene vurderes højt, vil flådestørrelsen skulle reduceres. I en analyse af fire scenarier på kort sigt falder antallet af fartøjer betydeligt i alle tilfælde, undtagen når fartøjernes aktivitet (havadage) er begrænset. På lang sigt vil den forventede gevinst kunne blive betydelig med en genoprettet bestand. En tilsvarende gevinst kunne imidlertid opnås ved hjælp af en effektiv flådeforvaltning, der kan sammenlignes med forvaltningen af fiskebestandene. Arbejde med at fastslå den faktiske ligevægt mellem flådestørrelse og fiskerimuligheder videreføres.

Tyskland: På grund af fiskerflådens ringe størrelse havde fiskeriindsatsreducerende ordninger kun en begrænset indvirkning på fiskerikapaciteten, næsten kun med hensyn til fiskeriet i Østersøen. Inden for rammerne af flådeforvaltningssystemet til opnåelse en bæredygtig ligevægt mellem fiskerikapacitet og disponible ressourcer skal den tyske fiskerflåde fastholde en tilstrækkelig samlet kapacitet for at kunne udnytte de kvoter, der tildeles Tyskland. Udviklingen i den tyske fiskerflåde viser, at den har tilpasset sig til både de økonomiske vilkår i forbindelse med den nye fælles fiskeripolitik og de begrænsede disponible ressourcer. Dette er grunden til, at de tyske myndigheder ikke behøvede at gøre noget med hensyn til udviklingen i flåden.

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<sup>5</sup> Rådets forordning (EF) nr. 27/2005 (EUT L 12 af 14.1.2005, s. 1-151).

Estland: følger TAC-reduktionen for torsk i Østersøen og genopretningsplanen fra Organisationen for Fiskeriet i Det Nordvestlige Atlanterhav i henhold til Rådets forordning (EF) nr. 27/2005.

Grækenland: Ingen flerårige forvaltnings- og genopretningsplaner fandt anvendelse, da der ikke findes sådanne planer for fiskeriet i Middelhavsområdet, mens justeringsforanstaltninger i forbindelse med flådekapacitet og fiskerimuligheder i henhold til Rådets forordning (EF) nr. 2792/1999 og 2369/2002 fortsat fandt anvendelse som led i det operationelle program for fiskeriet.

Spanien: Videreførte den flådefornyelse og -modernisering, der blev iværksat i 2003, i overensstemmelse med bestemmelserne i forordning 2371/2002. På denne måde har forvaltningen af til- og afgang gjort det muligt at opnå en mindre reduktion af flådens kapacitet og derfor af dens samlede fiskeriindsats.

I 2005 blev der gennemført to nationale planer i forbindelse med fangstpladsen i Cadizbugten. Disse vedrører genopretning og bæredygtig forvaltning af henholdsvis trawl- og notfiskeri og indeholder i det væsentlige indsatsreducerende foranstaltninger. Ved at begrænse antallet af dage har det været muligt at reducere fiskeriindsatsen med ca. 32 % i forhold til tidligere år.

Frankrig: Den franske kontinentalflådes kapacitet var stabil i 2005. Der blev ikke ydet offentlig støtte til udtagning i 2005. En ny udtagningsordning er planlagt i 2006 i forbindelse med den flåde, der opererer på områder med overfiskeri. Den reduktion af fiskeriindsatsen, der er indført som led i genopretningsplaner eller i henhold til bestemmelserne i bilag IV til TAC- og kvotereguleringen, vedrører omkring 850 fartøjer; der har ikke fundet nogen kapacitetsreduktion sted i 2005 som følge af disse foranstaltninger.

Irland: De irske fiskerier, der er omfattet af genopretningsplaner, er meget blandede. Som følge heraf er det vanskeligt at måle de fiskeriindsatsreducerende ordningers indvirkning på fiskerikapaciteten. For at sikre overholdelsen af Rådets forordning (EF) nr. 27/2005 indførte Irland et system, hvor fiskerifartøjer, der fisker i de specificerede områder og anvender specificerede fiskeredskaber, er forpligtet til at udfylde en officiel erklæring om antal havdage ("Official Days at Sea Declaration form"). Foruden indsatsforanstaltninger i forbindelse med den flerårige genopretningsplan for torsk i Det Irske Hav og vest for Skotland findes der også den almindelige mekanisme til kontrol af fiskeriindsatsen, som finder anvendelse på demersale arter generelt (samt krabbe og kammusling) i alle farvande omkring Irland. Irland overvågede indsatsens omfang inden for disse fiskerier og indførte forvaltningsforanstaltninger for at holde flåden inden for indsatstildelingerne.

I 2005 lancerede den irske minister for havanliggørelse en ny ordning med henblik på at fjerne indtil 25 % af de ældre, større og mere aktive fartøjer i flådens demersale kategorier (polyvalent og bomtrawl) og også fjerne overskudskapacitet i muslingeflåden. 22 fartøjer (2 464 GT og 7 742 kW i alt) fragik flåden under denne ordning i 2005.

Italien: Den faldende tendens i landinger, der blev registreret i 2005, kan tilskrives nedsættelsen af både antallet af fartøjer og aktivitetsniveauet. Det skal bemærkes i denne forbindelse, at brændstofpriserne har haft en betydelig indvirkning på det samlede antal fiskedage, hvor mange var nødt til at ændre deres fiskestrategi, dvs. begrænse deres fiskeriindsats for at dæmpe driftsomkostningerne. Planen for reduktion af fiskerikapaciteten ved hjælp af offentlig støtte gav, som i tidligere år, gode resultater i 2005. Selv om det ikke

har berørt vurderingen vedrørende overholdelse af tilgangs/afgangsordningen, har der i absolutte tal været en betydelig reduktion af fiskeriindsatsen i de italienske farvande.

Cypern: To bundtrawlere blev ophugget, og to fartøjer blev givet til lokale museer. I alt 2 864 GT og 5 423 kW blev varigt taget ud af flåden.

Letland: I 2005 blev 31 fartøjer ophugget med offentlig støtte. Alle disse fartøjer blev taget ud af østersøflåden. Hovedårsagen til, at ejerne af disse fartøjer søgte om udtagning, er, at fiskebestandene i Østersøen har det skidt. Navnlig torskebestandene er i en meget dårlig tilstand, og hovedparten af de udtagne fartøjer var derfor torskefartøjer. En anden vigtig grund til ophugning var fartøjernes høje alder og ringe tekniske ydeevne samt den store stigning i brændstofomkostningerne og andre omkostninger i forbindelse med fiskeriet.

Den samlede indvirkning af den fiskeriindsatsreducerende ordning samt reduktionen af den lettiske fiskerflåde gennem eksport eller udtagning af fartøjer uden offentlig støtte bevirkede, at kapaciteten af torskefartøjer blev reduceret med 11 %. Siden 1. maj 2004 har denne kapacitetsreduktion haft en positiv indvirkning på torskebestandene og reproduktionen af denne bestand, der er den vigtigste i Østersøen.

Litauen: I 2005 blev kapaciteten af de fiskerfartøjer, der driver fiskeri i Østersøen og langs kysten, reduceret med 1 576 GT og 3 104 kW i forhold til 2004 – denne reduktion blev opnået ved at ophugge fartøjer med offentlig støtte. En reduktion på 22 % af fiskerikapaciteten blandt de fartøjer, der fiskede i Østersøen, medførte en stigning i fiskekvoterne til de resterende fiskerfartøjer.

Malta: Generelt var de sæsonbestemte udsving og fiskerimønstrene de samme i 2005 som i tidligere år uden tegn på en stigning i fiskeriindsatsen inden for noget fiskeri. Der blev ikke gennemført nogen fiskeriindsatsreducerende ordninger, og der kan ikke rapporteres om nogen indvirkning på fiskerikapaciteten. De maltesiske fiskerier blev forvaltet i overensstemmelse med Rådets forordning (EF) nr. 813/2004, som fastsatte foranstaltninger til kontrol af indsatsen for farvandene omkring Malta. De ressourcer, der udnyttedes af den maltesiske fiskerflåde, er i en sådan tilstand, at en reduktion af fiskerikapaciteten ikke er nødvendig.

Nederlandene: Situationen i den nederlandske kuttersektor har i flere år givet anledning til bekymring med reducerede kvoter og store omkostningsstigninger. Navnlig mulighederne for fangst af rødspætter er blevet meget forringet i de seneste par år. Myndighederne og fiskerisektoren har derfor udviklet en række initiativer for at mindske presset på rødspættebestandene. Et af disse er at udtage en del af flåden og således reducere fangstkapaciteten varigt. Dette har skabt større ligevægt mellem kapacitet og fangstmuligheder og hjælper med til at genoprette rødspættebestandene. En anden følge er bedre økonomiske perspektiver for de resterende fiskere, idet der er flere fangstmuligheder pr. fartøj.

I september 2005 trådte ordningen for kapacitetsformindskelse i havfiskeriet i kraft - hvilket resulterede i, at 29 fartøjer blev udtaget, i alt 36 092 kW og 8 982 GT. Til dels som følge af denne ordning blev kutterflåden reduceret, hvilket bidrog til at skabe større ligevægt mellem flåden og de eksisterende fiskerimuligheder. I 2005 blev den nederlandske kutterflådes kW-dage i genopretningsplanen for Nordsøen reduceret med 15 % i forhold til 2004. Hvad angår resten af flåden, er dens størrelse berettiget på grundlag af fiskebestandenes nuværende størrelse og tilstand. Den gennemførte kapacitetsreduktion og reduktionen af den kapacitet,

der er udnyttet i 2005, har skabt større ligevægt mellem bestandenes størrelse og flådens størrelse.

Polen: iværksatte en fiskeriindsatsreducerende ordning hovedsagelig på grund af den alvorlige overkapacitet inden for torskefiskeri i Østersøen samt på grund af lav rentabilitet. I 2005 blev 270 fartøjer ophugget eller skiftede aktiviteter, og den varige udtagning af fiskerikapacitet udgjorde 15 564 GT og 42 237 kW.

Portugal: Flåden har været berørt af følgende indsatsbegrænsninger: med hensyn til notfiskeri (sardin), genopretningsplanen for sydlig kulmule (Rådets forordning (EF) nr. 27/2005), genopretningsplanen for hellefisk i NAFO og reglerne for fiskeriet for dybhavsarter. Med hensyn til sidstnævnte har Portugal anvendt en licensordning for at begrænse fartøjers adgang til dybhavsfiskeri. 34 forslag vedrørende reduktioner blev godkendt i 2005, og 25 fartøjer blev allerede ophugget i løbet af året inden for kontinentalflåden, svarende til en reduktion på 5 011 GT og 10 123 kW.

Slovenien: kan ikke rapportere om nogen indvirkninger på fiskerikapaciteten som følge af fiskeriindsatsreducerende ordninger, da der endnu ikke er indført forvaltnings- eller genopretningsplaner for fiskeriet i Middelhavet. Samtidig er der ingen oplægnings- eller udtagningsordninger for fiskerifartøjerne.

Finland: Der blev udarbejdet en særlig ordning for kapacitetsreduktion i fiskeriet. Dette skyldtes den erkendte overkapacitet inden for silde- og brislingefiskeriet samt forbuddet mod drivgarn i Østersøen. Finland gennemførte denne ordning for kapacitetsreduktion i forbindelse med pelagiske trawlere og fartøjer med passive redskaber. 1 378 GT og 6 025 kW er blevet taget ud med offentlig støtte.

Den pelagiske flådes indsats er faldet betydeligt – med ca. 15 % i perioden 2003-2005. Fiskeri efter demersale arter (hovedsagelig torsk) med trukne redskaber og faststående garn er blevet kraftigt reduceret i 2005 - ca. 79 % – dette vedrører imidlertid kun en mindre fangst og nogle få fartøjer. Indsatsen i fiskeriet efter laks, ørred og ferskvandsarter er blevet reduceret mest i de senere år: ca. 88 %.

Sverige: Under de flerårige forvaltnings- og genopretningsplaner, der er indført i Nordsøen, Skagerrak og Kattegat, er fiskerikapaciteten gradvis blevet reduceret som følge af mindre TAC'er og færre havdage. Nationale regler vedrørende tilpasninger til trawlgrænsen, indførelse af obligatoriske størrelsesselektive trawl og begrænsning af kysttrawls- og notfiskeri har yderligere reduceret kapaciteten. De særlige licenser til torskefiskeri i Østersøen har begrænset kapaciteten i forbindelse med denne form for fiskeri.

I betragtning af den alvorlige situation for bestandene af bundfiskearter i Kattegat og Skagerrak og under hensyntagen til kystfiskeriet med faststående garn er fiskerimulighederne blevet begrænset inden for "trawlgrænsen" i kystområderne. Begrænsningerne indebar, at notfiskeri blev forbudt i yderligere to fjordsystemer. Der er indført tidsbegrænsninger for notfiskeri med brug af lys. Fiskerimulighederne i forbindelse med sildefiskeriet er ligeledes blevet begrænset, og de største af de pelagiske fartøjer har ikke længere mulighed for at få en licens til kystfiskeri. Der er indført forbud mod pelagisk trawlfiskeri i områder af særlig betydning for rusefiskere.

Sammenfattende bekræftede størstedelen af medlemsstaterne, at de eksisterende fiskeriindsatsreducerende ordninger generelt har ført til gode resultater og bidraget til at skabe

større ligevægt mellem fiskerikapacitet og fiskerimuligheder. Endvidere anførte nogle medlemsstater, at foranstaltningerne til reduktion af kapaciteten og fiskeriindsatsen bør forstærkes i fremtiden.

F.eks. bemærkede Belgien, at dets fiskere i lang tid har været klar over, at fiskebestandene ikke er på samme niveau som for ti år siden. De accepterer, at der derfor er behov for at gøre en indsats for at gøre fiskebestandene mindre sårbare, og at flåden skal indskrænkes, således at de tilbageværende fiskere fortsat kan drive fiskeri på en bæredygtig og økonomisk rentabel måde. Begrænsningerne som følge af genopretnings- eller forvaltningsplaner bør imidlertid påviseligt bære frugt på kort og mellemlang sigt, hvis de fortsat skal være troværdige og acceptable for fiskerne. Det fremgik af en undersøgelse i Belgien, at 10 000 kW (15 % af den nuværende flådekapacitet) bør tages ud af den belgiske flåde for at hjælpe den med at opnå ligevægt på kort sigt på grundlag af den nuværende omkostningsstruktur og de nuværende fangstmuligheder.

På samme måde anførte Sverige, at en yderligere kapacitetsreduktion er ønskelig med henblik på at opnå ligevægt mellem kapacitet og muligheder. Dette er også en forudsætning for at skabe rentabilitet i fiskerflåden på lang sigt. Fiskebestandene vil formentlig forblive på samme niveau i de næste par år, hvorfor der kan forventes en fortsat reduktion af flådestørrelsen. Det er ligeledes vigtigt at kombinere flådeforvaltning med andre foranstaltninger for at skabe balance mellem fiskerikapacitet og -ressourcer, f.eks. foranstaltninger vedrørende fordeling af kvoter og fiskerimuligheder og indsats- og redskabsbegrænsninger.

### **c) Stærke og svage punkter**

Tilgangs/afgangsordningen er blevet fulgt af alle medlemsstater. I de fleste tilfælde blev de nationale flåderegisterdata indberettet til Kommissionen i henhold til forordning (EF) nr. 26/2004. Der var imidlertid fortsat nogle få vanskeligheder af organisatorisk art vedrørende databehandlingen; dette skyldes hovedsagelig en begrænset administrativ kapacitet i nogle medlemsstater. Trods disse vanskeligheder var kvaliteten af de data, medlemsstaterne sender til Kommissionen, blevet markant bedre i 2005. En af de vigtige opgaver var en løbende krydskontrol af flåderegisterdata og verifikation af "advarsler".

Næsten alle medlemsstater havde i 2005 funktionsdygtige integrerede it-systemer for fiskeri, som ofte omfattede en række softwareapplikationer (flåderegister, kapacitetsforvaltning, licenser, landinger, kvoter, fangstrapportering osv.). I 2005 blev nye versioner af integrerede it-systemer for fiskeri lanceret i Irland og Sverige. Slovenien havde ligeledes arbejdet på at indføre et integreret it-system for fiskeri. Disse systemer binder i de fleste tilfælde en række administrative organer samt centrale administrative organer sammen med de lokale organer og styrker således de nationale fiskerflådeadministrationer betydeligt. Endvidere har medlemsstaterne anført, at deres nationale registre er nøjagtige, fuldstændige og ajourførte.

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

Alle medlemsstaterne anførte i deres rapporter, at de fuldt ud overholder de eksisterende regler for tilgang/afgang. 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 2005. Disse tekniske bilag, der er baseret på data fra EF-fiskerflåderegistret, indeholder oplysninger om overholdelsen for Fællesskabet og i hver medlemsstat.

#### 4. KOMMISSIONENS KONKLUSIONER

Kvaliteten af medlemsstaternes rapporter er bedre i år end i 2004. Nogle medlemsstaters rapporter var meget detaljerede og indeholdt også flere oplysninger, end medlemsstaterne var forpligtet til at give. Andre medlemsstater overholdt dog ikke indsendelsesfristen eller de krav til rapporternes format og indhold, der er fastsat i artikel 13 i Kommissionens forordning (EF) nr. 1438/2003. På tidspunktet for udarbejdelsen af denne rapport havde Det Forenede Kongerige ikke indsendt sin årsrapport.

Medlemsstaternes rapporter handlede mere om gennemførelsen af den nationale flådeforvaltningsordning, men vurderingen af ligevægten mellem fiskerflådekapacitet og fiskerimulighederne var mere fuldstændig end i tidligere rapporter.

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

Ifølge EF-fiskerflåderegistret blev den samlede kapacitet for EU-15-medlemsstaternes flåde i treårsperioden 2003–2005 reduceret med 117 000 GT og 499,000 kW, hvilket svarer til en nettoreduktion på 6,27 % af EU-15-flådens samlede tonnage og på 7,28 % af dens maskineffekt. Nettoreduktionen i 2005 var på ca. 50 000 GT, mens den var på 23 000 GT i 2004 og 44 000 GT i 2003. Disse reduktioner synes forholdsvis små, hvis man betragter det høje fiskeritryk i forbindelse med de fleste af EU's fiskerier, navnlig efter demersale arter.

I de nye medlemsstater er flådekapaciteten siden 1. maj 2004 blev reduceret med 41 000 GT og 101 000 kW, hvilket svarer til en reduktion af deres flåder på 18 % af tonnagen og 18 % af maskineffekten i forhold til fiskerikapaciteten på tiltrædelsesdatoen.

I 2003, 2004 og 2005 blev der taget ca. 132 000 GT og 427 000 kW ud af EU-flåden med offentlig støtte, hvilket betyder, at denne kapacitet ikke må erstattes med ny kapacitet.

Af denne kapacitet, der er udtaget med offentlig støtte, kom langt hovedparten (112 000 GT og 373 000 kW) fra EU-15-medlemsstaterne. Den kapacitet, der er udtaget af de nye medlemsstater med offentlig støtte siden 1. maj 2004, udgjorde 20 000 GT og 54 000 kW.

Tabel 1 og 2 i teknisk bilag 1 opsummerer overholdelsesgraden pr. 31. december 2005 for tilgangs/afgangsordningen og referenceniveauerne. Størstedelen af medlemsstaterne har overholdt disse regler. Grækenland overholdt dog ikke tilgangs/afgangsordningen med hensyn til tonnage; den manglende overholdelsesgrad var dog kun ubetydelig, da tonnageloftet kun blev overskredet med 0,29 %. De græske myndigheder bestrider Kommissionens vurdering; ifølge dem har Grækenland overholdt tilgangs/afgangsordningen.

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 2005. 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 2005 fremgår af tabel 4. Resultaterne viser, at den flåde, der er registreret i de spanske og portugisiske fjernområder, er blevet reduceret betydeligt både med hensyn til tonnage og maskineffekt. Med hensyn til de franske oversøiske departementer har der været en mindre reduktion af det samlede antal fartøjer og deres tonnage og en stigning i maskineffekt.

Tabellerne i teknisk bilag 3 indeholder detaljerede oplysninger om anvendelsen af den særlige ordning for disse flåder. Ud af de 17 fartøjskategorier i fjernområderne overskred én referenceniveauet for maskineffekt ved udgangen af 2005 (kategorien '4FJ' - fartøjer af en længde på under 12 m i det franske oversøiske departement Martinique) og en anden kategori overskred referenceniveauet for tonnage (kategorien 'CA3' – fartøjer af en længde på over 12 m, der er registreret på De Kanariske Øer og driver fiskeri i internationale og tredjelands farvande). Anvendelsen af den særlige ordning ophører for sådanne kategorier fra det øjeblik, hvor deres maksimale referenceniveau er nået, jf. den pågældende forordning<sup>6</sup>.

## **Generelle bemærkninger**

Som forklaret ovenfor er denne sammenfattende rapport baseret på medlemsstaternes årsrapporter og data fra EF-fiskerflåderegistret. Der er fortsat mindre uoverensstemmelser mellem dataene i medlemsstaternes rapporter og de data, der følger af medlemsstaternes anmeldelser til EF-fiskerflåderegistret. Takket være medlemsstaternes og Kommissionens indsats for at synkronisere deres data er disse uoverensstemmelser ikke vigtige med hensyn til flådeforvaltningen. Der bør imidlertid fortsat gøres en indsats for at fjerne disse forskelle. Under alle omstændigheder ændrer dataene i medlemsstaternes nationale rapporter intet ved denne rapportes konklusioner.

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 årsrapporternes kvalitet har Kommissionen sammen med Komitéen for Fiskeri og Akvakultur til hensigt at 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.

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

## TECHNICAL ANNEX 1 – SUMMARY TABLES AND GRAPHS

### Fleet Management in the reformed Common Fisheries Policy

#### **a) Entry/Exit regime**

From 1 January 2003 Member States have had to respect a strict entry-exit regime applying to the capacity of their fleets, measured in terms of both tonnage and power. Any entry of capacity into the fleet of a Member State has to be compensated by the previous exit of at least the same amount of capacity (ratio 1:1, “at any time”), unless the entry corresponds to works to improve safety, hygiene or living and working conditions on board (Article 11(5) of Council Regulation (EC) No 2371/2002). For entries of new vessels between 100 and 400 GT built with public aid (the administrative decisions granting aid were possible only until 31 December 2004) the Member State has to withdraw 35% more capacity than it introduces (ratio 1:1.35).

Another important rule is that capacity leaving the fleet with public aid cannot be replaced. Such capacity is subtracted directly from the fleet and also from the reference level established in accordance with Article 12 of Council Regulation (EC) No 2371/2002, and it therefore counts against the entry/exit regime in the ratio 0:1. Capacity reductions supported with public aid are therefore definitive.

All of this means that, as a general rule, the capacity of the national fleets cannot increase with respect to its levels on:

- 1 January 2003 for EU-15 Member States in accordance with Article 6 and 7 of Commission Regulation (EC) No 1438/2003;
- 1 May 2004 for new Member States in accordance with Article 1(2) and 1(3) of Commission Regulation (EC) No 916/2004.

In practice this is likely to be the case. However, the implementing rules for the fleet policy allow for the introduction of vessels outside the framework of the entry/exit regime in the case where administrative decisions have been made by the national authorities:

- between 1 January 2000 and 31 December 2002 for those vessels to enter the fleet after 1 January 2003 in EU-15 Member States and,
- between 1 May 2001 and 30 April 2004 for vessels which enter the fleet after 1 May 2004 in new Member States.

These entries have to take place at the most 3 years after the date of the administrative decision (i.e. for EU-15 Member States at the latest by the end of 2005 and for new Member States until 30 April 2007) and must comply with the rules that existed at that time, in particular Article 9 of the Council Regulation (EC) No 2792/1999 regarding Community structural assistance in the fisheries sector.

#### **b) Reference Levels (mainland fleet)**

The reference levels for the fleets of Member States are the sum of the global final objectives of Multiannual Guidance Programme (MAGP IV) as established by Article 12 of Council Regulation

(EC) No 2371/2002. The general rule is that Member States may not exceed their reference levels at any time.

When a Member State undertakes decommissioning with public aid, these reference levels are automatically reduced by the amount of capacity scrapped. In addition, Member States which gave aid to construction of vessels until the end of 2004 will see their initial 2003 reference level reduced at least by 3% by the end of 2004.

Since the reference levels are a legacy of MAGP IV<sup>7</sup> (period 1997 – 2002), the Council decided that they would not apply to the new Member States (Council Regulation (EC) No 1242/2004<sup>8</sup>).

### **c) Management of fleet reference levels in the outermost regions**

The fishing fleets registered in the Community outermost regions, namely the French Overseas Departments, the Spanish Canary Islands and the Portuguese Azores and Madera have to comply with specific reference levels for these regions in accordance with Council Regulation (EC) No 639/2004<sup>9</sup> and Commission Regulation (EC) No 2104/2004<sup>10</sup>.

### **d) Measurement of tonnage**

The measurement of the Community fleet is based on Council Regulation (EC) No 3259/94<sup>11</sup> and Commission Decision No 95/84/EC<sup>12</sup>. These legislative acts establish that the tonnage of vessels of 15 m in length or more has to be measured in accordance with the London Convention, i.e. as a function of the vessel's total enclosed volume, while for vessels of less than 15 m in length, the regulation defines a system of tonnage calculation based on an estimate of the hull's volume.

The fleet should have been entirely measured in accordance with Community law by 31 December 2003. Nevertheless, at the end of 2005, for some Member States there remained number of vessels that were not measured in GT.

In cases where the measurement of the fleet has not been completed, the tonnage figures used in this report are a mixture of GT and GRT. That is, for vessels whose GT tonnage is not available the GRT value is used.

### **e) Community Fishing Fleet Register**

In 2004, the new Community Fleet Register was set up in accordance with Commission Regulation (EC) No 26/2004. It became operational on 1<sup>st</sup> September 2004. This change was necessary in order to follow up the new rules for managing the fishing capacity of the EU fleet which entered into force on 1<sup>st</sup> January 2003. This system, following the 2002 CFP reform, gives more responsibility to the Member States in achieving a better balance between the fishing capacity of their fleets and the available resources.

The main tool for monitoring the fishing fleet is the Community Fleet Register (CFR). According Commission Regulation (EC) No 26/2004, Member States are obliged on a quarterly basis

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<sup>7</sup> 4<sup>th</sup> Multiannual Guidance Programs

<sup>8</sup> Council Regulation (EC) No 1242/2004 (OJ L 236 of 7 July 2004, p. 1 – 2)

<sup>9</sup> Council Regulation (EC) No 639/2004 (OJ L 102 of 7 April 2004, p. 9 – 11)

<sup>10</sup> Commission Regulation (EC) No 2104/2004 (OJ L 365 of 10 December 2004, p. 19 – 21)

<sup>11</sup> Council Regulation (EC) No 3259/94 (OJ L 339, 29 December 1994, p. 11 – 13)

<sup>12</sup> Commission Decision No 95/84/EC (OJ L 67, 25 March 1995, p. 33 – 36)

("snapshots" shall be sent on the first working day of March, June, September and December) to transmit electronically all relevant information on the characteristics of approximately 88,500 marine fishing vessels, together with information on entries to and exits from the fleet. Furthermore, the CFR is managed via web based application, called the Community Fleet Register On the Net (FRONT). The FRONT is also available for the general public on the following web page: <http://ec.europa.eu/comm/fisheries/fleet/index.cfm>

It is important to note that all information contained in the Technical Annexes 1, 2 and 3 has been taken from the CFR, with the exception of:

- data on entries corresponding to administrative decisions taken by national authorities before 1 January 2003 (or 1 May 2004 for the new Member States) and for which the special transitional provisions established in the regulation apply;
- data on exits with public aid in some cases where this was not available.

Only in these two cases has the information been taken directly from the Member States.

**Table 1: Compliance with Entry/Exit ceilings at 31 December 2005 (except outermost regions)**

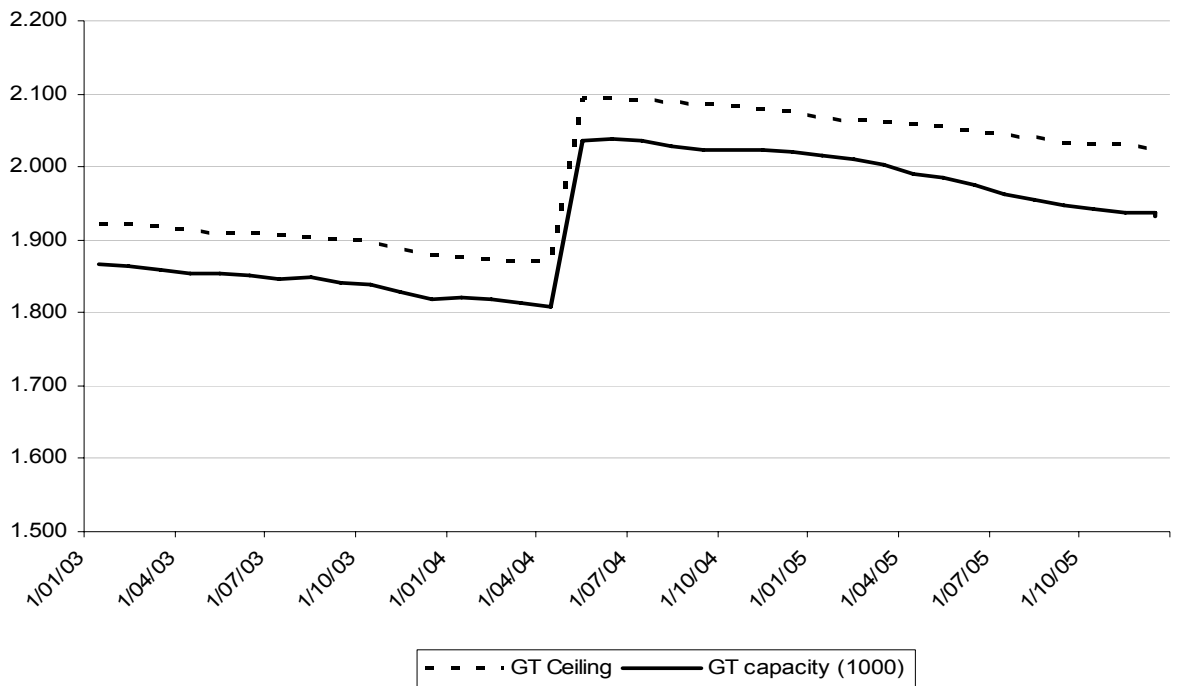
Member State	GT			kW		
	Fleet capacity A	Entry/Exit ceiling B	A/B	Fleet capacity C	Entry/Exit ceiling D	C/D
	at 31 December 2005			at 31 December 2005		
<b>Belgium</b>	22.686	23.372	97,06%	65.643	66.537	98,66%
<b>Denmark</b>	91.469	97.801	93,53%	324.825	340.648	95,36%
<b>Germany</b>	63.858	71.101	89,81%	158.545	167.133	94,86%
<b>Estonia</b>	24.253	26.606	91,16%	62.048	65.007	95,45%
<b>Greece</b>	93.267	92.998	<b>100,29%</b>	537.552	544.288	98,76%
<b>Spain</b>	451.377	451.447	99,98%	1.050.702	1.163.185	90,33%
<b>France</b>	199.225	200.904	99,16%	849.783	870.669	97,60%
<b>Ireland</b>	84.360	84.689	99,61%	208.809	222.883	93,69%
<b>Italy</b>	213.095	214.165	99,50%	1.223.933	1.254.667	97,55%
<b>Cyprus</b>	9.056	11.579	78,21%	46.843	51.254	91,39%
<b>Latvia</b>	38.580	43.033	89,65%	66.209	72.609	91,19%
<b>Lithuania</b>	64.386	74.911	85,95%	70.655	77.462	91,21%
<b>Malta</b>	15.274	16.450	92,85%	99.145	126.350	78,47%
<b>Netherlands</b>	155.423	175.858	88,38%	348.454	385.468	90,40%
<b>Poland</b>	30.254	31.144	97,14%	105.452	107.599	98,01%
<b>Portugal</b>	94.128	98.952	95,12%	321.436	332.512	96,67%
<b>Slovenia</b>	1.069	1.076	99,34%	11.459	11.473	99,88%
<b>Finland</b>	17.001	18.532	91,74%	171.511	184.499	92,96%
<b>Sweden</b>	44.259	45.907	96,41%	218.745	224.092	97,61%
<b>United Kingdom</b>	218.449	236.227	92,47%	881.224	933.231	94,43%

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

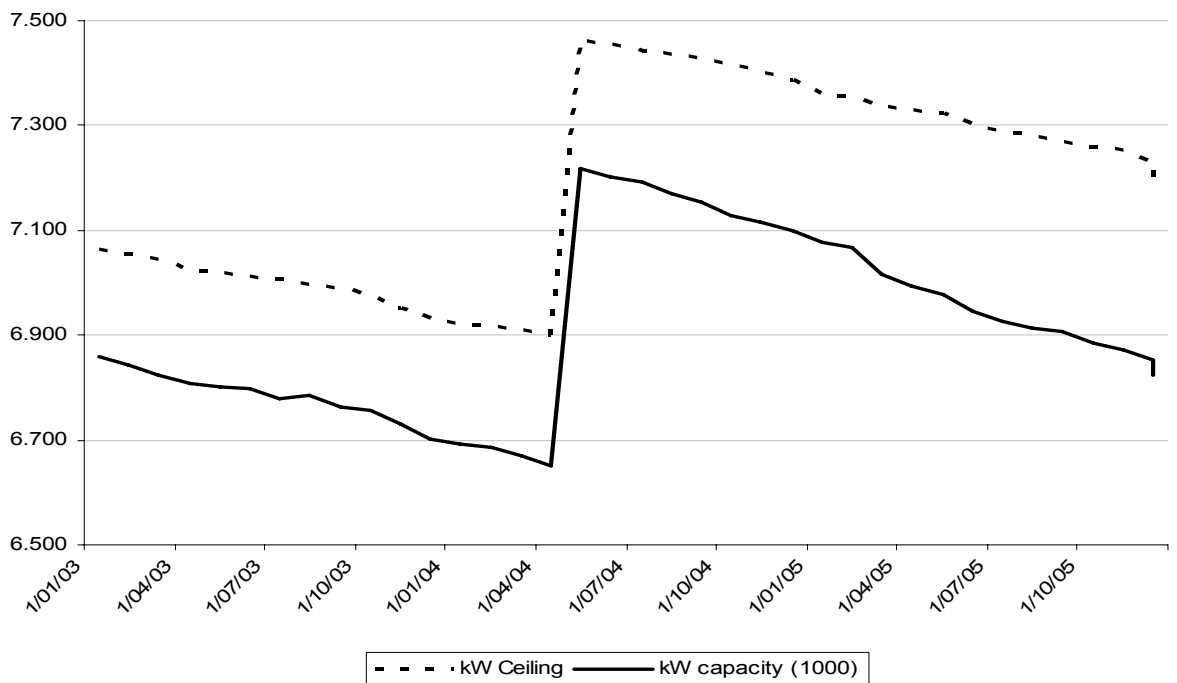
***Bold Italic*** indicates that the ceiling has been exceeded.

**Figure 1: Overall evolution of the Community fleet capacity ceiling  
(except outermost regions)<sup>13</sup>**

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



**Engine power (kW) of the Community fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

<sup>13</sup> Increase of the overall fleet capacity on 1 May 2004 is due to the accession of the New Member States.

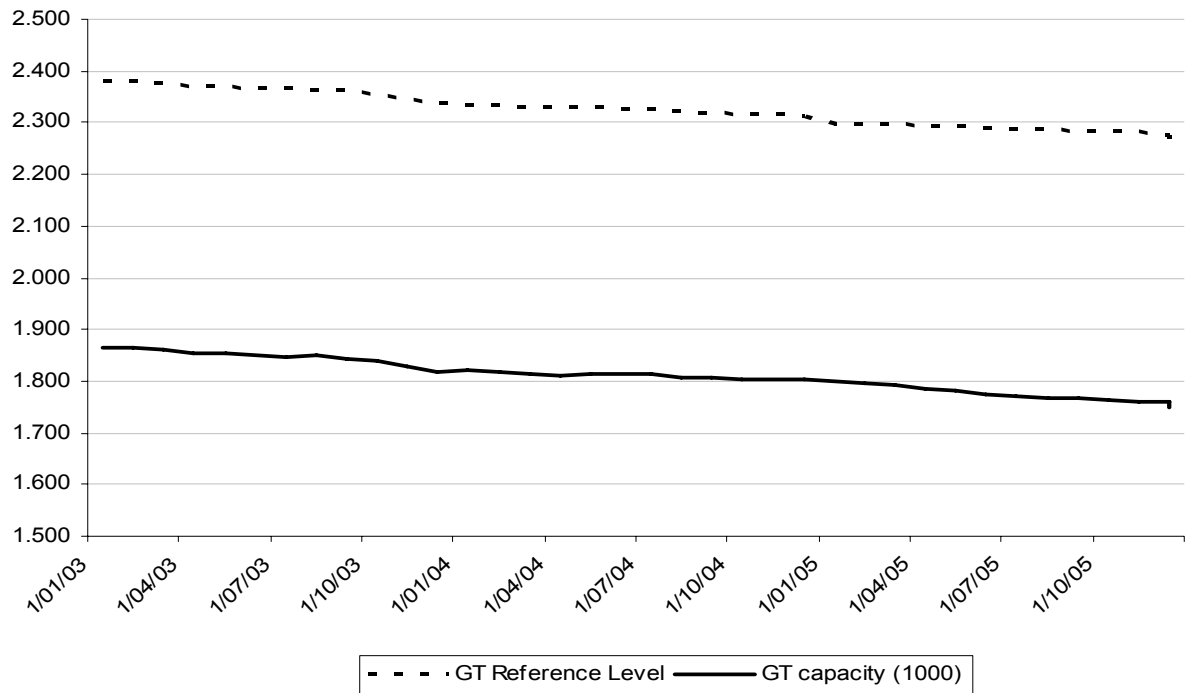
**Table 2: Compliance with Reference level at 31 December 2005 (MS concerned and except outermost regions)**

Member State	GT			kW		
	Fleet capacity A	Reference level B	A/B	Fleet capacity C	Reference level D	C/D
	at 31 December 2005			at 31 December 2005		
<b>Belgium</b>	22.686	23.372	97,06%	65.643	66.537	98,66%
<b>Denmark</b>	91.469	127.189	71,92%	324.825	433.436	74,94%
<b>Germany</b>	63.858	84.246	75,80%	158.545	175.883	90,14%
<b>Greece</b>	93.267	109.732	85,00%	537.552	601.443	89,38%
<b>Spain</b>	451.377	691.508	65,27%	1.050.702	1.579.073	66,54%
<b>France</b>	199.225	218.446	91,20%	849.783	879.517	96,62%
<b>Ireland</b>	84.360	84.689	99,61%	208.809	222.883	93,69%
<b>Italy</b>	213.095	222.966	95,57%	1.223.933	1.298.121	94,29%
<b>Netherlands</b>	155.423	204.186	76,12%	348.454	491.308	70,92%
<b>Portugal</b>	94.128	162.069	58,08%	321.436	389.277	82,57%
<b>Finland</b>	17.001	21.923	77,55%	171.511	210.558	81,46%
<b>Sweden</b>	44.259	50.509	87,63%	218.745	253.197	86,39%
<b>United Kingdom</b>	218.449	269.421	81,08%	881.224	1.084.189	81,28%

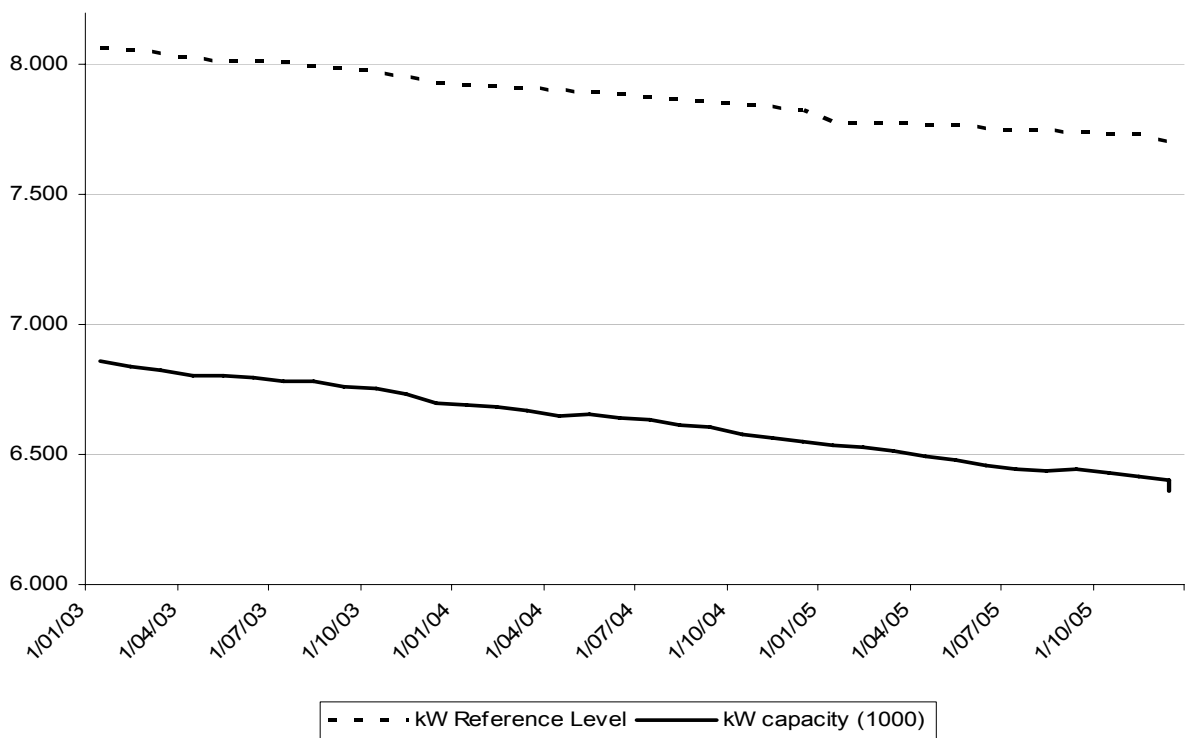
Data extracted from the Community Fleet Register on 4 October 2006.

**Figure 2: Overall evolution of the Community fleet reference level (EU 15 and except their outermost regions)**

**Tonnage of the Community fleet compared to its reference level.  
Evolution between 1 January 2003 and 31 December 2005\***



**Engine power (kW) of the Community fleet compared to its reference level.  
Evolution between 1 January 2003 and 31 December 2005\***



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

**Table 3: Summary of Member States fleets evolution from 1 January 2003 to 31 December 2005 (except outermost regions)**

EU-15 Member States	1 January 2003			31 December 2005			Fleet capacity variations				
	Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
BE	131	24.281	68.083	121	22.686	65.643	-10	-1.595	-6,57%	-2.440	-3,58%
DK	3.815	103.318	366.738	3.270	91.469	324.825	-545	-11.849	-11,47%	-41.913	-11,43%
DE	2.244	66.844	161.045	2.120	63.858	158.545	-124	-2.986	-4,47%	-2.500	-1,55%
EL	19.292	101.707	594.948	18.276	93.267	537.552	-1.016	-8.439	-8,30%	-57.396	-9,65%
ES	13.613	465.657	1.145.004	12.523	451.377	1.050.702	-1.090	-14.280	-3,07%	-94.302	-8,24%
FR	5.711	211.824	910.062	5.359	199.225	849.783	-352	-12.598	-5,95%	-60.279	-6,62%
IE	1.592	86.048	227.679	1.402	84.360	208.809	-190	-1.688	-1,96%	-18.870	-8,29%
IT	15.767	215.595	1.278.427	14.419	213.095	1.223.933	-1.348	-2.501	-1,16%	-54.494	-4,26%
NL	779	183.678	418.505	727	155.423	348.454	-52	-28.255	-15,38%	-70.051	-16,74%
PT	8.214	99.757	332.417	7.884	94.128	321.436	-330	-5.628	-5,64%	-10.982	-3,30%
FI	3.572	19.812	190.136	3.266	17.001	171.511	-306	-2.812	-14,19%	-18.624	-9,80%
SE	1.811	45.895	224.662	1.603	44.259	218.745	-208	-1.636	-3,56%	-5.916	-2,63%
UK	7.424	241.078	942.607	6.767	218.449	881.224	-657	-22.629	-9,39%	-61.382	-6,51%
<b>Total</b>	<b>83.965</b>	<b>1.865.494</b>	<b>6.860.313</b>	<b>77.737</b>	<b>1.748.597</b>	<b>6.361.163</b>	<b>-6.228</b>	<b>-116.897</b>	<b>-6,27%</b>	<b>-499.150</b>	<b>-7,28%</b>

New Member States	1 May 2004			31 December 2005			Fleet capacity variations				
	Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
EE	1054	26.606	65.007	1046	24.253	62.048	-8	-2.353	-8,84%	-2.960	-4,55%
CY	899	11.935	52.555	883	9.056	46.843	-16	-2.879	-24,12%	-5.712	-10,87%
LV	898	44.452	75.817	928	38.580	66.209	30	-5.872	-13,21%	-9.608	-12,67%
LT	307	76.487	80.566	271	64.386	70.655	-36	-12.101	-15,82%	-9.911	-12,30%
MT	2251	16.450	126.350	1420	15.274	99.145	-831	-1.176	-7,15%	-27.205	-21,53%
PL	1280	47.316	151.124	974	30.254	105.452	-306	-17.062	-36,06%	-45.671	-30,22%
SI	178	1.076	11.473	173	1.069	11.459	-5	-7	-0,66%	-14	-0,12%
<b>Total</b>	<b>6.867</b>	<b>224.322</b>	<b>562.891</b>	<b>5.695</b>	<b>182.872</b>	<b>461.811</b>	<b>-1172</b>	<b>-41.450</b>	<b>-18,48%</b>	<b>-101.080</b>	<b>-17,96%</b>
<b>Total EU fishing fleet at 31 December 2005</b>				<b>83.432</b>	<b>1.931.469</b>	<b>6.822.974</b>					

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

**Table 4: Summary of Member States fleets capacity evolution in outermost regions from 1 January 2003 to 31 December 2005**

Member State	Segment code*	01/01/2003			31/12/2005			Fleet capacity variations				
		Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
ES	CA1	1.082	2.114	16.541	999	1.973	15.658	-83	-141	-6,68%	-882	-5,33%
	CA2	100	4.019	14.749	85	3.122	11.861	-15	-897	-22,32%	-2.888	-19,58%
	CA3	133	46.202	84.118	77	30.914	46.235	-56	-15.288	-33,09%	-37.883	-45,04%
	<b>Total</b>	<b>1.315</b>	<b>52.335</b>	<b>115.408</b>	<b>1.161</b>	<b>36.008</b>	<b>73.755</b>	<b>-154</b>	<b>-16.327</b>	<b>-31,20%</b>	<b>-41.654</b>	<b>-36,09%</b>
FR	4FC	248	343	10.943	241	385	12.390	-7	42	12,13%	1.447	13,22%
	4FD	46	4.174	13.553	40	3.867	12.779	-6	-307	-7,36%	-774	-5,71%
	4FF	71	284	3.840	92	356	4.628	21	72	25,17%	788	20,52%
	4FG	53	5.994	17.173	50	5.499	16.092	-3	-496	-8,27%	-1.081	-6,29%
	4FH	5	288	1.010	5	267	798	0	-20	-7,07%	-212	-20,99%
	4FJ	1.097	2.065	59.005	1.194	2.272	68.480	97	207	10,01%	9.475	16,06%
	4FK	8	848	2.598	6	552	1.966	-2	-295	-34,84%	-632	-24,33%
	4FL	915	2.465	96.814	870	2.421	102.605	-45	-44	-1,78%	5.791	5,98%
	4FM	1	12	220	1	12	220	0	0	0,00%	0	0,00%
<b>Total</b>	<b>2.444</b>	<b>16.472</b>	<b>205.156</b>	<b>2.499</b>	<b>15.630</b>	<b>219.958</b>	<b>55</b>	<b>-843</b>	<b>-5,12%</b>	<b>14.802</b>	<b>7,21%</b>	
PT	4K6	423	403	2.800	418	407	3.011	-5	5	1,13%	211	7,55%
	4K7	49	3.585	12.522	42	2.765	9.701	-7	-820	-22,87%	-2.822	-22,53%
	4K8	5	193	1.006	5	193	1.006	0	0	0,00%	0	0,00%
	4K9	1482	2.277	19.860	709	1.643	19.005	-773	-634	-27,85%	-856	-4,31%
	4KA	113	9.989	29.310	103	8.514	25.033	-10	-1.475	-14,76%	-4.277	-14,59%
	<b>Total</b>	<b>2.072</b>	<b>16.447</b>	<b>65.498</b>	<b>1.277</b>	<b>13.522</b>	<b>57.756</b>	<b>-795</b>	<b>-2.924</b>	<b>-17,78%</b>	<b>-7.743</b>	<b>-11,82%</b>
<b>Total EU outermost regions</b>		<b>5.831</b>	<b>85.254</b>	<b>386.063</b>	<b>4.937</b>	<b>65.160</b>	<b>351.468</b>	<b>-894</b>	<b>-20.093</b>	<b>-23,57%</b>	<b>-34.594</b>	<b>-8,96%</b>

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

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

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

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

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

A comparison between above mentioned levels and the situation of the fleet on 31 December 2005 has been made based on data collected from the Community Fleet Register on 26<sup>th</sup> June 2006 and on data from Member States' national reports. For each Member State's fleet the following tables are shown:

### Table a) Calculation of baselines:

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

The baselines (GT<sub>03</sub> and kW<sub>03</sub>) against which entries and exits over 2003, 2004 and 2005 must be assessed for EU-15 Member States are:

- the capacity identified in the Community Fishing Fleet Register at 1 January 2003 for the EU-15 Member States (GT<sub>FR</sub> and kW<sub>FR</sub>),
- plus the capacity entered into the fleet in 2003, 2004 and 2005 based on administrative decisions taken by the national authorities between 1 January 2000 and 31 December 2002, for which an associated capacity had been withdrawn before 1 January 2003 (GT<sub>1</sub> and kW<sub>1</sub> for entries with aid, GT<sub>3</sub> and kW<sub>3</sub> for entries without aid),
- minus 35% of the capacity entered into the fleet in 2003, 2004 and 2005 with public aid based on an administrative decision taken by the national authorities between 1 January 2002 and 30 June 2002 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place (GT<sub>2</sub> or kW<sub>2</sub>),
- minus 30% of the capacity entered into the fleet in 2003, 2004 and 2005 with public aid based on an administrative decision taken between 1 January 2000 and 31 December 2001 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place (GT<sub>4</sub> or kW<sub>4</sub>).

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

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

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

The baselines (GT<sub>04</sub> and kW<sub>04</sub>) against which entries and exits over 2003, 2004 and 2005 must be assessed for new Member States are:

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

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

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

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

### **Table b) Management of entries and exits during 2005**

Table b) shows Member States' compliance with the entries and exits regime at 31 December 2005. Calculations have been made in accordance with the following formulas:

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

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

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

where:

-  $GT_t$  or  $kW_t$  = the size in tonnage and power of the Member State's fleet at 31 December 2005,

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

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

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

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

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

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

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

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

where:

- $GT_t$  or  $kW_t$  = the size in tonnage and power of the Member State's fleet at 31 December 2005,
- $GT_{04}$  or  $kW_{04}$  : (see table a) above;
- $GT_a$  or  $kW_a$  = capacities leaving the fleet with public aid after 30 April 2004;
- $GT_{100}$  or  $kW_{100}$  = capacities of vessels more than 100 GT entering the fleet with public aid granted after 30 April 2004;
- $GT_s$  = safety tonnage granted under provisions of Article 11(5) of Council Regulation (EC) No 2371/2002;
- $\Delta(GT-GRT)$  = balance as a result of the re-measurement of the fleet.

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

- The baselines are the sum of the MAGP IV objectives for the mainland fleets in GT and kW. The reference levels at 1 January 2003, ( $R(GT_{03})$  and  $R(kW_{03})$ ), are fixed in annex I to Commission Regulation (EC) No 1438/2003. Specific reference levels have been fixed for outermost regions in an appropriate legal framework.
- Table c) shows Member States' compliance, during 2005, with the following formulae (Article 4 of Commission Regulation (EC) No 1438/2003):

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

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

where:

$R(GT_t)$  or  $R(kW_t)$  = The reference level in tonnage and power for the Member State's fleet at 31 December 2005;

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

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

### **Section d) Graphs**

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

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

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

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

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

## BELGIUM

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

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

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
68.083	0	0	0	0	68.083

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

Belgium		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	24.281	kW <sub>FR</sub>	68.083
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	24.281	kW <sub>03</sub>	68.083
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		490		2.915
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		490		2.915
7	Exits financed with public aid	GT <sub>a</sub>	711	kW <sub>a</sub>	1.546
8	Other exits (not included in 7)		1.374		3.809
9	<b>Total exits ( 7 + 8 )</b>		2.085		5.355
10	<b>Capacity of the fleet on 31 December 2005 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	22.686	kW <sub>t</sub>	65.643
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		23.372		66.537

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

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

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

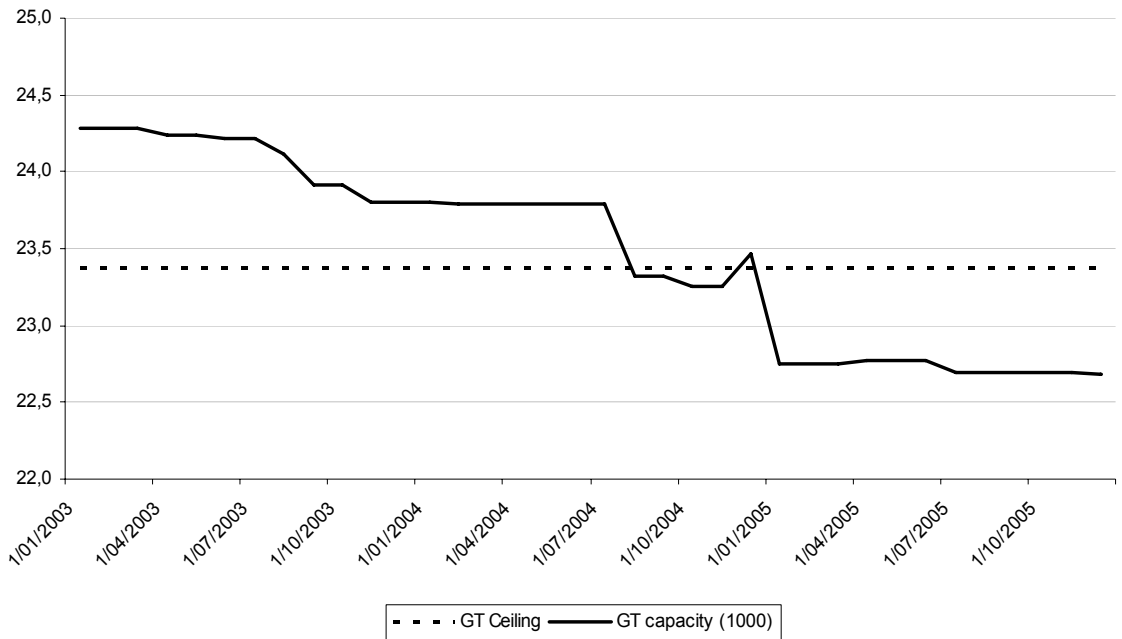
c) **Reference levels at the end of 2005**

<b>Belgium</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	23.372	<b>R(kW)<sub>03</sub></b>	67.857
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	711	<b>kW<sub>a</sub></b>	1.546
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	22.686	<b>kW<sub>t</sub></b>	65.643
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	23.372	<b>R(kW)<sub>t</sub></b>	66.537

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

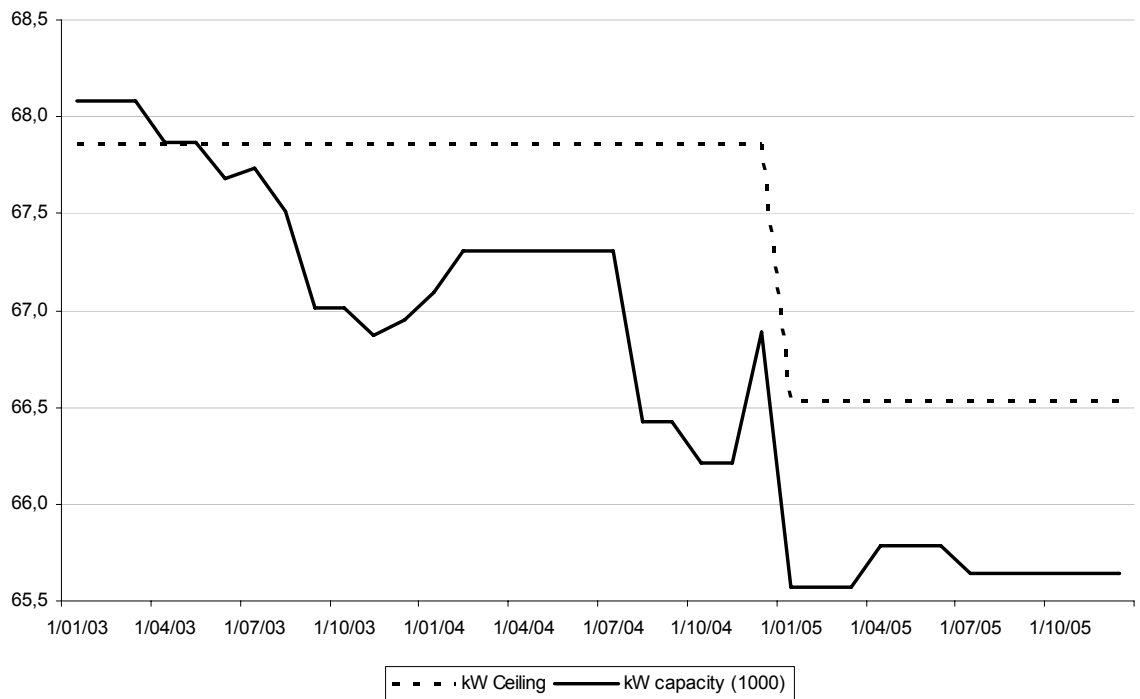
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the Belgian fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

## DENMARK

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
103.318	0	0	0	0	103.318

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
366.738	0	0	0	0	366.738

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

Denmark		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	103.318	kW <sub>FR</sub>	366.738
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	103.318	kW <sub>03</sub>	366.738
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		7.812		29.775
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		7.812		29.775
7	Exits financed with public aid	GT <sub>a</sub>	5.517	kW <sub>a</sub>	26.090
8	Other exits (not included in 7)		14.144		45.598
9	<b>Total exits ( 7 + 8 )</b>		19.661		71.688
10	<b>Capacity of the fleet on 31 December 2005 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	91.469	kW <sub>t</sub>	324.825
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		97.801		340.648

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

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

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

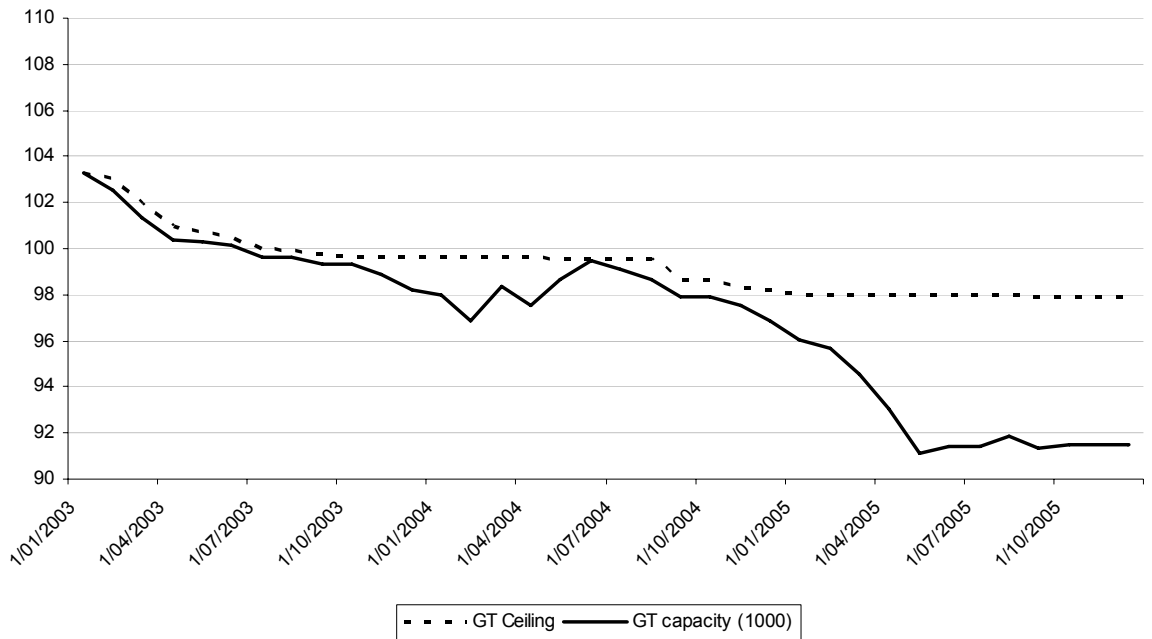
c) Reference levels at the end of 2005

<b>Denmark</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	132.706	<b>R(kW)<sub>03</sub></b>	459.526
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	5.517	<b>kW<sub>a</sub></b>	26.090
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	91.469	<b>kW<sub>t</sub></b>	324.825
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	127.189	<b>R(kW)<sub>t</sub></b>	433.436

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

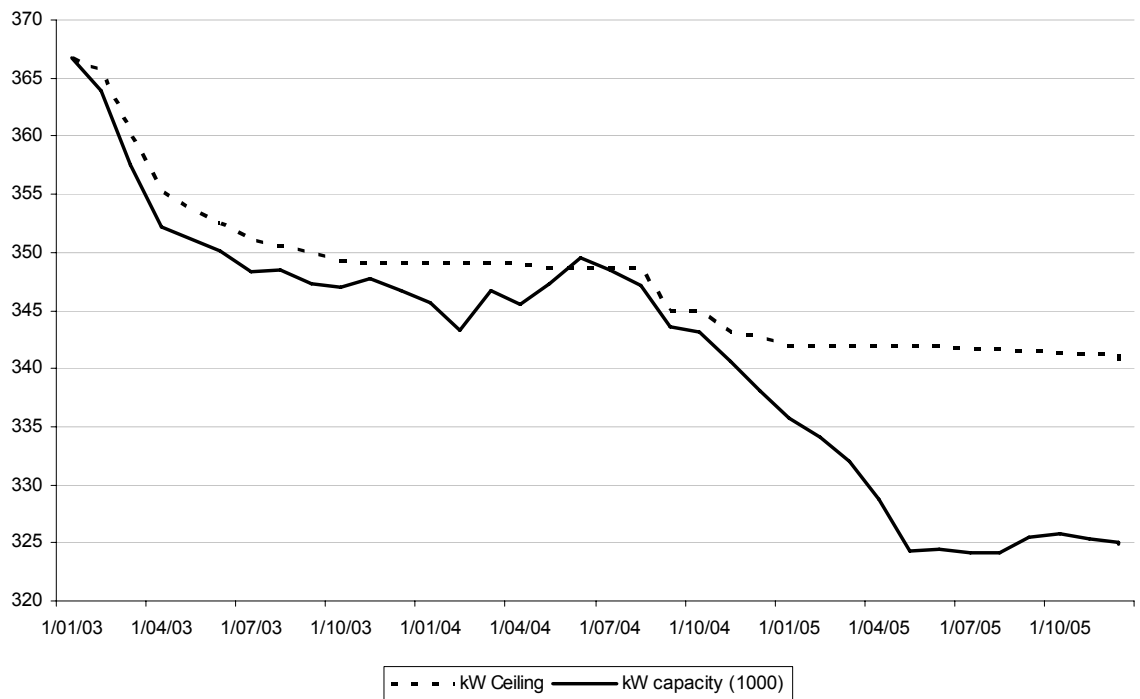
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the Danish fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

## GERMANY

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
66.844	47	0	4.226	0	71.117

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
161.045	221	0	5.911	0	167.177

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

Germany		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	66.844	kW <sub>FR</sub>	161.045
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	71.117	kW <sub>03</sub>	167.177
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		10.730		24.654
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		10.730		24.654
7	Exits financed with public aid	GT <sub>a</sub>	16	kW <sub>a</sub>	44
8	Other exits (not included in 7)		13.700		27.110
9	<b>Total exits ( 7 + 8 )</b>		13.716		27.154
10	<b>Capacity of the fleet on 31 December 2005 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	63.858	kW <sub>t</sub>	158.545
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		71.101		167.133

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

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

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

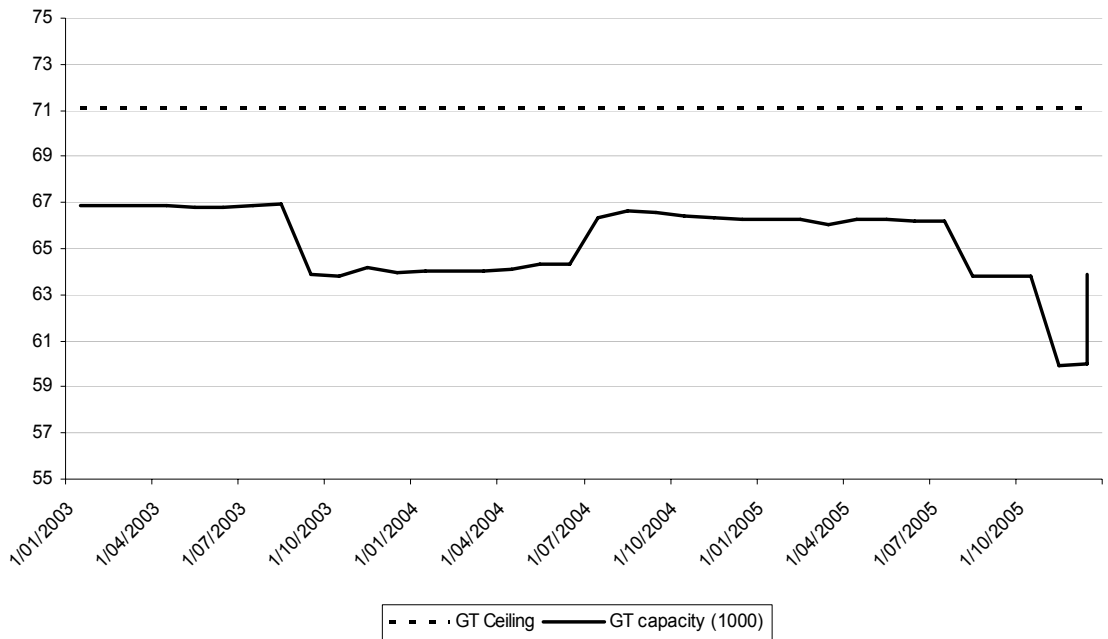
c) **Reference levels at the end of 2005**

<b>Germany</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	84.262	<b>R(kW)<sub>03</sub></b>	175.927
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	16	<b>kW<sub>a</sub></b>	44
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	63.858	<b>kW<sub>t</sub></b>	158.545
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	84.246	<b>R(kW)<sub>t</sub></b>	175.883

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

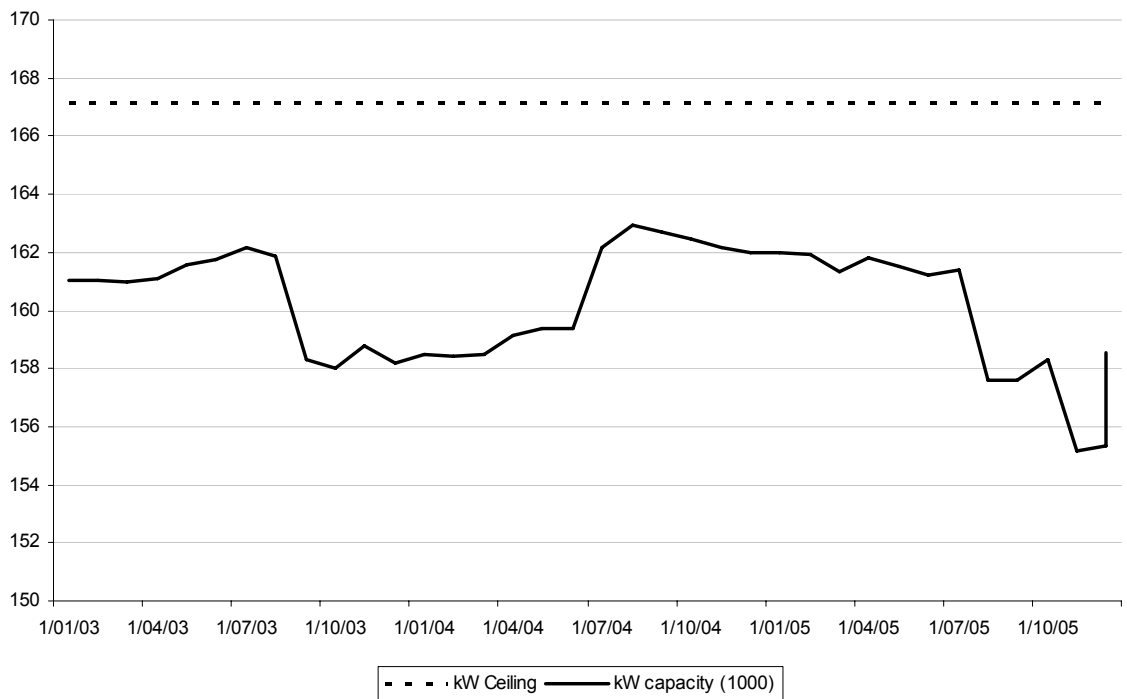
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the German fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

## ESTONIA

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

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
26.606	0	0	0	0	26.606

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
65.007	0	0	0	0	65.007

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

Estonia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	26.606	kW <sub>FR</sub>	65.007
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	26.606	kW <sub>04</sub>	65.007
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		1.014		2.738
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		1.014		2.738
7	Exits financed with public aid	GT <sub>a</sub>	0	kW <sub>a</sub>	0
8	Other exits (not included in 7)		3.367		5.698
9	<b>Total exits ( 7 + 8 )</b>		3.367		5.698
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	24.253	kW <sub>t</sub>	62.048
11	<b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>		26.606		65.007

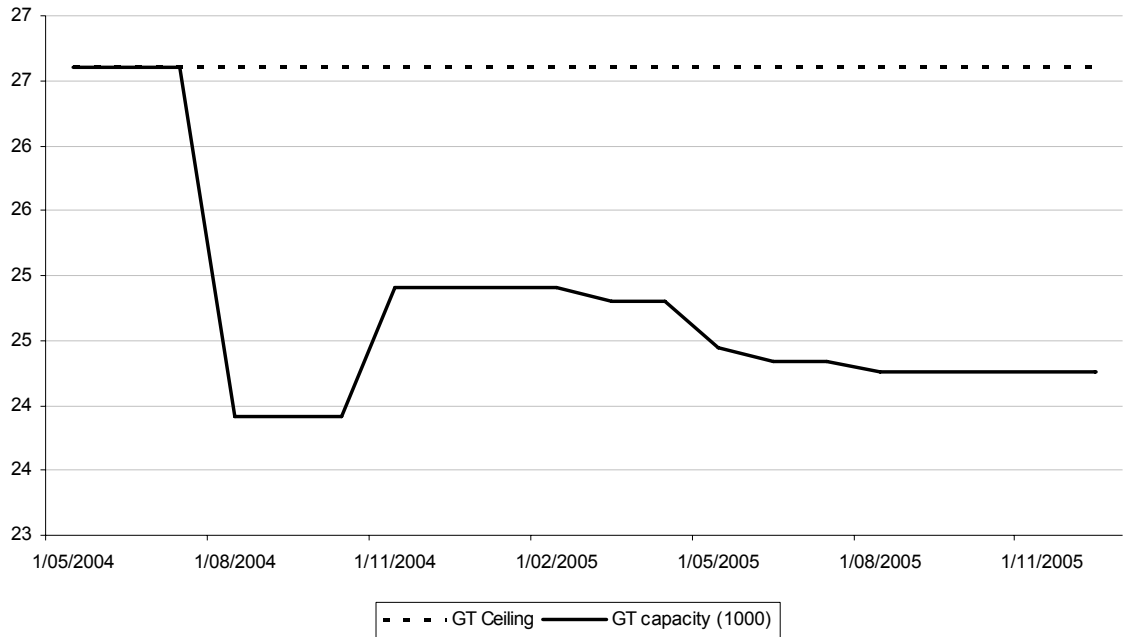
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

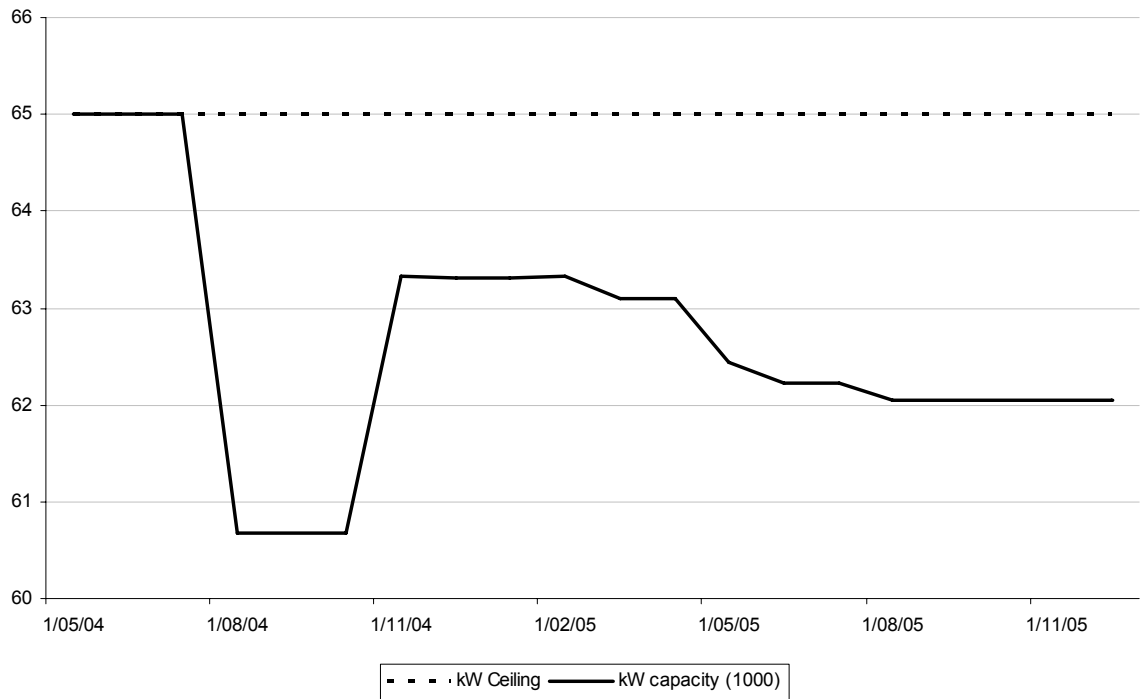
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Estonian fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

**Power of the Estonian fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

## GREECE

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
101.707	0	0	1.469	0	103.176

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
594.948	0	0	1.394	0	596.342

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

Greece		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	101.707	kW <sub>FR</sub>	594.948
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	103.176	kW <sub>03</sub>	596.342
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		10.141		37.906
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		10.141		37.906
7	Exits financed with public aid	GT <sub>a</sub>	10.178	kW <sub>a</sub>	52.054
8	Other exits (not included in 7)		8.402		43.248
9	<b>Total exits ( 7 + 8 )</b>		18.580		95.302
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	<b>93.267</b>	kW <sub>t</sub>	537.552
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		92.998		544.288

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

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

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

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

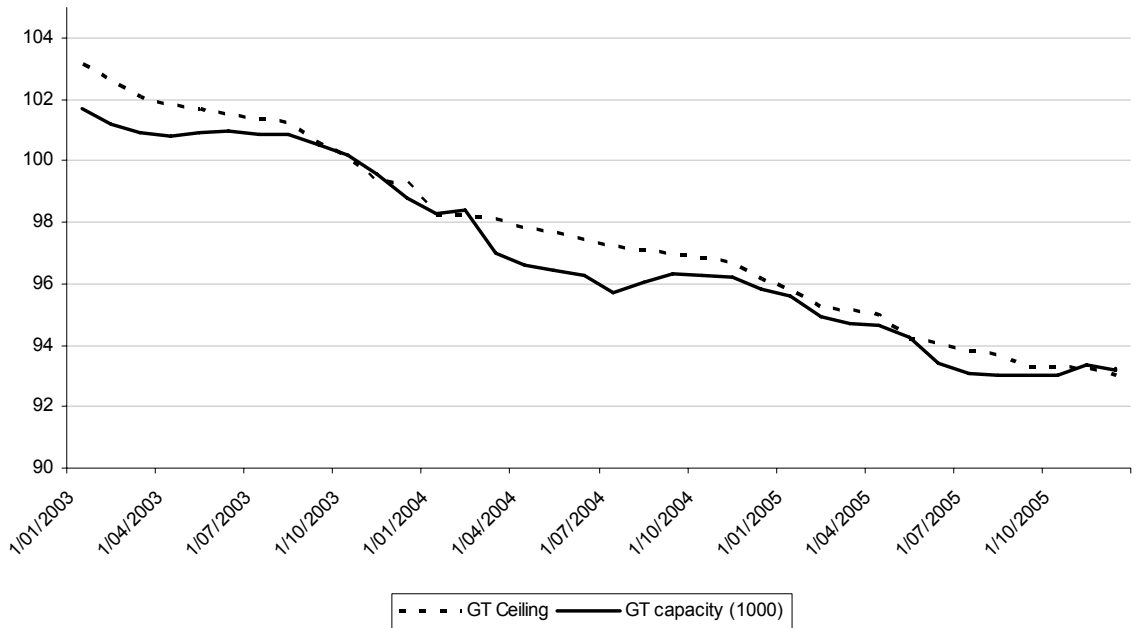
c) **Reference levels at the end of 2005**

<b>Greece</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	119.910	<b>R(kW)<sub>03</sub></b>	653.497
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	10.178	<b>kW<sub>a</sub></b>	52.054
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	93.267	<b>kW<sub>t</sub></b>	537.552
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	109.732	<b>R(kW)<sub>t</sub></b>	601.443

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

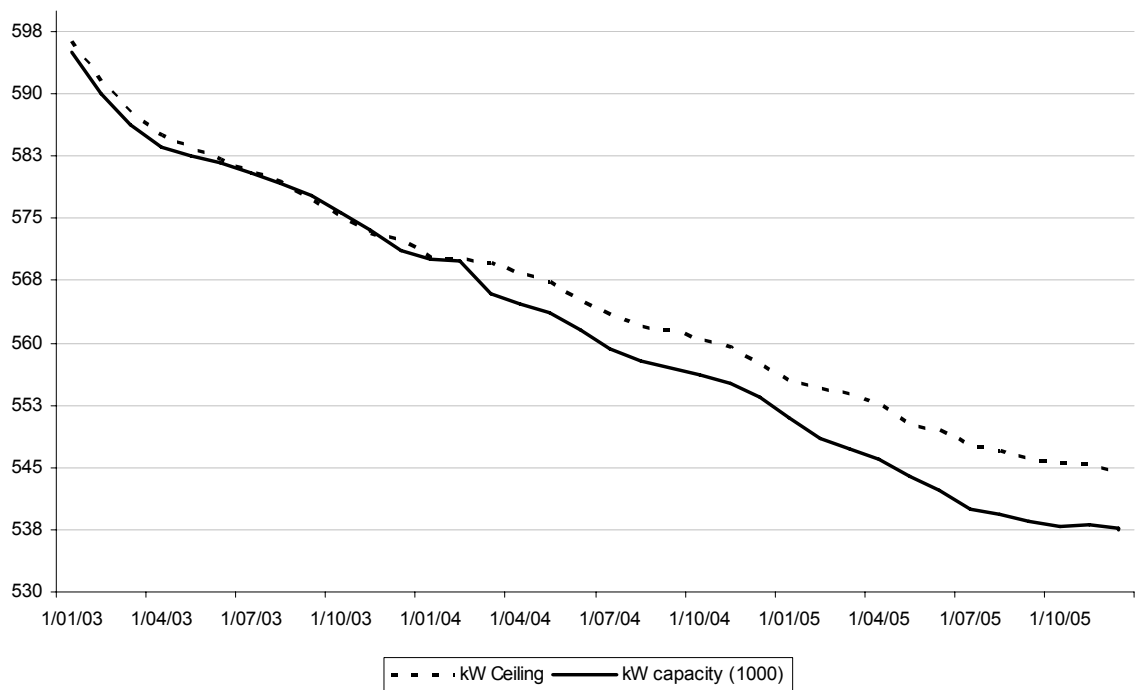
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the Greek fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

SPAIN

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

<b>GT<sub>FR</sub> (1-1-2003)</b>	<b>GT<sub>1</sub></b>	<b>GT<sub>2</sub></b>	<b>GT<sub>3</sub></b>	<b>GT<sub>4</sub></b>	<b>GT<sub>03</sub></b>
465.657	22.625	0	0	0	488.282

<b>kW<sub>FR</sub> (1-1-2003)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>03</sub></b>
1.145.004	110.847	0	0	0	1.255.851

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

Spain		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	465.657	kW <sub>FR</sub>	1.145.004
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	488.282	kW <sub>03</sub>	1.255.851
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	1.922	kW <sub>100</sub>	4.022
4	Other entries or capacity increases (not included in 3 & 5)		77.529		157.121
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	893		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		80.344		161.143
7	Exits financed with public aid	GT <sub>a</sub>	37.056	kW <sub>a</sub>	91.258
8	Other exits (not included in 7)		57.568		164.187
9	<b>Total exits ( 7 + 8 )</b>		94.624		255.445
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	451.377	kW <sub>t</sub>	1.050.702
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		451.447		1.163.185

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

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

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

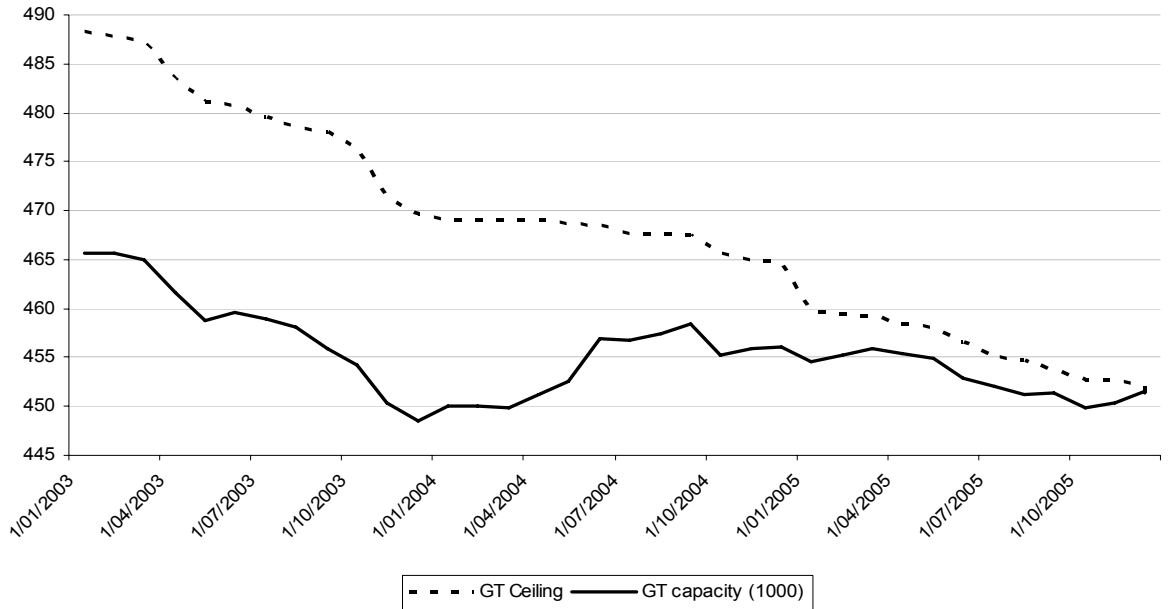
c) Reference levels at the end of 2005

<b>Spain</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	728.344	<b>R(kW)<sub>03</sub></b>	1.671.739
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	1.922	<b>kW<sub>100</sub></b>	4.022
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	893	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	37.056	<b>kW<sub>a</sub></b>	91.258
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	451.377	<b>kW<sub>t</sub></b>	1.050.702
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	691.508	<b>R(kW)<sub>t</sub></b>	1.579.073

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

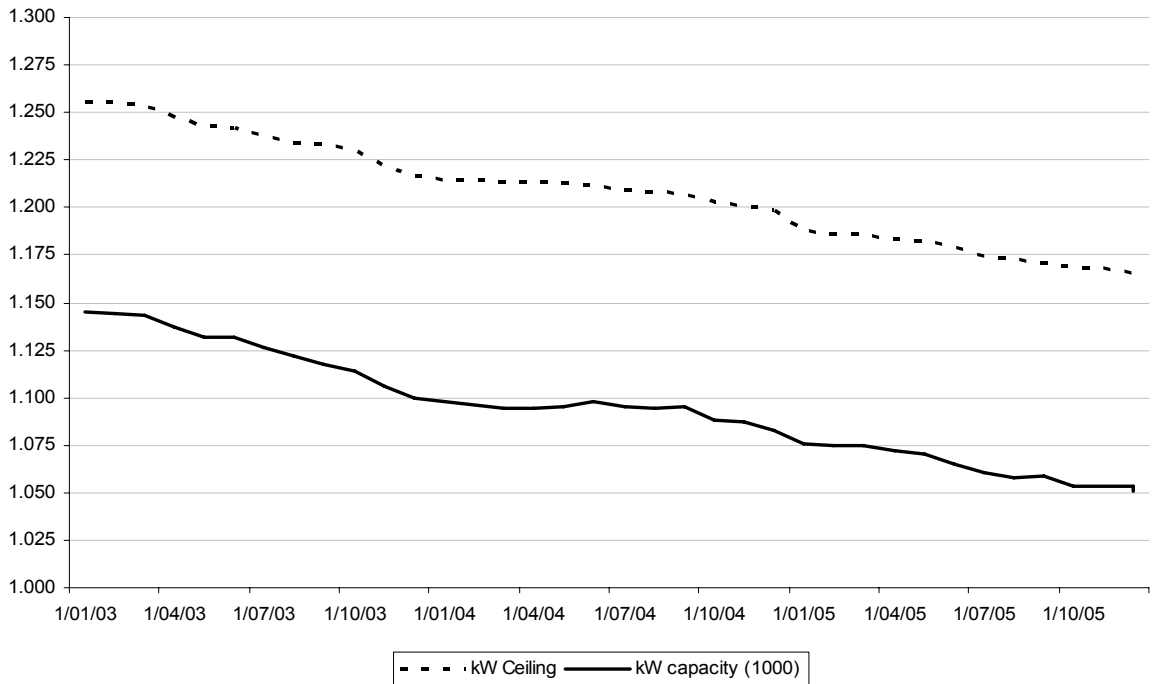
**d) Evolution of fleet capacity compared to the capacity ceilings.**

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



\*Excluding the Canary Islands.  
Situation as registered in the Community Fleet Register on 4 October 2006.

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



\*Excluding the Canary Islands.  
Situation as registered in the Community Fleet Register on 4 October 2006.

## FRANCE

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

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 2005

France		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	211.824	kW <sub>FR</sub>	910.062
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	212.715	kW <sub>03</sub>	912.121
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		21.667		68.034
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	253		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		21.920		68.034
7	Exits financed with public aid	GT <sub>a</sub>	12.064	kW <sub>a</sub>	41.452
8	Other exits (not included in 7)		22.455		86.861
9	<b>Total exits ( 7 + 8 )</b>		34.518		128.313
10	<b>Capacity of the fleet on 31 December 2005 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	199.225	kW <sub>t</sub>	849.783
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		200.904		870.669

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

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

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

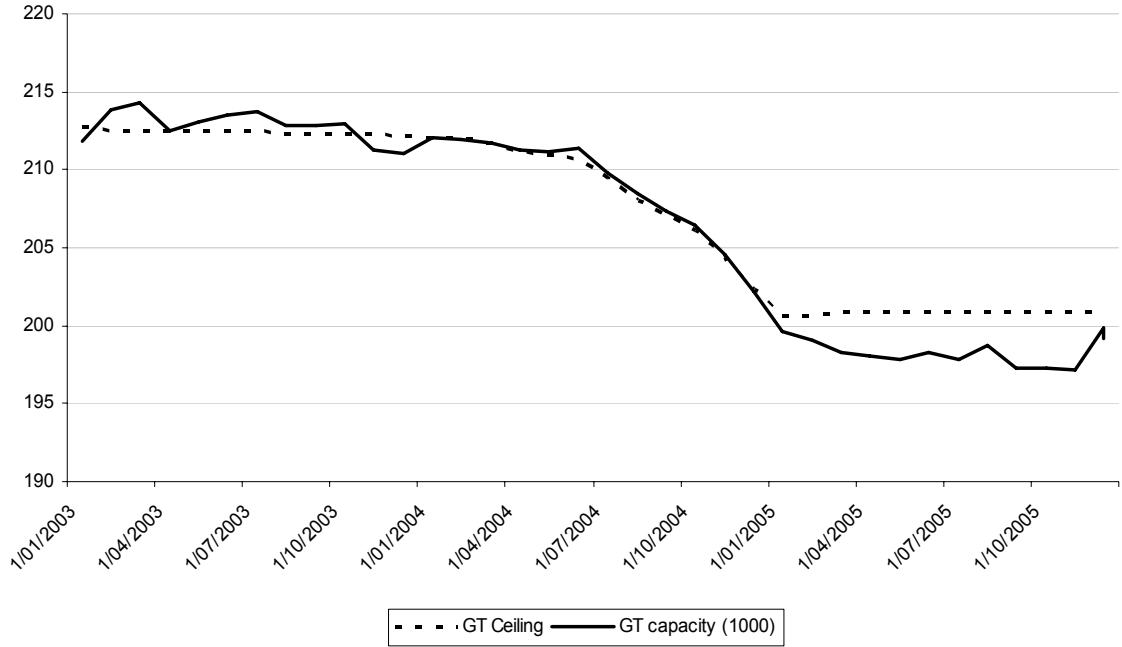
c) Reference levels at the end of 2005

<b>France (excluding the Overseas Departments)</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	230.257	<b>R(kW)<sub>03</sub></b>	920.969
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	253	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	12.064	<b>kW<sub>a</sub></b>	41.452
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	199.225	<b>kW<sub>t</sub></b>	849.783
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	218.446	<b>R(kW)<sub>t</sub></b>	879.517

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

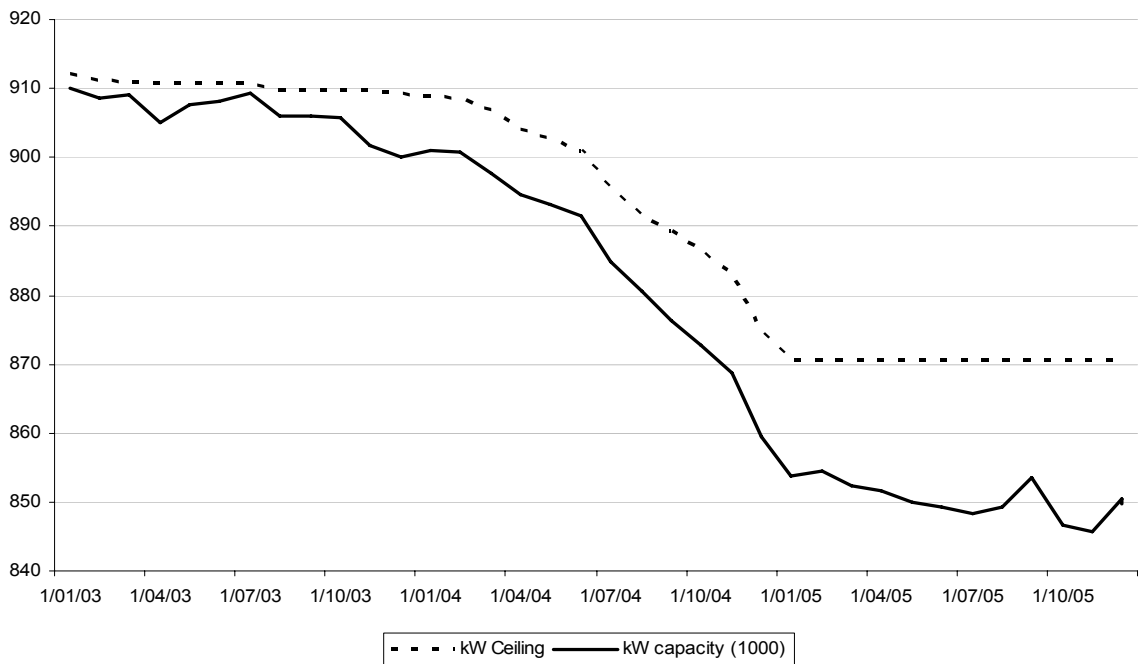
**d) Evolution of fleet capacity compared to the capacity ceilings.**

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



\*Excluding the French Overseas Departments.  
Situation as registered in the Community Fleet Register on 4 October 2006.

**Power of the French\* fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005.**



\*Excluding the French Overseas Departments.  
Situation as registered in the Community Fleet Register on 4 October 2006.

## IRELAND

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
86.048	0	0	4.363	0	86.981

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
227.679	0	0	3.103	0	230.226

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

Ireland		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	86.048	kW <sub>FR</sub>	227.679
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	86.981	kW <sub>03</sub>	230.226
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		25.845		58.171
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		25.845		58.171
7	Exits financed with public aid	GT <sub>a</sub>	2.292	kW <sub>a</sub>	7.343
8	Other exits (not included in 7)		25.242		69.699
9	<b>Total exits ( 7 + 8 )</b>		27.534		77.042
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	84.360	kW <sub>t</sub>	208.809
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		84.689		222.883

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

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

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

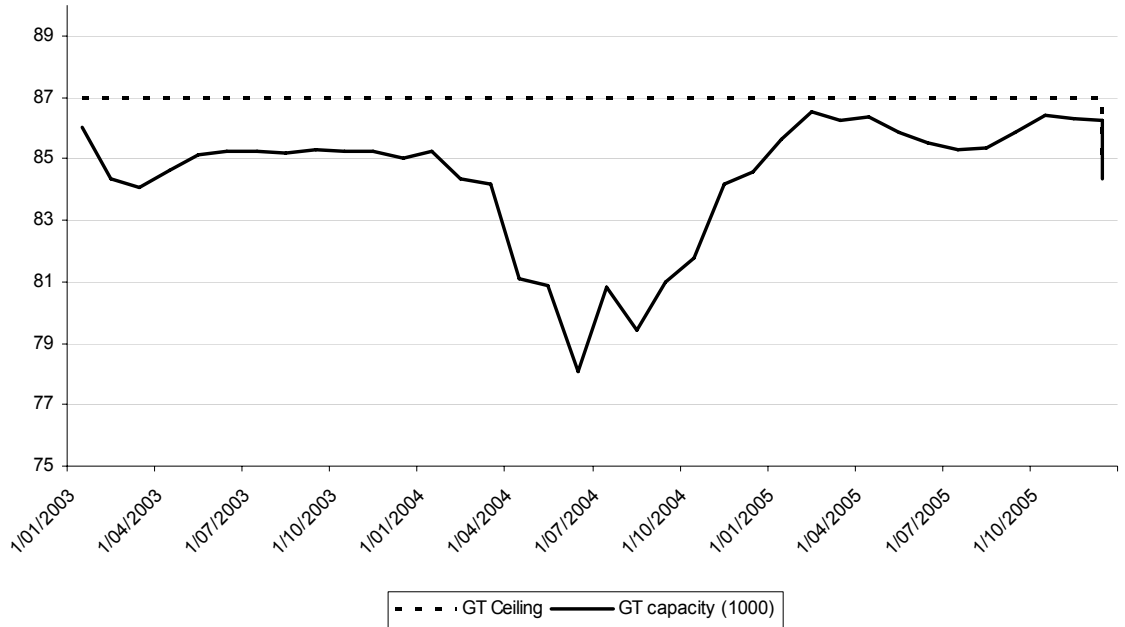
c) Reference levels at the end of 2005

<b>Ireland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	86.981	<b>R(kW)<sub>03</sub></b>	230.226
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	2.292	<b>kW<sub>a</sub></b>	7.343
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	84.360	<b>kW<sub>t</sub></b>	208.809
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	84.689	<b>R(kW)<sub>t</sub></b>	222.883

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

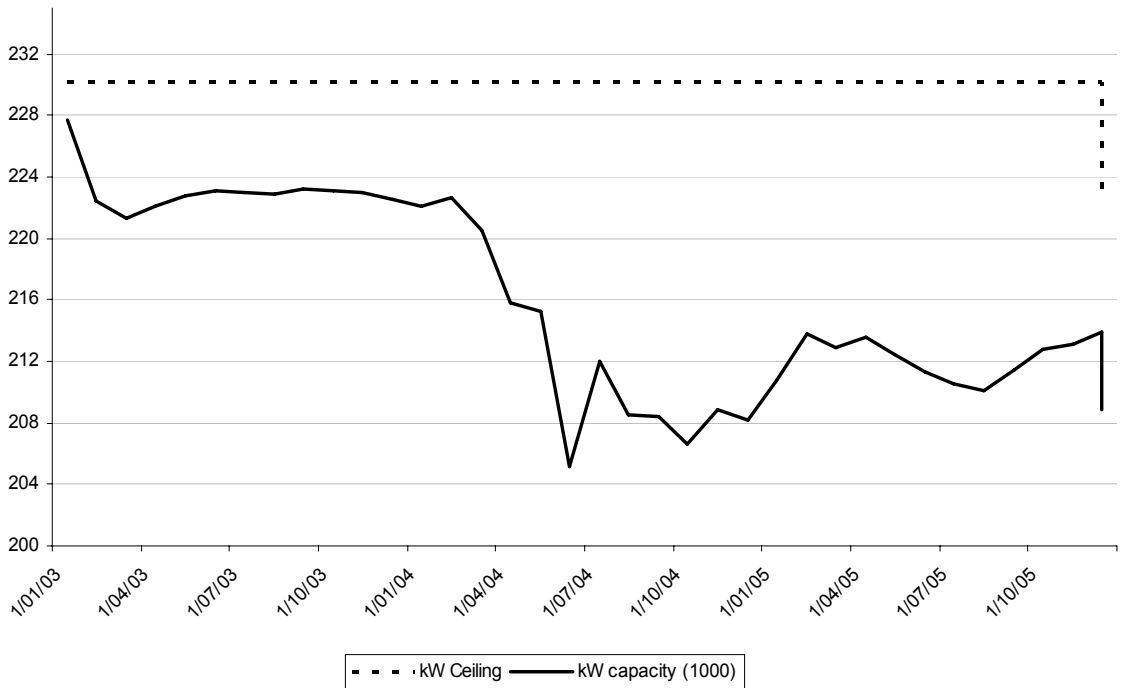
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the Irish fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

## ITALY

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
216.050	689	563	4.402	0	220.944

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
1.278.427	2.405	1.745	15.296	0	1.295.517

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

Italy		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	216.050	kW <sub>FR</sub>	1.278.427
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	220.944	kW <sub>03</sub>	1.295.517
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	289	kW <sub>100</sub>	1.007
4	Other entries or capacity increases (not included in 3 & 5)		14.479		58.396
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		14.768		59.403
7	Exits financed with public aid	GT <sub>a</sub>	6.678	kW <sub>a</sub>	40.498
8	Other exits (not included in 7)		11.046		73.399
9	<b>Total exits ( 7 + 8 )</b>		17.724		113.897
10	<b>Capacity of the fleet on 31 December 2005 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	213.095	kW <sub>t</sub>	1.223.933
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		214.165		1.254.667

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

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

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

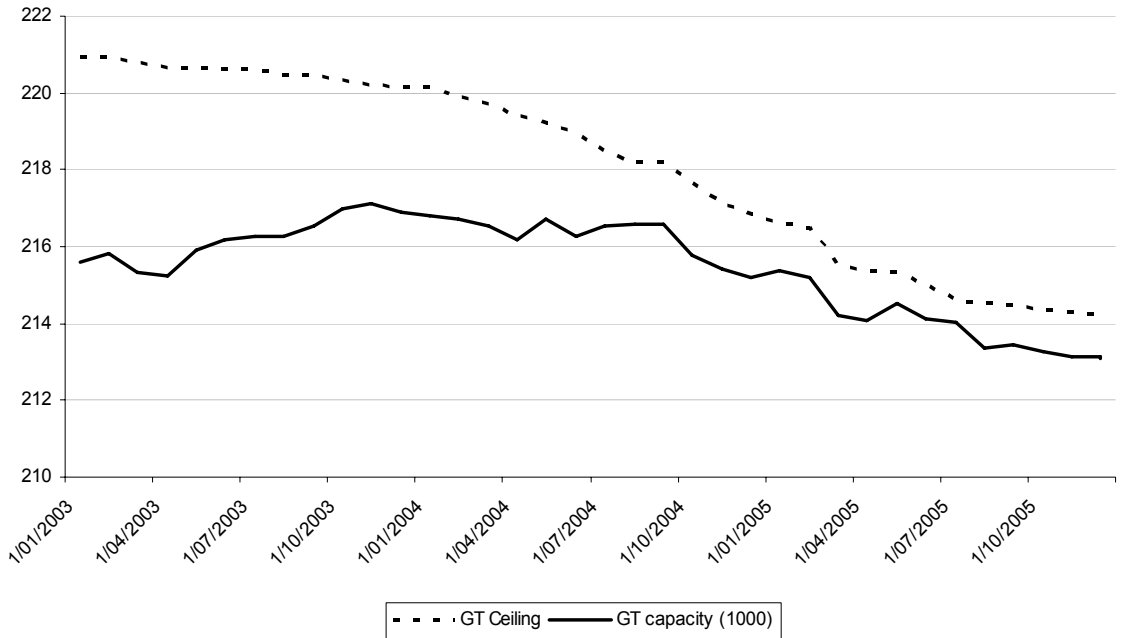
c) **Reference levels at the end of 2005**

<b>Italy</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	229.862	<b>R(kW)<sub>03</sub></b>	1.338.971
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	289	<b>kW<sub>100</sub></b>	1.007
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	6.678	<b>kW<sub>a</sub></b>	40.498
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	213.095	<b>kW<sub>t</sub></b>	1.223.933
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	222.966	<b>R(kW)<sub>t</sub></b>	1.298.121

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

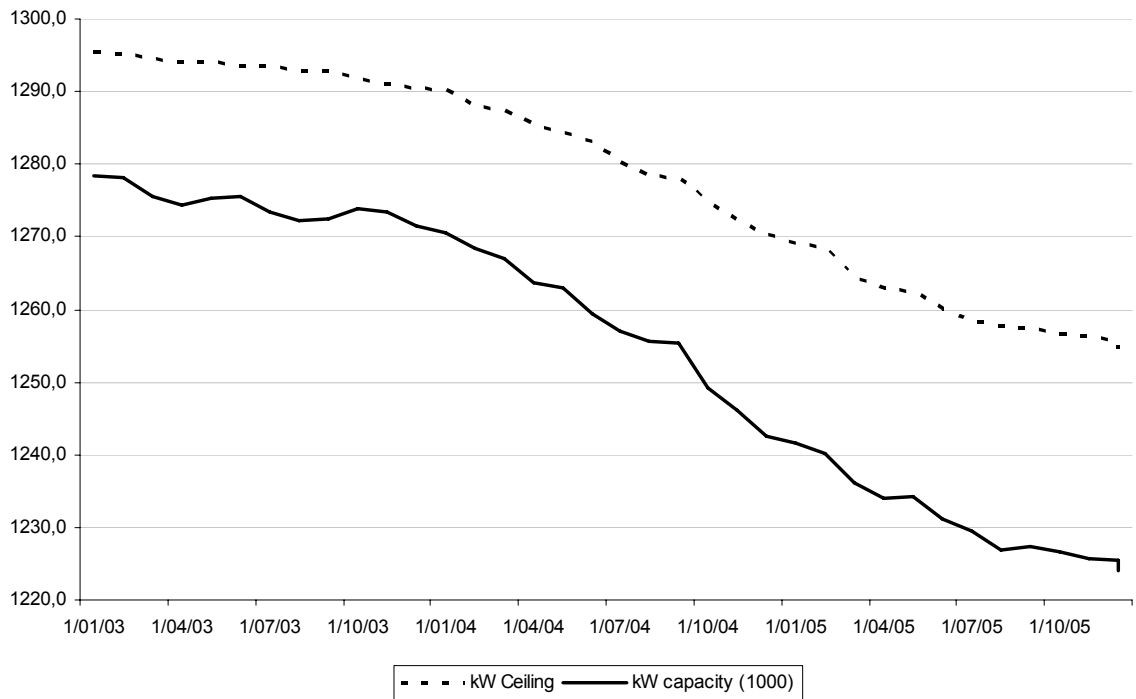
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the Italian fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

## CYPRUS

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

<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>
11.935	0	0	0	0	11.935

<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>
52.555	0	0	0	0	52.555

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

Cyprus		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	11.935	kW <sub>FR</sub>	52.555
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	11.935	kW <sub>04</sub>	52.555
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		-1		-60
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		-1		-60
7	Exits financed with public aid	GT <sub>a</sub>	356	kW <sub>a</sub>	1.302
8	Other exits (not included in 7)		2.521		4.351
9	<b>Total exits ( 7 + 8 )</b>		2.877		5.653
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	9.056	kW <sub>t</sub>	46.843
11	<b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>		11.579		51.254

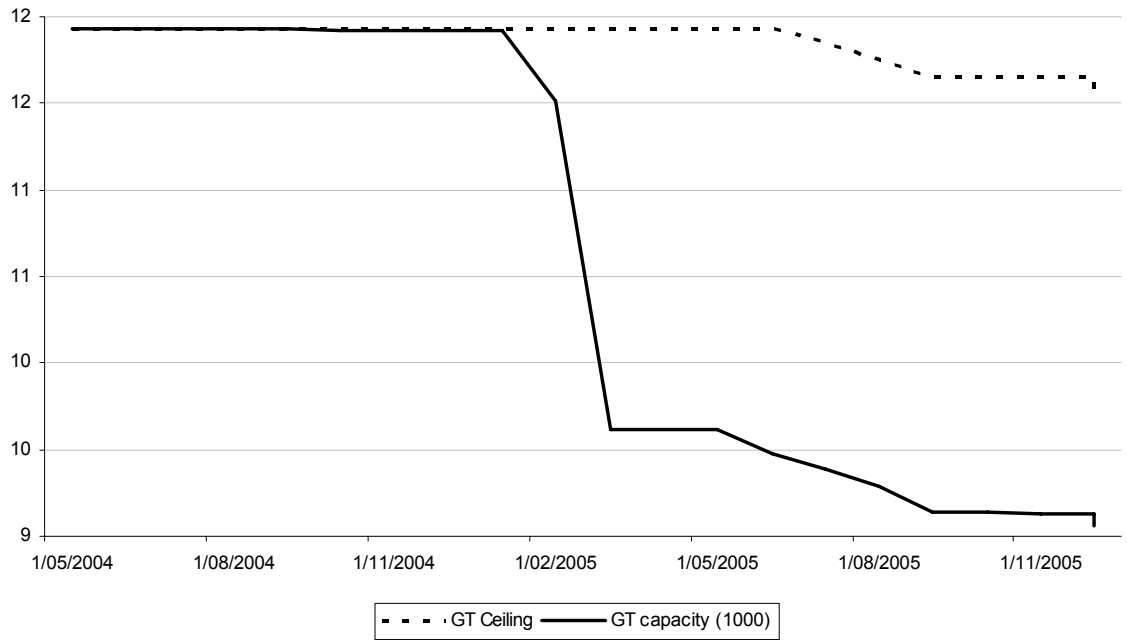
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

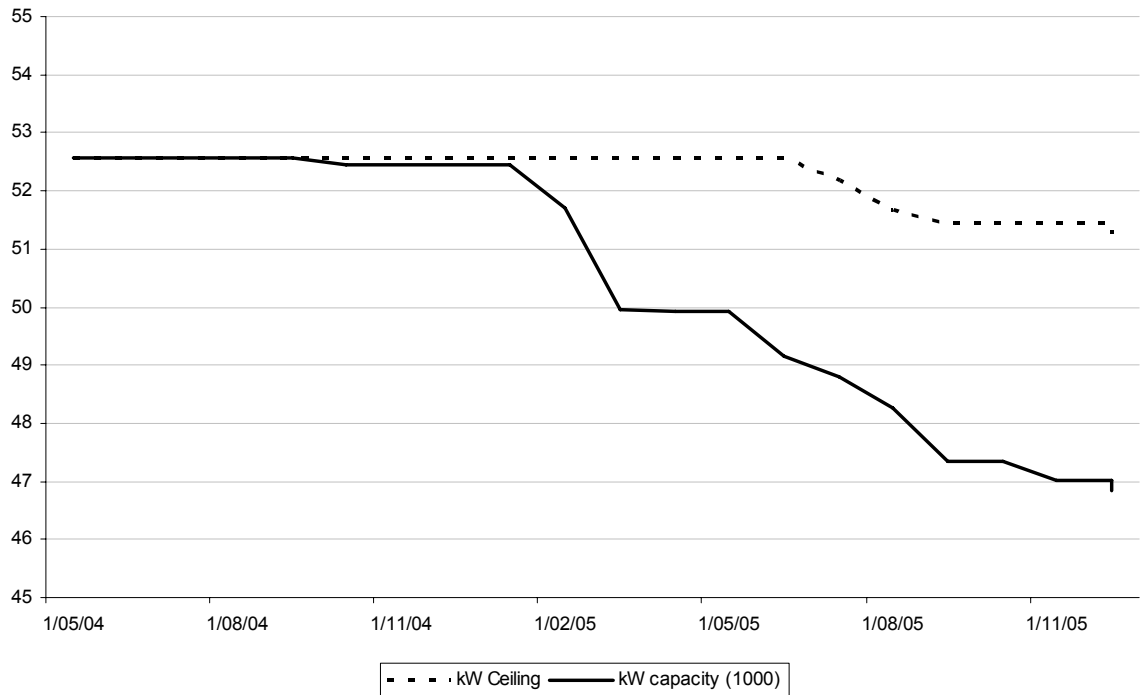
**d) Evolution of fleet capacity compared to the capacity ceilings.**

**Tonnage of the Cypriot fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

**Power of the Cypriot fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

## LATVIA

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

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>
44.452	510	0	0	0	44.962

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>
75.817	1.451	0	0	0	77.268

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

Latvia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	44.452	kW <sub>FR</sub>	75.817
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	44.962	kW <sub>04</sub>	77.268
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		692		2.026
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		692		2.026
7	Exits financed with public aid	GT <sub>a</sub>	1.929	kW <sub>a</sub>	4.660
8	Other exits (not included in 7)		4.636		6.974
9	<b>Total exits ( 7 + 8 )</b>		6.565		11.634
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	38.580	kW <sub>t</sub>	66.209
11	<b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>		43.033		72.609

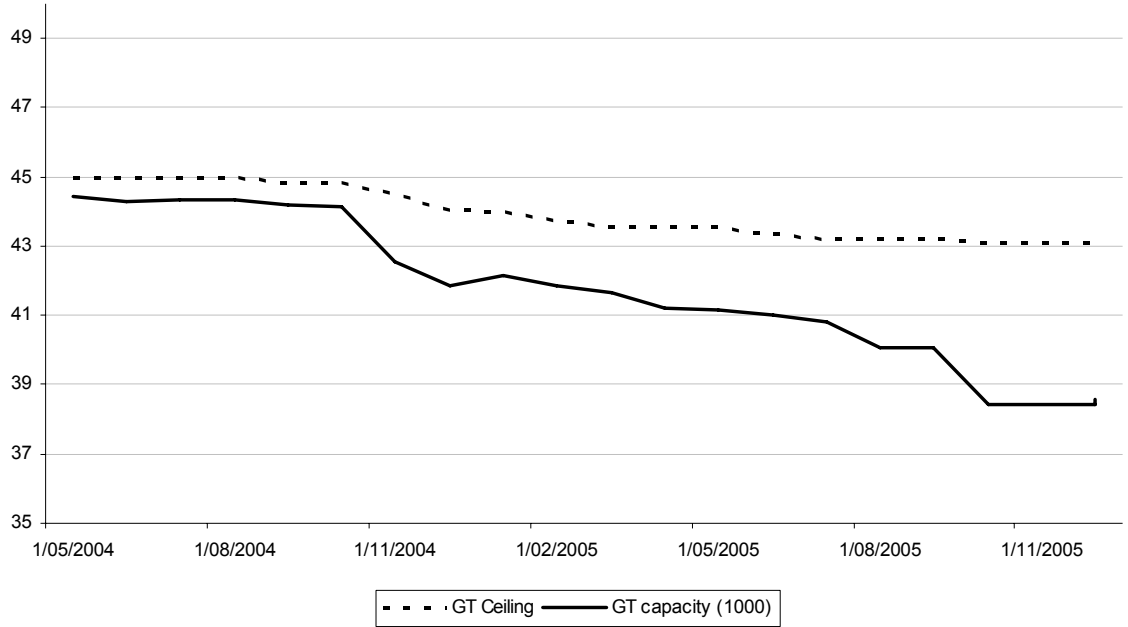
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

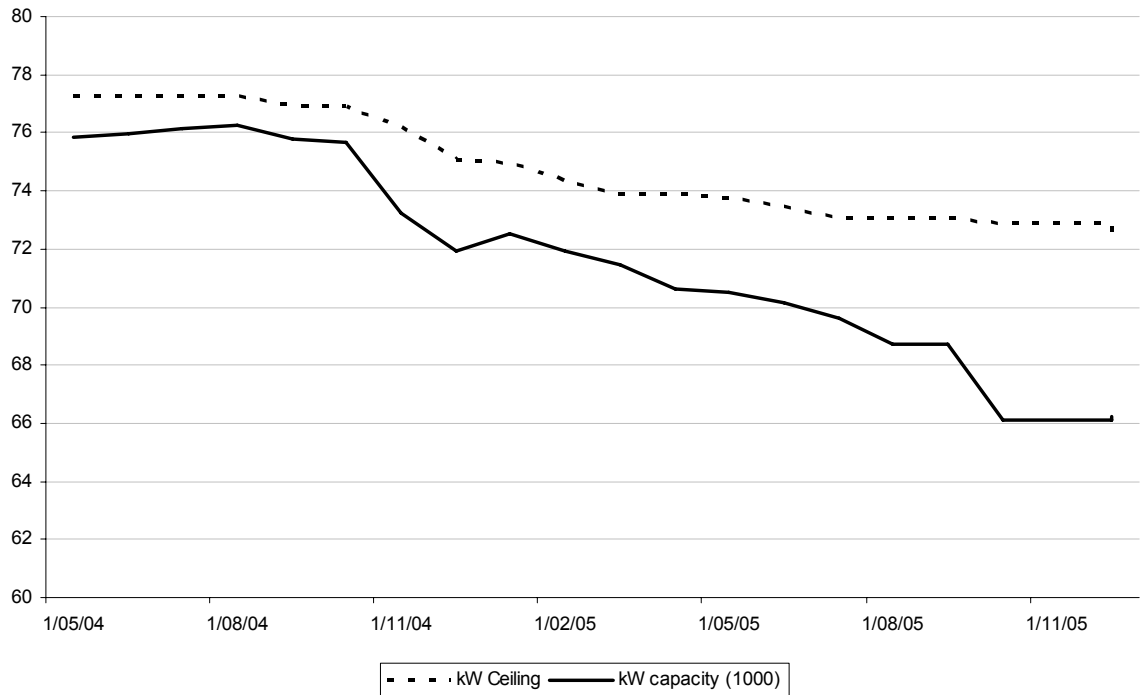
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Latvian fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

**Power of the Latvian fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

## LITHUANIA

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

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>
76.487	0	0	0	0	76.487

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>
80.566	0	0	0	0	80.566

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

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

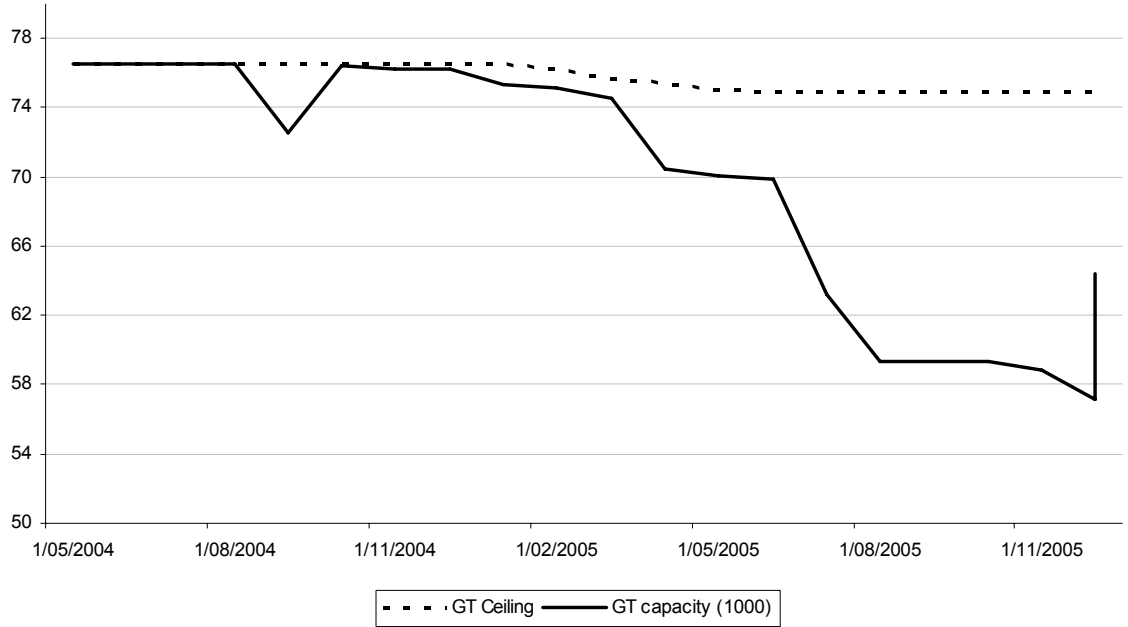
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

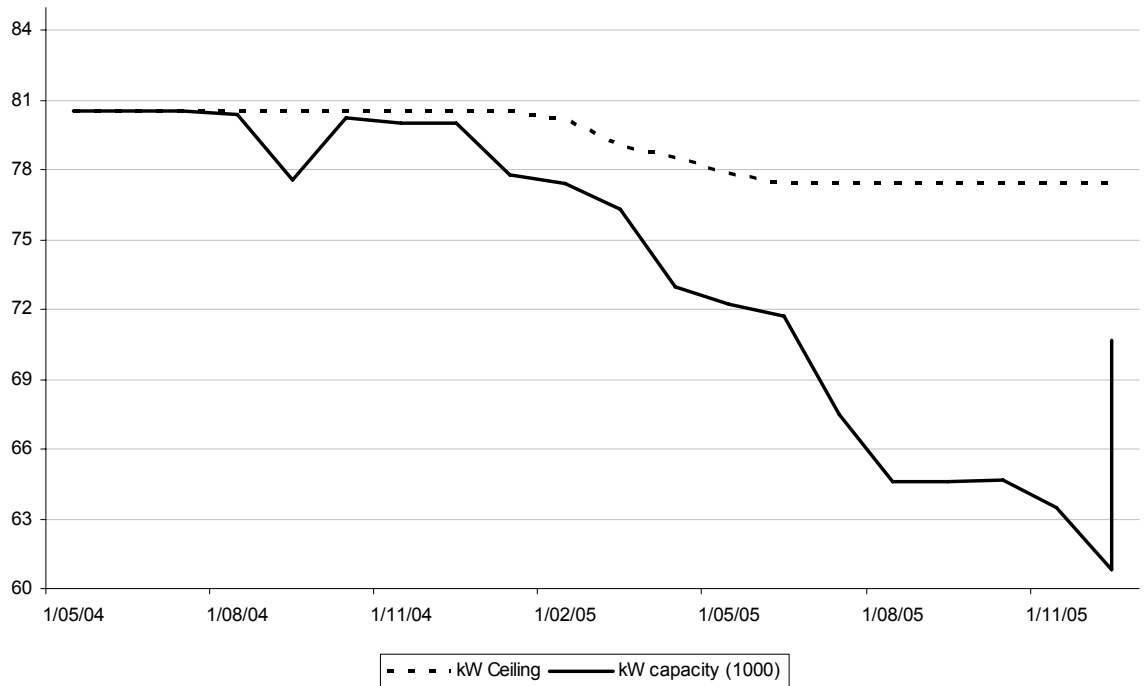
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Lithuanian fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

**Power of the Lithuanian fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

## MALTA

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

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>
16.450	0	0	0	0	16.450

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>
126.350	0	0	0	0	126.350

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

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

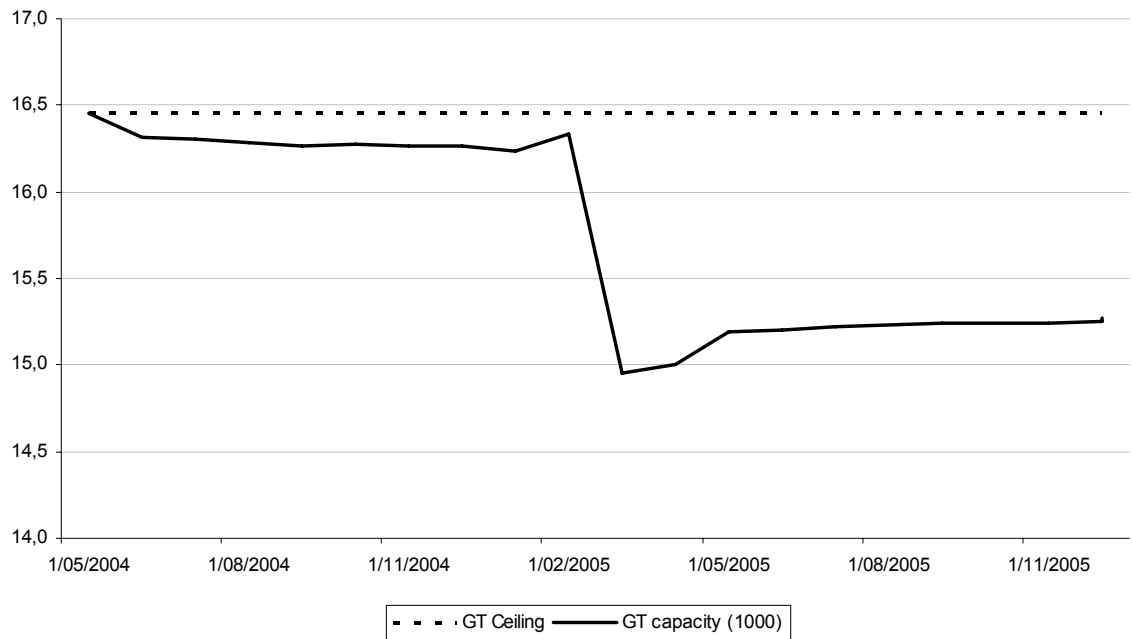
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

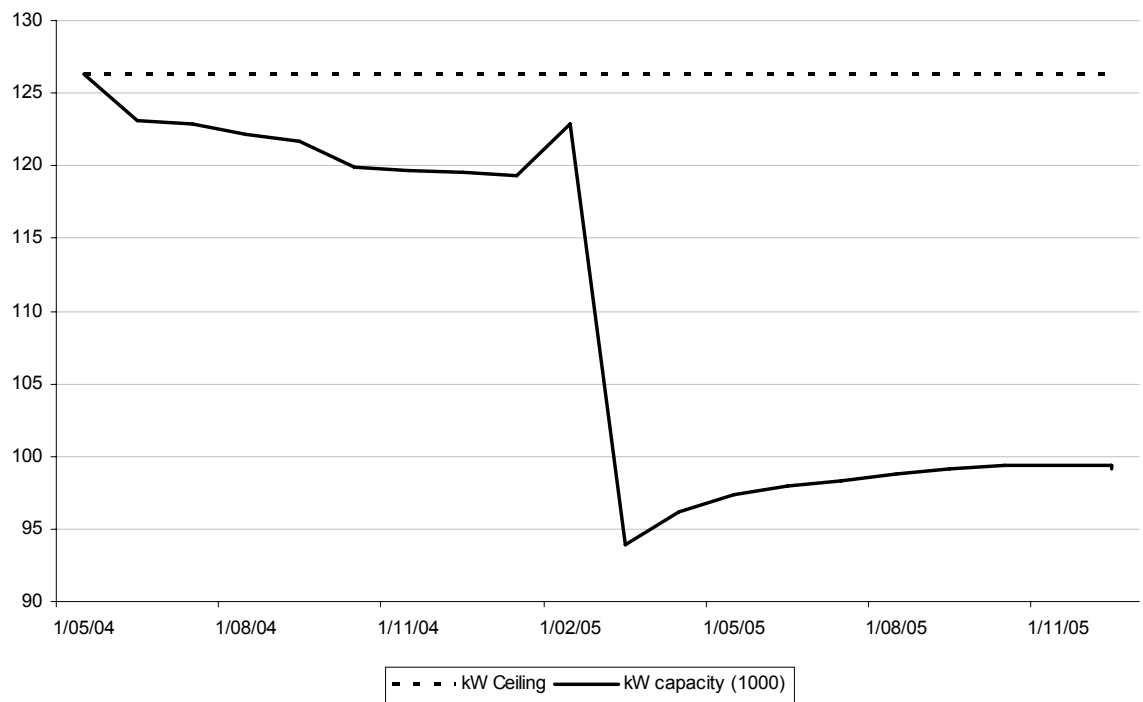
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Maltese fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

**Power of the Maltese fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

## THE NETHERLANDS

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
183.678	0	0	1.133	0	184.811

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
418.505	0	0	2.722	0	421.227

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

The Netherlands		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	183.678	kW <sub>FR</sub>	418.505
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	184.811	kW <sub>03</sub>	421.227
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		4.309		19.332
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	27		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		4.336		19.332
7	Exits financed with public aid	GT <sub>a</sub>	8.980	kW <sub>a</sub>	35.759
8	Other exits (not included in 7)		23.611		53.624
9	<b>Total exits ( 7 + 8 )</b>		32.591		89.383
10	<b>Capacity of the fleet on 31 December 2005 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	155.423	kW <sub>t</sub>	348.454
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		175.858		385.468

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

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

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

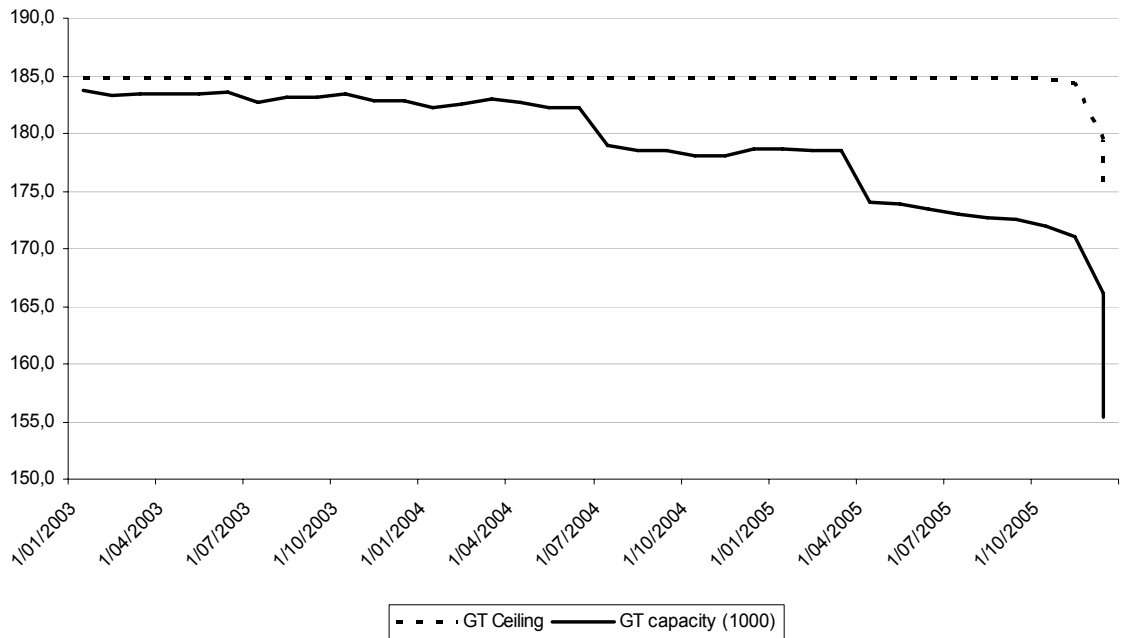
c) **Reference levels at the end of 2005**

<b>The Netherlands</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	213.139	<b>R(kW)<sub>03</sub></b>	527.067
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	27	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	8.980	<b>kW<sub>a</sub></b>	35.759
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	155.423	<b>kW<sub>t</sub></b>	348.454
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	204.186	<b>R(kW)<sub>t</sub></b>	491.308

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

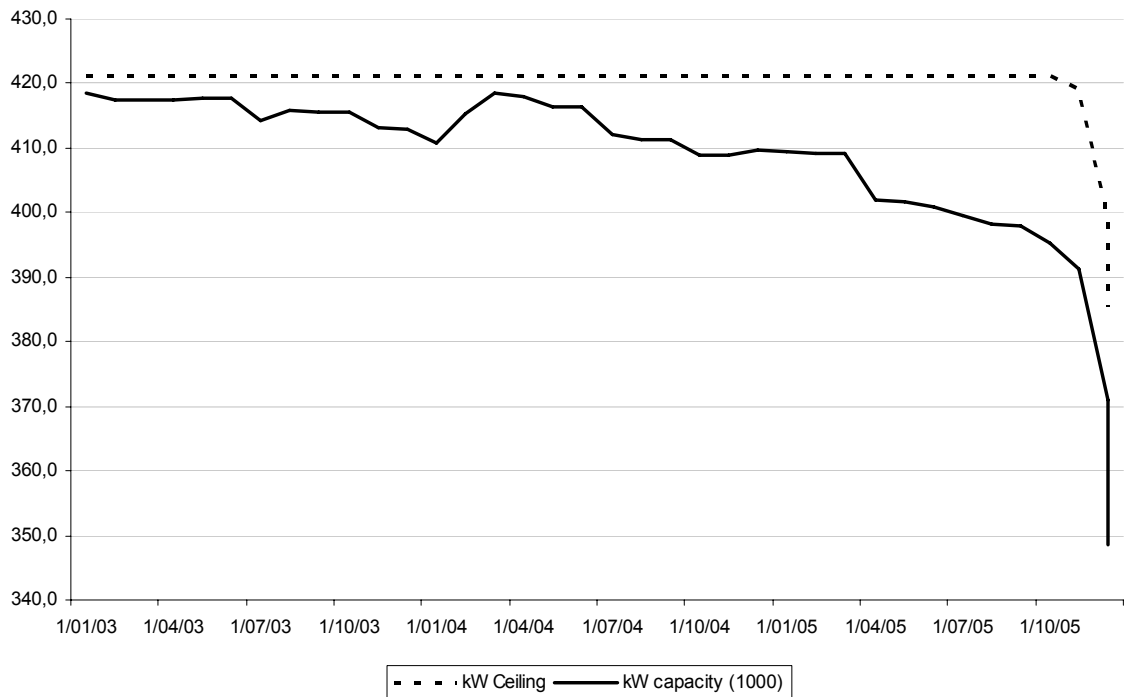
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the Dutch fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

POLAND

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

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

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

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

<b>Poland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Capacity of the fleet on 1 May 2004	<b>GT<sub>FR</sub></b>	47.324	<b>kW<sub>FR</sub></b>	151.124
<b>2</b>	Capacity level for the application of the entry-exit regime	<b>GT<sub>04</sub></b>	47.515	<b>kW<sub>04</sub></b>	152.981
<b>3</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>4</b>	Other entries or capacity increases (not included in 3 & 5)		3.183		8.104
<b>5</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0		-
<b>6</b>	<b>Total entries ( 3 + 4 + 5 )</b>		3.183		8.104
<b>7</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	16.371	<b>kW<sub>a</sub></b>	45.383
<b>8</b>	Other exits (not included in 7)		3.882		8.392
<b>9</b>	<b>Total exits ( 7 + 8 )</b>		20.253		53.775
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	<b>GT<sub>t</sub></b>	30.254	<b>kW<sub>t</sub></b>	105.452
<b>11</b>	<b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>		31.144		107.599

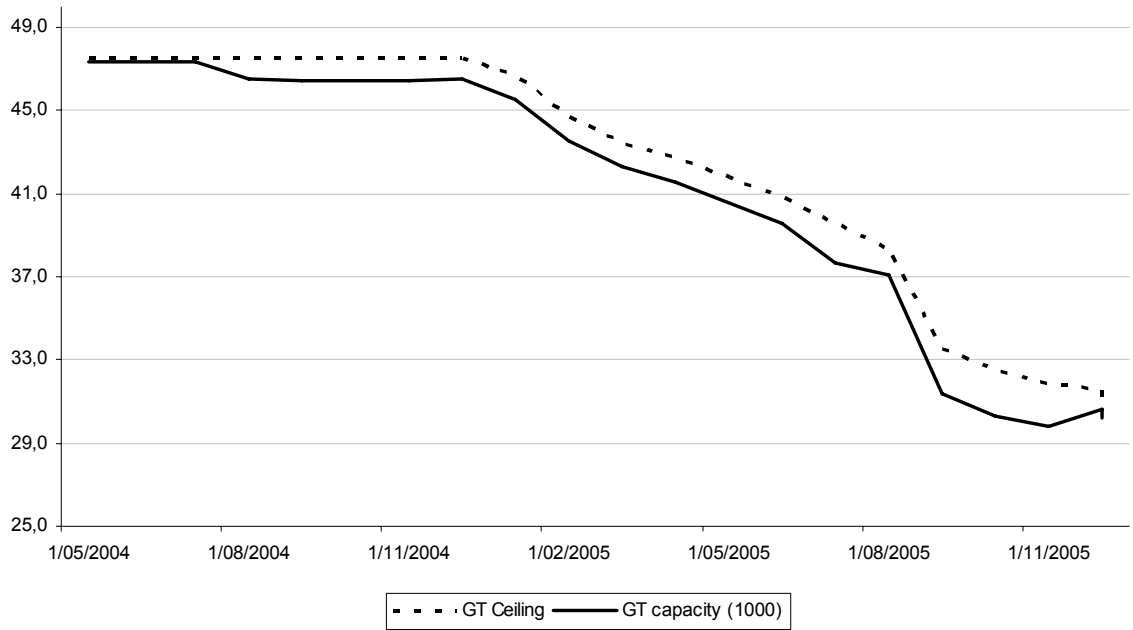
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

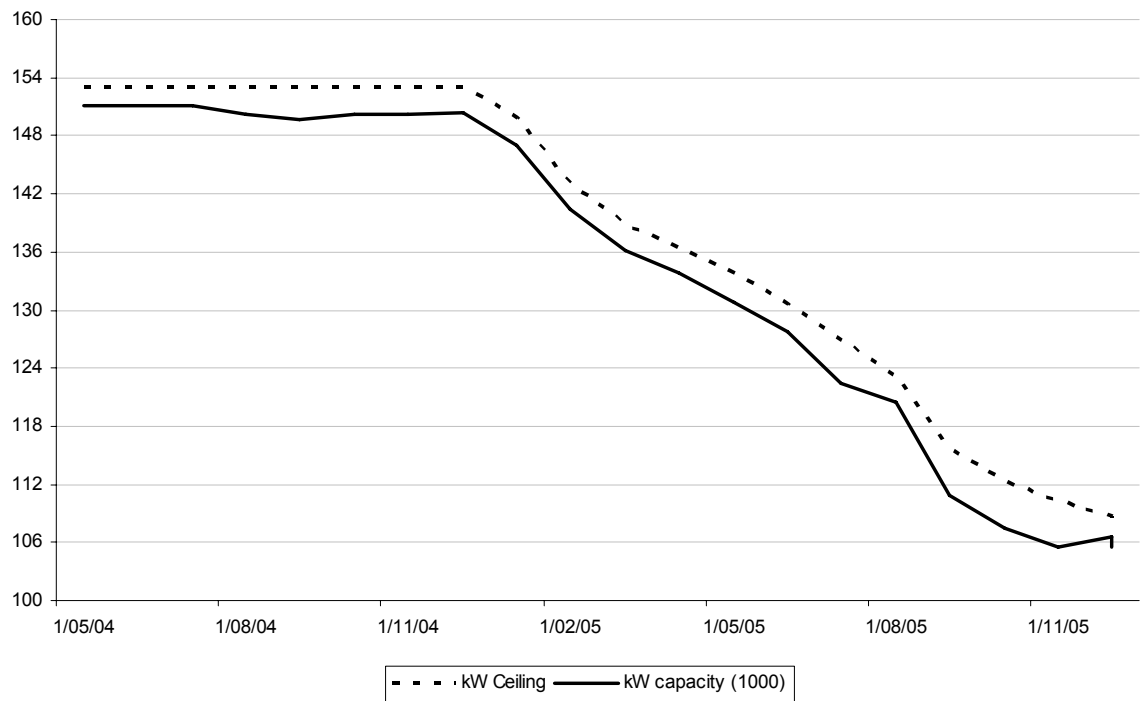
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Polish fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

**Power of the Polish fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

## PORTUGAL

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
99.757	8.629	0	0	0	108.386

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
332.417	22.147	0	696	0	355.260

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

Portugal		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	99.757	kW <sub>FR</sub>	332.417
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	108.386	kW <sub>03</sub>	355.260
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	494	kW <sub>100</sub>	1.273
4	Other entries or capacity increases (not included in 3 & 5)		10.867		42.253
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		11.361		43.527
7	Exits financed with public aid	GT <sub>a</sub>	9.260	kW <sub>a</sub>	22.303
8	Other exits (not included in 7)		7.729		32.206
9	<b>Total exits ( 7 + 8 )</b>		16.990		54.508
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	94.128	kW <sub>t</sub>	321.436
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		98.952		332.512

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

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

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

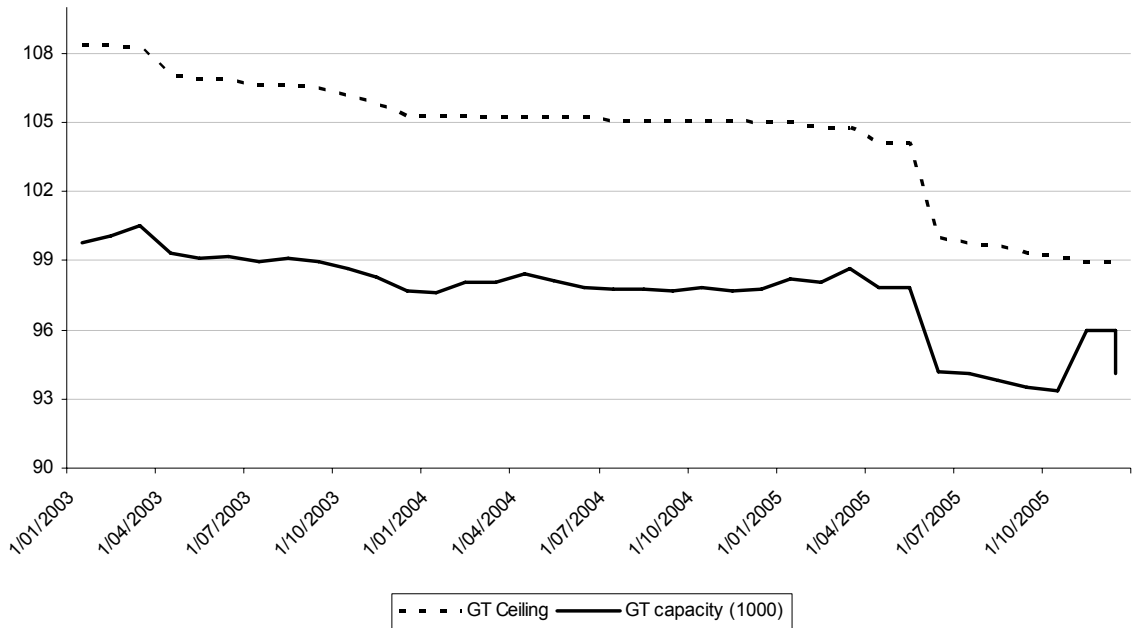
c) Reference levels at the end of 2005

<b>Portugal (excluding the Azores and Madeira)</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	171.502	<b>R(kW)<sub>03</sub></b>	412.025
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	494	<b>kW<sub>100</sub></b>	1.273
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>s</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	9.260	<b>kW<sub>a</sub></b>	22.303
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	94.128	<b>kW<sub>t</sub></b>	321.436
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	162.069	<b>R(kW)<sub>t</sub></b>	389.277

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

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

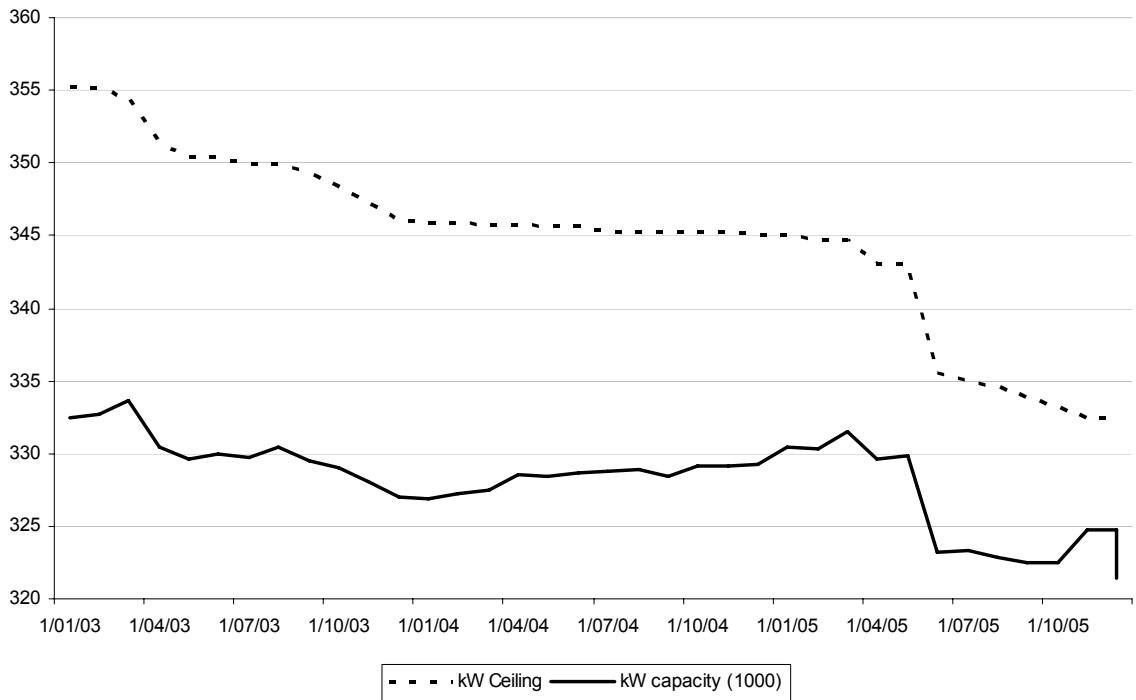
**Tonnage of the Portuguese\* fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2005.**



\*Excluding the Azores and Madeira.

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

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



\*Excluding the Azores and Madeira.

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

## SLOVENIA

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

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

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

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

<b>Slovenia</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Capacity of the fleet on 1 May 2004	<b>GT<sub>FR</sub></b>	1.076	<b>kW<sub>FR</sub></b>	11.473
<b>2</b>	Capacity level for the application of the entry-exit regime	<b>GT<sub>04</sub></b>	1.076	<b>kW<sub>04</sub></b>	11.473
<b>3</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>4</b>	Other entries or capacity increases (not included in 3 & 5)		0		9
<b>5</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0		-
<b>6</b>	<b>Total entries ( 3 + 4 + 5 )</b>		0		9
<b>7</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	0	<b>kW<sub>a</sub></b>	0
<b>8</b>	Other exits (not included in 7)		7		23
<b>9</b>	<b>Total exits ( 7 + 8 )</b>		7		23
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	<b>GT<sub>t</sub></b>	1.069	<b>kW<sub>t</sub></b>	11.459
<b>11</b>	<b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>		1.076		11.473

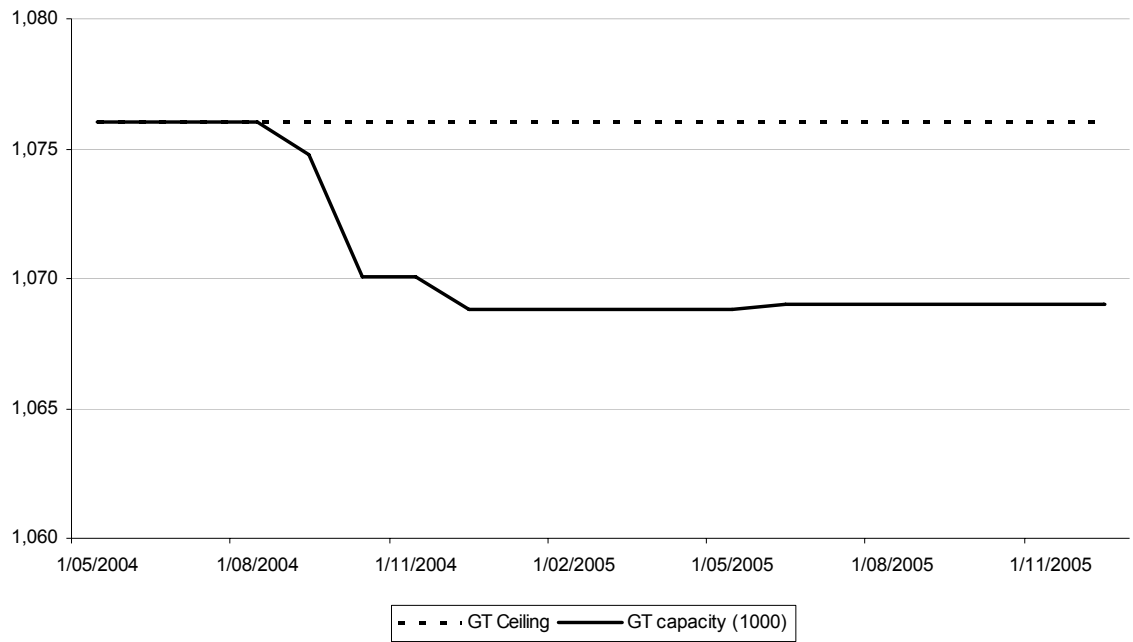
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

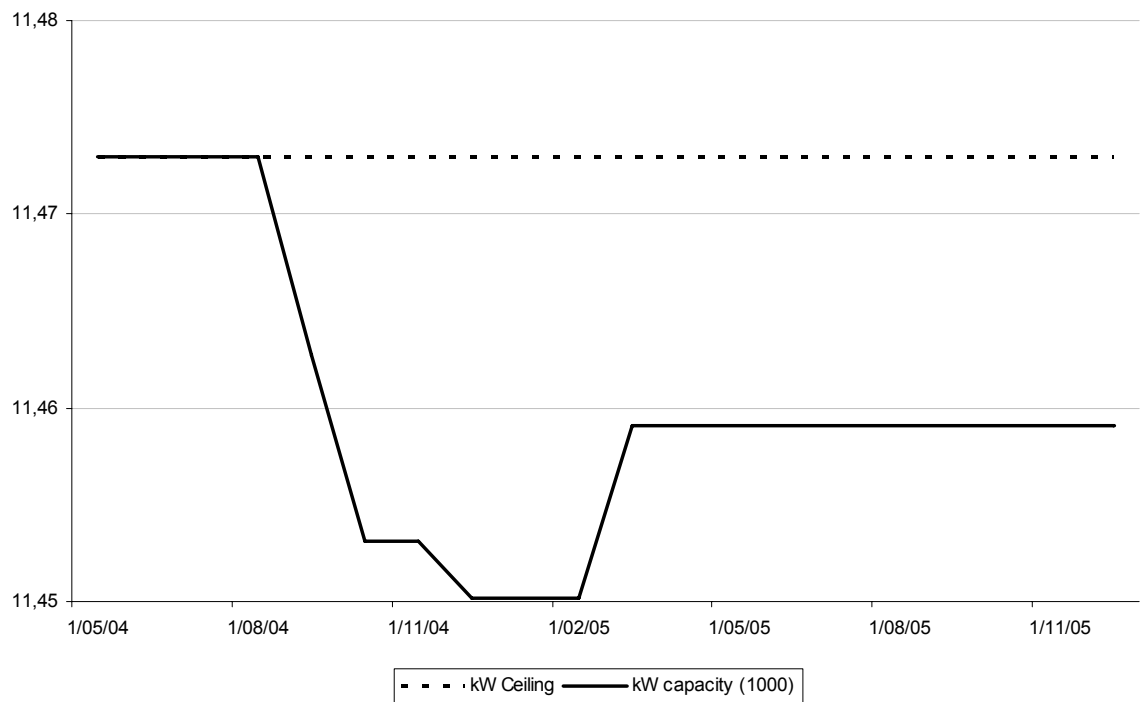
d) Evolution of fleet capacity compared to the capacity ceilings.

**Tonnage of the Slovenian fleet compared to its tonnage ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

**Power of the Slovenian fleet compared to its power ceiling.  
Evolution between 1 May 2004 and 31 December 2005\***



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

## FINLAND

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
19.812	0	0	0	0	19.812

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
190.136	0	0	0	0	190.136

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

Finland		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	19.812	kW <sub>FR</sub>	190.136
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	19.812	kW <sub>03</sub>	190.136
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		3.233		20.570
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		
6	<b>Total entries ( 3 + 4 + 5 )</b>		3.233		20.570
7	Exits financed with public aid	GT <sub>a</sub>	1.280	kW <sub>a</sub>	5.637
8	Other exits (not included in 7)		4.765		33.557
9	<b>Total exits ( 7 + 8 )</b>		6.045		39.194
10	<b>Capacity of the fleet on 31 December 2005 ( 1 + 6 - 9 )</b>	GT <sub>t</sub>	17.001	kW <sub>t</sub>	171.511
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		18.532		184.499

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

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

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

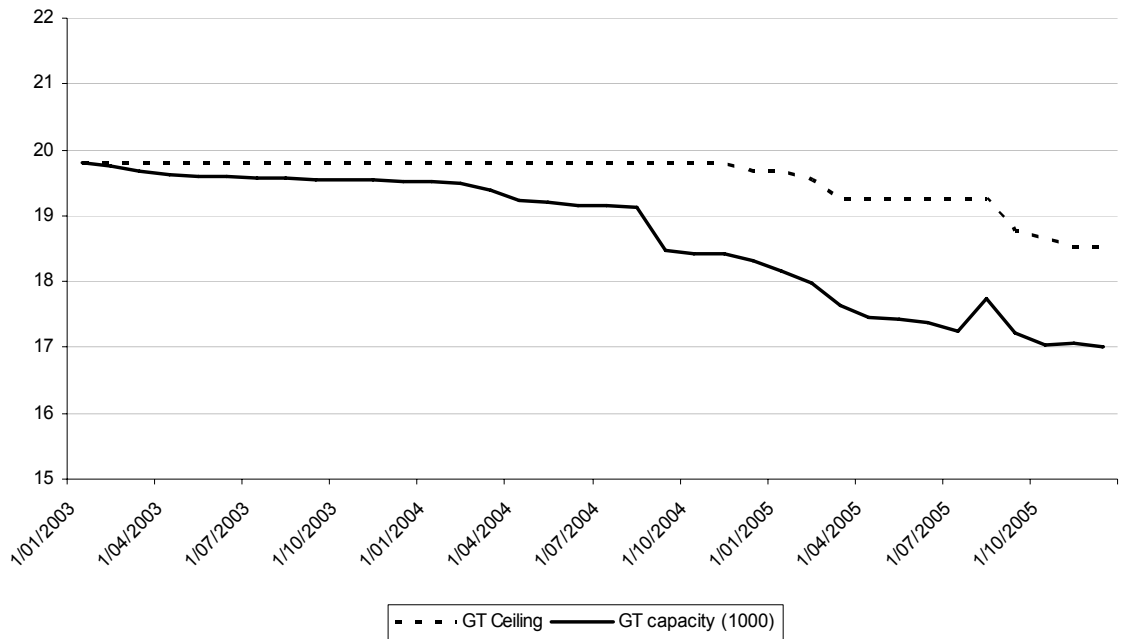
c) **Reference levels at the end of 2005**

<b>Finland</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	23.203	<b>R(kW)<sub>03</sub></b>	216.195
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	1.280	<b>kW<sub>a</sub></b>	5.637
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	17.001	<b>kW<sub>t</sub></b>	171.511
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	21.923	<b>R(kW)<sub>t</sub></b>	210.558

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

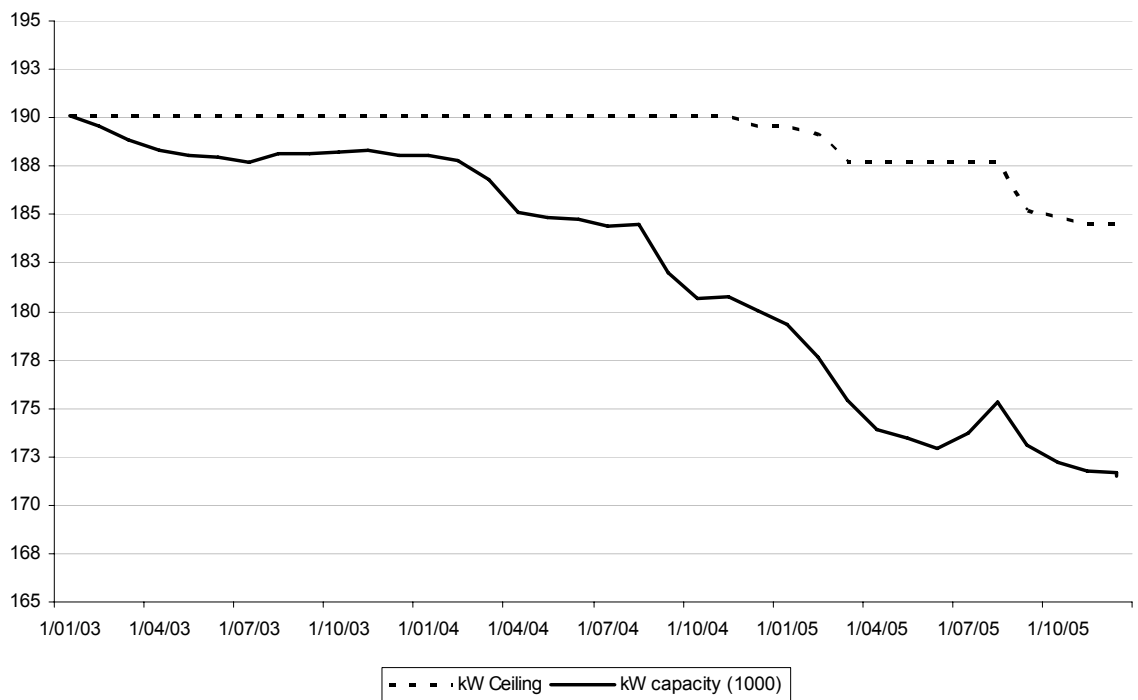
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the Finish fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

SWEDEN

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
45.895	0	0	871	0	46.766

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
224.662	0	0	2.589	0	227.251

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

Sweden		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	45.895	kW <sub>FR</sub>	224.662
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	46.766	kW <sub>03</sub>	227.251
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		2.499		22.175
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	76		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		2.575		22.175
7	Exits financed with public aid	GT <sub>a</sub>	935	kW <sub>a</sub>	3.159
8	Other exits (not included in 7)		3.276		24.932
9	<b>Total exits ( 7 + 8 )</b>		4.211		28.091
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	44.259	kW <sub>t</sub>	218.745
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		45.907		224.092

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

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

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

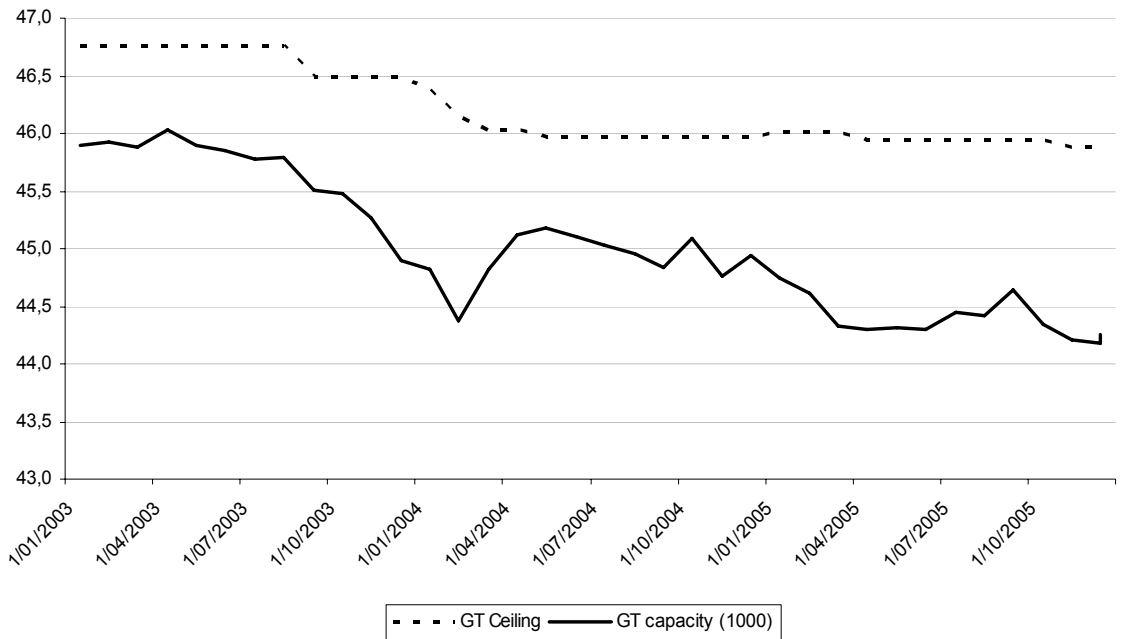
c) Reference levels at the end of 2005

Sweden		GT		kW	
1	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	51.993	<b>R(kW)<sub>03</sub></b>	261.028
2	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
3	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	76	-	-
4	Exits financed with public aid	<b>GT<sub>a</sub></b>	935	<b>kW<sub>a</sub></b>	3.159
10	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	44.259	<b>kW<sub>t</sub></b>	218.745
5	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	50.509	<b>R(kW)<sub>t</sub></b>	253.197

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

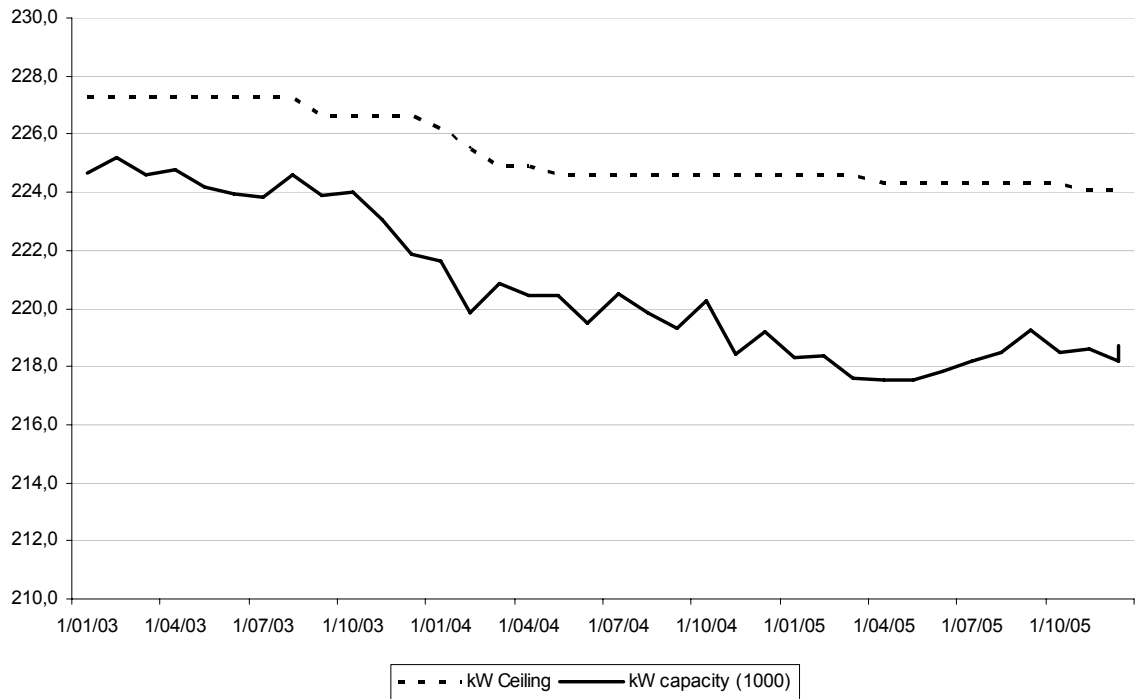
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the Swedish fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

## UNITED KINGDOM

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
241.052	0	0	11.848	0	252.900

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
942.607	0	0	35.629	0	978.236

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

United Kingdom		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT <sub>FR</sub>	241.052	kW <sub>FR</sub>	942.607
2	Capacity level for the application of the entry-exit regime	GT <sub>03</sub>	252.900	kW <sub>03</sub>	978.236
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		40.218		142.518
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		40.218		142.518
7	Exits financed with public aid	GT <sub>a</sub>	16.699	kW <sub>a</sub>	45.005
8	Other exits (not included in 7)		46.123		158.926
9	<b>Total exits ( 7 + 8 )</b>		62.822		203.930
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	218.447	kW <sub>t</sub>	881.194
11	<b>Fleet ceiling on 31 December 2005 ( 2 - 35% 3 + 5 - 7 )</b>		236.201		933.231

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

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

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

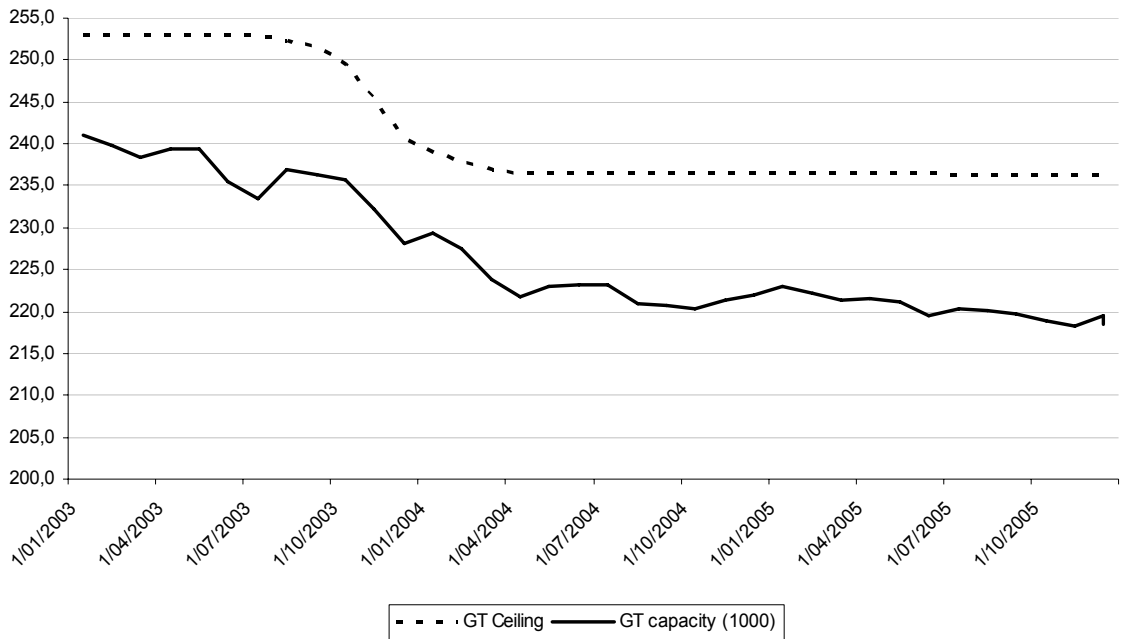
c) Reference levels at the end of 2005

<b>United Kingdom</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	286.120	<b>R(kW)<sub>03</sub></b>	1.129.194
<b>2</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>3</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0	-	-
<b>4</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	16.699	<b>kW<sub>a</sub></b>	45.005
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	218.447	<b>kW<sub>t</sub></b>	881.194
<b>5</b>	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	269.421	<b>R(kW)<sub>t</sub></b>	1.084.189

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

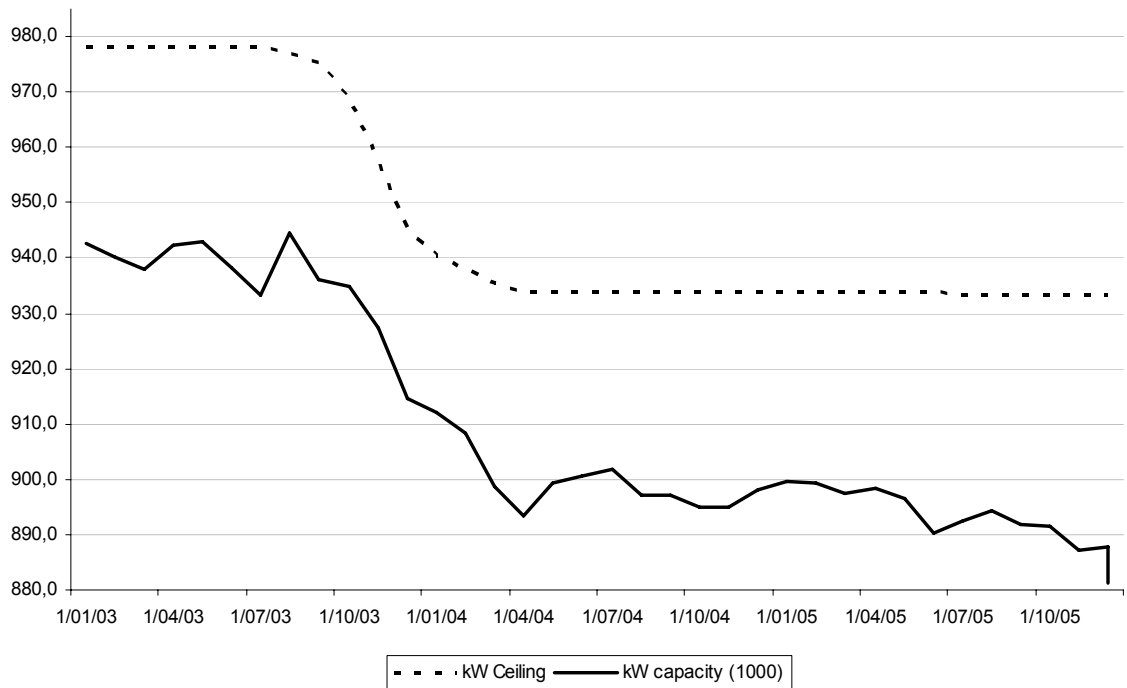
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

**Power of the British fleet compared to its power ceiling.  
Evolution between 1 January 2003 and 31 December 2005\***



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

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

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

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

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

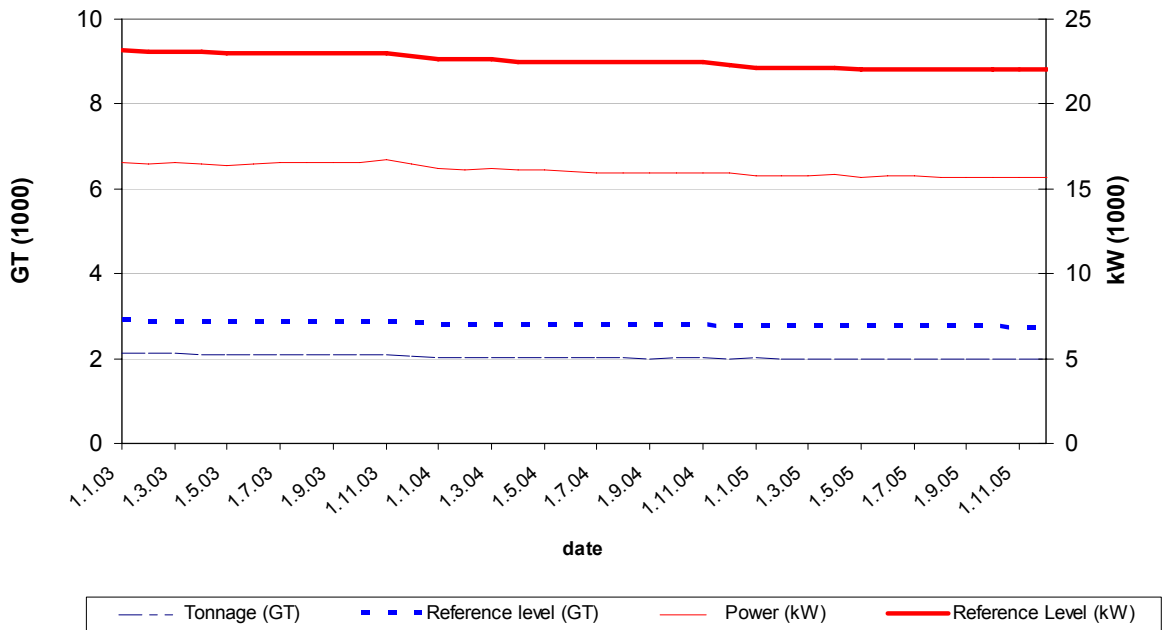
d) Management of capacity levels for outermost regions during 2005

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

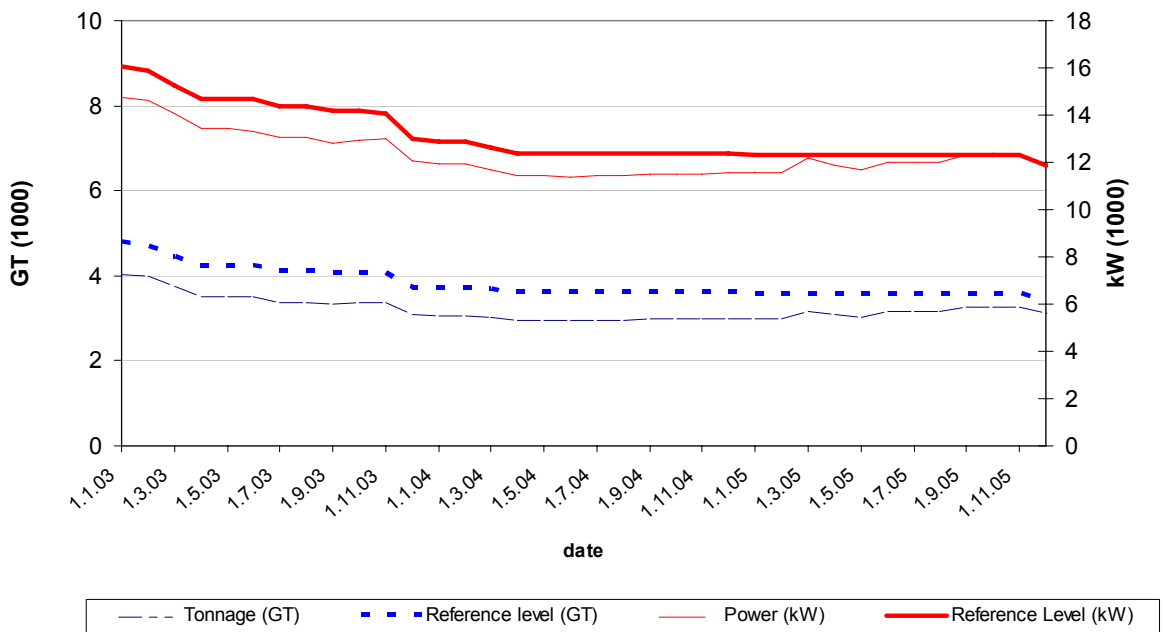
Situation as registered in the Community Fleet Register on 4 October 2006.

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

**Canary Islands: vessels under 12 m in length, EU waters (Segment CA1).  
Evolution of capacity compared to the reference levels\***

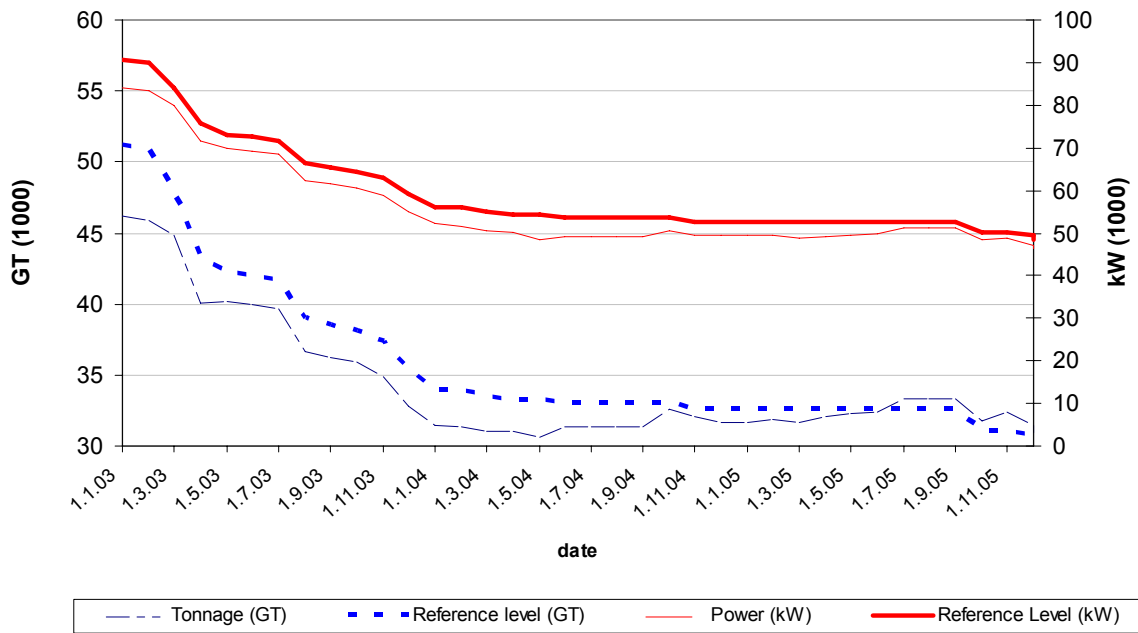


**Canary Islands: vessels of more than 12 m in length, EU waters (Segment CA2).  
Evolution of capacity compared to the reference levels\***



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

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



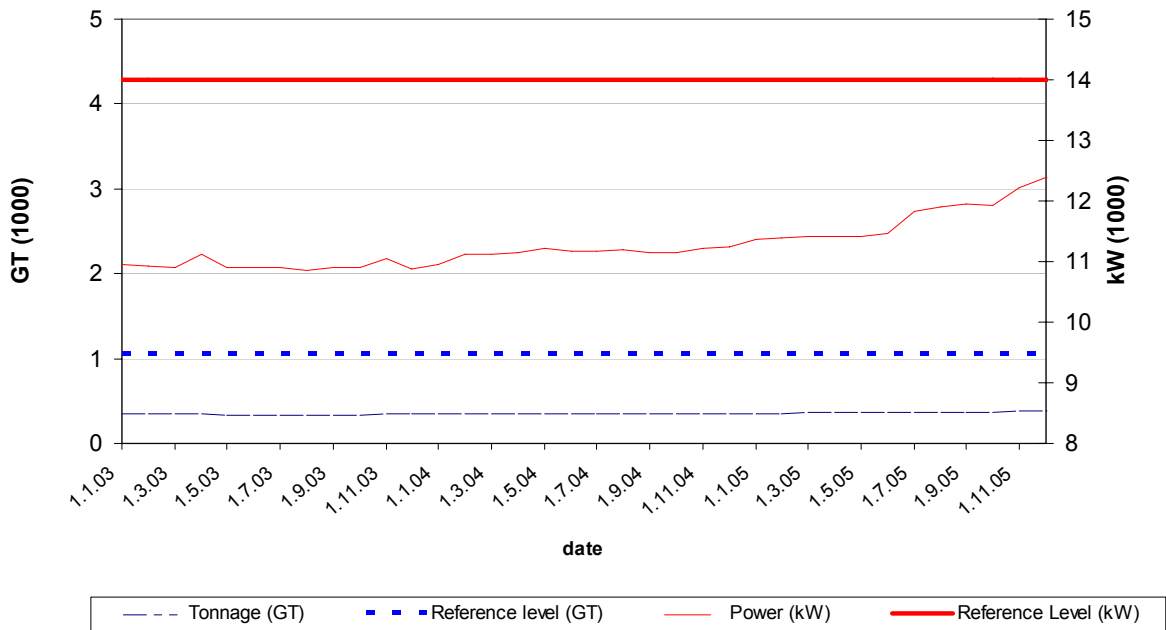
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

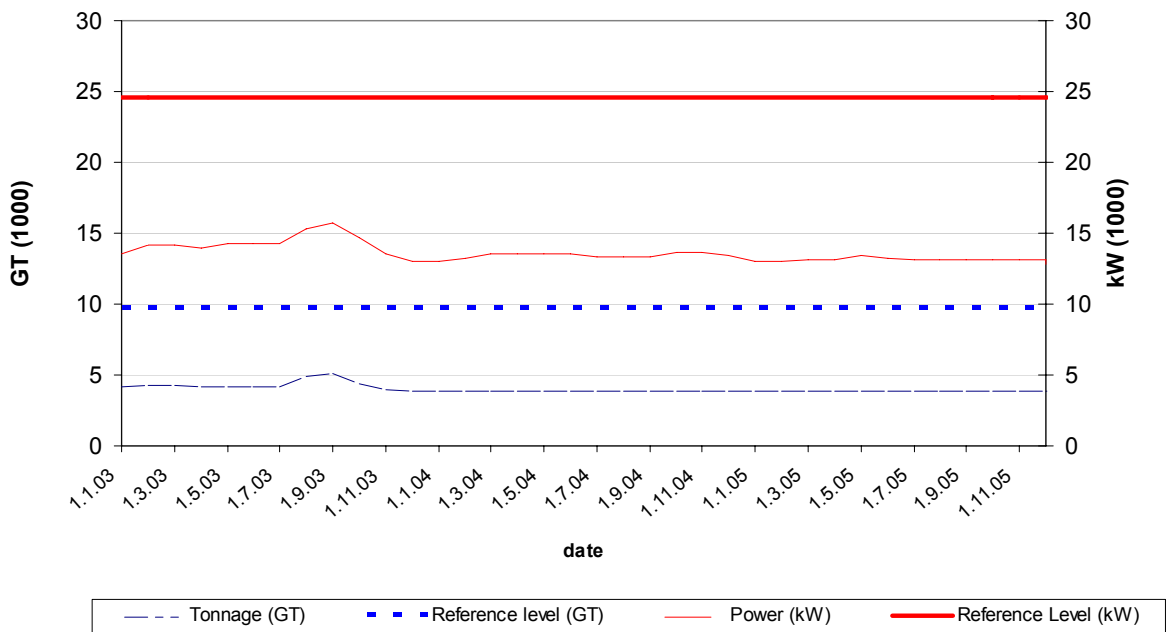
<b>Reunion (French Overseas Department)</b>		<b>4FC Demersal and pelagic species. Length &lt; 12 m</b>		<b>4FD Pelagic species. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	1.050	14.000	9.705	24.610
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>	343	10.943	4.174	13.553
<b>3</b>	<b>Exits financed with public aid</b>	0	0	0	0
<b>4</b>	<b>Reference level on 31 December 2005 (1 - 3 )</b>	1.050	14.000	9.705	24.610
<b>5</b>	<b>Capacity of the fleet on 31 December 2005</b>	385	12.390	3.867	12.779

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

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



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



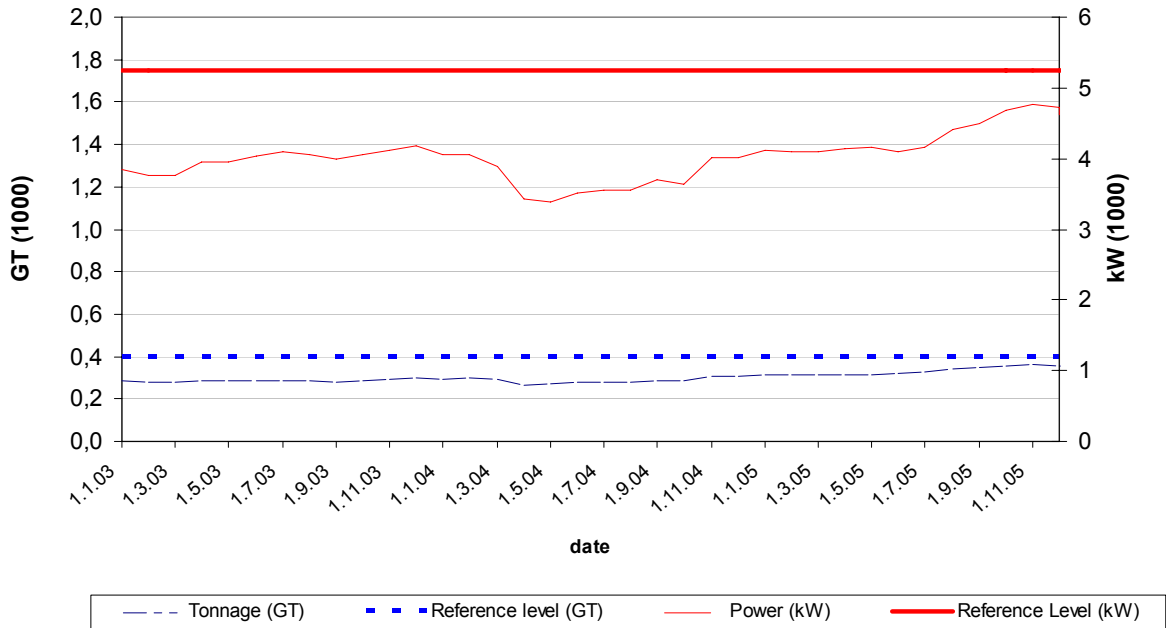
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

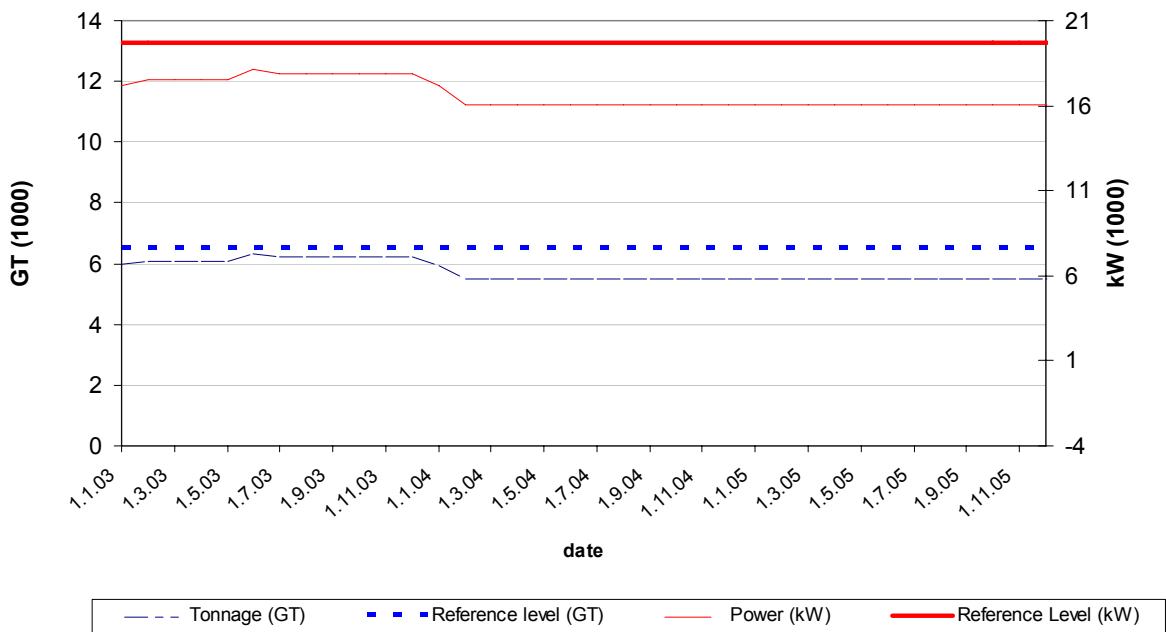
<b>French Guiana</b>		<b>4FF Demersal and pelagic species. L &lt; 12 m</b>		<b>4FG Shrimp vessels</b>		<b>4FH Pelagic species. Offshore vessels</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	400	5.250	6.526	19.726	3.500	5.000
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>	284	3.840	5.994	17.173	288	1.010
<b>3</b>	<b>Exits financed with public aid</b>	0	0	0	0	0	0
<b>4</b>	<b>Reference level on 31 December 2005 (1 - 3 )</b>	400	5.250	6.526	19.726	3.500	5.000
<b>5</b>	<b>Capacity of the fleet on 31 December 2005</b>	356	4.628	5.499	16.092	267	798

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

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

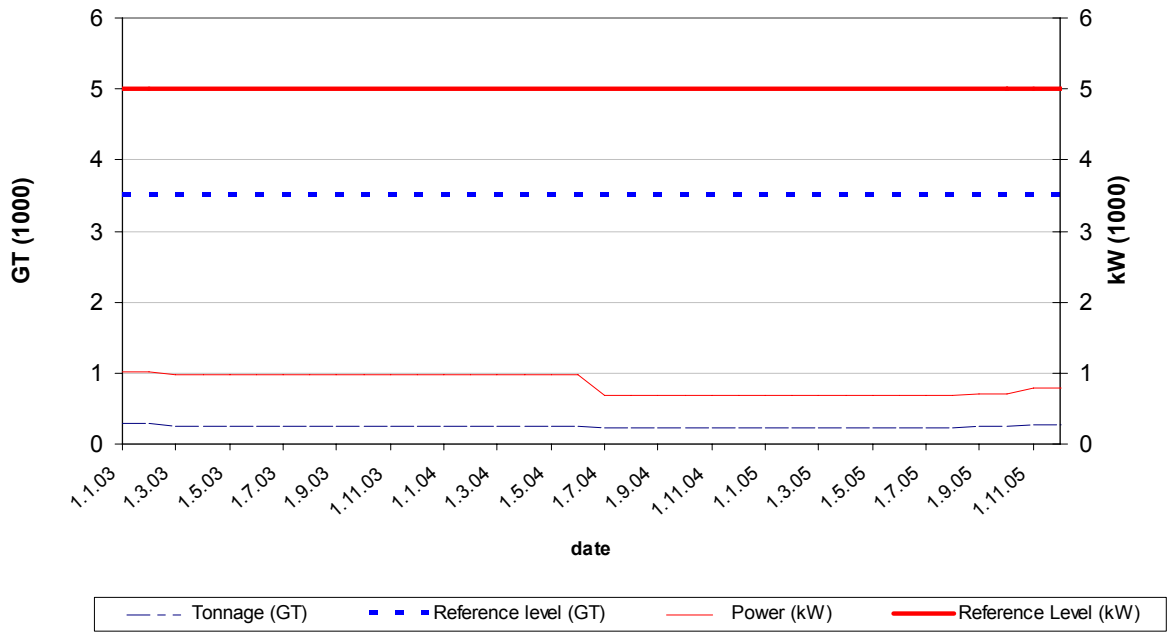


**French Guiana. Shrimp vessels (Segment 4FG).  
Evolution of capacity compared to the reference levels\***



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

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



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

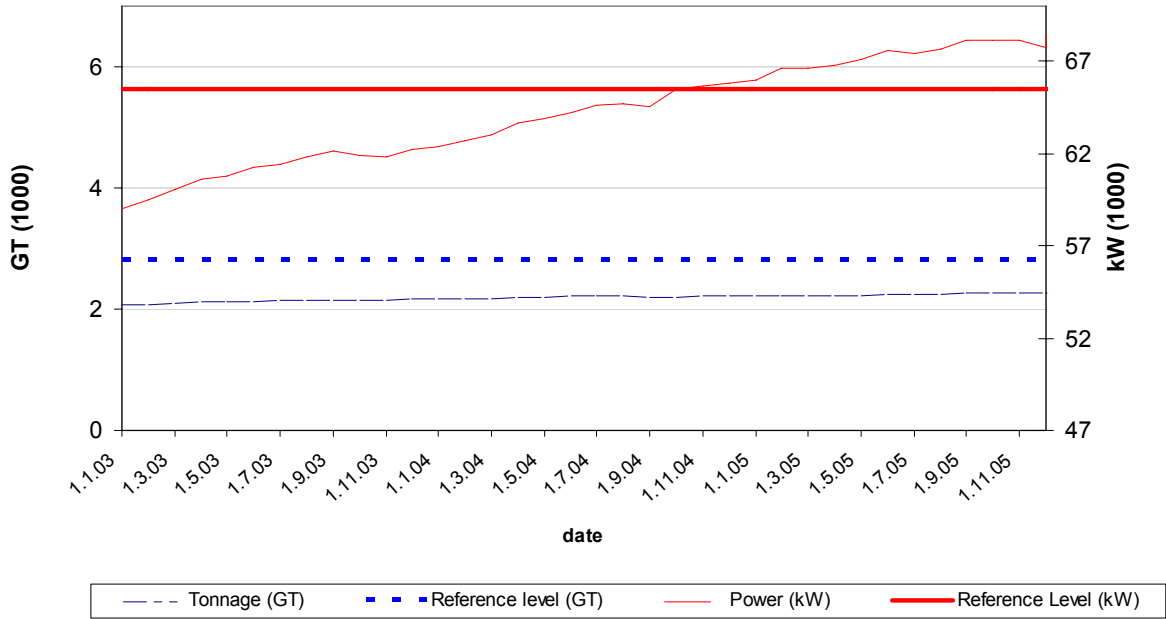
d) Management of capacity levels for outermost regions during 2005

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

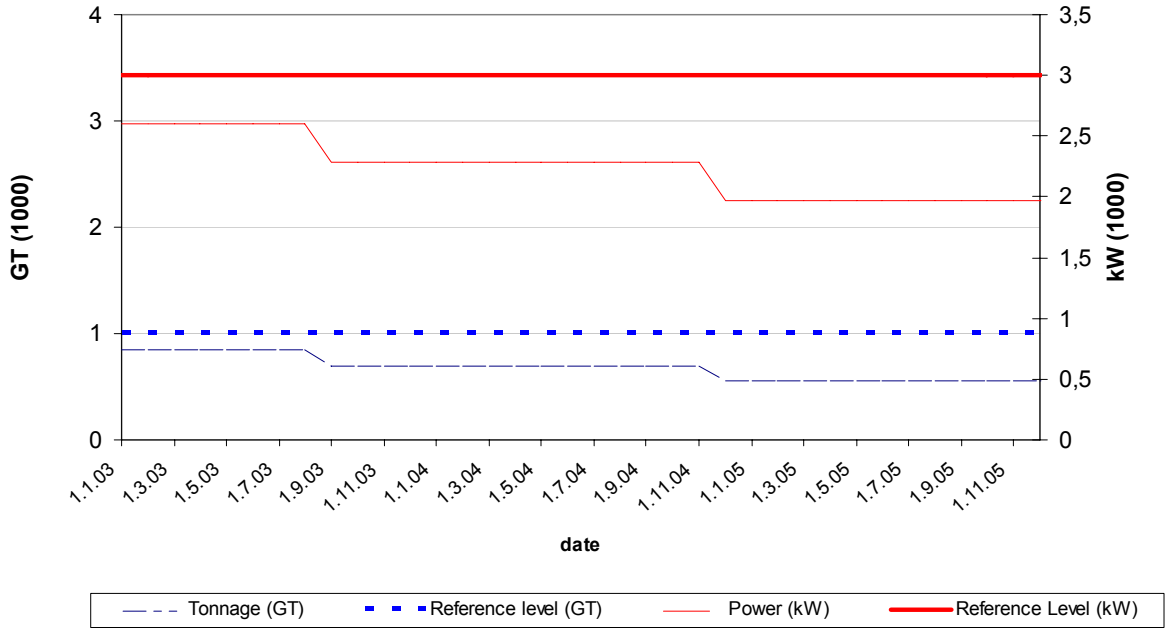
Situation as registered in the Community Fleet Register on 4 October 2006

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

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



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



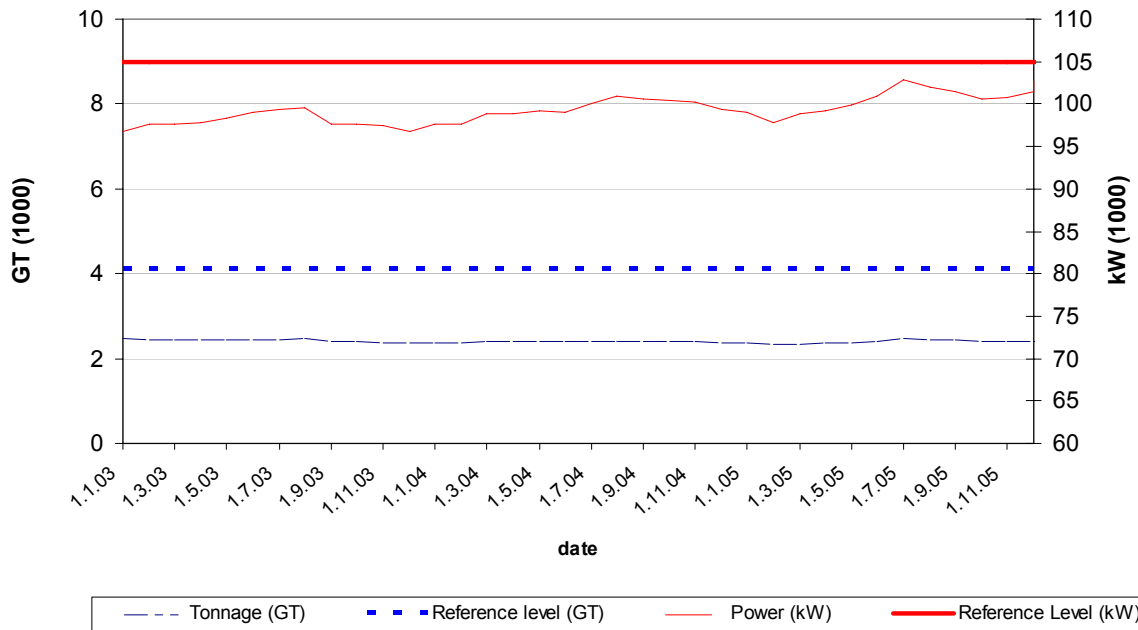
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

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

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

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



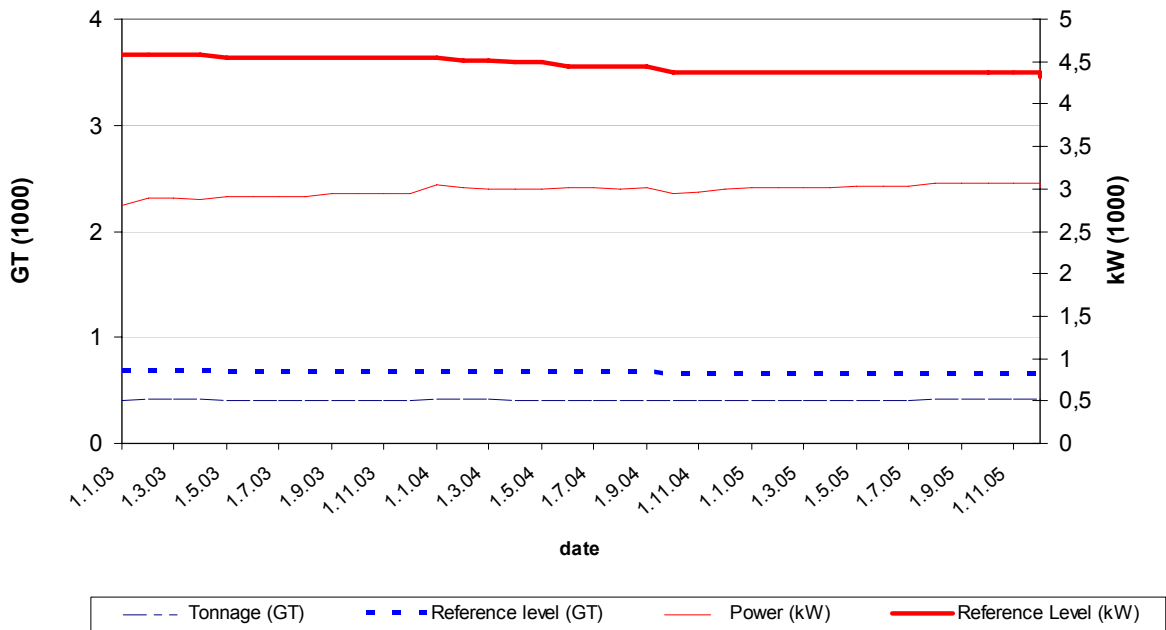
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

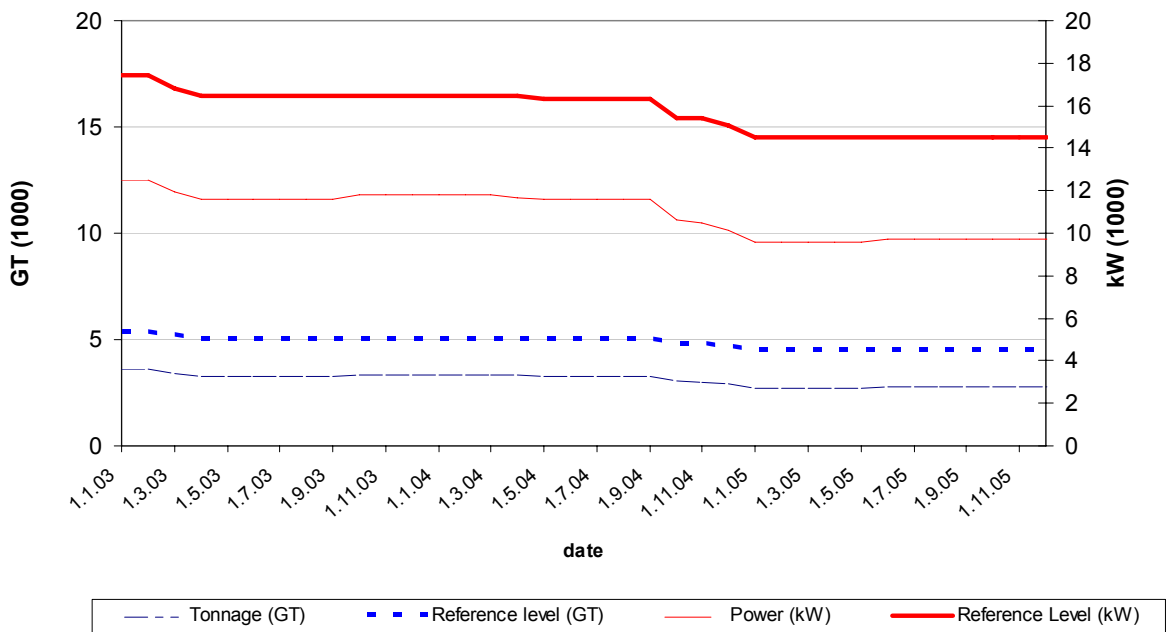
<b>Madeira (Portugal)</b>		<b>4K6 Demersal species. Length &lt; 12 m</b>		<b>4K7 Demersal and pelagic species. Length &gt; 12 m</b>		<b>4K8 Pelagic species. Seine. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	680	4.574	5.354	17.414	253	1.170
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>	403	2.800	3.585	12.522	193	1.006
<b>3</b>	<b>Exits financed with public aid</b>	30	247	870	2.924	0	0
<b>4</b>	<b>Reference level on 31 December 2005 (1 - 3 )</b>	650	4.327	4.484	14.490	253	1.170
<b>5</b>	<b>Capacity of the fleet on 31 December 2005</b>	407	3.011	2.765	9.701	193	1.006

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

**Madeira. Vessels less than 12 m in length. Demersal species (segment 4K6).  
Evolution of capacity compared to the reference levels\***

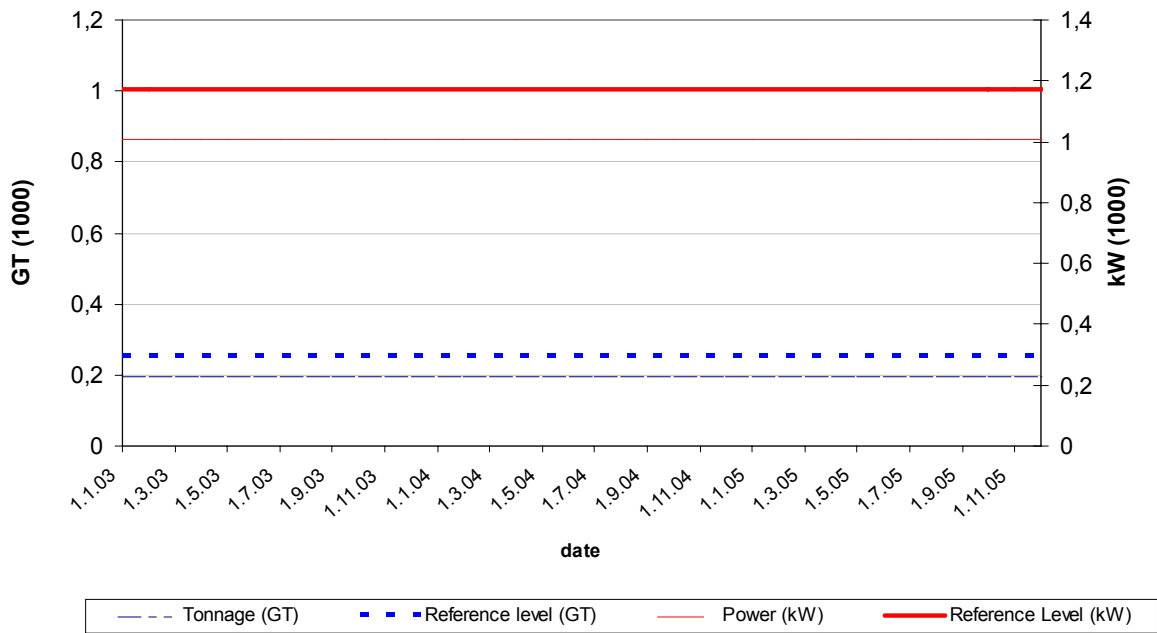


**Madeira. Vessels of more than 12 m in length. Demersal species and pelagic (Segment 4K7).  
Evolution of capacity compared to the reference levels\***



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

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



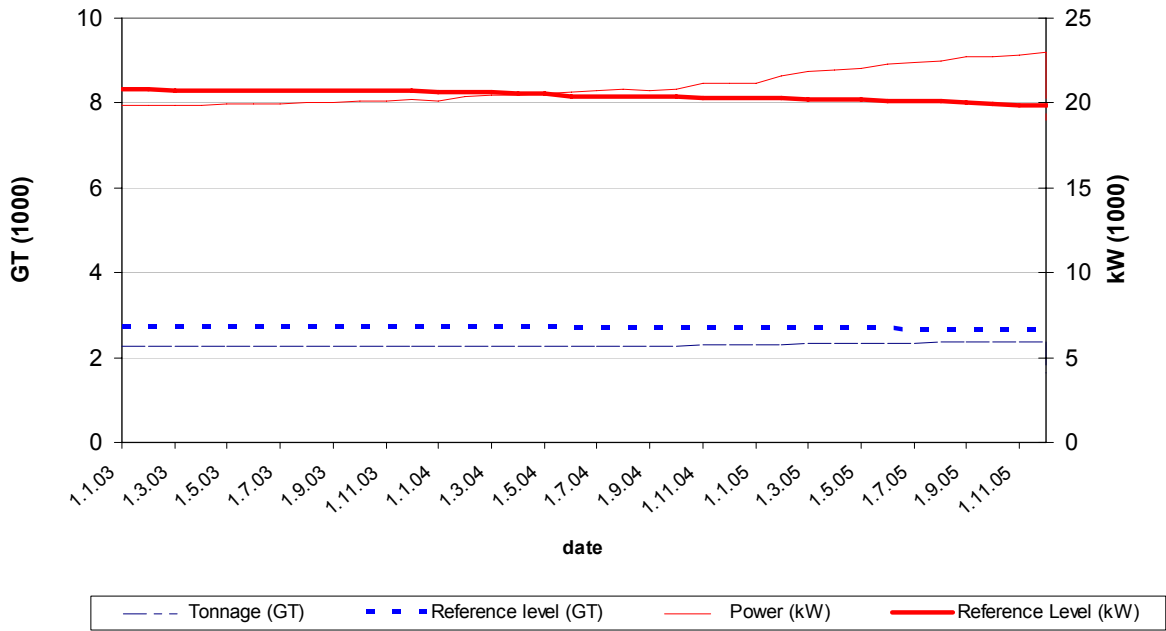
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

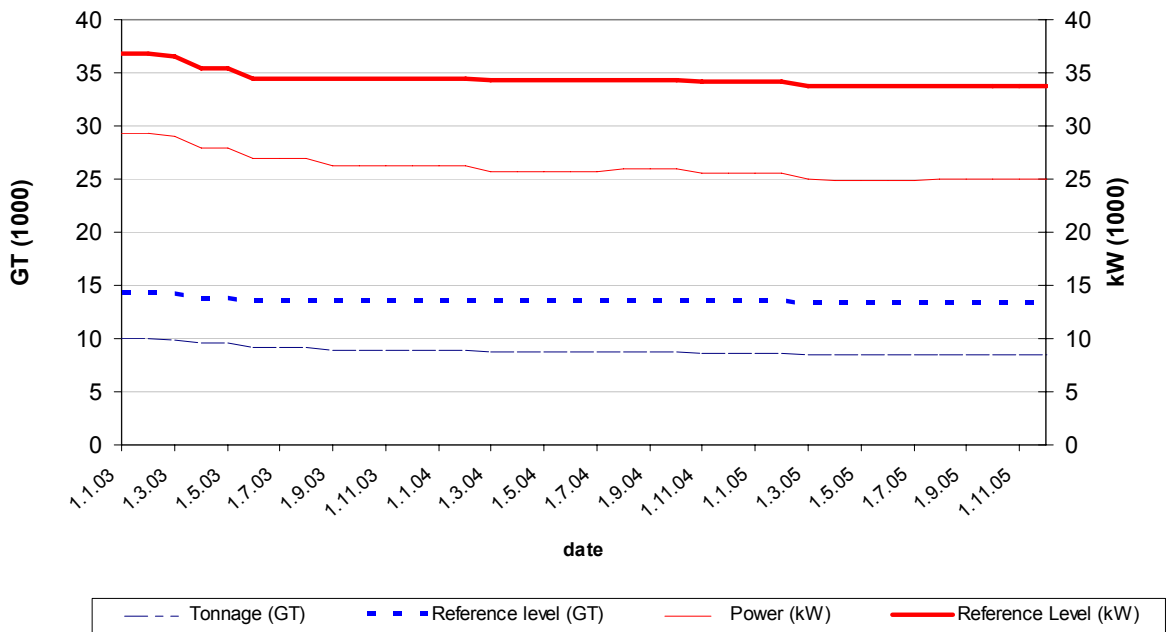
<b>Azores (Portugal)</b>		<b>4K9 Demersal species. Length &lt; 12 m</b>		<b>4KA Demersal and pelagic species. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	2.721	20.815	14.246	36.846
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>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

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

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



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



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