



Council of the
European Union

Brussels, 14 June 2023
(OR. en)

10451/23
ADD 1

PECHE 236

COVER NOTE

From:	Secretary-General of the European Commission, signed by Ms Martine DEPREZ, Director
date of receipt:	14 June 2023
To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union

No. Cion doc.:	SWD(2023) 172 final
Subject:	COMMISSION STAFF WORKING DOCUMENT Accompanying the document COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT AND THE COUNCIL Sustainable fishing in the EU: state of play and orientations for 2024

Delegations will find attached document SWD(2023) 172 final.

Encl.: SWD(2023) 172 final



Brussels, 14.6.2023
SWD(2023) 172 final

COMMISSION STAFF WORKING DOCUMENT

Accompanying the document

**COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN
PARLIAMENT AND THE COUNCIL**

Sustainable fishing in the EU: state of play and orientations for 2024

{COM(2023) 303 final}

This staff working document accompanies the Communication ‘Sustainable fishing in the EU: state of play and orientations for 2024’. It looks in greater depth at:

1. the state of stocks;
2. the balance between fleet capacity and fishing opportunities;
3. the socio-economic analysis of the EU fishing fleets;
4. progress in implementing the landing obligation;
5. the functioning and the role of Advisory Councils in EU decision-making;
6. action taken under the EU’s international ocean governance agenda.

1. THE STATE OF STOCKS

Monitoring results of the common fisheries policy progress report

Each year, the Commission requests the Scientific, Technical and Economic Committee for Fisheries (STECF) to assess the progress in achieving the maximum sustainable yield (MSY) exploitation rate in line with the objectives of the Common Fisheries Policy Regulation (CFP Regulation)¹. Article 50 of the CFP Regulation sets out that:

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

The current and historic fishing mortality rates (F_Y , F in each year) relative to the fishing mortality rate that would produce the highest long-term yield (F_{MSY}) have been calculated by two scientific bodies: the International Council for the Exploration of the Sea (ICES) and the General Fisheries Commission for the Mediterranean (GFCM). The rates have then been compiled and tabulated by STECF in their report 72nd Plenary Report (STECF-23-01)². The corresponding biomass value, B_{MSY} , is the average biomass of fish in the sea that would be expected when a stock is fished at F_{MSY} for an extended period.

Following STECF practice, values of historic and current fishing mortality have been expressed as a ratio of the F_{MSY} value for each stock. This normalisation calculation makes it possible to compare all stocks at the same scale where the fishing mortality ratio is equal to 1 for all stocks fished at F_{MSY} .

Therefore, this section focuses on the fishing mortality ratio indicator and the biomass³ indicator. More information on other indicators, such as safe biological limits, can be found in

¹ Regulation (EU) No 1380/2013 of the European Parliament and of the Council of 11 December 2013 on the Common Fisheries Policy.

² <https://stecf.jrc.ec.europa.eu/documents/43805/55639782/STECF+PLEN+23-01.pdf/bb78d95d-735e-429c-b639-5d2b1a060600>

³ Quantity of adult fish in a stock that can reproduce.

the STECF 23-01 ad hoc report ‘Monitoring of the performance of the Common Fisheries Policy’⁴.

Regarding the progress made in the achievement of F_{MSY} in line with the CFP, the latest results indicate a reduction in overall fishing mortality and a general increase in stock biomass in the NE Atlantic (both EU and non-EU waters) over the period 2003-2021. Among the stocks which are fully assessed, the proportion of overexploited stocks (i.e., $F > F_{MSY}$) has decreased from around 74% (2003-2008) to 26% in 2021. The situation with regards to stocks in the Mediterranean and Black Sea remains challenging but is improving, with annual fishing mortality estimates around two times above F_{MSY} over the 2003-2020 period., ending below 2.0 in the last assessment. Fishing pressure has decreased since 2013 while biomass has shown a slight improvement since 2011.

In this section ‘Northeast Atlantic’ refers to stocks in area 27 of the Food and Agriculture Organization (FAO), and ‘Mediterranean & Black Seas’ refers to stocks in FAO area 37.

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

Trends in the median values for F/F_{MSY} are summarised in Figure 1 below over the time series for the Northeast Atlantic (inside and outside EU waters), and the Mediterranean and the Black Seas.

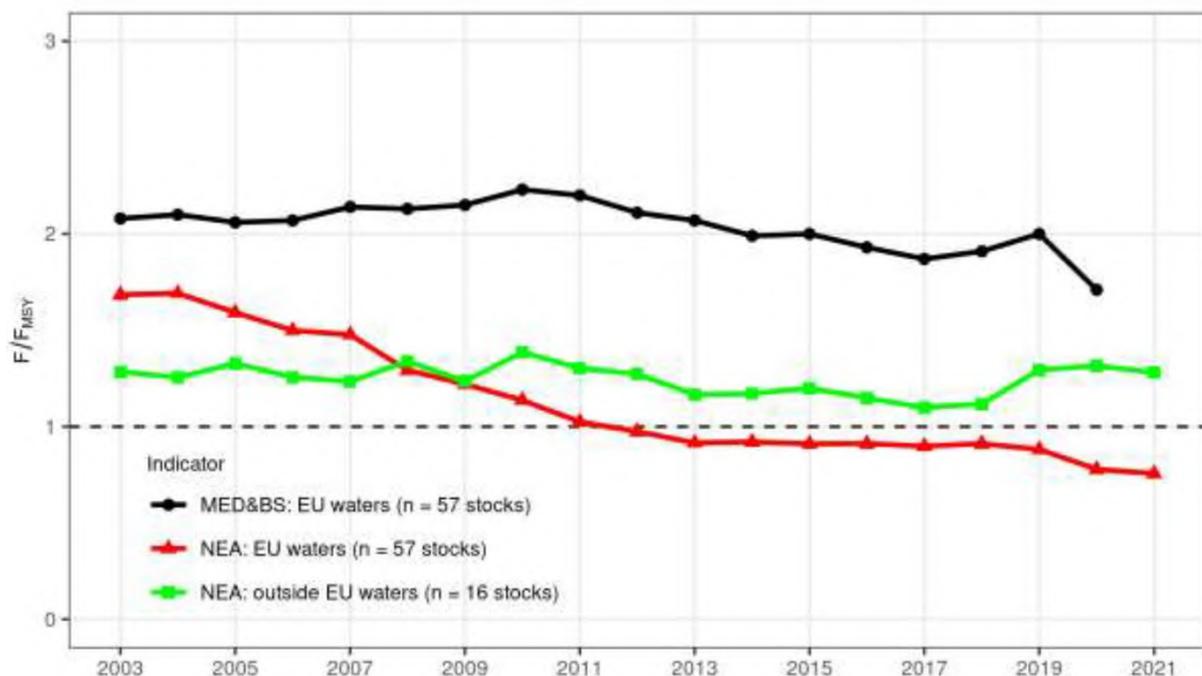


Figure 1: Trends in fishing pressure 2003-2021. Three model-based indicators (F/F_{MSY}) are presented (all referring to the median value of the model): one for 57 stocks with appropriate information in the Northeast Atlantic EU waters (red line), one for an additional set of 16

⁴

<https://stecf.jrc.ec.europa.eu/documents/43805/1035398/STECF+23-01+adhoc+-+CFP+Monitoring.pdf/791ff920-33a6-42a9-9e61-820a29886062>.

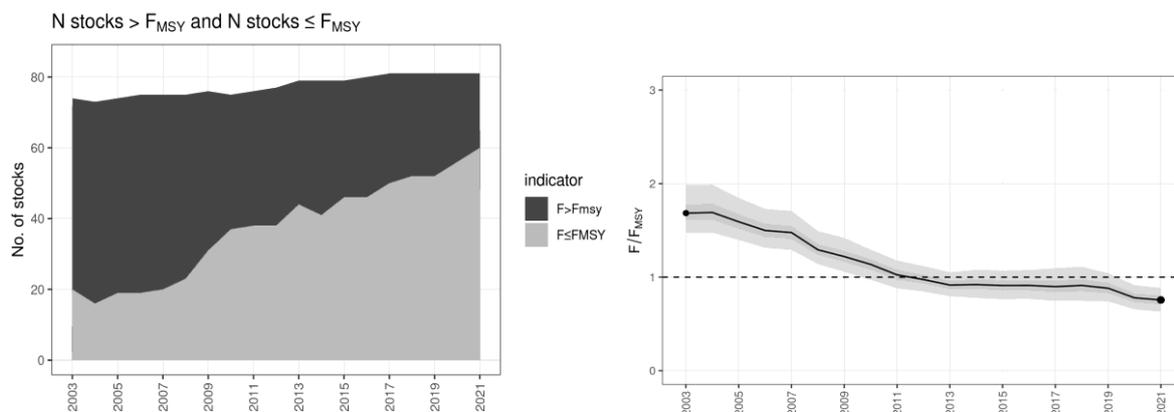
stocks also located in the Northeast Atlantic but outside EU waters (green line), and one for the 57 stocks⁵ in the Mediterranean and the Black Sea (black line).

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

In 2003, most stocks (73%) were overfished, and the average (median) rate of fishing was 68% above the sustainable rate. This situation improved rapidly thanks to the introduction of effort restrictions, improved control and the improved setting of total allowable catches (TACs) in line with scientific advice. By 2021, the average rate of fishing was well inside the sustainable rate and only 36% of stocks were overfished. The reduction in fishing pressure in 2020 and 2021 coincides with the start of COVID-19 restrictions (Figure 2).

There are differences in trends between areas. Progress has been fastest in the Bay of Biscay where no stocks were overfished in 2021, which is the first time for any EU sea area.

As fishing pressure has reduced, stocks have been able to rebuild (Figure 3). This rebuilding has been very fast in the Bay of Biscay but slower in other areas. In the Baltic Sea, where unfavourable environmental conditions⁶ have weakened the stocks' resilience to fishing, there has been no significant recovery yet.



⁵ For STECF-Adhoc-23-01, there were 58 Mediterranean and Black Sea stocks available of which one (sardine in GSA 7) had no F estimates. Therefore, that stock was used for the B/B2003 indicator (N=58 stocks) but not for the F/F_{MSY} indicator (N= 57 stocks).

⁶ More information on the key signals within the Baltic Sea environment and the ecosystem: https://ices-library.figshare.com/articles/report/Baltic_Sea_Ecoregion_Ecosystem_overview/21725438/1

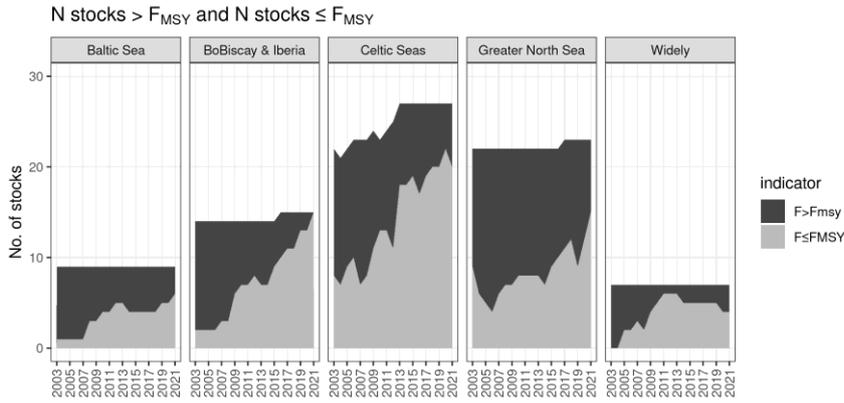
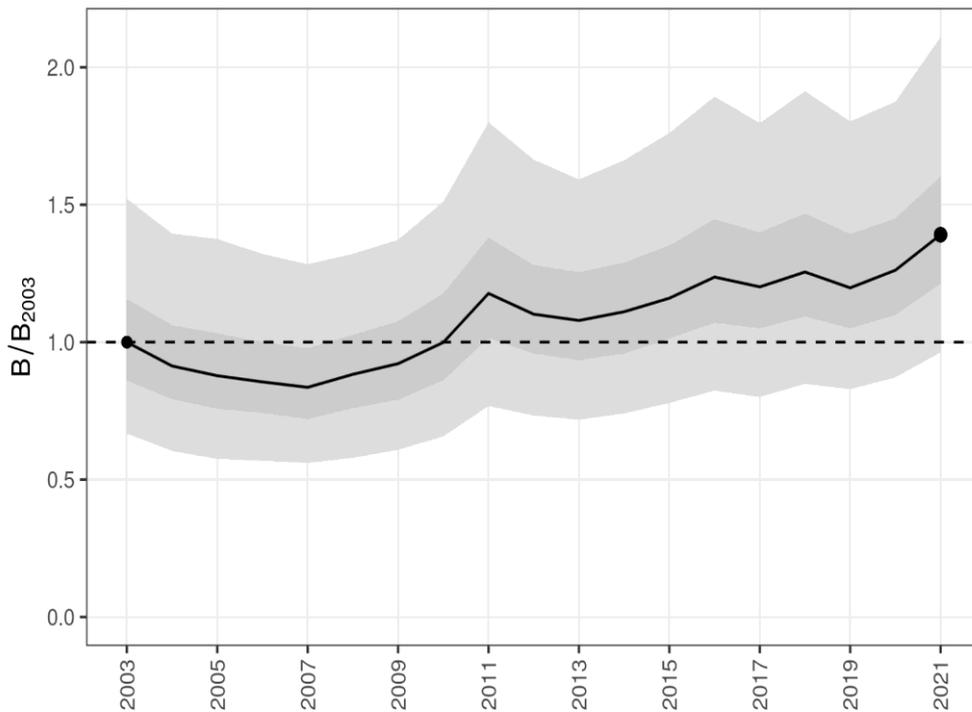


Figure 2: Numbers of stocks assessed as having been exploited in excess of the maximum yield fishing mortality rate (dark shading indicates overexploited) or exploited equal to or less than that rate (light shading indicates exploited sustainably). Upper-left panel: overview of stocks of EU interest in the Northeast Atlantic, the North Sea and nearby waters, including the Baltic Sea. Lower panel: detail by hydrographical area. Upper-right panel: trend in the average (median) F/F_{MSY} values over time.



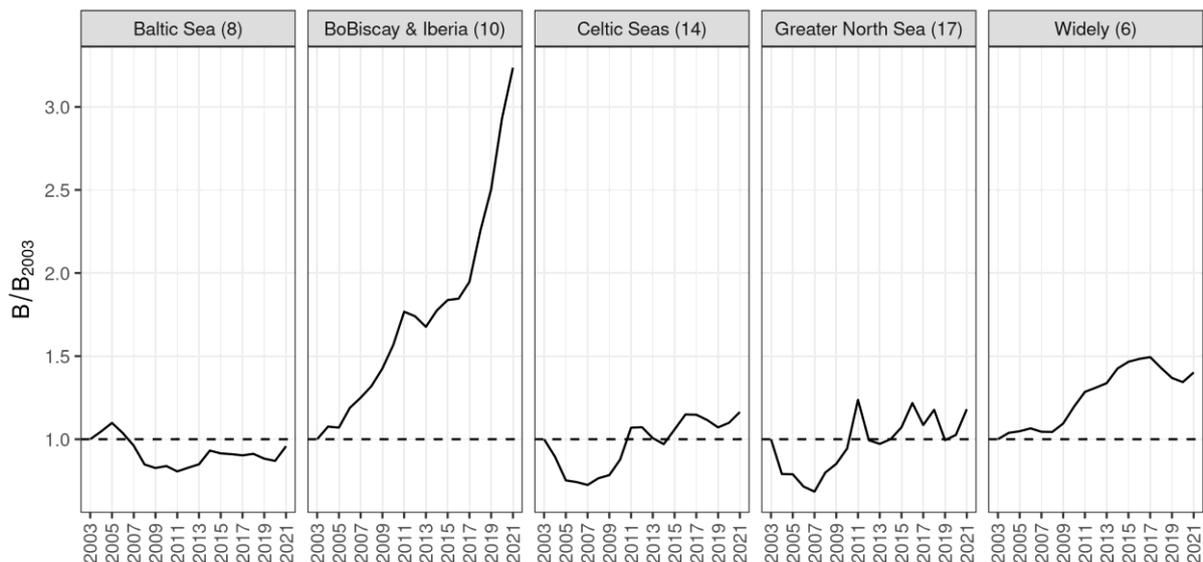


Figure 3: Trends in fish stock biomass (only fish of reproductive age) relative to 2003 (2003=1.0). Upper panel: average (median) values for stocks of EU interest in the Northeast Atlantic, North Sea and nearby waters, including the Baltic Sea. Lower panel: trends by area.

1.1.2 Stocks in the Mediterranean and the Black Seas

In 2022, the number of fish stocks assessed in scientific committees rose to 58 from 39 in 2021. The quality of information has increased significantly. The latest estimates show that fishing pressure increased slightly from 2003 until 2010 and then declined gradually until 2019. This was followed by a sharp drop in 2020 coinciding with COVID-19 restrictions (Figure 4). The value for 2020 is the lowest ever but is still 71% above the F_{MSY} value.

There are different trends in each region, with an irregular trend in the Black Sea, a flat trend in the central Mediterranean, a sharp decline in the eastern Mediterranean since 2008, and a smaller decline in the western Mediterranean. All areas show a sharp drop in 2020.

Changes in fish stock biomasses generally reflect trends in fishing mortality. Fishing mortality has fallen most in the eastern Mediterranean, and stock biomasses have increased to 75% above their 2003 levels. There was a smaller increase in the western Mediterranean (Figure 5).

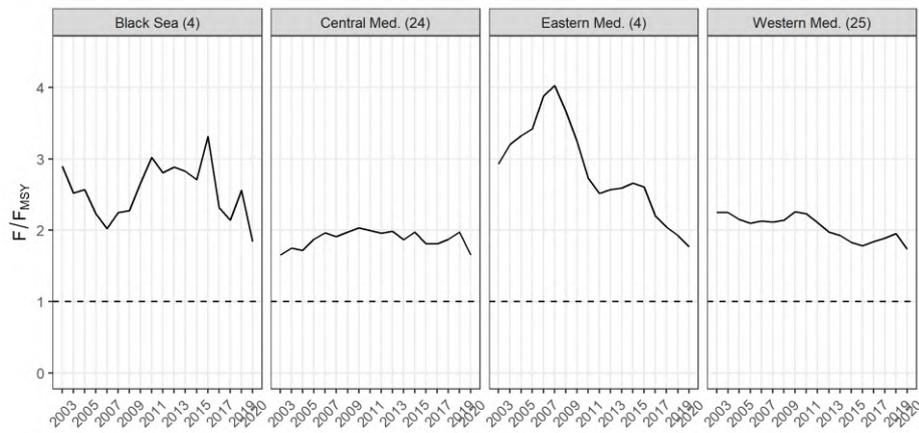
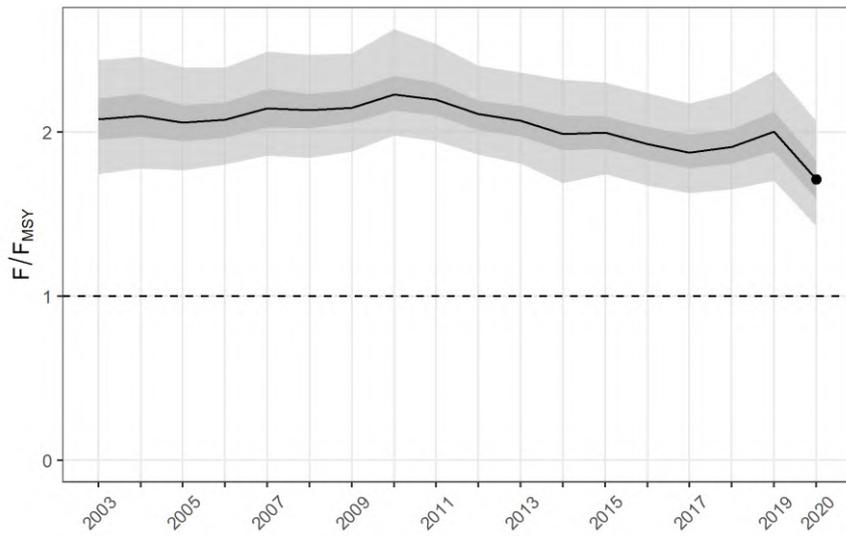
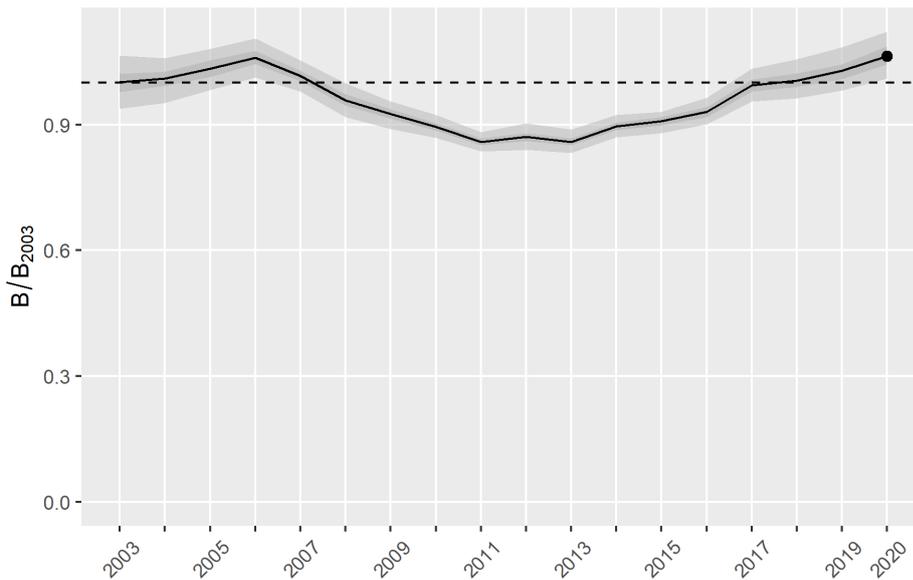


Figure 4: Upper panel: trend in average (median) F/F_{MSY} values over time for all stocks in the Mediterranean Basin and Black Sea. Lower panel: trends in each hydrographical area. The sustainable level of $F/F_{MSY} = 1$.



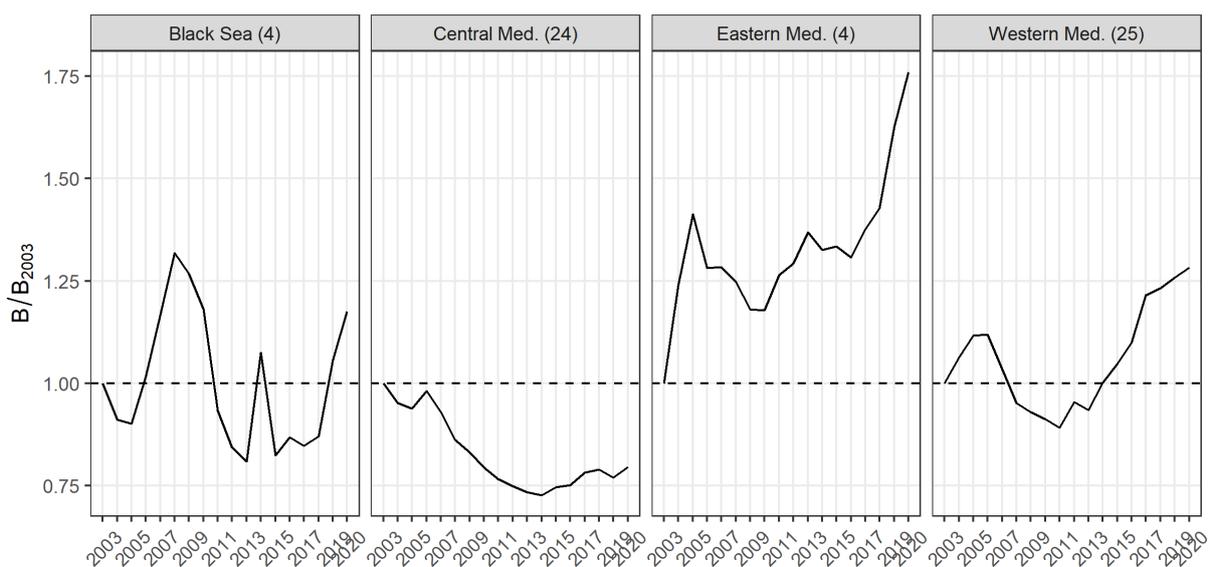


Figure 5: Trends in fish stock biomass (only fish of reproductive age) relative to 2003 (2003=1.0). Upper panel: average (median) values for stocks of EU interest in the Mediterranean basin, including the Black Sea. Lower panel: trends by area.

Regarding European eel, the Council, building upon a 2022 decision adopted by the GFCM, has adopted certain measures including a ban on recreational fishing and an extension of the closure period from 3 to 6 months with two options, either 6 consecutive months or ‘3+3’⁷. . The closure period needs to be set consistently with the temporal migration periods of European eel at its different life stages.

2. REPORTING ON THE BALANCE BETWEEN FISHING CAPACITY AND FISHING OPPORTUNITIES

In line with Article 22(4) of the CFP Regulation, the Commission must report annually to the European Parliament and the Council on the balance between fishing capacity and fishing opportunities⁸.

Coastal Member States report annually on potential imbalances, following Commission guidelines⁹. For the fleet segments for which overcapacity has been identified, they are required to put forward an action plan with adjustment targets, tools and a clear implementation time frame, in line with Article 22 of the CFP Regulation.

A detailed analysis of the biological sustainability, economic parameters, vessel usage and the national fleet reports is provided below. The Annex shows those fleets where there is an

⁷ Article 13 of Regulation (EU) 2023/195.

⁸ See: <https://stecf.jrc.ec.europa.eu/reports/balance>.

⁹ Guidelines for the analysis of the balance between fishing capacity and fishing opportunities according to Article 22 of Regulation (EU) No 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy (COM(2014) 545 final).

imbalance between the fisheries resources and the fleet's fishing capacity. It also shows where inadequate monitoring and data collection prevented obtaining conclusive results.

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

All 22 coastal Member States submitted their 2021 reports to the Commission¹⁰. These reports, together with the available information on the sustainability of fisheries resources, economic parameters and vessel activity, have been examined comprehensively by STECF in a report¹¹ according to the Commission guidelines mentioned above. For details and analysis, reference should be made to that report.

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

Information is provided for each fleet segment separately. A fleet segment is a group of vessels of a defined length class (e.g. 6 to 12 metres), operating in a set area (e.g. Northeast Atlantic) and using the same principal type of gear (e.g. beam trawl). In the Annex, the area code NAO means North Atlantic Ocean, including the North Sea, Celtic Sea and Baltic Sea, MBS means the Mediterranean and Black Sea, and OFR means other fishing regions. Gear codes are as set out in Annex XI to the relevant Commission Implementing Regulation¹².

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

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

The following three economic indicators are used.

- 1) If the return on investment is less than zero and less than the best available long-term risk-free interest rate, this would be flagged in red to indicate long-term economic

¹⁰ Reports and action plans: https://ec.europa.eu/oceans-and-fisheries/fisheries/rules/fishing-fleet-capacities_en.

¹¹ STECF – Assessment of balance indicators for key fleet segments and review of national reports on Member States efforts to achieve balance between fleet capacity and fishing opportunities (STECF-22-15). Publications Office of the European Union, Luxembourg, 2022.

¹² Commission Implementing Regulation (EU) No 404/2011 of 8 April 2011 laying down detailed rules for the implementation of Council Regulation (EC) No 1224/2009 establishing a Community control system for ensuring compliance with the rules of the Common Fisheries Policy.

inefficiency. If data on intangible costs (e.g. quota leasing) are not available, return on fixed and tangible assets can be used instead.

- 2) If the current revenue is less than break-even revenue, this would be flagged in red to indicate a short-term economic inefficiency.
- 3) Vessel-use indicators are flagged in red if more than 20% of the fleet segment is recurrently less than 70% of their potential workable activity, which could indicate an imbalance in capacity. Other reasons could also affect this parameter, such as unexpected events and emergencies.

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

Table 1: Instances of fleet segments where a lack of biological or economic information has prevented the calculation of biological or economic indicators and instances where more than 50 vessels are affected by a lack of data reporting are highlighted in bold

	Fleet segments with no biological indicators	Fleet segments with no economic indicators	Number of vessels within the fleet segments that do not have biological indicators	Number of vessels within the fleet segments that do not have economic indicators
BEL	5	5	13	13
BGR	0	7	0	16
CYP	0	1	0	1
DEU	8	9	13	17
DNK	0	0	0	0
ESP	0	29	0	97
EST	1	3	5	12
FIN	3	3	13	13
FRA	7	56	14	212
GRC	6	6	23	71
HRV	1	8	1	23
IRL	0	11	0	43
ITA	0	7	0	109
LTU	0	4	0	6
LVA	0	0	0	0
MLT	9	9	59	58
NLD	15	13	35	35
POL	5	8	23	26
PRT	11	11	6	15
ROU	0	2	0	26
SVN	10	10	20	20
SWE	0	0	16	405

2.2 The EU fishing fleet's capacity

The number, capacity and power of vessels in the EU fleet have all followed a declining trend in recent years (latest data 2022) (Figures 6 and 7). In December 2022, the EU fleet register (including the outermost regions) listed 72 472 vessels with 1 321 454 gross tonnes (GT) and 5 264 658 kilowatts (kW) of installed power¹³.

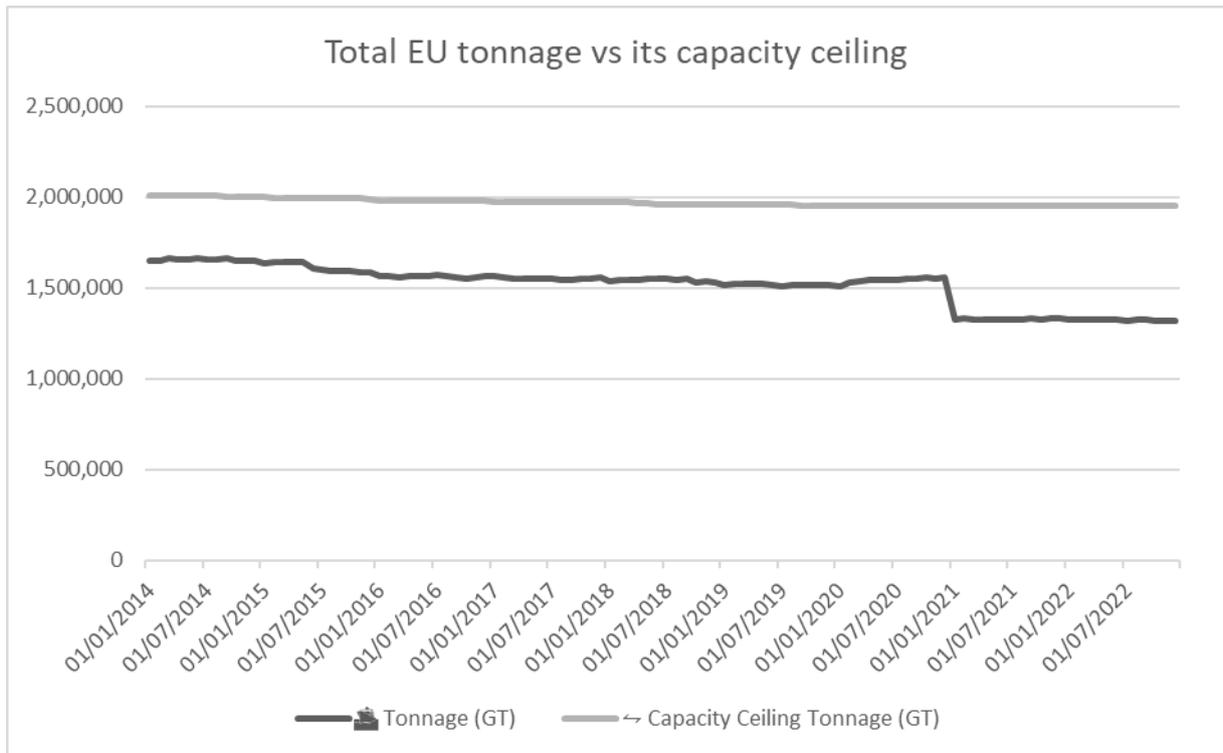


Figure 6 Tonnage capacity evolution (GT) of EU fishing fleet between 2014 and 2022

¹³ EU fleet register. Data extracted in February 2023.

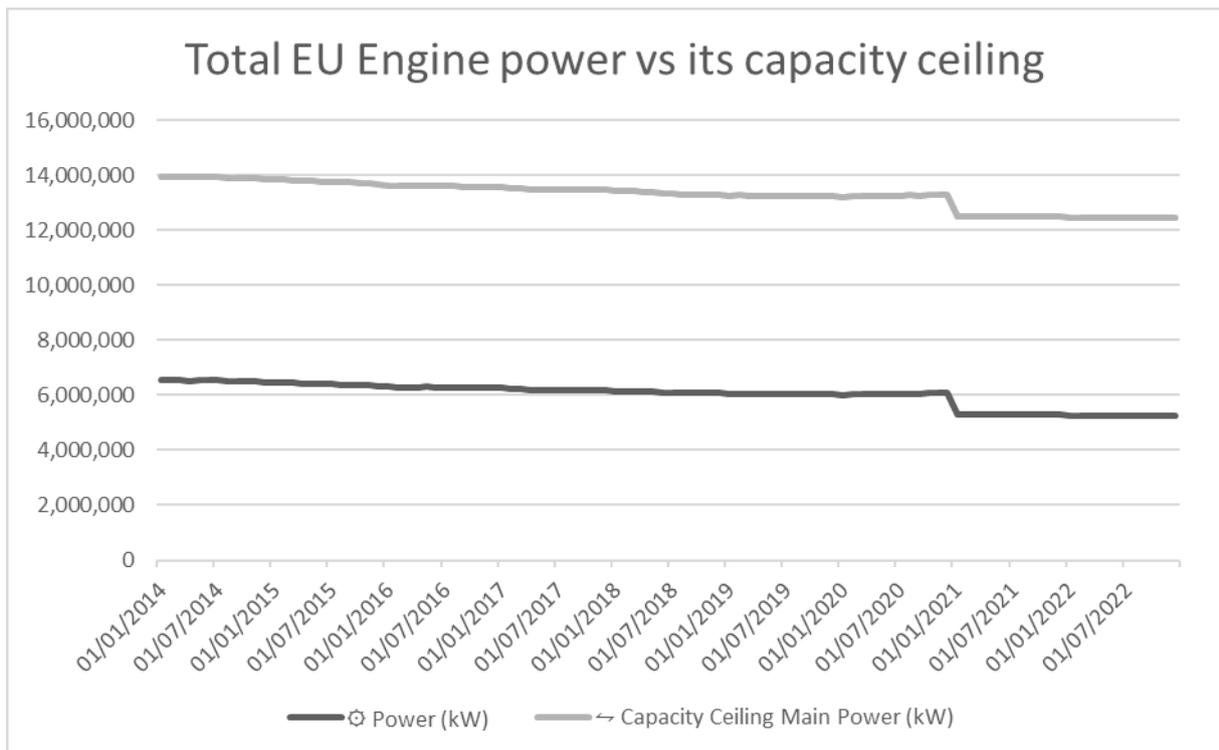


Figure 7 Capacity evolution (kW) of EU fishing fleet between 2014 and 2022

A study¹⁴ was initiated in January 2018 to assess the engine power control systems implemented in coastal Member States. It was completed in June 2019, and the results of the physical verifications that were carried out during the study revealed a widespread non-compliance across coastal Member States, areas and vessel types involved in the study. According to the study, such non-compliance indicated a systematic lack of a culture of compliance with engine power limitations at operators' level across the fishing sector. The study also indicated that there were significant differences among coastal Member States in the state of progress and quality of implementing the sampling plan to verify engine power and the systems in place to certify and effectively control engine power through physical verifications. In addition, the study indicated that certification systems do not always generate reliable engine power figures for registration purposes and that certification does not guarantee that certified engine power is not exceeded.

The Commission has initiated various follow-up actions to resolve this non-compliance and ensure that coastal Member States improve their engine power verification and certification systems. Although the Member States concerned have taken a number of actions to resolve the issue, they have informed the Commission that the whole process will take time to complete. This is mainly due to the highly technical and complex nature of the subject and the physical verifications to perform.

¹⁴ Directorate-General for Maritime Affairs and Fisheries (European Commission), Roos Diesel Analysis B.V., Study on engine power verification by Member States, final report, ISBN 978-92-76-08327-6, DOI 10.2771/945320, Luxembourg, Publications Office of the European Union, 2019.

In December 2022, all coastal Member State fleets complied with their respective capacity ceilings (Figure 8). However, the Commission’s attention has been drawn to the fact that the declarations on engine power are increasingly subject to complaints, allegations or similar correspondence. This raises concerns about the accuracy and reliability of coastal Member States’ declarations.

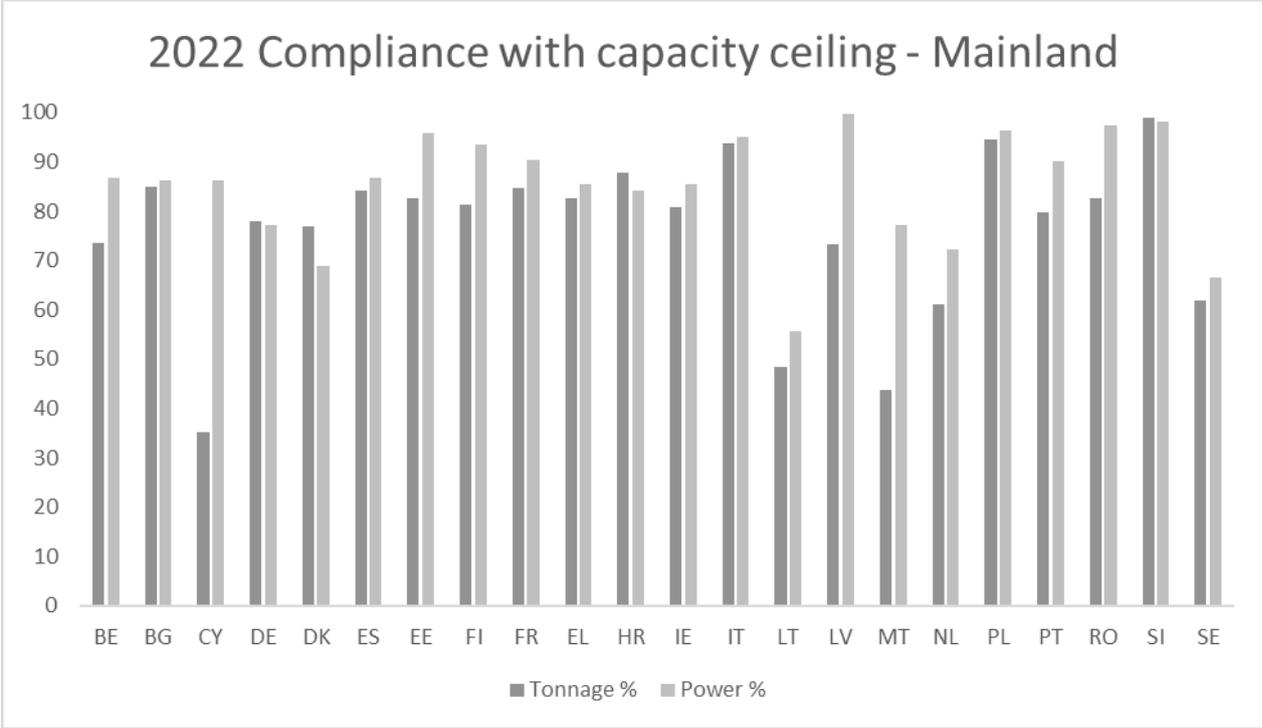


Figure 8: Effective capacity as a percentage of the capacity ceiling by Member State in December 2022: mainland fleets only

The fleet in the outermost regions has seen a reduction in the number of vessels and gross tonnage capacity (Figures 9 and 10). Between December 2020 and December 2021, the number of vessels decreased by 13 to a total of 3 937. The capacity in GT decreased by 1 167 GT to 55 647 GT. The capacity in kW increased marginally by 2 125 kW to 394 363 kW.

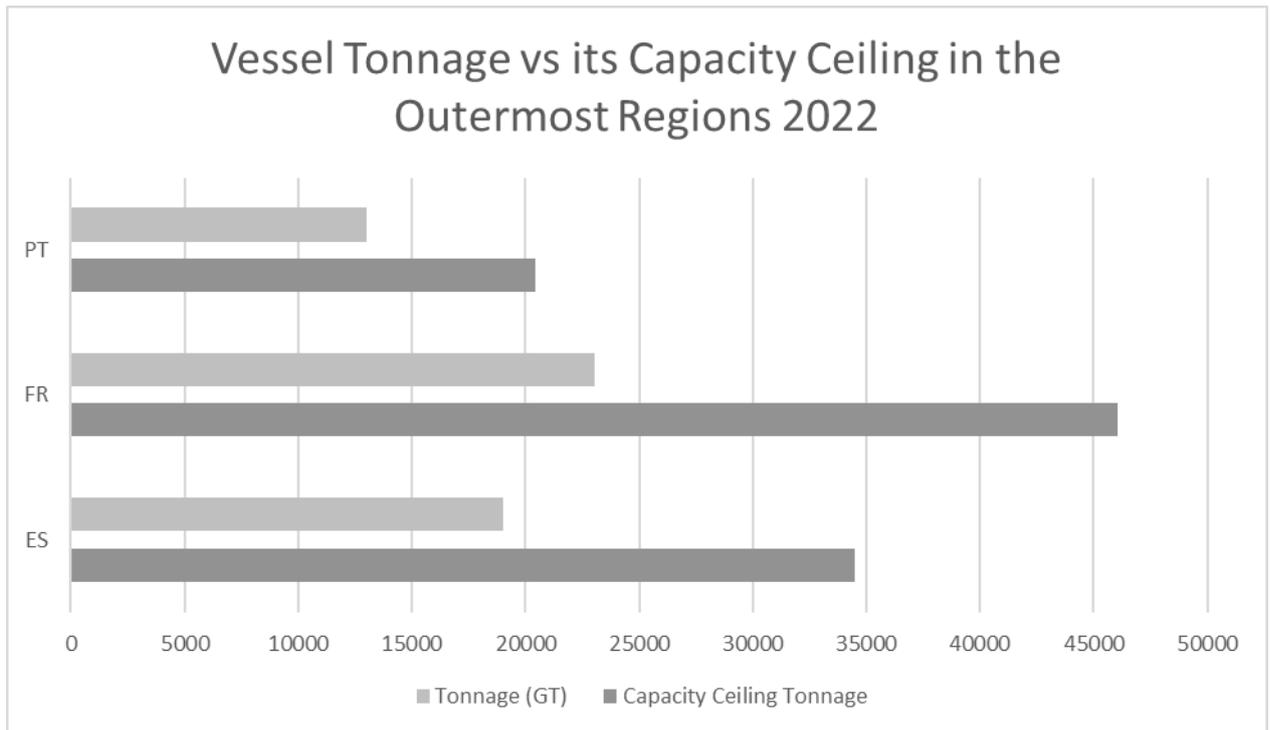


Figure 9: *Vessel tonnage vs its capacity ceiling in the EU outermost regions (2022)*

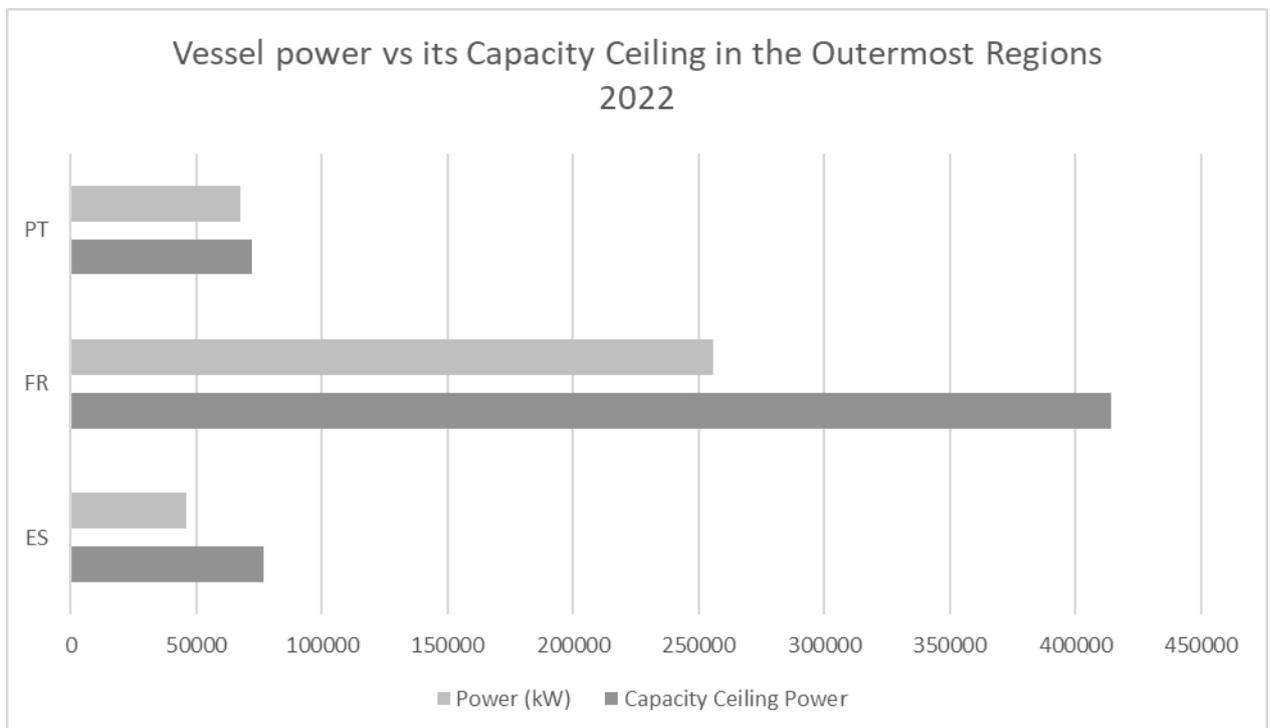


Figure 10: *Vessel power vs its capacity ceiling in the EU outermost regions (situation in 2022)*

2.3 Main conclusions by coastal Member State¹⁵

Each year, STECF issues an advice both as regards the balance between the fleet capacity and the fishing opportunities for the different fleet segments and on the quality of the coastal Member States' assessments provided in their national fleet reports and, where relevant, action plans submitted in 2022. Therefore, the STECF conclusions sometimes differ from those of the coastal Member States, as summarised in the comparisons below, based on the indicators calculated by STECF. In these comparisons, the Commission has drawn conclusions and inferences from the STECF calculations.

Belgium had two fleet segments (numbering 42 vessels) have “red” biological indicators and, for another one (7 vessels), the economic indicators are also “red”, which are an indication of imbalance. Belgium considers that its fleets are in balance with the fishing opportunities and has not submitted an action plan.

Bulgaria had fleet segments with at least one biological indicator ‘red’. Bulgaria has reported that 16 fleet segments containing 627 vessels (out of 1830) are out of balance. Of these 16 segments, 6 are exploiting stocks at risk and 2 are operating unprofitably. Three fleet segments are out of balance and six are in balance for all economic indicators. Economic information was missing for 11 segments and information about sustainable harvesting was missing for all the fleet except for one vessel. Bulgaria has submitted an action plan **B** to address overcapacity in 15 fleet segments, which includes support measures (e.g. investments, marketing, compensation) rather than withdrawal of fleet capacity.

Cyprus had five fleet segments with “red” economic indicators and one segment has a “red” biological indicator. **Cyprus has submitted an action plan** concerning overcapacity in one of these fleet segments containing 5 vessels (out of 864) to be addressed by 2025. This will be addressed by permanent cessation of two vessels or by fishing gear modifications.

Germany had ten fleet segments with at least one “red” biological indicator and eight have at least one “red” economic indicator. **Germany has submitted an updated action plan** concerning 10 fleet segments which contain 715 vessels. The report shows that seven segments have “red” biological indicators and two have “red” economic indicators. For two other segments, indicators are not available.

Denmark had 14 fleet segments with at least one “red” biological indicator and 14 segments with at least one “red” economic indicator. 408 out of 1618 vessels are inactive. In 2022, Denmark **has submitted an action plan** indicating that there is a need for carrying out a scrapping scheme for the Baltic Sea in order to reduce the capacity for the smaller vessel length-class segments.

¹⁵ ‘red’ or ‘green’ indicators are references to the Annex and mean that the indicators as assessed in STECF-20-16 possibly indicate an imbalance (‘red’) or no imbalance (‘green’). A further explanation is given in the STECF report. If Member States have not submitted an action plan, this means that it considers its fleet is in balance.

Spain had 45 fleet segments with at least one “red” biological indicator and 13 fleet segments with at least one “red” economic indicator. **Spain submitted an updated action plan** for the fleet segments not being in balance with their fishing opportunities, including those in the Outermost Regions. The updated plan proposes a number of measures to contribute towards improvements in the imbalanced fleet segments, with a target date of 2023 concerning segments in the northeast Atlantic and other areas and 2024 for segments in the Mediterranean. 43 out of 86 active segments had at least one “red” biological indicator. The updated plan focuses on a wide variety of technical measures and quota management measures rather than capacity withdrawal.

Estonia had four fleet segments with at least one “red” biological indicator and one segment with three “red” economic indicators. Estonia has a fleet of 1896 vessels of which 574 are inactive. Estonia has **not submitted an action plan**, despite these indications of overcapacity.

Finland had four fleet segments with at least one “red” biological indicator and has one segment which has three “red” economic indicators. For three segments all biological and economic indicators are missing. Finland has **not submitted an action plan**, despite these indications of overcapacity. It expects capacity reduction to take place systemically after the introduction of transferable quotas in 2017. Finland has not fixed objectives and targets for forthcoming capacity reductions.

France had 48 fleet segments with at least one “red” biological indicator and 20 fleet segments with at least one “red” economic indicator. France **submitted an action plan** concerning 10 fleet segments. None concerns overcapacity in its Outermost Regions. In its action plan, France includes technical measures including temporary closures and capacity reduction. In general, the majority of the technical indicators for France showed imbalance (red), about half of the available biological indicators were in balance (green) but most of the economic indicators showed profitable fisheries (green).

Greece had 22 fleet segments, of which five segments have at least one “red” biological indicator, but such indicators are only available for 16 segments. Nine segments had at least one “red” economic indicator. **Greece has not presented an action plan** despite these indications of overcapacity.

Croatia had 20 fleet segments with at least one “red” biological indicator and seven with at least one “red” economic indicator. **Croatia submitted an action plan** to address overcapacity. Croatia’s majority of fleet segments appear to be out of balance with the fishing opportunities. Measures proposed by Croatia include capacity reductions, effort limits, closed areas and decommissioning of certain types of fishing gear.

Ireland had seven fleet segments with at least one “red” biological indicator and at least seven segments with at least one “red” economic indicator. 11 segments have no available economic indicator. **Ireland has not presented an action plan** despite these indications of overcapacity.

Italy had 20 fleet segments with at least one “red” biological indicator and five fleet segments with at least one “red” economic indicator. Italy **has presented an action plan** to address overcapacity in its fleet. Italy puts forward closed seasons and marine protected areas as means to reduce fishing effort to achieve biological sustainability but does not address structural overcapacity. However, the information presented in the Italian fleet report is insufficient to quantitatively assess whether the proposed measures in the action plan will result in a reduction in fishing mortality of relevant targeted species or the extent to which any potential imbalance between capacity and fishing opportunities for Italian fleet segments will be affected.

Latvia had two fleet segments with at least one “red” biological indicator. **Latvia has submitted an action plan** concerning one fleet segment that covers 32 vessels out of a total of 313 in the fleet. That segment had a “red” biological indicator. The other two segments which had “red” economic indicators but “green” biological indicators were not included in the plan. Overcapacity in these two segments is therefore not addressed in the action plan.

Lithuania had five fleet segments with at least one “red” biological indicator and three fleet segments with at least one “red” economic indicator. Lithuania **has submitted an action plan** with a target date of 2023. The Action Plan is covering 4 segments of the 8 segments, containing 9 vessels out of a total of 141 in the fleet.

Malta had 6 fleet segments with at least one “red” biological indicator and 6 with at least one “red” economic indicator. **Malta has submitted an action plan** concerning 2 segments containing 422 vessels of its total fleet of 900 vessels. Both segments have “green” biological indicators but “red” economic indicators. Four other segments with “red” biological indicators were not included in the action plan.

The Netherlands had four segments with biological indicators in “red” and six segments with “red” economic indicators, out of a total of 26 segments. Despite these indications of overcapacity, **the Netherlands did not submit an action plan**. Biological and economic indicators were missing for 15 segments.

Poland had 6 fleet segments with at least one “red” biological indicator and 5 fleet segments with at least one “red” economic indicator. Poland **submitted an action plan** concerning 7 segments containing 767 vessels out of 825 in the fleet. All of these segments had at least one “red” biological indicator and four of them also had “red” economic indicators, both of which suggest overcapacity. However, no specific time-frame for its implementation was indicated, only that the plan is to be implemented over a 3-5 year time period.

Portugal had 17 fleet segments with at least one “red” biological indicators and 12 segments with at least one “red” economic indicator. Portugal **submitted an action plan** due to the imbalance observed on vessel use indicators and economic indicators for the fishing fleet operating with hooks, particularly in the case of larger length-class vessels. In the action plan, a need for adjusting the fleet’s capacity is considered, the aim of implementing measures for the permanent cessation of activity are presented and a timetable defining the start of the

implementation in the second half of 2022 and complete the decommissioning by the end 2023 are defined.

Romania had five fleet segments with five “red” technical indicators and one fleet segment with one “red” biological indicator. Romania submitted an action plan concerning six fleet segments. Romania indicates a number of measures that have been selected for each fleet segment. These measures are broad-ranging and their objectives and targets are unclear. The time frame for the implementation of the action plan extends to 2027.

Slovenia had 13 fleet segments containing 136 vessels. For ten segments, neither economic nor biological indicators were available. Despite these indications of overcapacity, **Slovenia did not submit an action plan.**

Sweden had 12 segments with at least one “red” biological indicator. two segments had a “red” economic indicator. **Sweden submitted an action plan in 2021** covering 17 cod-directed fishing vessels across 5 segments which is still being implemented.

There were significant gaps in the provision of biological and economic indicators. Bulgaria, Cyprus, Spain, France, Greece, Ireland, Italy, Malta, Portugal and Sweden all had segments containing 50 or more vessels for which either biological or economic data were not available. For Cyprus, France, Ireland and Sweden the numbers exceeded 200 vessels.

The Commission has written to these Member States about the need to improve data collection in order to comply with Article 22 of the CFP Regulation.

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

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

The European Maritime, Fisheries and Aquaculture Fund¹⁶ (EMFAF) can grant, under specific conditions, financial compensation to fishers if they permanently cease fishing activities. The fishing capacity eliminated thanks to this support is then permanently removed from the fleet. Permanent cessation can happen by scrapping the fishing vessel or decommissioning it and retrofitting it for other activities. However, changing over to recreational fishing must not lead to increased pressure on the marine ecosystem.

Member States have submitted their EMFAF programmes for 2021-2027. These programmes are multiannual strategic roadmaps for public investment, underpinned by an analysis of strengths, weaknesses, opportunities and threats. They set out tailor-made measures to respond to the specific challenges identified by Member States to the common EU priorities

¹⁶ Regulation (EU) 2021/1139 of the European Parliament and of the Council of 7 July 2021 establishing the European Maritime, Fisheries and Aquaculture Fund.

for marine biodiversity, maritime policy and sustainable fisheries and aquaculture. The Commission has adopted the programmes after an in-depth assessment that takes into account, among other things, the balance between the fleet fishing capacity and available fishing opportunities, as reported annually by coastal Member States in line with Article 22(2) of the CFP Regulation.

2.5 Conclusion

In 2022, all coastal Member States complied with the obligation to report on the capacity and balance of their fleet segments with fishing opportunities. However, some of these Member States will need to adjust their reporting to better comply with the Commission's guidelines and address discrepancies between their national reports and the STECF's advice. Twelve coastal Member States have presented new or revised action plans with many different measures to address overcapacity. However, more needs to be done to make the action plans more specific, time-bound and objective-driven.

The overall capacity of the EU mainland fleet (excluding the outermost regions) has remained relatively stable with minor changes of -0.3%, -0.5% and -0.7% compared to the previous year in the number of vessels, power and tonnage, respectively. In December 2022, the fishing capacity of the whole EU fleet (including the outermost regions) was 32% below the capacity ceilings for gross tonnage and 27% below the engine power ceilings¹⁷.

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

3. SOCIO-ECONOMIC ANALYSIS OF THE EU FISHING FLEET

This section provides an overview of the trends and latest results on the EU fleet's socio-economic performance. Based on the official data submitted by Member States and the 2022 Annual Economic Report of the EU fishing fleet produced by the STECF¹⁸, the recent trends on the EU fishing fleet can be divided into the two periods described below.

- 1) In **2008-2019**, there was a general improvement – with some fluctuations – driven by the three following factors.
 - a. Progress in achieving sustainable fisheries. This was generally reflected in higher landings per unit of effort and lower operational costs resulting from an increasing number of fishing stocks exploited at sustainable levels. Effort has decreased in the past years and stock biomass has become more abundant. As a result, landings per unit of effort have been rising and so have profits.

¹⁷ Engine power data refer to August 2022.

¹⁸ <https://stecf.jrc.ec.europa.eu/documents/43805/35330729/STECF+22-06+-+AER+2022.pdf/e9f061e5-cd7e-4f20-9bba-afc67dea695f>

- b. Higher average first sale prices of several commercially important species.
- c. Relatively low fuel costs up to 2020.

As part of this general trend, fleets targeting stocks exploited sustainably over several years tended to see an improvement in their profitability and salaries. Conversely, fleets targeting overexploited stocks tended to have poorer economic performance. There is a social dimension too: fleets that target stocks exploited sustainably are likely to experience salary increases and stable employment levels.

- 2) In **2020-2022**, the long-term positive trend in the EU fishing fleet's economic performance was interrupted. The economic performance of the EU fleet has significantly deteriorated due to the combined effects of external shocks such as COVID-19, Brexit, environmental changes and the current energy and inflation crises.

Despite these shocks, the EU fishing fleet still managed to remain profitable in 2020 and 2021, showing a certain degree of resilience. However, the high fuel prices in 2022 severely affected the fleet and offset the gains made in previous years. The EU fishing fleet, for the first time since 2008, ended up in a loss-making position in 2022. On a more positive note, energy prices eased in the first quarter of 2023. This relative improvement in the economic performance in 2023 compared to 2022 means that the EU fishing fleet is expected to cover its overall operational costs in 2023.

The poor performance does not affect all fishing fleet segments in the same way. Evidence suggests that fleet segments which depend on stocks exploited sustainably and that are more energy efficient (or reduce their fuel use intensity) are still able to make a profit despite the current adverse economic conditions.

Fuel use intensity overall decreased by 15% from 2008 to 2020 due to the improvement in a number of stocks (in particular in the North Sea and the Northeast Atlantic), which brought more catches with less days at sea. Support from the European Maritime and Fisheries Fund¹⁹ (EMFF) also contributed to this decrease with supporting changes in fishing behaviour by some fishing vessels intended to reduce the fuel consumption and increased energy efficiency innovation and fishing gear. With an annual fuel consumption of almost 2 billion litres, there is room for substantial improvement in the EU fishing fleet's energy efficiency and fuel consumption.

The Communication on the Energy Transition of the EU Fisheries and Aquaculture sector²⁰ proposes measures to support the sector in accelerating its energy transition with the objective of having a climate-neutral fisheries sector by 2050. The Communication identifies current barriers and proposes action in four main areas focused on:

- 1. improving stakeholder cooperation by setting up the Energy Transition Partnership on EU Fisheries and Aquaculture;

¹⁹ Regulation (EU) 2021/1139 of the European Parliament and of the Council of 7 July 2021 establishing the European Maritime, Fisheries and Aquaculture Fund

²⁰ COM(2023) 100 final.

2. knowledge and innovation;
3. skills;
4. financing.

The Energy Transition Partnership for EU Fisheries and Aquaculture will bring together all stakeholders, to address the challenges of the sector's energy transition together. Stakeholders include the fisheries, aquaculture, shipbuilding, ports, and energy sectors, NGOs, and national and regional authorities.

The EU fleet employs a total of around 125 000 fishers. Employment decreased in 2008-2020: -2.1% in total employed and -10.8% in full time equivalents (FTE). The average wage per FTE increased by 23.8%. The Spanish fleet employed 25.1% of the total, followed by the Italian (17.1%) and Greek (15.0%) fleets.

A synthetic analysis of the EU fishing fleet's performance at different levels is presented below (Member State, fleet segment and regional levels).

- At Member State level, the Spanish fleet continued to generate the highest revenue by far at EUR 1.6 billion, followed by the French fleet at EUR 1.1 billion. No Member State suffered gross losses, while four (Finland, Germany, Estonia and Cyprus) generated net losses, which means that they cover all operational costs with the exception of depreciation costs.
- At fleet segment level, the EU distant-water fleet (DWF), the large-scale fleet (LSF) and the small-scale coastal fleet (SSCF) had marked differences in their economic performance. The LSF and DWF showed strong resilience in 2020, mostly due to the exceptionally low marine fuel prices. This situation changed dramatically in 2022, where these fleets (particularly the DWF) were among the most affected by high fuel prices. As for the SSCF, there are major differences in the economic performance and employment levels across Member States and regions. The SSCF in the Baltic region tends to perform the weakest due to the combined effects of the bad state of key demersal stocks and climate change.
- At regional level (see below):

North Sea and Eastern Arctic

The 10 Member State fleets operating in this region in 2020 numbered 2 048 vessels with an estimated 3 539 FTEs. EUR 0.98 billion in revenue was generated, 76% of which came from three Member States: Denmark, the Netherlands and Germany. Compared to 2019, there were mixed results for revenue in 2020: the Netherlands (EUR 288 million; -1%), Germany (EUR 88 million; +3%), Denmark (EUR 383 million; +1%), Ireland (EUR 11 million; +42%), and Belgium (EUR 25 million; -22%). The fleets made EUR 258 million in gross profit, a 15% increase compared to 2019. By fishing activity, the SSCF operating in the North Sea and Eastern Arctic generated EUR 26 million in revenue with 249 FTEs.

Baltic Sea

Eight Member States were actively involved in Baltic Sea fisheries in 2020 (Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, and Sweden), and the Estonian, Finnish, Latvian and Polish fisheries were fully dependent on this region. The fleet, containing 5 231 active vessels, generated EUR 197 million in revenue, a decrease of 12% compared to 2019. Gross added value (GVA) also decreased by 5%. However, overall, the EU Baltic Sea fleet was profitable in 2020, and gross profit remained stable compared to 2019 as a result of a 38% reduction in fuel costs. Member States' SSCFs with a relatively low cod dependency (i.e. Finland and Latvia) made gross profits while the remaining Member States suffered losses. The revenue generated by the LSF fleet in 2020 was EUR 152.8 million, 12% less than in 2019. However, gross profit and net profit generated by the LSF increased by 6% and 2%, respectively. Lower energy costs and labour costs contributed the most to the improved profitability of the fleet. The number of people employed fell by 9% (FTEs and total jobs).

North Western Waters and South Western Waters

The main Member State fleets in the North Western Waters are the French and Irish. At 95%, Ireland had the highest total percentage of national landed value from the region, indicating its high dependency on this area. Overall, the fleets account for 2 486 active vessels with 6 382 FTEs, a decrease of 9% compared to 2020. In 2020, the two main species landed in terms of weight were the small pelagic species blue whiting and Atlantic mackerel, but hake was also important in value. In general terms, total revenue remained stable between 2019 and 2020.

The main Member States fishing in the South Western Waters are Spain, France and Portugal (generating 99% of the revenue in 2020). Overall, the fleet was profitable with similar results to 2019. South Western Waters fleets generated over EUR 1.1 billion in revenue, EUR 685 million in GVA and EUR 155 million in gross profit.

Mediterranean Sea

The fishing fleet in this region accounted for 58% of all EU vessels and 46% of EU employment in fishing in 2020. The Greek fleet is the biggest contributor in terms of the number of vessels (35%) and days at sea (48%), while the Italian fleet is the biggest in terms of landings (37% in weight and 44% in value), revenue (43%), gross value added (43%) and gross profit (54%). The economic performance was mostly driven by the LSF, which contributed to 72% of the landings value from the Mediterranean and 84% of landings weight in 2020. By contrast, 81% of the vessels operating in the region belong to the SSCF. Employment in the Mediterranean fishing fleet in 2020 was estimated at 59 762 jobs, corresponding to 38 701 FTEs. Employment (measured in FTEs) decreased by about 12% compared to 2019. More than half the employment is created by the SSCF: 35 415 jobs corresponding to more than 59% of total jobs and 20 377 FTEs corresponding to almost 53% of total FTEs. For the whole Mediterranean fleet (SSCF and LSF), all economic performance indicators have worsened compared to 2019.

Black Sea

Revenue in 2020 was estimated to be EUR 10.5 million. This is a decrease of 29% compared to 2019 but 22% more than the average in 2008-2019. GVA was EUR 5.1 million, an overall decrease of 36% compared to 2019 and 24% lower than the average in 2008-2019. Gross profit was estimated to be EUR 3.2 million, a 46% decrease compared to 2019. The number of SSCF vessels in 2020 (1 240) increased by 10% compared to 2019. They make up 92% of the total fleet in number and 82% of the total employment (67% of FTEs). In 2020, 1 807 fishers were directly employed, corresponding to 452 FTEs. Most vessels are operated by the owner or a family member.

The objective of the landing obligation is to avoid wasting resources through discards by encouraging fishers to fish more selectively and actively avoid unwanted catches. For that purpose, it requires all catches to be landed.

4. IMPLEMENTATION OF THE LANDING OBLIGATION

The landing obligation has been in place since 2015 and fully applicable since 2019. Reporting is based on information sent by Member States, Advisory Councils and other relevant sources to the Commission. Reports on implementation of the landing obligation were first produced in 2015. This reporting has been included since 2016 in the Commission's annual communication on the CFP. This staff working document covers the implementation of the landing obligation in 2022.

To improve reporting and facilitate the assessment of the implementation of the landing obligation, the Commission prepared a questionnaire in 2016 for Member States to complete. Completing this questionnaire was highly recommended, and most Member States voluntarily did so. This has significantly facilitated drafting the Commission report and improved the quality of the information provided and the annual reporting by the Commission. Therefore, all stakeholders deemed it appropriate to continue with the questionnaire.

The questionnaire follows a similar approach each year to ensure the comparability of replies. Still, where relevant, questions were updated in view of available scientific advice and STECF recommendations (STECF 20-03). The reports provide significant information and data in certain areas (e.g. pilot studies, number of infringement proceedings, discard quantities under exemptions). However, the STECF has noted in the past²¹ and in STECF 21-03 that the reports still contain mostly qualitative information and that there is a lot of repetition from one report to another. Feedback on progress at sea-basin level is critical for understanding how effective the implementation of the landing obligation has been and what adjustments are necessary.

Since 2021, the legal obligation of the Commission to annually report on the implementation of the landing obligation no longer applies. However, as the landing obligation is key to the

²¹ PLEN 18-02, PLEN 19-02, PLEN 21-02.

CFP objectives, the Commission decided to continue the annual exercise. To avoid overload and given the STECF conclusions on possible improvements, the Commission did not ask Member States to fill out the usual questionnaire. As discussed in previous years, a coordinated approach to reporting at regional level would help avoid the large amount of repetition that continues to appear in the responses. It may also help give a more complete picture of the effectiveness of the landing obligation at regional level. This has already been discussed in 2022 with Member States Regional Groups and can be a focus for discussion on improving the reporting for next year. For 2022, the reporting on the implementation of the landing obligation is built on: (i) the progress of the EMFF measures on the landing obligation and the EMFAF; (ii) discussions in the Advisory Councils; (iii) control and enforcement, including the annual reporting of the European Fisheries Control Agency (EFCA); and (iv) the studies conducted in the previous years as extensively described in Chapter 3.3. of the Communication on the functioning of the CFP²². Looking ahead, efforts in 2023 and 2024 should focus on the follow-up of this Communication.

4.1 Implementation of measures at sea basin level

Delegated regulations specifying the details of implementation of the landing obligation

To ensure a successful and feasible implementation of the landing obligation, after consulting the advisory councils, Member States may develop joint recommendations and agree to submit them to the Commission with specific implementation provisions to be adopted by the Commission as delegated acts. Before adopting the delegated acts, the Commission then submits the joint recommendations to the STECF for assessment as the suggested implementation provisions should take into account the best available scientific advice and include it as the basis for exemptions to the landing obligation.

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

- (i) High survivability cases, for which scientific evidence demonstrates high survival rates.
- (ii) Cases for up to 5% of the total annual catches (*de minimis*) either because scientific evidence demonstrates that increases in selectivity are very difficult to achieve or to avoid disproportionate costs for handling unwanted catches. This flexibility has been put in place by the co-legislators to address the specific problems of (mostly)

²² Communication from the Commission to the European Parliament and the Council The common fisheries policy today and tomorrow: a Fisheries and Oceans Pact towards sustainable, science-based, innovative and inclusive fisheries management (COM(2023) 103 final).

mixed fisheries²³ in relation to the achievements of the objectives of the CFP Regulation and to avoid the phenomenon of choke species.

The Western Waters²⁴, the North Sea²⁵, the Baltic²⁶ and the western Mediterranean²⁷ multiannual plans allow for adopting delegated regulations specifying the details for implementing the landing obligation for all species, including the *de minimis* and high survivability exemptions and technical measures aimed at increasing gear selectivity, reducing unwanted catches and eliminating discards. The landing obligation has been legally fully in force since 2019 and multiannual plans have been adopted for most waters. This means a shift from setting out exemptions from the landing obligation under the CFP via temporary discard plans²⁸ to a more stable approach with the multiannual plans as a legal basis.

In 2022, the following delegated regulations specifying the details for implementing the landing obligation were in place:

1. Commission Delegated Regulation (EU) 2020/2015 of 21 August 2020 specifying details of the implementation of the landing obligation for certain fisheries in Western Waters for the period 2021-2023, as amended by Commission Delegated Regulation (EU) 2022/2290 of 19 August 2022;
2. Commission Delegated Regulation (EU) 2020/2014 of 21 August 2020 specifying details of implementation of the landing obligation for certain fisheries in the North Sea for the period 2021-2023, as amended by Commission Delegated Regulation (EU) 2022/2289 of 18 August 2022;
3. Commission Delegated Regulation (EU) 2021/2065 of 25 August 2021 establishing a discard plan for turbot fisheries in the Black Sea, as amended by Commission Delegated Regulation (EU) 2022/2287 of 12 August 2022;

²³ ‘Mixed fisheries’ means fisheries in which more than one species is present and where different species are likely to be caught in the same fishing operation, Article 4(1)(36) of the CFP Regulation.

²⁴ Article 13 of Regulation (EU) 2019/472 of the European Parliament and of the Council of 19 March 2019 establishing a multiannual plan for stocks fished in the Western Waters and adjacent waters, and for fisheries exploiting those stocks, amending Regulations (EU) 2016/1139 and (EU) 2018/973, and repealing Council Regulations (EC) No 811/2004, (EC) No 2166/2005, (EC) No 388/2006, (EC) No 509/2007 and (EC) No 1300/2008.

²⁵ Article 11 of Regulation (EU) 2018/973 of the European Parliament and of the Council of 4 July 2018 establishing a multiannual plan for demersal stocks in the North Sea and the fisheries exploiting those stocks, specifying details of the implementation of the landing obligation in the North Sea and repealing Council Regulations (EC) No 676/2007 and (EC) No 1342/2008.

²⁶ Article 7 of Regulation (EU) 2016/1139 of the European Parliament and of the Council of 6 July 2016 establishing a multiannual plan for the stocks of cod, herring and sprat in the Baltic Sea and the fisheries exploiting those stocks, amending Council Regulation (EC) No 2187/2005 and repealing Council Regulation (EC) No 1098/2007.

²⁷ Article 14 of Regulation (EU) 2019/1022 of the European Parliament and of the Council of 20 June 2019 establishing a multiannual plan for the fisheries exploiting demersal stocks in the western Mediterranean Sea and amending Regulation (EU) No 508/2014.

²⁸ Article 15(6) of the CFP Regulation.

4. Commission Delegated Regulation (EU) 2021/2066 of 25 August 2021 supplementing Regulation (EU) 2019/1022 of the European Parliament and of the Council regarding details of implementation of the landing obligation for certain demersal stocks in the western Mediterranean Sea for the period 2022-2024, as amended by Commission Delegated Regulation (EU) 2022/2288 of 16 August 2022;
5. Commission Delegated Regulation (EU) 2021/2064 of 25 August 2021 supplementing Regulation (EU) No 1380/2013 of the European Parliament and of the Council as regards the establishment of a de minimis exemption to the landing obligation for certain demersal fisheries in the Adriatic and south-eastern Mediterranean Sea, as amended by Commission Delegated Regulation (EU) 2022/2564 of 16 August 2022;
6. Commission Delegated Regulation (EU) 2018/161 of 23 October 2017 establishing a de minimis exemption to the landing obligation for certain small pelagic fisheries in the Mediterranean Sea, as amended by Commission Delegated Regulation (EU) 2020/2012 of 5 August 2020;
7. Commission Delegated Regulation (EU) 2018/306 of 18 December 2017 laying down specifications for the implementation of the landing obligation as regards cod and plaice in Baltic Sea fisheries;
8. Commission Delegated Regulation (EU) 2021/1417 of 22 June 2021 supplementing Regulation (EU) 2016/1139 concerning the specifications for the landing obligation as regards salmon in the Baltic Sea for the period 2021-2023.

STECF observes that the impact of exemptions on fishing mortality is poorly understood given the limited reporting on catches that were discarded under exemptions. The STECF working group (EWG 20-04) previously advised that it would be appropriate and timely for Member States Regional Groups and the Commission to review existing exemptions to the landing obligation, which has been further prepared in STECF PLEN 22-03 and STECF 23-01. Member States and the Commission are working in 2023 with the STECF on this review with a focus on improving data (requirements). The Commission continues to monitor implementation of the landing obligation by updating the European Climate, Environment and Infrastructure Executive Agency (CINEA) study '*Synthesis of the landing obligation measures and discard rates*'²⁹.

Quota management

In previous years, Member States reported that the most important management measures to prevent choke situations³⁰ and successfully implement the landing obligation were quota swaps; inter-species and inter-annual flexibility provided for by the provisions of the CFP Regulation. These tools remain important mechanisms although no significant trend can be

²⁹ <https://op.europa.eu/en/publication-detail/-/publication/89868cc6-015f-11ec-8f47-01aa75ed71a1>.

³⁰ 'a species for which the available quota is exhausted (long) before the quotas are exhausted of (some of) the other species that are caught together in a (mixed) fishery' (Zimmermann et al. 2015).

detected in quota swapping between Member States. This is confirmed by the Commission’s QUOTA database (Figures 11, 12, 13). To increase transparency and facilitate swapping, the Commission publishes the quota swaps list per year on a public website³¹. Figures for the current year are updated weekly.

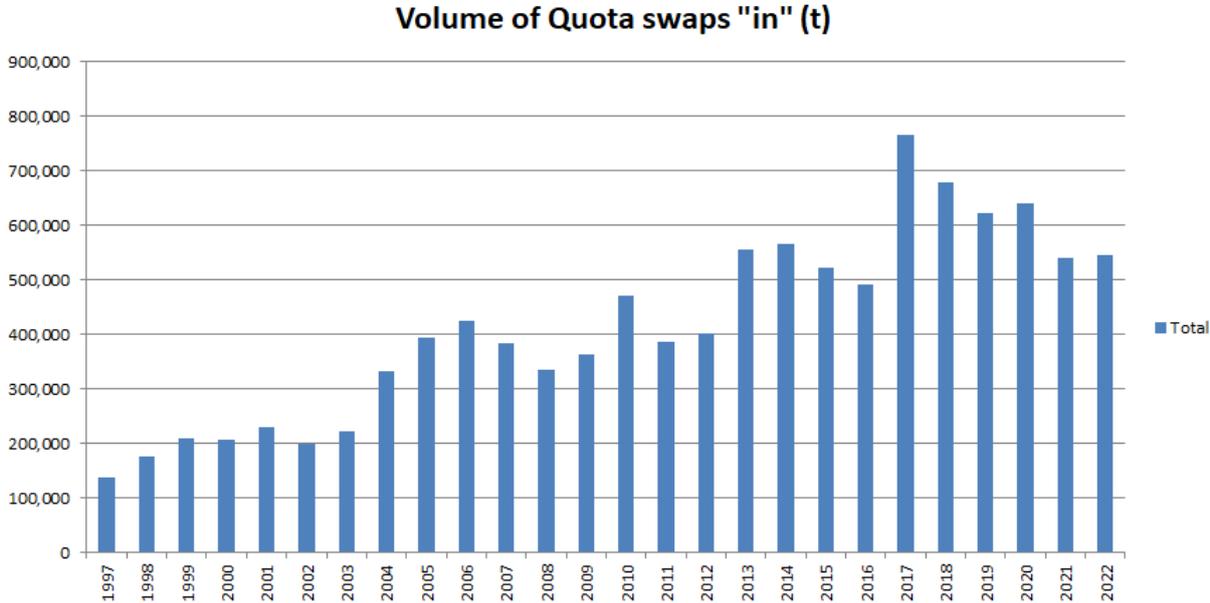


Figure 11: *Volume of quota swaps ‘in’ (t)*

³¹ After notifying the Commission, Member States may exchange all or part of the fishing opportunities allocated to them (Article 16(8) of the CFP Regulation). The quota swaps are published every year by the Commission at https://ec.europa.eu/fisheries/cfp/fishing_rules/tacs_en.

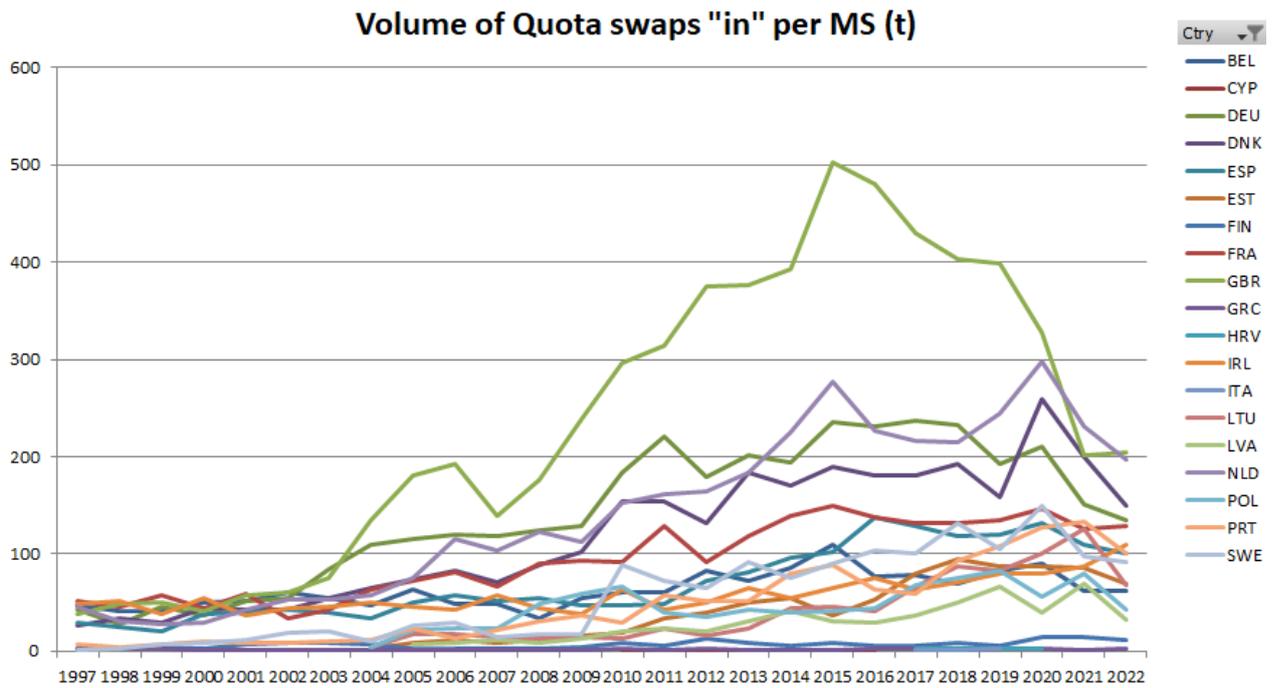


Figure 12: *Volume of quota swaps 'in' by Member State (t)*

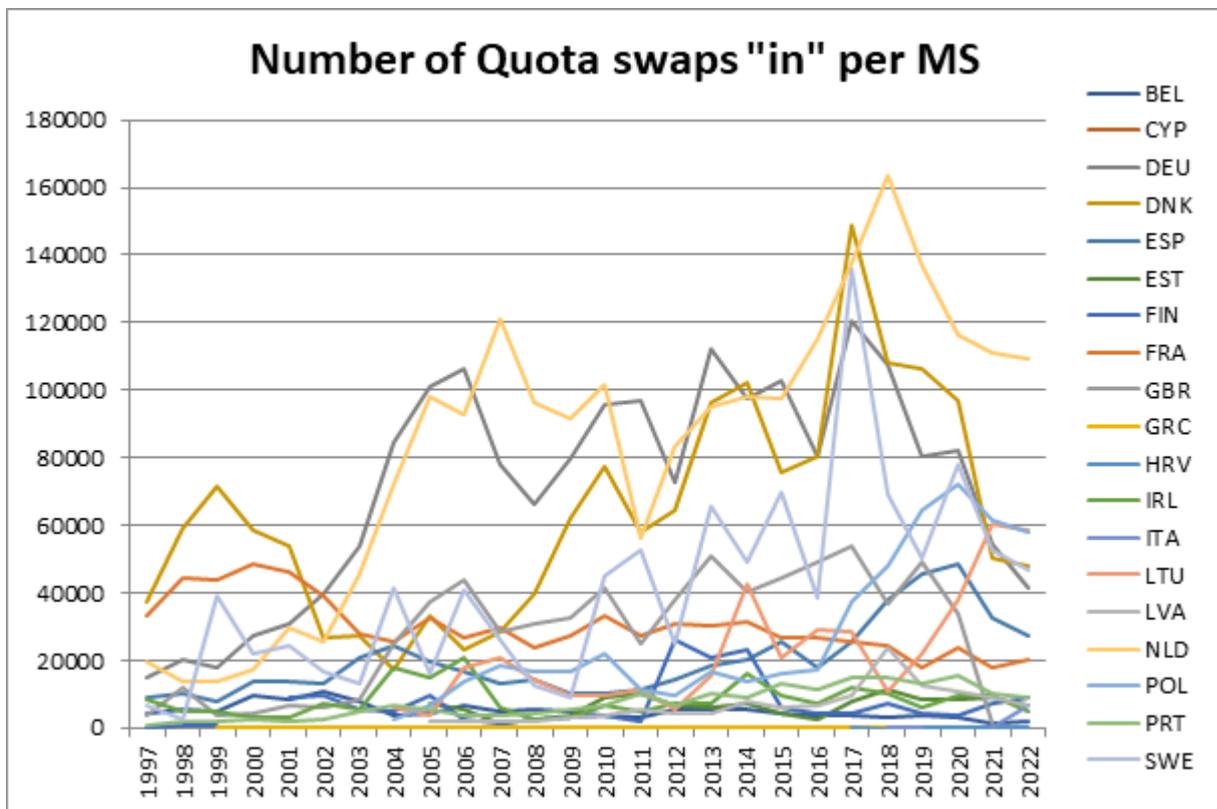


Figure 13: *Number of quota swaps 'in' by Member State*

4.2 Control and enforcement

Member State action to monitor and enforce the landing obligation remains insufficient. The main risks associated with the landing obligation have not been mitigated sufficiently, such as illegal and undocumented discarding of catches during fishing activities at sea. There are incentives for non-compliance³², which need to be prevented and deterred through effective control and enforcement. The controls currently employed by Member States are mainly traditional ones. These include inspections at sea, inspections at landing, data analysis and aerial surveillance, which are not enough to mitigate ensure control and enforcement of the main risks. Traditional controls only provide a snapshot of compliance at the time of the monitoring and do not survey fishing activity before or after an inspection; aerial surveillance does not provide sufficient evidence of compliance or non-compliance³³. For Member States to fulfil their obligations under EU legislation to ensure control and enforcement of the landing obligation, some form of continuous monitoring is necessary. Remote electronic monitoring (REM) using closed-circuit television (CCTV) is widely recognised as the most practical way to do so (the use of control observers is not a viable option). This has been confirmed by several trials and applications in EU waters³⁴ and fisheries around the world.

The Commission has a responsibility to control and evaluate the application of the rules of the CFP by Member States (Article 96(1) of Council Regulation (EC) No 1224/2009³⁵). Following a series of audits launched by the Commission in 2020, infringement proceedings were launched in 2021 against Spain, France, Belgium, Ireland and the Netherlands for failing to take appropriate measures to ensure control and enforcement of the landing obligation³⁶.

Indications point to widespread non-compliance and sizeable illegal and undocumented discarding of catches due to the drivers of non-compliance and the failure by Member States to effectively control and enforce the landing obligation. This is supported by information from many sources, including several EFCA compliance evaluation reports³⁷ and the 2021 CINEA report *Synthesis of the landing obligation measures and discard rates*³⁸, which stated that discarding rates have not changed since the landing obligation was introduced. This study helped the Commission determine whether or not discarding patterns have changed (reduced) as a result of the landing obligation. The study concludes that discard rates did not show clear trends or patterns as a result of the full implementation of the landing obligation and that undocumented discarding or misreporting occurs. This could be due to the short time series of

³² The main risks include illegal and undocumented discarding to avoid ‘choke’ situations, maximise profit (‘high-grading’) and reduce the costs associated with the handling and storage of low-value catches.

³³ This is compounded by the significant number and complexity of the *de minimis* and high survivability exemptions. Aerial surveillance cannot reliably identify species, size and condition, so it cannot confirm non-compliance; this is also greatly impaired by poor weather and bad visibility (including periods of darkness).

³⁴ Several Member States have agreed to participate in an EFCA-coordinated REM pilot project to learn best practice on REM controls (one or two vessels per Member State). Denmark uses REM in the nephrops fleet operating in the Kattegat and the Netherlands is conducting a fully documented fisheries scheme on a few vessels in the North Sea. Neither project is being used for control and enforcement purposes.

³⁵ OJ L 343, 22.12.2009, p. 1.

³⁶ For France and Spain, see https://ec.europa.eu/commission/presscorner/detail/en/inf_21_4681. For Ireland, Belgium and the Netherlands, see https://ec.europa.eu/commission/presscorner/detail/en/inf_21_5342.

³⁷ <https://www.efca.europa.eu/en/content/compliance-evaluation>

³⁸ <https://op.europa.eu/en/publication-detail/-/publication/89868cc6-015f-11ec-8f47-01aa75ed71a1>.

available information. The Commission keeps monitoring the discard trend by updating this study with the latest catch data to lengthen the time series.

The weak compliance of the landing obligation poses a significant risk to achieving the objectives of the CFP and weakens the accuracy of catch data (landings, unwanted catch, and discards) and reporting. Data and accurate reporting are crucial for the quality of scientific advice and thus achieving the maximum sustainable yield. Member States and the Commission are working in 2023 with the STECF on a review of the exemptions to the landing obligation with a specific focus on improving data and data requirements. However, weaknesses in how Member States control the landing obligation does not help encourage fishers avoid and reduce unwanted catches in the first place, thus gradually eliminating discards.

The Parliament and Council have recently agreed on a revised fisheries control system upon a Commission proposal, notably to mandate the use of remote electronic monitoring (REM) tools, which are the most effective, cost-efficient and scalable means to monitor compliance with the landing obligation.

European Fisheries Control Agency (EFCA) last haul inspections

In 2022, the EFCA continued to focus on assisting Member States and the Commission in the monitoring, control and enforcement of the implementation of the landing obligation. The risk assessment of non-compliance with the landing obligation was conducted, as in previous years, as part of the joint deployment plans³⁹.

Considering the estimates of illegal discards derived from last haul data⁴⁰ and the perception of control experts, the low number of detected suspected infringements may indicate that the current control tools are inadequate in detecting the illegal practices carried out to comply with the landing obligation.

Since 2015, last haul inspections by the EFCA have contributed to monitoring compliance with the landing obligation, including illegal discards and reporting obligations, such as the recording of allowed discards due to exemptions. While these inspections are not effective in detecting possible infringements related to illegal discards⁴¹, they are instrumental for monitoring compliance levels with landing obligation rules (Article 15 of the CFP Regulation). Moreover, last haul inspections may also contribute to raising awareness among fishers about the rules on the landing obligation and its reporting obligations.

The EFCA, in cooperation with the Member States Control Expert Group, has evaluated compliance in selected fisheries in the North Sea and North Western Waters. The evaluation was carried out to report the findings for mackerel fisheries for 2015-2017 and significant

³⁹ <https://www.efca.europa.eu/en/content/joint-deployment-plans-eu-waters>.

⁴⁰ Last haul analysis is a method of estimating representative size – and species distribution – of the catch of a fishing fleet based on the contents of trawls that are hauled in the presence of inspectors at sea.

⁴¹ As it is unlikely that fishers discard fish subject to the landing obligation in the presence of an inspector.

demersal fisheries for 2016-2017 in these areas. The findings are publicly available⁴². The EFCA continues to coordinate updates of the compliance evaluation reports for selected species in the North Sea and Western Waters for 2018-2020 and in the Baltic Sea for 2019-2021.

Five last hauls were performed and reported to EFCA as part of the Black Sea joint deployment plans for the first time in 2022. A comparison of the number of last haul inspections conducted by joint deployment plan in 2019-2022 is shown in Figure 14 and the number of last haul inspections conducted by joint deployment plan in 2022 in Figure 15.

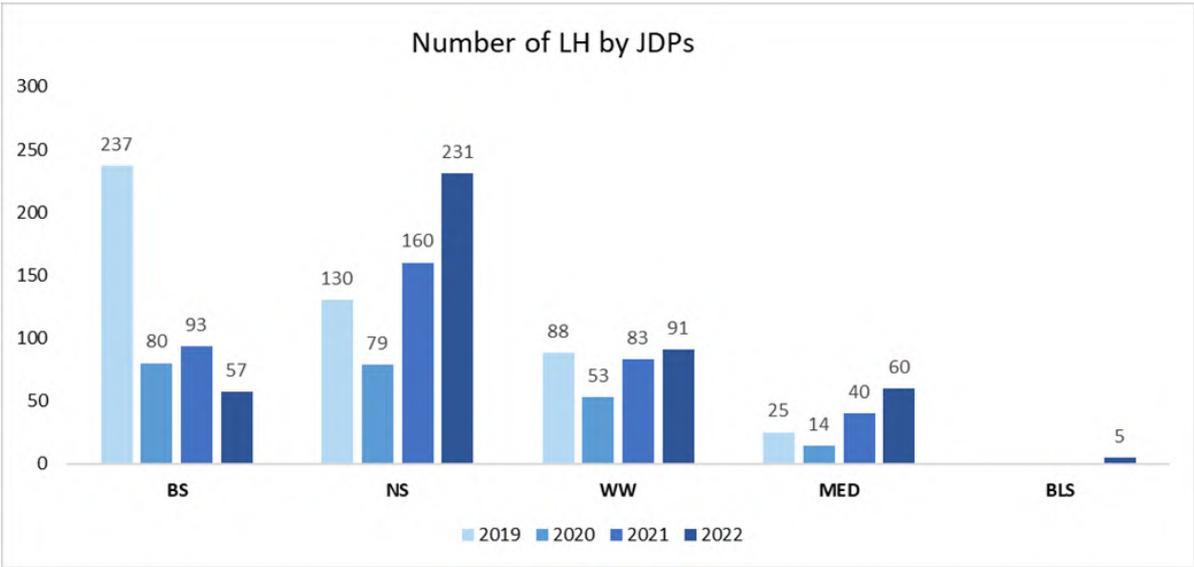


Figure 14: *Number of last haul inspections by joint deployment plan in 2019-2022*

⁴² <https://www.efca.europa.eu/en/content/compliance-evaluation>.



Figure 15: Number of last haul inspections in 2022 by joint deployment plan

4.3 Socio-economic impact of the landing obligation

The landing obligation and its challenges were also the topic of a May 2021 European Parliament report with a focus on its socio-economic impact on the fishing industry⁴³. The Commission requested the STECF to study this in detail in STECF working group (EWG 22-05)⁴⁴. Experts provided a comprehensive overview of current scientific information and assessments of the socio-economic impact of the landing obligation. The majority of the reviewed literature provides an ex ante assessment of the possible socio-economic impact based on simulations using bioeconomic models, interviews and literature. One of the main concerns voiced by Member States and the fishing industry is the impact of choke species. Most of the ex ante modelling exercises that assess the socio-economic impact assume the full implementation of and compliance with the landing obligation. This shows that choke effects are the main problems for the landing obligation in these analyses and the accompanying literature. Current studies based on practical implementation (instead of modelling) seem to indicate that the socio-economic impact of the landing obligation is rather limited.

Member States have provided very limited information on the social and economic impact of the landing obligation in previous reports on implementation. They report that it is still difficult to assess the landing obligation's impact, indicating that problems remain minimal across sea basins. This is mainly due to the exemptions in place that mitigate these problems and the funding available of EMFF and EMFAF, which is also highlighted by various

⁴³ https://www.europarl.europa.eu/doceo/document/TA-9-2021-0227_EN.html.

⁴⁴ <https://stecf.jrc.ec.europa.eu/documents/43805/26710926/STECF+22-05+-+Eval+JRs+Lo+and+TM.pdf/fedda422-cdab-4d25-a259-ea2d9dde3af9>.

Advisory Councils in their recommendations on this topic. The STECF⁴⁵ reviewed the data collection (e.g. Data Collection Framework⁴⁶ data used under the data calls for the Annual Economic Report and the Fisheries-Dependent Information database) and advised that no conclusions could be drawn on the social and economic impacts of the landing obligation. This is consistent with the findings in the CINEA study that there are no clear trends in discard rates. These studies concur that there is no evidence of changes in discarding practices in fisheries, so this does not lead to any changes in economic indicators.

4.5 Conclusion and way forward

Since 2014, Member State regional groups have cooperated with scientific institutions and the advisory councils when submitting joint recommendations on exemptions based on scientific evidence. This has resulted in exemptions based in the delegated regulations linked to certain conditions pending the collation of more scientific evidence. With these conditions in mind and new research results gradually being released, annual amendments to the delegated regulations were necessary following the STECF's reassessment supported with new scientific evidence. Slowly but surely, more knowledge is acquired to underpin the exemptions needed. The roadmap linked to the exemption due to the high survivability rate of skate and ray in the Northeast Atlantic is an example of this work and of more knowledge in this field⁴⁷. The roadmap aims to build evidence of the discard survival rate of skate and ray and to increase selectivity and survival of these species.

The primary focus when implementing the landing obligation should be to avoid unwanted catches by improving selectivity or taking other conservation and management measures. Although increasing selectivity can result in some reduction in revenue, these short-term losses should be offset by the broader medium-term gains in stocks expected as a result of increased selectivity, the reduced risk of choke events and better use of quotas to land a higher proportion of more valuable catch. The CFP aims at making fishing gear more selective so that unwanted catches do not happen in the first place. Thanks to fishers and Member States' efforts⁴⁸, there has been progress in developing innovative and more selective gear. However, 4 years after the full entry into force of the landing obligation, more progress is needed. There are many examples of gear innovation projects and trials. However, the uptake by fleets is often less than expected due to the regulatory measures limiting the scope of the landing obligation.

⁴⁵ <https://stecf.jrc.ec.europa.eu/documents/43805/14840948/STECF+PLEN+21-03.pdf/0909ec89-4bf6-4eeb-bb94-e2cf5a19bc92>.

⁴⁶ Regulation (EU) 2017/1004 of the European Parliament and of the Council of 17 May 2017 on the establishment of a Union framework for the collection, management and use of data in the fisheries sector and support for scientific advice regarding the common fisheries policy

⁴⁷ By Scheveningen Group and North Western Waters Group – and the North Sea Advisory Council (NSAC) and the North Western Waters Advisory Council (NWWAC).

⁴⁸ Communication from the Commission to the European Parliament and the Council, Towards more sustainable fishing in the EU: state of play and orientations for 2023 (COM/2022/253 final).

As outlined in the marine action plan⁴⁹, the actual use and take-up of these new gears and cutting-edge fishing techniques should be widened. Member States should improve the use of targeted EMFAF support for this purpose. In addition, they should promote the broader use of new technologies for data collection and optimise fishing to minimise unwanted catches by fishers. More measures are set out in the action plan that focus on improving gear selectivity and reducing the impact of fisheries on sensitive species.

Cooperation between stakeholders and knowledge about the landing obligation has increased. Now, on the basis of all the knowledge gained, it is time for all stakeholders to work on a range of measures to put the findings into practice. First and foremost, Member States must ensure proper control and enforcement of the landing obligation, which is essential for developing a culture of compliance and cooperation among all operators and fishers. Second, the quality and consistency of catch data (to support exemptions) needs to improve. It is essential that control and enforcement improves to ensure the catch data are accurate because scientists use the data reported in the logbooks and collected under the data collection framework for their scientific advice. A commitment from Member States and industry is needed to achieve this objective with the support of the Commission.

In 2023, the Commission will update the study on discard trends, which concluded that undocumented discarding continues and there has been no significant change in discarding trends as a result of the landing obligation. The study is updated with catch data collected in the fisheries dependent information database⁵⁰. In the Communication on the functioning of the CFP, the Commission has called on Member States, the scientific community, the Advisory Councils and producer organisations to provide it with the key data required to evaluate the landing obligation. In 2023, the Commission will facilitate this by providing guidance to ensure there is alignment on which indicators will be used in an evaluation (and for which having the data on these indicators is a pre-requisite).

5. THE FUNCTIONING AND THE ROLE OF ADVISORY COUNCILS IN 2022

5.1 Advisory councils' recommendations in 2022 and how these were taken on board

In 2022, the Advisory Councils (ACs) submitted 126 recommendations to the Commission, which was very close to the 128 submitted in 2021. As in previous years, a broad range of subjects was covered (Figure 16), showing how large the number of files is having an incidence on fisheries and aquaculture.

The number of recommendations varied a lot between the ACs. There were more than 20 from the Market Advisory Council (MAC) and the Aquaculture Advisory Council (AAC) and only one from the Black Sea Advisory Council (BSAC), which mainly sent recommendations

⁴⁹ EU Action Plan: Protecting and restoring marine ecosystems for sustainable and resilient fisheries (COM(2023) 102 final).

⁵⁰ <https://stecf.jrc.ec.europa.eu/dd/fdi>

to Member States and not to the Commission. As in previous years, joint recommendations were also submitted to the Commission by the Member States who consulted the relevant ACs.

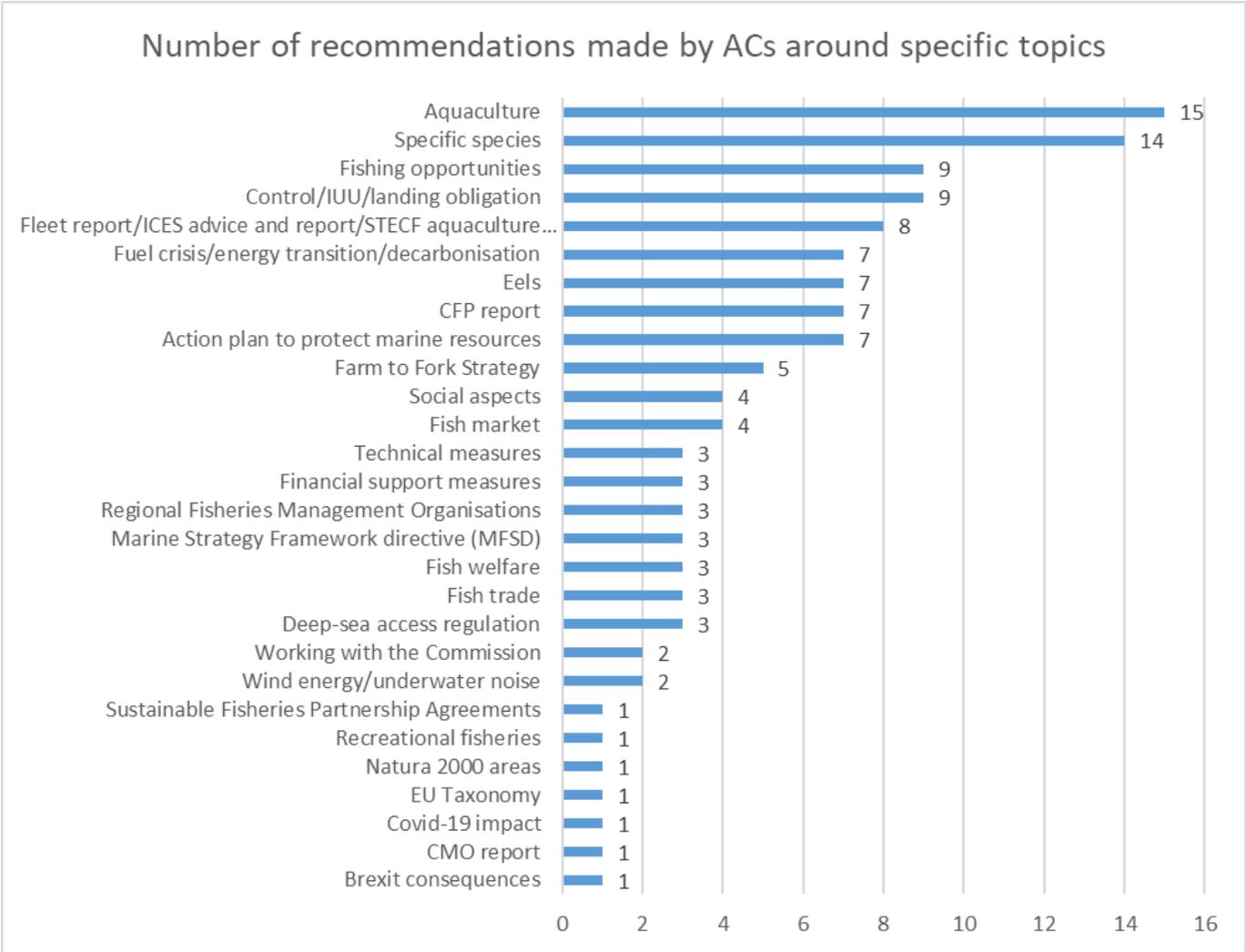


Figure 16: Number of recommendations received by the Commission on specific topics

As described below, these recommendations were essential in shaping policy and were largely taken on board.

1) Recommendations on the Mediterranean and the Black Seas

In 2022, the Commission received advice from the Mediterranean AC (MEDAC) on topics such as fishing opportunities, the implementation of the EU Western Mediterranean multiannual plan, a derogation from the Technical Measures Regulation and contributions to EU proposals to the GFCM.

In the EU proposals for GFCM recommendations, the Commission incorporated parts of all MEDAC advice on European eel, new multiannual plans, recreational fisheries, and the small-scale fleet. The Commission initiated a proposal for a general ban on transshipment to better address the issue of illegal, unreported and unregulated (IUU) fishing and the need for a regional level playing field as requested by MEDAC.

In preparation of the annual fishing opportunities proposal for the Mediterranean and the Black Sea, the Commission took into account parts of MEDAC advice, including the implementation of the compensation mechanism under the Western Mediterranean multiannual plan.

Lastly, the Commission took into account the AC's advice based on a joint recommendation submitted by Member States when in the process of adopting the derogation to the Technical Measures Regulation for Venus clams in Italian territorial waters.

2) Northeast Atlantic and North Sea – shared fish stock management

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

In addition, the joint advice of the NWWAC and the NSAC on skates and rays management has been followed up with a regular attendance of the Commission in dedicated focus group meetings to prepare a terms of reference for the STECF EWG in 2022 and work with the UK in the SCF. A dedicated NWWAC/NSAC stakeholder workshop was organised on the future management of skates and rays in Brussels on 9 February 2023. This has helped steer the scientific and management debate, in particular on the issue of how to manage group skates and rays TACs and assess possible alternatives. This has been a considerable and sensitive topic in the last three rounds of annual EU-UK consultations, and stakeholder input to the process has been of great value.

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

Other NWWAC advice provided feedback on technical measures for Celtic Sea cod. That feedback is taken into consideration during the ongoing discussions with the UK which aim to introduce co-agreed measures. The Commission will continue to engage with the NWWAC on this topic.

The PELAC proposal for a rebuilding plan for Western horse mackerel was taken into consideration during the annual consultation with the UK for 2023. This was instrumental in setting up fishing opportunities for this species for 2023.

NWWAC gave advice on the draft joint recommendation for the delegated regulation specifying the details for implementing the landing obligation and advice on choke situations after exemptions. This advice was important and helped ascertain the main priorities of and concerns raised by Member State stakeholders about the extensive list of proposed *de minimis* and high survivability exemptions. In some cases, such information is helpful in the subsequent stages throughout this process, in particular during interaction and technical meetings with the STECF experts responsible for evaluating the exemptions in the joint recommendation. On choke risks, the advice included a comprehensive list of key choke species, based on the ‘choke mitigation tool’, by sea basin, fishing area, species, and TACs. This useful information further confirms the high complexity of mixed fisheries and the importance of some *de minimis* and high survivability exemptions to help avoiding choke risks in those fisheries.

The NSAC letter on the technical regulation in Norwegian waters pointed out the lack of consultation with and notification to the EU before the announcement and entry into force of the beam trawl ban in those waters. NSAC regretted that stakeholders affected by the measure did not have a chance to suggest alternatives to the prohibition. This position was conveyed by the Commission to Norway on several occasions.

3) *South Western Waters*

The South Western Waters Advisory Council (SWWAC) gave advice on limitation of variations in fishing opportunities for certain stocks across the years. The stocks concerned were managed by the EU and shared. This advice was considered thoroughly but could not be incorporated in legislation in 2023 as the variations were not significant or limiting variations was not possible due to the provisions of the Western Waters multiannual plan.

4) *Baltic Sea*

The Commission proposal on fishing opportunities for 2023 took into account the part of the Baltic Sea Advisory Council (BSAC) recommendation on Riga herring and Gulf of Finland salmon.

There was also a good example of AC and Member State cooperation when a dialogue between the BSAC and BaltFish (a Member State Regional Group for the Baltic) took place as part of the discussions on a joint recommendation on conservation measures for some areas in German waters. Germany (leading the joint recommendation) participated in several meetings with the industry members of the BSAC, which disagreed with the envisaged

measures arguing they were unnecessary. BaltFish and Member States took the time to respond to the BSAC comments and described the management measures in detail.

5) *Illegal, unreported and unregulated (IUU) fishing*

On IUU fishing and the implementation of the IUU Regulation⁵¹ in 2022, the ACs made pertinent and important recommendations, some of which the Commission focused on. In 2022, the Commission published the *Study on the legislative frameworks and enforcement systems of Member States regarding obligations and sanctions to nationals for infringements to the rules arising from the IUU Regulation*⁵². The study addresses several of the recommendations in the joint letter from the Markets Advisory Council (MAC) and the Long Distance Advisory Council (LDAC) on ‘Fostering the European Union’s leadership in reducing the detrimental impact of flags of convenience in the fishing sector’.

In 2022, the Commission also decided to launch a study on flags of convenience that will be carried out in 2023. The Commission has addressed the issue of a level playing field for importers that had been raised by ACs as part of the ongoing discussions on the revision of the Control Regulation and the mandatory use of the IT CATCH system.

6) *Aquaculture*

In 2022, the Aquaculture Advisory Council (AAC) submitted 15 recommendations on aquaculture. As in the previous year, most of these recommendations continued to address issues which had also been identified in the ‘Strategic guidelines for a more sustainable and competitive EU aquaculture for the period 2021 to 2030’, a Communication adopted by the Commission in 2021⁵³. The recommendations have been a valuable contribution to the ongoing work to implement these strategic guidelines and their associated guidance documents, especially for those on environmental performance of aquaculture and on climate change adaptation and mitigation.

The AAC input has also contributed to the discussions on the energy transition in aquaculture. In addition to the recommendations, exchanges with the AAC on the impact of Russia’s war of aggression against Ukraine on the European aquaculture sector have also been taken into account when drafting the communication on safeguarding food security and reinforcing the resilience of food systems⁵⁴ and subsequent follow-ups.

⁵¹ Council Regulation (EC) No 1005/2008 of 29 September 2008 establishing a Community system to prevent, deter and eliminate illegal, unreported and unregulated fishing.

⁵² <https://op.europa.eu/s/yCqu>.

⁵³ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions Strategic guidelines for a more sustainable and competitive EU aquaculture for the period 2021 to 2030 (COM/2021/236 final).

⁵⁴ Communication from the Commission to the European Parliament, the European Council, the Council, the European Economic and Social Committee and the Committee of the Regions Safeguarding food security and reinforcing the resilience of food systems (COM/2022/133 final).

7) *Market*

In 2021, the MAC sent a recommendation on ‘Analysis for Dioxins and Dioxin-like Polychlorinated Biphenyls (PCBs) in Fish Oil’ related to health issues. The Commission took this advice on board and incorporated a correct interpretation of the legislation in a published meeting report⁵⁵ from the Standing Committee on Plants, Animals, Food and Feed (Animal Nutrition section). This makes it possible for official departments and operators to refer to the report for the correct interpretation of legislation in this area.

In July 2022, the MAC requested a modification to the current regulatory maximum limits of sulphites in shrimp and Norway lobster, which are currently regulated by the Food Additives Regulation⁵⁶. This is currently being assessed by the European Food and Safety Authority

The MAC also made a recommendation on proposed EU targets for food waste reduction. Some measures had already been taken up by the Commission as part of the circular economy action plan⁵⁷. The Commission is closely working on the integration of food loss and waste prevention in relevant policies, including fisheries and aquaculture.

8) *Report on the functioning of the CFP*

Eight recommendations⁵⁸ were received from the ACs on the report on the functioning of the CFP. The most prevalent themes in these recommendations were seafood consumption, Regional Fisheries Management Organisations (RFMOs), bycatch and discards, labour and employment, and the lack of data collection. These contributions were integrated in a report analysing stakeholder contributions in an online questionnaire as part of the stakeholder consultation in 2022⁵⁹.

The NWWAC and NSAC were also involved in in-depth discussions with Member States Regional Groups as part of the second phase of the stakeholder consultation.

All the recommendations received were thoroughly assessed as part of the preparations of the CFP report. Some recommendations were directly included, such as getting all the required knowledge on ecosystems or incorporating the impact of climate change into the management decisions (as recommended by BSAC) or giving more importance to social aspects (as recommended by NSAC and NWWAC).

⁵⁵ https://food.ec.europa.eu/system/files/2021-12/reg-com_ani-nutrit_20210920_sum.pdf.

⁵⁶ Regulation (EC) No 1333/2008 of the European Parliament and of the Council of 16 December 2008 on food additives.

⁵⁷ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions A new Circular Economy Action Plan For a cleaner and more competitive Europe (COM/2020/98 final).

⁵⁸ AAC, BSAC, CC SUD, MAC, NSAC, NWWAC, LDAC, PELAC.

⁵⁹ <https://cfpreportevent2022.b2match.io/page-4771>.

9) Report on the functioning of the Common Market Organisation

The advice received from MAC in March 2022 on the functioning of the Common Market Organisation (CMO) Regulation⁶⁰ was highly appreciated. The MAC reported that the tools made available to producer organisations under the CMO Regulation (especially the production and marketing plans) are well adapted to help them pursue their objectives. This particularly concerned the objectives to better organise structuring fish supplies, improve fisher and farmer incomes, and implement the CFP on the ground. However, producers highlighted a lack of consistency in the level of support, in particular financial support, from national authorities. This creates significant gaps in the development and functioning of producer organisations across Member States and makes ensuring a level playing field a challenge. To reduce these imbalances, the Commission continuously made an effort to improve information and raise awareness to accompany all those involved in implementing this innovative tool of production and marketing plans. Throughout 2022, the Commission remained available to clarify concepts, remove uncertainties, and facilitate sharing of good practices.

10) The marine action plan

Five recommendations⁶¹ were received on the preparation of the action plan protecting and restoring marine ecosystems for sustainable and resilient fisheries⁶². These recommendations were thoroughly considered in the preparation of the action plan and a summary of all contributions received is publicly available⁶³.

11) Energy transition of the EU fisheries and aquaculture sector⁶⁴

In 2022, the Commission discussed the energy transition with ACs. The NSAC advice on decarbonising the fishing fleet received in October 2022 was highly appreciated and discussed with the Commission at a dedicated lunchtime conference. The advice from MEDAC and SWWAC in the context of the preparation of the Communication on the energy transition were also very useful and thoroughly considered.

12) Maritime spatial planning and the Marine Strategy Framework Directive

In 2022, SWWAC, NWWAC and PELAC made three recommendations on the offshore renewable energy impact on fisheries, maritime spatial planning (MSP) and the Marine

⁶⁰ Regulation (EU) No 1379/2013 on the common organisation of the markets in fishery and aquaculture products.

⁶¹ CC RUP, CC SUD, BLSAC, MEDAC, PELAC.

⁶² Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions, EU Action Plan: Protecting and restoring marine ecosystems for sustainable and resilient fisheries (COM(2023) 102 final).

⁶³ <https://op.europa.eu/en/publication-detail/-/publication/293c498e-b1bf-11ed-8912-01aa75ed71a1>.

⁶⁴ Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions On the Energy Transition of the EU Fisheries and Aquaculture sector (COM(2023) 100 final).

Strategy Framework Directive⁶⁵ (MSFD). These recommendations were used to draw up research review papers⁶⁶, map potential environmental effects of offshore renewable energy and steer discussions with Member States, particularly through the EU Member State expert group on MSP.

5.2 Conclusion

The ACs are the Commission stakeholders' forum and a vital element for policymaking in the CFP. Their recommendations are of utmost importance to the Commission as they enable EU and national policymakers to benefit from knowledge and experience on the ground. They also build collaboration and trust between all those involved.

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

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

6) INTERNATIONAL OCEAN GOVERNANCE

With its revised agenda, the EU is committed to take an even more active role in international ocean governance and in implementing the UN 2030 Agenda and its Sustainable Development Goal (SDG) 14 'life below water' by:

⁶⁵ Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive).

⁶⁶ https://www.eionet.europa.eu/etcs/etc.-icm/products/etc.-icm-reports/etc.-icm-report-2-2022-mapping-potential-environmental-impacts-of-offshore-renewable-energy/@@download/file/02_2022_ETC%20ICM%20Report_Mapping%20potential%20environmental%20impacts%20of%20offshore%20renewable%20energy.pdf

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

The Communication on international ocean governance⁶⁷ focuses on safe, secure, clean and sustainably managed oceans. It contributes to the EU's implementation of the UN 2030 Agenda for Sustainable Development, in particular SDG 14 'life below water'⁶⁸ and delivers on the blue part of the European Green Deal⁶⁹, demonstrating the EU's strong engagement for the ocean.

As the CFP is an exclusive competence of the EU, the Commission represents the EU in international negotiations on issues falling under the CFP at multilateral, regional and bilateral levels.

The political agreement on the Marine Biodiversity of Areas Beyond National Jurisdiction Treaty⁷⁰ opens the way to its ratification and implementation. Once in force, it will allow for marine protected areas to be designated, help set global guidelines and standards for conducting environmental impact assessments, and encourage mutual supportiveness between various international frameworks and bodies with ocean-related competence. The World Trade Organisation (WTO) negotiations on fisheries subsidies have also had a successful outcome in June 2022 with strong disciplines prohibiting subsidies, in particular in case of IUU fishing but also high seas and overfished stocks. The EU played a prominent role in this WTO negotiation to prohibit harmful fisheries subsidies. Negotiations on additional disciplines on overfishing and overcapacity as well as specific rules for the poorest nations are resuming, and the EU intends to continue playing a leading role. In addition, the Commission actively contributed, on behalf of the EU, to the successful development and endorsement of the Food and Agriculture Organization (FAO) Voluntary Guidelines on Transshipment. Transshipment operations, if insufficiently regulated, monitored and controlled, can increase the risk of IUU-caught fish entering the food supply chain, thus undermining sustainable and responsible fisheries. These guidelines aim to support relevant conservation and management measures and contribute to the improved implementation of international instruments to combat IUU fishing, such as the FAO Agreement on Port State Measures to Prevent, Deter and Eliminate IUU Fishing.

⁶⁷ Joint Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions Setting the course for a sustainable blue planet - Joint Communication on the EU's International Ocean Governance agenda (JOIN(2022) 28 final).

⁶⁸ <https://www.un.org/sustainabledevelopment/oceans/>.

⁶⁹ https://commission.europa.eu/strategy-and-policy/priorities-2019-2024/european-green-deal_en.

⁷⁰ United Nations Conventions on the Law of the Sea implementing agreement on biodiversity beyond national jurisdiction).

At regional level, the Commission always takes the opportunity of its participation to promote the EU biodiversity strategy and the objectives and principles of the CFP. The Commission insists on the importance of science-based management measures for the sustainable management of fish stocks and their ecosystem and takes into account the socio-economic impact. The EU frequently leads the discussions and tries to shape the work of RFMOs, including by submitting a substantial number of proposals. In the Indian Ocean Tuna Commission (IOTC) from 2012-2021, almost half the proposals came from the EU. In the General Fisheries Commission for the Mediterranean (GFCM), 99% of the proposals in the last 5 years have come from the EU. Furthermore, the EU plays a key role in the negotiations in many of these organisations, often taking up an active role in brokering agreements.

In practical terms, in 2002, those principles have led to the adoption of conservation measures based on scientific advice from all RFMOs. These measures were complemented by management procedures for bluefin tuna at the International Commission for the Conservation of Atlantic Tunas (ICCAT), bigeye tuna at the IOTC, and skipjack at the Western and Central Pacific Fisheries Commission (WCPFC). This is an important step forward for well-informed science-based management decisions for managing these stocks in the future. The EU's thrust was essential to make those management procedures a reality, including through extensive research financed by its voluntary contributions.

In 2022, climate change was high on the agenda, and ICCAT, IOTC and WCPFC adopted resolutions to take the impact of climate change into account in their deliberations. Marine protected areas (MPAs) are an integral part of the EU's biodiversity strategy. Nevertheless, despite the EU's continuous efforts, there was no consensus on adopting the EU's two proposals at the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR). The EU's determination was key to put pressure on the participants to agree to an extraordinary meeting on MPAs in 2023.

RFMOs, however, are international organisations where, with limited exceptions, decisions are normally taken by consensus. While the EU usually is a key player in RFMOs, there are limits to the EU's leverage to influence the decisions taken. This was strongly felt at the IOTC, which confirmed to be an increasingly challenging negotiation environment, where several coastal states questioned the science-based approach to sustainability. This culminated with the recent vote at the IOTC during the special session on fish-aggregating devices in Kenya (3-5 February 2023) that ended with the adoption of a resolution that lacks any scientific basis and will have damaging socio-economic effects in many coastal states and for food security in the region.

The EU continued to promote a culture of compliance in RFMOs. It tabled proposals to improve monitoring and control, fight against IUU fishing and took an active role in the compliance committees of those organisations.

In line with the Joint Communication on International Ocean Governance, the Commission continued to push for the two regional fisheries bodies in the Atlantic to be upgraded to fully

fledged RFMOs and secure EU membership in the Bering Sea Convention. Unfortunately, no tangible progress was achieved in 2022 on both these points. The Commission did manage to progress on the implementation of the Agreement to Prevent Unregulated High Seas Fisheries in the Central Arctic Ocean⁷¹ in 2022 and prepared the ground for future scientific cooperation under the Agreement.

There was also progress in 2022 in implementation into EU law of RFMO conservation and management measures and decisions.

In 2022 and the first part of 2023, activities fighting IUU fishing continued. On 2 March 2023, at the Our Ocean Conference in Panama, the Commission, on behalf of the EU, joined the IUU Alliance, supporting the objectives of the Alliance Pledge. This underlines the EU's commitment and active engagement in making the international community follow fisheries rules.

The Commission continued developing the IT CATCH system, which will support implementing the IUU catch certification scheme, while waiting for the legal basis to make its use compulsory for stakeholders. Further investments were also made in the interoperability of IT CATCH with other systems. The Commission strengthened guidance and cooperation with Member States on controls of fishery product imports. It also pursued its active international cooperation with and support to non-EU countries through visits on the spot, virtual dialogues and IUU working groups. At regional level, particular attention was devoted to compliance committees, active identification of vessels conducting IUU fishing and their possible IUU listing. In addition, regional EU-funded programmes continued to be implemented, such as PESCAO in West Africa, ECOFISH in the Indian Ocean and PEUMP in the Pacific. The EU has also supported ASEAN initiatives to fight IUU fishing and ensured cooperation with EU NAFVOR in the Indian Ocean.

Sustainable fisheries partnership agreements (SFPAs) contribute to a regulated framework for the EU long-distance fishing fleet and supports its competitiveness. They also support a suitable exploitation of the third countries' relevant fisheries resources. In addition, SFPAs help the Commission maintain a political dialogue on fisheries policies with those third countries concerned, in coherence with the CFP principles and commitments under other relevant EU policies. There are currently 13 SFPAs in force. A new SFPA protocol was negotiated and signed in 2022 with Mauritius and entered into provisional application on 21 December 2022. The Commission has concluded negotiations with Madagascar and Kiribati, and the new SFPA protocols will enter into force once the respective legislative procedures have been completed.

Joint committee meetings were held with partner countries throughout the year to monitor the implementation of the protocols, in particular the implementation of the sectoral support funds granted through the protocols. Overall, these agreements have contributed to economic activity and job creation in the EU and the partner countries. SFPAs have also been

⁷¹ <https://faolex.fao.org/docs/pdf/mul199323.pdf>

contributing positively to the development of the fisheries sectors, coastal communities and sustainable fisheries management.

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

Efforts will continue to ensure the timely renewal of SFPAs to ensure the continuity of fishing activities carried out under them and maintain or even extend, where relevant, the network of SFPAs in the Atlantic, Indian and Pacific Oceans. In 2023, the Commission will publish a staff working document following an independent global evaluation of the SFPAs, which was launched in 2021.

Annex 1 Summary of indicators calculated for each fleet segment (situation in December 2022)

The area code NAO means North Atlantic Ocean, including the North Sea, Celtic Sea and Baltic Sea, MBS means the Mediterranean and Black Seas, and OFR means other fishing regions. Gear codes are as set out in Annex XI to the relevant Commission Implementing Regulation⁷².

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines												
Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
BEL	NAO	DTS	VL1012	0								No
BEL	NAO	DTS	VL1218	1								
BEL	NAO	DTS	VL1824	8								
BEL	NAO	DTS	VL2440	7								
BEL	NAO	DRB	VL1824	1								
BEL	NAO	DRB	VL2440	0								
BEL	NAO	FPO	VL1012	1								
BEL	NAO	PMP	VL1012	0								
BEL	NAO	PMP	VL1218	0								

⁷² Commission Implementing Regulation (EU) No 404/2011 of 8 April 2011 laying down detailed rules for the implementation of Council Regulation (EC) No 1224/2009 establishing a Community control system for ensuring compliance with the rules of the Common Fisheries Policy.

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
BEL	NAO	PMP	VL1824	1	Green	Grey	Green	Green	Grey	Green	Green	
BEL	NAO	TM	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL	NAO	TBB	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL	NAO	TBB	VL1218	2	Grey	Grey	Grey	Grey	Grey	Green	Grey	
BEL	NAO	TBB	VL1824	17	Green	Red	Green	Green	Grey	Green	Green	
BEL	NAO	TBB	VL2440	25	Red	Red	Green	Green	Grey	Green	Green	
BEL	NAO	INACTIVE	VL1218	1	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL	NAO	INACTIVE	VL1824	2	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL	NAO	INACTIVE	VL2440	1	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL	NAO	INACTIVE	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL	NAO	INACTIVE	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL	NAO	INACTIVE	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL	NAO	INACTIVE	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
BEL Total				67								
BGR	MBS	DFN	VL0006	326	Green	Grey	Green	Red	Grey	Red	Red	Yes
BGR	MBS	DFN	VL0612	515	Green	Grey	Green	Light Green	Grey	Red	Red	
BGR	MBS	DFN	VL1218	19	Red	Grey	Green	Green	Grey	Green	Red	
BGR	MBS	DFN	VL1824	3	Red	Grey	Grey	Grey	Grey	Green	Grey	
BGR	MBS	DFN	VL2440	1	Green	Red	Grey	Grey	Grey	Green	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
BGR	MBS	FPO	VL0006	0								
BGR	MBS	FPO	VL0612	0								
BGR	MBS	FPO	VL0006	3								
BGR	MBS	FPO	VL0612	34								
BGR	MBS	FPO	VL1218	0								
BGR	MBS	HOK	VL0006	15								
BGR	MBS	HOK	VL0612	0								
BGR	MBS	HOK	VL0612	24								
BGR	MBS	HOK	VL1218	1								
BGR	MBS	HOK	VL1218	0								
BGR	MBS	HOK	VL1824	0								
BGR	MBS	PGP	VL0006	8								
BGR	MBS	PGP	VL0612	0								
BGR	MBS	PGP	VL0006	0								
BGR	MBS	PGP	VL0612	9								
BGR	MBS	PGP	VL1218	1								
BGR	MBS	PGP	VL1824	0								
BGR	MBS	PMP	VL0006	68								
BGR	MBS	PMP	VL0612	132								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
BGR	MBS	PMP	VL1218	0								
BGR	MBS	PMP	VL1218	14								
BGR	MBS	PMP	VL1824	3								
BGR	MBS	PMP	VL2440	0								
BGR	MBS	PMP	VL1824	0								
BGR	MBS	PMP	VL1824	0								
BGR	MBS	PMP	VL2440	0								
BGR	MBS	PS	VL0006	8								
BGR	MBS	PS	VL0612	3								
BGR	MBS	PS	VL1824	0								
BGR	MBS	TBB	VL0612	0								
BGR	MBS	TBB	VL1218	0								
BGR	MBS	TBB	VL1824	0								
BGR	MBS	TBB	VL0612	0								
BGR	MBS	TBB	VL1218	1								
BGR	MBS	TBB	VL1824	0								
BGR	MBS	TM	VL0612	3								
BGR	MBS	TM	VL1218	21								
BGR	MBS	TM	VL1824	11								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
BGR	MBS	TM	VL2440	10	Green		Green	Green		Green	Green	
BGR	MBS	INACTIVE	VL0006	255								
BGR	MBS	INACTIVE	VL0612	333								
BGR	MBS	INACTIVE	VL1218	8								
BGR	MBS	INACTIVE	VL1824	1								
BGR	MBS	INACTIVE	VL2440	0								
BGR Total				1830								
CYP	MBS	DTS	VL2440	5	Green		Red	Red			Green	Yes
CYP	MBS	DTS	VL2440	0								
CYP	MBS	PG	VL0006	28	Green		Green	Green			Red	
CYP	MBS	PG	VL0612	299	Green		Red	Light Green			Red	
CYP	MBS	PGO	VL0006	344	Green		Red	Red			Red	
CYP	MBS	PGO	VL0612	73	Green		Red	Red			Red	
CYP	MBS	PGP	VL1218	36	Green	Red	Red	Red			Red	
CYP	MBS	PGP	VL1218	0								
CYP	MBS	PS	VL1824	0								
CYP	MBS	PS	VL1824	1	Red						Red	
CYP	MBS	INACTIVE	VL0006	37								
CYP	MBS	INACTIVE	VL0612	38								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
CYP	MBS	INACTIVE	VL1218	2								
CYP	MBS	INACTIVE	VL1824	0								
CYP	MBS	INACTIVE	VL2440	1								
CYP Total				864								
DEU	NAO	DFN	VL1218	5								Yes
DEU	NAO	DFN	VL1824	0								
DEU	NAO	DFN	VL2440	5								
DEU	NAO	FPO	VL1218	1								
DEU	NAO	FPO	VL1824	1								
DEU	NAO	FPO	VL2440	1								
DEU	NAO	HOK	VL1218	0								
DEU	NAO	DTS	VL0010	1								
DEU	NAO	DTS	VL1012	7								
DEU	NAO	DTS	VL1218	19								
DEU	NAO	DTS	VL1824	11								
DEU	NAO	DTS	VL2440	12								
DEU	NAO	DTS	VL40XX	5								
DEU	NAO	PG	VL0010	613								
DEU	NAO	PG	VL1012	44								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
DEU	NAO	TBB	VL0010	4						Green		
DEU	NAO	TBB	VL1012	4	Green		Green	Green		Green	Red	
DEU	NAO	TBB	VL1218	99	Green		Red	Red		Red	Red	
DEU	NAO	TBB	VL1824	70	Green		Green	Green		Red	Red	
DEU	NAO	TBB	VL2440	6	Red	Red	Green	Green		Green	Green	
DEU	NAO	TBB	VL40XX	2						Green		
DEU	OFR	TM	VL40XX	0								
DEU	NAO	TM	VL1012	0								
DEU	NAO	TM	VL1218	0								
DEU	NAO	TM	VL1824	2								
DEU	NAO	TM	VL2440	1								
DEU	NAO	TM	VL40XX	4	Green	Red						
DEU	NAO	INACTIVE	VL0010	343								
DEU	NONE	INACTIVE	VL0010	0								
DEU	NAO	INACTIVE	VL1012	22								
DEU	NONE	INACTIVE	VL1012	0								
DEU	NAO	INACTIVE	VL1218	10								
DEU	NONE	INACTIVE	VL1218	0								
DEU	NAO	INACTIVE	VL1824	4								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
DEU	NONE	INACTIVE	VL1824	0								
DEU	NAO	INACTIVE	VL2440	1								
DEU	NONE	INACTIVE	VL2440	0								
DEU	NAO	INACTIVE	VL40XX	0								
DEU	NONE	INACTIVE	VL40XX	0								
DEU Total				1297								
DNK	NAO	DRB	VL1012	3								Yes
DNK	NAO	DRB	VL1218	33								
DNK	NAO	DTS	VL0010	5								
DNK	NAO	DTS	VL1012	12								
DNK	NAO	DTS	VL1218	106								
DNK	NAO	DTS	VL1824	41								
DNK	NAO	DTS	VL2440	35								
DNK	NAO	DTS	VL40XX	16								
DNK	NAO	PGP	VL0010	689								
DNK	NAO	PGP	VL1012	45								
DNK	NAO	PGP	VL1218	22								
DNK	NAO	PMP	VL0010	98								
DNK	NAO	PMP	VL1012	26								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
DNK	NAO	PMP	VL1218	27								
DNK	NAO	PMP	VL1824	12								
DNK	NAO	TBB	VL1218	9								
DNK	NAO	TBB	VL1824	15								
DNK	NAO	TM	VL1218	4								
DNK	NAO	TM	VL40XX	12								
DNK	NAO	INACTIVE	VL0010	391								
DNK	NONE	INACTIVE	VL0010	0								
DNK	NAO	INACTIVE	VL1012	8								
DNK	NONE	INACTIVE	VL1012	0								
DNK	NAO	INACTIVE	VL1218	7								
DNK	NONE	INACTIVE	VL1218	0								
DNK	NAO	INACTIVE	VL1824	0								
DNK	NONE	INACTIVE	VL1824	0								
DNK	NAO	INACTIVE	VL2440	2								
DNK	NONE	INACTIVE	VL2440	0								
DNK	NAO	INACTIVE	VL40XX	0								
DNK	NONE	INACTIVE	VL40XX	0								
DNK Total				1618								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	MBS	DFN	VL0612	59	Red	Grey	Red	Red	Grey	Red	Red	Yes
ESP	MBS	DFN	VL1218	48	Red	Grey	Green	Green	Grey	Green	Red	
ESP	MBS	DFN	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	DFN	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	DRB	VL0006	5	Green	Grey	Grey	Grey	Grey	Green	Grey	
ESP	MBS	DRB	VL0612	24	Green	Grey	Red	Red	Grey	Red	Red	
ESP	MBS	DRB	VL1218	2	Green	Grey	Grey	Grey	Grey	Green	Grey	
ESP	MBS	DRB	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	DTS	VL0612	14	Green	Red	Red	Red	Grey	Green	Red	
ESP	MBS	DTS	VL0006	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	DTS	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	DTS	VL1218	142	Green	Red	Green	Green	Grey	Green	Green	
ESP	MBS	DTS	VL1824	289	Red	Red	Green	Green	Grey	Green	Green	
ESP	MBS	DTS	VL2440	123	Red	Red	Green	Green	Grey	Green	Green	
ESP	MBS	FPO	VL0612	15	Green	Grey	Green	Green	Grey	Green	Red	
ESP	MBS	FPO	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	FPO	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	FPO	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	FPO	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	MBS	FPO	VL1218	15	Green	Grey	Green	Green	Grey	Green	Red	
ESP	MBS	FPO	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	FPO	VL2440	3	Green	Grey	Grey	Grey	Grey	Green	Grey	
ESP	MBS	HOK	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	HOK	VL0006	1	Red	Grey	Grey	Grey	Grey	Green	Grey	
ESP	MBS	HOK	VL0612	48	Red	Grey	Green	Green	Grey	Red	Red	
ESP	MBS	HOK	VL0612	2	Red	Green	Grey	Grey	Grey	Green	Grey	
ESP	MBS	HOK	VL1218	28	Red	Green	Green	Green	Grey	Green	Red	
ESP	MBS	HOK	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	HOK	VL1218	24	Red	Grey	Green	Green	Grey	Red	Red	
ESP	MBS	HOK	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	HOK	VL2440	1	Red	Grey	Grey	Grey	Grey	Green	Grey	
ESP	MBS	HOK	VL1824	17	Red	Green	Red	Red	Grey	Green	Red	
ESP	MBS	HOK	VL2440	3	Red	Green	Grey	Grey	Grey	Green	Grey	
ESP	MBS	HOK	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	HOK	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	HOK	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	HOK	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	MBS	PGP	VL0006	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	MBS	PGP	VL0612	0								
ESP	MBS	PGP	VL1218	0								
ESP	MBS	PGP	VL1218	0								
ESP	MBS	PGP	VL1824	0								
ESP	MBS	PGP	VL2440	0								
ESP	MBS	PMP	VL0006	100								
ESP	MBS	PMP	VL0612	861								
ESP	MBS	PMP	VL0612	0								
ESP	MBS	PMP	VL1218	0								
ESP	MBS	PMP	VL1218	36								
ESP	MBS	PGP	VL1824	0								
ESP	MBS	PMP	VL1218	0								
ESP	MBS	PMP	VL1824	0								
ESP	MBS	PMP	VL2440	0								
ESP	MBS	PS	VL0612	17								
ESP	MBS	PS	VL0006	0								
ESP	MBS	PS	VL0612	0								
ESP	MBS	PS	VL1218	68								
ESP	MBS	PS	VL1824	79								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	MBS	PS	VL2440	22	Red	Grey	Green	Green	Grey	Green	Red	
ESP	MBS	PS	VL40XX	2	Red	Grey	Grey	Grey	Grey	Green	Grey	
ESP	NAO	DFN	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	DFN	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	DFN	VL0010	1	Green	Grey	Grey	Grey	Grey	Green	Grey	
ESP	NAO	DFN	VL1012	112	Red	Grey	Green	Green	Grey	Red	Red	
ESP	NAO	DFN	VL1218	151	Red	Grey	Green	Green	Grey	Red	Red	
ESP	NAO	DFN	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	DFN	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	DFN	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	DFN	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	DFN	VL1824	20	Green	Green	Green	Green	Green	Green	Green	
ESP	NAO	DFN	VL2440	4	Green	Green	Grey	Grey	Grey	Green	Grey	
ESP	NAO	DFN	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	DRB	VL0010	1563	Green	Grey	Red	Red	Grey	Red	Red	
ESP	NAO	DRB	VL1012	14	Green	Grey	Green	Green	Grey	Green	Red	
ESP	NAO	DRB	VL1218	87	Green	Grey	Green	Green	Grey	Red	Red	
ESP	NAO	DTS	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	DTS	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	NAO	DTS	VL1012	9	Green	Grey	Grey	Grey	Grey	Green	Grey	
ESP	NAO	DTS	VL1218	59	Red	Grey	Green	Green	Grey	Green	Red	
ESP	NAO	DTS	VL1824	72	Red	Grey	Green	Green	Grey	Green	Green	
ESP	NAO	DTS	VL2440	94	Red	Green	Green	Green	Grey	Green	Green	
ESP	NAO	DTS	VL40XX	14	Red	Red	Green	Green	Grey	Green	Green	
ESP	NAO	DTS	VL40XX	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	FPO	VL40XX	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	FPO	VL0010	1	Green	Grey	Grey	Grey	Grey	Green	Grey	
ESP	NAO	FPO	VL1012	7	Green	Grey	Green	Green	Grey	Green	Red	
ESP	NAO	FPO	VL1218	5	Green	Grey	Grey	Grey	Grey	Green	Grey	
ESP	NAO	FPO	VL1012	42	Green	Grey	Green	Green	Grey	Red	Red	
ESP	NAO	FPO	VL1218	33	Green	Grey	Red	Red	Grey	Red	Red	
ESP	NAO	HOK	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	HOK	VL0010	9	Green	Green	Grey	Grey	Grey	Green	Grey	
ESP	NAO	HOK	VL1012	37	Green	Grey	Green	Green	Grey	Red	Red	
ESP	NAO	HOK	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	NAO	HOK	VL0010	2	Red	Green	Grey	Grey	Grey	Green	Grey	
ESP	NAO	HOK	VL1012	73	Red	Grey	Green	Green	Grey	Red	Red	
ESP	NAO	HOK	VL1218	38	Red	Grey	Green	Green	Grey	Red	Red	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	NAO	HOK	VL0010	6	Green					Green		
ESP	NAO	HOK	VL1012	3	Red					Green		
ESP	NAO	HOK	VL1218	3	Red		Green	Light Green		Green	Red	
ESP	NAO	HOK	VL1824	0								
ESP	NAO	HOK	VL1218	72	Green		Green	Green		Red	Red	
ESP	NAO	HOK	VL1218	0								
ESP	NAO	HOK	VL1824	0								
ESP	NAO	HOK	VL1824	31	Red		Green	Green		Green	Green	
ESP	NAO	HOK	VL1824	0								
ESP	NAO	HOK	VL2440	0								
ESP	NAO	HOK	VL1824	10	Green					Green		
ESP	NAO	HOK	VL2440	15	Green	Red	Red	Red		Green	Red	
ESP	NAO	HOK	VL1218	3	Green					Green		
ESP	NAO	HOK	VL1824	5	Green					Green		
ESP	NAO	HOK	VL2440	23	Red		Red	Red	Red	Green	Green	
ESP	NAO	HOK	VL2440	27	Green		Green	Green	Green	Green	Red	
ESP	NAO	PGP	VL0010	0								
ESP	NAO	PGP	VL1012	0								
ESP	NAO	PGP	VL1218	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	NAO	PGP	VL1012	0								
ESP	NAO	PGP	VL1218	0								
ESP	NAO	PGP	VL1824	0								
ESP	NAO	PGP	VL2440	0								
ESP	NAO	PGP	VL1824	0								
ESP	NAO	PGP	VL2440	0								
ESP	NAO	PGP	VL1824	4								
ESP	NAO	PGP	VL2440	55								
ESP	NAO	PMP	VL0010	422								
ESP	NAO	PMP	VL1012	7								
ESP	NAO	PMP	VL1218	1								
ESP	NAO	PMP	VL1824	0								
ESP	NAO	PMP	VL2440	0								
ESP	NAO	PMP	VL0010	2068								
ESP	NAO	PMP	VL1012	65								
ESP	NAO	MGP	VL1218	0								
ESP	NAO	PMP	VL0010	0								
ESP	NAO	PMP	VL1012	0								
ESP	NAO	PMP	VL1218	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	NAO	PMP	VL1824	0								
ESP	NAO	PMP	VL2440	0								
ESP	NAO	PMP	VL1218	39								
ESP	NAO	PMP	VL1218	0								
ESP	NAO	PMP	VL1824	0								
ESP	NAO	PMP	VL2440	0								
ESP	NAO	PMP	VL2440	0								
ESP	NAO	PS	VL0010	0								
ESP	NAO	PS	VL1012	0								
ESP	NAO	PS	VL0010	2								
ESP	NAO	PS	VL1012	19								
ESP	NAO	PS	VL1012	1								
ESP	NAO	PS	VL1218	7								
ESP	NAO	PS	VL1218	94								
ESP	NAO	PS	VL1824	0								
ESP	NAO	PS	VL1824	99								
ESP	NAO	PS	VL2440	0								
ESP	NAO	PS	VL2440	76								
ESP	OFR	DFN	VL40XX	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	OFR	DTS	VL2440	35	Red	Grey	Red	Red	Red	Green	Green	
ESP	OFR	DTS	VL40XX	31	Red	Grey	Green	Green	Green	Green	Green	
ESP	OFR	FPO	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	FPO	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	FPO	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	FPO	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	FPO	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL2440	64	Red	Grey	Red	Red	Red	Green	Green	
ESP	OFR	HOK	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ESP	OFR	HOK	VL1218	1	Green	Grey	Grey	Grey	Grey	Green	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	OFR	HOK	VL1824	2	Green					Green		
ESP	OFR	HOK	VL2440	11	Green		Green	Green	Green	Green	Green	
ESP	OFR	HOK	VL40XX	2	Green					Green		
ESP	OFR	HOK	VL40XX	27	Red	Green	Red	Red	Red	Green	Green	
ESP	OFR	HOK	VL40XX	0								
ESP	OFR	HOK	VL40XX	0								
ESP	OFR	PGP	VL0010	0								
ESP	OFR	FPO	VL0010	0								
ESP	OFR	PGP	VL0010	0								
ESP	OFR	DFN	VL1012	0								
ESP	OFR	FPO	VL1012	0								
ESP	OFR	PGP	VL1012	0								
ESP	OFR	PGP	VL1218	0								
ESP	OFR	PGP	VL2440	0								
ESP	OFR	PMP	VL1012	0								
ESP	OFR	FPO	VL1218	0								
ESP	OFR	PGP	VL1218	0								
ESP	OFR	PMP	VL1218	0								
ESP	OFR	PGP	VL1218	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	OFR	PGP	VL1824	0								
ESP	OFR	PGP	VL2440	0								
ESP	OFR	PMP	VL1218	0								
ESP	OFR	PMP	VL0010	0								
ESP	OFR	PMP	VL1012	0								
ESP	OFR	PMP	VL1012	0								
ESP	OFR	PMP	VL1218	0								
ESP	OFR	PMP	VL1218	0								
ESP	OFR	PMP	VL1218	0								
ESP	OFR	PMP	VL1824	0								
ESP	OFR	PMP	VL2440	0								
ESP	OFR	PMP	VL1824	0								
ESP	OFR	PMP	VL2440	0								
ESP	OFR	PS	VL0010	0								
ESP	OFR	PS	VL0010	0								
ESP	OFR	PS	VL1012	0								
ESP	OFR	PS	VL1012	0								
ESP	OFR	PS	VL0010	0								
ESP	OFR	PS	VL1012	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	OFR	PS	VL1218	0								
ESP	OFR	PS	VL2440	0								
ESP	OFR	PS	VL40XX	27								
ESP	OFR	PS	VL1824	0								
ESP	OFR	PS	VL40XX	0								
ESP	MBS	INACTIVE	VL0006	60								
ESP	MBS	INACTIVE	VL0612	205								
ESP	MBS	INACTIVE	VL1218	42								
ESP	MBS	INACTIVE	VL1824	11								
ESP	MBS	INACTIVE	VL2440	7								
ESP	NAO	INACTIVE	VL0010	151								
ESP	NAO	INACTIVE	VL0010	507								
ESP	NONE	INACTIVE	VL0010	0								
ESP	NAO	INACTIVE	VL1012	10								
ESP	NAO	INACTIVE	VL1218	4								
ESP	NAO	INACTIVE	VL1824	1								
ESP	NAO	INACTIVE	VL2440	1								
ESP	NAO	INACTIVE	VL1012	16								
ESP	NONE	INACTIVE	VL1012	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	NAO	INACTIVE	VL1218	32								
ESP	NONE	INACTIVE	VL1218	0								
ESP	NAO	INACTIVE	VL1824	0								
ESP	NONE	INACTIVE	VL1824	0								
ESP	NAO	INACTIVE	VL1824	8								
ESP	NAO	INACTIVE	VL2440	7								
ESP	NAO	INACTIVE	VL2440	0								
ESP	NONE	INACTIVE	VL2440	0								
ESP	NAO	INACTIVE	VL1824	0								
ESP	NAO	INACTIVE	VL2440	0								
ESP	NAO	INACTIVE	VL40XX	0								
ESP	NAO	INACTIVE	VL40XX	0								
ESP	NONE	INACTIVE	VL40XX	0								
ESP	OFR	INACTIVE	VL1218	0								
ESP	OFR	INACTIVE	VL1824	3								
ESP	OFR	INACTIVE	VL2440	17								
ESP	OFR	INACTIVE	VL40XX	3								
ESP	MBS	INACTIVE	VL1218	0								
ESP	MBS	INACTIVE	VL1824	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ESP	MBS	INACTIVE	VL2440	0								
ESP	NAO	HOK	VL2440	0								
ESP Total				8937								
EST	NAO	DTS	VL40XX	5								No
EST	NAO	PG	VL0010	1248								
EST	NAO	PG	VL1012	42								
EST	NAO	TM	VL1218	0								
EST	NAO	DTS	VL1218	0								
EST	NAO	TM	VL1218	0								
EST	NAO	DFN	VL2440	0								
EST	NAO	DTS	VL1824	0								
EST	NAO	DTS	VL2440	0								
EST	NAO	TM	VL1218	1								
EST	NAO	TM	VL1824	6								
EST	NAO	TM	VL2440	20								
EST	OFR	DTS	VL40XX	0								
EST	NAO	INACTIVE	VL0010	545								
EST	NAO	INACTIVE	VL1012	26								
EST	NAO	INACTIVE	VL1218	3								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines												
Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
EST	NAO	INACTIVE	VL2440	0								
EST	NAO	INACTIVE	VL40XX	0								
EST Total				1896								
FIN	NAO	DFN	VL1218	0								No
FIN	NAO	DFN	VL1824	0								
FIN	NAO	HOK	VL1218	0								
FIN	NAO	PG	VL0010	1240								
FIN	NAO	DFN	VL1218	0								
FIN	NAO	FPO	VL1012	0								
FIN	NAO	FPO	VL1218	0								
FIN	NAO	PG	VL1012	46								
FIN	NAO	PG	VL1218	3								
FIN	NAO	HOK	VL1218	0								
FIN	NAO	TM	VL1012	6								
FIN	NAO	TM	VL1218	14								
FIN	NAO	TM	VL1824	7								
FIN	NAO	TM	VL2440	16								
FIN	NAO	TM	VL40XX	4								
FIN	NAO	INACTIVE	VL0010	1901								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FIN	NAO	INACTIVE	VL1012	100								
FIN	NAO	INACTIVE	VL1218	12								
FIN	NAO	INACTIVE	VL1824	1								
FIN	NAO	INACTIVE	VL2440	2								
FIN Total				3352								
FRA	MBS	DFN	VL0006	131								Yes
FRA	MBS	DFN	VL0612	524								
FRA	MBS	DFN	VL1218	0								
FRA	MBS	DFN	VL1218	4								
FRA	MBS	DFN	VL1824	0								
FRA	MBS	FPO	VL1218	0								
FRA	MBS	PGP	VL1218	1								
FRA	MBS	HOK	VL1218	8								
FRA	MBS	DRB	VL0006	0								
FRA	MBS	DRB	VL0612	0								
FRA	MBS	DTS	VL1218	4								
FRA	MBS	DTS	VL1824	27								
FRA	MBS	MGP	VL1824	0								
FRA	MBS	TM	VL1824	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	MBS	DTS	VL2440	0								
FRA	MBS	DTS	VL2440	30								
FRA	MBS	MGP	VL2440	0								
FRA	MBS	TM	VL2440	1								
FRA	MBS	FPO	VL0006	69								
FRA	MBS	FPO	VL0612	62								
FRA	MBS	HOK	VL0006	11								
FRA	MBS	HOK	VL0612	77								
FRA	MBS	HOK	VL0006	0								
FRA	MBS	HOK	VL0612	0								
FRA	MBS	HOK	VL1218	0								
FRA	MBS	DRB	VL0006	0								
FRA	MBS	DRB	VL0612	4								
FRA	MBS	DTS	VL0612	0								
FRA	MBS	MGO	VL0006	0								
FRA	MBS	MGO	VL0612	8								
FRA	MBS	MGO	VL1218	0								
FRA	MBS	MGP	VL0612	0								
FRA	MBS	MGP	VL2440	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	MBS	PGO	VL0006	21	Green	Grey	Green	Green	Grey	Red	Red	
FRA	MBS	PGO	VL0612	36	Green	Grey	Red	Red	Grey	Red	Red	
FRA	MBS	PGP	VL0006	31	Red	Grey	Green	Green	Grey	Red	Red	
FRA	MBS	PGP	VL0612	67	Green	Grey	Green	Green	Grey	Red	Red	
FRA	MBS	PGP	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	PGP	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	PMP	VL0006	1	Red	Grey	Grey	Grey	Grey	Red	Grey	
FRA	MBS	PMP	VL0612	14	Green	Grey	Red	Red	Grey	Red	Red	
FRA	MBS	PS	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	PMP	VL1218	1	Red	Grey	Grey	Grey	Grey	Green	Grey	
FRA	MBS	PS	VL0612	6	Green	Grey	Red	Red	Grey	Red	Red	
FRA	MBS	PS	VL1218	1	Red	Green	Grey	Grey	Grey	Green	Grey	
FRA	MBS	PS	VL1824	3	Green	Grey	Grey	Grey	Grey	Red	Grey	
FRA	MBS	PMP	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	PS	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	PS	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	PS	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	PS	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	PS	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	MBS	PS	VL2440	15	Red	Grey	Green	Green	Grey	Red	Red	
FRA	MBS	PS	VL40XX	7	Red	Grey	Grey	Grey	Grey	Red	Grey	
FRA	MBS	PS	VL40XX	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	TM	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	MBS	TM	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DFN	VL0010	306	Red	Grey	Green	Green	Grey	Red	Red	
FRA	NAO	DFN	VL1012	138	Red	Red	Green	Green	Grey	Red	Red	
FRA	NAO	DFN	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	PGP	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DFN	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DFN	VL1218	60	Green	Green	Green	Green	Grey	Red	Green	
FRA	NAO	PGO	VL1218	1	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	PGP	VL1218	1	Green	Red	Grey	Grey	Grey	Green	Grey	
FRA	NAO	DFN	VL1824	31	Red	Green	Red	Red	Grey	Red	Green	
FRA	NAO	DFN	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DFN	VL2440	26	Green	Green	Red	Red	Grey	Green	Green	
FRA	NAO	DFN	VL40XX	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	PGP	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DRB	VL0010	59	Green	Grey	Green	Green	Grey	Red	Red	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	NAO	DRB	VL1012	84	Green	Grey	Green	Green	Grey	Red	Red	
FRA	NAO	DRB	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DRB	VL1218	82	Green	Grey	Green	Green	Grey	Red	Red	
FRA	NAO	DRB	VL1824	7	Green	Grey	Grey	Grey	Grey	Green	Grey	
FRA	NAO	DRB	VL2440	1	Green	Grey	Grey	Grey	Grey	Green	Grey	
FRA	NAO	DRB	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DRB	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DTS	VL0010	80	Green	Grey	Green	Green	Grey	Red	Red	
FRA	NAO	DTS	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DTS	VL1012	151	Red	Grey	Green	Green	Grey	Red	Red	
FRA	NAO	PS	VL1012	3	Green	Grey	Grey	Grey	Grey	Green	Grey	
FRA	NAO	DTS	VL1218	141	Red	Green	Green	Green	Grey	Red	Green	
FRA	NAO	DTS	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DTS	VL1824	118	Red	Green	Red	Red	Grey	Red	Green	
FRA	NAO	MGP	VL1824	13	Green	Grey	Grey	Grey	Grey	Green	Grey	
FRA	NAO	DTS	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	DTS	VL2440	53	Red	Green	Red	Red	Grey	Green	Green	
FRA	NAO	MGP	VL2440	3	Red	Grey	Grey	Grey	Grey	Green	Grey	
FRA	NAO	DTS	VL40XX	9	Red	Red	Grey	Grey	Grey	Green	Green	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	NAO	FPO	VL0010	280	Red	Grey	Green	Green	Grey	Red	Red	
FRA	NAO	FPO	VL1012	88	Red	Grey	Green	Green	Grey	Red	Green	
FRA	NAO	FPO	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	FPO	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	FPO	VL1218	9	Green	Grey	Grey	Grey	Grey	Red	Grey	
FRA	NAO	FPO	VL1824	11	Green	Grey	Red	Red	Grey	Green	Red	
FRA	NAO	FPO	VL2440	1	Green	Grey	Grey	Grey	Grey	Green	Grey	
FRA	NAO	HOK	VL0010	221	Red	Green	Green	Green	Grey	Red	Red	
FRA	NAO	HOK	VL1012	45	Green	Green	Green	Green	Grey	Red	Red	
FRA	NAO	HOK	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	HOK	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	HOK	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	HOK	VL1218	1	Green	Grey	Grey	Grey	Grey	Green	Grey	
FRA	NAO	HOK	VL1824	2	Green	Green	Grey	Grey	Grey	Green	Grey	
FRA	NAO	HOK	VL2440	18	Green	Green	Green	Green	Grey	Green	Green	
FRA	NAO	MGO	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
FRA	NAO	MGO	VL0010	169	Red	Grey	Green	Green	Grey	Red	Red	
FRA	NAO	MGO	VL1012	8	Green	Grey	Grey	Grey	Grey	Red	Grey	
FRA	NAO	MGO	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	NAO	MGO	VL0010	0								
FRA	NAO	MGO	VL1012	0								
FRA	NAO	MGP	VL0010	0								
FRA	NAO	MGP	VL0010	12								
FRA	NAO	TM	VL0010	1								
FRA	NAO	MGP	VL1012	0								
FRA	NAO	MGP	VL1012	51								
FRA	NAO	TBB	VL1012	2								
FRA	NAO	TM	VL1012	9								
FRA	NAO	MGP	VL1218	49								
FRA	NAO	TBB	VL1218	1								
FRA	NAO	MGP	VL1218	0								
FRA	NAO	MGP	VL1824	0								
FRA	NAO	MGP	VL2440	0								
FRA	NAO	PGO	VL0010	99								
FRA	NAO	PGO	VL1012	5								
FRA	NAO	PGO	VL0010	0								
FRA	NAO	PGO	VL1012	0								
FRA	NAO	PGP	VL0010	66								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	NAO	PGP	VL1012	14	Green		Red	Red		Red	Red	
FRA	NAO	PGP	VL1012	0								
FRA	NAO	PGP	VL1218	0								
FRA	NAO	PMP	VL0010	55	Green		Green	Green		Red	Red	
FRA	NAO	PMP	VL1012	0								
FRA	NAO	PMP	VL1012	54	Green		Green	Green		Red	Red	
FRA	NAO	PMP	VL1218	2	Green					Green		
FRA	NAO	PMP	VL1218	0								
FRA	NAO	PMP	VL2440	0								
FRA	NAO	PS	VL0010	0								
FRA	NAO	TBB	VL0010	0								
FRA	NAO	PS	VL1218	26	Green		Green	Green		Red	Red	
FRA	NAO	PS	VL1824	2	Green					Red		
FRA	NAO	PS	VL1012	0								
FRA	NAO	PS	VL1218	0								
FRA	NAO	PS	VL1824	0								
FRA	NAO	PS	VL0010	0								
FRA	NAO	TBB	VL0010	0								
FRA	NAO	TBB	VL1218	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	NAO	TM	VL0010	0								
FRA	NAO	TM	VL1012	0								
FRA	NAO	TM	VL1218	9								
FRA	NAO	TM	VL1824	0								
FRA	NAO	TM	VL1824	14								
FRA	NAO	TM	VL2440	2								
FRA	NAO	TM	VL40XX	4								
FRA	NAO	TM	VL2440	0								
FRA	NAO	TM	VL40XX	0								
FRA	OFR	DFN	VL0010	38								
FRA	OFR	FPO	VL0010	1								
FRA	OFR	PGP	VL0010	0								
FRA	OFR	HOK	VL0010	0								
FRA	OFR	DFN	VL0010	86								
FRA	OFR	DFN	VL0010	49								
FRA	OFR	DFN	VL0010	0								
FRA	OFR	DFN	VL1012	57								
FRA	OFR	DFN	VL1218	0								
FRA	OFR	DTS	VL2440	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	OFR	FPO	VL0010	0								
FRA	OFR	PGP	VL0010	0								
FRA	OFR	PGP	VL1012	0								
FRA	OFR	HOK	VL0010	0								
FRA	OFR	HOK	VL1012	0								
FRA	OFR	DFN	VL1012	0								
FRA	OFR	DFN	VL1218	0								
FRA	OFR	DTS	VL1824	9								
FRA	OFR	DTS	VL1824	0								
FRA	OFR	DTS	VL2440	0								
FRA	OFR	FPO	VL0010	93								
FRA	OFR	FPO	VL0010	123								
FRA	OFR	FPO	VL0010	0								
FRA	OFR	FPO	VL1012	0								
FRA	OFR	FPO	VL1218	0								
FRA	OFR	FPO	VL1824	0								
FRA	OFR	HOK	VL0010	101								
FRA	OFR	HOK	VL0010	121								
FRA	OFR	HOK	VL0010	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	OFR	DFN	VL0010	1								
FRA	OFR	FPO	VL0010	0								
FRA	OFR	PGO	VL0010	3								
FRA	OFR	PGP	VL0010	5								
FRA	OFR	PGP	VL1012	0								
FRA	OFR	HOK	VL0010	152								
FRA	OFR	HOK	VL1012	5								
FRA	OFR	DFN	VL0010	6								
FRA	OFR	PGP	VL0010	1								
FRA	OFR	HOK	VL0010	92								
FRA	OFR	HOK	VL1012	1								
FRA	OFR	HOK	VL1012	0								
FRA	OFR	HOK	VL1218	0								
FRA	OFR	HOK	VL1218	14								
FRA	OFR	HOK	VL1824	0								
FRA	OFR	HOK	VL2440	0								
FRA	OFR	PGP	VL40XX	0								
FRA	OFR	HOK	VL1218	0								
FRA	OFR	HOK	VL1824	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	OFR	HOK	VL2440	0								
FRA	OFR	PGO	VL0010	0								
FRA	OFR	PGO	VL0010	2								
FRA	OFR	PGP	VL0010	174								
FRA	OFR	FPO	VL0010	1								
FRA	OFR	FPO	VL1012	0								
FRA	OFR	PGP	VL0010	3								
FRA	OFR	PS	VL0010	0								
FRA	OFR	HOK	VL0010	6								
FRA	OFR	HOK	VL1012	0								
FRA	OFR	DFN	VL1012	1								
FRA	OFR	FPO	VL1012	0								
FRA	OFR	FPO	VL1218	1								
FRA	OFR	FPO	VL1824	1								
FRA	OFR	PGO	VL1012	0								
FRA	OFR	PGP	VL0010	168								
FRA	OFR	PGP	VL1012	0								
FRA	OFR	PS	VL0010	1								
FRA	OFR	HOK	VL1012	11								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	OFR	HOK	VL1218	0								
FRA	OFR	PGP	VL0010	0								
FRA	OFR	PGO	VL0010	0								
FRA	OFR	PGP	VL0010	0								
FRA	OFR	DFN	VL1012	3								
FRA	OFR	FPO	VL1012	3								
FRA	OFR	PGP	VL1012	2								
FRA	OFR	HOK	VL1012	7								
FRA	OFR	PGP	VL1012	0								
FRA	OFR	PGP	VL40XX	0								
FRA	OFR	PS	VL0010	17								
FRA	OFR	PS	VL0010	0								
FRA	OFR	PS	VL40XX	0								
FRA	OFR	PS	VL40XX	0								
FRA	MBS	INACTIVE	VL0006	59								
FRA	MBS	INACTIVE	VL0612	110								
FRA	MBS	INACTIVE	VL1218	4								
FRA	MBS	INACTIVE	VL1824	2								
FRA	MBS	INACTIVE	VL2440	1								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	MBS	INACTIVE	VL40XX	0								
FRA	NAO	INACTIVE	VL0010	145								
FRA	NAO	INACTIVE	VL1012	27								
FRA	NAO	INACTIVE	VL1218	8								
FRA	NAO	INACTIVE	VL1824	6								
FRA	NAO	INACTIVE	VL2440	3								
FRA	NAO	INACTIVE	VL40XX	2								
FRA	OFR	INACTIVE	VL0010	20								
FRA	OFR	INACTIVE	VL0010	142								
FRA	OFR	INACTIVE	VL0010	6								
FRA	OFR	INACTIVE	VL0010	297								
FRA	OFR	INACTIVE	VL0010	0								
FRA	OFR	INACTIVE	VL0010	34								
FRA	OFR	INACTIVE	VL0010	43								
FRA	OFR	INACTIVE	VL1012	18								
FRA	OFR	INACTIVE	VL1012	11								
FRA	OFR	INACTIVE	VL1012	0								
FRA	OFR	INACTIVE	VL1012	1								
FRA	OFR	INACTIVE	VL1012	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
FRA	OFR	INACTIVE	VL1012	2								
FRA	OFR	INACTIVE	VL1218	0								
FRA	OFR	INACTIVE	VL1218	1								
FRA	OFR	INACTIVE	VL1218	0								
FRA	OFR	INACTIVE	VL1218	3								
FRA	OFR	INACTIVE	VL1824	5								
FRA	OFR	INACTIVE	VL1824	1								
FRA	OFR	INACTIVE	VL1824	0								
FRA	OFR	INACTIVE	VL1824	2								
FRA	OFR	INACTIVE	VL2440	0								
FRA	OFR	INACTIVE	VL2440	0								
FRA	OFR	INACTIVE	VL40XX	0								
FRA	OFR	INACTIVE	VL40XX	1								
FRA	OFR	PGO	VL0010	26								
FRA	OFR	HOK	VL1824	3								
FRA	OFR	PS	VL40XX	19								
FRA	OFR	HOK	VL2440	1								
FRA Total				6223								
GRC	MBS	DFN	VL0006	2530								No

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
GRC	MBS	DFN	VL0612	5003	Red	Grey	Red	Red	Grey	Red	Green	
GRC	MBS	DFN	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
GRC	MBS	DFN	VL1218	138	Green	Grey	Red	Red	Grey	Red	Red	
GRC	MBS	DFN	VL1824	2	Grey	Grey	Grey	Grey	Grey	Red	Grey	
GRC	MBS	DRB	VL0006	2	Grey	Grey	Grey	Grey	Grey	Red	Grey	
GRC	MBS	DRB	VL0612	7	Green	Grey	Red	Red	Grey	Red	Red	
GRC	MBS	DRB	VL1218	1	Grey	Grey	Grey	Grey	Grey	Red	Grey	
GRC	MBS	DTS	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
GRC	MBS	DTS	VL0006	2	Grey	Grey	Grey	Grey	Grey	Red	Grey	
GRC	MBS	DTS	VL0612	116	Green	Grey	Red	Red	Grey	Red	Red	
GRC	MBS	DTS	VL1218	34	Green	Grey	Red	Red	Grey	Red	Red	
GRC	MBS	DTS	VL1824	85	Red	Grey	Green	Green	Grey	Green	Green	
GRC	MBS	DTS	VL2440	140	Red	Grey	Green	Green	Grey	Green	Green	
GRC	MBS	FPO	VL0006	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
GRC	MBS	FPO	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
GRC	MBS	FPO	VL0006	48	Green	Grey	Grey	Grey	Grey	Green	Grey	
GRC	MBS	FPO	VL0612	261	Green	Grey	Green	Green	Grey	Red	Green	
GRC	MBS	FPO	VL1218	8	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
GRC	MBS	FPO	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
GRC	MBS	FPO	VL1218	0								
GRC	MBS	HOK	VL0006	1058								
GRC	MBS	HOK	VL0612	1696								
GRC	MBS	HOK	VL1218	73								
GRC	MBS	HOK	VL1824	7								
GRC	MBS	PGP	VL0006	0								
GRC	MBS	PGP	VL0612	0								
GRC	MBS	PGP	VL0612	0								
GRC	MBS	PGP	VL1218	0								
GRC	MBS	PGP	VL1218	0								
GRC	MBS	PS	VL1218	0								
GRC	MBS	PS	VL0612	1								
GRC	MBS	PS	VL1218	61								
GRC	MBS	PS	VL1824	100								
GRC	MBS	PS	VL2440	27								
GRC	MBS	INACTIVE	VL0006	1219								
GRC	MBS	INACTIVE	VL0612	1207								
GRC	MBS	INACTIVE	VL1218	75								
GRC	MBS	INACTIVE	VL1824	46								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
GRC	MBS	INACTIVE	VL2440	5								
GRC Total				13952								
HRV	MBS	DFN	VL0006	337								Yes
HRV	MBS	DFN	VL0612	681								
HRV	MBS	DFN	VL0612	0								
HRV	MBS	TBB	VL0612	0								
HRV	MBS	DFN	VL1218	19								
HRV	MBS	DFN	VL1218	0								
HRV	MBS	DFN	VL2440	0								
HRV	MBS	DRB	VL0612	0								
HRV	MBS	DRB	VL0006	0								
HRV	MBS	DRB	VL0612	7								
HRV	MBS	MGP	VL0612	1								
HRV	MBS	DRB	VL1218	0								
HRV	MBS	DRB	VL1218	14								
HRV	MBS	DRB	VL1824	0								
HRV	MBS	DRB	VL2440	1								
HRV	MBS	MGP	VL1218	0								
HRV	MBS	DTS	VL0612	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
HRV	MBS	DTS	VL0006	5	Green	Grey	Grey	Grey	Grey	Green	Grey	
HRV	MBS	DTS	VL0612	142	Red	Red	Red	Red	Grey	Red	Red	
HRV	MBS	MGP	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	DTS	VL1218	159	Red	Red	Green	Green	Grey	Red	Red	
HRV	MBS	DTS	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	MGP	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	TM	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	DTS	VL1824	29	Red	Red	Green	Green	Grey	Red	Green	
HRV	MBS	DTS	VL2440	9	Red	Red	Red	Red	Grey	Green	Green	
HRV	MBS	DTS	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	MGP	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	FPO	VL0006	46	Green	Green	Green	Green	Grey	Red	Red	
HRV	MBS	FPO	VL0612	113	Green	Green	Green	Green	Grey	Red	Red	
HRV	MBS	FPO	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	FPO	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	HOK	VL0006	99	Red	Grey	Green	Green	Grey	Red	Red	
HRV	MBS	HOK	VL0612	254	Red	Grey	Green	Green	Grey	Red	Red	
HRV	MBS	HOK	VL1218	7	Red	Grey	Grey	Grey	Grey	Green	Grey	
HRV	MBS	MGO	VL0006	272	Green	Grey	Green	Green	Grey	Red	Red	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
HRV	MBS	MGO	VL0612	55	Green	Grey	Green	Green	Grey	Red	Red	
HRV	MBS	MGO	VL1218	2	Green	Grey	Grey	Grey	Grey	Green	Grey	
HRV	MBS	PGP	VL0006	2945	Red	Grey	Red	Red	Grey	Red	Red	
HRV	MBS	PGO	VL0006	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	PGP	VL0006	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	PGP	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	PGO	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	PGP	VL0612	821	Red	Grey	Red	Red	Grey	Red	Red	
HRV	MBS	PGP	VL1218	1	Grey	Grey	Grey	Grey	Grey	Red	Grey	
HRV	MBS	PMP	VL0006	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	PGO	VL0006	4	Green	Grey	Grey	Grey	Grey	Green	Grey	
HRV	MBS	PMP	VL0006	32	Green	Grey	Red	Red	Grey	Red	Red	
HRV	MBS	PMP	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	PGO	VL0612	1	Red	Grey	Grey	Grey	Grey	Green	Grey	
HRV	MBS	PMP	VL0612	26	Green	Grey	Green	Green	Grey	Red	Red	
HRV	MBS	PMP	VL1218	2	Red	Red	Grey	Grey	Grey	Green	Grey	
HRV	MBS	PMP	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
HRV	MBS	PS	VL0612	31	Red	Red	Green	Green	Grey	Red	Red	
HRV	MBS	PS	VL0006	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
HRV	MBS	PS	VL0612	0								
HRV	MBS	PS	VL1218	34								
HRV	MBS	PS	VL1824	39								
HRV	MBS	PS	VL2440	63								
HRV	MBS	PS	VL2440	0								
HRV	MBS	PS	VL40XX	0								
HRV	MBS	INACTIVE	VL0006	666								
HRV	MBS	INACTIVE	VL0612	712								
HRV	MBS	INACTIVE	VL1218	105								
HRV	MBS	INACTIVE	VL1824	35								
HRV	MBS	INACTIVE	VL2440	39								
HRV Total				7808								
IRL	NAO	DFN	VL0010	192								
IRL	NAO	DFN	VL1012	10								
IRL	NAO	DFN	VL1218	7								
IRL	NAO	DFN	VL1824	7								
IRL	NAO	DFN	VL2440	1								
IRL	NAO	DRB	VL0010	130								
IRL	NAO	DRB	VL1012	31								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
IRL	NAO	DRB	VL1218	6	Green	Grey	Grey	Grey	Grey	Grey	Grey	
IRL	NAO	DRB	VL1824	2	Green	Grey	Grey	Grey	Grey	Grey		
IRL	NAO	DRB	VL2440	5	Green	Grey	Green	Green	Grey	Green		
IRL	NAO	DTS	VL0010	45	Green	Grey	Grey	Grey	Grey	Grey		
IRL	NAO	DTS	VL1012	12	Red	Grey	Red	Red	Grey	Red		
IRL	NAO	DTS	VL1218	31	Green	Green	Red	Red	Grey	Red		
IRL	NAO	DTS	VL1824	58	Red	Green	Green	Green	Grey	Green		
IRL	NAO	DTS	VL2440	44	Red	Green	Green	Green	Grey	Green		
IRL	NAO	DTS	VL40XX	0	Grey	Grey	Grey	Grey	Grey	Grey		
IRL	NAO	FPO	VL0010	577	Green	Grey	Grey	Grey	Grey	Red		
IRL	NAO	FPO	VL1012	80	Green	Grey	Green	Green	Grey	Red		
IRL	NAO	FPO	VL1218	21	Green	Grey	Red	Red	Grey	Red		
IRL	NAO	FPO	VL1824	1	Green	Grey	Grey	Grey	Grey	Grey		
IRL	NAO	FPO	VL2440	2	Green	Grey	Grey	Grey	Grey	Grey		
IRL	NAO	HOK	VL0010	57	Red	Grey	Grey	Grey	Grey	Grey		
IRL	NAO	PGP	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey		
IRL	NAO	PGP	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey		
IRL	NAO	HOK	VL1012	10	Green	Green	Grey	Grey	Grey	Red		
IRL	NAO	HOK	VL1218	1	Green	Green	Grey	Grey	Grey	Grey		

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
IRL	NAO	HOK	VL2440	0								
IRL	NAO	PMP	VL1012	0								
IRL	NAO	PMP	VL1012	0								
IRL	NAO	PMP	VL1218	0								
IRL	NAO	PMP	VL1824	0								
IRL	NAO	PS	VL0010	0								
IRL	NAO	PS	VL0010	0								
IRL	NAO	PS	VL2440	0								
IRL	NAO	TBB	VL0010	0								
IRL	NAO	TBB	VL1824	5								
IRL	NAO	TBB	VL2440	9								
IRL	NAO	TM	VL0010	0								
IRL	NAO	TM	VL1012	0								
IRL	NAO	TM	VL1012	5								
IRL	NAO	TM	VL1218	5								
IRL	NAO	TM	VL1824	3								
IRL	NAO	TM	VL2440	14								
IRL	NAO	TM	VL40XX	20								
IRL	NAO	INACTIVE	VL0010	431								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
IRL	NAO	INACTIVE	VL1012	91								
IRL	NAO	INACTIVE	VL1218	18								
IRL	NAO	INACTIVE	VL1824	4								
IRL	NAO	INACTIVE	VL2440	3								
IRL	NAO	INACTIVE	VL40XX	0								
IRL Total				1938								
ITA	MBS	DRB	VL0006	0								Yes
ITA	MBS	DRB	VL0612	95								
ITA	MBS	DRB	VL1218	532								
ITA	MBS	DRB	VL1824	1								
ITA	MBS	DTS	VL0612	118								
ITA	MBS	DTS	VL1218	1048								
ITA	MBS	DTS	VL1824	553								
ITA	MBS	DTS	VL2440	181								
ITA	MBS	HOK	VL1218	172								
ITA	MBS	HOK	VL0612	0								
ITA	MBS	HOK	VL1218	0								
ITA	MBS	HOK	VL1824	45								
ITA	MBS	HOK	VL2440	2								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ITA	MBS	PGP	VL0006	2021	Green	Grey	Green	Green	Grey	Red	Red	
ITA	MBS	PGP	VL0612	4751	Red	Grey	Green	Green	Green	Red	Red	
ITA	MBS	PGP	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PGP	VL1218	235	Red	Red	Green	Green	Green	Red	Red	
ITA	MBS	PGP	VL1824	6	Red	Green	Grey	Grey	Grey	Green	Grey	
ITA	MBS	PGP	VL2440	1	Green	Grey	Grey	Grey	Grey	Green	Grey	
ITA	MBS	PGP	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PGP	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PMP	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PMP	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PMP	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PS	VL0612	152	Green	Grey	Green	Green	Grey	Red	Red	
ITA	MBS	PS	VL1218	82	Green	Grey	Green	Green	Grey	Red	Red	
ITA	MBS	PS	VL0006	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PS	VL0612	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PS	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
ITA	MBS	PS	VL1824	41	Green	Grey	Green	Green	Grey	Red	Red	
ITA	MBS	PS	VL2440	32	Green	Red	Green	Green	Green	Red	Red	
ITA	MBS	PS	VL40XX	12	Red	Grey	Green	Green	Green	Red	Red	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ITA	MBS	TBB	VL1218	0								
ITA	MBS	TBB	VL0612	3								
ITA	MBS	TBB	VL1218	11								
ITA	MBS	TBB	VL1824	23								
ITA	MBS	TBB	VL0612	0								
ITA	MBS	TBB	VL1824	0								
ITA	MBS	TBB	VL2440	20								
ITA	MBS	TM	VL1218	31								
ITA	MBS	TM	VL0612	0								
ITA	MBS	TM	VL1218	0								
ITA	MBS	TM	VL1824	22								
ITA	MBS	TM	VL2440	37								
ITA	OFR	DTS	VL2440	0								
ITA	OFR	DTS	VL40XX	5								
ITA	OFR	DTS	VL2440	0								
ITA	OFR	DTS	VL40XX	0								
ITA	OFR	PS	VL40XX	1								
ITA	MBS	INACTIVE	VL0006	375								
ITA	MBS	INACTIVE	VL0612	1040								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ITA	MBS	INACTIVE	VL1218	253								
ITA	MBS	INACTIVE	VL1824	27								
ITA	MBS	INACTIVE	VL2440	19								
ITA	MBS	INACTIVE	VL40XX	1								
ITA	OFR	INACTIVE	VL2440	1								
ITA	OFR	INACTIVE	VL40XX	2								
ITA Total				11951								
LTU	NAO	DFN	VL1012	3								Yes
LTU	NAO	DFN	VL2440	1								
LTU	NAO	DTS	VL1824	0								
LTU	NAO	DTS	VL2440	0								
LTU	NAO	PG	VL0010	55								
LTU	NAO	DTS	VL1824	0								
LTU	NAO	DTS	VL2440	0								
LTU	NAO	TM	VL1824	2								
LTU	NAO	TM	VL2440	11								
LTU	NAO	TM	VL40XX	1								
LTU	OFR	DTS	VL2440	0								
LTU	OFR	DTS	VL40XX	2								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
LTU	OFR	FPO	VL40XX	0								
LTU	OFR	TM	VL2440	0								
LTU	OFR	TM	VL40XX	4								
LTU	NAO	INACTIVE	VL0010	41								
LTU	NAO	INACTIVE	VL1012	6								
LTU	NAO	INACTIVE	VL1218	1								
LTU	NAO	INACTIVE	VL1824	2								
LTU	NAO	INACTIVE	VL2440	12								
LTU	OFR	INACTIVE	VL40XX	0								
LTU Total				141								
LVA	NAO	DFN	VL2440	0								No
LVA	NAO	PGP	VL0010	190								
LVA	NAO	TM	VL1218	9								
LVA	NAO	TM	VL2440	32								
LVA	NAO	INACTIVE	VL0010	82								
LVA	NAO	INACTIVE	VL1218	0								
LVA	NAO	INACTIVE	VL2440	0								
LVA Total				313								
MLT	MBS	DFN	VL0006	0								Yes

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
MLT	MBS	DFN	VL0612	0								
MLT	MBS	DFN	VL1218	0								
MLT	MBS	DTS	VL1824	0								
MLT	MBS	DTS	VL2440	0								
MLT	MBS	DTS	VL1824	5						Green		
MLT	MBS	DTS	VL2440	4	Green		Red	Red		Green	Red	
MLT	MBS	FPO	VL0006	0								
MLT	MBS	FPO	VL0612	0								
MLT	MBS	HOK	VL0006	0								
MLT	MBS	HOK	VL0612	0								
MLT	MBS	HOK	VL1218	10	Red	Green	Green	Green	Green	Green	Red	
MLT	MBS	HOK	VL1824	0								
MLT	MBS	HOK	VL1824	15	Red	Green	Red	Red	Green	Green	Red	
MLT	MBS	HOK	VL2440	0								
MLT	MBS	MGO	VL0006	0								
MLT	MBS	MGO	VL0612	10	Red		Red	Red	Green	Green	Red	
MLT	MBS	MGO	VL1218	0								
MLT	MBS	MGO	VL1824	0								
MLT	MBS	MGO	VL1218	4						Green		

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
MLT	MBS	MGO	VL1824	1	Green		Green	Green	Green	Green	Red	
MLT	MBS	PMP	VL1824	1	Grey		Grey	Grey	Grey	Green	Grey	
MLT	MBS	PGP	VL0006	0	Grey		Grey	Grey	Grey	Grey	Grey	
MLT	MBS	DFN	VL0006	4	Grey		Grey	Grey	Grey	Red	Grey	
MLT	MBS	PGP	VL0006	253	Green		Red	Red	Red	Red	Red	
MLT	MBS	HOK	VL0006	4	Grey		Grey	Grey	Grey	Red	Grey	
MLT	MBS	PGP	VL0612	0	Grey		Grey	Grey	Grey	Grey	Grey	
MLT	MBS	DFN	VL0612	1	Grey		Grey	Grey	Grey	Red	Grey	
MLT	MBS	PGP	VL0612	108	Red		Green	Green	Green	Red	Red	
MLT	MBS	HOK	VL0612	39	Grey		Grey	Grey	Grey	Red	Grey	
MLT	MBS	PGP	VL1218	0	Grey		Grey	Grey	Grey	Grey	Grey	
MLT	MBS	PGP	VL1824	0	Grey		Grey	Grey	Grey	Grey	Grey	
MLT	MBS	PMP	VL0006	24	Red		Red	Red	Red	Red	Red	
MLT	MBS	PMP	VL0612	128	Red		Red	Red	Red	Red	Red	
MLT	MBS	PMP	VL1218	0	Grey		Grey	Grey	Grey	Grey	Grey	
MLT	MBS	PMP	VL1824	0	Grey		Grey	Grey	Grey	Grey	Grey	
MLT	MBS	PMP	VL2440	0	Grey		Grey	Grey	Grey	Grey	Grey	
MLT	MBS	PS	VL0612	0	Grey		Grey	Grey	Grey	Grey	Grey	
MLT	MBS	PS	VL1218	0	Grey		Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
MLT	MBS	PS	VL1824	0								
MLT	MBS	PS	VL1218	0								
MLT	MBS	PS	VL1824	0								
MLT	MBS	PS	VL2440	0								
MLT	MBS	PS	VL2440	0								
MLT	MBS	PS	VL2440	1								
MLT	MBS	TM	VL2440	0								
MLT	MBS	INACTIVE	VL0006	165								
MLT	MBS	INACTIVE	VL0612	101								
MLT	MBS	INACTIVE	VL1218	6								
MLT	MBS	INACTIVE	VL1824	12								
MLT	MBS	INACTIVE	VL2440	4								
MLT	MBS	INACTIVE	VL40XX	0								
MLT Total				900								
NLD	NAO	DFN	VL1218	0								No
NLD	NAO	FPO	VL1218	0								
NLD	NAO	PGP	VL1218	0								
NLD	NAO	PMP	VL1218	0								
NLD	NAO	HOK	VL1218	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
NLD	NAO	DFN	VL1218	1								
NLD	NAO	DFN	VL1824	1								
NLD	NAO	FPO	VL1218	3								
NLD	NAO	FPO	VL1824	2								
NLD	NAO	FPO	VL2440	1								
NLD	NAO	MGO	VL1824	5								
NLD	NAO	MGP	VL1824	0								
NLD	NAO	PGP	VL1218	1								
NLD	NAO	PMP	VL1824	0								
NLD	NAO	TM	VL1824	0								
NLD	NAO	HOK	VL1218	1								
NLD	NAO	DFN	VL2440	0								
NLD	NAO	DRB	VL2440	0								
NLD	NAO	DRB	VL40XX	0								
NLD	NAO	MGO	VL2440	0								
NLD	NAO	MGO	VL40XX	0								
NLD	NAO	MGP	VL2440	0								
NLD	NAO	TM	VL2440	0								
NLD	NAO	DTS	VL0010	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
NLD	NAO	DTS	VL1824	10	Green	Green	Red	Red	Grey	Green	Green	
NLD	NAO	DTS	VL2440	33	Green	Grey	Red	Red	Grey	Green	Green	
NLD	NAO	DTS	VL40XX	1	Grey	Grey	Grey	Grey	Grey	Green	Grey	
NLD	NAO	PG	VL0010	169	Green	Green	Green	Green	Grey	Red	Red	
NLD	NAO	PMP	VL0010	2	Grey	Grey	Grey	Grey	Grey	Red	Grey	
NLD	NAO	PG	VL1012	20	Red	Red	Green	Red	Grey	Red	Red	
NLD	NAO	DTS	VL0010	8	Grey	Grey	Grey	Grey	Grey	Red	Grey	
NLD	NAO	DTS	VL1012	1	Grey	Grey	Grey	Grey	Grey	Red	Grey	
NLD	NAO	PS	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	TBB	VL0010	6	Green	Grey	Red	Red	Grey	Red	Red	
NLD	NAO	TBB	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	TM	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	TM	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	DRB	VL2440	3	Grey	Grey	Grey	Grey	Grey	Red	Grey	
NLD	NAO	DRB	VL40XX	4	Grey	Grey	Grey	Grey	Grey	Red	Grey	
NLD	NAO	DTS	VL1218	1	Grey	Grey	Grey	Grey	Grey	Red	Grey	
NLD	NAO	PS	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	TBB	VL1218	10	Green	Grey	Green	Green	Grey	Red	Red	
NLD	NAO	TM	VL1218	1	Grey	Grey	Grey	Grey	Grey	Red	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
NLD	NAO	TBB	VL1824	154	Green	Grey	Green	Red	Grey	Red	Red	
NLD	NAO	TBB	VL2440	28	Red	Red	Red	Red	Grey	Green	Red	
NLD	NAO	TBB	VL40XX	59	Red	Red	Green	Green	Grey	Green	Green	
NLD	NAO	TM	VL40XX	6	Green	Red	Green	Green	Grey	Green	Green	
NLD	NAO	INACTIVE	VL0010	120	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	INACTIVE	VL1012	13	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	INACTIVE	VL1218	19	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	INACTIVE	VL1824	18	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	INACTIVE	VL2440	14	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD	NAO	INACTIVE	VL40XX	5	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
NLD Total				720								
POL	NAO	DFN	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	Yes
POL	NAO	DFN	VL1218	12	Green	Grey	Red	Red	Grey	Red	Red	
POL	NAO	DFN	VL1824	4	Grey	Grey	Grey	Grey	Grey	Red	Grey	
POL	NAO	PMP	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
POL	NAO	HOK	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
POL	NAO	HOK	VL1218	4	Grey	Grey	Grey	Grey	Grey	Red	Grey	
POL	NAO	HOK	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
POL	NAO	DTS	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
POL	NAO	DTS	VL1012	0								
POL	NAO	DTS	VL1012	0								
POL	NAO	PMP	VL1218	0								
POL	NAO	DTS	VL1012	10								
POL	NAO	DTS	VL1218	20								
POL	NAO	PMP	VL1218	4								
POL	NAO	TM	VL1218	0								
POL	NAO	DTS	VL1824	0								
POL	NAO	DFN	VL1824	0								
POL	NAO	DTS	VL1218	0								
POL	NAO	DTS	VL1824	8								
POL	NAO	DTS	VL2440	1								
POL	NAO	MGP	VL1824	0								
POL	NAO	PMP	VL1218	0								
POL	NAO	PMP	VL1824	0								
POL	NAO	DTS	VL2440	0								
POL	NAO	DTS	VL40XX	1								
POL	NAO	FPO	VL2440	1								
POL	NAO	HOK	VL1218	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
POL	NAO	HOK	VL1824	0								
POL	NAO	HOK	VL2440	0								
POL	NAO	PG	VL0010	0								
POL	NAO	DTS	VL0010	0								
POL	NAO	PG	VL0010	519								
POL	NAO	PG	VL1012	120								
POL	NAO	PG	VL1218	0								
POL	NAO	TM	VL1218	11								
POL	NAO	TM	VL1824	44								
POL	NAO	PMP	VL1824	0								
POL	NAO	TM	VL1218	0								
POL	NAO	TM	VL1824	0								
POL	NAO	TM	VL2440	43								
POL	NAO	TM	VL1218	0								
POL	NAO	TM	VL1824	0								
POL	NAO	TM	VL2440	0								
POL	NAO	TM	VL40XX	0								
POL	NAO	TM	VL40XX	1								
POL	OFR	TM	VL40XX	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
POL	NAO	INACTIVE	VL0010	13								
POL	NAO	INACTIVE	VL1012	1								
POL	NAO	INACTIVE	VL1218	2								
POL	NAO	INACTIVE	VL1824	4								
POL	NAO	INACTIVE	VL2440	2								
POL Total				825								
PRT	MBS	FPO	VL2440	1								
PRT	NAO	DFN	VL0010	269								
PRT	NAO	DFN	VL0010	34								
PRT	NAO	DFN	VL1012	18								
PRT	NAO	DFN	VL1218	73								
PRT	NAO	DFN	VL1824	30								
PRT	NAO	DRB	VL0010	37								
PRT	NAO	DRB	VL1012	20								
PRT	NAO	DRB	VL1218	16								
PRT	NAO	DTS	VL0010	3								
PRT	NAO	DTS	VL1012	5								
PRT	NAO	DTS	VL1218	8								
PRT	NAO	DTS	VL1824	8								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
PRT	NAO	DTS	VL2440	58	Red	Green	Green	Light Green	Grey	Green	Green	
PRT	NAO	DTS	VL40XX	10	Red	Grey	Green	Green	Grey	Green	Green	
PRT	NAO	FPO	VL0010	270	Red	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	FPO	VL1012	45	Green	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	FPO	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	FPO	VL1218	42	Green	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	FPO	VL1824	1	Grey	Grey	Grey	Grey	Grey	Red	Grey	
PRT	NAO	FPO	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	HOK	VL0010	113	Green	Grey	Green	Green	Grey	Red	Red	
PRT	OFR	FPO	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	OFR	HOK	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	OFR	HOK	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	HOK	VL0010	48	Red	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	HOK	VL1012	6	Grey	Grey	Grey	Grey	Grey	Red	Grey	
PRT	NAO	HOK	VL0010	313	Red	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	HOK	VL1012	5	Green	Grey	Green	Green	Grey	Green	Red	
PRT	NAO	HOK	VL1012	64	Green	Grey	Red	Red	Grey	Red	Red	
PRT	NAO	HOK	VL1218	21	Red	Grey	Green	Green	Grey	Green	Green	
PRT	OFR	HOK	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
PRT	NAO	HOK	VL1218	15	Green	Grey	Green	Green	Grey	Green	Green	
PRT	NAO	HOK	VL1218	32	Green	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	HOK	VL1824	19	Red	Grey	Green	Green	Grey	Green	Green	
PRT	OFR	HOK	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	HOK	VL1824	3	Green	Grey	Green	Green	Grey	Green	Green	
PRT	NAO	HOK	VL2440	19	Red	Grey	Red	Red	Grey	Green	Green	
PRT	OFR	HOK	VL2440	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	HOK	VL2440	4	Green	Grey	Red	Red	Grey	Green	Red	
PRT	NAO	HOK	VL1824	4	Grey	Grey	Grey	Grey	Grey	Green	Grey	
PRT	NAO	HOK	VL2440	20	Green	Grey	Red	Red	Grey	Green	Red	
PRT	NAO	MGO	VL0010	31	Green	Green	Green	Green	Grey	Red	Red	
PRT	NAO	MGO	VL1012	9	Green	Green	Red	Red	Grey	Green	Red	
PRT	OFR	MGP	VL0010	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	MGP	VL0010	7	Green	Grey	Green	Green	Grey	Green	Red	
PRT	OFR	MGP	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	MGP	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	OFR	MGP	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	OFR	MGP	VL1824	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	MGP	VL1824	3	Green	Grey	Red	Red	Grey	Green	Green	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
PRT	NAO	PGP	VL0010	1573	Red	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	PGP	VL0010	17	Green	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	PGP	VL1012	1	Grey	Grey	Grey	Grey	Grey	Red	Grey	
PRT	NAO	PGP	VL1218	2	Grey	Grey	Grey	Grey	Grey	Red	Grey	
PRT	NAO	PGP	VL1012	14	Green	Grey	Green	Green	Grey	Green	Red	
PRT	NAO	PGP	VL1218	19	Green	Grey	Red	Light Green	Grey	Green	Red	
PRT	NAO	PGP	VL1824	2	Green	Grey	Red	Light Green	Grey	Green	Green	
PRT	NAO	PMP	VL0010	27	Green	Grey	Green	Green	Grey	Red	Red	
PRT	NAO	PS	VL0010	23	Green	Green	Green	Green	Grey	Green	Red	
PRT	NAO	PS	VL0010	21	Green	Grey	Green	Green	Grey	Green	Red	
PRT	NAO	PS	VL1012	31	Green	Green	Green	Green	Grey	Green	Red	
PRT	NAO	PS	VL1012	8	Green	Grey	Green	Green	Grey	Green	Green	
PRT	NAO	PS	VL1218	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	
PRT	NAO	PS	VL1218	40	Green	Green	Green	Green	Grey	Red	Red	
PRT	NAO	PS	VL1218	4	Green	Grey	Green	Green	Grey	Green	Green	
PRT	NAO	PS	VL1824	51	Green	Green	Red	Red	Grey	Green	Red	
PRT	NAO	PS	VL2440	21	Green	Green	Red	Light Green	Grey	Green	Green	
PRT	NAO	TBB	VL0010	14	Green	Grey	Green	Green	Grey	Green	Red	
PRT	NAO	TBB	VL1012	0	Grey	Grey	Grey	Grey	Grey	Grey	Grey	

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
PRT	NAO	TBB	VL1012	7	Green		Green	Green		Green	Red	
PRT	NAO	TBB	VL1218	0								
PRT	OFR	DTS	VL2440	0								
PRT	OFR	HOK	VL2440	0								
PRT	OFR	DTS	VL2440	0								
PRT	OFR	HOK	VL2440	12	Red		Red	Red		Green	Green	
PRT	OFR	HOK	VL2440	0								
PRT	OFR	HOK	VL40XX	0								
PRT	OFR	DTS	VL40XX	1						Green		
PRT	OFR	HOK	VL40XX	4	Red		Red	Red		Green	Green	
PRT	NAO	INACTIVE	VL0010	3453								
PRT	NONE	INACTIVE	VL0010	0								
PRT	OFR	INACTIVE	VL0010	0								
PRT	NAO	INACTIVE	VL0010	306								
PRT	NONE	INACTIVE	VL0010	0								
PRT	NAO	INACTIVE	VL0010	140								
PRT	NONE	INACTIVE	VL0010	0								
PRT	NAO	INACTIVE	VL1012	52								
PRT	NONE	INACTIVE	VL1012	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
PRT	OFR	INACTIVE	VL1012	0								
PRT	NAO	INACTIVE	VL1012	0								
PRT	NONE	INACTIVE	VL1012	0								
PRT	NAO	INACTIVE	VL1012	22								
PRT	NONE	INACTIVE	VL1012	0								
PRT	NAO	INACTIVE	VL1218	71								
PRT	NONE	INACTIVE	VL1218	0								
PRT	OFR	INACTIVE	VL1218	0								
PRT	NAO	INACTIVE	VL1218	5								
PRT	NONE	INACTIVE	VL1218	0								
PRT	NAO	INACTIVE	VL1218	42								
PRT	NONE	INACTIVE	VL1218	0								
PRT	NAO	INACTIVE	VL1824	25								
PRT	NONE	INACTIVE	VL1824	0								
PRT	OFR	INACTIVE	VL1824	0								
PRT	NAO	INACTIVE	VL1824	6								
PRT	NONE	INACTIVE	VL1824	0								
PRT	NAO	INACTIVE	VL1824	4								
PRT	NONE	INACTIVE	VL1824	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
PRT	NAO	INACTIVE	VL2440	10								
PRT	NONE	INACTIVE	VL2440	0								
PRT	OFR	INACTIVE	VL2440	0								
PRT	NAO	INACTIVE	VL2440	6								
PRT	NONE	INACTIVE	VL2440	0								
PRT	NAO	INACTIVE	VL2440	7								
PRT	NONE	INACTIVE	VL2440	0								
PRT	NAO	INACTIVE	VL40XX	1								
PRT	NONE	INACTIVE	VL40XX	0								
PRT	NAO	INACTIVE	VL40XX	0								
PRT Total				7726								
ROU	MBS	PG	VL0006	11								Yes
ROU	MBS	PMP	VL0006	0								
ROU	MBS	PG	VL0612	68								
ROU	MBS	PMP	VL0612	25								
ROU	MBS	PGO	VL1218	0								
ROU	MBS	PGP	VL1824	0								
ROU	MBS	PGP	VL1218	0								
ROU	MBS	PGP	VL1824	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
ROU	MBS	PMP	VL0006	0								
ROU	MBS	PMP	VL1218	21								
ROU	MBS	PMP	VL1824	1								
ROU	MBS	PGP	VL1824	0								
ROU	MBS	PMP	VL2440	4								
ROU	MBS	TM	VL2440	0								
ROU	MBS	INACTIVE	VL0006	0								
ROU	MBS	INACTIVE	VL0006	7								
ROU	MBS	INACTIVE	VL0612	0								
ROU	MBS	INACTIVE	VL0612	38								
ROU	MBS	INACTIVE	VL1218	0								
ROU	MBS	INACTIVE	VL1218	0								
ROU	MBS	INACTIVE	VL1824	0								
ROU	MBS	INACTIVE	VL2440	0								
ROU Total				175								
SVN	MBS	DFN	VL0006	19								No
SVN	MBS	FPO	VL0006	2								
SVN	MBS	PGP	VL0006	1								
SVN	MBS	PMP	VL0006	1								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
SVN	MBS	HOK	VL0006	0								
SVN	MBS	DFN	VL0612	25								
SVN	MBS	DFN	VL1218	2								
SVN	MBS	FPO	VL0612	1								
SVN	MBS	FPO	VL1218	0								
SVN	MBS	PGP	VL0612	1								
SVN	MBS	PMP	VL0612	1								
SVN	MBS	PMP	VL1218	1								
SVN	MBS	HOK	VL0612	7								
SVN	MBS	HOK	VL1218	0								
SVN	MBS	DTS	VL0612	3								
SVN	MBS	DTS	VL1218	6								
SVN	MBS	PS	VL1218	0								
SVN	MBS	PS	VL0006	0								
SVN	MBS	PS	VL0612	0								
SVN	MBS	PS	VL1218	0								
SVN	MBS	TM	VL2440	0								
SVN	MBS	INACTIVE	VL0006	34								
SVN	MBS	INACTIVE	VL0612	25								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
SVN	MBS	INACTIVE	VL1218	6								
SVN	MBS	INACTIVE	VL1824	1								
SVN Total				136								
SWE	NAO	DFN	VL0010	192								Yes
SWE	NAO	FPO	VL0010	280								
SWE	NAO	PGO	VL0010	6								
SWE	NAO	PGP	VL0010	18								
SWE	NAO	HOK	VL0010	15								
SWE	NAO	DFN	VL1012	60								
SWE	NAO	DFN	VL1218	4								
SWE	NAO	FPO	VL1012	36								
SWE	NAO	FPO	VL1218	1								
SWE	NAO	PGO	VL1012	0								
SWE	NAO	PGO	VL1218	0								
SWE	NAO	PGP	VL1012	1								
SWE	NAO	HOK	VL1012	1								
SWE	NAO	HOK	VL1218	0								
SWE	NAO	HOK	VL1824	0								
SWE	NAO	DRB	VL0010	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
SWE	NAO	DRB	VL1012	0								
SWE	NAO	DTS	VL0010	18								
SWE	NAO	DTS	VL1012	48								
SWE	NAO	MGP	VL1012	0								
SWE	NAO	PMP	VL0010	0								
SWE	NAO	PMP	VL1012	0								
SWE	NAO	PS	VL0010	0								
SWE	NAO	PS	VL1012	0								
SWE	NAO	TM	VL1012	4								
SWE	NAO	DTS	VL1218	66								
SWE	NAO	PMP	VL1218	0								
SWE	NAO	PS	VL1218	1								
SWE	NAO	TM	VL1218	1								
SWE	NAO	DTS	VL1824	33								
SWE	NAO	TM	VL1824	2								
SWE	NAO	DTS	VL2440	12								
SWE	NAO	MGP	VL2440	0								
SWE	NAO	MGP	VL40XX	0								
SWE	NAO	PS	VL2440	0								

Status 2020 according to thresholds and criteria in the 2014 COM Guidelines

Member State	Sea Region	Gear	Vessel Length Range	No. vessels	Stocks-at-Risk Indicator (SAR)	Sustainable Harvest Indicator (SHI)	Current Revenue as proportion of Break-Even (CR/BER)	Return on Fixed and Tangible Assets (RoFTA)	Return on Investment (RoI)	VUR	VUR ₂₂₀	Is there an Action Plan in force?
SWE	NAO	PS	VL40XX	0								
SWE	NAO	TM	VL2440	8								
SWE	NAO	TM	VL40XX	9								
SWE	NAO	INACTIVE	VL0010	182								
SWE	NAO	INACTIVE	VL1012	0								
SWE	NAO	INACTIVE	VL1218	0								
SWE	NAO	INACTIVE	VL1824	0								
SWE	NAO	INACTIVE	VL2440	0								
SWE	NAO	INACTIVE	VL1012	24								
SWE	NAO	INACTIVE	VL1218	10								
SWE	NAO	INACTIVE	VL1824	6								
SWE	NAO	INACTIVE	VL2440	3								
SWE	NAO	INACTIVE	VL1012	0								
SWE	NAO	INACTIVE	VL1218	0								
SWE	NAO	INACTIVE	VL1824	0								
SWE	NAO	INACTIVE	VL2440	0								
SWE	NAO	INACTIVE	VL40XX	0								
SWE Total				1041								