

Annual Report on fishing fleet capacity 2013 - Denmark

The format of the Danish capacity report concerning 2013 follows the headlines mentioned in article 14 of Commission Regulation (EEC) No. 1013/2010.

Fleet data and biological data used in the report are from 2013, whereas data on economic performance is from 2012.

Section A

Description of fleets

The statistics of table A.1 include all Danish vessels during the year and not only by the 31st of December as fleet statistics usually do. There was 2,787 vessels registered in the Danish vessel register, cf. Table A.1.

Table A.1. Number of registered Danish fishing vessels in 2013

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0010m	DTS	4	10	2	1	17
	PGP	99	870	923	87	1,979
	PMP	26	102	57	10	195
	Total	129	982	982	98	2,191
VL1012m	DRB	19	3	2	1	25
	DTS	8	1	1	1	11
	PGP	40	21	4	1	66
	PMP	19	14	4	2	39
	Total	86	39	11	5	141
VL1218m	DRB	27		2	2	31
	DTS	116	8	8	6	138
	PGP	31	1	8	3	43
	PMP	30	9	7	4	50
	TBB	11				11
	TM	16	1			17
	Total	231	19	25	15	290
VL1824m	DTS	57		2	4	63
	PMP	11		2		13
	TBB	16				16
	Total	84		4	4	92
VL2440m	DTS ⁵⁾	35			2	37
	PMP	6				6
	Total	41			2	43
VL40XXm	DTS	13				13
	PS	2				2
	TM	14			1	15
	Total	29			1	30
Total		600	1,040	1,022	125	2,787

See Annex 1 for explanation of Gear Codes

Source: The Danish AgriFish Agency Vessel Register and Sales Notes Register 19th August 2014.

Notes: ¹⁾ Includes vessels with a yearly catch value above € 36,000.

²⁾ Includes vessels with a yearly catch value below € 36,000 but above € 0.

- 3) Includes vessels not having any catch value within the year.
 4) Includes vessels not being active by the end of the year.
 5) For discretionary purposes VL24XXm TBB has been included in VL2440m DTS.

Out of these 2,787 vessels, 125 of these were not registered at the end of 2013, but had been that during the year. In total, 2,662 vessels were registered the 31st December 2013. Of these, 1,022 vessels had not been active during the year, i.e. didn't have any registered landings value. A total of 600 vessels are considered as commercial vessels, i.e. their total landings value was above the threshold level of € 36,000 in 2013, while the remaining 1,040 vessels were non-commercial vessels with landing values below € 36,000 in 2013.

The distribution of tonnage and engine power is shown in Annex 2. For both capacity measures, the commercial vessels make up the majority of these with 87% of total GT and 70% of total kW.

Section A

Link with fisheries

The linkages between the different fleet segments and the kind of fisheries they conduct are shown in Table A.2. The fleet segments below 40 metres are primarily dependent on demersal species, with the exception of VL1218m TM that is mostly dependent on reduction species and pelagic consumption species (mackerel and herring). The fleet segments above 40 metres are solely dependent on mackerel, herring and reduction species. The VL40XXm is also dependent on an entry restricted fishery, but this is attributable to one vessel catching shrimps in the waters around Greenland. The DRBs and TBBs are in entry restricted fisheries for mussels and shrimps.

Table A.2. Distribution landing value in 2013 on overall fisheries in %

Length	Gear	Codfish	Flatfish	Lobster and shrimp	Mackerel and Herring	Other species	Reduction species ¹⁾	Entry-restricted ²⁾
VL0010m	DTS	34	30	31	0	5	0	0
	PGP	28	20	6	3	42	0	1
	PMP	31	33	22	0	9	0	3
VL1012m	DRB	0	1	0	0	1	0	98
	DTS	32	16	22	8	0	21	2
	PGP	47	36	0	1	13	0	2
	PMP	39	38	10	2	1	9	0
VL1218m	DRB	0	0	0	0	0	0	100
	DTS	23	16	41	5	1	15	0
	PGP	39	57	0	0	4	0	0
	PMP	36	27	22	0	1	14	0
	TBB	0	0	0	0	0	5	95
	TM	1	1	8	17	0	70	4
VL1824m	DTS	29	28	18	3	1	21	0
	PMP	26	52	21	0	1	0	0
	TBB	0	2	0	0	0	10	88
VL2440m	DTS ³⁾	40	21	18	3	0	18	0
	PMP	66	32	1	0	1	0	0
VL40XXm	DTS	0	0	0	28	0	46	26
	PS	0	0	0	11	0	89	0
	TM	0	0	0	66	0	34	0

See Annex 1 for explanation of Gear Codes

Source: The Danish AgriFish Agency Vessel Register and Sales Notes Register 19th August 2014.

Notes: ¹⁾ Species such as sand eel, blue whiting, sprat, horse mackerel and Norway pout.

²⁾ Species that can only be caught with a license, i.e. mussels, oysters, brown shrimps and shrimps in the waters around Greenland.

³⁾ For discretionary purposes, VL2440m TBB has been included in VL2440m DTS.

Section A

Developments in fleets

The structure of the Danish fishing fleet has changed considerably since 2003, where the first ITQ regulation was implemented in the herring fishery. Since then, ITQs has gradually been introduced in other pelagic fisheries, and from 2007 demersal fisheries were also managed with property/user rights. These management changes are believed to be a major reason for the following reductions in the fishing capacity of the Danish fishing fleet, as displayed in Table A.3.

The number of registered vessels has been reduced with 9% from 2008 to 2013. The capacity of the Danish fishing fleet decreased 17% in GT and 20% in kW in the same period. Relatively, the main reduction appeared in the segment of vessels between 24 and 40 metres, which has decreased 43% in GT, 53% in kW and 48% in number of vessels.

Table A.3. Development in the capacity of registered Danish fishing vessels¹⁾

Length	Gear	2008			2010			2013		
		No.	GT	kW	No.	GT	kW	No.	GT	kW
VL0010m	DTS	17	95	1,185	15	85	1,017	17	115	1,384
	PGP	2,108	4,512	50,124	2,040	4,340	50,238	1,979	4,135	49,148
	PMP	143	646	7,144	183	819	8,961	195	791	9,003
	Total	2,268	5,252	58,453	2,238	5,243	60,216	2,191	5,041	59,535
VL1012m	DRB	31	422	3,337	32	442	3,465	25	360	2,679
	DTS	14	173	1,747	11	157	1,420	11	158	1,361
	PGP	78	827	6,872	68	729	6,273	66	737	6,375
	PMP	31	361	3,126	28	337	2,848	39	471	4,299
	Total	154	1,783	15,082	139	1,665	14,006	141	1,726	14,714
VL1218m	DRB	35	1,095	5,228	35	1,095	5,228	31	1,047	4,492
	DTS	209	6,755	37,407	175	5,950	31,922	138	4,659	25,043
	PGP	80	2,378	11,778	61	1,818	9,070	43	1,392	6,634
	PMP	58	1,332	8,801	54	1,251	8,163	50	1,413	8,220
	TBB	18	752	3,231	11	548	2,126	11	548	2,126
	TM							17	759	3,207
	Total	400	12,312	66,445	336	10,662	56,509	290	9,817	49,722
VL1824m	DTS	90	7,634	27,585	71	6,948	22,666	63	6,376	18,947
	PMP	15	1,395	3,895	14	1,363	3,960	13	1,394	4,068
	TBB	13	827	2,393	16	1,089	2,961	16	1,094	2,877
	Total	118	9,856	33,873	101	9,400	29,587	92	8,864	25,892
VL2440m	DTS ²⁾	74	18,578	48,035	51	14,306	32,694	37	10,360	22,155
	PMP	8	1,992	4,124	5	1,140	2,143	6	1,382	2,575
	Total	82	20,569	52,159	56	15,446	34,837	43	11,742	24,730
VL40XXm	DTS	32	22,615	45,932	26	20,931	40,969	13	9,537	17,783
	PS	7	9,911	22,625	5	7,974	21,338	2	2,079	5,024
	TM							15	19,859	39,167
	Total	39	32,526	68,557	31	28,905	62,307	30	30,859	61,974
Total		3,061	82,298	294,569	2,901	71,320	257,462	2,787	68,049	236,567

See Annex 1 for explanation of Gear Codes

Source: The Danish AgriFish Agency Vessel Register 19th August 2014.

Notes: ¹⁾ Covers vessels in the register within a year, but does not include virtual capacity.

²⁾ For discretionary purposes, VL24XXm TBB has been included in VL2440m DTS.

³⁾ From 2008-2011, gear type TM was included in gear type DTS.

Section B

Statement of effort reduction schemes - impact of the cod recovery plans for the North Sea and the Baltic in 2013

An overview of the data with respect to this section is given in Annex 4. Data includes figures for activity concerning the cod recovery plan for the Baltic and the cod recovery plan for the North Sea.

When describing the effects on the Danish fishing fleet for vessels involved in fishing with gear covered by rules for kilowatt days, it must be borne in mind that there were great variations in effort within each segment which to a large extent is caused by a clash between quota and effort management. The reason for the significant variation was that the Danish regulation with VQS (Vessel Quota Shares) from 2007 allowed vessels to pool their quotas on fewer vessels.

The description is based on the effort register kept by the Danish AgriFish Agency. While reading this presentation, it must be borne in mind that the Danish fleet in general conduct mixed fishery, both with regard to species and geography.

Fleet in cod recovery plan for the North Sea, Skagerrak, Kattegat, Irish Sea and West of Scotland

In 2013, 344 vessels took part in fisheries using gears covered by the regulation, as opposed to 780 vessels in 2003. That corresponds to a reduction of 56%. In 2013, 37,538 days at sea were used as opposed to 86,962 days at sea in 2003, which corresponds to a reduction of 53%. The reduction, in terms of total kilowatt days used was 57%.

From 2012 to 2013 the situation was rather stable although there were minor reductions in terms of days at sea and in terms of kW days.

In the fishery with **trawl \geq 100 mm. (TR1)**, 7,121,732 kilowatt days were used in 2003 compared to 4,083,581 kilowatt days in 2013 – a 43% reduction. The number of vessels fishing in this category fell by 64% to 129 vessels. There was an increase in kilowatt days per vessel by 59%.

In the **trawl** fishery between **70 mm and 99 mm (TR2)**, 3,697,527 kilowatt days were used in 2013 as opposed to 10,808,334 kilowatt days in 2003 – a 66% reduction. The number of vessels was reduced by 62% to 164 vessels. The kilowatt days per vessel were 11% down compared with 2003.

In the **trawl** fishery between **16 mm and 31 mm (TR3)**, 1,335,725 kilowatt days were used in 2013 compared to 3,867,765 kilowatt days in 2003 – a reduction of 76%. The number of vessels in this fishery fell by 78% to 39 vessels. The kilowatt days per vessel were increased by 54%.

In the fishery with **beam trawl \geq 120 mm (BT1)**, 442,313 kilowatt days were used in 2013 as opposed to 1,342,965 kilowatt days in 2003 – a 68% reduction. The number of vessels fishing in this segment fell 83% to 2 vessels. The increase in kilowatt days per vessel was 90%.

In the fishery with **beam trawl** between **80 mm and 119 mm (BT2)**, 4,413 kilowatt days were used in 2013 compared to 98,897 kilowatt days in 2003 – a 97% reduction. The number of vessels fishing in this segment fell by 91% to 1 vessel and the reduction in kilowatt days per vessel was 51%.

In the fishery with **nets (GN1)**, 1,225,754 kilowatt days were used in 2013 as opposed to 2,456,364 kilowatt days in 2003, which was a 50% reduction. The number of vessels fell by 65% to 82 vessels. There was an increase in kilowatt days per vessel by 43%.

In the fishery with **trammel nets (GT1)**, 471,782 kilowatt days were used in 2013 as opposed to 170,865 kilowatt days in 2003, which was a 176% increase. The number of vessels was reduced 5% to 35 vessels. There was an increase in kilowatt days per vessel by 192%.

In the segment **liners (LL1)**, 290 kilowatt days were used in 2013 as opposed to 82.134 kilowatt days in 2003 which was a nearly 100% reduction. The number of vessels fell by 97% from 32 vessels in 2003 to 1 vessel in 2013.

In summary, a substantial decrease of effort overall and for all types of gear, except trammel nets, has taken place since the cod recovery plan was adopted. The situation has "stabilized" in recent years with a tendency of fewer vessels conducting a more efficient fishery.

Fleet in cod recovery plan for the Baltic

In 2013, 278 vessels took part in fisheries using gears covered by the regulation, as opposed to 479 vessels in 2003. That corresponds to a reduction of 42%. In 2013 21,099 days at sea were used as opposed to 35,571 days at sea in 2003, which corresponds to a reduction of 41%. The reduction in terms of total kilowatt days used was 50%.

From 2012 to 2013, the number of kilowatt days per vessel fell by 13%.

In the **Western Baltic**, 2,017,441 kilowatt days were used in 2013 compared to 4,375,698 kilowatt days in 2003 – a reduction of 54%. The number of vessels in this fishery fell by 41% to 273 vessels. The kilowatt days per vessel fell by 22%.

In the **Eastern Baltic**, 913,523 kilowatt days were used in 2013 compared to 1,438,671 kilowatt days in 2003 – a reduction of 37%. The number of vessels in this fishery fell by 59% to 77 vessels. Kilowatt days per vessel increased by 55%.

In summary, a substantial decrease of effort over all in the period. The situation for the recent years indicates a tendency of a minor reduction in the fishing effort for the entire Baltic.

Section B

Impact on fishing capacity of effort reduction schemes

An overview of the data with respect to this section is given in Annex 5. Data includes figures for activity concerning the cod recovery plan for the Baltic and the cod recovery plan for the North Sea.

Fleet in cod recovery plan for the North Sea, Skagerrak, Kattegat, Irish Sea and West of Scotland

Vessels that took part in fisheries using gears covered by the regulation represented 31,219 GT and 93,518 kW in 2013 as opposed to 63,225 GT and 204,356 kW in 2003. That corresponds to a reduction of 51% in GT and a reduction of 54% in kW. There was a reduction in all gear segments except for GT1 where the increase in GT was 7% and kW 3% respectively. The situation has "stabilized" in recent years. The fleet capacity has been reduced with more than 50% both in terms of GT and kW.

Fleet in cod recovery plan for the Baltic

Vessels that took part in fisheries using gears covered by the regulation represented 8,762 GT and 38,371 kW in 2013 as opposed to 18,165 GT and 83,748 kW in 2003. That corresponds to a reduction of 52% in GT and 54% kW respectively. There was a reduction in both the western and eastern Baltic. The situation has "stabilized" in recent years. The fleet capacity for the vessels has been reduced with more 50% in terms of both GT and kW.

However, for both recovery plans the effort reduction has worked in combination with the Danish regulation using transferable Vessel Quota Shares (VQS) from 2007.

Section C

Statement of compliance with entry / exit scheme

The present fleet capacity is below the entry-exit ceiling as laid down in annex II of the new basic regulation. The margin in terms of tonnage is 23,377 GT and 88,373 kW. In percentage the capacity in GT and kW is more than 26% in GT and 28% kW below the ceiling. Denmark is in compliance with the entry-exit levels for tonnage as well as engine power.

Since Regulation 1013/2010 is still in force, the capacity calculation according to this regulation is presented in table C2.

Table C1. Management of capacity according to Regulation 1380/2013

		National register	
		GT	kW
1	Fleet ceiling according to annex II	88,762	313,333
2	Capacity of the fleet on 31 December 2013	65,385	224,960
3	Capacity ceiling minus actual capacity	23,377	88,373

Source: The Danish AgriFish Agency Vessel Register

Note 1: For National Register: Virtual capacity is not included in 2 and 3. Virtual capacity per 26th August 2014 is 14,161 GT and 70,844 kW.

Note 2: No exits financed with public aid in 2013.

Table C2. Management of capacity according to Regulation 2371/2002 and Regulation 1013/2010

		National register			
		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{fr}	103,361	kW _{fr}	369,267
2	Capacity level for the application of the entry-exit regime	GT ₀₃	103,361	kW ₀₃	369,267
3	Entries of vessels of more than 100 GT financed with public aid	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5).			kWr	1,762
5	Increases in tonnage GT for reasons of safety	GT _s	0		
6	Total entries (3 + 4 + 5)				
7	Exits financed with public aid 2003-2006	GT _{a1}	9,255	kW _a	50,021
7a	Exits financed with public aid 2007-2013	GT _{a2}	4,568		-
8	Other exits (not included in 7)				
9	Total exits (7 + 8)				
10	Capacity of the fleet on 31 December 2013		65,385		224,960
11	Fleet ceiling 31 December 2013 GTt=GT03-(0.99*GTa1)-(0.96*GTa2)- (0.35*GT100)+GTs+Δ(GT-GRT) kWt=kW03-kWa-(0.2*kWr)-(0.35*kW100)	GT	93,374	kW	318,894

Source: The Danish AgriFish Agency Vessel Register

Note 1: A capacity of 2,379 GT and 10,302 kW was granted aid for decommissioning in 2002, but is provisionally not included in exits with public aid.

Note 2: GTa1 is not multiplied with 0.99 in point 7, but in point 11 GTa1 has been multiplied by 0.99.

Note 3: Re-measurement from GRT to GT is included in 11 with 3,561 GT.

Note 4: Aid for new construction was granted in 2004 and some of the new vessels have entered the fleet in 2005. However, a reduction of 4.1% (tonnage) and 5.6% (power) has already been realized, so no further reduction is required.

Note 5: For National register: Virtual capacity is included neither in baseline 2003 nor in fleet ceiling 2014. Virtual capacity per 26th August 2014 is 14,161 GT and 70,844 kW.

Section D

Summary of weaknesses and strengths of the management system

a. Fisheries management system

The element which has had the most important impact on the capacity regulation in Denmark is the change in the fisheries management in the period from 2003 to 2013. The fisheries management underwent a change from a regime based on rations per period (individual non-transferable rations) to a regime based on primarily Individual Transferable Quotas (ITQ) and Vessel Quota Shares (VQS). This change has caused a fall in the number of vessels as well as the tonnage and engine power.

It is allowed to transfer and merge ITQ and VQS quotas from one vessel to another according to certain rules in the New Management System. This possibility to transfer quotas has resulted in a decrease in the number of commercial vessels and in the capacity used by the commercial fleet. This means that capacity as such (without ITQ and VQS quotas linked to it) is not as valuable as capacity which can be used together with quotas, as it is not possible to participate in the most profitable fisheries without quotas. As a consequence, it is not economically attractive to reintroduce the available capacity when no quota is linked to it.

b. Fleet management system

The fleet management system in Denmark is based on an entry-exit regime.

All commercial vessels have to be registered in the vessel register of The Danish Maritime Authority as well as the vessel register of the Danish AgriFish Agency (Order no. 124 of 27th of February 2004 on vessels used for commercial fishery, § 3).

A vessel is only allowed to enter the commercial fishing fleet if one or more other vessels have been cancelled from the above mentioned registers. It is a precondition that tonnage and engine power of the vessel used for commercial fishery does not exceed the tonnage and engine power from that or those vessels, which are to be cancelled (§ 7).

It is not allowed to increase tonnage, size or engine power of a commercial vessel without the permission of the Danish AgriFish Agency (§ 10). The Danish AgriFish Agency can only allow the increase in tonnage or engine power of a vessel if the owner of the vessel also withdraws the same amount in the form of virtual capacity or as physical capacity from the fleet (§ 9).

Virtual capacity is defined as tonnage and engine power (measured in kW), which used to be connected to vessels now erased from the above mentioned registers (§ 2). It is allowed to sell virtual capacity. There is no virtual capacity on vessels which have received any subsidy regarding final exit of the commercial fleet (§ 11).

The concept of virtual capacity means that the entitlement to capacity can be kept even when a vessel is scrapped (without economic aid) or sold outside the EU. So it works as an incentive to keep unnecessary capacity out of the physical fleet. On the other hand, the possibility to increase the fleet is limited by the market based system of fishing rights to the effect that holders of virtual capacity will only enter new capacity into the fleet if they have the fishing rights to keep the vessel active.

The regulation of capacity guarantees that any entry is compensated by an exit so that there is no increase of capacity. The exit may have taken place earlier and by other vessel owners, but nevertheless the system ensures that capacity can never increase over the level at the starting point.

The administrative system as such, concerning the administration of the entries and exits in the fleet works satisfactorily. The vessel owners have to be able to forward documentation concerning the capacity involved in replacements and modernizations. This documentation is verified in the Danish AgriFish Agency's database for fleet management.

A general weakness concerning all EU fleets in the EU fleet management system is the verification of engine power. In the Danish management the definition of engine power of Regulation 2930/86 is implemented and derating of engine power is not allowed.

c. kW-days – effort regulation

KW-days are defined as the number of days a vessel is at sea times the efficiency in kW of the vessel engine. In the kW-days regulation the Member States are allocated an effort ceiling for the involved gear categories, afterwards the kW regulation is administered nationally. A model for allocation to the fishermen was decided upon in 2009. The rules are currently stated in national order no. 1423 of 12th December 2013. The allocation was based on vessels effort in 2008 within the different gear segments. The new regulation covers vessels over 10 meters in Kattegat and North Sea/Skagerrak.

Section D

Plan for improvement in fleet management system

The current Danish management system is at the moment considered to be well functioning in order to secure a better balance between fishing opportunities and capacity. Therefore there are no current plans for changing this.

Section D

Information on general level of compliance with fleet policy instruments

Respect of reference level and entry-exit level is ensured by the fleet management. Since permits for new capacity are only issued if there is a previous withdrawal of capacity, total physical capacity will never be higher than the ceilings. And since the system works with individual permits which can be kept as virtual capacity, physical capacity tends to be well below the ceilings.

Unused capacity, including safety capacity and the capacity premium for decommissioning, is not reallocated. In combination with the market based regulation of a substantial part of the fishery the fleet management will tend to create a long term balance between fishing capacity and fishing possibilities.

Compliance is ensured by an active fisheries inspection by control vessels, control units in the fishing port as well as administrative checks and control activity.

Below is a table showing information on infringements and inspections on the main management measures in 2013.

Table D1. Number of infringements and accomplished inspections in 2013

Number of infringements and accomplished inspections in 2013, commercial fisheries				
Number of infringement cases	Administrative controls	Inspections in port	Inspections at sea	Total
1.1. Registration – license, authorisation etc.	11	7	5	23
1.2.1. Capacity		1	1	2
1.2.2 Illegal marking and identification of vessel		1		1

1.3. Quotas and quantitative rationing	4	3	3	10
1.4. Limitations relating to gear and catch method		6	22	28
1.5. Area restrictions	13	2	4	19
2.1 Refusal of control		4	2	6
3.1 Other information obligations			1	1
3.3 Manipulation of system for satellite tracking of fishing vessels			1	1
3.5 Lacking or incorrect operation and maintenance of VMS equipment	2	1		3
4.1. Matters relating to the fish per se		26	2	28
4.2. Matters relating to the handling/processing of the fish		2	1	3
4.3. Illegal catch composition		18		18
5.1 Logbook Order and other matters	80	33		113
5.2. Control Order and other matters	2	2		4
5.3. Notifications	14	5	3	22
6.1. Infringements at the landing and marketing of fish		7		7
10.4 Other infringements of the penal code			1	1
Total	126	118	46	290
Number of inspections	Administrative controls¹	3.083	794	3.877

Section E

Information on changes of the administrative procedures relevant to fleet management

The former rule that virtual capacity has to be used within a period of five years after the vessel was cancelled from the register was repealed 4th of February 2011. This means that the virtual capacity can be used later than 5 years after the vessel in question was taken out of the fleet. The amendment is not expected to have any effect on the size of the physical capacity of the fleet.

In April 2012, the Danish AgriFish Agency issued new rules regarding the concentration of transferable fishing rights (ITQs and VQSs). These rules set in place maximum rates regarding ownership for the most important quotas of demersal, pelagic and industrial species. The maximum rates apply to both fishermen and vessels. For example, a fisherman is allowed to own a maximum share of 5% of the Danish quota of cod in the North Sea, and similarly a vessel is not allowed to have more than 5% of the Danish quota of cod in the North Sea attached to the vessel. The old rules regarding concentration of transferable Vessel Quota Shares (VQSs) prohibited the concentration of fishing rights from more than 4 vessels, which had the effect, that some vessel owners have more than 4 vessels, but only use 1 or 2 of these vessels for actual fishing. Through the fish pool system they can transfer their yearly amount of fish from their inactive vessels to their active vessels. The new rules removed the 4-vessel rule, so there is no longer any incentive for the fisherman to have an inactive vessel in a fishing pool. Now the fishermen can simply transfer the Transferable Vessel Quota Shares from the inactive vessels permanently to their active vessels, and they will no longer have any use for the inactive vessels.

¹ Crosschecks according to EU legislation done on a routine basis.

Section F

Estimation and discussion of balance indicators

The technical, biological and economic indicators are calculated in accordance with the guidelines issued by the Commission, taking into account that data is available at fleet segment level. The results are presented for 19 fleet segments, according to the Data Collection Regulation. The fleets VL1218 TBB and VL1824 TBB that is fishing for brown shrimp in the Wadden Sea, and the VL1012m DRB and VL1218m DRB that is fishing mussels are included, but they are not subject to quotas set at the EU level. These four fleet segments are subject to specific entry restrictions. It should also be noted that the DTSs from 2008 to 2011 also include TM, while separate specification of TMs are included in 2012. Comparison of fleet performance between years should therefore be done with caution.

i) Technical indicator(s)

The two technical indicators recommended in the EC guidelines: 1) The inactive fleet indicator and 2) The vessel utilisation indicator are presented in the following.

The Inactive fleet indicator

The number (No.), gross tonnage (GT) and engine power (KW) of inactive vessels, total vessels and share of inactive vessels within each length group are presented in Table F.1. By taking the share between the inactive vessels and the total vessels, the inactive fleet indicator is calculated. The length group VL0010m has a relative high percentage of inactivity, regardless if measured in number of vessels (47%), gross tonnage (32%) or engine power (32%). According to the EC guidelines, an inactivity level more than 20% indicates technical inefficiency. If this measure is used, the VL0010m is technical inefficient. The other length groups do have a lower share of inactivity than 10%, regardless of the measurement. Although the total Danish fleet has a high amount of inactive vessels (38%), the total inactivity of capacity is rather low (4% of GT and 11% of KW).

Table F.1. Ratios between inactive number of vessels and total number of vessels

Length	Inactive ¹⁾			Total			Share of inactivity (%)		
	No.	GT	KW	No.	GT	KW	No.	GT	KW
VL0010m	982	1,528	18,449	2,093	4,830	57,109	47	32	32
VL1012m	11	113	950	136	1,681	14,132	8	7	7
VL1218m	25	609	3,851	275	9,455	47,796	9	6	8
VL1824m	4	308	921	88	8,497	24,377	5	4	4
VL2440m	0	0	0	41	11,330	23,892	0	0	0
VL40XXm	0	0	0	29	29,593	57,654	0	0	0
Total	1,022	2,558	141	2,662	65,385	224,960	38	4	11

Source: The Danish AgriFish Agency Vessel Register and Sales Notes Register 19th August 2014.

¹⁾ Includes vessels not having any catch value within the year.

The vessel utilisation indicator

The ratio between days at sea and maximum days at sea for each length group and gear type are presented in Table F.2. By taking the ratio between average and maximum number of sea days, an expression for technical capacity utilisation is calculated. The maximum number of sea days within a fleet segment has been set equal to the most active vessel within each year. This method is chosen, because there is a large variation in the maximum possible of days at sea between the fleet segments. For example, the larger vessels will usually have a higher amount of sea days per year than the smaller vessels, operated only by one man. By using the maximum observed days at sea for each fleet segment, this will be taken into account. At the same time, it ensures that the ratio between average days at sea and maximum days at sea does not exceed a value of 1.

Table F.2. Ratios between average days at sea and maximum days at sea^{1) 2)}

Length	Gear	2008	2009	2010	2011	2012
VL0010	DTS	0.42	0.59	0.34	0.30	0.51
	PGP	0.17	0.17	0.17	0.19	0.17
	PMP	-	-	-	-	0.25
VL1012	DRB	0.51	0.43	0.50	0.65	0.76
	DTS	0.45	0.53	0.83	-	0.77
	PGP	0.45	0.44	0.43	0.42	0.49
	PMP	0.54	0.49	0.58	0.56	0.37
VL1218	DRB	0.35	0.45	0.38	0.52	0.44
	DTS	0.50	0.44	0.42	0.45	0.52
	PGP	0.47	0.48	0.61	0.45	0.56
	PMP	0.54	0.55	0.48	0.52	0.34
	TBB	0.69	0.70	0.79	0.66	0.78
	TM	-	-	-	-	0.53
VL1824	DTS	0.47	0.52	0.50	0.47	0.50
	PMP	0.43	0.60	0.62	0.62	0.70
	TBB	0.87	0.85	0.79	0.66	0.78
VL2440	DTS	0.66	0.67	0.64	0.62	0.66
VL40XX	DTS	0.46	0.51	0.60	0.52	0.50
	TM	-	-	-	-	0.67

Sources: The Danish AgriFish Agency Vessel Register 19th August 2014;

Call for fleet economic scientific data concerning 2008-2014, EC, Ref. Ares(2014)130188 - 21/01/2014

Notes: ¹⁾ Covers only active vessels.

²⁾ See Annex B for the figures used to the calculations.

³⁾ Based on the maximum observed active vessel within each year and fleet segment.

From Table F.2 it is observed that both ratios are generally increasing with the vessel length. The major part of the vessels in the fleet segments above 24 meters has been managed with

Individual Transferable Quotas (ITQ) since 2003, and a relative high ratio is observed for these vessels. All other fleets (except DRBs and TBBs) has since 2007 been managed with transferable Vessel Quota Shares (VQS), and an increasing ratio is expected in the coming years, which is partly already reflected in the figures.

Making strong conclusions about presence of technical overcapacity are difficult, because each fleet segment is not very homogeneous, thereby having a large variation in the maximum observed days at sea. A value below 0.7 is in the Commission guidelines considered to indicate the presence of technical overcapacity, and if this is applied to the above figures, technical overcapacity is present in 14 of the 19 fleet segments in 2013. The 5 fleets that do not indicate technical overcapacity in 2013 include 3 entry restricted fisheries for mussels and shrimps (VL1012m DRB, VL1218m TBB, and VL1824 TBB), as well as VL1824m PMP and VL1012m DTS. The low technical utilisation rate of the smaller fleet segments (VL0010m PGP, VL0010m PMP) is due to the presence of a relatively large amount of non-commercial vessels. A more appropriate way of estimating the technical efficiency of these fleets will be to calculate the technical indicator based on only commercial vessels.

ii) Biological indicators

Biological indicators

The Sustainable Harvest Indicator and Stock-at-risk indicator presented in this report is copied from the data material presented to STECF in the spring 2014.

Sustainable Harvest Indicator

For most fleet segments, the indicator is above 1 and without a clear temporal trend (figure 1). The indicator value for the individual segments is mainly determined by the proportion of landings value from the North Sea and Western Baltic Sea cod stocks (overfished), the flatfish (mainly North Sea plaice, fished around F_{MSY}) and the pelagic stocks (mainly North Sea herring, sprat and mackerel, generally fished below F_{MSY}).

The DTS segments (vessels larger than 18 m) are in general less dependent on cod landings and have higher landings proportion of pelagic stocks which results in an indicator value between 0.9 and 1.6 for the period 2008-2012. The smaller vessels (VL1012) of PGP segment has a significantly higher indicator value compared to the slightly larger (VL1218) PGP vessels. This is due to a higher proportion of cod and a lower proportion of flatfish in the VL1012 group. The same tendency with decreasing indicator with increasing vessel length is also seen for the PMP segments.

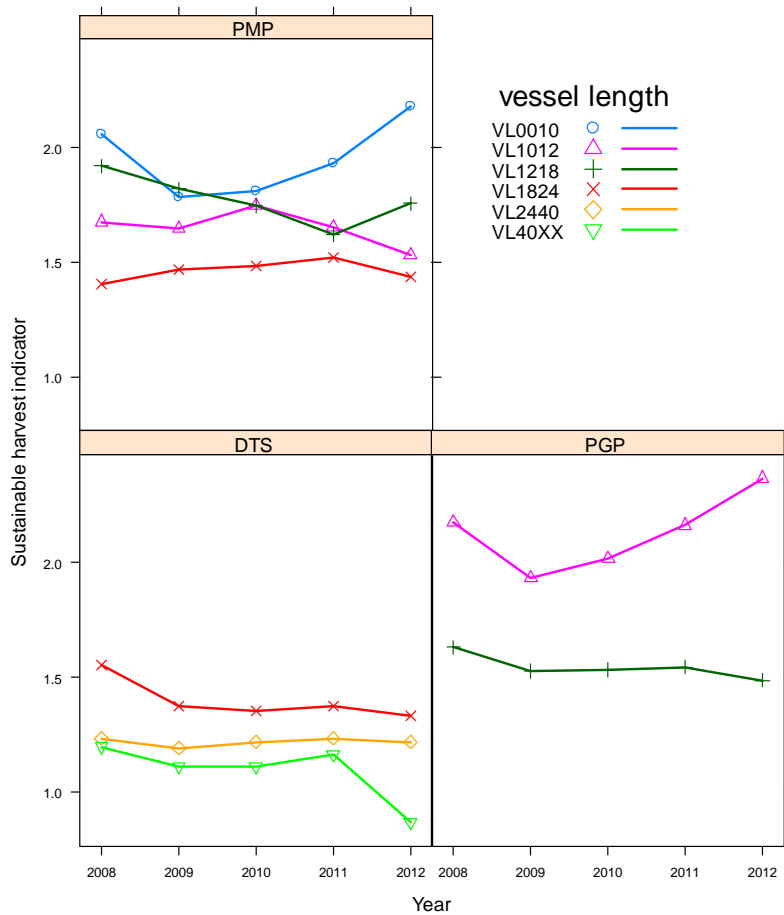
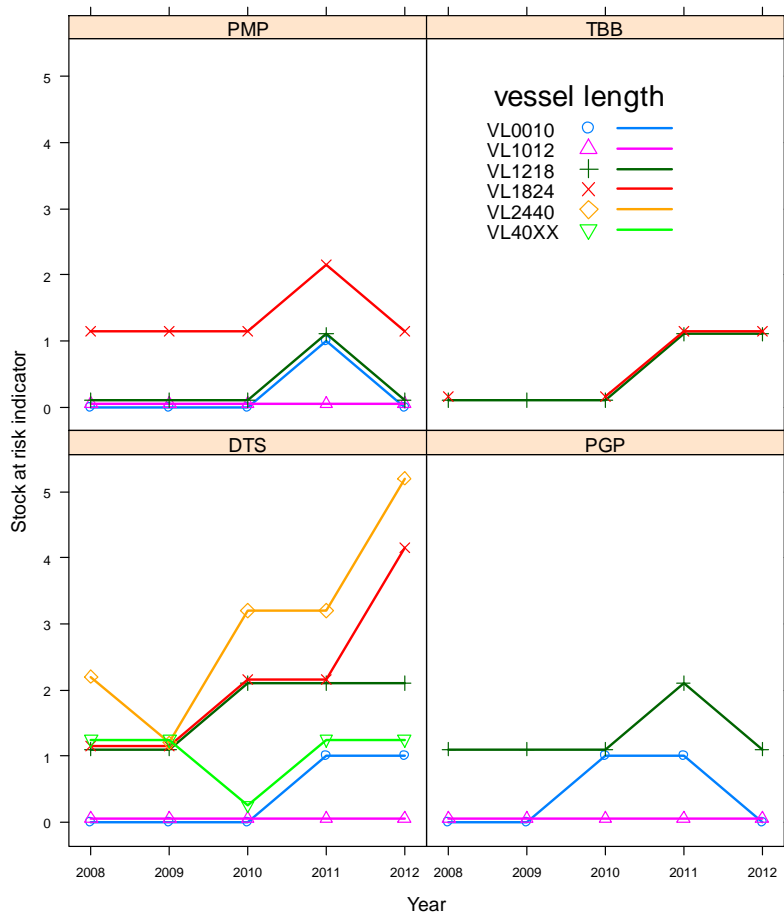


Figure 1 Sustainable Harvest Indicator for segments with more than 40% of the landings value from stocks with estimated F and F_{MSY} .

Stocks-at-risk indicator

The indicator for the Danish segments (figure 2) is mainly determined by landings of 5 stocks (North Sea cod, Kattegat cod, sandeel ns1, sandeel ns2 and sandeel ns3-ns4 combined). Sandeel in the North Sea was first divided into 6 stocks in 2011, which makes it difficult to make firm conclusion from the full time series. Most stocks at risk are landed by the DTS segments, which in addition to cod and sandeel had landings of other stock at risk (spiny dogfish, porbeagle and blue ling) for some vessel sizes.



iii) Economic indicators

The two indicators recommended in the EC guidelines: 1) Return on investment (ROI) per fleet segment and 2) Current revenue in proportion to break-even revenue per fleet segment are presented in the following.

Return on investment (ROI)

Return on investment (ROI) is defined as profit after capital stock depreciation and interest payment and then divided by total investment. The ROI for the Danish fleet for the years 2008-2012 is shown in Table F.3.

Table F.3. Return on investments (ROI)

Length	Gear	2008	2009	2010	2011	2012
VL0010	DTS	-0.49	-0.12	-0.06	-0.09	-0.06
	PGP	-0.26	-0.14	-0.11	-0.08	-0.09
	PMP	-	-	-	-	-0.09
VL1012	DRB	-0.03	0.00	-0.03	-0.01	-0.01
	DTS	-0.05	-0.10	-0.06	-	-0.05
	PGP	-0.18	-0.08	-0.10	-0.05	-0.05
	PMP	-0.26	-0.15	-0.05	-0.06	-0.06
VL1218	DRB	-0.03	-0.09	-0.07	-0.04	-0.03
	DTS	-0.03	-0.04	0.00	-0.02	-0.01
	PGP	-0.12	-0.05	-0.01	-0.01	-0.03
	PMP	-0.04	-0.05	-0.02	-0.02	-0.02
	TBB	0.10	-0.15	-0.05	-0.10	0.05
	TM	-	-	-	-	0.00
VL1824	DTS	-0.01	-0.02	-0.01	0.01	-0.01
	PMP	-0.05	-0.04	0.00	0.00	0.00
	TBB	0.06	-0.09	-0.10	-0.08	0.04
VL2440	DTS	-0.04	0.00	0.03	0.00	-0.01
VL40XX	DTS	0.01	0.01	0.11	0.11	0.05
	TM	-	-	-	-	0.06

Source: Call for fleet economic scientific data concerning 2008-2014, EC, Ref. Ares(2014)130188 - 21/01/2014

Especially the fleets below 12 meters are seen to consistently have negative ROIs, thus indicating economic over-capitalisation. The dredgers (DRB) are an entry restricted fishery, but negative ROIs are observed during almost the entire period from 2008 to 2012. The other entry restricted fisheries, the TBBs, did also experience negative ROIs from 2009-2011, while positive ROI was observed for 2008 and 2012. The remaining fleet segments between 12 and 24 meters has ROIs varying around zero, thus indicating a reasonable balance. The fleets above 40 meters, which for many years have been managed with ITQs, are having positive ROIs, thus indicating economic under-capitalisation.

Ratio between current revenue and break-even revenue

The ratio between current revenue and break even revenue (CR/BER) is estimated as the current revenue divided by (fixed costs / 1- (variable costs/current revenue)), according to the EC guidelines. Two versions of CR/BER are estimated. The first version includes opportunity cost of capital in the fixed costs (see Table F.4., right side), whereas the second version excludes the opportunity cost of capital (see Table F.4., left side). The break-even revenue shows the level of revenue needed to cover all costs, thereby having a net profit of zero. Both measures of CR/BER are good measures of economic sustainability. When the ratio is below 1, the current cash flow is not sufficient to cover the current costs, so the activity is not economic balance and sustainable.

Table F.4. Ratio between current revenue and break-even revenue (CR/BER)

Length	Gear	CR/BER, incl. opportunity cost of capital					CR/BER, excl. opportunity cost of capital				
		2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
VL0010	DTS	-1.47	-1.48	0.47	0.31	0.20	-1.84	-3.57	0.57	0.37	0.24
	PGP	-0.20	-0.20	0.11	0.08	0.26	-0.25	-0.26	0.14	0.11	0.29
	PMP	-	-	-	-	0.24	-	-	-	-	0.27
VL1012	DRB	0.59	0.64	0.59	0.74	0.77	0.78	0.99	0.74	0.90	0.89
	DTS	0.67	0.14	-0.38	-	0.37	0.79	0.18	-0.73	-	0.44
	PGP	0.32	0.16	0.28	0.31	0.44	0.37	0.22	0.34	0.39	0.52
	PMP	-0.26	-0.19	0.44	0.30	0.34	-0.32	-0.25	0.55	0.38	0.39
VL1218	DRB	0.54	0.43	0.45	0.68	0.62	0.73	0.51	0.54	0.77	0.70
	DTS	0.67	0.40	0.86	0.70	0.61	0.84	0.57	1.13	0.95	0.81
	PGP	0.53	0.44	0.73	0.70	0.63	0.63	0.61	1.00	0.98	0.74
	PMP	0.39	0.34	0.75	0.50	0.58	0.59	0.52	0.98	0.68	0.74
	TBB	1.28	-0.10	0.54	0.28	1.26	1.60	-0.13	0.65	0.33	1.38
	TM	-	-	-	-	0.69	-	-	-	-	0.96
VL1824	DTS	0.82	0.62	0.85	0.94	0.75	1.06	0.89	1.11	1.26	0.94
	PMP	0.66	0.42	0.92	0.87	0.91	0.87	0.62	1.29	1.22	1.12
	TBB	1.11	0.32	0.36	0.34	1.24	1.43	0.40	0.42	0.40	1.37
VL2440	DTS	0.72	0.70	1.05	0.81	0.79	0.90	1.06	1.46	1.10	0.95
VL40XX	DTS	0.82	0.76	1.76	1.63	1.69	1.11	1.10	2.35	2.02	2.42
	TM	-	-	-	-	1.68	-	-	-	-	2.03

Source: Call for fleet economic scientific data concerning 2008-2014, EC, Ref. Ares(2014)130188 - 21/01/2014

There is a tendency that the CR/BER values increase with vessel size within each gear type, indicating that the larger vessels generally have better economic performance. This tendency is not observed for the entry restricted fisheries, DRB and TBB. The TBBs had values below 1 for 2009-2011, but values above 1 for 2008 and 2012, indicating that the economic performance of these fisheries has a large variation. The DRBs, fishing for mussels, have values below 1 for all five years. A more unclear picture is seen for remaining fleet segments. The only fishery that are economic viable through the entire period and thus able to cover current costs are the VL40XX DTS, and that is only when looking at the CR/BER method that includes opportunity cost of capital. The VL10-12 DTS has a negative value in 2010, indicating that the variable costs are higher than the revenue. This could explain why this fleet had no activity in 2011. In 2012, the CR/BER indicator was positive, indicating that the fleet has improved. Several other fisheries have experienced a negative CR/BER in some years, but all fleet segments had a positive value in 2012.

v) Traffic lights – summary

The biological information on stocks can be combined with the economic indicators and give an overall picture of the capacity status of each segment. This should be treated with great caution since data is rather limited, in particular biological data with clear reference to specific segments.

Traffic lights are set according to the Commission's guidelines, i.e. if both economic and biological indicators are positive the light is green, if both economic and biological indicators are negative the light is red and otherwise the light is yellow. However, in some cases the biological indicator is missing and in these cases the light is based on the economic indicators.

Generally the biological indicators are negative or not available. The economic indicators are negative for smaller vessels.

In the overall picture presented below most segments have a yellow or green light.

The many yellow lights are a clear indicator that fishery is not yet managed at MSY level. However, it should be recalled that until 2020, management is in a transition period towards MSY management.

Discussion regarding the need for an action plan

According to the guidelines, for fleet segments with clearly demonstrated imbalance, the member state concerned shall prepare an action plan that sets out the adjustment targets and tools to achieve a balance and a clear time-frame for its implementation. The plan should specify the causes of the imbalance and in particular if it has a biological, economic or technical background. Based on the findings in this fleet report, Denmark believes it is not necessary to set in motion an action plan.

Most of the Danish fishery is managed on the basis of transferable fishing rights. The allocations of individual fishing rights will ensure an immediate adaptation of fishing effort and it is expected fishing capacity will decrease gradually to a level which is sustainable in economic terms.

For vessel below 12 meter there is some overcapacity. These vessels could in theory fish more than they actually do. But many of them are not commercial vessels and full utilisation is not possible. Most of the owners of small vessels do not have fishing rights to use the vessels commercially and they are not dependent on the fishery for an income. There is a great number of these vessels, but the tonnage is only modest. The capacity of inactive and non-commercial vessels amounts to about 7,000 GT and of these only about 4,000 GT are vessels with some activity. These vessels are not a significant part of the fleet in terms of capacity or in terms of fishing effort. Denmark therefore believes there is no need for an action plan based on overcapacity for smaller vessels.

The biological indicators suggest an imbalance in some segments of the fleet. However these segments are mainly the ones dependent on cod and flatfish. These fisheries are already covered by long term management plans, and the need for additional action therefore seems limited. The cod and flatfish stocks are generally recovering, and it is therefore expected that the indicators will improve in the coming years.

The economic indicators also suggest an imbalance in some segments of the fleet, mainly for the small vessels. This is a general trend in most countries. To help the smaller vessels, Denmark has implemented a scheme for coastal fishermen with vessels below 17 meters. These vessels receive an extra premium of cod, sole and plaice if they meet certain demands, such as 80% of their fishing trips shall be less than 2 days, and they have to fish at least 50% of their quota to get the premium.

In conclusion there is no need for an action plan at the present time. A need for an action plan will be reviewed in 2015.

Table F. 6. "Traffic lights"

Length	Gear code	Technical indicators		ROI	Current/Break even		Sustainable Harvest Indicator	Stocks at Risk	
		Inactivity	Utilisation		Incl. opp.	Excl. opp.		indicator	Over all
VLOO10	PMP	-	+	+	Na	Na	---	0(1)	Y
VL0010	PGP	-	-	+	-	-	Na	1(0)	R
VL0010	DTS	-	-	+	-	-	Na	0(1)	R
VL1012	DRB	+	+	++	-	-	Na		Y
VL1012	DTS	+	+	+	-	-	Na	0(0)	Y
VL1012	PGP	+	-	+	-	-	---	0(0)	Y
VL1012	PMP	+	-	+	-	-	--	0	Y

VL1218	DRB	+	-	+	-	-	Na		Y
VL1218	DTS	+	+	+	-	-	Na	2(1)	Y
VL1218	PGP	+	+	+	-	-	--	1(2)	Y
VL1218	PMP	+	-	+	-	-	--	0(1)	Y
VL1218	TBB	+	+	+	++	++	Na		G
VL1218	TM	+	+	+	-	-	Na		Y
VL1824	DTS	+	+	+	+	+	-	1.5(4)	Y
VL1824	PMP	+	+	+	+	++	-	1(2)	Y
VL1824	TBB	+	+	+	++	++	Na		G
VL2440	DTS	+	+	+	+	+	-	3(5)	Y
VL40XX	DTS	+	+	++	++	++	-/+	1(0)	G
VL40XX	TM	+	+		++	++	Na		G

Explanation of scores

ROI:

+++ for values >interest rate
 ++ is given for positive values
 + is given for negative values close to zero
 - is given for negative values under -0.25

Current/break-even:

++ is given for values over 1
 + is given for values close to 1 and over 1 for at least one of previous years
 - is given for values under 1
 - - is given for values close to zero

Activity:

+ for values less than 10%
 - for values over 10%

Utilisation:

SHI:

--- for values over 2
 -- for values between 1.5 and 2
 - for values between 1 and 1.5
 + for values less than 1

SR:

typical value (higher or lower values)

Annex 1 Gear Codes and length classes

FISHING TECHNIQUE (Gear Codes)

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

VESSEL LENGTH classes

VL0006	=	Vessel less than 6 meters in length. *For Supra region 2 only.
VL0010	=	Vessel between 0 meters and 10 meters in length. **For Supra region 1 and 3 only.
VL0612	=	Vessel between 6 meters and 12 meters in length. *For Supra region 2 only.
VL1012	=	Vessel between 10 meters and 12 meters in length. **For Supra region 1 and 3 only.
VL1218	=	Vessel between 10 meters and 18 meters in length. All regions.
VL1824	=	Vessel between 18 meters and 24 meters in length. All regions.
VL2440	=	Vessel between 24 meters and 40 meters in length. All regions.
VL40XX	=	Vessel greater than 40 meters in length. All regions.

Annex 2. Capacity of registered Danish fishing vessels, 2014

Tonnage in GT

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0010m	DTS	44	60	10	2	115
	PGP	565	2,033	1,362	175	4,135
	PMP	223	377	156	34	791
	Total	832	2,470	1,528	211	5,041
VL1012m	DRB	301	38	14	8	360
	DTS	129	13	5	10	158
	PGP	457	226	47	8	737
	PMP	246	158	47	19	471
	Total	1,133	435	113	45	1,726
VL1218m	DRB	921		60	66	1,047
	DTS	4,091	190	225	152	4,659
	PGP	1,170	13	159	50	1,392
	PMP	943	211	165	94	1,413
	TBB	548				548
	TM	755	4			759
	Total	8,428	414	609	362	9,817
VL1824m	DTS	5,842		167	367	6,376
	PMP	1,253		142		1,394
	TBB	1,094				1,094
	Total	8,189		308	367	8,864
VL2440m	DTS ⁵⁾	9,948			412	10,360
	PMP	1,382				1,382
	Total	11,330			412	11,742
VL40XXm	DTS	9,537				9,537
	PS	2,079			1,266	2,079
	TM	17,977				19,243
	Total	29,593			1,266	30,859
Total		59,505	3,322	2,558	2,663	68,049

See Annex 1 for explanation of Gear Codes

Source: The Danish AgriFish Agency Vessel Register and Sales Notes Register 19th August 2014. Virtual capacity is not included.

Notes: ¹⁾ Includes vessels with a yearly catch value above € 36,000.

²⁾ Includes vessels with a yearly catch value below € 36,000 but above € 0.

³⁾ Includes vessels not having any catch value within the year.

⁴⁾ Includes vessels not being active by the end of the year.

⁵⁾ For discretionary purposes VL24XXm TBB has been included in VL2440m DTSSource:

Engine power in kW

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0010m	DTS	463	771	141	9	1,384
	PGP	6,096	24,668	16,350	2,034	49,148
	PMP	2,288	4,474	1,958	383	9,003
	Total	8,847	29,813	18,449	2,426	59,535
VL1012m	DRB	2,033	377	157	112	2,679
	DTS	1,052	96	87	126	1,361
	PGP	4,033	1,916	348	78	6,375
	PMP	2,361	1,314	358	266	4,299
	Total	9,479	3,703	950	582	14,714
VL1218m	DRB	3,992		234	266	4,492
	DTS	22,074	1,171	992	806	25,043
	PGP	4,976	95	1,274	289	6,634
	PMP	4,903	1,401	1,351	565	8,220
	TBB	2,126				2,126
	TM	3,148	59			3,207
Total	41,219	2,726	3,851	1,926	49,722	
VL1824m	DTS	16,923		509	1,515	18,947
	PMP	3,656		412		4,068
	TBB	2,877				2,877
	Total	23,456		921	1,515	25,892
VL2440m	DTS ⁵⁾	21,317			838	22,155
	PMP	2,575				2,575
	Total	23,892			838	24,730
VL40XXm	DTS	17,783				17,783
	PS	5,024			4,320	5,024
	TM	34,847				39,167
	Total	57,654			4,320	61,974
Total		164,547	36,242	24,171	11,607	236,567

See Annex 1 for explanation of Gear Codes

Source: The Danish AgriFish Agency Vessel Register and Sales Notes Register 19th August 2014. Virtual capacity is not included.

Notes: ¹⁾ Includes vessels with a yearly catch value above € 36,000.

²⁾ Includes vessels with a yearly catch value below € 36,000 but above € 0.

³⁾ Includes vessels not having any catch value within the year.

⁴⁾ Includes vessels not being active by the end of the year.

⁵⁾ For discretionary purposes VL24XXm TBB has been included in VL2440m DTS.

Annex 3 Figures used to calculate the technical indicator

Length	Gear	Days at sea ¹⁾					Number of vessels ²⁾					Maximum obs. days at sea ³⁾				
		2008	2009	2010	2011	2012	2008	2009	2010	2011	2012	2008	2009	2010	2011	2012
VL0010	DTS	770	478	400	594	552	12	10	12	14	10	154	81	97	140	108
	PGP	40,776	38,072	39,457	41,032	32,488	1,041	1,000	1,024	1,012	855	231	223	221	214	229
	PMP	-	-	-	-	5,974	-	-	-	-	126	215	190	178	183	189
VL1012	DRB	1,645	1,781	1,183	1,702	1,666	30	32	24	25	21	107	130	99	105	104
	DTS	889	1,108	950	-	1,018	10	13	8	-	9	198	162	143	149	147
	PGP	7,640	7,738	7,026	6,492	6,672	66	67	65	56	50	257	264	253	275	273
	PMP	2,681	2,703	2,808	3,121	2,642	30	31	29	34	44	166	178	166	163	162
VL1218	DRB	1,628	1,608	1,441	2,086	2,304	33	34	30	27	27	140	106	126	149	193
	DTS	21,510	21,827	21,010	19,677	18,800	184	177	168	156	127	234	280	298	278	282
	PGP	6,646	6,322	6,412	5,818	5,096	59	57	45	48	35	242	230	235	270	261
	PMP	5,004	4,947	4,775	4,796	4,538	47	46	51	47	46	199	195	196	196	291
	TBB	2,309	2,463	1,748	1,185	1,771	16	14	11	11	11	210	253	200	164	207
	TM	-	-	-	-	1,505	-	-	-	-	16	0	0	0	0	177
VL1824	DTS	11,783	12,250	11,741	11,123	11,105	79	77	68	70	64	320	306	345	340	345
	PMP	1,789	2,027	2,300	2,348	2,424	16	15	16	15	12	263	225	232	254	287
	TBB	2,314	2,417	2,546	2,105	2,868	13	13	17	18	17	204	218	190	176	217
VL2440	DTS	11,198	11,128	9,550	8,564	8,531	51	46	42	39	38	333	363	353	356	340
VL40XX	DTS	5,483	5,628	6,025	5,321	1,856	32	32	29	31	12	369	347	349	333	310
	TM	-	-	-	-	2,488	-	-	-	-	17	0	0	0	0	219

Source: The Danish AgriFish Agency Vessel Register and Sales Notes Register 19th August 2014

Call for fleet economic scientific data concerning 2008-2014, EC, Ref. Ares(2014)130188 - 21/01/2014

Notes: ¹⁾ The days at sea is based on the Calendar Days method.

²⁾ Covers only active vessels.

³⁾ Based on the vessel with most observed days at sea within each year and fleet segment, using the 24 hours method.

Annex 4. Development in effort in relation to cod recovery plan in the North Sea and the Baltic 2003, 2011 and 2012

North Sea, Skagerrak, Kattegat, Irish Sea and West of Scotland:

Number of days at sea and kilowatt days for Danish vessels 10 metres and above in the regulated area 2003, 2012 and 2013.

	Kattegat									North Sea									Irish Sea		
	Days at sea			kW-days			No. Vessels			Days at sea			kW-days			No. Vessels			Days at sea	kW-days	No. Vessels
	2003	2012	2013	2003	2012	2013	2003	2012	2013	2003	2012	2013	2003	2012	2013	2003	2012	2013	2003	2003	2003
Total	19.652	9.885	8.905	3.969.539	1.966.225	1.754.078	366	148	141	67.172	30.568	28.633	21.830.602	9.838.712	9.489.307	690	306	285	2	915	1
TR1	809	533	366	132.857	78.789	56.046	96	19	15	17.394	11.368	10.611	6.988.875	4.295.126	4.027.536	296	123	115	.	.	.
TR2	14.957	8.812	8.210	3.020.289	1.794.673	1.656.068	253	128	124	26.292	9.779	7.531	7.788.045	2.665.299	2.041.460	369	127	115	.	.	.
TR3	2.049	297	74	629.240	68.646	10.111	71	9	6	5.276	1.060	1.684	3.089.609	905.777	1.325.614	135	27	33	2	915	1
BT1	.	.	.	.	.	.	.	.	.	1.371	315	299	1.342.965	402.798	424.313	12	3	2	.	.	.
BT2	.	.	.	.	.	.	.	.	.	114	.	3	98.897	.	4.413	11	.	1	.	.	.
GN1	1.675	190	223	169.471	18.545	26.186	75	8	9	15.276	6.140	6.249	2.286.893	1.213.183	1.199.568	213	77	76	.	.	.
GT1	150	54	33	14.713	5.573	5.668	9	3	2	957	1.907	2.254	156.152	356.530	466.114	32	32	35	.	.	.
LL1	13	.	.	2.968	.	.	2	.	.	492	.	2	79.166	.	290	31	.	1	.	.	.

	West of Scotland			Total									Change (%) in kW-days 2003-2013								
	Days at sea	kW-days	No. Vessels	Days at sea			kW-days			No. Vessels			Days at sea			kW-days			No. Vessels		
	2003	2003	2003	2003	2012	2013	2003	2012	2013	2003	2012	2013	Kattegat	North Sea	Total	Kattegat	North Sea	Total	Kattegat	North Sea	Total
Total	136	148.001	5	86.962	40.453	37.538	25.949.057	11.804.937	11.243.385	780	370	344	-55	-57	-57	-56	-57	-57	-61	-59	-56
TR1	.	.	.	18.203	11.900	10.977	7.121.732	4.373.914	4.083.581	358	140	129	-55	-39	-40	-58	-42	-43	-84	-61	-64
TR2	.	.	.	41.249	18.591	15.740	10.808.334	4.459.972	3.697.527	429	178	164	-45	-71	-62	-45	-74	-66	-51	-69	-62
TR3	136	148.001	5	7.463	1.356	1.758	3.867.765	974.422	1.335.725	174	35	39	-96	-68	-76	-98	-57	-65	-92	-76	-78
BT1	.	.	.	1.371	315	299	1.342.965	402.798	424.313	12	3	2	.	-78	-78	.	-68	-68	.	-83	-83
BT2	.	.	.	114	.	3	98.897	.	4.413	11	.	1	.	-97	-97	.	-96	-96	.	-91	-91
GN1	.	.	.	16.951	6.330	6.472	2.456.364	1.231.728	1.225.754	235	82	82	-87	-59	-62	-85	-48	-50	-88	-64	-65
GT1	.	.	.	1.107	1.961	2.287	170.865	362.103	471.782	37	34	35	-78	136	107	-61	199	176	-78	9	-5
LL1	.	.	.	504	.	2	82.134	.	290	32	.	1	.	-100	-100	.	-100	-100	.	-97	-97

Note: The total is the actual number of vessels.

Source: The Danish AgriFish Agency Effort Register

Annex 4. Continued...

	Kattegat						North Sea						Irish Sea	
	Days/Vessel			Kw-days/vessel			Days/Vessel			Kw-days/vessel			Days/Vessel	Kw-days/vessel
	2003	2012	2013	2003	2012	2013	2003	2012	2013	2003	2012	2013	2003	2003
Total	53,69	66,79	63,15	10.846	13.285	12.440	97,35	99,89	100,5	31.639	32.153	33.296	1,71	915
TR1	8,43	28,03	24,37	1.384	4.147	3.736	58,76	92,42	92,27	23.611	34.920	35.022	.	.
TR2	59,12	68,85	66,21	11.938	14.021	13.355	71,25	77	65,48	21.106	20.987	17.752	.	.
TR3	28,86	32,94	12,33	8.863	7.627	1.685	39,08	39,24	51,03	22.886	33.547	40.170	1,71	915
BT1	.	.	.	.	.	.	114,25	105	149,5	111.914	134.266	212.157	.	.
BT2	.	.	.	.	.	.	10,36	.	3	8.991	.	4.413	.	.
GN1	22,33	23,75	24,74	2.260	2.318	2.910	71,72	79,74	82,23	10.737	15.756	15.784	.	.
GT1	16,67	18	16,5	1.635	1.858	2.834	29,91	59,59	64,4	4.880	11.142	13.318	.	.
LL1	6,25	.	.	1.484	.	.	15,87	.	2	2.554	.	290	.	.

	West of Scotland		Total						Change (%) in 2003-2013	
	Days/Vessel	Kw-days/vessel	Days/Vessel			Kw-days/vessel			Days/Vessel	Kw-days/vessel
	2003	2003	2003	2012	2013	2003	2012	2013		
Total	27,16	29.600	111,5	109,3	109,1	33.268	31.905	32.684	-2	-2
TR1	.	.	50,85	85	85,09	19.893	31.242	31.656	67	59
TR2	.	.	96,15	104,4	95,98	25.194	25.056	22.546	0	-11
TR3	27,16	29.600	42,89	38,74	45,08	22.229	27.841	34.249	5	54
BT1	.	.	114,3	105	149,5	111.914	134.266	212.157	31	90
BT2	.	.	10,36	.	3	8.991	.	4.413	-71	-51
GN1	.	.	72,13	77,2	78,93	10.453	15.021	14.948	9	43
GT1	.	.	29,92	57,68	65,34	4.618	10.650	13.479	118	192
LL1	.	.	15,76	.	2	2.567	.	290	-87	-89

Note: The total is the actual number of vessels.
Source: The Danish Agrifish Agency Effort Register.

Annex 4. Continued...

The Baltic:

Number of days at sea and kilowatt days for Danish vessels 8 metres and above in the regulated area 2003, 2012 and 2013.

	Days at sea			kW-days			No. Vessels			Change (%) in 2003-2013		
	2003	2012	2013	2003	2012	2013	2003	2012	2013	Days at sea	kW-days	No. Vessels
Total	35.571	24.248	21.099	5.814.369	3.423.325	2.930.964	479	314	278	-41	-50	-42
Western Baltic	27.535	18.606	16.738	4.375.698	2.175.288	2.017.441	464	302	273	-39	-54	-41
Eastern Baltic	8.036	5.642	4.361	1.438.671	1.248.037	913.523	188	94	77	-46	-37	-59

	Days/Vessel			Kw-days/vessel			Change (%) in 2003-2013	
	2003	2012	2013	2003	2012	2013	Days/Vessel	kW-days/Vessel
Total	74,3	77,2	75,9	12.139	10.902	10.543	2	-13
Western Baltic	59,3	61,6	61,3	9.430	7.203	7.390	3	-22
Eastern Baltic	42,7	60	56,6	7.653	13.277	11.864	33	55

Note: The total is the actual number of vessels.

Source: The Danish AgriFish Agency Effort Register.

Annex 5: Development in capacity in relation to cod recovery plan in the North Sea and the Baltic 2003, 2012 and 2013

North Sea, Skagerrak, Kattegat, Irish Sea and West of Scotland:

Capacity fluctuations for Danish vessels 10 metres and above in the regulated area 2003, 2012 and 2013.

	Total									Change (%) in 2003-2013	
	GT			kW			No. Vessels			GT	kW
	2003	2012	2013	2003	2012	2013	2003	2012	2013		
Total	63.255	35.630	31.219	204.356	105.447	93.518	780	370	344	-51	-54
TR1	29.116	13.179	13.188	99.810	36.879	35.011	358	140	129	-55	-65
TR2	39.460	15.391	13.938	159.359	59.413	53.320	429	178	164	-65	-67
TR3	34.513	13.608	10.840	88.264	31.204	25.499	174	35	39	-69	-71
BT1	2.488	657	597	7.891	1.844	1.649	12	3	2	-76	-79
BT2	2.434	.	498	7.672	.	1.471	11	.	1	-80	-81
GN1	7.763	3.307	3.332	37.615	13.337	13.372	235	82	82	-57	-64
GT1	1.707	1.713	1.831	6.264	5.896	6.471	37	34	35	7	3
LL1	1.128	.	25	5.433	.	145	32	.	1	-98	-97

The Baltic:

Capacity fluctuations for Danish vessels 8 metres and above in the regulated area 2003, 2012 and 2013.

	GT			kW			No. Vessels			Change (%) in 2003-2013	
	2003	2012	2013	2003	2012	2013	2003	2012	2013	GT	kW
Total	18.165	9.200	8.762	83.748	42.459	38.371	479	314	278	-52	-54
Western Baltic	16.986	8.251	8.543	79.553	40.116	37.350	464	302	273	-50	-53
Eastern Baltic	8.505	5.878	5.480	38.447	20.079	17.873	188	94	77	-36	-54

Note: The total is the actual number of vessels.

Source: The Danish AgriFish Agency Vessel Register.