



COMMISSION OF THE EUROPEAN COMMUNITIES

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**ANNUAL REPORT FROM THE COMMISSION
TO THE COUNCIL AND THE EUROPEAN PARLIAMENT**

**on Member States' efforts during 2004 to achieve a sustainable balance between fishing
capacity and fishing opportunities**

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TABLE OF CONTENTS

1. Introduction	4
2. Fleet Management in the reformed Common Fisheries Policy	4
a) Entry/Exit regime	4
b) Reference Levels (mainland fleet)	5
c) Management of fleet reference levels in the outermost regions	6
d) Measurement of tonnage	6
3. Community Fishing Fleet Register	6
4. Summary of Member States' annual reports	7
a) Description of the fleets in relation to the state of fisheries	7
b) Impact of effort reduction schemes on capacity	8
c) Strengths and weaknesses	9
d) Compliance with the entry-exit regime and with levels of reference	10
5. Conclusions from the Commission	11
Technical Annex 1 – Summary Tables	13
Technical Annex 2 – Results by Member State (excluding outermost regions)	17
Belgium	21
Denmark	24
Germany	27
Estonia	30
Greece	32
Spain	35
France	38
Ireland	41
Italy	44
Cyprus	47
Latvia	49
Lithuania	51

Malta.....	53
The Netherlands	55
Poland.....	58
Portugal	60
Slovenia.....	63
Finland.....	65
Sweden	68
United Kingdom.....	71
Technical Annex 3 - Results of the outermost regions fleets managment.....	74

1. INTRODUCTION

Article 14 of Council Regulation (EC) No 2371/2002¹ and Article 12 of Commission Regulation (EC) No 1438/2003² require Member States to submit to the Commission, before 1 May each year, a report on their efforts during the previous year to achieve a sustainable balance between fleet capacity and available fishing opportunities. On the basis of these reports and the data in the Community Fishing Fleet Register³ the Commission produced for the year 2004 a summary which was presented to the ‘Scientific Technical and Economic Committee for Fisheries’ (STECF) and the ‘Committee for Fisheries and Aquaculture’. In this report the Commission now presents that summary, accompanied by the opinions of the above-mentioned committees, to the Council and the European Parliament.

This report is divided into two parts:

- the first part describes the rules that must be followed by Member States in managing their fleets and summarises the information submitted according to Article 13 of Commission Regulation (EC) No 1438/2003 on implementing rules for fleet policy;
- the second part shows the development of Member States’ fleet capacities in 2004 in the form of numeric tables containing the relevant information on the management of entries and exits of vessels for each national fleet.

During 2004, Czech Republic, Estonia, Cyprus, Latvia, Lithuania, Hungary, Malta, Poland, Slovenia and Slovakia (hereinafter new Member States) joined the European Union. 7 of them, namely Estonia, Cyprus, Latvia, Lithuania, Malta, Poland and Slovenia have a sea fishing fleet, which has been registered in the Community Fleet Register. Therefore they are also subject to submit an annual report on their fleet as from 1st May 2004, the date of accession, up to 31st December 2004.

2. FLEET MANAGEMENT IN THE REFORMED COMMON FISHERIES POLICY

Following the reform of the Common Fisheries Policy (CFP) adopted in December 2002, the fishing fleets are managed by the general rule that new capacity, expressed in terms of tonnage and power, introduced into the fleet cannot be higher than capacity withdrawn from it.

a) Entry/Exit regime

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

¹ Council Regulation (EC) No 2371/2002 (OJ L 358 of 31 December 2002, p.59 -80)

² Commission Regulation (EC) No 1438/2003 (OJ L 204 of 12 August 2003, p.21-28)

³ Commission Regulation (EC) No 26/2004 (OJ L 5 of 9 January 2004, p.25-35)

December 2004) the Member State has to withdraw 35% more capacity than it introduces (ratio 1:1.35).

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

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

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

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

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

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

b) Reference Levels (mainland fleet)

The reference levels for the fleets of Member States are the sum of the global final objectives of Multiannual Guidance Programme (MAGP IV) as established by Article 12 of Council Regulation (EC) No 2371/2002. The general rule is that Member States may not exceed their reference levels at any time.

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

Since most Member States were already well below this reference level at the beginning of 2004 its impact is not very significant. Compliance with this rule is, however, assessed in the annual report for 2004.

Since the reference levels are a legacy of MAGP IV⁴ (period 1997 – 2002), the Council decided that they would not apply to the new Member States (Council Regulation (EC) No 1242/2004⁵).

c) Management of fleet reference levels in the outermost regions

The fishing fleets registered in the Community outermost regions, namely the French Overseas Departments, the Spanish Canary Islands and the Portuguese Azores and Madera have to comply with specific reference levels for these regions in accordance with Council Regulation (EC) No 639/2004⁶ and Commission Regulation (EC) No 2104/2004⁷.

d) Measurement of tonnage

The measurement of the Community fleet is based on Council Regulation (EC) No 3259/94⁸ and Commission Decision No 95/84/EC⁹. These legislative acts establish that the tonnage of vessels of 15 m in length or more has to be measured in accordance with the London Convention, i.e. as a function of the vessel's total enclosed volume, while for vessels of less than 15 m in length, the regulation defines a system of tonnage calculation based on an estimate of the hull's volume.

The fleet should have been entirely measured in accordance with Community law by 31 December 2003. Nevertheless, at the end of 2004, there remained some vessels that were not measured in GT.

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

3. COMMUNITY FISHING FLEET REGISTER

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

The main tool for monitoring the fishing fleet is the Community Fleet Register (CFR). Member States are obliged on a regular basis to transmit all relevant information on the characteristics of approximately 90,000 marine fishing vessels, together with information on entries to and exits from the fleet. All information contained in the Technical Annexes 1, 2 and 3 has been taken from the CFR, with the exception of:

⁴ 4th Multiannual Guidance Programs

⁵ Council Regulation (EC) No 1242/2004 (OJ L 236 of 7 July 2004, p. 1 – 2)

⁶ Council Regulation (EC) No 639/2004 (OJ L 102 of 7 April 2004, p. 9 – 11)

⁷ Commission Regulation (EC) No 2104/2004 (OJ L 365 of 10 December 2004, p. 19 – 21)

⁸ Council Regulation (EC) No 3259/94 (OJ L 339, 29 December 1994, p. 11 – 13)

⁹ Commission Decision No 95/84/EC (OJ L 67, 25 March 1995, p. 33 – 36)

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

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

4. SUMMARY OF MEMBER STATES' ANNUAL REPORTS

Only half of the Member States submitted their annual reports within the fixed deadline of 30 April 2005; some reports were delayed by up to two months. Despite several reminders, Slovenia did not submit its annual report. As a consequence of these delays, the Commission faced serious difficulties in respecting its deadlines for the submission of the summary report to the STECF and the Committee for Fisheries and Aquaculture.

The format and content fixed by the regulation has not always been respected and the information included is not homogenous, which makes a common assessment of the Member States' reports problematic. Only some Member States included in their reports an assessment of the balance between fishing fleet capacity and available fishing opportunities.

a) Description of the fleets in relation to the state of fisheries

Taking into account the strict rules for fleet capacity management both at Community and subsequently at national level, compared with 2003, there were no major changes during the year 2004 in the EU-15 Member States' fleet figures. Regarding the new Member States the Commission may access the national fishing fleet developments of these countries only starting from 1 May 2004 and cannot provide a comparison with 2003.

The Member States' annual reports provided a general description of the fishing fleets (e.g. number of vessels, capacity, target species and fishing areas) and explanation of the fleet segmentation system. Nevertheless, Member States used various segmentation systems: some Member States kept the MAGP IV segmentation, others used target species and fishing areas and some classified vessels by length or fishing gear.

The majority of Member States have reduced the capacity of their fleets during 2004 by means of decommissioning schemes. Some Member States stated that capacity reduction measures may be even stricter in future. Denmark, for example, noted that a national decommissioning scheme has been heavily oversubscribed but France stressed that fishing vessel modernisation measures are also a key factor in the sustainable management of resources.

It is important to note that within the Member States various measures are employed to ensure the sustainable management of fishing resources: fleet capacity reduction, limits of fishing days, restricted access to resources at national level, limited number of fishing licences, the allocation of fishing quotas, etc. For instance, in the United Kingdom fishing licences are the main fleet management tool.

Member States have found it difficult to establish a direct link between aid for permanent withdrawal or construction and developments in the state of stocks. This may be explained because some time is needed to see the impact of decommissioning on the state of stocks.

Resources are also dependent on the rates of stock removal and fishing effort authorised at Community and national level. Nevertheless, Germany made a substantial analysis of the developments of national fishing fleet capacity linked to the available fish stocks and assessed capacity developments over 2003 – 2004.

b) Impact of effort reduction schemes on capacity

Cod recovery measures were the main effort reduction schemes applicable for Member States. Belgium, Denmark, France, Ireland, The Netherlands and the United Kingdom reported that they have been directly affected by fishing effort reduction measures in 2004. Particularly restrictions applied under Annex V of Council Regulation (EC) No 2287/2003 (hereafter Annex V) to the Kattegat, North Sea and Skagerrak, West of Scotland, Eastern Channel and Irish Sea. The implementation of these measures involved limiting the number of days which vessels spent at sea and the fishing gear used. The majority of Member States concerned reported an overall decrease in their fishing effort.

Denmark provided detailed information on the impact of the cod recovery plan for the North Sea in accordance with Annex V. Its annual report shows the development trends in the Danish fleet both tonnage and engine power in 2002 – 2004, divided by fleet segment (fishing vessel/gear type) and reported an overall reduction during 2004 in terms of “days/vessel” and “Kw.days/vessel”. The capacity of the Danish fleet was reduced by approximately 5000 GT (5% of total fishing fleet tonnage) by means of decommissioning schemes during 2003 and 2004.

The United Kingdom reported that the key effort control systems affecting their fleet in 2004 were the Western Waters effort regime, the Deep Water Species regime and the cod recovery plan. UK authorities noted an overall reduction in fishing effort under these measures and as a complement to the annual report submitted analytical research on fishing effort by UK vessels from 2001 to 2004 related to the cod recovery plan. The reduction in fishing effort was achieved mainly through a decommissioning scheme targeting vessels fishing significant amount of cod. In this way 16,600 GT left the UK’s fishing fleet at the end of 2003 and the beginning of 2004.

Sweden stated that the North Sea cod recovery plan restricted fishing effort for cod and this led to reduced opportunities for combining cod fishing in the Baltic Sea with fishing in Kattegatt and the North Sea/Skagerrak. In addition, the number of fishing days has been reduced and gear restrictions have been introduced, thus further limiting the fishing effort under the recovery plan.

The capacity of the French mainland fleet has been reduced mainly during 2004 by approximately 12,000 GT, representing 6% of its capacity. The decommissioning scheme aimed mainly the segment of trawlers targeting pelagic and demersal species in the North Sea, the Channel and the Atlantic area.

Several Member States fishing in the Baltic Sea noted that because of the very poor condition of cod stocks and the low level of available fishing quotas in the Baltic Sea there is a risk of fleet overcapacity. Poland and Latvia reported that owners of fishing vessels are actively applying for decommissioning with the assistance of the Community aid because of the poor condition of fish stocks in the Baltic Sea, particularly cod. The capacity withdrawn with public aid was of 2% of the tonnage in Latvia (950 GT) and 1.8 % in Poland (800 GT), but it should be noted that this reduction corresponds to a period of only 7 months.

Finland reported no special effort reduction schemes in 2004. However the Finnish authorities included in their annual report a description of the exploitation percentage of TAC and quotas and stated that higher demanded quotas were herring, sprat and cod. Additionally Finland stated that fishing capacity is relatively high compared to the fishing possibilities.

There was a significant amount of capacity decommissioned in the Mediterranean by Italy, Greece and Spain but these cannot be attributed to effort reduction measures adopted at Community level.

c) Strengths and weaknesses

Implementation of the entry-exit regime and of the new reporting systems to send data to the Commission was a significant administrative task for most Member States during 2004. The main difficulties were organisational and related to the development and implementation of informatics tools.

Some new Member States stressed their limited fleet management administrative capacity. Despite the fact that, in general, new Member States' administrations had adapted before the accession date to cope with the new administrative procedures, some practical changes came along with experience gained during 2004. Some of the new Member States noted that because of the accession to the EU, the year 2004 was a transitional period for the entire national fisheries sector, including the administration.

Despite the difficulties, all Member States' fleet register information systems have been revised and updated to send the data to the Community Fishing Fleet Register in accordance with Commission Regulation (EC) No 26/2004. Some Member States noted that the quality of the data they send to the Commission significantly improved during 2004 and that an ongoing process of data cross-checking and verification is still taking place.

In parallel with these changes some Member States have developed new integrated fisheries information systems and various software applications have been introduced or significantly improved or developed. This was, for example, the case for Poland, Ireland, Finland, Denmark, Portugal and Latvia. These systems, which link together all major fishing management tools (e.g. fleet register, capacity management, licences, landings, available quotas, etc.) and in most cases also several responsible administrative bodies, have considerably strengthened national fishing fleet administrations.

Greece noted that the large amount of information and data which the Member States must collect in order to transmit the reports to the Commission, in conjunction with the large number of vessels in Greece and the innumerable daily changes in these data, have led to an increase in bureaucratic procedures resulting in shortcomings and delays both in recording changes in fishing vessels and sending them to the Commission and in collecting, cross-checking and verifying the data required in order to transmit the annual reports.

The French authorities consider that the overall system for managing the fishing fleet, which was implemented as from 1 January 2003 and is accompanied by the possibility of management plans and recovery plans, represents a marked improvement compared with MAGP IV.

Despite the above-mentioned problems, in general Member States considered that their national administrations have now adapted the entry-exit regime and the fishing fleet data reporting to the Commission. Moreover in 2004 a good and functional entry-exit management

scheme has been established in all Member States. Additionally, some Member States noted that thanks to new Community fleet register reporting system the data in their national registers are now more accurate and complete.

In their reports, all Member States confirmed their compliance with the reference level and entry-exit regime, despite the slight non compliance shown by the data from the CFR.

Member States declared that the introduction of the entry-exit system contributed in 2004 to stabilising the balance between the available fishing resources and fishing capacity and that at national level it is important ensure that the fleet capacity adjustments generally are following the stock trends.

Sweden noted that the entry-exit scheme has not proved adequate as an instrument for regulating fleet capacity and that additional reductions in capacity would also be needed in order to achieve a balance between fishing capacity and available resources. This is also a prerequisite for the long-term viability of the fishing fleet and the recruitment of new fishermen. As fish stocks are expected to remain fragile over the coming years, a further reduction in the size of the fleet is also to be expected.

d) Compliance with the entry-exit regime and with levels of reference

Compliance with the entry-exit regime and with the reference levels (if applicable) at the end of 2004 is laid down in the Technical Annexes 1, 2 by application of the formulae fixed in Commission Regulation (EC) No 1438/2003. These technical annexes provide overall information on compliance and also of each Member State individually.

5. CONCLUSIONS FROM THE COMMISSION

The quality of the reports submitted by Member States has improved with respect to that of last year. Some Member States provided very detailed reports, whose content sometimes exceeded the information they were obliged to provide. Almost all the new Member States provided good quality information despite the fact that it was their first annual report on fleet management. Nevertheless, several Member States did not respect the annual report format and content established in Article 13 of Commission Regulation (EC) No 1438/2003.

Generally speaking, Member States emphasised in their reports the implementation of national fleet management rather than the assessment of the balance between fishing fleet capacity and available fishing opportunities.

Results for the mainland fleet (Community fleet except vessels registered in the outermost regions):

According to the Community Fleet Register¹⁰ during 2003 and 2004, the overall capacity of the Community fleet of the EU-15 Member States was reduced by 66,500 GT and 322,000 kW, which represents a net reduction of 3.6 % of the total tonnage and 4.7 % of power of the EU-15 fleet. The net reduction during 2004 was of approximately 23,000 GT while it was around 43,000 GT in 2003.

During 2003 and 2004 approximately 79,000 GT were withdrawn from the EU-15 fleet with public aid support, which means that this capacity cannot be replaced. The apparent contradiction arising from the fact that the capacity withdrawn with public aid is greater than the net capacity reduction is explained by the transitional measures allowing for the entry of vessels into the fleet not subject to the entry-exit regime. These provisions applied to the entries decided before the adoption of the new regulations and that had not taken place on 1 January 2003. The transitional period for the EU-15 Member States will come to an end on 31 December 2005.

In new Member States, starting from 1 May 2004, fleet capacity has been reduced by 7,000 GT and 18,800 kW, which represents a reduction of 3.1 % in the total tonnage and 3.3 % of power in the new Member States' fleets. The great majority of the capacity withdrawn by the new Member States left the fleet without public aid.

Tables 1 and 2 in the technical annex 1 summarise compliance, at 31 December 2004, with the entry-exit regime and the reference levels. A majority of Member States have complied with these rules. However, Greece and Slovenia did not comply with the entry-exit regime in terms of power. Nevertheless, the degree of non-compliance for the above mentioned countries is very small. The Greek authorities contest the assessment of the Commission and point out that the failure to respect the entry-exit regime in terms of power is due to the transmission of incorrect data concerning the exits financed with public aid. According to the assessment made by the Greek authorities, Greece has complied with the entry exit regime.

¹⁰ Data extracted on 14th October 2005

The capacity of the French mainland fleet has slightly exceeded the tonnage ceiling during part of the two year period assessed in this report, although it complies with it on the 31 December 2004.

Tables 3 and 4 in the technical annex 1 provide a summary of the variation in fleet capacity from 1 January 2003 (1 May 2004 for the new Member States) to 31 December 2004. These tables include also the number of vessels. Table 3 covers all Member States.

The detailed assessment per Member State is included in the technical annex 2.

Results for the fleets registered in the outermost regions:

The capacity of the fleets registered in the outermost regions and its variation between 1 January 2003 and 31 December 2004 are shown in Table 4.

The tables in the technical annex 3 show the details of the application of the special regime for these fleets. One of the 17 outermost regions segments had exceeded their reference level in terms of power at the end of 2004, namely, the segment '4FJ - vessels under 12 m in length of the French Department of Martinique'. The special regime ceases to apply to these segments from the moment they reached their maximum reference level.

As explained above, this summary report is based on the Member States' annual reports and on the data extracted from the CFR, except where these data were not available. Some discrepancies remain between the data presented by Member States in their reports and those resulting from their declarations to the CFR. These discrepancies are less important than the ones found in previous years but show that an additional effort should be made in order to eliminate them completely. The data presented by MS in their national reports do not modify the conclusions of the report.

It is important to note that some Member States have not yet completed the measurement of their fleet in GT tons in accordance with Community law.

According to Article 16 of Council Regulation (EC) No 2371/2002, those Member States that do not comply with the Articles 11, 13 and 15 of this Regulation shall be obliged to reduce their fishing effort to a level which would have existed if they had complied with the above mentioned articles. Additionally, they may be subject to a proportionate suspension of the Community financial assistance under the FIFG.

For further improvement of the annual reports the Commission, together with the Committee for Fisheries and Aquaculture, should establish more detailed guidelines for their content and introduce a common harmonised methodological approach with greater emphasis on an analysis of the development of fishing capacity in relation to the available fish stocks. These issues will be discussed in forthcoming meetings of the Committee for Fisheries and Aquaculture.

In forthcoming annual reports more attention should be paid to the contribution of the new regime adopted in 2002 to manage the Community fleet to a better balance between fleets and fish stocks. The impact of national decommissioning schemes, in particular on fishing effort reductions in fisheries subject to management or recovery plans, should be better identified and assessed.

TECHNICAL ANNEX 1 – SUMMARY TABLES

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

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

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

Bold Italic indicates that the ceiling has been exceeded.

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

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

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

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

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

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

Total EU fishing fleet at 31 December 2004

86.594 **2.020.467** **7.085.273**

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

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

Member State	Segment code*	1 January 2003			31 December 2004			Fleet capacity variations				
		Number of vessels	GT	kW	Number of vessels	GT	kW	Number of vessels	Δ GT	Δ GT in %	Δ kW	Δ kW in %
ES	CA1	1.080	2.243	16.600	1.014	2.032	15.612	-66	-211	-9,40%	-988	-5,95%
	CA2	100	3.912	14.564	88	2.999	11.620	-12	-913	-23,33%	-2.944	-20,22%
	CA3	133	46.203	84.118	81	31.521	49.586	-52	-14.682	-31,78%	-34.532	-41,05%
	Total	1.313	52.358	115.283	1.183	36.553	76.818	-130	-15.805	-30,19%	-38.464	-33,37%
FR	4FC	255	391	12.803	246	419	13.736	-9	28	7,25%	933	7,29%
	4FD	39	4.126	11.693	33	3.760	10.652	-6	-366	-8,87%	-1.041	-8,90%
	4FF	71	284	3.840	82	313	4.123	11	29	10,22%	283	7,37%
	4FG	53	5.994	17.173	50	5.499	16.092	-3	-496	-8,27%	-1.081	-6,29%
	4FH	5	288	1.010	3	222	675	-2	-65	-22,74%	-335	-33,17%
	4FJ	1.097	2.069	59.005	1.170	2.223	66.007	73	153	7,41%	7.002	11,87%
	4FK	8	848	2.598	6	552	1.966	-2	-295	-34,84%	-632	-24,33%
	4FL	915	2.465	96.814	880	2.365	98.988	-35	-99	-4,04%	2.174	2,25%
	4FM	1	12	220	1	12	220	0	0	0,00%	0	0,00%
Total	2.444	16.477	205.156	2.471	15.366	212.459	27	-1.111	-6,74%	7.303	3,56%	
PT	4K6	424	415	2.843	419	414	3.007	-5	-1	-0,25%	164	5,77%
	4K7	48	3.441	12.154	41	2.733	9.567	-7	-708	-20,56%	-2.587	-21,29%
	4K8	5	193	1.006	5	193	1.006	0	0	0,00%	0	0,00%
	4K9	1.502	2.297	19.902	1.478	2.283	20.298	-24	-14	-0,61%	397	1,99%
	4KA	115	10.158	29.886	104	8.698	25.754	-11	-1.460	-14,37%	-4.133	-13,83%
Total	2.094	16.504	65.791	2.047	14.322	59.632	-47	-2.183	-13,22%	-6.159	-9,36%	
Total EU outermost regions		5.851	5.851	85.339	386.229	5.701	66.240	348.909	-150	-19,09%	-22,38%	-37,321

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

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

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

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

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

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

Table a) Calculation of baselines:

- (GT₀₃ and kW₀₃) at 1 January 2003 for the EU-15 Member States
- (GT₀₄ and kW₀₄) at 1 May 2004 for the new Member States

The baselines (GT₀₃ and kW₀₃) against which entries and exits over 2003 and 2004 must be assessed for EU-15 Member States are:

- the capacity identified in the Community Fishing Fleet Register at 1 January 2003 for the EU-15 Member States (GT_{FR} and kW_{FR}),
- plus the capacity entered into the fleet in 2003 and 2004 based on administrative decisions taken by the national authorities between 1 January 2000 and 31 December 2002, for which an associated capacity had been withdrawn before 1 January 2004 (GT₁ and kW₁ for entries with aid, GT₃ and kW₃ for entries without aid),
- minus 35% of the capacity entered into the fleet in 2003 and 2004 with public aid based on an administrative decision taken by the national authorities between 1 January 2002 and 30 June 2002 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place in 2004 (GT₂ or kW₂),
- minus 30% of the capacity entered into the fleet in 2003 and 2004 with public aid based on an administrative decision taken between 1 January 2000 and 31 December 2001 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place in 2004 (GT₄ or kW₄).

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

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

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

The baselines (GT₀₄ and kW₀₄) against which entries and exits over 2003 and 2004 must be assessed for new Member States are:

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

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

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

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

Table b) Management of entries and exits during 2004

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

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

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

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

where:

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

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

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

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

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

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

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

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

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

where:

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

Table c) Reference levels at the end of 2004

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

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

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

where:

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

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

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

Section d) Graphs

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

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

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

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

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

BELGIUM

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
24.281	0	0	0	0	24.281

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
68.337	0	0	0	0	68.337

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

Belgium		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	24.281	kW _{FR}	68.337
2	Capacity level for the application of the entry-exit regime	GT ₀₃	24.281	kW ₀₃	68.337
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)		201		1.408
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		201		1.408
7	Exits financed with public aid	GT _a	711	kW _a	1.546
8	Other exits (not included in 7)		482		1.529
9	Total exits (7 + 8)		1.193		3.075
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	23.289	kW _t	66.670
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		23.570		66.791

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

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

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

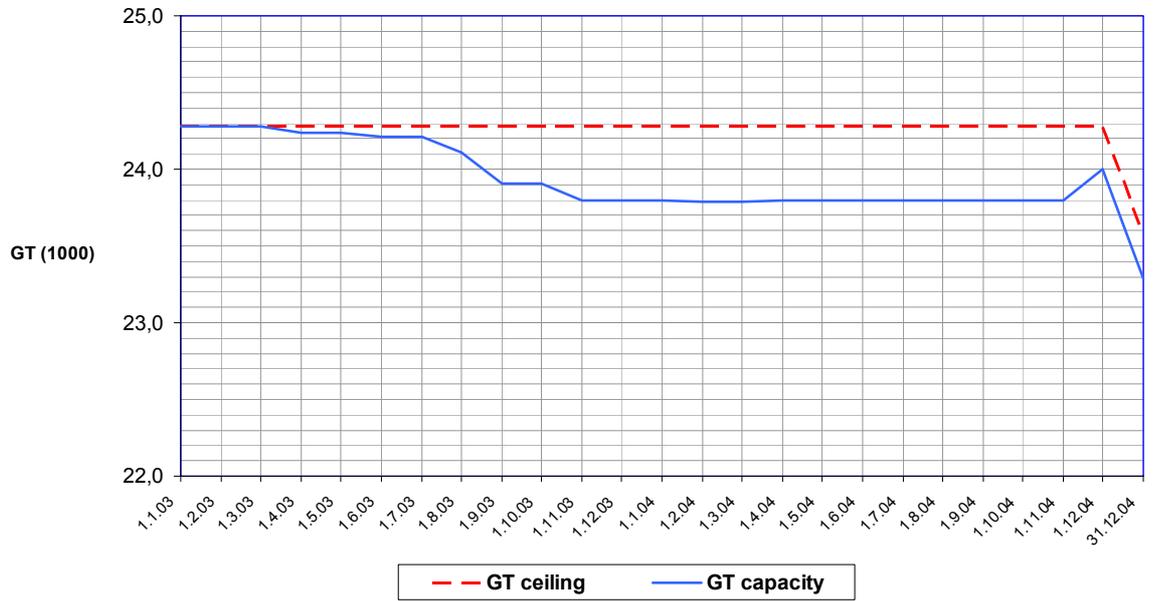
c) **Reference levels at the end of 2004**

Belgium		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	23.372	R(kW)₀₃	67.857
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	
4	Exits financed with public aid	GT_a	711	kW_a	1.546
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	23.289	kW_t	66.670
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	23.372	R(kW)_t	66.791

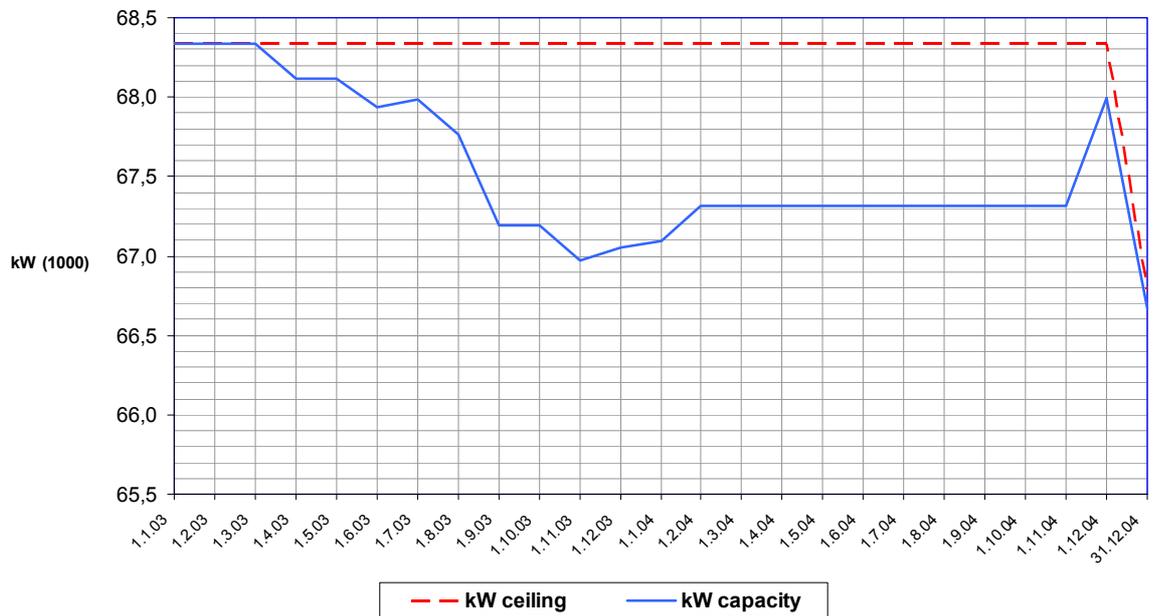
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



DENMARK

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
103.384	0	0	0	0	103.384

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
367.177	0	0	0	0	367.177

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

Denmark		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	103.384	kW _{FR}	367.177
2	Capacity level for the application of the entry-exit regime	GT ₀₃	103.384	kW ₀₃	367.177
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)		12.666		36.253
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		12.666		36.253
7	Exits financed with public aid	GT _a	4.964	kW _a	23.051
8	Other exits (not included in 7)		14.652		43.163
9	Total exits (7 + 8)		19.616		66.214
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	96.433	kW _t	337.216
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		98.420		344.126

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

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

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

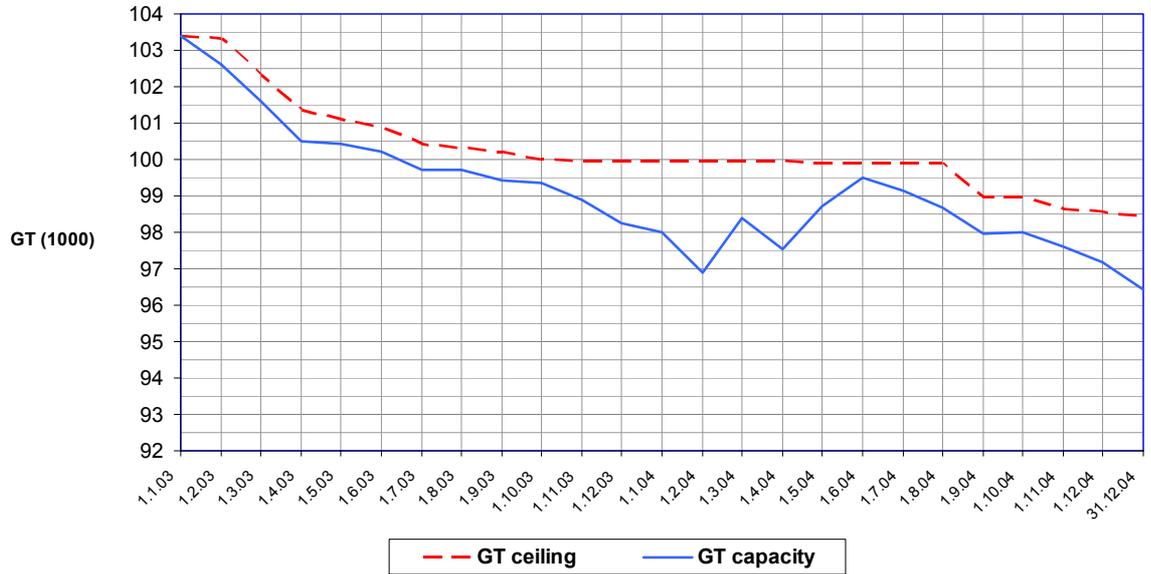
c) Reference levels at the end of 2004

Denmark		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	132.706	R(kW)₀₃	459.526
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	
4	Exits financed with public aid	GT_a	4.964	kW_a	23.051
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	96.433	kW_t	337.216
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	127.742	R(kW)_t	436.475

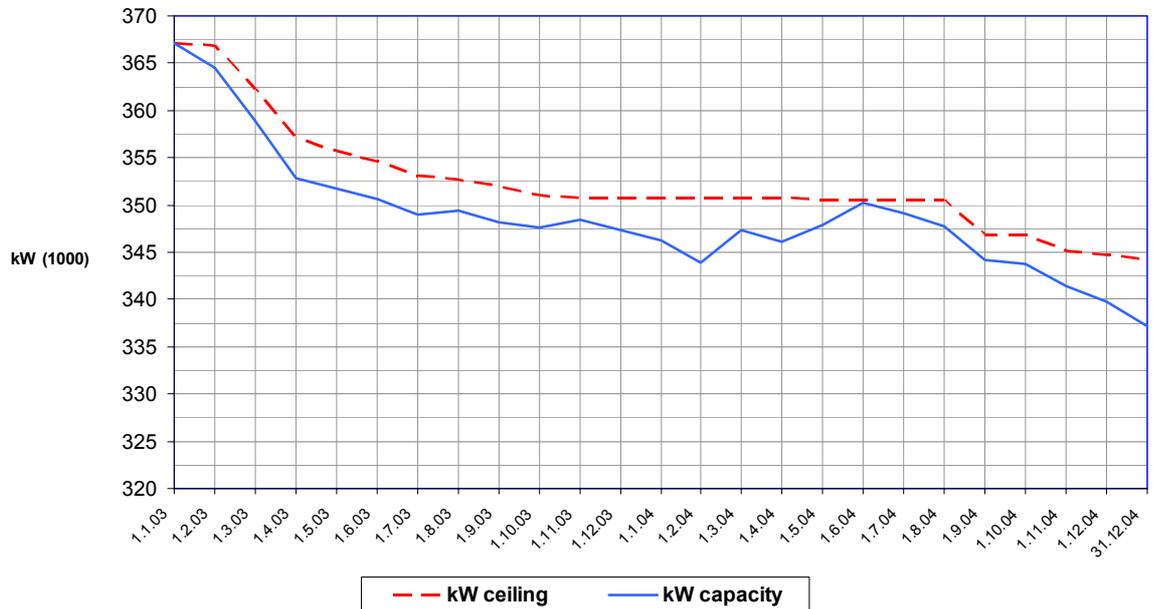
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



GERMANY

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
66.844	47	0	548	0	67.439

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
161.055	221	0	2.383	0	163.659

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

Germany		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	66.844	kW _{FR}	161.055
2	Capacity level for the application of the entry-exit regime	GT ₀₃	67.439	kW ₀₃	163.659
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)		5.557		16.076
5	Increases in tonnage GT for reasons of safety	GT _s	0		
6	Total entries (3 + 4 + 5)		5.557		16.076
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		6.100		15.131
9	Total exits (7 + 8)		6.100		15.131
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	66.301	kW _t	162.000
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		67.439		163.659

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

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

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

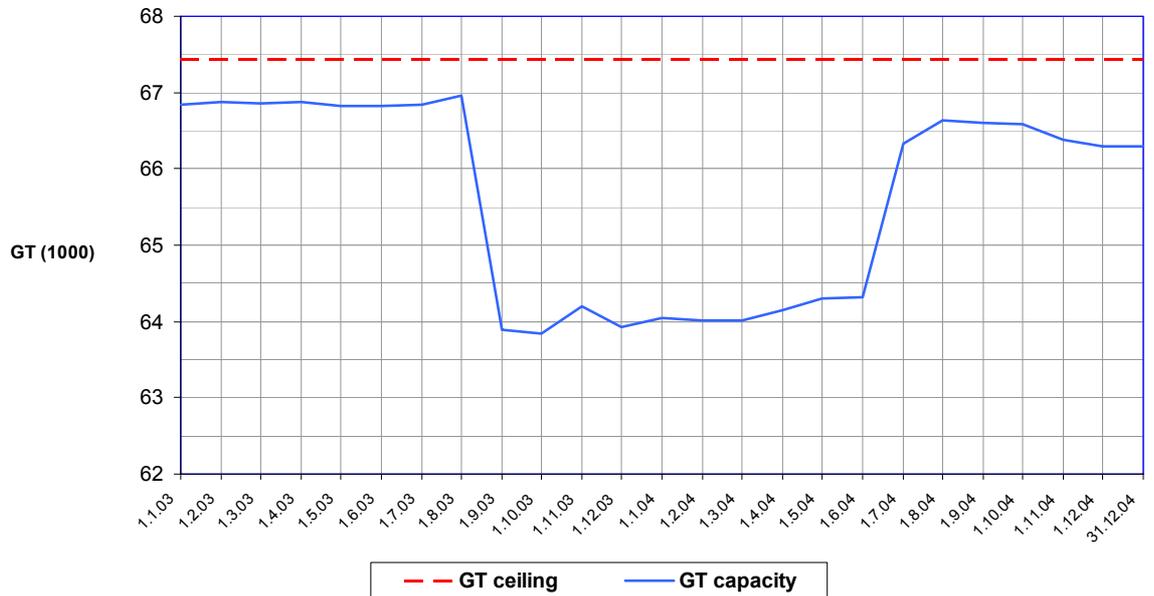
c) Reference levels at the end of 2004

Germany		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	84.262	R(kW)₀₃	175.927
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	66.301	kW_t	162.000
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)₀₃	84.262	R(kW)_t	175.927

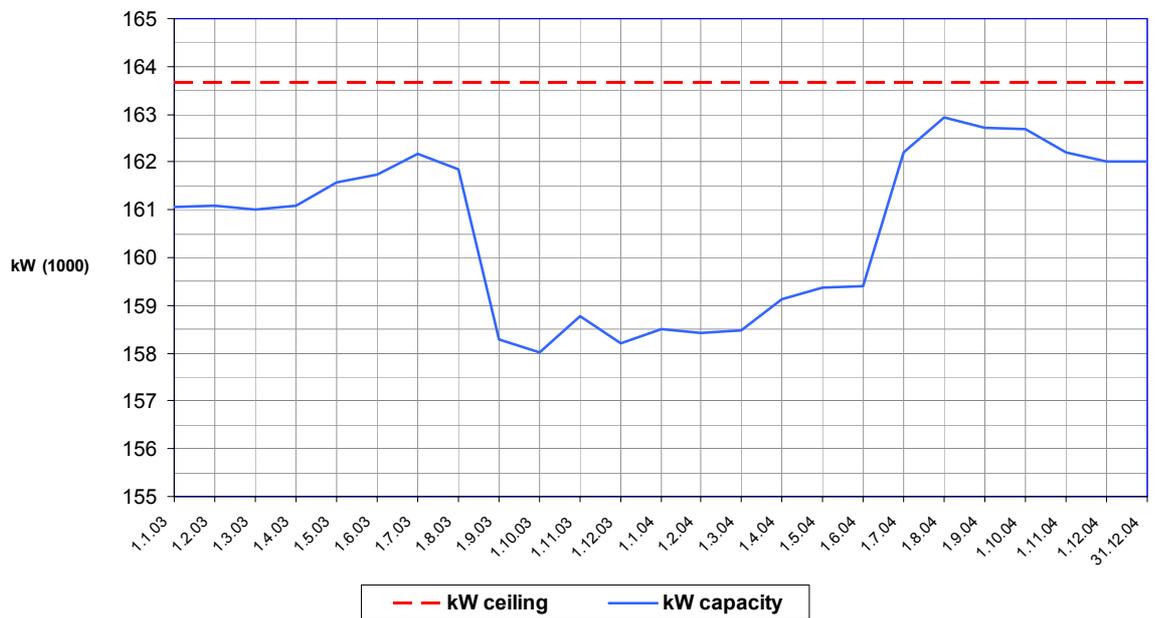
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



ESTONIA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
26.736	102	N/A	N/A	N/A	26.736

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
64.961	0	N/A	N/A	N/A	64.961

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

Estonia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	26.736	kW _{FR}	64.961
2	Capacity level for the application of the entry-exit regime	GT ₀₄	26.736	kW ₀₄	64.961
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)		997		2.641
5	Increases in tonnage GT for reasons of safety	GT _s	0		
6	Total entries (3 + 4 + 5)		997		2.641
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		2.692		4.345
9	Total exits (7 + 8)		2.692		4.345
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	25.041	kW _t	63.257
11	Fleet ceiling on 31 December 2004 2 - 35% (3 + 5 - 7)		26.736		64.961

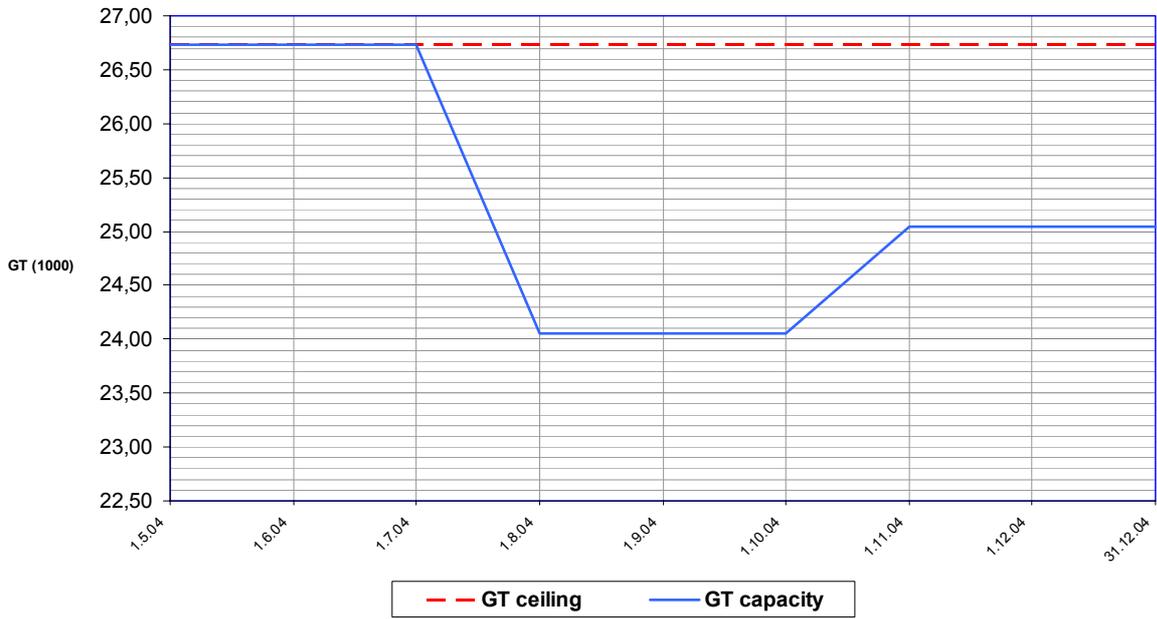
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

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

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

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



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



GREECE

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
101.942	0	0	1.469	0	103.411

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
597.935	0	0	1.394	0	599.329

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

Greece		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	101.942	kW _{FR}	597.935
2	Capacity level for the application of the entry-exit regime	GT ₀₃	103.411	kW ₀₃	599.329
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)		6.993		27.133
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		6.993		27.133
7	Exits financed with public aid	GT _a	7.736	kW _a	45.910
8	Other exits (not included in 7)		5.608		23.680
9	Total exits (7 + 8)		13.345		69.590
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	95.591	kW _t	555.477
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		95.675		553.419

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

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

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

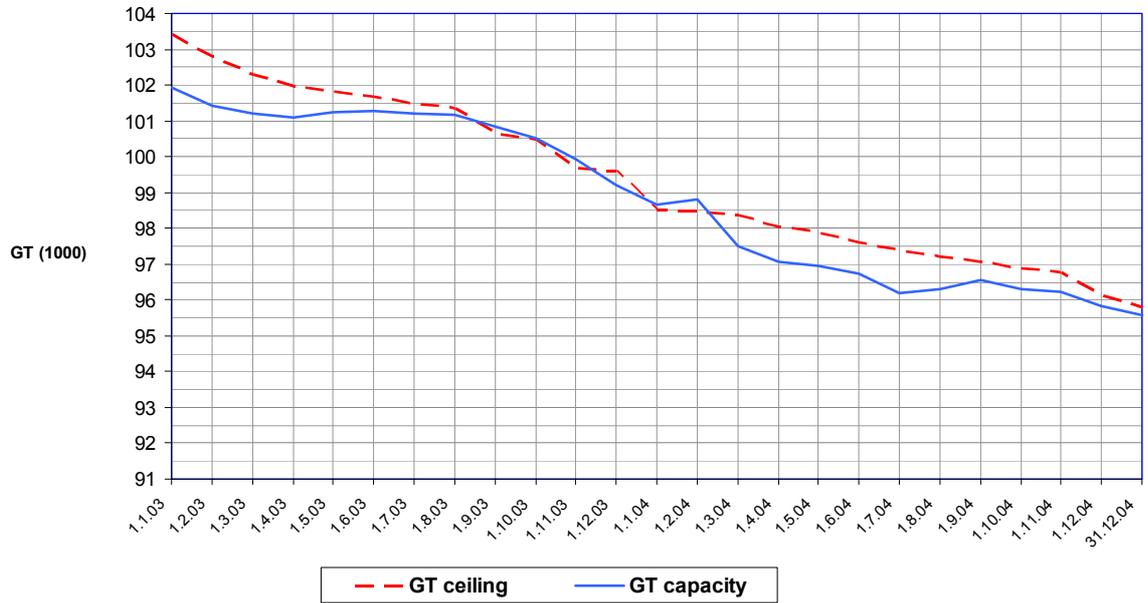
c) **Reference levels at the end of 2004**

Greece		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	119.910	R(kW)₀₃	653.497
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	
4	Exits financed with public aid	GT_a	7.736	kW_a	45.910
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	95.591	kW_t	555.477
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	112.174	R(kW)_t	607.587

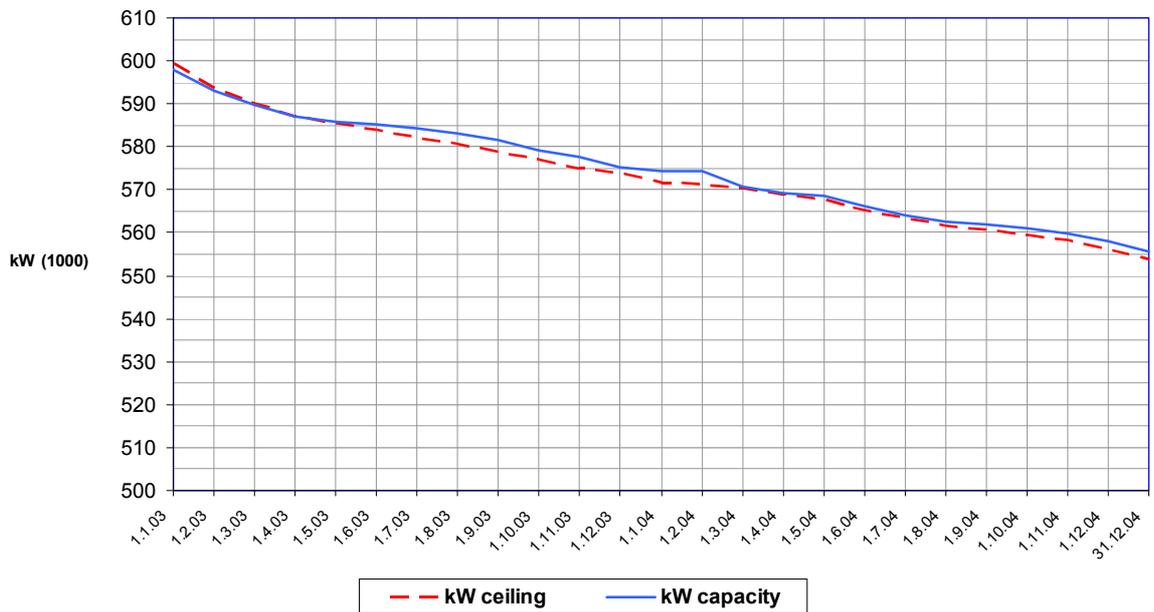
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



SPAIN

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
466.438	20.352	0	0	0	486.790

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
1.145.134	39.966	0	0	0	1.185.100

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

Spain		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	466.438	kW _{FR}	1.145.134
2	Capacity level for the application of the entry-exit regime	GT ₀₃	486.790	kW ₀₃	1.185.100
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)		62.123		120.153
5	Increases in tonnage GT for reasons of safety	GT _S	796		
6	Total entries (3 + 4 + 5)		62.919		120.153
7	Exits financed with public aid	GT _a	29.048	kW _a	66.860
8	Other exits (not included in 7)		45.724		123.736
9	Total exits (7 + 8)		74.772		190.596
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	454.584	kW _t	1.074.690
11	Fleet ceiling on 31 December 2004 2 - 35% 3 + 5 - 7)		458.537		1.118.240

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

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

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

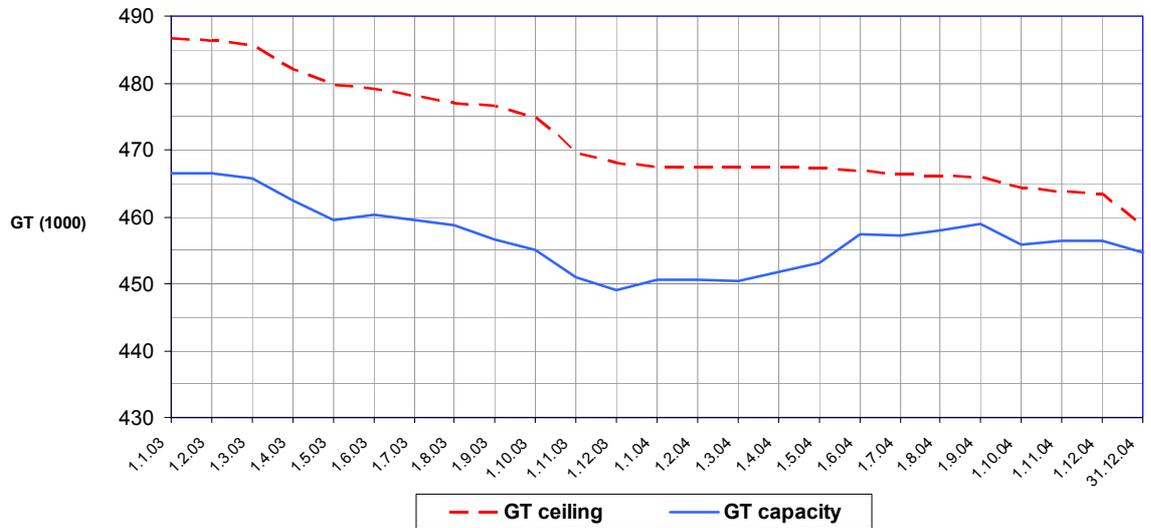
c) Reference levels at the end of 2004

Spain (excluding the Canary Islands)		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	728.344	R(kW)₀₃	1.671.739
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	796	-	
4	Exits financed with public aid	GT_a	29.048	kW_a	66.860
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	454.584	kW_t	1.074.690
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	700.092	R(kW)_t	1.604.879

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

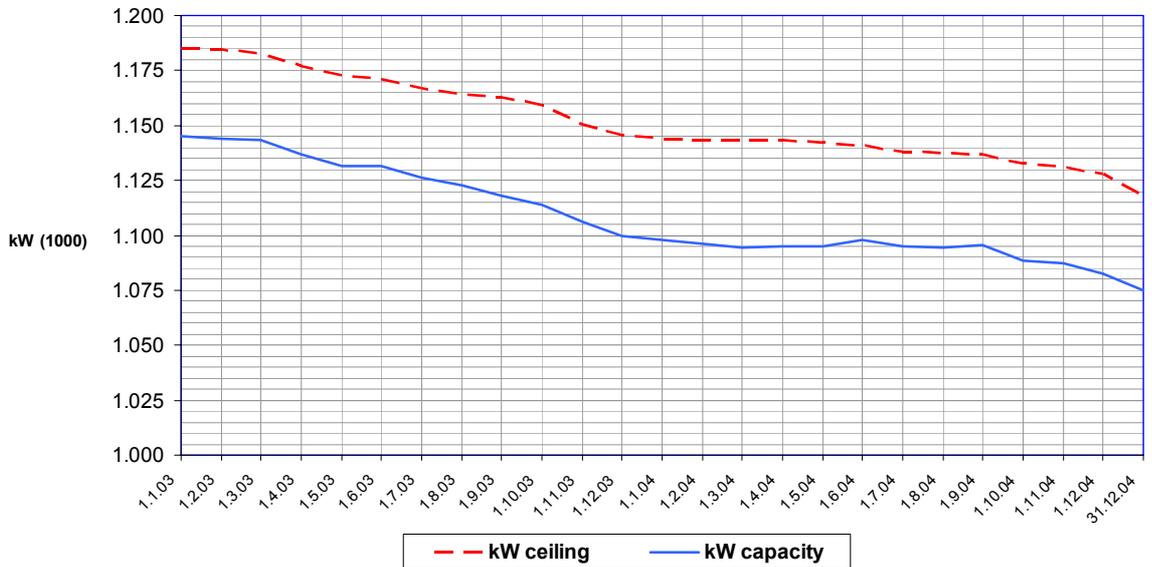
d) Evolution of fleet capacity compared to the capacity ceilings.

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



* excluding the Canary Islands

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



* excluding the Canary Islands

FRANCE

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
211.824	891	0	0	0	212.715

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
910.062	2.059	0	0	0	912.121

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

France		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	211.824	kW _{FR}	910.062
2	Capacity level for the application of the entry-exit regime	GT ₀₃	212.715	kW ₀₃	912.121
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)		13.316		42.485
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		13.316		42.485
7	Exits financed with public aid	GT _a	12.064	kW _a	41.452
8	Other exits (not included in 7)		13.478		57.281
9	Total exits (7 + 8)		25.542		98.733
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	199.598	kW _t	853.814
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		200.651		870.669

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

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

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

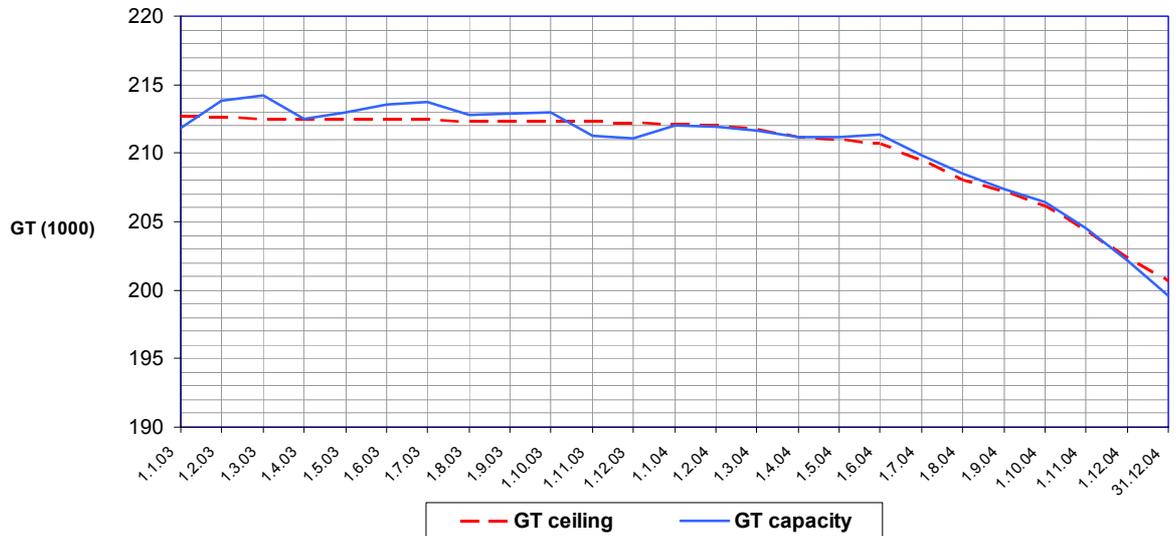
c) Reference levels at the end of 2004

France (excluding the Overseas Departments)		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	230.257	R(kW)₀₃	920.969
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	
4	Exits financed with public aid	GT_a	12.064	kW_a	41.452
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	199.598	kW_t	853.814
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	218.193	R(kW)_t	879.517

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

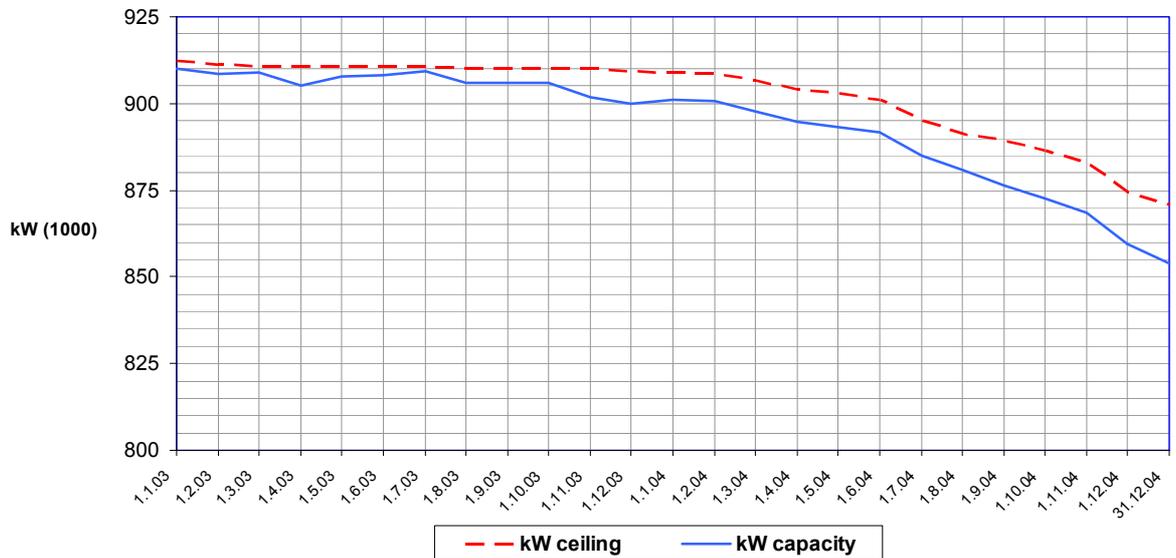
d) Evolution of fleet capacity compared to the capacity ceilings.

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



* excluding the French Overseas Departments

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



* excluding the French Overseas Departments

IRELAND

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
86.009	0	0	4.363	0	86.981

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
227.201	0	0	3.103	0	230.304

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

Ireland		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	86.009	kW _{FR}	227.201
2	Capacity level for the application of the entry-exit regime	GT ₀₃	86.981	kW ₀₃	230.304
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)		25.289		52.441
5	Increases in tonnage GT for reasons of safety	GT _s	0		
6	Total entries (3 + 4 + 5)		25.289		52.441
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		25.676		69.178
9	Total exits (7 + 8)		25.676		69.178
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	85.622	kW _t	210.464
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		86.981		230.226

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

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

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

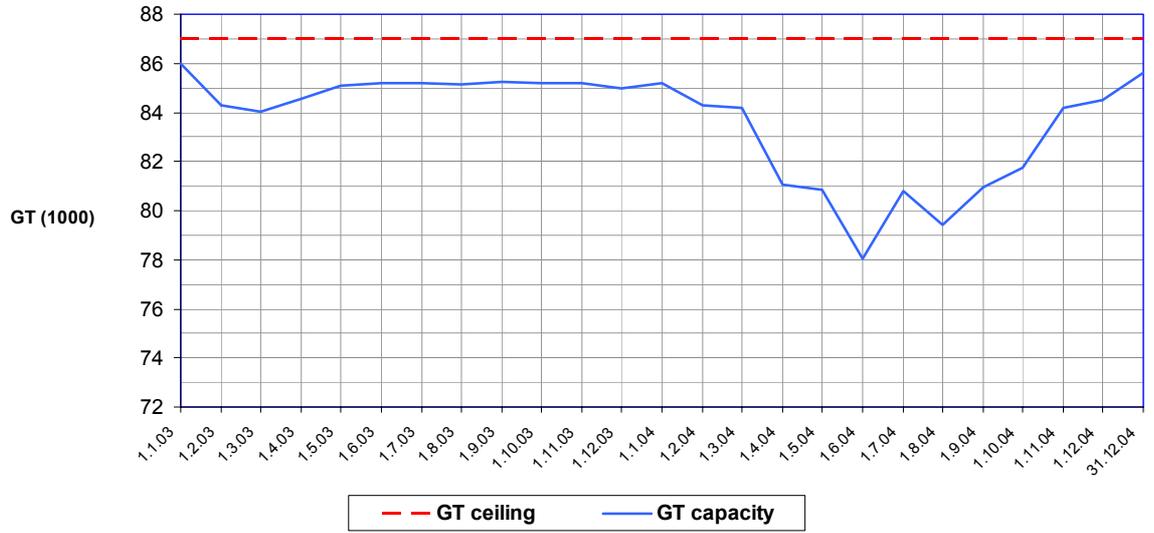
c) Reference levels at the end of 2004

Ireland		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	86.981	R(kW)₀₃	230.226
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	85.622	kW_t	210.464
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	86.981	R(kW)_t	230.226

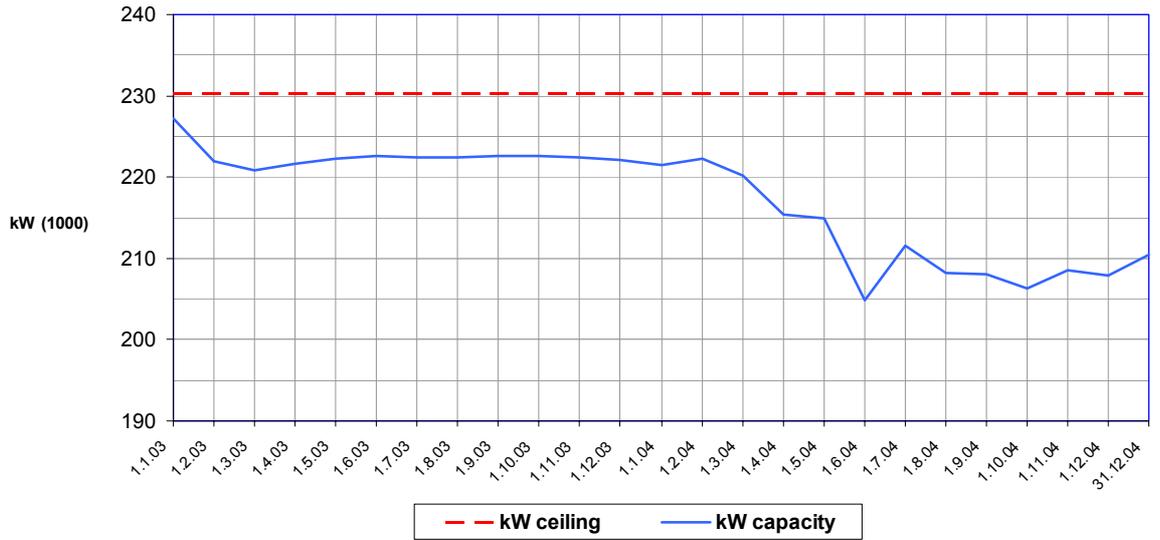
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



ITALY

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
215.774	400	0	3.872	0	220.046

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
1.279.848	1.423	0	13.501	0	1.294.772

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

Italy		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	215.774	kW _{FR}	1.279.848
2	Capacity level for the application of the entry-exit regime	GT ₀₃	220.046	kW ₀₃	1.294.772
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)		11.031		41.472
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		11.031		41.472
7	Exits financed with public aid	GT _a	4.163	kW _a	25.724
8	Other exits (not included in 7)		6.929		50.854
9	Total exits (7 + 8)		11.091		76.578
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	215.714	kW _t	1.244.741
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		215.884		1.269.047

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

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

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

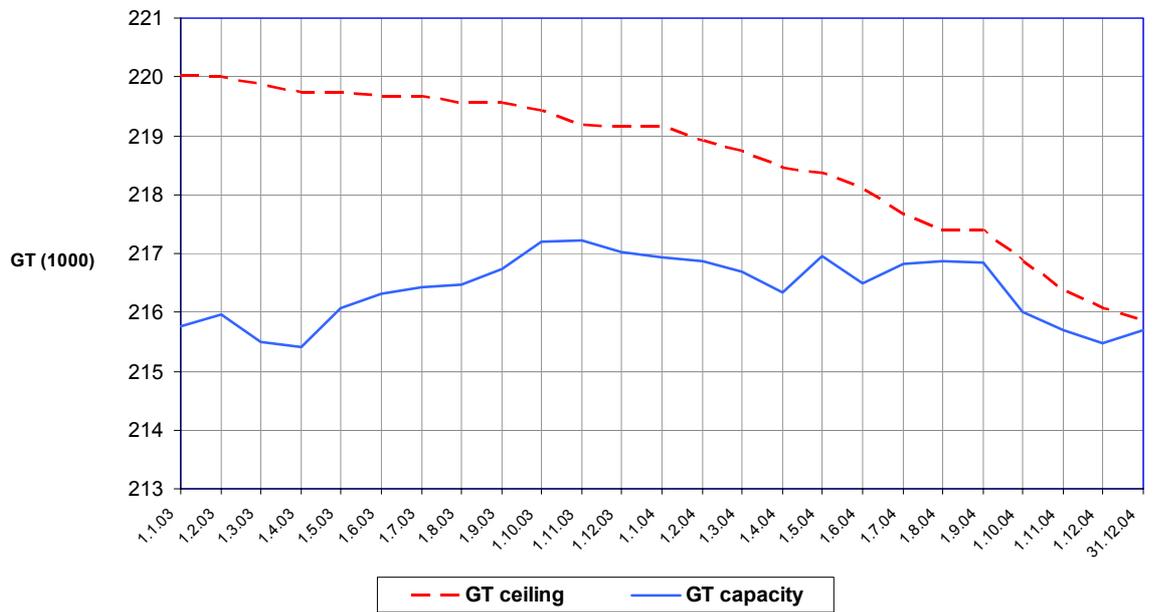
c) Reference levels at the end of 2004

Italy		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	229.862	R(kW)₀₃	1.338.971
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	
4	Exits financed with public aid	GT_a	4.163	kW_a	25.724
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	215.714	kW_t	1.244.741
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	222.966	R(kW)_t	1.298.802

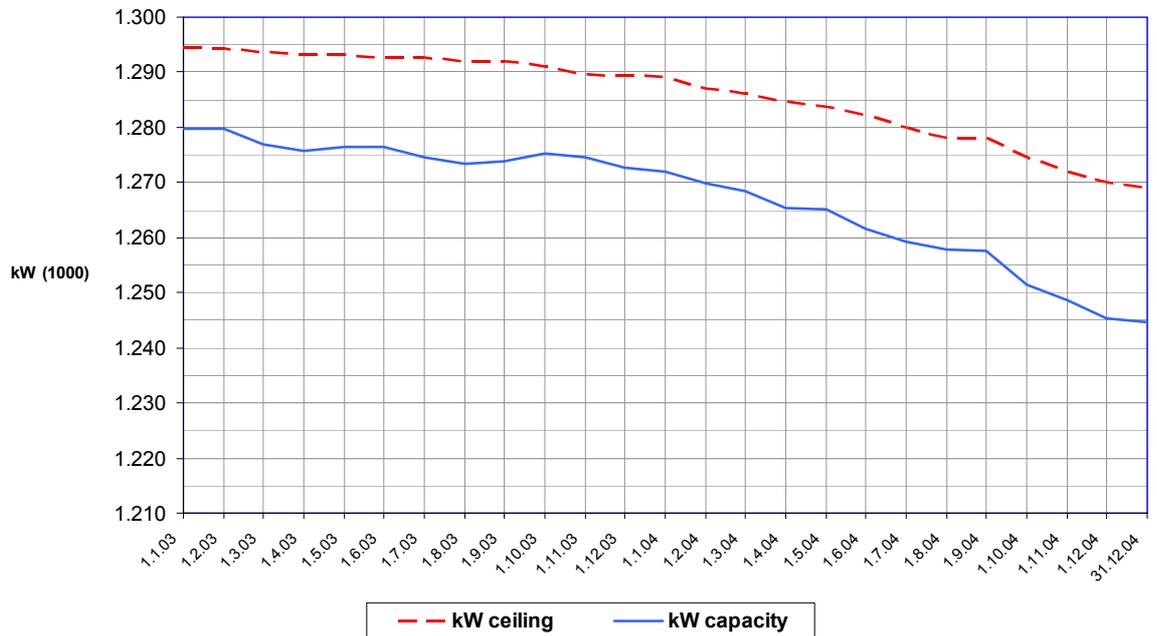
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



CYPRUS

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
11.949	0	N/A	N/A	N/A	11.949

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
52.575	0	N/A	N/A	N/A	52.575

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

Cyprus		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	11.949	kW _{FR}	52.575
2	Capacity level for the application of the entry-exit regime	GT ₀₄	11.949	kW ₀₄	52.575
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)		0		0
5	Increases in tonnage GT for reasons of safety	GT _s	0		
6	Total entries (3 + 4 + 5)		0		0
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		11		102
9	Total exits (7 + 8)		11		102
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	11.937	kW _t	52.473
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		11.949		52.575

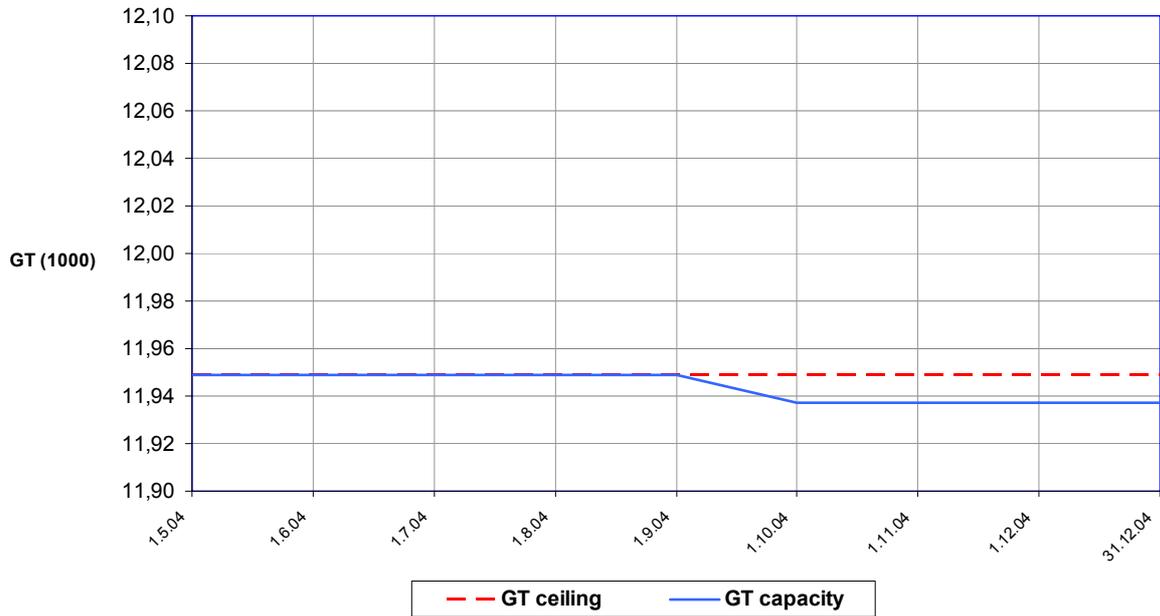
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

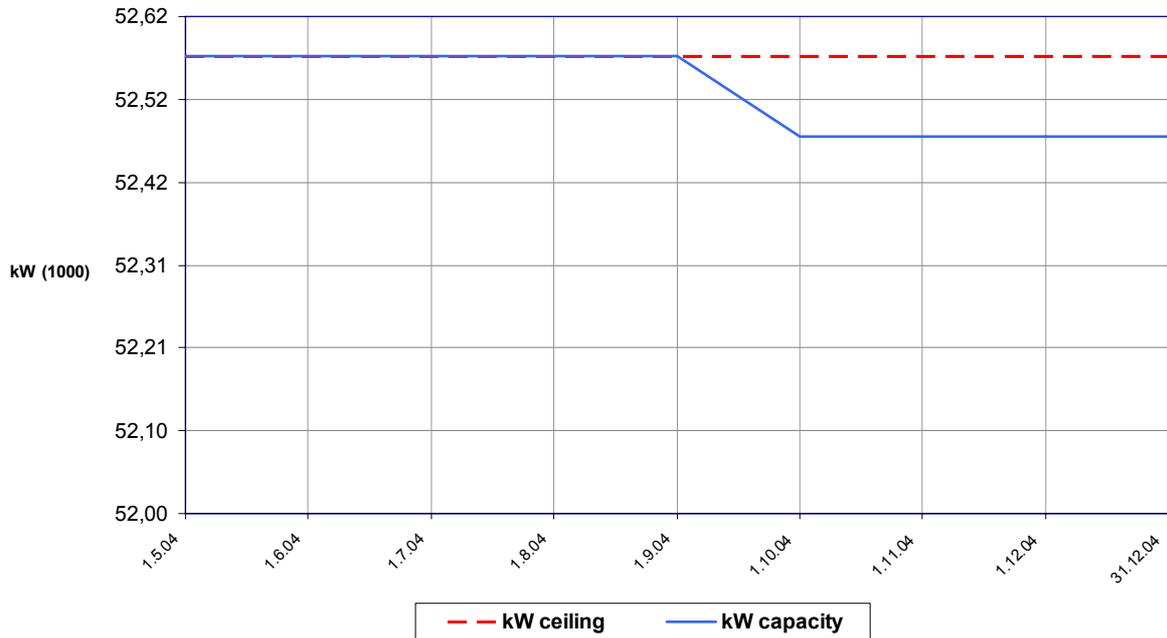
Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

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

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



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



LATVIA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
44.414	102	N/A	N/A	N/A	44.516

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
75.836	745	N/A	N/A	N/A	76.581

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

Latvia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	44.414	kW _{FR}	75.836
2	Capacity level for the application of the entry-exit regime	GT ₀₄	44.516	kW ₀₄	76.581
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)		398		1.445
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		398		1.445
7	Exits financed with public aid	GT _a	951	kW _a	2.283
8	Other exits (not included in 7)		1.759		2.463
9	Total exits (7 + 8)		2.710		4.746
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	42.102	kW _t	72.535
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		43.565		74.298

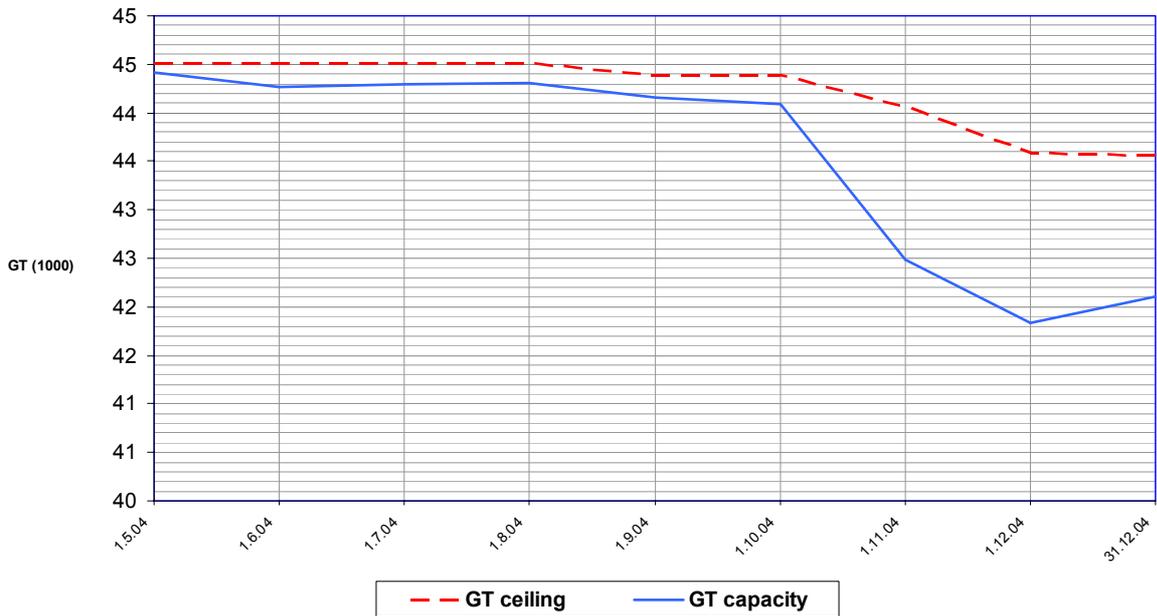
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

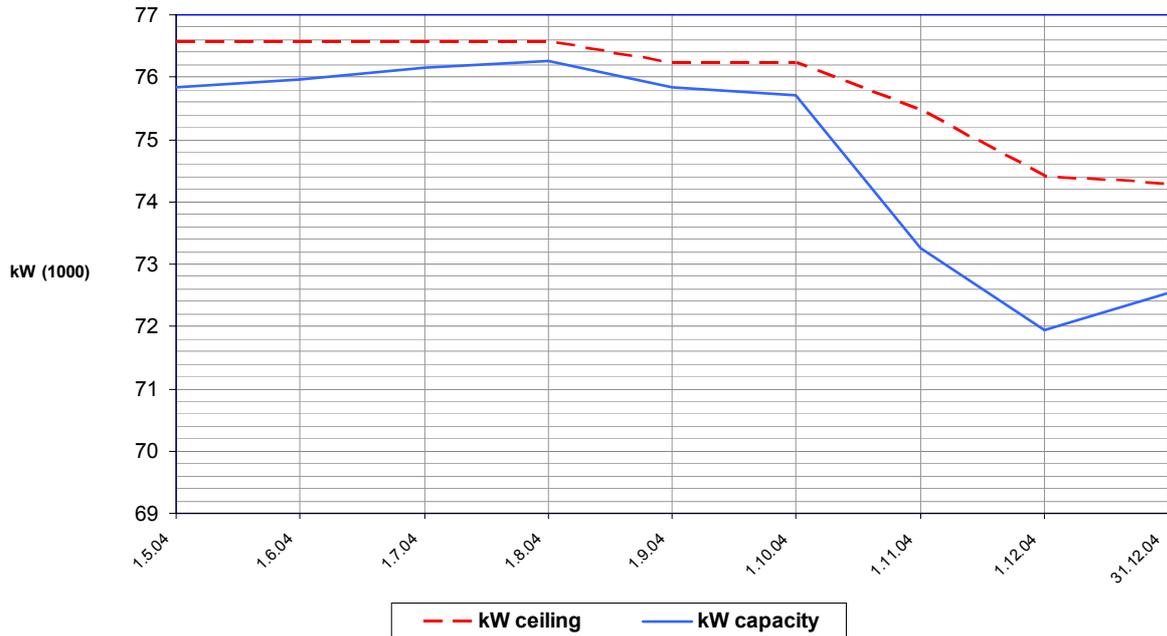
Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

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

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



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



LITHUANIA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
76.490	0	N/A	N/A	N/A	76.490

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
80.485	0	N/A	N/A	N/A	80.485

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

Lithuania		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	76.490	kW _{FR}	80.485
2	Capacity level for the application of the entry-exit regime	GT ₀₄	76.490	kW ₀₄	80.485
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)		3.981		2.854
5	Increases in tonnage GT for reasons of safety	GT _s	0		
6	Total entries (3 + 4 + 5)		3.981		2.854
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		5.106		5.562
9	Total exits (7 + 8)		5.106		5.562
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	75.366	kW _t	77.777
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		76.490		80.485

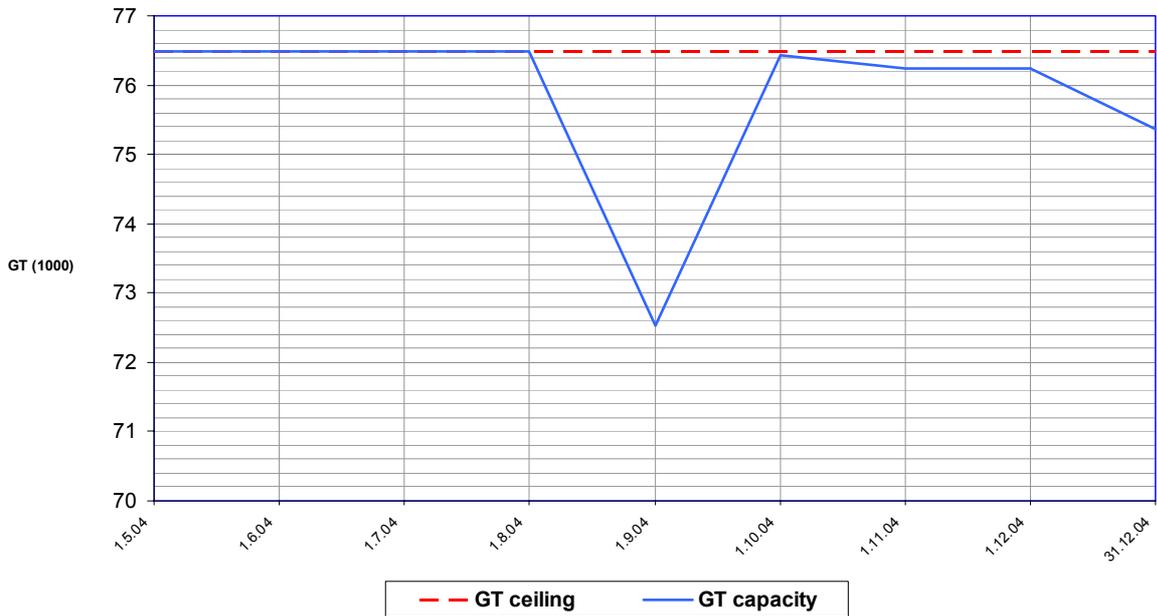
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

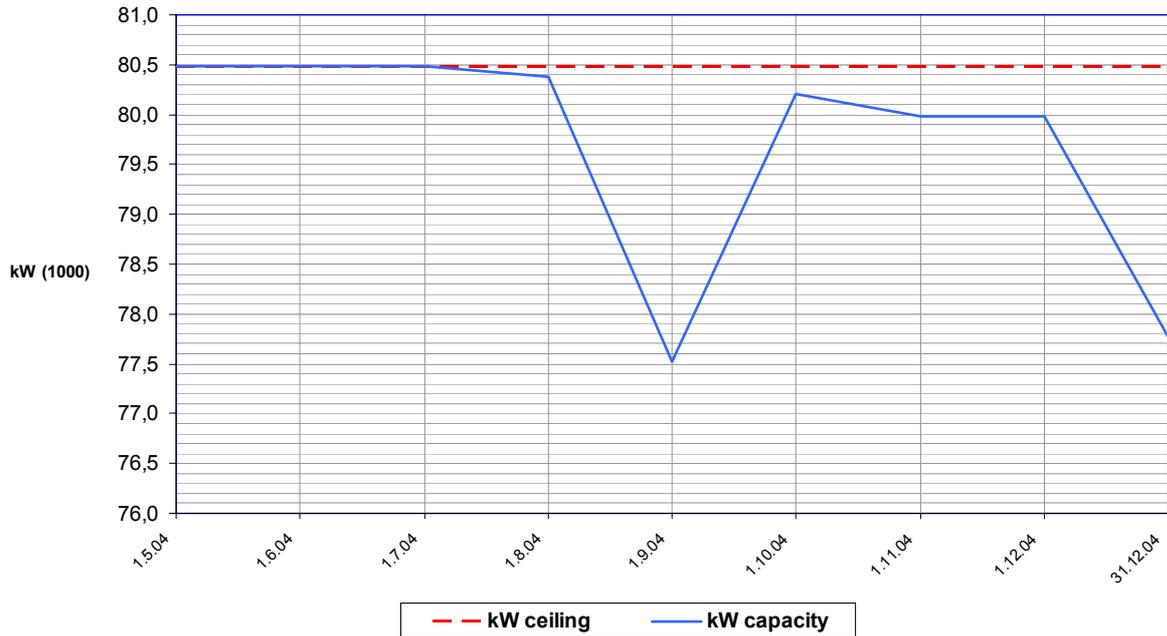
Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

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

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



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



MALTA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
20.140	0	N/A	N/A	N/A	20.140

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
129.041	0	N/A	N/A	N/A	129.041

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

Malta		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	20.140	kW _{FR}	129.041
2	Capacity level for the application of the entry-exit regime	GT ₀₄	20.140	kW ₀₄	129.041
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)		64		-396
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		64		-396
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		280		6.588
9	Total exits (7 + 8)		280		6.588
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	19.924	kW _t	122.057
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		20.140		129.041

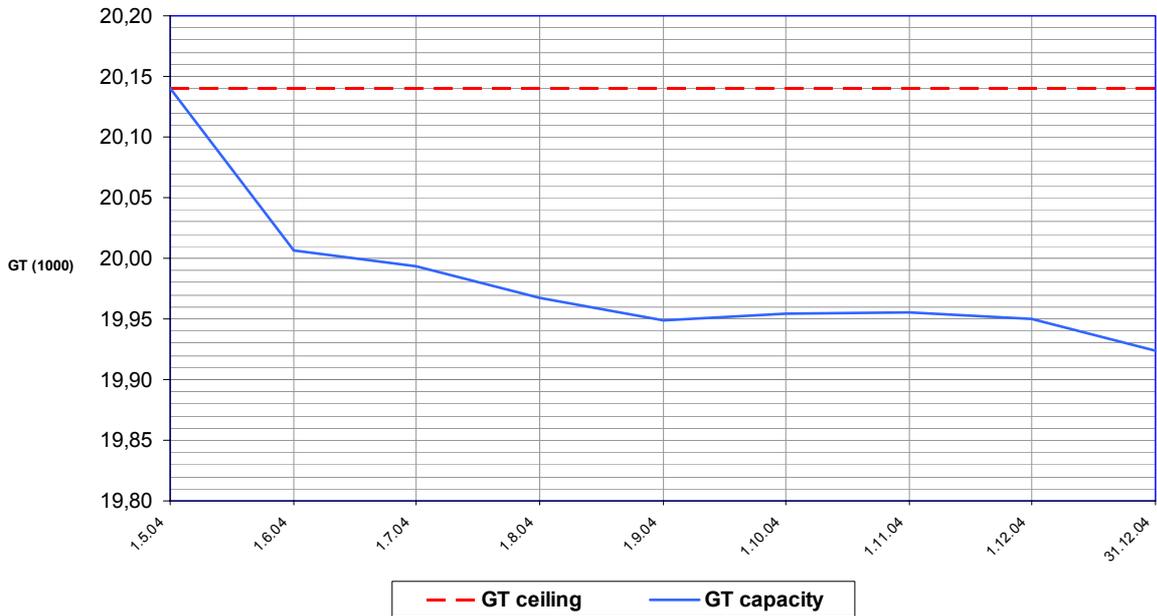
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

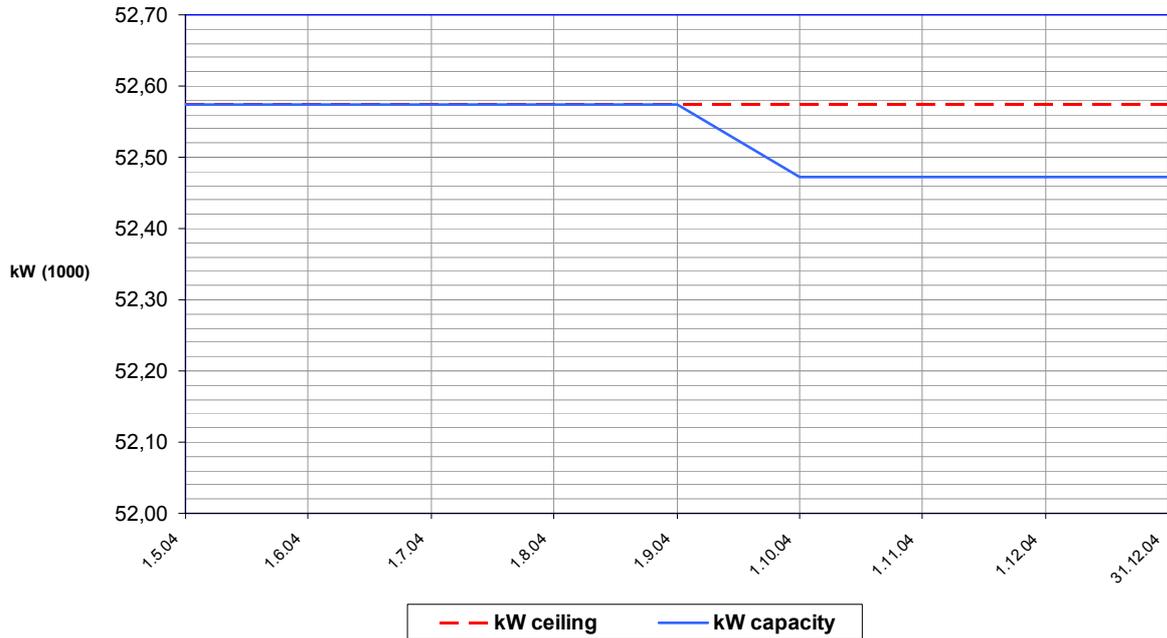
Line 11: If the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference level

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

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



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



THE NETHERLANDS

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
183.384	0	0	1.133	0	184.517

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
417.422	0	0	2.722	0	420.144

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

The Netherlands		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	183.384	kW _{FR}	417.422
2	Capacity level for the application of the entry-exit regime	GT ₀₃	184.517	kW ₀₃	420.144
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)		3.854		15.698
5	Increases in tonnage GT for reasons of safety	GT _S	5		
6	Total entries (3 + 4 + 5)		3.859		15.698
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		8.556		23.699
9	Total exits (7 + 8)		8.556		23.699
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	178.687	kW _t	409.422
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		184.522		420.144

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

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

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

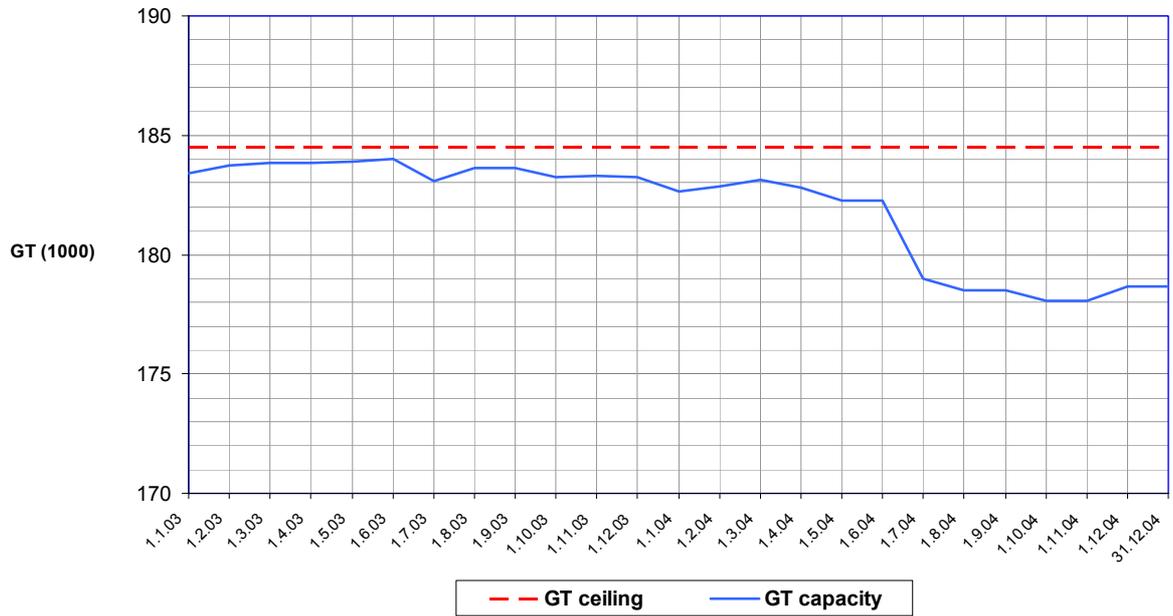
c) **Reference levels at the end of 2004**

The Netherlands		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	213.139	R(kW)₀₃	527.067
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	5	-	
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	178.687	kW_t	409.422
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	213.139	R(kW)_t	527.067

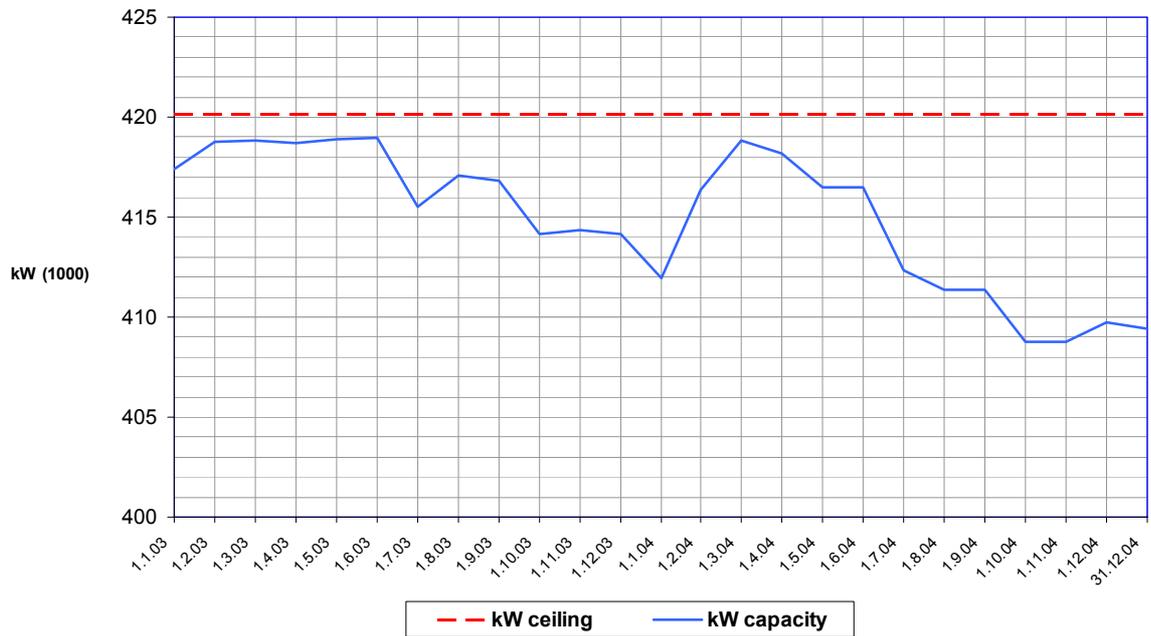
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



POLAND

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
47.306	104	N/A	N/A	N/A	47.410

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
151.034	1.321	N/A	N/A	N/A	152.355

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

Poland		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	47.306	kW _{FR}	151.034
2	Capacity level for the application of the entry-exit regime	GT ₀₄	47.410	kW ₀₄	152.355
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)		131		1.644
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		131		1.644
7	Exits financed with public aid	GT _a	807	kW _a	3.145
8	Other exits (not included in 7)		1.084		2.561
9	Total exits (7 + 8)		1.892		5.706
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	45.545	kW _t	146.973
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		46.603		149.210

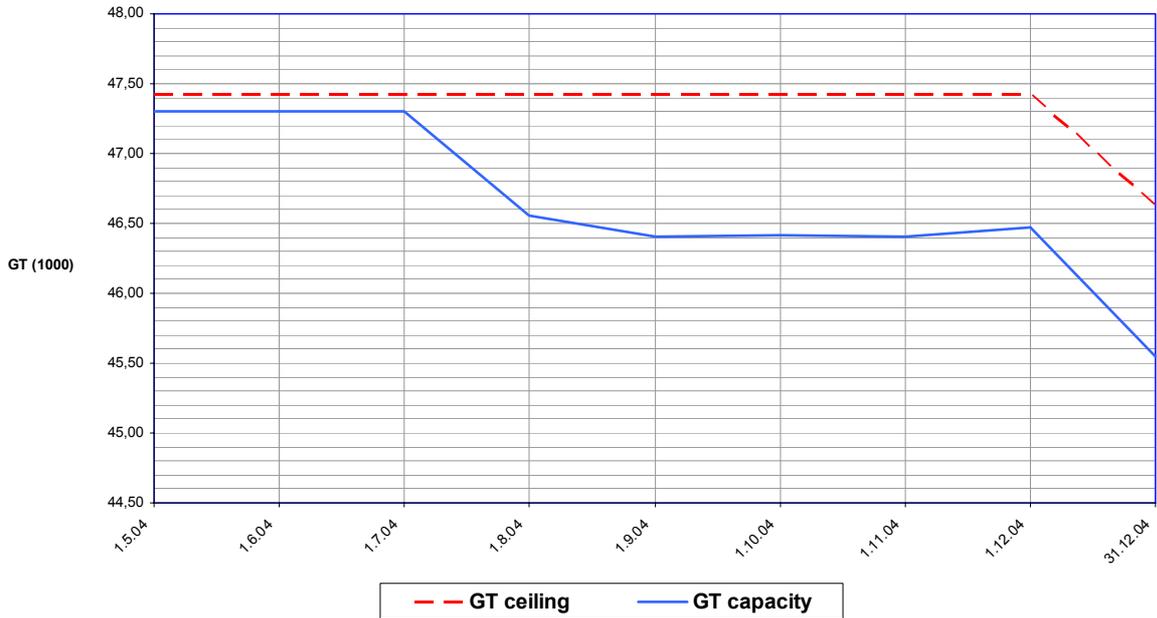
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

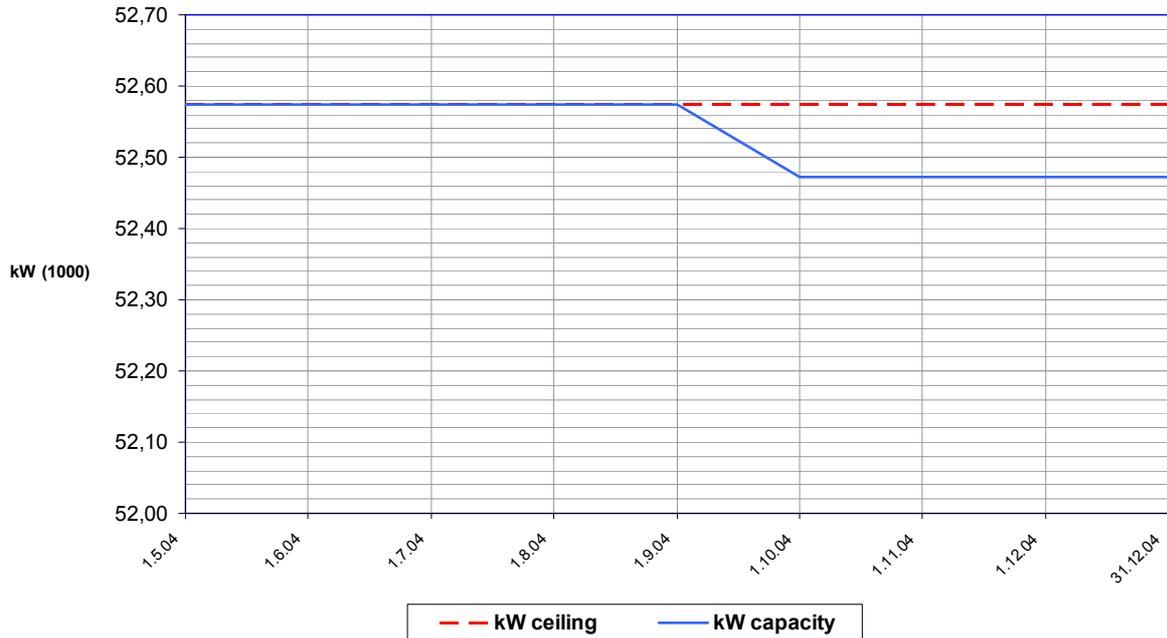
Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

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

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



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



PORTUGAL

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
99.764	4.776	0	58	0	104.598

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
332.409	15.178	0	696	0	348.283

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

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

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

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

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

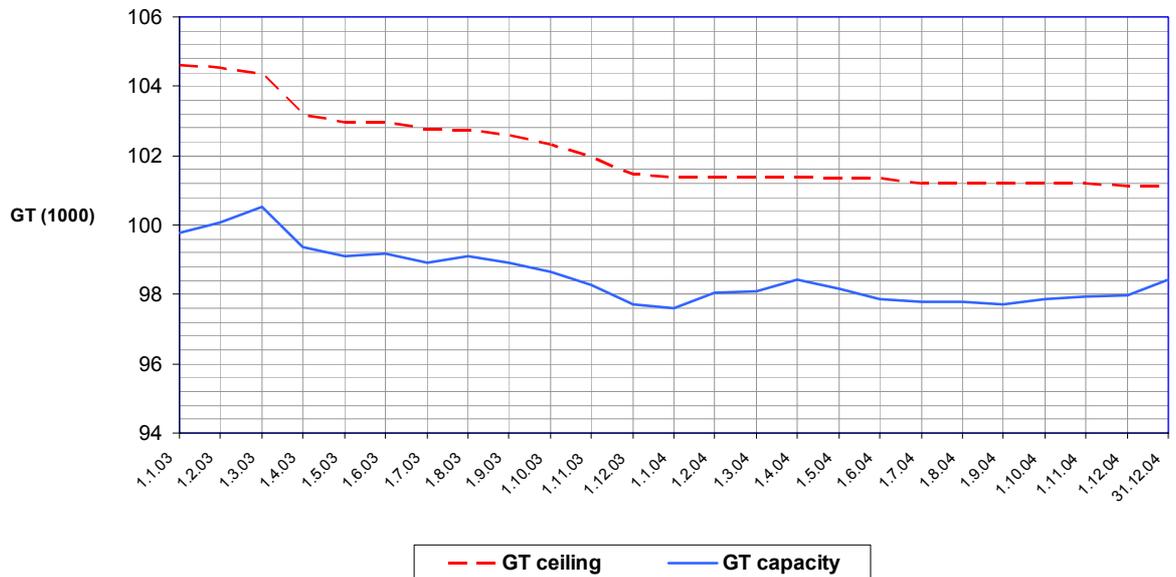
c) Reference levels at the end of 2004

Portugal (excluding the Azores and Madeira)		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	171.502	R(kW)₀₃	412.025
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	494	kW₁₀₀	1.273
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	
4	Exits financed with public aid	GT_a	3.314	kW_a	10.237
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	98.442	kW_t	330.862
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	166.357	R(kW)_t	399.664

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

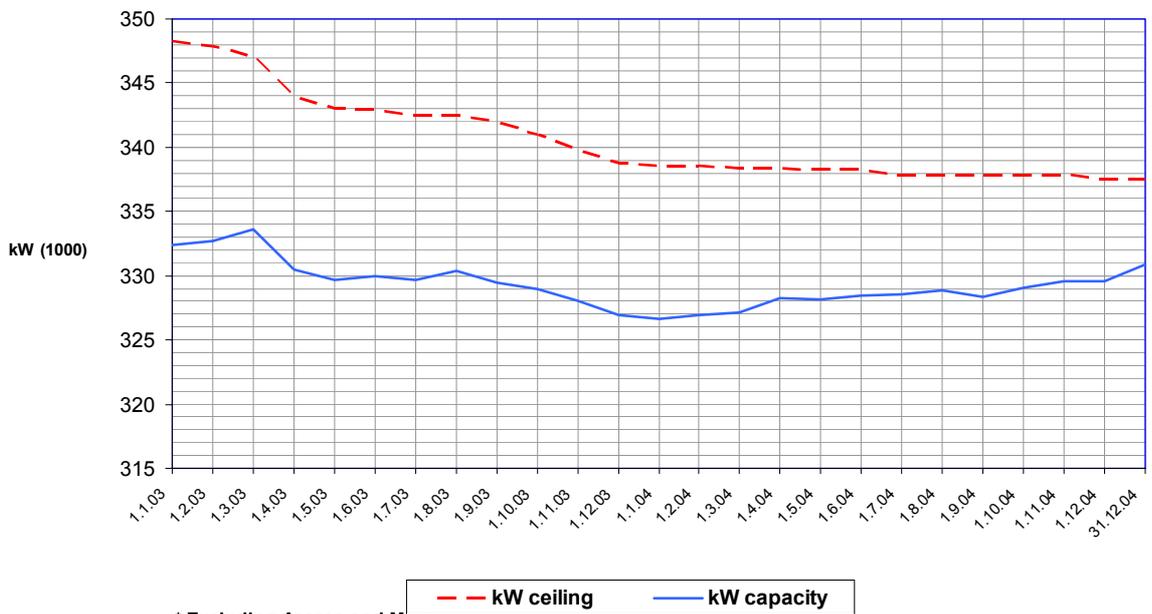
d) Evolution of fleet capacity compared to the capacity ceilings.

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



* Excluding Azores and Madeira

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



* Excluding Azores and Madeira

SLOVENIA

a) Calculation of the baselines (GT₀₄ and kW₀₄) on 1 May 2004

GT _{FR} (1-5-2004)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₄
865	0	N/A	N/A	N/A	865

kW _{FR} (1-5-2004)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₄
8.707	0	N/A	N/A	N/A	8.707

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

Slovenia		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT _{FR}	865	kW _{FR}	8.707
2	Capacity level for the application of the entry-exit regime	GT ₀₄	865	kW ₀₄	8.707
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)		2		55
5	Increases in tonnage GT for reasons of safety	GT _s	0		
6	Total entries (3 + 4 + 5)		2		55
7	Exits financed with public aid	GT _a	0	kW _a	0
8	Other exits (not included in 7)		7		23
9	Total exits (7 + 8)		7		23
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	859	kW _t	8.739
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		865		8.707

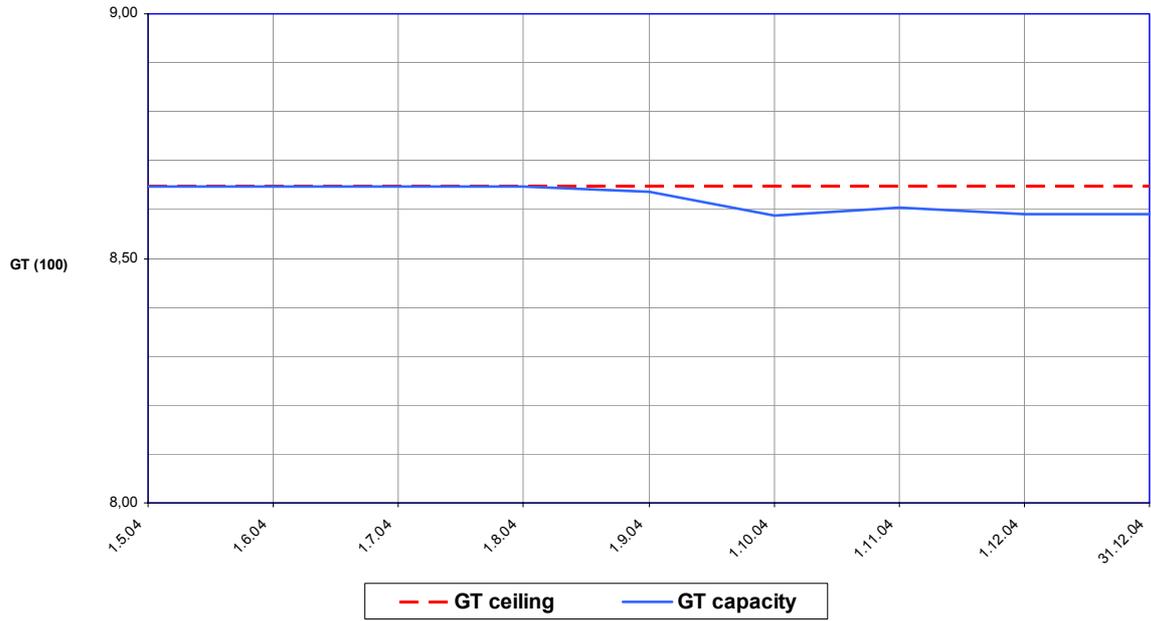
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 14 October 2005

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

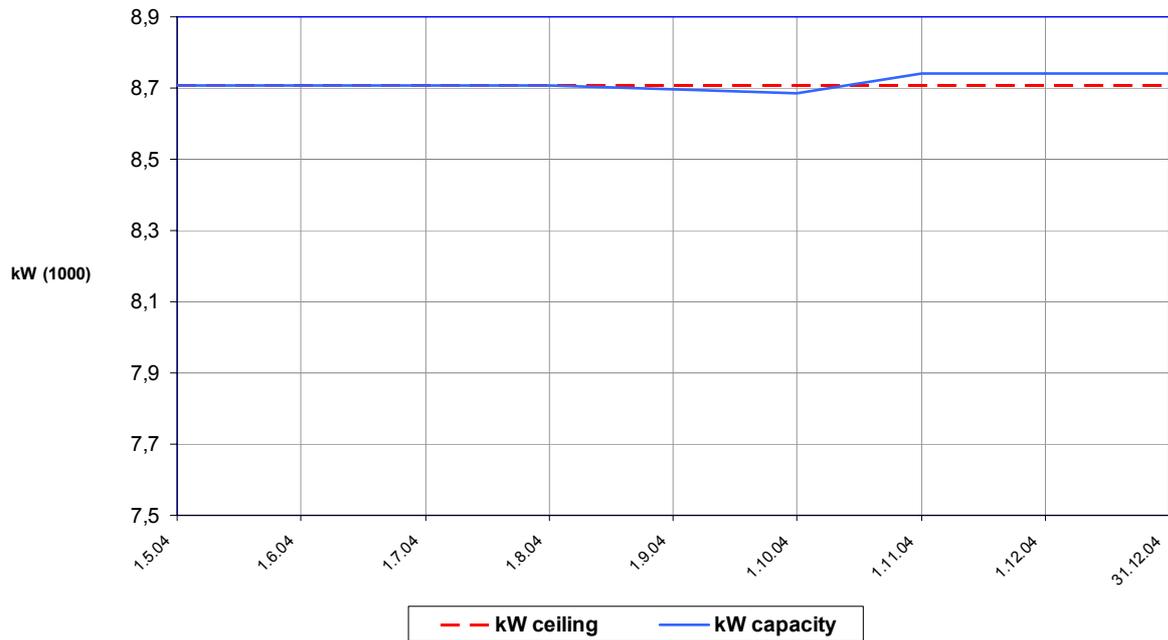
Line 11: If the result of the fleet ceiling $(2 - 35\% 3 + 5 - 7)$ is higher than a Member State's reference level, the fleet ceiling is the reference level

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

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



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



FINLAND

a) Calculation of the baselines (GT₀₃ and kW₀₃) on 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
19.707	0	0	0	0	19.707

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
190.120	0	0	0	0	190.120

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

Finland		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	19.707	kW _{FR}	190.120
2	Capacity level for the application of the entry-exit regime	GT ₀₃	19.707	kW ₀₃	190.120
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)		2.295		12.593
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		2.295		12.593
7	Exits financed with public aid	GT _a	143	kW _a	573
8	Other exits (not included in 7)		3.801		22.755
9	Total exits (7 + 8)		3.944		23.328
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	18.058	kW _t	179.385
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		19.564		189.547

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

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

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

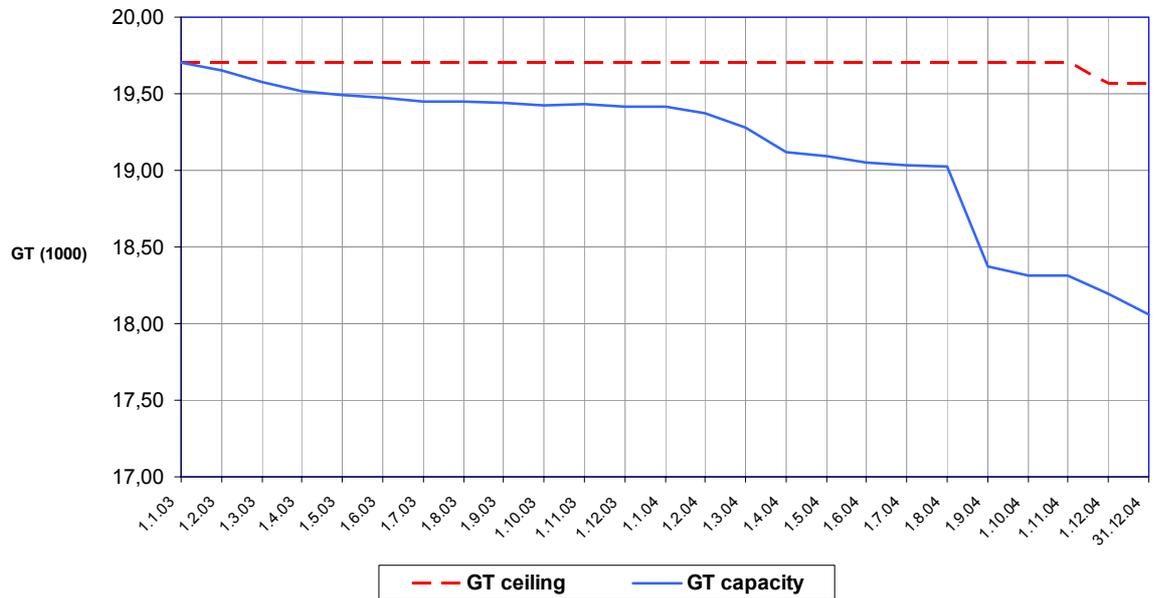
c) **Reference levels at the end of 2004**

Finland		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	23.203	R(kW)₀₃	216.195
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	
4	Exits financed with public aid	GT_a	143	kW_a	573
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	18.058	kW_t	179.385
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	23.060	R(kW)_t	215.622

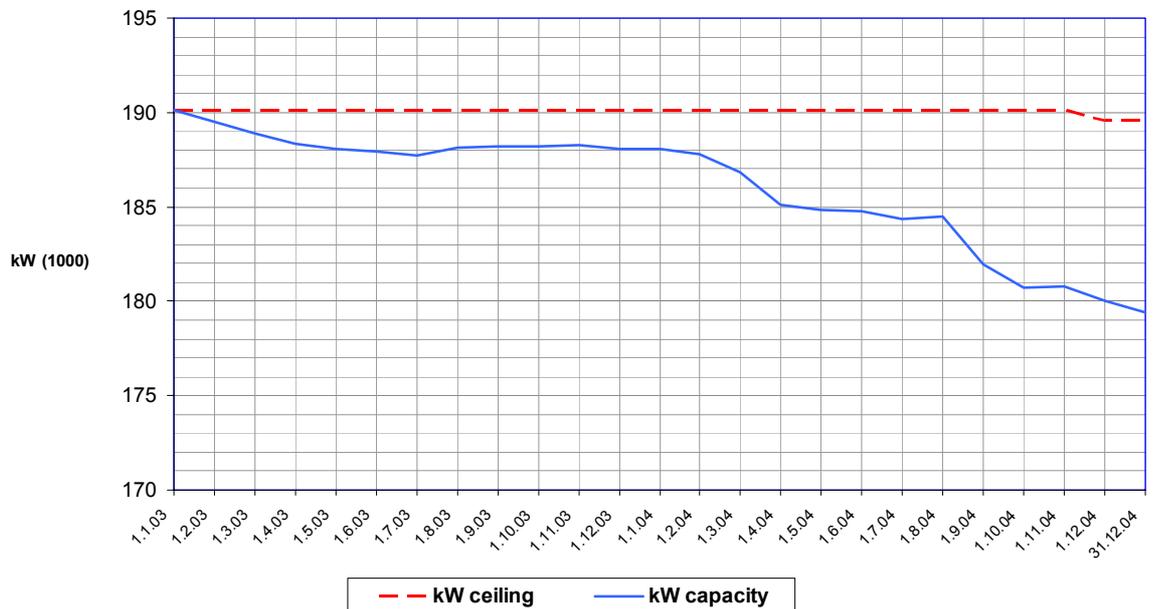
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



SWEDEN

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
45.862	0	0	871	0	46.733

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
224.273	0	0	2.589	0	226.862

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

Sweden		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	45.862	kW _{FR}	224.273
2	Capacity level for the application of the entry-exit regime	GT ₀₃	46.733	kW ₀₃	226.862
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)		3.937		28.430
5	Increases in tonnage GT for reasons of safety	GT _S	0		
6	Total entries (3 + 4 + 5)		3.937		28.430
7	Exits financed with public aid	GT _a	792	kW _a	2.642
8	Other exits (not included in 7)		4.596		33.034
9	Total exits (7 + 8)		5.388		35.676
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	44.411	kW _t	217.027
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		45.941		224.220

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

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

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

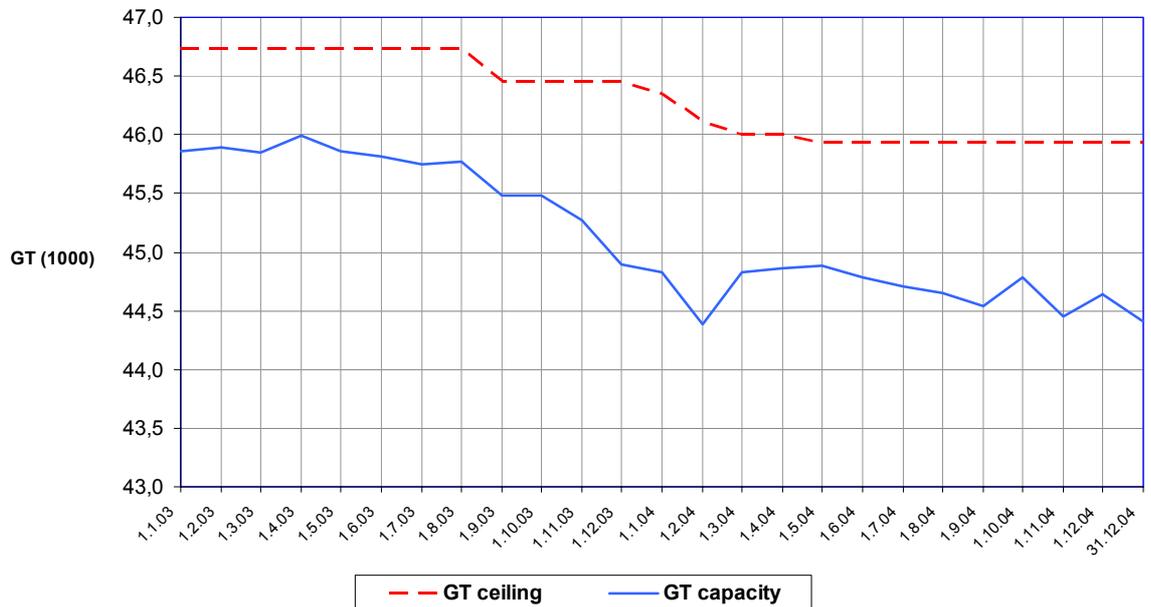
c) Reference levels at the end of 2004

Sweden		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	51.993	R(kW)₀₃	261.028
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	
4	Exits financed with public aid	GT_a	792	kW_a	2.642
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	44.411	kW_t	217.027
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	50.433	R(kW)_t	258.386

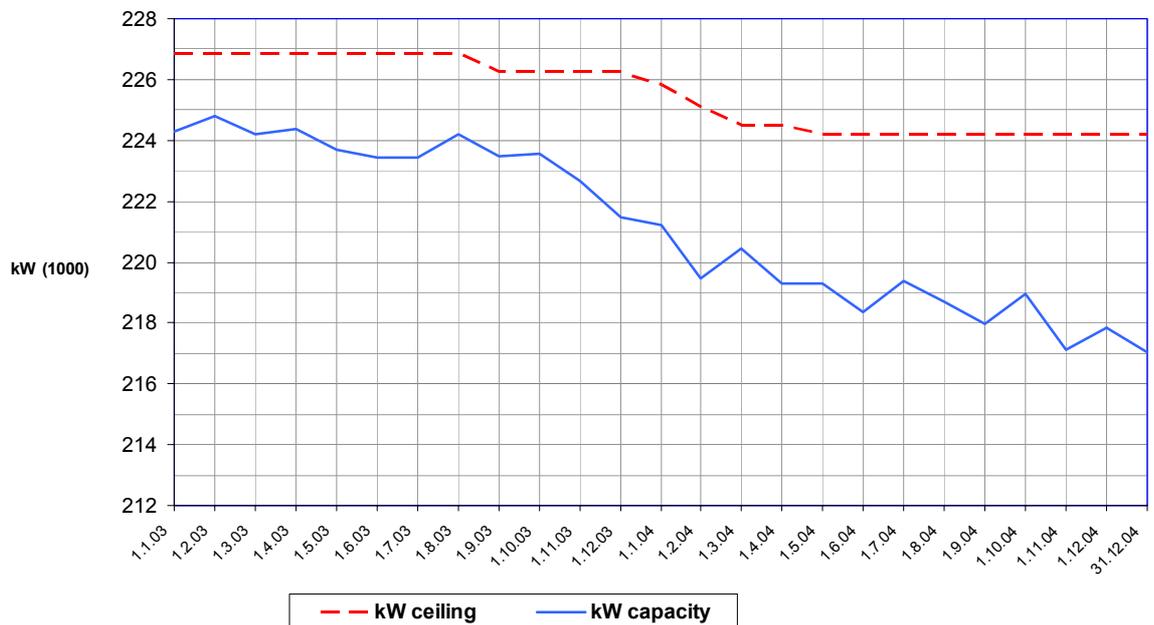
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



UNITED KINGDOM

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 1 January 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
241.066	0	0	11.848	0	252.914

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
942.539	0	0	35.629	0	978.168

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

United Kingdom		GT		kW	
1	Capacity of the fleet on 1 January 2003	GT _{FR}	241.066	kW _{FR}	942.539
2	Capacity level for the application of the entry-exit regime	GT ₀₃	252.914	kW ₀₃	978.168
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)		40.219		136.030
5	Increases in tonnage GT for reasons of safety	GT _s	0		
6	Total entries (3 + 4 + 5)		40.219		136.030
7	Exits financed with public aid	GT _a	16.603	kW _a	44.886
8	Other exits (not included in 7)		41.720		133.991
9	Total exits (7 + 8)		58.322		178.876
10	Capacity of the fleet on 31 December 2004 (1 + 6 - 9)	GT _t	222.963	kW _t	899.694
11	Fleet ceiling on 31 December 2004 (2 - 35% 3 + 5 - 7)		236.312		933.283

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

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

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

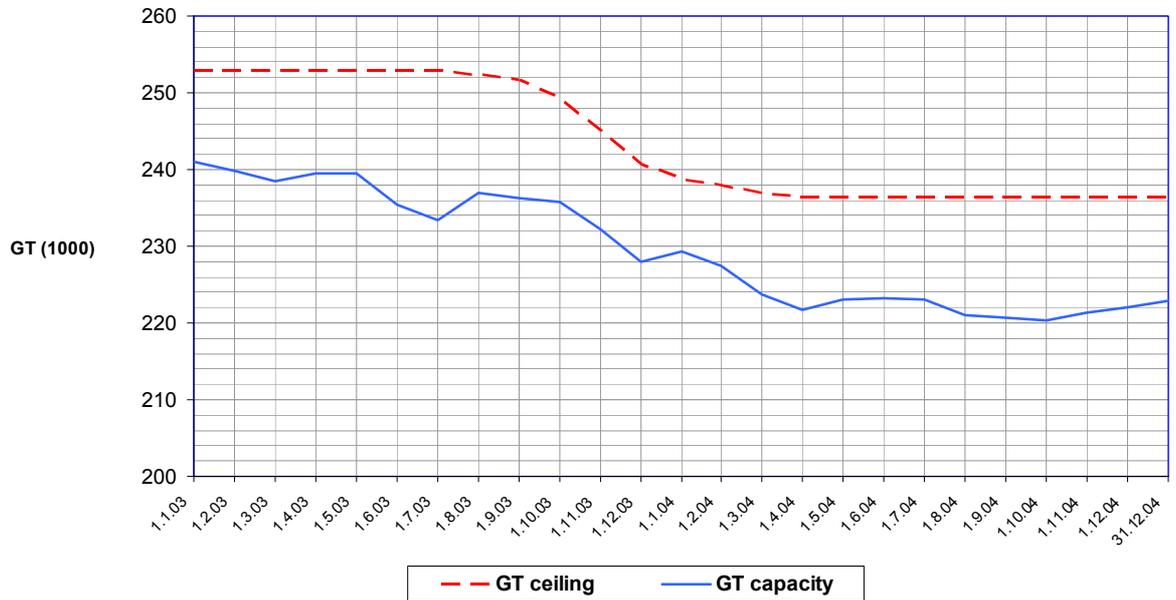
c) **Reference levels at the end of 2004**

United Kingdom		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	286.120	R(kW)₀₃	1.129.194
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	
4	Exits financed with public aid	GT_a	16.603	kW_a	44.886
10	Capacity of the fleet on 31 December 2004 (a)	GT_t	222.963	kW_t	899.694
5	Reference level on 31 December 2004 (1 - 35% 2 + 3 - 4)	R(GT)_t	269.517	R(kW)_t	1.084.308

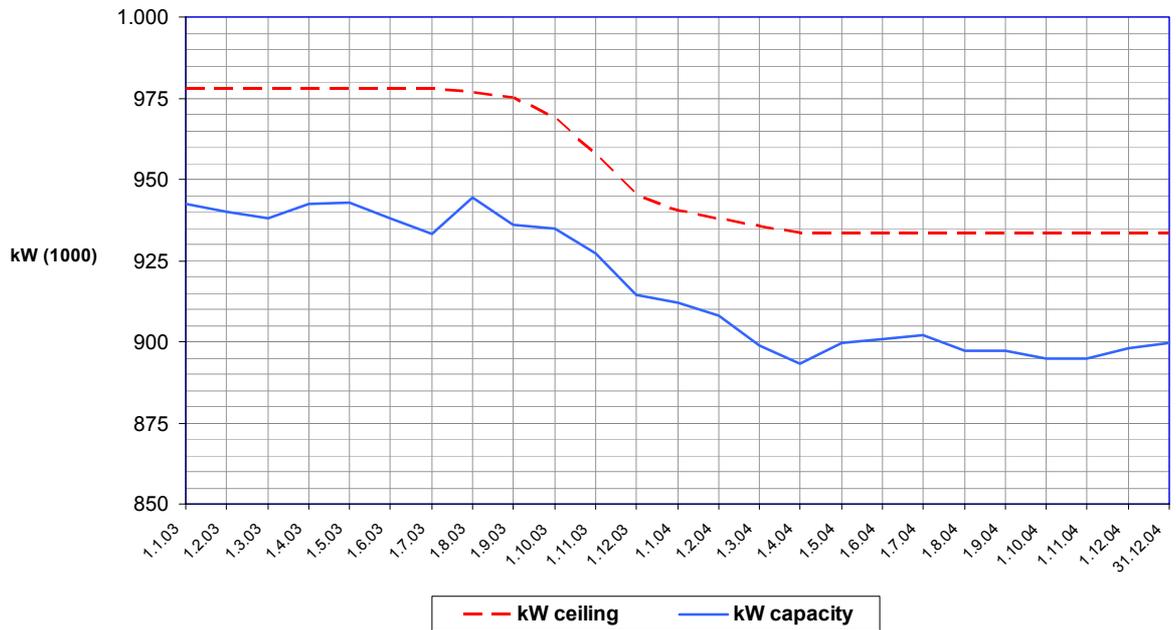
(a) Situation as registered in the Community Fleet Register on 14 October 2005

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

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



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



TECHNICAL ANNEX 3 - RESULTS OF THE OUTERMOST REGIONS FLEETS MANAGEMENT

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

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

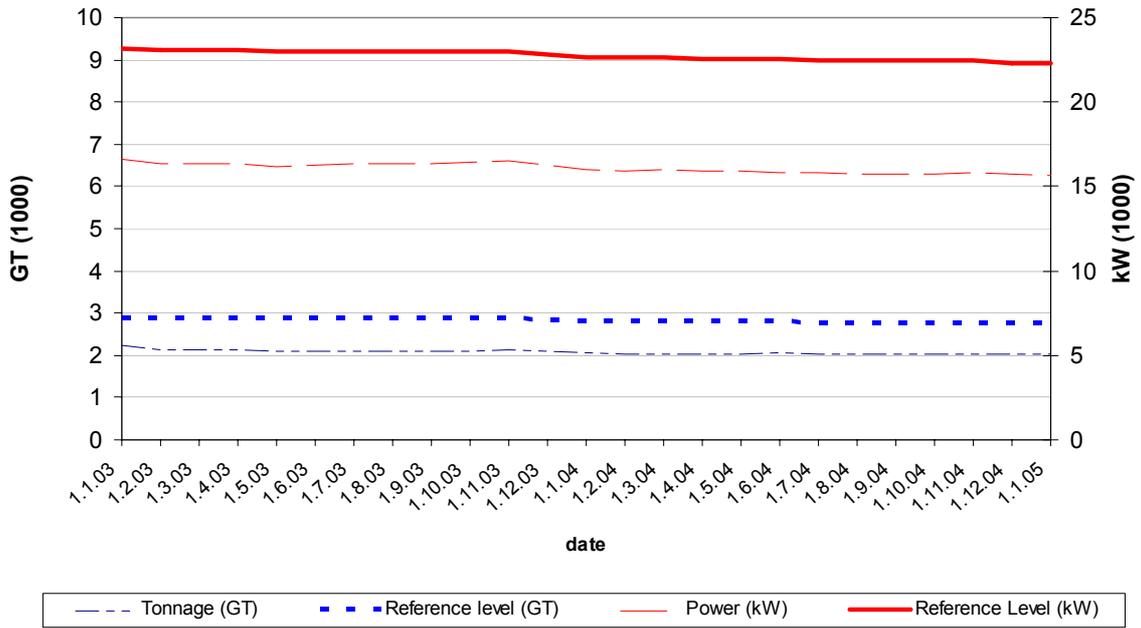
It is in this way that the graphs presented below have been calculated. Each of the tables summarises the situation on 31 December 2004

d) Management of capacity levels for outermost regions during 2004

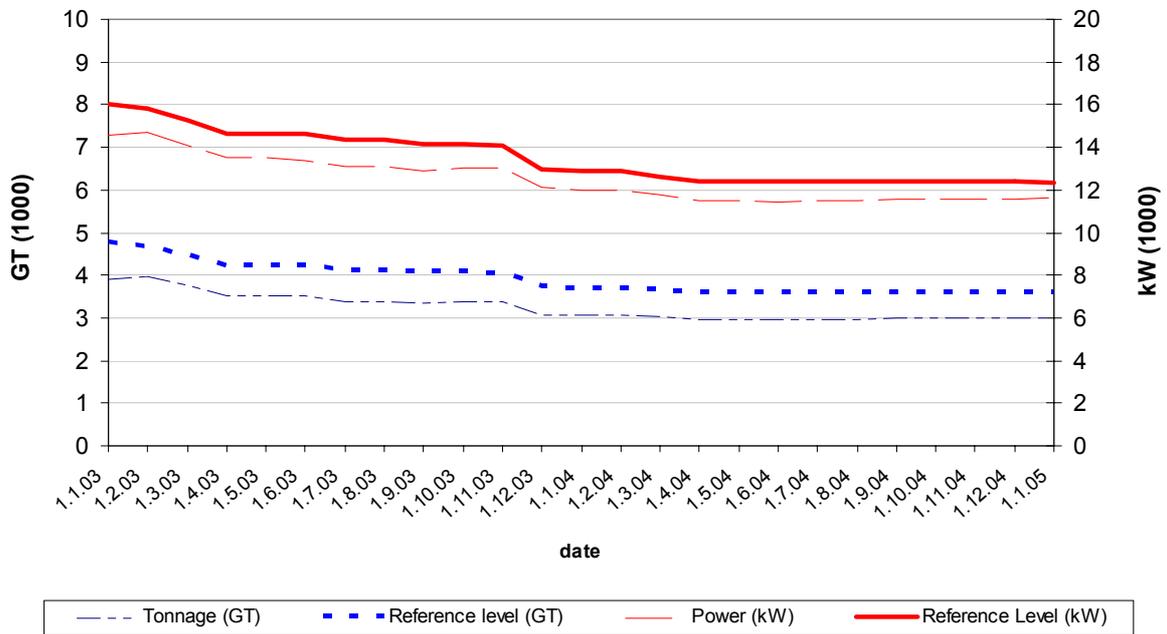
Canary Islands (Spain)		CA1 Length < 12 m EU waters		CA2 Length > 12 m EU waters		CA3 Length > 12 m International and third country waters	
		GT	kW	GT	kW	GT	kW
1	Reference level on 1-1-2003	2.878	23.202	4.779	16.055	51.167	90.680
2	Capacity of the fleet on 1 January 2003	2.243	16.600	3.912	14.564	46.203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

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

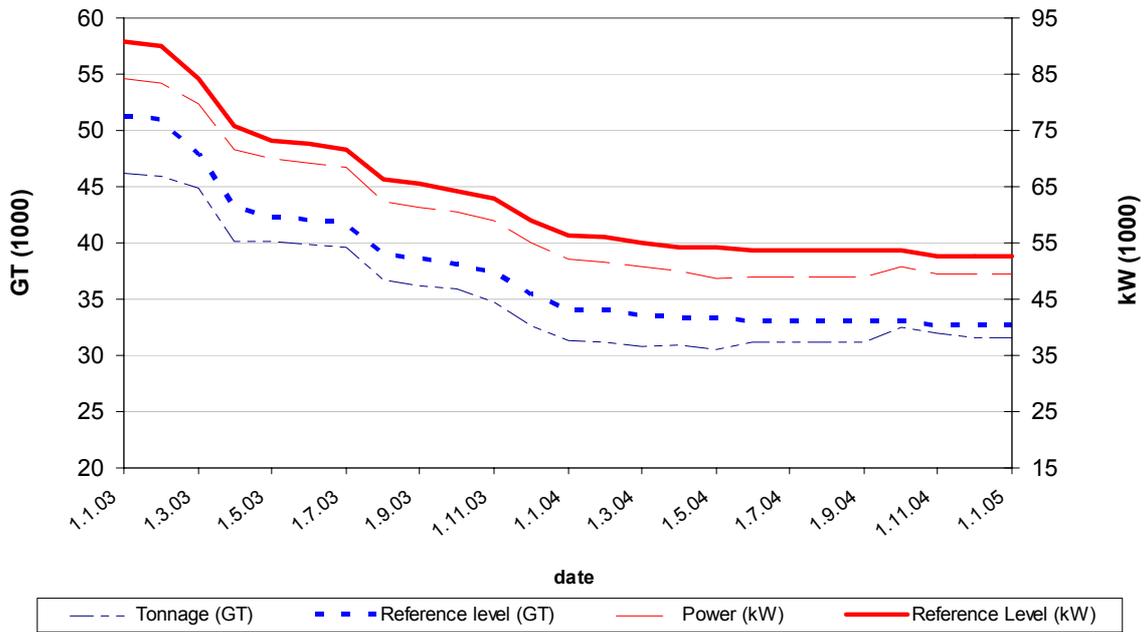
**Canary Islands. Vessels under 12 m in length EU waters (Segment CA1)
Evolution of its capacity compared to the reference levels.**



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



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

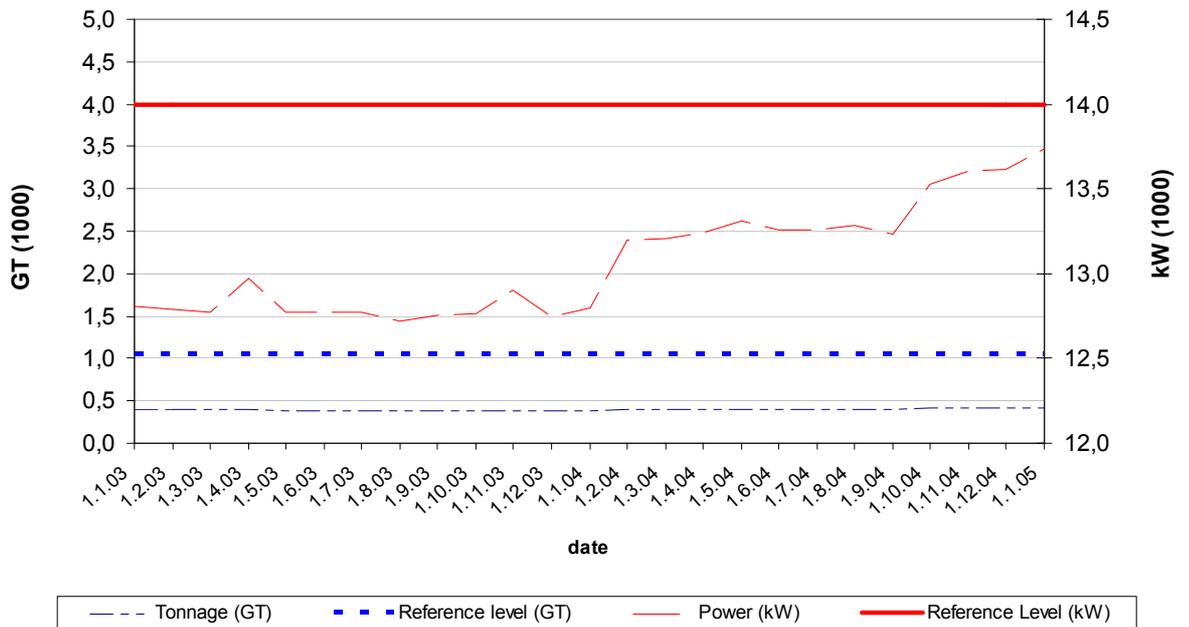


d) Management of capacity levels for outermost regions during 2004

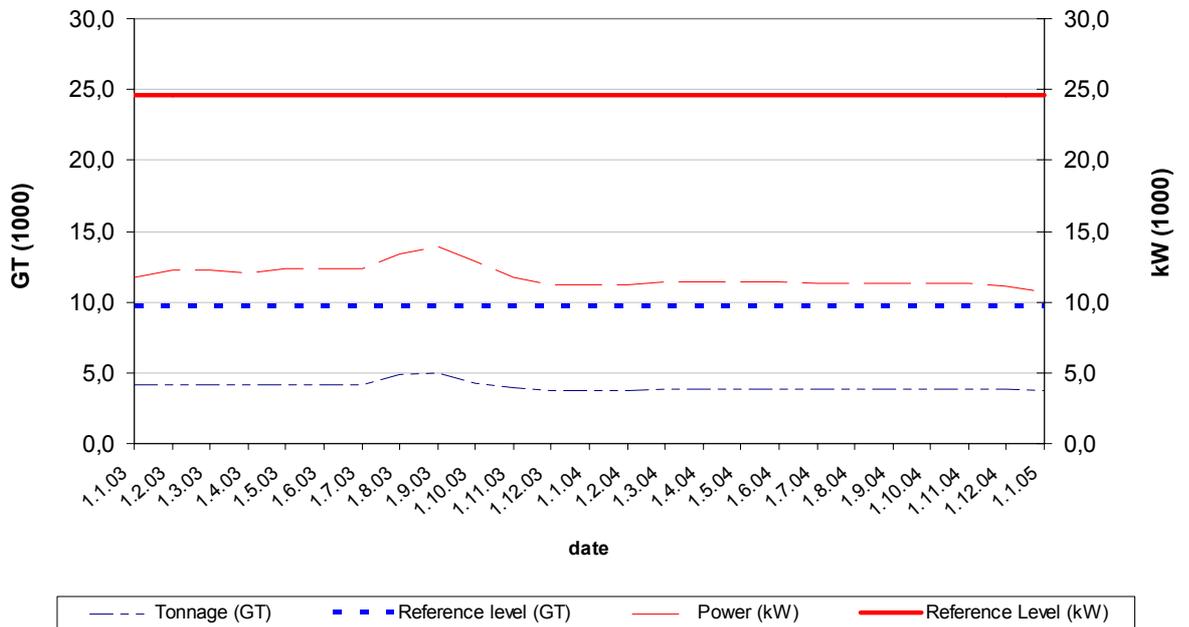
Reunion (French Overseas Department)		4FC Demersal and pelagic species. Length < 12 m		4FD Pelagic species. Length > 12 m	
		GT	kW	GT	kW
1	Reference level on 1-1-2003	1.050	14.000	9.705	24.610
2	Capacity of the fleet on 1 January 2003	391	12.803	4.126	11.693
3	Exits financed with public aid	0	0	0	0
4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

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

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



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

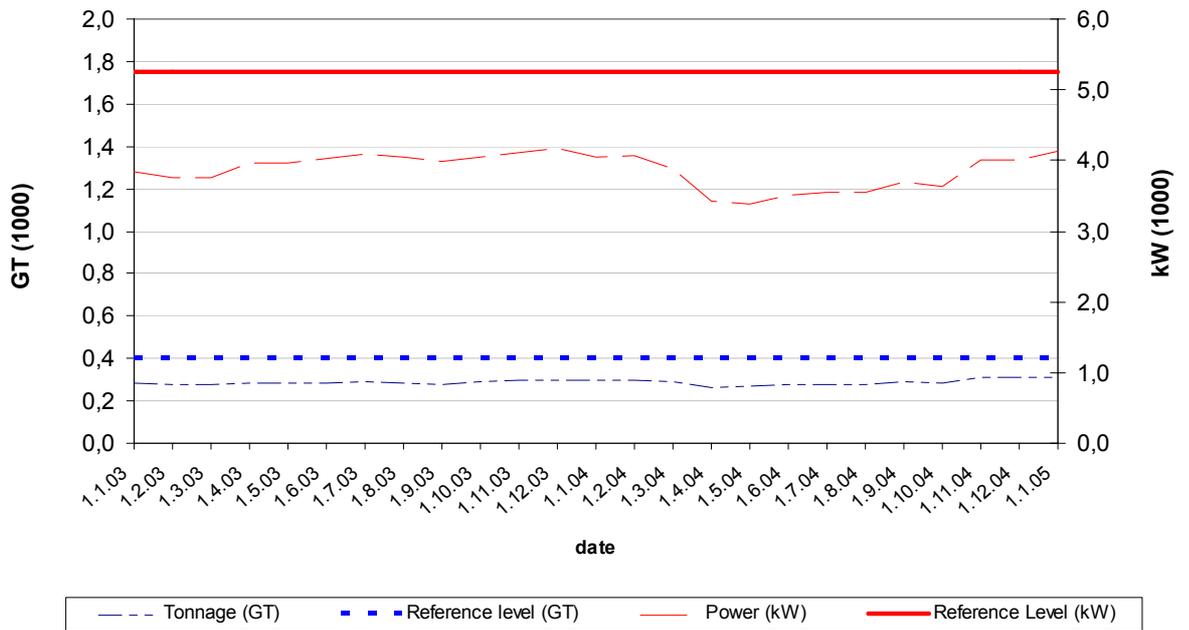


d) Management of capacity levels for outermost regions during 2004

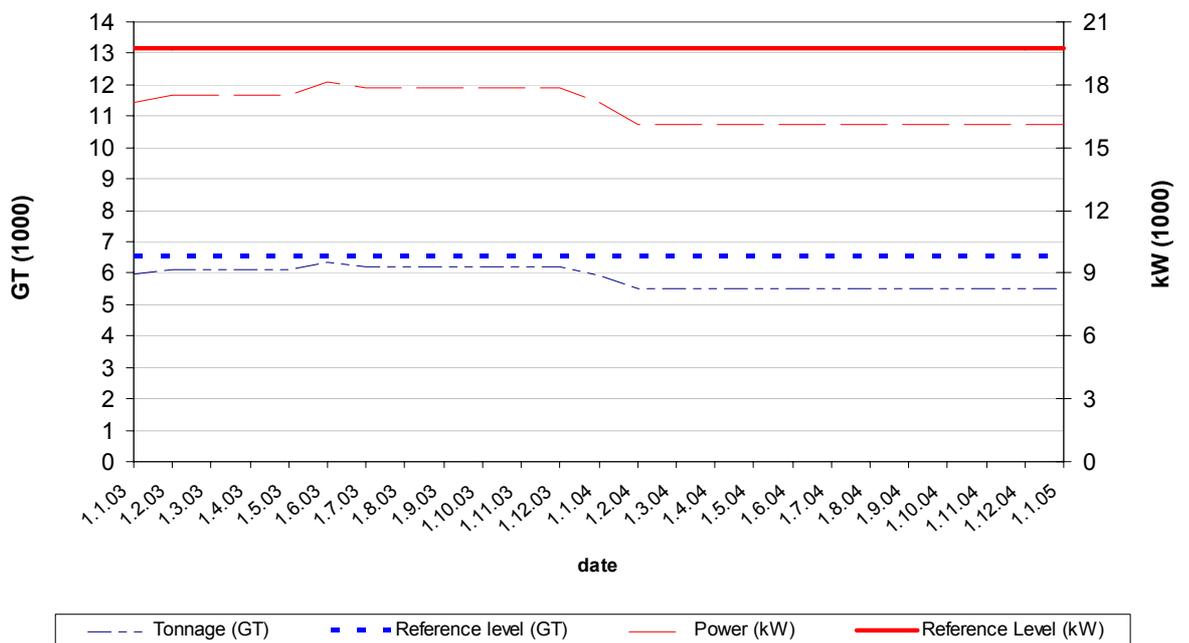
French Guiana		4FF Demersal and pelagic species. L < 12 m		4FG Shrimp vessels		4FH Pelagic species. Offshore vessels	
		GT	kW	GT	kW	GT	kW
1	Reference level on 1-1-2003	400	5.250	6.526	19.726	3.500	5.000
2	Capacity of the fleet on 1 January 2003	284	3.840	5.994	17.173	288	1.010
3	Exits financed with public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

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

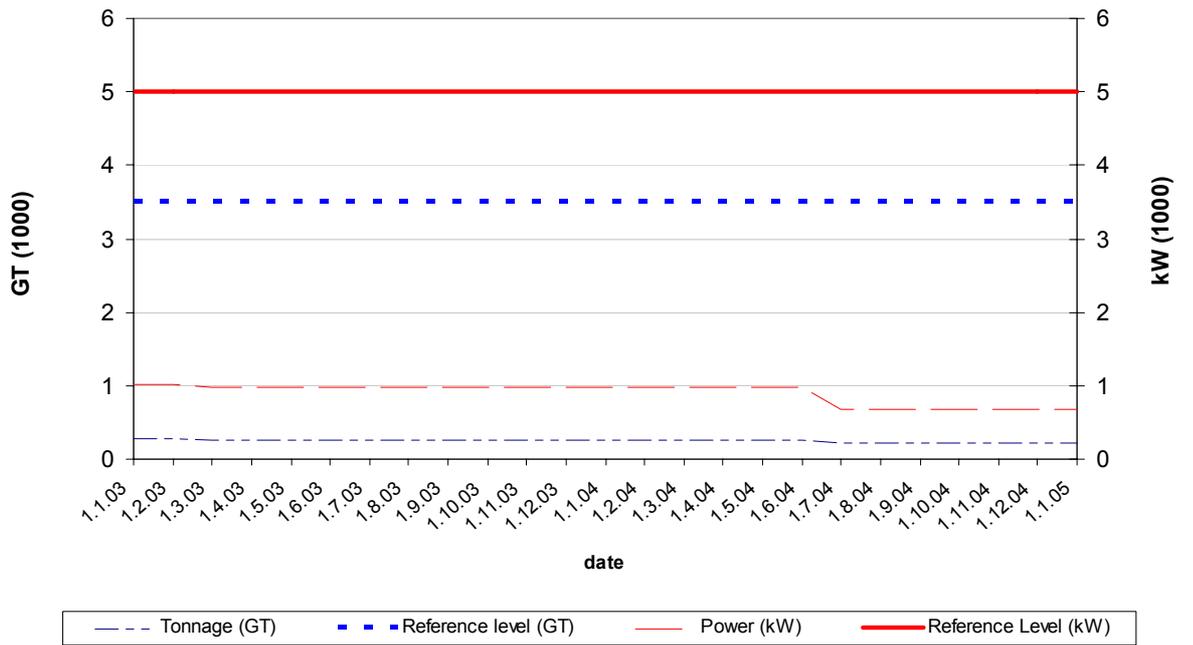
**French Guiana. Vessels of less than 12 m in length.
Demersal and pelagic species (Segment 4FF)
Evolution of its capacity compared to the reference levels.**



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



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



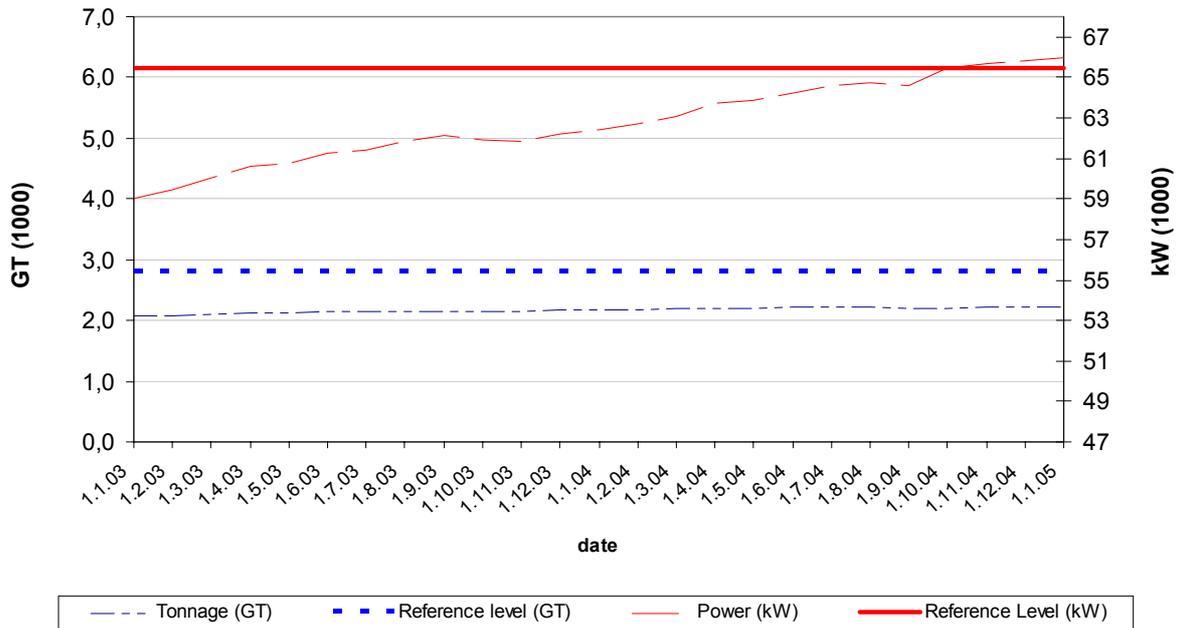
d) Management of capacity levels for outermost regions during 2004

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

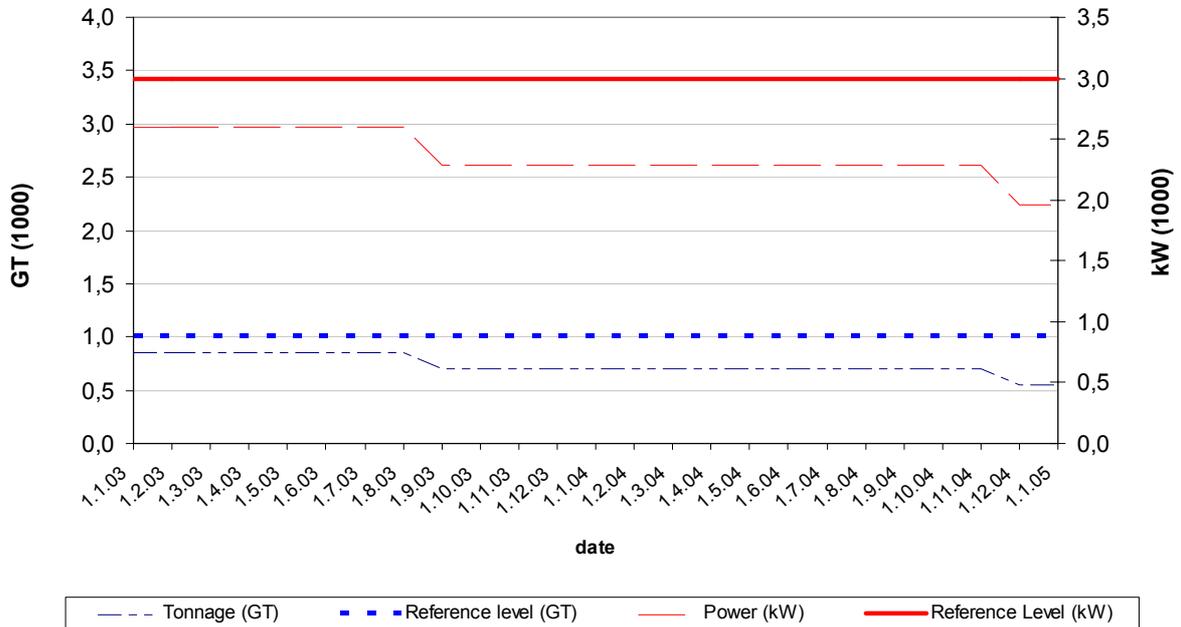
Situation as registered in the Community Fleet Register on 14 October 2005

Bold Italic indicates that the reference level has been exceeded.

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



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

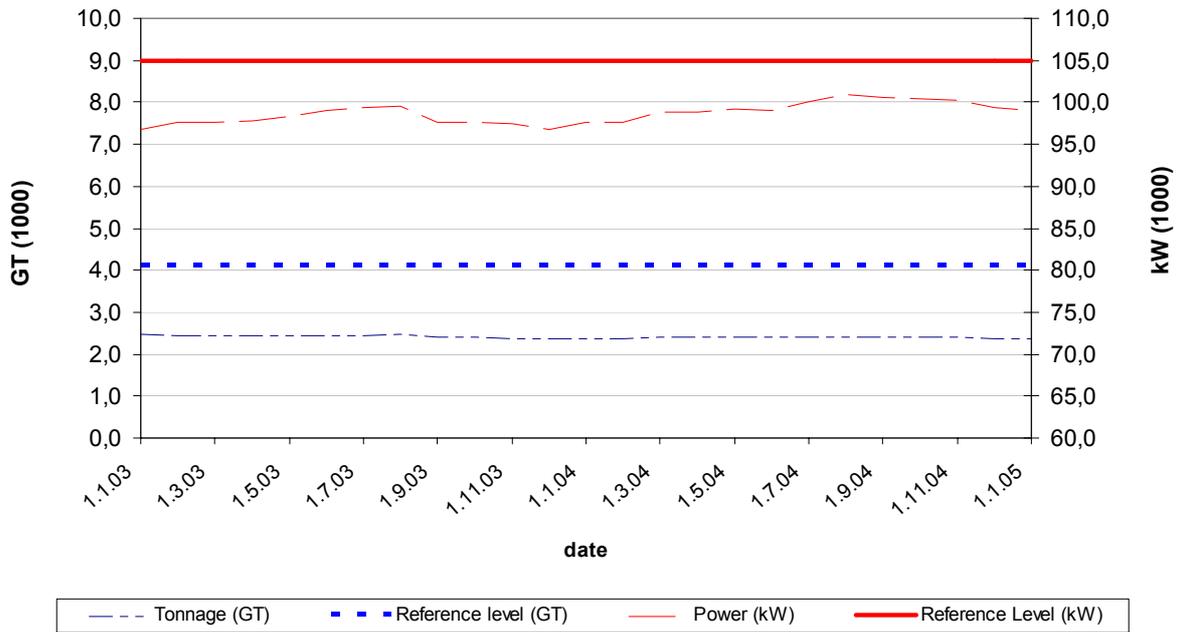


d) Management of capacity levels for outermost regions during 2004

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

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

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

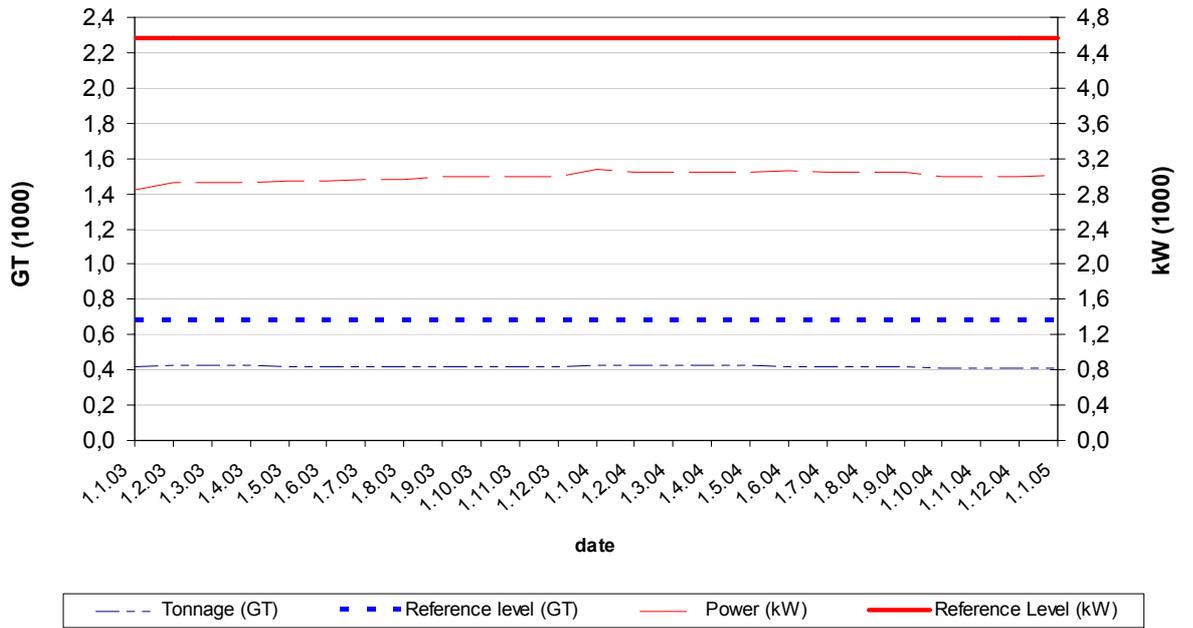


d) Management of capacity levels for outermost regions during 2004

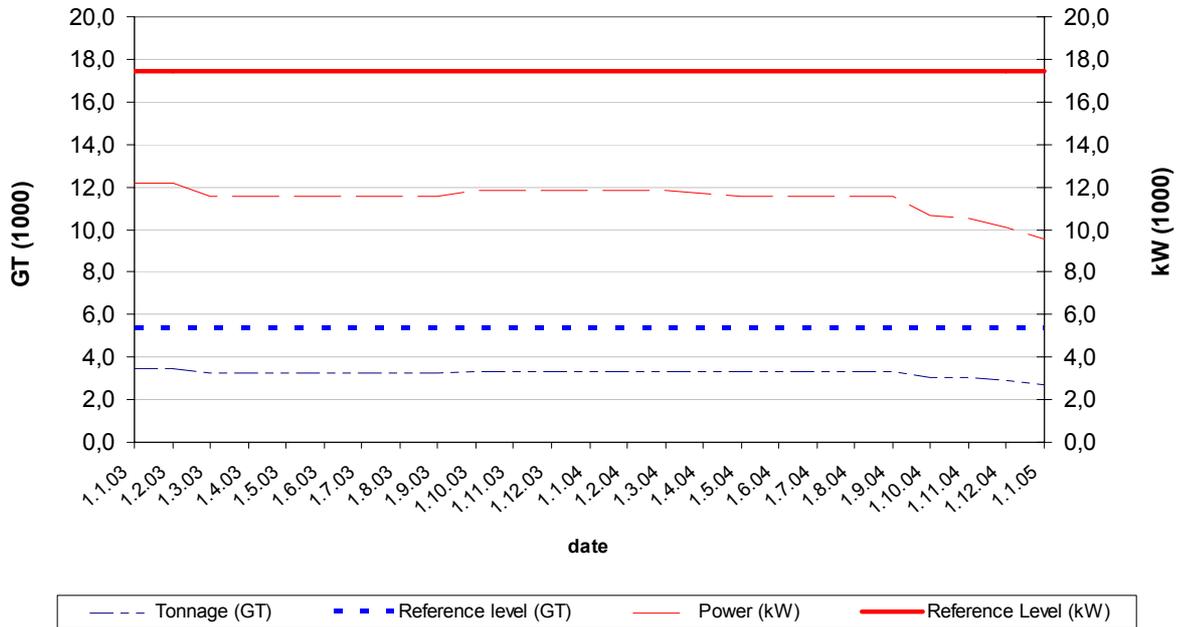
Madeira (Portugal)		4K6 Demersal species. Length < 12 m		4K7 Demersal and pelagic species. Length > 12 m		4K8 Pelagic species. Seine. Length > 12 m	
		GT	kW	GT	kW	GT	kW
1	Reference level on 1-1-2003	680	4.574	5.354	17.414	253	1.170
2	Capacity of the fleet on 1 January 2003	415	2.843	3.441	12.154	193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

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

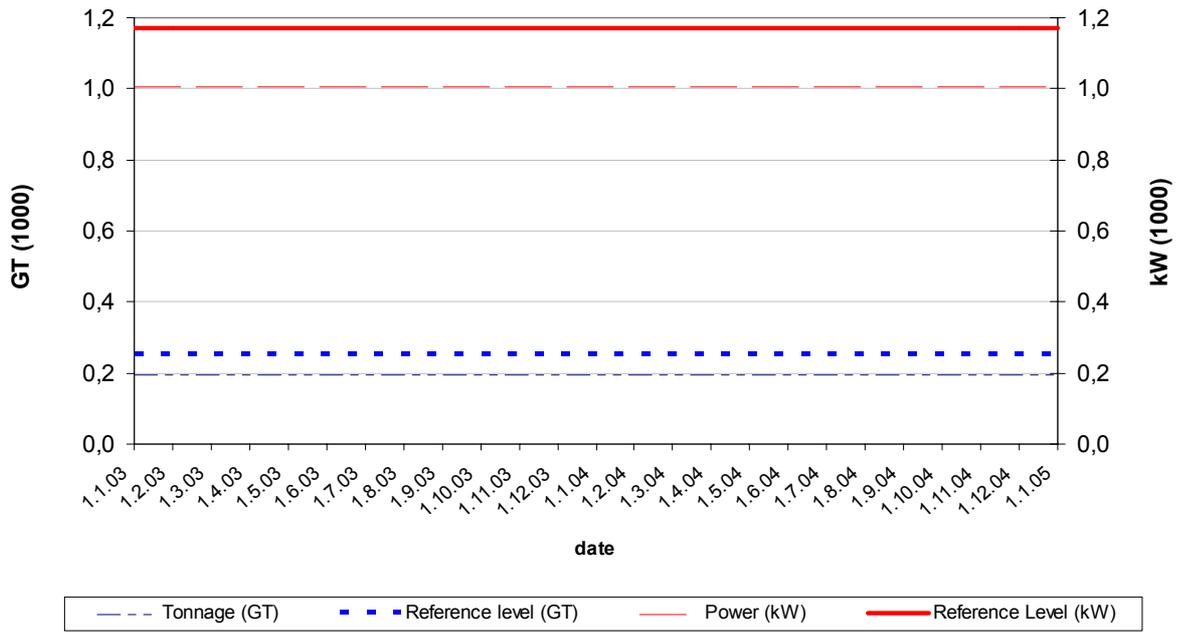
**Madeira. Vessels under 12 m in length Demersal species (Segment 4K6)
Evolution of its capacity compared to the reference levels.**



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



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

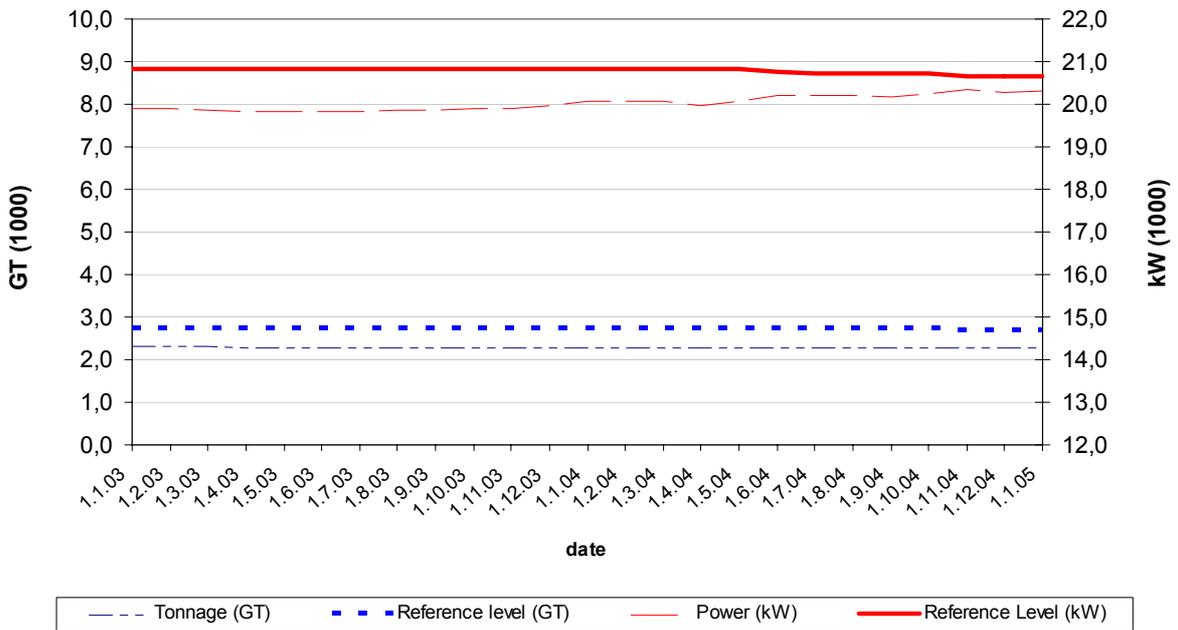


d) Management of capacity levels for outermost regions during 2004

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

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

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



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

