



COMMISSION OF THE EUROPEAN COMMUNITIES

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

**on the intermediate results of the multi-annual guidance programmes for the fishing fleets
at 30 June 2002**

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EXECUTIVE SUMMARY

The purpose of this report¹ is to report on the situation at 30 June 2002 on the various fleet segments of the Member States subject to fourth generation multi-annual guidance programmes (MAGP IV) in the light of the intermediate targets fixed for those segments at that date.

This information will ensure that public aid schemes for the fishing fleets are correctly and transparently implemented. As of 1 July 2002, aid may no longer be granted under the MAGP IV for the construction of new vessels in fleet segments which have not met their targets by that date.

In this report, the Commission therefore explains how the intermediate targets for 30 June 2002 have been calculated for each fleet segment and then compared to the actual situation of each section at that date as evidenced by the Community register of fishing vessels. The calculations have been applied only to the targets expressed in terms of capacity (GT and kW), since the fishing effort targets (GT x days and kW x days) can only be expressed for complete years because of the seasonal nature of fishing activities.

The results are as follows:

- At 30 June 2002, all countries had met their overall intermediate target for kW².
- Only Denmark, Spain, Portugal, Ireland and Finland have met their kW targets in all segments of their fleets.

Belgium, Germany, France, the United Kingdom, Greece, Italy, the Netherlands and Sweden have therefore had to suspend their aid schemes for the construction and modernisation of their fleets for one or more segments.

¹ Under Articles 6a and 6b introduced into the fourth-generation programmes by Decision 2002/652/EC (OJ L 215 du 10.08.2002, p. 23), prolonging the multi-annual guidance programmes until 31 December 2002.

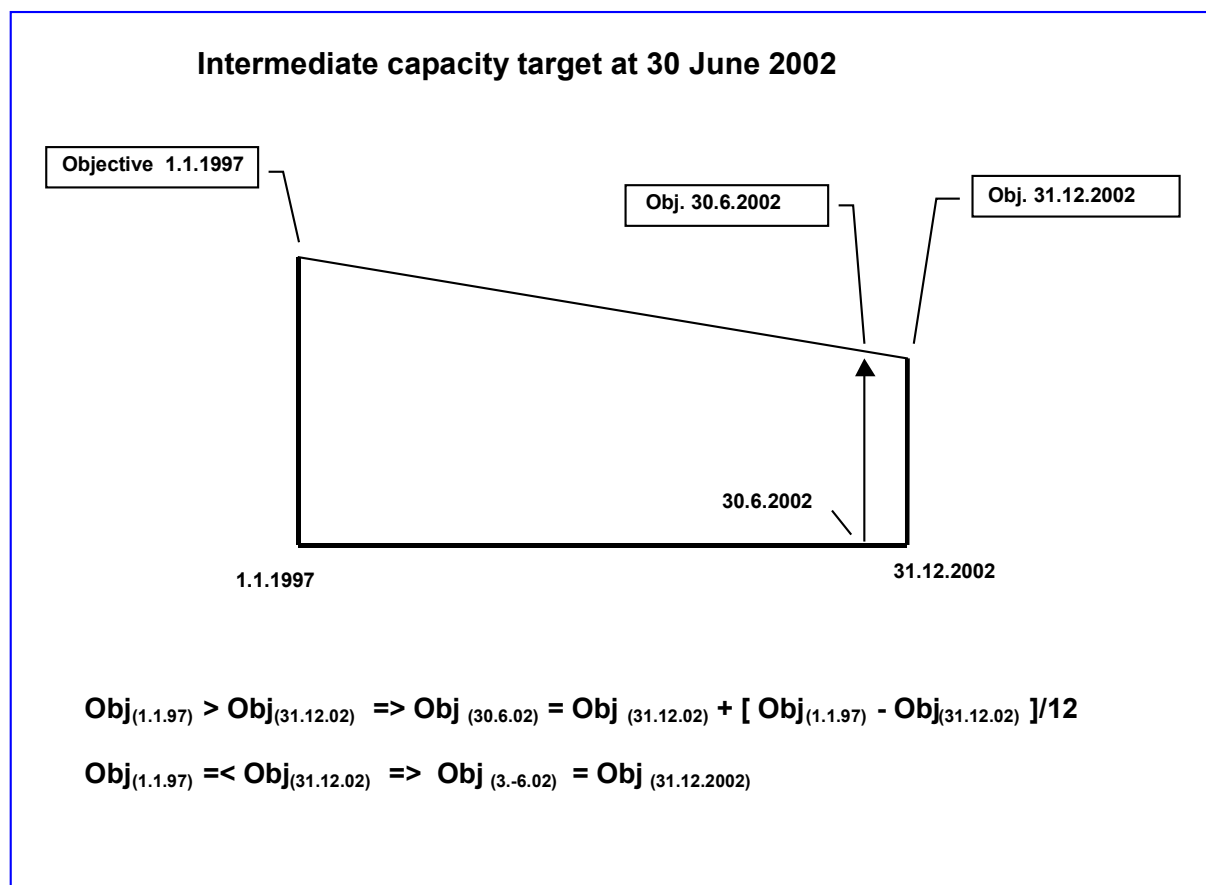
² The assessment of MAGP IV outcomes in GT will be uncertain until completion of the remeasuring of fleets, scheduled for 2003. The reference to kW is therefore the only one possible.

INTRODUCTION

For each Member State in the Community, a multi-annual guidance programme (MAGP) fixes objectives for reducing the size of the fishing fleet in order to bring fishing effort into line with available resources. The fourth generation of MAGPs, adopted in December 1997³, fix targets for the period 1997-2001. This period was extended by Council Decision⁴ until the end of 2002.

Setting the intermediate targets

Article 6a introduced by the Commission Decision 2002/652/EC prolonging the MAGPs until December 31 2002⁵ states: "*The Commission shall draw up, on the basis of the information shown at 30 June 2002 in the Community register of fishing vessels, a document setting out for each fleet segment of each Member State the differences between capacity expressed in GT tonnage and kW on that date and the intermediate targets, calculated for the individual segments as the arithmetic mean of the targets for the fifth and sixth years of the programme.*" The following figure shows how this calculation is made for each fleet segment and for the overall target:



³ Commission Decisions 98/119/EC to 98/131/EC (OJ L 39, 12.2.98, pp. 1-84).

⁴ OJ L 31, 1.2.2002, p. 77.

⁵ OJ L 215 du 10.08.2002, p. 23.

According to Article 6b introduced by the same Commission Decision 2002/652/EC, the scope of this exercise is restricted to comparing the situations and targets of the fleets measured in capacity.

For the purposes of the MAGP, the capacity of a vessel is defined as its tonnage in gross tonnes (GT) or its propulsion power in kW.

Remeasurement of tonnage

The tonnage targets of the MAGP III (1992-96) were expressed in gross registered tonnes (GRT), though in almost all Member States a mixture of tonnage measurements were used to measure capacity, some vessels being measured in GRT, others in GT and others in nationally defined units of tonnage.

Council Regulation (EC) No 3259/94⁶ and Commission Decision 95/84/EC⁷ were adopted in order to harmonise tonnage measurements, requiring that all fishing vessels be measured in GT. They also simplify the definition of GT for vessels less than 15 metres in length overall and specify formulae to estimate the GT of vessels between 15 and 24 metres length pending full remeasurement.

As agreed with the Member States, the tonnage targets were converted to units of GT when the MAGP IV was adopted. However, some Member States had made little progress in remeasuring their fleets at the time of adoption, so the targets, although nominally in units of GT, remained a mixture of GT, GRT and national units.

Member States have until the end of 2003 to complete the remeasurement of their fleets in units of GT. As this remeasurement progresses, the estimates of GT are replaced by real values in the fleet register. This inevitably alters the comparability of the situation and the targets that were fixed for tonnage. Strictly speaking the tonnage targets should be recalculated every time a vessel is remeasured. However, for practical reasons the targets are reviewed only periodically. In the meantime there will always be some degree of uncertainty when comparing the actual situation of the fleet with the tonnage targets.

This report takes definitive account of the effect of remeasuring for all segments of the fleet for Belgium and Finland.

⁶ OJ L 339, 29.12.1994, p. 11.

⁷ OJ L 67, 25.3.1995, p.33.

FISHING VESSEL REGISTER

The multi-annual guidance programmes are monitored using the declarations to the fishing vessel register of the Community. The register contains information on the physical characteristics of the approximately 100 000 commercial fishing vessels in the EU fleets, together with information on the MAGP segment to which each vessel belongs. It thus provides the reference data on the fleet for all aspects of the common fisheries policy.

Previous reports on the results of the MAGP sometimes showed up large discrepancies between the information contained in the fishing vessel register and data supplied by the Member States in their annual national reports. One of the reasons for these discrepancies was that the declarations from the Member States were screened for errors before being accepted into the database. A rejected or suspect declaration was returned to the Member State for correction or checking. This was intended to ensure the reliability of the register, but in practice often led to a divergence between the data in national registers and those in the Community register.

The procedures have now been changed. Member States now have direct access to their own data in the Community fishing vessel register via the Internet using the FRONT (Fleet Register on the Net) application. This means that the national authorities can make immediate corrections if the data in the Community register begin to diverge from those in the national database. In view of this, the capacity figures used in this report are based on the information from the Community fleet register. However some inconsistencies can still be found in the fishing vessel register information, the most important of these being the fact that some vessels do not have a valid MAGP segment code. In the tables that follow, these vessels have been included as unclassified. The Commission departments are working in cooperation with the Member States concerned to rectify this.

GLOBAL RESULTS

The table *Comparison of the actual situation and the overall intermediate target for each Member State at 30 June 2002* shows how the percentages for tonnage and power have changed between 1 January 1997 and 30 June 2002.

The * placed next to the tonnage heading (GT*) indicates that the totals are a mix of GT and GRT values. In order to find the total, the GT value is taken first, whether it is the measured value or an estimate. When GT is not available the GRT value is used.

Compliance with capacity objectives

The following table uses the data from the Community fishing vessel register to summarise the evolution of the entire Community fleet since the start of the MAGP IV. The shaded columns show the Member States that had not met their targets laid 30 June 2002.

Since 1 January 1997 the fleet has been reduced by approximately 7.6% in power. In tonnage, the difference would appear to be 3.5%, but this value remains uncertain until the fleet remeasuring has been completed.

Comparison of the actual situation and the overall intermediate target for each Member State at 30 June 2002

Country code	GT*					kW				
	Situation 1.1.1997	(1) Situation 30.6.2002	Trend in tonnage 1.1.1997 - 30.6.2002	(2) Targets 30.6.2002	(1) / (2)	Situation 1.1.1997	(1) Situation 30.6.2002	Trend in power 1.1.1997 - 30.6.2002	(2) Targets 30.6.2002	(1) / (2)
BEL	22 527	24 194	7.4%	23 260	104.0%	63 540	66 863	5.2%	67 857	98.5%
DEU	70 161	67 113	-4.3%	81 606	82.2%	161 899	158 244	-2.3%	168 478	93.9%
DNK	97 812	101 081	3.3%	133 270	75.8%	393 183	363 202	-7.6%	461 507	78.7%
ESP	603 552	527 268	-12.6%	784 779	67.2%	1 538 065	1 288 236	-16.2%	1 798 075	71.6%
FIN	23 341	19 736	-15.4%	23 315	84.6%	218 379	191 233	-12.4%	216 915	88.2%
FRA	198 026	228 065	15.2%	254 779	89.5%	988 087	1 096 469	11.0%	1 158 856	94.6%
GBR	251 256	242 707	-3.4%	269 937	89.9%	1 050 890	914 158	-13.0%	1 065 878	85.8%
GRC	111 118	109 303	-1.6%	119 961	91.1%	669 424	634 921	-5.2%	653 835	97.1%
IRL	60 264	68 189	13.2%	83 727	81.4%	189 847	193 153	1.7%	216 862	89.1%
ITA	249 650	217 960	-12.7%	230 036	94.8%	1 491 983	1 312 797	-12.0%	1 340 393	97.9%
NLD	159 741	180 063	12.7%	145 663	123.6%	457 469	418 945	-8.4%	425 399	98.5%
PRT	123 500	116 968	-5.3%	195 337	59.9%	393 199	403 245	2.6%	495 096	81.4%
SWE	49 822	46 982	-5.7%	51 523	91.2%	256 421	231 286	-9.8%	261 429	88.5%
EC	2 020 770	1 949 629	-3.5%	2 397 193	81.3%	7 872 386	7 272 752	-7.6%	8 330 580	87.3%

The figures are given in bold italic type where the targets have not been met. It should be noted that the tonnage targets have not been revised to take account of the effects of remeasurement in units of GT, so the comparisons between the actual situation and the targets are uncertain, except in the case of Belgium and Finland, for which the remeasurement has been definitively taken into account.

The shaded countries are those for which the targets have not been met.

(*) The vessels based in the French overseas departments (representing about 17 000 GT and 100 000 kW) have not been included in this table since no accurate figures were available for the situation of this part of the French fleet for 1 January 1997.

Segments for which the intermediate targets were met at 30.6.2002.

Member State	Number of segments in which the targets have been achieved against total number of segments	
	GT*	kW
Belgium	1/2	1/2
Germany	6/7	6/7
Denmark.	4/4	4/4
Spain	7/7	7/7
Finland	4/4	4/4
France	15/21	19/21
United Kingdom	7/8	7/8
Greece	4/6	5/6
Ireland	2/3	3/3
Italy	8/11	7/11
Netherlands	5/7	4/7
Portugal	10/10	10/10
Sweden	5/6	5/6

The shaded countries are those for which the targets have not been met in some segments.

RESULTS BY MEMBER STATE

The following tables summarise the intermediate results of the MAGP IV at 30 June 2002 for each of the Member States.

They show the capacity targets at 30 June 2002 as against the actual situation of the fleet according to the Community fishing vessel register at that date.

BEL**Belgium***Situation of the fleet*

Segment code	Segment	Number of vessels	Tonnage (GT)			Power (kW)		
			GT	Target 30.6.2002	% situation / Target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4A1	Beam trawlers	124	23 279	21 957	106.0%	64 910	63 987	101.4%
4A2	Demersal trawlers	6	915	1 303	70.2%	1 953	3 870	50.5%
	Total	130	24 194	23 260	104.0%	66 863	67 857	98.5%

Bold italic type indicates that the targets have not been met.

The tonnage targets in GT for segments 4A1 and 4A2 are definitive. They will not be subsequently adjusted to take account of the remeasurement of the fleet.

DEU

Germany

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage (GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4C1	Small-scale coastal fishing vessels <12 m	1 709	3 887	4 842	80.3%	30 820	31 433	98.0%
4C2	Passive gear > 12 m	26	1 813	2 146	84.5%	5 232	5 802	90.2%
4C3	Trawlers	128	9 388	11 547	81.3%	30 964	31 377	98.7%
4C4	Beam trawlers	7	1 800	2 263	79.5%	6 303	6 759	93.3%
4C5	Beam trawlers (list I and II)	291	12 404	10 808	114.8%	49 252	47 082	104.6%
4C6	Trawlers	3	18 105	18 356	98.6%	12 841	12 841	100.0%
4C7	Trawlers	9	19 716	31 644	62.3%	22 832	33 184	68.8%
	Total	2 173	67 113	81 606	82.2%	158 244	168 478	93.9%

Bold italic type indicates that the targets have not been met. It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

For segments 4C4, 4C6 and 4C7, the tonnage targets in GT are definitive. They will not be subsequently adjusted to take account of the remeasurement of the fleet.

DNK

Denmark

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4B1	Small-scale coastal fishing vessels <12 m	2 732	7 533	10 902	69.1%	67 637	92 429	73.2%
4B2	Netters	168	5 137	8 982	57.2%	26 859	35 384	75.9%
4B3	Trawlers and seiners (Danish seine)	988	75 624	101 753	74.3%	239 898	311 564	77.0%
4B4	Purse seiners and pelagic trawlers	11	8 629	11 633	74.2%	16 999	22 130	76.8%
NC	Unclassified	69	4 158			11 809		
	Total	3 968	101 081	133 270	75.8%	363 202	461 507	78.7%

It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

The tonnage target in GT for segment 4B4 is definitive. It will not be subsequently adjusted to take account of the remeasurement of the fleet.

ESP**Spain***Situation of the fleet*

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4E1	Artisanal <12 m	10 968	20 985	33 883	61.9%	185 353	283 196	65.5%
4E2	Trawlers	1 520	130 998	153 646	85.3%	344 732	421 885	81.7%
4E3	Fixed gear	1 073	50 556	57 822	87.4%	144 903	147 910	98.0%
4E4	Purse seiners	778	46 753	51 718	90.4%	167 135	171 408	97.5%
4E5	Trawl and mobile gear	403	147 686	334 513	44.1%	240 893	517 173	46.6%
4E6	Fixed gear	285	53 115	57 254	92.8%	91 139	118 370	77.0%
4E7	Tuna fleet	39	77 175	95 943	80.4%	114 081	138 133	82.6%
	Total	15 066	527 268	784 779	67.2%	1 288 236	1 798 075	71.6%

It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

The tonnage target in GT for segment 4E7 is definitive. It will not be subsequently adjusted to take account of the remeasurement of the fleet.

FIN**Finland***Situation of the fleet*

Segment code	Segment	Number of vessels	Tonnage (GT)			Power (kW)		
			GT	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4L1	Small-scale coastal fishing vessels <12 m	3 366	8 361	10 100	82.8%	129 798	142 110	91.3%
4L2	Trawlers	178	9 236	10 470	88.2%	48 592	58 031	83.7%
4L3	Trawlers	3	449	571	78.6%	1 287	1 638	78.6%
4L4	Passive gear	60	1 690	2 174	77.7%	11 556	15 136	76.3%
	Total	3 607	19 736	23 315	84.6%	191 233	216 915	88.2%

For segments 4L1, 4L2, 4L3 and 4L4, the tonnage targets in GT are definitive. They will not be subsequently adjusted to take account of the remeasurement of the fleet.

FRA

France

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4F1	Small-scale coastal fishing vessels <12 m	2 063	9 784	9 583	102.1%	163 126	164 874	98.9%
4F2	Trawlers < 30 m	1 549	78 877	81 336	97.0%	361 544	336 286	107.5%
4F3	Trawlers >30 m	70	38 754	47 350	81.8%	73 032	85 388	85.5%
4F4	Non-trawlers 12-25 m	239	13 461	12 948	104.0%	59 568	61 640	96.6%
4F5	Non-trawlers > 25 m	9	2 545	1 104	230.5%	5 821	2 492	233.6%
4F6	Pelagic trawlers > 50 m	3	6 803	6 804	100.0%	8 580	8 580	100.0%
4F7	Small-scale specialised	1 475	4 230	4 062	104.1%	90 412	99 722	90.7%
4F8	Trawlers	140	10 160	9 397	108.1%	41 702	43 144	96.7%
4F9	Seiners, Mediterranean	43	6 072	5 540	109.6%	24 867	25 965	95.8%
4FA	Dakar pole & line vessels	5	1 265	1 744	72.5%	2 744	3 935	69.7%
4FB	Seiners International waters	27	39 922	46 630	85.6%	71 662	87 494	81.9%
4FC	Réunion < 12 m	251	376	1 000	37.6%	12 238	15 000	81.6%
4FD	Réunion - Tuna vessels	34	1 746	4 400	39.7%	8 361	11 000	76.0%
4FE	Réunion - others > 12 m	3	2 358	4 055	58.2%	2 934	8 110	36.2%
4FF	Guiana < 12 m	63	264	400	66.0%	3 537	5 250	67.4%
4FG	Guiana - Shrimp vessels	54	6 065	6 526	92.9%	17 394	19 726	88.2%
4FH	Guiana - Offshore vessels	4	242	3 500	6.9%	905	5 000	18.1%

4FJ	Martinique < 12 m	1 012	1 917	2 800	68.5%	53 276	65 500	81.3%
4FK	Martinique > 12 m	8	733	1 000	73.3%	2 621	3 000	87.4%
4FL	Guadeloupe < 12 m	871	2 327	4 100	56.8%	91 609	105 000	87.2%
4FM	Guadeloupe > 12 m	2	164	500	32.8%	536	1 750	30.6%
	Total	7 925	228 065	254 779	89.5%	1 096 469	1 158 856	94.6%

Bold italic type indicates that the targets have not been met. It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

For segments 4F5 and 4F6, the tonnage targets in GT are definitive. They will not be subsequently adjusted to take account of the remeasurement of the fleet.

GBR

United Kingdom

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4N1	Small-scale coastal fishing vessels <10 m	5 481	19 302	21 721	88.9%	273 220	286 154	95.5%
4N2	Pelagic trawlers and purse seiners	42	44 604	38 731	115.2%	80 224	82 168	97.6%
4N3	Beam trawlers	108	22 418	27 395	81.8%	81 993	103 054	79.6%
4N4	Demersal trawlers, seiners and nephrops	1 026	100 689	134 059	75.1%	305 648	422 876	72.3%
4N5	Liners and netters	133	12 144	15 308	79.3%	34 283	61 206	56.0%
4N6	Shellfish - fixed	270	6 014	6 511	92.4%	36 437	35 757	101.9%
4N7	Shellfish - mobile	204	10 348	11 454	90.3%	43 754	50 922	85.9%
4N8	Distant water	10	14 280	14 758	96.8%	18 893	23 741	79.6%
NC	Unclassified	80	12 908			39 706		
	Total	7 354	242 707	269 937	89.9%	914 158	1 065 878	85.8%

Bold italic type indicates that the targets have not been met. It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

The tonnage target in GT for segment 4N8 is definitive. It will not be subsequently adjusted to take account of the remeasurement of the fleet.

GRC

Greece

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4D1	Small-scale coastal fishing vessels <12 m	18 143	35 875	36 884	97.3%	352 050	370 358	95.1%
4D2	Demersal species	363	27 710	24 927	111.2%	104 282	95 976	108.7%
4D3	Gri-gri	348	11 740	12 539	93.6%	60 237	63 445	94.9%
4D4	Sponges	8	66	175	37.7%	541	1 202	45.0%
4D5	> 12 m	976	12 992	12 974	100.1%	77 182	85 103	90.7%
4D6	Demersal species - international waters	53	19 270	32 462	59.4%	32 365	37 751	85.7%
NC	Unclassified	260	1 650			8 264		
	Total	20 151	109 303	119 961	91.1%	634 921	653 835	97.1%

Bold italic type indicates that the targets have not been met. It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

The tonnage target in GT for segment 4D4 is definitive. It will not be subsequently adjusted to take account of the remeasurement of the fleet.

IRL

Ireland

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4G1	Polyvalent	1 032	38 114	45 908	83.0%	140 401	162 876	86.2%
4G2	Pelagic trawlers and purse seiners	22	28 461	36 663	77.6%	45 911	47 873	95.9%
4G3	Beam trawlers	7	1 330	1 156	115.1%	5 875	6 113	96.1%
NC	Unclassified	32	284			966		
	Total	1 093	68 189	83 727	81.4%	193 153	216 862	89.1%

Bold italic type indicates that the targets have not been met. It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

ITA

Italy

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4H1	Small-scale coastal fishing vessels <12 m	4 536	8 297	10 704	77.5%	111 076	79 994	138.9%
4H2	Bottom trawlers	1 554	71 979	64 152	112.2%	325 862	312 437	104.3%
4H3	Pelagic trawlers	10	584	794	73.6%	3 102	4 749	65.3%
4H4	Small purse seiners	7 530	43 497	58 210	74.7%	400 286	453 129	88.3%
4H5	Hydraulic dredgers	734	9 532	9 802	97.2%	79 532	95 108	83.6%
4H6	Polyvalent	1 608	49 537	30 839	160.6%	271 881	199 385	136.4%
4H7	Bottom trawlers	101	11 186	8 025	139.4%	37 644	22 276	169.0%
4H8	Polyvalent non-trawlers	20	2 941	6 301	46.7%	10 861	23 696	45.8%
4H9	Tuna purse seiners	22	2 667	3 119	85.5%	11 374	11 931	95.3%
4HA	Swordfish fleet	193	3 781	8 858	42.7%	28 833	84 324	34.2%
4HB	Trawlers and purse seiners	23	12 799	29 232	43.8%	26 640	53 364	49.9%
NC	Unclassified	49	1 160			5 706		
	Total	16 380	217 960	230 036	94.8%	1 312 797	1 340 393	97.9%

Bold italic type indicates that the targets have not been met. It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

NLD

Netherlands

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4J1	Small-scale coastal fishing vessels <12 m	88	154	229	67.2%	2 029	1 968	103.1%
4J2	Pelagic trawlers	18	93 393	48 790	191.4%	103 547	62 475	165.7%
4J3	Cutters > 221 kW	161	64 366	71 488	90.0%	244 349	277 854	87.9%
4J4	Eurocutters <= 221 kW	180	12 976	13 427	96.6%	35 040	41 529	84.4%
4J5	Small vessels	80	176	213	82.6%	1 856	2 245	82.7%
4J6	Shrimp vessels	80	3 729	2 813	132.6%	15 015	10 318	145.5%
4J7	All gear	138	5 269	8 703	60.5%	17 109	29 010	59.0%
	Total	745	180 063	145 663	123.6%	418 945	425 399	98.5%

Bold italic type indicates that the targets have not been met. It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

For segments 4J2, 4J3 and 4J4, the tonnage targets in GT are definitive. They will not be subsequently adjusted to take account of the remeasurement of the fleet.

PRT

Portugal

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4K1	Small-scale coastal fishing vessels <12 m	7 562	10 018	15 774	63.5%	105 124	112 941	93.1%
4K2	Fixed gear >=12 m	499	21 940	29 426	74.6%	82 502	97 985	84.2%
4K3	Trawlers	111	19 926	20 854	95.6%	55 124	59 850	92.1%
4K4	Purse seiners	168	7 755	9 107	85.2%	38 308	40 111	95.5%
4K5	Polyvalent + trawler + small-scale coastal fishing vessels <12 m	52	40 060	96 922	41.3%	54 451	103 390	52.7%
4K6	Small-scale coastal fishing - Madeira < 12 m	442	480	680	70.6%	3 153	4 574	68.9%
4K7	Fixed gear >=12 m	53	3 958	5 354	73.9%	13 974	17 414	80.2%
4K8	Purse seiners	5	219	253	86.6%	965	1 170	82.5%
4K9	Small-scale coastal fishing vessels <12 m	1 502	2 239	2 721	82.3%	18 921	20 815	90.9%
4KA	Fixed gear >=12 m	119	10 372	14 246	72.8%	30 718	36 846	83.4%
NC	Unclassified	1	1			5		
Total		10 514	116 968	195 337	59.9%	403 245	495 096	81.4%

It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

SWE

Sweden

Situation of the fleet

Segment code	Segment	Number of vessels	Tonnage(GT*)			Power (kW)		
			GT*	Target 30.6.2002	% situation / target 30.6.2002	kW	Target 30.6.2002	% situation / target 30.6.2002
4M1	Small-scale coastal fishing vessels <12 m	1 428	5 529	7 974	69.3%	73 464	92 328	79.6%
4M2	Trawlers	61	4 586	5 709	80.3%	18 131	22 993	78.9%
4M3	Trawlers, purse seiners	124	23 812	23 305	102.2%	78 032	83 523	93.4%
4M4	Bottom trawlers	193	11 478	11 975	95.8%	52 662	49 741	105.9%
4M5	Passive gear vessels > 12 m (cod)	50	1 381	2 299	60.1%	7 909	11 616	68.1%
4M6	Passive gear vessels > 12 m (salmon)	6	195	261	74.7%	1 079	1 228	87.9%
NC	Unclassified	1	1			9		
	Total	1 863	46 982	51 523	91.2%	231 286	261 429	88.5%

It should be noted that the tonnage targets have not been revised to take into account the remeasurement in units of GT, so the comparisons between the situation and the targets are uncertain.

CONCLUSIONS

Between 1 January 1997 and 30 June 2002, the Community fleet was reduced by 71 141 GT and 599 634 kW, representing reductions in fleet capacity of approximately 3.5% and 7.6% respectively. The measurement of tonnage is inexact due to the progressive remeasurement of the fleet. At 30 June 2002 the Community fleet had over-fulfilled its targets, at 19% more than the final MAGP IV targets in terms of tonnage and 13% in terms of power.

Several Member States have failed to meet their targets in a few segments.

The aim of this report is to invite the Member States to take steps to remedy the situation where required and to suspend public aid schemes for fleet segments that have failed to comply with their targets, in accordance with Articles 9 and 10 of Regulation (EC) No 2792/1999⁸ and Article 6b introduced into the original fourth-generation programmes by the Commission Decision 2002/652/EC⁹ prolonging the multi-annual guidance programmes until 31 December 2001.

⁸ OJ L 337, 30.12.1999, p. 14.

⁹ OJ L 215 du 10.08.2002, p. 23.