



COMMISSION OF THE EUROPEAN COMMUNITIES

Brussels, 9.1.2007  
COM (2006) 872 final

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

**on Member States' efforts during 2005 to achieve a sustainable balance between fishing  
capacity and fishing opportunities**

{SEC(2006) 1799}

## TABLE OF CONTENTS

1. Introduction .....	4
2. Fleet Management in the reformed Common Fisheries Policy .....	4
3. Summary of Member States' annual reports .....	4
a) Description of the fleets in relation to the state of fisheries .....	5
b) Impact of effort reduction schemes on capacity .....	5
c) Strengths and weaknesses .....	10
d) Compliance with the entry-exit regime and with levels of reference .....	10
4. Conclusions from the Commission .....	11
Technical Annex 1 – Summary Tables and Graphs .....	13
a) Entry/Exit regime .....	13
b) Reference Levels (mainland fleet) .....	13
c) Management of fleet reference levels in the outermost regions .....	14
d) Measurement of tonnage .....	14
e) Community Fishing Fleet Register .....	14
Technical Annex 2 – Results by Member State (excluding outermost regions) .....	22
Belgium .....	26
Denmark .....	29
Germany .....	32
Estonia .....	35
Greece .....	37
Spain .....	40
France .....	43
Ireland .....	46
Italy .....	49
Cyprus .....	52
Latvia .....	54
Lithuania .....	56

Malta.....	58
The Netherlands .....	60
Poland.....	63
Portugal .....	65
Slovenia.....	68
Finland.....	70
Sweden .....	73
United Kingdom.....	77
Technical Annex 3 - Results of the outermost regions fleets managment.....	79

## 1. INTRODUCTION

Article 14 of Council Regulation (EC) No 2371/2002<sup>1</sup> and Article 12 of Commission Regulation (EC) No 1438/2003<sup>2</sup> 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. Member States' reports are available on the "Europa" web site<sup>3</sup>. On the basis of these reports and the data in the Community Fishing Fleet Register<sup>4</sup> the Commission produced for the year 2005 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) No1438/2003 on implementing rules for fleet policy;
- the second part shows the development of Member States' fleet capacities in 2005 in the form of numeric tables and graphs containing the relevant information on the management of entries and exits of vessels for each national fleet.

## 2. FLEET MANAGEMENT IN THE REFORMED COMMON FISHERIES POLICY

According 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 (see Technical Annex 1).

## 3. SUMMARY OF MEMBER STATES' ANNUAL REPORTS

This year again only ten Member States submitted their annual reports before the fixed deadline of 30 April 2006; remaining reports were delayed (for example, Italy or France submitted their reports months after the deadline). The United Kingdom did not submit an annual report. Furthermore, the information included in Member States' reports is not homogenous and sometimes the format/content of annual reports has not been respected. Additionally, several Member States again exceeded the maximum 10 page length of report and attached numerous annexes and explanatory tables.

As a consequence of the above mentioned inconsistencies, a common assessment of the Member States' reports was problematic and the Commission faced serious difficulties to respect its deadline (31 July 2006) for the submission of the summary report to the STECF and the Committee for Fisheries and Aquaculture.

---

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

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

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

<sup>4</sup> Commission Regulation (EC) No 26/2004 (OJ L 5 of 9 January 2004, p.25-35)

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

The Member States' annual reports provided a general description of the fishing fleets by number of vessels, capacity, target species and fishing areas. Furthermore, Member States used various segmentation systems; some kept the old MAGP IV segmentation, others applied their own national segmentation systems. Generally speaking the national fishing fleet segmentation is managed in the following way:

- the MAGP IV segmentation is used by Germany, France, Portugal, Finland and Ireland (with some additions);
- by vessels type/fishing gear/ overall length in Denmark and Cyprus;
- by overall length and fishing gear in Greece and Slovenia;
- by fishing gear in Belgium;
- by geographical fishing grounds and type of fishing vessels in Spain, Latvia, Lithuania and Poland;
- by overall length, fishing grounds, the fishing gear used and the species of fish caught in Estonia and Sweden (with exception of using fishing grounds as an indicator);
- is divided in two: aquaculture and mainland fleet (mainly cutters) segment in the Netherlands.

A number of Member States stressed that the small-scale coastal fisheries fleet (representing more than 80 % of the total Community fishing fleet) has a very important socio – economic impact on coastal communities. Better management and development of this sector is set as a priority task, for example, in Sweden and Greece.

Most of Member States in their reports tried to assess the balance between their fishing fleet capacity and available fishing opportunities. Various approaches were used to identify the correlations between available fish stocks and their fleets. Several Member States made analysis of the available fish stocks linked to the capacity changes in each of their fleet segments. Some Member States used a more socio-economic approach to evaluate their fishing fleet capacity developments.

In 2005 various measures were employed by Member States to reach a better balance between of available resources and fishing fleets: fleet capacity reductions, limitations of fishing days, restrictions on access to resources at national level, limitations of the number of fishing licences, allocation of fishing quotas, etc. All Member States reported a gradual reduction of fleet capacity, both in GT and in kW, in 2005, achieved mainly by means of decommissioning schemes.

### **b) Impact of effort reduction schemes on capacity**

As mentioned above different recovery measures and effort reduction schemes were applicable for Member States in 2005. All Member States fishing in the Kattegat, North Sea and Skagerrak, West of Scotland, Eastern Channel, Irish Sea, the Bay of Biscay, the Cantabrian Sea and Western Iberia and the Baltic Sea, were affected by the fishing effort reduction measures (some of them are laid down in Council Regulation (EC) No 27/2005<sup>5</sup>).

---

<sup>5</sup> Council Regulation (EC) No 27/2005 (OJ L 12, 14 January 2005, p. 1 – 151)

Generally, 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 a steady overall decrease in their fishing effort. Furthermore, Member States concerned reported that the decrease in their fishing effort has been achieved mainly by the application of various fishing effort limitation and decommissioning schemes, both at Community and at national level. Some Member States stated that the increase in fuel prices during 2005 also played a significant role in the reduction of their fishing effort. The following are some comments by Member States regarding fishing effort schemes in 2005:

Belgium: in 2005 fleet activities covered the North Sea, Western Waters and the Bay of Biscay, with restrictions imposed in accordance with Regulation 27/2005. In each of these areas the fleet faced a recovery or management plan (with the exception of the shrimp fleet). In addition, the Belgian system provides restrictions for a total number of permitted voyage days per vessel on an annual basis, covering all areas.

The available days-at-sea in the cod recovery area were perceived as a genuine restriction by certain vessels in the beam-trawl fleet. The total number of days at sea for the entire fleet was not exceeded because certain vessels under-used theirs. The restriction of voyage days did not result in the available quota not being fished.

Denmark: Impact of the cod recovery plan for the North Sea – 71,642 days at sea were used as opposed to 81,330 days at sea in 2004, a reduction of 12 %. The interaction between resource and fleet management in terms of TAC/quota restrictions and effort/capacity has been studied in a research project. The conclusion is that from an economic point-of-view, in which the economic performance of the fleet in the exploitation of the fish stocks is valued highly, the fleet size would have to decrease. In an analysis of 4 short term scenarios the number of vessels decreases substantially in all cases except when the activity of vessels (days at sea) is limited. In the long run, expected gain could be substantial with recovered stock. However, an equal gain could be achieved by a proper fleet management that compares to the fish stock management. Work to establish the actual balance between fleet size and fishing possibilities is continuing.

Germany: Owing to the small size of the fishing fleet, fishing effort reduction schemes had only a limited impact on fishing capacity, almost exclusively on Baltic Sea fishing. Within the context of the fleet management system to establish a sustainable balance between fishing capacity and available resources, the German fishing fleet must retain sufficient overall capacity to be able to use the quotas allocated to Germany. The development of the German fishing fleet shows that it has adapted both to the economic conditions established by the new CFP, and to the restricted availability of resources. This is why the German authorities did not need to take action on the development of the fleet.

Estonia: follows TAC reduction for cod in the Baltic Sea and the Rebuilding plan in the Northwest Atlantic Fisheries Organization according to Council Regulation (EC) No 27/2005.

Greece: no multiannual management and stock recovery plans were applied due to the absence of such plans for the Mediterranean fisheries, while the application of readjustment measures for fleet capacity and fishing possibilities under Council Regulation (EC) No 2792/1999 and 2369/2002, continued in the framework of the Operational Programme for Fisheries.

Spain: maintained the approach to fleet renewal and modernisation initiated in 2003, in accordance with the provisions of Regulation 2371/2002. In this way, the management of entrances and exits has made it possible to maintain a slight reduction in the fleet's capacity and, consequently, in its overall fishing effort.

During 2005, two national-scale plans were implemented in the Gulf of Cadiz fishing ground. These relate to the recovery and sustainable management of trawling and purse-seining fisheries respectively, and essentially contain measures to reduce effort. By limiting the number of days', it has been possible to reduce fishing effort by approximately 32% on previous years.

France: The capacity of the French continental fleet remained stable during 2005; no public aid was granted for decommissioning during 2005. A new decommissioning scheme is foreseen in 2006 aimed at the fleet targeting overexploited fisheries. The fishing effort limitations adopted in the framework of recovery plans or under the provisions of Annex IV to the TAC and quota regulation concern some 850 vessels; no capacity reduction has taken place during 2005 as a result of these measures.

Ireland: the Irish fisheries coming within the scope of stock recovery plans are of a highly mixed nature. As a result it is difficult to gauge the impact on fishing capacity of fishing effort reduction schemes. To comply with Council Regulation (EC) No 27/2005 Ireland introduced a system whereby fishing vessels fishing in the specified areas and using specified fishing gears were obliged to complete an "Official Days at Sea Declaration form". In addition to effort measures associated with the multi-annual recovery plan for cod in the Irish Sea and to the West of Scotland there is also the general effort control mechanism applicable to demersal species generally (as well as crab and scallops) in all waters around Ireland. Ireland monitored the effort levels in these fisheries and introduced management measures in order to keep the fleet within the effort allocations.

In 2005 the Irish Marine Minister launched a new scheme to remove up to 25% of the older, larger and more active vessels in the demersal (polyvalent and beam trawl) sectors of the fleet and also to remove excess capacity in the scallop fleet. 22 vessels (2 464 GT and 7 742 kW in total) left the fleet under this scheme in 2005.

Italy: the downward trend in landings recorded in 2005 is attributable to the reduction in both the number of vessels and the level of activity. In this connection it should be recalled that fuel prices have had a major impact on the total number of days of fishing, with many operators having to change their fishing strategy, i.e. limit their fishing effort in order to contain operating costs. In 2005 the plan to reduce fishing capacity with the help of public aid has, as in previous years, produced good results. Although it has not affected the assessment regarding compliance with the entry/exit scheme, there has been an appreciable reduction in fishing effort in Italian waters in absolute terms.

Cyprus: two bottom trawlers were scrapped and two vessels were reassigned to local museums. In total 2 864 GT 5 423 kW were permanently withdrawn from the fleet.

Latvia: during 2005, 31 vessels were scrapped with public aid; all these vessels were withdrawn from the Baltic Sea fleet. The main reason why owners of these vessels applied for decommissioning is because of poor condition of fish stocks in the Baltic Sea. Particularly cod stocks are in a very poor situation, therefore the majority of decommissioned vessels were cod fishing vessels. Another important reason for scrapping was the old age and poor

technical performance of the vessels, as well as the large increase in fuel costs and other costs for fishing operations.

The overall impact of the fishing effort reduction scheme as well as the reduction of Latvian fishing fleet through vessels exported or scrapped without public aid, produced the reduction of cod fishing vessels capacity by 11%. Since 1 May 2004 this reduction of capacity positively affects the cod stocks as well as reproduction of this the most important stock in the Baltic Sea.

Lithuania: in 2005 the capacity of the fishing vessels operating in the Baltic Sea and along its coast, in comparison with the year 2004, was reduced by 1 576 GT and 3 104 kW - this was achieved by scrapping vessels with public aid. A 22% reduction of the fishing capacities of vessels fishing in the Baltic Sea led to an increase in fishing quotas for the remaining fishing vessels.

Malta: In general the seasonality and fishing patterns during 2005 remained the same as in previous years with no indication of an increase in fishing effort in any fishery. No fishing effort reduction schemes were implemented and no impact on fishing capacity can be reported. The management of Maltese fisheries was undertaken in compliance with Council Regulation 813/2004, which established effort control measures for waters around Malta. The status of resources exploited by the Maltese fishing fleet is such that a reduction in fishing capacity is not required.

The Netherlands: There has been a worrying situation in the Dutch cutter sector for years, with reduced quotas and greatly increased costs. Plaice catch opportunities; in particular, have declined greatly in the past few years. Therefore, the authorities and the fishing industry have developed a number of initiatives to reduce the pressure on plaice stocks. One of these is to decommission part of the fleet and thus permanently reduce catching capacity. This has brought capacity closer to equilibrium with catch opportunities and is helping plaice stocks to recover. Another consequence is better financial prospects for the remaining fishermen, given that there are more catch opportunities per vessel.

In September 2005 the sea fishing capacity reduction regulation came into force - as a result 29 vessels were decommissioned, in total 36 092 kW and 8 982 GT. Partly as a result of this regulation there was a reduction in the cutter fleet which helped to strike a healthier balance between the fleet and existing fishing opportunities. In 2005 Dutch cutter fleet kW days in the North Sea recovery plan area were reduced by 15 % compared to 2004. As far as the rest of the fleet is concerned, its size can be justified in terms of the current size and situation of fish stocks. The realised capacity reduction and the reduction in the capacity utilised in 2005 have created a healthier balance between stocks size and fleet size.

Poland: launched a fishing effort reduction scheme mainly because of the severe overcapacity in cod fisheries in the Baltic Sea as well as on account of low profitability. During the year 2005, 270 vessels have been scrapped or have changed activities, with permanent withdrawal of fishing capacity amounting to 15 564 GT and 42 237 kW.

Portugal: the fleet has been affected by the following effort limitations: for seining (sardine), the Southern Hake recovery plan (Council Regulation (EC) No 27/2005), the Greenland Halibut Recovery Plan in NAFO and Deep-sea species regulations. For the latter, Portugal has used a licensing system to limit the access of vessels to deep-sea fishing. 34 proposals for



reductions were approved in 2005 with 25 vessels already scrapped during the year in the mainland fleet segment, representing a reduction of 5 011 GT and 10 123 kW.

Slovenia: cannot report on any impacts on the fishing capacity arising from effort reduction schemes since management or recovery plans have not yet been introduced for fisheries in the Mediterranean. At the same time there are no decommissioning or withdrawal schemes for the fishing vessels.

Finland: a special fishing capacity reduction scheme was elaborated. This was due to the recognized overcapacity in herring and sprat fisheries as well as the driftnet ban in Baltic Sea. Finland undertook this capacity reduction scheme concerning pelagic trawlers and passive gear vessels segments. 1,378 GT and 6,025 kW have been withdrawn with public aid.

The effort of the pelagic fleet has decreased considerably – by approximately 15 % over 2003-2005. Fishing with towed gears and static gears targeting demersal species (mainly cod) has decreased heavily in 2005 - about 79 % - however, this concerns only a small catch and a few vessels. The effort in fisheries targeting salmon, trout and freshwater species has decreased by the greatest extent in recent years: about 88 %.

Sweden: under the multi-annual management and recovery plans introduced in the North Sea, Skagerrak and Kattegat fishing capacity has been gradually reduced as a result of smaller TAC's and fewer days at sea. National rules involving adjustments to the trawl limit, introduction of compulsory size-selective trawls and restriction of coastal trawl and seine fishing, have further reduced capacity. The special Baltic cod fishing licences have restricted the capacity for that type of fishery.

In view of the serious stock situation for groundfish species in the Kattegat and Skagerrak and taking account of coastal fishing with static gear, fishing opportunities have been restricted within the 'trawl limit' in coastal areas. The restrictions meant that purse seine fishing was banned in two more fjord systems. Time restrictions have been imposed on purse seine fishing under lights. Fishing opportunities for pelagic herring fishing have also been restricted and the largest of the pelagic vessels are no longer allowed to have a licence for coastal fishing. Pelagic trawl fishing has been banned in areas of particular importance to pot fishermen.

To sum up, the majority of Member States confirmed that existing fishing effort reduction schemes have generally led to good results and helped to achieve a better balance between fishing capacity and fishing opportunities. Furthermore some Member States indicated that capacity and fishing effort reduction measures should be enhanced in future.

For example, Belgium noted that their fishermen have known for a long time that fish stocks are not at the same level as ten years ago. They accept that action is therefore needed to make fish stocks less vulnerable and that the fleet has to be trimmed so that the survivors can keep fishing sustainable and in an economically viable manner. However, the restrictions resulting from recovery or management plans need to demonstrably bear fruit in the short to medium term if they are to remain credible and acceptable to the fishermen. A study in Belgium indicated that 10 000 kW (15% of current fleet capacity) should be taken out of the Belgian fleet in order to help it to break even in the short term on the basis of the current cost structure and catch opportunities.

In the same manner Sweden suggested that further capacity reduction is desirable for the purpose of achieving a balance between capacity and opportunities. This is also a prerequisite for creating long-term viability in the fishing fleet. Fish stocks will probably remain at the same level for the next few years so continued reduction of fleet size can be expected. It is also important to combine fleet management with other measures to create a balance between fishing capacity and resources such as, for example, measures targeting the distribution of quotas and fishing opportunities and effort and gear restrictions.

### **c) Strengths and weaknesses**

The entry-exit regime has been followed by all Member States. In most cases the national fleet registers data were successfully reported to the Commission in accordance with the Regulation 26/2004. However, a few organisational and data processing difficulties remained; this is mainly due to limited administrative capacity in some Member States. Despite these difficulties, the quality of the data sent to the Commission by Member States' significantly improved during 2005. One of the important tasks was an ongoing process of Fleet Register data cross-checking and verification of "warnings".

Almost all Member States in 2005 had functional integrated fisheries information systems, often comprising various software applications (fleet register, capacity management, licences, landings, available quotas, catch reporting, etc.). In 2005 new versions of integrated fisheries IT systems were launched in Ireland and Sweden. Slovenia also had worked on introducing an integrated fisheries information system. These systems in most cases link several administrative bodies as well as central administrative bodies with the local ones, and thus considerably strengthen national fishing fleet administrations. Additionally, Member States claimed that their national registers are accurate, complete and up-to date.

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

All Member States in their reports stated that they fully comply with existing entry – exit rules. Compliance with the entry-exit regime and with the reference levels (if applicable) at the end of 2005 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 based on the CFR data provide overall information on compliance for the Community and also by Member State.

#### **4. CONCLUSIONS FROM THE COMMISSION**

The quality of the reports submitted by Member States has improved compared to that of 2004. Some Member States provided very detailed reports, whose content exceeded the information they were obliged to provide. Nevertheless, other Member States did not respect the submission deadline or the requirements in terms of format and content established in Article 13 of Commission Regulation (EC) No 1438/2003; at the time this report was drafted the United Kingdom had not submitted its annual report.

Member States emphasised in their reports the implementation of the national fleet management regime but the assessment of the balance between fishing fleet capacity and available fishing opportunities is more complete than in previous reports.

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

According to the Community Fleet Register the three-year period during 2003 – 2005, the overall capacity of the Community fleet of the EU-15 Member States was reduced by 117,000 GT and 499,000 kW, which represents a net reduction of 6.27 % of the tonnage and 7.28 % of the power of the EU-15 fleet. The net reduction during 2005 was of approximately 50,000 GT, while it was of 23,000 GT in 2004 and 44,000 GT in 2003. These reductions appear to be relatively small, if one considers the high levels of fishing pressure in most Community fisheries, particularly for demersal species.

In the new Member States, starting from 1 May 2004, fleet capacity has been reduced by 41,000 GT and 101,000 kW, which represents a reduction of 18 % in tonnage and 18 % in power for their fleets compared to their fishing capacity on the accession date.

During 2003, 2004 and 2005 approximately 132,000 GT and 427,000 kW were withdrawn from the EU fleet with public aid, which means that this capacity cannot be replaced.

Of this capacity withdrawn with public aid, the overwhelming majority (112,000 GT and 373,000 kW) came from the EU-15 Member States. The capacity withdrawn by the New Member States with public aid since 1 May 2004 was 20,000 GT and 54,000 kW.

Tables 1 and 2 in Technical Annex 1 summarise the compliance, at 31 December 2005, with the entry-exit regime and the reference levels. A majority of Member States have complied with these rules. However, Greece did not comply with the entry-exit regime in terms of tonnage, although its degree of non-compliance is very small, since the tonnage ceiling was exceeded by only 0.29%. The Greek authorities contest the assessment of the Commission; according to them, Greece has complied with the entry-exit regime.

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 2005. These tables include also the number of vessels. Table 3 covers all Member States. Detailed assessment per Member State is included in 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 2005 are shown in Table 4. The results show that the fleet registered in the Spanish and Portuguese outermost regions has been significantly reduced both in terms of tonnage and power. For the French overseas departments there has been a slight decrease in the total number of vessels and their tonnage and an increase in power.

The tables in Technical Annex 3 show the details of the application of the special regime for these fleets. Out of the 17 outermost regions segments, one had exceeded its reference level in terms of power at the end of 2005 (the segment '4FJ - vessels under 12 m in length of the French Department of Martinique) and another segment exceeded its reference level in terms of tonnage (the segment 'CA3' – vessels of more than 12 m in length registered in the Canary Islands and fishing in international and third country waters). The special regime ceases to apply to these segments from the moment they reach their maximum reference level and reference to regulation<sup>6</sup>.

## **General remarks**

As explained above, this summary report is based on the Member States' annual reports and on the data extracted from the CFR. Some marginal discrepancies remain between the figures presented by Member States in their reports and those resulting from their declarations to the CFR. Thanks to the Member States and Commission's efforts to synchronise their data, these discrepancies are not important from the fleet management point-of-view. However, work on eliminating these differences should be continued. In any case, the data presented by Member States in their national reports do not modify the conclusions of the report.

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.

In order to improve the quality of annual reports the Commission, together with the Committee for Fisheries and Aquaculture, intends to establish more detailed guidelines for their content and to 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 achieve 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.

---

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

## TECHNICAL ANNEX 1 – SUMMARY TABLES AND GRAPHS

### Fleet Management in the reformed Common Fisheries Policy

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The main tool for monitoring the fishing fleet is the Community Fleet Register (CFR). According Commission Regulation (EC) No 26/2004, Member States are obliged on a quarterly basis ("snapshots" shall be sent on the first working day of March, June, September and December) to transmit electronically all relevant information on the characteristics of approximately 88,500 marine fishing vessels, together with information on entries to and exits from the fleet. Furthermore,

---

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

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

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

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

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

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

the CFR is managed via web based application, called the Community Fleet Register On the Net (FRONT). The FRONT is also available for the general public on the following web page: <http://ec.europa.eu/comm/fisheries/fleet/index.cfm>

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

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

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

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

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

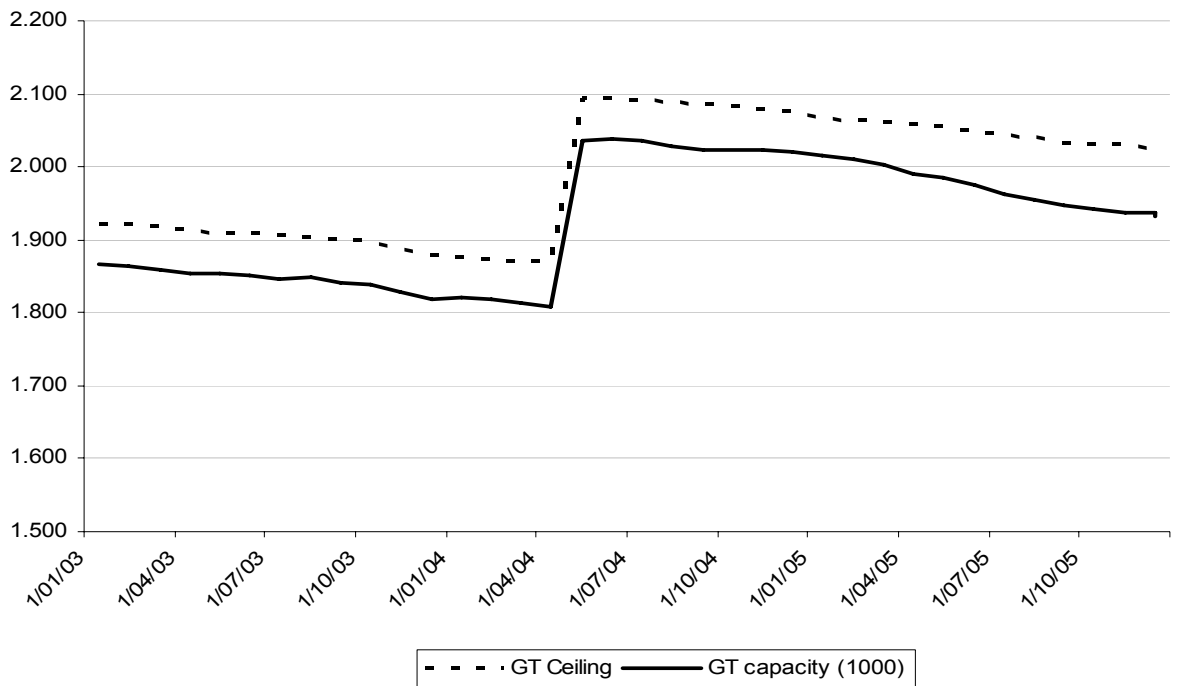
Data extracted from the Community Fleet Register on 4 October 2006.

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

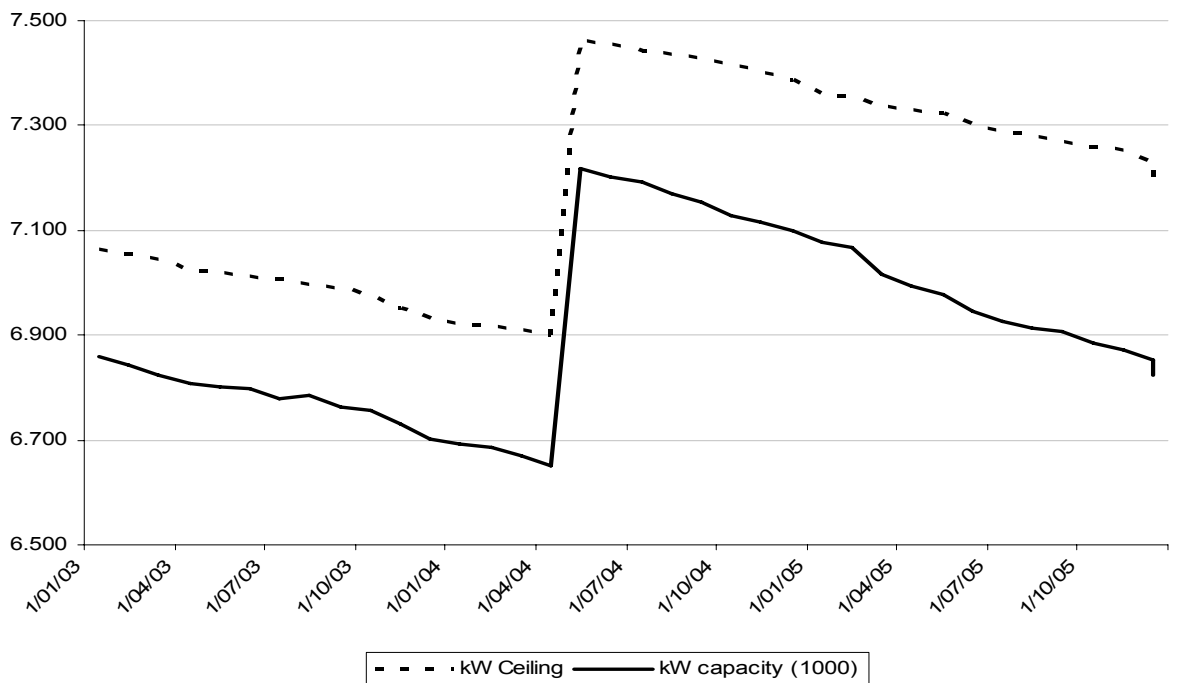


**Figure 1: Overall evolution of the Community fleet capacity ceiling  
(except outermost regions)<sup>13</sup>**

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



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



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

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

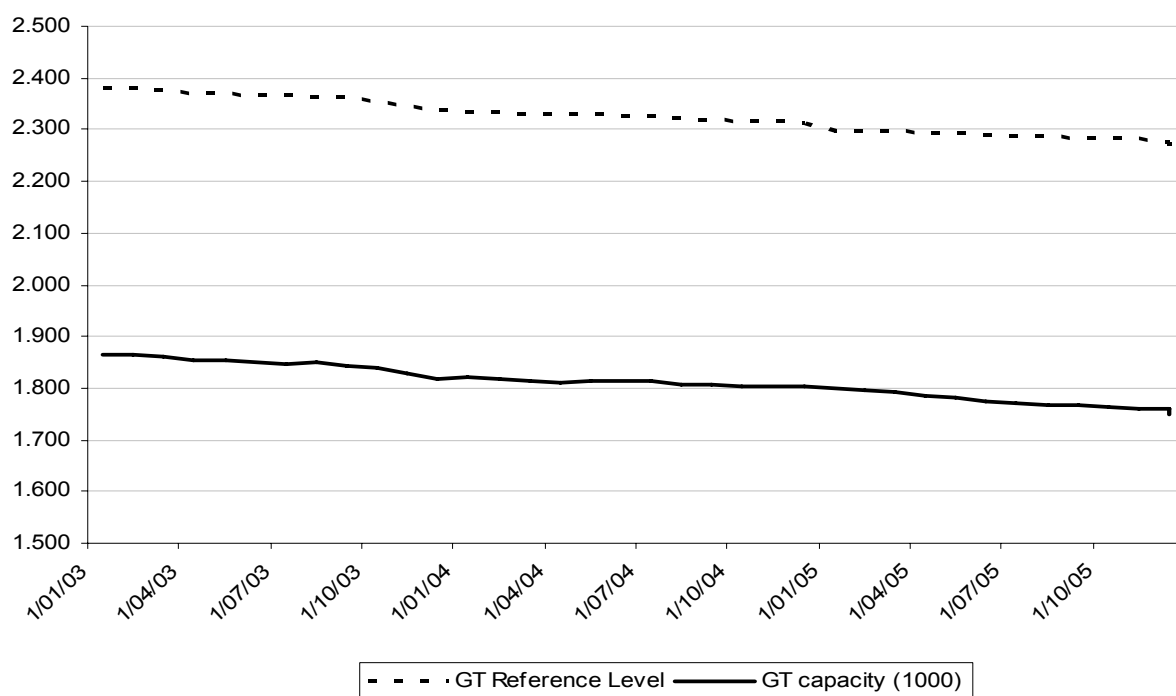
**Table 2: Compliance with Reference level at 31 December 2005 (MS concerned and except outermost regions)**

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

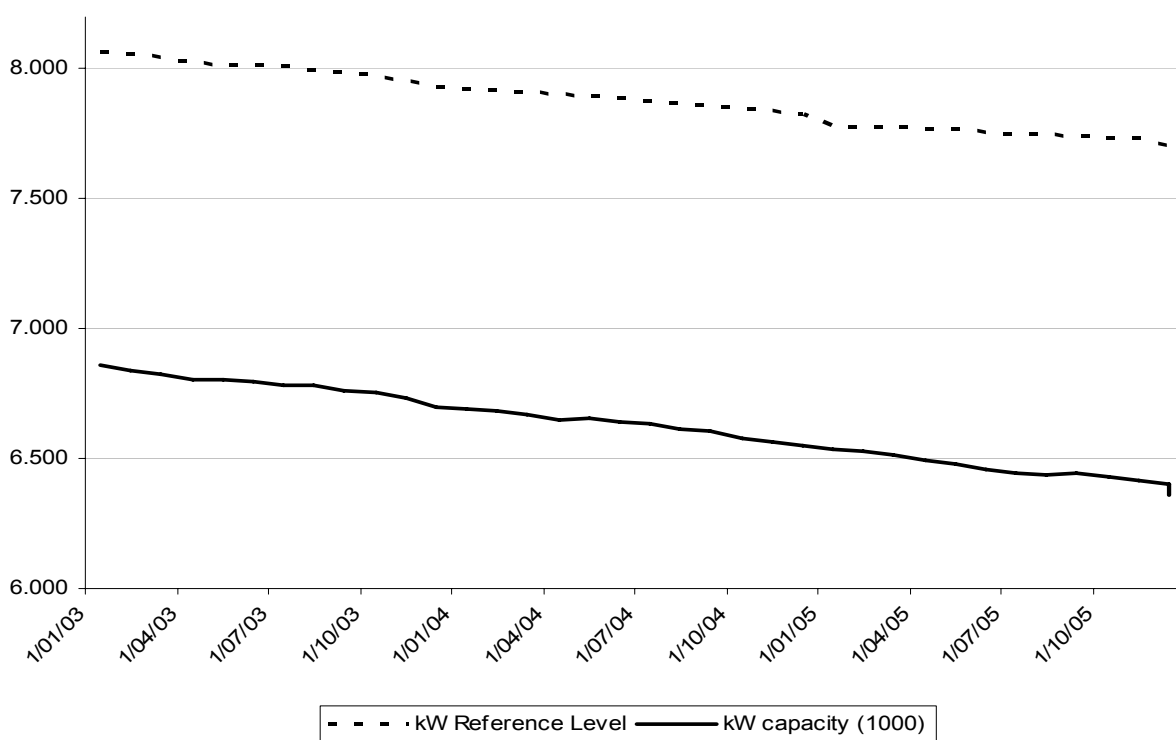
Data extracted from the Community Fleet Register on 4 October 2006.

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

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



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



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

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

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

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

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

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

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

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

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

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

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

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

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

### Table a) Calculation of baselines:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

where:

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

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

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

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

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

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

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

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

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

where:

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

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

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

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

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

where:

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

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

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

### **Section d) Graphs**

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

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



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

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

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

## BELGIUM

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

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

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

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

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

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

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

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

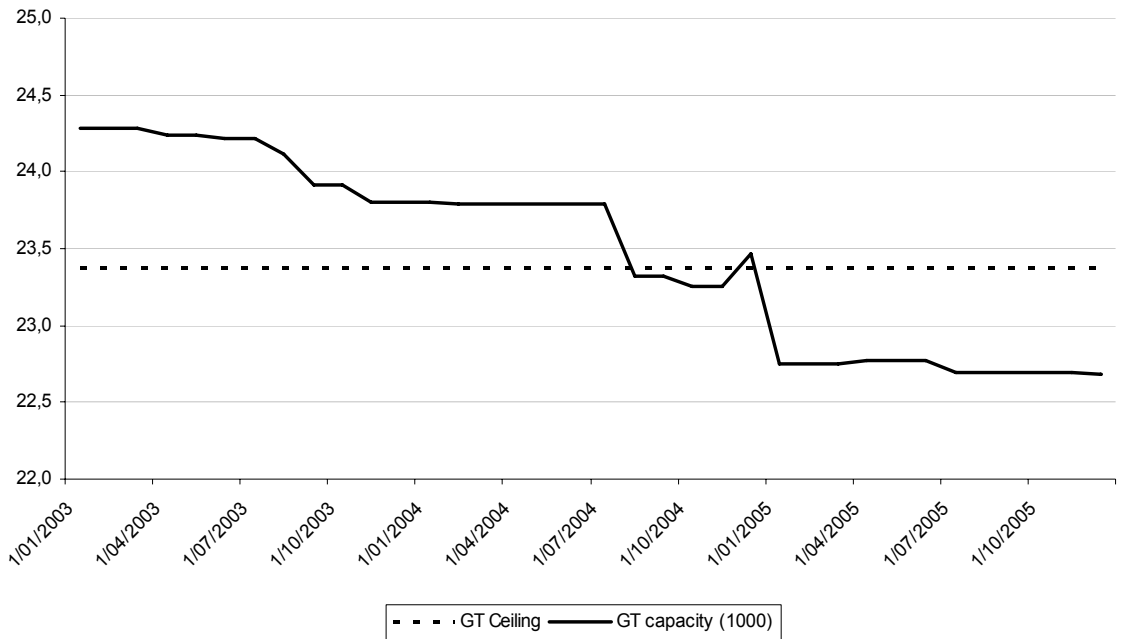
c) **Reference levels at the end of 2005**

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

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

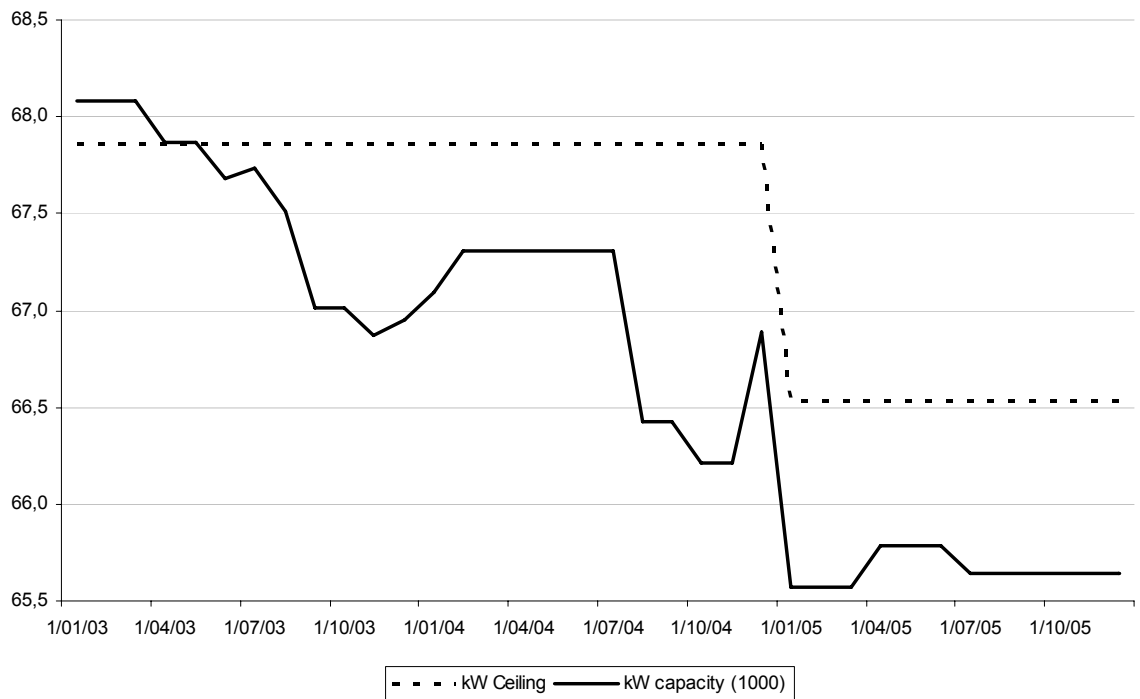
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## DENMARK

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

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

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

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

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

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

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

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

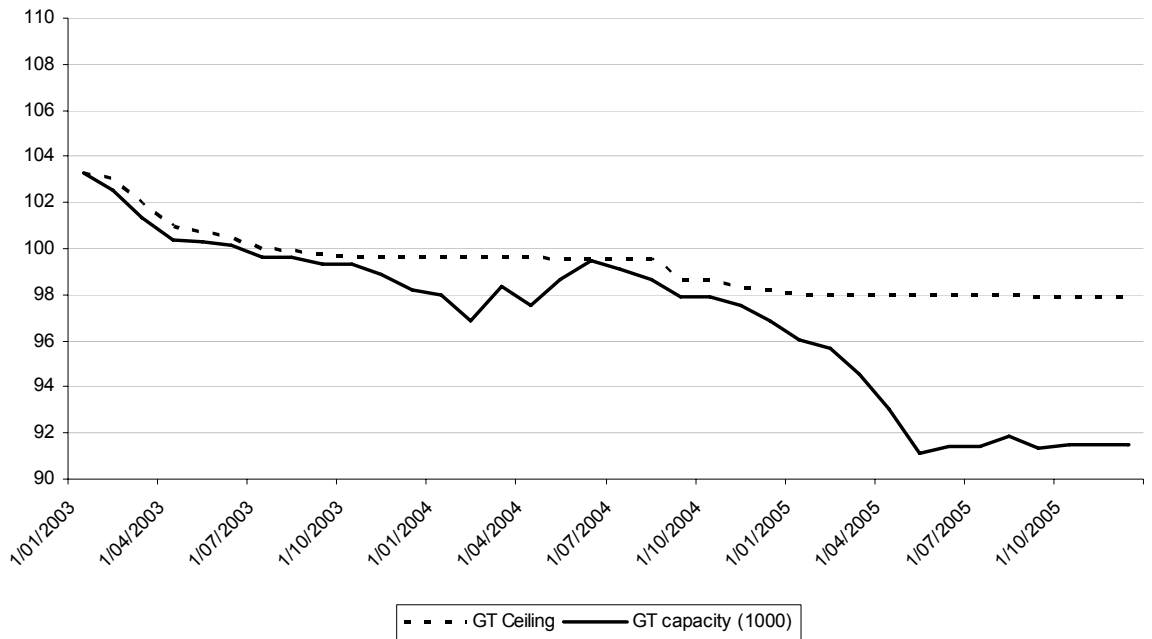
c) Reference levels at the end of 2005

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

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

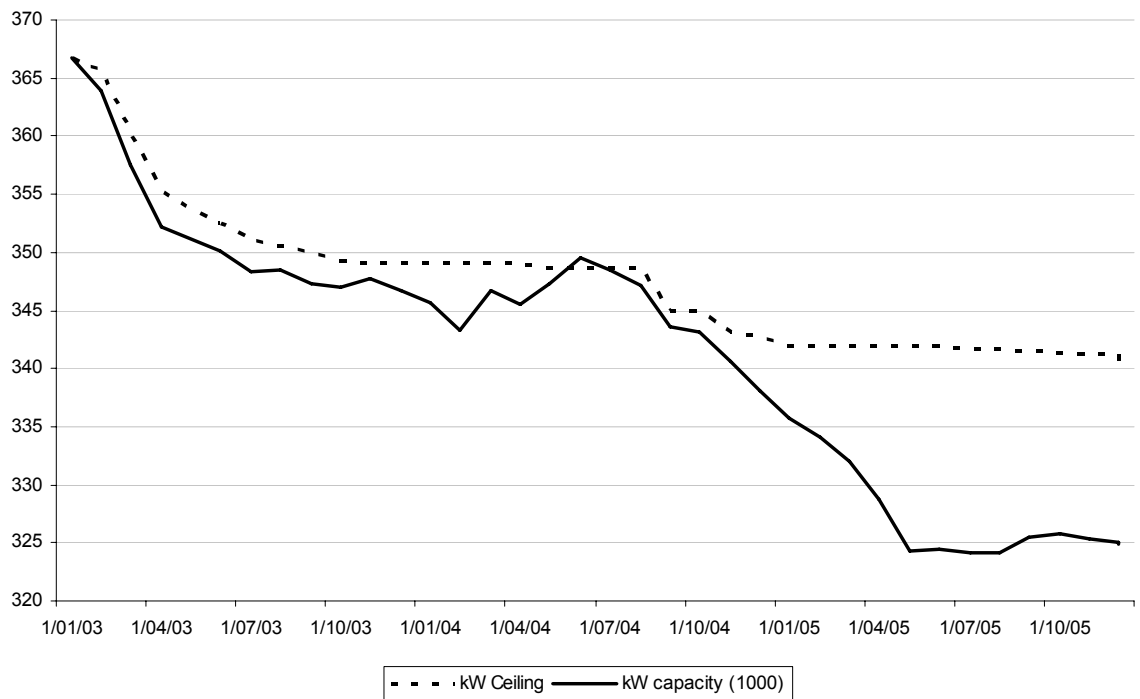
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## GERMANY

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

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

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

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

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

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

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

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



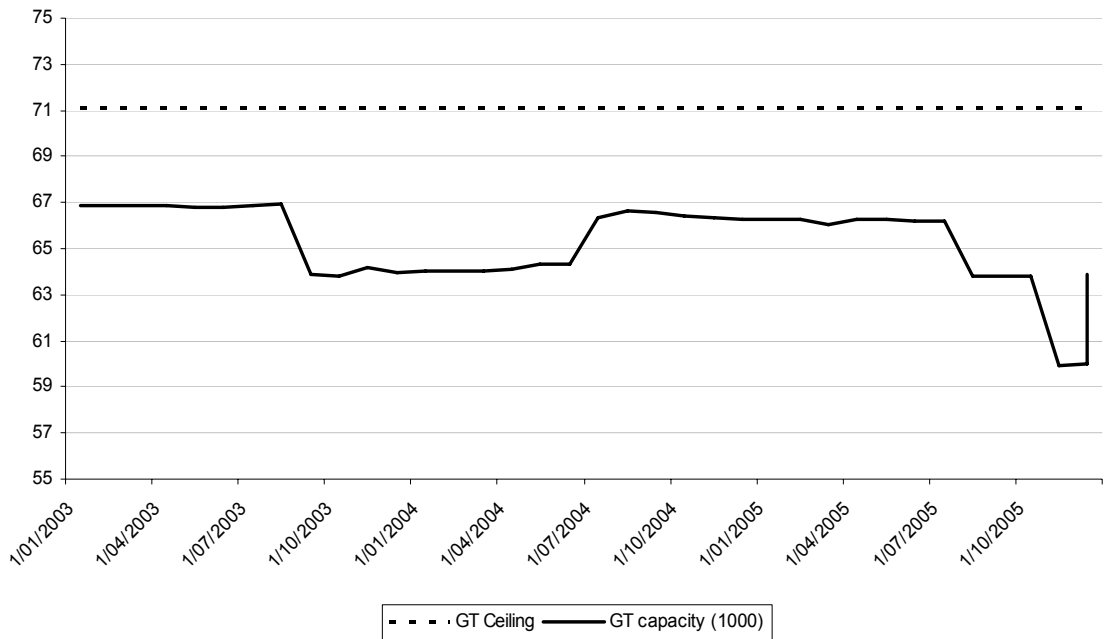
c) **Reference levels at the end of 2005**

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

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

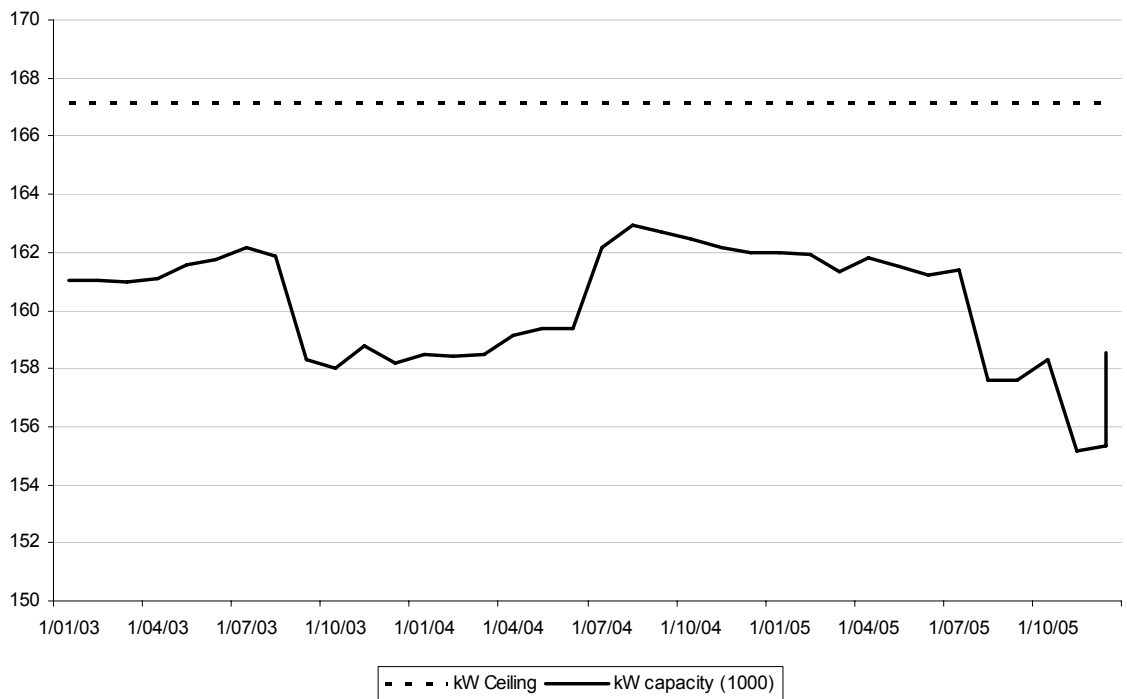
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## ESTONIA

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

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

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

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

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

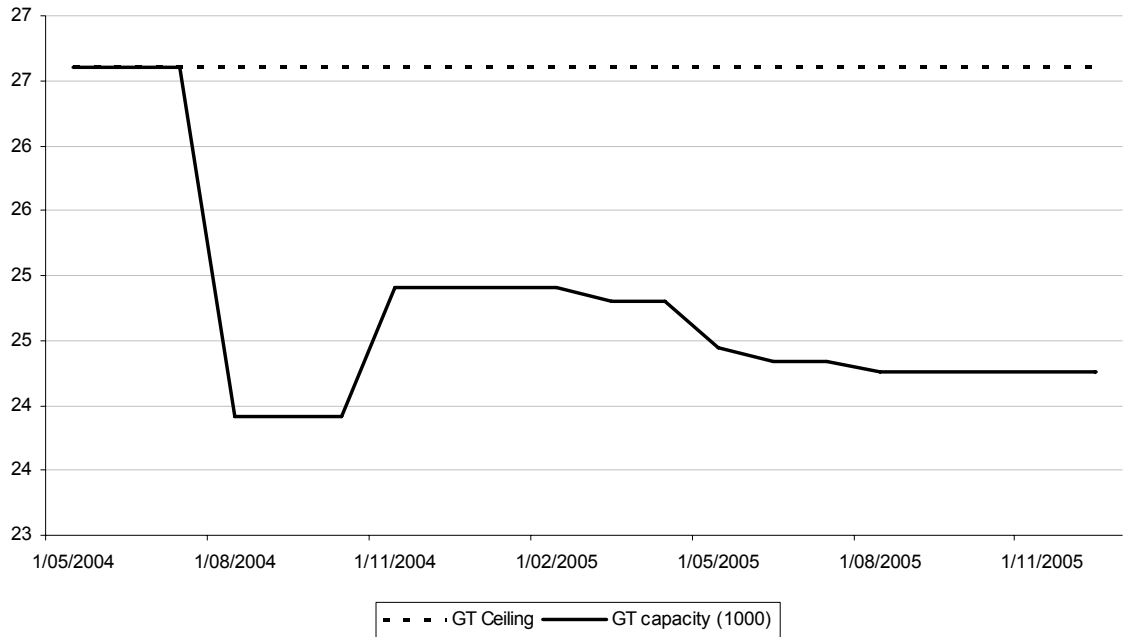
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

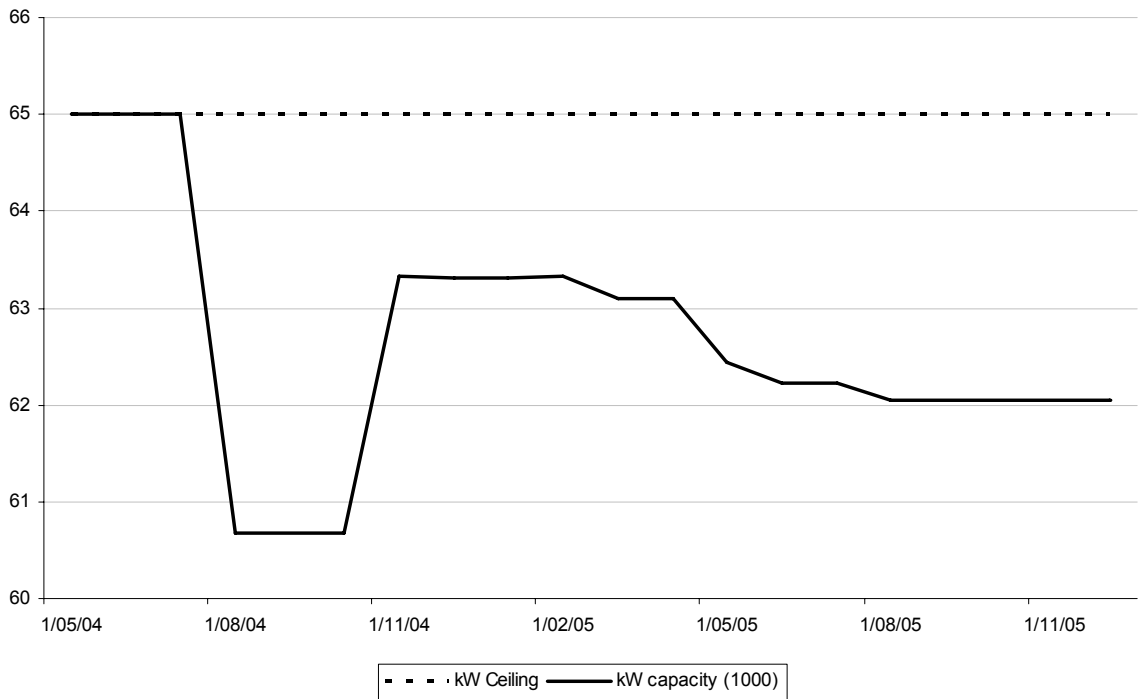
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## GREECE

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

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

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

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

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

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

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

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

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

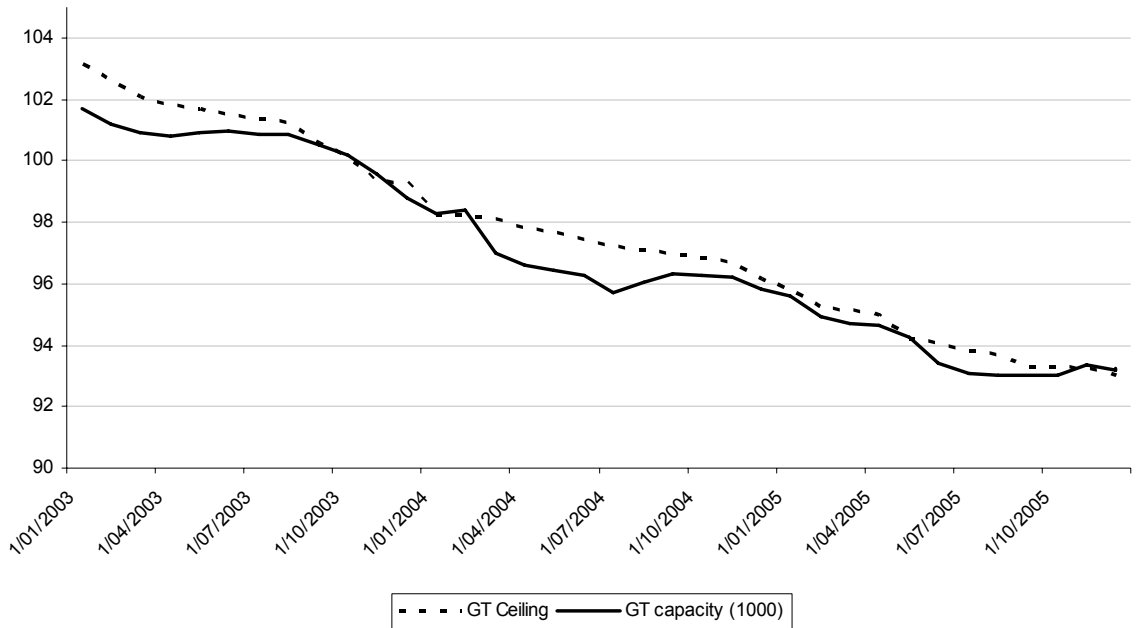
c) **Reference levels at the end of 2005**

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

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

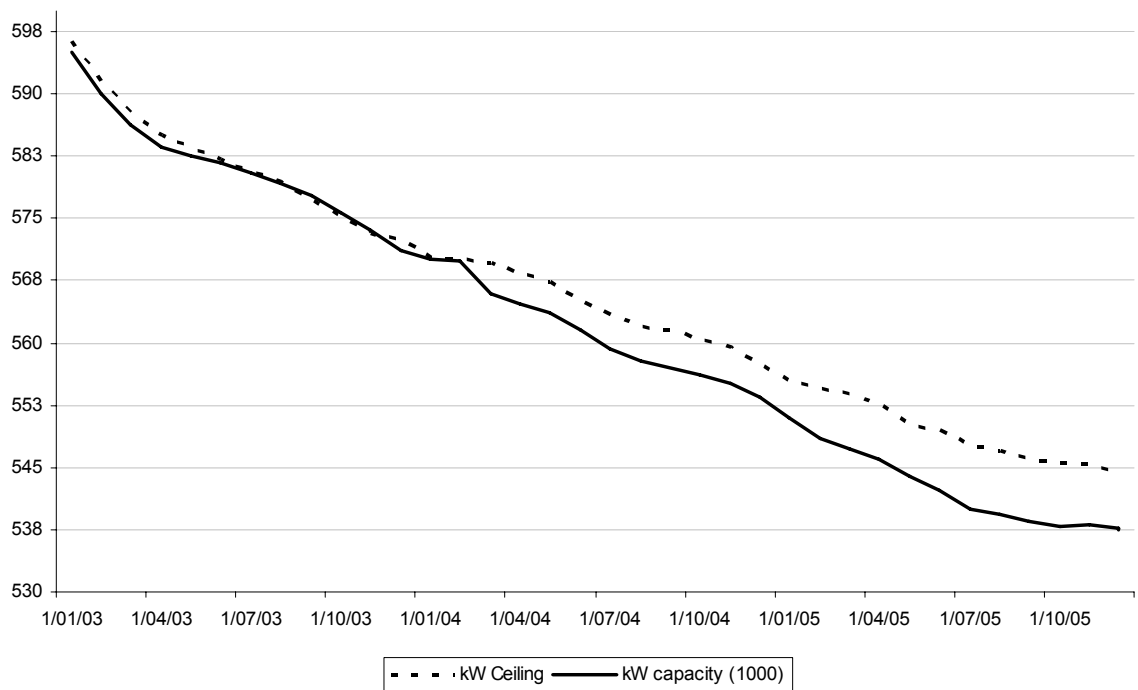
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

SPAIN

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

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

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

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

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

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

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

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



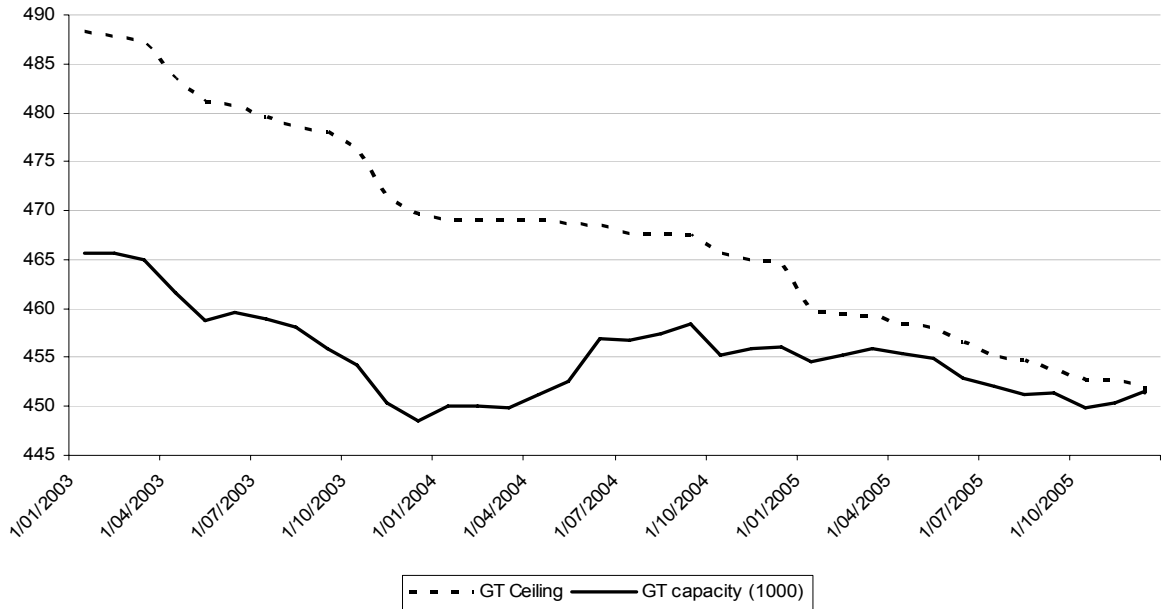
c) Reference levels at the end of 2005

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

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

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

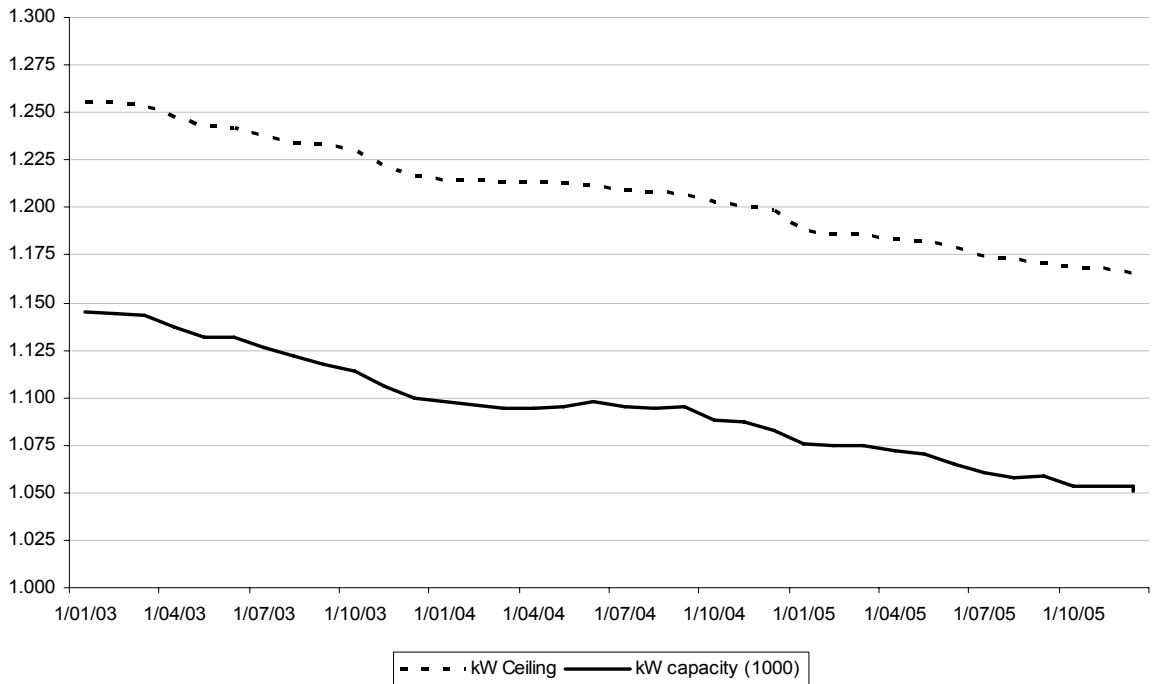
**Tonnage of the Spanish\* fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2005.**



\*Excluding the Canary Islands.

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

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



\*Excluding the Canary Islands.

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

## FRANCE

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

GT <sub>FR</sub> (1-1-2003)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>03</sub>
211.824	891	0	0	0	212.715

kW <sub>FR</sub> (1-1-2003)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>03</sub>
910.062	2.059	0	0	0	912.121

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

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

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

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

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

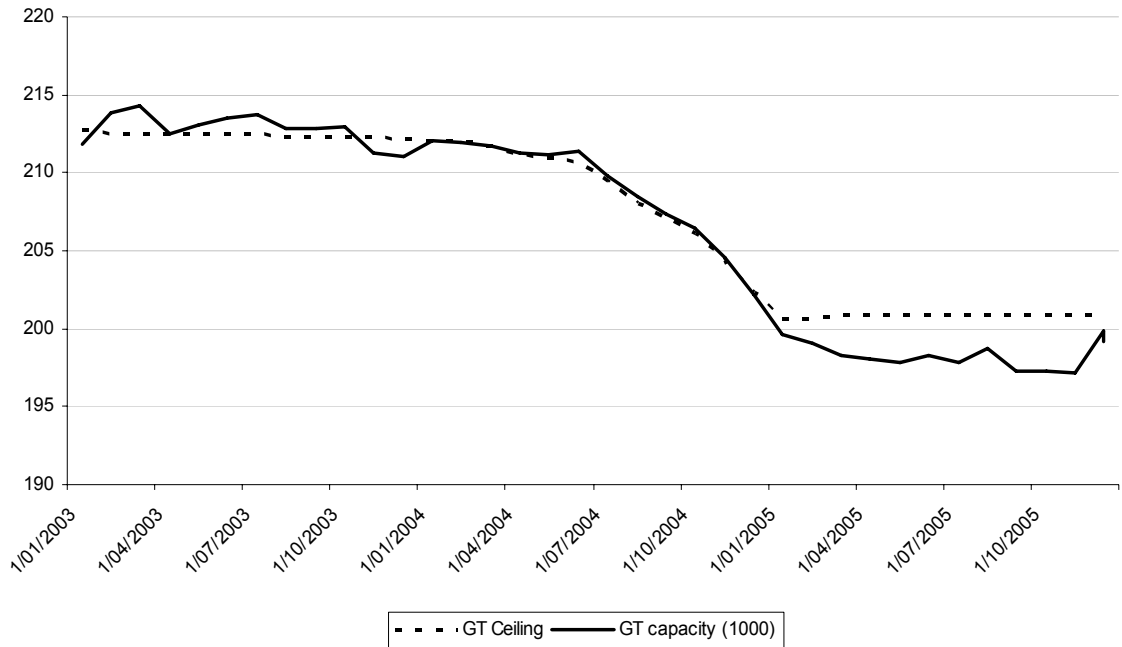
c) Reference levels at the end of 2005

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

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

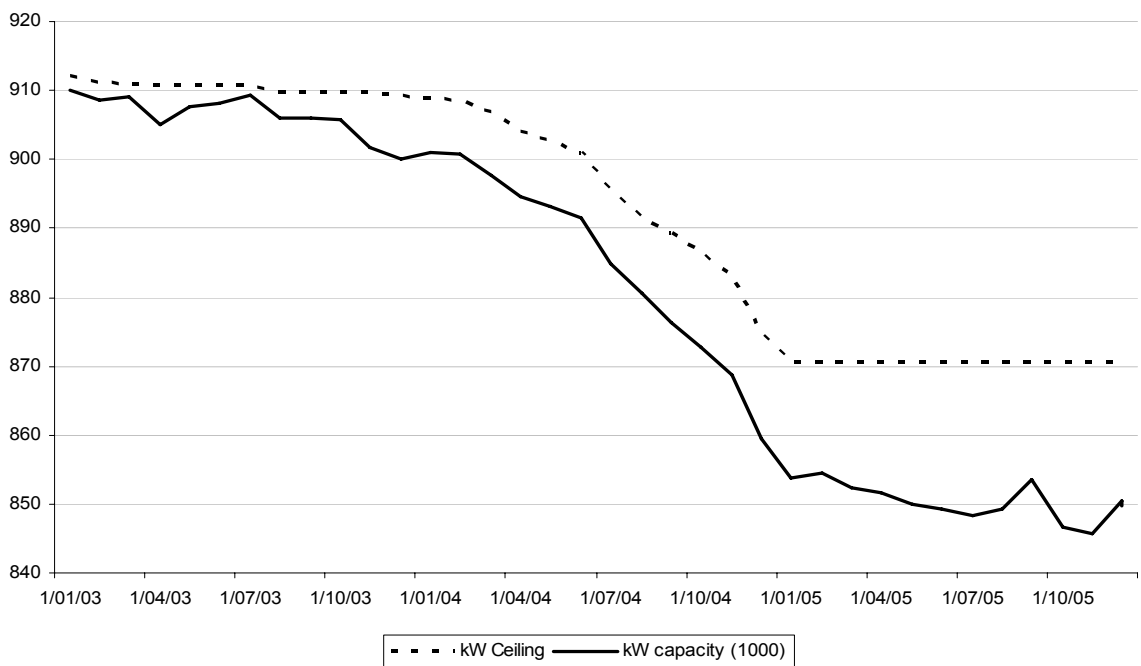
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## IRELAND

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

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

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

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

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

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

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

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

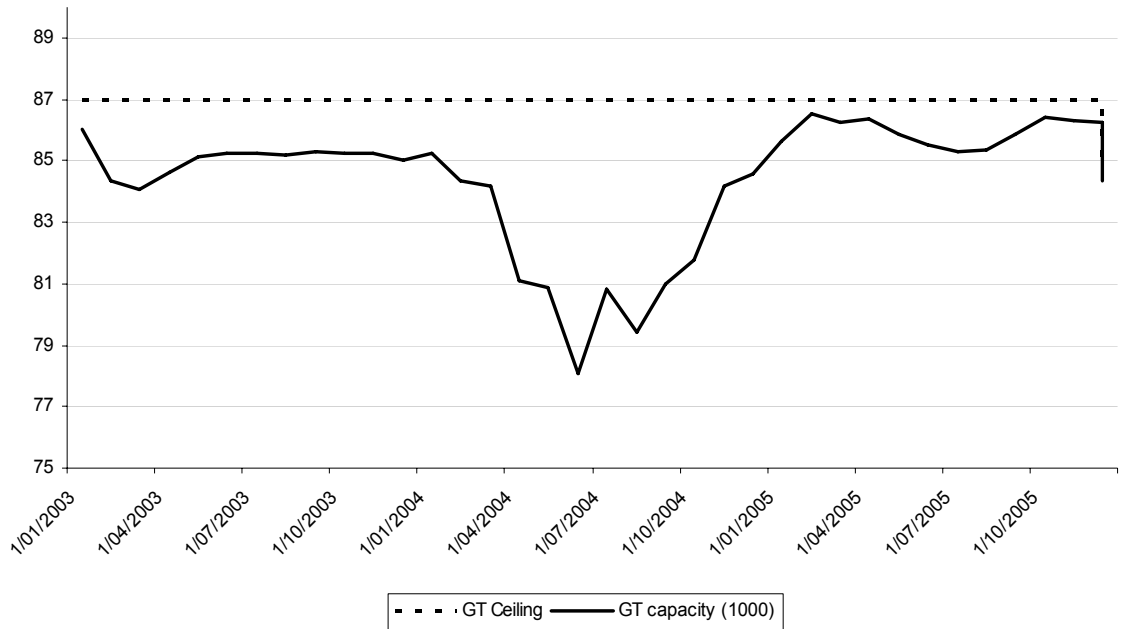
c) **Reference levels at the end of 2005**

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

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

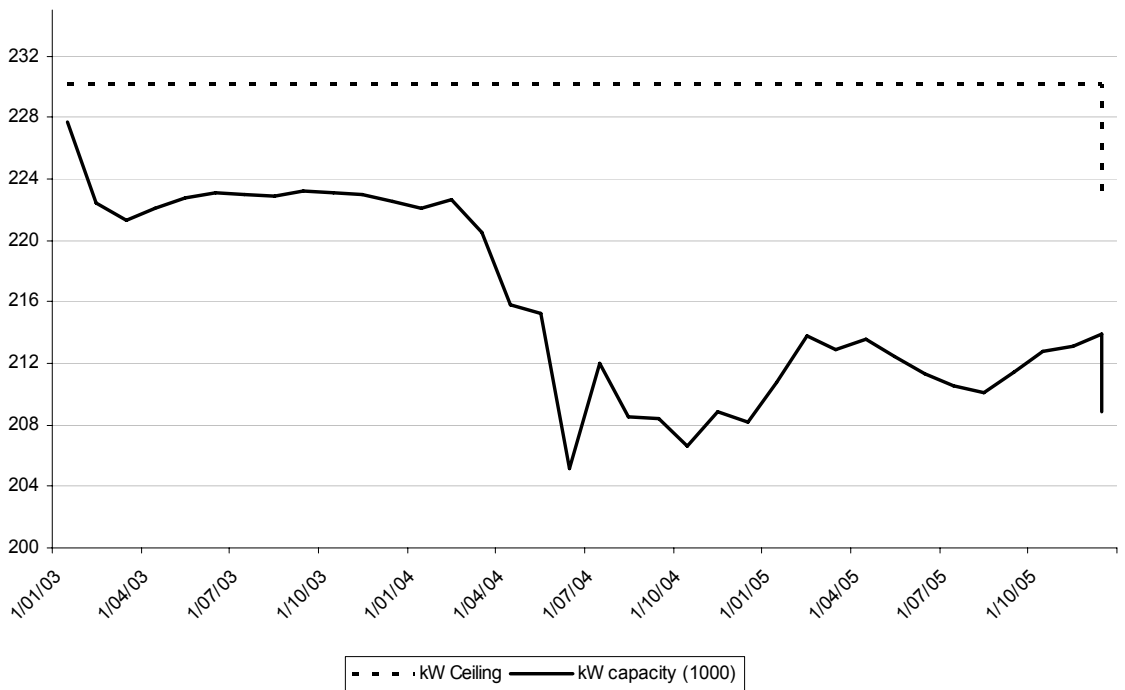
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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



## ITALY

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

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

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

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

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

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

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

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

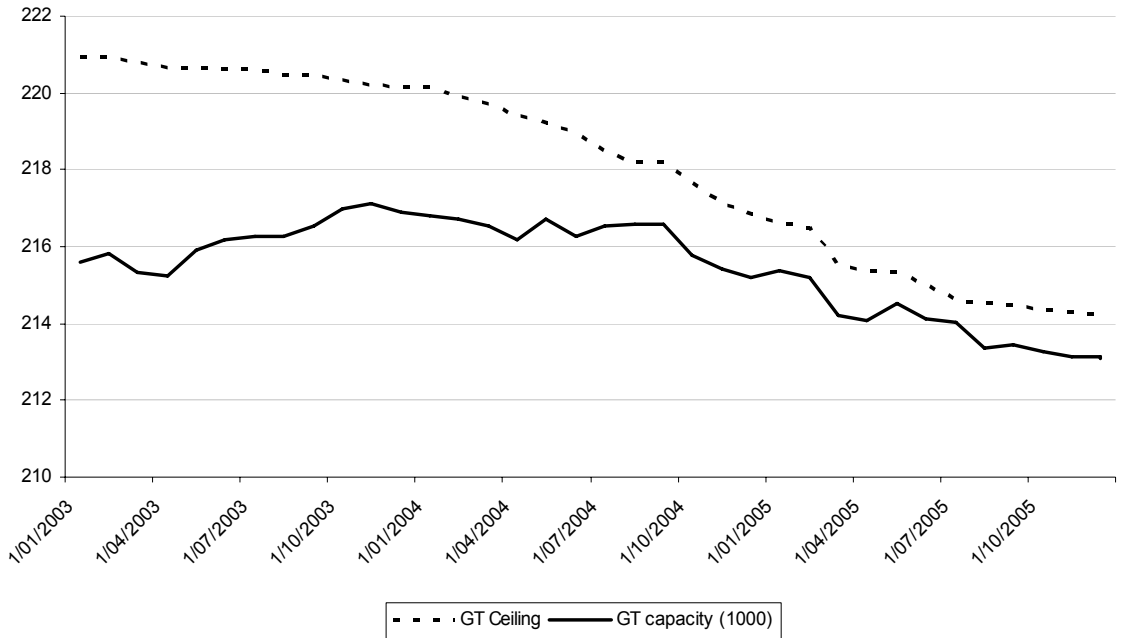
c) **Reference levels at the end of 2005**

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

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

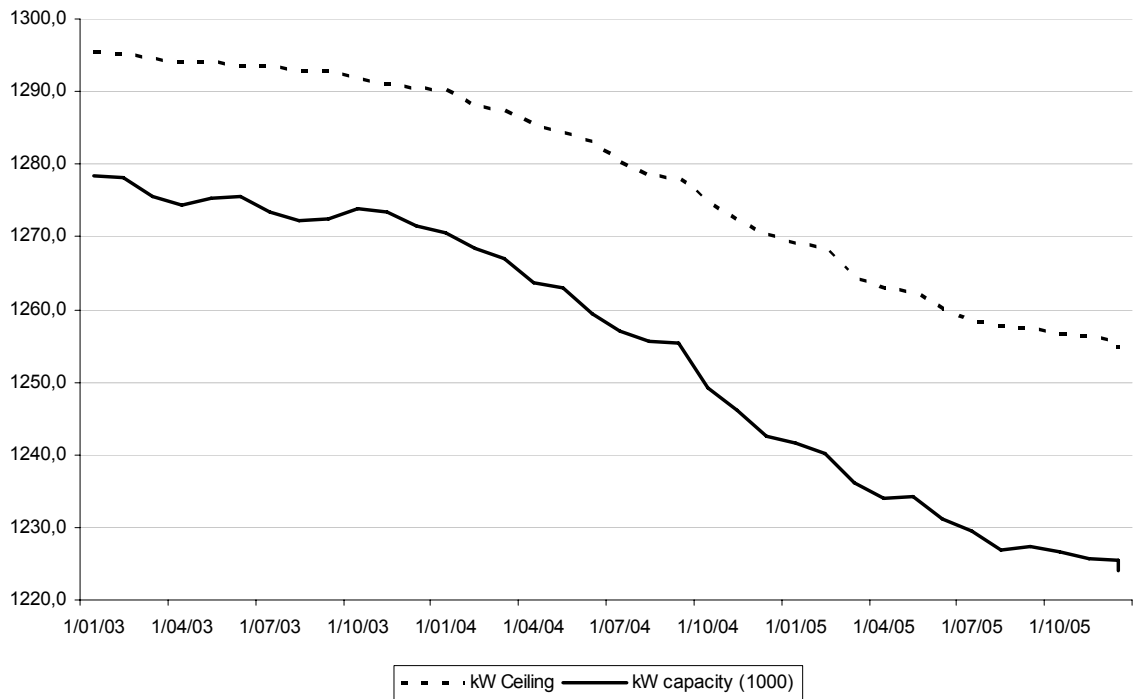
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## CYPRUS

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

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
11.935	0	0	0	0	11.935

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
52.555	0	0	0	0	52.555

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

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

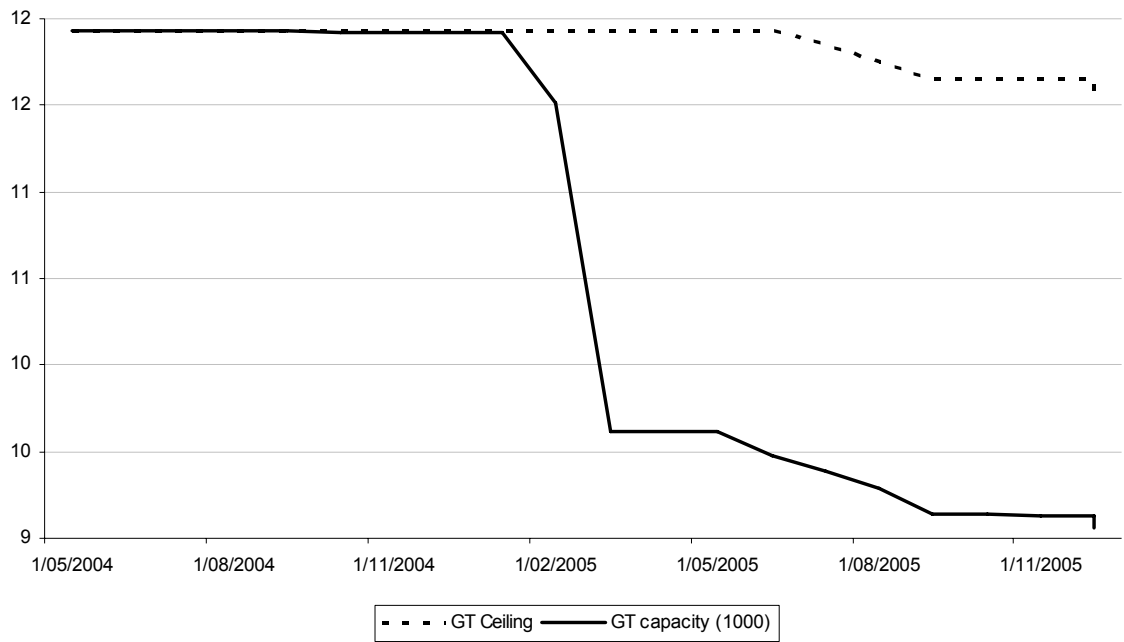
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

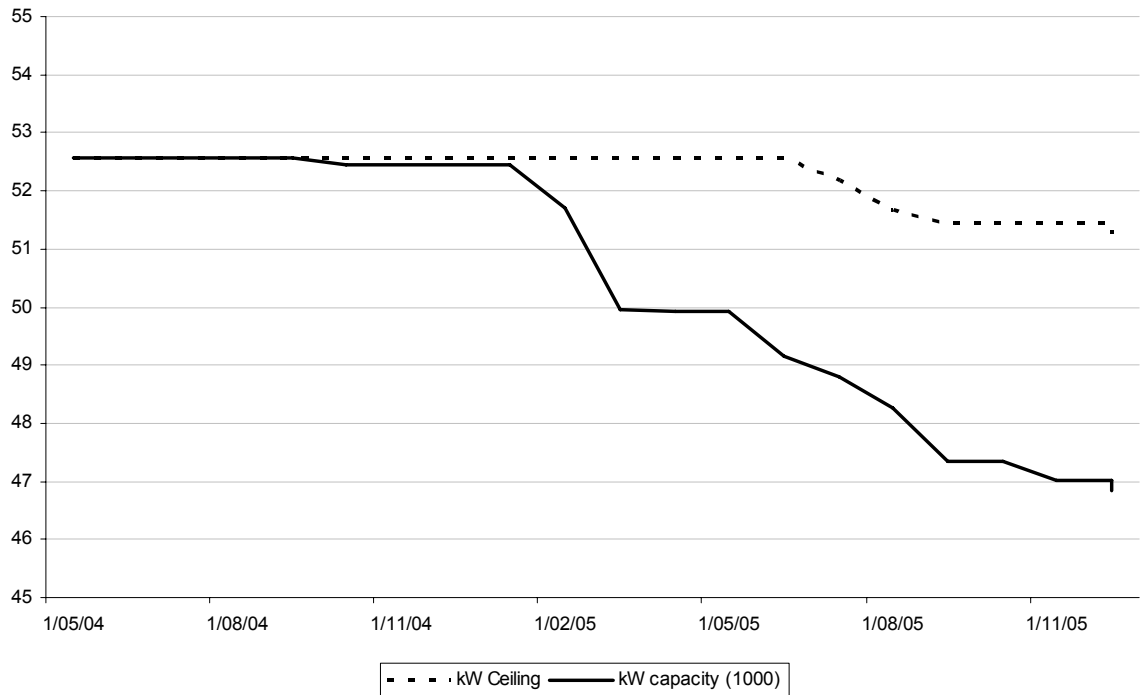
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## LATVIA

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

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
44.452	510	0	0	0	44.962

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
75.817	1.451	0	0	0	77.268

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

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

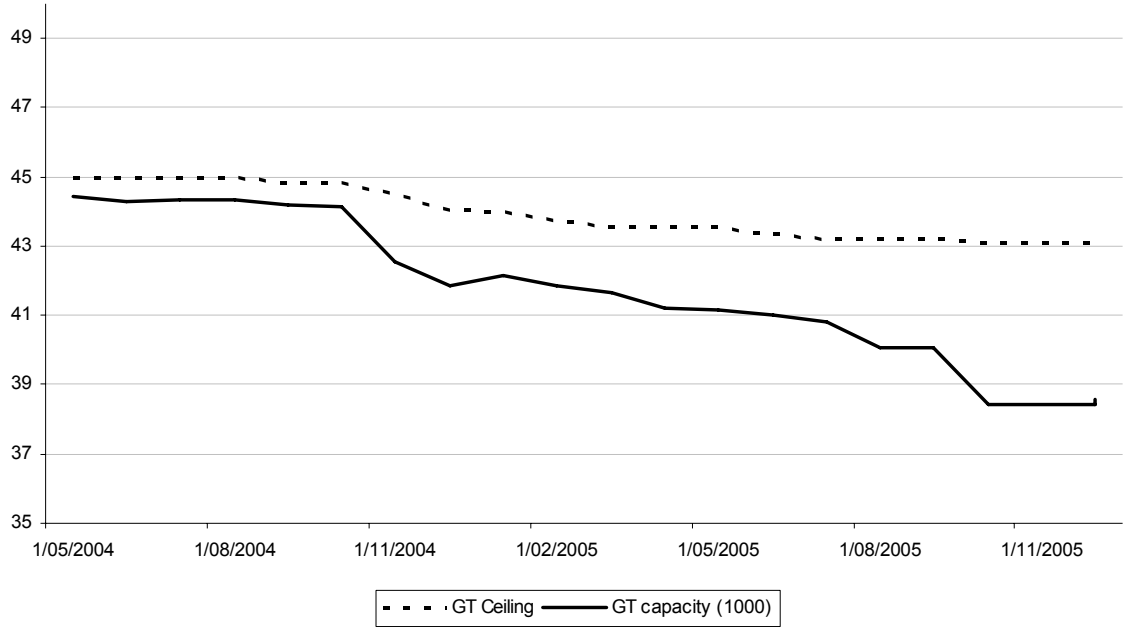
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

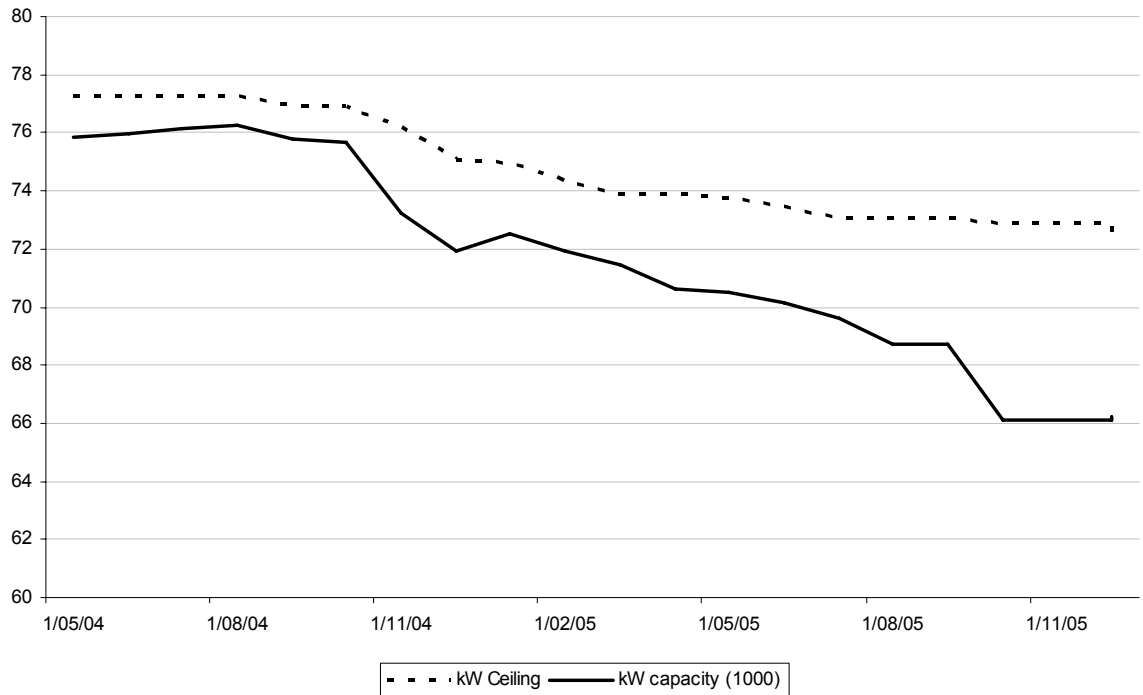
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## LITHUANIA

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

GT <sub>FR</sub> (1-5-2004)	GT <sub>1</sub>	GT <sub>2</sub>	GT <sub>3</sub>	GT <sub>4</sub>	GT <sub>04</sub>
76.487	0	0	0	0	76.487

kW <sub>FR</sub> (1-5-2004)	kW <sub>1</sub>	kW <sub>2</sub>	kW <sub>3</sub>	kW <sub>4</sub>	kW <sub>04</sub>
80.566	0	0	0	0	80.566

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

Lithuania		GT		kW	
1	Capacity of the fleet on 1 May 2004	GT <sub>FR</sub>	76.487	kW <sub>FR</sub>	80.566
2	Capacity level for the application of the entry-exit regime	GT <sub>04</sub>	76.487	kW <sub>04</sub>	80.566
3	Entries of vessels of more than 100 GT financed with public aid	GT <sub>100</sub>	0	kW <sub>100</sub>	0
4	Other entries or capacity increases (not included in 3 & 5)		11.243		12.870
5	Increases in tonnage GT for reasons of safety	GT <sub>S</sub>	0		-
6	<b>Total entries ( 3 + 4 + 5 )</b>		11.243		12.870
7	Exits financed with public aid	GT <sub>a</sub>	1.576	kW <sub>a</sub>	3.104
8	Other exits (not included in 7)		21.768		19.677
9	<b>Total exits ( 7 + 8 )</b>		23.344		22.781
10	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	GT <sub>t</sub>	64.386	kW <sub>t</sub>	70.655
11	<b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>		74.911		77.462

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

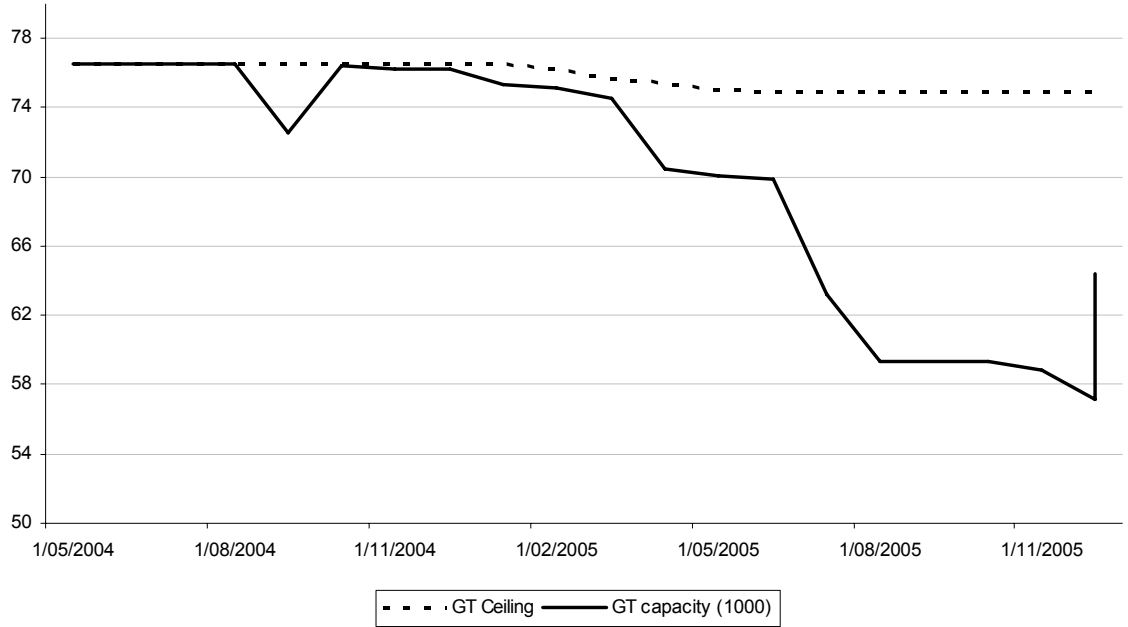
Line 4 is calculated as: 4 = (1 - 10) + 9 - (3 + 5)

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



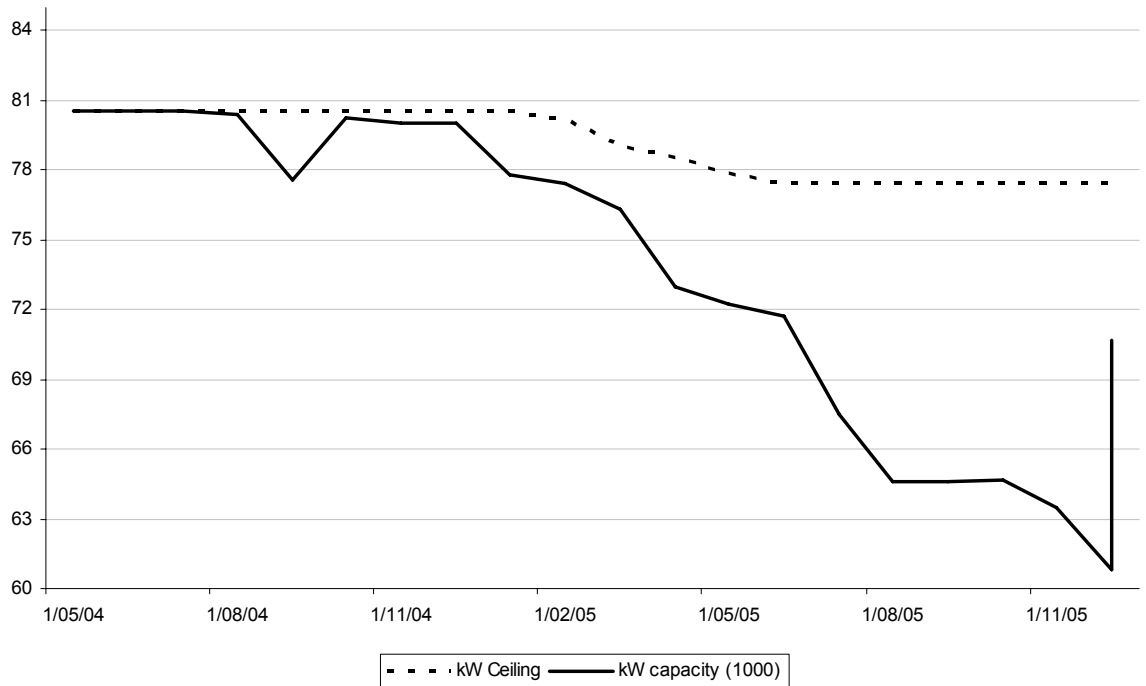
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## MALTA

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

<b>GT<sub>FR</sub> (1-5-2004)</b>	<b>GT<sub>1</sub></b>	<b>GT<sub>2</sub></b>	<b>GT<sub>3</sub></b>	<b>GT<sub>4</sub></b>	<b>GT<sub>04</sub></b>
16.450	0	0	0	0	16.450

<b>kW<sub>FR</sub> (1-5-2004)</b>	<b>kW<sub>1</sub></b>	<b>kW<sub>2</sub></b>	<b>kW<sub>3</sub></b>	<b>kW<sub>4</sub></b>	<b>kW<sub>04</sub></b>
126.350	0	0	0	0	126.350

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

<b>Malta</b>		<b>GT</b>		<b>kW</b>	
<b>1</b>	Capacity of the fleet on 1 May 2004	<b>GT<sub>FR</sub></b>	16.450	<b>kW<sub>FR</sub></b>	126.350
<b>2</b>	Capacity level for the application of the entry-exit regime	<b>GT<sub>04</sub></b>	16.450	<b>kW<sub>04</sub></b>	126.350
<b>3</b>	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
<b>4</b>	Other entries or capacity increases (not included in 3 & 5)		53		-1.566
<b>5</b>	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	0		-
<b>6</b>	<b>Total entries ( 3 + 4 + 5 )</b>		53		-1.566
<b>7</b>	Exits financed with public aid	<b>GT<sub>a</sub></b>	0	<b>kW<sub>a</sub></b>	0
<b>8</b>	Other exits (not included in 7)		1.229		25.639
<b>9</b>	<b>Total exits ( 7 + 8 )</b>		1.229		25.639
<b>10</b>	<b>Capacity of the fleet on 31 December 2005 (1 + 6 - 9)</b>	<b>GT<sub>t</sub></b>	15.274	<b>kW<sub>t</sub></b>	99.145
<b>11</b>	<b>Fleet ceiling on 31 December 2005 2 - 35% (3 + 5 - 7)</b>		16.461		126.323

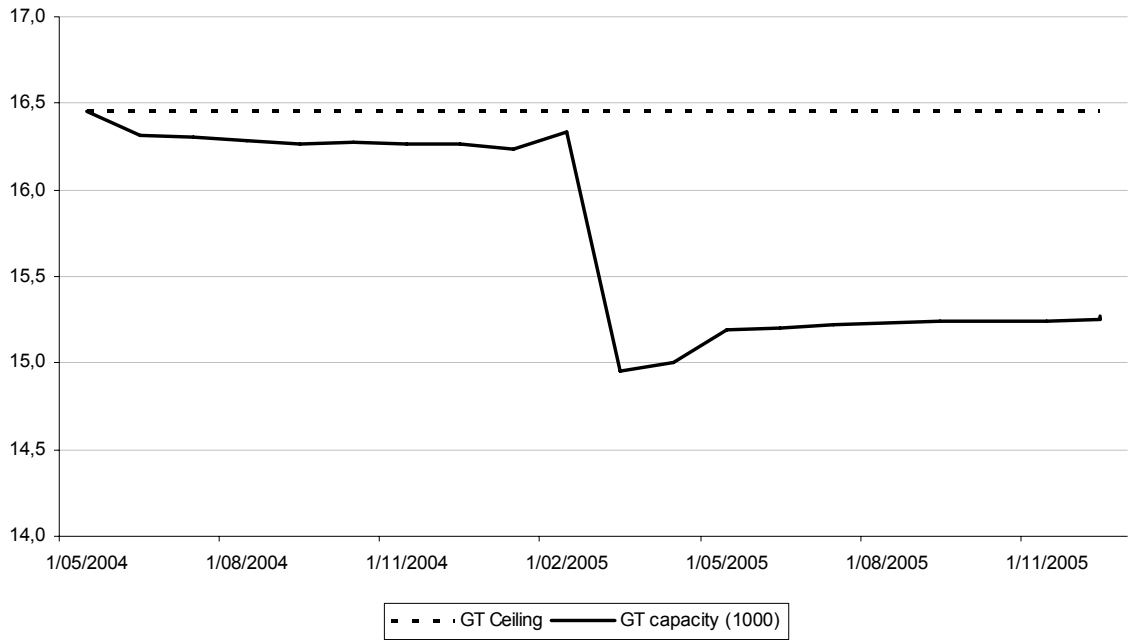
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

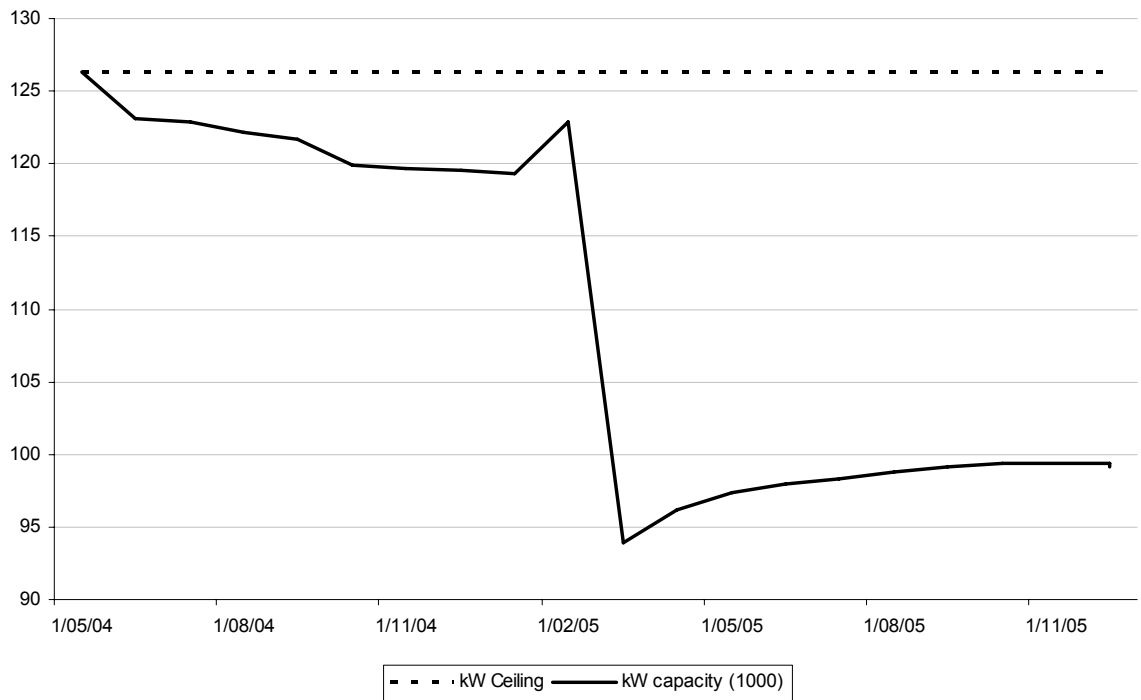
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## THE NETHERLANDS

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

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

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

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

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

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

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

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

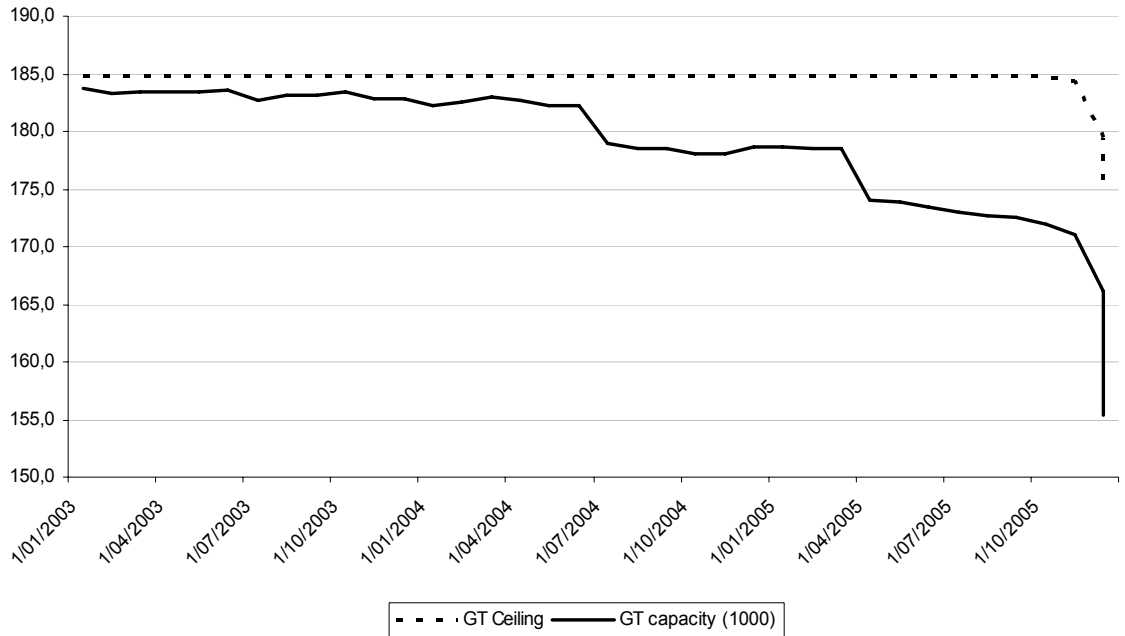
c) **Reference levels at the end of 2005**

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

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

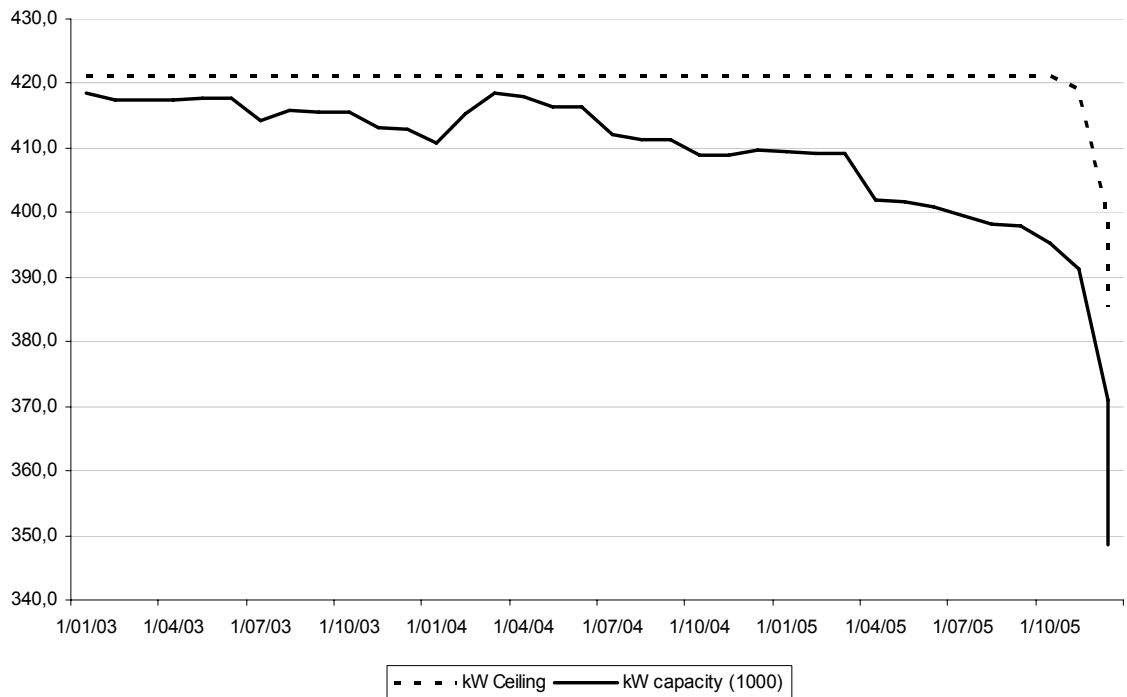
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

POLAND

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

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

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

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

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

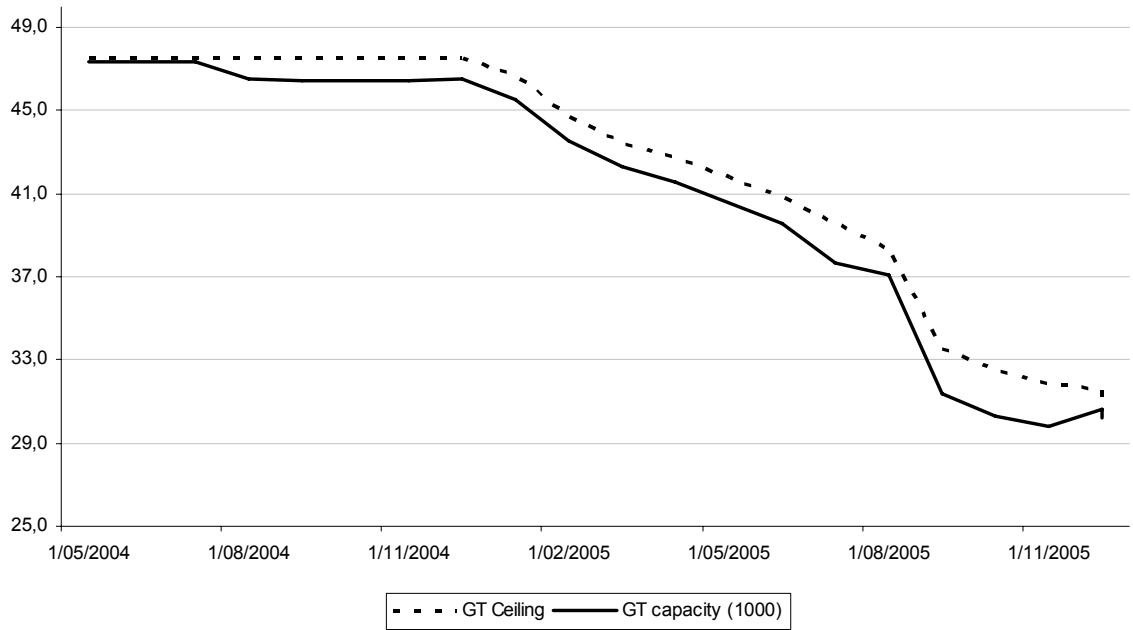
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

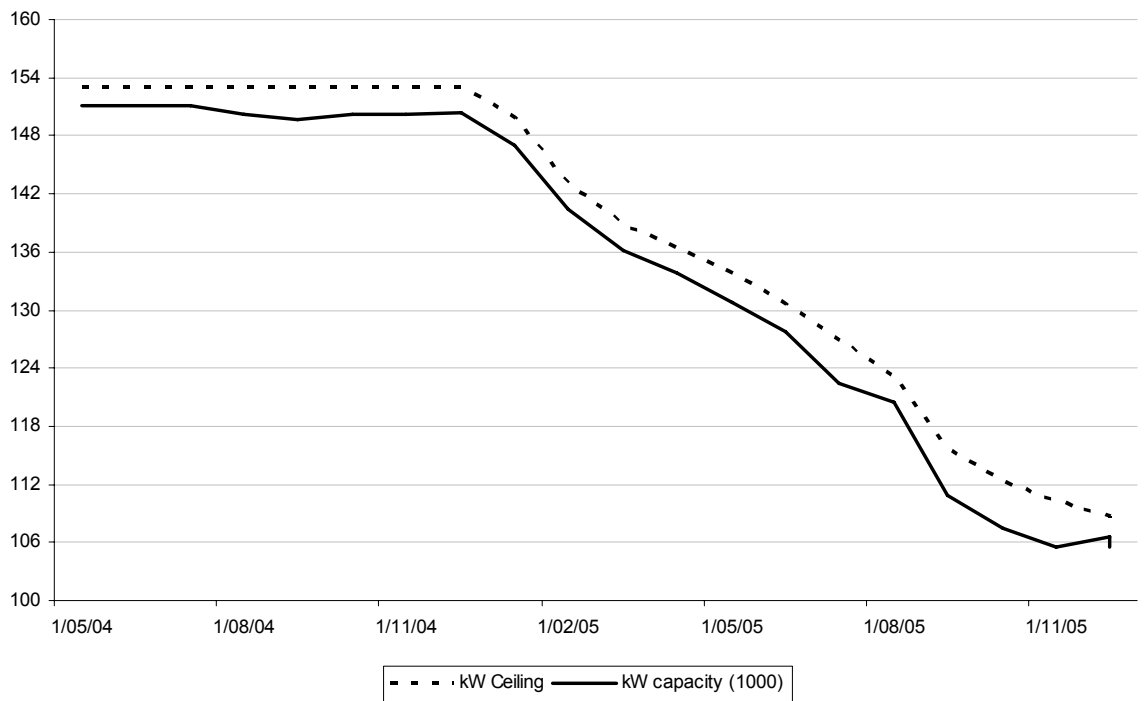
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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



## PORTUGAL

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

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

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

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

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

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

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

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

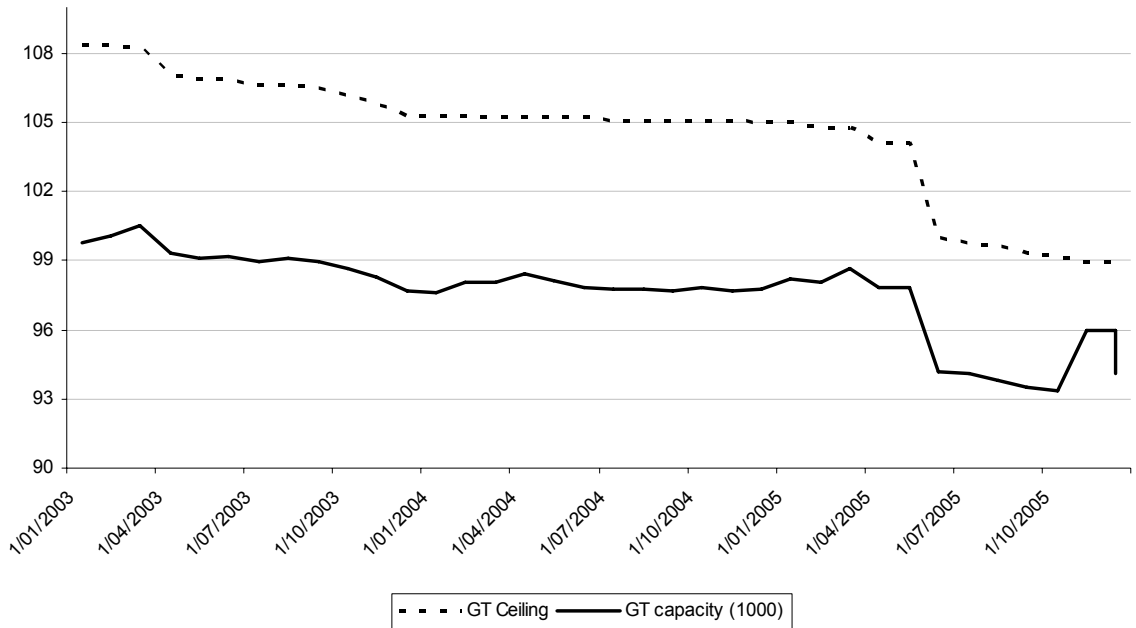
c) Reference levels at the end of 2005

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

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

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

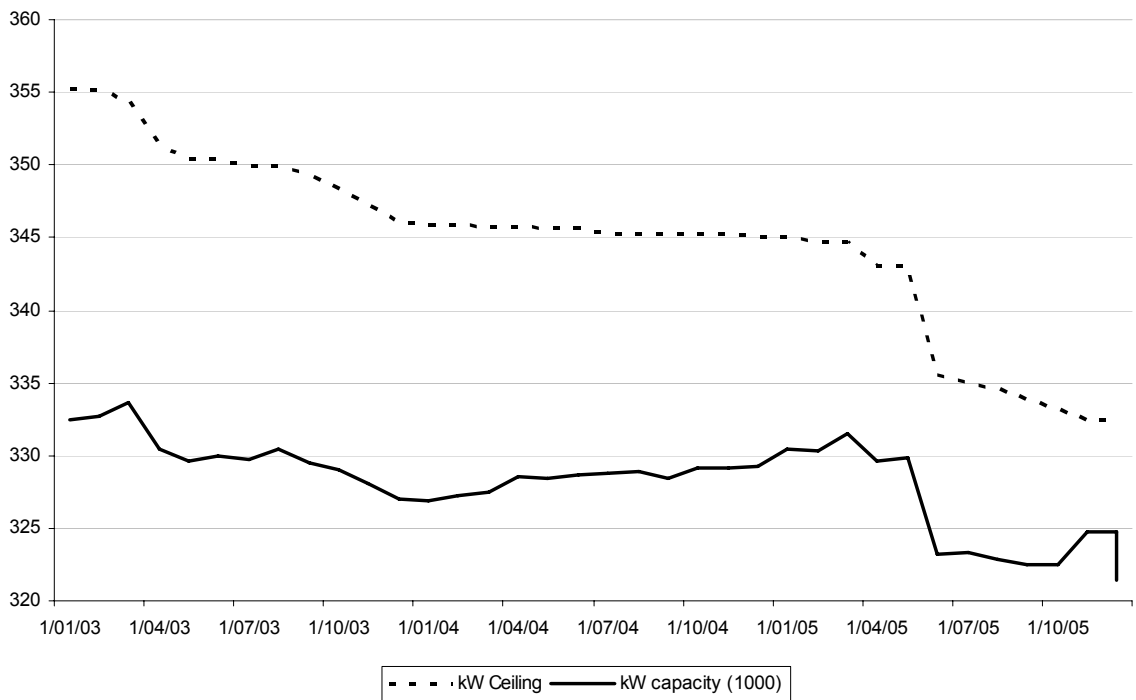
**Tonnage of the Portuguese\* fleet compared to its tonnage ceiling.  
Evolution between 1 January 2003 and 31 December 2005.**



\*Excluding the Azores and Madeira.

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

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



\*Excluding the Azores and Madeira.

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

## SLOVENIA

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

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

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

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

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

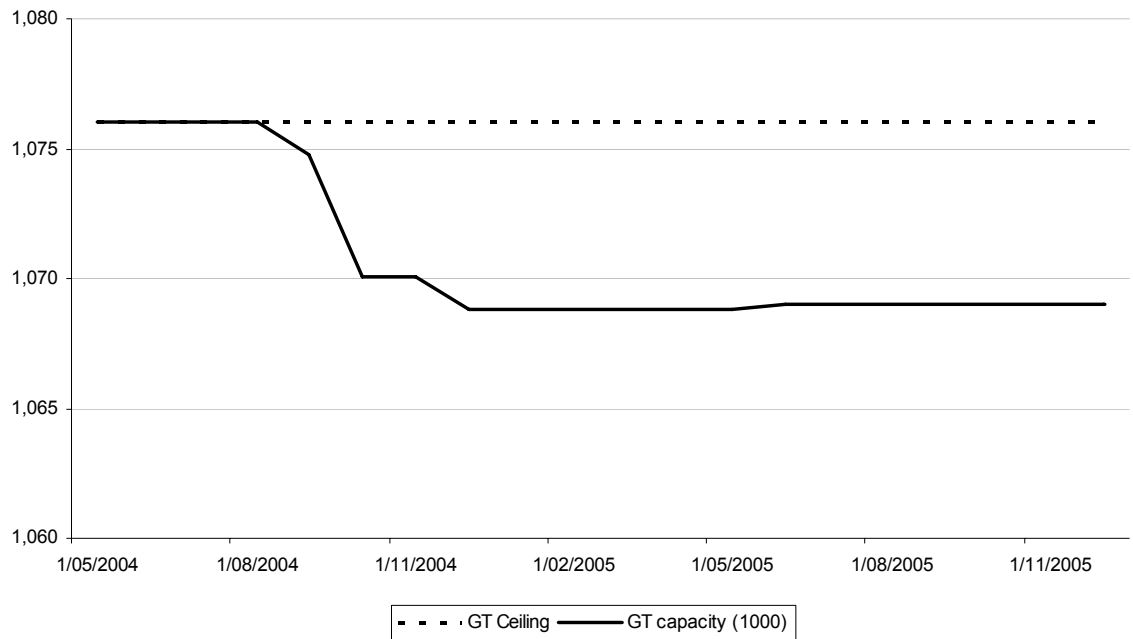
Lines 1, 3, 5, 7 and 8 present figures as registered in the Community Fleet Register on 4 October 2006

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

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

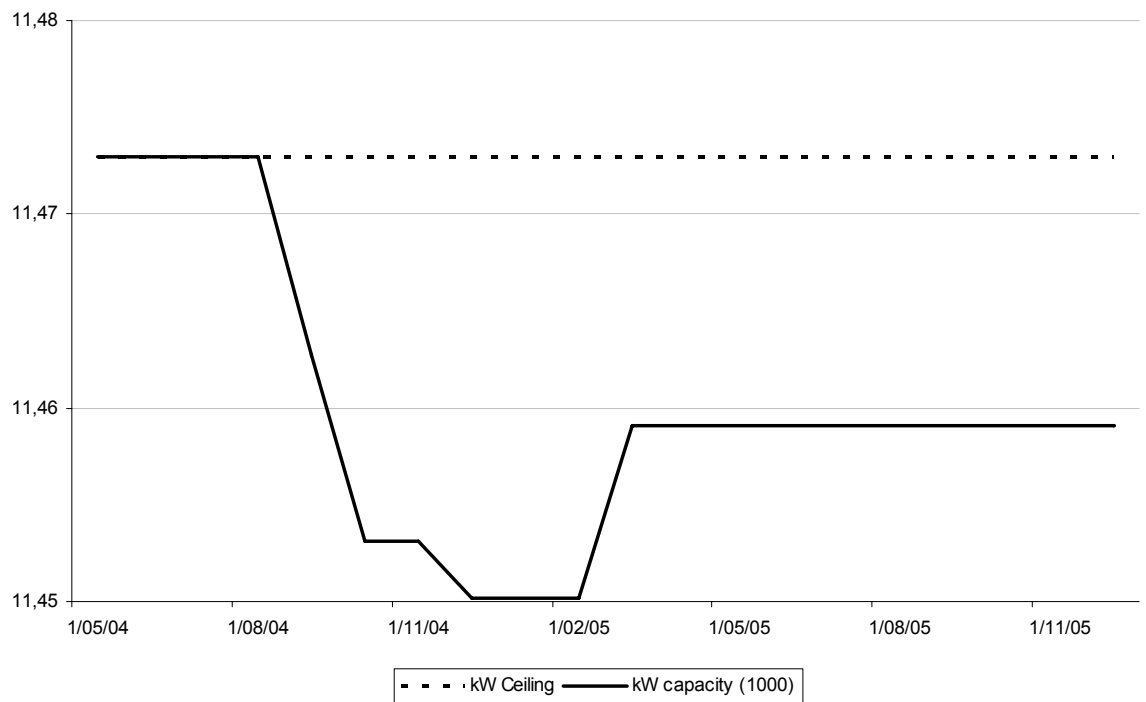
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## FINLAND

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

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

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

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

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

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

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

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

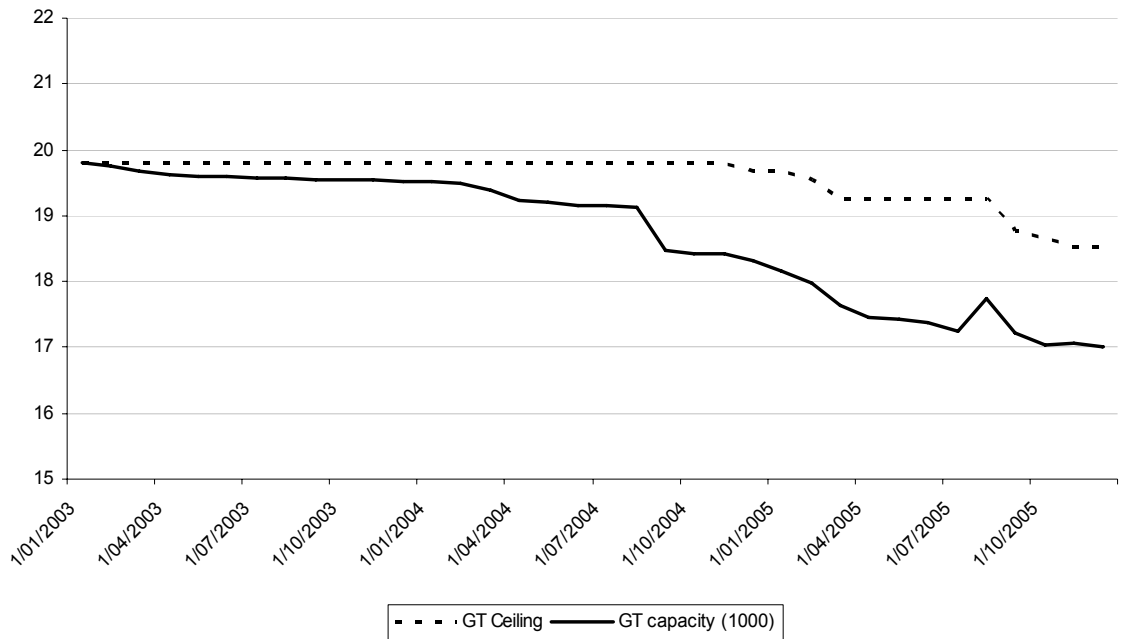
c) **Reference levels at the end of 2005**

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

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

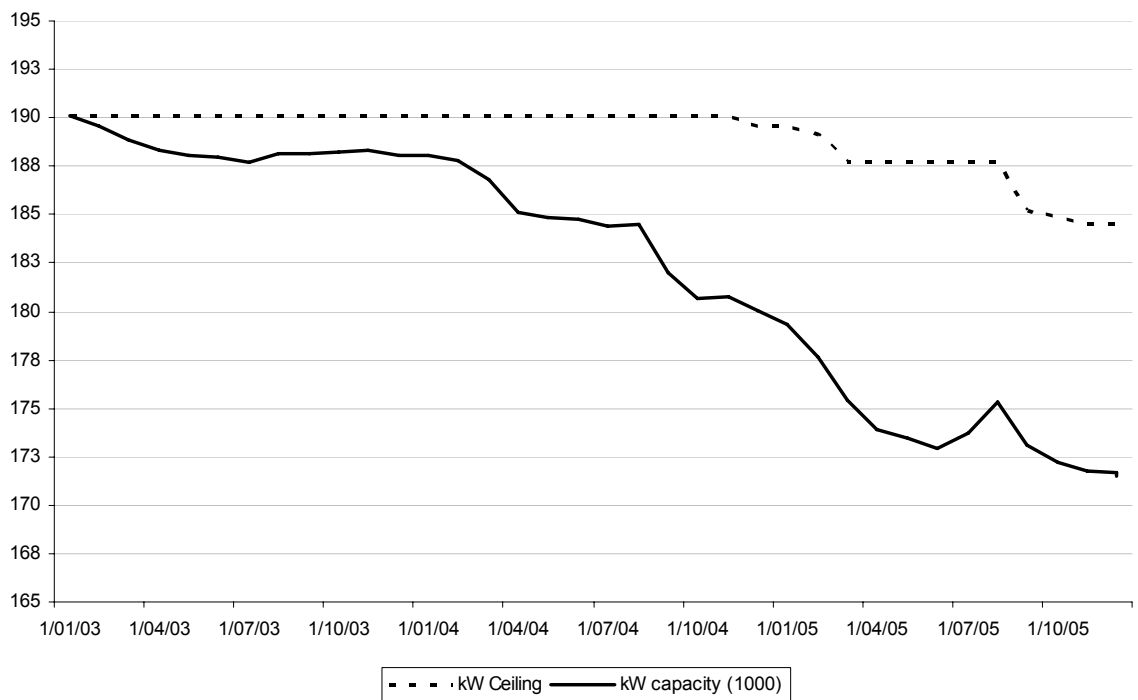
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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



## SWEDEN

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

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

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

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

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

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

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

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

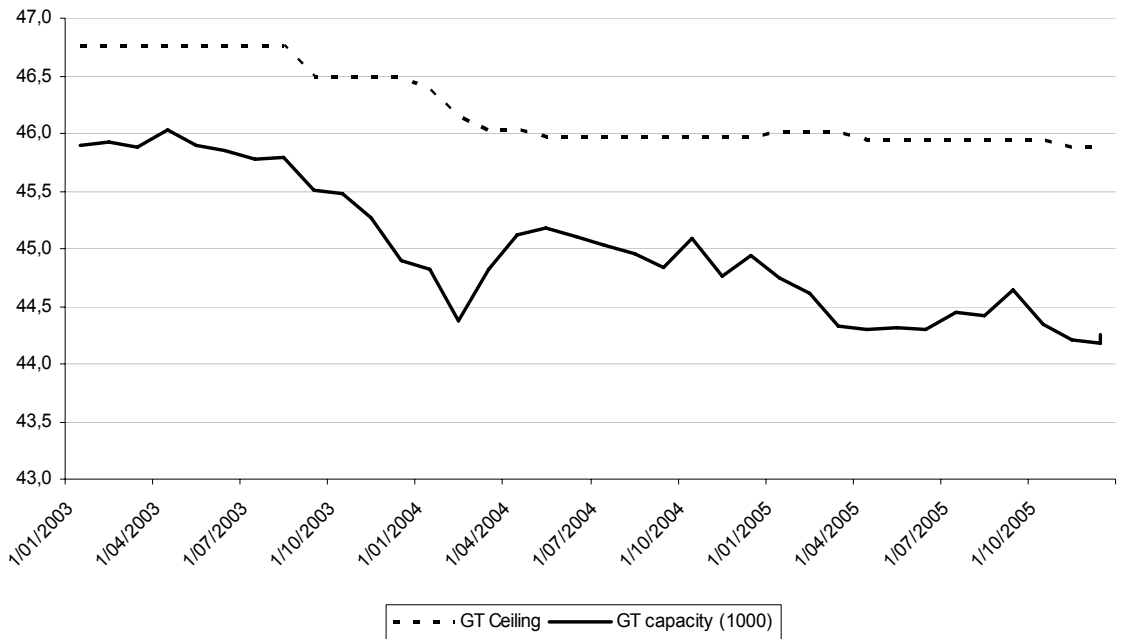
c) Reference levels at the end of 2005

Sweden		GT		kW	
1	Reference level on 1-1-2003	<b>R(GT)<sub>03</sub></b>	51.993	<b>R(kW)<sub>03</sub></b>	261.028
2	Entries of vessels of more than 100 GT financed with public aid	<b>GT<sub>100</sub></b>	0	<b>kW<sub>100</sub></b>	0
3	Increases in tonnage GT for reasons of safety	<b>GT<sub>S</sub></b>	76	-	-
4	Exits financed with public aid	<b>GT<sub>a</sub></b>	935	<b>kW<sub>a</sub></b>	3.159
10	<b>Capacity of the fleet on 31 December 2005 (a)</b>	<b>GT<sub>t</sub></b>	44.259	<b>kW<sub>t</sub></b>	218.745
5	<b>Reference level on 31 December 2005 (1 - 35% 2 + 3 - 4)</b>	<b>R(GT)<sub>t</sub></b>	50.509	<b>R(kW)<sub>t</sub></b>	253.197

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

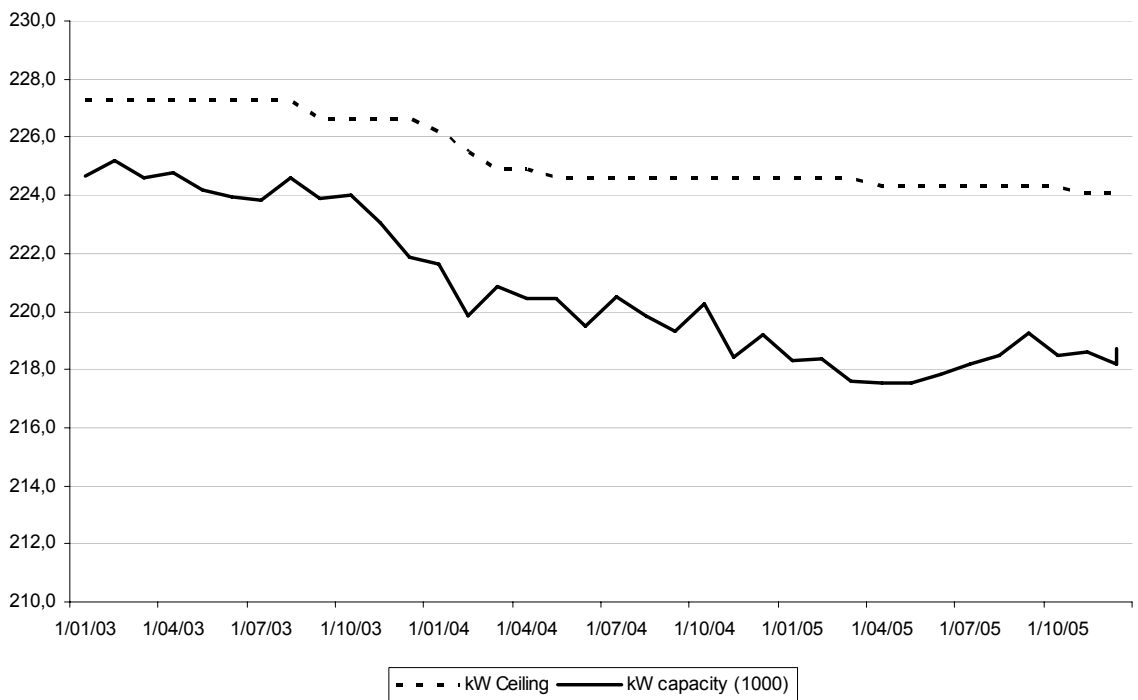
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

## UNITED KINGDOM

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

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

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

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

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

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

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

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

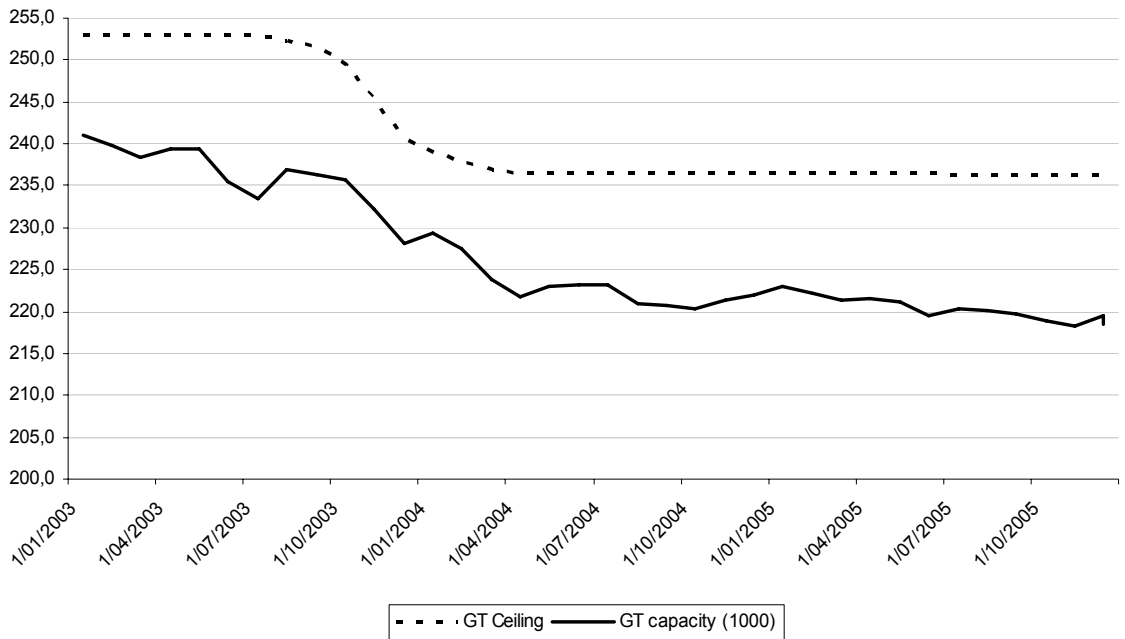
c) Reference levels at the end of 2005

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

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

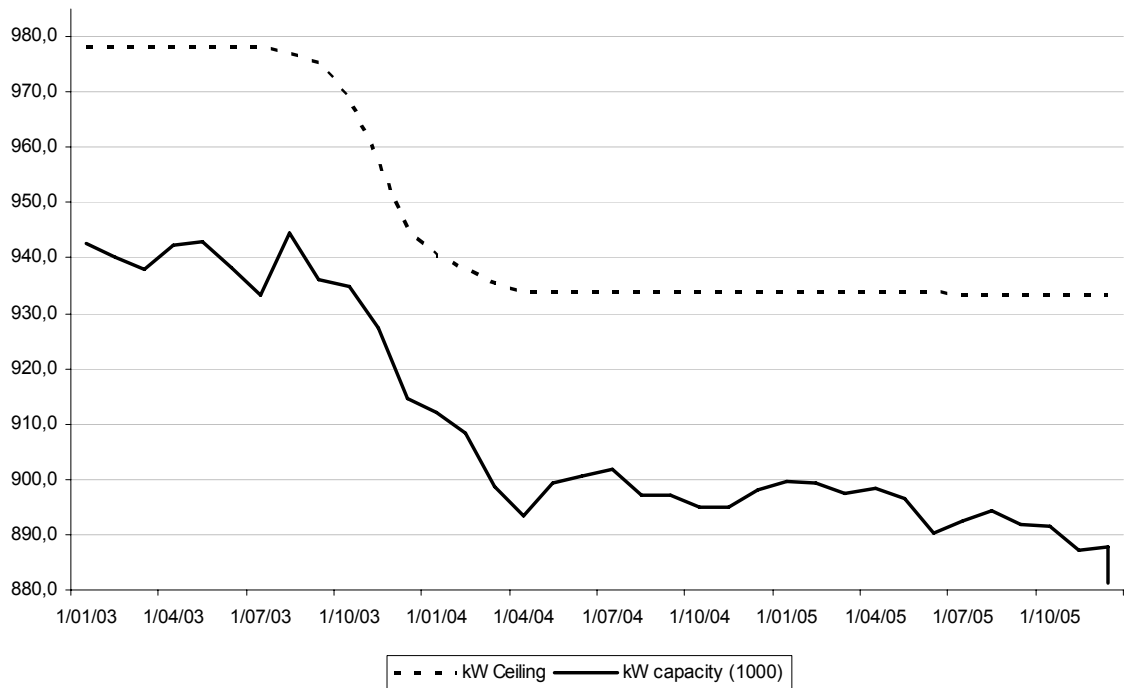
d) Evolution of fleet capacity compared to the capacity ceilings.

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



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

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



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

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

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

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

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

d) Management of capacity levels for outermost regions during 2005

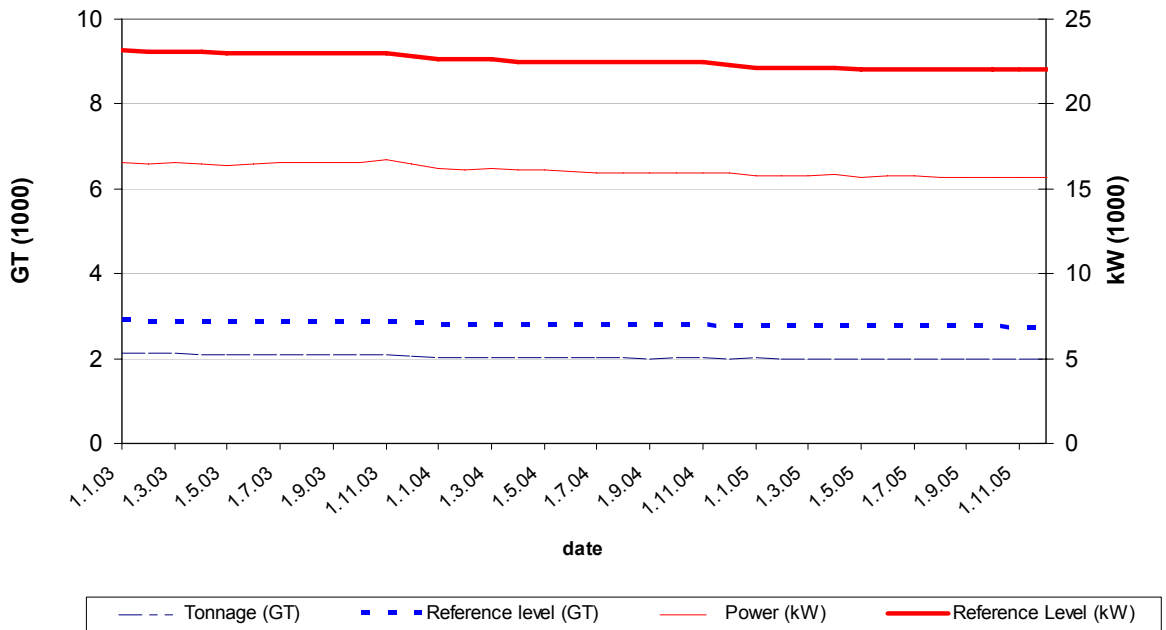
Canary Islands (Spain)		CA1 Length < 12 m EU waters		CA2 Length > 12 m EU waters		CA3 Length > 12 m International and third country waters	
		GT	kW	GT	kW	GT	kW
1	Reference level on 1-1-2003	2.878	23.202	4.779	16.055	51.167	90.680
2	Capacity of the fleet on 1 January 2003	2.114	16.541	4.019	14.749	46.202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

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

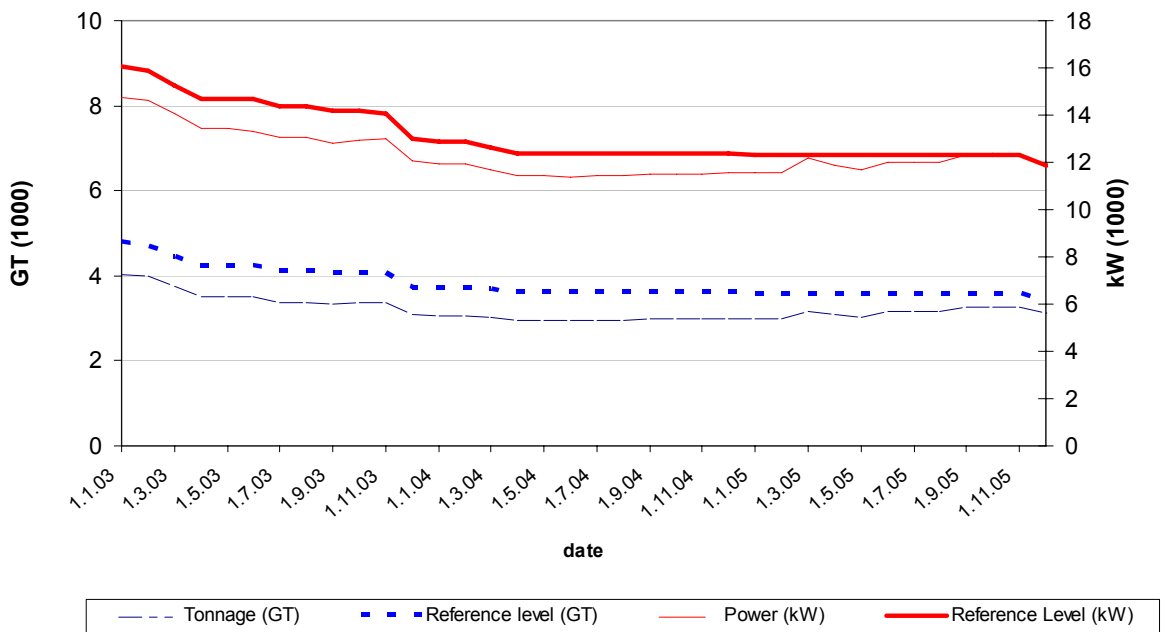
***Bold Italic*** indicates that the reference level has been exceeded.



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

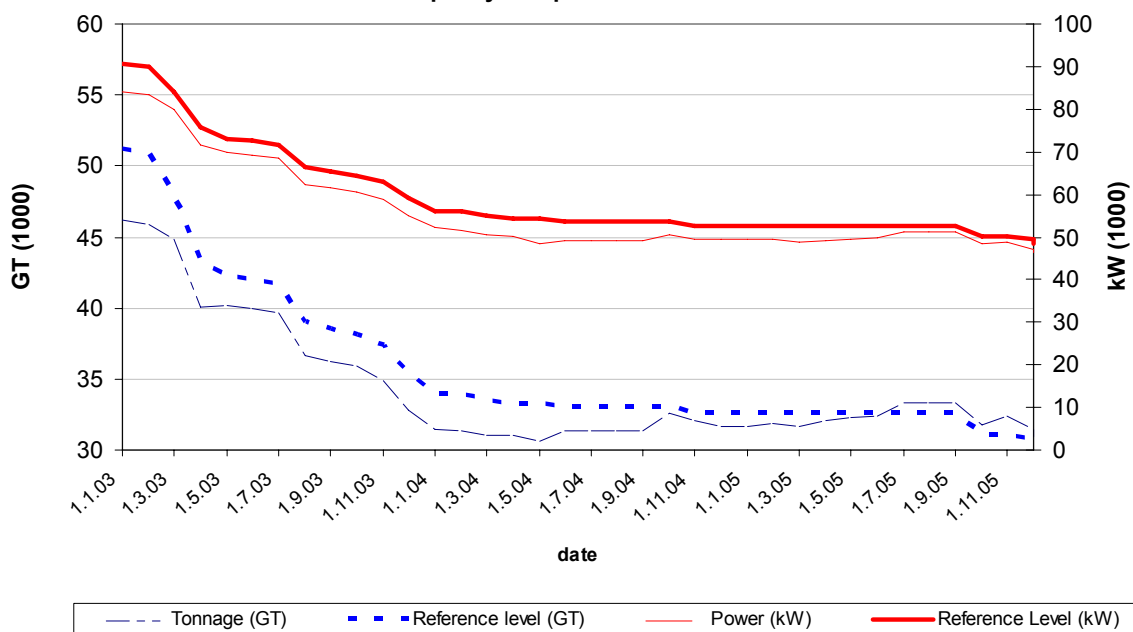


**Canary Islands: vessels of more than 12 m in length, EU waters (Segment CA2).  
Evolution of capacity compared to the reference levels\***



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

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



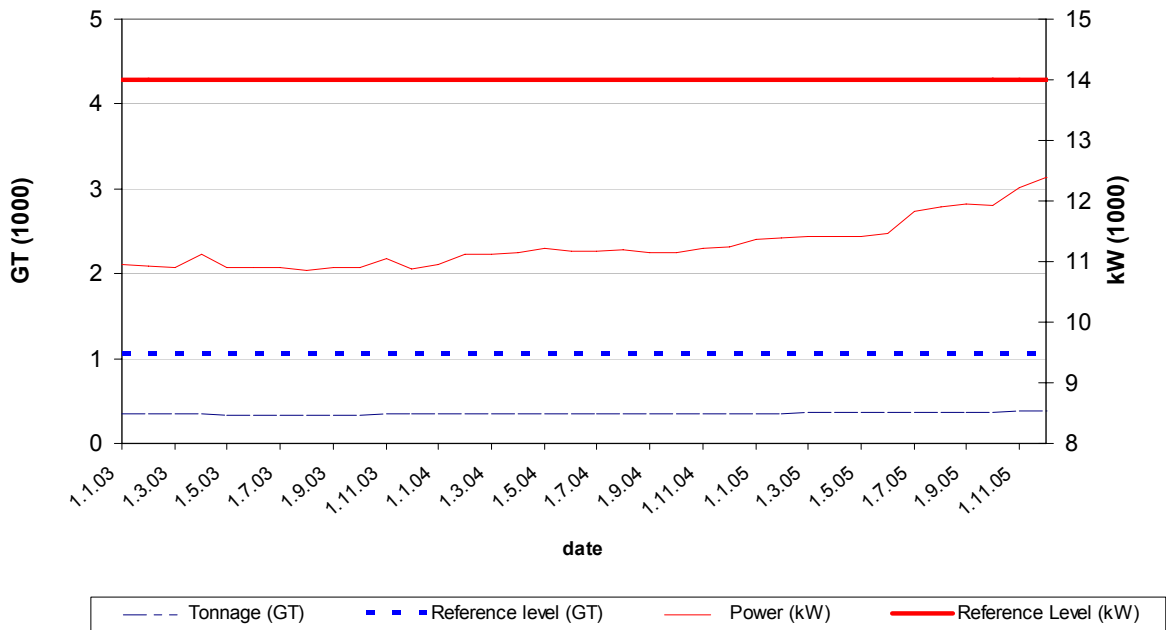
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

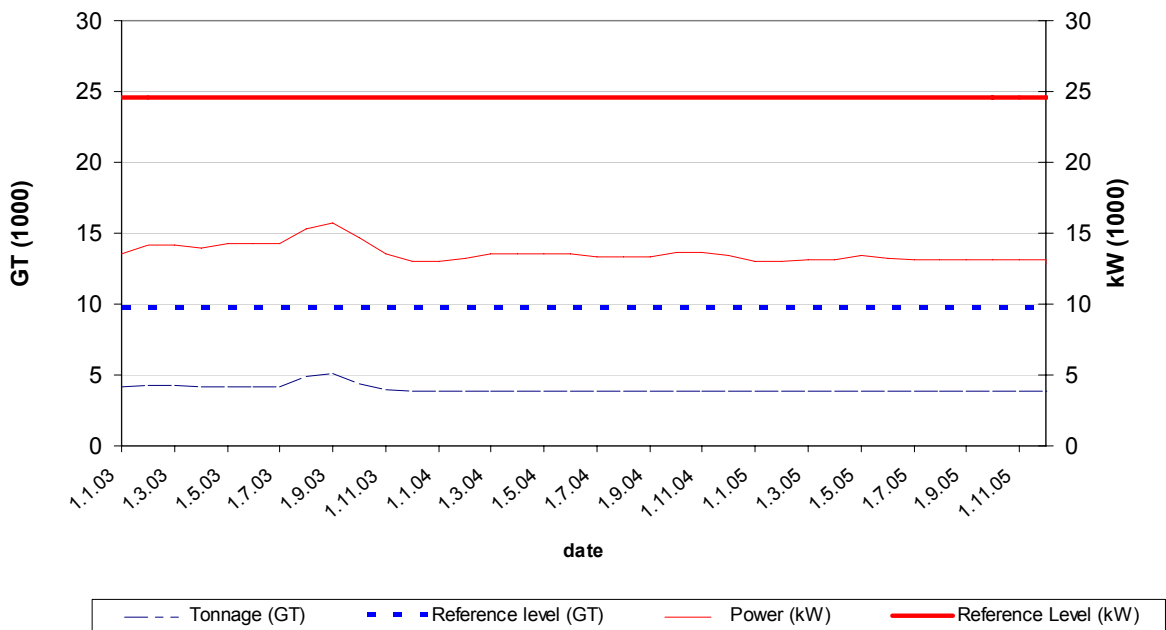
<b>Reunion (French Overseas Department)</b>		<b>4FC Demersal and pelagic species. Length &lt; 12 m</b>		<b>4FD Pelagic species. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	1.050	14.000	9.705	24.610
<b>2</b>	<b>Capacity of the fleet on 1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

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

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



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



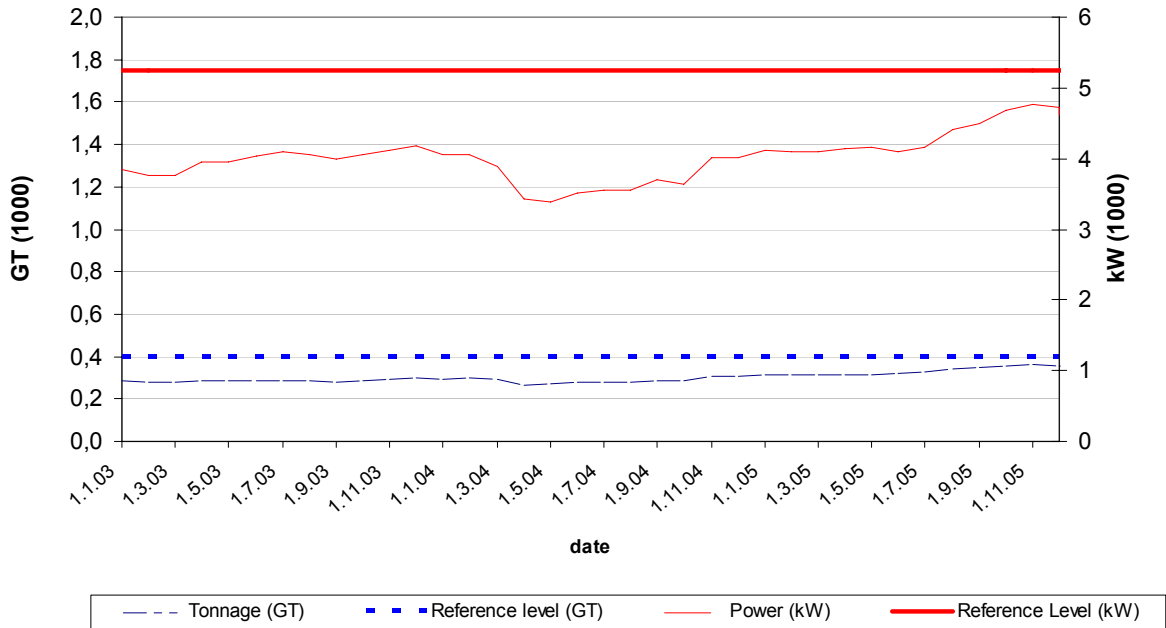
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

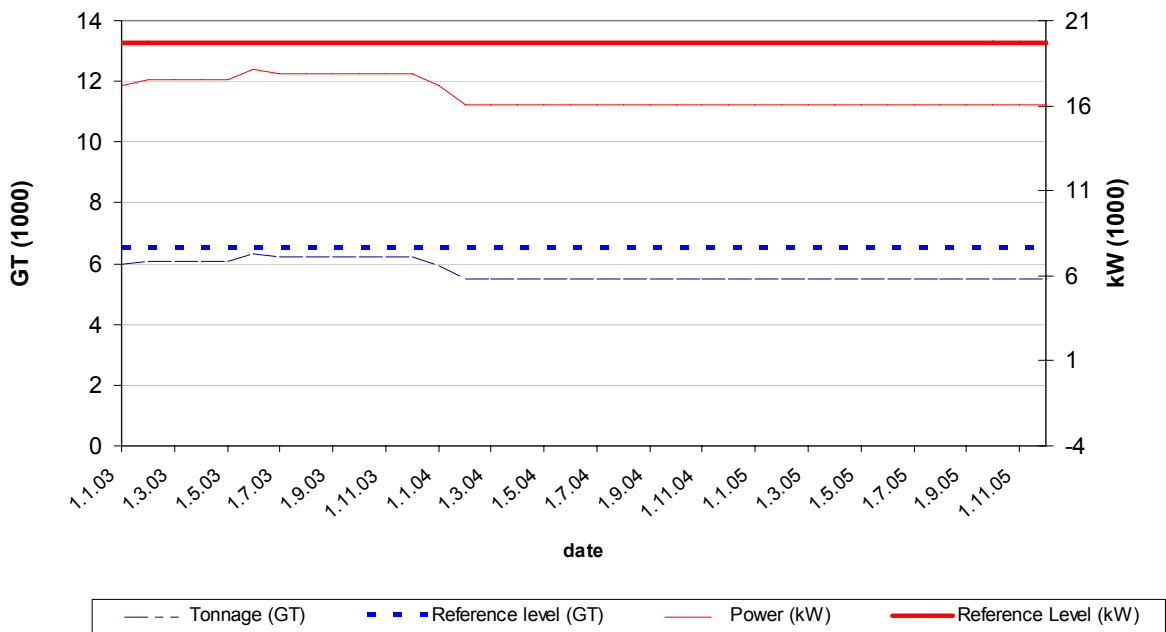
<b>French Guiana</b>		<b>4FF Demersal and pelagic species. L &lt; 12 m</b>		<b>4FG Shrimp vessels</b>		<b>4FH Pelagic species. Offshore vessels</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	400	5.250	6.526	19.726	3.500	5.000
<b>2</b>	<b>Capacity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

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

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

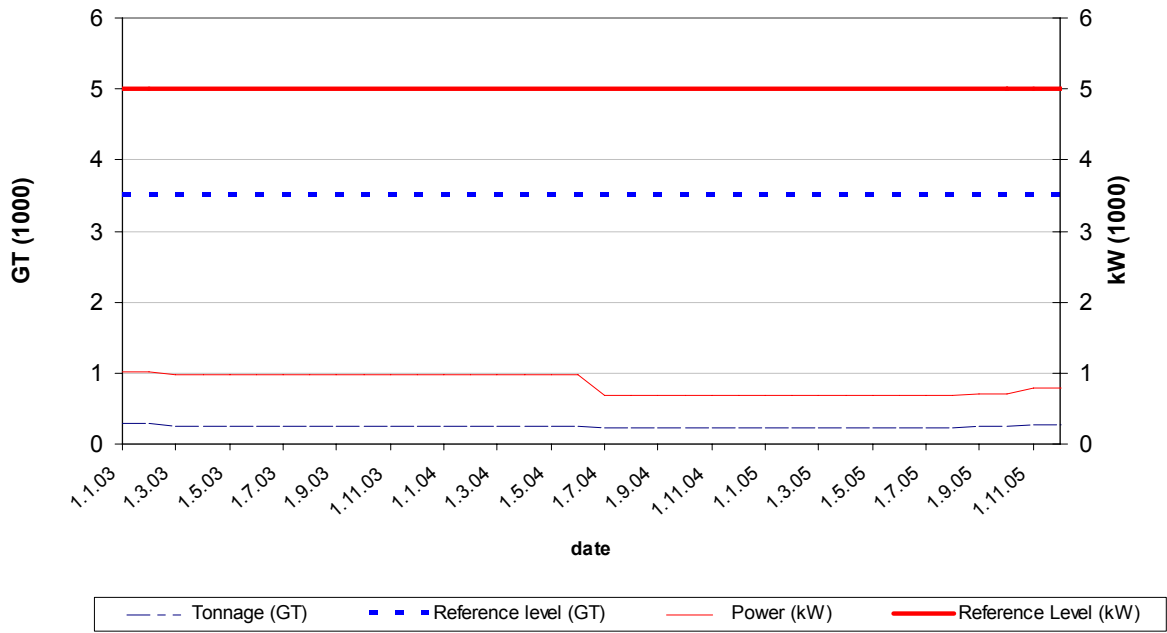


**French Guiana. Shrimp vessels (Segment 4FG).  
Evolution of capacity compared to the reference levels\***



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

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



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

d) Management of capacity levels for outermost regions during 2005

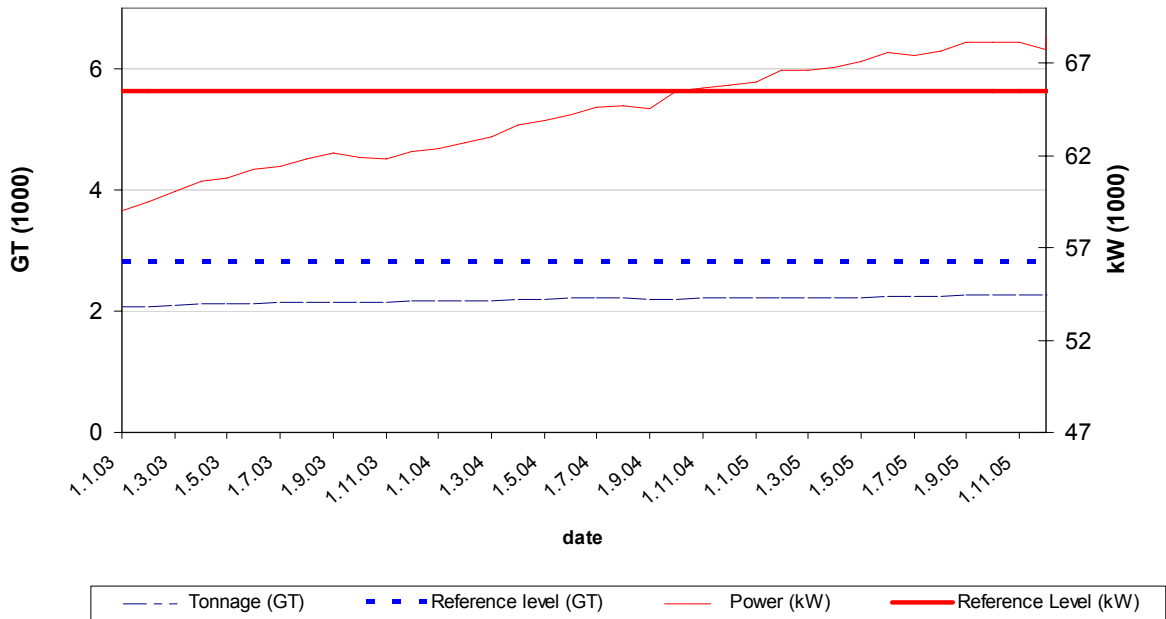
Martinique (French Overseas Department)		4FJ Demersal and pelagic species. Length < 12 m		4FK Pelagic species. Length > 12 m	
		GT	kW	GT	kW
1	Reference level on 1-1-2003	2.800	65.500	1.000	3.000
2	Capacity of the fleet on 1 January 2003	2.065	59.005	848	2.598
3	Exits financed with public aid	0	0	0	0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

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

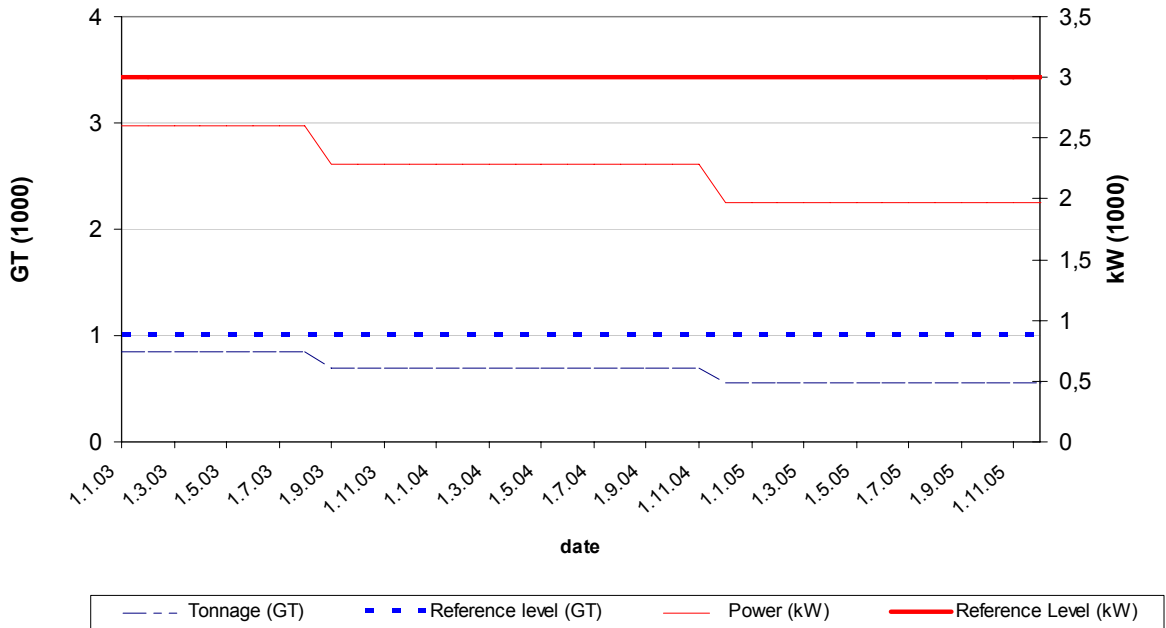
***Bold Italic*** indicates that the reference level has been exceeded.



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



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



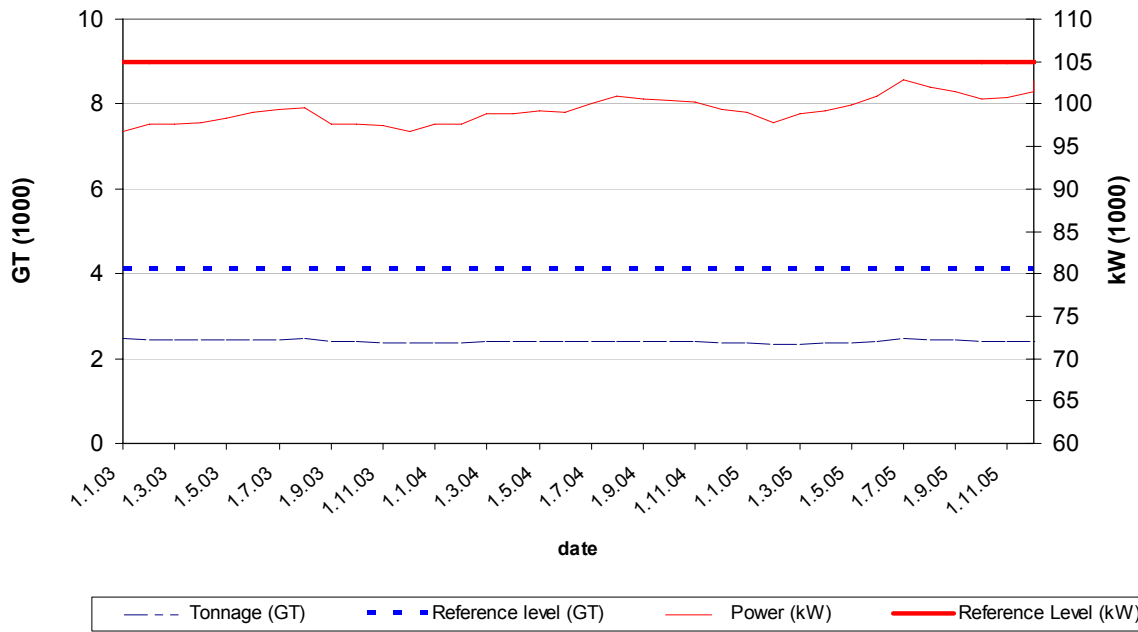
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

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

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

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



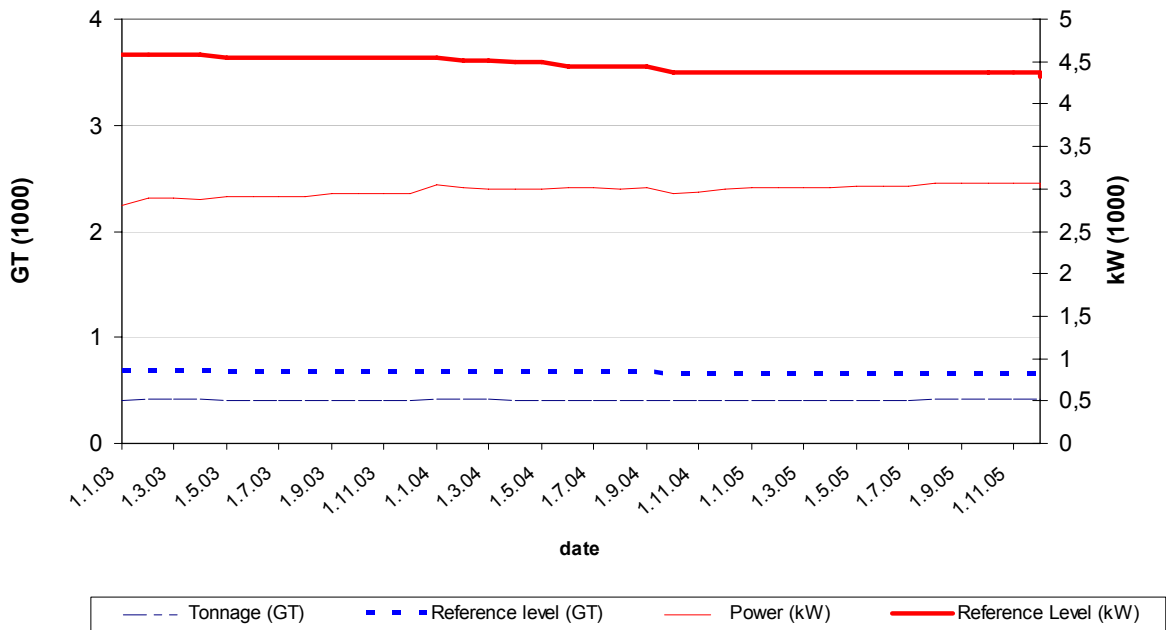
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

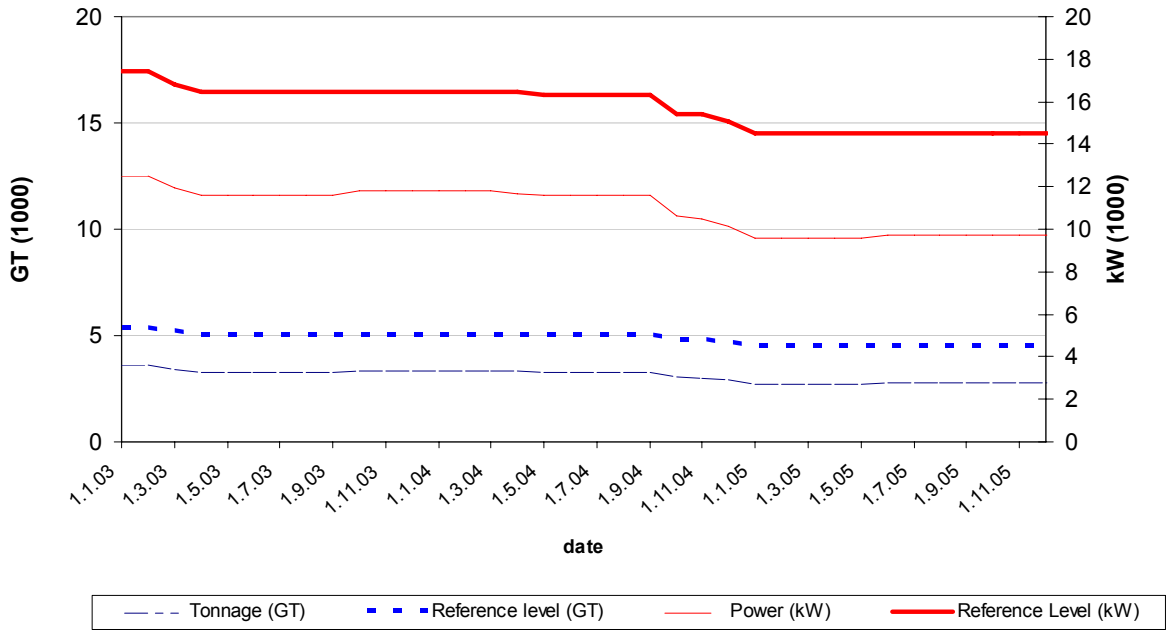
<b>Madeira (Portugal)</b>		<b>4K6 Demersal species. Length &lt; 12 m</b>		<b>4K7 Demersal and pelagic species. Length &gt; 12 m</b>		<b>4K8 Pelagic species. Seine. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	680	4.574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

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

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

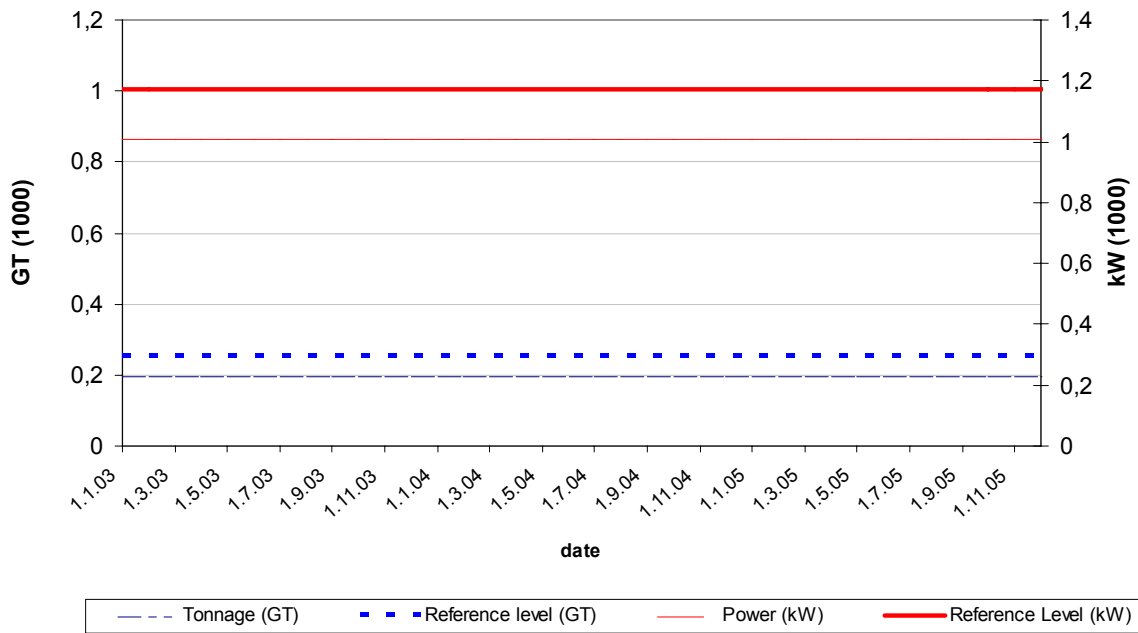


**Madeira. Vessels of more than 12 m in length. Demersal species and pelagic (Segment 4K7).  
Evolution of capacity compared to the reference levels\***



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

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



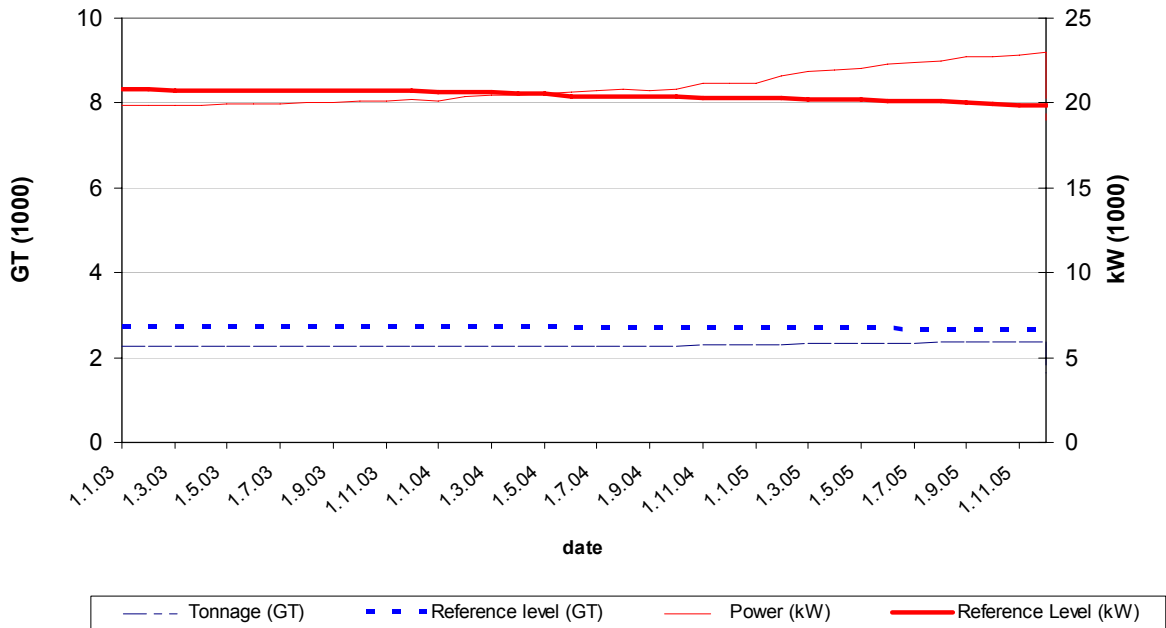
\*Situation as registered in the Community Fleet Register on 4 October 2006

d) Management of capacity levels for outermost regions during 2005

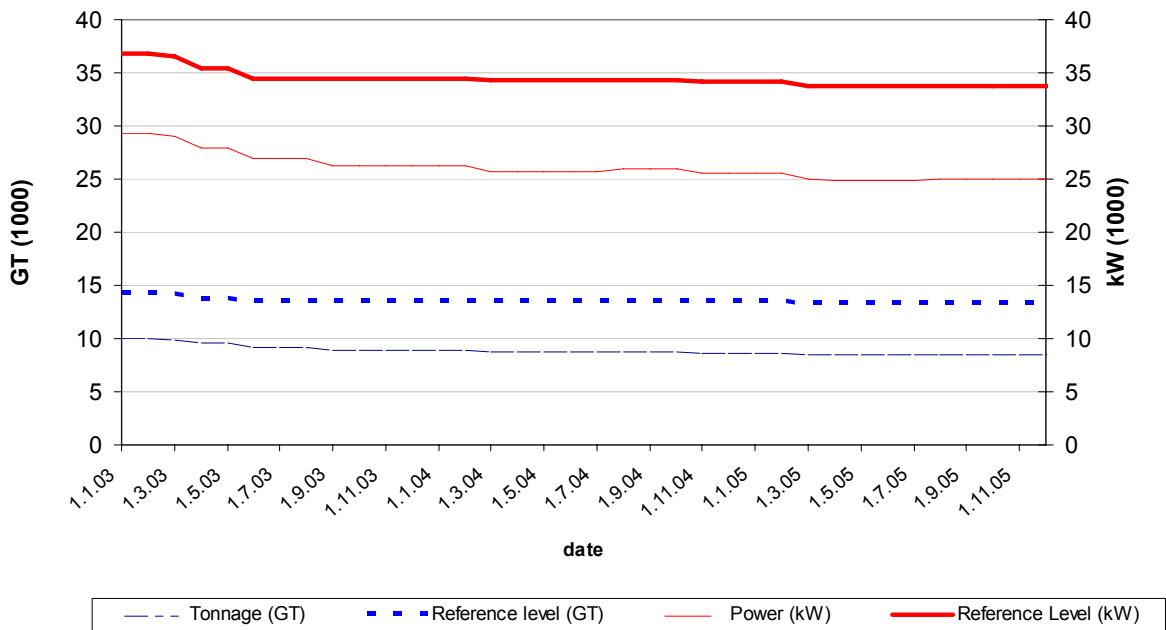
<b>Azores (Portugal)</b>		<b>4K9 Demersal species. Length &lt; 12 m</b>		<b>4KA Demersal and pelagic species. Length &gt; 12 m</b>	
		<b>GT</b>	<b>kW</b>	<b>GT</b>	<b>kW</b>
<b>1</b>	<b>Reference level on 1-1-2003</b>	2.721	20.815	14.246	36.846
<b>2</b>	<b>Capacity of the fleet on 1 January 2003</b>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

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

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



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



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