UNIVERSITY OF COPENHAGEN

Københavns Universitet

Contribution to the EU fisheries fleet report 2014

Andersen, Jesper Levring; Thøgersen, Thomas Talund

Publication date:
2015

Document version
Publisher's PDF, also known as Version of record

Citation for published version (APA):
Andersen, J. L., & Thøgersen, T. T., (2015). *Contribution to the EU fisheries fleet report 2014*, 11 p., IFRO Commissioned Work No. 2015/11

Download date: 10. okt.. 2026

DEPARTMENT OF FOOD AND RESOURCE ECONOMICS
UNIVERSITY OF COPENHAGEN

IFRO Commissioned Work

Contribution to the EU fisheries fleet report 2014

Jesper Levring Andersen
Thomas Talund Thøgersen

2015 / 11

IFRO Commissioned Work 2015/11

(IFRO Udredning 2015/11)

Contribution to the EU fisheries fleet report 2014

Authors: Jesper Levring Andersen, Thomas Talund Thøgersen

This publication has been issued within the frames of the agreement on research-based public commissioned work between the Danish Ministry of Food, Agriculture and Fisheries and the Department of Food and Resource Economics at the University of Copenhagen.

Find the full series IFRO Commissioned Work (mostly in Danish) here:
http://ifro.ku.dk/publikationer/ifro_serier/udredninger/

Department of Food and Resource Economics
University of Copenhagen
Rolighedsvej 25
DK-1958 Frederiksberg
www.ifro.ku.dk/english/

Contribution to the EU fisheries fleet report 2014

Section A

Description of fleets

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

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

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

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

See Annex 1 for explanation of Gear Codes

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

Notes: [1)] Includes vessels with a yearly catch value above € 36,000.
[2)] Includes vessels with a yearly catch value below € 36,000 but above € 0.
[3)] Includes vessels not having any catch value within the year.
[4)] Includes vessels not being active by the end of the year.
[5)] For discretionary purposes VL24XXm TBB has been included in VL2440m DTS.

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

Section A

Link with fisheries

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

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

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

See Annex 1 for explanation of Gear Codes

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

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

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

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

Section A

Developments in fleets

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

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

Table A.3. Development in the capacity of registered Danish fishing vessels[1)]

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

See Annex 1 for explanation of Gear Codes

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

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

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

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

Section F

Estimation and discussion of balance indicators

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

i) Technical indicator(s)

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

The Inactive fleet indicator

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

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

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

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

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

The vessel utilisation indicator

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

Table F.2. Ratios between average days at sea and maximum days at sea[1) 2) 3)]

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

Sources: The Danish AgriFish Agency Vessel Register 19th August 2014;
Call for fleet economic scientific data concerning 2008-2014, EC, Ref. Ares(2014)130188 - 21/01/2014

Notes: [1)] Covers only active vessels.
[2)] See Appendix B for the figures used to the calculations.
[3)] Based on the maximum observed active vessel within each year and fleet segment.

From Table F.2 it is observed that both ratios are generally increasing with the vessel length. The major part of the vessels in the fleet segments above 24 meters has been managed with Individual Transferable Quotas (ITQ) since 2003, and a relative high ratio is observed for these vessels. All other fleets (except DRBs and TBBs) has since 2007 been managed with transferable Vessel Quota Shares (VQS), and an increasing ratio is expected in the coming years, which is partly already reflected in the figures.

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

ii) Biological indicators

iii) Economic indicators

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

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

Table F.3. Return on investments (ROI)

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

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

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

Ratio between current revenue and break-even revenue

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

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

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

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

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

Appendix 1 Gear Codes

DRB = Dredgers

DTS = Demersal trawlers and/or demersal seiners

PGP = Vessels using polyvalent passive gears only

PMP = Vessels using active and passive gears

TBB = Beam trawlers

TM = Pelagic trawlers

Appendix 2 Capacity of registered Danish fishing vessels, 2014

Tonnage in GT

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

See Annex 1 for explanation of Gear Codes

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

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

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

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

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

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

Engine power in kW

Length	Gear	Commercial[1)]	Non-commercial[2)]	Inactive[3)]	Not registered 31st December[4)]	Total
VL0010m	DTS	463	771	141	9	1,384
	PGP	6,096	24,668	16,350	2,034	49,148
	PMP	2,288	4,474	1,958	383	9,003
	Total	8,847	29,813	18,449	2,426	59,535
VL1012m	DRB	2,033	377	157	112	2,679
	DTS	1,052	96	87	126	1,361
	PGP	4,033	1,916	348	78	6,375
	PMP	2,361	1,314	358	266	4,299
	Total	9,479	3,703	950	582	14,714
VL1218m	DRB	3,992		234	266	4,492
	DTS	22,074	1,171	992	806	25,043
	PGP	4,976	95	1,274	289	6,634
	PMP	4,903	1,401	1,351	565	8,220
	TBB	2,126				2,126
	TM	3,148	59			3207
	Total	41,219	2,726	3,851	1926	49,722
VL1824m	DTS	16,923		509	1,515	18,947
	PMP	3,656		412		4,068
	TBB	2,877				2,877
	Total	23,456		921	1,515	25,892
VL2440m	DTS[5)]	21,317			838	22,155
	PMP	2,575				2,575
	Total	23,892			838	24,730
VL40XXm	DTS	17,783				17,783
	PS	5,024			4,320	5,024
	TM	34,847				39167
	Total	57,654			4,320	61,974
Total		164,547	36,242	24,171	11,607	236,567

See Annex 1 for explanation of Gear Codes

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

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

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

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

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

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

Appendix 3 Figures used to calculate the technical indicator

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

Source: The Danish AgriFish Agency Vessel Register and Sales Notes Register 19th August 2014
Call for fleet economic scientific data concerning 2008-2014, EC, Ref. Ares(2014)130188 - 21/01/2014

Notes: [1)] Covers only active vessels.
[2)] Based on the maximum observed active vessel within each year and fleet segment.