*Economic performance of the individual fleet segments, 2002*

| | ST | MT | Value/ vessel (1000 €) | GVA/ crewman (1000 €) | Value/ kW (€) |
|---|---|---|---|---|---|
| **Belgium** | | | | | |
| Beam trawlers > 24m | + | + | 1,168 | 77 | 1,348 |
| Beam trawlers < 24m | + | + | 422 | 76 | 1,929 |
| Shrimp beam trawlers | - | + | 163 | 14 | 846 |
| **Denmark** | | | | | |
| Trawlers > 200 GT | + | - | 1,387 | 134 | 1,827 |
| Trawlers < 200 GT | + | -- | 306 | 58 | 1,284 |
| Danish seiners | - | - | 272 | 54 | 1,870 |
| Gillnetters | + | -- | 130 | 43 | 1,231 |
| **Finland** | | | | | |
| Trawlers < 24m | + | - | 91 | 32 | 331 |
| Trawlers > 24m | +/- | + | 457 | 76 | 681 |
| Gillnetters | + | -- | 94 | 18 | 459 |
| Coastal vessels | - | ++ | 27 | 10 | 349 |
| **France** | | | | | |
| Bottom trawlers | + | + | 683 | 80 | 1,734 |
| Trawlers / dredgers | + | ++ | 275 | 55 | 1,442 |
| Netters | + | ++ | 291 | 56 | 1,658 |
| Longliners and liners | +/- | ++ | 90 | 39 | 1,000 |
| Potters | + | ++ | 152 | 52 | 1,579 |
| Mediterranean trawlers | + | ++ | 443 | 58 | 1,504 |
| **Germany** | | | | | |
| North Sea trawlers | - | ++ | 186 | 21 | 369 |
| Baltic Sea trawlers | - | ++ | 145 | 30 | 770 |
| Shrimp beam trawlers | - | ++ | 175 | 48 | 1,034 |
| **Greece** | | | | | |
| Thermaikos trawlers > 24m | + | ++ | 221 | 28 | 638 |
| Thermaikos trawlers < 24m | - | ++ | 128 | 18 | 444 |
| **Ireland** | | | 172 | | 1,136 |
| Polyvalent < 12m | | -- | 26 | -1 | 948 |
| Polyvalent 12 -< 18m | | -- | 107 | 5 | 820 |
| Polyvalent 18 -< 24m | | ++ | 453 | 35 | 1,409 |
| **Italy** | | | | | |
| Trawlers | + | ++ | 245 | 37 | 1,131 |
| Purse seiners | +/- | ++ | 284 | 28 | 1,177 |
| Midwater pair trawlers | + | ++ | 390 | 43 | 1,177 |
| Dredgers | - | ++ | 91 | 35 | 846 |
| Multi-purpose vessels | + | ++ | 103 | 24 | 783 |
| Small-scale fisheries | - | ++ | 35 | 13 | 1,411 |
| Tuna fisheries | + | ++ | 366 | 51 | 1,275 |
| **Netherlands** | | | | | |
| Shrimp beam trawlers < 24m | - | -- | 132 | 31 | 911 |
| Beam trawlers <= 24m | - | + | 334 | 57 | 1,521 |
| Beam trawlers > 24m | - | + | 1,294 | 84 | 783 |
| Trawlers > 24m | - | + | 341 | 64 | 644 |
| Pelagic freezer trawlers | | | 7,418 | 87 | 1,274 |
| **Portugal** | | | | | 813 |
| Coastal trawlers | - | + | 441 | 18 | 883 |
| Coastal purse seiners | + | + | 311 | 10 | 1,354 |
| Trawlers in NAFO | +/- | + | 2,071 | 22 | 1,032 |
| Longliners | - | + | 542 | 12 | 1,306 |
| Gillnetters | - | + | 200 | 6 | 813 |

| | ST | MT | Value/ vessel (1000 €) | GVA/ crewman (1000 €) | Value/ kW (€) |
|---|---|---|---|---|---|
| **Spain** | | | | | |
| 300 fleet | +/- | ++ | 1,020 | 46 | 2,020 |
| N-NW bottom trawlers | + | ++ | 430 | 28 | 1,303 |
| Galician purse seiners | +/- | -- | 128 | 22 | 893 |
| Atlantic longliners | - | + | 792 | 33 | 2,150 |
| **Sweden** | | | | | |
| Pelagic tr. / purse sein. > 24m | + | ++ | 926 | 77 | 819 |
| Pelagic trawlers < 24m | + | ++ | 88 | 24 | 430 |
| Shrimp trawlers | - | ++ | 216 | 36 | 676 |
| Trawlers >= 24m | - | ++ | 500 | 59 | 796 |
| Trawlers < 24m | - | ++ | 203 | 33 | 689 |
| Nephrops trawlers | - | ++ | 83 | 19 | 393 |
| Gillnetters >= 12m | - | ++ | 69 | 23 | 429 |
| Gillnetters < 12m | - | | 22 | 9 | 333 |
| **United Kingdom** | | | | | |
| Scottish demersal seiners | - | + | 545 | 47 | 1,340 |
| Scottish dem. trawlers > 24m | - | ++ | 1,095 | 72 | 1,544 |
| Scottish dem. trawlers < 24m | - | - | 398 | 38 | 1,184 |
| Beam trawlers | - | -- | 848 | 20 | 1,113 |
| N. Irish nephrops trawlers | + | ++ | 219 | 40 | 1,075 |
| Scottish nephrops trawlers | + | ++ | 280 | 44 | 1,809 |
| Scallop trawlers | - | ++ | 330 | 42 | 1,570 |
| **Estonia** | | | | | |
| Baltic trawlers > 24m | +/- | + | 132 | 14 | 510 |
| Baltic trawlers < 24m | - | - | 11 | 3 | 147 |
| **Faeroe Islands** | | | | | |
| Pel. trawlers / purse seiners | + | ++ | | 202 | 2,667 |
| Freezer trawlers | + | ++ | 10,250 | 96 | 2,929 |
| Pair trawlers | + | ++ | 1,706 | 84 | 1,813 |
| Longliners | + | ++ | 1,929 | 92 | 4,500 |
| **Iceland** | | | | 121 | 1,741 |
| Trawlers | + | + | 2,639 | 111 | 1,985 |
| Freezer trawlers | + | + | 6,650 | 188 | 3,170 |
| Pel. trawlers / purse seiners | + | + | 2,887 | 138 | 1,616 |
| Boats > 10 GT | + | + | 571 | 94 | 1,695 |
| Coastal boats < 10 GT | - | + | 73 | 70 | 736 |
| **Latvia** | | | | | |
| Trawlers > 24m | + | | 152 | 11 | 676 |
| Trawlers < 24m | - | | 50 | -1 | 357 |
| Gillnetters | - | | 107 | 8 | 681 |
| **Lithuania** | | | | | |
| Coastal vessels <12m | | | 5 | 2 | 167 |
| Trawlers < 24m | + | -- | 96 | 7 | 450 |
| Gillnetters <24m | + | -- | 67 | 7 | 465 |
| Atlantic trawlers > 40m | | | 4,533 | 6 | 1,855 |
| **Norway** | | | 562 | 60 | 1,490 |
| Wetfish trawlers | + | + | 2,480 | 70 | 1,613 |
| Coastal fleet 8-13m | + | + | 70 | 24 | 751 |
| Purse seiners | + | ++ | 5,671 | 188 | 1,547 |
| **Poland** | | | | | |
| Factory trawlers | + | - | 2,317 | 1 | 692 |
| Pelagic vessels > 25m | + | - | 248 | 16 | 587 |

*ST = short term: + improvement, +/- constant, - deterioration*
*MT = medium term: ++ strong, + reasonable, - weak, -- very weak*
*Value = value of landings, GVA = gross value added*

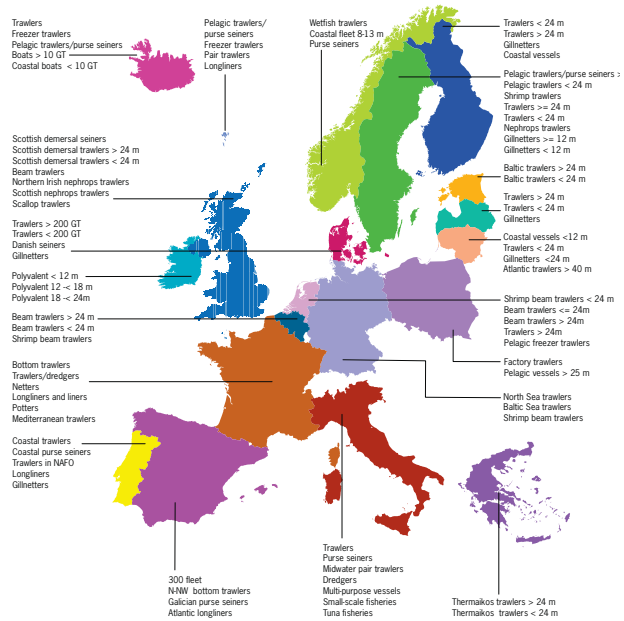
# ECONOMIC PERFORMANCE OF SELECTED EUROPEAN FISHING FLEETS IN 2002

ECONOMIC ASSESSMENT OF EUROPEAN FISHERIES

**The 'Annual Report 2003' on 'Economic performance of selected European fishing fleets' contains economic indicators regarding fisheries in twenty European countries. It presents information on revenues, costs, profits, employment, value and volume of landings and fleet composition along with analysis of the main developments in 2002. It also offers an outlook on the expected economic results in the year 2003.**

**Economic performance of 84 distinct European fishing fleets, with a total of almost 27,600 vessels and 89,000 men on board, is presented in the report. These segments represent 60% of value of landings of the total fishery sector in Europe, 30% of the number of vessels, over 60% of the aggregate gross tonnage and 40% of employment.**

## GENERAL CONCLUSIONS




In 2002 some 88,000 vessels employed about 225,000 fishermen. The total value of the landings is estimated at € 9.7 bln. Gross value added generated by the fleet can be estimated at about € 6 bln. Fishing fleets in the European Union alone employed some 196,000 people on board and landed € 7.1 bln worth of fish, crustaceans and molluscs.

Compared to the year 2001, the value of production has decreased by about 7%, but the employment has decreased by about 10%. This implies improving productivity and higher incomes.

This conclusion is broadly supported by the evidence regarding 84 specific segments of fishing fleets on which data has been collected. About 59 segments have achieved reasonable to strong economic performance over the period 2000-2002. These segments represent about 84% of the value of landings of the surveyed fleets. Only 10 segments faced structural losses over that period. In 2002, compared to

2000-2001, 38 segments (representing 63% of the value of landings) have further improved their performance, while 32 segments (25% of value of landings) faced some degree of deterioration.

*Main indicators by country in 2002*

| | Value of landings (mln €) | Employment on board (FTEs) | Volume of landings (1000 t) | Fleet - number of vessels | Fleet - total kW (1000) |
|---|---|---|---|---|---|
| Belgium | 92 | 700 | 26 | 130 | 68 |
| Denmark | 502 | 4,051 | 1,429 | 1,409 | 326 |
| Finland | 24 | 583 | 86 | 357 | 55 |
| France | 1,078 | 13,824 | 594 | 5,712 | 911 |
| Germany | 188 | 2,509 | 187 | 2,199 | 161 |
| Greece | 250 | 32,441 | 89 | 19,546 | 601 |
| Ireland | 234 | 6,000 | 283 | 1,361 | 206 |
| Italy | 1,385 | 38,360 | 304 | 15,915 | 1,253 |
| Netherlands | 380 | 2,331 | 447 | 410 | 388 |
| Portugal | 336 | 22,224 | 178 | 10,500 | 413 |
| Spain | 1,677 | 58,400 | 1,050 | 15,385 | 1,298 |
| Sweden | 117 | 2,350 | 285 | 1,821 | 225 |
| United Kingdom | 866 | 12,746 | 686 | 7,033 | 908 |
| **Total EU** | **7,130** | **196,519** | **5,643** | **81,778** | **6,813** |
| Estonia | 13 | 2,035 | | | |
| Faeroe Islands | 189 | 749 | 289 | 63 | 84 |
| Iceland | 926 | 4,984 | 2,133 | 1,939 | 532 |
| Latvia | 21 | 978 | 73 | 191 | 35 |
| Lithuania | 82 | 2,223 | 148 | 148 | 56 |
| Norway | 1,232 | 12,399 | 2,432 | 2,193 | 827 |
| Poland | 68 | 5,400 | 204 | 1,426 | 175 |
| **Total non-EU** | **2,532** | **28,768** | **5,279** | **5,960** | **1,708** |
| **Total** | **9,661** | **225,287** | **10,922** | **87,738** | **8,521** |

** some data has been estimated or refers to the year 2001*

Average gross value added per fisherman is estimated at about € 40,000, of which substantial part is disposable income. However, a number of segments show substantially lower levels of income, which may point to the characteristic family ownership of vessels and in some cases to part time employment.

## Performance by region

There is a major difference in productivity per employed, vessel or kW in the six regions. The low average productivity of the Baltic fisheries is largely caused by the performance of the vessels in the candidate countries and the fact that in Sweden and Finland fishing is a part time activity in the coastal fleets. Apart from the Baltic, in the other areas there is relatively little difference in the value of landings per kW, while the difference in the value of landings per crewman is very substantial. The most important regional difference is in the average value of landings per tonne. This value is in the Mediterranean five times higher than in the North Sea and ten times higher than in the North Atlantic.

### North Sea

In 2002, 63% of the segments report deterioration in the short term economic performance compared to 38% the previous year. In the medium term 74% of segments still show a strong or reasonable performance.

### Baltic Sea

The cod fishery has been seriously hit by the low quotas which have not been compensated by higher prices. However the economic performance has been better for many pelagic segments. The forecasts for the cod stocks remain weak.

There seems to be a rather big difference in economic performance between the pelagic fleets in the candidate countries and the corresponding fleets in the EU member states. This is especially the case for the pelagic segments with small vessels. The increased trade and foreign landings have created a market which is more or less the same around the Baltic. The vessels in the candidate countries are in general technically less advanced than those in the member states. However, the capital and labour costs are much lower. It appears that the lower costs could not outweigh the technical disadvantages.

### North Atlantic

Pelagic vessels in the Nordic region have progressed positively the last 2-3 years, mainly because of good prices and increased catches. In general the fleet fishing groundfish has been doing well.

### Central Atlantic

The short term economic performance has been mixed in Central Atlantic waters. Short term economic performance deteriorated in roughly one third of segments. The primary underlying reason is an increase in costs, particularly fuel and vessel costs. Most segments operate in a more stable economic situation for the medium term, as they achieve revenues above the estimated break-even level.

### South Atlantic

The short term economic performance of most segments is deteriorating. Consequently also the medium term performance in 2002 has worsened. Still the revenues of most segments are approximately at the break-even level. The problems are partly caused by excessive supplies of third countries into the European market.

### Mediterranean Sea

The medium term economic performance of all segments covered is generally strong, but in the short term the performance is more mixed. Only Italian purse seiners segment has improved its performance in 2002, the rest of segments being in the same situation as previous year. Challenges facing the industry vary according to segment but include increased costs and declines in total landings.

*Regional comparison - main indicators of the presented fleet segments*

| | North Sea | Baltic Sea | North Atlantic | Central Atlantic | South Atlantic | Mediter-ranean Sea | Total 1. |
|---|---|---|---|---|---|---|---|
| Number of segments | 24 | 17 | 14 | 10 | 8 | 10 | 83 |
| Value of landings (mln €) | 1,362 | 112 | 1,555 | 988 | 371 | 1,463 | 5,851 |
| Gross value added (mln €) | 672 | 57 | 962 | 621 | 194 | 930 | 3,436 |
| Employment | 11,856 | 4,048 | 11,732 | 11,966 | 9,164 | 39,222 | 87,988 |
| Volume (1.000 ton) | 1,726 | 380 | 3,475 | 295 2. | 239 | 332 | 6,448 |
| Number of vessels | 3,249 | 1,414 | 3,254 | 2,820 | 865 | 16,110 | 27,712 |
| GRT/GT (1000) | 332 | 63 | 380 | 140 | 111 | 190 | 1,217 |
| KW (1000) | 1,151 | 221 | 948 | 611 | 282 | 1,313 | 4,525 |
| Value of landings/man (1.000 €) | 115 | 28 | 133 | 83 | 40 | 37 | 66 |
| Gross value added/man (1.000 €) | 57 | 14 | 82 | 52 | 21 | 24 | 39 |
| KW/vessel | 354 | 157 | 291 | 218 | 319 | 81 | 163 |
| Value/vessel (1000 €) | 419 | 79 | 478 | 353 | 428 | 91 | 211 |
| Value/kW (€) | 1,184 | 506 | 1,640 | 1,618 | 1,343 | 1,111 | 1,294 |
| Value/tonne (€) | 789 | 294 | 447 | 3,346 | 1,552 | 4,392 | 907 |

*1. One segments (Dutch pelagic trawlers) generates most of its revenues outside the indicated areas and has been excluded from this summary. 2. Volume of landings for the three Irish segments is not available.*

## Performance by vessel size

### Small vessels (below 100 GT)

Vessels up to 100 GT realise mostly gross revenues ranging between € 50,000 and € 400,000. There is no clear relation between greater vessel size and higher production value.

There is also little relation between the production value of the vessel and the share received by the crew. The production costs, together with the differences of calculation of the crew share produce a rather dispersed picture. Small vessels with low value of landings may generate equal income for the crew as much larger vessels.

The earning capacity is also independent of the techniques used.

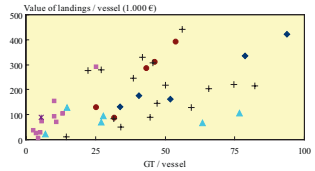
### Medium size vessels (100-450 GT)

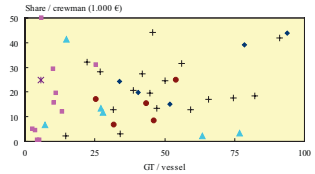
The gross revenues of vessels between 100 and 450 GT mostly range from € 250.000 up to about € 2.5 mln. Also in this group similar sized vessels may realise quite different levels of revenues. Trawler segments with average size of up to 200 GT do not have significantly different results from the smaller vessels below 100 GT.

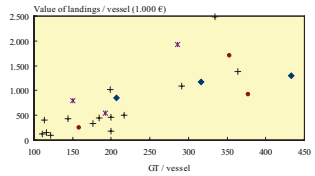
The earning of the crews show major differences and on larger vessels incomes are substantially higher than on the smaller ones, despite the fact that larger vessels also have more numerous crews.

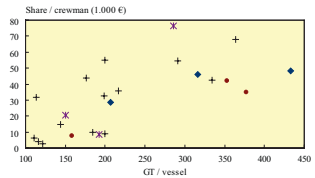
### Large vessels

The report also contains information about eleven fleet segments of vessels between 500 and 5,500 GT. The gross revenues of these vessels are in the order of € 2-9 mln and the remuneration of the crew lies in most cases between € 55,000 and € 110.000.




◆ Beam trawlers ■ Coastal vessels ▲ Gillnetters
✕ Longliners ● Pelagic trawlers/purse seiners + Trawlers

### Further information

This Annual Economic Report 2003 on 'Economic performance of selected European fishing fleets' has been prepared by the Concerted Action 'Economic Assessment of European Fisheries' (Q5CA-2001-01502). For copies of the full report or other information please contact: Erik Buisman, erik.buisman@wur.nl or Pavel Salz p.salz@framian.nl.