
BREAK EVEN
LOSS
PROFIT

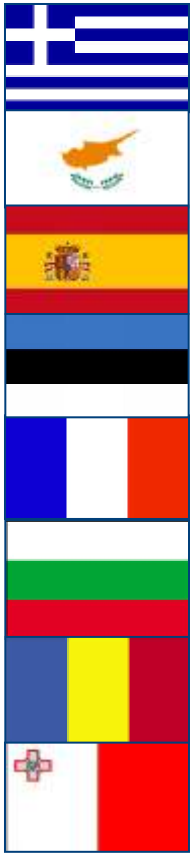
Background

- Data call
- 2 meetings
- Objectives
  - Qualitative analysis
  - More ‘up-to-date’
  - Better data quality
  - Better regional assessments

Data call compliance

Missing:

- **Greece and Cyprus:** No data
- **Spain**: no effort, landings, capital values and investments
- **Estonia:** No 2011 economic data
- **France:** 2008 dataset incomplete
- **Several MS** unable to provide 2012 effort and landings data



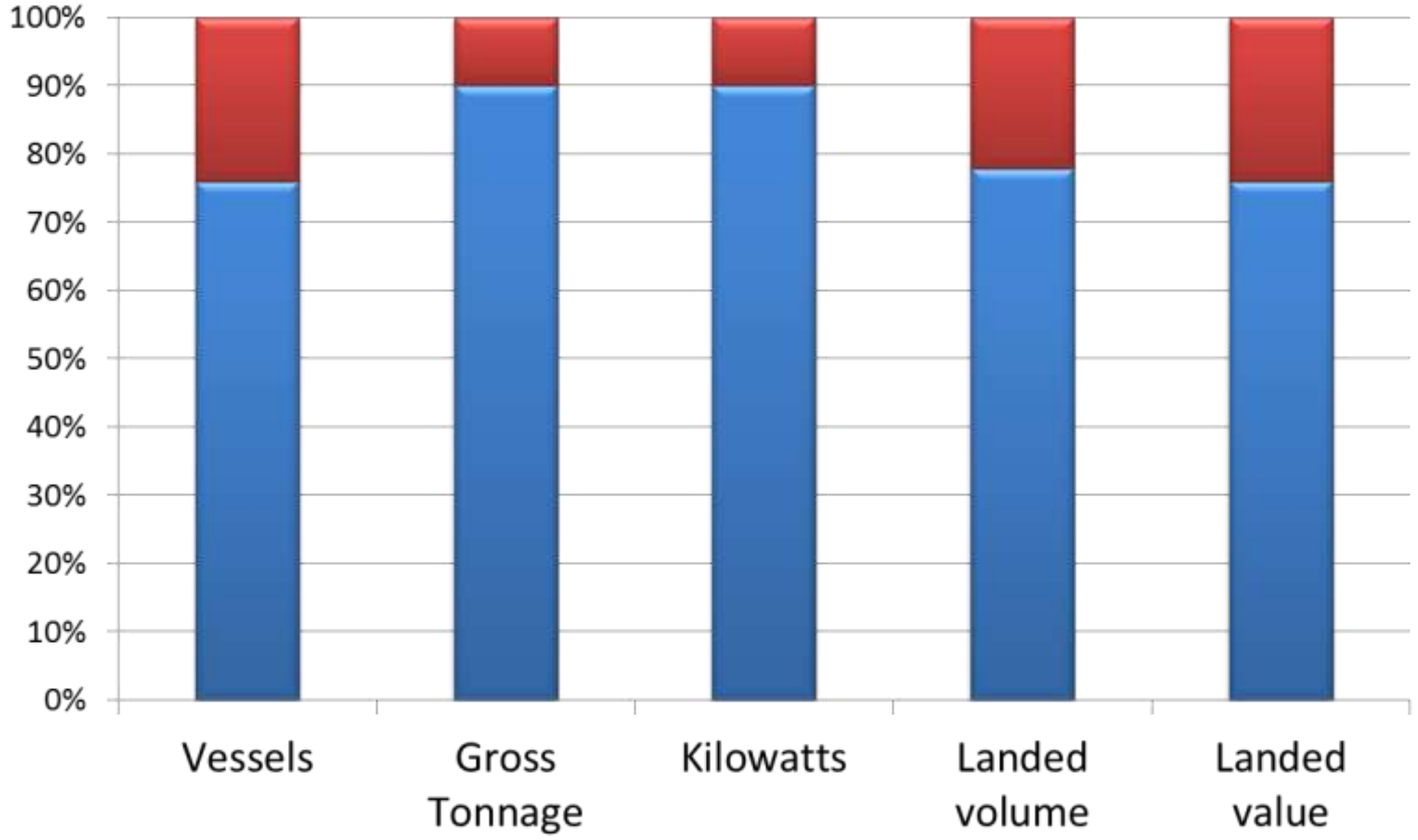
Quality:

- again, usual problems and some unrealistic economic performance results for **Bulgaria, Romania, Malta**

Timeliness:

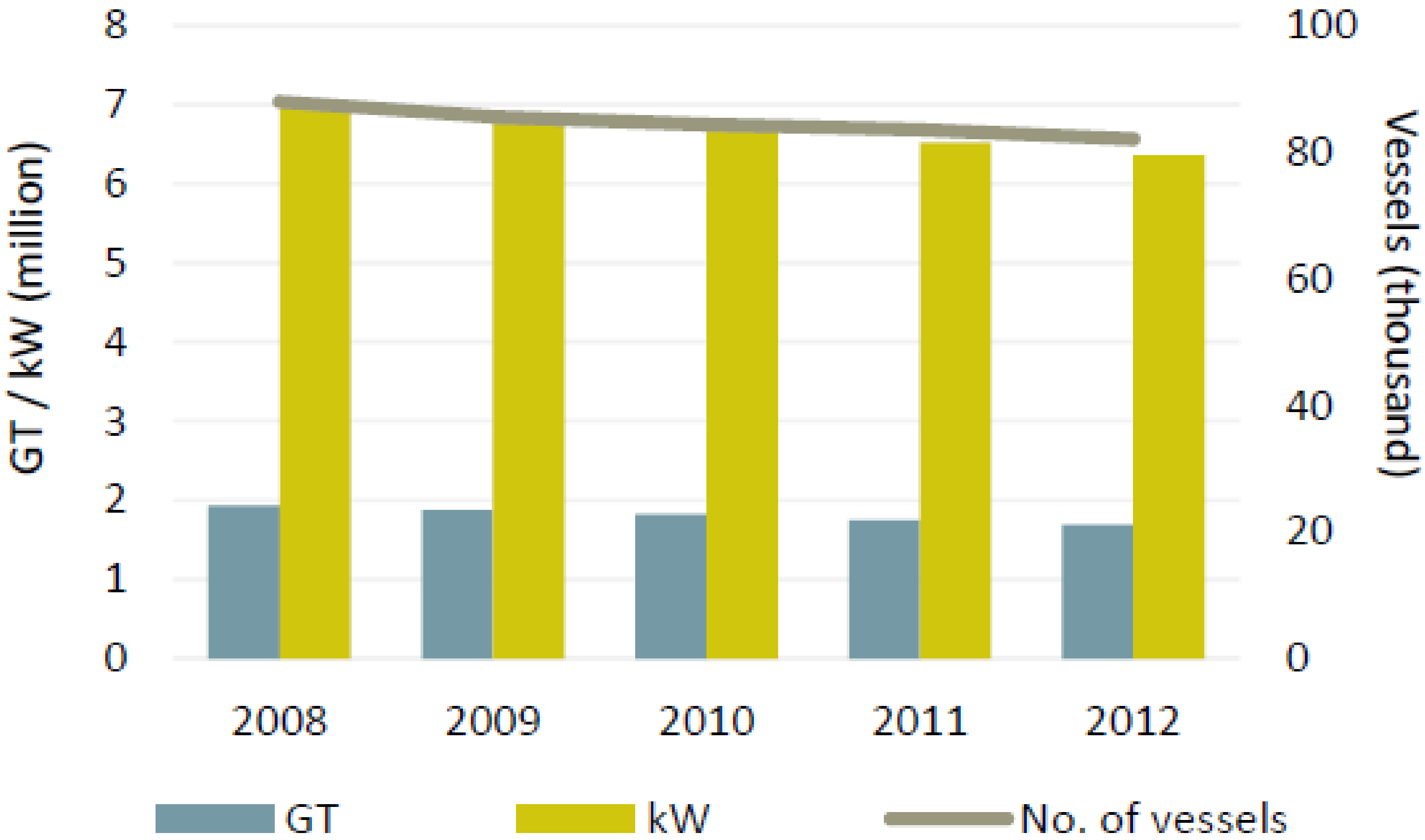
- Data changed by some Member States up to 4 months after the data call deadline

EU fleet coverage

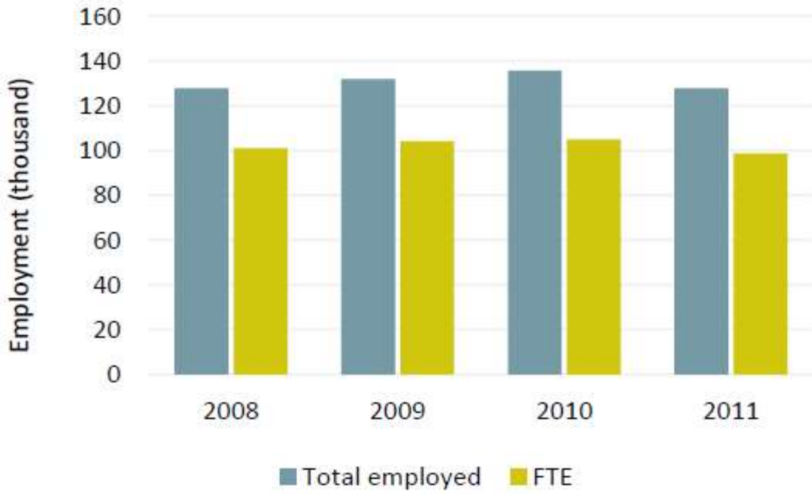


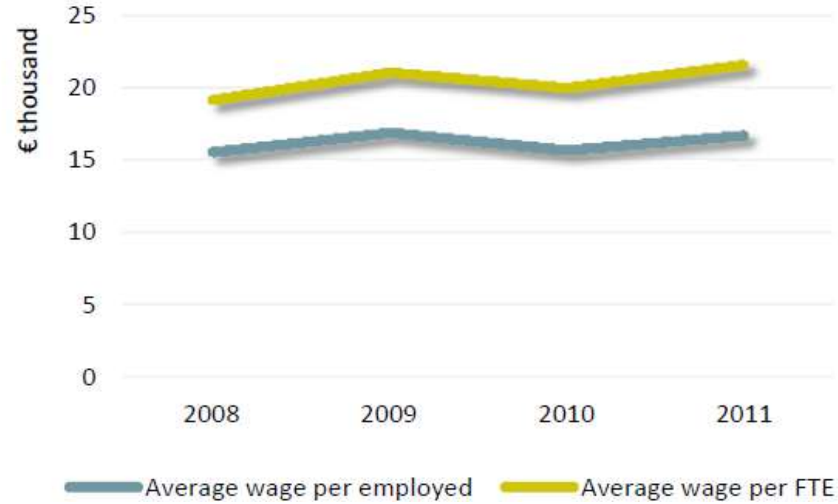
RESULTS

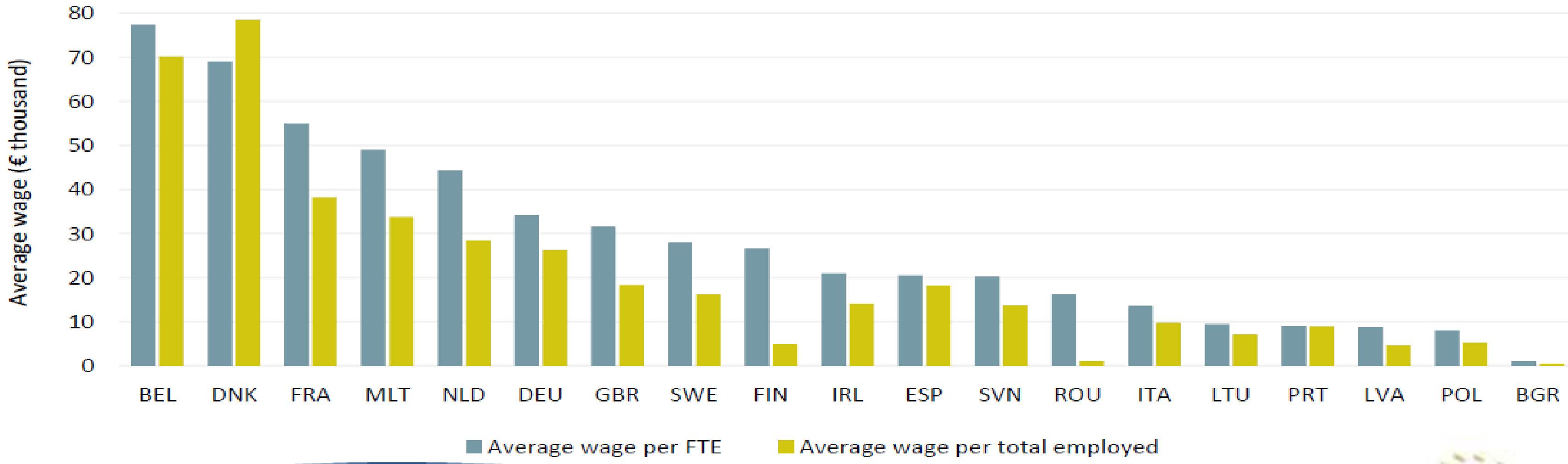
EU fleet capacity



EU fleet employment and wages







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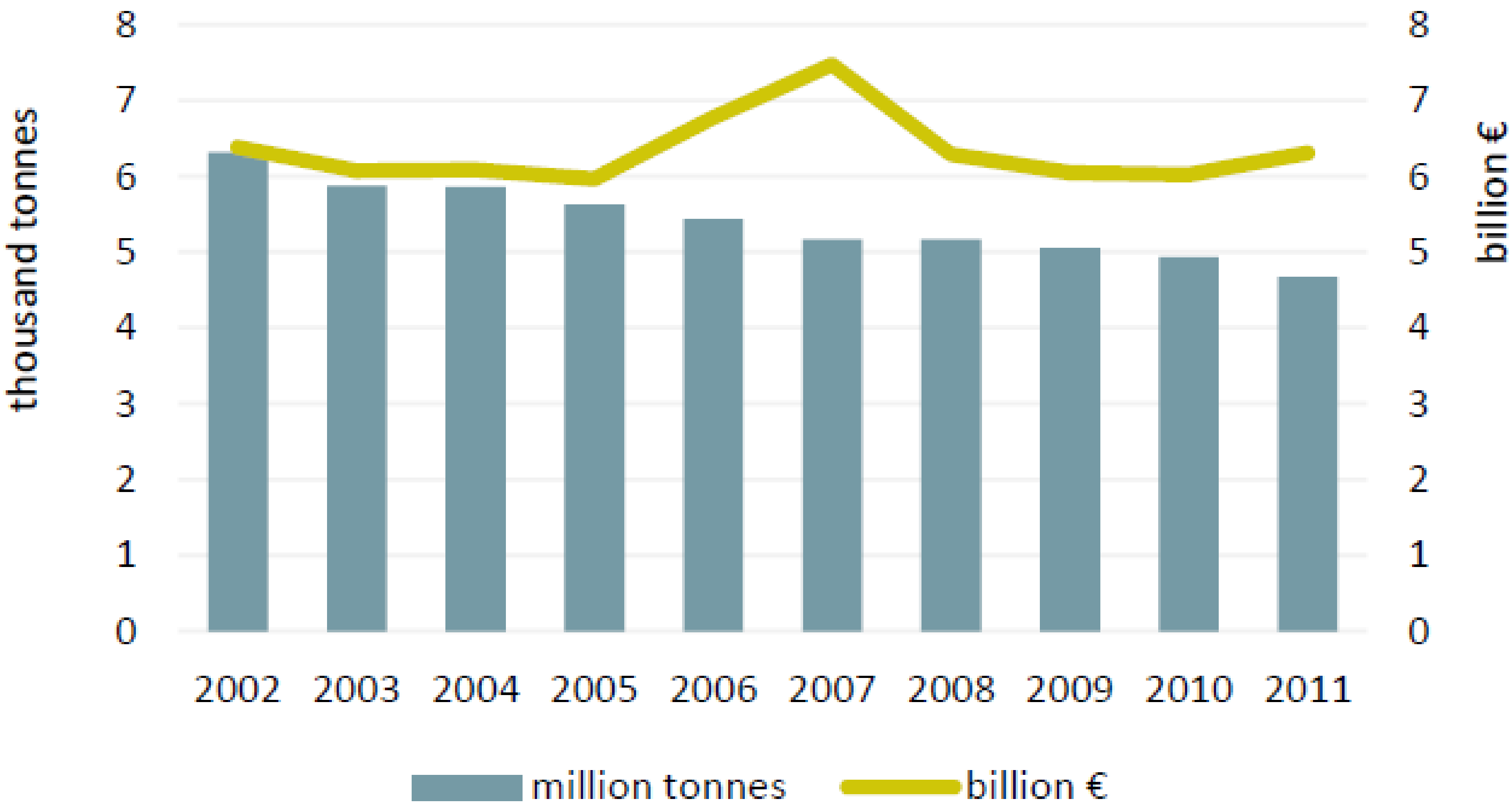
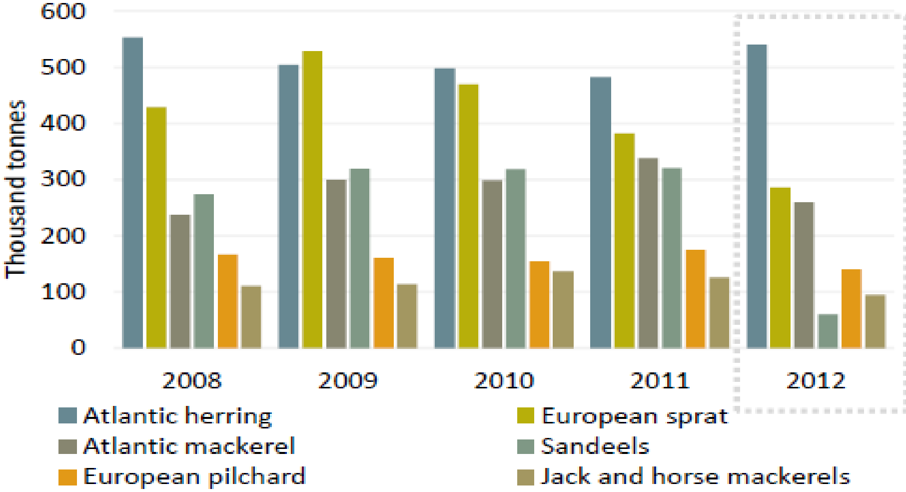
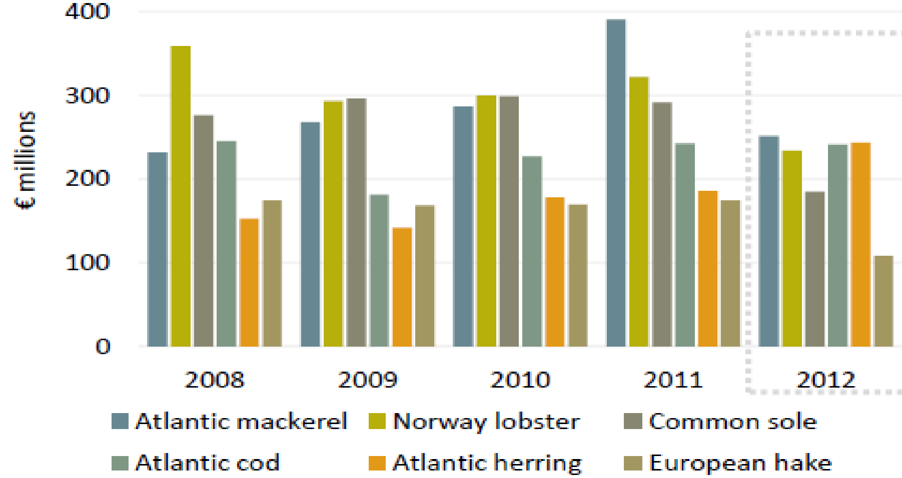
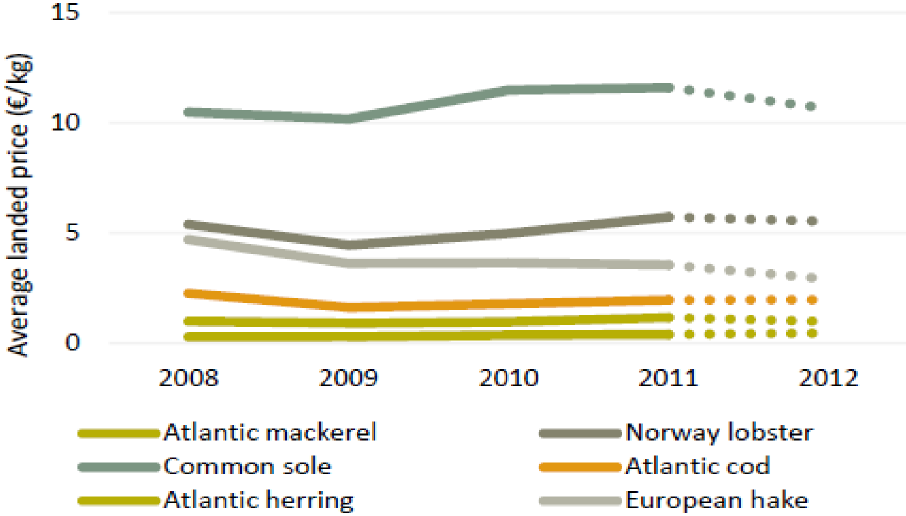
EU fleet landings

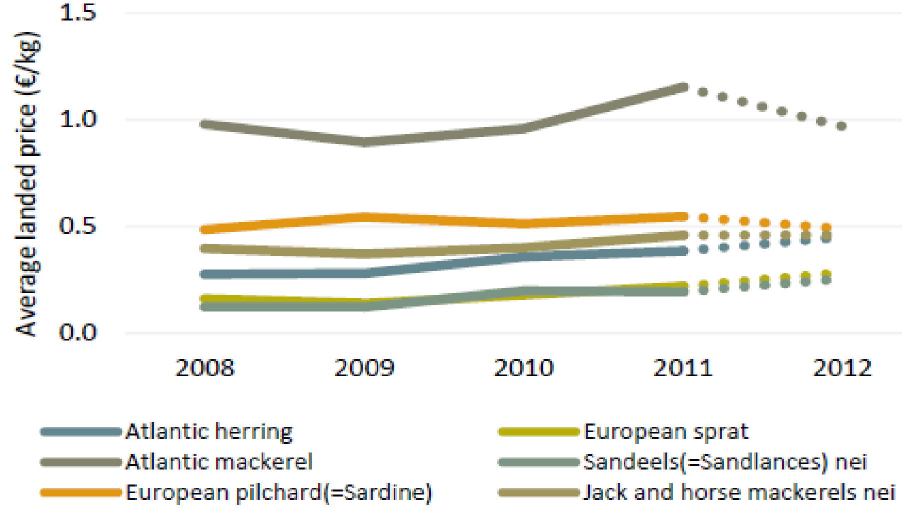


EU fleet landings by species









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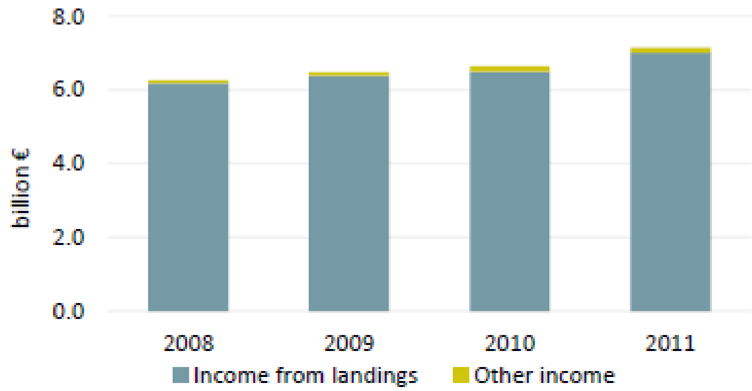
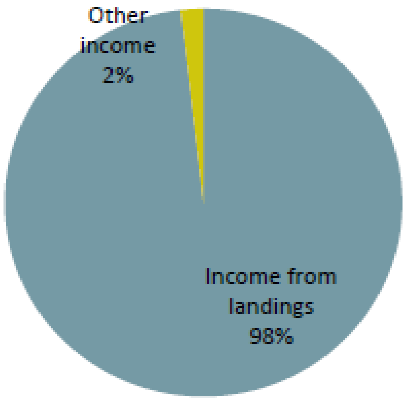
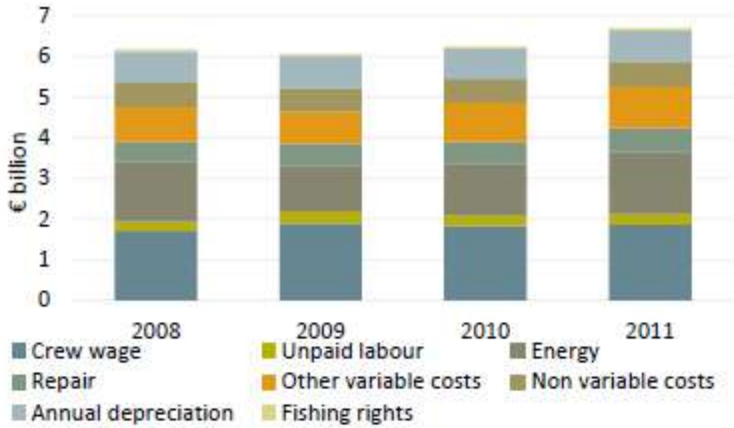
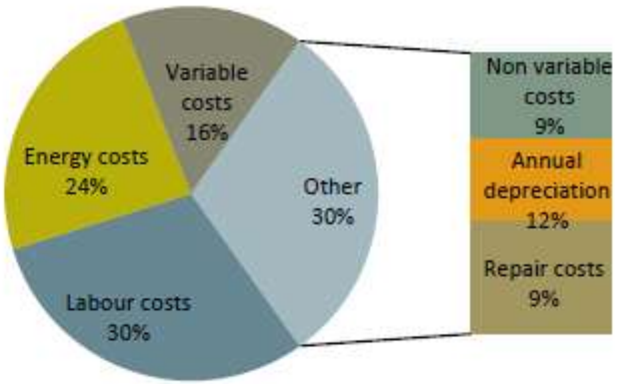
EU fleet income and costs

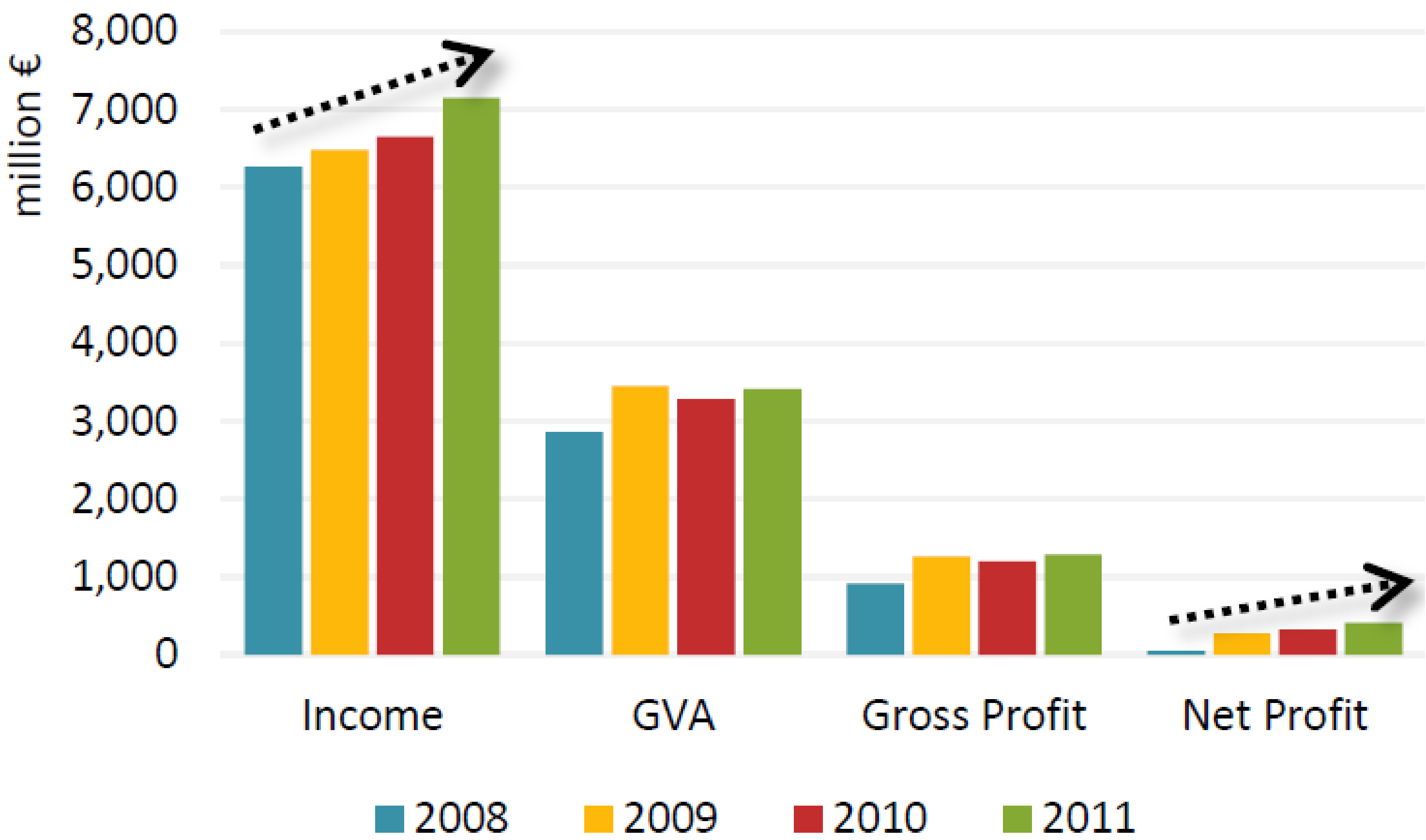




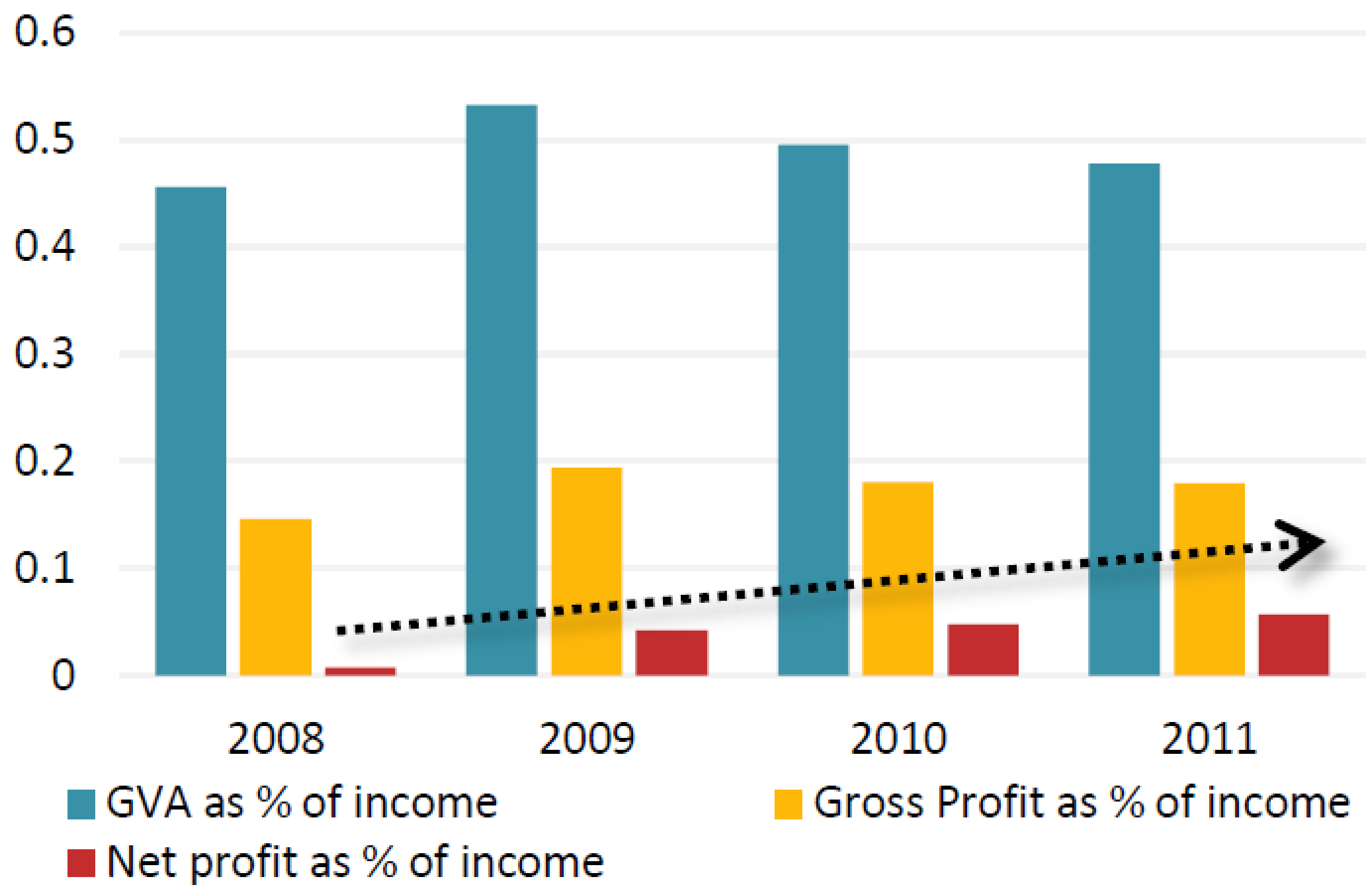




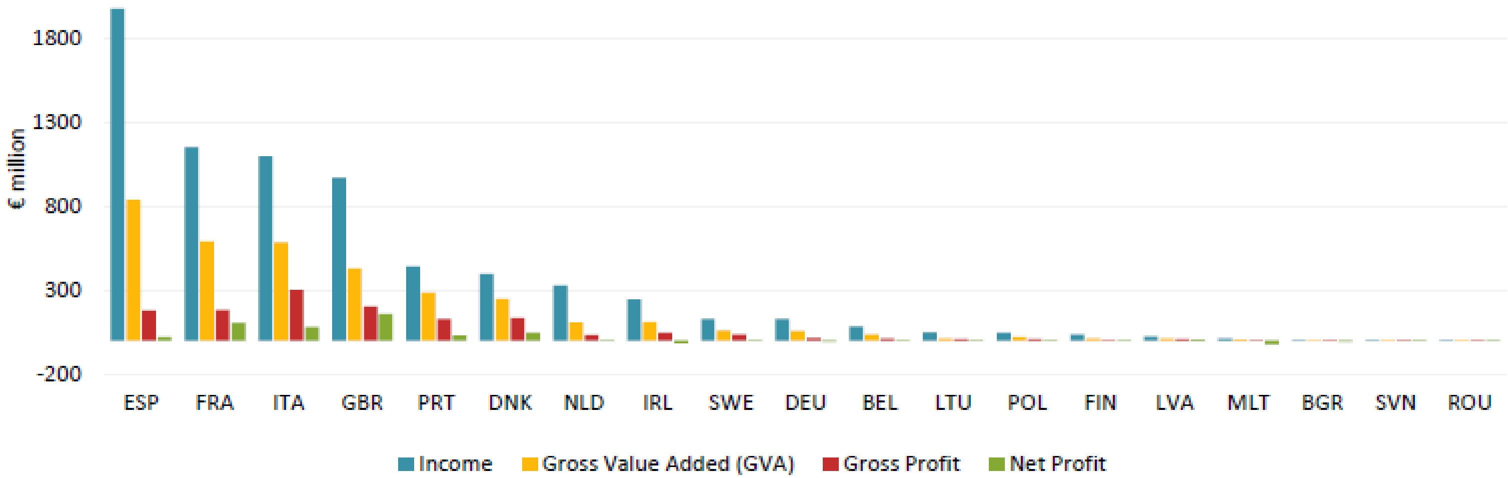
EU fishing fleet output

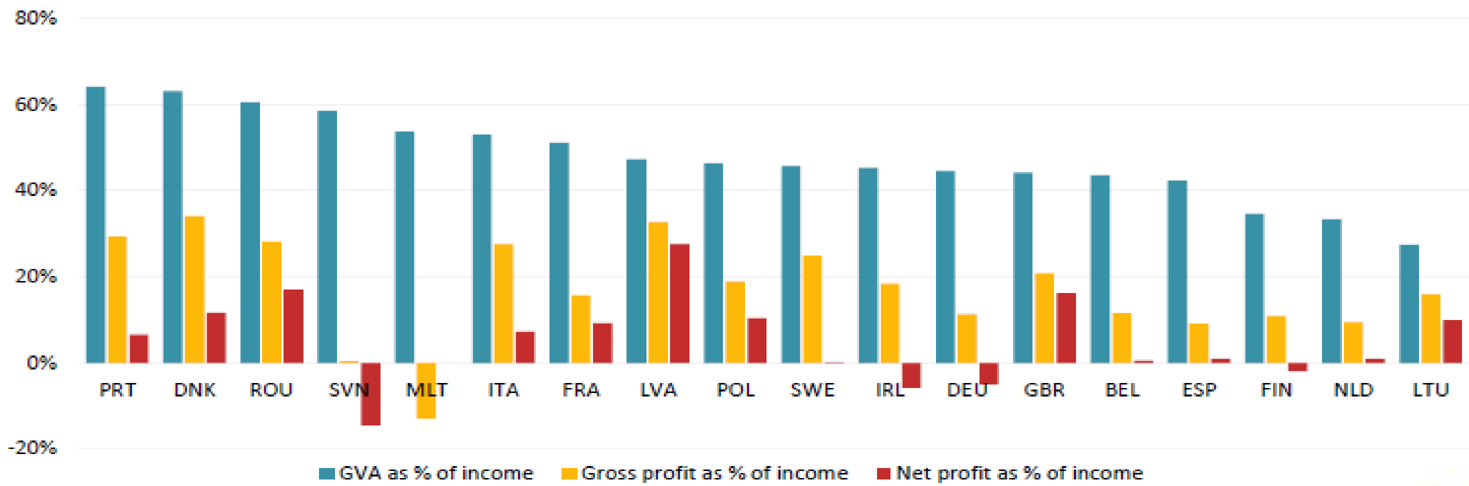


EU fleet profitability

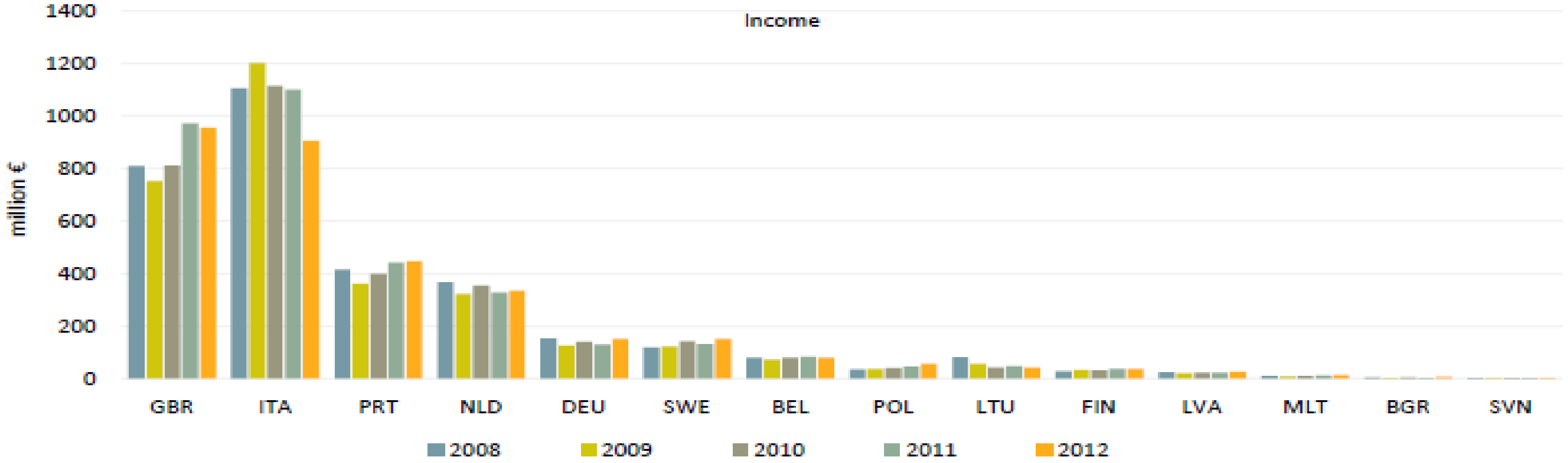


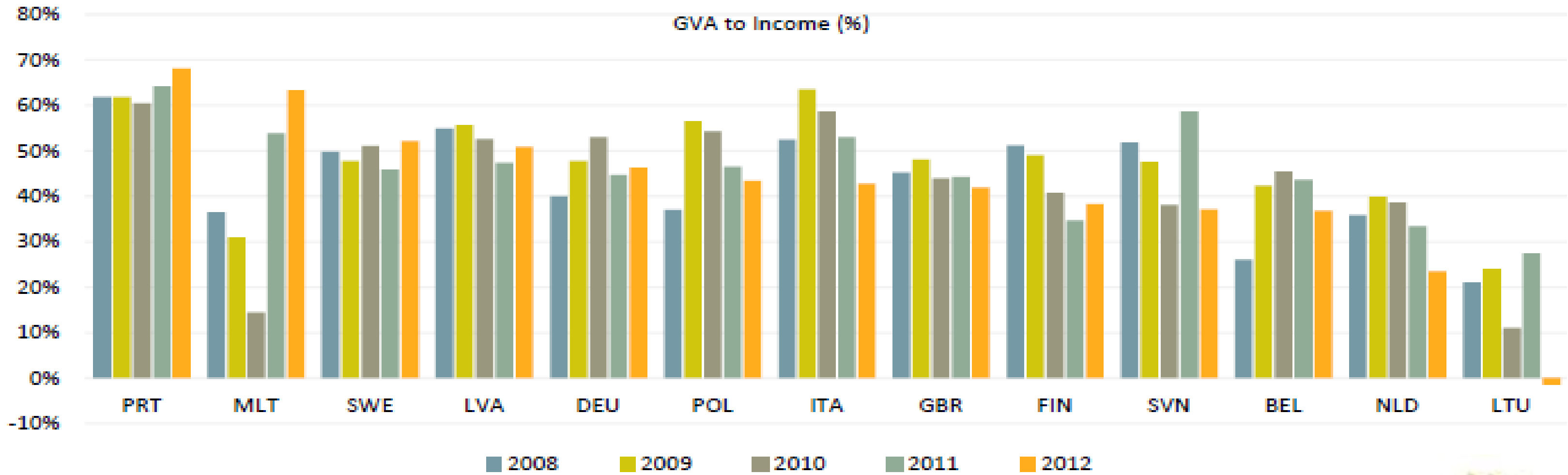
2011 EU fleet economic performance – by MS





2012 Income and Gross Value Added (GVA) estimates





2013 Economic performance projections

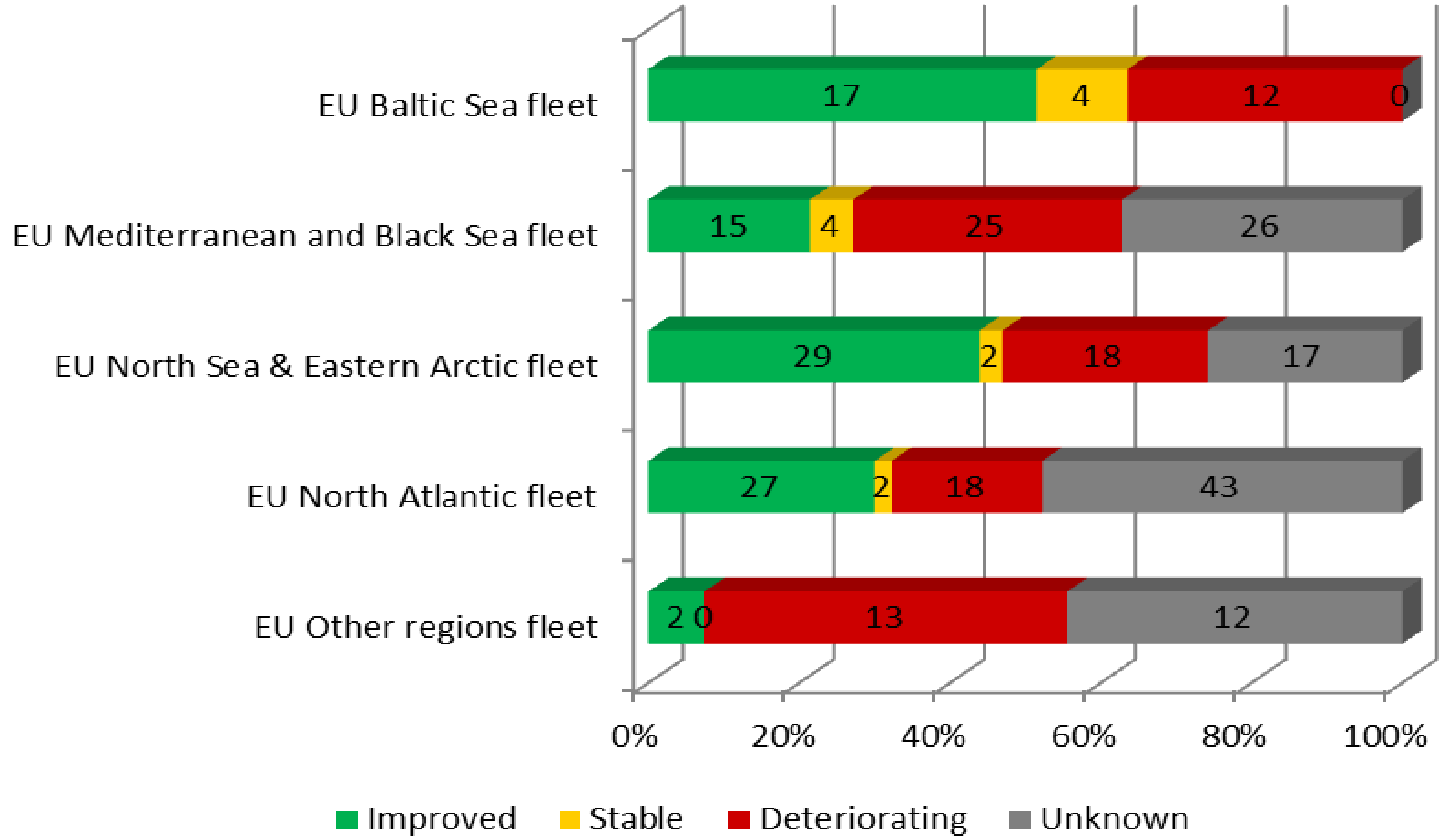
- EIAA - North Atlantic fisheries
- BEMTOOL - Mediterranean fisheries.

- **High: net profit margin >=10%,**
- **Reasonable: net profit margin >0, <10%**
- **Weak: net profit margin <0%**

2013	BEL	BGR	CYP	DNK	DEU	EST	ESP	FIN	FRA	GBR	GRC	IRL	ITA	LVA	LTU	MLT	NLD	POL	PRT	ROU	SVN	SWE
National fleet economic performance classification		n/a	n/a		n/a		n/a		n/a		n/a				n/a			n/a	n/a	n/a		
Fleet segment level projections?	YES	NO	NO	YES	NO	YES	NO	YES	YES	YES	NO	YES	YES	YES	YES	YES	YES	YES	YES	NO	YES	YES

- EIAA: No national level projections for France, Lithuania and Portugal fleets
- BEMTOOL: No projections for Cypriot, French, Greek and Spanish Med fleets

By regional fleet – net profit margin



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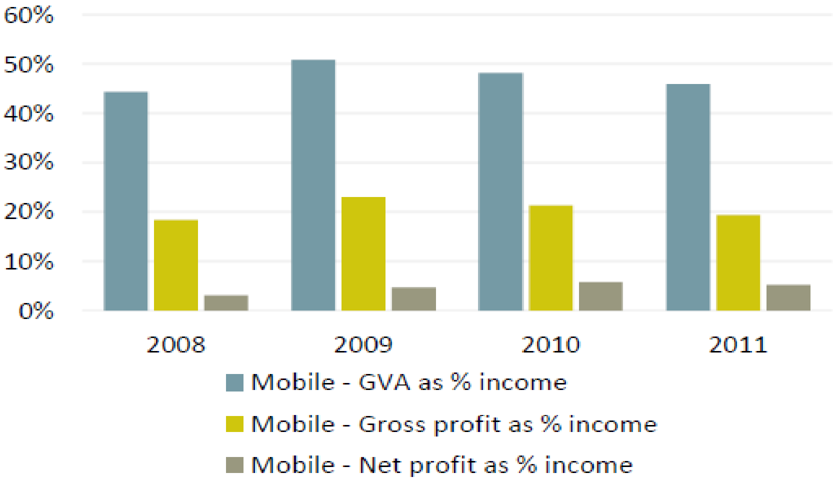
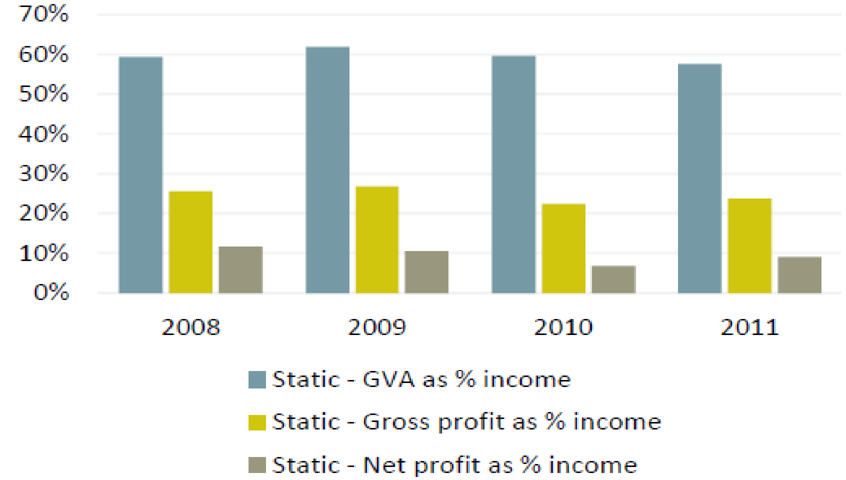
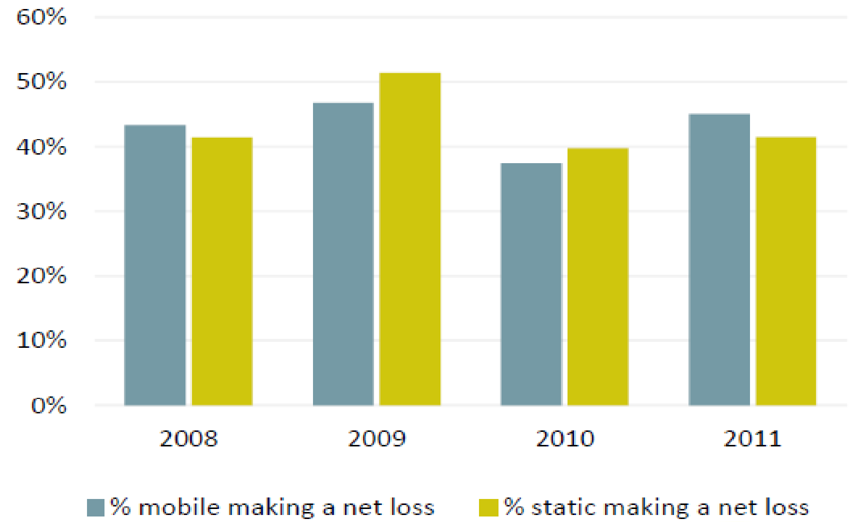
EU fleet economic performance – by gear







By gear type – net profit margin

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Key findings from the data

- **2012 Fleet capacity**: Vessels: 82 thousand, GT: 1.69 million tonnes: Power: 6.4 million kilowatts.
- **2011 Employment:** was 127,686 fishers and 98,561 FTEs. Employment decreased between 2010 and 2011 while average wage per FTE has increased
- **2011 Landings:** decreased 7.5% in weight but increased by 6.5% in value compared to 2010. Remarkable increase in Mackerel prices
- **2011 Costs and Earnings:** both increased, income more than costs
- **2011 Profitability:** EU fleet was profitable again in 2011, generating €3.4 billion in GVA, €1.3 billion gross profit and a €410 million net profit. Although GVA as a % of income decreased 1%, gross profit margin remained stable at 18% and net profit margin improved slightly
- **By Member State:** Six national fleets made net losses in 2011
- **By fleet segment:** approx. 45% of fleet segments made net losses in 2011
- **2012 estimates:** income increased in 9 out of the 14 MS, GVA as a proportion of total income increased in 7 out of 14 MS and gross and net profit margins increased in 5 out of 14 MS respectively.
- **2013 forecasts:** Danish, UK, Italian, Swedish and Latvian fleets projected net profit margin >10%, Netherlands, Irish, Maltese and Slovenian fleets projected net loss. No projections for 10 MS.

Factors affecting economic performance

- Increasing fuel prices and other operating costs
- Limited access to credit
- Market saturation (e.g. Baltic Cod)
- Severe weather conditions
- Insufficient routes to market
- Crew shortages – more attractive alternatives
- Restricted areas

- Higher average first sale prices
- Growing demand for certified products
- Capacity reduction
- More fuel efficient fishing techniques and behaviour
- Stock recovery – higher TACs (Baltic herring, cod, NS plaice)
- Innovation projects

3 take home messages

- Missing and poor quality data – **some Member States need to ‘up their game’**

- **2011 was a relatively good year -** the EU fleet got smaller and landed less in a challenging financial climate, but generated a higher output with improved economic performance

- Preliminary analyses: **economic results for 2012 and 2013 are unlikely to be as favourable.**

Acknowledgements

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