

**REGULATION CE N° 1543 / 2000 OF THE COUNCIL &
REGULATION CE N° 1639 / 2001 OF THE COMMISSION**

**CHAPTER IV: MODULE OF EVALUATION OF THE
ECONOMIC SITUATION OF THE SECTOR (Appendix XVII)**

**WORKSHOP
“ECONOMIC INDICATORS”**

PARIS – IFREMER

10-14 May 2004

REPORT OF THE WORKSHOP

**IFREMER
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UNITED KINGDOM.....	
FRANCE.....	

The report of this workshop reflects the views of the experts present. The group recommends that D.G. Fish transmit this report to EUROSTAT for comments in the view of its experience of other sectors (e.g. agriculture, national accounts), and to answer specific questions addressed to EUROSTAT during the workshop.

INTRODUCTION AND AGENDA

Régis Kalaydjian, head of the Marine Economics Service of Ifremer, welcomes the participants to this workshop, which it was agreed to convene during the “E.C. N° 1639/2001 co-ordination meeting for European member states and candidate member states in the Mediterranean area”, organized in Rome in November 2003, and thanks the European Commission and Member States for supporting it. He proposes that Fabienne Daurès be the chairman of the workshop. Fabienne Daurès then recalls the general Terms of Reference of this meeting, as follows:

1. Review of all economic indicators required by the regulation: problems of interpretation encountered, new indicators to consider;
2. Standardization of indicators: definition of homogeneous methods of calculation;
3. Quick review of each national program of collecting economic data (method of collection, sampling plan ...) and identification of problems encountered to fill the objectives of the E.U. regulation (fleet segmentation, precision levels ...).

She recalls the agenda to the participants, asking for comments. This agenda is adopted (see appendix).

INTRODUCTIVE PRESENTATION

The European framework for the collection of basic economic data on the fishery sector is introduced by Philippe Moguedet from DG FISH. He stresses the importance of comparability of data between member states and the necessity to have harmonized definitions of economic indicators and common methodologies for calculation. He reminds that the objective of data collection is to provide adequate information for the evaluation of the status of fisheries resources and the fisheries sector. He announces that the report of this meeting will be reviewed by STECF and could lead to changes in the appendix XVII of the Commission Regulation 1639/2001, when revised.

PRESENTATIONS OF NATIONAL PROGRAMS

The chairman asks participants to present their national programs for economic data collection under Council Regulation 1543/2000 according to a common template that had been previously circulated (see appendix). All the presentations have been added in the appendix to this report: national programs presented concern Germany, Poland, Greece, France, Sweden, Cyprus, UK, Italy, Denmark, Netherlands, Portugal, Latvia and Finland.

The expert from the Joint Research Centre presents the Farm Accountancy Data Network framework and stresses the similarities and the differences between agriculture and fishery sectors (see appendix).

The review of the national programs shows that member states have problems to follow the segmentation required by the appendix III of the E.C. regulation. For small vessels, some member states face problems because of the lack of regular information (logbooks, fishing forms...). Also, the sampling plan for the evaluation of economic parameters in some cases excludes vessels of small size and/or with low or no revenue.

David Cross (EUROSTAT) presents summary tables concerning the fleet structure of each member state, showing the significant number of vessels of less than 10 meters at the European level (70% of the total number of European vessels), as well as for each member state (see table below). There is a general agreement within the group that these small vessels should be accounted for in the collection of economic data, considering their regional importance in terms of employment and their impacts on coastal resources.

EU Fishing Fleet (registered fishing fleet as of December 2003)

Total number

Country	Length classes (meters)							Total	% less than 10m
	Not known	0 - 9,9	10 - 11,9	12 - 23,9	24 - 39,9	40 and over			
Belgium	-	-	-	52	70	3	125	-	
Denmark	-	2 523	203	677	140	44	3 587	70,3	
France	-	5 556	792	1 437	233	61	8 079	68,8	
Germany	-	1 679	116	335	66	16	2 212	75,9	
Greece	-	16 974	863	975	219	12	19 043	89,1	
Ireland	1	837	198	279	129	17	1 461	57,3	
Italy	12	9 478	1 235	4 306	594	30	15 655	60,5	
Netherlands	-	261	19	299	207	163	949	27,5	
Portugal	14	9 124	343	692	257	32	10 462	87,2	
Spain	781	9 257	860	2 571	958	152	14 579	63,5	
United Kingdom	-	5 196	761	937	293	73	7 260	71,6	
Finland	60	3 046	253	118	17	-	3 494	87,2	
Sweden	-	1 206	248	256	72	13	1 795	67,2	
Total	868	65 137	5 891	12 934	3 255	616	88 701	73,4	

Source: EUROSTAT

Some member states have developed interesting methodologies to approach the fishing activity of these small vessels by surveys (France, Italy...). These methodologies could be used as examples of approaches to assessing the status of small vessels.

The group recommends that the reference population for the sampling plan must be the total registered fleet, in the absence of precise information about vessel fishing time. When precise information about non-active vessels (vessels for which fishing time equals zero, but which may have been active in other fields, e.g. aquaculture) is available, these vessels need to be included in a separate segment for the sampling plan. As segmentation is based on fishing time, these vessels cannot be allocated to any of the existing segments. **The group recommends that all the economic indicators required by the regulation be collected at least for all the active vessels,** but recognizes that some economic indicators may also be relevant for non-active vessels.

The presentations also show that many member states use both the appendix III segmentation and other parallel segmentations which appear more adapted to their national situation, and more relevant to the economic evaluation of their fleets. **The group realizes the importance of taking geographical criteria. When possible, it could be taken into account as a basis for segmentation. If not, the group recommends that the economic importance of geographical criteria be shown statistically for the relevant segments.** Appendix III should at least differentiate the Mediterranean from the Atlantic areas. In very particular cases, in order to account for statistical problems related to small segments (less than 10 vessels), it should be made possible to aggregate across gear-types in the same length category. This should be clearly specified in the presentation of indicators.

Most member states have problems to calculate the level of precision of indicators required under the regulation, because of non-random sampling schemes. Each national technical report should report the weighting procedure used by each member state. More generally, **the group stresses the importance to have some indication of the quality of the information provided, and of the reliability of the sample. The group recommends that a technical meeting take place on this issue.**

The group suggests that the list of gear types should be more specific, and that a reference list should be established, providing aggregation criteria for the description of gear types from the more detailed to the more general listed in the regulation.

The group points to the need for good national coordination between the different modules of data collection (capacity, effort, landings, economics, discards...), given that most of the information collected in the various modules can be relevant to the economic evaluation of fishing fleets. In particular, coordination between the capacity and economic modules in terms of sampling plan should be sought.

Finally, the group acknowledges the existence of different and potentially complementary approaches to the collection of economic data, based in particular on accounts and survey based methodologies. It is important that common methodologies proposed take account of this diversity of approaches. Coordination of existing programs concerning the economic assessment of fishing fleets at the European level, such as the Concerted Action group, is encouraged.

REVIEW OF ECONOMIC INDICATORS

The group reviews each indicator listed in the regulation with the objective to discuss the heading of the indicator, its agreed definition and specification, and the recommendations that participants to the workshop may have with respect to the calculation of the indicator. Results of this review are presented in the table below. It should be noted that all indicators are considered excluding Value-Added Taxes.

NB: For each indicator, it is suggested that the detailed information as specified should be taken into consideration, and ideally made available as a visible component, in order to ensure that an accurate definition is applied and transparency in the derivation of the indicator. To help with overall transparency and comparability across Member States, each is encouraged to provide details of how they have applied the definitions in practice within their national methodologies.

Indicator required by EC 1639/2001 (appendix XVII)	Proposed revised heading	Definition adopted by the Group	Specification (not exhaustive)	Recommendations
Income - Turnover	Gross Revenue	Gross revenue from the fishing activity of the vessel and possibly other activities of the vessel (<i>personal consumption excluded</i>)	<ol style="list-style-type: none"> 1. Gross value of landings (including processing onboard) whatever the marketing channels – TOTAL and per species 2. Subsidies connected to the production including compensation for bans on fishing 3. Incoming rents from quotas or fishing rights 4. Others: e.g. revenues from POs... 	<p>The scope of the activities of vessels covered was subject to debate in the group.</p> <p>The group considered that, where activities not related to fishing are taken into account, this should be made explicit.</p> <p>The group also recommended that the treatment of this issue in the other areas should be investigated [Action: EUROSTAT].</p>
Production costs - crew (incl. social costs)		Remuneration of hired and own labour on board including social costs	<ol style="list-style-type: none"> 1. Remuneration to entire crew (including any amount on item 2) 2. imputed value for owners own labour on board (if applicable) 	<p>N.B. This should include all the vessel related labour costs from the crew on board or/and land.</p> <p>There maybe problems in some instances with how costs associated with outsourced functions are included. If included in the estimates of employment, such costs should be assumed to be labour costs.</p> <p>Advise from other sectors where similar problems exist (e.g. Agriculture) is to be sought [Action: EUROSTAT]</p>
Production costs - fuel costs		Only fuel costs		

<p>Production costs - repair and maintenance</p>		<p>Repairs and maintenance of the vessel including gears and technical equipment of the vessel.</p>		<p>It is important to determine whether or not the costs of repairs should be regarded as an investment rather than a production cost. If the renewal or repair improves the lifetime of the asset, it should be regarded as investment, and then added to the value of the asset and depreciated over the lifetime of the asset.</p> <p>There is a definition used in the FADN of 100€ for regarding repairs as investments. In addition there is also a definition based on service life (e.g. more than 1 year service life).</p> <p>The WG recommends investigating the definitions used at international levels and adopted by EUROSTAT to identify what is appropriate for the fishing sector. [Action: EUROSTAT]</p>
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Production costs - other running costs	Other costs	All the costs except the above mentioned (excluding financial expenditure)	<ol style="list-style-type: none"> 1. Landing and sales costs (including harbour dues, P.O. fees, transportation of fish before first sale, and pilot services ...) 2. Oil costs 3. Cost of leasing fishing rights 4. Costs of leasing machines or technical equipments 5. Insurance costs (premiums) 6. Preservation, packaging and ice costs 7. Bait costs 8. Food costs for the crew 9. Travelling costs (between home port and the vessels) 10. Administration and management costs 11. Other taxes and fees (inspections, veterinary ...) 12. Others 	N.B. for all the “other costs”, it is important to give a description of what is included in the calculation.
Fixed costs	Capital costs	Depreciation of the physical capital and the opportunity cost of the total capital	<ol style="list-style-type: none"> 1. Depreciation of the physical capital 2. Opportunity cost of the total capital at current value 3. Rates used for each segment for the calculation of opportunity cost. 	The group recommends that a common method should be used for the calculation of depreciation of physical capital and opportunity cost by each Member State (concerted action method). To define this common method a working group is required, (contribution by EUROSTAT welcomed).

Financial position		The ratio of total debts per total capital	The phrase "Share own / foreign capital" in some translations of the Regulation is misleading, and it should be replaced by: "Share of own / borrowed capital"	
Investment (asset)	The value of the capital	The current value of the capital including physical (sea and land based related to fishing and vessel activity) and non physical capital	<p>1. Value of Physical capital :</p> <ul style="list-style-type: none"> The replacement value of the same asset (technical characteristics, age, gear, ...) on the market, including the value of leased equipments <p>2. Value of Non-Physical capital:</p> <ul style="list-style-type: none"> value of the fishing rights 	N.B. The insurance value may under/over estimate the value of capital
Prices/species		Weighted average price calculated on a quarterly, live-weight equivalent basis		N.B. Different prices for the same species may be seen for different segments. The group recommended that the calculation of live weight equivalents should be based on the national conversion factors for each Member States (provided in the National Programmes).

Employment		Number of people working on the vessel	Full time employment (calculated on vessel basis): when the person is available for the vessel for the majority of the time of the activity of the vessel. If a person is not full time, he is part time.	<p>N.B. The basic unit is the average vessel of the segment, and the objective is neither to assess the total employment in the fishing sector nor to compare to any statistics related to other economic sectors.</p> <p>It is recommended that MS collect sufficient information that would be useful for the calculation of Full Time Equivalents (FTE). The common definition of FTE should be discussed within the next technical meeting.</p> <p>The following are some parameters useful to illustrate and analyse the problems of FTE calculation:</p> <p>at vessel level and for type of crew (owner, skipper, hired crew):</p> <ul style="list-style-type: none"> • Average number of persons • Days at sea on vessel • Average working hours per day at sea • Working days on land • Average working hours per day on land
Fleet			Data should conform with that produced under Modules C and D	Member States should ensure that this data be sourced from those bodies within Member States producing such data.

Effort			Data should conform with that produced under module D.	Member States should ensure that this data be sourced from those bodies within Member States producing such data
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Other indicators relevant but not in the list, to be considered and discussed in the next meeting:

- Financial expenditure
- Direct subsidies for capital investment
- The issue of producing adequate statistics for the assessment of fishermen household incomes was discussed by the group and the advice of EUROSTAT is sought, in relation to its experience in other areas
- Days at sea: the group considers that it is important to check that the information currently available under the regulation allows the calculation of days at sea per vessel per segment

ANY OTHER MATTERS

A unilateral declaration was made to the working group by Jean-Paul Baraille, expert. The group considered that this was an inappropriate forum for this matter to be considered. The group decided not to include the declaration in the report and proposed that it should be directed to DG FISH.

The link between the work carried out in the working group and the work of STECF was discussed.

The group considers that a workshop should be organized during the first semester of 2005, in order to address the following points, discussed at this meeting:

1. Define a common method for the calculation of depreciation of physical capital and opportunity cost by each Member State (contribution by EUROSTAT welcomed).
2. Discuss a common definition of Full Time Equivalent (FTE)
3. Consider and discuss the list of “other indicators relevant”.

The terms of reference of this workshop will be discussed with DG FISH. IREPA offered to host and organize the workshop (contact: Evelina Sabatella).

The meeting was closed Friday 14 May 12.30.

Summary of Action: EUROSTAT

1. The group recommends that the treatment of this issue (Gross Revenue) in the other areas should be investigated
2. Production Costs - Crew: advice from other sectors where similar problems exist (e.g. Agriculture) is to be sought for the problem of costs associated with outsourced functions.
3. Production Costs – Repair and maintenance: the WG recommends investigating the definitions used at international levels and adopted by EUROSTAT to identify what is appropriate for the fishing sector.

APPENDIXES

AGENDA OF THE MEETING

Monday, May 10 – Plenary session (Room “Pourquoi Pas” – Floor 5th)

- | | |
|---------------|--|
| 14.00 – 14.30 | Welcome of the participants
Practical information about the organisation of the meeting
Adoption of the Agenda |
| 14.30 – 16.00 | Presentation of national programs per country |
| 16.00 – 16.30 | Coffee break |
| 16.30 – 18.00 | Presentation of national programs per country |

Tuesday, May 11 – Plenary session (Room “Pourquoi Pas” – Floor 5th)

- | | |
|---------------|--|
| 09.00 – 10.30 | Presentation of national programs per country |
| 10.30 – 11.00 | Coffee break |
| 11.00 – 12.30 | Presentation of national programs per country |
| 12.30 – 14.00 | <i>Lunch</i> |
| 14.00 – 14.30 | Apply the FADN (Farm Accountancy Data Network) Experience to Fisheries (Ian Shepherd, JRC) |
| 14.30 – 16.00 | Review of indicators and list of potential questions per indicator |
| 16.00 – 16.30 | Coffee break |
| 16.30 – 18.00 | New indicators to include in the regulation
(Working groups constitution ?)
Rapport |

Wednesday, May 12 – Plenary session (Room “Pourquoi Pas” – Floor 5th)

- | | |
|---------------|----------------------|
| 09.00 – 10.30 | Review of indicators |
| 10.30 – 11.00 | Coffee break |
| 11.00 – 12.30 | Review of indicators |
| 12.30 – 14.00 | <i>Lunch</i> |

14.00– 16.00	Review of indicators
16.00 – 16.30	Coffee break
16.30 – 17.30	Review of indicators
17.30 – 18.00	Adoption of the day’s report

NB: If working groups, 2 rooms available (Room “315” and Room”316” – Floor 3th)

Diner of the Workshop (20.00)

Thursday, May 13 – Plenary session (Room “Pourquoi Pas” – Floor 5th)

09.00 – 10.30	Review of indicators
10.30 – 11.00	Coffee break
11.00 – 12.30	Review of indicators
<i>12.30 – 14.00</i>	<i>Lunch</i>
14.00– 16.00	Review of indicators
16.00 – 16.30	Coffee break
16.30 – 17.30	Review of indicators (New indicators to be defined)
17.30 – 18.00	Adoption of the day’s report

NB: If working groups, 2 rooms available (Room “315” and Room”316” – Floor 3th)

Friday, May 14 – Plenary session (Room “Pourquoi Pas” – Floor 5th)

9.00 – 10.30	Other questions Organization of a next meeting (Object, Date, Place) Adoption of the final report
10.30 – 11.00	Coffee break
11.00 – 12.30	Adoption of the final report
12.30	End of the workshop

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DOCUMENT 1: TEMPLATE FOR THE PRESENTATION OF THE NATIONAL PROGRAM FOR ECONOMIC DATA COLLECTION

Name of the COUNTRY

Please, follow this template for your presentation and deliver the electronic format for the annex of the final report

Time for the presentation: 20 mn

Preliminary explanation about the template

The objective of this part is to give a presentation of each national program related to the collection for economic data according to the above suggested template, organized as follow:

1. General information: Review of history and organization of economic data collection in each country.
2. Segmentation of the fleet: the regulation requires average indicators with a minimum level of precision, for each segment fleet corresponding to the appendix III. Present the population and the means of segmentation according to the appendix III's stratification.
3. Data collection: the sampling plan
4. Data collection: source of information and difficulties encountered – If you use questionnaire, provide an electronic version for the meeting.
5. Data processing: method to assess the quality of the data, weighted mechanism for the calculation of average indicators.

General information

Number of participants for the collection	
Type of participants (even sub contractors)	Administration Public or semi public organisation University Private companies Other organizations...	✓
Name of the participants	

Fleet segmentation

Source of data used for the Fleet Segmentation	Administrative Registered data Census by Survey	✓
Are these data exhaustive?	Yes No	
Type of individual data used for fleet segmentation	Logbooks Other fishing forms Auction or landings data Fishing calendars by survey Other (to be explained)	
Is your fleet segmentation for the next program conformed with the requirement of the appendix 3 (gear dominance)	Yes Yes but partially for some segments Not at all If 2 or 3, why?	
If 2 or 3 how could you improve it in the short term*?	Access to existent registered data Access to other existent data Further surveys Other	

*Short term = 1 or 2 years max.

More generally, is there a problem with your fleet segmentation?

Fill in the following table on fleet segmentation (if possible, one for each area: Atlantic / Mediterranean / Baltic... for the countries which are involved in many fishing areas) for the total population.

Table 1. Total population (Year: ; Fishing Area:)
Appendix III. Basic segmentation of vessels for capacities

Vessel gear		Vessel length			
		< 12m	12-<24m	24-<40m	>=40 m
Mobile gear	Beam trawl				
	Demersal trawl and seine				
	Pelagic trawl and seine				
	Dredges				
	Polyvalent				
Passive gears	Gears using hooks	(1)			
	Drift and fixed nets				
	Pots and traps				
	Polyvalent				
Polyvalent gears	Combining mobile and passive gears				

(1) This segment is aggregated for all passive gears

Data collection methodology: the sampling plan

Sampling plan

The regulation imposes to achieve a minimum level of precision for each indicator. Describe briefly the sampling plan you used to achieve this constraint.

Describe the methodology used	<i>(One or two slides)</i>
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General information about the sample

Sample size	Number of vessels
Sample rate	%
Is sample rate variable between segment fleet	Yes No
Type of allocation when sampling ?	
Is there a panel sample ?	

Detailed information about the sample

Please, fill in the following table on fleet segmentation (idem for each area if possible) for the sample.

Table 2. Sample for economic data (Year : ; Fishing Area :)
Appendix III. Basic segmentation of vessels for capacities

Vessel gear		Vessel length			
		< 12m	12-<24m	24-<40m	>=40 m
Mobile gear	Beam trawl				
	Demersal trawl and seine				
	Pelagic trawl and seine				
	Dredges				
	Polyvalent				
Passive gears	Gears using hooks	(1)			
	Drift and fixed nets				
	Pots and traps				
	Polyvalent				
Polyvalent gears	Combining mobile and passive gears				

(1) This segment is aggregated for all passive gears

Data collection methodology: indicators

Data source per type of indicator

	Per Indicator
Source of economic data (per indicator)	1.National or regional administration 2.Private organisations 3.Individual / Fisherman
Type of economic individual data (per indicator)	1.Administrative registered data 2.Private accountings 3.Direct Surveys (Questionnaire) 4.Other:
Frequency of collection	1.Annual 2.Quarterly 3.Monthly 4.Other:

Please, fill in the next table for each indicator

Table 3. Data source

	Income - Total earnings	Production costs - crew (incl. social costs)	Production costs - fuel costs	Production costs - repair and maintenance	Production costs - other running costs	Fixed costs	Financial position	Investment (asset)	Prices/species	Employment	Fleet	Effort
Source of economic data (per indicator)												
Type of economic individual data (per indicator)												
Frequency of collection												

Difficulty encountered to fill the appendix 9

	Per Indicator
Is there any difficulty	1.Yes 2.No
Type of difficulty	1.Availability of data 2.Definition of indicator 3.Calculation of indicator
If the indicator is not available now, will it be	1.Available In short term 2.Really difficult to obtain in short term

Table 4. Difficulty encountered

	Income - Total earnings	Production costs - crew (incl. social costs)	Production costs - fuel costs	Production costs - repair and maintenance	Production costs - other running costs	Fixed costs	Financial position	Investment (asset)	Prices/species	Employment	Fleet	Effort
Is there any difficulty												
Type of difficulty												
If the indicator is not available now, will it be												

Explain in more detailed terms the difficulties encountered.

**DOCUMENT 2: LIST OF PROBLEMS IDENTIFIED DURING THE
SGECA MEETING IN BRUXELLS (MARCH 2004)**

General description	Minimum requirement
<p>Income (turnover)</p> <ul style="list-style-type: none"> • Income from fishing and other activities • Allocation to one vessel in company context. • Subsidies? 	Total and per species
<p>Production costs:</p> <ul style="list-style-type: none"> • Costs for other activities cannot be distinguished • Distinction between profit and income – for small vessels (is this for data collection? Or only presentation?) • Sub-division on the basis of a long list is proposed • Make clear distinction between variable costs (dependent on fishing operation) and fixed costs (indep. Of fishing operation) <p>- crew (incl. social costs)</p> <p>- fuel costs</p> <p>- repair and maintenance</p> <p>- other running costs</p> <ul style="list-style-type: none"> • 	Total and per production cost category
<p>Fixed costs</p> <ul style="list-style-type: none"> • Depreciation period? • Is this financial or economic approach? • NON-TANGIBLE ASSETS MAY NOT BE DEPRECIATED!! (International rule for assets with unlimited duration) 	Average costs calculated from investment
<p>Financial position</p>	Share own / foreign capital
<p>Investment (asset)</p> <ul style="list-style-type: none"> • Fishing rights (quota, capacity, licenses, etc.) 	

<ul style="list-style-type: none"> • Non-fishing assets • Valuation approaches: historical, insurance, replacement • Components of the vessel (hull, engine, etc.) 	
Prices/species <ul style="list-style-type: none"> • Prices and live weight equivalents • Exclude VAT • Role of withdrawal prices – included in average price? • Role of transfer pricing • Setting final price at the end of the financial year 	Value/tonne
Employment <ul style="list-style-type: none"> • Approach to FTE??? • Self-employment raises special problems. • Crew or total company? 	Full time/part time/FTE
Fleet <ul style="list-style-type: none"> • Clarification on ‘gears used’ 	number, gt, kW, age, gear used)
Effort Other sources	Relevant unit accounting for technology and time

**DOCUMENT N° 3 - DEFINITION AND CALCULATION RETAINED
PER COUNTRY AND INDICATOR**

Indicators	Definition	Parameters included
<i>Ex 1: Fuel costs</i>	<i>Year expenses in gasoil for the vessel exclusively (excluding van, cars..)</i>	<i>Gasoil costs</i>
<i>Ex 2. Income – Total Earnings</i>	<i>Year gross revenue providing from the commercial fishing activity exclusively</i>	<i>Landings in value whatever the marketing channel:</i> <ul style="list-style-type: none"> - <i>Auction</i> - <i>Direct sales (fishmongers, wholesalers, consumers...)</i>
<u>Please complete the rest</u>		
Income - Total earnings		
Production costs - crew (incl. social costs)		
Production costs - fuel costs		
Production costs - repair and maintenance		
Production costs - other running costs		
Fixed costs		
Financial position		
Investment (asset)		
Prices/species		
Employment		
Fleet		
Effort		

COUNTRY:

PRESENTATION OF THE FADN FRAMEWORK

PRESENTATION OF THE NATIONAL PROGRAMMES:

CYPRUS

DENMARK

FINLAND

GERMANY

GREECE

ITALY

LATVIA

NETHERLANDS

POLAND

PORTUGAL

SWEDEN

UNITED KINGDOM

FRANCE