THE 2023 ANNUAL ECONOMIC REPORT OF THE EU FISHING FLEET

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Scientific Technical and Economic Committee for Fisheries (STECF) –

The 2023 Annual Economic Report on the EU Fishing Fleet (STECF 23-07)

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Raúl Prellezo

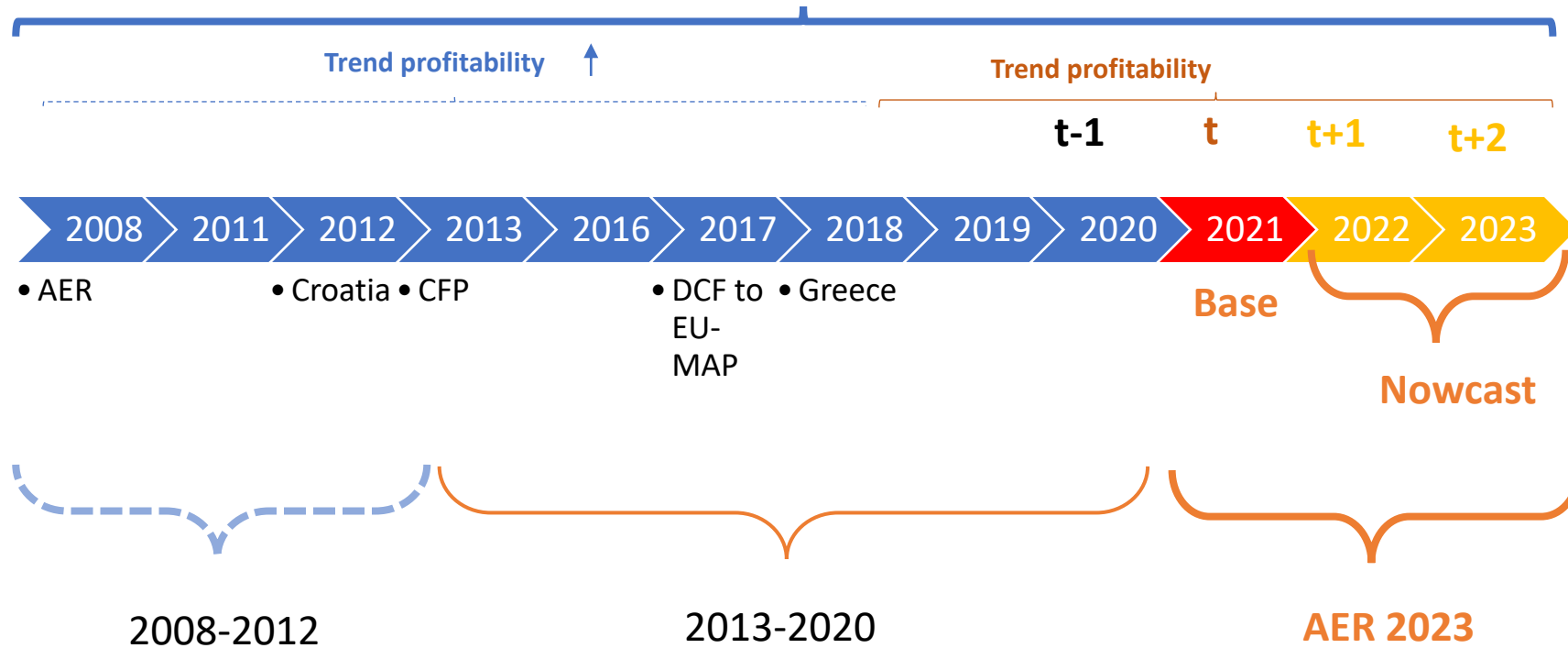Evelina Sabatella

Presentation to the Market Advisory Council
26/10/2023

Raúl Prellezo

AER 2023

Timeline

Contents

EU overview ➤ All, SSCF, DWF; LSF;

Fuel use; Outlook for 2022 and 2023

National chapters ➤
- 2021
- 2021 vs 2020
- 2021 vs 2020-2013
- 2022 (forecast)
- 2023 (nowcast)

Regional chapters ➤
- MED, BKS, BS; NSEA; SWW;NWW
- OMR;
- LDF: ICCAT, CECAF, IOTC; NAFO

Annexes ➤
- Nowcast methodology
- Tables

Methods (I)

1. Unit of how data is reported to the AER EWG

➢ **Fleet segment**: Combination of Member State + Fishing Technology + Length class + Supra-region

 ➢ Example: French DTS24-40. Demersal trawl and/or seiners of LOA between 24-40m in the Atlantic Ocean flying the flag of France.
 ➢ In some case we have geo indicators to allocate vessel to some RFMOS or regions. For example: OMR, or ICCAT.
 ➢ In some cases, the segments have to be clustered due to confidentiality region.
 ➢ This is our **minimum** level. We receive all the indicators (capacity and economic) of each segment: Capacity, employment, days and costs.

Methods (II)

2. Aggregations that we make

➤ At EU level. All segments together

➤ At **region** (Baltic, Med, NS, NWW, SWW, BS) level (only active). When a segment combines vessels fishing in more than one region, allocation to a region is based on fishing days.

➤ At **national** level: All the fleet segments of the MS.

➤ At **type of fishery** level:

  ➤ **Small Scale:** Vessels <12m LOA using non active fishing gears.

  ➤ **Large Scale:** Vessels >12m and all (<>12m) using towing gears and fishing predominately in EU waters.

  ➤ **DWF**. 24 metres LOA flying the flag of MS and fishing predominately in non-EU waters.

  ➤ **OMR**. Nine territories of France, Portugal and Spain.

We always keep the individual segments in the data set

Methods (III)

3. Years t+1 and t+2 (2022 and 2023 or Nowcasting)
➢ For t+1 in many cases we have reported data. Data gaps are covered by EUMOFA (prices and energy costs) and TACs (not in the Med).
➢ For t+2, we don't have almost anything reported. Fleet register is used to extrapolate changes in capacity from t+1 and TACs (not in the Med). EUMOFA is used again for prices and fuel costs (but we are restricted to the 5 first months of the year (at the time the EWG takes place).
➢ All the analysis are made at national segment level and this is how we report. Aggregations are only made at EU, national and type of fishery (SSCF and LSF) levels.

4. Time limitations
➢ Many requests, but this is a report that has to be produced in 5 days (other EWG is used for data quality).

Methods (IV)

5. Special requests

➢ This year we have been asked to look closely at fuel use (Fuel intensity, fuel efficiency and fuel price break evens).

 ➢ FUI: Quantity of fuel consumed per quantity of fish landed.
 ➢ FUE: Ratio between fuel costs and revenue.

 ➢ Fuel break-even: The fuel price that makes total revenues and total costs equal.
  ➢ In the short term: STBEFP = (Gross Profit-Energy Cost)/Energy Consumption
  ➢ In the long term: LTBEFP = (Gross Profit-Depreciation-Energy Cost)/Energy Consumption

➢ Results are complex to aggregate because different fishing techniques cannot be aggregated. Therefore, the reporting has been made at supra-region by **fishing technique** and at **fleet segment** level.
➢ We have contrasted the FUI by fishing **gear** (combining different datasets -FDI-) with the available literature, to test the quality: Results are satisfactory although some issues have been found in some small segments.
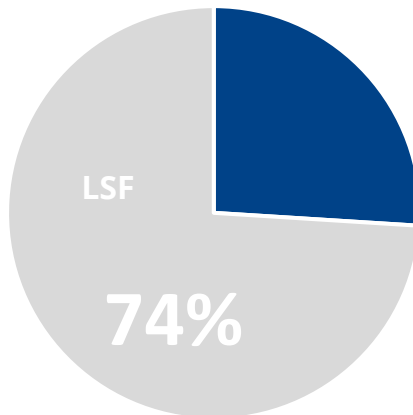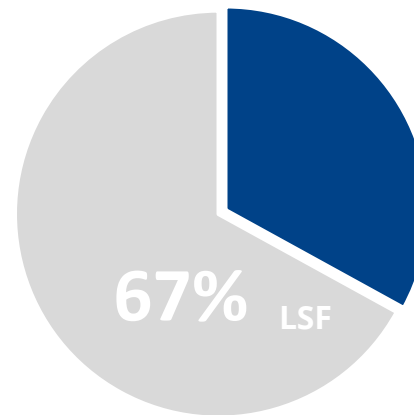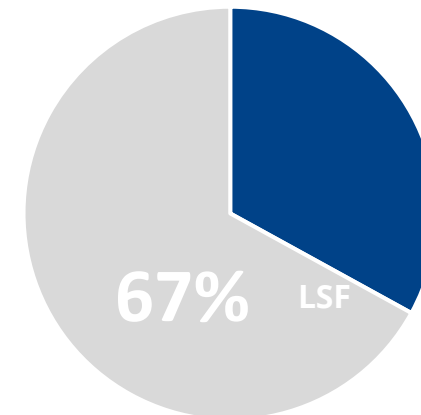
Let's put some numbers
2021 (or year t)

EU
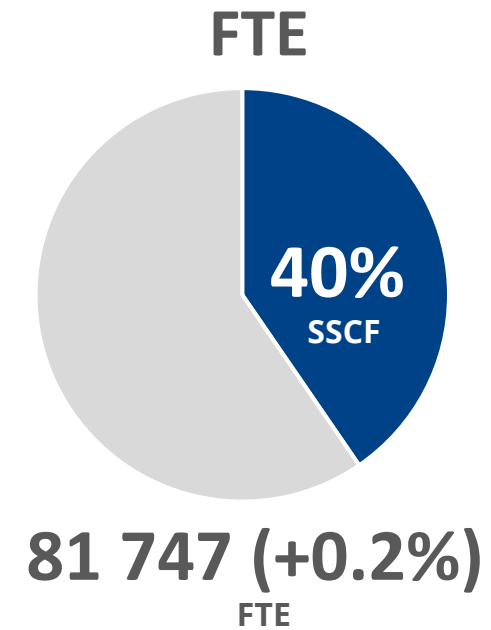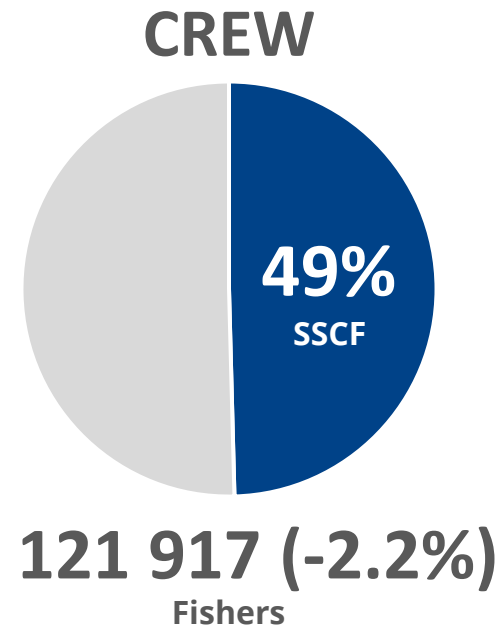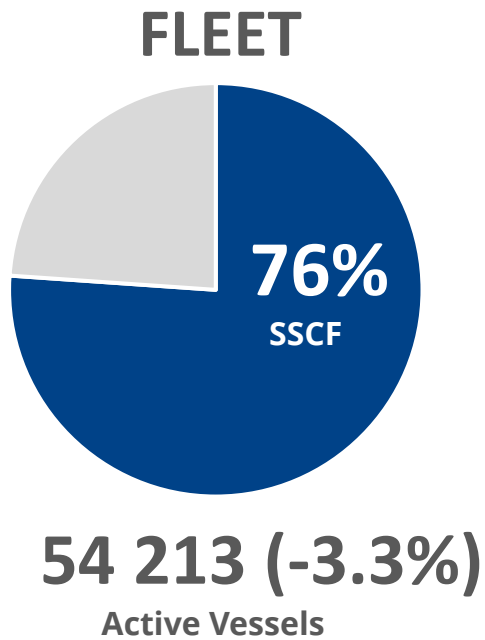
2021

Gross Profits

Total		LSF	SSCF	DWF
1 184 M €		**789 M €**	**227 M €**	**168 M €**
+5.6% compared to 2020		-10%	+47%	+85%

All monetary values and comparisons in real 2020 prices.

**Let's talk about
2022 and 2023
(or years t+1 and t+2)**

2022
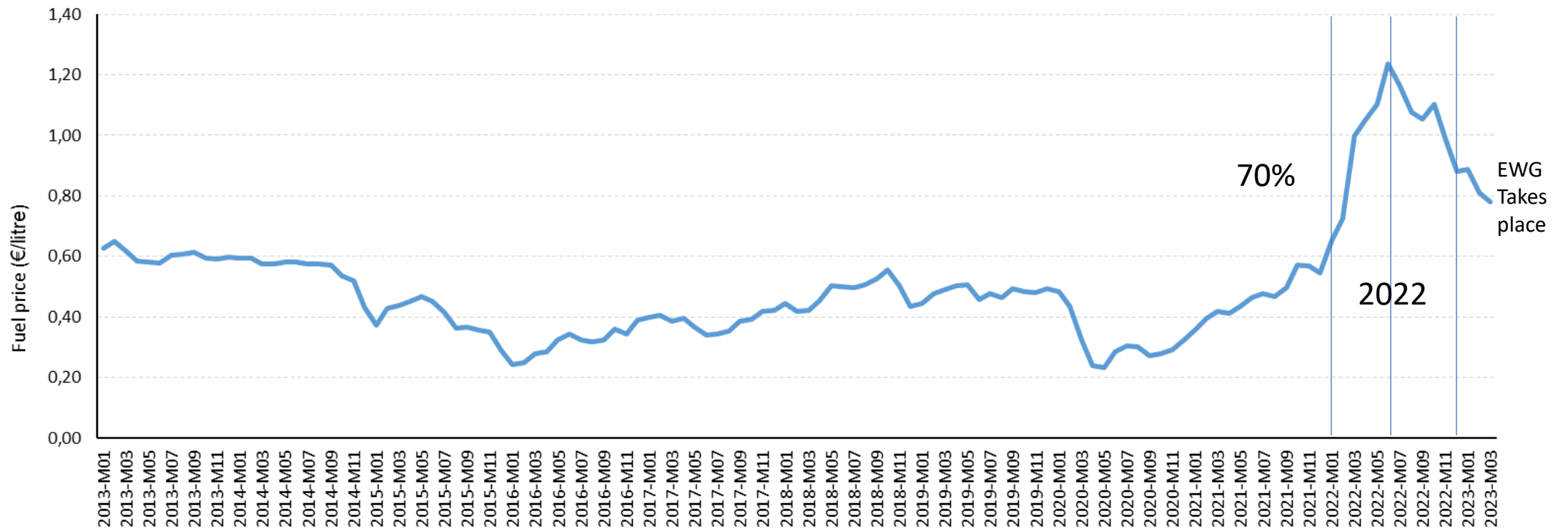
Fuel price (€/litre)

70%

2022

EWG
Takes
place

Fuel use

supra_reg	Fishing_tech	Fuel Price	Short-term break-even fuel price	Long-term break-even fuel price	Energy Efficiency	Energy intensity
MBS	DFN	0.84	1.31	0.58	17.20%	1584.01
		Mean Price in 2021	Price that will make operating profits zero	Price that will make net (almost) profits zero	17% of the value of landings should go to pay the fuel	Liters per tonne landed

These values are available for each fleet segment at national level

End of the presentation

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