



KOMMISSIONEN FOR DE EUROPÆISKE FÆLLESSKABER

Bruxelles, den 14.12.2004
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**ÅRSRAPPORT FRA KOMMISSIONEN TIL RÅDET OG
EUROPA-PARLAMENTET**

**om medlemsstaternes bestræbelser i 2003 på at opnå en bæredygtig ligevægt mellem
fiskerikapacitet og fiskerimuligheder**

{SEC (2004) 1559}

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1. INDLEDNING

Ifølge artikel 14 i Rådets forordning (EF) nr. 2371/2002¹ og artikel 12 i Kommissionens forordning (EF) nr. 1438/2003² skal medlemsstaterne hvert år inden den 1. maj forelægge Kommissionen en rapport om deres bestræbelser på at opnå en bæredygtig ligevægt mellem fiskerikapacitet og fiskerimuligheder det foregående år. På grundlag af disse rapporter og dataene i EF-fiskerifartøjsregistret³ udarbejdede Kommissionen en oversigt for 2003, som blev forelagt for Den Videnskabelige, Tekniske og Økonomiske Komité for Fiskeri (STECF) og for Komitéen for Fiskeri og Akvakultur. I denne rapport forelægger Kommissionen nu denne oversigt for Rådet og Europa-Parlamentet ledsaget af udtalelserne fra de ovennævnte komitéer.

Denne rapport falder i to dele:

- Første del beskriver de regler, medlemsstaterne skal følge ved forvaltningen af deres flåder, og giver et resumé af de oplysninger, der er forelagt i henhold til artikel 13 i Kommissionens forordning (EF) nr. 1438/2003 om gennemførelsesbestemmelser til EF's flådepolitik.
- Anden del omfatter tabeller med tal for udviklingen i medlemsstaternes flådekapacitet i 2003, som indeholder de relevante oplysninger om til- og fragange af fartøjer for de enkelte medlemsstaters flåder.

Anmærkning: De flåder, der tilhører nye medlemsstater, som sluttede sig til EU den 1. maj 2004, er ikke omfattet af denne rapport, da de ikke var underlagt den fælles fiskeripolitik i 2003.

2. FLÅDEFORVALTNING UNDER DEN FÆLLES FISKERIPOLITIK EFTER REFORMEN

Efter reformen af den fælles fiskeripolitik, der blev vedtaget i december 2002, har forvaltningen af fiskerflåderne undergået en ændring: de flerårige udviklingsprogrammer (FUP) med opdeling af flåderne i fartøjskategorier og lofter over kapacitet og/eller fiskeriindsats efter fartøjskategori er blevet afløst af den generelle regel om, at ny kapacitet udtrykt i tonnage og maskineffekt, som tilgår flåden, ikke kan være større end den kapacitet, der udtages af flåden.

a) Tilgangs-/afgangsordningen

Siden den 1. januar 2003 skal medlemsstaterne følge en streng tilgangs-/afgangsordning for deres flåders kapacitet målt i både tonnage og maskineffekt. Enhver kapacitetstilgang til en medlemsstats flåde skal opvejes af en forudgående udtagning af mindst den samme kapacitet (forhold 1:1, "til enhver tid"), medmindre tilgangen svarer til arbejde, der er udført for at forbedre sikkerhed, hygiejne eller arbejdsforhold om bord (artikel 11, stk. 5, i Rådets forordning (EF) nr. 2371/2002). For tilgang af nye fartøjer på mellem 100 og 400 GT, som

¹ Rådets forordning (EF) nr. 2371/2002 (EFT L 358 af 31. december 2002, s. 59-80)

² Kommissionens forordning (EF) nr. 1438/2003 (EUT L 204 af 13. august 2003, s. 21-28)

³ Kommissionens forordning (EF) nr. 26/2004 (EUT L 5 af 9. januar 2004, s. 25-35)

er bygget med offentlig støtte (hvilket kun er muligt indtil den 31. december 2004), skal medlemsstaten udtage 35 % mere kapacitet, end den tilfører (forhold 1:1,35).

En anden vigtig regel er, at kapacitet, der fragår flåden med offentlig støtte, ikke kan erstattes. En sådan kapacitet trækkes direkte fra flåden og også fra det referenceniveau, der er fastsat i henhold til artikel 12 i Rådets forordning (EF) nr. 2371/2002, og den modregnes derfor i tilgangs-/afgangsordningen i forholdet 0:1. Kapacitetsnedsættelser med offentlig støtte er derfor definitive.

Alt dette betyder, at medlemsstatens flådekapacitet som en generel regel ikke kan stige i forhold til niveauerne pr. 1. januar 2003. I praksis vil dette normalt være tilfældet. Gennemførelsesbestemmelserne til flådepolitikken gør det dog muligt at indsætte fartøjer uden for tilgangs-/afgangsordningen i tilfælde, hvor de nationale myndigheder i perioden mellem den 1. januar 2000 og den 31. december 2002 traf beslutning om, at disse fartøjer skulle tilgå flåden efter den 1. januar 2003. Disse tilgange skal finde sted senest 3 år efter datoen for den administrative beslutning (dvs. senest ved udgangen af 2005) og skal finde sted i overensstemmelse med de gældende regler på daværende tidspunkt, især artikel 9 i Det Finansielle Instrument til Udvikling af Fiskeriet (FIUF).

b) Referenceniveauer

Referenceniveauerne for medlemsstaternes flåder er summen af de samlede endelige mål i FUP IV som fastsat ved artikel 12 i Rådets forordning (EF) nr. 2371/2002. Frankrig, Portugal og Spanien har et særligt referenceniveau for deres kontinentalflåde og et særskilt niveau for de af deres flåder, der er registreret i regionerne i EF's yderste periferi, og som der gælder andre regler for (Rådets forordning (EF) nr. 639/2004)⁴. Medlemsstaterne må ikke overskride deres referenceniveauer på noget tidspunkt.

Når en medlemsstat udtager fartøjer med offentlig støtte, nedsættes disse referenceniveauer automatisk med den samlede udtagne kapacitet. Desuden får medlemsstater, der yder støtte til bygning af fartøjer, deres oprindelige 2003-referenceniveau nedsat med 3 % ved udgangen af 2004. Da de fleste medlemsstater allerede lå et godt stykke under dette referenceniveau i begyndelsen af 2003, er indvirkningen ikke ret stor. Overholdelsen af denne regel vil dog blive vurderet i årsrapporten for 2004.

Da referenceniveauerne er overtaget fra FUP IV (perioden 1997-2002), besluttede Rådet, at de ikke skulle gælde for de medlemsstater, der sluttede sig til EU den 1. maj 2004 (Kommissionens forordning (EF) nr. 916/2004)⁵.

c) Ommåling af tonnage

Ommålingen af EF-flåden er baseret på Rådets forordning (EF) nr. 3259/94⁶ og Kommissionens beslutning 95/84/EF⁷. Formålet er at foretage tonnagemåling af hele EU-flåden i henhold til London-konventionen, og heraf følger, at alle fiskerfartøjer måles i GT.

⁴ Rådets forordning (EF) nr. 639/2004 (EUT L 102 af 7. april 2004, s. 9-11)

⁵ EUT L 163 af 30.4.2004, s. 81

⁶ EFT L 339 af 29.12.1994, s. 11

⁷ EFT L 67 af 25.3.1995, s. 33

Hele flåden skulle være ommålt i december 2003 for fartøjer mellem 15 og 24 m og tidligere for fartøjer på over 24 m (1994) eller på under 15 m (1998).

Referenceniveauerne, der fastlægges på grundlag af artikel 12 i forordning (EF) nr. 2371/2002, må tage højde for, at ommålingen endnu ikke er afsluttet for en række medlemsstaters vedkommende. I tilfælde, hvor ommålingen af flåden ikke er afsluttet, er tonnagetallene i denne rapport en blanding af GT og BRT.

3. EF-FISKERFARTØJSREGISTRET

Det vigtigste redskab til overvågning af fiskerflåden er EF-fiskerfartøjsregistret. Medlemsstaterne er forpligtet til at fremsende alle relevante oplysninger om ca. 90 000 havfiskerfartøjers karakteristika sammen med oplysninger om tilgange til og afgang fra flåden. Alle oplysninger i tabellerne i bilaget er hentet fra EF-fiskerfartøjsregistret bortset fra:

- data for tilgange svarende til administrative beslutninger, som blev truffet af nationale myndigheder inden 2003, og hvor der enten var sket tilsvarende afgang inden 2003 (GT_1 / kW_1 og GT_3 / kW_3), eller som der gjaldt et højere tilgangs-/afgangsforhold for (GT_2 / kW_2 og GT_4 / kW_4), i tabel a og
- data for tilgange med offentlig støtte.

Kun i disse tilfælde kommer oplysningerne direkte fra medlemsstaterne.

4. RESUMÉ AF MEDLEMSSTATERNES ÅRSRAPPORTER

a) Beskrivelse af flåderne i relation til fiskeriernes tilstand

Efter den støtte tendens i de seneste år nedsatte alle medlemsstaterne deres flådekapacitet i 2003, hovedsagelig som følge af nationale ordninger for udtagning af fartøjer. Udtagningsordninger er ofte forbundet med restriktioner i henhold til en EF-genopretningsplan som for eksempel for Danmark, Det Forenede Kongerige og Spanien (genopretningsplan for torsk og NAFO's genopretningsplan for hellefisk) eller i henhold til de gældende EF-bestemmelser om kapacitet som for Frankrig og Belgien (dvs. referenceniveauer).

b) Indvirkningen på kapaciteten af ordninger for nedsættelse af fiskeriindsatsen

Det er hovedsagelig de nordlige medlemsstaters flåder, der indtil nu er blevet berørt af foranstaltninger for nedsættelse af fiskeriindsatsen som følge af indførelsen af genopretningsforanstaltninger for torsk. Næsten alle medlemsstaterne rapporterer dog, at den faldende tendens i flådestørrelsen især skyldes visse bestandes ringe tilstand (såsom torsk i Nordsøen og Østersøen, tunge og rødspætte i Nordsøen og sild i Østersøen).

c) Stærke og svage punkter

De fleste medlemsstater har betragtet 2003 som et overgangså, hvor de måtte tilpasse sig til den nye ordning for flådeforvaltning. Den omstændighed, at fartøjskategorierne i FUP IV blev afskaffet i henhold til den nye forordning, skabte nogle organisatoriske problemer og/eller edb-problemer for nogle medlemsstater. De fleste har hilst den nye ordning velkommen – den

betragtes i almindelighed som en betydelig forenkling – men nogle medlemsstater har besluttet at bevare den gamle opdeling i kategorier med henblik på den interne forvaltning.

Nogle medlemsstater har understreget, at de på grund af begrænsede menneskelige ressourcer ikke har kunnet overholde de officielle frister for gennemførelse og rapportering i henhold til den nye kommissionsforordning (EF) nr. 1438/2003. Situationen er dog nu ved at rette sig, efterhånden som medlemsstaterne tilpasser sig til det nye system.

Flere medlemsstater har fremhævet, at tilgangs-/afgangsordningen i sig selv ikke har ydet noget væsentligt bidrag til en generel nedsættelse af flådekapaciteten. Selv når de overholdt de generelle krav (referenceniveauer, tilgangs-/afgangsordning, reduktionen på 3 % for forpligtelser til at yde støtte til flådefornyelse), tvivlede nogle medlemsstater desuden på, at denne nedsættelse på lang sigt ville føre til ligevægt mellem flådekapacitet og disponible fiskerimuligheder (fx tages der ikke hensyn til teknologiske fremskridt).

d) Overholdelse af tilgangs-/afgangsordningen og referenceniveauerne

Der er redegjort for overholdelsen af tilgangs-/afgangsordningen og referenceniveauerne ved udgangen af 2003 i oversigtstabel 1 og 2 og i det tekniske bilag ved anvendelse af de formler, der er fastsat i Kommissionens forordning (EF) nr. 1438/2003, for hver enkelt medlemsstats flåde.

5. KOMMISSIONENS KONKLUSIONER

I 2003 blev EF-flådens kapacitet nedsat med 40 362 GT og 142 727 kW, hvilket repræsenterer en nedsættelse på 2 % af EF-flådens samlede kapacitet. 44 % af kapacitetsudtagningerne fandt sted med offentlig støtte, hvilket er ensbetydende med, at denne kapacitet ikke kan erstattes.

Det har ikke fuldt ud kunnet vurderes, om medlemsstaterne har overholdt tilgangs-/afgangsordningen "til enhver tid", fordi den nødvendige tilpasning af fartøjsfortegnelsen først blev operationel den 1. september 2004. Som anført i punkt 3 på side 5 i denne rapport forelagde medlemsstaterne dataene for tilgange i 2003 baseret på beslutninger truffet før den 1. januar 2003 separat, og de kunne ikke direkte kontrolleres i EF-fiskerfartøjsregistret. Kommissionen vil fortsat kontrollere disse data for at vurdere deres kvalitet. Oplysningerne om, hvordan medlemsstaterne har overholdt "til enhver tid-reglen", og om den nøjagtige anvendelse af forholdet 1:1,35 for tilgange af fartøjer på mellem 100 GT og 400 GT med offentlig støtte vil blive forelagt i kommende rapporter.

De efterfølgende tabeller opsummerer overholdelsen pr. 31. december 2003 af tilgangs-/afgangsordningen og referenceniveauerne. Størstedelen af medlemsstaterne har overholdt disse regler. Belgien og Italien overholder dog ikke loftet over tonnagen, og Italien overholder ikke loftet over maskineffekten. Desuden overholder Belgien ikke tonnagereferenceniveauet.

De italienske myndigheder har indvendinger mod disse konklusioner og gør gældende, at den italienske flåde har overholdt tilgangs-/afgangsbestemmelserne. For at underbygge denne påstand har de for nylig forelagt supplerende oplysninger, som ikke indgår i EF-fiskerfartøjsregistret, og som Kommissionen er i færd med at analysere.

Som nævnt ovenfor er denne rapport først og fremmest baseret på data fra EF-fiskerfartøjsregistret undtagen i de tilfælde, hvor disse data endnu ikke foreligger. Der er

fortsat uoverensstemmelser mellem de data, som medlemsstaterne har forelagt i deres rapporter, og de data, der følger af deres anmeldelser til EF-fiskerfartøjsregistret. Disse uoverensstemmelser skulle være elimineret i Kommissionens næste årsrapport, når det nye EF-fiskerfartøjsregister er fuldt operationelt. De data, som medlemsstaterne har forelagt i deres nationale rapporter, ændrer intet ved rapportens konklusioner, med en mulig undtagelse for Italiens vedkommende, jf. ovenfor.

Ifølge artikel 16 i Rådets forordning (EF) nr. 2371/2002 er de medlemsstater, der ikke overholder forordningens artikel 11, 13 og 15, forpligtet til at nedskære deres fiskeriindsats til det niveau, der ville have været gældende, hvis disse artikler var blevet overholdt. Desuden kan der blive tale om en forholdsmæssig suspension af EF's finansielle støtte under FIUF.

Tabel 1: Overholdelse af tilgangs-/afgangslofterne pr. 31. december 2003

Land	GT			kW		
	Flådekapacitet	Loft til-/afgang pr. 31/12/2003	Grad af overholdelse	Flådekapacitet	Loft til-/afgang pr. 31/12/2003	Grad af overholdelse
BEL	23.794	23.372	1,018	66.869	67.857	0,985
DEU	66.002	69.772	0,946	160.248	165.767	0,967
DNK	96.288	99.783	0,965	324.732	331.454	0,980
ESP	449.973	467.838	0,962	1.097.501	1.143.838	0,959
FIN	19.352	19.690	0,983	187.605	189.917	0,988
FRA	211.933	213.498	0,993	900.055	908.818	0,990
UK	222.909	233.840	0,953	897.784	912.173	0,984
GRC	99.244	99.246	1,000	571.742	571.753	1,000
IRL	86.138	87.018	0,990	226.110	230.226	0,982
ITA	219.608	217.097	1,012	1.292.692	1.286.745	1,005
NLD	200.507	202.200	0,992	470.202	474.849	0,990
PRT	98.140	98.983	0,991	328.496	331.655	0,990
SWE	43.974	44.854	0,980	220.894	225.503	0,980

BOLD KURSIV ANGIVER, AT LOFTET IKKE ER OVERHOLDT

Tabel 2: Overholdelse af referenceniveauet pr. 31. december 2003

Land	GT			kW		
	Flådekapacitet	Referenceniveau pr. 31/12/2003	Grad af overholdelse	Flådekapacitet	Referenceniveau pr. 31/12/2003	Grad af overholdelse
BEL	23.794	23.372	1,018	66.869	67.857	0,985
DEU	66.002	84.262	0,783	160.248	175.927	0,911
DNK	96.288	129.390	0,744	324.732	444.687	0,730
ESP	449.973	709.165	0,635	1.097.501	1.630.788	0,673
FIN	19.352	23.203	0,834	187.605	216.195	0,868
FRA	211.933	229.690	0,923	900.055	917.611	0,981
UK	222.909	272.139	0,819	897.784	1.091.374	0,823
GRC	99.244	114.940	0,863	571.742	627.359	0,911
IRL	86.138	86.981	0,990	226.110	230.226	0,982
ITA	219.608	229.250	0,958	1.292.692	1.335.156	0,968
NLD	200.507	213.112	0,941	470.202	526.988	0,892
PRT	98.140	168.476	0,583	328.496	403.034	0,815
SWE	43.974	51.603	0,852	220.894	259.986	0,850

BOLD KURSIV ANGIVE, AT LOFTET IKKE ER OVERHOLDT.

TECHNICAL ANNEX - RESULTS BY MEMBER STATE

The following tables summarise the developments of the Member States' fleets in relation to their compliance with two levels:

- the entry/exit level; the levels of reference.

A comparison between these levels and the situation of the fleet on 1 January 2003 ("baselines") has been made based on data collected from the Community Fleet Register as registered on 24th August 2004 and on data from the national reports. For each Member State's fleet the following tables are shown:

Table a) - Calculation of baselines (GT₀₃ and kW₀₃) at 31 December 2003

The baselines against which entries and exits over 2003 must be assessed are:

- the capacity identified in the Community Fishing Fleet Register at 1 January 2003,
- plus the capacity entered into the fleet in 2003 based on administrative decisions taken by the national authorities between 1 January 2000 and 31 December 2002, for which an associated capacity had been withdrawn before 1 January 2003 (GT1 and kW1 for entries with aid, GT3 and kW3 for entries without aid),
- minus 35% of the capacity entered into the fleet in 2003 with public aid based on an administrative decision taken by the national authorities between 1 January 2002 and 30 June 2002 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place in 2003 (GT2 or kW2),
- minus 30% of the capacity entered into the fleet in 2003 with public aid based on an administrative decision taken between 1 January 2000 and 31 December 2001 concerning an MAGP IV segment that did not comply with its objectives, for which an associated capacity withdrawal took place in 2003 (GT4 or kW4).

According to Article 6 of Commission Regulation (EC) 1438/2003, the corresponding equations are:

$$GT_{03} = GT_{FR} + GT_1 - 0,35 GT_2 + GT_3 - 0,30 GT_4$$

$$kW_{03} = kW_{FR} + kW_1 - 0,35 kW_2 + kW_3 - 0,30 kW_4$$

Table b) - Management of entries and exits during 2003

Table b shows Member States' compliance, in 2003, with the following formulae (Article 7 of Commission Regulation (EC) No 1438/2003):

$$GT_t \leq GT_{03} - GT_a - 0,35 GT_{100} + GT_S + \Delta(GT-GRT)$$

$$kW_t \leq kW_{03} - kW_a - 0,35 kW_{100}$$

where:

- GT_t or kW_t = the size in tonnage and power of the Member State's fleet at 31 December 2003,
- GT₀₃ or kW₀₃ : see table a) above;
- GT_a or kW_a = capacities leaving the fleet with public aid after 31 December 2002;
- GT₁₀₀ or kW₁₀₀ = capacities of vessels more than 100 GT entering the fleet with public aid;
- GTS = safety tonnage granted under provisions of Article 11(5) of Regulation 2371/2002;
- Δ(GT-GRT) = balance as a result of the re-measurement of the fleet. This term is included in the value of the terms GT_t and GT₀₃. This has been done in this way because of the difficulties found in order to calculate it, arising from the incorrect declaration of vessel re-measuring to the Community Fleet Register.

Table c) - Management of reference levels during 2003

- The baselines are the sum of the MAGP IV objectives for the mainland fleets in GT and kW. The reference levels at 1 January 2003, (R(GT₀₃ and R(kW₀₃), are fixed in annex I to Commission Regulation(EC) No 1438/2003. Specific reference levels have been fixed for outermost regions in an appropriate legal framework.
- Table c shows Member States' compliance, during 2003, with the following formulae (Article 4 of R. 1438/2003):

$$R(GT_t) = R(GT_{03}) - GT_a - 0,35 GT_{100} + GTS + \Delta R(GT-GRT)$$

$$R(kW_t) = R(kW_{03}) - kW_a - 0,35 kW_{100}$$

where:

R(GT_t) or R(kW_t) = The reference level in tonnage and power for the Member State's fleet at 31 December 2003;

The term ΔR(GT-GRT) has not been included. This will only be done once the reference levels are updated to take into account the effect of the re-measurement of the fleet.

BELGIUM

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
24.276	0	0	0	0	24.276

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
67.774	0	0	0	0	67.774

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	24.276	kW _{FR}	67.774
2	Capacity level for the application of the entry-exit regime	GT ₀₃	24.276	kW ₀₃	67.774
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		0		624
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		0		624
7	Exits financed with public aid (a)	GT _a	0	kW _a	0
8	Other exits (not included in 7) (a)		482		1.529
9	Total exits (7 + 8) (c)		482		1.529
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	23.794	kW _t	66.869
11	Fleet ceiling 31 December 2003 (reference level) (e)		23.372		67.857

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

(e). if the result of the fleet ceiling (2 - 35% 3 + 5 - 7) is higher than a Member State's reference level, the fleet ceiling is the reference

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	23.372	R(kW)₀₃	67.857
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	23.794	kW_t	66.869
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	23.372	R(kW)_t	67.857

(a). situation as registered in the Community Fleet Register on 24th August 2004

GERMANY

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
69.220	47	0	505	0	69.772

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
163.809	221	0	1.737	0	165.767

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	69.220	kW _{FR}	163.809
2	Capacity level for the application of the entry-exit regime	GT ₀₃	69.772	kW ₀₃	165.767
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		1.651		6.871
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		1.651		6.871
7	Exits financed with public aid (a)	GT _a	0	kW _a	0
8	Other exits (not included in 7) (a)		4.869		10.432
9	Total exits (7 + 8) (c)		4.869		10.432
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	66.002	kW _t	160.248
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		69.772		165.767

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	84.262	R(kW)₀₃	175.927
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	66.002	kW_t	160.248
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)₀₃	84.262	R(kW)_t	175.927

(a). situation as registered in the Community Fleet Register on 24th August 2004

DENMARK

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
103.099	0	0	0	0	103.099

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
346.293	0	0	0	0	346.293

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (b)	GT _{FR}	103.099	kW _{FR}	346.293
2	Capacity level for the application of the entry-exit regime	GT ₀₃	103.099	kW ₀₃	346.293
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		1.829		9.813
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		1.829		9.813
7	Exits financed with public aid (a)	GT _a	3.316	kW _a	14.839
8	Other exits (not included in 7) (a)		5.324		16.535
9	Total exits (7 + 8) (c)		8.640		31.374
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	96.288	kW _t	324.732
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		99.783		331.454

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	132.706	R(kW)₀₃	459.526
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	3.316	kW_a	14.839
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	96.288	kW_t	324.732
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	129.390	R(kW)_t	444.687

(a). situation as registered in the Community Fleet Register on 24th August 2004

SPAIN (excluding the Canary Islands)

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
466.665	20.352	0	0	0	487.017

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
1.144.823	39.966	0	0	0	1.184.789

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	466.665	kW _{FR}	1.144.823
2	Capacity level for the application of the entry-exit regime	GT ₀₃	487.017	kW ₀₃	1.184.789
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		22.456		50.725
5	Increases in tonnage GT for reasons of safety (b).	GT _S	452		0
6	Total entries (3 + 4 + 5)		22.907		50.725
7	Exits financed with public aid (a)	GT _a	19.630	kW _a	40.951
8	Other exits (not included in 7) (a)		19.969		57.096
9	Total exits (7 + 8) (c)		39.599		98.047
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	449.973	kW _t	1.097.501
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		467.838		1.143.838

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	728.344	R(kW)₀₃	1.671.739
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	452	-	0
4	Exits financed with public aid	GT_a	19.630	kW_a	40.951
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	449.973	kW_t	1.097.501
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	709.165	R(kW)_t	1.630.788

(a). situation as registered in the Community Fleet Register on 24th August 2004

FINLAND

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
19.690	0	0	0	0	19.690

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
189.917	0	0	0	0	189.917

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	19.690	kW _{FR}	189.917
2	Capacity level for the application of the entry-exit regime	GT ₀₃	19.690	kW ₀₃	189.917
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		149		3.930
5	Increases in tonnage GT for reasons of safety (b).	GT _s	0		0
6	Total entries (3 + 4 + 5)		149		3.930
7	Exits financed with public aid (a)	GT _a	0	kW _a	0
8	Other exits (not included in 7) (a)		487		6.241
9	Total exits (7 + 8) (c)		487		6.241
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	19.352	kW _t	187.605
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		19.690		189.917

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	23.203	R(kW)₀₃	216.195
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	19.352	kW_t	187.605
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	23.203	R(kW)_t	216.195

(a). situation as registered in the Community Fleet Register on 24th August 2004

FRANCE (excluding the French Overseas Departments)

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
213.174	891	0	0	0	214.065

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
910.117	2.059	0	0	0	912.176

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	213.174	kW _{FR}	910.117
2	Capacity level for the application of the entry-exit regime	GT ₀₃	214.065	kW ₀₃	912.176
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		6.260		18.618
5	Increases in tonnage GT for reasons of safety (b).	GT _S	45		0
6	Total entries (3 + 4 + 5)		6.305		18.618
7	Exits financed with public aid (b)	GT _a	612	kW _a	3.358
8	Other exits (not included in 7) (b)		6.934		25.322
9	Total exits (7 + 8) (c)		7.546		28.680
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	211.933	kW _t	900.055
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		213.498		908.818

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	230.257	R(kW)₀₃	920.969
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	45	-	0
4	Exits financed with public aid	GT_a	612	kW_a	3.358
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	211.933	kW_t	900.055
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	229.690	R(kW)_t	917.611

(a). situation as registered in the Community Fleet Register on 24th August 2004

UNITED KINGDOM

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
239.233	0	0	8.588	0	247.821

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
926.707	0	0	23.286	0	949.993

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	239.233	kW _{FR}	926.707
2	Capacity level for the application of the entry-exit regime	GT ₀₃	247.821	kW ₀₃	949.993
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		21.114		79.054
5	Increases in tonnage GT for reasons of safety (b).	GT _s	0		0
6	Total entries (3 + 4 + 5)		21.114		79.054
7	Exits financed with public aid (b)	GT _a	13.981	kW _a	37.820
8	Other exits (not included in 7) (a)		23.457		70.157
9	Total exits (7 + 8) (c)		37.438		107.977
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	222.909	kW _t	897.784
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		233.840		912.173

(a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	286.120	R(kW)₀₃	1.129.194
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀		kW₁₀₀	
3	Increases in tonnage GT for reasons of safety	GT_s		-	0
4	Exits financed with public aid	GT_a	13.981	kW_a	37.820
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	222.909	kW_t	897.784
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	272.139	R(kW)_t	1.091.374

(a). situation as registered in the Community Fleet Register on 24th August 2004

GREECE

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
102.747	0	0	1.469	0	104.216

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
597.351	0	0	540	0	597.891

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	102.747	kW _{FR}	597.351
2	Capacity level for the application of the entry-exit regime	GT ₀₃	104.216	kW ₀₃	597.891
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		3.386		12.558
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		3.386		12.558
7	Exits financed with public aid (a)	GT _a	4.971	kW _a	26.138
8	Other exits (not included in 7) (a)		1.918		12.029
9	Total exits (7 + 8)		6.889		38.167
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	99.244	kW _t	571.742
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		99.245		571.753

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	119.910	R(kW)₀₃	653.497
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	4.970	kW_a	26.138
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	99.244	kW_t	571.742
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	114.940	R(kW)_t	627.359

(a). situation as registered in the Community Fleet Register on 24th August 2004

IRELAND

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
86.129	0	0	889	0	87.018

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
228.320	0	0	2.745	0	231.065

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	86.129	kW _{FR}	228.320
2	Capacity level for the application of the entry-exit regime	GT ₀₃	87.018	kW ₀₃	231.065
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		2.856		8.271
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		2.856		8.271
7	Exits financed with public aid (a)	GT _a	0	kW _a	0
8	Other exits (not included in 7) (a)		2.847		10.481
9	Total exits (7 + 8) (c)		2.847		10.481
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	86.138	kW _t	226.110
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		87.018		230.226

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	86.981	R(kW)₀₃	230.226
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	0	kW_a	0
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	86.138	kW_t	226.110
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	86.981	R(kW)_t	230.226

(a). situation as registered in the Community Fleet Register on 24th August 2004

ITALY

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
216.190	0	0	1.519	0	217.709

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
1.284.777	0	0	5.783	0	1.290.560

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	216.190	kW _{FR}	1.284.777
2	Capacity level for the application of the entry-exit regime	GT ₀₃	217.709	kW ₀₃	1.290.560
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		4.992		19.826
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		4.992		19.826
7	Exits financed with public aid (b)	GT _a	612	kW _a	3.815
8	Other exits (not included in 7) (a)		962		8.096
9	Total exits (7 + 8) (c)		1.574		11.911
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	219.608	kW _t	1.292.692
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		217.097		1.286.745

(a). situation as registered in the Community Fleet Register on 24th August 2004

(b). based on Member State's annual report

(c). assumes reduction of capacity due to vessel exits

(d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	229.862	R(kW)₀₃	1.338.971
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	612	kW_a	3.815
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	219.608	kW_t	1.292.692
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	229.250	R(kW)_t	1.335.156

(a). situation as registered in the Community Fleet Register on 24th August 2004

NETHERLANDS

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
201.094	0	0	1.133	0	202.227

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
472.206	0	0	2.722	0	474.928

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	201.094	kW _{FR}	472.206
2	Capacity level for the application of the entry-exit regime	GT ₀₃	202.227	kW ₀₃	474.928
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		446		1.597
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		446		1.597
7	Exits financed with public aid (a)	GT _a	27	kW _a	79
8	Other exits (not included in 7) (a)		1.006		3.521
9	Total exits (7 + 8) (c)		1.033		3.600
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	200.507	kW _t	470.202
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		202.200		474.849

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	213.139	R(kW)₀₃	527.067
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_S	0	-	0
4	Exits financed with public aid	GT_a	27	kW_a	79
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	200.507	kW_t	470.202
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	213.112	R(kW)_t	526.988

(a). situation as registered in the Community Fleet Register on 24th August 2004

PORTUGAL (excluding the Azores and Madeira)

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
99.398	2.499	0	112	0	102.009

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
331.132	7.780	0	1.734	0	340.646

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	99.398	kW _{FR}	331.132
2	Capacity level for the application of the entry-exit regime	GT ₀₃	102.009	kW ₀₃	340.646
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		3.462		14.208
5	Increases in tonnage GT for reasons of safety (b).	GT _S	0		0
6	Total entries (3 + 4 + 5)		3.462		14.208
7	Exits financed with public aid (a)	GT _a	3.026	kW _a	8.991
8	Other exits (not included in 7) (a)		1.694		7.853
9	Total exits (7 + 8) (c)		4.720		16.844
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	98.140	kW _t	328.496
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		98.983		331.655

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	171.502	R(kW)₀₃	412.025
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	3.026	kW_a	8.991
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	98.140	kW_t	328.496
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	168.476	R(kW)_t	403.034

(a). situation as registered in the Community Fleet Register on 24th August 2004

SWEDEN

a) Calculation of the baselines (GT₀₃ and kW₀₃) at 31 December 2003

GT _{FR} (1-1-2003)	GT ₁	GT ₂	GT ₃	GT ₄	GT ₀₃
44.847	0	0	397	0	45.244

kW _{FR} (1-1-2003)	kW ₁	kW ₂	kW ₃	kW ₄	kW ₀₃
224.790	0	0	1.799	0	226.589

b) Management of entry/exit regime during 2003

		GT		kW	
1	Capacity of the fleet on 1 January 2003 (a)	GT _{FR}	44.847	kW _{FR}	224.790
2	Capacity level for the application of the entry-exit regime	GT ₀₃	45.244	kW ₀₃	226.589
3	Entries of vessels of more than 100 GT financed with public aid (b)	GT ₁₀₀	0	kW ₁₀₀	0
4	Other entries or capacity increases (not included in 3 & 5) (d)		2.015		13.444
5	Increases in tonnage GT for reasons of safety (b).	GT _s	0		0
6	Total entries (3 + 4 + 5)		2.015		13.444
7	Exits financed with public aid (a)	GT _a	391	kW _a	1.086
8	Other exits (not included in 7) (a)		2.497		16.254
9	Total exits (7 + 8) (c)		2.888		17.340
10	Capacity of the fleet on 31 December 2003 (a)	GT _t	43.974	kW _t	220.894
11	Fleet ceiling 31 December 2003 (2 - 35% 3 + 5 - 7)		44.853		225.503

- (a). situation as registered in the Community Fleet Register on 24th August 2004
 (b). based on Member State's annual report
 (c). assumes reduction of capacity due to vessel exits
 (d). calculation of 4 = 10 - 1 - 3 - 5 + 9

c) **Management of reference levels during 2003**

		GT		kW	
1	Reference level on 1-1-2003	R(GT)₀₃	51.993	R(kW)₀₃	261.028
2	Entries of vessels of more than 100 GT financed with public aid	GT₁₀₀	0	kW₁₀₀	0
3	Increases in tonnage GT for reasons of safety	GT_s	0	-	0
4	Exits financed with public aid	GT_a	390	kW_a	1.042
10	Capacity of the fleet on 31 December 2003 (a)	GT_t	43.974	kW_t	220.894
5	Reference level on 31 December 2003 (1 - 35% 2 + 3 - 4)	R(GT)_t	51.603	R(kW)_t	259.986

(a). situation as registered in the Community Fleet Register on 24th August 2004