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THE IMPLEMENTATION OF EC'S DECISION 4028/86 IN THE FRENCH  
FISHING SECTOR

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*Résumé:*

*La décision 4028/86 de la Commission Européenne assigne aux Etats-Membres des objectifs de réduction des capacités de pêche à l'horizon 1991, en laissant chaque Etat libre des moyens à mettre en oeuvre pour y parvenir. La France a instauré un système généralisé de Permis de Mise en Exploitation (PME), dont la communication analyse la mise en oeuvre et les résultats au bout d'un an. Le système de PME est replacé dans le contexte d'ensemble de la gestion des pêches en France.*

*Abstract*

*Ec's Decision 4028/86 makes an obligation for the Members States to achieve a reduction of their fishing fleet capacity by the year 1991. Each State is free to implement appropriated regulation means. France opted for an Operation Permit (in french, Permis de Mise en Exploitation or PME). This paper avaluates the implementation of the system after one year. The PME are considered as a component of the global french fisheries management system.*

## **1. HISTORICAL BACKGROUND**

### **1.1. Fishing fleet evolution**

Between 1945 and 1987, vessel and crew numbers within the French fishing fleet have been drastically reduced, while horsepower and capital invested increased considerably. Within 42 years, employment onboard fell from 57.000 to 17.600 men. while productivity per unit of power or per man increased steadily. When 120 crewmembers using 121 Kw could land 1000 mt in 1945, by 1970 only 68 of them using 188 Kw were needed to land the same amount of fish, while 40 crewmbers using 212 Kw did the job in 1985. This trend was maintained between 1983 and 1988 (i.e. the two MAGPs) : the number of vessels decreased from 11.161 to 10.361, while horsepower increased from 1.103.327 to 1.196.360 Kw, and tonnage from 212.841 Grt to 213.302 Grt.

The rate of change was not the same for all classes of fishing vessels, however, as horsepower increased more rapidly for those under 16 m than for those above. This is particularly obvious for the recent past: between 1983 and 1988, total horsepower for vessels of the former category increased by 28.000Kw against 7.400 for the latter.

### **1.2. Fisheries management in France**

In spite of the existence of historical or informal use-rights, and of local or regional licensing schemes, open-access is assumed to be the rule for fisheries all over Europe. Fisheries management follows basically the same principles in France and in other European countries (Tucker 1990). Differences arise from insitutional and social history. Louis XIVth Ministry Colbert's legacy may explain the widely shared belief that transferability implies privatisation of a publicly owned resource.

The allocation of EEC-set national quotas is a two-step process based on historical records. First, to determine the share of each of the five regions identified along the Atlantic and North Sea shores, a bargaining process takes place at the national level between state and industry representatives. And second, quotas allocated to each region are shared between fishermen belonging to Producer Organizations (PO) and others. Statistics related to the use of fish quotas are collected at the national level and controlled at the PO level. This allows for the targeting of fisheries closure, once the relevant quota has been exhausted.

Not being individualized, quotas are not transferable. Moreover, there is no direct relationship between EC-set quotas and local or national licensing schemes. The British concepts of pressure stock and pressure stock-licensing thus have no equivalent in French fisheries.

National quota sharing between regions and the granting of loans or subsidies for building or modernizing fishing vessels have no direct relationship either. The latter are allocated at the regional level. Regional commissions define allocation criteria according to instructions received from the Ministry of the Sea congruent with MAGP objectives. They have to manage their budget under these constraints (Meuriot 1985, Catanzano 1988, DPMCM 1989).

Loans and subsidies for boat building are granted in two allotments, one of which is not conditional. The other one depends upon EC's decision to reject or to accept an application. The latter may decrease from 22%, to 5% in a sensitive and 10% in a non sensitive area. In a study of this allocation scheme covering the 1977 to 1987 period, Catanzano shows that the self-financing part of the investment has steadily decreased from 25% in 1950, to 8% in 1987.

#### *a) Licensing schemes*

The licensing schemes found in France are totally independant from MAGP's implementation. They deal with specific resources or fishing methods, they exclude transferability, and in most cases operate on a localized basis as for the schemes instaured :

- in 1973, for the scallop fishery of the Bay of Saint Brieuç,
- in 1972, for the Mediterranean groundfish trawl fishery,
- in 1983, for the fixed gear fishery of the Charentes coastline,
- for the crustacean fishery of the English Channel,
- for the mussel fishery of the eastern coastline of the Cotentin peninsula,
- and for the migratory fisheries (eels, elvers, salmon, etc) of all estuaries.

These schemes have all been devised to face localized problems of overcapacity and of crowding on fishing grounds. As mentioned earlier, they are independant of national quota allocation, in contrast to pressure stock licensing schemes.

#### *b) Producer Organizations*

Producers Organizations are involved in fisheries management through quota allocation and the stabilization of ex-vessel prices. This they achieve through the setting of withdrawal prices within limits defined by common market policies. Providing they use their own resources and still respect these limits, POs are now allowed to extend their support from species not previously agreed upon at EC level to other species of local interest. However, POs are excluded from any direct participation in licensing schemes or grants and subsidies allocation.

### **1.3. Institutional actors**

The origins of the complex situation described above are legal and historical. A special law (Ordonnance) passed in 1945 defined fisheries interprofessional organization. The latter comprises :

- Geographically defined Committees, which represent fishermen, fish mongers and fish processors either at the fishing port level as for the "Comité Locaux des Pêches Maritimes" (CLPM), or at a regional level for the "Comités Régionaux des Pêches et des Cultures Marines" (CORPECUM)
- Interprofessional Committees, such as the "Comité Interprofessionnel des Gros Crustacés", defined at the level of a specific fishery (in terms of resources or of harvesting method). These Committees are responsible for the instauration of all licensing schemes thanks to the regulatory power granted to them. Their members are not elected but

designated by the various trade unions, syndicates and cooperatives of the fishing sector, but not by the POs.

- A National Committee or "Comité Central des Pêches Maritimes" (CCPM), which members are also designated rather than elected, and within which POs are represented only by one delegate.

## 2. DESCRIPTION OF THE PME SYSTEM

### 2.1. Origins

The first MAGP resulted from EC's Decision 2098/83. It covered the 1983-87 period and was mostly indicative. The second one, which followed the membership of Spain and Portugal, was mandatory. It resulted from EC's Decision 4028/86 which made it compulsory for memberstates to achieve set objectives to obtain Structural Grants for the renewal of their fishing fleet. It aimed at reducing fleet capacity to its 1983 level, both in terms of horsepower (measured in Kw) and of tonnage (measured in GRT).

Over the last twenty years, grants and loans have been used for the renewal of the fleet or for the limitation of its fishing capacity, with limited effectiveness in the latter case given the possibility of investing without subsidies. Actually, most of the increase in horsepower in the French fishing fleet during that period, is due to investments in vessels under 16 m, which are not eligible for grants. For such small units, investment was uncontrollable because self-financing is relatively easy.

### 2.2. Instauration

It was obvious that the objectives of the second MAGP were unattainable without national guidelines set by law. Given the urgency of the situation, and the delay required to pass a law the Ministry of the Sea suggested that advantage should be taken of the regulatory powers of the CCPM to elaborate a set of rules so as to restrict entry into the French fishing fleet. Thus came into being the "Permis de Mise en Exploitation" or PME system, which was implemented by a Decision of the CCPM on September 22, 1988. Its end result is that anybody who wants to modernize an old fishing vessel (i.e. increase its horsepower) or to build a new one, has to apply for a PME.

### 2.3. Main features

PMEs are granted for specified vessels, to well identified applicants who want to invest in a new vessel, a new engine, or who want to enlarge an old one. They are not transferable and are assigned only if :

(i) an equivalent amount of horsepower is withdrawn from the fishing fleet, when this power comes from a vessel or engine which the applicant has owned for more than two years prior to his application;

(ii) a amount of power greater by 30% than the one applied for, is withdrawn from the fleet, when the previous condition is not met.

The resulting reduction in horsepower is expected not only to lead to the achievement of MAGP's objectives, but also to yield a reserve of Kilowatts for prospective investors, especially young fishermen, with no kilowatts of their own to withdraw. This national reserve of Kw could then be shared between regions in a process akin to the one used for quota allocation.

All vessels with at least one fishing day in the previous two years are considered active. Those not directly concerned by the MAGP constraints, such as :

- transoceanic tuna purse seiners,
- smaller boats fishing exclusively in coastal lagoons and estuaries, and those for coral, sea urchin or sponge harvesting,

- vessels dedicated to fish or shellfish breeding,  
 - and all unmotorized dinghies,  
 get full right PME automatically. All those for which investments were already committed prior to the inception of the system also got full-right PME (these are informally called "coups partis" i.e. fired shots)

Because of existing rules for loans and subsidies allocation, the fleet is divided into five length classes (below 12 m, 12 to 16, 16 to 25, 25 to 38, and beyond 38 m). Kilowatts cannot be traded or exchanged among them, except between the 16 to 25 and the 25 to 38 m categories. Conversely, aggregation of Kw and of PME is possible within any one of them.

### 3. EVALUATION OF THE IMPACTS OF THE PME SYSTEM

A year after its implementation, an evaluation of the PME system was warranted and made possible by the decision of the CCPM to make relevant data available to economists of SDA at IFREMER.

#### 3.1. Data sources

Each application for a PME provides detailed technical information on the investment planned, on the source of kilowatts to be used (characteristics of the withdrawn vessel or vessels, of their engines and of the fishing gear used) and socio-professional data on the applicant(s) (Table 1).

For this study all the 1,131 PME granted between the inception of the system in October 1988 and Dember 1989 have been analyzed. Given that 251 vessels have been withdrawn in counterpart, and since the total number of boats within the French fishing fleet was 12,244 in 1988, this correspond to a 10% rate of renewal over a one year period (new boats or new engines).

For the purpose of this analysis, applications were classified chronologically according to the date they were received, rather than the one the PME were granted.

#### Comparison of grants in 1978 and 1987 for building artisanal fishing boats (Catanzano, 1988, p.5)

	Self fin.	Subsidies in %			Condit.of bonus		
		Natl.	Reg.	CEE	Share %	rate%	Dur.
1978	10	20/25	Y(1)	-	75 or 90	5	12
1987	8	5	Y	35/40(2)	66 or 92(5)	5	12
	8	10	Y	20/35(3)	66 or 92(5)	5	12
	8	22	Y	0 (4)	66 or 92(5)	5	12

with

- (1) the total amount may reach to 40%
- (2) sensitive areas
- (3) non sensitive areas
- (4) without EC's subsidies
- (5) 92% in case of first investment

One must be cautious in interpreting the data used, for a number of reasons. Firstly, there is no guarantee that the PMEs have been used right after they were granted, since there

is no deadline by which an investment requiring a PME has to be completed. This may induce procrastination on the investor's part. Secondly, the PME file refers only to a small segment of the fleet. It gives information about new rights to harvest fish, but it does not tell much about actual fluctuations of the whole fleet. Thirdly, the discrimination between boats which have been owned for more than two years, and boats which have not, when applying for a PME, creates an incentive for prospective investors to purchase second-hand vessels and make them work for two years (since no PME is required for this) before applying for a PME. Henceforth, the purchase (or inheritance) of a second-hand vessel (without a concomitant horsepower modification) appears to be the only way for a young fisherman to become a boat owner. However, the PME records are useless in evaluating how widely practiced this strategy might be.

### 3.2. Evaluation of PME's impacts

#### a) Impact on horsepower

Table 2 and Figure 1 show horsepower balance (in Kw) on a monthly basis over a one year period. From September 88 to January 89, the effect of investments committed prior to the CCPM's Decision to instaure the PME system (fired shots) is obvious. Thereafter, the system demonstrates its ability to stabilize total horsepower within the French fishing fleet at a set level, not of reducing it. Even after discounting the contribution of fired shots, the difference between incoming and outgoing horsepower is still positive. The limits of the system lie in the way the fleet is renewed. New vessels replace older ones which have been owned for more than two years. Actually, only 210 of the 1,131 PME were granted after one or more older boats were withdrawn (Table 1).

The PME records show that the relative importance of the smaller vessels within the national fleet remains stable (Table 3)

	%N	%KW PME	%KW WITHD.
<12m	65	30	28.8
12-16m	15	31.1	29.4
24-33m	4	10.5	10.4
>33m	1	9	14.3
	100	100	100

The rule according to which the withdrawn horsepower must be equal or 30% greater than the one entering the fishery has two major consequences. First, there is an increase in co-ownership of fishing boats as fishermen put together the horsepower of their older vessels in order to build a more powerful new boat. And second, there is an increase in the value of second-hand vessels, embodying that of the corresponding Kilowatts, as demonstrated by advertisements. Some shipyards now offer to provide the Kw required to obtain a PME for the boats they build, while second-hand boat dealers specify how many Kw each boat for sale can bring. The average value of a Kw is currently (early 1990) estimated at 2,700 French Francs.

Total horsepower within the French fishing fleet has officially increased by some 11,560 Kw between 1988 and 1989, when the balance of all PME is 38,000 Kw. This implies that 24,000 Kw for which PME have been granted have not been turned into actual investments as yet. There is a time lag in the system which might last for a number of years, since only death of its holder will invalidate a PME.

#### b) Impact on tonnage

Tonnage has been affected much in the same way as horsepower, since the former is technically constrained by the latter, and since PME are granted irrespective of tonnage. The possibility of accumulating Kw of various withdrawn vessels, is likely to contribute to a further

increase of the tonnage to horsepower ratio (GRT/Kw) observed since 1945. For the granted PME, this ratio is currently the following, according to length classes (Table 4) :

<12m	15.1 KW/GRT
12-16m	8.8 KW/GRT
16-24m	6.04 KW/GRT
24-33m	4.37 KW/GRT
>33m	2.41 KW/GRT

Because length classes are set and likely to induce threshold effects, the evolution of this ratio and its statistical variability should be studied within each class. As a result of the possibility of pyramiding boats to accumulate Kw we should expect a reduction in the variability of this ratio within each class : each of which will end up comprising fewer, bigger and more powerful vessels.

#### *c) Spatial effects*

One of the much feared induced effects of the PME system at its inception was that Kw would be bought second-hand in mass, and transferred to other coastal regions. Figure 3 shows the geographical distribution of the 251 vessels withdrawn since October 1988. Of this total, 221 or 88% remained within the same "Quartier" (administrative unit including one or a few neighbouring fishing ports at most). Out of the 30 (12%) which switched "Quartier", only 17 (6.8%) switched region, thus indicating that region switching has been negligible so far. This may not last, however, because of the time lag built in the system. A number of vessels bought second-hand may be working out of their original harbour till their new owners have operated them for more than two years. An analysis of the second-hand market for fishing boats, according to region is thus warranted for a better evaluation of spatial effects.

#### *d) Demographic effects*

Another much debated secondary effect of the PME system, was that it would prevent younger skippers from becoming boat owners. Obviously, boat ownership confers an advantage to the owners who tend to be older. And it was feared that PME could lead to the ageing of boat owners. Available records show that 35% of PME holders are less than 35, 36% are between 35 and 45, and 23% older than 45. However, this does not confirm or infirm the debated ageing effect, since a number of young skippers may have bought second-hand vessels already, that they will keep in activity for a couple of years before applying for a PME. A statistical comparison between the age pyramids of all boat owners and of PME holders is now required.

#### *e) Removal of older vessels*

The fishing vessels withdrawn to obtain a PME are quite old, 52% of them are more than 20 years old. Since this age class represents 33.3% of the French fleet in number and 22.6% in horsepower, there are plenty of vessels to withdraw for the PME system to keep operating. Furthermore, the value of these vessels has increased significantly thanks to this system.

## 4. DISCUSSION

The PME system devised to implement the second MAGP in France presents a number of advantages, among which its reduced implementation and enforcement costs restricted to those of the instauration of an investment permit. This system does not interfere with existing licensing schemes. It represents the first scheme designed to constrain fishing effort at a national rather than a geographically restricted level. Among its objectives, those of

preventing total horsepower within the French fishing fleet from increasing, and of curtailing the increase in horsepower onboard vessels under 16m were achieved within its first year of existence. However, the expectation that by requiring 1.3 Kw to be withdrawn for every Kw entering the fishery, the total horsepower within the fleet would decrease to any significant degree has not been met yet. One may wonder whether it will ever be if the rules are not adapted.

The data used for this assessment being restricted to the PME records, nothing can be inferred for the fishing fleet as a whole. As mentioned earlier, we need to investigate the market for second-hand fishing boats, so as to fully assess the impact of the PME system. We will also have to take into account the range of incentives various regions are granting or planning to grant for the decommissioning of excess fishing capacity.

Setting up a barrier to entry induces a cost upon candidates, here the cost of the Kilowatts required to obtain a PME. This results in a rent which size and distribution should be considered. Further studies should also deal with the hidden socio-economic, particularly the distributional effects of the PME system. This system will necessarily lead to a slowing down of the renewal of the French fishing fleet and a curtailment of onboard employment. Finally, a complete study of fisheries management in France should try to elucidate the synergies between quotas allocation system, subsidies allocation schemes, price regulation and the PME system.



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TABLE 1 : STRUCTURE OF DATA FILE (Source CCPM)

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GENERAL DATA :

NUMBER OF COMPUTED VESSELS : 1381  
 NUMBER OF WITHDRAWN VESSELS : 261

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DATA NOT USED FOR THE ANALYSIS :

ESTUARY-LAGOON VESSELS : 233 (including 10 cases with vessel redrawn)  
 PURSE SEINE TUNA VESSELS : 17

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DATA USED FOR THE ANALYSIS :

P.M.E. GRANTED VESSELS :		WITHDRAWN VESSELS :	
NEW OR IMPORTED	: 484	SCRAPPED	: 6
REMOTORIZATION	: 367	SOLD OUTSIDE EEC	: 4
CHANGE IN OPERATION	: 85	SOLD IN OVERSEAS TERRITORIES	: 2
RECOMMISSIONED	: 211	CHANGE IN OPERATION	: 14
TOTAL OF P.M.E. GRANTED VESSELS*	: 1131	TOTAL OF WITHDRAWN VESSELS	: 25
TOTAL POWER OF P.M.E. GRANTED VESSELS	: 195914 KILOWATTS		
TOTAL POWER BEFORE WORK	: 63553 KILOWATTS		
TOTAL POWER OF WITHDRAWN VESSELS	: 35324 KILOWATTS		

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P.M.E. GRANTED VESSELS WITH ONE OR SEVERAL VESSELS WITHDRAWN :

P.M.E. GRANTED VESSELS :		WITHDRAWN VESSELS :	
NEW OR IMPORTED	: 152	SCRAPPED	:
REMOTORIZATION	: 14	SOLD OUTSIDE EEC	:
CHANGE IN OPERATION	: 20	SOLD IN OVERSEAS TERRITORIES	:
RECOMMISSIONED	: 25	CHANGE IN OPERATION	: 1
NUMBER OF P.M.E. GRANTED VESSELS*	: 210	TOTAL OF WITHDRAWN VESSELS	: 2
TOTAL POWER OF P.M.E. GRANTED VESSELS	: 38303 KILOWATTS		
TOTAL POWER BEFORE WORK	: 1064 KILOWATTS		
TOTAL POWER OF WITHDRAWN VESSELS	: 35324 KILOWATTS		

\* Some vessels applying simultaneously in two groups, the number of vessels is less than the total of applications.

TABLE 2  
MONTHLY POWER (KW) AND TONNAGE (GRT) BALANCE FOR GRANTED P.M.E.  
AND WITHDRAWN VESSELS (based on application date)

MONTH	P.M.E.		WITHDRAWN		KW BALANCE	GRT IN	GRT OUT	GRT BALANC
	VESSLS	KW	VESSLS	KW				
SEP88	9	1278,00	2	270,00	1008,00	175,74	4,50	171,2
OCT88	245	46852,77	21	14213,96	32638,81	6283,87	432,44	5851,4
NOV88	119	23935,67	15	5856,36	18079,31	4934,44	213,22	4721,2
DEC88	84	14020,04	8	4614,31	9405,73	1481,74	144,56	1337,1
JAN89	110	17705,80	20	7551,73	10154,07	2762,11	432,49	2329,6
FEB89	62	8277,00	11	3297,12	4979,88	828,27	45,17	783,1
MAR89	86	13267,90	27	10041,09	3226,81	1931,00	808,75	1122,2
APR89	66	13859,70	19	9233,00	4626,70	2685,24	393,83	2291,4
MAY89	60	8430,40	27	7320,10	1110,30	890,16	501,55	388,6
JUN89	67	10536,60	26	7920,90	2615,70	1611,26	809,00	802,2
JUL89	37	6151,90	7	4470,80	1681,10	1159,28	21,50	1137,7
AUG89	30	5059,10	13	3997,70	1061,40	825,79	247,62	578,1
SEP89	56	8277,40	19	5432,00	2845,40	1413,84	845,77	568,0
OCT89	44	8333,30	17	7849,80	483,50	1432,84	1772,73	- 339,8
NOV89	49	9143,50	18	6118,50	3025,00	1462,74	424,30	1038,4
DEC89	7	785,00	1	690,00	95,00	74,20	1,10	73,1
TOTAL	1131	195914,08	251	98877,36	97036,71	29952,52	7098,53	22853,9

Source : CCPM

TABLE 3  
 LENGTH GROUP BREAKDOWN OF P.M.E. GRANTED AND WITHDRAWN  
 VESSELS, KW AND GRT (SEPTEMBER 1988 TO DECEMBER 1989)

LENGTH GROUP	P.M.E. VESSELS	P.M.E. KW	GRT IN	WITHDRAWN VESSELS	KW OUT	GRT OUT
< 12 m	736	58821,99	3898,33	149	28490,10	580,50
12-16 m	168	38066,41	4321,39	36	16932,42	561,70
16-24 m	168	60938,30	10092,60	41	29102,74	1700,00
24-33 m	45	20545,38	4357,88	15	10238,50	1498,00
> 33 m	14	17542,00	7282,24	10	14113,50	2756,33
TOTAL	1131	195914,08	29952,52	251	98877,36	7098,53

Source : CCPM

TABLE 4 : LENGTH GROUP BREAKDOWN OF P.M.E. GRANTED POWER (KW), TONNAGE (GRT) AND KW/GRT RATIO (SEPTEMBER 1988 TO DECEMBER 1989)

LENGTH GROUP	PME VESSELS	KW IN	GRT IN	KW/GRT
< 12 m	733	58704,6	3888,2	15,10
12-16 m	169	38099,4	4323,8	8,81
16-24 m	169	60978,8	10096,4	6,04
24-33 m	41	19032,4	4357,8	4,37
> 33 m	15	17586,0	7286,3	2,41
TOTAL	1131	195914,1	29952,5	6,54

TABLE 5  
AGE GROUP BREAKDOWN OF WITHDRAWN VESSELS FOR P.M.E. APPLICATION  
(SEPTEMBER 1988 TO DECEMBRE 1989)

AGE GROUP	NUMBER OF VESSELS
< 5 years	19
5-9 years	29
10-14 years	30
15-19 years	34
20 years and more	130
unknown	9
TOTAL	251

Source : CCPM

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TABLE 6  
OWNER'S AGE BREAKDOWN OF P.M.E. APPLICATIONS  
(SEPTEMBER 1988 TO DECEMBER 1989)

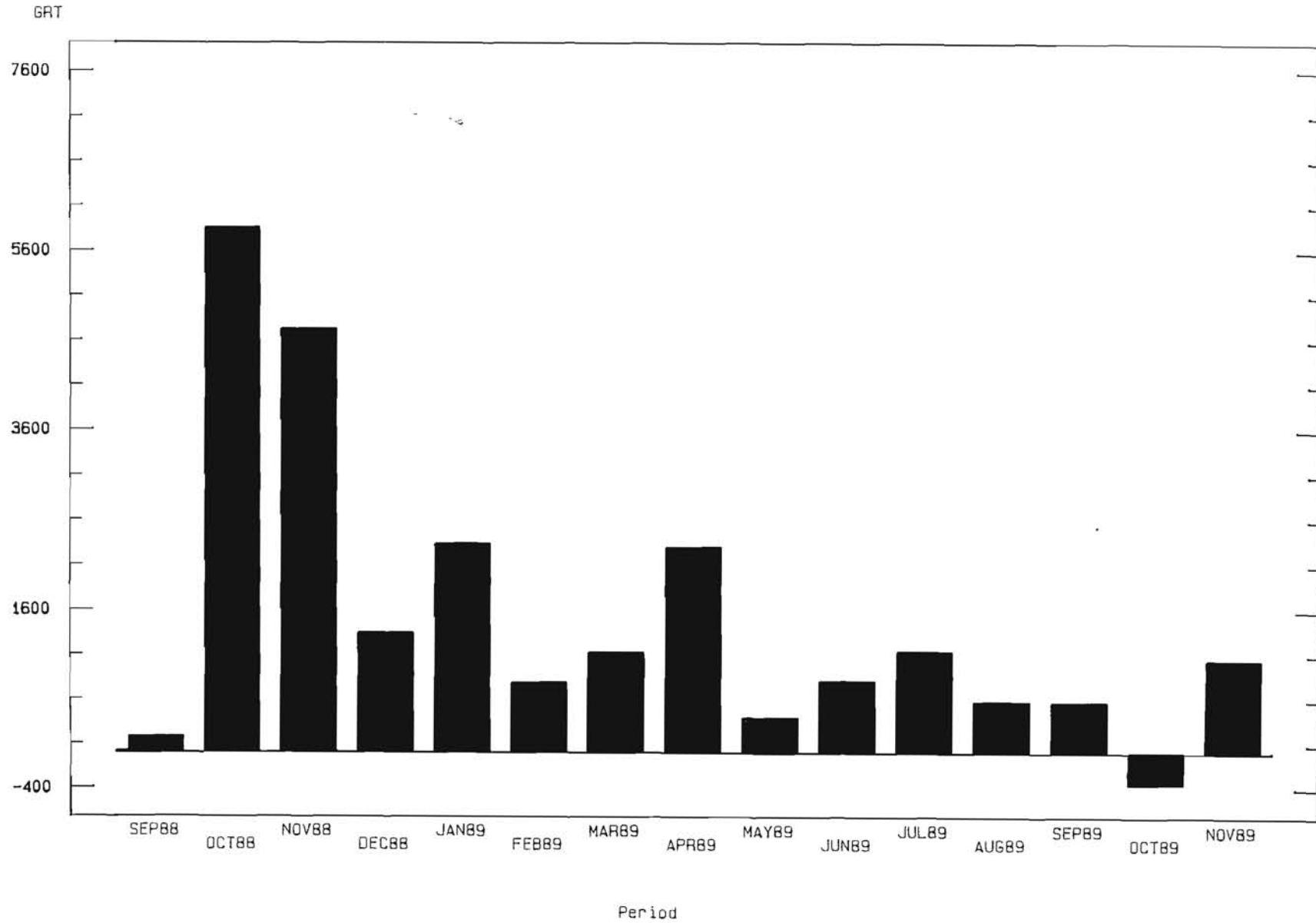
AGE OF APPLICANT	NUMBER OF APPLICATIONS
< 30 yeas	209
30-34 years	187
35-39 years	196
40-44 years	218
45-49 years	142
50 years and more	119
unknown	60
TOTAL	1131

Source : CCPM

ANNEX 1: National Situation of the French Fishing Fleet  
(Source: Direction des Pêches et des Cultures Marines)

	LENGTH CATEGORY	CARACTERISTIC	1983	1984	1985	1986	1987	1988	1989
ARTISANAL	L < 12M	NUMBER	9 454	9 571	9 351	9 295	9 234	9 071	8 156
		P ( KW )	404 074	420 731	423 850	434 237	451 204	468 705	454 702
		GRT	37 837	38 699	38 113	38 198	38 337	38 301	36 061
FISHERY	12M ≤ L 16M	NUMBER	928	921	923	913	904	930	929
		P ( KW )	147 017	146 700	148 322	147 497	148 896	158 764	163 183
		GRT	20 978	20 848	20 872	20 652	20 511	21 643	22 147
FISHERY	16M ≤ L 25M	NUMBER	993	998	987	977	983	1 012	1 043
		P ( KW )	278 791	284 418	283 105	284 720	294 697	315 874	334 367
		GRT	47 752	48 479	48 493	49 066	50 883	54 624	58 259
SEMI INDUSTRIAL FISHERY	25M ≤ L 38M	NUMBER	174	169	149	137	135	130	131
		P ( KW )	91 639	88 339	74 102	68 364	68 520	67 567	69 495
		GRT	29 920	28 839	25 190	23 403	23 532	23 101	23 265
INDUSTRIAL FISHERY	38M ≤ L	NUMBER	112	103	99	93	99	101	102
		P ( KW )	181 806	175 816	173 086	165 758	168 396	173 883	174 613
		GRT	76 354	74 520	73 566	71 230	71 286	74 597	73 570
TOTAL		NUMBER	11 661	11 762	11 509	11 415	11 355	11 244	10 361
		P ( KW )	1103 327	1116 004	1103 465	1100 576	1131 713	1184 793	1196 360
		GRT	212 841	211 385	206 234	202 552	204 549	212 266	213 302

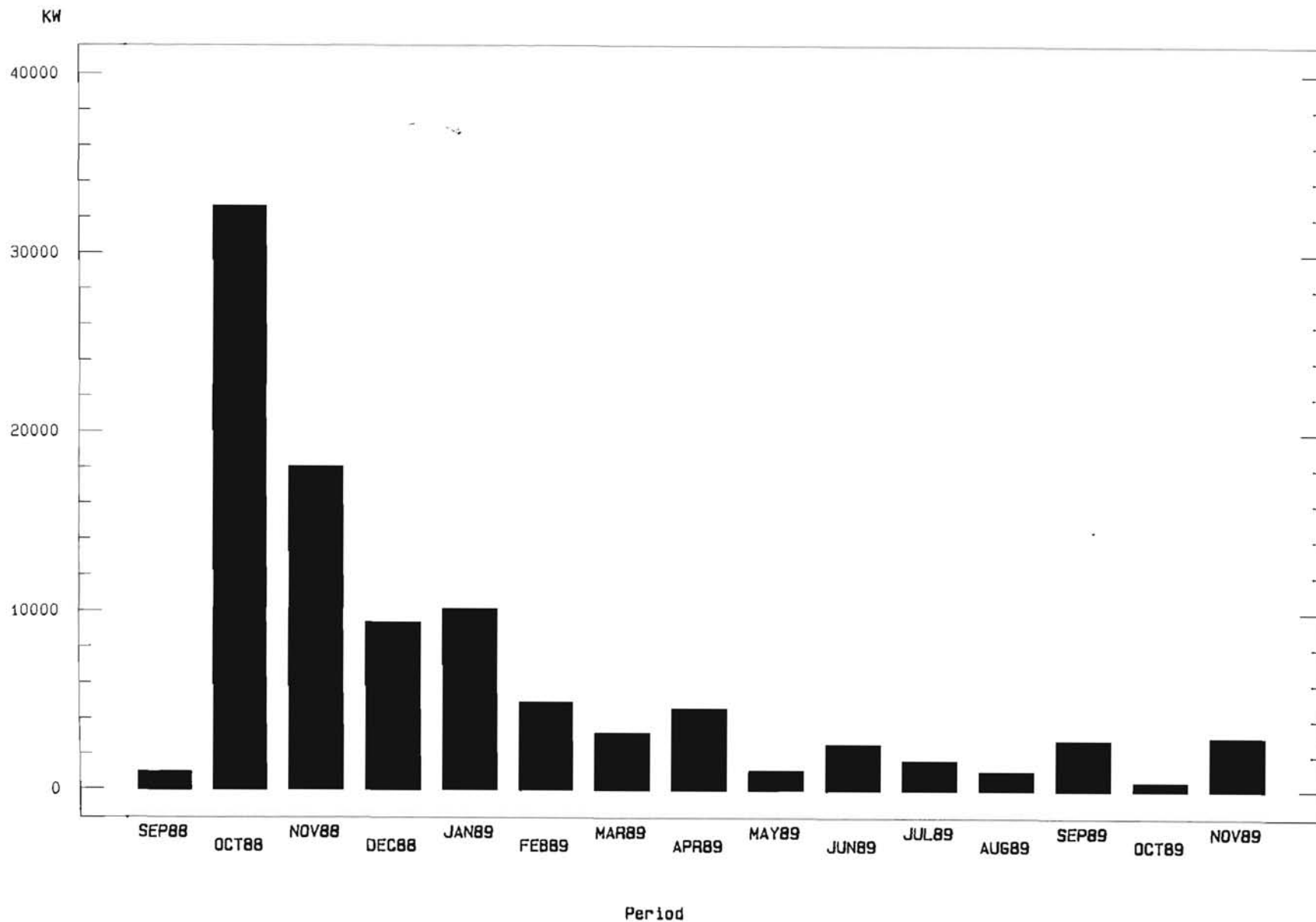
CHART 2 : Monthly tonnage (GRT) for P.M.E. granted and withdrawn vessels (based on application date) .



Source : CCPM.



CHART 1 : Monthly power (KW) balance for P.M.E. granted and withdrawn vessels (based on application date) .



Source : CCPM.