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Annual Report on fishing fleet capacity 2023 – Denmark

According to Regulation 1380/2013 of the European Parliament and the Council on the Common Fisheries Policy, the report should include the annual assessment of fleet capacity and identify structural over-capacity for each segment. This assessment should be based on the balance between capacity and fishing opportunities.

The format of the Danish capacity report follows the common guidelines as presented in a communication from the Commission (COM (2014) 545 final) concerning the analysis of the balance between fishing capacity and fishing opportunities according to Article 22 of Regulation (EU) No 1380/2013.

Fleet, activity and landings data used in the report are from 2023, whereas data on economic performance are from 2022.

Biological indicators are calculated for the period 2014-2022 based on updated landings and ICES stock data.

The report has been prepared by the national authority, the Danish Fisheries Agency, with inputs from the Department of Food and Resource Economics, University of Copenhagen, and the National Institute of Aquatic Resources, Technical University of Denmark.

Be aware that from 2022 and forward, the categorization of gear has been based on the actual gear use. Previously, the vessel categorization variable was used. Therefore, comparison between the years before and after 2022 must be done with caution.

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Section A

Section A describes the fishing fleet segments in relation to fisheries and development(s) during the previous year, including fisheries covered by national multiannual management or recovery plans.

Description of fleets

The statistics include all Danish fishing vessels during the year and not only by the 31st of December as fleet statistics usually do. There were 1,881 vessels registered in the Danish vessel register during 2023, cf. Table A.1.

Out of these 1,881 vessels, 149 of these were not registered at the end of 2023, but had been that during the year. In total, 1,732 vessels were registered on 31st December 2023. Of these, 643 vessels were not active during the year, i.e., did not have any registered landings value.

Furthermore, there were 306 commercial vessels, each having a total landings value above the threshold level of € 67,360 in 2023. The remaining 783 vessels were non-commercial vessels with landing values below € 67,360.

Table A.1. Number of registered Danish fishing vessels in 2023

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0010m	DFN	23	481		31	535
	DRB	3	7		1	11
	DTS	8	29			37
	FPO	3	189		3	195
	HOK ⁵⁾	1	5			6
	PGP		8		1	9
	UNK		6			6
	INA			605	62	667
	Total	38	725	605	98	1,466
VL1012m	DFN	12	22		7	41
	DTS	10	11		5	26
	FPO		5			5
	INA			18	3	21
	Total	22	38	18	15	93
VL1218m	DFN	16	4		2	22
	DRB	26	2			28
	DTS	90	9		10	109
	FPO	3	1			4
	TBB	10				10
	TM ⁶⁾	3	3		1	7
	UNK		1			1
	INA			14	4	18
	Total	148	20	17	17	202
VL1824m	DFN	6			1	7
	DTS	32			3	35
	TBB ⁷⁾	14				14
	INA			2	4	6
	Total	52		2	8	62
VL2440m	DTS ⁸⁾	24			4	28
	TM ⁹⁾	5			1	6
	INA				3	3
	Total	29			8	37
VL40XXm	TM	17				17
	INA			1	3	4
	Total	17		1	3	21
Total		306	783	643	149	1,881

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Includes vessels with a yearly catch value above € 67,360.

²⁾ Includes vessels with a yearly catch value below € 67,360 but above € 0.

³⁾ Includes vessels not having any catch value within the year.

⁴⁾ Includes vessels not being active by the end of the year.

⁵⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

⁶⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁷⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁸⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁹⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

The distribution of tonnage and engine power is shown in Annex 2. For both capacity measures, the commercial vessels make up the majority of these with 83 % of total GT and 64 % of total kW. These shares were 71 % and 62 % in 2022.

Link with fisheries

The linkages between the different fleets and the kind of fisheries they conduct are shown in Table A.2 based on landing value and Table A.3 based on landing live weight. A detailed overview for the commercial and non-commercial vessels can be found in Annex 3.

The fleets below 40 metres are primarily dependent on demersal species, even though especially the VL1218m TM gave significant amounts of reduction species. The TM-fleets above 40 metres are solely dependent on mackerel, herring, and reduction species. The DRBs and TBBs are in entry-restricted fisheries for mussels and brown shrimps.

Table A.2. Distribution of landing value in 2023 on overall fisheries (%)

Length	Gear	Round fish	Flatfish	Lobster and shrimp	Mackerel and herring	Other species	Reduction species ¹⁾	Entry-restricted ²⁾	Total landings value ³⁾	
									€ 1,000	%
VL0010m	DFN	21	32	21	3	24	0	0	7,195	1.7
	DRB	1	13	36	0	7	0	42	629	0.1
	DTS	22	45	29	0	4	0	0	1,847	0.4
	FPO	0	1	23	11	64	0	0	1,723	0.4
	HOK ⁴⁾	95	0	0	0	5	0	0	244	0.1
	PGP	0	2	55	0	43	0	0	42	0.0
	UNK	1	28	6	0	65	0	0	53	0.0
VL1012m	DFN	34	53	2	0	11	0	0	2,441	0.6
	DTS	14	35	42	1	1	8	0	2,229	0.5
	FPO	0	0	40	0	60	0	0	76	0.0
VL1218m	DFN	45	48	2	0	5	0	0	7,018	1.6
	DRB	0	0	0	0	1	0	99	7,599	1.8
	DTS	13	18	54	2	2	11	0	36,468	8.5
	FPO	1	1	19	0	79	0	0	671	0.2
	TBB	0	5	0	0	0	6	89	3,634	0.8
	TM ⁵⁾	2	2	0	7	0	89	0	2,776	0.6
	UNK	0	10	88	0	1	0	0	8	0.0
VL1824m	DFN	33	64	0	0	4	0	0	8,018	1.9
	DTS	28	23	35	1	2	11	0	41,549	9.7
	TBB ⁶⁾	3	21	1	0	0	5	70	7,457	1.7
VL2440m	DTS ⁷⁾	39	11	19	0	2	0	29	75,481	17.5
	TM ⁸⁾	12	2	1	3	1	79	0	11,728	2.7
VL40XXm	TM	1	0	0	53	0	47	0	211,158	49.1

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Species such as sand- eel, blue whiting, sprat, horse mackerel and Norway pout.

²⁾ Species that can only be caught with an authorization, i.e., mussels, oysters, brown shrimps, and shrimps in the waters around Greenland.

³⁾ [Based on the average Euro exchange rate for 2023 being 7.4510DKK / €.](#)

⁴⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

⁵⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁶⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁷⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁸⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

Table A.3. Distribution of landings live weight in 2023 on overall fisheries (%)

Length	Gear	Round fish	Flatfish	Lobster and shrimp	Mackerel and herring	Other species	Reduction species ¹⁾	Entry-restricted ²⁾	Total landings live weight	
									Tonnes	%
VL0010m	DFN	25	31	5	13	23	4	0	1,714	0.3
	DRB	0	3	2	0	3	0	93	833	0.2
	DTS	29	55	13	0	3	0	0	459	0.1
	FPO	0	1	5	43	50	0	0	445	0.1
	HOK ³⁾	96	0	0	0	4	0	0	73	0.0
	PGP	0	3	12	0	85	0	0	14	0.0
	UNK	1	34	5	0	61	0	0	6	0.0
VL1012m	DFN	44	49	0	0	6	0	0	506	0.1
	DTS	10	26	9	4	1	49	0	1,057	0.2
	FPO	0	0	4	0	96	0	0	31	0.0
VL1218m	DFN	52	44	0	0	3	0	0	1,581	0.3
	DRB	0	0	0	0	3	0	97	22,226	4.5
	DTS	10	10	12	6	1	61	0	20,743	4.2
	FPO	1	1	3	0	95	0	0	265	0.1
	TBB	1	3	0	2	0	57	36	1,349	0.3
	TM ⁴⁾	2	2	0	5	0	91	0	7,290	1.5
	UNK	0	16	82	0	2	0	0	1	0.0
VL1824m	DFN	34	62	0	0	4	0	0	1,807	0.4
	DTS	19	11	9	4	2	55	0	22,347	4.5
	TBB ⁵⁾	2	15	0	1	0	51	31	2,662	0.5
VL2440m	DTS ⁶⁾	52	11	13	0	2	0	23	18,403	3.7
	TM ⁷⁾	3	0	0	3	1	92	0	26,148	5.3
VL40XXm	TM	1	0	0	29	0	70	0	364,962	73.7

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Species such as sand eel, blue whiting, sprat, horse mackerel and Norway pout.

²⁾ Species that can only be caught with an authorization, i.e., mussels, oysters, brown shrimps, and shrimps in the waters around Greenland.

³⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

⁴⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁵⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁶⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁷⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

Developments in fleets

The structure of the Danish fishing fleet has changed considerably since 2003, where the first ITQ regulation was implemented in the herring fishery. Since then, ITQs has gradually been introduced in other pelagic fisheries, and from 2007 demersal fisheries were also managed with vessel quota shares (VQS). These management changes are the major reason for the following reductions in the fishing capacity of the Danish fishing fleet, as displayed in Table A.4.

The number of registered vessels has been reduced with 36% from 2012 to 2023. The capacity of the Danish fishing fleet increased 1% in GT and decreased 11% in kW in the same period.

Table A.4. Development in the capacity of registered Danish fishing vessels¹⁾

Length	Gear	2012			2016			2020			2023		
		No.	GT	kW	No.	GT	kW	No.	GT	kW	No.	GT	kW
VL0010m	DFN										538	1,615	23,263
	DRB										12	75	1,014
	DTS	18	106	1,199	15	98	1,166	8	63	903	38	282	3,563
	FPO										202	356	5,088
	HOK ²⁾										7	49	653
	PGP	1,985	4,148	49,275	1,668	3,667	44,584	1,483	3,153	41,949	9	18	263
	PMP	204	827	9,235	187	749	8,807	162	674	8,287			
	UNK										6	19	219
	INA										654	1,133	15,611
Total	2,207	5,080	59,709	1,870	4,514	54,557	1,653	3,889	51,139	1,466	3,547	49,674	
VL1012m	DFN										41	477	4,147
	DRB	27	391	2,933	15	222	1,506						
	DTS	13	172	1,652	14	196	1,904	18	258	2,601	27	381	3,492
	FPO										5	53	708
	PGP	70	781	6,698	58	655	5,614	50	550	5,318			
	PMP	39	470	4,134	36	447	3,858	28	344	3,052			
	INA										20	214	2,321
	Total	149	1,813	15,417	123	1,521	12,882	96	1,151	10,971	93	1,126	10,668
VL1218m	DFN										22	799	3,601
	DRB	32	,061	4,664	32	1,180	4,681	44	1,750	6,051	28	1,352	4,134
	DTS	142	4,735	25,866	129	4,634	23,607	114	4,449	21,665	111	4,668	23,822
	FPO										4	77	662
	PGP	46	1,524	7,071	29	954	4,423	27	917	4,403			
	PMP	54	1,478	9,005	44	1,315	7,464	31	928	5,526			
	TBB	11	548	2,126	11	548	2,121	9	450	1,781	10	515	1,991
	TM ³⁾	19	864	3,516	10	606	1,871	5	423	1,397	8	362	1,514
	UNK										1	29	160
	INA										18	677	2,636
Total	304	10,210	52,248	255	9,237	44,167	230	8,917	40,823	202	8,478	38,520	
VL1824m	DFN										7	1,042	2,357
	DTS	64	6,442	19,395	48	4,977	13,867	41	5,101	13,509	35	4,403	13,339
	PMP	15	1,517	4,452	11	1,399	3,958	10	1,529	4,720			
	TBB ⁴⁾	16	1,094	2,877	17	1,137	3,081	16	1,114	2,852	14	1,368	3,833
	INA										6	446	1,374
Total	96	9,095	26,934	76	7,513	20,906	67	7,744	21,081	62	7,259	20,903	
VL2440m	DTS ⁵⁾	44	12,025	26,231	35	10,761	22,954	39	12,260	29,390	28	11,218	24,226
	PMP	7	1,597	2,998	5	1,429	2,967	3	1,135	1,789			
	TM ⁶⁾										6	1,957	5,011
	INA										3	895	2,340
Total	51	13,622	29,229	40	12,190	25,921	42	13,395	31,179	37	14,070	31,577	
VL40XXm	DTS	13	9,537	17,783	10	7,957	15,789	19	18,188	37,946			
	TM	16	19,311	41,193	23	31,859	58,827	11	21,635	36,338	17	32,605	57,401
	INA										4	2,485	6,215
	Total	29	28,848	58,976	33	39,816	74,616	30	39,823	74,284	21	35,090	63,616
Total		2,835	68,625	242,303	2,397	74,790	233,049	2,118	74,920	229,477	1,881	69,569	214,958

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Covers vessels in the register within a year but does not include virtual capacity.

²⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

³⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁴⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁵⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁶⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

Section B

Statement of national effort reduction schemes

No longer in effect since 2018¹.

Section C

Section C contains information on the compliance with the entry/exit scheme and introduction of a new capacity ceiling for the Baltic Sea.

Introduction of scrapping schemes

In 2022 The Danish Fisheries Agency initiated two scrapping schemes to mitigate the negative effects from Brexit and the reduced fishing opportunities in the Baltic Sea.

The scrapping scheme under the Brexit Adjustment Reserve was initiated to make a structural adjustment in the fleet that was negatively affected by the TCA as a result of Brexit. By the 31st December 2023 28 vessels have been scrapped in accordance with this scrapping scheme. This structural adjustment has reduced the capacity with 4,173 GT and 11,899 kW.

The EMFF scrapping scheme for the Baltic sea was initiated in accordance with the establishment of a separate capacity ceiling for the Baltic Sea. By the 31st December 2023 31 vessels have been scrapped in the Baltic Sea. This structural adjustment has reduced the capacity in this particular fleet with 587,2 GT and 3,642 kW.

In total the two scrapping schemes has reduced the capacity for the national fleet with a total of 4,760.2 GT and 15,541 kW.

Management of effort regulation of the Baltic Sea

The effort ceiling of the Baltic Sea is divided into two effort ceilings, that is the eastern and the western Baltic Sea. The effort ceiling is calculated on the basis of the average effort between 2015 and 2019. A vessel is included in a given base year if one of two conditions is met:

1. The vessel has a Vessel quota share to cod in the area (eastern or western Baltic Sea).

¹ See the Danish Annual Report on fishing fleet capacity for 2018, https://fiskeristatistik.fiskeristyrelsen.dk/stat/flaaderapport/DK_Fleetreport_2018.pdf

2. The vessel has permission to catch cod in the Baltic Sea and has caught cod in the area (eastern or western Baltic Sea). Bycatches of cod on fishing trips for reduction species are not included.

Every vessel is calculated once every year in the affected area on the basis of the CFR Number. The vessels, which have been scrapped in accordance with the EMFF scrapping scheme in the Baltic Sea, are deducted from the effort ceiling if the vessel has participated in the affected area (eastern or western Baltic Sea) in at least one of the base years. The capacity used (GT and kW) is the capacity of the vessel in the year it was scrapped.

The preliminary effort is calculated on the basis of effort in 2024. A vessel is included if one of two conditions is met:

1. The vessel has a Vessel quota share to cod in the area (eastern or western Baltic Sea).
2. The vessel has caught cod in the area (eastern or western Baltic Sea). Catches of cod on fishing trips for reduction species are not included.

Table C1. Management of effort regulation of the Baltic Sea

Effort ceiling - The eastern Baltic Sea

	<i>GT</i>	Kw	Number of vessels
Effort - 2015	12,782	40,020	187
Effort - 2016	9,594	30,598	164
Effort - 2017	8,834	27,619	151
Effort - 2018	8,910	26,647	136
Effort - 2019	10,202	28,642	137
Average effort between 2015 and 2019	10,064	30,669	
Scrapped vessels (EMFF scrapping scheme)	425	2,316	17
Effort ceiling	9,639	28,353	

Source: The Danish Fisheries Agency Fleet and Sales Register

Effort ceiling - The western Baltic Sea

	GT	Kw	Number of vessels
Effort - 2015	17,925	69,074	572
Effort - 2016	14,354	57,727	512
Effort - 2017	12,543	51,684	480
Effort - 2018	13,842	52,217	435
Effort - 2019	15,322	56,656	408
Average effort between 2015 and 2019	14,835	56,872	
Scrapped vessels (EMFF scrapping scheme)	580	3,527	29
Effort ceiling	14,255	53,345	

Source: The Danish Fisheries Agency Fleet and Sales Register

Statement of compliance with entry/exit scheme

The fleet capacity has been reduced due to the scrapping schemes. The margin in terms of tonnage is 20,879 GT and 104,697 kW. In percentage, the capacity is approximately 24.86 % in GT below the ceiling and 35.16 % in kW below the ceiling.

Denmark is following the entry-exit levels for tonnage as well as for engine power.

Table C2. Management of capacity according to Regulation 1380/2013**National register as of 31st. of December 2023 (before registration of scrapped vessels)**

	GT	kW
Fleet capacity according to annex II	88,762.0	313,333
Capacity of the fleet on 31st of December 2023 (before registration of scrapped vessels in the Capacity Register):	67,758.0	208,030
Capacity ceiling minus actual capacity	21,004.0	105,303

Source: The Danish Fisheries Agency Capacity Register per 31st of December 2023

Registration of scrapped vessels in accordance with the EMFF and BAR scrapping scheme as of 25th of January 2024

	GT	kW
Capacity of scrapped vessels	4,760.2	15,541

Source: The Danish Fisheries Agency Capacity Register per 25th of January 2024

National register as of 25th of January 2024 (after registration of scrapped vessels)

	GT	kW
New Fleet capacity	84,001.8	297,792
Capacity of the fleet as of 25th of January (after registration of scrapped vessels in the Capacity Register):	63,122.8	193,095
Capacity ceiling minus actual capacity	20,879.0	104,697

Source: The Danish Fisheries Agency Capacity Register per 25th of January 2024

Section D

Section D is a summary of the weaknesses and strengths of the fleet management system together with a plan for improvements and information on the general level of compliance with fleet policy instruments.

Fisheries management system

The fisheries management in Denmark is largely market-based on transferable fishing rights and quotas. The Danish fishing quotas are divided into ITQ (Individual Transferable Quotas) and VQS

(Vessel Quota Shares). ITQ include pelagic species, as well as reduction species, i.e. species for industrial purposes (e.g. fishmeal, fish oil, and animal feed). VQS includes demersal species (e.g. cod, sole and Norway lobster).

Denmark has national legislation, as well as control measures in place to avoid excessive concentration of the fishing quotas. This seeks to ensure a diversification of the Danish fishing quotas, in order to promote a diverse, local and coastal fisheries sector.

Fleet management system

The fleet management system in Denmark is based on an entry-exit regime. All fishing vessels have to be registered in the vessel register of The Danish Maritime Authority as well as the vessel register of the Danish Fisheries Agency.

A vessel may be allowed to enter the fishing fleet only if one or more vessels have been removed from the aforementioned registers. It is a precondition that tonnage and engine power (measured in kW) of the vessel used for fishing does not exceed the tonnage and engine power from that or those vessels, which were or are to be removed.

It is not allowed to increase tonnage, size or engine power of a vessel without the permission of the Danish Fisheries Agency. The Danish Fisheries Agency can only allow the increase in tonnage or engine power of a vessel, if the owner of the vessel also withdraws the same quantity in the form of virtual capacity or as physical capacity from the fleet.

Virtual capacity is defined as tonnage and engine power, which used to be connected to vessels now cancelled in the aforementioned registers and as such, virtual capacity is held by persons as a legal right and not placed in physical vessels. It is allowed to sell virtual capacity. There is no virtual capacity from vessels which have received any subsidy regarding final exit of the fleet since this would defeat the purpose of for instance a scrapping scheme.

The concept of virtual capacity means that the entitlement to capacity can be kept even when a vessel is scrapped (without economic aid) or sold outside the EU. If the virtual capacity is not used, within 10 years after a vessel is scrapped or sold outside the EU, the capacity accrues to the Danish Fisheries Agency. This works as an incentive to keep unnecessary capacity out of the physical fleet. On the other hand, the possibility to increase the fleet is limited by the market-based system of fishing rights, to the effect that holders of virtual capacity will only enter new capacity into the fleet, if they have the fishing rights to keep the vessel active.

The vessel owners have to forward documentation concerning the capacity involved in replacements and modernisations. This documentation is verified in the Danish Fisheries Agency's database for fleet management.

The regulation of capacity ensures that capacity can never increase above the level at the starting point.

Plan for improvement in the fleet management system

The immediate challenges facing Danish fisheries as a result of Brexit are addressed through the Brexit Adjustment Reserve, including structural adjustments through support for the scrapping of vessels in order to mitigate the negative effects from Brexit. Likewise, the situation in the Baltic Sea is also a concern that has led to the decision to implement a structural adjustment scheme in the Baltic Sea through the scrapping of vessels in order to reduce capacity in this particular fleet.

By the 31st December 2023 28 vessels have been scrapped in accordance with the scrapping scheme under the Brexit Adjustment Reserve. This structural adjustment has reduced the capacity with 4,173 GT and 11,899 kW. 31 vessels in the Baltic Sea have been scrapped with the EMFF scrapping scheme. This structural adjustment has reduced the capacity in this particular fleet with 587,2 GT and 3,642 kW.

In total the two scrapping schemes has reduced the capacity for the national fleet with a total of 4,760.2 GT and 15,541 kW.

Action plan for the Baltic Sea

There has been established a separate capacity ceiling for the Eastern Baltic Sea, in accordance with the EMFF scrapping scheme. The initial steps for the permanent cessation scheme have been undertaken during 2022. The support was paid out in 2023, and consequently the capacity was reduced during 2023.

Information on general level of compliance with fleet policy instruments

Compliance of reference level and the entry-exit level is ensured by fleet management. Since permits for new capacity are only issued if there is a previous withdrawal of capacity, total physical capacity will never be higher than the ceilings.

Unused capacity, including safety capacity and the capacity premium for decommissioning, is not re-allocated. In combination with the market-based management of a substantial part of the fishing opportunities the fleet management will tend to ensure a long-term balance between fishing capacity and fishing opportunities.

Compliance is furthermore ensured by the ongoing fisheries control efforts, physically by control vessels and control units in the fishing port, as well as administrative checks.

The table below, shows information on infringements and inspections concerning the main management measures in 2023.

Table D1. Number of infringements and inspections in 2023

Number of infringement cases	Administrative controls	Inspections in port	Inspections at sea	Total
1.1. Registration – license, authorisation etc.	3	3	2	8
1.2.1. Capacity		2		2
1.3. Quotas and quantitative rationing	1			1
1.4. Limitations relating to gear and catch method		3	18	21
1.5. Area restrictions	8		1	9
2.1 Refusal of control		1	1	2
3.1 Other information obligations		1		1
3.3 Manipulation of the system for satellite tracking of fishing vessels			3	3
3.6 Other infringements of VMS rules		2	4	6
4. Illegal catch composition, undersized, Landing obligation and other	2	19	9	30
5.1 Logbook Order and other matters	247	14	7	268
5.2. Control Order and other matters	16			16
5.3. Notifications	15	11	2	28
6.1. Infringements at the landing and marketing of fish	2	10		12
10. Other criminal offenses		3		3
Total	294	69	47	413
Number of inspections	701	1.151	325	2.177

Section E

Section E contains information on changes of the administrative procedures relevant to the management of the fleet.

Changes of the administrative procedures relevant to fleet management

In 2018, a number of changes were made regarding the national fleet management. A new requirement for vessels with ITQ's was introduced. This requires these vessels to fish at least 25 %

of the value of their quotas to avoid so-called "slipper skippers". "Slipper skippers" are fishermen who do not catch their fish, but instead lease their quotas to other fishermen. There were also introduced limits on how much quota a fishing company may own, supplementing the already existing limits for vessels and individual fishermen. For a number of ITQ quotas without limits on ownership, such limits were introduced, and for some quotas the limits were reduced. This means that all ITQ quotas are now covered by limits on ownership. Also, the restrictions on how much demersal quota a pelagic fisherman can own were tightened. Finally, a part of the herring quota was reserved for a coastal fishery with small vessels in the North Sea and Skagerrak/Kattegat.

In 2019, a number of minor changes were made to the administration of capacity. None of them had a large impact on the fishermen, but they strengthened the legal basis of the administration, and clarified a number of rules that had earlier had an uncertain legal basis. As an example, it can be mentioned that the Fisheries Agency's practice of allowing a permit for vessel substitution to go unused for a maximum of 9 months was codified in the national order, thus strengthening the legal basis. Furthermore, Denmark has taken a number of steps in order to strengthen the control of engine power, as described above in section D.

In 2021, Denmark introduced a fictional quota (so called B-quota) based on a commercial fishing company's or fishers' financial balances (loans, guarantees and collateral). B-quotas are included in the total quota statement. Commercial fishing companies or fishers, whose financial balances amount to more than DKK 5 million, are obligated to report B-quotas. For example, B-quotas will be credited to a lender, based on the value of the borrower's quota shares. The loan in question is then considered as used for buying quotas from the borrower. The B-quota counts towards the lender's total concentration of quotas, as if the lender had purchased the quotas. This does not allow the lender to fish using the B-quotas. This system limits the opportunities for circumventing the concentration rules by means of indirect ownership (i.e. lending out, guarantees and collateral). All established quota ceilings must be complied with, counting both legally owned quotas and B-quotas.

In 2022 the Ministry simplified the rules regarding the trading of ITQ's and VQS's. Before the revision, a vessel owner could sell all VQS shares at once, or a maximum of 25 % of them to another vessel. After the revision, VQS can be sold in whatever quantity the vessel owner finds suitable. This has been the case for ITQ's the whole time. In 2023 the Ministry changed the rules regarding available capacity owned by fishermen, but not currently placed on a vessel. The available capacity can now be owned for a period of up to 10 years before it is forfeited to the Ministry. Before the amendment of the rules it was possible to keep the capacity for 5 years before it was forfeited to the Ministry. The rules were changed due to the fact that as part of the Brexit Adjustment Reserve aid for compensation for loss of quota values due to Brexit, vessel owners are not permitted to increase their vessels capacity for a 3-year period. This meant that a large part of these vessel owners' available capacity would be forfeited to the Ministry, if no changes were made to the rules for expiration of available capacity.

Section F

Section F is an overall estimation and discussion of balance indicators.

Estimation and discussion of balance indicators

The technical, biological, and economic indicators are calculated in accordance with the guidelines issued by the Commission, considering that data is available at fleet level. The results are presented for relevant Danish fleets, according to the Data Collection Regulation. The fleets VL1218m TBB and VL1824m TBB are fishing for brown shrimp in the Wadden Sea, and VL0010m DRB and VL1218m DRB are fishing mussels in primarily Limfjorden, but these fleets are not subject to quotas set at the EU level. These four fleets are instead subject to specific entry restrictions. Comparison of fleet performance between years should therefore be done with caution.

i) Technical indicator(s)

The two technical indicators recommended in the European Commission guidelines: 1) The inactive fleet indicator and 2) The vessel utilisation indicator is presented in the following.

The Inactive fleet indicator

The number (No.), gross tonnage (GT) and engine power (kW) of inactive vessels, total vessels and share of inactive vessels within each length group covering 2022 are presented in Table F.1, while the historical development from 2014 to 2023 is presented in Annex 4. By taking the shares of these indicators between the inactive vessels and the total vessels, the inactive fleet indicators are calculated. The length group VL0010m has a relative high percentage of inactivity, regardless of whether it is measured in number of vessels (44%), gross tonnage (31%) or engine power (31%). According to the EC guidelines, an inactivity level of more than 20% indicates technical inefficiency. If this measure is used, the VL0010m is technically inefficient, however it has been reduced over the years, but not since 2021, as the inactivity indicators in 2021 were 42% for vessels, 28% for gross tonnage, and 29% for engine power, while they were 43% for vessels, 30% for gross tonnage, and 29% for engine power in 2022. Moreover, the inactivity indicators for VL1012 have increased to above 20% from 2022 to 2023, thus also indicating that this segment is technically inefficient for the first time. Some have increased slightly, and some have decreased slightly from 2022 to 2023, cf. Annex 4.

Table F.1. Ratios between inactive and total number of vessels in 2023

Length	Inactive ¹⁾			Total ²⁾			Share of inactivity (%)		
	No.	GT	kW	No.	GT	kW	No.	GT	kW
VL0010m ³⁾	605	1,018	14,486	1,368	3,257	46,002	44	31	31
VL1012m	18	185	2,031	78	936	8,984	23	20	23
VL1218m ⁴⁾	17	589	2,507	185	7,758	35,419	9	8	7
VL1824m ⁵⁾	2	141	382	54	6,563	18,622	4	2	2
VL2440m ^{6),7)}				29	11,517	25,405	0	0	0
VL40XXm	1	498	1,325	18	33,103	58,726	6	2	2
Total	643	2,431	20,731	1,732	63,132	193,158	37	4	11

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Includes vessels not having any catch value in 2023, but in the Vessel Register per 31st December 2023.

²⁾ Includes vessels in the Vessel Register per 31st December 2023.

³⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

⁴⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁵⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁶⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁷⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

The vessel utilisation indicator

The vessel utilisation indicator is calculated using two different reference points: (i) maximum days at sea observed for a vessel within a given fleet segment, and (ii) 220 days at sea for each fleet segment. For each length group and gear type, the technical vessel utilisation indicator is presented in Table F.2A and F.2B respectively.

By taking the ratio between the average and these two measures of days at sea, two measures of technical capacity utilisation are calculated. The maximum number of days at sea within a fleet segment represents the most active vessel within the fleet segment each year. Thus, the ratio between the average number and the maximum number of observed days at sea within the fleet segment represents a measure of the vessel utilisation, relative to other vessels within the segment.

On the other hand, 220 sea days represents the average of the maximum number of days at sea for all fleet segments. Thus, the ratio between the average number of days at sea for a fleet segment and 220 days at sea represents a measure of the vessel utilisation relative to the whole fleet.

Table F.2A. Ratios between average days at sea and maximum days at sea^{1) 2)}

Length	Gear	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
VL0010m	DFN										0.10	
	DRB										0.40	
	DTS	0.29	0.29	0.32	0.31	0.35	0.38	0.58	0.47		0.34	
	FPO										0.11	
	HOK										0.35	
	PGP	0.14	0.13	0.11	0.12	0.12	0.12	0.12	0.12	0.09	0.08	0.18
	PMP	0.21	0.23	0.25	0.21	0.27	0.23	0.20	0.21	0.20		
	UNK											0.38
VL1012m	DFN										0.36	
	DRB	0.59	0.57	0.65	0.50	0.37	0.64					
	DTS	0.58	0.55	0.62	0.52	0.62	0.59	0.56	0.53	0.46	0.43	
	FPO										0.48	
	PGP	0.44	0.45	0.43	0.39	0.39	0.36	0.35	0.41	0.36		
	PMP	0.42	0.43	0.49	0.49	0.42	0.50	0.39	0.44	0.43		
VL1218m	DFN										0.49	
	DRB	0.39	0.44	0.40	0.45	0.38	0.40	0.34	0.35	0.33	0.50	
	DTS	0.49	0.43	0.45	0.45	0.46	0.48	0.50	0.47	0.45	0.42	
	FPO										0.65	
	PGP	0.45	0.49	0.44	0.48	0.53	0.48	0.59	0.53	0.49		
	PMP	0.43	0.45	0.49	0.40	0.41	0.48	0.58	0.56	0.54		
	TBB	0.79	0.73	0.77	0.80	0.84	0.80	0.76	0.64	0.61	0.73	
	TM	0.70	0.58	0.63	0.79	0.87	0.87	0.81	0.83	0.90	0.39	
	UNK										1.00	
VL1824m	DFN										0.93	
	DTS	0.55	0.54	0.52	0.56	0.57	0.61	0.56	0.56	0.57	0.65	
	PMP	0.74	0.70	0.64	0.72	0.66	0.87	0.71	0.72	0.71		
	TBB	0.78	0.72	0.81	0.80	0.80	0.61	0.74	0.69	0.88	0.76	
VL2440m	DTS	0.72	0.78	0.75	0.72	0.74	0.76	0.69	0.71	0.74	0.86	
	PMP	0.72	0.63	0.87	0.80	0.79	0.81	0.79	0.84	0.86		
	TM										0.65	
VL40XXm	DTS	0.76	0.92	0.47	0.56	0.51	0.48	0.64	0.59	0.42		
	TM	0.65	0.68	0.57	0.62	0.68	0.74	0.84	0.66	0.56	0.66	

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Covers only active vessels by the end of the year

²⁾ See Annex 5 for the figures used for the calculations

Table F.2B. Ratios between average days at sea and 220 days at sea^{1) 2)}

Length	Gear	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
VL0010m	DFN										0.12
	DRB										0.14
	DTS	0.20	0.25	0.32	0.29	0.32	0.34	0.46	0.39		0.21
	FPO										0.06
	HOK										0.09
	PGP	0.14	0.14	0.13	0.12	0.13	0.13	0.12	0.12	0.10	0.04
	PMP	0.19	0.18	0.18	0.18	0.19	0.17	0.16	0.16	0.15	
	UNK										0.08
VL1012m	DFN										0.32
	DRB	0.28	0.37	0.31	0.22	0.23	0.21				
	DTS	0.43	0.40	0.45	0.44	0.50	0.44	0.43	0.38	0.35	0.32
	FPO										0.22
	PGP	0.50	0.53	0.49	0.43	0.47	0.43	0.37	0.43	0.35	
	PMP	0.34	0.41	0.48	0.42	0.42	0.47	0.36	0.38	0.34	
VL1218m	DFN										0.50
	DRB	0.37	0.35	0.30	0.33	0.27	0.35	0.29	0.31	0.30	0.26
	DTS	0.62	0.58	0.60	0.57	0.60	0.61	0.56	0.63	0.58	0.59
	FPO										0.47
	PGP	0.57	0.59	0.56	0.57	0.62	0.62	0.67	0.64	0.59	
	PMP	0.56	0.51	0.54	0.50	0.52	0.53	0.53	0.59	0.53	
	TBB	0.79	0.62	0.83	0.77	0.79	0.49	0.53	0.47	0.52	0.67
	TM	0.56	0.52	0.56	0.68	0.74	0.71	0.66	0.66	0.66	0.22
	UNK										0.06
VL1824m	DFN										1.06
	DTS	0.86	0.84	0.81	0.86	0.89	0.89	0.85	0.90	0.89	1.00
	PMP	0.96	0.95	0.87	1.00	0.99	1.08	0.97	1.10	1.01	
	TBB	0.79	0.68	0.87	0.83	0.83	0.54	0.59	0.63	0.67	0.76
VL2440m	DTS	1.04	1.15	1.08	1.13	1.16	1.20	1.14	1.14	1.08	1.25
	PMP	0.93	1.00	1.31	1.11	1.32	1.35	1.22	1.30	1.20	
	TM										0.66
VL40XXm	DTS	0.67	0.83	0.79	0.73	0.79	0.78	0.88	0.84	0.64	
	TM	0.77	0.87	0.69	0.85	0.87	0.84	1.02	0.76	0.68	0.86

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Covers only active vessels by the end of the year

²⁾ See Annex 5 for the figures used for the calculations

From Table F.2A and F.2B, it is observed, that vessel utilization indicators have been generally increasing with the vessel length, but have also fluctuated over time in the period 2014-2022. A direct comparison with the 2023 measures is not possible, given the reallocation of vessels into the new segment definitions in 2023 as mentioned previously.

However, generally a major part of the vessels in the fleets above 24 meters has been managed with Individual Transferable Quotas (ITQ) since 2003, and a relative high ratio, both concerning maximum days at sea and 220 days at sea is observed for most of these segments both in 2014-2022 and in 2023. The exception being TM2440m, that in 2023 has ratios comparable to vessels between 12 and 24 meters. All other fleets (except DRBs and TBBs) has since 2007 been managed with transferable Vessel Quota Shares (VQS) and increasing ratios have generally been observed until 2022 for vessels above 18 meters, despite many fluctuations occurring for a range of reasons.

Generally, it is expected that fishers like in other business have a behaviour towards optimizing their economic performance, thus trying to utilise their capacity in the most optimal way. However, quota levels, regulation, weather, changing fuel prices, and various other costs will within a specific year influence the activity level of fishers.

Furthermore, making strong conclusions about presence of technical overcapacity are difficult, because each fleet is not very homogeneous, thereby having a large variation in the observed days at sea. A value below 0.7 is in the Commission guidelines considered to indicate the presence of technical overcapacity, and if this is applied to the above figures, technical overcapacity is present in 18 out of 23 segments in 2023, both when using max days at sea or

220 days at sea as the reference. In 2022 13 out of 18 segments had technical overcapacity when using maximum days as reference point, while 14 out of 18 segments had technical overcapacity when using 220 days as reference. In 2023 five fleet segments do not indicate technical overcapacity with respect to maximum days at sea within the segment, namely VL1218m TBB and UNK, VL1824m DFN and TBB, and VL2440m DTS. Moreover, five segments do not indicate technical overcapacity with respect to the overall measure of maximum days at sea equal to 220 days, namely VL1824m DFN, DTS and TBB, VL2440m DTS, and VL40XX TM. Low technical utilisation rates are generally observed for the smaller fleets below 12 metres due to the presence of a relatively large number of non-commercial vessels in these groups. A more appropriate way of estimating the technical efficiency of these segments will be to calculate the technical indicator based on only commercial vessels, which also have the largest impact on the stocks fished on. Especially for the fleets below 12 metres, this will lead to an improvement of the vessel utilisation indicator.

ii) Biological indicators

Sustainable Harvest Indicator (SHI)

The SHI values for the individual fleet segments show that ten segments may be in balance with their fishing opportunities, while the status is estimated as “out of balance” for only one fleet (VL40XXmTM). This fleet targets pelagic fish of which mackerel, Norwegian spring spawning herring and blue whiting have an F above F_{MSY} (overfished) in 2022. North Sea cod (probably overfished) could not be included in the SHI for 2022 as ICES has changed the stock definition for cod in that area. The exclusion of North Sea cod in 2022 contributes to the general decrease in SHI between 2021 and 2022 for fleets with demersal fishery. According to the 2014 Balance Indicator Guidelines criteria, the SHI indicator values for fleet segments cannot be used meaningfully to assess the balance or imbalance because the indicator values are based on stocks that comprise less than 40% of the total value of landings by those fleet segments. This criterion and the change in the definition of fleet segments between 2021 and 2022 result in several fleets where the status for 2022 is not provided. Short-lived species like North Sea sprat, Norway pout and the sandeel stocks, where Denmark fishes the main share have no defined F_{MSY} , so SHI cannot be calculated for a large

proportion of the Danish industrial landings. Fleets using the gears TBB (targeting brown shrimp) and DRB (mainly mussels) have very low catches of species with assessed F relative to F_{MSY} and their status for 2022 is not provided.

Table F.3. Sustainable Harvest Indicator (SHI)

Length	Gear	2014	2015	2016	2017	2018	2019	2020	2021	2022	Trend (5%) 2018/2022	Status 2022
VL0010m	DFN	-	-	-	-	-	-	-	-	0.63	-	-
	DRB	-	-	-	-	-	-	-	-	0.63	-	-
	DTS	1.20	1.08	1.11	1.02	1.28	1.01	0.79	0.73	0.58	decreasing	in balance
	FPO	-	-	-	-	-	-	-	-	-	1.11	-
	PGP	1.06	1.12	1.13	1.22	1.28	1.1	0.96	0.75	0.73	-	-
	PMP	0.99	1.01	1.07	1.01	1.2	1.09	0.97	0.73	-	-	-
VL1012m	DFN	-	-	-	-	-	-	-	-	0.64	-	in balance
	DRB	1.34	1.36	1.46	-	0.70	0.60	0.88	-	0.73	-	-
	DTS	1.01	0.95	1.16	0.91	1.13	0.85	0.72	0.65	0.60	decreasing	in balance
	FPO	-	-	-	-	-	-	-	-	-	0.48	-
	PGP	1.04	1.14	1.25	1.35	1.4	1.27	1.01	0.75	-	-	-
	PMP	0.96	0.96	1.04	0.97	1.19	1.09	0.92	0.70	-	-	-
VL1218m	DFN	-	-	-	-	-	-	-	-	0.69	-	in balance
	DRB	-	-	-	0.59	0.70	-	-	0.60	-	-	-
	DTS	1.07	1.09	1.1	0.68	0.79	0.75	0.67	0.67	0.61	no trend	in balance
	FPO	-	-	-	-	-	-	-	-	-	0.58	-
	PGP	1.10	1.19	1.21	1.37	1.41	1.13	0.93	0.79	-	-	-
	PMP	1.01	0.97	1.03	0.73	0.86	0.72	0.62	0.65	-	-	-
	TBB	-	0.79	0.92	0.91	-	0.88	0.81	0.77	0.67	-	-
	TM	0.91	0.97	1.17	1.30	1.10	1.24	1.14	-	1.02	-	-
VL1824m	DFN	-	-	-	-	-	-	-	-	0.68	-	in balance
	DTS	1.15	1.12	1.18	1.08	1.10	0.96	0.83	0.75	0.70	decreasing	in balance
	PMP	1.13	1.16	1.2	1.28	1.39	1.21	1.06	0.86	-	-	-
	TBB	0.66	0.83	0.94	0.89	0.93	0.8	0.79	0.71	0.66	-	-
	TM	-	-	-	-	-	-	-	-	-	0.73	in balance
VL2440m	DTS	1.16	1.12	1.15	1.22	1.33	1.33	1.18	0.99	0.86	decreasing	in balance
	TM	-	-	-	-	-	-	-	-	-	0.81	-
VL40XXm	DTS	0.68	0.73	0.79	0.89	0.99	0.86	1	0.91	0.99	-	-
	TBB	-	-	-	-	-	-	-	-	-	0.61	in balance
	TM	0.82	0.77	0.75	0.91	0.88	0.98	1	1	1.06	no trend	out of balance

The SAR indicator

The stock-at-risk (SAR) indicator is a measure of how many stocks, that are being affected by the activities of the fleet segment, are biologically vulnerable.

Table F.4 for the Danish fleet segments in 2022, is mainly determined by catches of North Sea cod, Western Baltic cod, Kattegat cod and sandeel stocks (SA 2r, SA 4r) with low stock size. Even though

Kattegat cod has been classified as at risk for many years, the stock was first included as a SAR species in 2022, as previous years' landings data combined Kattegat and Skagerrak cod landings. Fourteen out of twenty-four fleets had no stocks at risk ("in balance") in 2022. The break in the fleet time series between 2021 and 2022 makes it difficult to compare the 2022 status with previous years. There is however no clear pattern in the changes in SAR values between 2021 and 2022 for the unbroken fleet time series.

The presented SAR values are considerably lower than the 2014-2021 values presented by STECF-23-13. The sandeel landings data provided in this report are specific to the sandeel management areas and follow the EU sandeel management approach. It is worth noting that the fixed stock distribution key used for all sandeels caught in the North Sea by STECF is considered incorrect, as the seven sandeel management areas in the North Sea are managed by area-specific quotas. Additionally, the SAR criteria of a minimum of 10% landings from a stock is calculated in this report using fleet landings and the total international landings reported to ICES. STECF instead seems to use the sum of international fleet landings reported to STECF by member states, which may be lower than the (total international) ICES landings. This means that STECF has more fleets fulfilling the 10 % criterion and potentially more SAR species for a fleet segment.

Table F.4. Stocks-at-risk indicator (SAR)

Length	Gear	2014	2015	2016	2017	2018	2019	2020	2021	2022	Status 2022
VL0010m	DFN	-	-	-	-	-	-	-	-	2	out of balance
	DRB	-	-	-	-	-	-	-	-	0	in balance
	DTS	0	0	0	0	0	1	1	1	1	out of balance
	FPO	-	-	-	-	-	-	-	-	0	in balance
	PGP	0	0	1	0	0	2	0	0	1	out of balance
	PMP	0	0	1	1	1	1	0	1	-	-
VL1012m	DFN	-	-	-	-	-	-	-	-	2	out of balance
	DRB	0	0	0	0	0	0	0	-	0	in balance
	DTS	0	0	0	1	1	0	0	0	1	out of balance
	FPO	-	-	-	-	-	-	-	-	0	in balance
	PGP	0	0	1	1	1	2	1	1	-	-
	PMP	0	0	0	1	2	0	0	0	-	-
VL1218m	DFN	-	-	-	-	-	-	-	-	1	out of balance
	DRB	0	0	0	0	0	0	0	0	0	in balance
	DTS	1	0	1	2	1	2	1	3	2	out of balance
	FPO	-	-	-	-	-	-	-	-	0	in balance
	PGP	0	0	0	0	0	1	0	0	-	-
	PMP	1	0	0	1	2	2	1	1	-	-
	TBB	0	0	0	0	0	1	0	0	0	in balance
	TM	1	0	2	2	1	1	0	-	0	in balance
VL1824m	DFN	-	-	-	-	-	-	-	-	0	in balance
	DTS	1	0	1	3	3	1	1	2	1	out of balance
	PMP	0	0	0	0	2	2	1	0	-	-
	TBB	0	0	0	0	0	0	0	0	0	in balance
	TM	-	-	-	-	-	1	0	1	0	in balance
VL2440m	DTS	3	1	0	3	2	3	4	5	1	out of balance
	TM	-	-	-	-	-	0	-	-	0	in balance
VL40XXm	DTS	3	1	1	1	0	1	0	0	0	in balance
	TBB	-	-	-	-	-	-	-	-	0	in balance
	TM	3	1	2	0	0	2	0	0	2	out of balance

iii) Economic indicators

The two indicators recommended in the EC guidelines: 1) Return on investment (ROI) per fleet and 2) Current revenue in proportion to break-even revenue per fleet, are presented in the following.

Return on investment (ROI)

Return on investment (ROI) is defined as net profit, which is profit after capital stock depreciation, divided by the capital asset value, which consists of the vessel replacement value and the estimated value of fishing rights (net profit/capital asset value), according to EC guidelines². ROI for the Danish fleet for the years 2014-2022 is shown in Table F.5 below.

Table F.5. Return on investments (ROI)

Length	Gear	2014	2015	2016	2017	2018	2019	2020	2021	2022
VL0010m	DTS	-1.29	1.94	0.71	0.85		0.02	0.60	-1.75	-1.27
	DFN									-8.08
	DRB									9.10
	FPO									-16.99
	PGP	-10.87	-8.97	-11.97	1.52	-1.84	-4.20	-2.99	-5.22	-6.48
	PMP	-11.70	-3.87	-2.11	-0.93	-3.64	-0.97	-2.20	-2.49	
VL1012m	DRB	14.55	29.53	18.14	24.83	-9.92	8.35	-9.76	-1.66	-1.02
	DTS	-5.19	-0.42	-2.77	1.58	-0.71	-2.59	-2.42		-4.60
	DFN									
	PGP	-5.50	-3.79	-1.54	-1.81	-0.48	-0.37	-5.30	-3.51	
	PMP	-8.10	-0.90	-2.01	-2.58	-3.18	-2.01	-2.88	-5.98	
VL1218m	DRB	13.49	22.96	16.73	22.95	7.62	10.55	-4.94	4.41	1.21
	DTS	-1.04	1.26	1.72	0.87	0.19	-0.07	-0.36	-1.17	-0.62
	DFN									-2.37
	FPO									-5.19
	PGP	-3.70	-1.65	1.44	4.26	2.28	0.76	-1.36	-0.04	
	PMP	-1.57	0.80	0.49	2.60	-0.88	-1.20	-1.16	-1.67	
	TBB	4.18	-5.49	17.02	13.00	17.56	-13.13	-4.96	-16.17	-8.85
	TM	3.81	7.04	7.71	5.07	4.89	17.98	47.70*		3.19
VL1824m	DTS	1.54	3.33	2.99	2.21	1.19	-0.23	-0.58	-0.06	0.52
	DFN									1.10
	PMP	0.19	3.56	3.13	1.41	1.15	0.71	0.85	1.05	
	TBB	1.42	1.67	22.67	14.85	9.81	-3.66	-2.80	-8.32	-4.56
VL2440m	DTS	3.34	4.15	4.38	2.54	0.84	0.75	1.85	0.16	-0.38
	TM									0.99
VL40XXm	DTS	2.62	9.60	10.91	3.19	5.35	2.59	8.96	8.30	4.81
	TM	4.76	8.26	7.65	5.47	7.24	4.55	6.14	3.49	3.81

Source: 2024 Data call for economic, employment, effort datasets on the EU fishing fleets, EC Ref. Ares (2024)664449 – 29/01/2024.

Note: * the large value is primarily driven by one vessel selling a major amount of its fishing rights.

² RoI calculated as: Net profit / (fleet depreciated replacement value + estimated value of fishing rights)

where, Net profit* = (Income from landings + other income + income from fishing rights) - (crew wage + unpaid labour + energy + repair + other variable costs + non variable costs + fishing rights costs + annual depreciation)

Especially the fleets below 12 meters have almost consistently negative ROIs, thus indicating economic over-capitalisation. The dredgers (DRB) are an entry-restricted fishery, have positive ROIs from 2014 to 2017, then becomes negative in 2018 and 2020, but positive in 2019. For dredgers between 12-18 meters, ROI is positive until 2019, negative in 2020, but then again positive in 2021 and 2022.

The other entry-restricted fisheries, the TBBs, experienced negative ROIs in 2019-2022, but has been positive the other years, except in 2015 for the VL1218.

The fleets above 40 meters, which for many years have been managed with ITQs, are having positive ROIs, thus indicating economic under-capitalisation.

It should be noted that vessels below 24 metres are operated by 1-3 crew members, including the owner. The standard salary is often higher than the realistic income for fishers working in the small-scale fishery. Moreover, in many cases the owner does not have capital costs. The market value of the vessel is often lower than assumed in the calculation and the owner does not expect a return on his investment in fishing rights.

Ratio between current revenue and break-even revenue

The ratio between current revenue and break-even revenue (CR/BER) is estimated as the current revenue divided by break-even revenue according to the EC guidelines³. CR/BER is considered a good measure of economic sustainability. When the ratio is below 1, the current cash flow is not sufficient to cover the current costs, and so the activity is not economically balanced and sustainable.

The break-even revenue shows the level of revenue needed to cover all costs, thereby having a net profit of zero, and the figures from 2014-2022 are shown in Table F.6. It should be noted that vessels below 24 metres are operated by 1-3 crew members including the owner. The standard salary is often higher than the realistic income for fishers working in the small-scale fishery. Moreover, in many cases the owner does not have capital costs. The market value of the vessel is often lower than assumed in the calculation and the owner does not expect a return on his investment in fishing rights.

³ CR/BER is calculated as: Current revenue (CR) / Break Even Revenue (BER), where, CR = income from landings + other income and BER = fixed costs / (1-[variable costs / current revenue]) and Fixed costs = non variable costs + annual depreciation + opportunity cost of capital and Variable costs = crew wage + unpaid labour + energy costs + repair costs + other variable costs

Table F.6. Ratio between current revenue and break-even revenue (CR/BER)

Length	Gear	2014	2015	2016	2017	2018	2019	2020	2021	2022
VL0010m	DTS	0.44	1.49	1.37	6.98		0.11	-1.02	0.15	0.15
	DFN									-0.07
	DRB									1.53
	FPO									-0.30
	PGP	-0.15	-0.09	-0.05	0.01	0.73	-0.02	0.17	0.22	0.17
	PMP	0.02	0.56	-0.06	-0.13	0.06	0.30	0.23	0.14	
VL1012m	DRB	2.34	3.67	3.33	4.68	0.05	2.17	-0.04		
	DTS	0.42	1.01	0.76	1.49	0.89	0.29	-0.13	0.30	0.37
	DFN									0.22
	PGP	0.25	0.61	0.87	0.66	0.93	1.07	-0.26	0.20	
	PMP	0.30	0.98	0.74	0.40	0.30	0.36	0.17	0.08	
VL1218m	DRB	2.09	3.34	3.18	3.78	2.03	2.50	0.39	1.25	0.89
	DTS	0.86	1.25	1.52	1.23	1.10	1.03	0.78	0.40	0.41
	DFN									0.29
	FPO									0.23
	PGP	0.57	0.86	1.14	1.52	1.66	1.45	0.59	0.65	
	PMP	0.72	1.09	1.15	1.15	0.81	0.65	0.66	0.29	
	TBB	1.02	0.59	2.16	2.08	2.43	-0.14	0.41	-0.01	0.24
	TM	1.80	3.06	2.25	2.73	3.04	4.79	8.70		1.03
VL1824m	DTS	1.28	1.80	1.84	1.71	1.50	1.09	0.71	0.60	0.56
	DFN									0.70
	PMP	1.34	2.01	2.13	2.01	1.77	1.65	1.19	0.78	
	TBB	1.00	1.06	2.71	2.80	2.31	0.49	0.63	0.02	0.32
VL2440m	DTS	1.36	1.94	2.23	2.23	1.42	1.36	1.38	0.62	0.52
	TM									0.51
VL40XXm	DTS	1.41	2.79	3.73	2.00	2.19	1.87	2.65	1.76	1.19
	TM	1.59	2.12	2.61	2.66	2.31	2.64	2.44	1.20	1.05

Source: 2024 Data call for economic, employment, effort datasets on the EU fishing fleets, EC Ref. Ares (2024)664449 – 29/01/2024.

*Interest rate used to calculate the opportunity cost of capital is the Danish long-term interest rate for convergence purposes, European Central Bank. In 2022, it was 2.64%.

There has been a tendency that the CR/BER values increase with vessel size within each gear type, indicating that the larger vessels generally have better economic performance. This tendency is generally not observed for the entry-restricted fisheries, DRB and TBB. The TBBs had values around or above 1 from 2014 to 2018 (except TBB 12-18 meters in 2015) until 2019-2022, where it was below one again for both vessel lengths. The DRBs, fishing for mussels, below 12 metres have values below 1 in 2018 and 2020, but the other years it was above 1. The DRBs between 12 and 18 metres have values above 1 in all years, except 2020 and 2022. In general, the CR/BER is improving for the various fleets. In 2014, 9 fleets had a CR/BER below one. In 2018, it was 7 fleets, but in 2022 it was only 3 fleets. In 2018, no fleets had negative CR/BER values, while two fleets in 2019, four fleets in 2020, one fleet in 2021 and two fleets in 2022 had negative CR/BER. The only fleets that have been economically viable through the entire period and thus able to cover current costs are VL40XXm DTS and TM.

iv) Summary and evaluation

According to Regulation 1380/2013, the report should include the annual assessment of fleet capacity and identify structural over-capacity for each segment. This assessment should be based on the balance between capacity and fishing opportunities. It should be noted, that the capacity assessment for each segment, is the assessment of the Danish Fisheries Agency, having used the advice of the Danish scientific institutions, for each segment based on the knowledge of the fleet and the calculated technical, biological and economic indicators.

According to section C the present fleet capacity is below the entry-exit ceiling as laid down in annex II of Regulation 1380/2013. The margin in terms of tonnage is 20,879 GT and 104,679 kW. In percentage, the capacity is approximately 24,86 % in GT below the ceiling and 35,16 % in kW below the ceiling.

In conclusion, Denmark is in compliance with the entry-exit levels for tonnage, as well as for engine power.

According to section D, the Danish administrative system as such, concerning both the administration of the fisheries sector and the fleet management is considered to work satisfactorily.

According to the common guidelines as presented in a communication from the Commission (COM (2014) 545 final), the report should use a set of economic and biological indicators in combination to draw conclusions on any imbalance for each fleet segment separately. The indicators are presented for the Danish fleet in section F.

The traffic light table, F7, includes indicators for 24 segments. The segments are numbered 1-24 to facilitate the understanding.

Drift and/or fixed netters 0-10 m, DFN VL0010(1)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -8.08 and -0.07, respectively.

(b) Biological indicators

The segment had a SHI value of 0.63. Two stocks considered at risk, western Baltic cod and North Sea cod, are fished by this segment.

(c) Technical indicators

The calculated inactivity indicator of 44, is an overall indicator for the VL0010. The utilization indicator for this segment is calculated to be 0.10.

(d) Overall assessment

This segment is considered to be in imbalance with the fishing opportunities.

Dredgers 0-10 m, DRB VL0010 (2)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are 9.1 and 1.53, respectively.

(b) Biological indicators

Only 18 % of the landing's values are from stocks with F and F_{MSY} such that the SHI cannot be used meaningfully. The segment has no stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 44, is an overall indicator for the VL0010. The utilization indicator for this segment is calculated to be 0.40.

(d) Overall assessment

The segment is considered in balance with the fishing opportunities.

Demersal trawlers 00-10 m, DTS VL0010 (3)

(a) Economic indicators

The segment had a negative ROI and a CR/BER of 0.15. The economic indicators for this fleet segment thus point to overcapacity.

(b) Biological indicators

For discretionary purposes, the landings value and weight for this segment have been included in VL1012m. The segment is primarily dependent on demersal species such as flatfish and Norway

lobster. The segment had a SHI of 0.58 and one stock (Kattegat cod) for this segment was considered at risk.

(c) Technical indicators

The calculated inactivity indicator of 44, is an overall indicator for the VL0010, and the utilization indicator was 0.34.

(d) Overall assessment

This segment is considered to be in imbalance with the fishing opportunities.

Vessels using pots and/or traps 0-10 m, FPO VL0010 (4)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -16.99 and -0.30, respectively.

(b) Biological indicators

For this segment, there is no SAR and no meaningful SHI can be provided.

(c) Technical indicators

The calculated inactivity indicator of 44, is an overall indicator for the VL0010. The utilization indicator for this segment is calculated to be 0.11.

(d) Overall assessment

This segment is considered to be in imbalance with the fishing opportunities.

Vessels using polyvalent passive gears only 0-10 m, PGP VL0010 (5)

(a) Economic indicators

A great share of vessels in this segment are less active or noncommercial vessels. ROI value of -6.48 and CR/BER value of 0.17, indicate a segment in imbalance.

(b) Biological indicators

For this segment, there is one SAR (Atlantic eel) and no meaningful SHI can be provided.

(c) Technical indicators

The calculated inactivity indicator of 44, is an overall indicator for the VL0010. The utilization indicator is calculated to be 0.18.

(d) Overall assessment

Indicators suggest that this segment is in imbalance with the fishing opportunities.

Drift and/or fixed netters 10-12 m, DFN VL1012 (6)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -4.60 and 0.22, respectively.

(b) Biological indicators

The segment had a SHI value of 0.64 and fish on two SAR (western Baltic and North Sea cod).

(c) Technical indicators

The calculated inactivity indicator of 23, is an overall indicator for the VL1012. The utilization indicator for this segment is calculated to be 0.36.

(d) Overall assessment

Indicators suggest that this segment is in imbalance with the fishing opportunities.

Dredgers 10-12 m, DRB VL1012 (7)

(a) Economic indicators

Due to discretionary purposes, no economic indicators for this segment was calculated.

(b) Biological indicators

Vessels in this segment fish mainly on entry restricted species, such as mussels, that can only be fished on with an authorization. These species are closely monitored and the fisheries are regulated through Individual Transferable Quota (ITQ). The fisheries are limited to specific areas and quotas are set according to assessment of the local stocks and environmental protection needs. The segment did not fish on any stock considered at risk and no meaningful SHI can be provided.

(c) Technical indicators

The calculated inactivity indicator of 23, is an overall indicator for the VL1012. For discretionary purposes the utilization indicator for this segment has been included in DRB VL1218.

(d) Overall assessment

No clear assessment can be made for this segment.

Demersal trawlers 10-12 m, DTS VL1012 (8)

(a) Economic indicators

The segment had a ROI of -1.02 and a CR/BER of 0.37.

(b) Biological indicators

The calculated SHI value of 0.60 for this segment was in balance, with catch of one stock (Kattegat cod) considered at risk.

The segment fishes mainly on stocks of flatfish, demersal round fish and Norway lobster.

(c) Technical indicators

The calculated inactivity indicator of 23, is an overall indicator for the VL1012. The utilization indicator for this segment is calculated to be 0.43.

(d) Overall assessment

No clear assessment can be made for this segment.

Vessels using pots and/or traps 10-12 m, FPO VL1012 (9)

(a) Economic indicators

The calculated ROI and CR/BER was not available for this segment.

(b) Biological indicators

For this segment, there is no SAR and no meaningful SHI can be provided.

(c) Technical indicators

The calculated inactivity indicator of 23 is an overall indicator for the VL1012. The utilization indicator for this segment is calculated to be 0.48.

(d) Overall assessment

No clear assessment can be made for this segment.

Drift and/or fixed netters 12-18 m, DFN VL1218 (10)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -2.37 and 0.29, respectively.

(b) Biological indicators

The segment had a SHI value of 0.69, and there was one stock (North Sea cod) considered at risk of being overfished.

(c) Technical indicators

The calculated inactivity indicator of 9, is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.49.

(d) Overall assessment

No clear assessment can be made for this segment.

Dredgers 12-18 m, DRB VL1218 (11)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are 1.21 and 0.89, respectively.

(b) Biological indicators

Vessels in this segment fish mainly on entry restricted species, such as mussels, that can only be fished on, with an authorization. These species are closely monitored and the fisheries are regulated through Individual Transferable Quota (ITQ). The fisheries are limited to specific areas and quotas are set according to assessment of the local stocks and environmental protection needs. The segment did not fish on any stock at risk and no meaningful SHI can be provided.

(c) Technical indicators

The calculated inactivity indicator of 9 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.50.

(d) Overall assessment

No clear assessment can be made for this segment.

Demersal trawlers 12-18 m, DTS VL1218 (12)

(a) Economic indicators

The segment had a ROI of -0.62 and a CR/BER of 0.41. The economic indicators for this fleet segment thus point to overcapacity.

(b) Biological indicators

The segment fishes mainly on Norway lobster, stocks of flatfish, demersal round fish and also some reduction species.

While the SHI for this segment was in balance with value of 0.61, two stocks for the segment were considered at risk, the eastern Baltic cod and Kattegat cod.

(c) Technical indicators

The calculated inactivity indicator of 9 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.42.

(d) Overall assessment

No clear assessment can be made for this stock.

Vessels using pots and/or traps 12-18 m, FPO VL1218 (13)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -5.19 and 0.23, respectively.

(b) Biological indicators

No meaningful SHI can be provided and no SAR for this segment.

(c) Technical indicators

The calculated inactivity indicator of 9 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.65.

(d) Overall assessment

No clear assessment can be made for this stock.

Beam trawlers 12-18 m, TBB VL1218 (14)

(a) Economic indicators

The calculated ROI value for this segment is -8.85 and the CR/BER is calculated to be 0.24.

(b) Biological indicators

Vessels in this segment fish mainly for brown shrimps in the Wadden Sea. Brown shrimp fishery is a restricted access fishery, which is monitored and regulated closely. The target species (without estimates of F) means that no meaningful SHI can be provided, and there is no SAR for this segment.

(c) Technical indicators

The calculated inactivity indicator of 9 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.73.

(d) Overall assessment

Although, the ROI for the segment was negative, the CR/BER value was very close to zero. In brown shrimp fishery, it is not unusual that the earnings vary considerably from year to year.

No clear assessment can be made for this segment. However, the noticeable negative economic trend for this segment will be monitored closely.

Pelagic Trawlers 12-18 m, TM VL1218 (15)

(a) Economic indicators

The calculated ROI value for this segment is 3.19, and the CR/BER is calculated to be 1.03.

(b) Biological indicators

The SHI value was 1.02 for this segment. The segment did not fish on any stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 9 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.39.

(d) Overall assessment

The segment is considered to be in balance with the fishing opportunities.

Drift and/or fixed netters 18-24 m, DFN VL1824 (16)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are 1.10 and 0.70, respectively.

(b) Biological indicators

The segment had a SHI value of 0.68. The segment did not fish on any stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 4, is an overall indicator for the VL1824. The utilization indicator for this segment is calculated to be 0.93.

(d) Overall assessment

The segment is considered to be in balance with the fishing opportunities.

Demersal trawlers 18-24 m, DTS VL1824 (17)

(a) Economic indicators

The segment had a ROI of 0.52. The CR/BER value was 0.56 for this segment.

(b) Biological indicators

The segment fishes mainly on stocks of flatfish, demersal round fish and Norway lobster. Some small portions of reduction species are also landed by the segment. While the SHI value of 0.70 for this segment was in balance, one stock (Kattegat cod) was considered to be at risk.

(c) Technical indicators

The calculated inactivity indicator of 4 is an overall indicator for the VL1824. The utilization indicator for this segment is calculated to be 0.65.

(d) Overall assessment

No clear assessment can be made for this segment. While the inactivity indicator for the segment is acceptable, the utilization indicator for the segment is low. Although the SHI for the segment is in balance, one stock at risk was fished.

Beam trawlers 18-24 m, TBB VL1824 (18)

(a) Economic indicators

The calculated ROI value for this segment is -4.56 and the CR/BER is calculated to be 0.32.

(b) Biological indicators

Vessels in this segment fish mainly for brown shrimps in the Wadden Sea. Brown shrimp fishery is a restricted access fishery, which is monitored and regulated closely. The target species (without estimates of F) means that no meaningful SHI can be provided, and there is no SAR for this segment.

(c) Technical indicators

The calculated inactivity indicator of 4 is an overall indicator for the VL1824. The utilization indicator for this segment is calculated to be 0.76.

(d) Overall assessment

No clear assessment can be made for this segment

Pelagic trawlers 18-24 m, TM VL1824 (19)

(a) Economic indicators

The calculated ROI and CR/BER was not available for this segment.

(b) Biological indicators

The segment had a SHI value of 0.73. The segment did not fish on any stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 4 is an overall indicator for the VL1824 segment.

(d) Overall assessment

Due to the lack of economic indicators, no clear assessment can be made.

Demersal trawlers 24-40 m, DTS VL2440 (20)

(a) Economic indicators

The calculated ROI value for this segment was -0.38 and the CR/BER value was 0.52.

(b) Biological indicators

The segment fishes mainly on stocks of flatfish, demersal round fish and Norway lobster. Some small portions of reduction species are also landed by the segment. The SHI value for the segment was calculated as 0.86. One SAR (Skates reported as Common skate) was fished.

(c) Technical indicators

The calculated inactivity indicator of 0 is an overall indicator for the VL2440. The utilization indicator for this segment is calculated to be 0.86. These indicators show a segment in balance.

(d) Overall assessment

No clear assessment can be made for this segment.

Pelagic trawlers 24-40 m, TM VL2440 (21)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are 0.99 and 0.51, respectively.

(b) Biological indicators

The major landings from this segment are short lived species without estimates of F_{MSY} , such that a meaningful SHI cannot be provided. The segment did not fish on any stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 0, is an overall indicator for the VL2440. The utilization indicator for this segment is calculated to be 0.65.

(d) Overall assessment

The segment is considered to be in balance with the fishing opportunities.

Demersal trawlers 40-XX m, DTS VL40XX (22)

(a) Economic indicators

The calculated ROI and CR/BER value for the segment were 4.81 and 1.19, respectively.

(b) Biological indicators

Landings of this segment consist mainly of mackerel and herring, reduction species and entry restricted species. The segment does not fish on any stock at risk, and the calculated SHI value was 0.99.

(c) Technical indicators

The calculated inactivity indicator of 6 is an overall indicator for the VL40XX. The utilization indicator for this segment was not calculated.

(d) Overall assessment

The segment is in balance with the fishing opportunities.

Beam trawlers 40-XX m, TBB VL40XX (23)

(a) Economic indicators

The calculated ROI and CR/BER was not available for this segment.

(b) Biological indicators

The segment had a SHI value of 0.61. The segment did not fish on any fish stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 6 is an overall indicator for the VL40XX. The utilization indicator was not available for this segment.

(d) Overall assessment

Although some indicators are not available, this segment is considered to be in balance with the fishing opportunities.

Pelagic Trawlers 40-XX m, TM VL40XX (24)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are 3.81 and 1.05, respectively. These indicators suggest a segment in balance with the fishing opportunities.

(b) Biological indicators

Landings of the segment consist mainly of mackerel, herring and reduction species.

The SHI for this segment was calculated to be 1.06 and out of balance. Two sandeel stocks considered at risk were fished by the segment.

(c) Technical indicators

The calculated inactivity indicator of 6 is an overall indicator for the VL40XX. The utilization indicator for this segment is calculated to be 0.66.

(d) Overall assessment

This segment is considered to be in balance with the fishing opportunities.

Plan for improvement of the fleet

As part of the EMFAF program for Denmark, a number of measures aim at improving the situation for small vessels. These include support for investments on smaller vessels and improved facilities in smaller ports and landing places, which support small scale fisheries with the aim of improving quality and sales of fish from coastal vessels.

In the regulatory system, coastal vessels are given special consideration and these vessels also receive special priority in the measure for fishing ports and landings places and the measure investments on vessels.

As already mentioned, the immediate challenges facing Danish fisheries as a result of Brexit were addressed through the Brexit Adjustment Reserve including structural adjustments through support for the scrapping of vessels in order to mitigate the negative effects from Brexit.

Likewise, the situation in the Baltic Sea is also a concern that led to the decision to implement a structural adjustment in the Baltic Sea through the scrapping of vessels in accordance with the EMFF scrapping scheme.

The scrapping scheme was initiated for cod fishers in the Baltic Sea, favoring vessels that have the most dependency on cod fishing combined with the price of the gross tonnage of each vessel. Both parameters ensure that the funds are targeted towards fishers whose economy were most affected by the quota reductions. At the same time, the reduced tonnage through scrapping scheme, helps to achieve the overall reduction goal to reduce capacity in the Baltic Sea. The Brexit scrapping scheme favored vessels with the highest fishing activity, i.e. most days at sea, as well as vessels that chose to sell their quotas to the Danish Fisheries Agency of four species of special importance for coastal fisheries (cod, sole, saithe and turbot) and for which the quotas are reduced by the Trade and Cooperation Agreement (TCA) between the EU and the UK. The Danish Fisheries Agency has allocated the quotas to coastal fishermen in order to create an opportunity for this segment to improve their economy and eventually strengthen this segment. The aim is to achieve a better balance between fishing opportunities and capacity by removing vessels with high activity.

Only fishermen with vessels that are dependent on fisheries that are reduced by the TCA could apply.

Both scrapping schemes regarding Brexit and the Baltic Sea were initiated in 2022 and the concerned capacity was reduced at the latest at the end of 2023.

The reduction in capacity ended up being 4,173 GT and 11,899 kW via Brexit Adjustment Reserve and 587.2 GT and 3,642 kW via EMFF scrapping scheme for the Baltic Sea. However, it should be noted that removing vessels from the fleet might not mean that all indicators immediately will turn to uncritical levels.

Besides, recovery of the cod stock will at best take some time and reducing the fleet is not the only way forward.

Table F. 7. Traffic lights

No.			Economic indicators		Biological Indicators		Technical Indicators		Over all Assesment
	Length	Gear code	Return on investments (ROI)	Current/Break-even (CR/BER)	Sustainable Harvest Indicator (SHI)	Stocks at Risk Indicator (SAR)	Inactivity	Utilisation	
1	VL0010	DFN	-8.08	-0.07	0.63	2	44	0.10	
2	VL0010	DRB	9.10	1.53	0.63	0		0.40	
3	VL0010	DTS	-1.27	0.15	0.58	1		0.34	
4	VL0100	FPO	-16.99	-0.30	1.11	0		0.11	
5	VL0010	PGP	-6.48	0.17	0.73	1		0.18	
6	VL1012	DFN	-4.60	0.22	0.64	2	23	0.36	
7	VL1012	DRB	-	-	0.73	0		-	
8	VL1012	DTS	-1.02	0.37	0.60	1		0.43	
9	VL1012	FPO	-	-	0.48	0		0.48	
10	VL1218	DFN	-2.37	0.29	0.69	1	9	0.49	
11	VL1218	DRB	1.21	0.89	-	0		0.50	
12	VL1218	DTS	-0.62	0.41	0.61	2		0.42	
13	VL1218	FPO	-5.19	0.23	0.58	0		0.65	
14	VL1218	TBB	-8.85	0.24	0.67	0		0.73	
15	VL1218	TM	3.19	1.03	1.02	0		0.39	
16	VL1824	DFN	1.10	0.70	0.68	0	4	0.93	
17	VL1824	DTS	0.52	0.56	0.70	1		0.65	
18	VL1824	TBB	-4.56	0.32	0.66	0		0.76	
19	VL1824	TM	-	-	0.73	0		-	
20	VL2440	DTS	-0.38	0.52	0.86	1	0	0.86	
21	VL2440	TM	0.99	0.51	0.81	0		0.65	
22	VL40XX	DTS	4.81	1.19	0.99	0	6	-	
23	VL40XX	TBB	-	-	0.61	0		-	
24	VL40XX	TM	3.81	1.05	1.06	2		0.66	
	COM guideline		>0	>1	Status in Table F.3: in balance		<10	>0,9	
				0<1					
				<0	<0	Status in Table F.3: out of balance	>0 / >10 % from SAR	>20	<0,7

Annex 1. Gear Codes and length classes

FISHING TECHNIQUE (Gear Codes)

DFN	=	Drift and/or fixed netters
DRB	=	Dredgers
DTS	=	Demersal trawlers and/or demersal seiners
FPO	=	Vessels using pots and/or traps
HOK	=	Vessels using hooks
INACTIVE	=	Non active vessels
MGO	=	Vessel using other active gears
MGP	=	Vessels using polyvalent active gears only
PG	=	Passive Gears
PGO	=	Vessels using other passive gears
PGP	=	Vessels using polyvalent passive gears only
PMP	=	Vessels using active and passive gears
PS	=	Purse seiners
TBB	=	Beam trawlers
TM	=	Pelagic trawlers

VESSEL LENGTH classes

VL0006	=	Vessel less than 6 meters in length. *For Supra region 2 only.
VL0010	=	Vessel between 0 meters and 10 meters in length. **For Supra region 1 and 3 only.
VL0612	=	Vessel between 6 meters and 12 meters in length. *For Supra region 2 only.
VL1012	=	Vessel between 10 meters and 12 meters in length. **For Supra region 1 and 3 only.
VL1218	=	Vessel between 10 meters and 18 meters in length. All regions.
VL1824	=	Vessel between 18 meters and 24 meters in length. All regions.
VL2440	=	Vessel between 24 meters and 40 meters in length. All regions.
VL40XX	=	Vessel greater than 40 meters in length. All regions.

Annex 2. Capacity of registered Danish fishing vessels

Tonnage in GT, 2023

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0010m	DFN	133	1,342		128	1,603
	DRB	41	33		1	74
	DTS	89	192			281
	FPO	16	309		7	332
	HOK ⁵⁾	9	40			48
	PGP		16		2	18
	UNK		19			19
	INA			1,018	152	1,170
	Total	288	1,951	1,018	290	3,547
VL1012m	DFN	169	235		73	477
	DTS	151	142		80	372
	FPO		53			53
	INA			185	38	223
	Total	320	430	185	190	1,126
VL1218m	DFN	632	48		119	799
	DRB	1,298	54			1,352
	DTS	3,994	212		415	4,620
	FPO	77	0			77
	TBB	515				515
	TM ⁶⁾	262	49		39	350
	UNK		29			29
	INA			589	148	737
	Total	6,777	392	589	721	8,478
VL1824m	DFN	915			126	1,042
	DTS	4,138			265	4,403
	TBB ⁷⁾	1,368				1,368
	INA			141	305	446
	Total	6,422		141	696	7,259
VL2440m	DTS ⁸⁾	9,755			1,463	11,218
	TM ⁹⁾	1,762			195	1,957
	INA				895	895
	Total	11,517			2,553	14,070
VL40XXm	TM	32,605				32,605
	INA			498	1,987	2,485
	Total	32,605		498	1,987	35,090
Total		57,929	2,773	2,431	6,437	69,569

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

- Notes:
- ¹⁾ Includes vessels with a yearly catch value above € 36,000.
 - ²⁾ Includes vessels with a yearly catch value below € 36,000 but above € 0.
 - ³⁾ Includes vessels not having any catch value within the year.
 - ⁴⁾ Includes vessels not being active by the end of the year.
 - ⁵⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.
 - ⁶⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.
 - ⁷⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.
 - ⁸⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.
 - ⁹⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

Engine power in kW, 2023

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0010m	DFN	2,062	19,267		1,770	23,099
	DRB	374	464		147	985
	DTS	1,031	2,488			3,519
	FPO	114	4,669		67	4,850
	HOK ⁵⁾	85	502			587
	PGP		241		22	263
	UNK		219			219
	INA			14,486	1,666	16,152
	Total	3,666	27,850	14,486	3,672	49,674
VL1012m	DFN	1,546	1,969		632	4,147
	DTS	1,430	1,300		709	3,439
	FPO		708			708
	INA			2,031	343	2,321
	Total	2,976	3,977	2,031	1,684	10,668
VL1218m	DFN	2,727	426		448	3,601
	DRB	3,787	347			4,134
	DTS	20,416	1,226		1,879	23,521
	FPO	647	15			662
	TBB	1,991				1,991
	TM ⁶⁾	810	360		219	1,389
	UNK		160			160
	INA			2,081	555	2,636
	Total	30,378	2,534	2,507	3,101	38,520
VL1824m	DFN	2,078			279	2,357
	DTS	12,329			1,010	13,339
	TBB ⁷⁾	3,833				3,833
	INA			382	992	1,374
	Total	18,240		382	2,281	20,903
VL2440m	DTS ⁸⁾	21,140			3,086	24,226
	TM ⁹⁾	4,265			746	5,011
	INA				2,340	2,340
	Total	25,405			6,172	31,577
VL40XXm	TM	57,401				57,401
	INA			1,325	4,890	6,215
	Total	57,401		1,325	4,890	63,616
Total		138,066	34,361	20,731	21,800	214,958

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Includes vessels with a yearly catch value above € 36,000.

²⁾ Includes vessels with a yearly catch value below € 36,000 but above € 0.

³⁾ Includes vessels not having any catch value within the year.

⁴⁾ Includes vessels not being active by the end of the year.

⁵⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

⁶⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁷⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁸⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁹⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

Annex 3. Link with fisheries for commercial and non-commercial vessels

Distribution landings value in 2023 (%)

Group	Length	Gear	Round-fish	Flatfish	Lobster and shrimp	Mackerel and herring	Other species	Reduction species ¹⁾	Entry-restricted ²⁾	Total landing value (€ 1,000) ³⁾
Commercial	VL0010	DFN	40	22	22	1	15	0	0	2,426
		DRB	0	18	17	0	0	0	65	406
		DTS	22	52	24	0	3	0	0	1,257
		FPO	0	0	28	43	29	0	0	407
		HOK ⁴⁾	-	-	-	-	-	-	-	-
	VL1012m	DFN	36	53	1	0	10	0	0	1,863
		DTS	15	30	45	1	1	7	0	1,805
	VL1218m	DFN	46	48	2	0	5	0	0	6,945
		DRB	0	0	0	0	1	0	99	7,563
		DTS	13	18	54	2	2	11	0	36,120
		FPO	1	1	19	0	79	0	0	670
		TBB	0	5	0	0	0	6	89	3,634
	TM ⁵⁾	2	2	0	5	0	91	0	2,720	
	VL1824m	DFN	33	64	0	0	4	0	0	8,018
DTS		28	23	35	1	2	11	0	41,549	
TBB ⁶⁾		3	21	1	0	0	5	70	7,457	
VL2440m	DTS ⁷⁾	39	11	19	0	2	0	29	75,481	
	TM ⁸⁾	12	2	1	3	1	79	0	11,728	
VL40XXm	TM	1	0	0	53	0	47	0	211,158	
Non-Commercial	VL0010m	DFN	11	36	20	4	29	0	0	4,769
		DRB	4	4	71	0	21	0	0	223
		DTS	23	31	41	0	5	0	0	590
		FPO	0	1	22	1	75	0	0	1,316
		HOK	64	2	0	0	33	0	0	34
		PGP	0	2	55	0	43	0	0	42
		UNK	1	28	6	0	65	0	0	53
	VL1012m	DFN	27	53	4	1	15	0	0	578
		DTS	7	52	26	0	1	14	0	424
		FPO	0	0	40	0	60	0	0	76
	1218m	DFN	11	21	36	0	32	0	0	74
		DRB	-	-	-	-	-	-	-	-
		DTS	10	41	39	0	1	9	0	347
		FPO	-	-	-	-	-	-	-	-
TM		0	11	0	60	0	8	21	56	
UNK	-	-	-	-	-	-	-	-		

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Species such as sand eel, blue whiting, sprat, horse mackerel and Norway pout.

²⁾ Species that can only be caught with an authorization, i.e., mussels, oysters, brown shrimps, and shrimps in the waters around Greenland.

³⁾ [Based on the average Euro exchange rate for 2020 being 7.4396DKK / €.](#)

⁴⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

⁵⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁶⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁷⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁸⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

Distribution landings live weight in 2023 (%)

Group	Length	Gear	Round-fish	Flatfish	Lobster and shrimp	Mackerel and herring	Other species	Reduction species ¹⁾	Entry-restricted ²⁾	Total landing weight (tonnes)
Commercial	VL0010	DFN	56	22	7	1	15	0	0	476
		DRB	0	3	0	0	0	0	97	800
		DTS	28	60	10	0	3	0	0	325
		FPO	0	0	2	77	21	0	0	242
		HOK ³⁾	-	-	-	-	-	-	-	-
	VL1012m	DFN	47	48	0	0	5	0	0	379
		DTS	13	23	11	5	1	46	0	756
	VL1218m	DFN	52	44	0	0	3	0	0	1,570
		DRB	0	0	0	0	3	0	97	22,152
		DTS	10	10	12	6	1	61	0	20,531
		FPO	1	1	3	0	95	0	0	265
		TBB	1	3	0	2	0	57	36	1,349
		TM ⁴⁾	2	2	0	4	0	92	0	7,173
	VL1824m	DFN	34	62	0	0	4	0	0	1,807
DTS		19	11	9	4	2	55	0	22,347	
TBB ⁵⁾		2	15	0	1	0	51	31	2,662	
VL2440m	DTS ⁶⁾	52	11	13	0	2	0	23	18,403	
	TM ⁷⁾	3	0	0	3	1	92	0	26,148	
VL40XXm	TM	1	0	0	29	0	70	0	364,962	
Non-Commercial	VL0010m	DFN	13	34	5	17	26	6	0	1,238
		DRB	6	3	28	0	63	0	0	33
		DTS	32	42	21	0	4	0	0	133
		FPO	0	3	7	3	85	0	0	203
		HOK	72	0	0	0	27	0	0	11
		PGP	0	3	12	0	85	0	0	14
		UNK	-	-	-	-	-	-	-	-
	VL1012m	DFN	33	54	1	1	11	0	0	126
		DTS	3	33	4	2	0	57	0	301
		FPO	0	0	4	0	96	0	0	31
	1218m	DFN	21	39	11	1	28	0	1	11
		DRB	-	-	-	-	-	-	-	-
		DTS	8	28	8	2	1	54	0	212
		FPO	-	-	-	-	-	-	-	-
TM		0	3	0	56	0	11	30	116	

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 16th February 2024.

Notes: ¹⁾ Species such as sand eel, blue whiting, sprat, horse mackerel and Norway pout.

²⁾ Species that can only be caught with an authorization, i.e., mussels, oysters, brown shrimps, and shrimps in the waters around Greenland.

³⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

⁴⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁵⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁶⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁷⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.

Annex 4. Historical level of inactivity

Number of inactive vessels

Length	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
VL0010m	844	832	767	761	744	712	661	632	605	605
VL1012m ^{6),7)}	9	14	7	6	5	6	6	9	17	18
VL1218m ³⁾	22	17	13	13	18	19	22	18	18	17
VL1824m	3	1	3	2	1	2	1	1	4	2
VL2440m ⁴⁾	1	1		0	1				1	
VL40XXm ⁵⁾	1	1		1	1			2	3	1
Total	880	866	790	783	770	739	690	662	648	643

Share of inactive vessels (%)

Length	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
VL0010m	44	45	43	44	44	44	42	42	43	44
VL1012m ^{6),7)}	7	11	6	6	5	6	7	10	18	23
VL1218m ³⁾	8	7	6	6	8	9	10	8	9	9
VL1824m	4	1	4	3	2	3	2	2	6	4
VL2440m ⁴⁾	2	3	0	0	3	0	0	0	3	0
VL40XXm ⁵⁾	3	3	0	3	3	0	0	8	13	6
Total	36	37	35	36	36	36	35	34	35	37

Annex 5. Figures used to calculate the technical indicator

Length	Gear	Days at sea ^{1) 2)}										
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
VL0010m	DFN											13,299
	DRB											314
	DTS	705	612	628	583	495	449	508	520			1,705
	FPO											2,555
	HOK ⁴⁾											117
	PGP	29,212	26,469	25,703	22,306	22,918	21,604	21,145	19,413	16,630		68
	PMP	5,093	4,914	5,277	5,056	4,851	4,060	3,658	3,561	3029		
	UNK											107
VL1012m	DFN											2,423
	DRB	1,163	1,295	756	286	303	188					
	DTS	1,132	1,157	1,280	1,461	1,634	1,450	1,424	1,087	1,313	1,484	
	FPO											244
	PGP	5,942	5,834	5,768	4,768	4,955	4,316	3,869	4,413	3,102		
	PMP	2,828	3,059	3,378	2,840	2,875	2,765	1,903	1,899	1,566		
	UNK											
VL1218m	DFN											2,189
	DRB	2,141	1,826	1,892	2,445	2,061	2,506	2,259	2,497	2,249	1,589	
	DTS	16,659	14,812	15,502	14,224	14,431	14,259	12,198	14,119	12,466	12,920	
	FPO											415
	PGP	3,913	3,793	3,315	3,142	3,128	3,009	2,951	2,809	2,708		
	PMP	4,702	4,118	4,127	3,840	3,408	3,053	3,164	3,492	2,819		
	TBB	1,901	1,644	2,018	1,688	1,737	965	1,054	1,027	1,252	1,476	
	TM ⁵⁾	1,848	1,499	1,233	904	979	935	729	577	436	292	
	UNK											14
VL1824m	DFN											1,401
	DTS	9,655	9,039	8,061	7,222	7,470	7,476	6,889	7,546	6,667	7,050	
	PMP	2,104	2,089	2,113	2,408	2,405	2,140	2,124	2,426	2,228		
	TBB ⁶⁾	2,764	2,550	3,067	2,917	2,932	1,885	2,087	2,235	2,220	2,328	
VL2440m	DTS ⁷⁾	7,782	7,579	8,081	9,209	9,701	9,494	8,759	8,301	7,100	6,600	
	PMP	1,233	1,097	1,157	974	869	891	807	857	791		
	TM ⁸⁾											731
VL40XXm	DTS	2,073	2,005	1,728	3,035	2,959	2,403	3,110	2,974	1,835		
	TM	2,538	3,439	3,468	2,419	2,501	2,027	2,026	1,170	1,053	3,228	

Length	Gear	Number of vessels ²⁾									
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
VL0010m	DFN										504
	DRB										10
	DTS	16	11	9	9	7	6	5	6		37
	FPO										192
	HOK ⁴⁾										6
	PGP	928	883	905	855	827	782	788	758	721	8
	PMP	121	121	130	128	119	110	106	101	93	
	UNK										6
VL1012m	DFN										34
	DRB	19	16	11	6	6	4				
	DTS	12	13	13	15	15	15	15	13	17	21
	FPO										5
	PGP	54	50	53	50	48	46	47	47	40	
	PMP	38	34	32	31	31	27	24	23	21	
VL1218m	DFN										20
	DRB	26	24	29	34	35	33	36	37	34	28
	DTS	123	117	117	114	109	106	99	102	97	99
	FPO										4
	PGP	31	29	27	25	23	22	20	20	21	
	PMP	38	37	35	35	30	26	27	27	24	
	TBB	11	12	11	10	10	9	9	10	11	10
	TM ⁵⁾	15	13	10	6	6	6	5	4	3	6
UNK										1	
VL1824m	DFN										6
	DTS	51	49	45	38	38	38	37	38	34	32
	PMP	10	10	11	11	11	9	10	10	10	
	TBB ⁶⁾	16	17	16	16	16	16	16	16	15	14
VL2440m	DTS ⁷⁾	34	30	34	37	38	36	35	33	30	24
	PMP	6	5	4	4	3	3	3	3	3	
	TM ⁸⁾										5
VL40XXm	DTS	14	11	10	19	17	14	16	16	13	
	TM	15	18	23	13	13	11	9	7	7	17

		Maximum obs. days at sea ^{1) 3)}									
Length	Gear	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
VL0010m	DFN										269
	DRB										79
	DTS	154	190	221	206	204	196	176	183		136
	FPO										125
	HOK ⁴⁾										56
	PGP	220	226	263	225	225	229	233	274	303	46
	PMP	200	175	160	186	150	158	171	166	164	
UNK											47
VL1012m	DFN										197
	DRB	103	141	105	95	137	73				
	DTS	164	161	160	186	176	165	170	159	168	166
	FPO										102
	PGP	250	260	256	246	262	262	237	231	218	
	PMP	176	210	215	187	220	204	202	186	172	
VL1218m	DFN										224
	DRB	210	172	162	161	155	184	187	192	200	113
	DTS	279	295	296	275	286	281	247	297	286	313
	FPO										159
	PGP	282	265	281	262	255	287	249	263	263	
	PMP	285	250	242	272	277	237	203	233	218	
	TBB	219	188	238	212	207	134	155	161	186	203
	TM ⁵⁾	176	199	195	190	188	179	181	173	162	124
UNK										14	
VL1824m	DFN										250
	DTS	342	339	342	339	347	323	331	354	347	340
	PMP	283	300	298	303	333	274	300	336	314	
	TBB ⁶⁾	222	208	237	227	229	194	177	203	169	219
VL2440m	DTS ⁷⁾	320	323	318	346	343	347	362	355	318	319
	PMP	285	351	333	304	365	365	341	341	307	
	TM ⁸⁾										224
VL40XXm	DTS	195	198	365	285	341	355	304	313	334	
	TM	262	282	263	300	282	248	269	252	267	288

Source: The Danish Fisheries Agency Vessel Register, Sales Notes Register and Logbook Register 16th February 2024.

Notes: ¹⁾ The days at sea is based on the Calendar Days method.

²⁾ Covers only active vessels.

³⁾ Based on the vessel with most observed days at sea within each year and fleet, using the 24 hours method.

⁴⁾ For discretionary purposes, VL1218m HOK is included in VL0010m HOK.

⁵⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

⁶⁾ For discretionary purposes, VL24XXm TBB is included in VL1824m TBB.

⁷⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

⁸⁾ For discretionary purposes, VL1824m TM is included in VL2440 TM.