



Annual Report on fishing fleet capacity 2024 – 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 landing data used in the report are from 2024, whereas data on economic performance are from 2023.

Biological indicators are calculated for the period 2015-2023 based on updated landings and ICES stock data.

The report has been prepared jointly by the national authority, namely the Danish Agricultural and Fisheries Agency, with major inputs from the Ministry of Food, Agriculture and Fisheries of Denmark, 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 used. 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 1,774 vessels registered in the Danish vessel register during 2024, cf. Table A.1.

Out of these 1,774 vessels, 86 of these were not registered at the end of 2024, but had been that during the year. In total, 1,688 vessels were registered on 31st December 2024. Of these, 621 vessels were not active during the year, i.e., did not have any registered landings value.

Furthermore, there were 296 commercial vessels, each having a total landings value above the threshold level of € 59,862 in 2024. The remaining 771 vessels were non-commercial vessels with landing values below € € 59,862.

From 2024, the length groups below 12m are divided into VL0008m and VL0812m for the vessels fishing in the Baltic Sea, while all other vessels are still divided into VL0010m and VL1012m.

Table A.1. Number of registered Danish fishing vessels in 2024

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0008m	DFN	4	107		2	113
	FPO ⁵⁾	1	124		1	126
	PGP		4			4
	INA			7		7
	Total	5	235	7	3	250
VL0812m	DFN	8	38		1	47
	DTS ⁶⁾		6		1	7
	FPO	1	12			13
	INA			1		1
	Total	9	56	1	2	68
VL0010m	DFN	20	358		6	384
	DRB ⁷⁾	1	3			4
	DTS	11	20			31
	FPO ⁸⁾	3	55		2	60
	HOK ⁹⁾	1	3			4
	PGP	1	2		1	4
	INA			578	52	630
	Total	37	441	578	61	1,117
VL1012m	DFN	8	6			14
	DTS	11	6			17
	INA			15	7	22
	Total	19	12	15	7	53
VL1218m	DFN	11	4			15
	DRB	19	5		1	25
	DTS	87	12		1	100
	FPO ¹⁰⁾	1	1		2	4
	TBB	10				10
	TM ¹¹⁾⁺¹²⁾	7	5		1	13
	INA			18	2	20
	Total	135	27	18	7	187
VL1824m	DFN	6				6
	DTS	30			1	31
	TBB	14				14
	INA			1	1	2
	Total	50		1	2	53
VL2440m	DTS ¹³⁾	23			2	25
	Total	23			2	25
VL40XXm	TM ¹⁴⁾	18				18
	INA			1	2	3
	Total	18		1	2	21
Total		296	771	621	86	1,774

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

Notes: ¹⁾ Includes vessels with a yearly catch value above € 59,862.

²⁾ Includes vessels with a yearly catch value below € 59,862 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, VL0008m HOK is included in VL0008m FPO.

⁶⁾ For discretionary purposes, VL0008m DTS is included in VL0812m DTS.

⁷⁾ For discretionary purposes, VL1012m DRB is included in VL0010m DRB.

⁸⁾ For discretionary purposes, VL1012m FPO is included in VL0010m FPO.

⁹⁾ For discretionary purposes, VL1012m HOK is included in VL0010m HOK.

¹⁰⁾ For discretionary purposes, VL1218m PGP is included in VL1218m FPO.

¹¹⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

¹²⁾ For discretionary purposes, VL1824m TM is included in VL1218 TM.

¹³⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

¹⁴⁾ For discretionary purposes, VL2440m TM is included in VL40XXm 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 86 % of total GT and 67 % of total kW. These shares were 83 % and 64 % in 2023.

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 2024 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	%
VL0008m	DFN	0	18	67	1	14	0	0	848	0.2
	FPO ⁴⁾	0	3	5	0	92	0	0	720	0.2
	PGP	0	23	9	0	68	0	0	1	0.0
VL0812m	DFN	3	87	2	2	6	0	0	1,960	0.5
	DTS ⁵⁾	1	94	2	0	4	0	0	53	0.0
	FPO	0	0	75	0	25	0	0	372	0.1
VL0010m	DFN	26	27	18	3	27	0	0	5,359	1.3
	DRB ⁶⁾	0	0	0	0	51	0	49	283	0.1
	DTS	7	51	40	0	2	0	0	1,761	0.4
	FPO ⁷⁾	0	1	37	31	32	0	0	774	0.2
	HOK ⁸⁾	97	0	0	0	2	0	0	210	0.1
	PGP	93	0	0	0	7	0	0	123	0.0
VL1012m	DFN	60	29	2	1	9	0	0	1,362	0.3
	DTS	19	38	37	1	1	4	0	2,459	0.6
VL1218m	DFN	63	32	2	0	3	0	0	5,633	1.3
	DRB	0	0	0	1	3	0	96	4,667	1.1
	DTS	16	18	56	2	2	7	0	37,328	8.9
	FPO ⁹⁾	0	0	3	0	96	0	0	160	0.0
	TBB	0	17	0	0	1	0	82	3,705	0.9
	TM ¹⁰⁾⁺¹¹⁾	11	1	1	13	0	74	1	6,087	1.5
VL1824m	DFN	52	44	0	0	4	0	0	7,664	1.8
	DTS	33	19	37	1	1	9	1	40,397	9.6
	TBB	0	13	0	0	0	1	85	5,852	1.4
VL2440m	DTS ¹²⁾	45	10	18	0	2	0	25	74,881	17.9
VL40XXm	TM ¹³⁾	1	0	0	60	0	39	0	216,212	51.6

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

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 2024 being 7.4589 DKK / €.](#)

⁴⁾ For discretionary purposes, VL0008m HOK is included in VL0008m FPO.

⁵⁾ For discretionary purposes, VL0008m DTS is included in VL0812m DTS.

⁶⁾ For discretionary purposes, VL1012m DRB is included in VL0010m DRB.

⁷⁾ For discretionary purposes, VL1012m FPO is included in VL0010m FPO.

⁸⁾ For discretionary purposes, VL1012m HOK is included in VL0010m HOK.

⁹⁾ For discretionary purposes, VL1218m PGP is included in VL1218m FPO.

¹⁰⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

¹¹⁾ For discretionary purposes, VL1824m TM is included in VL1218 TM.

¹²⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

¹³⁾ For discretionary purposes, VL2440m TM is included in VL40XXm TM.

Table A.3. Distribution of landings live weight in 2024 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	%
VL0008m	DFN	1	28	23	1	48	0	0	192	0.0
	FPO ³⁾	0	6	3	1	89	0	0	89	0.0
	PGP	0	28	3	0	70	0	0	1	0.0
VL0812m	DFN	3	77	0	4	15	0	0	484	0.1
	DTS ⁴⁾	1	98	0	0	1	0	0	24	0.0
	FPO	0	0	17	0	82	0	0	71	0.0
VL0010m	DFN	30	30	4	11	25	0	0	1,174	0.3
	DRB ⁵⁾	0	0	0	0	14	0	86	468	0.1
	DTS	10	70	17	0	2	0	0	435	0.1
	FPO ⁶⁾	0	0	5	56	38	0	0	329	0.1
	HOK ⁷⁾	95	0	0	0	5	0	0	64	0.0
	PGP	98	0	0	0	2	0	0	36	0.0
VL1012m	DFN	65	28	0	1	6	0	0	318	0.1
	DTS	20	37	10	5	1	27	0	892	0.2
VL1218m	DFN	66	30	0	0	3	0	0	1,251	0.3
	DRB	0	0	0	0	6	0	94	14,972	3.2
	DTS	13	13	14	6	5	51	0	18,267	4.0
	FPO ⁸⁾	0	0	0	0	100	0	0	77	0.0
	TBB	1	29	0	0	2	1	68	546	0.1
	TM ⁹⁾⁺¹⁰⁾	3	0	0	8	0	88	1	14,740	3.2
VL1824m	DFN	50	45	0	0	5	0	0	1,642	0.4
	DTS	23	11	9	3	1	53	0	21,470	4.6
	TBB	1	18	0	0	1	25	54	1,098	0.2
VL2440m	DTS ¹¹⁾	55	11	10	0	2	0	23	18,594	4.0
VL40XXm	TM ¹²⁾	1	0	0	33	0	66	0	364,968	79.0

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

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, VL0008m HOK is included in VL0008m FPO.

⁴⁾ For discretionary purposes, VL0008m DTS is included in VL0812m DTS.

⁵⁾ For discretionary purposes, VL1012m DRB is included in VL0010m DRB.

⁶⁾ For discretionary purposes, VL1012m FPO is included in VL0010m FPO.

⁷⁾ For discretionary purposes, VL1012m HOK is included in VL0010m HOK.

⁸⁾ For discretionary purposes, VL1218m PGP is included in VL1218m FPO.

⁹⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

¹⁰⁾ For discretionary purposes, VL1824m TM is included in VL1218 TM.

¹¹⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

¹²⁾ For discretionary purposes, VL2440m TM is included in VL40XXm 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 26% from 2016 to 2024. The capacity of the Danish fishing fleet decreased 15% in GT and 16% in kW in the same period.

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

Length	Gear	2016			2020			2023			2024		
		No.	GT	kW	No.	GT	kW	No.	GT	kW	No.	GT	kW
VL0008m	DFN										113	244	3,549
	FPO										126	172	3,208
	PGP										4	1	142
	INA										7	13	190
	Total										250	430	7,089
VL0812m	DFN										47	389	3,676
	DTS										7	48	455
	FPO										13	100	1,011
	INA										1	6	51
	Total										68	542	5,193
VL0010m	DFN							538	1,615	23,263	384	1,074	16,385
	DRB							12	75	1,014	4	35	321
	DTS	15	98	1,166	8	63	903	38	282	3,563	31	257	3,186
	FPO							202	356	5,088	60	107	2,631
	HOK							7	49	653	4	36	452
	PGP	1,668	3,667	44,584	1,483	3,153	41,949	9	18	263	4	10	118
	PMP	187	749	8,807	162	674	8,287						
	UNK							6	19	219			
	INA							654	1,133	15,611	630	1,117	14,807
	Total	1,870	4,514	54,557	1,653	3,889	51,139	1,466	3,547	49,674	1,117	2,634	37,900
VL1012m	DFN							41	477	4,147	14	181	1,623
	DRB	15	222	1,506									
	DTS	14	196	1,904	18	258	2,601	27	381	3,492	17	231	2,238
	FPO							5	53	708			
	PGP	58	655	5,614	50	550	5,318						
	PMP	36	447	3,858	28	344	3,052						
	INA							20	214	2,321	22	246	2,412
	Total	123	1,521	12,882	96	1,151	10,971	93	1,126	10,668	53	658	6,273
VL1218m	DFN							22	799	3,601	15	578	2,547
	DRB	32	1,180	4,681	44	1,750	6,051	28	1,352	4,134	25	1,227	3,763
	DTS	129	4,634	23,607	114	4,449	21,665	111	4,668	23,822	100	4,233	21,723
	FPO							4	77	662	4	111	571
	PGP	29	954	4,423	27	917	4,403						
	PMP	44	1,315	7,464	31	928	5,526						
	TBB	11	548	2,121	9	450	1,781	10	515	1,991	10	515	1,991
	TM	10	606	1,871	5	423	1,397	8	362	1,514	13	839	3,270
	UNK							1	29	160			
	INA							18	677	2,636	20	651	3,036
	Total	255	9,237	44,167	230	8,917	40,823	202	8,478	38,520	187	8,153	36,901
VL1824m	DFN							7	1,042	2,357	6	915	2,078
	DTS	48	4,977	13,867	41	5,101	13,509	35	4,403	13,339	31	4,065	12,134
	PMP	11	1,399	3,958	10	1,529	4,720						
	TBB	17	1,137	3,081	16	1,114	2,852	14	1,368	3,833	14	953	2,558
	INA							6	446	1,374	2	141	382
	Total	76	7,513	20,906	67	7,744	21,081	62	7,259	20,903	53	6,074	17,152
VL2440m	DTS	35	10,761	22,954	39	12,260	29,390	28	11,218	24,226	25	10,253	22,610
	PMP	5	1,429	2,967	3	1,135	1,789						
	TM							6	1,957	5,011			
	INA							3	895	2,340			
	Total	40	12,190	25,921	42	13,395	31,179	37	14,070	31,577	25	10,253	22,610
VL40XXm	DTS	10	7,957	15,789	19	18,188	37,946						
	TM	23	31,859	58,827	11	21,635	36,338	17	32,605	57,401	18	32,234	55,862
	INA							4	2,485	6,215	3	2,264	5,824
	Total	33	39,816	74,616	30	39,823	74,284	21	35,090	63,616	21	34,498	61,686
Total		2,397	74,790	233,049	2,118	74,920	229,477	1,881	69,569	214,958	1,774	63,241	194,804

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.Notes: For discretionary purposes several fleets have within each year been aggregated. For 2024, this is done for the ones mentioned in Table A.1. ¹⁾ Covers vessels in the register within a year but does not include virtual capacity.

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.

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).
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 2025. 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.

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

Table C1. Management of effort regulation of the Baltic Sea**Effort ceiling - The eastern Baltic Sea**

	GT	Kw
Effort ceiling	9,639	28,353
Effort, 2024	52	413

Source: The Danish Fisheries Agency Fleet and Sales Register

Effort ceiling - The western Baltic Sea

	GT	Kw
Effort ceiling	14,255	50,345
Effort, 2024	809	5,942

Source: The Danish Fisheries Agency Fleet and Sales Register

Statement of compliance with entry/exit scheme

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 23,182 GT and 111,961 kW. In percentage, the capacity is approximately 27.6% in GT below the ceiling and 37.6% 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

	GT	kW
Fleet capacity ceiling	84,001.8	297,792
Capacity of the fleet as of 31th of December	60,819.5	185,831
Capacity ceiling minus actual capacity	23,182.3	111,961

Source: The Danish Fisheries Agency Capacity Register per 31th of December 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.

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 accomplished inspections in 2024

Number of infringement cases	Administrative controls	Inspections in port	Inspections at sea	Total
1.1. Registration – license, authorisation etc.	3	5		8
1.2.1. Capacity		1	1	2
1.3. Quotas and quantitative rationing	10		2	12
1.4. Limitations relating to gear and catch method	1	5	33	39
1.5. Area restrictions	9		1	10
2.1. Refusal of control			1	1
3.1. Other information obligations		1	3	4
3.3 Manipulation of the system for satellite tracking of fishing vessels	2			2
3.4. Missing installation of Vessel Monitoring System			1	1
3.5. Missing Vessel Monitoring System or incorrect operation and maintenance of Vessel Monitoring System		1		1
3.6 Other infringements of VMS rules			2	2
4. Illegal catch composition, undersized, Landing obligation and other	1	16	5	22
5.1. Logbook Order and other matters	195	27	6	228
5.2. Control Order and other matters	20	17		37
5.3. Notifications	51	8		59
6.1. Infringements at the landing and marketing of fish	1	26		27
6.2 Missing license (first sales of fisheries products)		1		1
6.3. Violations of terms and conditions in relation to licenses		1		1
9.2. Other infringements for masters or owners of foreign fishing vessels		4		4
10. Other criminal offenses	1			1
Total	294	113	55	462
Number of inspections	637	1.428	362	2.427

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 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 2024 are presented in Table F.1, while the historical development from 2014 to 2024 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 (52%), gross tonnage (38%) or engine power (36%). 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 52% for vessels, 38% for gross tonnage, and 36% for engine power in 2024. Moreover, the inactivity indicators for VL1012 have increased to above 20% from 2022, thus also indicating that this segment is technically inefficient. For other segments, there are not some general trends, some have increased slightly, and some have decreased slightly over the years, cf. Annex 4.

Table F.1. Ratios between inactive and total number of vessels in 2024

Length	Inactive ¹⁾			Total ²⁾			Share of inactivity (%)		
	No.	GT	kW	No.	GT	kW	No.	GT	kW
VL0008m	7	13	190	250	430	7,089	3	3	3
VL0812m	1	6	51	68	542	5,193	1	1	1
VL0010m	578	1,006	13,493	1,117	2,634	37,900	52	38	36
VL1012m	15	158	1,542	53	658	6,273	28	24	25
VL1218m	18	577	2,729	187	8,153	36,901	10	7	7
VL1824m	1	92	213	53	6,074	17,152	2	2	1
VL2440m				25	10,253	22,610	0	0	0
VL40XXm	1	672	1,500	21	34,498	61,686	5	2	2
Total	621	2,523	19,718	1,774	63,241	194,804	35	4	10

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

Notes: ¹⁾ Includes vessels not having any catch value in 2024, but in the Vessel Register per 31st December 2024.

²⁾ Includes vessels in the Vessel Register per 31st December 2024.

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.

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.

For each length group and gear type, the technical vessel utilisation indicator is presented in Table F.2A and F.2B respectively.

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

Length	Gear	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VL0008m	DFN										0.09
	FPO										0.09
	PGP										1.00
VL0812m	DFN										0.33
	DTS										0.40
	FPO										0.30
VL0010m	DFN									0.10	0.18
	DRB									0.40	0.83
	DTS	0.29	0.32	0.31	0.35	0.38	0.58	0.47		0.34	0.43
	FPO									0.11	0.15
	HOK									0.35	0.31
	PGP	0.13	0.11	0.12	0.12	0.12	0.12	0.09	0.08	0.18	0.36
	PMP	0.23	0.25	0.21	0.27	0.23	0.20	0.21	0.20		
	UNK									0.38	
VL1012m	DFN									0.36	0.52
	DRB	0.57	0.65	0.50	0.37	0.64					
	DTS	0.55	0.62	0.52	0.62	0.59	0.56	0.53	0.46	0.43	0.39
	FPO									0.48	
	PGP	0.45	0.43	0.39	0.39	0.36	0.35	0.41	0.36		
	PMP	0.43	0.49	0.49	0.42	0.50	0.39	0.44	0.43		
VL1218m	DFN									0.49	0.47
	DRB	0.44	0.40	0.45	0.38	0.40	0.34	0.35	0.33	0.50	0.33
	DTS	0.43	0.45	0.45	0.46	0.48	0.50	0.47	0.45	0.42	0.45
	FPO									0.65	0.51
	PGP	0.49	0.44	0.48	0.53	0.48	0.59	0.53	0.49		
	PMP	0.45	0.49	0.40	0.41	0.48	0.58	0.56	0.54		
	TBB	0.73	0.77	0.80	0.84	0.80	0.76	0.64	0.61	0.73	0.62
	TM	0.58	0.63	0.79	0.87	0.87	0.81	0.83	0.90	0.39	0.49
VL1824m	DFN									0.93	0.49
	DTS	0.54	0.52	0.56	0.57	0.61	0.56	0.56	0.57	0.65	0.86
	PMP	0.70	0.64	0.72	0.66	0.87	0.71	0.72	0.71		
	TBB	0.72	0.81	0.80	0.80	0.61	0.74	0.69	0.88	0.76	0.72
VL2440m	DTS	0.78	0.75	0.72	0.74	0.76	0.69	0.71	0.74	0.86	0.83
	PMP	0.63	0.87	0.80	0.79	0.81	0.79	0.84	0.86		
	TM									0.65	
VL40XXm	DTS	0.92	0.47	0.56	0.51	0.48	0.64	0.59	0.42		
	TM	0.68	0.57	0.62	0.68	0.74	0.84	0.66	0.56	0.66	0.65

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

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	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VL0008m	DFN										0.10
	FPO										0.05
	PGP										0.01
VL0812m	DFN										0.33
	DTS										0.11
	FPO										0.14
VL0010m	DFN									0.12	0.12
	DRB									0.14	0.14
	DTS	0.25	0.32	0.29	0.32	0.34	0.46	0.39		0.21	0.25
	FPO									0.06	0.07
	HOK									0.09	0.06
	PGP	0.14	0.13	0.12	0.13	0.13	0.12	0.12	0.10	0.04	0.06
	PMP	0.18	0.18	0.18	0.19	0.17	0.16	0.16	0.15		
	UNK									0.08	
VL1012m	DFN									0.32	0.38
	DRB	0.37	0.31	0.22	0.23	0.21					
	DTS	0.40	0.45	0.44	0.50	0.44	0.43	0.38	0.35	0.32	0.37
	FPO									0.22	
	PGP	0.53	0.49	0.43	0.47	0.43	0.37	0.43	0.35		
	PMP	0.41	0.48	0.42	0.42	0.47	0.36	0.38	0.34		
VL1218m	DFN									0.50	0.49
	DRB	0.35	0.30	0.33	0.27	0.35	0.29	0.31	0.30	0.26	0.23
	DTS	0.58	0.60	0.57	0.60	0.61	0.56	0.63	0.58	0.59	0.63
	FPO									0.47	0.26
	PGP	0.59	0.56	0.57	0.62	0.62	0.67	0.64	0.59		
	PMP	0.51	0.54	0.50	0.52	0.53	0.53	0.59	0.53		
	TBB	0.62	0.83	0.77	0.79	0.49	0.53	0.47	0.52	0.67	0.68
	TM	0.52	0.56	0.68	0.74	0.71	0.66	0.66	0.66	0.22	0.32
	UNK									0.06	
VL1824m	DFN									1.06	1.10
	DTS	0.84	0.81	0.86	0.89	0.89	0.85	0.90	0.89	1.00	1.04
	PMP	0.95	0.87	1.00	0.99	1.08	0.97	1.10	1.01		
	TBB	0.68	0.87	0.83	0.83	0.54	0.59	0.63	0.67	0.76	0.66
VL2440m	DTS	1.15	1.08	1.13	1.16	1.20	1.14	1.14	1.08	1.25	1.31
	PMP	1.00	1.31	1.11	1.32	1.35	1.22	1.30	1.20		
	TM									0.66	
VL40XXm	DTS	0.83	0.79	0.73	0.79	0.78	0.88	0.84	0.64		
	TM	0.87	0.69	0.85	0.87	0.84	1.02	0.76	0.68	0.86	0.77

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.Notes: ¹⁾ Covers only active vessels by the end of the year²⁾ 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 2015-2022. A direct comparison with the 2023 and 2024 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. For these, VL2440m DTS and PMP have

relative high ratios, both concerning maximum days at sea and 220 days at sea, both in 2015-2022 and in 2023-2024. The ratios for the remaining segments above 24 meters are lower, and 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 generally the ratios fluctuate for these segments, which occurs 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 2024 20 out of 25 segments had technical overcapacity when using maximum days as reference point, while 21 out of 25 segments had technical overcapacity when using 220 days as reference. In 2024 five fleet segments do not indicate technical overcapacity with respect to maximum days at sea within the segment, namely VL0008m PGP, VL0010m DRB, VL1824m DTS, VL1824m TBB and VL2440m DTS. Moreover, four segments do not indicate technical overcapacity with respect to the overall measure of maximum days at sea equal to 220 days, namely VL1824m DFN, VL1824m DTS, VL2440m DTS and VL40XXm 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 2023. North Sea cod which is overfished could not be included in the SHI for 2022-2023 as ICES has changed the stock definition for cod in that area. 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 when 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 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 2023 is not provided. For discretionary purposes SHI for fleet/year combinations with less than three vessels are not shown.

Table F.3. Sustainable Harvest Indicator (SHI)

Length	Gear	2015	2016	2017	2018	2019	2020	2021	2022	2023	Trend(5%) 2019/2023	Status 2023
VL0008m	DFN FPO PGP								0.46 0.24	0.38 0.10 0.08		
VL0010m	DFN DRB DTS FPO HOK PGP PMP								0.61 0.63 0.58 1.18	0.54 0.47 0.50 1.40 0.48	decreasing	in balance
		0.94	1.07	0.85	0.82	0.74	0.66	0.72				
		0.78	0.93	0.96	0.96	0.86	0.83	0.69				
		0.80	0.95	0.83	0.98	0.95	0.92	0.68				
VL0812m	DFN DTS FPO								0.56 0.48 0.41	0.43 0.44 0.11		in balance in balance
VL1012m	DFN DRB DTS PGP PMP								0.67 0.59	0.61 0.53	decreasing	in balance in balance
			1.57		0.68		0.91					
		0.85	1.05	0.80	0.92	0.76	0.70	0.62				
		0.92	1.13	1.15	1.16	1.07	0.96	0.73				
		0.85	0.97	0.84	1.05	1.02	0.95	0.70				
VL1218m	DFN DRB DTS FPO PGP PMP TBB TM			0.57 0.57	0.68 0.68			0.56 0.66	0.66 0.60 0.58	0.64 0.53 0.54	no trend	in balance in balance
		1.01	1.04			0.69	0.65					
		0.99	1.09	1.10	1.08	0.93	0.83	0.74				
		0.85	0.97	0.65	0.70	0.68	0.60	0.64				
		0.74	0.93	0.91		0.85	0.79	0.75	0.62	0.57		
		0.95	1.16	1.36	1.12	1.22	1.12		1.02	0.82		
VL1824m	DFN DTS PMP TBB								0.63 0.70 0.60	0.59 0.60	decreasing	in balance in balance
		1.07	1.13	0.95	0.92	0.83	0.76	0.75				
		1.10	1.10	1.09	1.08	1.00	0.95	0.86				
		0.83	0.94	0.89	0.92	0.78	0.77	0.69	0.60	0.55		
VL2440m	DTS TM	1.05	1.06	1.06	1.08	1.10	1.09	1.03	0.90 0.75	0.73 0.71	decreasing	in balance
VL40XXm	DTS TM	0.71 0.74	0.78 0.74	0.85 0.86	0.95 0.85	0.79 0.94	0.96 0.96	0.87 0.97	0.94 1.02	1.19	increasing	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 2023, is mainly determined by catches of Kattegat cod (cod.27.21), eel (ele.2737.nea) and shrimp (pra.27.3a.4a), all with low stock sizes. Even though Kattegat cod has been classified as at risk for many years, the stock was first included as a SAR species from 2022, as previous years' landings data combined Kattegat and Skagerrak cod landings. The status of the eel stocks has been poor for the full reporting period, however the stock was first considered as SAR with the introduction of the small vessel group (VL0008m), for which the proportion of eel catches by some fleets exceeded 10% required to make eel a SAR stock. The state of Baltic cod (cod.27.22-24 and cod.27.24-32) has been poor for several years and Baltic cod was considered a SAR stocks for several fleets. This has changed for the most recent years, as the present lower (<10%) proportion of Baltic cod in the catch does not fulfil the 10% SAR criterion.

Twenty out of twenty-five fleets had no stocks at risk ("in balance") in 2023. The break in the fleet time series between 2021 and 2022 makes it difficult to compare the 2022-2023 status with previous years. There is however, a tendency for a decreasing SAR in the recent years for the unbroken fleet time series.

The presented SAR values are different and in some (but not all cases) lower than the 2015-2022 values presented by STECF-24-13. 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, especially for eel and some stocks of rays and skates. 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	2015	2016	2017	2018	2019	2020	2021	2022	2023	Status 2023
VL0008m	DFN								0	0	in balance
	FPO								1	1	out of balance
	PGP									1	out of balance
VL0010m	DFN								0	0	in balance
	DRB								0	0	in balance
	DTS	0	0	0	0	0	0	0	0	0	in balance
	FPO								0	0	in balance
	HOK									0	in balance
	PGP	0	1	0	0	2	0	0			
	PMP	0	1	1	1	1	0	0			
VL0812m	DFN								1	0	in balance
	DTS								0	0	in balance
	FPO								1	0	in balance
VL1012m	DFN								0	0	in balance
	DRB	0	0	0	0		0				
	DTS	0	1	0	1	0	0	0	0	0	in balance
	PGP	0	1	1	1	1	1	1			
	PMP	0	0	1	2	0	0	0			
VL1218m	DFN								0	0	in balance
	DRB	0	0	0	0	0	0	0	0	0	in balance
	DTS	0	2	1	2	2	1	3	2	1	out of balance
	FPO								0	0	in balance
	PGP	0	0	0	0	0	0	0			
	PMP	0	0	1	2	2	1	1			
	TBB	0	0	0	0	1	0	0	0	0	in balance
	TM	0	2	1	1	1	0		0	0	in balance
VL1824m	DFN								0	0	in balance
	DTS	0	1	2	3	1	1	2	1	1	out of balance
	PMP	0	0	0	2	2	1	0			
	TBB	0	0	0	0	0	0	0	0	0	in balance
VL2440m	DTS	1	1	2	2	2	3	4	2	1	out of balance
	TM					0			0	0	in balance
VL40XXm	DTS	1	1	0	0	1	0	0	0		
	TM	1	2	0	0	2	0	0	2	0	in 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 2015-2023 is shown in Table F.5 below.

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)

Table F.5. Return on investments (ROI)

Length	Gear	2015	2016	2017	2018	2019	2020	2021	2022	2023
VL0008m	DFN									-1.85
	FPO									-7.01
	PGP									-140.38
VL0812m	DFN									-0.90
	DTS									-0.36
	FPO									-6.21
VL0010m	DTS	1.94	0.71	0.85		0.02	0.60	-1.75	-1.27	-1.58
	DFN								-8.08	-1.75
	DRB								9.10	-8.76
	FPO								-16.99	-7.45
	HOK									7.53
	PGP	-8.97	-11.97	1.52	-1.84	-4.20	-2.99	-5.22	-6.48	
	PMP	-3.87	-2.11	-0.93	-3.64	-0.97	-2.20	-2.49		
VL1012m	DRB	29.53	18.14	24.83	-9.92	8.35	-9.76	-1.66	-1.02	-1.31
	DTS	-0.42	-2.77	1.58	-0.71	-2.59	-2.42	-1.66	-4.60	-2.84
	DFN									
	PGP	-3.79	-1.54	-1.81	-0.48	-0.37	-5.30	-3.51		
	PMP	-0.90	-2.01	-2.58	-3.18	-2.01	-2.88	-5.98		
VL1218m	DRB	22.96	16.73	22.95	7.62	10.55	-4.94	4.41	1.21	3.00
	DTS	1.26	1.72	0.87	0.19	-0.07	-0.36	-1.17	-0.62	-0.75
	DFN								-2.37	-5.19
	FPO								-5.19	-0.03
	PGP	-1.65	1.44	4.26	2.28	0.76	-1.36	-0.04		
	PMP	0.80	0.49	2.60	-0.88	-1.20	-1.16	-1.67		
	TBB	-5.49	17.02	13.00	17.56	-13.13	-4.96	-16.17	-8.85	-2.23
	TM	7.04	7.71	5.07	4.89	17.98	47.70*		3.19	-6.95
VL1824m	DTS	3.33	2.99	2.21	1.19	-0.23	-0.58	-0.06	0.52	-0.06
	DFN								1.10	-0.84
	PMP	3.56	3.13	1.41	1.15	0.71	0.85	1.05		
	TBB	1.67	22.67	14.85	9.81	-3.66	-2.80	-8.32	-4.56	-0.97
VL2440m	DTS	4.15	4.38	2.54	0.84	0.75	1.85	0.16	-0.38	-1.59
	TM								0.99	-0.85
VL40XXm	DTS	9.60	10.91	3.19	5.35	2.59	8.96	8.30	4.81	0.27
	TM	8.26	7.65	5.47	7.24	4.55	6.14	3.49	3.81	1.84

Source: 2025 Data call for economic, employment, effort datasets on the EU fishing fleets, EC Ref. Ares (2025)601882 – 27/01/2025.

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 2015 to 2017, then becomes negative in 2018 and 2020, but positive in 2019.

Dredgers VL0010 are positive in 2022 but negative in 2023. For dredgers between 12-18 meters, ROI is positive until 2019, negative in 2020, but then again positive from 2021.

The other entry-restricted fishery is TBB. TBB VL1218 experienced negative ROIs in 2015, and 2019-2023, but has been positive the other years. TBB VL1824 is positive in 2015-2018, but then negative until 2023.

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. This may lead to skewed ROIs, as is e.g. seen for VL0008 PGP, for which the reported fleet depreciation value and value of fishing rights are very low compared to the other segments, leading to the noticeable low ROI value.

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 2015-2023 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	2015	2016	2017	2018	2019	2020	2021	2022	2023
VL0008	DFN									-0.14
	PGP									-1.04
	FPO									-0.21
VL0812	DTS									0.07
	DFN									0.05
	FPO									-0.11
VL0010m	DTS	1.49	1.37	6.98		0.11	-1.02	0.15	0.15	-0.12
	DFN								-0.07	0.00
	DRB								1.53	0.17
	FPO								-0.30	0.55
	HOK									1.25
	PGP	-0.09	-0.05	0.01	0.73	-0.02	0.17	0.22	0.17	
	PMP	0.56	-0.06	-0.13	0.06	0.30	0.23	0.14		
VL1012m	DRB	3.67	3.33	4.68	0.05	2.17	-0.04			
	DTS	1.01	0.76	1.49	0.89	0.29	-0.13	0.30	0.37	0.01
	DFN								0.22	0.19
	PGP	0.61	0.87	0.66	0.93	1.07	-0.26	0.20		
	PMP	0.98	0.74	0.40	0.30	0.36	0.17	0.08		
VL1218m	DRB	3.34	3.18	3.78	2.03	2.50	0.39	1.25	0.89	1.12
	DTS	1.25	1.52	1.23	1.10	1.03	0.78	0.40	0.41	0.18
	DFN								0.29	0.07
	FPO								0.23	0.73
	PGP	0.86	1.14	1.52	1.66	1.45	0.59	0.65		
	PMP	1.09	1.15	1.15	0.81	0.65	0.66	0.29		
	TBB	0.59	2.16	2.08	2.43	-0.14	0.41	-0.01	0.24	0.21
	TM	3.06	2.25	2.73	3.04	4.79	8.70		1.03	0.51
VL1824m	DTS	1.80	1.84	1.71	1.50	1.09	0.71	0.60	0.56	0.57
	DFN								0.70	0.36
	PMP	2.01	2.13	2.01	1.77	1.65	1.19	0.78		
	TBB	1.06	2.71	2.80	2.31	0.49	0.63	0.02	0.32	0.68
VL2440m	DTS	1.94	2.23	2.23	1.42	1.36	1.38	0.62	0.52	0.45
	TM								0.51	0.58
VL40XXm	DTS	2.79	3.73	2.00	2.19	1.87	2.65	1.76	1.19	1.25
	TM	2.12	2.61	2.66	2.31	2.64	2.44	1.20	1.05	0.92

Source: 2025 Data call for economic, employment, effort datasets on the EU fishing fleets, EC Ref. Ares (2025)601882 – 27/01/2025.

*Interest rate used to calculate the opportunity cost of capital is the Danish long-term interest rate for convergence purposes, European Central Bank. In 2023, 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 not as pronounced for the entry-restricted fisheries, DRB and TBB. The TBBs had values around or above 1 from 2015 to 2018 (except TBB 12-18 meters in 2015), but from it was below one for both vessel lengths. The DRBs, fishing for mussels, below 12 metres have values below 1 in 2018 and 2020 and 2023, 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 has been varying for the various fleets. In 2015, 6 fleets had a CR/BER below one. In 2019 it was 8 fleets, and in 2023 it was 23 fleets. In 2018, no fleets had negative CR/BER values, while 2 fleets in 2019, 4 fleets in 2020, 1 fleet in 2021, 2 fleets in 2022 and 5 fleets in 2023 had negative CR/BER. The only fleet

that have been economically viable through the entire period and thus able to cover current costs is VL40XXm DTS.

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 Ministry of Food, Agriculture and Fisheries, 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 23,182 GT and 111,961 kW. In percentage, the capacity is approximately 27,60 % in GT below the ceiling and 37,60 % 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 18 segments. The segments are numbered 1-18 to facilitate the understanding.

The segments VL0008 and VL0812 are not included in the traffic light table. This is due to the fact, that we do not yet have a timeline for these segments, and can therefore not report on any developments in these new segments. Denmark expects to include them in next year's traffic light table.

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 -1.75 and 0.00, respectively.

(b) Biological indicators

The majority of catches for this segment are from crustacean and fish species with no F estimated, such that a meaningful SHI cannot be provided. The segment has no stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 52, is an overall indicator for the VL0010. The utilization indicator for this segment is calculated to be 0.12.

(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 -8.76 and 0.17, respectively.

(b) Biological indicators

Only 22 % 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 52, is an overall indicator for the VL0010. The utilization indicator for this segment is calculated to be 0.14.

(d) Overall assessment

The segment is considered in imbalance with the fishing opportunities.

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

(a) Economic indicators

The segment had a negative ROI of -1.58 and a CR/BER of -0.12. The economic indicators for this fleet segment thus point to overcapacity.

(b) Biological indicators

The segment is primarily dependent on demersal species such as flatfish and Norway lobster. The segment had a SHI of 0.50 and no stock was considered at risk.

(c) Technical indicators

The calculated inactivity indicator of 52, is an overall indicator for the VL0010, and the utilization indicator was 0.25.

(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 -7.45 and 0.55, respectively.

(b) Biological indicators

For this segment, there is no SAR and no meaningful SHI can be provided as only 2% of the landings are from species with estimated F.

(c) Technical indicators

The calculated inactivity indicator of 52, is an overall indicator for the VL0010. The utilization indicator for this segment is calculated to be 0.07.

(d) Overall assessment

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

Drift and/or fixed netters 10-12 m, DFN VL1012 (5)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -2.84 and 0.19, respectively.

(b) Biological indicators

The segment had a SHI value of 0.61 and no SAR.

(c) Technical indicators

The calculated inactivity indicator of 28, is an overall indicator for the VL1012. The utilization indicator for this segment is calculated to be 0.38.

(d) Overall assessment

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

Demersal trawlers 10-12 m, DTS VL1012 (6)

(a) Economic indicators

The segment had a ROI of -1.31 and a CR/BER of 0.01.

(b) Biological indicators

The calculated SHI value of 0.53 for this segment was in balance, and no SAR.

The segment fishes mainly on stocks of Norway lobster, plaice and demersal roundfish.

(c) Technical indicators

The calculated inactivity indicator of 28, is an overall indicator for the VL1012. The utilization indicator for this segment is calculated to be 0.37.

(d) Overall assessment

No clear assessment can be made for this segment.

Drift and/or fixed netters 12-18 m, DFN VL1218 (7)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -5.19 and 0.07, respectively.

(b) Biological indicators

The segment had a SHI value of 0.64 and as such in balance, and there was no SAR

(c) Technical indicators

The calculated inactivity indicator of 10, 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 (8)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are 3 and 1.12, 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 10 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.23.

(d) Overall assessment

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

Demersal trawlers 12-18 m, DTS VL1218 (9)

(a) Economic indicators

The segment had a ROI of -0.75 and a CR/BER of 0.18. 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 0.53. Kattegat cod, fished by the segment is considered at risk.

(c) Technical indicators

The calculated inactivity indicator of 10 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.63.

(d) Overall assessment

No clear assessment can be made for this stock.

Vessels using pots and/or traps 12-18 m, FPO VL1218 (10)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -0.03 and 0.73, respectively.

(b) Biological indicators

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

(c) Technical indicators

The calculated inactivity indicator of 10 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.26.

(d) Overall assessment

No clear assessment can be made for this stock.

Beam trawlers 12-18 m, TBB VL1218 (11)

(a) Economic indicators

The calculated ROI value for this segment is -2.23 and the CR/BER is calculated to be 0.21.

(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 10 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.68.

(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.

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

(a) Economic indicators

The calculated ROI value for this segment is -6.95, and the CR/BER is calculated to be 0.51.

(b) Biological indicators

The segment catch mainly short lived stocks (for industrial purposes) and has a too low proportion of stocks for which SHI can be calculated.

The segment did not fish on any stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 10 is an overall indicator for the VL1218. The utilization indicator for this segment is calculated to be 0.32.

(d) Overall assessment

No clear assessment can be made for this segment.

Drift and/or fixed netters 18-24 m, DFN VL1824 (13)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -0.84 and 0.36, respectively.

(b) Biological indicators

The segment had a SHI value of 0.59 and no stock at risk.

(c) Technical indicators

The calculated inactivity indicator of 2, is an overall indicator for the VL1824. The utilization indicator for this segment is calculated to be 1.10.

(d) Overall assessment

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

Demersal trawlers 18-24 m, DTS VL1824 (14)

(a) Economic indicators

The segment had a ROI of -0.06. The CR/BER value was 0.57 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 0.60 for this segment was in balance, one stock (Kattegat cod) was considered to be at risk.

(c) Technical indicators

The calculated inactivity indicator of 2 is an overall indicator for the VL1824. The utilization indicator for this segment is calculated to be 1.04.

(d) Overall assessment

No clear assessment can be made for this segment.

Beam trawlers 18-24 m, TBB VL1824 (15)

(a) Economic indicators

The calculated ROI value for this segment is -0.97 and the CR/BER is calculated to be 0.68.

(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 2 is an overall indicator for the VL1824. The utilization indicator for this segment is calculated to be 0.66.

(d) Overall assessment

No clear assessment can be made for this segment

Demersal trawlers 24-40 m, DTS VL2440 (16)

(a) Economic indicators

The calculated ROI value for this segment was -1.59 and the CR/BER value was 0.45.

(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 0.73. One SAR (*Pandalus shrimp*) 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 1.31. 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 (17)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are -0.85 and 0.58, 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. There is no number for the utilization indicator for this segment since there are no inactive vessels in the segment.

(d) Overall assessment

No clear assessment can be made for this segment.

Pelagic Trawlers 40-XX m, TM VL40XX (18)

(a) Economic indicators

The calculated ROI and CR/BER value for this segment are 1.84 and 0.92, 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 1.19 and out of balance. No SAR was identified by the segment.

(c) Technical indicators

The calculated inactivity indicator of 5 is an overall indicator for the VL40XX. The utilization indicator for this segment is calculated to be 0.77.

(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.

During 2024, an investment scheme for improvement of the Danish coastal fishing has been active. This measure has aimed at two different areas of action:

- 1) Projects that supports the development of **ships' sustainability profile**, including transitioning to gentle fishing tools and improvement of energy efficiency.
- 2) Projects that directly improves **logistics, catch-handling** or **infrastructure**, which in turn improves quality and sales of the coastal fishermen's stock.

This scheme has been active between the 1. of May 2024 and the 31. of December 2024. A financial frame of 39,3 mio. DKK was made available, where 28,6 mio. DKK has been applied for and paid-out. These measures have supported the explicit objectives of developing the profile of smaller ships, and strengthening the infrastructure for (smaller) vessels active in coastal fishing. This scheme has supported a relatively large number of projects – approximately 130 investment commitments were given - and has thereby facilitated a healthy amount of improvement in these areas.

Denmark at this time has no current plans for further improvements of the fleet, but will closely monitor the development in the fleet.

Table F. 7. Traffic lights

No.			Economic indicators		Biological Indicators		Technical Indicators		Overall Assessment
	Length	Gear code	Return on investments (ROI)	Current/Break-even (CR/BER)	Sustainable Harvest Indicator (SHI) ¹⁾	Stocks at Risk Indicator (SAR)	Inactivity	Utilisation	
1	VL0010	DFN	-1.75	0.00	0.54	0	52	0.12	
2	VL0010	DRB	-8.76	0.17	0.47	0		0.14	
3	VL0010	DTS	-1.58	-0.12	0.50	0		0.25	
4	VL0100	FPO	-7.45	0.55	1.40	0		0.07	
5	VL1012	DFN	-2.84	0.19	0.61	0	28	0.38	
6	VL1012	DTS	-1.31	0.01	0.53	0		0.37	
7	VL1218	DFN	-5.19	0.07	0.64	0	10	0.49	
8	VL1218	DRB	3.00	1.12	-	0		0.23	
9	VL1218	DTS	-0.75	0.18	0.53	1		0.63	
10	VL1218	FPO	-0.03	0.73	0.54	0		0.26	
11	VL1218	TBB	-2.23	0.21	0.57	0		0.68	
12	VL1218	TM	-6.95	0.51	0.82	0		0.32	
13	VL1824	DFN	-0.84	0.36	0.59	0	2	1.10	
14	VL1824	DTS	-0.06	0.57	0.60	1		1.04	
15	VL1824	TBB	-0.97	0.68	0.55	0		0.66	
16	VL2440	DTS	-1.59	0.45	0.73	1	0	1.31	
17	VL2440	TM	-0.85	0.58	0.71	0		-	
18	VL40XX	TM	1.84	0.92	1.19	0	5	0.77	
	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	

1) "SHI indicator without colour markings are for segments with less than 40% of the landings value from stocks with fishing mortality and F_{MSY} ."

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

VL0008	=	Vessel less than 8 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.
VL0812	=	Vessel between 8 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, 2024

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0008m	DFN	6	235		3	244
	FPO ⁵⁾	1	166		5	172
	PGP		1			1
	INA			13		13
	Total	7	403	13	7	430
VL0812m	DFN	84	266		40	389
	DTS ⁶⁾		39		9	48
	FPO	6	94			100
	INA			6		6
	Total	89	399	6	48	542
VL0010m	DFN	147	913		13	1,074
	DRB ⁷⁾	20	14			35
	DTS	125	132			257
	FPO ⁸⁾	13	77		16	107
	HOK ⁹⁾	14	22			36
	PGP	9	1		0	10
	INA			1,006	111	1,117
	Total	328	1,160	1,006	141	2,634
VL1012m	DFN	115	66			181
	DTS	162	68			231
	INA			158	89	246
	Total	277	134	158	89	658
VL1218m	DFN	514	64			578
	DRB	788	427		12	1,227
	DTS	3,818	394		21	4,233
	FPO ¹⁰⁾	31	1		79	111
	TBB	515				515
	TM ¹¹⁾⁺¹²⁾	645	179		15	839
	INA			577	74	651
	Total	6,312	1,063	577	200	8,153
VL1824m	DFN	915				915
	DTS	4,000			65	4,065
	TBB	953				953
	INA			92	49	141
	Total	5,869		92	114	6,074
VL2440m	DTS ¹³⁾	9,464			789	10,253
	Total	9,464			789	10,253
VL40XXm	TM ¹⁴⁾	32,234				32,234
	INA			672	1,592	2,264
	Total	32,234		672	1,592	34,498
Total		54,579	3,159	2,523	2,980	63,241

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

Notes: ¹⁾ Includes vessels with a yearly catch value above € 59,862.

²⁾ Includes vessels with a yearly catch value below € 59,862 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, VL0008m HOK is included in VL0008m FPO.

⁶⁾ For discretionary purposes, VL0008m DTS is included in VL0812m DTS.

⁷⁾ For discretionary purposes, VL1012m DRB is included in VL0010m DRB.

⁸⁾ For discretionary purposes, VL1012m FPO is included in VL0010m FPO.

⁹⁾ For discretionary purposes, VL1012m HOK is included in VL0010m HOK.

¹⁰⁾ For discretionary purposes, VL1218m PGP is included in VL1218m FPO.

¹¹⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

¹²⁾ For discretionary purposes, VL1824m TM is included in VL1218m TM.

¹³⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

¹⁴⁾ For discretionary purposes, VL2440m TM is included in VL40XXm TM.

Engine power in kW, 2024

Length	Gear	Commercial ¹⁾	Non-commercial ²⁾	Inactive ³⁾	Not registered 31 st December ⁴⁾	Total
VL0008m	DFN	430	3,006		113	3,549
	FPO ⁵⁾	20	3,142		46	3,208
	PGP		142			142
	INA			190		190
	Total	450	6,290	190	159	7,089
VL0812m	DFN	769	2,746		161	3,676
	DTS ⁶⁾		402		53	455
	FPO	37	974			1,011
	INA			51		51
	Total	806	4,122	51	214	5,193
VL0010m	DFN	1,861	14,328		196	16,385
	DRB ⁷⁾	129	192			321
	DTS	1,310	1,876			3,186
	FPO ⁸⁾	215	2,247		169	2,631
	HOK ⁹⁾	129	323			452
	PGP	85	18		15	118
	INA			13,493	1,314	14,807
	Total	3,729	18,984	13,493	1,694	37,900
VL1012m	DFN	1,073	550			1,623
	DTS	1,602	636			2,238
	INA			1,542	870	2,412
	Total	2,675	1,186	1,542	870	6,273
VL1218m	DFN	2,024	523			2,547
	DRB	2,614	1,021		128	3,763
	DTS	19,547	1,996		180	21,723
	FPO ¹⁰⁾	221	15		335	571
	TBB	1,991				1,991
	TM ¹¹⁾⁺¹²⁾	2,463	689		118	3,270
	INA			2,729	307	3,036
	Total	28,860	4,244	2,729	1,068	36,901
VL1824m	DFN	2,078				2,078
	DTS	11,995			139	12,134
	TBB	2,558				2,558
	INA			213	169	382
	Total	16,631		213	308	17,152
VL2440m	DTS ¹³⁾	21,035			1,575	22,610
	Total	21,035			1,575	22,610
VL40XXm	TM ¹⁴⁾	55,862				55,862
	INA			1,500	4,324	5,824
	Total	55,862		1,500	4,324	61,686
Total		130,048	34,826	19,718	10,212	194,804

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

- Notes:
- ¹⁾ Includes vessels with a yearly catch value above € 59,862.
 - ²⁾ Includes vessels with a yearly catch value below € 59,862 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, VL0008m HOK is included in VL0008m FPO.
 - ⁶⁾ For discretionary purposes, VL0008m DTS is included in VL0812m DTS.
 - ⁷⁾ For discretionary purposes, VL1012m DRB is included in VL0010m DRB.
 - ⁸⁾ For discretionary purposes, VL1012m FPO is included in VL0010m FPO.
 - ⁹⁾ For discretionary purposes, VL1012m HOK is included in VL0010m HOK.
 - ¹⁰⁾ For discretionary purposes, VL1218m PGP is included in VL1218m FPO.
 - ¹¹⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.
 - ¹²⁾ For discretionary purposes, VL1824m TM is included in VL1218 TM.
 - ¹³⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.
 - ¹⁴⁾ For discretionary purposes, VL2440m TM is included in VL40XXm TM.

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

Distribution landings value in 2024 (%)

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	VL0008m	DFN	0	0	92	0	8	0	0	380
		FPO	0	0	0	0	100	0	0	..
	VL0812m	DFN	2	90	0	0	7	0	0	1,320
		FPO	0	0	95	0	5	0	0	..
	VL0010m	DFN	51	27	10	0	12	0	0	2,057
		DRB	0	0	0	0	0	0	100	..
		DTS	5	54	40	0	1	0	0	1,439
		FPO	0	1	20	59	20	0	0	..
		HOK	99	0	0	0	0	0	0	..
		PGP	100	0	0	0	0	0	0	..
	VL1012m	DFN	63	27	2	0	9	0	0	1,159
		DTS	20	38	36	1	1	5	0	2,323
	VL1218m	DFN	62	32	2	0	3	0	0	5,540
		DRB	0	0	0	0	3	0	97	4,456
		DTS	16	18	56	2	2	7	0	36,955
		FPO	0	0	4	0	96	0	0	..
		TBB	0	17	0	0	1	0	82	3,705
		TM	11	1	1	12	0	74	1	5,924
	VL1824m	DFN	52	44	0	0	4	0	0	7,664
		DTS	33	19	37	1	1	9	1	40,397
		TBB	0	13	0	0	0	1	85	5,852
	VL2440m	DTS	45	10	18	0	2	0	25	74,881
	VL40XXm	TM	1	0	0	60	0	39	0	216,212
Non-Commercial	VL0008m	DFN	1	32	48	1	18	0	0	468
		FPO	0	3	5	0	92	0	0	659
		PGP	0	23	9	0	68	0	0	1
	VL0812m	DFN	3	82	6	5	4	0	0	640
		DTS	1	94	2	0	4	0	0	53
		FPO	0	0	59	0	41	0	0	210
	VL0010m	DFN	10	26	23	4	36	0	0	3,302
		DRB	0	0	0	0	100	0	0	..
		DTS	16	39	39	0	6	0	0	322
		FPO	0	0	54	2	44	0	0	385
		HOK	21	0	8	0	72	0	0	..
		PGP	0	1	0	0	99	0	0	..
	VL1012m	DFN	42	40	3	3	12	0	0	204
		DTS	2	33	64	0	1	0	0	136
	VL1218m	DFN	79	2	18	0	0	0	0	93
		DRB	0	0	0	20	2	0	77	212
		DTS	8	28	62	0	1	1	0	372
		FPO	0	0	0	0	97	0	3	..
		TM	3	0	0	43	0	54	0	162

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

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 2024 being 7.4589 DKK / €.](#)

Distribution landings live weight in 2024 (%)

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	VL0008m	DFN	0	0	89	0	11	0	0	28
		FPO	0	0	0	0	100	0	0	..
	VL0812m	DFN	3	74	0	1	22	0	0	308
		FPO	0	0	92	1	8	0	0	..
	VL0010m	DFN	60	30	2	0	8	0	0	447
		DRB	0	0	0	0	0	0	100	..
		DTS	8	74	17	0	1	0	0	353
		FPO	0	0	3	64	33	0	0	..
		HOK	100	0	0	0	0	0	0	..
		PGP	99	0	0	0	1	0	0	..
	VL1012m	DFN	67	27	0	0	6	0	0	276
		DTS	20	36	10	5	1	28	0	869
	VL1218m	DFN	66	31	0	0	3	0	0	1,231
		DRB	0	0	0	0	6	0	94	14,387
		DTS	13	12	14	6	5	51	0	18,179
		FPO	0	0	0	0	100	0	0	..
		TBB	1	29	0	0	2	1	68	546
		TM ⁵⁾	3	0	0	8	0	88	1	14,318
	VL1824m	DFN	50	45	0	0	5	0	0	1,642
		DTS	23	11	9	3	1	53	0	21,470
		TBB	1	18	0	0	1	25	54	1,098
	VL2440m	DTS	55	11	10	0	2	0	23	18,594
	VL40XXm	TM	1	0	0	33	0	66	0	364,968
Non-Commercial	VL0008m	DFN	1	32	11	1	54	0	0	163
		FPO	0	7	4	1	88	0	0	82
		PGP	0	28	3	0	70	0	0	1
	VL0812m	DFN	3	83	1	10	3	0	0	176
		DTS	1	98	0	0	1	0	0	24
		FPO	0	0	8	0	92	0	0	63
	VL0010m	DFN	13	30	5	17	35	0	0	727
		DRB	0	0	0	0	100	0	0	..
		DTS	23	53	18	0	6	0	0	82
		FPO	0	1	19	15	65	0	0	51
		HOK	13	0	0	0	86	0	0	..
		PGP	0	4	0	0	96	0	0	..
	VL1012m	DFN	48	38	1	4	9	0	0	42
		DTS	4	58	35	0	3	0	0	23
	VL1218m	DFN	91	4	4	0	0	0	0	19
		DRB	0	0	0	10	0	0	90	585
		DTS	17	44	29	1	2	7	0	89
		FPO	0	0	0	0	98	0	2	..
		TM	3	0	0	30	0	67	0	422

See Annex 1 for explanation of Gear Codes

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

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.

Annex 4. Historical level of inactivity

Number of inactive vessels

Length	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VL0008m											7
VL0812m											1
VL0010m	844	832	767	761	744	712	661	632	605	605	578
VL1012m	9	14	7	6	5	6	6	9	17	18	15
VL1218m	22	17	13	13	18	19	22	18	18	17	18
VL1824m	3	1	3	2	1	2	1	1	4	2	1
VL2440m	1	1		0	1				1		
VL40XXm	1	1		1	1			2	3	1	1
Total	880	866	790	783	770	739	690	662	648	643	621

Share of inactive vessels (%)

Length	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VL0008m											3
VL0812m											1
VL0010m	44	45	43	44	44	44	42	42	43	44	52
VL1012m	7	11	6	6	5	6	7	10	18	23	28
VL1218m	8	7	6	6	8	9	10	8	9	9	10
VL1824m	4	1	4	3	2	3	2	2	6	4	2
VL2440m	2	3	0	0	3	0	0	0	3	0	0
VL40XXm	3	3	0	3	3	0	0	8	13	6	5
Total	36	37	35	36	36	36	35	34	35	37	35

Annex 5. Figures used to calculate the technical indicator

Length	Gear	Days at sea ^{1) 2)}									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VL0008m	DFN										2,441
	FPO ⁴⁾										1,351
	PGP										8
VL0812m	DFN										3,152
	DTS ⁵⁾										148
	FPO										374
VL0010m	DFN									13,299	9,631
	DRB ⁶⁾									314	120
	DTS	612	628	583	495	449	508	520		1,705	1,673
	FPO ⁷⁾									2,555	949
	HOK ⁸⁾									117	54
	PGP	26,469	25,703	22,306	22,918	21,604	21,145	19,413	16,630	68	39
	PMP	4,914	5,277	5,056	4,851	4,060	3,658	3,561	3029		
	UNK									107	
VL1012m	DFN									2,423	1,180
	DRB	1,295	756	286	303	188					
	DTS	1,157	1,280	1,461	1,634	1,450	1,424	1,087	1,313	1,484	1,400
	FPO ⁹⁾									244	
	PGP	5,834	5,768	4,768	4,955	4,316	3,869	4,413	3,102		
	PMP	3,059	3,378	2,840	2,875	2,765	1,903	1,899	1,566		
VL1218m	DFN									2,189	1,619
	DRB	1,826	1,892	2,445	2,061	2,506	2,259	2,497	2,249	1,589	1,188
	DTS	14,812	15,502	14,224	14,431	14,259	12,198	14,119	12,466	12,920	1,3661
	FPO									415	115
	PGP	3,793	3,315	3,142	3,128	3,009	2,951	2,809	2,708		
	PMP	4,118	4,127	3,840	3,408	3,053	3,164	3,492	2,819		
	TBB	1,644	2,018	1,688	1,737	965	1,054	1,027	1,252	1,476	1,497
	TM ¹⁰⁺¹¹⁾	1,499	1,233	904	979	935	729	577	436	292	835
	UNK									14	
VL1824m	DFN									1,401	1,453
	DTS ¹²⁾	9,039	8,061	7,222	7,470	7,476	6,889	7,546	6,667	7,050	6,867
	PMP	2,089	2,113	2,408	2,405	2,140	2,124	2,426	2,228		
	TBB	2,550	3,067	2,917	2,932	1,885	2,087	2,235	2,220	2,328	2,045
VL2440m	DTS	7,579	8,081	9,209	9,701	9,494	8,759	8,301	7,100	6,600	6,610
	PMP	1,097	1,157	974	869	891	807	857	791		
	TM									731	
VL40XXm	DTS	2,005	1,728	3,035	2,959	2,403	3,110	2,974	1,835		
	TM ¹³⁾	3,439	3,468	2,419	2,501	2,027	2,026	1,170	1,053	3,228	3,058

Length	Gear	Number of vessels ²⁾									
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VL0008m	DFN										111
	FPO ⁴⁾										125
	PGP										4
VL0812m	DFN										46
	DTS ⁵⁾										6
	FPO										13
VL0010m	DFN									504	378
	DRB ⁶⁾									10	4
	DTS	11	9	9	7	6	5	6		37	31
	FPO ⁷⁾									192	58
	HOK ⁸⁾									6	4
	PGP	883	905	855	827	782	788	758	721	8	3
	PMP	121	130	128	119	110	106	101	93		
	UNK									6	
VL1012m	DFN									34	14
	DRB	16	11	6	6	4					
	DTS	13	13	15	15	15	15	13	17	21	17
	FPO ⁹⁾									5	
	PGP	50	53	50	48	46	47	47	40		
	PMP	34	32	31	31	27	24	23	21		
VL1218m	DFN									20	15
	DRB	24	29	34	35	33	36	37	34	28	24
	DTS	117	117	114	109	106	99	102	97	99	99
	FPO									4	2
	PGP	29	27	25	23	22	20	20	21		
	PMP	37	35	35	30	26	27	27	24		
	TBB	12	11	10	10	9	9	10	11	10	10
	TM ¹⁰⁺¹¹⁾	13	10	6	6	6	5	4	3	6	12
VL1824m	UNK									1	
	DFN									6	6
	DTS ¹²⁾	49	45	38	38	38	37	38	34	32	30
	PMP	10	11	11	11	9	10	10	10		
VL2440m	TBB	17	16	16	16	16	16	16	15	14	14
	DTS	30	34	37	38	36	35	33	30	24	23
	PMP	5	4	4	3	3	3	3	3		
VL40XXm	TM									5	
	DTS	11	10	19	17	14	16	16	13		
	TM ¹³⁾	18	23	13	13	11	9	7	7	17	18

		Maximum obs. days at sea ^{1) 3)}									
Length	Gear	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
VL0008m	DFN										237
	FPO ⁴⁾										120
	PGP										2
VL0812m	DFN										223
	DTS ⁵⁾										62
	FPO										105
VL0010m	DFN									269	143
	DRB ⁶⁾									79	36
	DTS	190	221	206	204	196	176	183		136	125
	FPO ⁷⁾									125	109
	HOK ⁸⁾									56	44
	PGP	226	263	225	225	229	233	274	303	46	36
	PMP	175	160	186	150	158	171	166	164		
	UNK									47	
VL1012m	DFN									197	163
	DRB	141	105	95	137	73					
	DTS	161	160	186	176	165	170	159	168	166	212
	FPO ⁹⁾									102	
	PGP	260	256	246	262	262	237	231	218		
VL1218m	PMP	210	215	187	220	204	202	186	172		
	DFN									224	231
	DRB	172	162	161	155	184	187	192	200	113	148
	DTS	295	296	275	286	281	247	297	286	313	309
	FPO									159	113
	PGP	265	281	262	255	287	249	263	263		
	PMP	250	242	272	277	237	203	233	218		
	TBB	188	238	212	207	134	155	161	186	203	243
VL1824m	TM ¹⁰⁺¹¹⁾	199	195	190	188	179	181	173	162	124	143
	UNK									14	
VL1824m	DFN									250	280
	DTS ¹²⁾	339	342	339	347	323	331	354	347	340	346
	PMP	300	298	303	333	274	300	336	314		
	TBB	208	237	227	229	194	177	203	169	219	202
VL2440m	DTS	323	318	346	343	347	362	355	318	319	346
	PMP	351	333	304	365	365	341	341	307		
	TM									224	
VL40XXm	DTS	198	365	285	341	355	304	313	334		
	TM ¹³⁾	282	263	300	282	248	269	252	267	288	261

Source: The Danish Fisheries Agency Vessel Register and Sales Notes Register 13th March 2025.

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, VL0008m HOK is included in VL0008m FPO.

⁵⁾ For discretionary purposes, VL0008m DTS is included in VL0812m DTS.

⁶⁾ For discretionary purposes, VL1012m DRB is included in VL0010m DRB.

⁷⁾ For discretionary purposes, VL1012m FPO is included in VL0010m FPO.

⁸⁾ For discretionary purposes, VL1012m HOK is included in VL0010m HOK.

⁹⁾ For discretionary purposes, VL1218m PGP is included in VL1218m FPO.

¹⁰⁾ For discretionary purposes, VL0010m TM and VL1012m TM are included in VL1218m TM.

¹¹⁾ For discretionary purposes, VL1824m TM is included in VL1218m TM.

¹²⁾ For discretionary purposes, VL40XXm DTS is included in VL2440m DTS.

¹³⁾ For discretionary purposes, VL2440m TM is included in VL40XXm TM.