

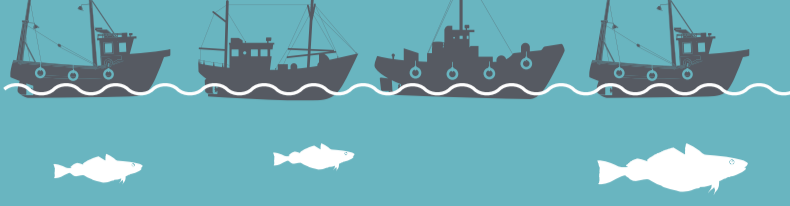
# FISH FOR THE FUTURE

BEGINNER'S GUIDE ON THE REFORM OF EU FISH SUBSIDIES

## EU fish subsidies failed at reaching their main objective

### PROBLEM

Too many boats, not enough fish leads to poor fishermen.



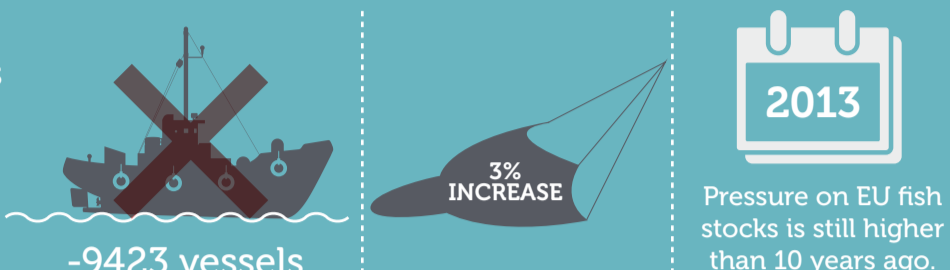
### OBJECTIVE

Reduce the number of fishing boats and increase the amount of fish.



### RESULT

The total number of boats decreased yet capacity increased!



## In the past, EU taxpayer money was dumped at sea<sup>1</sup> → → →



### SUBSIDY

#### SCRAPPING

11,530 boats scrapped



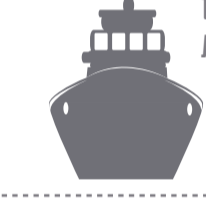
#### CONSTRUCTION AND MODERNISATION



3030 BOATS WERE BUILT



7900 BOATS WERE MODERNISED



Subsidies have even been allocated to vessels that broke the law



### COST

#### SCRAPPING

€1,131,600,000



#### CONSTRUCTION & MODERNISATION

€836,400,000



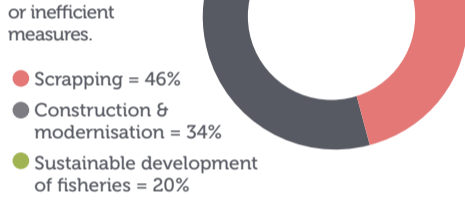
#### SUSTAINABLE DEVELOPMENT OF FISHERIES

€492,000,000

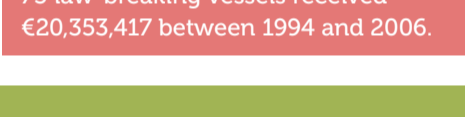


80%

of EU money allocated to adjust the fleet to EU capacity was spent on counterproductive or inefficient measures.



75 law-breaking vessels received €20,353,417 between 1994 and 2006.

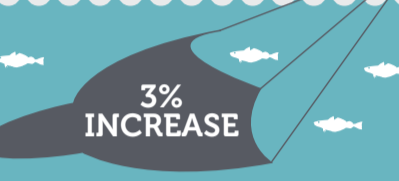


### RESULT

9423

Despite a net 9423 vessels removed from EU waters, capacity still increased up to 3% each year<sup>2</sup>.

3% INCREASE

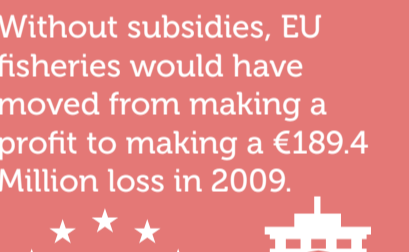


● = CAPACITY  
● = JOBS

Most EU money was spent on measures that DID NOT reduce capacity and that will not increase the fleet's profitability<sup>3</sup>.

## Subsidies did not contribute to improve the economic, social and environmental sustainability of EU fisheries<sup>4</sup>

Without subsidies, EU fisheries would have moved from making a profit to making a €189.4 Million loss in 2009.



LANDINGS DECREASED 26% BETWEEN 1999-2009



30% jobs lost in the catching sector between 1999-2009



65%

of fish stocks are still without data.

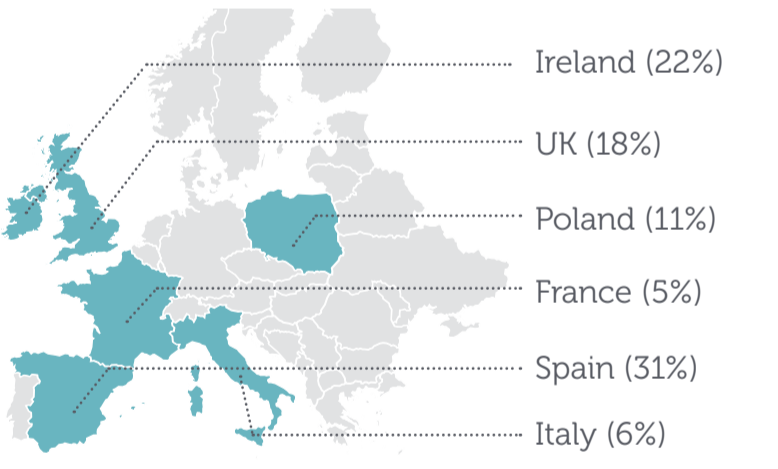


Only 18% of EU stocks are fished at sustainable levels<sup>5</sup>



## EU fishing subsidies have been unfairly allocated<sup>6</sup>

About 95% of the total amount of direct subsidies paid by all EU Member States are shared between 6 countries:



BOATS OVER 12 METERS =

16% OF FLEET

RECEIVE 87.5% OF SUBSIDIES

BOATS UNDER 12 METERS =

84% OF FLEET

RECEIVE 12.5% OF SUBSIDIES

## Almost 60% of direct EU subsidies go to fleet segments using the most impactful gears for marine environments<sup>7</sup>



EU fishing subsidies should not give a competitive disadvantage to small scale fishermen, or fishermen who are profitable without subsidies.

We think subsidies could be an instrument that helps rebuild healthy stocks and benefit all Europeans, not just fishing operators able to apply for subsidies.

## What public money should NOT be used for

- SCRAPPING**
  - Reducing the number of boats did not decrease capacity overall.
  - Remaining boats can increase productivity (helped by modernisation subsidies).
  - Funds have been used to scrap inactive vessels.
  - Unprofitable companies continue operating at a loss because they know they get paid scrapping subsidies if they need to close down.
- CAPACITY-ENHANCING MODERNISATION**
  - Modernisation aid is mostly used by companies that have the administrative capacity to apply for subsidies.
  - Allows a few big boats to catch more fish at the expense of other boats, increasing the productivity of fishing operations and therefore the pressure on stocks.
  - Impossible to control the actual capacity of a new engine.
  - The age of a boat is a bad indicator: many old boats have been refurbished almost entirely and are actually brand new despite their reported age.
- CONSTRUCTION<sup>8</sup>**
  - Increases number of more productive boats at sea => increases fishing capacity for the same amount of fish => increases pressure on stocks => fishermen profits drop.
  - Re-introducing construction subsidies (abolished by the EU in 2002) would undermine WTO negotiations to stop construction subsidies globally.
- TEMPORARY CESSATION**
  - Gives public money to vessels to stop fishing for a period of time.
  - Maintains overfishing by keeping too many boats in operation.
  - Maintains poor fishing operations because there are too few fish for too many boats.

## What public money SHOULD be used for

- IMPLEMENTING THE COMMON FISHERIES POLICY**
  - Rebuild European fish stocks, which will increase fishermen's profits.
  - Fund local administration to have a regionalisation of the CFP that works.
- IMPROVING SELECTIVITY**
  - Help fishermen implement a discard ban and put an end to the wasteful practice of discarding fish.
- SCIENCE AND DATA COLLECTION**
  - Support Member States data collection and stock assessment to achieve better fisheries management. Remember 65% of EU stocks have no data.
- CONTROL AND ENFORCEMENT**
  - Support funding for installation of on-board CCTV and ways for fishermen to fully document their catch.
  - Invest in technology and resources, which help Member States to ensure the CFP and EMFF regulations are implemented by operators.
- EMPLOYMENT AND SOCIAL COHESION**
  - Support fisheries dependent communities by adding more value to fisheries and by diversifying their activities into other maritime sectors.

## FISH FOR THE FUTURE

is calling for the EU to end a subsidy regime that has failed to achieve the objectives of the Common Fisheries Policy. EU taxpayer money should fund the rebuilding of fish stocks and measures that will benefit all Europeans and the environment.

On 6 February 2013, the European Parliament showed the way to sustainable fisheries in Europe. Let's make history again for a European Maritime and Fisheries Fund that brings positive change to EU fisheries.

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1. Unless otherwise mentioned, the figures correspond to the period 2000-2006, the last complete period for EU funding (current period is running from 2007-2013).  
2. We focused on this period to make observations on a consistent and publicly available dataset.  
3. Have EU measures contributed to adapting the capacity of the fishing fleets to available fishing opportunities? European Court of Auditors Special Report n°12, 2011.  
4. Have EU measures contributed to adapting the capacity of the fishing fleets to available fishing opportunities? European Court of Auditors Special Report n°12, 2011.  
5. 2009 figures are the most recent available for which there is comprehensive and comparable data available on EU subsidies. Data was published in STECF AER, 2011.  
6. Own-calculations from COMMUNICATION FROM THE COMMISSION TO THE COUNCIL concerning a consultation on Fishing Opportunities for 2013 (6 July 2012).  
7. Member States Data Collection Framework submissions 2009, in STECF AER, 2011.  
8. Environmentally destructive gears are defined as: demersal trawl and seines (45% of subsidies), dredges (13.2% of subsidies), beam trawl (2.5% of subsidies).  
Total: 58.8%. Excludes French and Greek fleets due to absence or incompleteness of data. (STECF, 2011)  
9. Construction subsidies ended in 2002 during the last CFP reform.

Sources:  
• Community Fleet Register, European Commission  
• The 2011 Annual Economic Report on the EU Fishing Fleet, Scientific Technical and Economic Committee on Fisheries, European Commission Joint Research Center, 2011.  
• European Commission, DG MARE Ex-Post evaluation of the Financial Instrument for Fisheries Guidance (FIFG) 2000-2006, Final results, March 2010  
• Financial Instrument for Fisheries Guidance, 2000-2006, Shadow Evaluation; Poseidon Aquatic Management Ltd. for Pew Environment, March 2010  
• Have EU measures contributed to adapting the capacity of the fishing fleets to available fishing opportunities? European Court of Auditors, Special Report n°12, 2011.