

QUAY ISSUES FLEET ECONOMIC PERFORMANCE

DATASET 2008-15

SEAFISH
the authority on seafood





The authors would like to thank the many people who contributed to this study and report.

We are especially grateful to:

The several hundred UK vessel owners and skippers who contributed their vessel accounts, completed questionnaires and participated in interviews.

The national fishermen's organisations for their support and the producer organisations, vessel agents and fishermen's associations throughout the UK who assisted.

The UK government fisheries departments, and the Marine Management Organisation, particularly Kevin Williamson, Matt Elliott and their team.

The many firms of accountants who supplied accounts on behalf of vessel owners.

Sophie Bembridge, Jack Henry, Nina Teider and Ben Trueman who contributed to the data collection phase of the research.

The authors would also like to thank Hazel Curtis, Sébastien Metz, Kirsten Milliken, Abigail Potter, Marta Moran Quintana and Tsveti Yordanova who helped to create the data set for this report.

CONTENTS

Introduction	2
Summary	3
Executive Summary	4
Dataset Guide	6
Segments	
Area VIIA demersal trawl	8
Area VIIA nephrops over 250kW	10
Area VIIA nephrops under 250kW	12
Area VIIBCEFGHK trawlers 10-24m	14
North Sea beam trawl over 300kW	16
North Sea beam trawl under 300kW	18
North Sea nephrops over 300kW	20
North Sea nephrops under 300kW	22
NSWOS demersal over 24m	24
NSWOS demersal pair trawl seine	26
NSWOS demersal seiners	28
NSWOS demersal under 24m over 300kW	30
NSWOS demersal under 24m under 300kW	32
WOS nephrops over 250kW	34
WOS nephrops under 250kW	36
South West beamers over 250kW	38
South West beamers under 250kW	40
UK scallop dredge over 15m	42
UK scallop dredge under 15m	44
Gill netters	46
Longliners	48
Pots and traps over 12m	50
Pots and traps 10-12m	52
Under 10m demersal trawl/seine	54
Under 10m drift and/or fixed nets	56
Under 10m pots and traps	58
Under 10m using hooks	60
Methodology	62
Segmentation Criteria	63
Sample rates	64
Operating profit margin	65
Net profit margin	66
Further Reading	67

INTRODUCTION

The Seafish Fleet Economic Performance Dataset provides a detailed insight into the financial and operational performance of the fleet between 2008 and 2015 alongside analysis produced by the Seafish Economics team. This latest version of the report was created based on feedback to our previous pilot version; it focuses on recent data (starting the time series in 2008 as opposed to 2005) and includes new graphs and infographics with less data tables. It is recommended you consult our 'Dataset Guide' section even if you are experienced handling Seafish's various published datasets.

Data for the years 2008 to 2014 are estimates based on same year costs and earnings samples collected by Seafish combined with official statistics on landings, capacity and effort, along with the latest fuel price. Due to a time lag in the availability of company accounts, 2015 estimates are generated using up to date official statistics combined with previous years' cost structures and 2015 average fuel prices. Therefore, 2015 estimates should be considered preliminary estimates. Seafish will revise those estimates when sufficient 2015 costs and earnings sample data becomes available in the spring of 2017.

This publication presents data from 27 Seafish-defined fleet segments. Further details on other segments, such as vessels making landings of less than £10,000 in a single year, are available in the Excel version of this report that is available to download from the Seafish website (www.seafish.org).

The website provides access to our full suite of publications covering economic performance of both the UK fishing fleet and the UK seafood processing industry. Bespoke datasets are available upon request and sufficient data being available.

If you have any comments on this report, would like to suggest improvements to be made in future reports or would like more detailed information, please contact us at:

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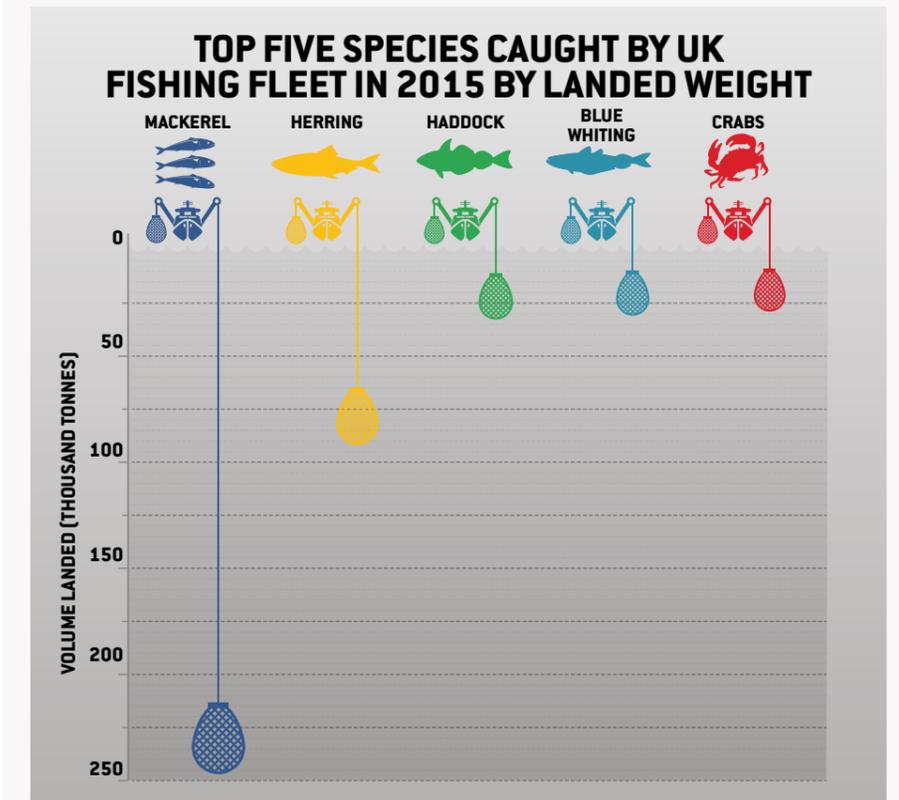
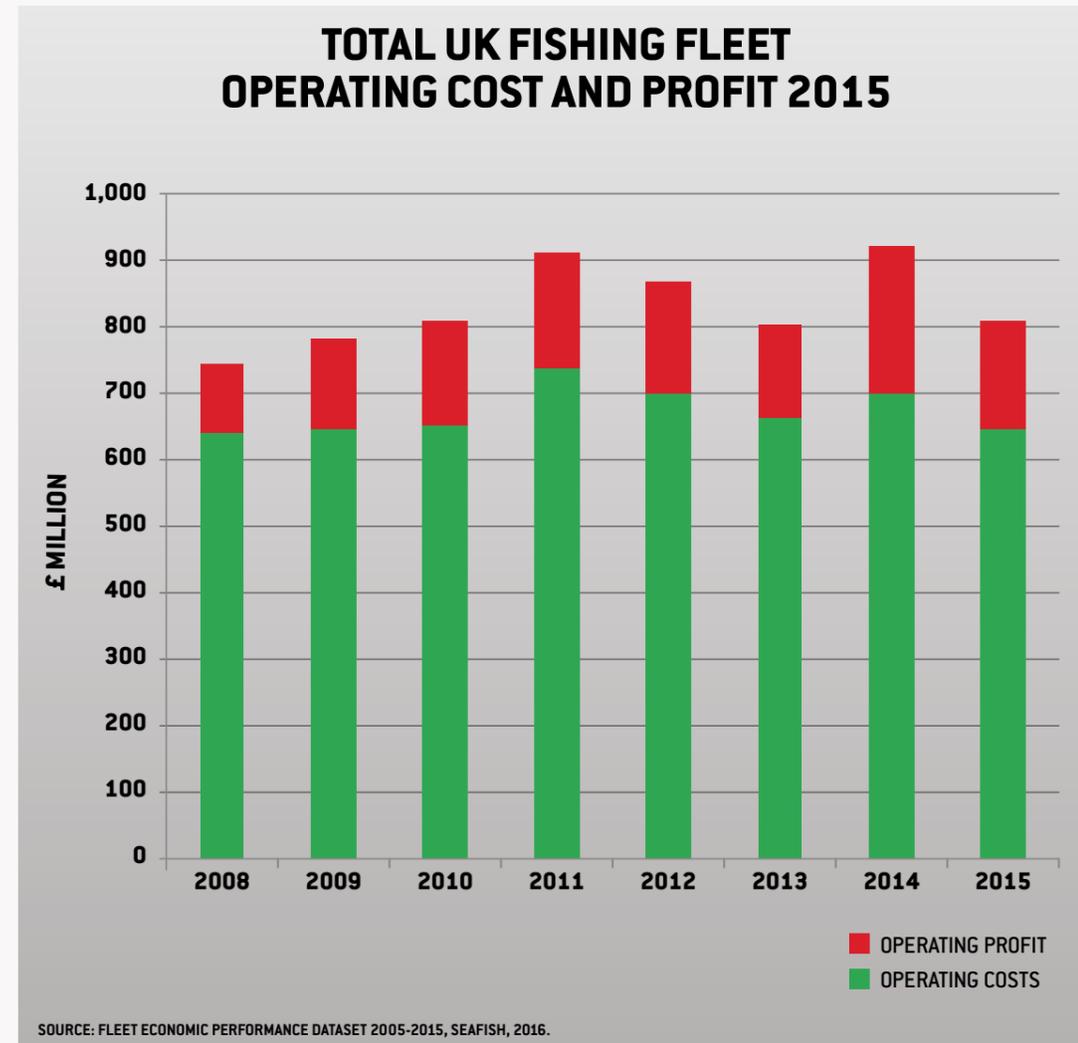
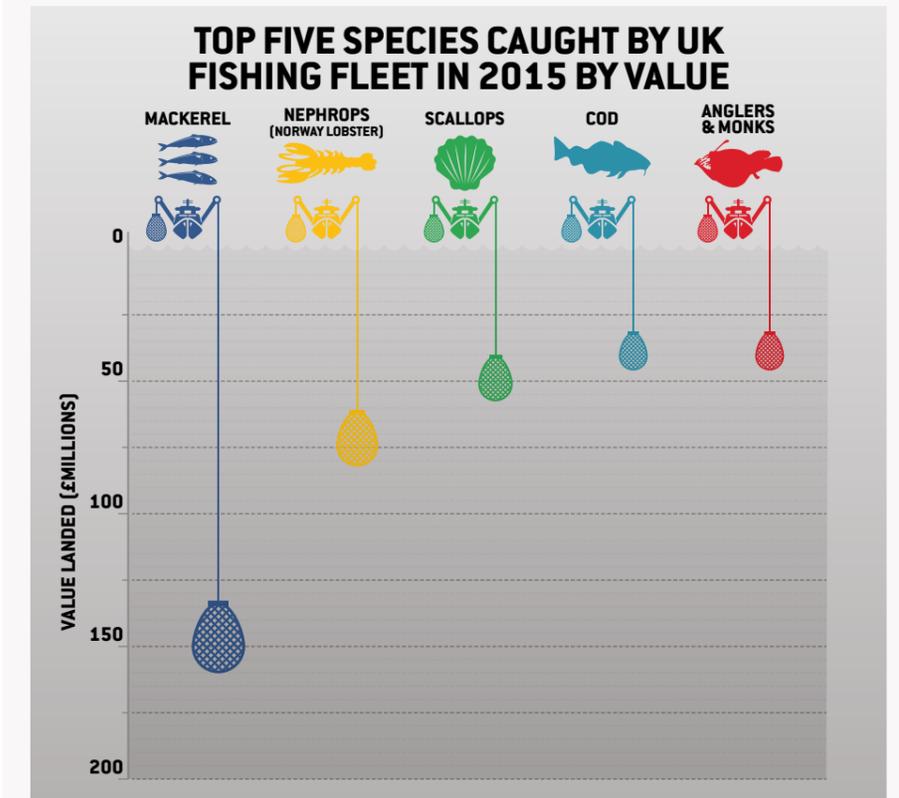
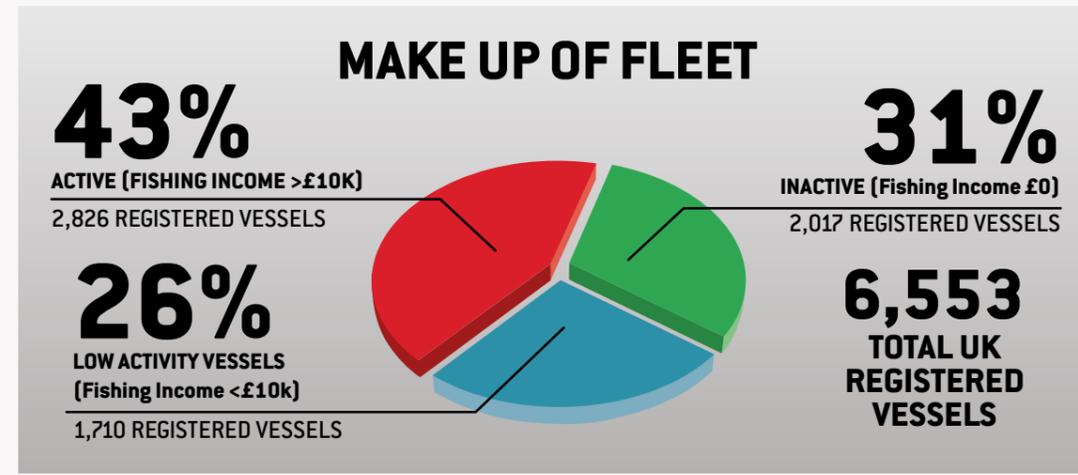
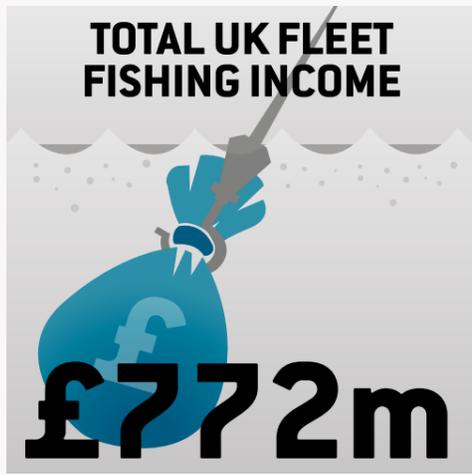
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Production of this report is only possible with the goodwill of vessel owners (and their accountants) who participated in the survey. We would like to thank everyone who took part.

2014 SUMMARY TABLE

FLEET SEGMENT	Main Stocks by Value	Activity in 2014			Performance Indicators in 2014				Performance Indicator Trends 2006-2014				Productivity Indicator
		No. Vessels	Average days at sea per vessel	Total Landings (tonnes)	Total Landings per kW day at sea (kg)	Total Income per kW day at sea (£)	Total cost per kW day at sea (£)	Total Operating profit per kW day at sea (£)	Landings per kW day at sea (kg)	Income per kW day at sea (£)	Total cost per kW day at sea (£)	Operating profit per kW day at sea (£)	Total Landings per kW day at sea, 2006-2014 (% change)
AREA VIIA DEMERSAL TRAWL	Nephrops	9	131	1,008	4.1	7.0	6.1	0.9	Variable	Upward	Upward	Variable	184%
AREA VIIA NEPHROPS OVER 250KW	Nephrops	38	151	4,603	2.1	4.5	3.5	1.0	Upward	Upward	Upward	Variable	10%
AREA VIIA NEPHROPS UNDER 250KW	Nephrops	44	130	2,772	2.8	5.7	4.5	1.2	Upward	Upward	Upward	Variable	7%
AREA VIIBCDEFGHK 24-40M	Anglerfish	12	288	7,684	3.7	10.3	10.1	0.2	Upward	Upward	Upward	Variable	160%
AREA VIIBCDEFGHK TRAWLERS 10-24M	Lemon Sole	65	163	9,939	4.6	7.3	5.6	1.7	Upward	Upward	Upward	Variable	64%
NORTH SEA BEAM TRAWL OVER 300KW	Plaice	11	224	10,949	3.1	4.9	5.0	-0.1	Upward	Upward	Upward	Variable	80%
NORTH SEA BEAM TRAWL UNDER 300KW	Brown Shrimps	20	115	1,413	3.2	3.0	4.8	-1.9	Upward	Variable	Variable	Variable	15%
NORTH SEA NEPHROPS OVER 300KW	Nephrops	59	187	13,238	2.7	6.7	6.2	0.5	Stable	Downward	Stable	Variable	2%
NORTH SEA NEPHROPS UNDER 300KW	Nephrops	70	119	4,717	3.1	7.9	6.9	1.0	Downward	Downward	Downward	Variable	-5%
NSWOS DEMERSAL OVER 24M	Haddock	37	208	40,067	6.0	9.5	8.0	1.4	Upward	Upward	Upward	Variable	55%
NSWOS DEMERSAL PAIR TRAWL SEINE	Haddock	29	156	23,418	9.6	14.4	11.0	3.4	Upward	Upward	Upward	Variable	63%
NSWOS DEMERSAL SEINERS	Haddock	18	141	12,773	10.0	14.8	11.0	3.8	Upward	Upward	Upward	Variable	55%
NSWOS DEMERSAL UNDER 24M OVER 300KW	Anglerfish	36	172	15,795	5.5	10.2	8.5	1.7	Upward	Upward	Upward	Variable	26%
NSWOS DEMERSAL UNDER 24M UNDER 300KW	Anglerfish	15	113	1,750	5.0	8.8	7.5	1.4	Upward	Upward	Upward	Variable	14%
WOS NEPHROPS OVER 250KW	Nephrops	41	187	6,571	2.6	5.6	4.3	1.3	Upward	Upward	Downward	Variable	19%
WOS NEPHROPS UNDER 250KW	Nephrops	91	162	5,629	2.3	6.3	5.0	1.3	Stable	Upward	Upward	Variable	-2%
SOUTH WEST BEAMERS OVER 250KW	Anglerfish	20	216	5,360	2.0	5.2	4.7	0.4	Upward	Upward	Upward	Variable	31%
SOUTH WEST BEAMERS UNDER 250KW	Sole	23	239	5,081	4.2	11.3	10.8	0.5	Upward	Upward	Upward	Variable	39%
UK SCALLOP DREDGE OVER 15M	Scallops	100	170	27,789	4.1	6.0	5.1	1.0	Variable	Upward	Upward	Variable	22%
UK SCALLOP DREDGE UNDER 15M	Scallops	189	90	19,110	7.2	9.5	7.4	2.1	Upward	Upward	Upward	Variable	14%
GILL NETTERS	Anglerfish	38	165	10,420	4.5	8.9	5.9	3.0	Upward	Upward	Variable	Variable	98%
LOGLINERS	Hake	29	167	8,841	4.3	11.4	12.5	-1.0	Upward	Upward	Variable	Variable	78%
POTS AND TRAPS OVER 12M	Brown Crab	92	176	23,667	6.3	9.7	7.7	2.0	Upward	Upward	Upward	Variable	26%
POTS AND TRAPS 10-12M	Brown Crab	166	160	9,754	2.8	5.4	3.9	1.5	Upward	Downward	Downward	Variable	18%
UNDER 10M DEMERSAL TRAWL/SEINE	Nephrops	202	107	5,590	2.3	5.6	4.3	1.3	Upward	Downward	Downward	Variable	-2%
UNDER 10M DRIFT AND/OR FIXED NETS	Bass	254	89	4,715	2.6	6.6	4.6	2.0	Upward	Upward	Upward	Upward	82%
UNDER 10M POTS AND TRAPS	Lobsters	1,043	125	26,391	2.4	5.3	4.2	1.2	Upward	Downward	Upward	Downward	28%
UNDER 10M USING HOOKS	Bass	149	77	1,489	2.1	6.5	4.5	2.0	Upward	Upward	Variable	Variable	0%

EXECUTIVE SUMMARY



EXECUTIVE SUMMARY

- 4,536 vessels registered UK vessels were active in the calendar year 2015 having recorded landings of any volume of seafood. In 2015, there were 1,710 low activity vessels. These vessels landed less than £10,000 of seafood in the calendar year and combined contributed only 1% of the total fishing income of the UK fleet. There were 2,826 active vessels that generated more than £10,000 in fishing income and 2,017 inactive vessels that did not engage in any fishing activity in 2015.
- £772million worth of seafood was landed by UK registered commercial fishing vessels in 2015. The catch of the UK fleet is extremely diverse, yet just over half of the total landings by value is made up of five species. Mackerel is an extremely important species, making up 35% of the total landings by volume and 21% by value.
- Total turnover of the UK fishing fleet is estimated at £810million for the calendar year 2015. An estimated 5% of total UK fleet turnover was non-fishing income with vessels undertaking activities such as guard duty for oil platforms and tourist trips.
- When adjusting for inflation, operating cost as a percentage of total turnover over the last ten years is consistent at around 80%. Fuel cost is a very important cost for many businesses and decreasing marine fuel prices meant that spend on fuel as a percentage of total operating costs decreased for the majority of fleet segments in 2014 and 2015. Most improvements to individual fleet performance in 2014 and 2015 can largely be attributed to the lower fuel price.
- Operating profit is calculated as total income less operating costs. Seafish estimates show that the total operating profit of the UK fleet in 2015 was £163million or 20% of total income. Provisional estimates for 2015 show that all but three Seafish defined fleet segments made an operating profit, and the average operating profit per vessel increased for the majority of segments.

DATASET GUIDE

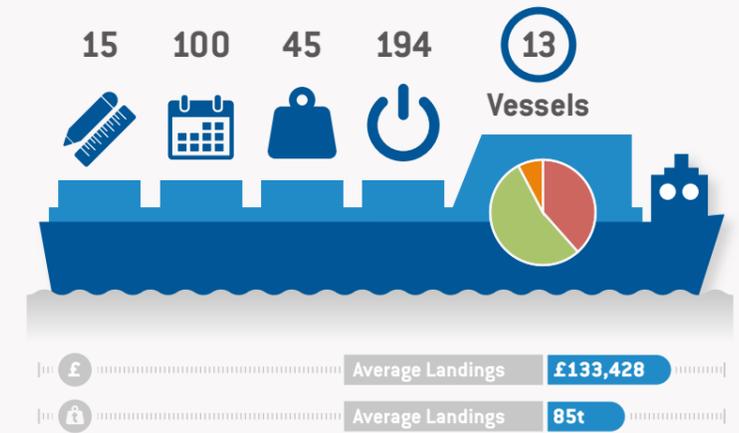
FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	13
Total days at sea	1,295
Total value of landings	£1,734,562
Main species landed (species over 20% of total value)	Scallops, Nephrops VII
Home nation of majority of the segment	Northern Ireland

The first box provides the reader with a summary of the fleet segment's total characteristics in 2015. The home nation of the majority of the fleet is dictated by the registered home port of the vessel and not necessarily where they fish or land. 'Main species' refers to species that make-up over 20% of the total value of landings by the segment.

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



The map shows the top 10 landing ports of the fleet segment by value. Each blue dot shown on the map is representative of a port. The size of the dot reflects the value of landings made at that port in 2015. It should be noted that these maps can include ports in Europe.

Key

- Vessel Length
- Days at Sea
- Gross Tonnage
- Engine Power (kW)
- Number of Vessels

The wheel is used to show the breakdown of the fleet by registered home port:

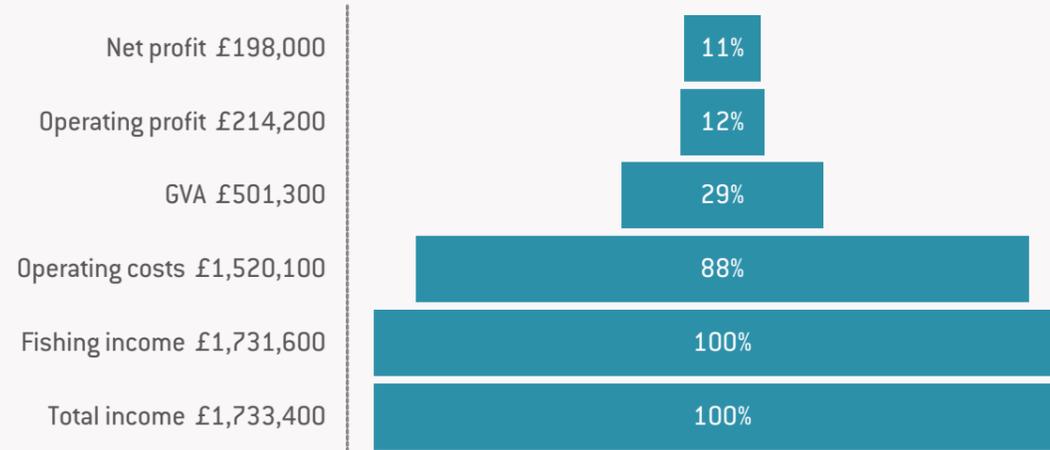
- England
- Scotland
- Northern Ireland
- Wales
- Others (Isle of Man etc.)

FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

The economics team at Seafish has prepared text to summarise the business performance of each segment and trends over time.

Please note that all figures on business performance are adjusted to 2015 values to allow direct comparison between years.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)



The pyramid chart provides a visual representation of the relationship between total income and profit. If operating costs are more than 100% of total income you can instantly tell that the segment was not profitable. Business performance data is for 2014 because net profit data for 2015 is not currently available. GVA is gross value added and is the operating profit plus the cost of labour (crew share).

Those familiar with the Seafish Economic Performance Dataset (Excel Tables) will find the bottom half of this page familiar. Figure 6 presents costs broken down into four main categories set against average per vessel income. Figure 7 compares operating cost to fishing income in terms of £ per kW day at sea. 2015 estimates are formatted differently to indicate they are 'early estimates'. More detailed versions of segment tables are available to download from the Seafish website.

FIG.6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

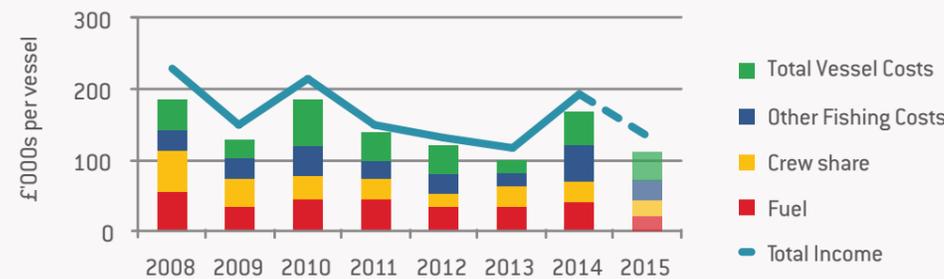
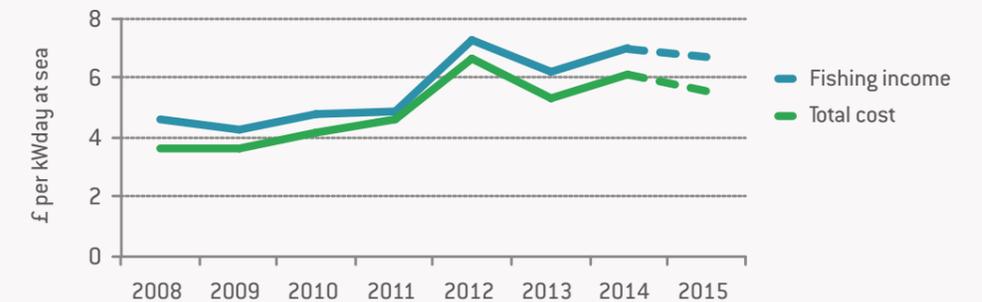


FIG.7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



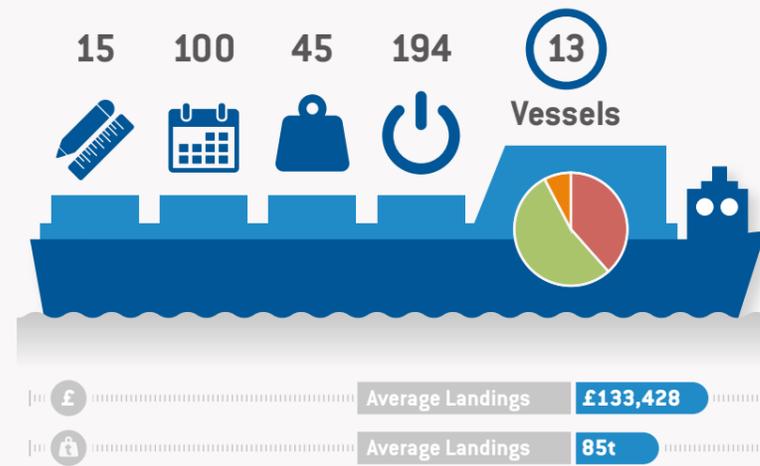
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		15	15	14	12	5	5	9	13
	Days at Sea (days)		131	108	121	107	104	114	131	100
	Landings (tonnes)		103.3	91.1	159.2	93.7	161.6	95.0	112.0	85.2
	Landings per day at sea (tonnes)		0.79	0.84	1.32	0.88	1.55	0.83	0.85	0.85
	Average price per tonne landed (£)		2,050	1,603	1,333	1,581	810	1,227	1,718	1,567
	Total Income (£'000)		229.7	149.9	212.6	148.3	131.2	116.6	192.6	133.7
	Total Operations Costs (£'000)		185.5	128.5	183.8	138.7	119.2	100.0	168.9	110.8
	Gross Value Added (£'000)		102.1	62.7	61.5	37.5	30.1	48.1	55.7	45.2
	Operating Profit (£'000)		44.2	21.4	28.8	9.7	12.0	16.5	23.8	22.9

AREA VIIA DEMERSAL TRAWL: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	13
Total days at sea	1,295
Total value of landings	£1,734,562
Main species landed (species over 20% of total value)	Scallops, Nephrops VII
Home nation of majority of the segment	Northern Ireland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

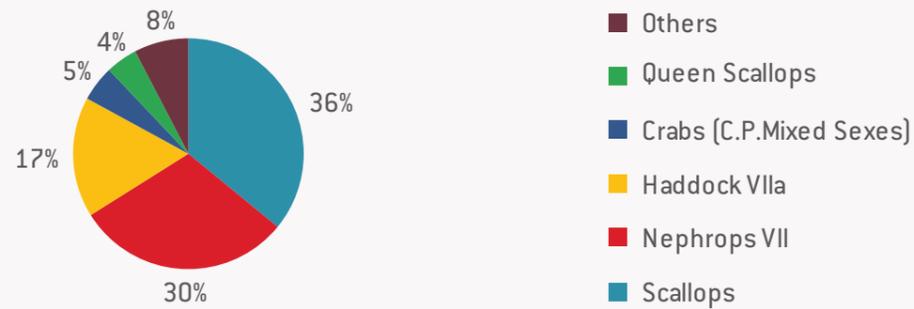


FIG.2. VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

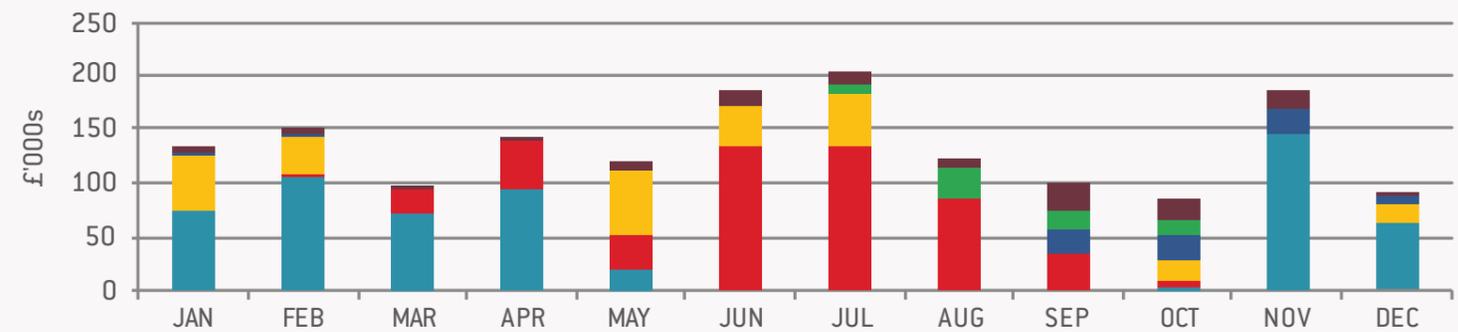


FIG.3. DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

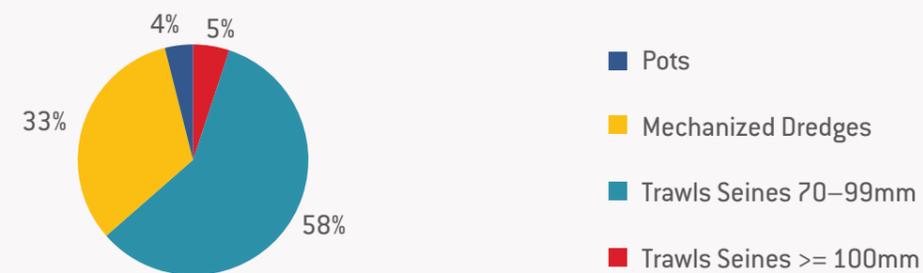
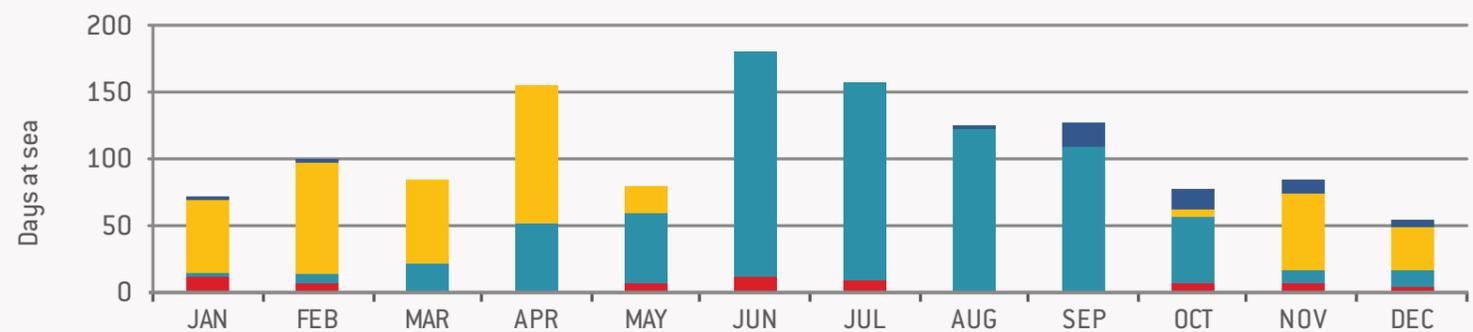


FIG.4. TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



AREA VIIA DEMERSAL TRAWL: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 15 to 13 vessels, however the number of vessels dipped to five in 2012 and 2013 (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment. A dip was experienced in 2011 due to static income per kW day and rising fuel and vessel costs. The lower profit margins in 2011 may have influenced more than half of the vessel owners to leave the fleet segment, or change fishery, in 2012. Since 2012 a higher proportion of the fleet's income has been earned from scallops, for example in 2011, 21% of the value of landings was scallops and queen scallops, in 2012 this increased to 52%. For further detail on landings by stock see the Seafish Economic Performance Dataset (Excel Tables).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

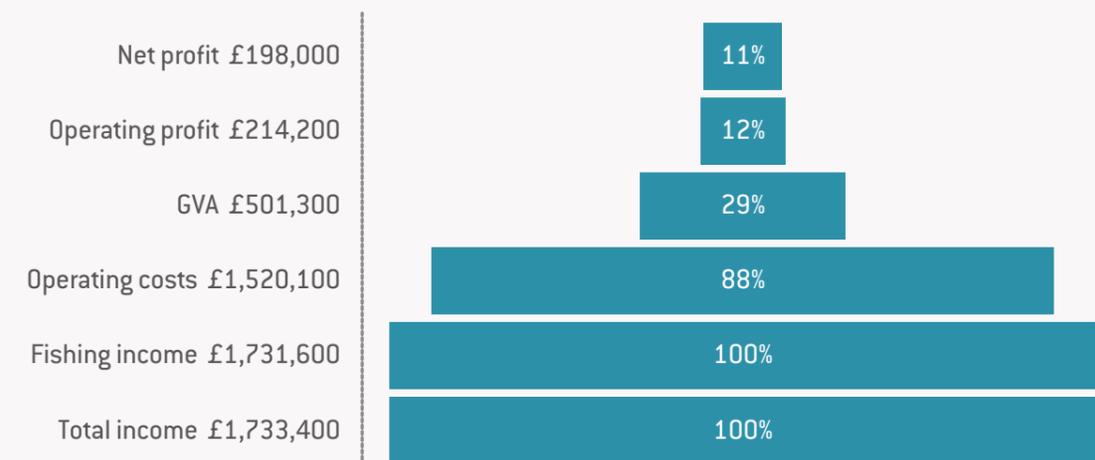


FIG.6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

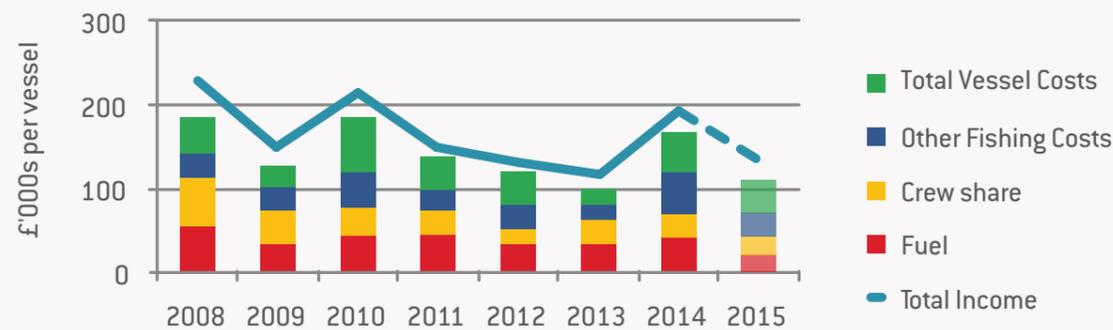


FIG.7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



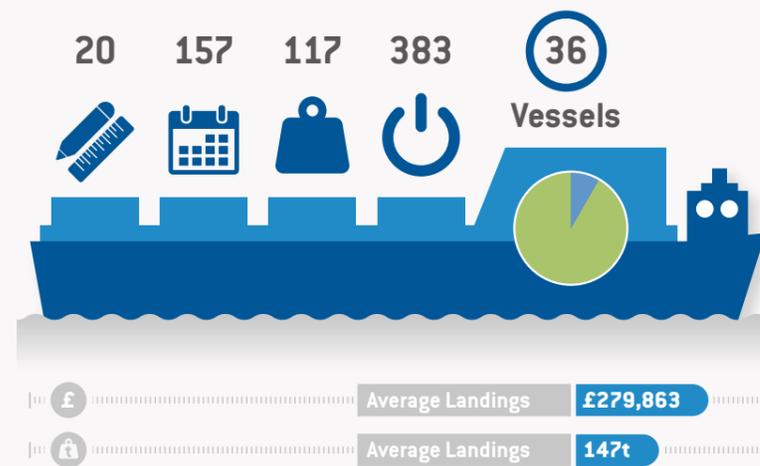
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		15	15	14	12	5	5	9	13
	Days at Sea (days)		131	108	121	107	104	114	131	100
	Landings (tonnes)		103.3	91.1	159.2	93.7	161.6	95.0	112.0	85.2
	Landings per day at sea (tonnes)		0.79	0.84	1.32	0.88	1.55	0.83	0.85	0.85
	Average price per tonne landed (£)		2,050	1,603	1,333	1,581	810	1,227	1,718	1,567
	Total Income (£'000)		229.7	149.9	212.6	148.3	131.2	116.6	192.6	133.7
	Total Operations Costs (£'000)		185.5	128.5	183.8	138.7	119.2	100.0	168.9	110.8
	Gross Value Added (£'000)		102.1	62.7	61.5	37.5	30.1	48.1	55.7	45.2
	Operating Profit (£'000)		44.2	21.4	28.8	9.7	12.0	16.5	23.8	22.9

AREA VIIA NEPHROPS OVER 250KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	36
Total days at sea	5,658
Total value of landings	£10,075,069
Main species landed (species over 20% of total value)	Nephrops VII
Home nation of majority of the segment	Northern Ireland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS

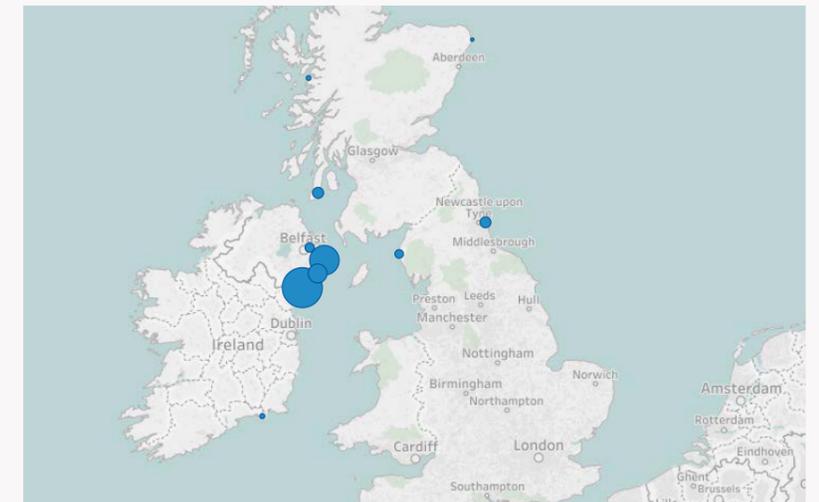


FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

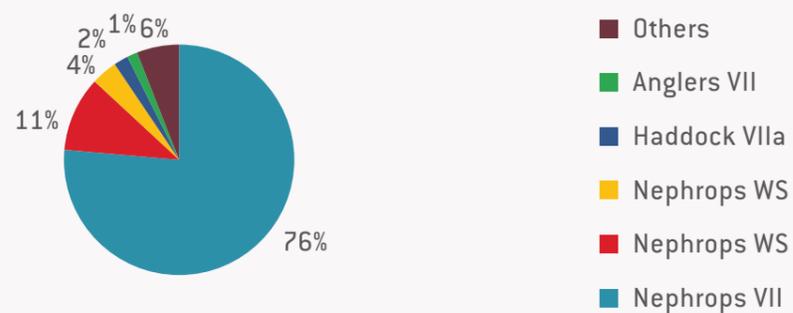


FIG.2. VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

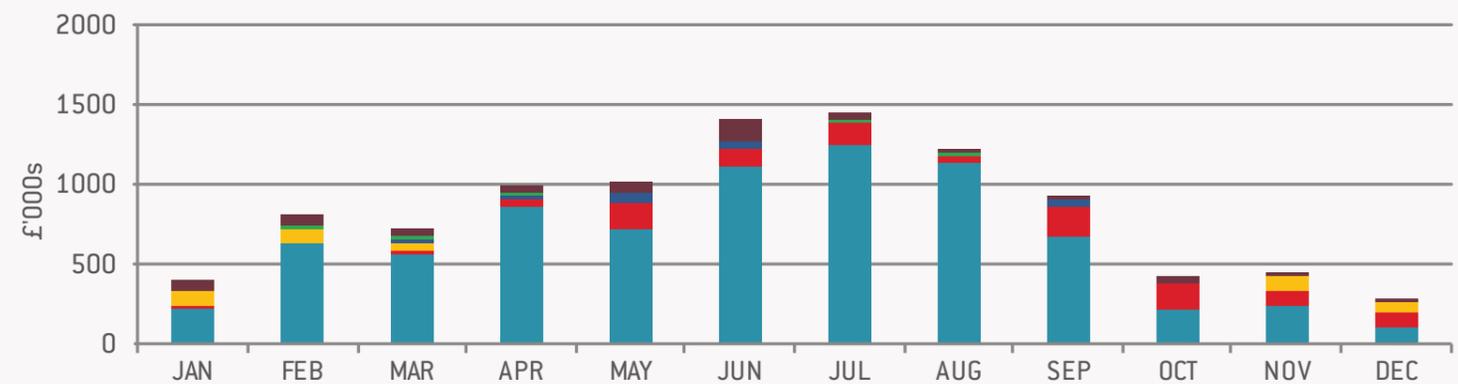
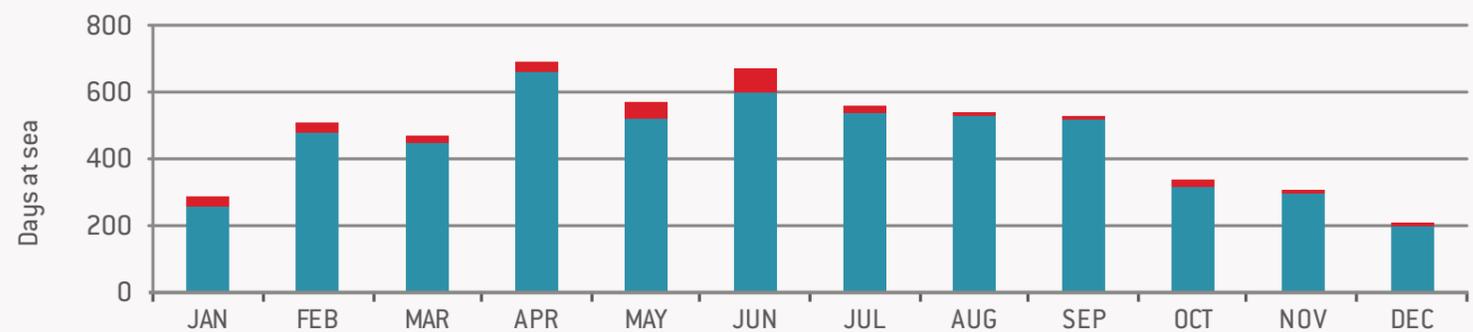


FIG.3. DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4. TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



AREA VIIA NEPHROPS OVER 250KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment remained relatively stable at around 35-40 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2012. The improvement in profit margin in 2012 was supported by a relatively high average price per tonne landed combined with a reduction in costs (see table).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

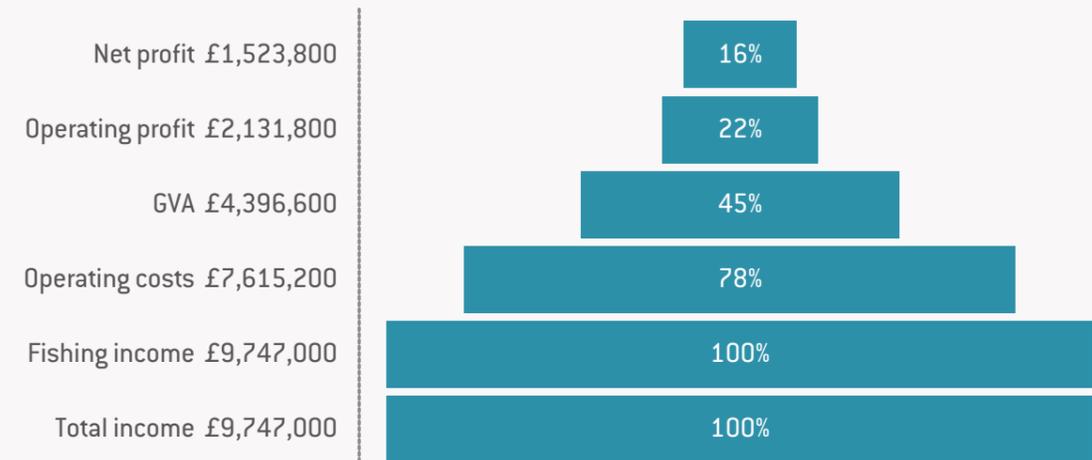


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

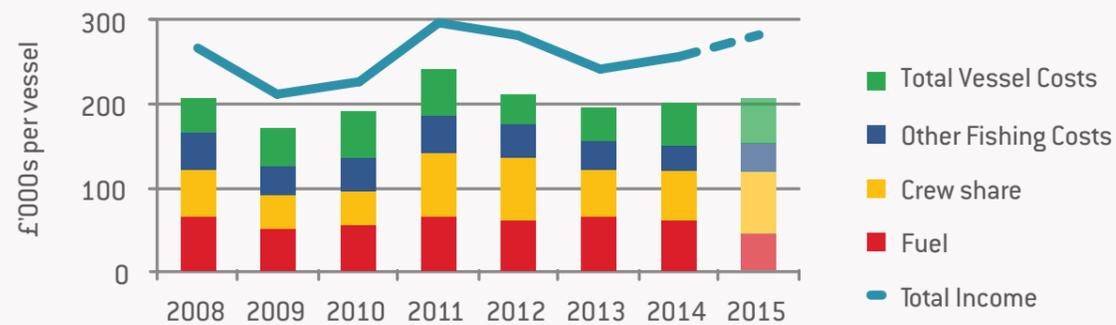
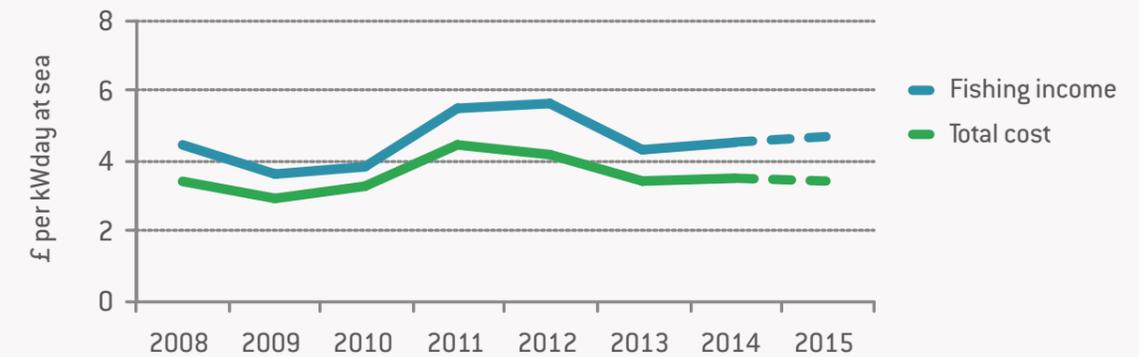


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



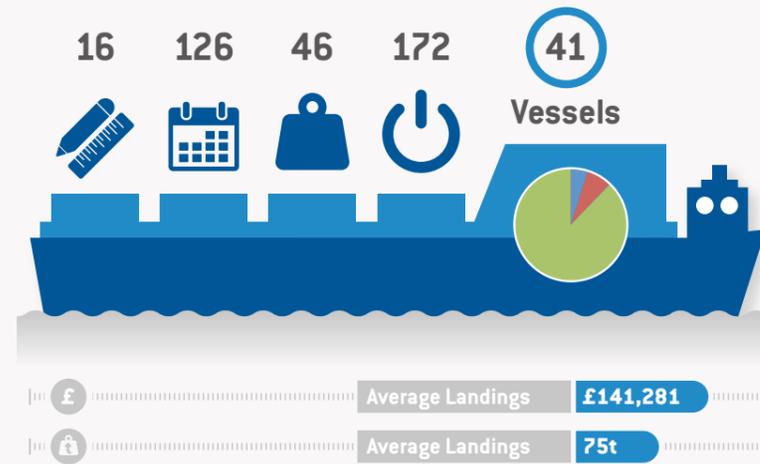
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		35	37	34	36	39	42	38	36
	Days at Sea (days)		172	171	169	149	142	143	151	157
	Landings (tonnes)		132.1	126.7	131.0	139.2	125.7	120.6	121.1	146.5
	Landings per day at sea (tonnes)		0.77	0.74	0.77	0.93	0.89	0.85	0.80	0.93
	Average price per tonne landed (£)		1,998	1,653	1,682	2,061	2,188	1,911	2,117	1,910
	Total Income (£'000)		263.9	209.4	222.5	293.0	278.6	239.7	256.5	279.9
	Total Operations Costs (£'000)		204.2	168.9	187.3	239.8	207.0	193.9	200.4	204.6
	Gross Value Added (£'000)		117.1	83.3	74.6	130.4	143.9	101.0	115.7	148.3
	Operating Profit (£'000)		59.7	40.5	35.2	53.2	71.7	45.8	56.1	75.3

AREA VIIA NEPHROPS UNDER 250KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	41
Total days at sea	5,168
Total value of landings	£5,792,541
Main species landed (species over 20% of total value)	Nephrops VII
Home nation of majority of the segment	Northern Ireland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

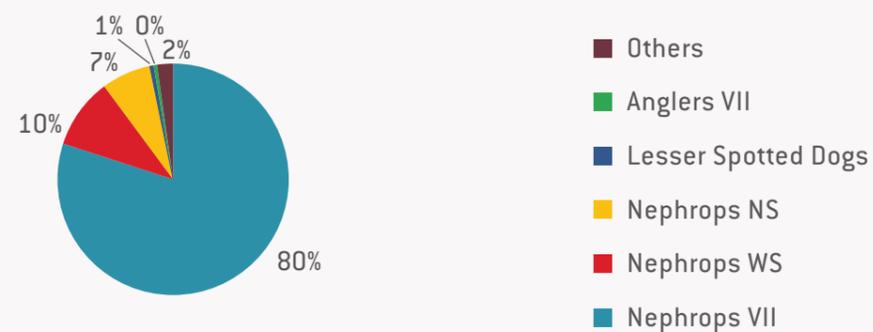


FIG.2. VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

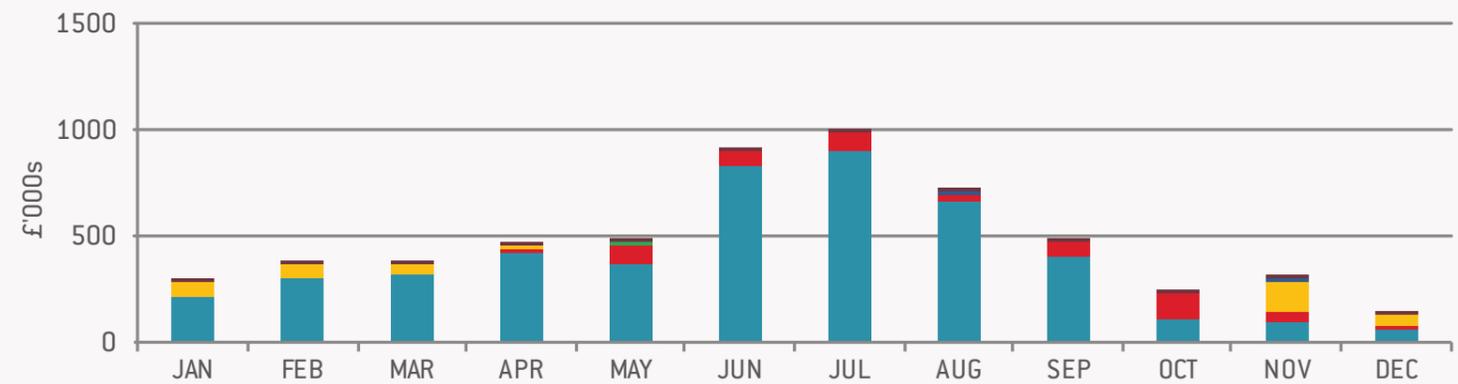
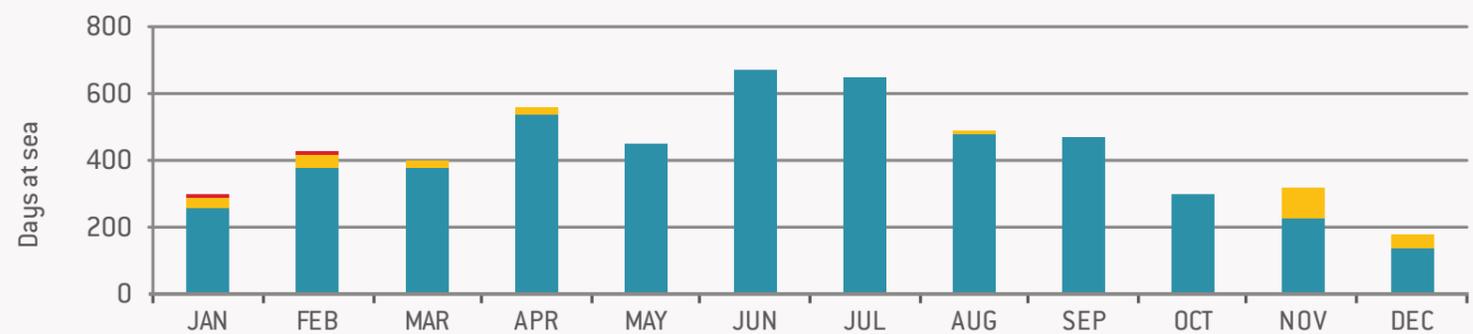


FIG.3. DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4. TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



AREA VIIA NEPHROPS UNDER 250KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 62 to 41 vessels, with a decline of more than 10% in 2014 (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2011 and 2012. The improvement in profit margin was supported by a high average price per tonne landed in those years. The improvement in the nephrops price, and the knock-on benefit to profit margin, can be seen across UK nephrops fleet segments in 2011 and 2012.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

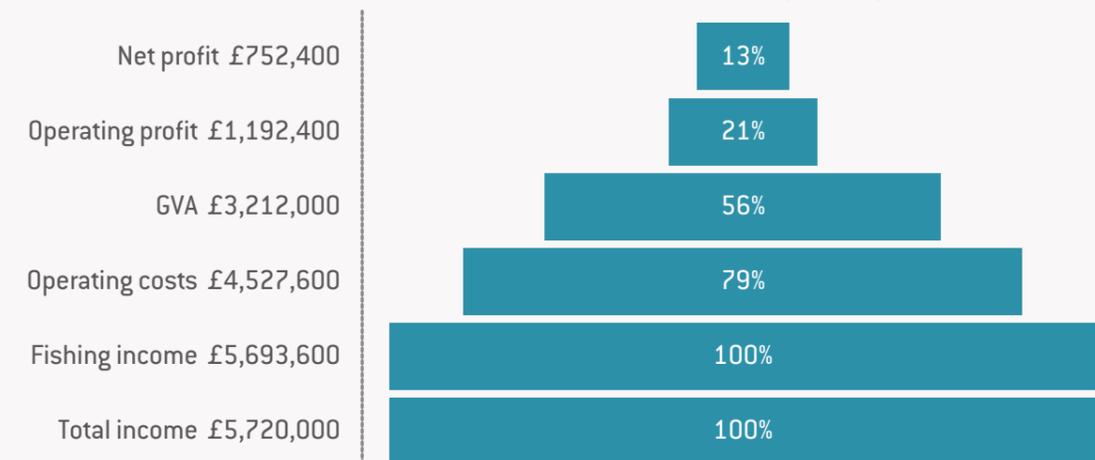


FIG.6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

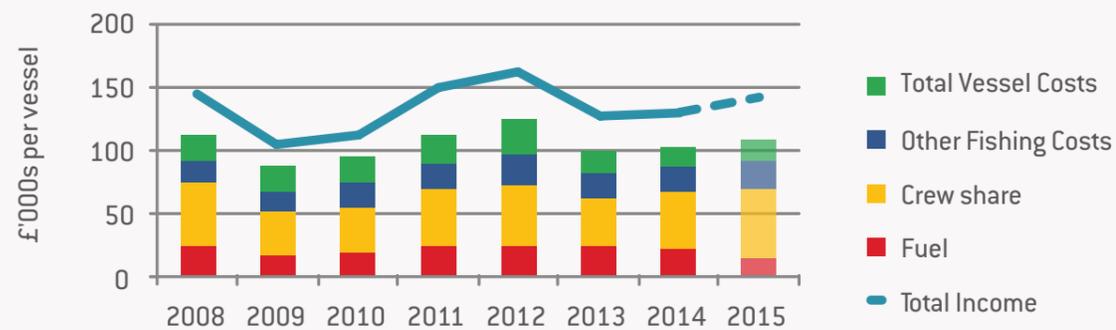
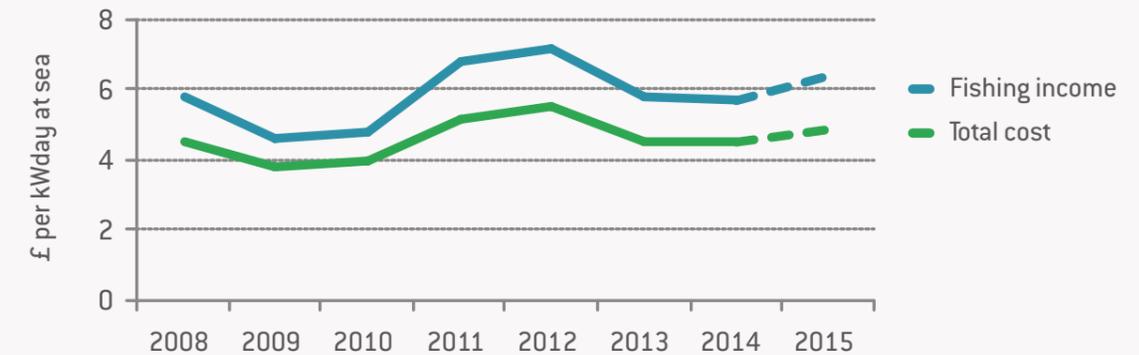


FIG.7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



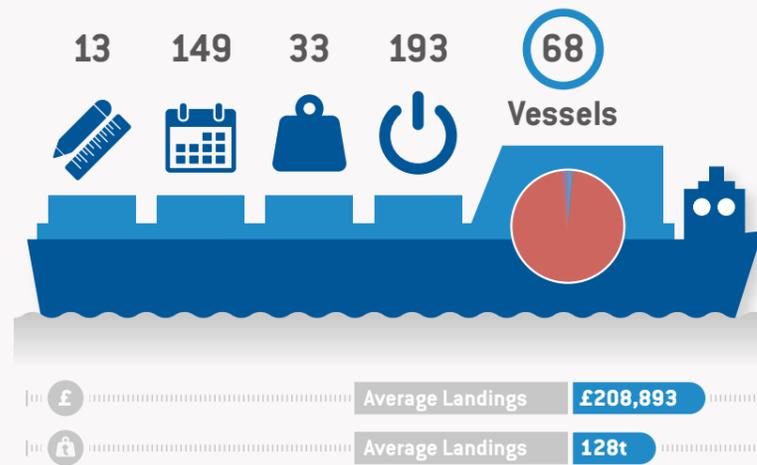
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		62	61	54	55	57	55	44	41
	Days at Sea (days)		142	129	138	130	130	126	130	126
	Landings (tonnes)		74.5	63.9	72.3	72.0	71.1	69.2	63.0	75.1
	Landings per day at sea (tonnes)		0.53	0.49	0.52	0.55	0.55	0.55	0.49	0.60
	Average price per tonne landed (£)		1,934	1,566	1,544	2,072	2,221	1,832	2,054	1,882
	Total Income (£'000)		144.2	103.9	113.1	149.2	162.0	127.9	130.0	142.0
	Total Operations Costs (£'000)		113.2	86.3	93.5	112.4	125.1	99.9	102.9	107.9
	Gross Value Added (£'000)		81.1	52.7	53.9	82.4	85.1	64.7	73.0	89.0
	Operating Profit (£'000)		30.9	17.6	19.6	36.8	36.8	28.0	27.1	34.0

AREA VIIBCFGHK TRAWLERS 10-24M: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	68
Total days at sea	10,130
Total value of landings	£14,204,739
Main species landed (species over 20% of total value)	No dominant species
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS

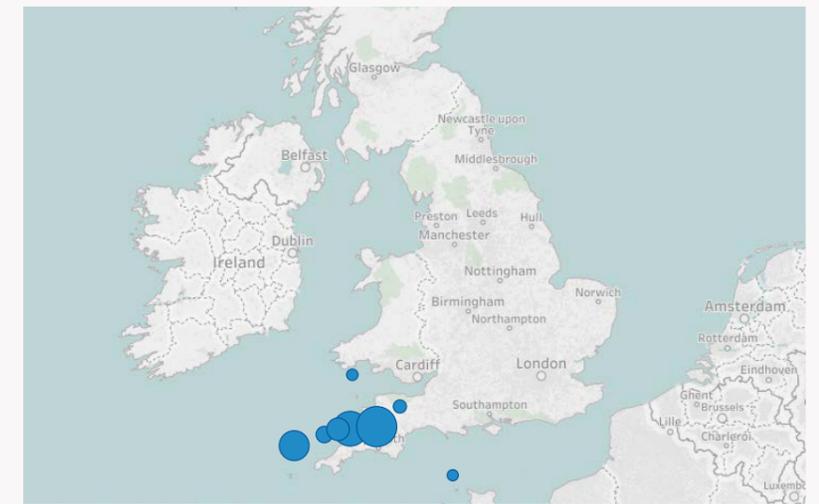


FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

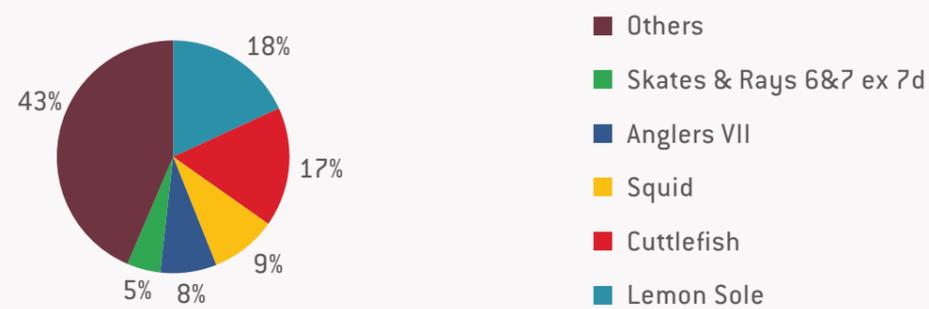


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

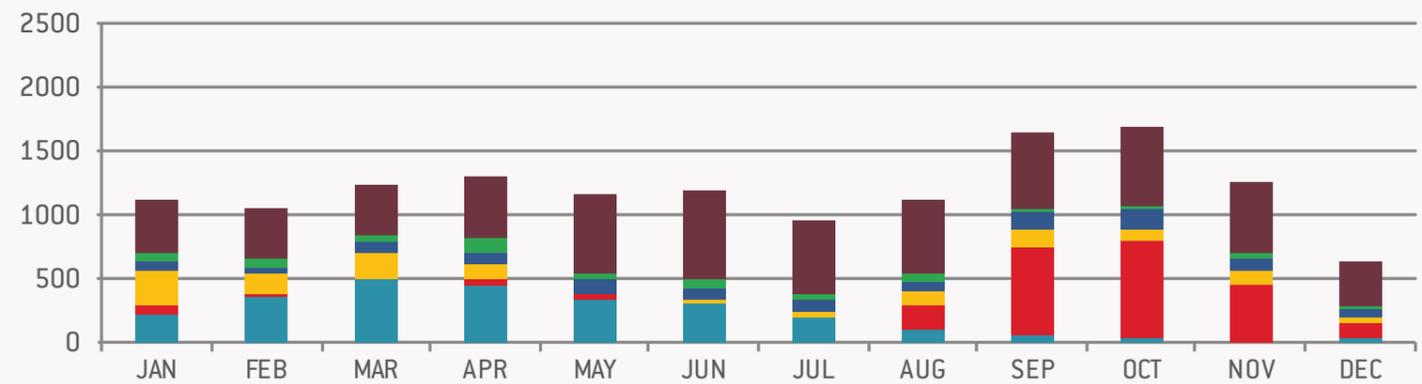
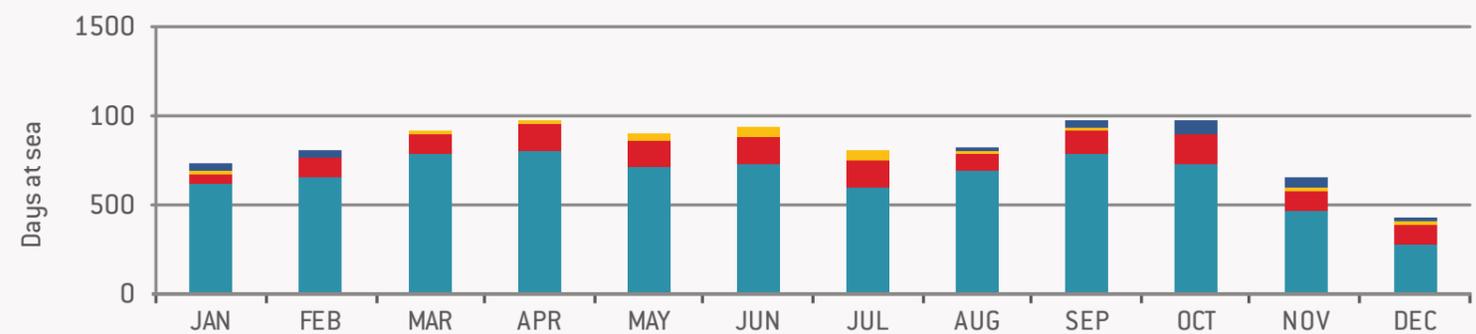


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



AREA VIIBCDEFGHK TRAWLERS 10-24M: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment remained relatively stable and there were 68 vessels allocated to this segment in 2015 (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment. A particularly narrow gap is evident in 2011, despite a positive trend in average price per tonne landed (see table). An increase in crew share and other fishing costs (Figure 6) explains the temporary reduction in profit margin in 2011.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

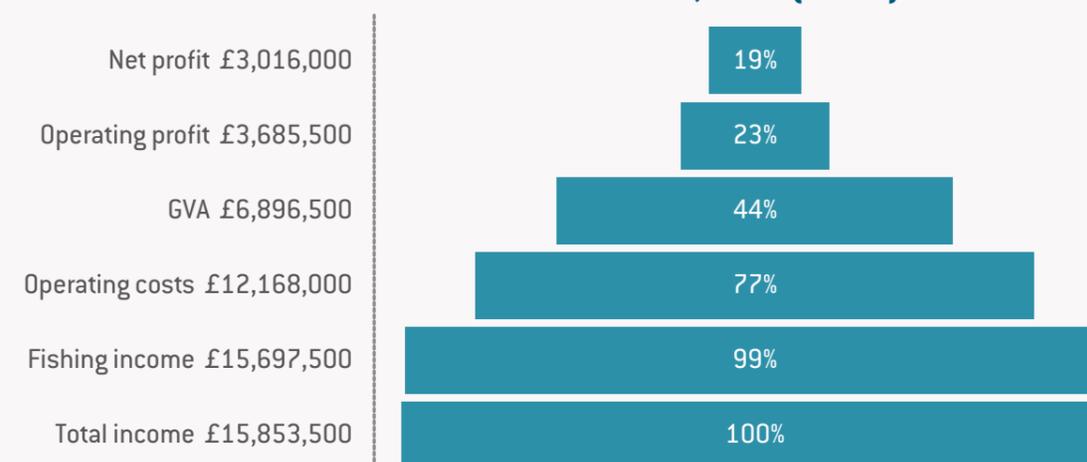


FIG.6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

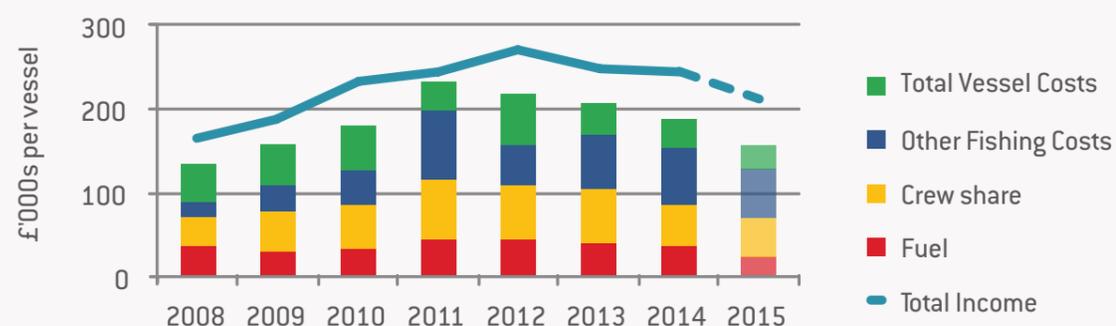


FIG.7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



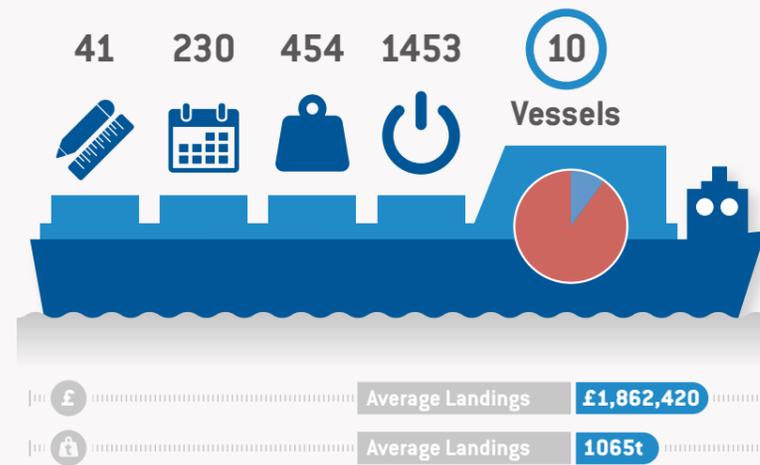
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		67	60	64	63	61	61	65	68
	Days at Sea (days)		158	174	178	167	162	165	163	149
	Landings (tonnes)		115.7	122.8	163.1	150.6	185.7	164.1	152.9	128.4
	Landings per day at sea (tonnes)		0.73	0.71	0.92	0.90	1.15	0.99	0.94	0.86
	Average price per tonne landed (£)		1,396	1,523	1,367	1,612	1,385	1,490	1,579	1,627
	Total Income (£'000)		162.9	188.1	231.2	242.7	269.0	247.4	243.9	211.0
	Total Operations Costs (£'000)		134.3	155.9	177.9	232.5	218.0	205.9	187.2	156.4
	Gross Value Added (£'000)		62.5	81.1	104.7	83.4	116.2	101.7	106.1	100.5
	Operating Profit (£'000)		28.6	32.2	53.3	10.2	50.9	41.5	56.7	54.6

NORTH SEA BEAM TRAWL OVER 300KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	10
Total days at sea	2,298
Total value of landings	£18,624,196
Main species landed (species over 20% of total value)	Plaice NS, Sole NS
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

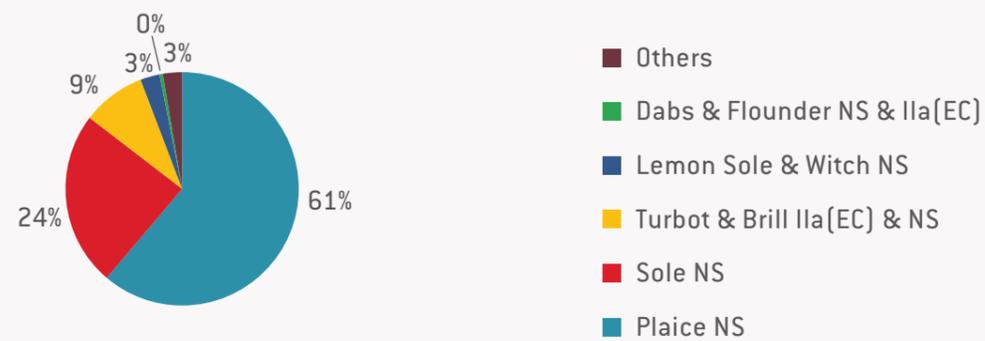


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

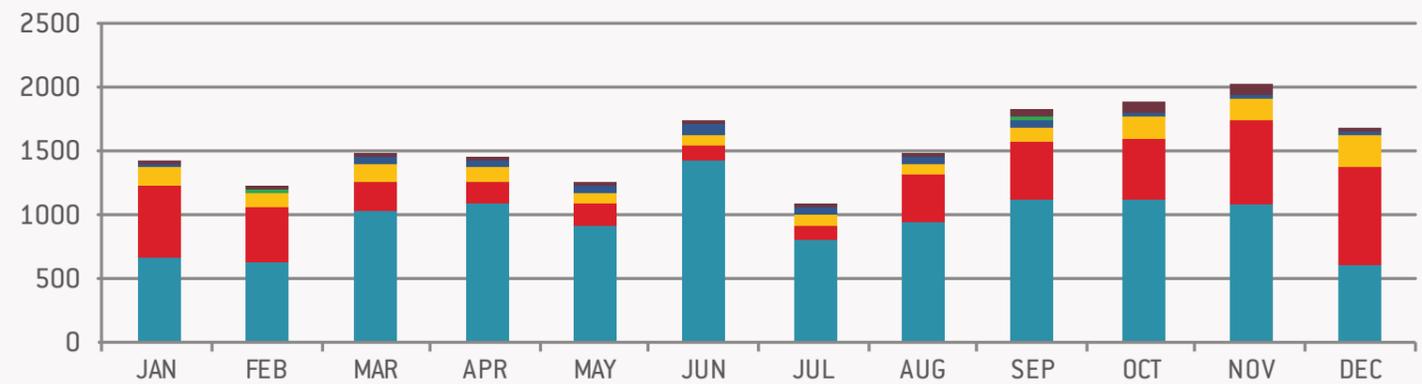
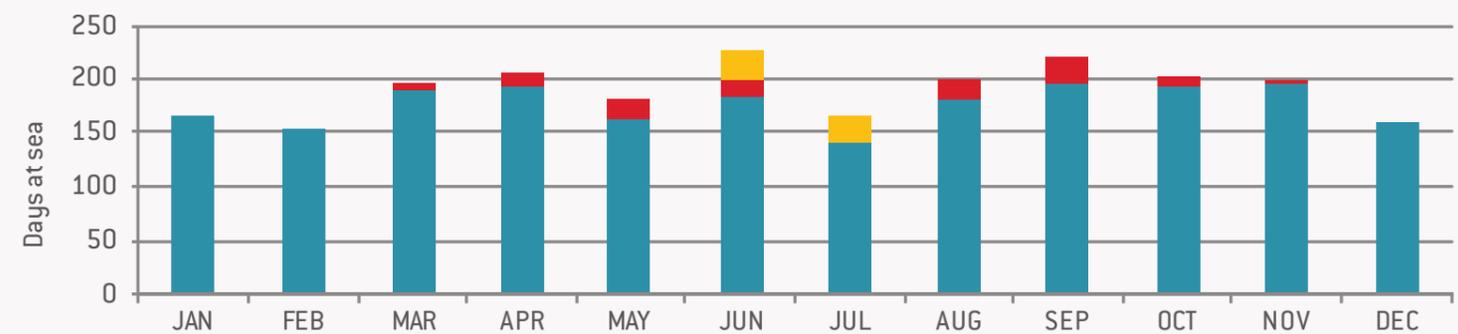


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NORTH SEA BEAM TRAWL OVER 300KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 8 to 14 vessels (see table). The segment as a whole was profitable in five of the seven years to 2014. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2009. When the income line drops below the cost line this highlights that the segment as a whole is making operating losses, for example in 2013 and 2014. In 2009 profit margin was supported by relatively low crew and vessel costs, compared to income (Figure 6). A much lower profit margin in 2012 appears to have been driven by the relatively low value of sole landed in that year combined with high operating costs. For further detail on landings by stock see Seafish Economic Performance Dataset (Excel Tables). Losses in 2013 and 2014 were driven by a reduction in the average price per tonne landed (see table).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

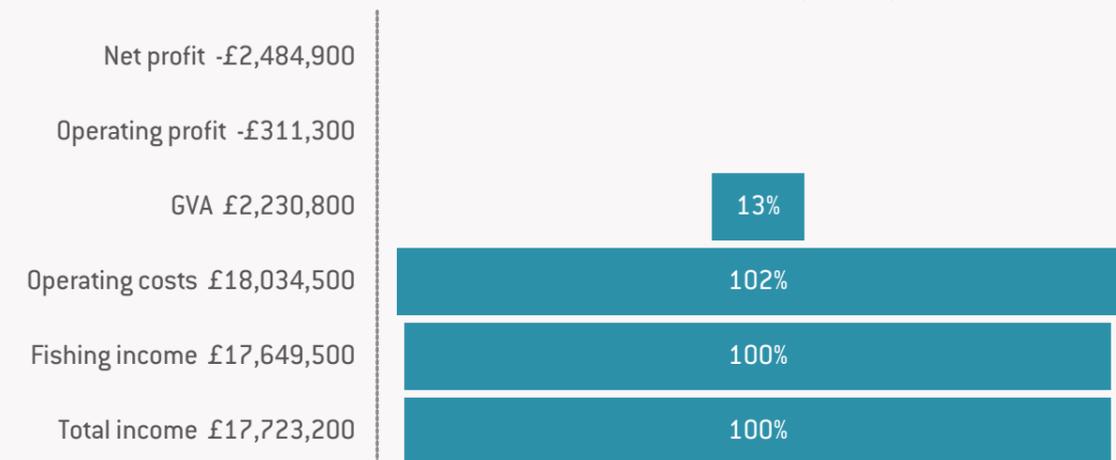


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

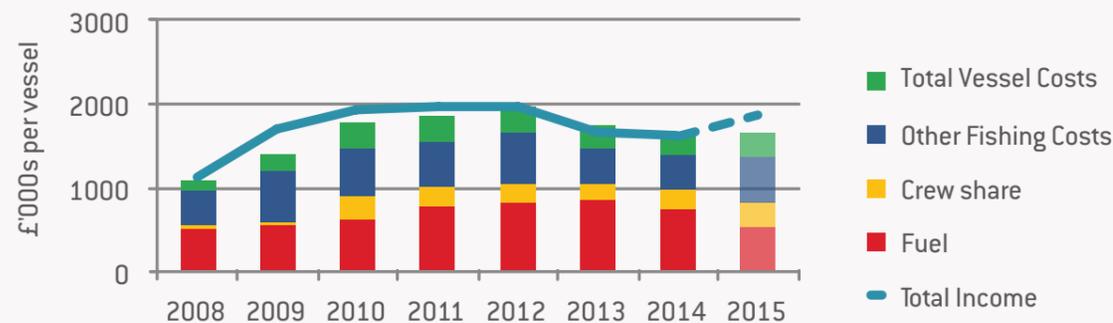
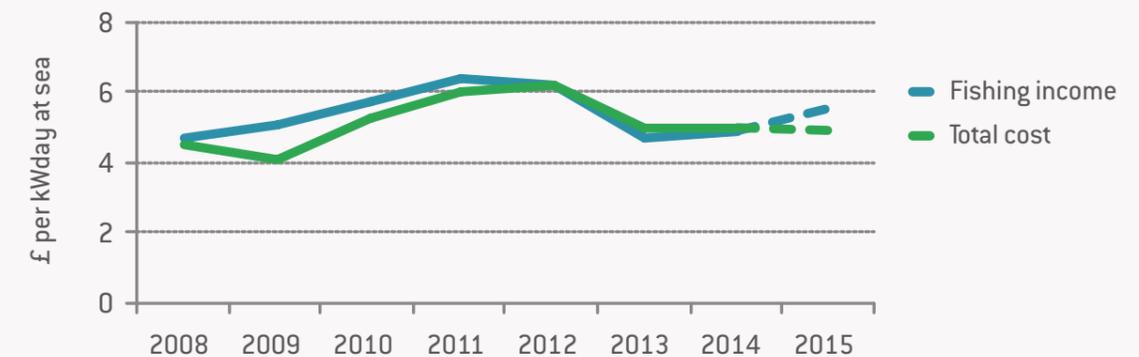


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



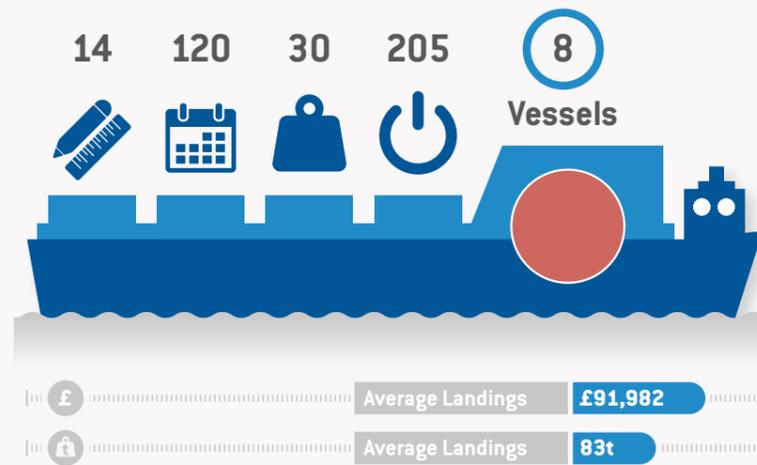
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		14	9	10	9	8	11	11	10
	Days at Sea (days)		163	230	236	209	217	236	224	230
	Landings (tonnes)		535.5	849.2	977.7	1,017.1	1,168.7	1,053.0	995.4	1,065.4
	Landings per day at sea (tonnes)		3.28	3.70	4.15	4.86	5.39	4.46	4.45	4.64
	Average price per tonne landed (£)		2,014	1,934	1,952	1,923	1,677	1,547	1,612	1,748
	Total Income (£'000)		1,112.8	1,694.9	1,914.1	1,961.4	1,965.8	1,651.2	1,611.2	1,867.9
	Total Operations Costs (£'000)		1,081.9	1,378.6	1,762.3	1,845.5	1,964.6	1,742.2	1,639.5	1,655.3
	Gross Value Added (£'000)		42.6	354.4	418.7	339.4	210.0	82.7	202.8	512.4
	Operating Profit (£'000)		30.9	316.3	151.8	115.9	1.1	-90.9	-28.3	212.6

NORTH SEA BEAM TRAWL UNDER 300KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	8
Total days at sea	958
Total value of landings	£735,857
Main species landed (species over 20% of total value)	Brown Shrimps
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS

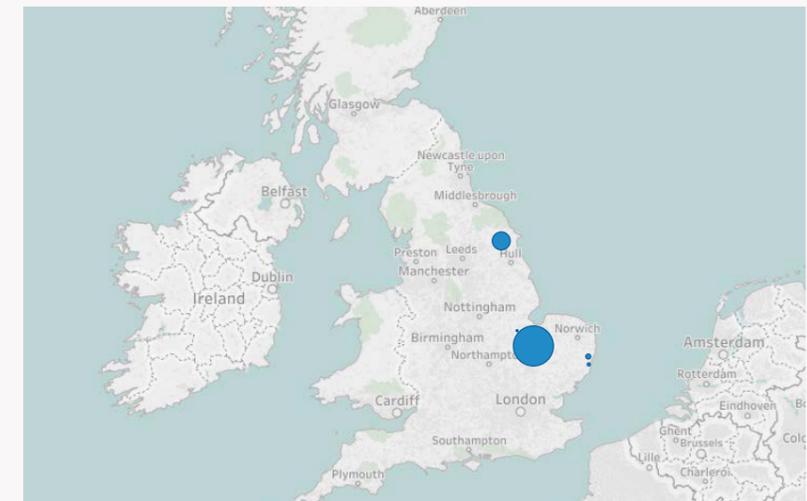


FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

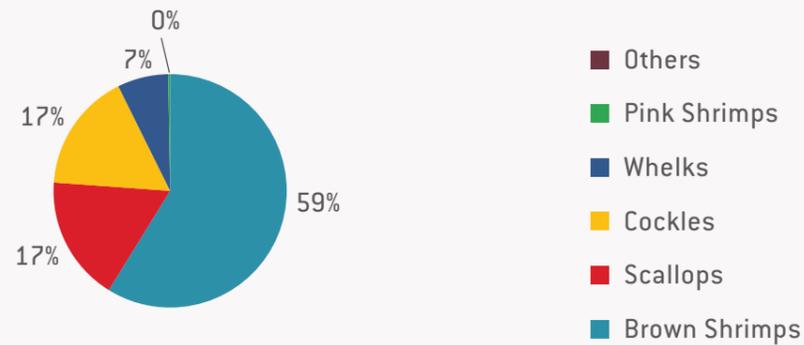


FIG.2. VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

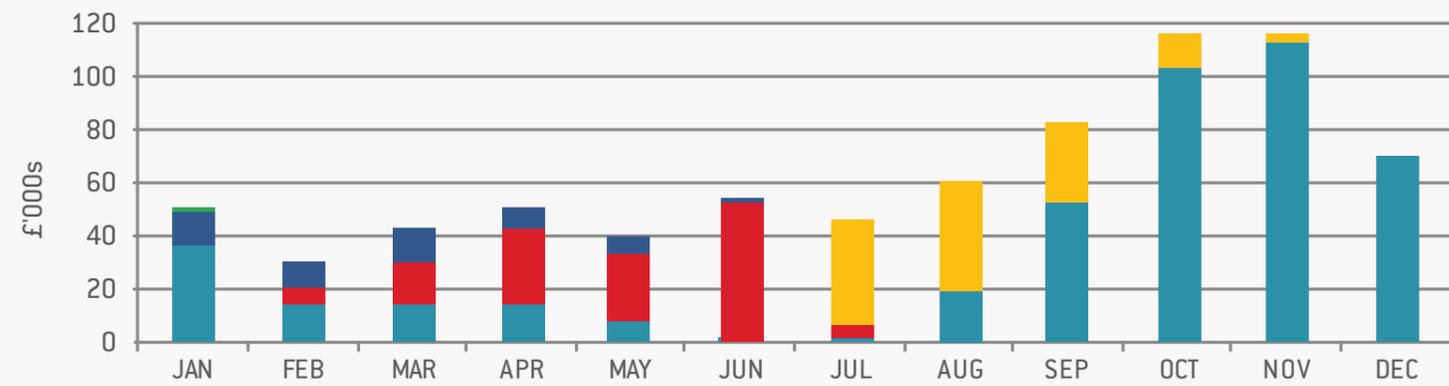
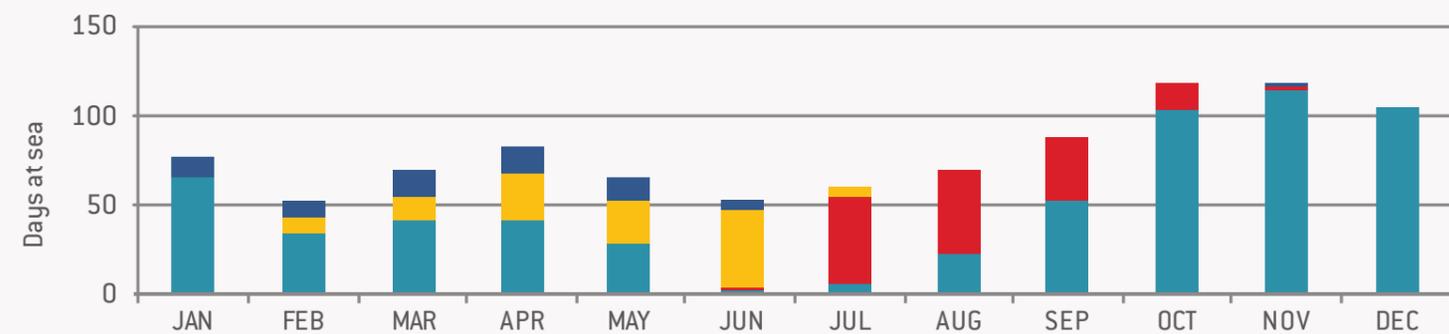


FIG.3. DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4. TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NORTH SEA BEAM TRAWL UNDER 300KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 8 to 29 vessels. In 2011 and 2015 there were notably fewer vessels allocated to the fleet segment (see table). The segment as a whole was profitable in two of the seven years to 2014. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. When the income line drops below the cost line this highlights that the segment as a whole is making operating losses. In 2014 there is a relatively wide gap as greater losses were encountered. These losses appear to have been driven by a dramatic reduction in the average price per tonne landed, assumed to be caused by a decline in the market value of brown shrimp. For further detail on landings by stock see Seafish Economic Performance Dataset. In the two years that the segment as a whole was profitable, 2009 and 2012, Figure 7 demonstrates that only very small profits were achieved. Figure 6 shows the high degree of variability in the income and costs for the fleet segment.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

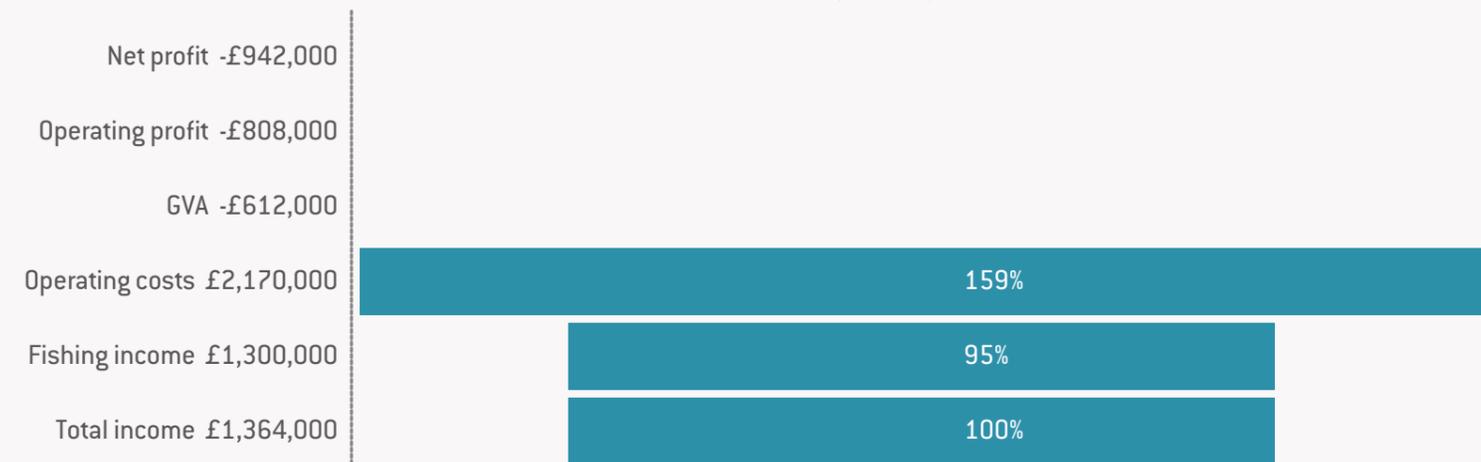


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

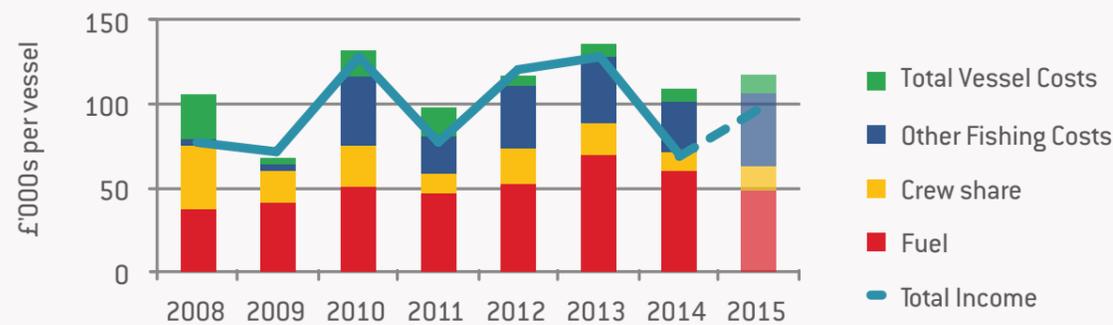


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



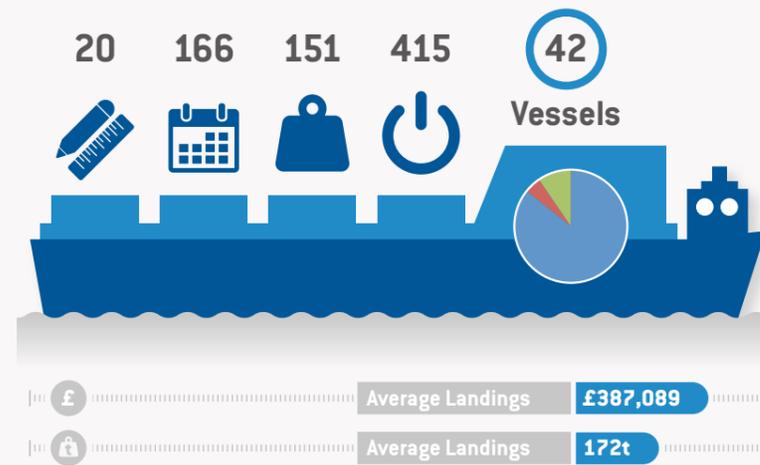
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		29	27	27	13	25	18	20	8
	Days at Sea (days)		73	104	110	79	89	117	115	120
	Landings (tonnes)		30.2	42.8	64.3	46.6	65.1	61.2	70.7	82.6
	Landings per day at sea (tonnes)		0.41	0.41	0.59	0.59	0.74	0.52	0.61	0.69
	Average price per tonne landed (£)		2,544	1,607	1,881	1,566	1,759	1,943	920	1,113
	Total Income (£'000)		76.8	71.3	127.1	77.4	119.7	127.2	68.2	96.4
	Total Operations Costs (£'000)		105.7	68.1	130.7	96.6	116.1	134.0	108.5	116.6
	Gross Value Added (£'000)		9.6	21.5	20.7	-7.0	23.8	11.9	-30.6	-6.3
	Operating Profit (£'000)		-28.8	3.2	-3.6	-19.2	3.5	-6.9	-40.4	-20.2

NORTH SEA NEPHROPS OVER 300KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	42
Total days at sea	6,981
Total value of landings	£16,257,731
Main species landed (species over 20% of total value)	Nephrops NS
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

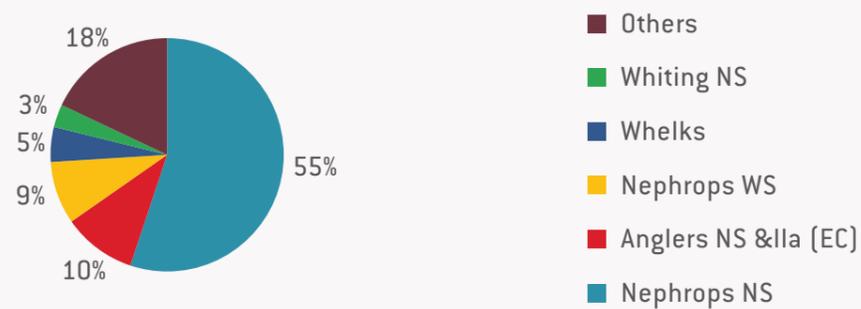


FIG.2. VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

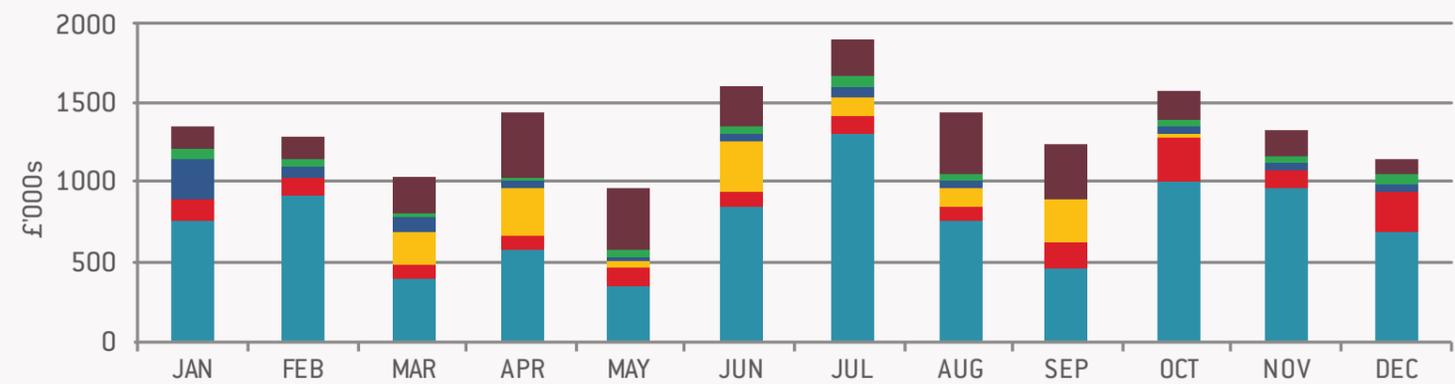


FIG.3. DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

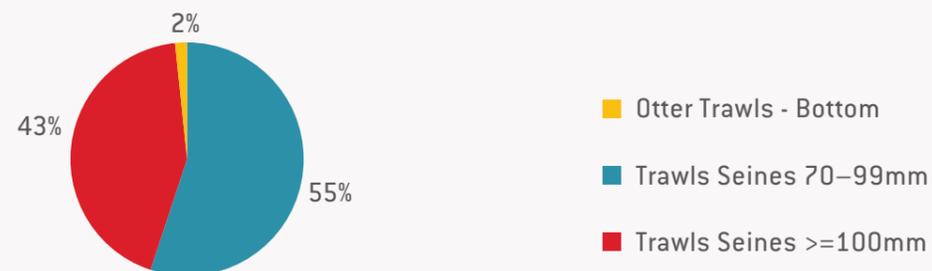
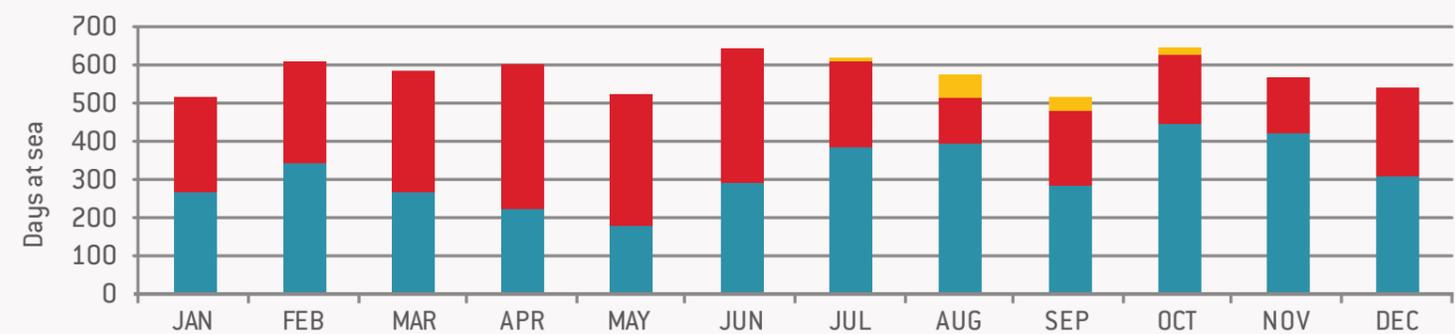


FIG.4. TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NORTH SEA NEPHROPS OVER 300KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 97 to 42 vessels (see table). The number of vessels allocated to the fleet segment reduced by 12% between 2011 and 2012 and by 25% between 2012 and 2013. In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. The graph demonstrates a relatively consistent profit margin per kW day across the period. Figure 6 indicates that profit margin is maintained by adjusting costs when average income per tonne declines.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

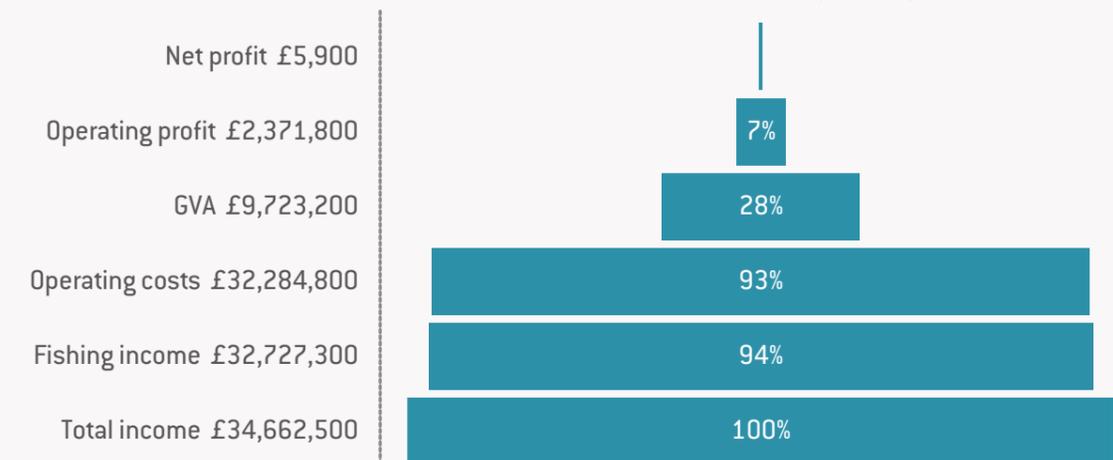


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

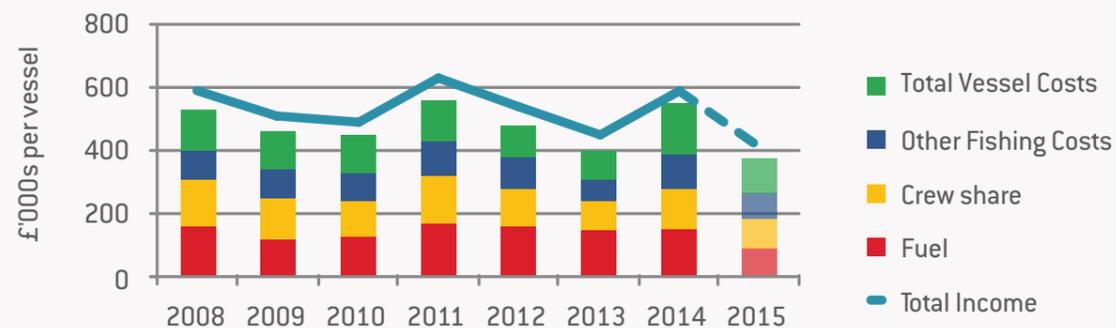
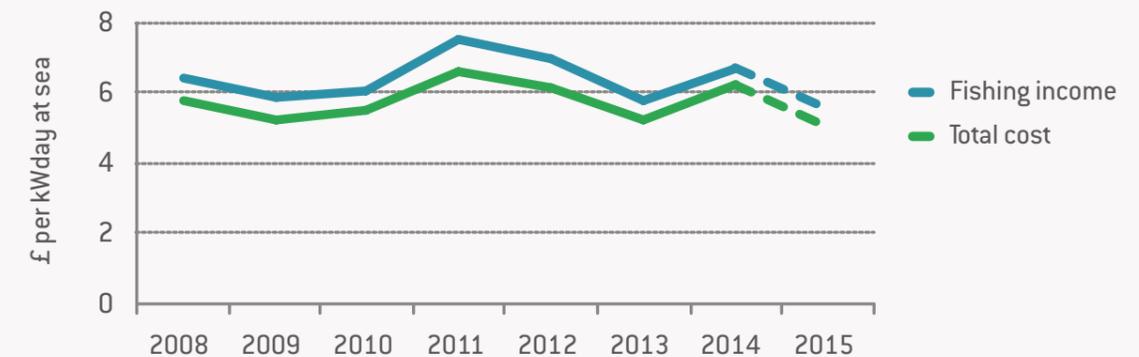


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



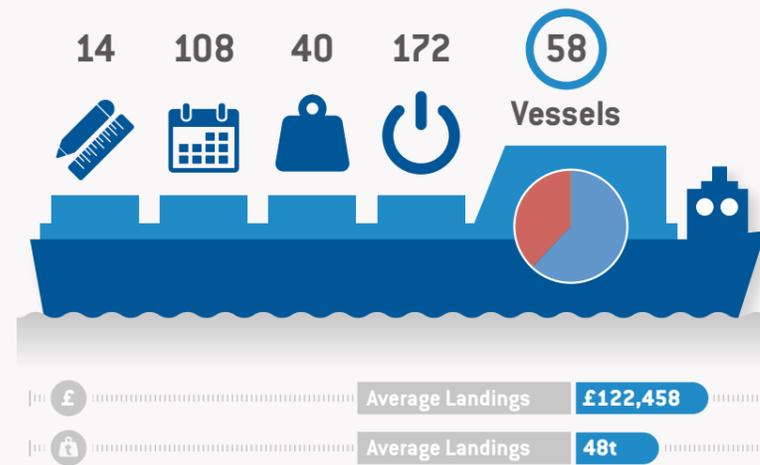
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		97	83	95	83	73	55	59	42
	Days at Sea (days)		199	195	183	182	174	163	187	166
	Landings (tonnes)		225.7	240.7	208.0	197.3	187.5	195.5	224.4	171.7
	Landings per day at sea (tonnes)		1.13	1.23	1.14	1.08	1.08	1.20	1.20	1.03
	Average price per tonne landed (£)		2,503	2,050	2,312	3,087	2,723	2,171	2,472	2,255
	Total Income (£'000)		584.7	511.2	489.7	628.9	534.7	444.2	587.5	409.9
	Total Operations Costs (£'000)		531.7	453.5	446.1	554.6	475.0	401.0	547.2	373.6
	Gross Value Added (£'000)		194.7	184.2	160.7	226.5	179.2	134.2	164.8	129.6
	Operating Profit (£'000)		53.0	57.7	43.7	74.3	59.8	43.2	40.2	36.4

NORTH SEA NEPHROPS UNDER 300KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	58
Total days at sea	6,248
Total value of landings	£7,102,569
Main species landed (species over 20% of total value)	Nephrops NS
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

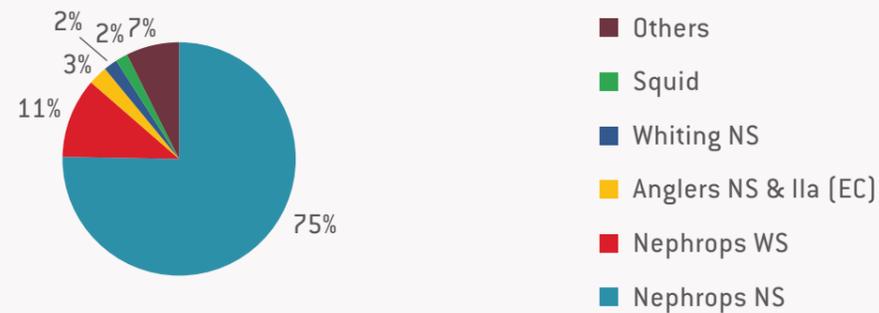


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

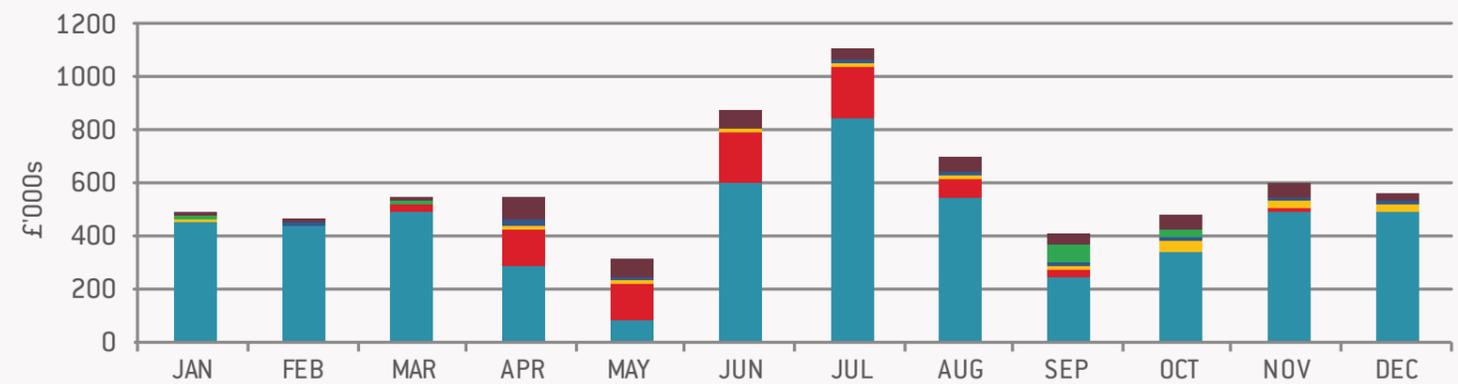
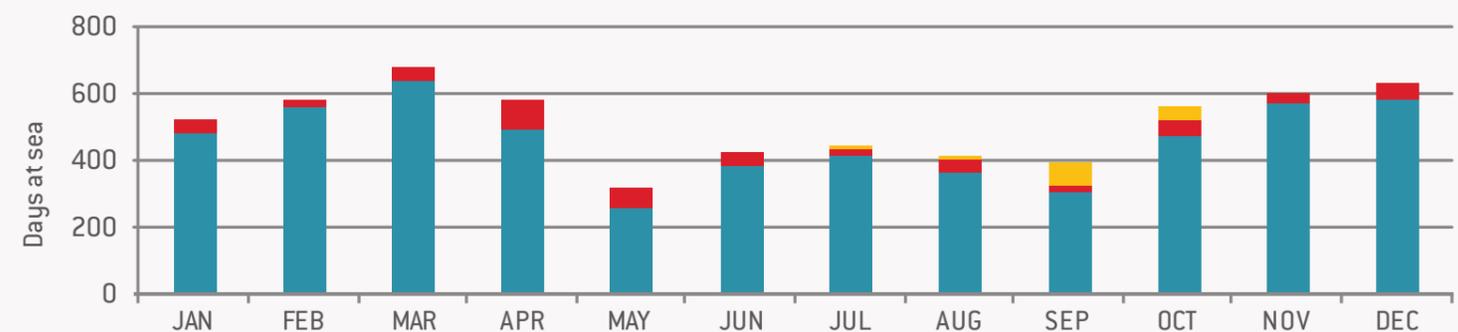


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NORTH SEA NEPHROPS UNDER 300KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 58 to 83 vessels (see table). In 2015 there were 58 vessels allocated to the fleet segment. In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2011 and 2012. This period of improved profit margin was supported by a relatively high average price per tonne landed. The improvement in the nephrops price, and the knock-on benefit to profit margin, can be seen across UK nephrops fleet segments in 2011 and 2012.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

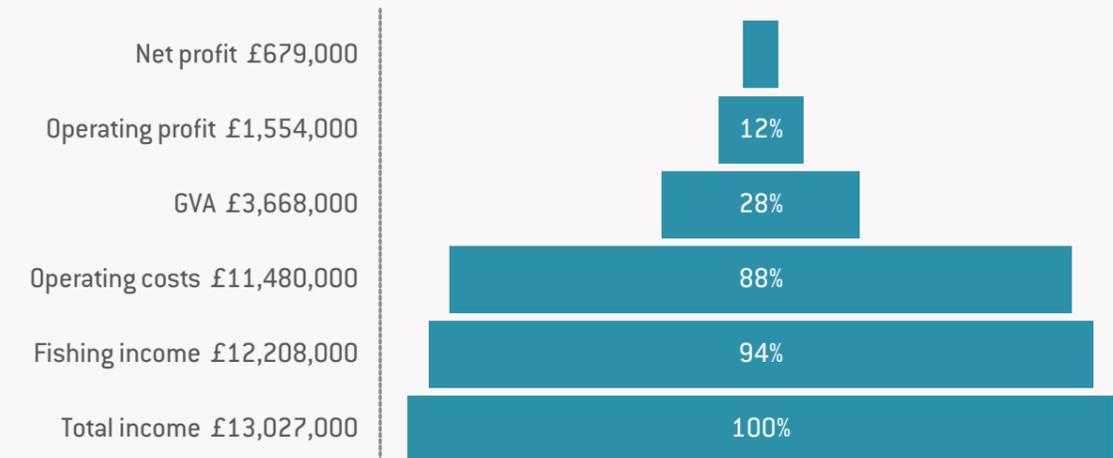


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

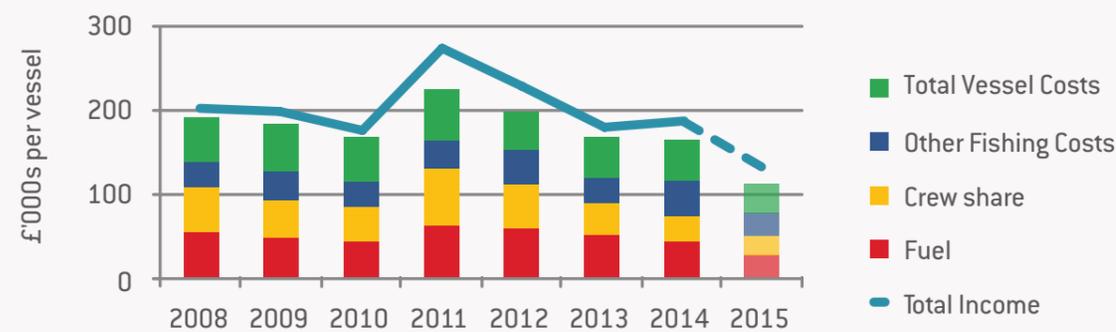


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



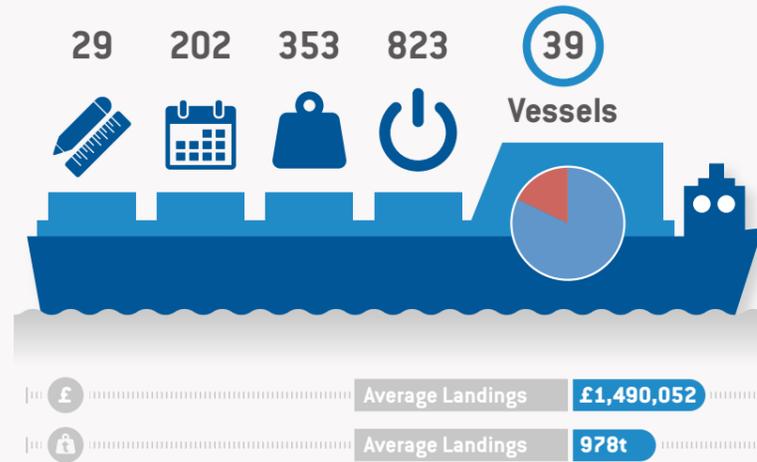
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		82	83	74	64	66	58	70	58
	Days at Sea (days)		135	149	125	141	136	125	119	108
	Landings (tonnes)		84.4	100.7	77.0	80.8	72.5	63.3	67.4	47.5
	Landings per day at sea (tonnes)		0.63	0.68	0.62	0.57	0.53	0.51	0.57	0.44
	Average price per tonne landed (£)		2,293	1,887	2,150	2,847	2,772	2,400	2,587	2,577
	Total Income (£'000)		200.2	198.4	173.8	271.7	229.9	177.9	186.1	130.7
	Total Operations Costs (£'000)		190.8	182.2	167.4	225.5	197.2	166.3	164.0	112.6
	Gross Value Added (£'000)		62.5	62.9	49.1	113.2	86.9	51.5	52.4	40.7
	Operating Profit (£'000)		9.4	16.2	6.4	46.2	32.7	11.6	22.2	18.2

NSWOS DEMERSAL OVER 24M: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	39
Total days at sea	7,871
Total value of landings	£58,112,032
Main species landed (species over 20% of total value)	No Dominant Species
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

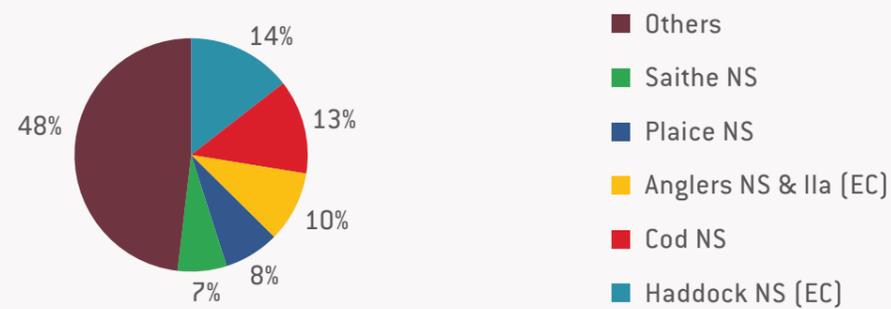


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

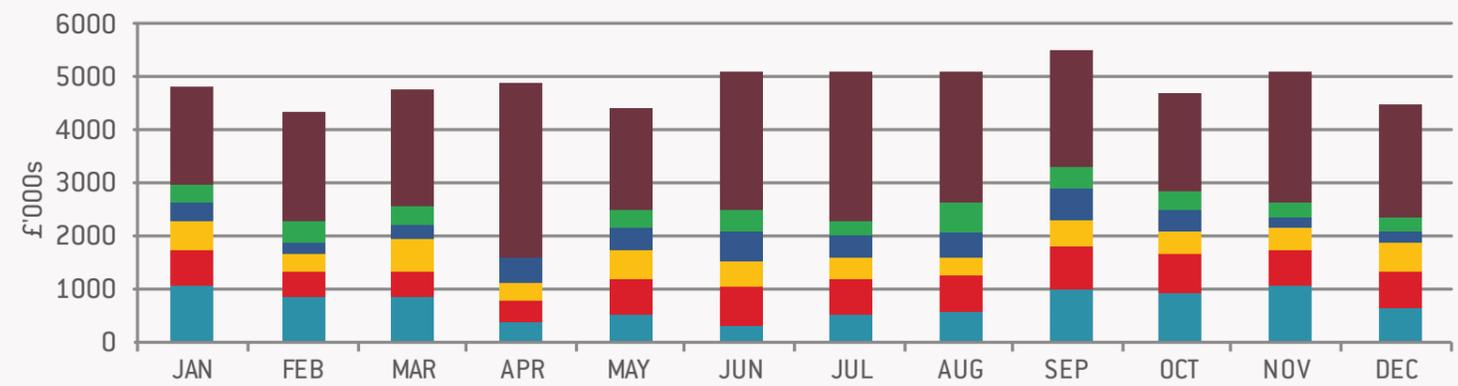
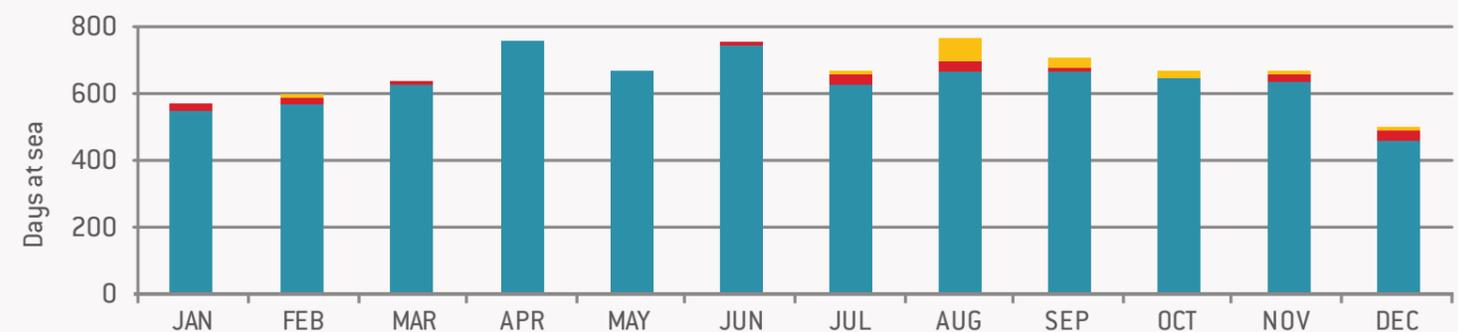


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NSWOS DEMERSAL OVER 24M: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 47 to 39 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. The graph shows that the segment as a whole maintains consistent profit margins year on year. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2014. This improvement in profit margin was supported by above average landings per day at sea and a good average price per tonne. The improvement in the average price of landings for this fleet segment, and the knock-on benefit to profit margin, can also be seen in the NSWOS demersal pair trawl and seine fleet segments in 2014.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

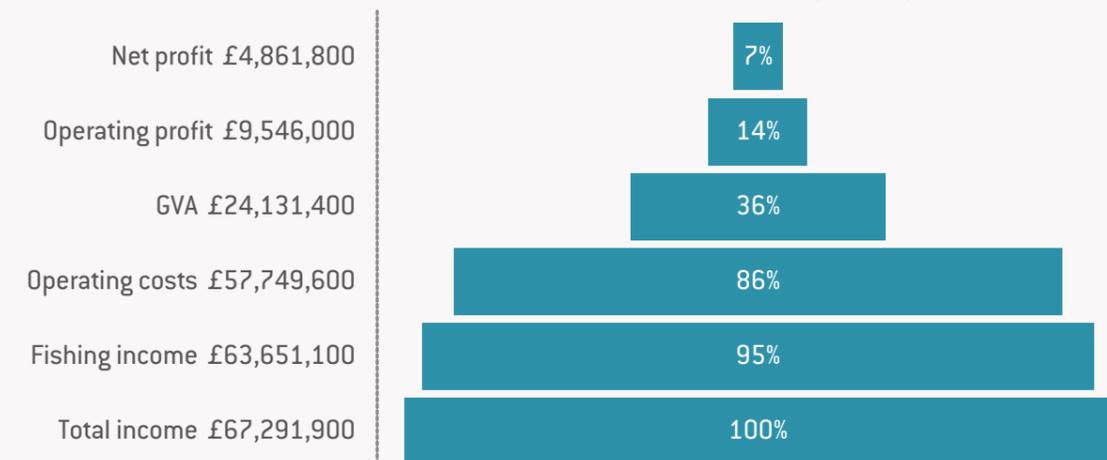


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

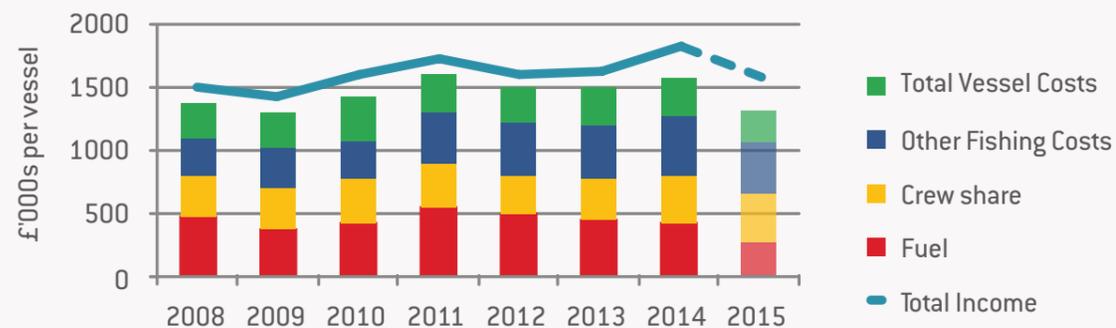


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



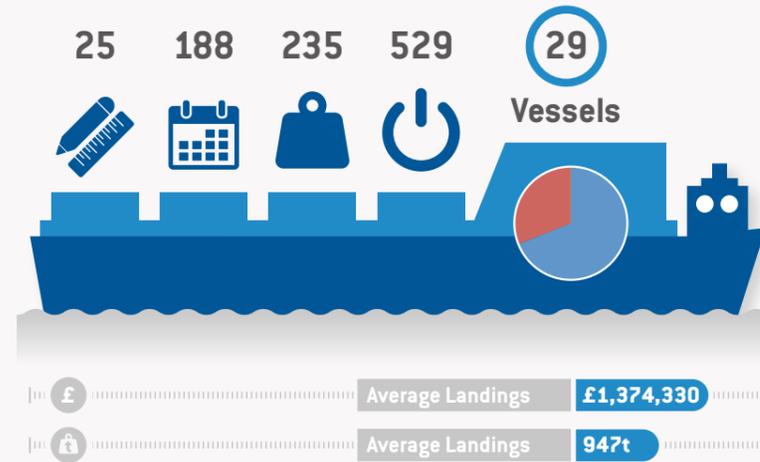
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		47	49	43	42	41	40	37	39
	Days at Sea (days)		222	229	226	220	203	201	208	202
	Landings (tonnes)		846.8	861.1	900.5	933.4	945.4	1,044.7	1,082.9	977.9
	Landings per day at sea (tonnes)		3.82	3.76	3.98	4.25	4.65	5.20	5.20	4.85
	Average price per tonne landed (£)		1,689	1,631	1,717	1,817	1,598	1,503	1,589	1,524
	Total Income (£'000)		1,508.1	1,417.5	1,595.8	1,725.5	1,590.1	1,620.4	1,818.7	1,575.3
	Total Operations Costs (£'000)		1,380.8	1,297.6	1,426.0	1,601.1	1,494.5	1,495.4	1,560.8	1,307.0
	Gross Value Added (£'000)		455.7	442.4	518.3	471.0	402.7	465.5	652.2	649.5
	Operating Profit (£'000)		127.3	119.8	169.8	124.4	95.6	125.0	258.0	268.2

NSWOS DEMERSAL PAIR TRAWL SEINE: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	29
Total days at sea	5,452
Total value of landings	£39,855,560
Main species landed (species over 20% of total value)	Haddock NS (EC), COD NS
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

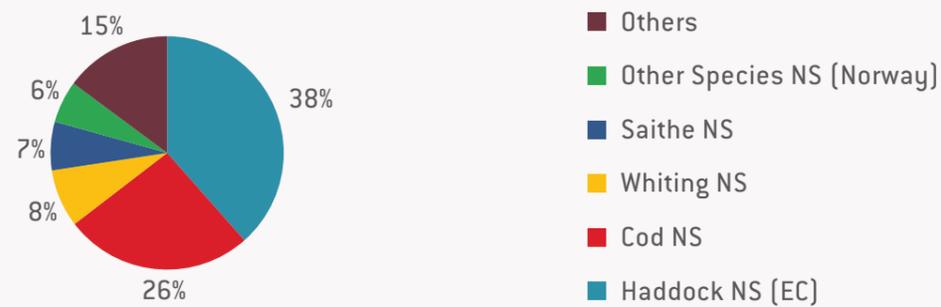


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

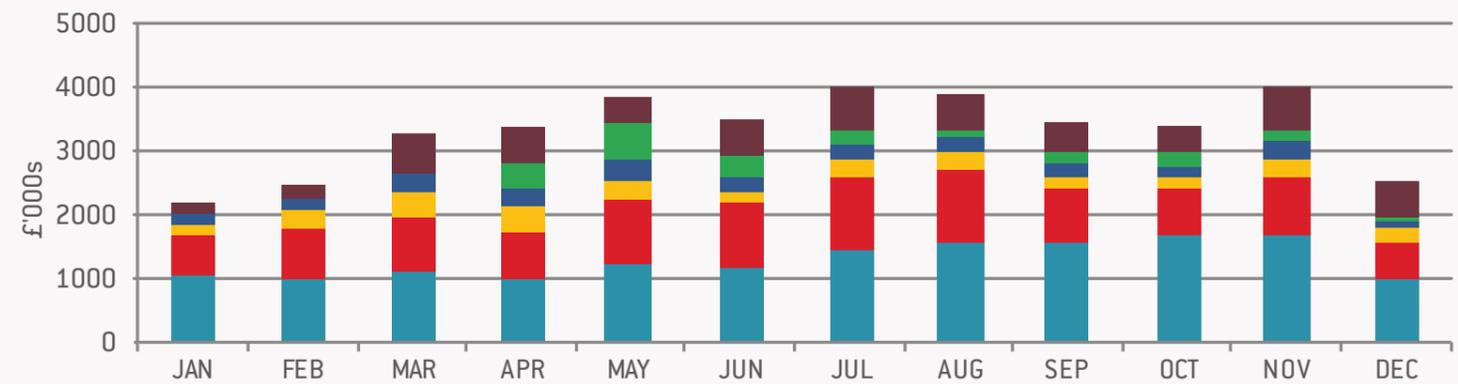


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NSWOS DEMERSAL PAIR TRAWL SEINE: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 39 to 29 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2013 and 2014. The graph also shows that profit margin per kW day at sea has been improving since 2008. In 2013 and 2014 higher profit margins were supported by above average landings per day at sea and good prices per tonne landed. The improvement in the average price of landings for this fleet segment, and the knock-on benefit to profit margin, can also be seen in the NSWOS demersal over 24m and seine fleet segments in 2014.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

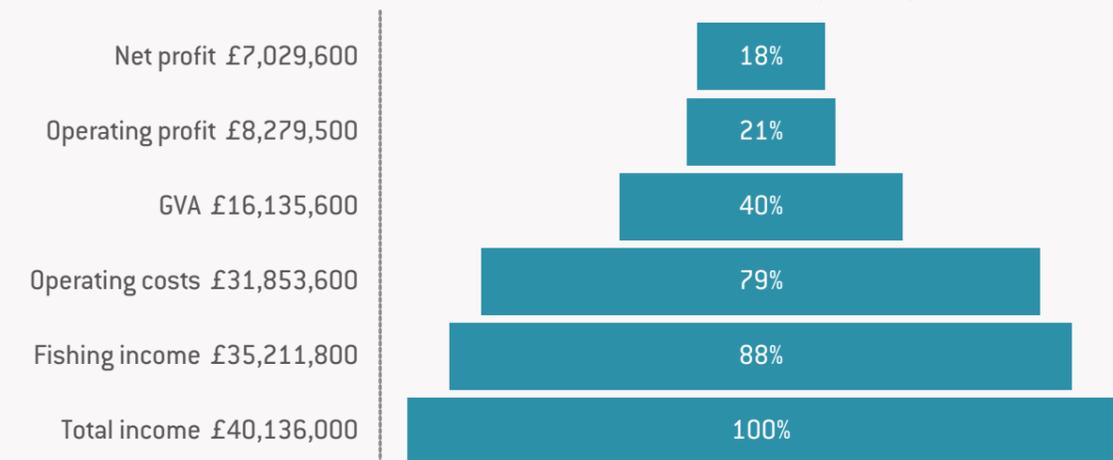


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

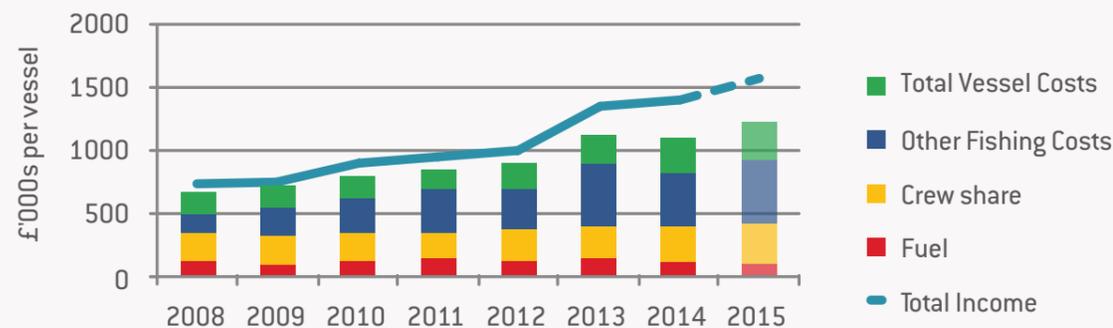


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



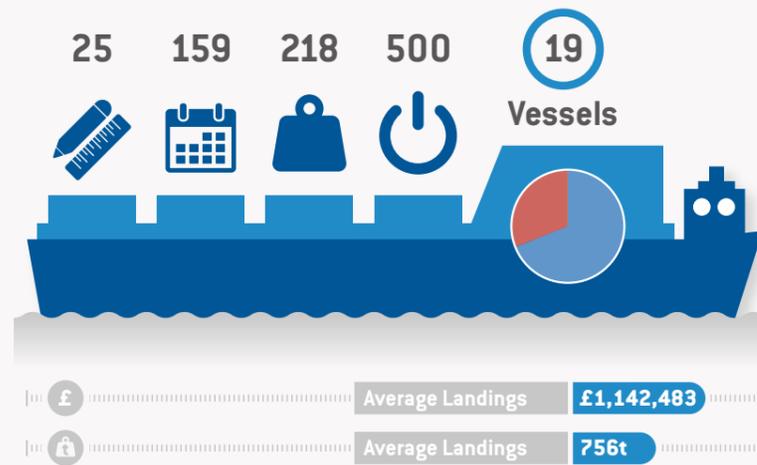
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		39	37	38	34	33	27	29	29
	Days at Sea (days)		175	185	175	160	148	159	156	188
	Landings (tonnes)		489.5	569.8	584.1	554.4	666.8	856.6	807.5	947.2
	Landings per day at sea (tonnes)		2.80	3.08	3.34	3.46	4.52	5.39	5.17	5.04
	Average price per tonne landed (£)		1,478	1,302	1,512	1,650	1,412	1,376	1,504	1,451
	Total Income (£'000)		733.1	753.7	892.7	955.1	986.9	1,349.2	1,384.0	1,566.5
	Total Operations Costs (£'000)		676.1	710.7	802.6	853.9	889.7	1,124.2	1,098.4	1,224.1
	Gross Value Added (£'000)		267.2	260.9	313.6	318.4	335.9	495.7	556.4	662.7
	Operating Profit (£'000)		57.0	43.1	90.1	101.2	97.2	225.0	285.5	342.4

NSWOS DEMERSAL SEINERS: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	19
Total days at sea	3,022
Total value of landings	£21,707,182
Main species landed (species over 20% of total value)	Haddock NS (EC)
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

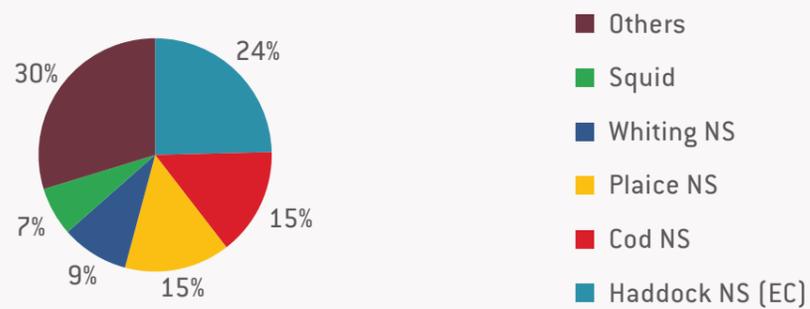


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

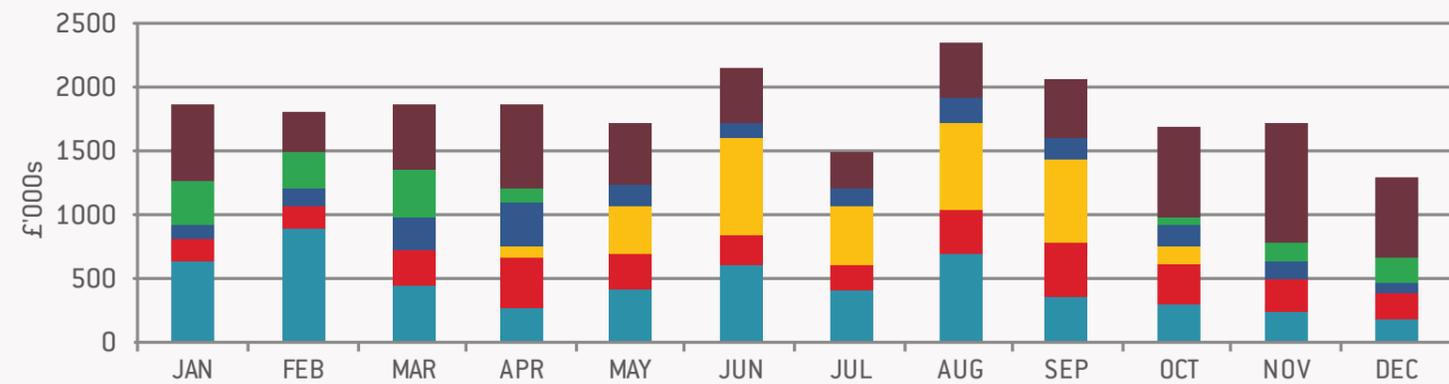
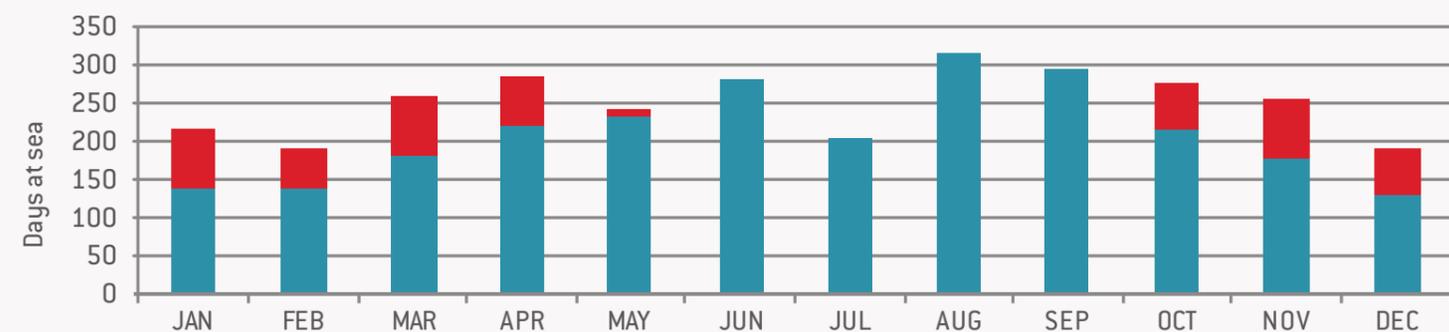


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NSWOS DEMERSAL SEINERS: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 15 to 24. In 2015 there were 19 vessels allocated to the fleet segment (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. The graph shows that profit margin per kW day at sea has improved since 2008 and is being maintained at a relatively consistent level. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2011 and 2014, which in these years was supported by a strong average price per tonne landed. The improvement in the average price of landings for this fleet segment, and the knock-on benefit to profit margin, can also be seen in the NSWOS demersal over 24m and pair trawl fleet segments in 2014.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

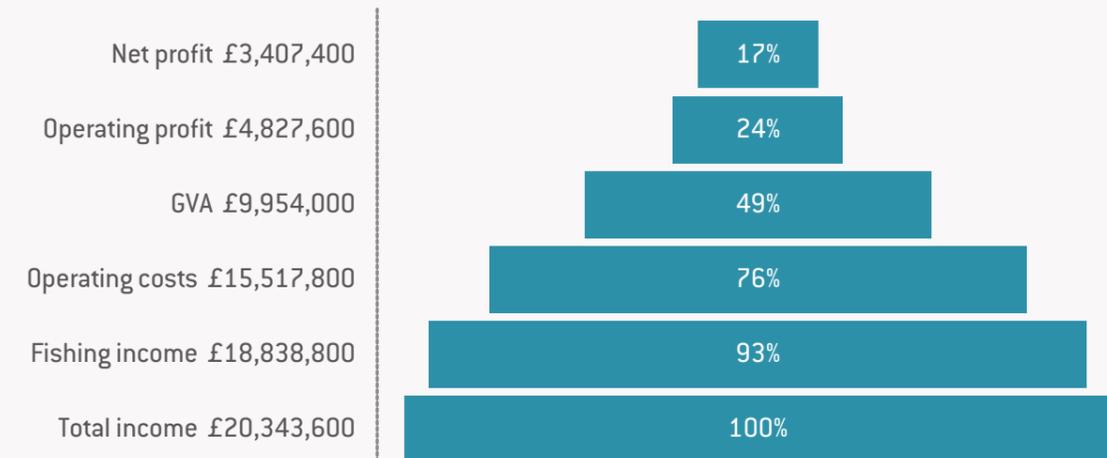


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

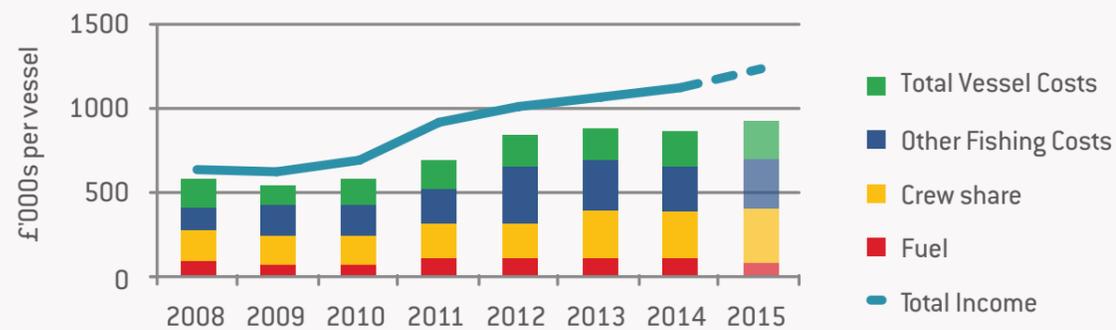
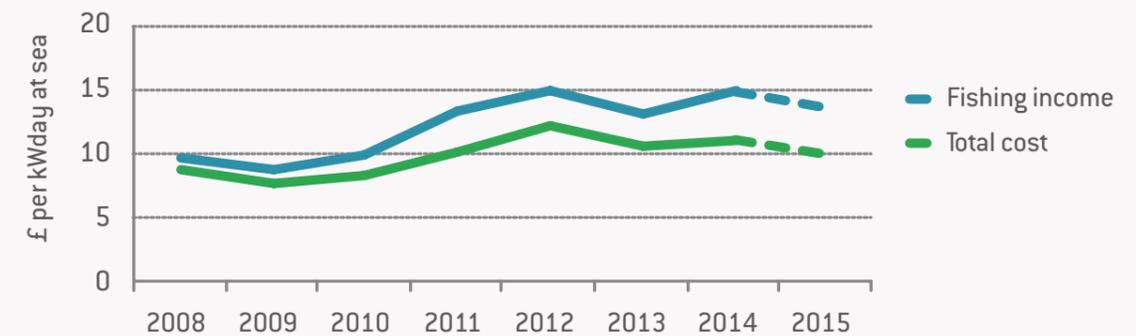


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



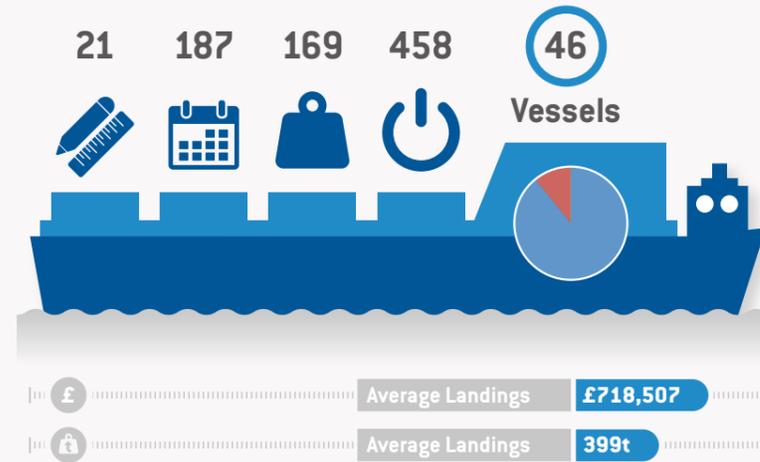
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		24	24	23	16	15	19	18	19
	Days at Sea (days)		145	145	134	142	132	143	141	159
	Landings (tonnes)		410.2	473.4	470.5	572.2	687.5	738.8	709.6	756.3
	Landings per day at sea (tonnes)		2.82	3.27	3.50	4.03	5.22	5.18	5.03	4.76
	Average price per tonne landed (£)		1,484	1,253	1,464	1,563	1,325	1,312	1,475	1,511
	Total Income (£'000)		632.5	622.0	696.7	914.2	1,009.8	1,074.3	1,130.2	1,233.7
	Total Operations Costs (£'000)		570.2	547.1	572.4	692.7	836.3	887.1	862.1	922.9
	Gross Value Added (£'000)		237.6	245.9	284.0	411.8	387.8	471.0	553.0	635.0
	Operating Profit (£'000)		62.2	74.9	124.3	221.4	173.5	187.2	268.2	310.8

NSWOS DEMERSAL UNDER 24M OVER 300KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	46
Total days at sea	8,580
Total value of landings	£33,051,302
Main species landed (species over 20% of total value)	Anglers NS & IIa (EC)
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

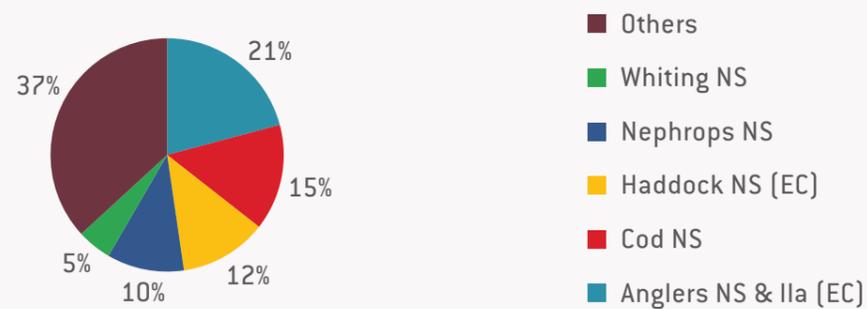


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

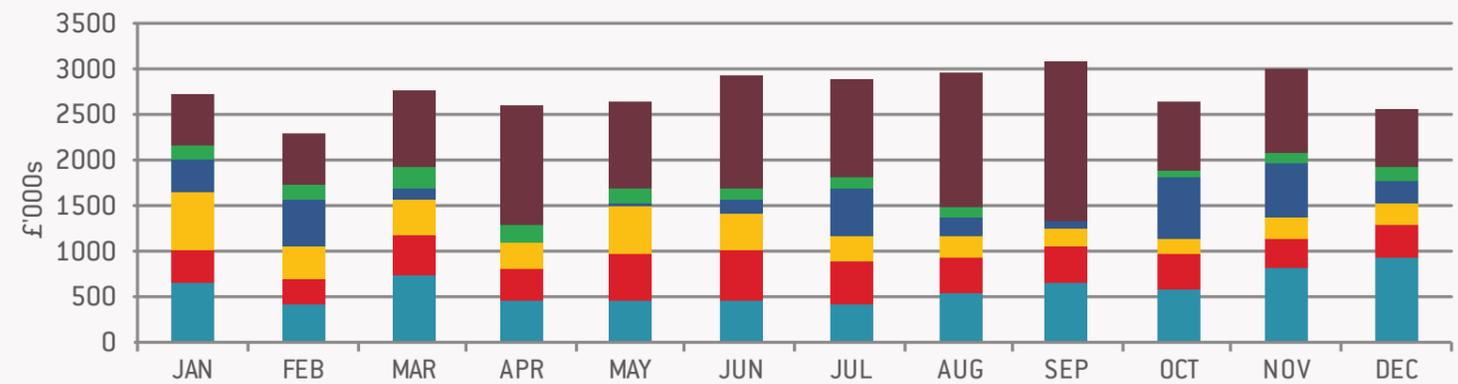
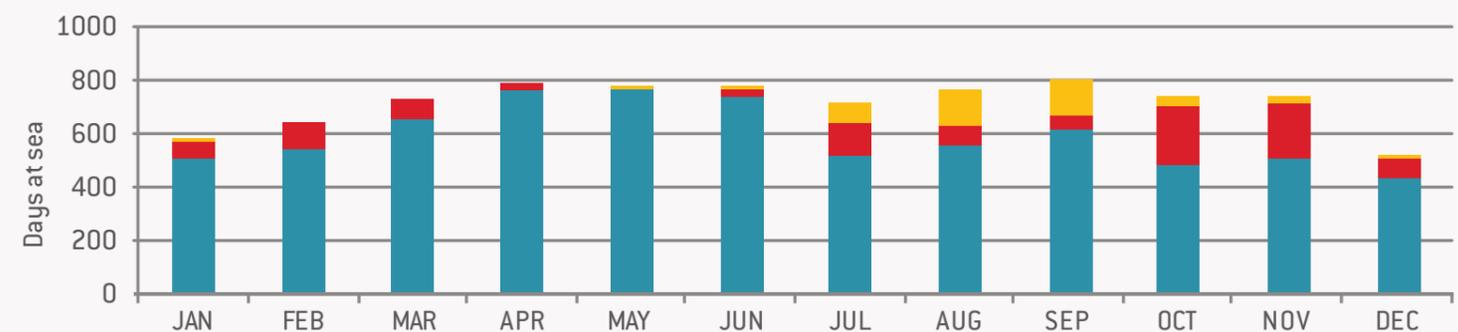


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NSWOS DEMERSAL UNDER 24M OVER 300KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 37 to 48 vessels (see table). In 2015 the number of vessels allocated to the fleet segment was comparatively high at 46 vessels. In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. Figure 7 shows that since 2010, profit margin per kW day at sea has been relatively consistent. Figure 6 shows how costs adjust in line with income to maintain profit margin.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

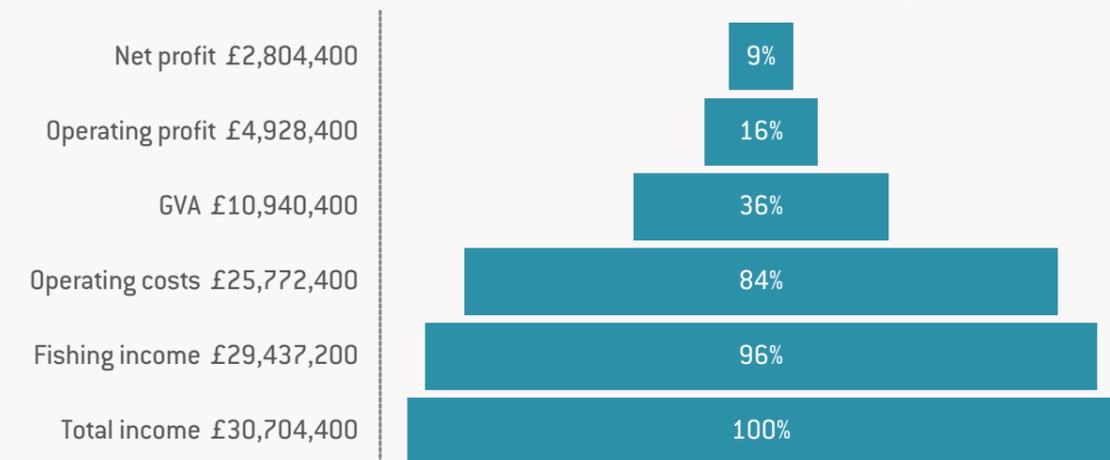


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

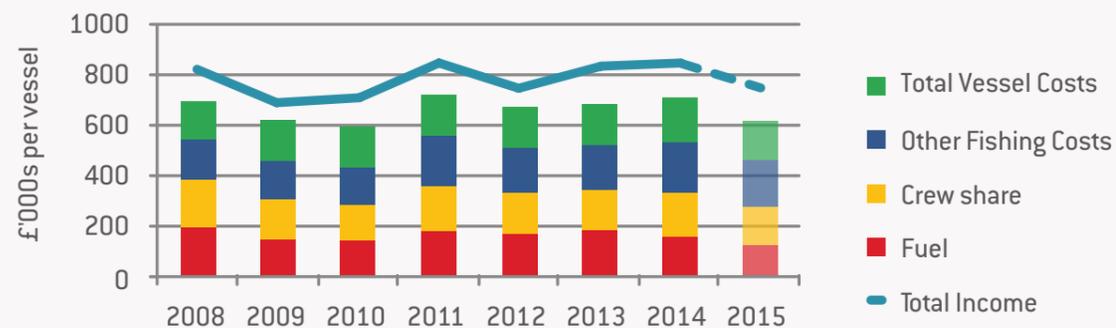


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



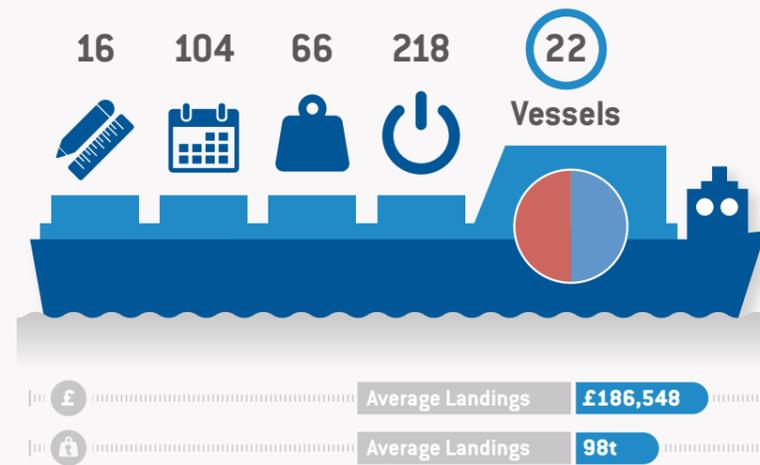
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		36	48	44	37	37	41	36	46
	Days at Sea (days)		193	191	175	166	158	174	172	187
	Landings (tonnes)		387.1	353.6	351.2	362.8	332.1	433.8	438.7	398.8
	Landings per day at sea (tonnes)		2.00	1.85	2.01	2.19	2.10	2.49	2.55	2.14
	Average price per tonne landed (£)		2,057	1,926	1,963	2,214	1,974	1,663	1,864	1,802
	Total Income (£'000)		820.3	690.9	707.7	853.8	753.2	840.1	852.9	749.4
	Total Operations Costs (£'000)		701.9	620.0	594.3	724.1	669.6	689.8	715.9	617.4
	Gross Value Added (£'000)		315.1	230.7	258.0	308.1	243.6	309.2	303.9	285.7
	Operating Profit (£'000)		118.4	71.0	113.4	129.7	83.6	150.3	136.9	132.0

NSWOS DEMERSAL UNDER 24M UNDER 300KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	22
Total days at sea	2,294
Total value of landings	£4,104,067
Main species landed (species over 20% of total value)	No Dominant Species
Home nation of majority of the segment	England & Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

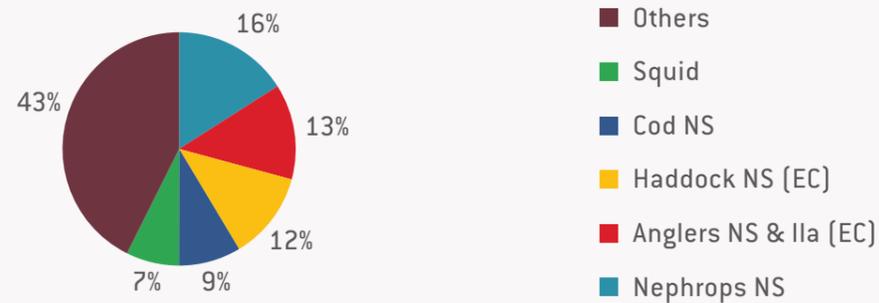


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

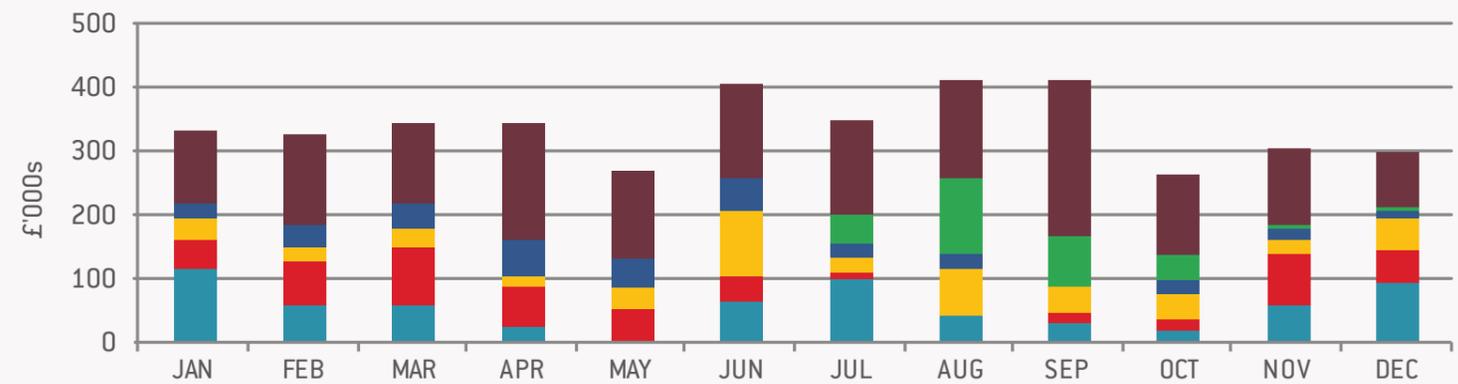


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

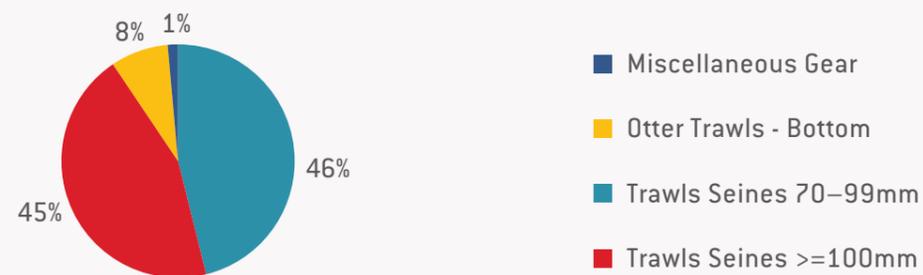
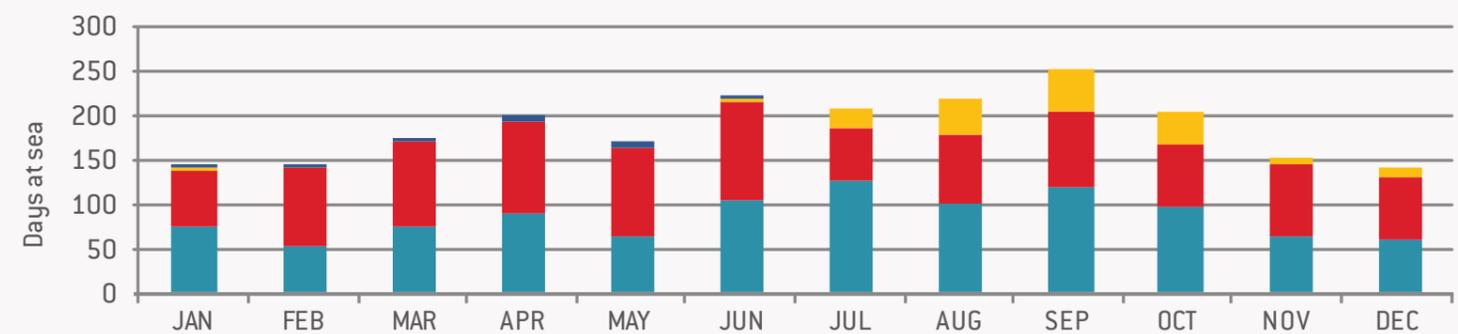


FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



NSWOS DEMERSAL UNDER 24M UNDER 300KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 33 to 22 vessels, with a low of 15 vessels in 2014 (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2011. Higher profit margins in 2011 was supported by good landings per day at sea and above average price per tonne landed. Figure 6 shows how costs vary in line with income to maintain profit margin in the fleet segment.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

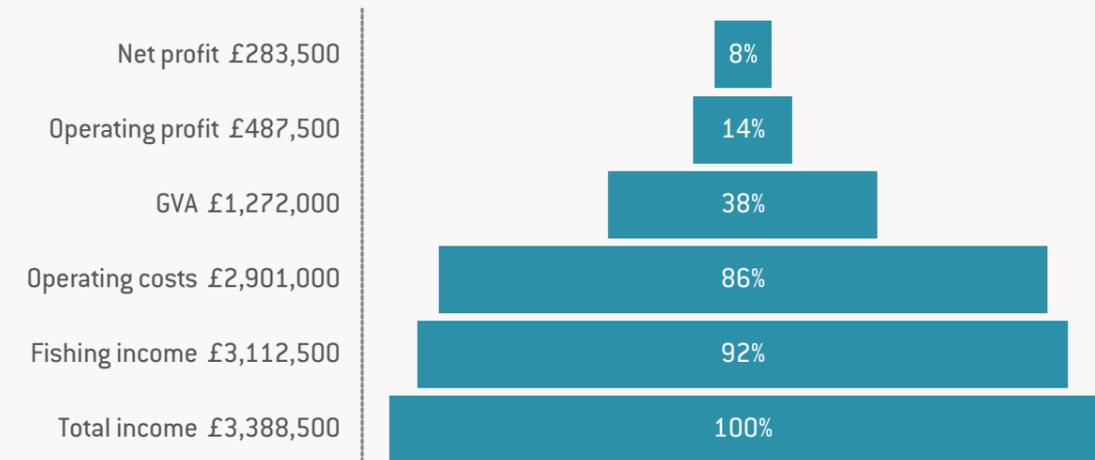


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

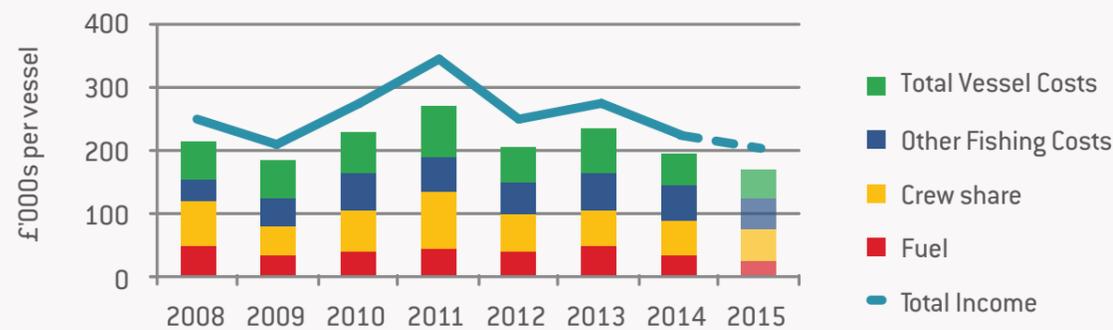
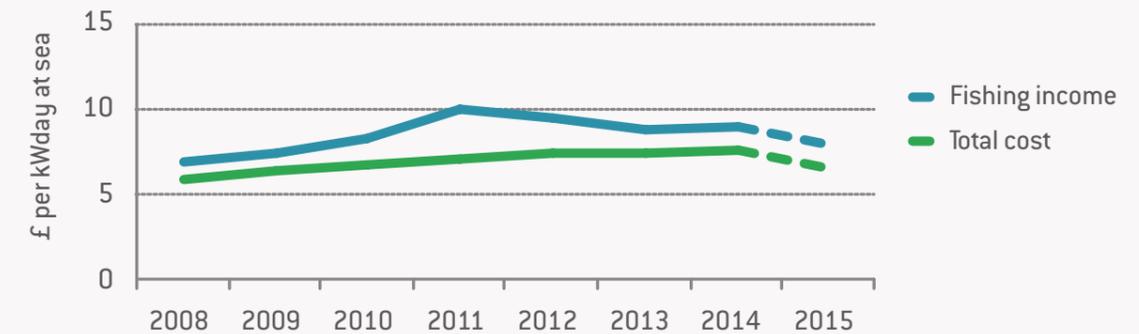


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



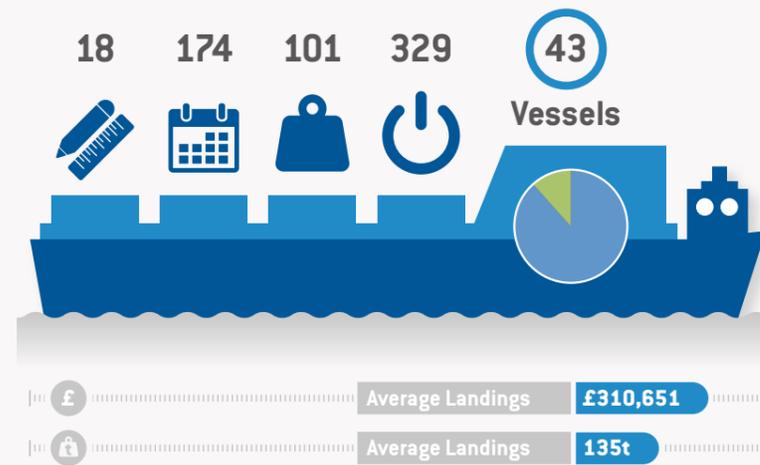
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		33	32	32	28	21	19	15	22
	Days at Sea (days)		139	134	142	126	99	126	113	104
	Landings (tonnes)		116.5	117.0	154.8	140.6	119.3	156.0	116.7	97.9
	Landings per day at sea (tonnes)		0.84	0.87	1.09	1.11	1.21	1.23	1.03	0.94
	Average price per tonne landed (£)		1,721	1,706	1,624	1,821	1,662	1,525	1,778	1,905
	Total Income (£'000)		247.4	210.2	273.9	342.6	247.7	272.4	225.9	203.1
	Total Operations Costs (£'000)		216.0	182.9	228.0	267.3	203.9	233.2	193.4	169.7
	Gross Value Added (£'000)		103.4	75.2	110.9	165.2	103.4	95.5	84.8	83.8
	Operating Profit (£'000)		31.3	27.3	45.9	75.3	43.8	39.2	32.5	33.4

WOS NEPHROPS OVER 250KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	43
Total days at sea	7,475
Total value of landings	£13,358,008
Main species landed (species over 20% of total value)	Nephrops WS
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

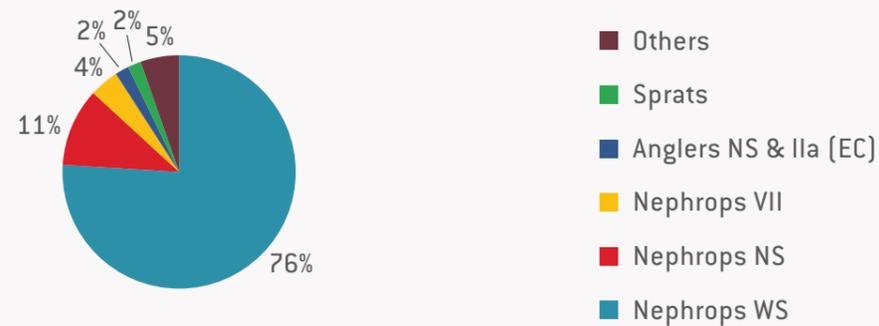


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

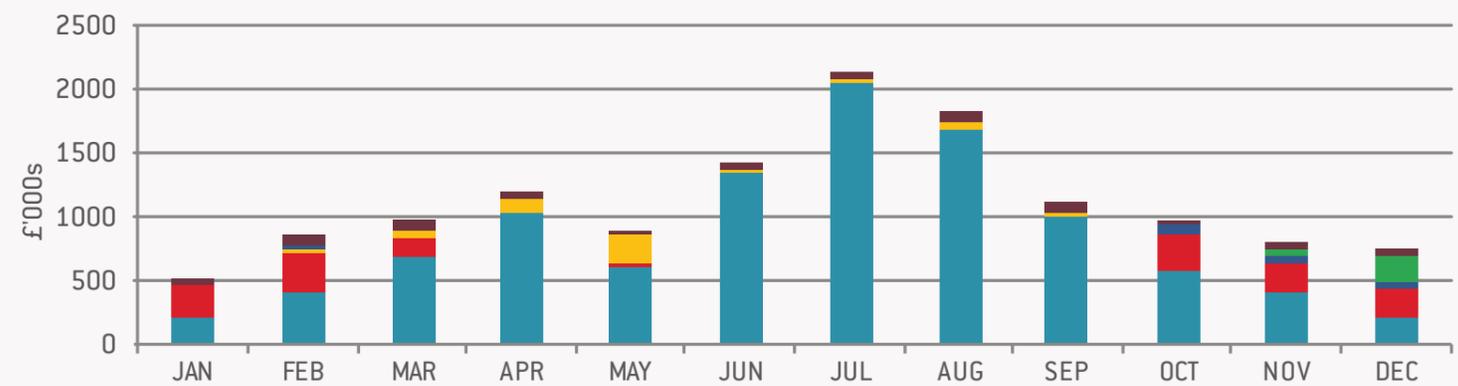
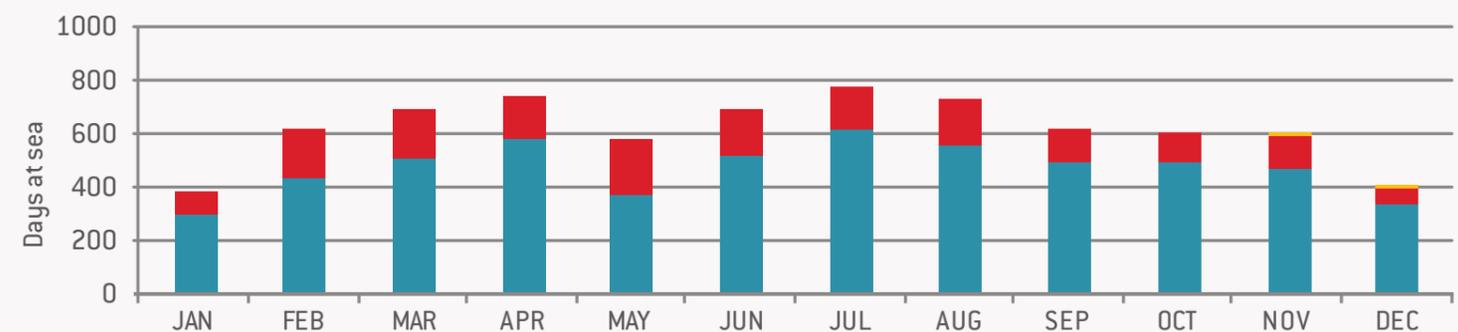


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



WOS NEPHROPS OVER 250KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied between 29 vessels in 2010 and 43 vessels in 2015 (see table). The segment as a whole was profitable in six of the seven years to 2014. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2011, 2012 and 2014. This period of improved profit margin was supported by an increase in the weight being landed per day at sea and improved average price per tonne landed (see table). The improvement in the nephrops price, and the knock-on benefit to profit margin, can be seen across UK nephrops fleet segments in 2011 and 2012. When the income line drops below the cost line (Figure 7) this highlights that the segment as a whole is making operating losses, as seen in 2009. The loss was due to a reduced average price for landings and high vessel costs (Figure 6).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

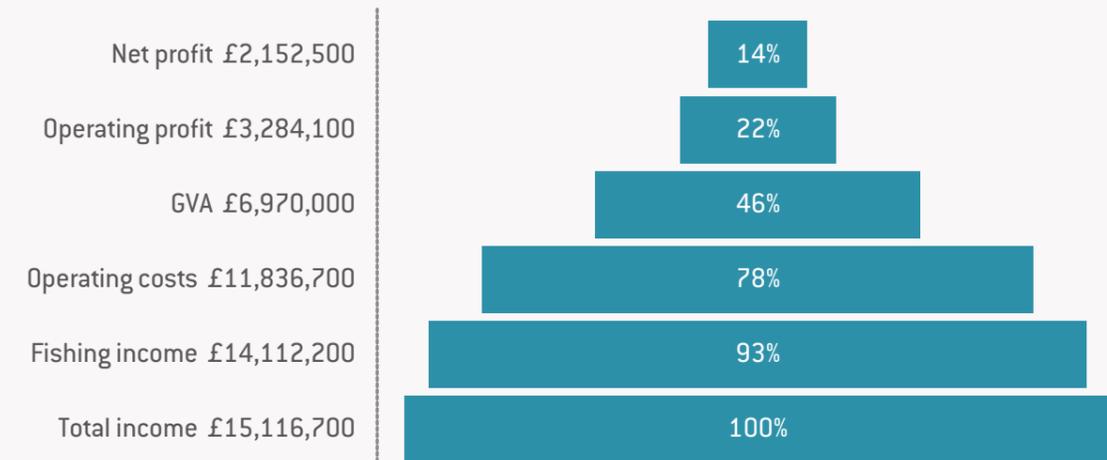


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

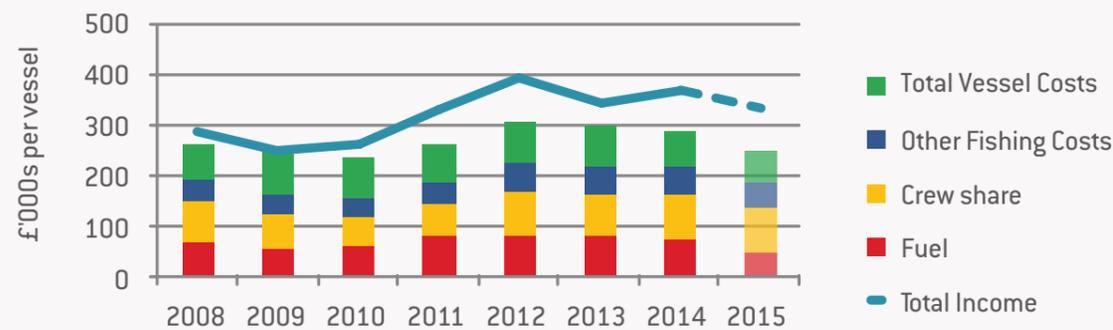


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



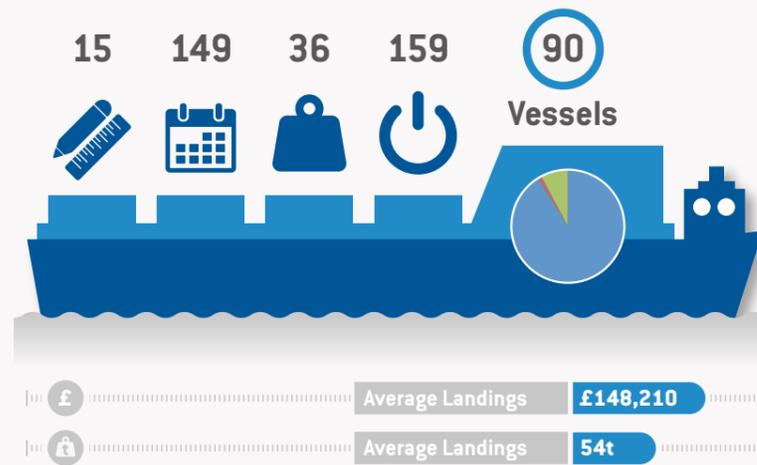
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		37	32	29	30	33	37	41	43
	Days at Sea (days)		178	187	188	179	184	188	187	174
	Landings (tonnes)		113.0	119.1	125.3	140.6	173.2	152.0	160.3	135.1
	Landings per day at sea (tonnes)		0.63	0.64	0.67	0.78	0.94	0.81	0.86	0.78
	Average price per tonne landed (£)		2,513	2,082	2,039	2,316	2,152	2,226	2,147	2,300
	Total Income (£'000)		289.4	249.0	261.8	329.4	391.3	344.7	368.7	332.8
	Total Operations Costs (£'000)		264.2	255.3	234.7	261.9	308.1	300.2	288.7	249.1
	Gross Value Added (£'000)		102.2	62.5	80.8	130.0	170.7	123.2	170.0	173.0
	Operating Profit (£'000)		25.2	-6.3	27.0	67.5	83.3	44.5	80.1	83.7

WOS NEPHROPS UNDER 250KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	90
Total days at sea	13,375
Total value of landings	£13,338,884
Main species landed (species over 20% of total value)	Nephrops WS
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS

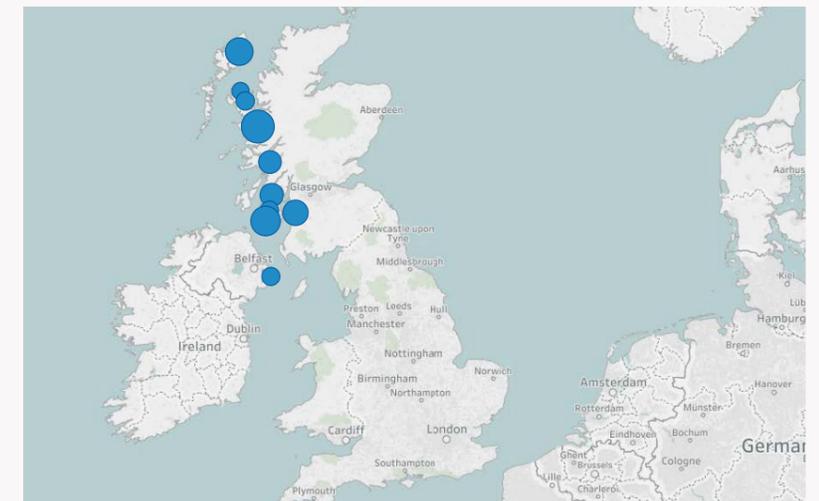


FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

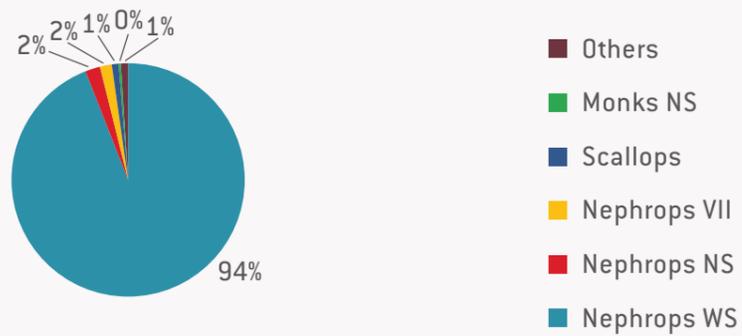


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

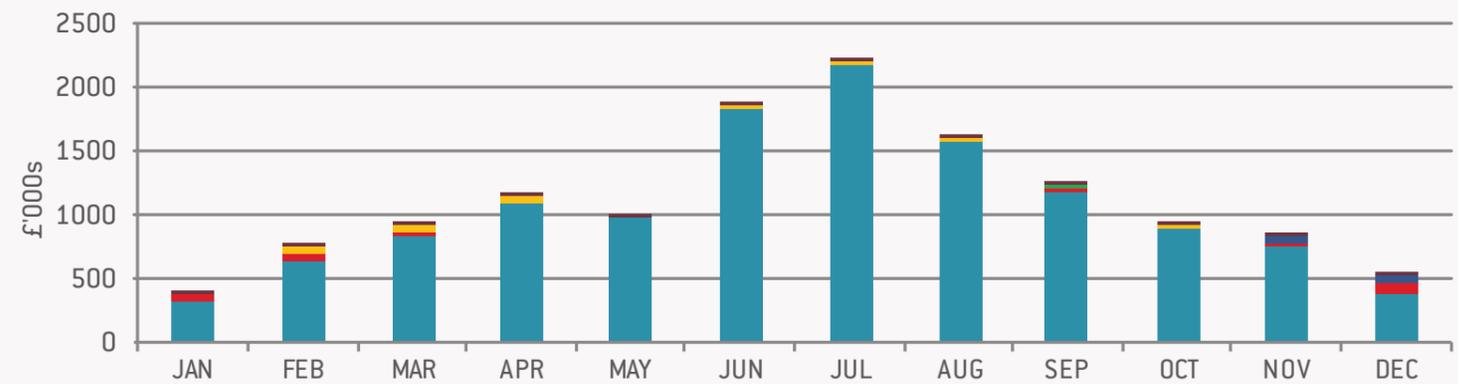
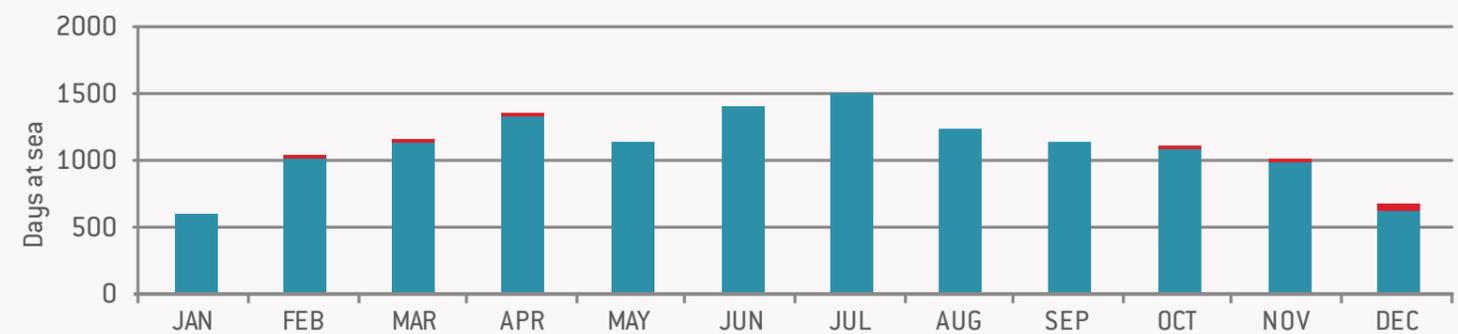


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



WOS NEPHROPS UNDER 250KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 138 to 90 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. The graph indicates that profit margins narrowed in 2009 and 2010. This was due to relatively low landings per day at sea and below average price per tonne landed (see table). A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2012. The improvement in 2012, which can be seen in most nephrops fleets, was supported by a high average price per tonne landed and good landings per day at sea (see table).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

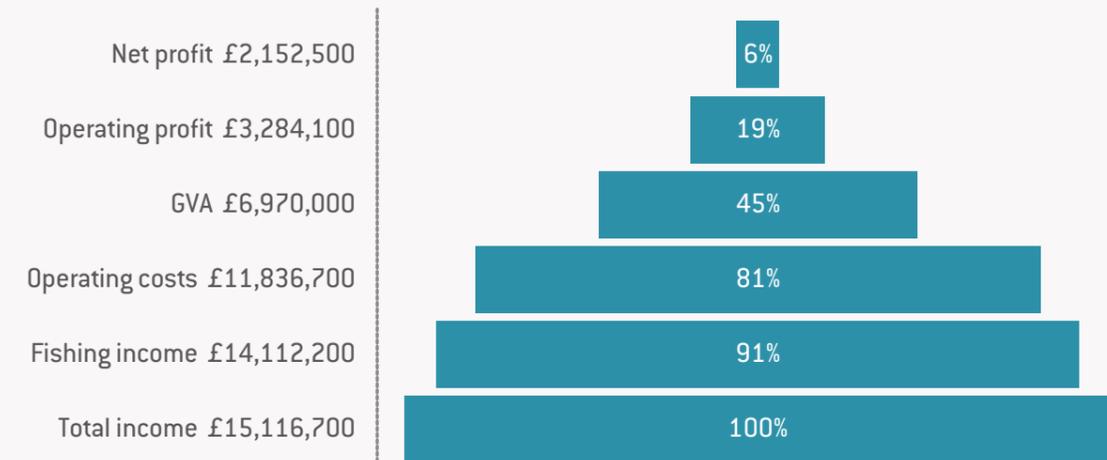


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

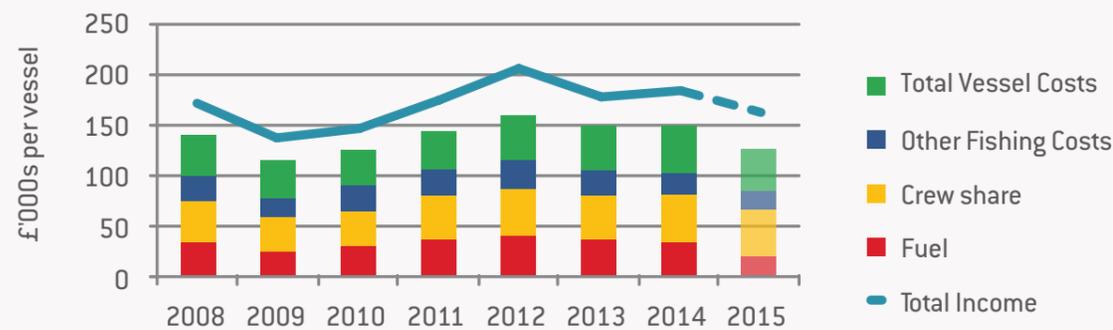


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



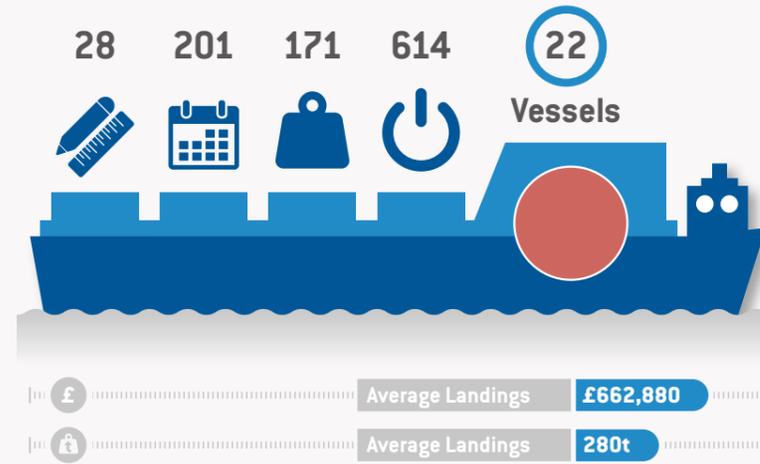
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		138	120	104	94	99	98	91	90
	Days at Sea (days)		162	163	168	158	165	157	162	149
	Landings (tonnes)		61.5	59.3	62.4	62.1	66.2	65.6	61.9	54.0
	Landings per day at sea (tonnes)		0.38	0.36	0.37	0.39	0.40	0.42	0.38	0.36
	Average price per tonne landed (£)		2,706	2,283	2,319	2,782	2,931	2,595	2,730	2,747
	Total Income (£'000)		171.6	137.1	147.3	175.7	205.5	178.2	184.9	162.3
	Total Operations Costs (£'000)		140.5	115.1	123.3	143.5	160.5	149.7	149.9	126.6
	Gross Value Added (£'000)		73.3	53.9	59.7	74.9	92.9	73.1	83.0	81.4
	Operating Profit (£'000)		31.1	22.0	24.0	32.2	45.0	28.5	35.0	35.7

SOUTH WEST BEAMERS OVER 250KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	22
Total days at sea	4,428
Total value of landings	£14,583,362
Main species landed (species over 20% of total value)	Anglers VII
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

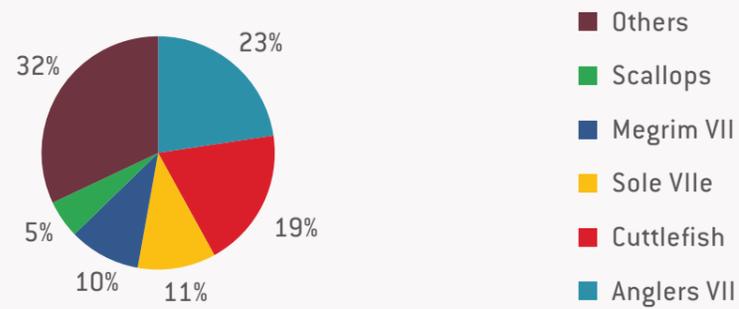


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

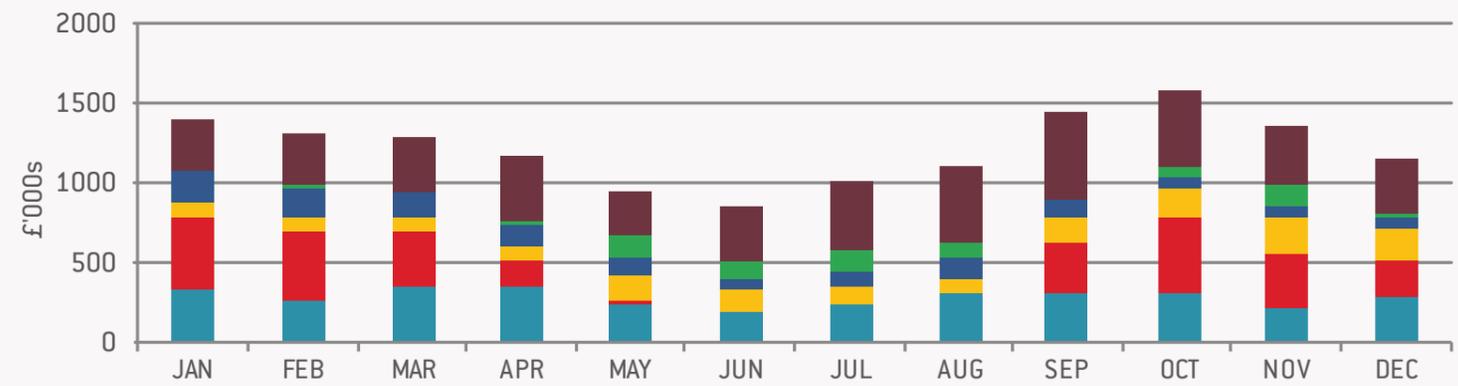
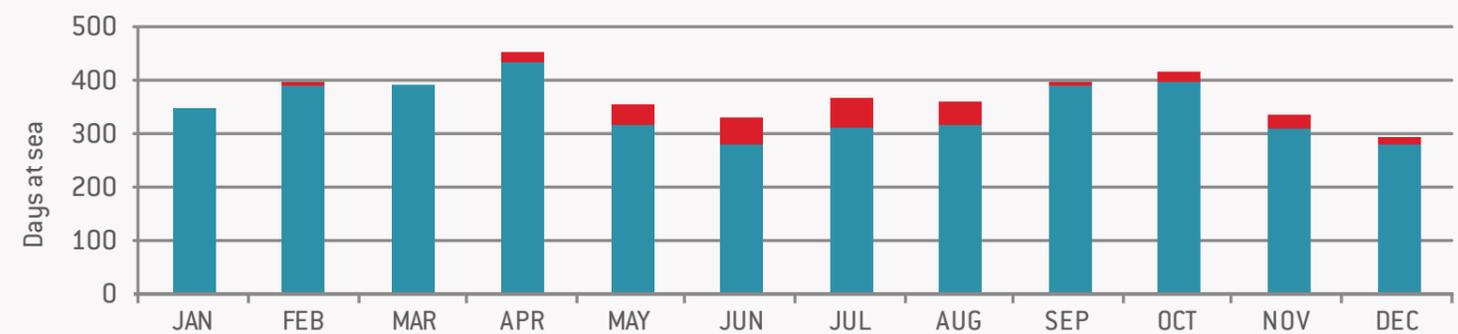


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



SOUTH WEST BEAMERS OVER 250KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In 2008 there were 31 vessels allocated to the fleet segment. Following a reduction in fleet size of 23% in 2009, the number of vessels in the fleet segment has remained relatively stable at around 20-22 vessels (see table). The segment as a whole was profitable in six of the seven years to 2014. Financial losses occurred in 2008 which may explain the subsequent reduction in the number of vessels in the fleet segment in 2009. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2010 and 2011. However, the graph also shows that, with the exception of 2010 and 2011, there is little difference between income and costs and therefore profit margin is low in this fleet segment. The higher profit margin observed in 2010 and 2011 was due to income increasing at a greater rate than costs (Figure 6), in 2011 the fleet segment also benefited from a peak in average price per tonne landed (see table).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

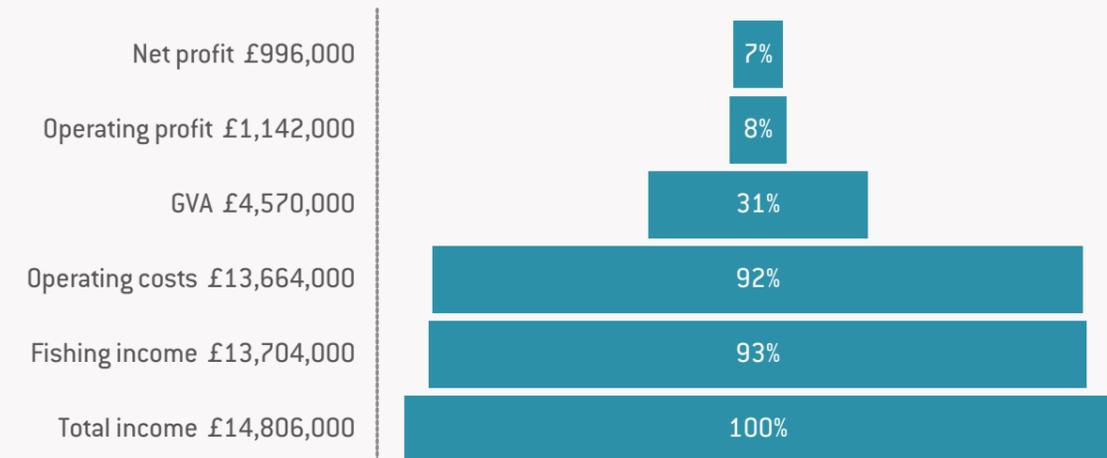


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

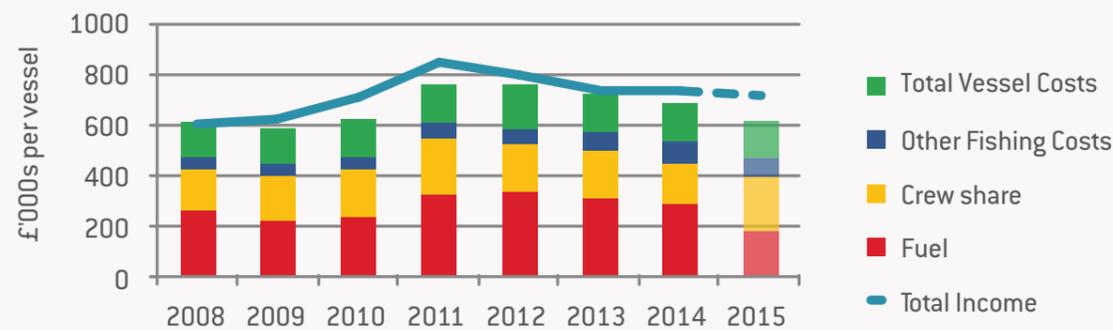
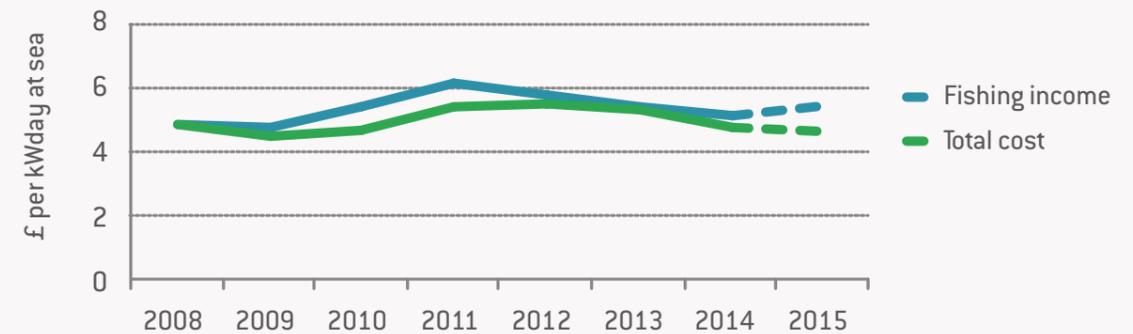


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



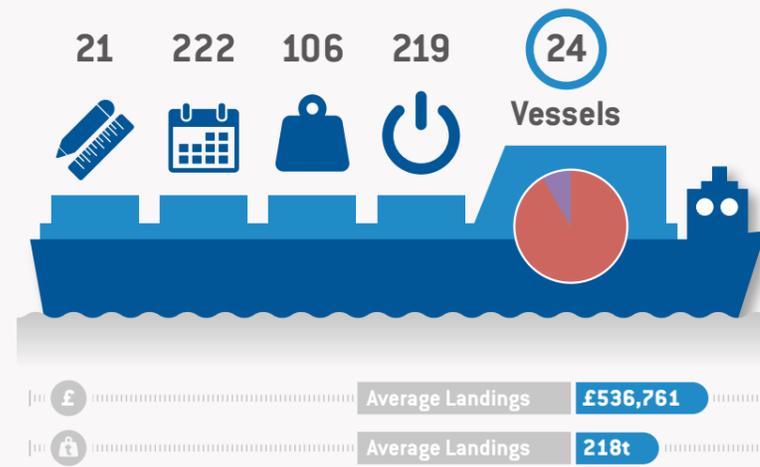
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		31	24	22	22	19	19	20	22
	Days at Sea (days)		200	213	212	223	217	216	216	201
	Landings (tonnes)		214.3	223.7	253.6	278.7	305.1	291.5	268.0	279.8
	Landings per day at sea (tonnes)		1.07	1.05	1.20	1.25	1.41	1.35	1.24	1.39
	Average price per tonne landed (£)		2,797	2,765	2,781	3,003	2,528	2,504	2,557	2,369
	Total Income (£'000)		603.6	618.6	716.4	851.0	797.4	732.6	740.3	716.2
	Total Operations Costs (£'000)		605.8	587.0	619.7	756.0	763.2	719.7	683.2	617.5
	Gross Value Added (£'000)		159.6	209.6	278.7	313.3	228.0	192.7	228.5	312.4
	Operating Profit (£'000)		-2.2	31.6	96.7	95.0	34.2	12.9	57.1	98.6

SOUTH WEST BEAMERS UNDER 250KW: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	24
Total days at sea	5,318
Total value of landings	£12,882,262
Main species landed (species over 20% of total value)	Cuttlefish, Sole VIIe
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

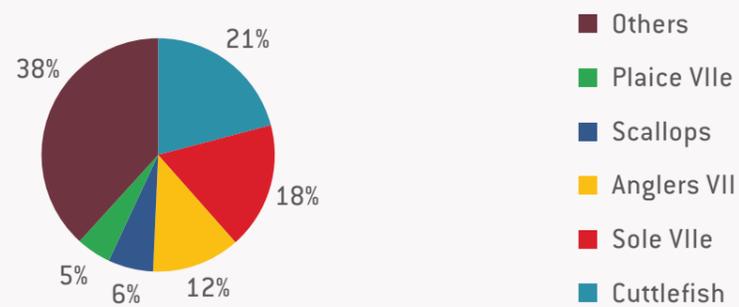


FIG.2. VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

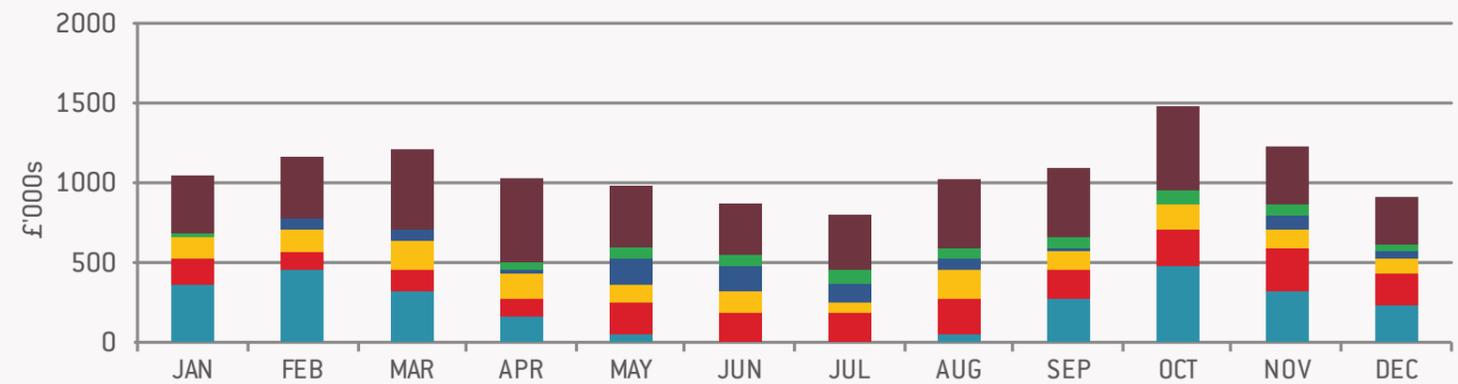
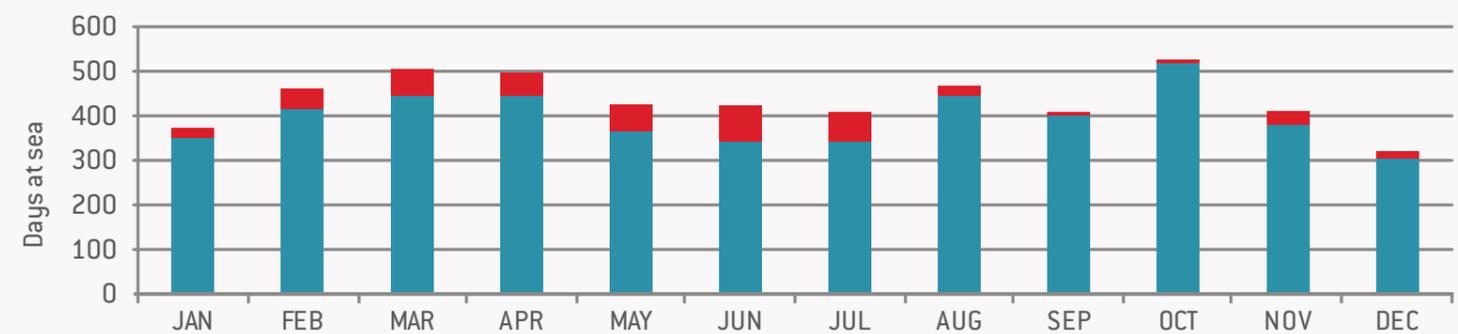


FIG.3. DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4. TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



SOUTH WEST BEAMERS UNDER 250KW: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 19 to 27 vessels, with 24 vessels in 2015 (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2012. The improved profit margin in 2012 was supported by an increase in landings per day at sea (see table) and a reduction in other fishing costs (Figure 6).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

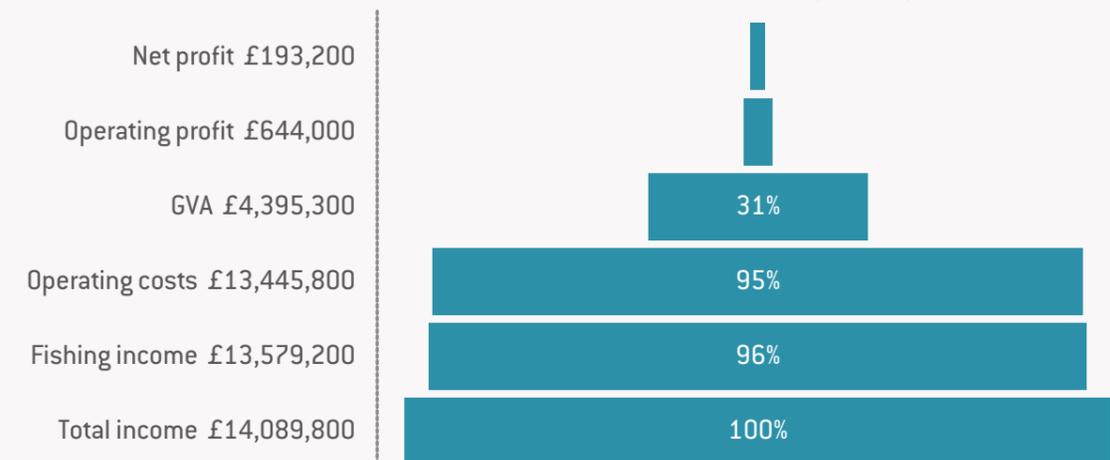


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

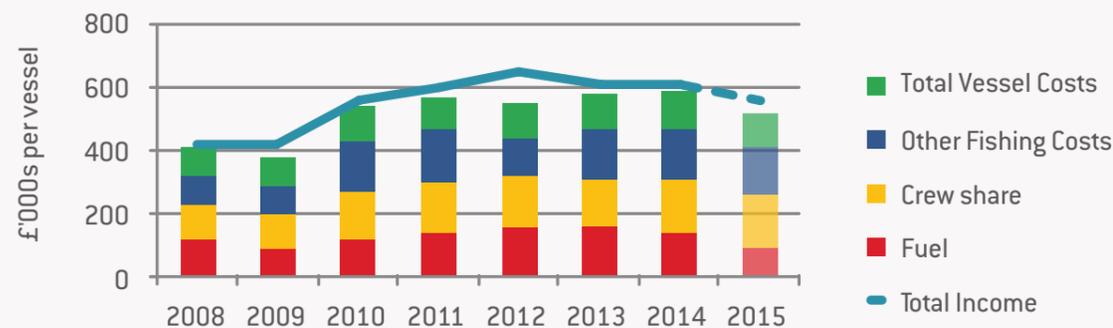
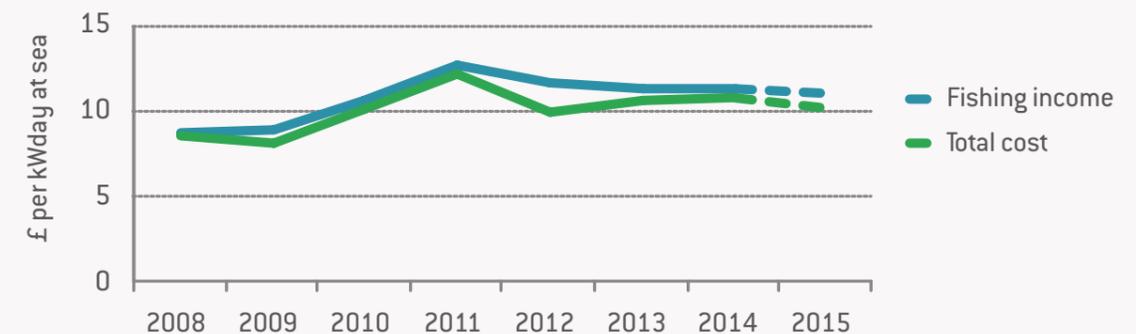


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



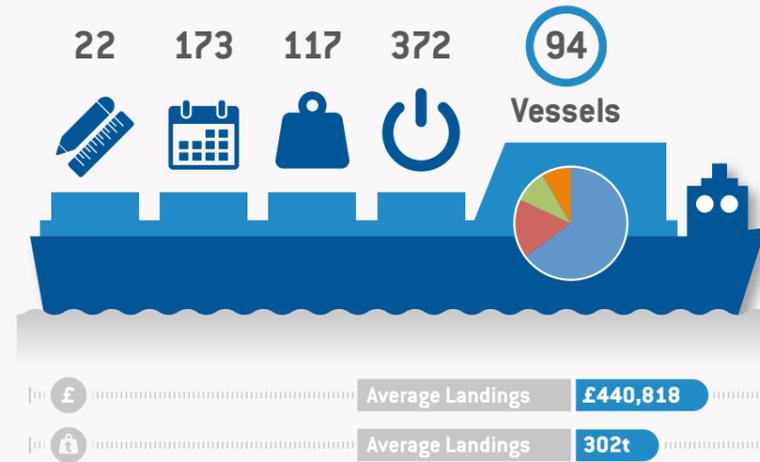
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		22	22	19	23	27	25	23	24
	Days at Sea (days)		224	220	246	215	244	248	239	222
	Landings (tonnes)		132.4	134.7	182.4	178.5	228.0	235.9	220.9	218.3
	Landings per day at sea (tonnes)		0.59	0.61	0.74	0.83	0.93	0.95	0.92	0.99
	Average price per tonne landed (£)		3,142	3,076	3,064	3,328	2,708	2,585	2,673	2,459
	Total Income (£'000)		416.2	415.0	560.9	594.5	644.0	613.1	612.6	557.0
	Total Operations Costs (£'000)		412.9	380.1	536.5	571.2	553.4	573.6	584.6	514.5
	Gross Value Added (£'000)		109.6	140.5	170.4	181.8	246.0	189.0	191.1	214.1
	Operating Profit (£'000)		3.3	34.9	24.5	23.3	90.7	39.6	28.0	42.5

UK SCALLOP DREDGE OVER 15M: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	94
Total days at sea	16,264
Total value of landings	£41,436,884
Main species landed (species over 20% of total value)	Scallops
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

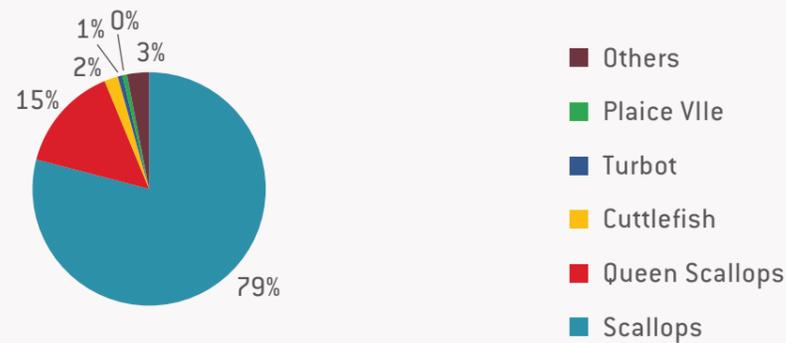


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

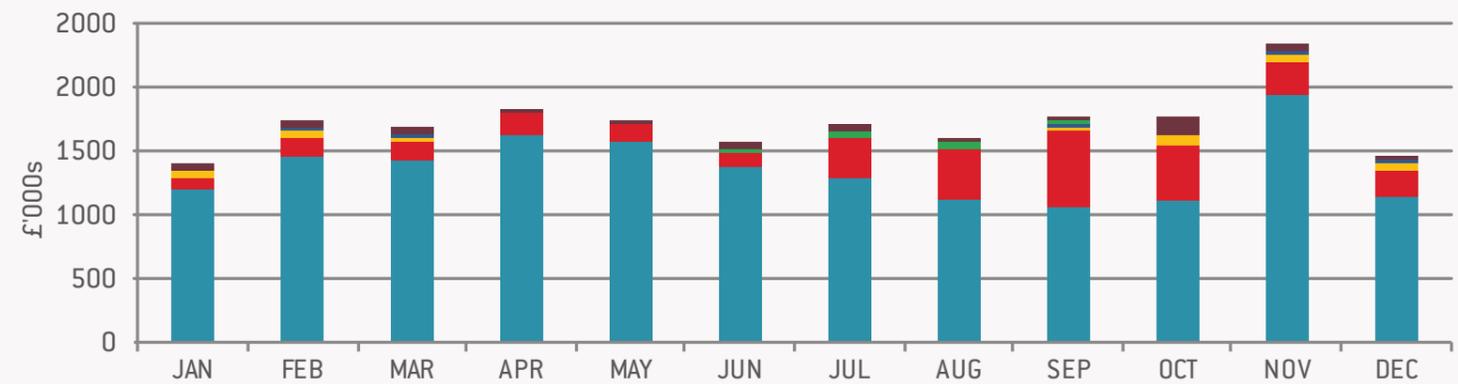


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

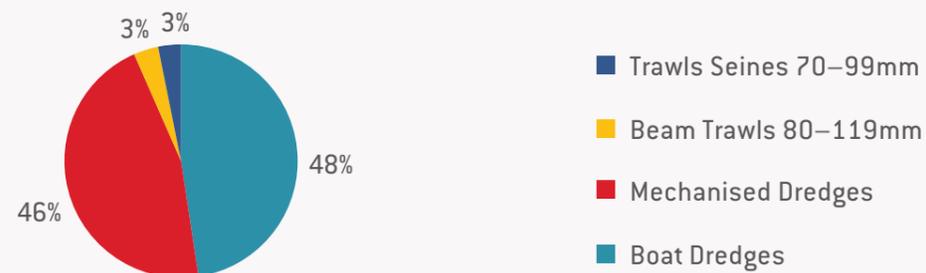
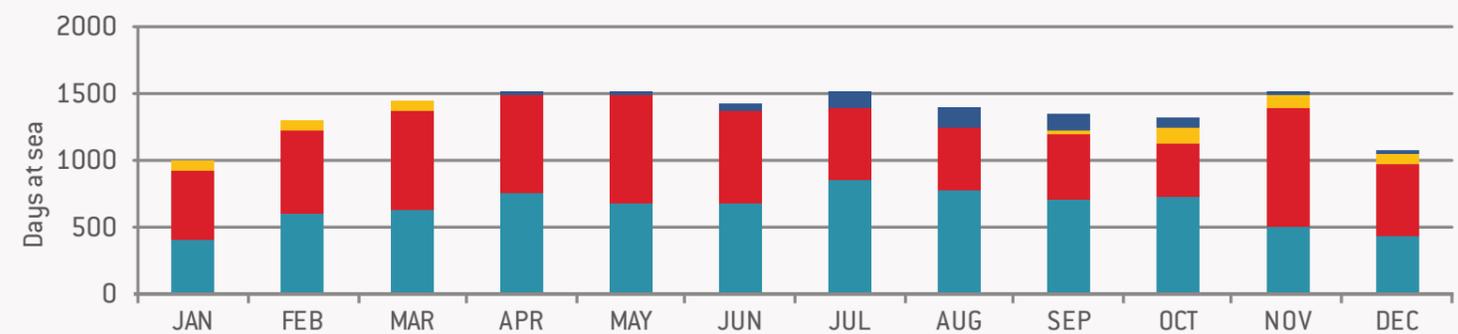


FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



UK SCALLOP DREDGE OVER 15M: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment increased from 63 to 94 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively narrow gap between the two lines indicates a period of lower profit margins in the fleet segment, for example in 2013 and 2014. In 2013 and 2014 the average price per tonne landed was higher than in the period 2011-2012, but lower average landings per day had the effect of reducing total income in the fleet segment (see table).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

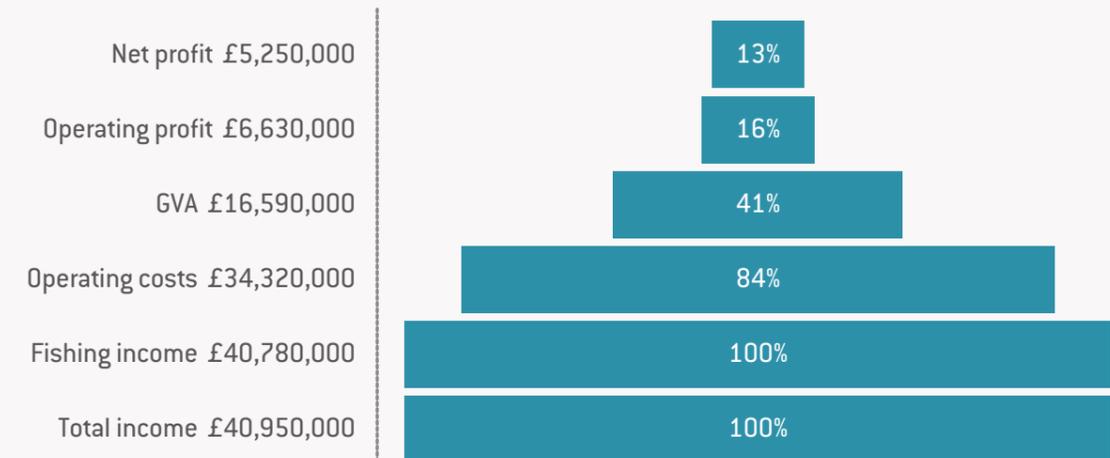


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

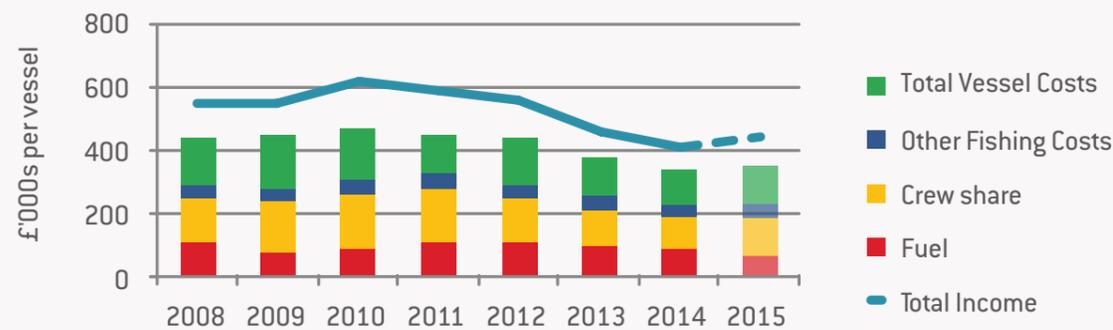


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



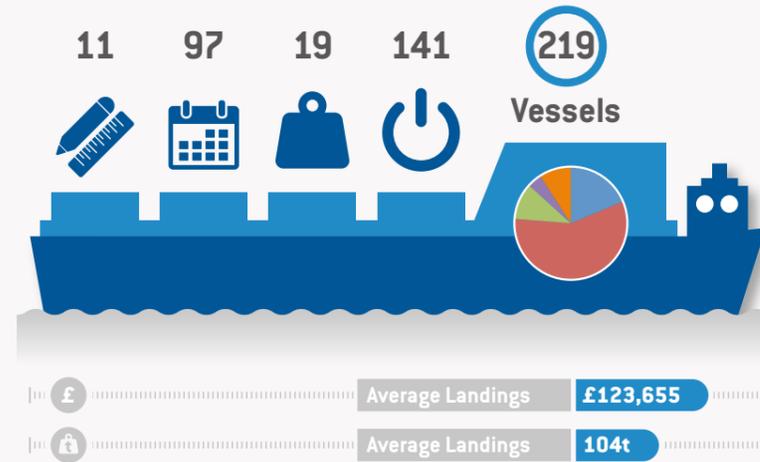
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		63	75	83	83	90	99	100	94
	Days at Sea (days)		187	187	187	174	172	168	170	173
	Landings (tonnes)		310.8	349.8	414.4	549.5	545.3	368.6	277.9	301.8
	Landings per day at sea (tonnes)		1.66	1.87	2.22	3.16	3.18	2.19	1.64	1.74
	Average price per tonne landed (£)		1,718	1,526	1,437	1,058	1,001	1,243	1,467	1,460
	Total Income (£'000)		545.2	545.1	623.2	587.9	554.7	462.8	409.5	442.6
	Total Operations Costs (£'000)		435.6	444.8	464.5	447.9	433.9	379.6	343.2	350.0
	Gross Value Added (£'000)		246.0	253.9	328.7	309.7	255.5	193.9	165.9	212.2
	Operating Profit (£'000)		109.6	100.3	158.7	140.0	120.8	83.1	66.3	92.6

UK SCALLOP DREDGE UNDER 15M: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	219
Total days at sea	21,234
Total value of landings	£27,080,430
Main species landed (species over 20% of total value)	Scallops, Cockles
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS

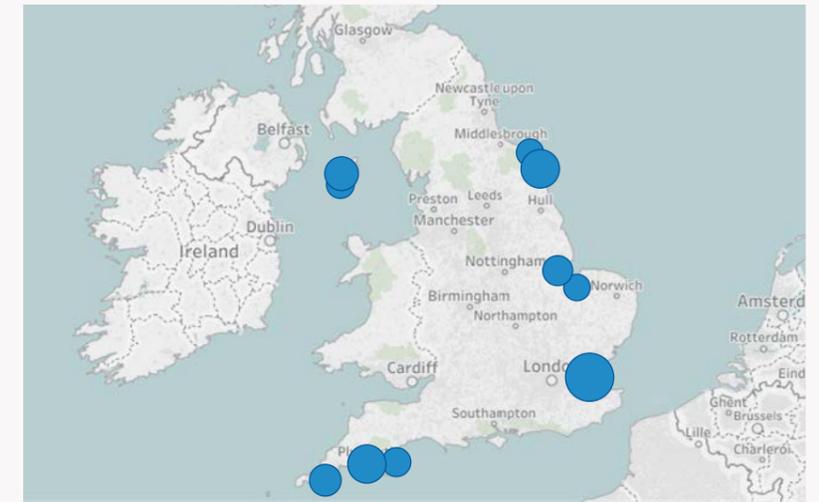


FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

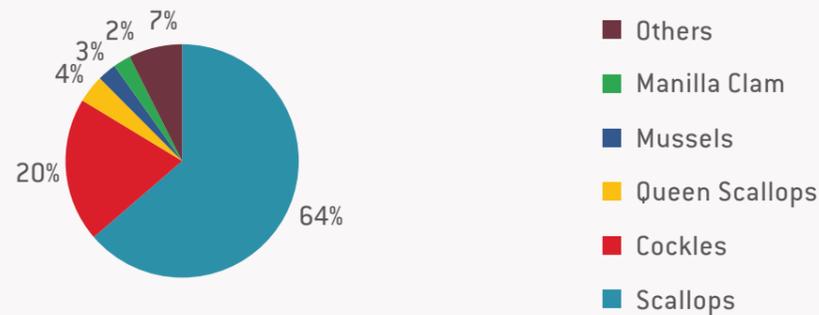


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

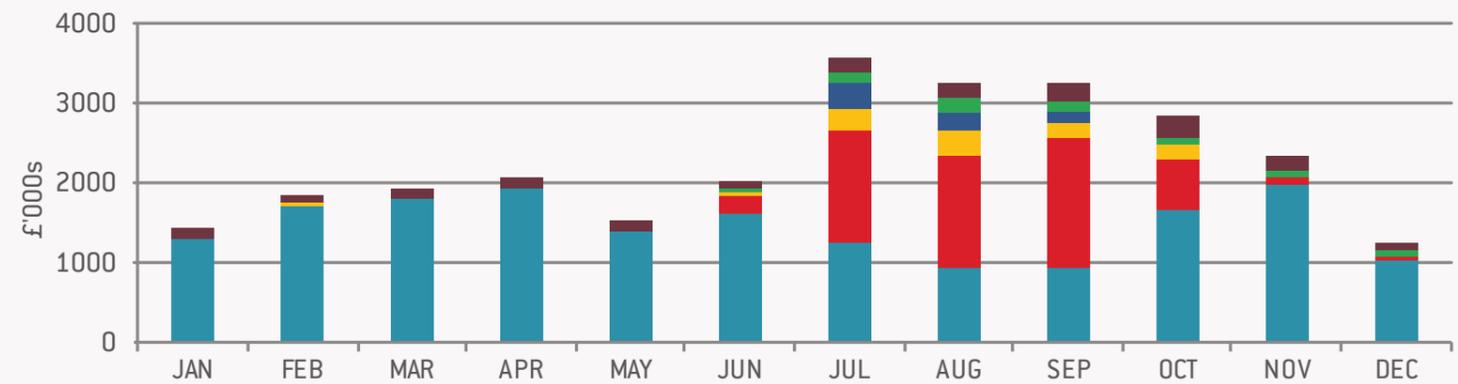


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

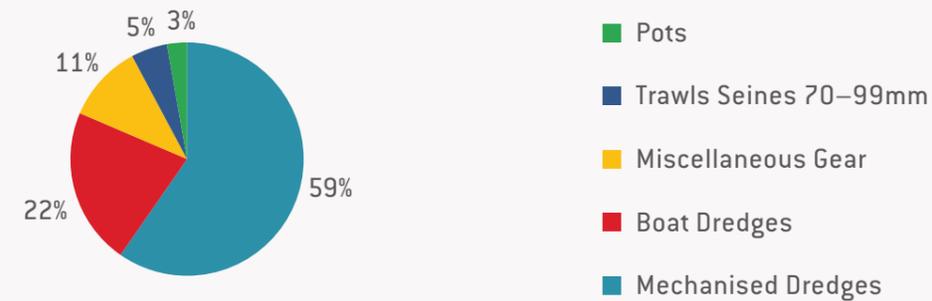
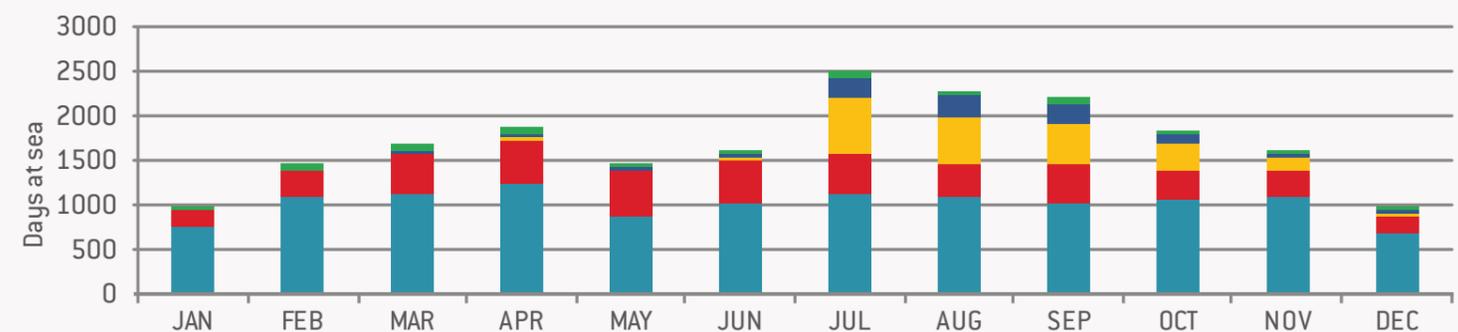


FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



UK SCALLOP DREDGE UNDER 15M: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment increased from 123 to 219 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2009. Since 2010, profit margins have been lower but there was an improvement in profit margin in 2012, supported by an above average price for landings.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

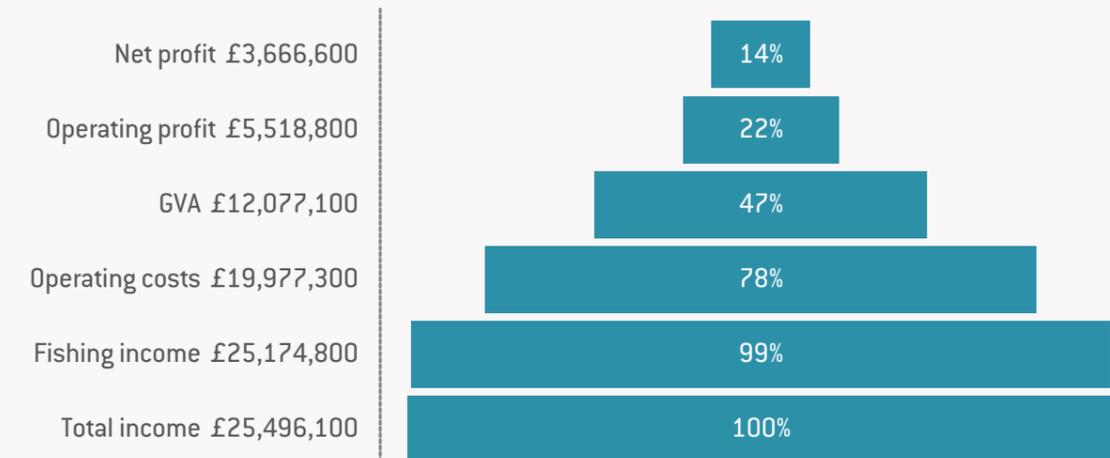


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

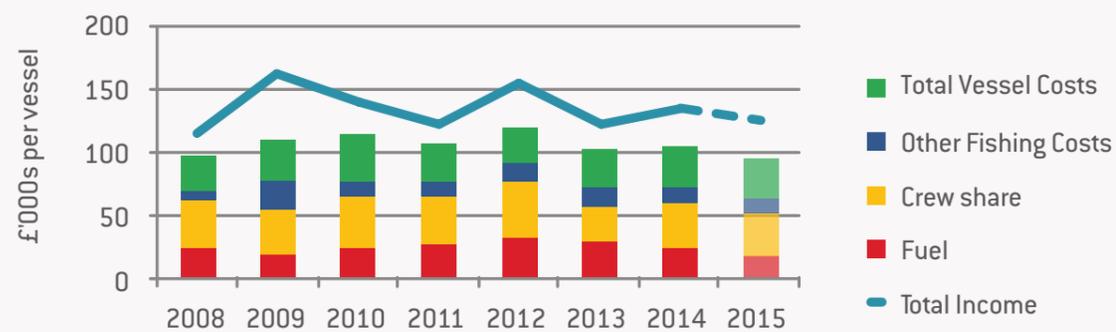


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



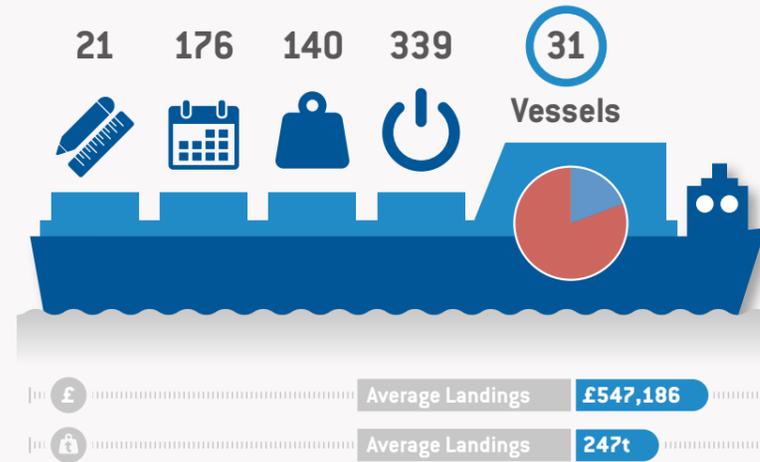
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		123	132	126	176	157	193	189	219
	Days at Sea (days)		105	101	107	92	106	94	90	97
	Landings (tonnes)		92.8	78.3	97.4	107.3	103.8	112.0	101.1	103.6
	Landings per day at sea (tonnes)		0.88	0.77	0.91	1.16	0.98	1.19	1.12	1.07
	Average price per tonne landed (£)		1,226	2,011	1,402	1,126	1,433	1,061	1,318	1,194
	Total Income (£'000)		114.9	161.2	138.7	121.7	154.4	122.7	134.9	125.2
	Total Operations Costs (£'000)		96.2	110.2	114.2	106.5	119.5	103.1	105.7	94.7
	Gross Value Added (£'000)		55.2	84.7	64.2	51.4	79.7	47.7	63.9	64.7
	Operating Profit (£'000)		18.7	51.0	24.5	15.2	34.9	19.5	29.2	30.5

GILL NETTERS: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	31
Total days at sea	5,459
Total value of landings	£16,962,762
Main species landed (species over 20% of total value)	Anglers NS & IIa (EC)
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

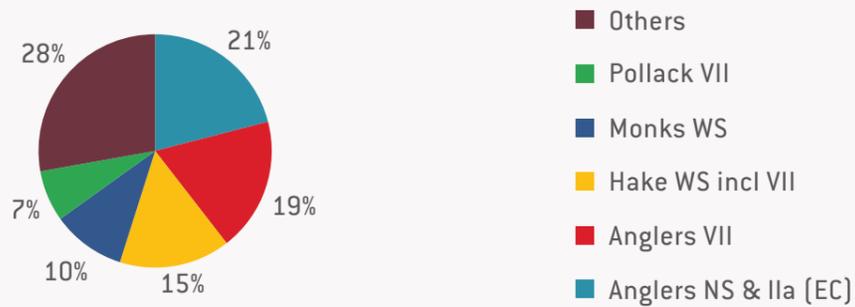


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

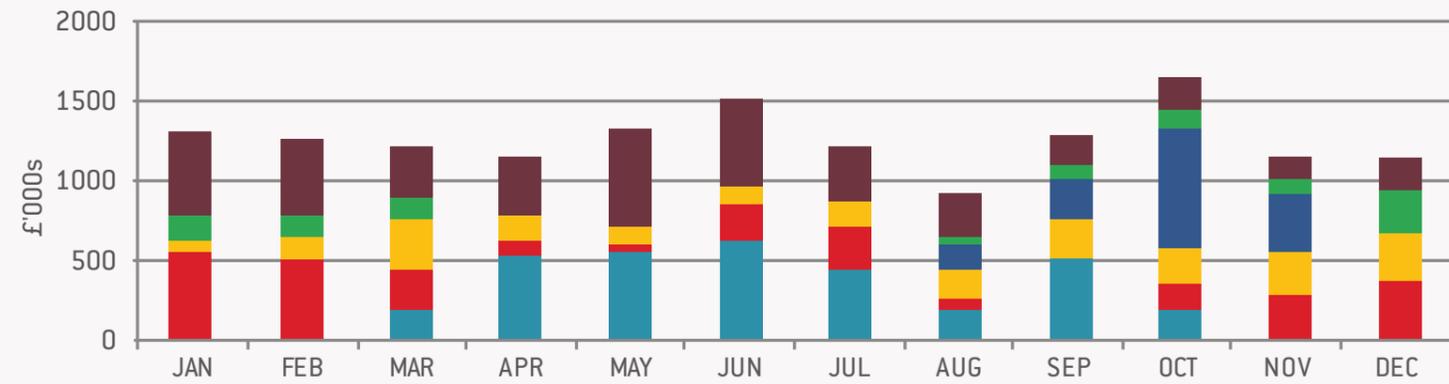


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

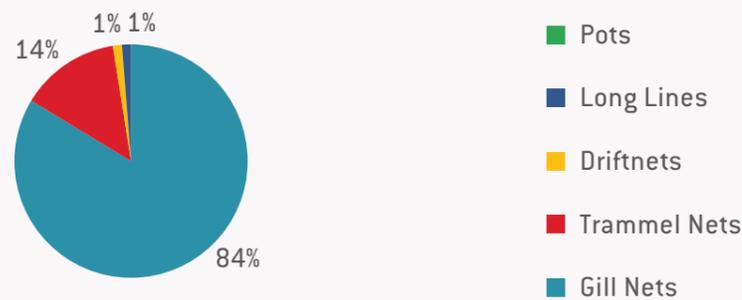
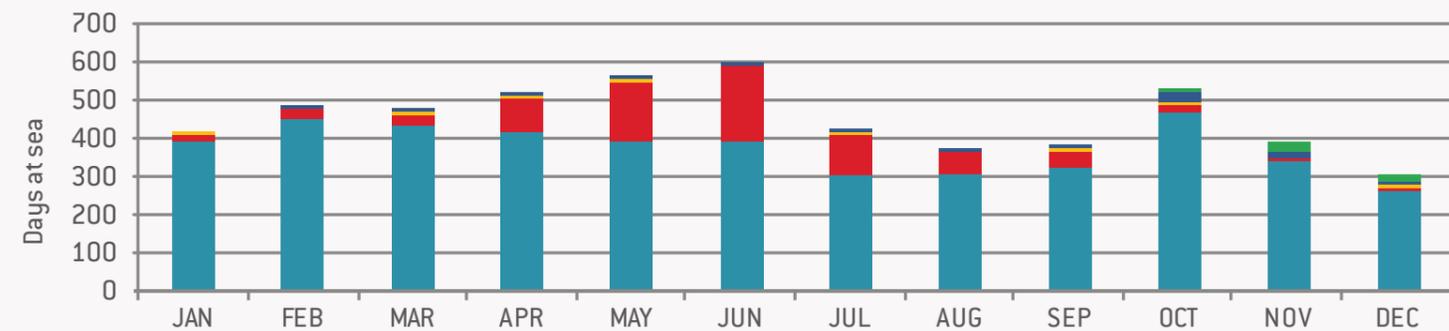


FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



GILL NETTERS: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 31 to 41 vessels. In 2015 there were 31 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. In this fleet segment the gap between the lines in Figure 7 is less consistent than for many other fleet segments. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2010, 2012 and 2014. This period of improved profit margin was supported in 2010 by relatively low costs and a high price per tonne landed, in 2012 by an increase in landings per day at sea and a reduction in costs and in 2014 by high landings per day at sea. In the periods where profit margin narrows, this appears to be due to high costs (Figure 6) rather than notable shifts in income.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

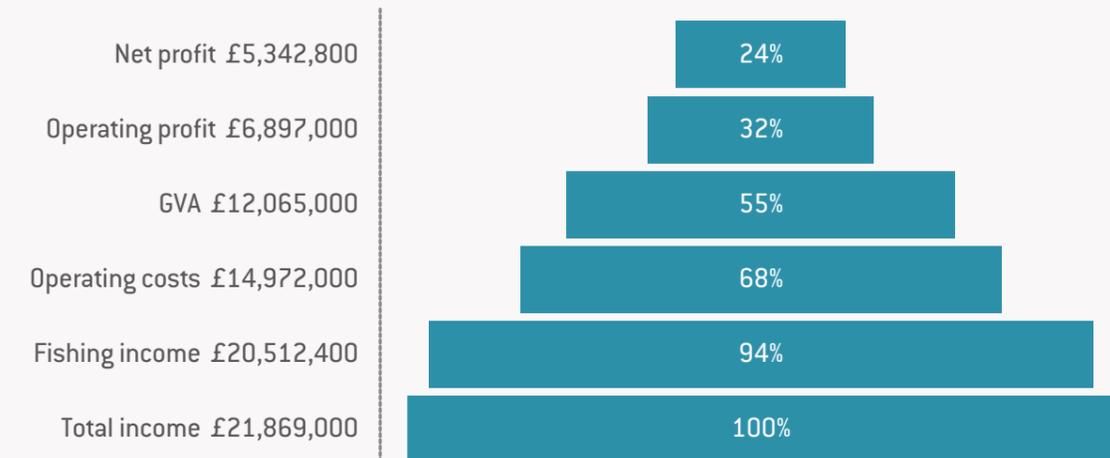


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

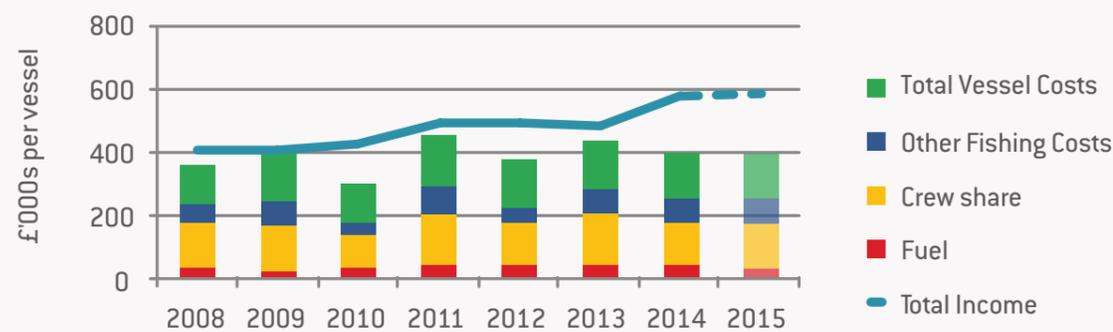
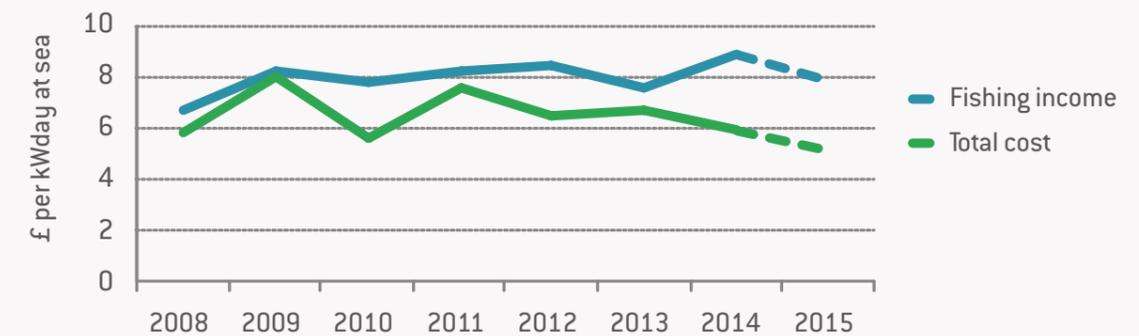


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



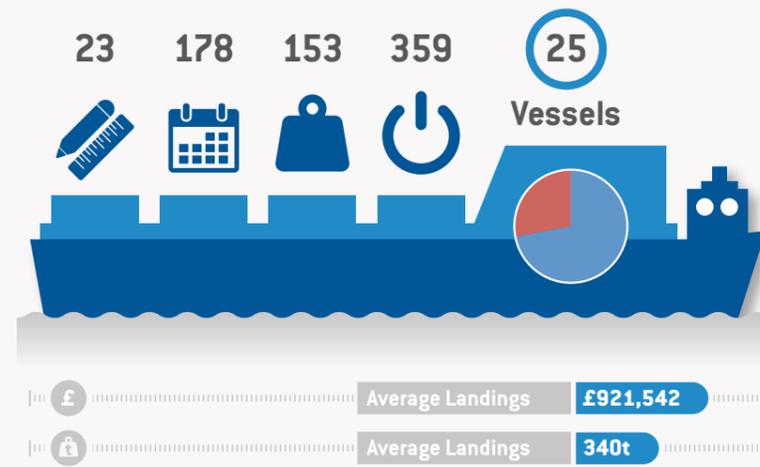
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		40	38	40	41	41	38	38	31
	Days at Sea (days)		149	156	162	167	159	166	165	176
	Landings (tonnes)		123.2	146.1	136.3	186.9	218.7	250.8	274.2	246.7
	Landings per day at sea (tonnes)		0.83	0.94	0.84	1.12	1.38	1.51	1.67	1.40
	Average price per tonne landed (£)		2,656	2,772	3,090	2,602	2,248	1,932	1,968	2,218
	Total Income (£'000)		405.2	404.8	421.1	486.7	491.7	484.7	575.5	583.4
	Total Operations Costs (£'000)		361.6	395.2	300.2	453.1	375.3	429.3	394.0	392.6
	Gross Value Added (£'000)		180.1	150.7	229.1	196.3	245.9	214.2	317.5	332.1
	Operating Profit (£'000)		43.6	9.6	120.9	33.5	116.4	55.3	181.5	190.9

LONGLINERS: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	25
Total days at sea	4,439
Total value of landings	£23,038,540
Main species landed (species over 20% of total value)	Hake WS incl VII
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

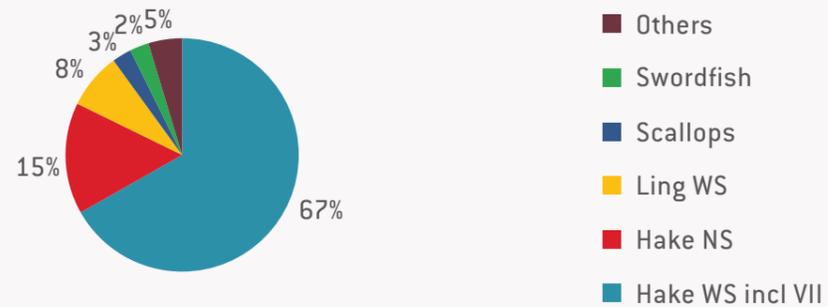


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

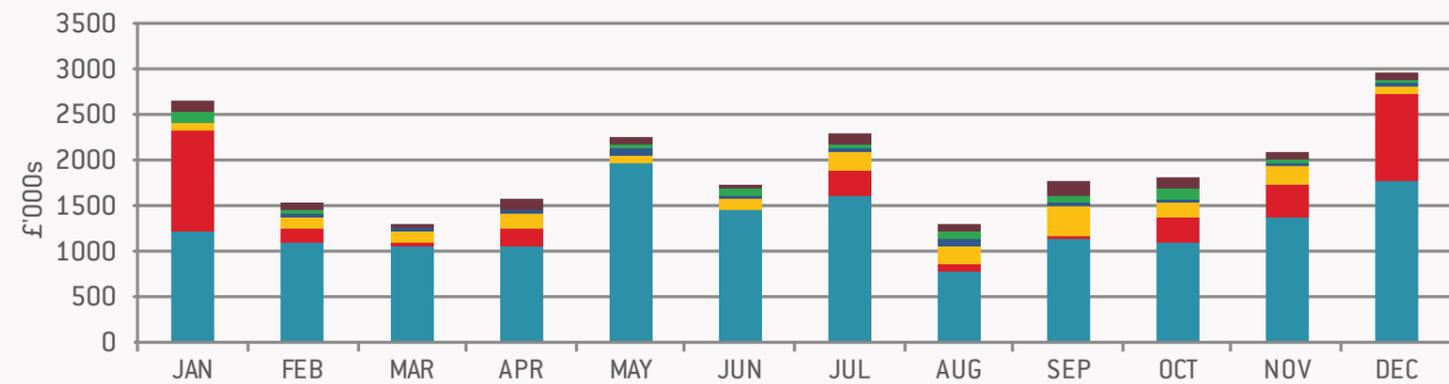
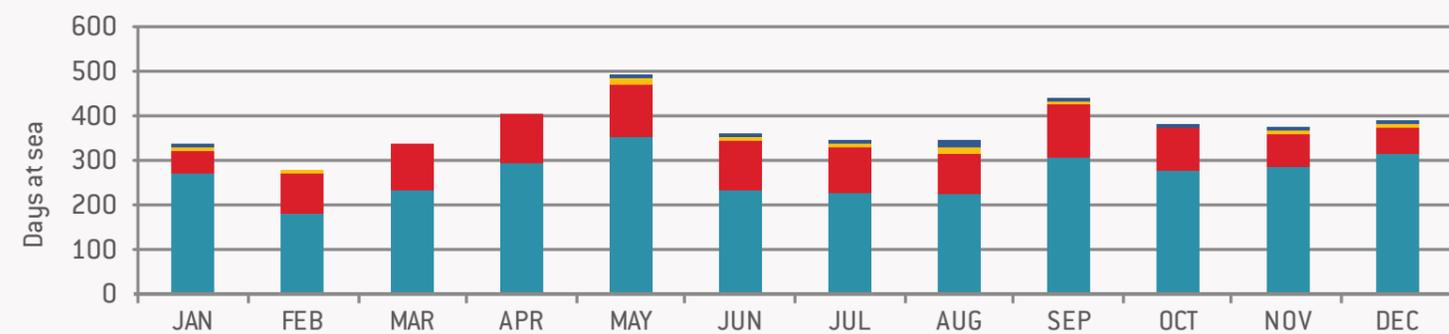


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



LOGLINERS: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied between 24 and 31 vessels (see table). The segment as a whole was profitable in three of the seven years to 2014. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. In this fleet segment the gap between the lines in Figure 7 is very inconsistent, perhaps more so than any other fleet segment. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2011. The improvement in profit margin in 2011 was supported by relatively low operating costs. When the income line drops below the cost line this highlights that the segment as a whole is making operating losses, for example in 2008, 2010, 2012 and 2014. Income has been rising steadily for the average vessel, which accompanies an increase in the proportion of income that the fleet generates from hake and improvements in landings per day at sea, but operating costs since 2008 have been variable which has affected profit margin (Figure 6).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

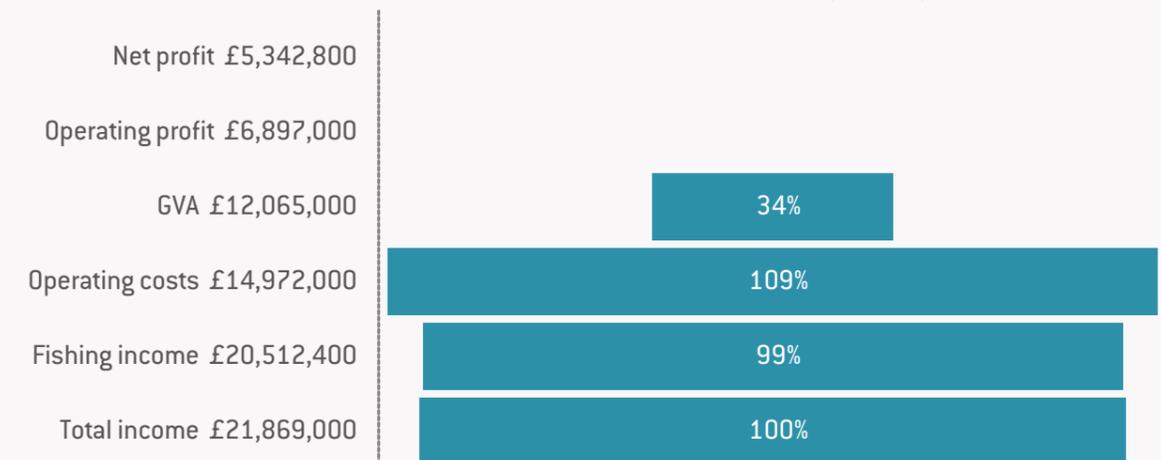


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

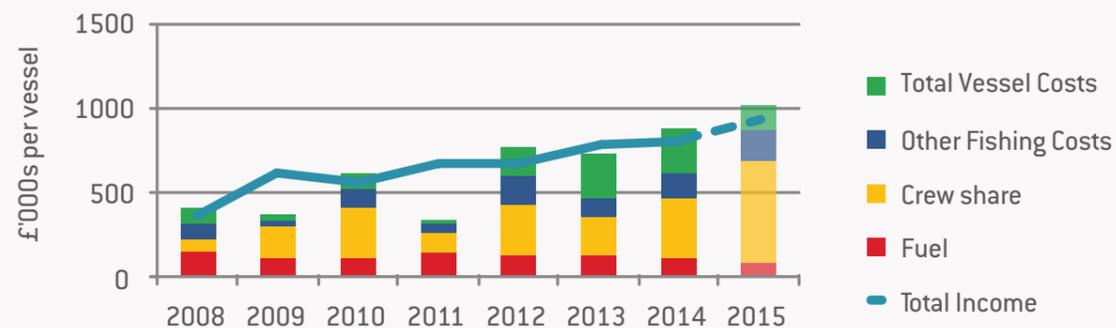


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



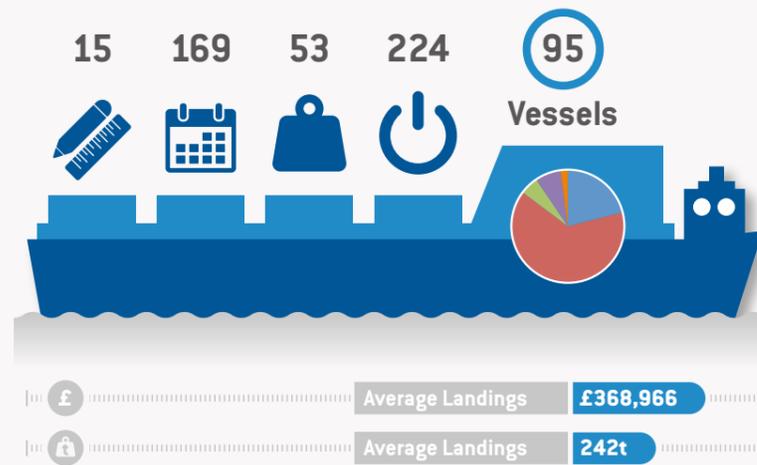
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		31	29	29	24	28	27	29	25
	Days at Sea (days)		197	194	179	180	157	177	167	178
	Landings (tonnes)		218.6	257.7	248.1	290.7	247.1	247.8	304.9	340.2
	Landings per day at sea (tonnes)		1.11	1.33	1.38	1.61	1.57	1.40	1.83	1.92
	Average price per tonne landed (£)		1,648	2,229	2,232	2,282	2,531	3,024	2,642	2,709
	Total Income (£'000)		361.8	617.2	560.8	671.8	663.0	777.3	812.2	933.2
	Total Operations Costs (£'000)		418.9	373.3	614.6	341.9	760.8	723.6	886.3	1,015.4
	Gross Value Added (£'000)		11.8	429.2	257.8	449.0	200.6	273.9	275.6	521.7
	Operating Profit (£'000)		-57.1	244.0	-53.8	329.9	-97.8	53.7	-74.0	-82.2

POTS AND TRAPS OVER 12M: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	95
Total days at sea	16,063
Total value of landings	£35,051,804
Main species landed (species over 20% of total value)	Crabs (C.P.Mixed Sexes)
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

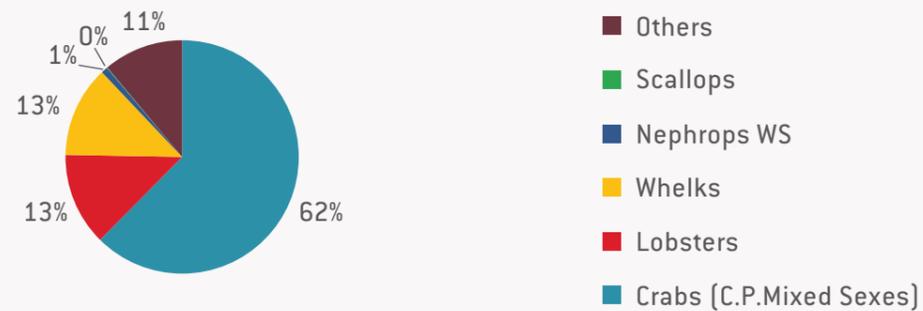


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

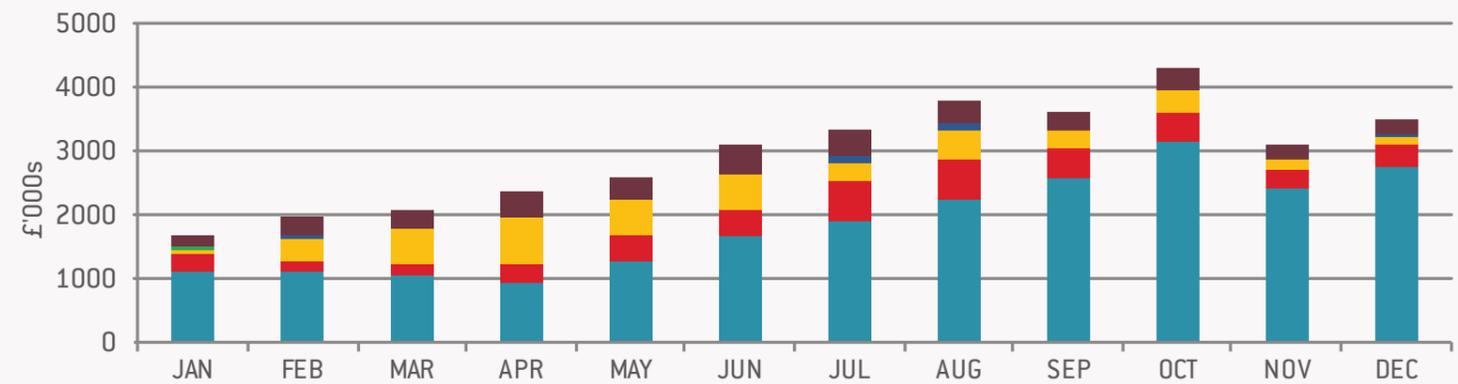


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

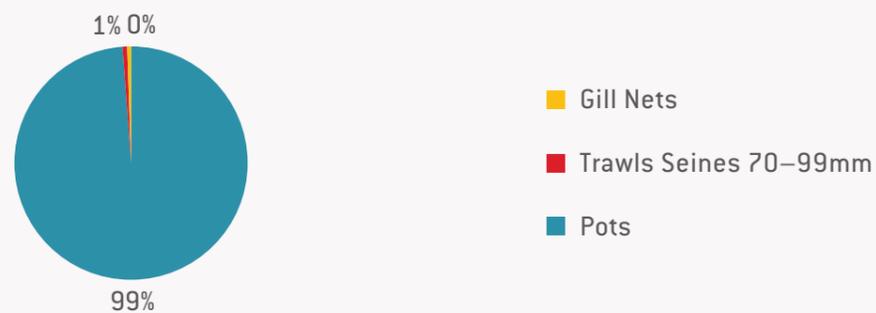
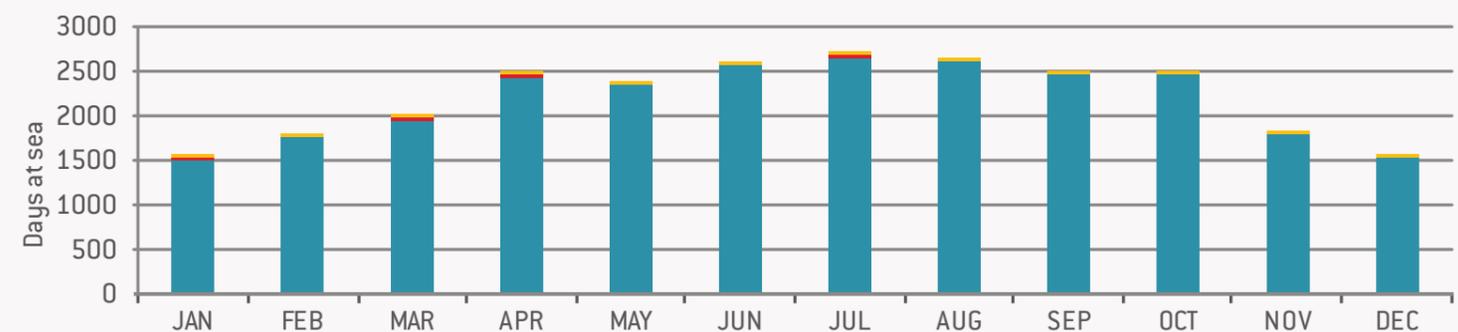


FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



POTS AND TRAPS OVER 12M: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 81 in 2010 to a high of 95 vessels in 2015 (see table). Landings per day at sea has been rising steadily since 2008 and in each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, as seen in the period since 2012. This period of improved profit margin was supported by good average price per tonne landed and the observed trend of more landings per day at sea (see table).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

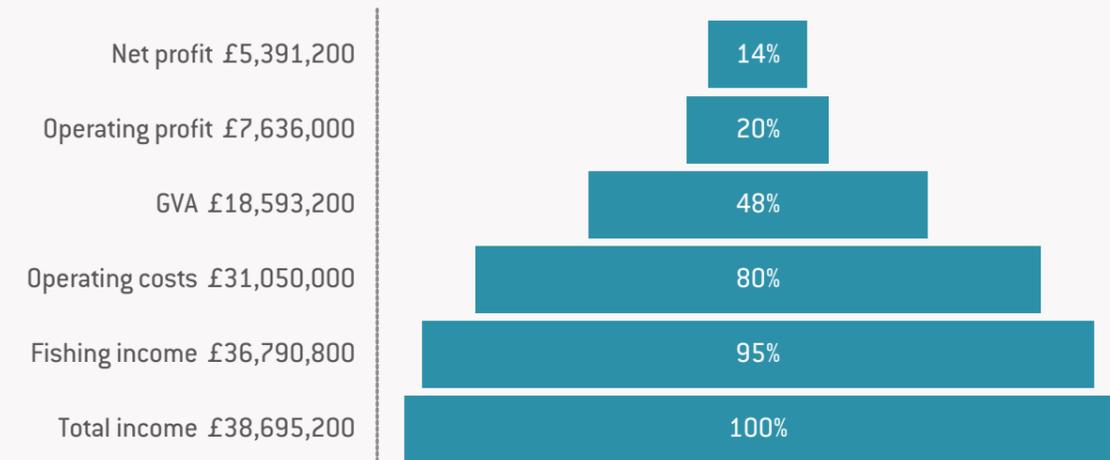


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

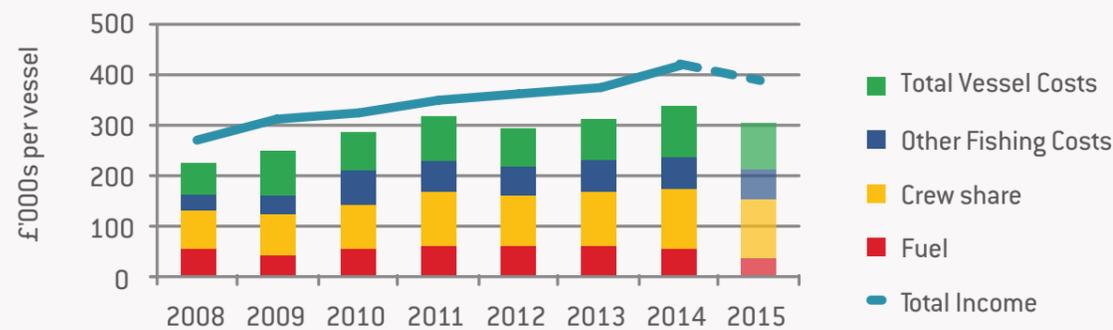


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



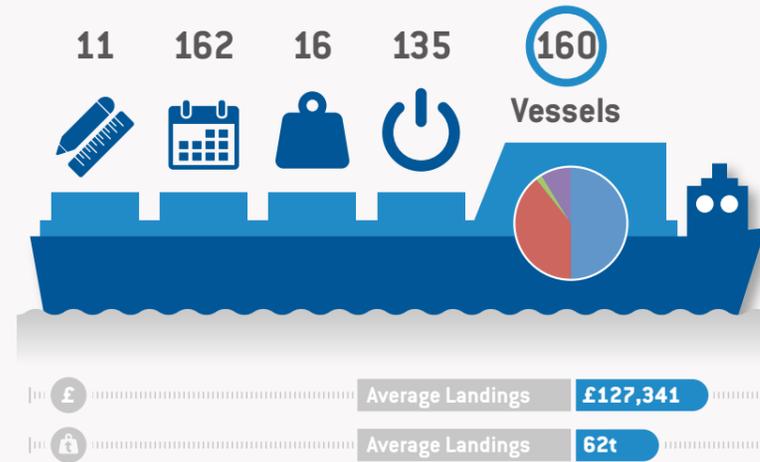
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		90	82	81	82	85	89	92	95
	Days at Sea (days)		167	179	191	177	172	170	176	169
	Landings (tonnes)		177.3	195.7	213.4	218.1	212.9	220.0	257.2	242.5
	Landings per day at sea (tonnes)		1.06	1.09	1.12	1.24	1.24	1.30	1.46	1.43
	Average price per tonne landed (£)		1,513	1,431	1,508	1,505	1,482	1,595	1,555	1,522
	Total Income (£'000)		270.0	309.2	324.3	347.6	360.1	372.5	420.6	388.0
	Total Operations Costs (£'000)		223.7	250.3	283.4	317.9	292.0	309.5	337.5	303.5
	Gross Value Added (£'000)		122.2	141.7	131.7	136.3	169.5	173.1	202.1	200.2
	Operating Profit (£'000)		46.2	58.9	40.9	29.7	68.1	63.0	83.0	84.5

POTS AND TRAPS 10-12M: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	160
Total days at sea	25,847
Total value of landings	£20,374,600
Main species landed (species over 20% of total value)	Nephrops WS, Lobster
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

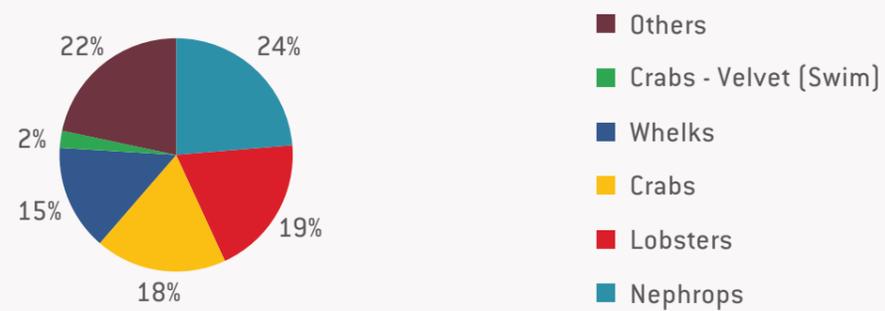


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

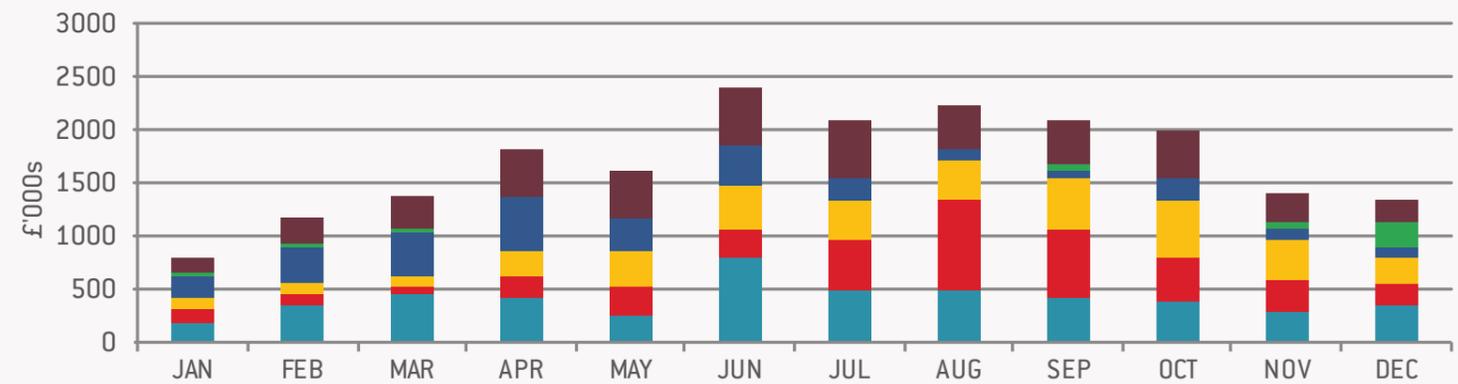
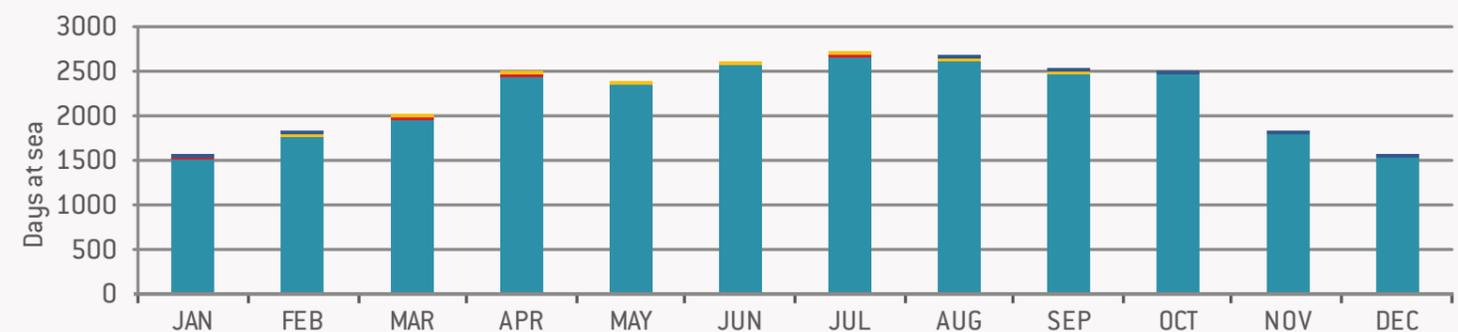


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015



FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



POTS AND TRAPS 10-12M: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 177 to 160 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2012. The improved profit margin in 2012 was due to a reduction in fishing costs. The previous year, 2011, profit margins had notably narrowed due to high fishing costs.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

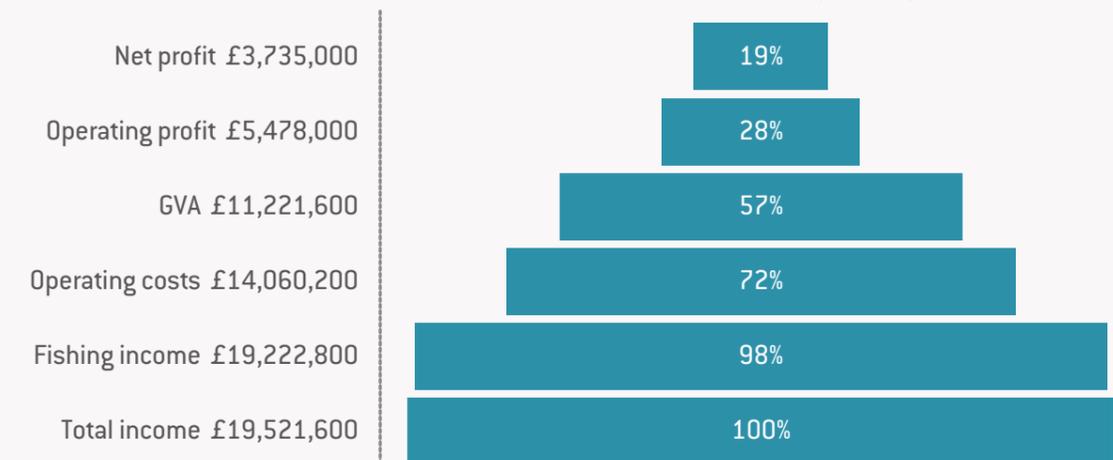


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

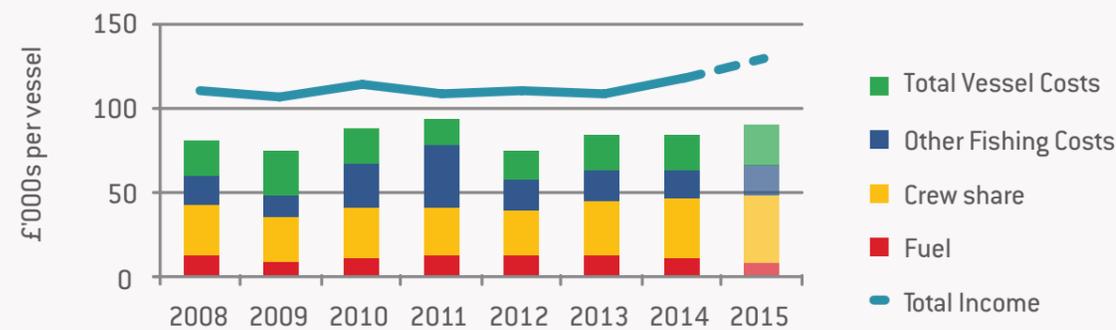
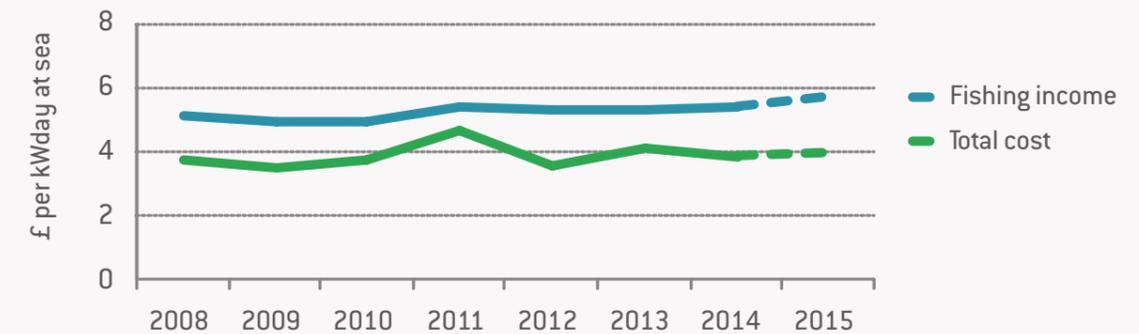


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



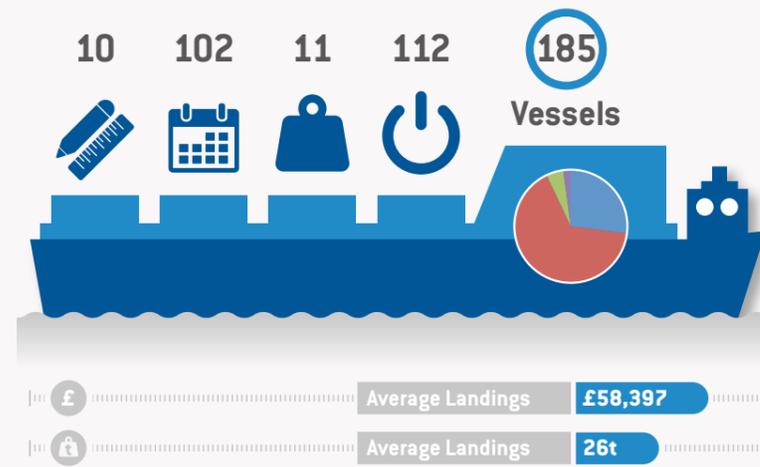
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		177	177	175	178	167	169	166	160
	Days at Sea (days)		165	167	171	155	155	152	160	162
	Landings (tonnes)		46.3	46.2	49.9	48.5	51.8	60.1	58.8	62.0
	Landings per day at sea (tonnes)		0.28	0.28	0.29	0.31	0.34	0.40	0.37	0.38
	Average price per tonne landed (£)		2,347	2,291	2,213	2,237	2,096	1,777	1,970	2,054
	Total Income (£'000)		110.5	106.0	114.7	108.8	109.7	109.0	117.6	129.4
	Total Operations Costs (£'000)		81.1	75.6	88.1	93.9	74.2	85.0	84.7	90.3
	Gross Value Added (£'000)		61.1	55.9	57.1	43.6	62.1	56.7	67.6	79.0
	Operating Profit (£'000)		29.4	30.4	26.6	14.9	35.5	24.0	33.0	39.1

UNDER 10M DEMERSAL TRAWL /SEINE: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	185
Total days at sea	18,820
Total value of landings	£10,803,467
Main species landed (species over 20% of total value)	Nephrops NS, Nephrops WS
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

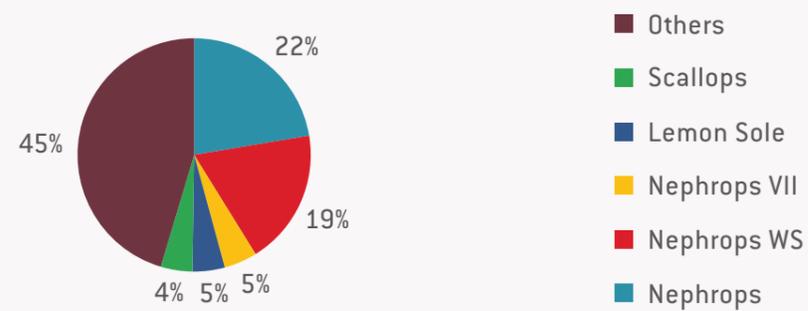


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

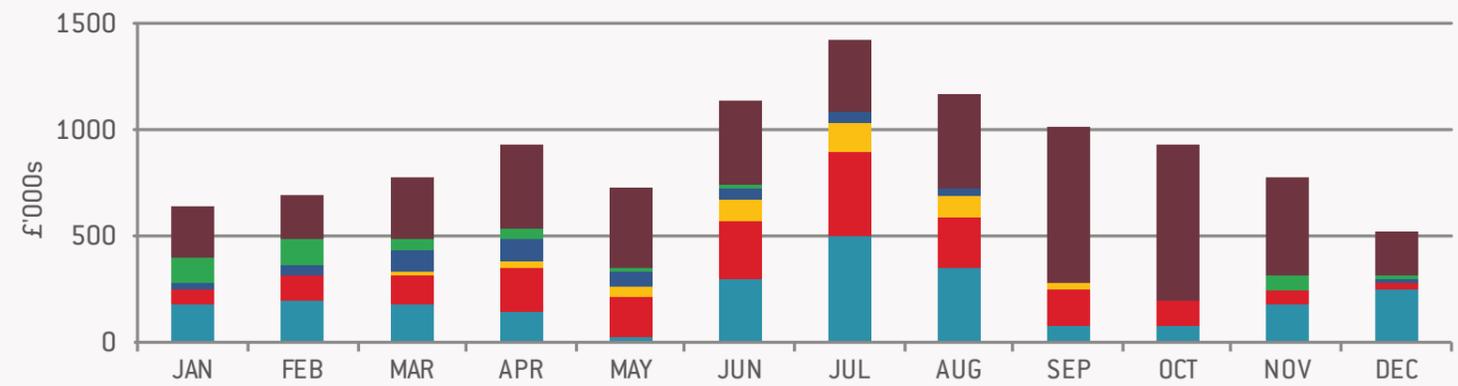


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

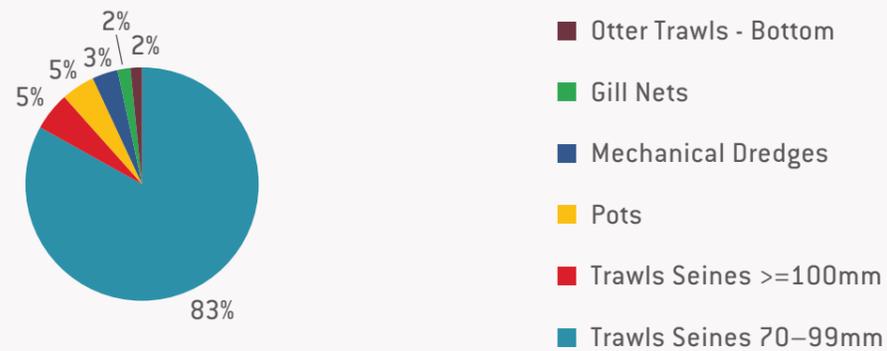
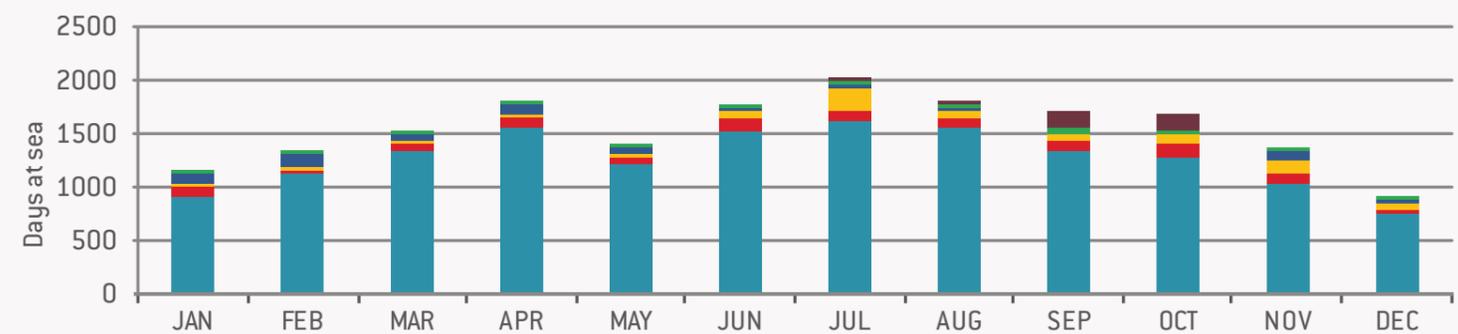


FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



UNDER 10M DEMERSAL TRAWL /SEINE: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment decreased from 253 to 185 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively consistent gap between the two lines indicates the segment as a whole is maintaining stable profit margins. Figure 6 demonstrates how costs are adjusted in line with income to maintain profit margins.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

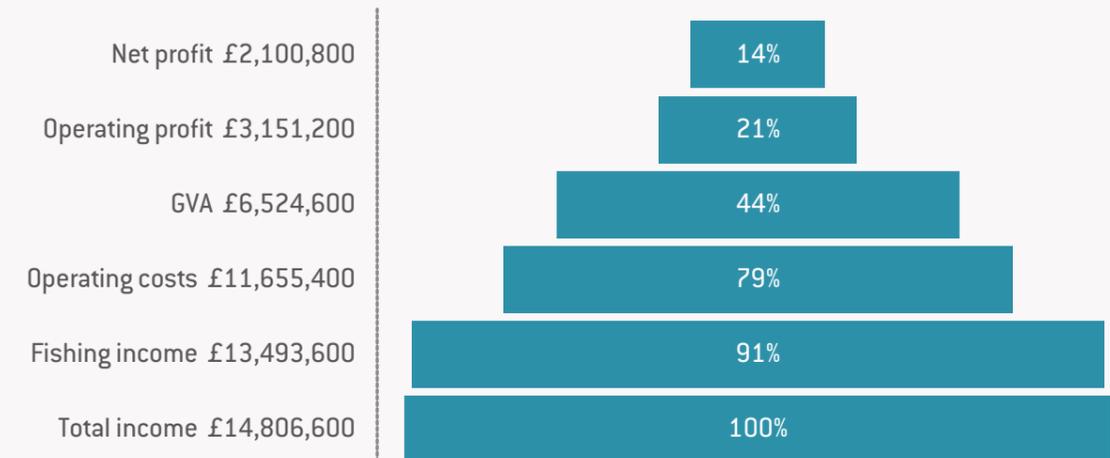


FIG.6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

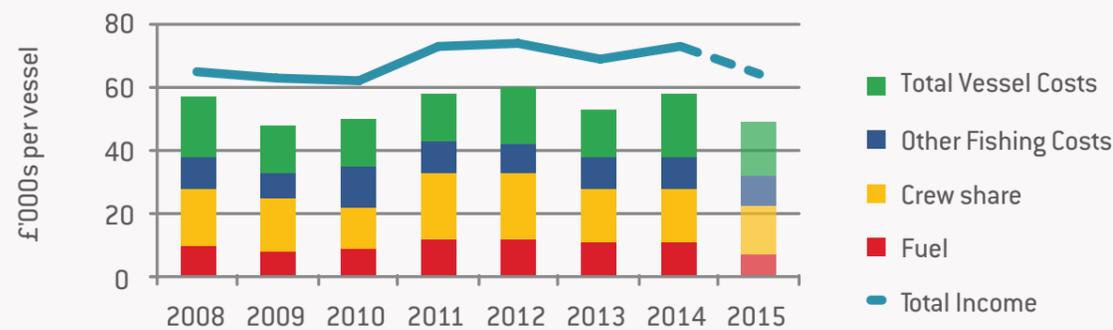


FIG.7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



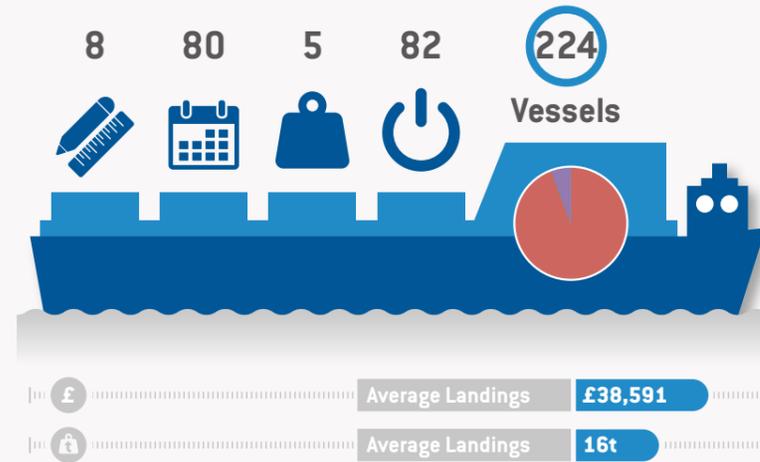
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015	
AVERAGE PER VESSEL	Active vessels (#)		253	231	216	213	222	201	202	185	
	Days at Sea (days)		98	97	98	103	100	97	107	102	
	Landings (tonnes)		24.9	27.5	25.6	27.4	29.1	29.4	27.7	26.1	
	Landings per day at sea (tonnes)		0.25	0.28	0.26	0.27	0.29	0.30	0.26	0.26	
	Average price per tonne landed (£)		2,542	2,252	2,383	2,600	2,422	2,171	2,415	2,240	
	Total Income (£'000)			62.8	62.0	73.1	74.0	68.4	73.3	64.1	
	Total Operations Costs (£'000)			57.2	47.4	49.5	58.1	59.4	53.0	57.7	49.0
	Gross Value Added (£'000)			25.6	32.6	25.8	35.7	35.5	32.0	32.3	30.6
	Operating Profit (£'000)			7.9	15.4	12.4	15.0	14.6	15.4	15.6	15.1

UNDER 10M DRIFT AND /OR FIXED NETS: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	224
Total days at sea	18,019
Total value of landings	£8,644,387
Main species landed (species over 20% of total value)	Sole VIId
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG 1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

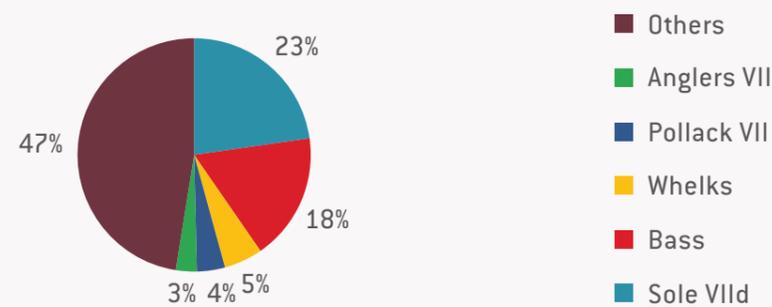


FIG.2 VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

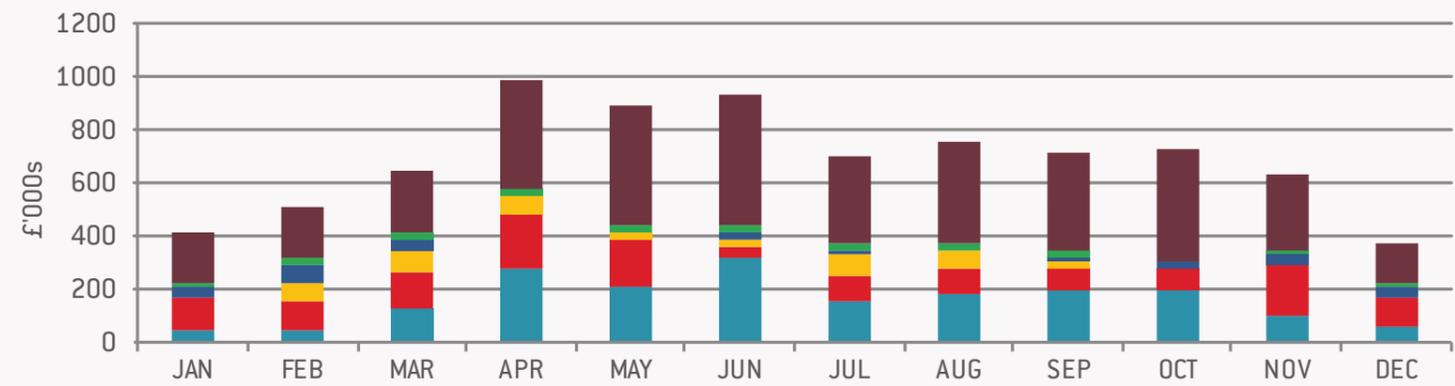


FIG.3 DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

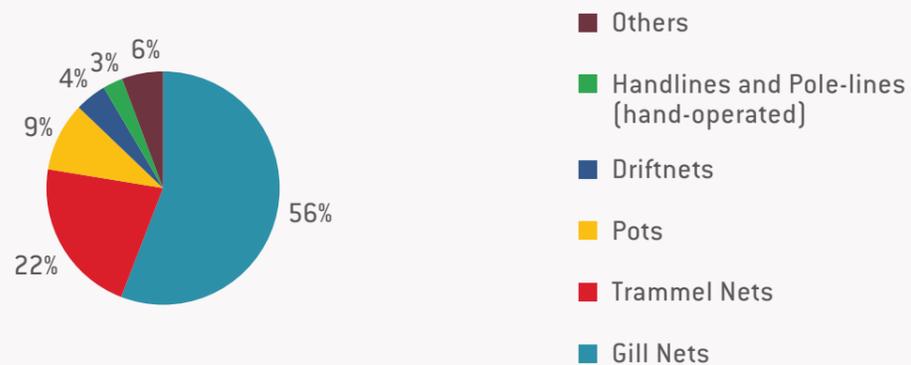
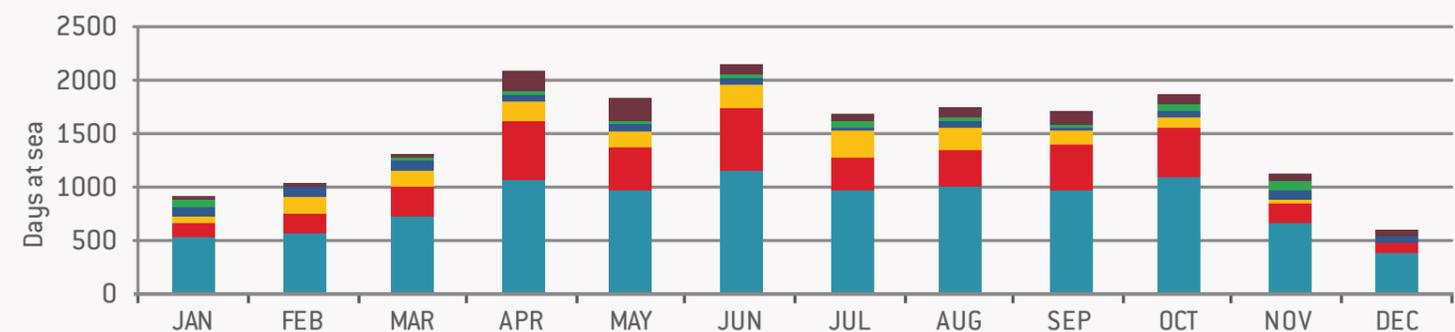


FIG.4 TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



UNDER 10M DRIFT AND /OR FIXED NETS: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied between 291 vessels in 2011 and 224 vessels in 2015 (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. The relatively consistent gap between the two lines indicates that the segment as a whole is maintaining stable profit margins. Figure 6 demonstrates how costs are adjusted in line with income to maintain consistent profit margins.

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

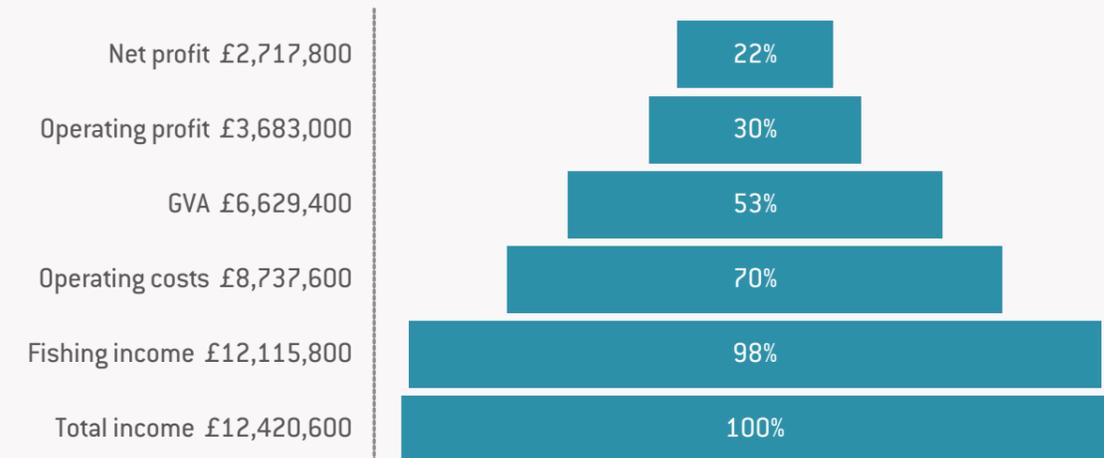


FIG.6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

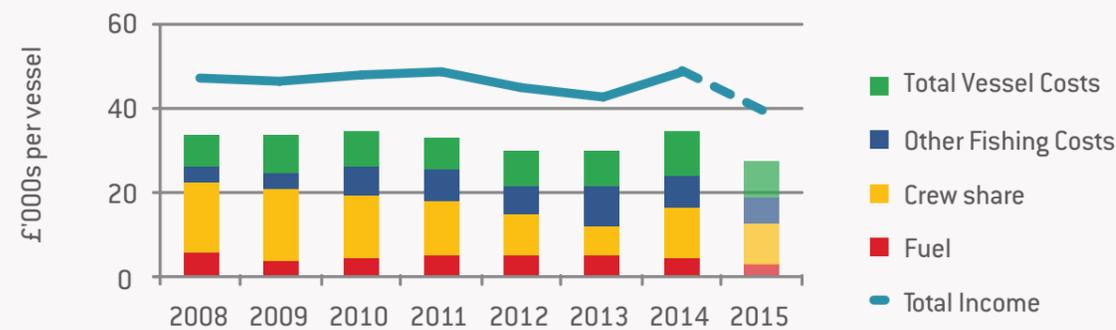


FIG.7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



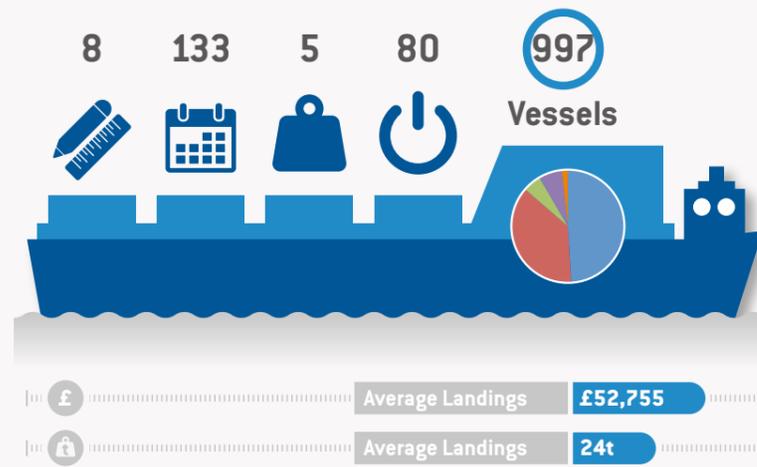
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		230	240	252	291	260	250	254	224
	Days at Sea (days)		102	93	90	87	84	85	89	80
	Landings (tonnes)		23.2	20.7	22.2	18.8	18.1	18.5	18.6	16.1
	Landings per day at sea (tonnes)		0.23	0.22	0.25	0.22	0.21	0.22	0.21	0.20
	Average price per tonne landed (£)		2,049	2,232	2,025	2,340	2,326	2,288	2,569	2,397
	Total Income (£'000)		47.5	46.2	47.7	48.3	44.9	42.7	48.9	39.5
	Total Operations Costs (£'000)		33.6	33.6	34.1	33.0	29.7	29.9	34.4	27.3
	Gross Value Added (£'000)		30.5	29.3	28.3	27.9	24.7	19.8	26.1	21.8
	Operating Profit (£'000)		14.0	12.6	13.5	15.3	15.2	12.9	14.5	12.2

UNDER 10M POTS AND TRAPS: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	997
Total days at sea	133,077
Total value of landings	£52,596,496
Main species landed (species over 20% of total value)	Lobsters
Home nation of majority of the segment	Scotland

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

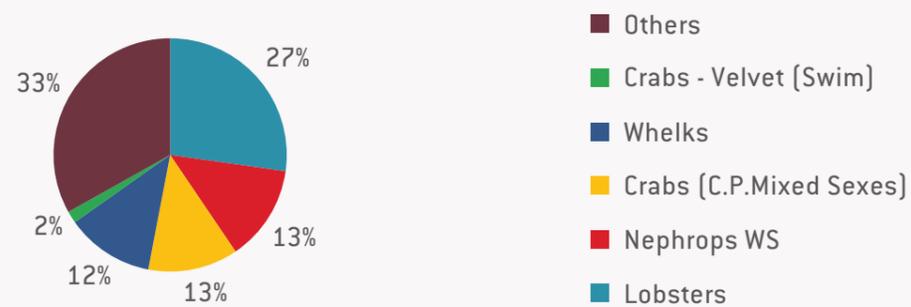


FIG.2. VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

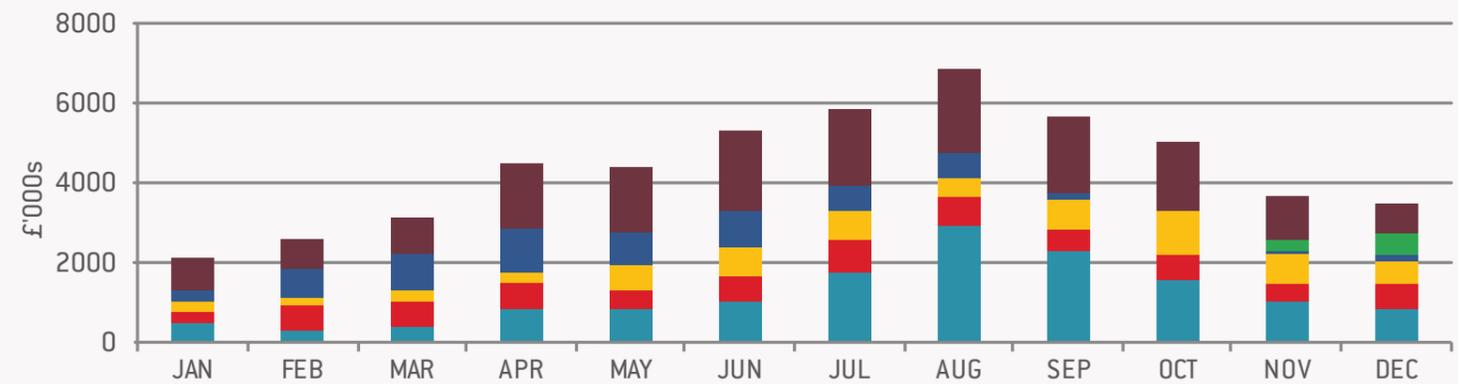


FIG.3. DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

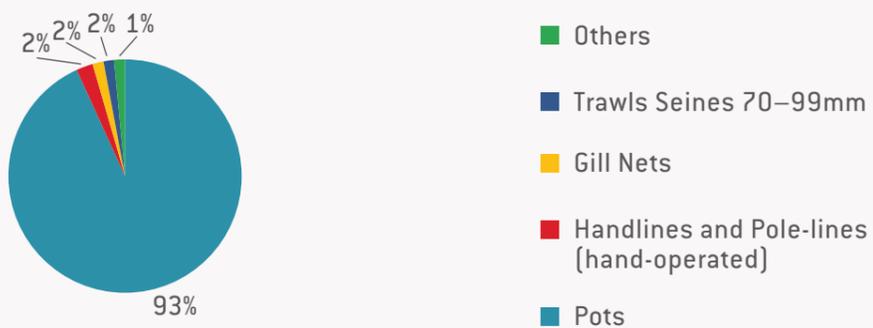
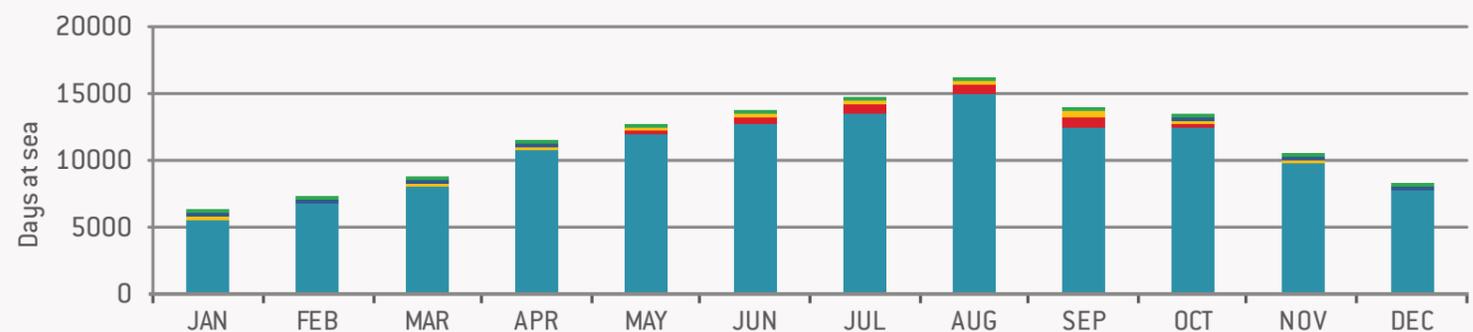


FIG.4. TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



UNDER 10M POTS AND TRAPS: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 989 to 1,088 vessels. In 2015 there were 997 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. The graph shows a narrowing of the gap in the period to 2014, indicative of declining profit margins in the fleet segment. Although landings have been increasing, average price per tonne landed has been decreasing and this has kept income relatively stable. However, operating costs have been rising (Figure 6), reducing profit margins. Since 2012, whelks have represented an increasing proportion, and nephrops a decreasing proportion, of the value of landings. For further detail on landings by stock see Seafish Economic Performance Dataset (Excel Tables).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

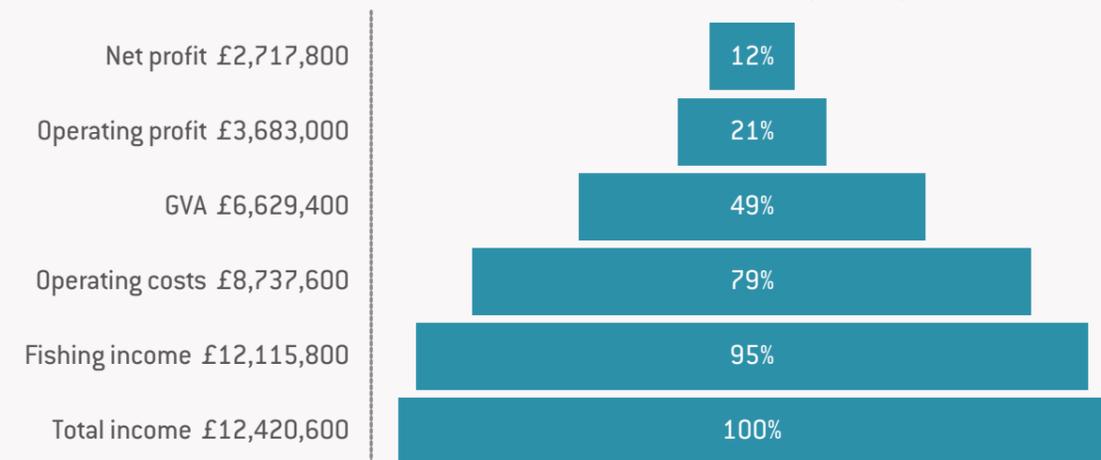


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

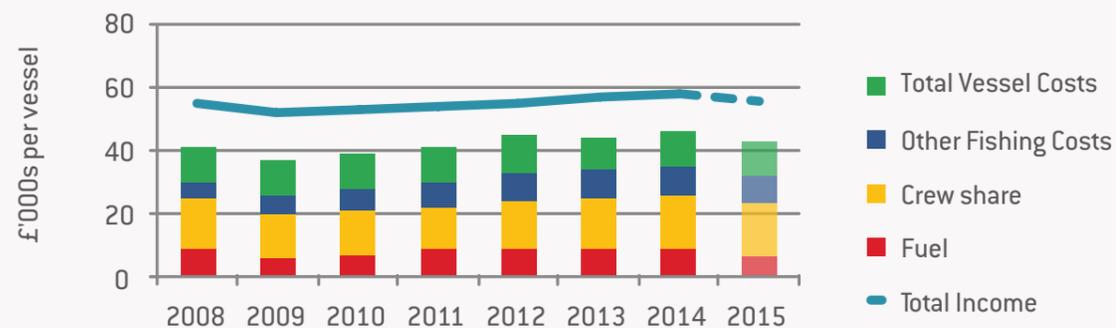
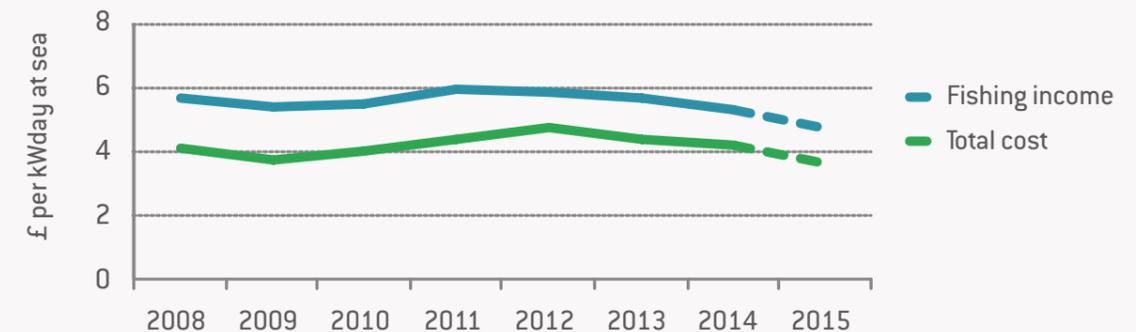


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



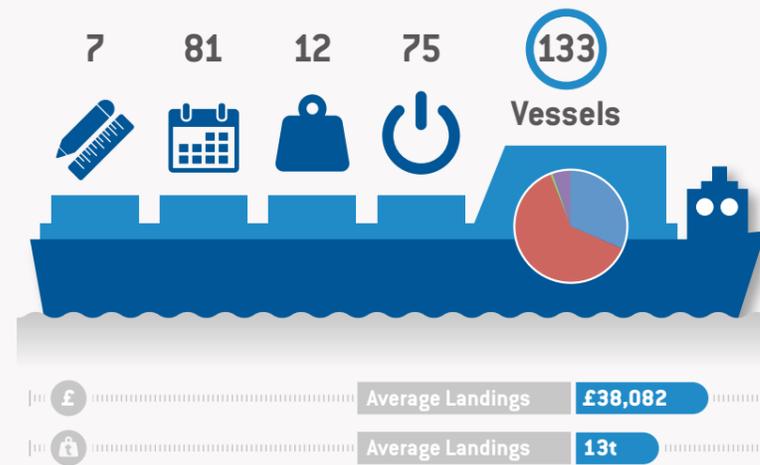
		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		1,067	989	1,007	1,088	1,079	1,003	1,043	997
	Days at Sea (days)		117	114	113	110	109	111	125	133
	Landings (tonnes)		19.0	19.2	21.0	20.1	23.6	26.5	25.3	23.9
	Landings per day at sea (tonnes)		0.16	0.17	0.18	0.18	0.22	0.24	0.20	0.18
	Average price per tonne landed (£)		2,821	2,594	2,418	2,566	2,216	2,035	2,177	2,203
	Total Income (£'000)		55.2	51.9	52.6	53.9	54.8	56.6	57.9	55.5
	Total Operations Costs (£'000)		40.8	36.4	38.9	40.5	44.5	44.2	46.0	43.0
	Gross Value Added (£'000)		31.0	29.5	27.8	26.4	24.9	28.5	28.5	29.3
	Operating Profit (£'000)		14.4	15.5	13.7	13.3	10.3	12.4	11.9	12.5

UNDER 10M USING HOOKS: FLEET SEGMENT BUSINESS CHARACTERISTICS IN 2015

FLEET SEGMENT IN 2015

Number of Vessels	133
Total days at sea	10,830
Total value of landings	£5,064,855
Main species landed (species over 20% of total value)	Scallops, Bass, Razor Clam
Home nation of majority of the segment	England

AVERAGE VESSEL CHARACTERISTICS IN 2015



TOP 10 PORTS BY VALUE OF LANDINGS



FIG.1. TOP SPECIES BY VALUE AS % OF TOTAL VALUE LANDED IN 2015

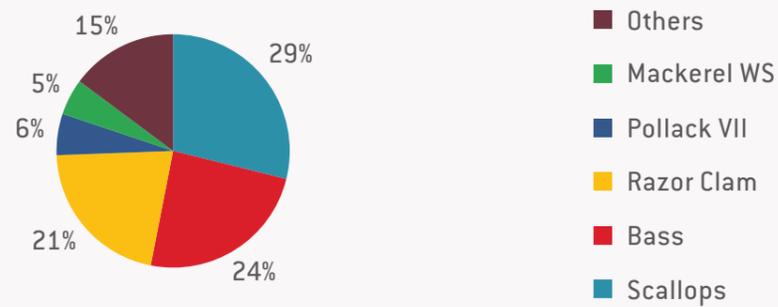


FIG.2. VALUE OF LANDINGS BY SPECIES AND MONTH IN 2015

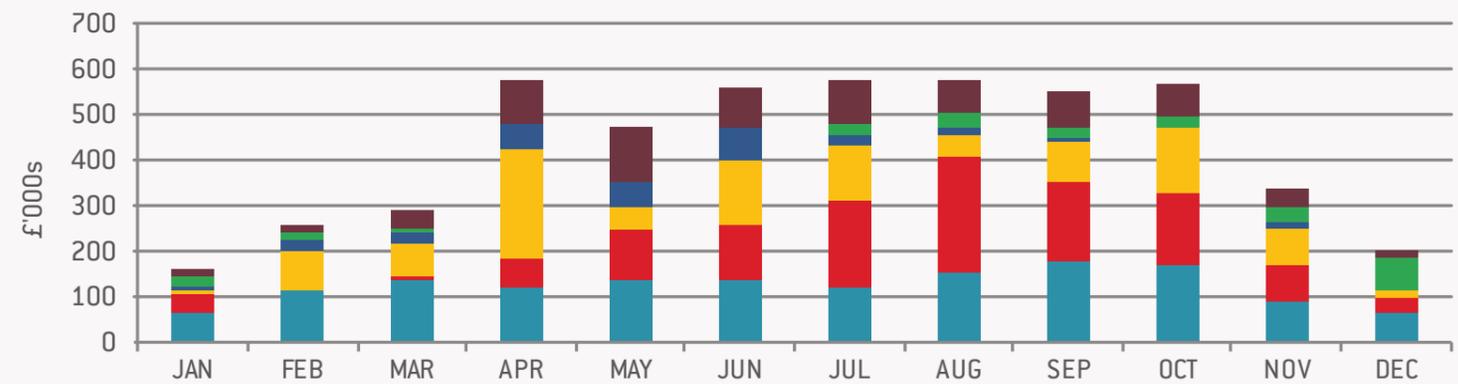


FIG.3. DAYS AT SEA BY GEAR TYPE AS % OF TOTAL DAYS AT SEA IN 2015

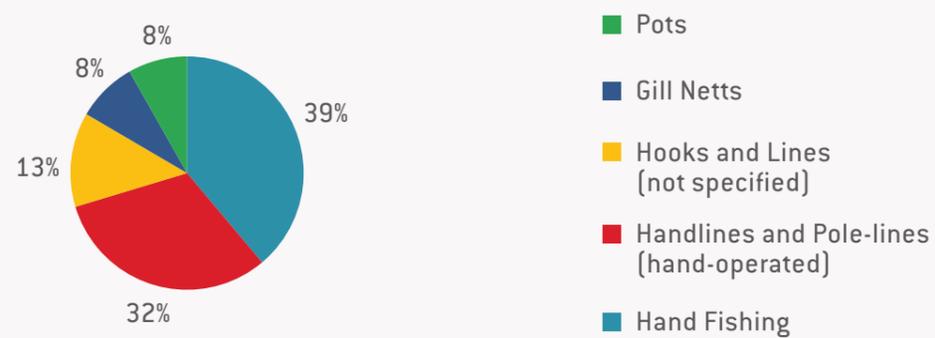
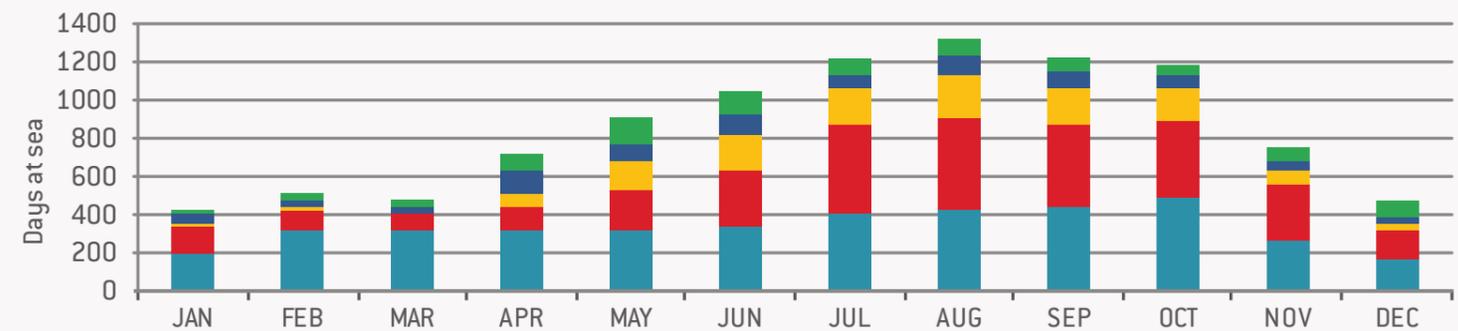


FIG.4. TOTAL DAYS AT SEA BY GEAR TYPE AND MONTH IN 2015



UNDER 10M USING HOOKS: FLEET SEGMENT BUSINESS PERFORMANCE, 2008-2015

In the eight years to 2015, the number of vessels in the fleet segment varied from 72 to 150 vessels, in 2015 there were 133 vessels (see table). In each year since 2008 the segment as a whole has been profitable. Figure 7 presents the relationship between income and costs per kW day at sea since 2008. A relatively wide gap between the two lines indicates a period of higher profit margins in the fleet segment, for example in 2009 and 2013. In 2009, improved profit margins was supported by below average operating costs (Figure 6), and in 2013 improved profit margins was supported by high average prices and good landings per day at sea (see table).

FIG. 5 ECONOMIC PERFORMANCE OF FLEET SEGMENT, 2014 (TOTAL)

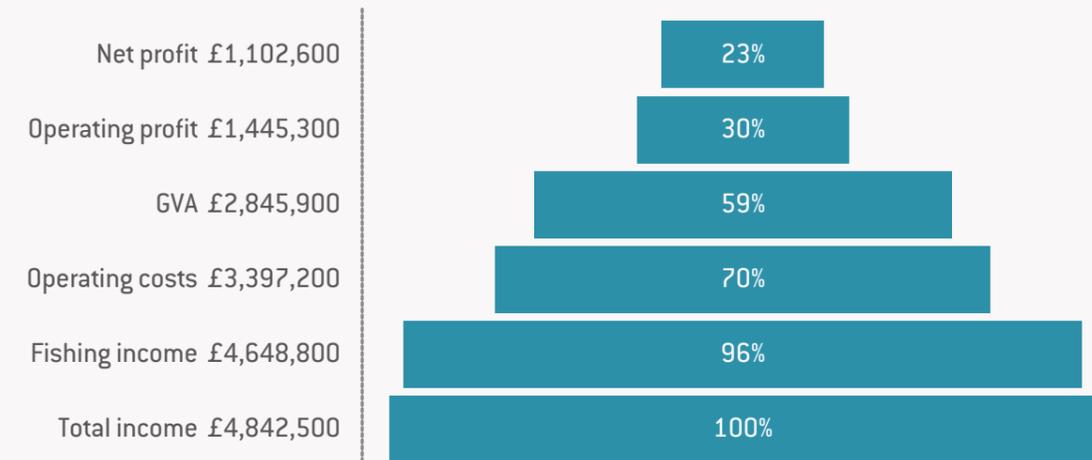


FIG. 6 AVERAGE PER VESSEL: OPERATING COST STRUCTURE COMPARED TO INCOME

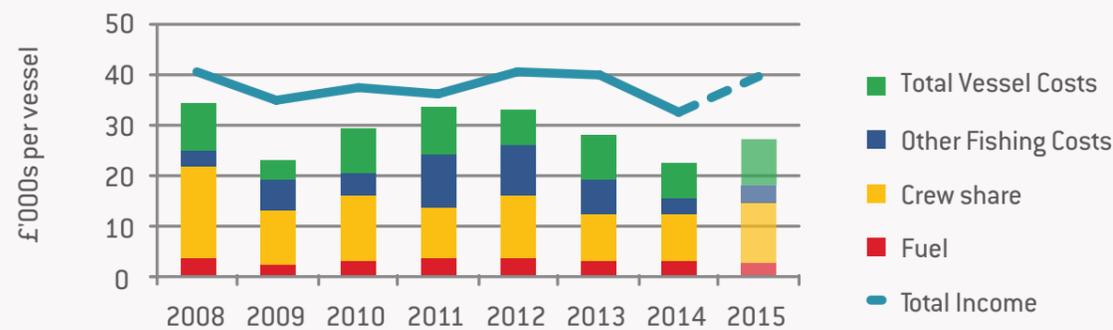


FIG. 7 OPERATING COSTS COMPARED TO INCOME PER KW DAY AT SEA (£)



		Trend 2008-2014	2008	2009	2010	2011	2012	2013	2014	2015
AVERAGE PER VESSEL	Active vessels (#)		72	105	134	138	143	150	149	133
	Days at Sea (days)		84	75	81	82	84	73	77	81
	Landings (tonnes)		14.4	12.7	13.4	12.9	13.9	11.7	10.0	12.5
	Landings per day at sea (tonnes)		0.17	0.17	0.16	0.16	0.17	0.16	0.13	0.15
	Average price per tonne landed (£)		2,802	2,632	2,717	2,786	2,856	2,954	3,121	3,040
	Total Income (£'000)		40.5	34.8	37.6	36.4	40.5	39.7	32.5	39.6
	Total Operations Costs (£'000)		34.2	23.2	29.4	33.7	33.1	28.3	22.8	27.1
	Gross Value Added (£'000)		24.2	22.0	21.4	12.5	19.5	20.5	19.1	24.4
	Operating Profit (£'000)		6.3	11.5	8.2	2.6	7.3	11.4	9.7	12.5

METHODOLOGY

The collection of economic data on the UK fishing fleet is a staged approach co-ordinated by Seafish Economics involving fisheries administrations, vessel owners, field researchers and accountancy firms.

Fisheries Administrations Data Collection

Fisheries administrations gather data on fleet capacity, landings and effort. This information is transmitted to a unique UK database which keeps logbooks, sales notes and fleet register data, which is available to Seafish Economics.

Field Research

Every year Seafish researchers visit ports around the UK, interviewing fishing business owners and obtaining their permission to access their financial and operational performance data. To gather an adequate sample size of financial data for each fleet segment we use a self-selecting stratified sampling approach (i.e., we interview a sufficient number of vessel owners from each segment who choose to participate in the survey when our researchers visit the ports). During this stage, researchers collect data on employment, fuel use, capital value indicators as well as the contact details of vessel owners' accountancy firms. In addition, researchers gather qualitative data.

We collect financial data after the survey with the objective of gathering a large sample of vessel accounts. In early 2016, Seafish Economics collected 460 sets of 2014 financial accounts (10% of the UK fleet). These 460 vessels accounted for 38% of the total value of UK landings in 2014 and 44% of the total volume.

Fleet Segmentation

The population of the UK fishing fleet comprises all vessels recorded in the UK fishing fleet register that are active during the year considered. This includes a wide range of vessel types, gear types and activity levels. Therefore, we define relatively homogeneous groups or fleet segments in order to be able to provide information on the operational and financial performance of groups of comparable vessels.

Each fleet segment has a set of criteria that define which vessels are included in it, based on the physical characteristics of the vessels, activity level, the gear used, species targeted and areas

fished. For this report we have defined 32 Seafish segments to categorise the UK fleet as shown in the Segmentation Criteria table. Some segments have a large number of vessels, such as the under 10m pots and traps segment with over 1,000 vessels, while others have very few, such as the Area VIIA demersal trawlers with 9 vessels. It is important to note that individual vessels may change from one segment to another from one year to the next depending on their activity and gear use in any given year. Segments contain at least five vessels so that reliable data can be collected, robust estimates of costs and profits can be produced, and confidentiality is assured.

We allocate costs and earnings data from the sampled vessel accounts to particular fleet segments and estimate figures for the total population of the segment using official statistics covering every vessel in the fleet.

Costs and Earnings Estimation

Within each fleet segment we add together the individual costs and earnings items from the collected vessel financial accounts (the segment sample) to create a 'combined segment sample cost structure'.

We then calculate the sum for all vessels of each cost item in the 'combined segment sample cost structure' as a proportion of the sum of fishing income. For example:

- a) The sum of gear costs is 10% of sum of fishing income;
- b) The sum of commission is 3% of sum of fishing income, etc.

Fuel costs and crew share costs are calculated differently from other costs. To calculate fuel costs, we use the capacity (VCUs) and fishing effort (days at sea) of each vessel to estimate its fuel consumption in litres, which is then multiplied for the average annual red diesel price (excluding duty) to calculate the fuel cost estimates for each vessel. To calculate crew share costs, we allocate a minimum £100 per day in instances where the actual observed amount within the 'combined segment sample cost structure' is lower.

Following the calculation of fuel cost and crew share, we apply the proportions from all the other costs within the 'combined segment sample cost structure' to the official declared fishing income

for every vessel within each fleet segment. This enables us to estimate Gross Value Added, operating profit and net profit for all vessels in each fleet segment.

Employment Data

Estimation of employment is based on the survey data collected from vessel owners during the first stage of data collection, combined with MMO employment data. This provides details on the number of engaged crew, both full-time and part-time. With this sample information we then estimate total engaged crew based on the physical characteristics of the individual vessel and the vessel's level of activity. Once the total engaged crew is estimated for all types of vessel in the UK fleet, we estimate Full Time Equivalent (FTE) jobs based on hours worked (an FTE is assumed to be 2,000 hours worked a year).

2015 projections

Data for the years 2006-2014 are estimates based on data from government and collected by Seafish. Data for 2015 are estimates using provisional official statistics on landings, capacity and effort, along with 2015 fuel prices and previous years' cost structures. Therefore, the 2015 values should be considered preliminary estimates. Seafish will revise these estimates when sufficient 2015 costs and earnings sample data are available later in the year.

SEGMENTATION CRITERIA

SEAFISH SEGMENTS	Main Area	Main Days at Sea Gear	Main Species by value	Gear Sub-type	Power Main Engine	Vessel Length
AREA VIIA DEMERSAL TRAWL	VIIA	DEMERSAL TRAWLS AND SEINES				>= 10M
AREA VIIA NEPHROPS OVER 250KW	VIIA	DEMERSAL TRAWLS AND SEINES	NEPHROPS		>= 250 KW	>= 10M
AREA VIIA NEPHROPS UNDER 250KW	VIIA	DEMERSAL TRAWLS AND SEINES	NEPHROPS		< 250 KW	>= 10M
AREA VIIB-K TRAWLERS 10-24M	VIIDE, VIIFG, VII OTHER	DEMERSAL TRAWLS AND SEINES	NOT NEPHROPS			>= 10M & <24M
NORTH SEA BEAM TRAWL OVER 300KW	NS	BEAM TRAWL	NOT NEPHROPS		>= 300 KW	>= 10M
NORTH SEA BEAM TRAWL UNDER 300KW	NS	BEAM TRAWL	NOT NEPHROPS		< 300 KW	>= 10M
NORTH SEA NEPHROPS TRAWL OVER 300KW	NS	DEMERSAL TRAWLS AND SEINES	NEPHROPS		>= 300 KW	>= 10M
NORTH SEA NEPHROPS TRAWL UNDER 300KW	NS	DEMERSAL TRAWLS AND SEINES	NEPHROPS		< 300 KW	>= 10M
NORTH SEA AND WEST OF SCOTLAND DEMERSAL TRAWL OVER 24M	NS, WOS		NOT NEPHROPS			>= 24M
NORTH SEA AND WEST OF SCOTLAND DEMERSAL PAIR TRAWLS AND SEINES	NS, WOS	DEMERSAL TRAWLS AND SEINES	NOT NEPHROPS	PAIRED TRAWL		>= 10M
NORTH SEA AND WEST OF SCOTLAND DEMERSAL SEINERS	NS, WOS	DEMERSAL TRAWLS AND SEINES	NOT NEPHROPS	SCOTTISH SEINER		>= 10M
NORTH SEA AND WEST OF SCOTLAND DEMERSAL TRAWL UNDER 24M, OVER 300KW	NS, WOS	DEMERSAL TRAWLS AND SEINES	NOT NEPHROPS		>= 300 KW	>= 10M & <24M
NORTH SEA AND WEST OF SCOTLAND DEMERSAL TRAWL UNDER 24M, UNDER 300KW	NS, WOS	DEMERSAL TRAWLS AND SEINES	NOT NEPHROPS		< 300 KW	>= 10M & <24M
WEST OF SCOTLAND NEPHROPS TRAWL OVER 250KW	WOS	DEMERSAL TRAWLS AND SEINES	NEPHROPS		>= 250 KW	>= 10M
WEST OF SCOTLAND NEPHROPS TRAWL UNDER 250KW	WOS	DEMERSAL TRAWLS AND SEINES	NEPHROPS		< 250 KW	>= 10M
SOUTH WEST BEAM TRAWL UNDER 250KW	VIIDE, VIIFG, VII OTHER	BEAM TRAWL			< 250 KW	>= 10M
SOUTH WEST BEAM TRAWL OVER 250KW	VIIDE, VIIFG, VII OTHER	BEAM TRAWL			>= 250 KW	>= 10M
UK SCALLOP DREDGE OVER 15M		DREDGES	SCALLOPS, QUEEN SCALLOPS, COCKLES			>= 15M
UK SCALLOP DREDGE UNDER 15M		DREDGES	SCALLOPS, QUEEN SCALLOPS, COCKLES			<= 15M
UK GILL NETTERS OVER 10M		DRIFT NETS AND FIXED NETS	NOT NEPHROPS			>= 10M
UK LONGLINERS OVER 10M		GEARS USING HOOKS	NOT NEPHROPS			>= 10M
UK POTS AND TRAPS OVER 12M		POTS AND TRAPS				>= 12M
UK POTS AND TRAPS 10M-12M		POTS AND TRAPS				>= 10M & <12M
UK UNDER 10M DEMERSAL TRAWLS AND SEINES		DEMERSAL TRAWLS AND SEINES				< 10M
UK UNDER 10M DRIFT AND FIXED NETS		DRIFT NETS AND FIXED NETS				< 10M
UK UNDER 10M POTS AND TRAPS		POTS AND TRAPS				< 10M
UK UNDER 10M HOOKS		GEARS USING HOOKS				< 10M

SAMPLE RATES

Sample rate for vessel characteristics and fishing income is 100%, taken from official data.
Sample rates on this page are for non-fishing income and costs, taken from financial accounts.

SEGMENT	2006	2007	2008	2009	2010	2011	2012	2013	2014
AREA VIIA DEMERSAL TRAWL	25%	6%	13%	27%	21%	8%	0%	40%	11%
AREA VIIA NEPHROPS OVER 250KW	12%	11%	20%	14%	18%	22%	13%	21%	13%
AREA VIIA NEPHROPS UNDER 250KW	22%	15%	15%	5%	24%	24%	14%	16%	18%
AREA VIIBCDEFGHK TRAWLERS 10-24M	14%	25%	18%	22%	17%	5%	15%	15%	17%
NORTH SEA BEAM TRAWL OVER 300KW	54%	20%	36%	56%	70%	56%	63%	18%	9%
NORTH SEA BEAM TRAWL UNDER 300KW	0%	50%	17%	19%	56%	69%	64%	39%	35%
NORTH SEA NEPHROPS OVER 300KW	42%	41%	47%	52%	43%	45%	47%	36%	39%
NORTH SEA NEPHROPS UNDER 300KW	27%	22%	22%	25%	27%	22%	14%	17%	19%
NSWOS DEMERSAL OVER 24M	50%	45%	40%	39%	56%	45%	61%	55%	59%
NSWOS DEMERSAL PAIR TRAWL SEINE	44%	58%	62%	59%	58%	62%	45%	41%	62%
NSWOS DEMERSAL SEINERS	59%	58%	46%	46%	39%	44%	73%	42%	50%
NSWOS DEMERSAL UNDER 24M OVER 300KW	51%	37%	33%	46%	48%	46%	49%	49%	42%
NSWOS DEMERSAL UNDER 24M UNDER 300KW	13%	11%	9%	16%	25%	14%	33%	42%	20%
WOS NEPHROPS OVER 250KW	41%	27%	5%	19%	24%	20%	21%	38%	24%
WOS NEPHROPS UNDER 250KW	27%	23%	14%	16%	31%	19%	32%	26%	15%
SOUTH WEST BEAMERS OVER 250KW	54%	43%	55%	54%	77%	82%	84%	16%	20%
SOUTH WEST BEAMERS UNDER 250KW	6%	37%	41%	32%	37%	22%	30%	32%	35%
UK SCALLOP DREDGE OVER 15M	24%	20%	14%	25%	17%	17%	30%	25%	23%
UK SCALLOP DREDGE UNDER 15M	8%	12%	7%	4%	11%	11%	13%	13%	14%
GILL NETTERS	8%	0%	5%	8%	8%	20%	17%	11%	11%
LOGLINERS	0%	4%	10%	10%	14%	8%	7%	7%	3%
POTS AND TRAPS OVER 12M	10%	8%	11%	5%	14%	10%	21%	30%	25%
POTS AND TRAPS 10-12M	13%	10%	14%	9%	11%	11%	14%	16%	13%
UNDER 10M DEMERSAL TRAWL/SEINE	10%	18%	7%	10%	12%	7%	11%	13%	9%
UNDER 10M DRIFT AND/OR FIXED NETS	8%	8%	3%	3%	7%	7%	10%	5%	6%
UNDER 10M POTS AND TRAPS	6%	7%	6%	5%	7%	5%	8%	12%	9%
UNDER 10M USING HOOKS	3%	9%	6%	8%	5%	5%	10%	7%	5%

OPERATING PROFIT MARGIN

SEGMENT	Trend 2005-2013	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015*
AREA VIIA DEMERSAL TRAWL		8%	5%	19%	14%	14%	7%	9%	14%	12%	17%
AREA VIIA NEPHROPS OVER 250KW		14%	21%	23%	19%	16%	18%	26%	19%	22%	27%
AREA VIIA NEPHROPS UNDER 250KW		17%	20%	21%	17%	17%	25%	23%	22%	21%	24%
AREA VIIBCDEFGHK TRAWLERS 10-24M		23%	36%	18%	17%	23%	4%	19%	17%	23%	26%
NORTH SEA BEAM TRAWL OVER 300KW		11%	12%	3%	19%	8%	6%	0%	-6%	-2%	11%
NORTH SEA BEAM TRAWL UNDER 300KW		-8%	19%	-38%	4%	-3%	-25%	3%	-5%	-59%	-21%
NORTH SEA NEPHROPS OVER 300KW		19%	19%	9%	11%	9%	12%	11%	10%	7%	9%
NORTH SEA NEPHROPS UNDER 300KW		16%	14%	5%	8%	4%	17%	14%	6%	12%	14%
NSWOS DEMERSAL OVER 24M		14%	14%	8%	8%	11%	7%	6%	8%	14%	17%
NSWOS DEMERSAL PAIR TRAWL SEINE		19%	17%	8%	6%	10%	11%	10%	17%	21%	22%
NSWOS DEMERSAL SEINERS		20%	18%	10%	12%	18%	24%	17%	17%	24%	25%
NSWOS DEMERSAL UNDER 24M OVER 300KW		16%	21%	14%	10%	16%	15%	11%	18%	16%	18%
NSWOS DEMERSAL UNDER 24M UNDER 300KW		16%	19%	13%	13%	17%	22%	18%	14%	14%	16%
WOS NEPHROPS OVER 250KW		19%	15%	9%	-3%	10%	21%	21%	13%	22%	25%
WOS NEPHROPS UNDER 250KW		23%	19%	18%	16%	16%	18%	22%	16%	19%	22%
SOUTH WEST BEAMERS OVER 250KW		16%	16%	0%	5%	13%	11%	4%	2%	8%	14%
SOUTH WEST BEAMERS UNDER 250KW		3%	12%	1%	8%	4%	4%	14%	6%	5%	8%
UK SCALLOP DREDGE OVER 15M		14%	25%	20%	18%	25%	24%	22%	18%	16%	21%
UK SCALLOP DREDGE UNDER 15M		10%	20%	16%	32%	18%	13%	23%	16%	22%	24%
GILL NETTERS		15%	15%	11%	2%	29%	7%	24%	11%	32%	33%
LOGLINERS		-7%	-9%	-16%	40%	-10%	49%	-15%	7%	-9%	-9%
POTS AND TRAPS OVER 12M		13%	12%	17%	19%	13%	9%	19%	17%	20%	22%
POTS AND TRAPS 10-12M		33%	15%	27%	29%	23%	14%	32%	22%	28%	30%
UNDER 10M DEMERSAL TRAWL/SEINE		18%	25%	12%	25%	20%	21%	20%	23%	21%	24%
UNDER 10M DRIFT AND/OR FIXED NETS		29%	35%	29%	27%	28%	32%	34%	30%	30%	31%
UNDER 10M POTS AND TRAPS		22%	31%	26%	30%	26%	25%	19%	22%	21%	23%
UNDER 10M USING HOOKS		38%	44%	16%	33%	22%	7%	18%	29%	30%	32%

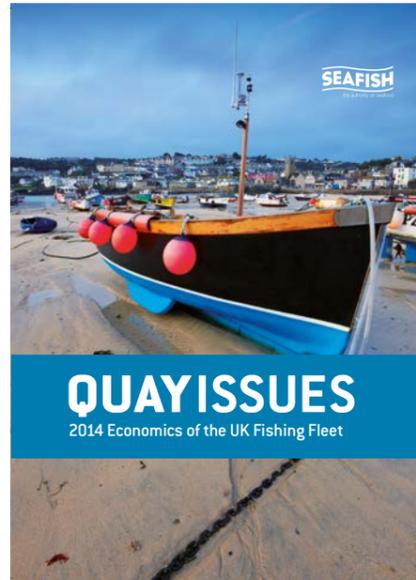
* 2014: projection

NET PROFIT MARGIN

SEGMENT	Trend	2006	2007	2008	2009	2010	2011	2012	2013	2014
AREA VIIA DEMERSAL TRAWL		2%	-6%	18%	12%	13%	-2%	9%	9%	11%
AREA VIIA NEPHROPS OVER 250KW		8%	15%	19%	16%	12%	13%	23%	7%	16%
AREA VIIA NEPHROPS UNDER 250KW		13%	16%	19%	8%	15%	22%	19%	19%	13%
AREA VIIBCDEFGHK TRAWLERS 10-24M		17%	30%	12%	14%	19%	2%	13%	12%	19%
NORTH SEA BEAM TRAWL OVER 300KW		5%	-17%	-13%	4%	0%	-4%	-9%	-13%	-14%
NORTH SEA BEAM TRAWL UNDER 300KW		-8%	16%	-48%	-16%	-18%	-35%	-9%	-12%	-69%
NORTH SEA NEPHROPS OVER 300KW		15%	15%	-2%	1%	-3%	3%	3%	-1%	0%
NORTH SEA NEPHROPS UNDER 300KW		12%	11%	-3%	-2%	-3%	12%	9%	1%	5%
NSWOS DEMERSAL OVER 24M		7%	8%	0%	0%	4%	1%	-1%	2%	7%
NSWOS DEMERSAL PAIR TRAWL SEINE		15%	11%	0%	0%	5%	5%	4%	11%	18%
NSWOS DEMERSAL SEINERS		13%	11%	3%	4%	9%	15%	6%	12%	17%
NSWOS DEMERSAL UNDER 24M OVER 300KW		9%	14%	4%	-1%	7%	7%	3%	10%	9%
NSWOS DEMERSAL UNDER 24M UNDER 300KW		15%	13%	3%	7%	12%	17%	10%	8%	8%
WOS NEPHROPS OVER 250KW		14%	11%	4%	-15%	7%	13%	15%	6%	14%
WOS NEPHROPS UNDER 250KW		17%	15%	13%	6%	8%	11%	17%	11%	6%
SOUTH WEST BEAMERS OVER 250KW		13%	15%	-2%	5%	10%	10%	3%	0%	7%
SOUTH WEST BEAMERS UNDER 250KW		-3%	3%	-6%	4%	1%	-1%	11%	3%	1%
UK SCALLOP DREDGE OVER 15M		3%	21%	13%	12%	20%	19%	16%	14%	13%
UK SCALLOP DREDGE UNDER 15M		-1%	14%	10%	22%	11%	4%	17%	6%	14%
GILL NETTERS		8%	15%	8%	1%	26%	4%	20%	4%	24%
LOGLINERS		-7%	-14%	-21%	31%	-16%	40%	-16%	0%	-15%
POTS AND TRAPS OVER 12M		8%	6%	12%	14%	5%	1%	13%	10%	14%
POTS AND TRAPS 10-12M		27%	11%	19%	20%	19%	9%	26%	13%	19%
UNDER 10M DEMERSAL TRAWL/SEINE		11%	18%	6%	15%	14%	14%	13%	16%	14%
UNDER 10M DRIFT AND/OR FIXED NETS		23%	29%	20%	21%	20%	24%	25%	19%	22%
UNDER 10M POTS AND TRAPS		13%	22%	17%	20%	18%	18%	12%	13%	12%
UNDER 10M USING HOOKS		26%	34%	9%	25%	15%	-1%	11%	18%	23%

FURTHER READING

The Seafish Economics team produce a number of different annual reports using our fleet economic performance data. In addition, this data can also be used to produce bespoke datasets suited to individual needs and to assist out experts in replying to a wide range of ad-hoc enquiries.



2014 ECONOMICS OF THE UK FISHING FLEET

This report aims to deliver a comprehensive analysis of the economic performance of the UK fishing fleet using the latest available data. It looks in detail at the income and costs of the UK fleet as well as individual fleet segments. In addition we look at the ambitions and expectations of the fleet for the future.



2014 UK SEAFOOD PROCESSING INDUSTRY REPORT

This publication is the definitive report on seafood processing in the UK. It provides an overview of the size and structure of the industry, including processing units, employment levels, regional distribution, types of processing activity and the species being processed. Furthermore, the report contains includes qualitative research findings about the business environment in the industry, with analysis dedicated to market, trade and regulatory developments. (2016 Report due March 2017)



QUAY ISSUES MAGAZINE

The free publication, authored by Seafish, highlights the often untold stories from across the UK fishing industry. It covers a range of topics including fishing gear technology, safety at sea and industry recruitment. Quay Issues shares inspiring stories about the innovative and creative solutions fishermen across the country have developed to overcome the challenges they encounter in their working lives. (New issue due November 2016)



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***Our Mission:** supporting a profitable, sustainable and socially responsible future for the seafood industry*