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Quick-scan on different scenarios relating to the ACFM 2003 advice:
biological and economic consequences.

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Leeswijzer

In dit rapport worden de resultaten beschreven van een quick-scan die in het najaar van 2003 is uitgevoerd door het Nederlands Instituut voor Visserijonderzoek en het Landbouw Economisch Instituut op verzoek van de Directie Visserij van het ministerie van Landbouw, Natuurbeheer en Voedselveiligheid. Naar aanleiding van de biologische adviezen van ICES in oktober 2003 ten aanzien van het beheer een aantal visbestanden in de Noordzee, heeft het ministerie een lijst van vragen en scenario's geformuleerd waar zij aanvullende biologische en economische analyses van wilde om de consequenties van verschillende beleidsopties te kunnen wegen. De analyses werden in een kort tijdsbestek uitgevoerd in november 2003 en konden door de tijdsdruk niet volledig worden uitgewerkt. Het rapport bevat de uitkomsten van de analyses en mag niet worden opgevat als advies in enigerlei vorm. Het ICES advies is geformuleerd in samenwerking en met instemming van de onderzoekers van het Nederlands Instituut voor Visserijonderzoek (RIVO).

Het rapport bestaat uit twee afzonderlijke delen: een biologisch en een economisch deel. Deze beide delen zijn hier samengevoegd in een gezamenlijke rapportage maar er is geen verdere inhoudelijke afstemming geweest tussen beide delen, dus ze kunnen ook worden gelezen als op zichzelf staande rapportages. In overleg met de opdrachtgever is besloten om de resultaten van de biologische analyses in het engels te publiceren.

Reading guide

This report documents the results of a quick-scan that was carried out in the fall of 2003 by the Netherlands Institute for Fisheries Research (RIVO) and the Agricultural Economics Institute (LEI) in response to questions by the Fisheries Department of the ministry of Agriculture Nature management Food safety. In response to the biological advice by ICES in October 2003 on the management of fish stocks in the North Sea, the ministry has formulated a list of questions and scenarios on which additional biological and economic analyses were requested to evaluate the consequences of different management options. The analysis were carried out in an expeditious manner in November 2003. This report represents answers to technical questions, and should not be considered as management advice. The current advice from ACFM (ICES) was formulated with the corporation and agreement of scientists from The Netherlands Institute for Fisheries Research (RIVO).

The report consists of two separate parts: a biological and an economic part. Both parts have been combined in a joint report but there has been no merging of the text of the two parts. Therefore, they can be read as self-contained sections. The Ministry has agreed that the biological analyses could be published in English.

Part 1 – biological analysis

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Summary of biological analysis

The Dutch ministry of Agriculture, Nature management and Food safety (LNV) has requested the Netherlands Institute for Fisheries Research (RIVO) and the Agricultural Economics Institute (LEI) to carry out additional analysis on plaice, sole and cod. The analyses are meant to provide scenarios of different ways to interpret the ACFM advice and to evaluate the consequences of these scenarios in terms of the stock developments and the economical effects.

All of the analysis is heavily influenced by the starting conditions of the stocks, and the catches for 2003 are as yet still unknown. The ICES advice is based on assessments up to 2002. The effects of the measures in 2003 have not yet been evaluated and this implies a substantial uncertainty in the starting conditions for 2004. There is also no information at present about how the effort measures have been implemented in 2003 and how the reductions in TAC for cod translate into the current stock size. ICES resolved this by giving a range of stock levels in 2004. This current scenario analysis goes beyond this point; hence the uncertainty of the scenario results is larger than that given by ICES.

1. Effects of accepting advice in full. Zero cod catches for all fisheries, how long will the recover in cod take and what are the economic impacts of closing fisheries that take cod.

Given the current assumptions on stock size and fishing mortality it is likely that the cod stock will be above Blim after one year without fishing. This means that the current composition of the population is expected to lead to an increase in the stock if no removals are made due to fishing. The longer-term perspectives and the relationship between reproductive success and growth have not been evaluated in this analysis.

2. Proportionality in the reductions of the non-targeted fisheries (Beam and Nephrops).

2.1 Effect of closing only targeted cod fisheries (keep flatfish and *Nephrops*)

Closing only the targeted (roundfish) fisheries on cod is expected to recover the cod stock to above Bpa by 2006-2007. Results of the analysis are very sensitive to the assumed recruitment and the assumed catches in 2003. There are no probabilities associated with this analysis, as it is deterministic. The effects of potentially reduced productivity of the cod stock have not been taken into account. If the flatfish fishery was allowed to continue at status-quo fishing effort, the plaice stock would be expected to decline further and the sole stock is expected to increase in the short term due to the strong 2001 year class but to decrease in the longer term.

2.2 Effect of 40% reduction in plaice F on cod catch. What would be the plaice TAC?

The strong linkage between plaice and sole means that a 40% reduction in fishing mortality on plaice translates to a similar reduction for sole. The impact on this reduction on cod is relatively small if the other fisheries on cod are allowed to continue.

2.3 Effect of 40% reduction in sole and plaice F on cod catch.

See 2.2

2.4 Effects of Technical measures- describe the impact of the enlarged mesh size in the upper part of the net? What if we use mesh size of 1 meter with appropriate length of panel, results on cod bycatch and economic effects.

Simple technical design modifications could improve the selectivity of beam trawls on roundfish and thus help to reduce by-catch of roundfish. The uptake of the design modifications by the fishing industry has been minimal, but recently interest in applying these techniques has been expressed by the fishing industry given the even more critical situation in the cod stocks at present. If gear modifications as presented above would be implemented into the fishery by means of technical measures, more substantive testing would be needed of the strength and durability of the design, the effectiveness on uneven fishing grounds and their suitability as conservation measures.

2.5 Effect of avoiding area with cod? Which areas need to be closed (while assuming equal reduction in effort) to reduce cod bycatch with 30% or 50%?

When areas are closed that contribute 60% or 90% to the international cod landings, and when the effort in those areas is removed from the fishery, the Dutch cod landings are reduced, but to a lesser extent than the international reductions. The extent of the reduction is dependent on whether and how redistribution of effort is allowed. If redistribution of effort is allowed this could negate any positive effects of an area closure. However, the effort re-allocation scheme used in the analysis is not well established and is likely to give unrealistic results.

3. Plaice fisheries first. The next questions relate to reduce catches in cod and plaice.

3.1 Determine a plaice TAC that would allow recovery above Bpa within 2 years. What might the corresponding sole and cod bycatch TAC be at this effort for plaice?

None of the different recruitment assumptions indicate that the stock may recover to Bpa in the next two years, even if the landings of plaice would be reduced to zero. The longer-term forecasts indicate that the stock is likely to decline further at current fishing mortality.

When TAC's are kept at a fixed level, a plaice TAC of 40,000 tonnes annually, is expected to lead to an increase in SSB, which is largely driven by a decrease in fishing mortality. A fixed TAC of 60,000 tonnes is expected to keep the stock at current levels, given the assumed recruitment. In all scenarios the plaice stock is expected to remain below Bpa by 2007.

When the fishing mortality on sole is reduced in line with the requirements for the plaice fixed TAC's, landings of sole are expected to decrease substantially over the next 5 years. When the F reduction for sole is only half of the required F reduction for plaice, the landings of sole will be higher. In all scenarios the sole SSB are expected to be above Bpa.

3.2 What sole TAC would allow the reduction of in the plaice discards of 30% or 50%?

No firm conclusions can be drawn on the possible effects of reducing sole TAC's in order to reduce discarding of plaice. Spatially detailed catch compositions (catch at age) are not available at present. Managing the sole TAC is only expected to have an indirect effect on discard rates of plaice. More direct effects will be achieved by increases in mesh size (coupled with enforcement) in the sole fishery.

3.3 Effect of reducing discards. What is the longer-term effect on plaice SSB of reducing the discarding on plaice (by 30 or 50%)?

Discard reduction of 30% is unlikely to lead to the recovery of the plaice stock to above Bpa within the next 6 years. A reduction of 50% is expected to lead to a recovery to around Bpa even at current fishing mortality.

3.4 The effect of a discard ban, i.e. using the full catch as TAC.

The implementation of a discard ban has been evaluated in two different approaches: either a TAC was set at the current plaice TAC (2003) which was then calculated forward, or alternatively a TAC was set in 2004 and the F associated with that TAC was carried forward. The first scenario suggests a fast recovery of the stock, which is essentially due to the reduction in fishing mortality, which is implied by the constant TAC on an increasing stock. The constant F scenario suggests much more modest recovery rates. The scenarios do not account for any changes in fishing practice or implementation success of the discard ban.

3.5 What is the effect of avoiding areas with small plaice? What happens if 80 mm is only used south of 53°30', 100 mm between 53°30' and 55 ° and 120 mm north of that line? Economic effects?

No firm conclusions can be drawn from this analysis, so far. Preliminary indications are that the discarding in the central area (between 53.3 and 55 degrees) would reduce substantially when a minimum mesh of 100mm would be implemented. Additional analysis is possible to evaluate the effects on sole and to evaluate the consequences on the exploitation patterns on both species. This investigation assumed 100% implementation of the mesh sizes changes.

3.6 Effect of changing mesh sizes in the sole fishery on plaice catch and discards. In detail: what if we use 85 / 90 / 100 mm.

Average selection of sole in an 80 mm fishery is 26 cm and plaice 18 cm. Increasing the mesh size to 100mm is expected to yield a selection of sole at 33 cm and plaice 22 cm. The trade-off between mesh size, minimum landing size and fishing mortality multiplier shows that for plaice the cumulative yield over the period 2003-2013 is relatively insensitive to the combination of the three variables, but that SSB in 2013 is sensitive. Increasing mesh size is expected to give a higher SSB at the same fishing mortality. For sole, both the cumulative yield and the SSB in 2013 are sensitive to the mesh size and the F multiplier.

3.7 Effect of enforcement of 80mm. How would the discard rates vary?

In line with the conclusion in section 3.6: discarding of plaice in a 80mm fishery would be substantially less than in a fishery with a lower effective mesh size (e.g. 60mm).

3.8 Effect of lowering the minimum landing size of plaice at fixed TAC.

Lowering the minimum landing size of plaice in combination with a fixed TAC for a number of years appears to give an increase in stock size and a decrease in fishing mortality. The results are sensitive to the estimated size of the 2001 year class. Furthermore, the increase in stock size is highly dependent on all fish above minimum landing size being landed and therefore no high-grading to take place. The likeliness of such a situation could not be evaluated but is thought to be low.

4. The effect of maintaining the *status quo* TACs. How long will it take cod and plaice to recover? How long will the fisheries sector last?

For cod, fishing at status-quo TAC appears to allow a slow recovery in the cod stock. However this assessment has a history of overoptimistic assessments, and the level of discarding and misreporting are unknown. For plaice, fishing at status-quo TAC's from 2003 onwards is likely to lead to a further decline in the stock when recent recruitment is assumed. If the long-term average recruitment is assumed for this stock, then the stock is predicted to increase slowly at status-quo TAC's.

5. Additional questions

5.1 Why is the plaice assessment so different from last year and has the fisheries behaviour in 2002 and 2003 been a factor in the change in perception?

The new perception of the state of the plaice stock has changed the absolute level of the stock estimate, but not the trend over the most recent years. It is likely that the absence of discards estimates in this assessment is the main reason for the change in perception.

5.2 Is it likely that the biological reference points for plaice will be changed? If so, how would they affect the biological advice?

It is not likely that the biological reference points for plaice will be revised shortly. The perception of the absolute stock level has changed (see section 5.1), but the trend of lower recruitment at current low stock sizes indicates that the stock is currently less productive than in the past when the stock size was higher.

Introduction

ACFM has provided advice to the EC on 24 October 2003. The advice took account of the mixed fisheries interactions in the demersal fisheries. The advice for those fisheries can be summarized as follows:

"ICES Advice Regarding Management of Demersal Fisheries in the North Sea, Division IIIa and the Eastern Channel:

[ICES] identifies the stocks outside safe biological limits, i.e. cod, plaice and sole (with the exception of sole in the Eastern Channel). These stocks are the overriding concerns in the management advice of all demersal fisheries:

- *for cod in Division IIIa, North Sea and Eastern Channel ICES recommends a zero catch;*
- *for plaice in the North Sea ICES recommends a recovery plan that will ensure a safe and rapid recovery of SSB to a level in excess of B_{pa} ;*
- *for other plaice stocks than the North Sea plaice and for sole stocks fishing should be restricted within F_{pa} .*

Demersal fisheries in Division IIIa (Skagerrak-Kattegat), in Subarea IV (North Sea) and in Division VII d (Eastern Channel) should in 2004 be managed according to the following rules, which should be applied simultaneously: They should fish:

- *without bycatch or discards of cod;*
- *within a recovery plan for North Sea plaice. Until a recovery plan has been implemented that ensures rapid and sure recovery of SSB above B_{pa} , fishing mortality should be restricted to the lowest possible level and well below F_{pa} . Management must include measures that ensure that discards of plaice be significantly reduced and quantified;*
- *within the biological exploitation limits for all other stocks (see text table above).*

Furthermore, unless ways can be found to harvest species caught in a mixed fisheries within precautionary limits for all those species individually then fishing should not be permitted." (ICES 2004a)

The Dutch ministry of Agriculture, Nature management and Food safety (LNV) has requested the Netherlands Institute for Fisheries Research (RIVO) and the Agricultural Economics Institute (LEI) to carry out additional analysis on plaice, sole and cod. The analysis is meant to provide *scenarios* of different ways to interpret the ACFM advice and to evaluate the consequences of these *scenarios* in terms of the stock developments and the economical effects. In this report the results of the biological analysis are presented. The economic analysis will be presented in a separate report.

All of the analyses are heavily influenced by the starting conditions of the stocks, and the catches for 2003 are as yet still unknown. The ICES advice is based on assessments up to 2002. The effects of the measures in 2003 have not yet been evaluated and this implies a substantial uncertainty in the starting conditions for 2004. There is also no information at present about how the effort measures have been implemented in 2003 and how the reduction in TAC for cod translates into the current stock size. ICES resolved this by giving a range of stock levels in 2004. This current scenario analysis goes beyond this point; hence the uncertainty of the scenario results is larger than that given by ICES.

It should be recognized that the scenarios investigated are based on the current understanding of the productivity of North Sea plaice, sole and cod. Experience from Canada shows that for cod in particular, the productivity changes at low biomass. The growth rates change, the recruitment patterns change and the natural mortality changes greatly. Cod is such an important predator that its removal has drastic effects on the entire ecosystem and these changes can result in greater mortality of the cod, and a failure of cod to predate on other organisms (Fisher & Frank, 2002; Chouinard & Swain, 2003).

In Canada, all their population models suggested that cod would recover within 3 to 4 years. It did not recover, and expected growth in recruitment to the fishery never took place (Rice 2003). With this in mind, most of our projections have been with below average recruitment, but even these may be over optimistic. Most of the scenarios were tested with deterministic projections of stocks forward into time. No probabilistic approaches were used due to the lack of information on the uncertainty of current estimates and the need for a robust analysis in an expedient manner.

Description of scenarios

1. Effects of accepting advice in full. Zero cod catches for all fisheries, how long will the recover in cod take and what are the economic impacts of closing fisheries that take cod?
2. Proportionality in the reductions of the non-targeted fisheries (Beam and Nephrops).
 - 2.1 Effect of closing only targeted cod fisheries (keep sole and *Nephrops*)?
 - 2.2 Effect of 40% reduction in plaice F on cod catch. What would be the plaice TAC?
 - 2.3 Effect of 40% reduction in sole and plaice F on cod catch.

Part 1 – biological analysis

2.4 Effects of Technical measures- describe the impact of the enlarged mesh size in the upper part of the net? What if we use mesh size of 1 meter with appropriate length of panel, results on cod bycatch and economic effects?

2.5 Effect of avoiding area with cod? Which areas need to be closed (while assuming equal reduction in effort) to reduce cod bycatch with 30% or 50%? What would be Economic effects?

3. Plaice fisheries first. The next questions relate to reduce catches in cod and plaice.

3.1 Determine a plaice TAC that would allow recovery above Bpa within 2 years. What might the corresponding sole and cod bycatch TAC be at this effort for plaice? What would be the economic effects?

3.2 What sole TAC would allow the reduction of in the plaice discards of 30% or 50%?

3.3 Effect of reducing discards. What is the longer-term effect on plaice SSB of reducing the discarding on plaice (by 30 or 50%)?

3.4 The effect of a discard ban, i.e. using the full catch as TAC. Economic effects?

3.5 What is the effect of avoiding areas with small plaice? What happens if 80 mm is only used south of 53°30", 100 mm between 53°30" and 55 ° and 120 mm north of that line? Economic effects?

3.6 Effect of changing mesh sizes in the sole fishery on plaice catch and discards. In detail: what if we use 85 / 90 / 100 mm, and resulting economic effects

3.7 Effect of enforcement of 80mm. How would the discard rates vary?

3.8 Effect of lowering the minimum landing size of plaice at fixed TAC.

4. The effect of maintaining the *status quo* TACs. How long will it take cod and plaice to recover? How long will the fisheries sector last?

5. Additional questions

5.1 Why is the plaice assessment so different from last year and has the fisheries behaviour in 2002 and 2003 been a factor in the change in perception?

5.2 Is it likely that the biological reference points for plaice will be changed? If so, how would they affect the biological advice?

The report is structured according to the *scenarios* described above.

1 Scenario 1: Advice as it stands- absolutely zero cod catch.

Description of scenario: This scenario assumes that no catch of cod is allowed. Therefore the F multiplier on cod in the projection is assumed to be zero (in 2004).

Material and methods: The MFDP projection software was used to calculate the projected catch in 2004 and SSB in 2005. Two different assumptions are made about fishing in 2003:

- i) that a catch associated with status-quo F is taken. *Status quo* F is the average of the F at age for the last 3 years that is then rescaled to the total F in 2002.
- ii) that only the TAC is taken in 2003

The populations were projected forward assuming two types of recruitment: poor recruitment of the 2002 year class only, or poor recruitment of both the 2001 and subsequent year classes ($60,000 \times 10^3$ the lowest recruitment).

Results: Input to the short term forecasts are presented in tables 1.1 and 1.2 and summary results in table 1.3. The results indicate that under the assumption of status-quo fishing mortality in 2003, the expected landings are around 65,000 tonnes. The expected SSB in 2005 under the assumption of a zero catch in 2004 is estimated to be between 88 and 131 thousand tonnes.

When it is assumed that the TAC is taken in 2003 and that the TAC is limiting the fishery, the forecasts indicate a very rapid recovery of the stock. In that case the spawning stock biomass in 2005 is estimated between 137 and 180 thousand tonnes.

Discussion. Results of deterministic short-term forecasts are not considered to be a reliable indicator of the likely speed of recovery for the North Sea cod stock. The forecasts do highlight the growth potential in the current stock if the fishery would be closed. However, experiences have shown that gadoid fish stocks at very low level may experience different growth conditions compared to when the stocks are at higher levels (Fisher & Frank, 2002; Chouinard & Swain, 2003).

The ICES advice for North Sea cod is based on a two-tier system where a zero-catch is advised when the stock is below Blim (70,000 tonnes) and the implementation of a recovery plan when the stock is between Blim and Bpa. The short-term forecasts indicate that the stock may recover to above Blim within one year.

Conclusion: Given the current assumptions on stock size and fishing mortality it is likely that the cod stock will be above Blim after one year without fishing. This means that the current composition of the population is expected to lead to an increase in the stock if no removals are made due to fishing. The longer-term perspectives and the relation to reproduction success and growth have not been evaluated in this analysis.

2 Scenario 2: Proportionality in cod reductions

2.1 Close only targeted cod fisheries

Description of scenario: This scenario assumes that only the target cod fishery is closed, in other words only fleets where cod is a bycatch are allowed to operate in the North Sea.

Material and methods: The MFDP projection software is used to calculate the projected catch and SSB in from 2005 to 2007. Two different assumptions are made about fishing in 2003:

- i) that only the TAC is taken in 2003
- ii) that a catch associated with status-quo F is taken. *Status quo* F is the average of the F at age for the last 3 years that is then rescaled to the total F in 2002.

Only fleets that catch cod were considered in this analysis (i.e. no herring or mackerel fleets). Fleets that target cod (and other gadoids) were defined as those where over 50% of the catch was gadoids, in 2002. *Nephrops* fisheries were those with >45% of the catch being *Nephrops* and flatfish fisheries were those where >50% of the catch was flatfish. All fleets fitted into one of these three criteria. The data came from the MTAC analysis by the STECF subgroup. The partial Fs for each fishery were determined by the proportion of catch by the fishery being applied to estimates of F at age. This created a separate estimate of F for each age caught by each fishery.

The populations were projected forward assuming two types of recruitment; average and poor ($169,800 \times 10^3$ the geometric mean from 1990 to 2001 and $60,000 \times 10^3$ the lowest recruitment on record from 1998). The estimate for the 2001 year class was not reduced (see above), so these estimates are probably optimistic.

Results: In 2002, 82% of the cod caught in the North Sea was by fisheries that target gadoids, 14% by flatfish fisheries and 3% by *Nephrops* fisheries (Figure 2.1.1). These catches applied to the fishing effort from the assessment result in very different estimates of partial Fs (Figure 2.1.1). While the flatfish and *Nephrops* fisheries do catch cod, their contribution to the overall catch is small. Input to the short-term forecasts of cod are presented in table 2.1.1 and table

Assuming both the TAC taken in 2003 or *status-quo* F maintained in 2003, allowing a bycatch of cod results in population growth (Figure 2.1.2). Both with average and low recruitment the stock is predicted to be above Bpa by 2006, if only bycatch is allowed. The sensitivity of the assumption about weight (i.e. that it may decline further) was also tested by not using the mean weight of the last 3 years in the projection and this was found to have no impact on the projected SSB or catch.

The effects of reductions in fishing mortality on the bycatch fleets are also shown in table 2.1.1 and figure 2.1.2. The most likely *scenarios* are those that are based on short-term average recruitment and a status-quo fishing mortality in 2003.

Discussion: This analysis does not account for the discarding impact of either the *Nephrops* and flatfish fisheries on cod. This analysis does show the importance of recruitment to the projected growth of the cod population.

Conclusion: Closing only the targeted (roundfish) fisheries on cod is expected to recover the cod stock to above Bpa by 2006-2007. Results of the analysis are very sensitive to the assumed recruitment and the assumed catches in 2003. The effects of potentially reduced productivity of the cod stock have not been taken into account. When the flatfish fishery would be allowed to continue at status-quo fishing effort, the plaice stock is expected to decline further and the sole stock is expected to increase in the short term due to the strong 2001 year class but to decrease in the longer term.

2.2 Effect of 40% reduction in plaice and sole F on cod landings

Description of scenario: The consequences of a 40% reduction of plaice F, and the consequences of a 40% reduction of both plaice F and sole F, on the forecasted cod catches are investigated. The scenario assumes F *status quo* in the current year for all species under consideration. Furthermore, it is investigated what the consequences of these reductions would be for the Dutch beam trawl fleet.

Material and methods: Since the consequences of reductions in F of flatfish on the forecasted cod catches are due to technical interactions, the Mixed Species program MTAC was used for this analysis. The data sets are the same as used in the STECF/SGRST meeting on Mixed Species Fisheries (Brussels, 21-24 October 2003).

To simulate a reduction of 40% of plaice F, the target F-multiplier for plaice was set to 0.6. The decision weight for plaice was set to 1.0 and for all other species to 0. In this way the outcome is fully and only driven by the target fishing mortality for plaice.

To simulate a reduction of 40% of both plaice F and sole F, the F-multipliers were set to 0.6 for both plaice and sole. The decision weights were set to 0.5 each for plaice and sole, and 0 for the other species.

Results: The two tables show the relevant MTAC outputs (results are in red) for the two scenarios of (1) a 40% reduction of plaice F and (2) 40% reductions of plaice F and sole F. (The full MTAC outputs are in table 2.2.1)

40% reduction of plaice F

| Species | F <i>status-quo</i> | Target F-multiplier | Resulting F-multiplier | Catch forecast (in 1000 tonnes) | Decision weight |
|---------|---------------------|---------------------|------------------------|---------------------------------|-----------------|
| PLE | 0.5 | 0.6 | 0.6 | 46 | 1 |
| SOL | 0.5 | | 0.6 | 13 | 0 |

40% reduction of both plaice F and sole F

| Species | F <i>status-quo</i> | Target F-multiplier | Resulting F-multiplier | Catch forecast (in 1000 tonnes) | Decision weight |
|---------|---------------------|---------------------|------------------------|---------------------------------|-----------------|
| PLE | 0.5 | 0.6 | 0.6 | 46 | 0.5 |
| SOL | 0.5 | 0.6 | 0.6 | 13 | 0.5 |

Discussion: The consequences of a 40% reduction of plaice F only are similar to the consequences of reducing both plaice F and sole F by 40%, due to the strong technical interactions between plaice and sole. In both cases the plaice catch would amount to 46000 tonnes and the sole catch to 13000 tonnes. The cod catch in by-catch fisheries only is incorporated in section 2.1 but is only moderately affected in these MTAC calculations.

Conclusion: the strong linkage between plaice and sole means that a 40% reduction in fishing mortality on plaice translates to a similar reduction for sole. The impact on this reduction on cod is relatively small if the other fisheries on cod are allowed to continue.

2.3 Effect of 40% reduction in plaice F and sole F on cod catch

Results of this scenario are presented in section 2. 2.

2.4 Effects of technical measures

Description of scenario: Effects of Technical measures. Describe the impact of the enlarged mesh size in the upper part of the net? What if we use mesh size of 1 meter with appropriate length of panel, results on cod bycatch and economic effects?

Material and methods: A paper was presented with the results of experiments (1994-1996) aimed to improve the selectivity of beam trawls in the North Sea for roundfish whilst minimizing losses on target flatfish (Van Marlen 2003). Large-meshed top panels were designed for the tickler chain type of beam trawls used in this fishery. The design process involved model studies in a flume tank, feasibility trials at sea on a research vessel, and comparative-fishing trials on chartered commercial fishing vessels. The mesh size in the large-topped panels was between 2.7 and 4.8 meter, and the total length of the panel was just around 15 meter (on the 12m beam trawl). A total of 11 weeks with 450 hauls in total were fished on two categories of vessels: 300 and 1500–2000 hp. These categories represent the major groups in the Dutch fleet. An economic evaluation was also carried out with the landings data from the fish auction.

Results: A reduction of 30–40% for cod and whiting could be obtained with the new gear design, with virtually no losses in flatfish (particularly sole and plaice).

Discussion: The work resulted in effective and simple technical design modifications which were proven to improve the selectivity of beam trawls on roundfish and thus help to reduce such discards, but the uptake by the industry was minimal in spite of thorough dissemination of the results through a workshop and a video presentation and information package sent to many individual skippers. One reason might have been that legislation affecting the levels of allowable by-catch of roundfish in beam trawling directly affects fishermen's income. Although the economic analysis showed that the proportion to earnings of these by-catches is relatively small (i.e. less than 5%), fishermen are inclined to avoid any loss in catch, especially when having additional quota for these fish.

It is at present not known what the effectiveness of a large mesh top panel would be, if the mesh size would be changed to 1 m. It is also not known whether flatfish losses are higher on uneven grounds, as the series of trials were conducted in the central North Sea on flat sandy grounds. Further trials are scheduled for December 2003 in the southern North Sea on a commercial vessel using chain mat beam trawls (RECOVERY project).

There are no official estimates of the number of chain-mat trips of Dutch vessels, as this gear type is not presented as a different category in the official logbook database. A rough estimate of the number of vessels using chain mats is between 25 and 40. Analysis of the 2001 Dutch catch compositions suggested that these 11%, predominantly larger vessels, accounted for around 43% of the Dutch beam trawl landings of cod. The Dutch beam trawl landings of cod are around half of the total Dutch cod landings.

Conclusion: Simple technical design modifications could improve the selectivity of beam trawls on roundfish and thus help to reduce by-catch of roundfish. The uptake of the design modifications by the fishing industry has been minimal, but recently interest in applying these techniques has been expressed by the fishing industry given the even more critical situation in the cod stocks at present. If gear modifications as presented above would be implemented into the fishery by means of technical measures, more substantive testing would be needed of the strength and durability of the design, and the effectiveness on uneven fishing grounds.

2.5 Effects of avoiding areas with high cod landings

Description of scenario: Which areas need to be closed (while assuming equal reduction in effort) to reduce cod bycatch with 30% or 50%?

Material and methods: Eight scenarios were investigated. In scenarios 1A, 2A, 3A, and 4A those ICES rectangles are closed to the fisheries that contributed most to the international cod landings of 2002, such that the closed areas together contributed 60% to the total international cod landings. In scenarios 1B, 2B, 3B and 4B ICES rectangles are similarly closed, such that these rectangles together contributed to 90% of the 2002 international cod landings.

In scenarios 1A and 1B the closing of areas reduces the Dutch beam trawl effort accordingly: no redistribution of effort is assumed. In scenarios 2A and 2B the Dutch beam trawl effort remains the same as without closure, and all effort is redistributed over the open rectangles in proportion to the Dutch sole CPUE. In scenarios 3A and 3B the Dutch beam trawl effort remains the same as without closure, and the effort that is 'removed' from the closed areas is redistributed over a subset of rectangles near the Dutch coast (see figure 2.5.1) in proportion to the Dutch sole CPUE. In scenarios 4A and 4B all Dutch effort and catch are considered. In these scenarios the total Dutch effort remains the same as without closure and the effort that is 'removed' from the closed areas is homogeneously redistributed over a subset of rectangles near the Dutch coast (see figure 2.5.1).

Two spreadsheets were used. The first contained international landings of 2002 by ICES rectangle and the second contained Dutch effort, landings and CPUE by rectangle and by gear (VIRIS).

Results: The areas of highest cod landings are shown in figure 2.5.1. In the tables below the outcomes of the eight scenarios are given in terms of Dutch effort (table 2.5.1), Dutch cod landings (table 2.5.2), and Dutch sole landings (table 2.5.3).

Discussion: The area closures together with effort reductions (scenario 1) lead to greater reductions in beam trawl cod landings and beam trawl sole landings than when effort was only removed from the areas of highest cod landings. In the case of the more extensive closure (areas contributing to 90% of international cod landings) the Dutch beam trawl cod landings were reduced to 19% of the original landings, which is short of the international reduction in cod landings (to 10%).

In the case of effort redistribution (scenarios 2-4), Dutch cod landings come out much higher than when effort is reduced. There is not much difference in Dutch cod landings whether areas are closed contributing up to 60% or 90% of international cod landings (between scenarios A and B). Apparently, redistribution of effort can at least partly cancel out the intended effect of area closure (which is reduction of cod catches). When the Dutch cod landings from all gears are considered, the extensive area closure (scenario 4B) gave even a slightly higher landing than the actual cod 2002 landings. This implies that cod CPUE is actually higher in the specified areas near the Dutch coast than in the closed areas (see figure 2.5.1), especially for other gear than beam trawl.

In the case of effort redistribution in proportion to sole CPUE without regards to the distance from the Dutch coast (scenario 2), the sole landings are twice as high as the actual landings were in 2002. Probably the scenario where the Dutch beam trawl fishery redistributes effort while taking the distance to the coast into account (scenario 3) is more realistic. But even in that case, the Dutch sole landings are higher than without area closure. In both cases of effort redistribution (scenario 2 and 3), the sole landings are higher with the more extensive area closure (higher in scenario B than in scenario A). Apparently, sole CPUE is particularly low in those rectangles that are closed only in scenario B (90% cod closure).

All calculations are based on simplistic assumptions about redistribution of effort. More work is needed on the effort-allocation mechanisms before a mechanistic understanding of the potential effects of closed areas can be obtained. The lack of economic evaluations in this analysis means that reallocation of effort is not constrained by steaming costs or other economic incentives. This is clearly unrealistic.

***Conclusion:* When areas are closed that contribute 60% or 90% to the international cod landings, and when the effort in those areas is removed from the fishery, the Dutch cod landings are reduced, but to a lesser extent than the international reductions. The extent of the reduction is dependent on whether and how redistribution of effort is allowed. If redistribution of effort is allowed this could negate any positive effects of an area closure. However, the effort re-allocation scheme used in the analysis is not well established and therefore the analysis is likely to give unrealistic results.**

3 Scenario 3: Plaice fisheries first

3.1 Determine a plaice TAC that would allow recovery above Bpa within 2 years.

Description of scenario: Determine a plaice TAC that would allow recovery above Bpa within 2 years. What might the corresponding sole and cod bycatch TAC be at this effort for plaice? What would be the economic effects?

Material and methods: a short term forecast for plaice was carried out under four different assumptions:

- F status-quo in 2003
 - Long term average recruitment (GM 1957-2001: 395000)
 - Short term average recruitment (GM 1993-2001: 275000)
- TAC constraint in 2003 (73000 tonnes)
 - Long term average recruitment (GM 1957-2001: 395000)
 - Short term average recruitment (GM 1993-2001: 275000)

Note that the F status-quo assumption gives predicted landings which are very close to the TAC constraint scenarios.

In addition, a number of scenarios were calculated for different fixed plaice TAC's in the future and with fishing mortalities on sole that were either in line with the implied F reductions for plaice or which were set at half of the needed F reduction for plaice.

| Plaice TAC | Sole TAC |
|------------|------------------------------|
| 40.000 | F reduction equal to plaice |
| 40.000 | F red 50% of F red of plaice |
| 50.000 | F reduction equal to plaice |
| 50.000 | F red 50% of F red of plaice |
| 60.000 | F reduction equal to plaice |
| 60.000 | F red 50% of F red of plaice |

Results: results of the short-term forecasts are shown in the text table below. None of the different assumptions indicates that the stock may recover to Bpa in the next two years, even if the landings of plaice would be reduced to zero.

Results of the potential effects of the fixed TAC's on plaice and associated F reductions for sole are shown in table 3.1.1 below and in figure 3.1.1.

Discussion: Keeping TACs at a fixed level, when the population is increasing, means that effectively the fishing mortality is being lowered. This can only be achieved when the fishing effort is reduced in a similar way. The F reductions on sole are assumed to be either fixed to the plaice F reduction, or at half the level of reduction needed for plaice. In section 2.2 it was already shown that there is a high coupling of plaice and sole in the current fisheries. Unless ways are found to develop a sole fishery that does not catch substantial amounts of plaice, it is difficult to see how the effort reduction for sole could be different from the effort reduction on plaice.

The analyses are based on landings only. Discarding of plaice may substantially alter the perception of stock development when TAC's are very constraining.

Conclusion: None of the different recruitment assumptions indicate that the stock may recover to Bpa in the next two years, even if the landings of plaice would be reduced to zero. The longer-term forecasts indicate that the stock is likely to decline further at current fishing mortality.

When TAC's are kept at a fixed level, a plaice TAC of 40,000 tonnes annually, is expected to lead to an increase in SSB, which is largely driven by a decrease in fishing mortality. A fixed TAC of 60,000 tonnes is expected to keep the stock at current levels, given the assumed recruitment. In all scenarios the plaice stock is expected to remain below Bpa by 2007.

When the fishing mortality on sole is reduced in line with the requirements for the plaice fixed TAC's, landings of sole are expected to decrease substantially over the next 5 years. When the F reduction for sole is only half of the required F reduction for plaice, the landings of sole will be higher. In all scenarios the sole SSB is expected to be above Bpa.

3.2 What sole TAC would allow the reduction of in the plaice discards of 30% or 50%?

Description of scenario: What sole TAC would allow the reduction of in the plaice discards of 30% or 50%?

Material and methods: no analysis was carried out under this scenario.

Discussion: Reduction of discard rates can only be achieved by changing the effective mesh size in the fishery or by redistributing the effort allocation to those areas where discards are less prominent. Setting the sole TAC would only affect the latter. By setting a low sole TAC, the fishery may shift to fishing areas away from the southern North Sea. At present it is not possible to quantify the effects of such a shift in the fishery because detailed data on catch compositions for sub-areas of the North Sea are not available.

Conclusion: **No firm conclusions can be drawn on the possible effects of reducing sole TAC's in order to reduce discarding of plaice. Spatially detailed catch compositions (catch at age) are not available at present. Managing the sole TAC is only expected to have an indirect effect on discard rates of plaice. More direct effects will be achieved by increases in mesh size (coupled with enforcement) in the sole fishery.**

3.3 Effect of reducing discards.

Description of scenario: Effect of reducing discards. What is the longer-term effect on plaice SSB of reducing the discarding on plaice (by 30 or 50%)?

Material and methods: Short-term forecasts were used to determine the effect of reducing the discarding of plaice on the catch and SSB. The input data were the full population with total catch (i.e. estimated from landings for human consumption from ICES and discards, from observation based discard ogives). Only analyses assuming status-quo F in 2003 were carried out (as the TAC constraint was not valid because these data contained discards). The Fs on ages 1, 2 and 3 were reduced by 30% and by 50%, and the data were considered with 2 recruitment scenarios (average (1957-2001) and low (1993-2001)). The projected human consumption catch was estimated by the catch of age 4-10 plus half of age 3.

Results: Results are summarized in figure 3.3.1 below and in table 3.3.1. With recent recruitment (GM93-01) the reduction of discard rates will allow the SSB to increase slowly to just below Bpa in 2007. At current F, the stock is expected to decline further. Reduction of discard rates by 30% will prevent this decline (Figure 3.3.1). If recruitment would be at the historic level (GM57-01), the recovery due to reduction in discarding would allow the stock to recover quicker and to above Bpa. If discarding is reduced, the catches at first will be lower, but they are expected to recover to higher than current levels (Figure 3.3.1).

Discussion: It is clear that a reduction in discarding would lead to a greater chance of stock growth, but the benefits would be slower (both in terms of catch and SSB) than directly limiting fishing effort of the adult population. The data sources for this analysis are poor and the sensitivity of this analysis to their high variance has not been tested.

Conclusion: Discard reduction of 30% is unlikely to lead to the recovery of the plaice stock to above Bpa within the next 6 years. A reduction of 50% is expected to lead to a recovery to around Bpa even at current fishing mortality.

3.4 The effect of a discard ban, i.e. using the full catch as TAC.

Description of scenario: The effect of a discard ban, i.e. using the full catch as TAC.

Material and methods: The method was similar to that of question 3.3. For the first scenario a TAC constraint of 73000 tonnes was maintained throughout the projection, for the second scenario a TAC constraint related to *status quo* F was maintained. The TAC for 2003 was raised to 116800 tonnes, to account for the catch of both discards and landings. This represents an increase in the TAC of 60% to account for the proportion (by weight) of landings to discards in recent years.

Results: Account for all the catch within the TAC has a marked effect, by limiting fishing effort on the adults. It suggests that the stock could recover to above Bpa within 3 years. The decline in 2008 is due to the lower projected year classes coming into the analysis. A TAC constraint related to *status quo* F has less effect.

Discussion: The use of total catch (landed and discarded) within the TAC is a relatively new concept within the CFP. If all catch had to be landed there would be a dramatic reduction in fishing effort, unless discarding practices changed, which is most likely. With this in mind, this scenario should be viewed with great scepticism, because the fleet would change their practice if such a measure was brought into force.

Conclusion: The implementation of a discard ban has been evaluated in two different approaches: either a TAC was set at the current plaice TAC (2003) which was then calculated forward, or alternatively a TAC was set in 2004 and the F associated with that TAC was carried forward. The first scenario suggests a fast recovery of the stock, which is essentially due to the reduction in fishing mortality that is implied by the constant TAC on an increasing stock. The constant F scenario suggests much more modest recovery rates. The scenarios do not account for any changes in fishing practice or implementation success of the discard ban.

3.5 What is the effect of avoiding areas with small plaice?

Description of scenario: What is the effect of avoiding areas with small plaice? What happens if 80 mm is only used south of 53°30', 100 mm between 53°30' and 55 ° and 120 mm north of that line?

Material and methods: In order to evaluate the effects of area based measures, we need to have access to spatial distribution patterns of the fish resources at different periods of the year. This information needs to be age-and-length-disaggregated. The information could be collected from research surveys or from the commercial fishery. Research survey information is available for the third quarter over the whole of the North Sea (BTS surveys). Although the International Bottom Trawl Survey (IBTS) is not routinely used in the assessment of North Sea plaice, this survey could in principle provide information on the spatial distribution of the plaice stock in the first quarter of the year, but this has not been evaluated at present.

The methodology consisted of constructing population at length estimates from the BTS survey data. The Tridens and Isis data were combined using a conversion factor derived by Groeneveld & Rijnsdorp (1990). The estimated populations were separate for three different areas: south (<53.30), central (53.30-55.0) and north (>55.0). An additional assumption was made on the effectiveness of the Tridens survey at catching older fish. The sensitivity of this assumption has been explored (but is not presented here). In each area, a commercial fishery was simulated using a gear efficiency, which was determined by the mesh size (i.e. a selection factor of 0.22 and a selection range of 3). The results are expressed in estimated proportions discards in the different areas and at different mesh size.

In each of the three areas, a mesh size was assumed according to the scenario defined above. The base case consisted of 80-80-100 mm and the scenario case of 80-100-120 mm mesh.

The Dutch effort allocation (in 2002) in the three different areas was used a weighting factor in calculating the overall proportion selected and proportion discarded. The mesh size assessment methodology described in section 3.6 was used to evaluate the effects of the scenarios in the short-term forecasts. The proportions selected and discarded from the survey analysis were converted into a theoretical mesh size and landing size so that the mesh assessment gave the closest correspondence to the survey analysis. These theoretical values were then evaluated using a short term forecast carried forward to 2013.

Results: Results are summarized in figure 3.5.1 and indicate that proportions discarded are lower in the northern area compared to the other two areas, which have similar length distributions (this conforms to our model assumptions).

The evaluation of landings and discards fishing mortality at age for plaice and sole is shown in figure 3.5.2. The proposed scenario is expected to lower discards mortality on plaice and to lower the overall landings mortality on sole. The results of the short-term forecasts are best expressed in relative terms (figure 3.5.3) because the starting conditions of the distribution between landings and discards may be different from the WG assessments. For information the outcome of the short term forecasts are presented in absolute numbers in table 3.5.1. The results indicate that the SSB of plaice and sole are expected to increase under the proposed scenario. Landings of sole are expected to decrease by 50% in the short term but may recover to the 2003 level in five years time. Landings of plaice are expected to increase and discards are expected to decrease.

Discussion: The analysis is based on many assumptions and should be treated with substantial care in interpretation. Additional analysis is required to test the robustness of the results.

Conclusion: Preliminary indications are that the discarding of plaice in the central North Sea (between 53.3 and 55 degrees) would reduce substantially when a minimum mesh of 100mm would be implemented. Landings of plaice would quickly increase and landings of sole are expected to fall to around 50% in the short term but are also expected to recover to the 2003 level within 5 years time. SSB of plaice is expected to remain below Bpa in 10 years time at current fishing mortality. This investigation assumes 100% implementation of the mesh sizes changes.

3.6 Effect of changing mesh sizes in the sole fishery on plaice catch and discards.

Description of scenario: Effect of changing mesh sizes in the sole fishery on plaice catch and discards. In detail: what if we use 85 / 90 / 100 mm?

Material and methods: the analysis is based on general mesh selectivity parameters of beam trawl vessels that were reported in the 1980s (Van Beek et al. 1983; Van Beek 1998).

A cooperative approach with CEFAS (Lowestoft) was set up to address the basic data requirement for this analysis. Based on the survey data (ages 1-4) and the commercial landings (age 5 and beyond), the mean length at age (in 2002) was estimated. Given the selectivity characteristics of the gears (beam trawl) and the mean length in the population, the proportion retained could be estimated. In addition a discarding ogive was assumed around the minimum landing size. The spreadsheet developed can address the interaction between mesh size and minimum landing size for plaice and sole.

| Mesh | Minimum landing size | |
|------|----------------------|--------|
| | Sole | Plaice |
| 80 | 26 | 18 |
| 85 | 28 | 19 |
| 90 | 30 | 20 |
| 100 | 30 | 22 |
| 120 | 30 | 26 |

Results: the results of the general mesh selectivity properties for cod, plaice and sole are shown in the figure 3.6.1, using selection factors of 3.0 (cod), 3.3 (sole) and 2.2 (plaice). The figure shows that the smallest two market categories of sole can only effectively be caught with 80mm mesh or smaller. Increasing the mesh size to 100mm is expected to reduce the catch of sole that are shorter than 35 cm. The L50 for plaice indicates that for this species the minimum size would be around 22 cm. The relationship between mesh size and minimum landing size (L50) is shown in table 3.6.1.

Results of the scenario analysis are presented in figures 3.6.2-3.

Discussion: the selectivity parameters used in this analysis were derived in experiments that were carried out in the 1980s. Only the length at average selection is used for the analysis. Figure 3.6.1 clearly shows the mismatch between the mesh size and the minimum landing size in the flatfish fisheries.

Cod could not (yet) be incorporated into the analysis. The beam trawl landings of cod amount to only 10% of the total international landings.

Conclusion: Average selection (L50) of sole in an 80 mm fishery is 26 cm and plaice 18 cm. Increasing the mesh size to 100mm is expected to yield a selection of sole at 33 cm and plaice 22 cm. The trade-off between mesh size, minimum landing size and fishing mortality multiplier shows that for plaice the cumulative yield over the period 2003-2013 is relatively insensitive to the combination of the three variables, but that SSB in 2013 is sensitive. Increasing mesh size is expected to give a higher SSB at the same fishing mortality. For sole, both the cumulative yield and the SSB in 2013 are sensitive to the mesh size and the F multiplier.

3.7 Effect of enforcement of 80mm mesh size.

Description of scenario: What would be the effect of enforcing the 80mm mesh regulation? How would the discard rates of plaice vary?

Material and methods: the effects of enforcing an 80mm mesh size can in general be addressed by the methods described in section 3.6 and are not repeated here. In this section a brief summary of a recent simulation study is presented. The simulation study was carried out in the context of a research project for the ministry of LNV ("Bestek 6c"). Results of this study were presented at the ICES Annual Science Conference in Tallinn 2003 (Van Keeken et al. 2003). The general approach was:

- Construct population at length by year, based on growth data
- Apply selection and discard ogives to estimate retained and discards fraction
- Use landings at age and discards fraction to estimate discards at age
- Use total catch at age in stock assessment

An important assumption in the simulation study was the effective mesh size used in the fishery. The legal minimum mesh size in the beam trawl fishery is 80mm. The simulation model allows the exploration of different effective minimum mesh sizes, which may have been in operation in the history of this fishery. A comparison can then be made on the potential improvement in the exploitation pattern of North Sea plaice when an effective mesh size of 80mm is enforced. Since no quantitative estimates of effective mesh size are available for the beam trawl fishery, a 60mm mesh size was assumed as a proxy for a mesh size substantially smaller than the legal mesh size.

Results: Results of the discards simulation study are presented in figure 3.7.1. The simulation is based on the growth data from the BTS survey only. A comparison is made between a 60mm and a 80mm fishery. Fishing with 80mm resulted in simulated fishing mortalities (at ages 2 and 3) that were 10 to 20% lower than when 60mm was used. This implies that enforcement of 80mm in a situation, where a substantial part of the fleet would be using smaller mesh sizes, could reduce discard mortality.

Discussion: The results of the simulation study are still preliminary. A major drawback in the study is that age 1 could not be included in the analysis because this age is only very partially recruited to the landings. Age 1 is considered to be a very important part of the discards of plaice. This may impact the results of the study.

Conclusion: The overall conclusion of the study is that discarding in a 80mm enforced fishery would be less (F reduction 10-20%) than in a fishery with a lower effective mesh size (e.g. 60mm).

3.8 Effect of lowering the minimum landing size of plaice in combination with fixed TACs

Description of scenario: What would be the effect of lowering the minimum landing size of plaice while keeping the current mesh size regulation and using fixed TAC's for a number of years.

Material and methods: the material and methods are the same as in section 3.6. The following scenarios were considered:

| MLS | TAC |
|-----|---------------------|
| 27 | 50000, 60000, 65000 |
| 25 | 50000, 60000, 65000 |
| 24 | 50000, 60000, 65000 |
| 22 | 50000, 60000, 65000 |

The sensitivity of the analysis to the strength of 2001 year class was investigated by using an average year class instead of the predicted year class strength.

Results: Results of the scenarios are presented in tables 3.8.1-3 and figures 3.8.1-2. The results indicate a strong increase in SSB given the implementation of a smaller minimum landing size. This is predominantly due to the lower fishing mortality which is implied by the fixed TAC given an increasing stock.

A sensitivity analysis was carried out on the scenario of a MLS of 25 cm and a fixed TAC of 65000 tonnes. The 2001 year class was either assumed to be as estimated from the most recent assessment (as in all other scenario's) or alternatively was taken as the short-term mean year class strength. Results of the sensitivity analysis are presented in figure 3.8.3 and indicate that the results are very sensitive to the size of the 2001 year class: when the assessment value is used, the stock (SSB) is predicted to increase to 300000 tonnes in 5 years time, if the mean value is used it is only expected to reach just over 200000 tonnes.

Discussion: The results of the analysis appear to give positive signals on the potential increase in the plaice stock when the minimum landing size would be reduced and a fixed TAC management would be adopted. However, these results are based on a number of stringent assumptions. Likely the most important assumption is that all the fish that are caught and that are above the minimum landing size will indeed be landed. The model assumed no high grading of legal sized fish that are caught. It is highly questionable whether this would be the case in practice. ICES has previously evaluated the potential effect of lowering the minimum landing size of plaice to 22 cm and noted that:

"Provided that there is no change to the current fishing practice, the reduction in MLS from 27 cm to 22 cm will, by itself, have no impact on the fishing mortality rates of plaice. It is possible that the new landing size regulation may create an additional market for small plaice, which on one hand may result in reduced discarding of small fish. On the other hand however, this measure may result in increased targeting of small plaice, which would be undesirable from a stock conservation standpoint. If fish, that are currently discarded, are landed in the future this would change the perceived exploitation pattern by raising fishing mortality rates on age groups that were previously discarded. The WG notes that in order to reconcile such a change of catch data, time series of discard estimates would have to be estimated for a number of years prior to 2000." (ICES 2000)

Conclusion: Lowering the minimum landing size of plaice in combination with a fixed TAC for a number of years appears to give an increase in stock size and a decrease in fishing mortality. The results are sensitive to the estimated size of the 2001 year class. Furthermore, the increase in stock size is highly dependent on all fish above minimum landing size being landed and therefore no high grading to take place. The likeliness of such a situation could not be evaluated but is thought to be low.

4 Scenario 4: *Status quo* TACs.

Description of scenario: The effect of maintaining the *status quo* TACs. How long will it take cod and plaice to recover? How long will the fisheries sector last?

Material and methods: The assessments for North Sea plaice and cod were projected forward with the TAC kept at 2003 levels. Pessimistic recruitment strengths were used.

Results: Cod (table 4.1.1): maintaining landings at *status quo* TAC is expected to result in a very slow recovery in the cod stock.

Plaice (table 4.1.2): maintaining landings at *status quo* TAC is expected to result in a decline in the plaice stock.

Discussion: Considering all the argument above, such long-term projections are very risky. We do not know the fishery for 2003 and the take up of conservation measures for 2003 is not quantified. Deterministic short-term forecasts are not appropriate to evaluate the likely consequences of management scenarios. At low stock numbers and when the age profile of the stock is reduced, projections are highly sensitive to assumptions about recruitment strength.

Conclusion: For cod, fishing at *status quo* TAC appears to allow a slight and slow recover in the cod stock. However this assessment has a history of overoptimistic assessments, and the level of discarding and misreporting is unknown. For plaice, fishing at status-quo TAC's from 2003 onwards is likely to lead to a further decline in the stock when recent recruitment is assumed. If the long-term average recruitment is assumed (which is higher) the stock is predicted to increase slowly at status-quo TAC's.

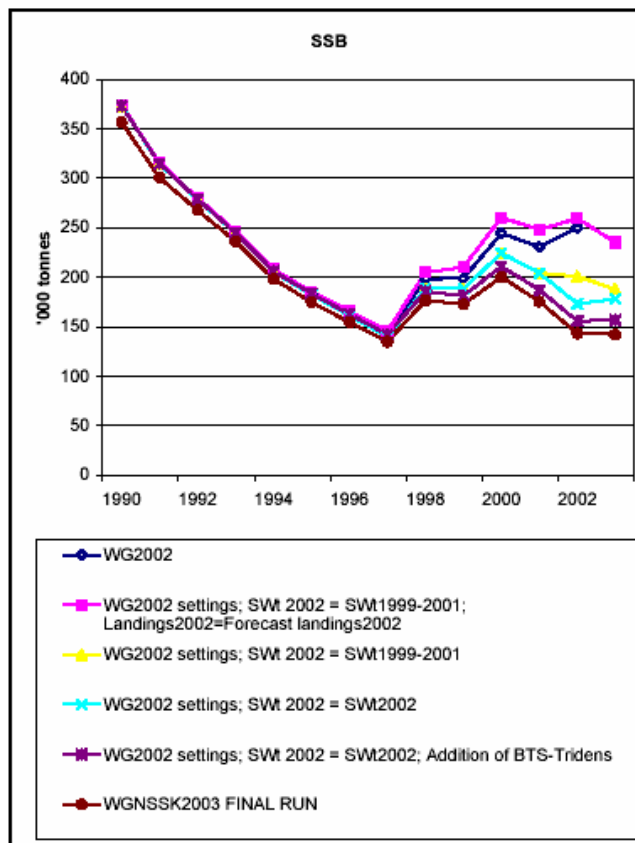
5 Other issues

5.1 The difference in perception of plaice SSB 2002 to 2003.

The current assessment of North Sea plaice (2003) gives a rather different perception of stock development compared to the ACFM advice from October 2002. The SSB in 2002 is now estimated at 142,300 tonnes, which is slightly higher than the lowest point ever observed, whereas in last years catch forecast the SSB in 2002 was estimated at 250,000 tonnes.

The difference in perception between this year's assessment SSB estimates and last year's assessment is mainly driven by the addition of the 2002 catch data. Catches were lower than forecast (by 22%) and this had an impact on the assessment. The second largest effect was caused by the decrease in mean weight at age in plaice in recent years. There is a continuing decline in weight at age over recent years. The catch data of 2002 has caused a re-evaluation of the strength of the important 1996 year class, which is now estimated to be substantially lower than estimated last year. The observed decrease in SSB in the last 3 years appears to be robust to the use of different models. Essentially this means that the 2002 data included in this years assessment all point in the same direction.

It is not possible for fishing behaviour in 2003 to effect the assessment carried out in that year, as the 2003 data are not used until the 2004 assessment. However changes in fishery practice may affect the assessment when the spatial distribution of sizes of fish varies with area, i.e. changing the areas fished may result in different perceptions of the mean weight of a fish. The effect of weight was found to have a slight effect on the assessment, see above.



An additional analysis was carried out to explore the effects of discarding on the assessment of North Sea plaice. The main question is: does the absence of discard estimates in the assessment induce the type of overestimation that we have observed for this assessment. The analysis consisted of three parts:

- a conventional retrospective analysis using the settings of the North Sea demersal WG; i.e. without inclusion of discards
- a retrospective analysis of an assessment based on landings + discards; where the discard percentage is assumed to be 50% (in numbers) and where the distribution of discards over the ages is derived from the discards sampling program for the years 1999-2002, and a random draw from these observations in the years previous to 1999.
- a retrospective analysis of the assessment with 50% discards (above) but where the estimates of discards of the 1996 year class have been manually augmented because there are strong indications that this year class has experienced heavier discarding than previous year classes. The manual augmenting intended to reduce the retrospective pattern.

Part 1 – biological analysis

The manual augmenting of the 1996 year class discards resulted in the following overall estimates of discarding:

| | | | | | |
|------|------|------|------|------|------|
| 1997 | 1998 | 1999 | 2000 | 2001 | 2002 |
| 65% | 66% | 68% | 55% | 52% | 50% |

These estimates are still lower than the observed discards percentages in the years 1999 and onwards. Results of the analysis are shown in figure 5.1.2 and indicate that the pattern of overestimating stock size can be greatly reduced if realistic estimates of discards of the 1996 year class are included in the assessment.

Discarding can have a significant influence on the stock assessment when discarding is dependent on year class strength. If strong year classes generate proportionally more discards than smaller year classes, the calibration model used for stock assessment may go wrong. The assessment models are based on a relationship between external information (e.g. research surveys) and catch-derived population estimates. The calibration data is used to provide provisional estimates of stock sizes for those ages that are not well represented in the catches (or: landings). When the proportion of discards increases, this may lead to overestimation of these age groups.

Conclusion: the new perception of the state of the plaice stock has changed the absolute level of the stock estimate, but not the trend over the most recent years. It is likely that the absence of discards estimates in this assessment is the main reason for the change in perception.

5.2 Biological reference points for plaice

A question has been raised on the revision of biological reference points for North Sea plaice and the possible implications of that revision for the advice on plaice.

The issue of revising the biological reference points for North Sea plaice was prompted by the apparent overestimating in this stock. The Blim was set at 210,000 tonnes in 1998 and the basis was the lowest observed biomass, which was the biomass in 1997. The estimate of 1997 SSB appeared to be very uncertain and subsequent assessments have revised that estimate downward to 150,000 tonnes in the most recent assessments. If the same technical basis would be used as in ACFM 1998, there would be scope to revise the Blim of plaice to 150,000 tonnes.

The North Sea demersal WG (ICES 2004b) has presented different options to ACFM regarding the revision of Blim for plaice. The above reasoning was one of these. Other reasons were that the breakpoint could be used from a segmented regression analysis, or that a visual inspection of the stock recruitment relationship revealed an apparent decrease in recruitment when the stock decreased below 300,000 tonnes. There were no compelling reasons to choose one over the other, since a numerical evaluation of the potential consequences of different scenarios have not been simulated. ACFM decided that there was no basis to revise Blim.

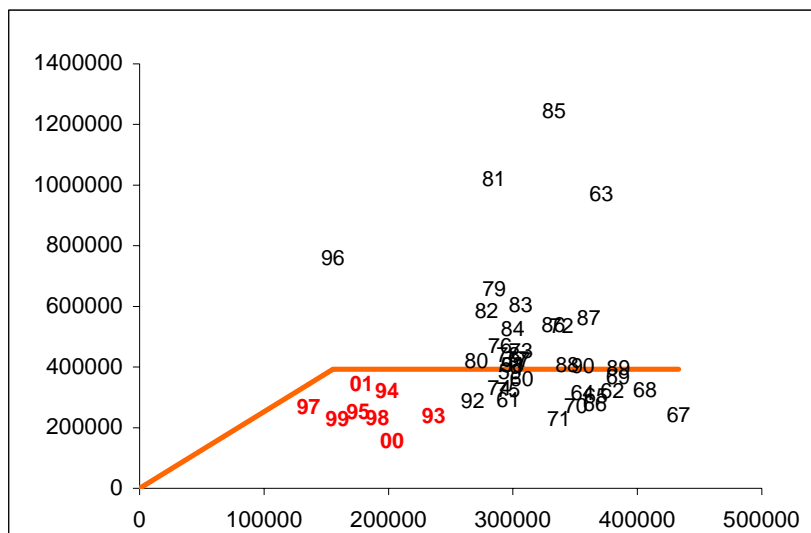


Figure 5.2.1 Stock recruitment relationship for North Sea plaice.

Even if ACFM would have changed the Blim for plaice, the question of how to readjust the Bpa would still be open. The assessment of plaice – without inclusion of discards information – is apparently very uncertain given the extend of the revisions from year to year. Since Bpa is regarded as a safety margin around the Blim, a possible downward revision of Blim would not necessarily lead to a similar reduction in Bpa. Inspection of the time trends in SSB indicates that the current Bpa is around the lower end of the estimated spawning stocks in the period until 1990. The stock has decreased substantially since the early 1990s and it would be unwise to estimate the Bpa of this stock on the downward slope that the stock seems to be following.

A revision of Blim only, without revising Bpa, is not likely to change the advice that ACFM presented, because the time needed to reach Bpa is the crucial parameter in the deliberations of ACFM.

Conclusion: It is not likely that the biological reference points for plaice will be revised shortly. The perception of the absolute stock level has changed (see section 5.1), but the trend of lower recruitment at current low stock sizes indicates that the stock is currently less productive than in the past when the stock size was higher.

6 References

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Tables

Table 1.1 North Sea cod: input to the short-term forecasts with low 2002 year class.

MFDP version 1a

Run: TAC constr low recr

Time and date: 13:13 30/10/2003

Fbar age range: 1-7

| 2003 | | | | | | | | | | |
|------|-------|---|------|------|----|-----|--------|-------|--------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 60000 | | 0.8 | 0.01 | 0 | 0 | 0.704 | 0.057 | 0.704 | |
| 2 | 70599 | | 0.35 | 0.05 | 0 | 0 | 1.043 | 0.508 | 1.043 | |
| 3 | 17695 | | 0.25 | 0.23 | 0 | 0 | 1.988 | 0.848 | 1.988 | |
| 4 | 12658 | | 0.2 | 0.62 | 0 | 0 | 3.563 | 0.989 | 3.563 | |
| 5 | 1586 | | 0.2 | 0.86 | 0 | 0 | 5.338 | 0.940 | 5.338 | |
| 6 | 154 | | 0.2 | 1 | 0 | 0 | 7.564 | 0.568 | 7.564 | |
| 7 | 380 | | 0.2 | 1 | 0 | 0 | 10.020 | 0.568 | 10.020 | |

| 2004 and beyond | | | | | | | | | | |
|-----------------|-------|---|------|------|----|-----|--------|-------|--------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 60000 | | 0.8 | 0.01 | 0 | 0 | 0.704 | 0.057 | 0.704 | |
| 2 . | | | 0.35 | 0.05 | 0 | 0 | 1.043 | 0.508 | 1.043 | |
| 3 . | | | 0.25 | 0.23 | 0 | 0 | 1.988 | 0.848 | 1.988 | |
| 4 . | | | 0.2 | 0.62 | 0 | 0 | 3.563 | 0.989 | 3.563 | |
| 5 . | | | 0.2 | 0.86 | 0 | 0 | 5.338 | 0.940 | 5.338 | |
| 6 . | | | 0.2 | 1 | 0 | 0 | 7.564 | 0.568 | 7.564 | |
| 7 . | | | 0.2 | 1 | 0 | 0 | 10.020 | 0.568 | 10.020 | |

Table 1.2 North Sea cod: input to the short term forecasts with low 2002 year class and assuming similar low 2001 year class

MFDP version 1a

Run: TAC constr low recr also yc2001

Time and date: 13:11 30/10/2003

Fbar age range: 1-7

| 2003 | | | | | | | | | | |
|------|-------|---|------|------|----|-----|--------|-------|--------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 60000 | | 0.8 | 0.01 | 0 | 0 | 0.704 | 0.057 | 0.704 | |
| 2 | 35000 | | 0.35 | 0.05 | 0 | 0 | 1.043 | 0.508 | 1.043 | |
| 3 | 17695 | | 0.25 | 0.23 | 0 | 0 | 1.988 | 0.848 | 1.988 | |
| 4 | 12658 | | 0.2 | 0.62 | 0 | 0 | 3.563 | 0.989 | 3.563 | |
| 5 | 1586 | | 0.2 | 0.86 | 0 | 0 | 5.338 | 0.940 | 5.338 | |
| 6 | 154 | | 0.2 | 1 | 0 | 0 | 7.564 | 0.568 | 7.564 | |
| 7 | 380 | | 0.2 | 1 | 0 | 0 | 10.020 | 0.568 | 10.020 | |

| 2004 | | | | | | | | | | |
|------|-------|---|------|------|----|-----|--------|-------|--------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 60000 | | 0.8 | 0.01 | 0 | 0 | 0.704 | 0.057 | 0.704 | |
| 2 . | | | 0.35 | 0.05 | 0 | 0 | 1.043 | 0.508 | 1.043 | |
| 3 . | | | 0.25 | 0.23 | 0 | 0 | 1.988 | 0.848 | 1.988 | |
| 4 . | | | 0.2 | 0.62 | 0 | 0 | 3.563 | 0.989 | 3.563 | |
| 5 . | | | 0.2 | 0.86 | 0 | 0 | 5.338 | 0.940 | 5.338 | |
| 6 . | | | 0.2 | 1 | 0 | 0 | 7.564 | 0.568 | 7.564 | |
| 7 . | | | 0.2 | 1 | 0 | 0 | 10.020 | 0.568 | 10.020 | |

Part 1 – biological analysis

Table 1.3 North Sea cod: summary output of the short term forecasts with low 2002 year class and assuming similar low 2001 year class. Catches in 2003 are either assumed to be constrained by the TAC or by the status-quo fishing mortality.

| | 2003 | | | | | 2004 | | 2005 | |
|----------------------------------|---------|-------|--------|--------|----------|---------|-------|---------|--------|
| | Biomass | SSB | FMult | FBar | Landings | Biomass | SSB | Biomass | SSB |
| Fsq 2003, low 2002 yc | 209559 | 52414 | 1 | 0.6122 | 65209 | 193840 | 62160 | 267188 | 131284 |
| Fsq 2003, low 2001+2002 yc | 172441 | 50558 | 1 | 0.6396 | 64978 | 146217 | 45596 | 203069 | 87829 |
| TAC constraint, low 2002 yc | 209559 | 52414 | 0.3197 | 0.2045 | 31200 | 242622 | 89971 | 328395 | 180298 |
| TAC constraint, low 2001+2002 yc | 172441 | 50558 | 0.3862 | 0.247 | 31200 | 193533 | 75838 | 261053 | 136642 |

Input units are thousands and kg - output in tonnes

Part 1 – biological analysis

Table 2.1.1a North Sea cod: input to the short-term forecasts with estimate of 2002 year class from RCT3. Other recruitment scenarios are in table 1.1 and 1.2.

MFDP version 1a
 Run: Fsq2003
 Time and date: 15:52 29/10/2003
 Fbar age range: 2-4

| 2003 | | | | | | | | | | |
|------|--------|---|------|------|----|-----|--------|-------|--------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 169812 | | 0.8 | 0.01 | 0 | 0 | 0.704 | 0.045 | 0.704 | |
| 2 | 70599 | | 0.35 | 0.05 | 0 | 0 | 1.043 | 0.398 | 1.043 | |
| 3 | 17695 | | 0.25 | 0.23 | 0 | 0 | 1.988 | 0.664 | 1.988 | |
| 4 | 12658 | | 0.2 | 0.62 | 0 | 0 | 3.563 | 0.775 | 3.563 | |
| 5 | 1586 | | 0.2 | 0.86 | 0 | 0 | 5.338 | 0.737 | 5.338 | |
| 6 | 154 | | 0.2 | 1 | 0 | 0 | 7.564 | 0.445 | 7.564 | |
| 7 | 380 | | 0.2 | 1 | 0 | 0 | 10.020 | 0.445 | 10.020 | |

| 2004 | | | | | | | | | | |
|------|--------|---|------|------|----|-----|--------|-------|--------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 169812 | | 0.8 | 0.01 | 0 | 0 | 0.704 | 0.019 | 0.704 | |
| 2 . | | | 0.35 | 0.05 | 0 | 0 | 1.043 | 0.107 | 1.043 | |
| 3 . | | | 0.25 | 0.23 | 0 | 0 | 1.988 | 0.116 | 1.988 | |
| 4 . | | | 0.2 | 0.62 | 0 | 0 | 3.563 | 0.160 | 3.563 | |
| 5 . | | | 0.2 | 0.86 | 0 | 0 | 5.338 | 0.154 | 5.338 | |
| 6 . | | | 0.2 | 1 | 0 | 0 | 7.564 | 0.092 | 7.564 | |
| 7 . | | | 0.2 | 1 | 0 | 0 | 10.020 | 0.079 | 10.020 | |

Table 2.1.1b North Sea cod: input to the short-term forecasts with low estimate of 2002 year class.

MFDP version 1a
 Run: Fsq_low_rec
 Time and date: 15:57 29/10/2003
 Fbar age range: 2-4

| 2003 | | | | | | | | | | |
|------|-------|---|------|------|----|-----|--------|-------|--------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 60000 | | 0.8 | 0.01 | 0 | 0 | 0.704 | 0.045 | 0.704 | |
| 2 | 70599 | | 0.35 | 0.05 | 0 | 0 | 1.043 | 0.398 | 1.043 | |
| 3 | 17695 | | 0.25 | 0.23 | 0 | 0 | 1.988 | 0.664 | 1.988 | |
| 4 | 12658 | | 0.2 | 0.62 | 0 | 0 | 3.563 | 0.775 | 3.563 | |
| 5 | 1586 | | 0.2 | 0.86 | 0 | 0 | 5.338 | 0.737 | 5.338 | |
| 6 | 154 | | 0.2 | 1 | 0 | 0 | 7.564 | 0.445 | 7.564 | |
| 7 | 380 | | 0.2 | 1 | 0 | 0 | 10.020 | 0.445 | 10.020 | |

| 2004 | | | | | | | | | | |
|------|-------|---|------|------|----|-----|--------|-------|--------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 60000 | | 0.8 | 0.01 | 0 | 0 | 0.704 | 0.019 | 0.704 | |
| 2 . | | | 0.35 | 0.05 | 0 | 0 | 1.043 | 0.107 | 1.043 | |
| 3 . | | | 0.25 | 0.23 | 0 | 0 | 1.988 | 0.116 | 1.988 | |
| 4 . | | | 0.2 | 0.62 | 0 | 0 | 3.563 | 0.160 | 3.563 | |
| 5 . | | | 0.2 | 0.86 | 0 | 0 | 5.338 | 0.154 | 5.338 | |
| 6 . | | | 0.2 | 1 | 0 | 0 | 7.564 | 0.092 | 7.564 | |
| 7 . | | | 0.2 | 1 | 0 | 0 | 10.020 | 0.079 | 10.020 | |

Part 1 – biological analysis

Table 2.1.2 North Sea plaice: input to the short-term forecasts with low estimate of 2002 year class (mean 1993-2001). The long-term average recruitment is 395000 (mean 1957-2001).

MFDP version 1a
 Run: Ple_Fsq
 Time and date: 18:31 6/11/2003
 Fbar age range: 2-6

| 2003 | | | | | | | | | | |
|------|--------|---|-----|-----|----|-----|-------|-------|-------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 275000 | | 0.1 | 0 | 0 | 0 | 0.124 | 0.018 | 0.229 | |
| 2 | 436000 | | 0.1 | 0.5 | 0 | 0 | 0.214 | 0.156 | 0.259 | |
| 3 | 97264 | | 0.1 | 0.5 | 0 | 0 | 0.237 | 0.400 | 0.281 | |
| 4 | 92731 | | 0.1 | 1 | 0 | 0 | 0.278 | 0.604 | 0.307 | |
| 5 | 59132 | | 0.1 | 1 | 0 | 0 | 0.353 | 0.695 | 0.376 | |
| 6 | 46028 | | 0.1 | 1 | 0 | 0 | 0.441 | 0.673 | 0.467 | |
| 7 | 38896 | | 0.1 | 1 | 0 | 0 | 0.564 | 0.630 | 0.591 | |
| 8 | 4599 | | 0.1 | 1 | 0 | 0 | 0.665 | 0.432 | 0.693 | |
| 9 | 2948 | | 0.1 | 1 | 0 | 0 | 0.730 | 0.471 | 0.762 | |
| 10 | 5159 | | 0.1 | 1 | 0 | 0 | 0.867 | 0.471 | 0.855 | |

| 2004 | | | | | | | | | | |
|------|--------|---|-----|-----|----|-----|-------|-------|-------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 275000 | | 0.1 | 0 | 0 | 0 | 0.124 | 0.018 | 0.229 | |
| 2 | . | | 0.1 | 0.5 | 0 | 0 | 0.214 | 0.156 | 0.259 | |
| 3 | . | | 0.1 | 0.5 | 0 | 0 | 0.237 | 0.400 | 0.281 | |
| 4 | . | | 0.1 | 1 | 0 | 0 | 0.278 | 0.604 | 0.307 | |
| 5 | . | | 0.1 | 1 | 0 | 0 | 0.353 | 0.695 | 0.376 | |
| 6 | . | | 0.1 | 1 | 0 | 0 | 0.441 | 0.673 | 0.467 | |
| 7 | . | | 0.1 | 1 | 0 | 0 | 0.564 | 0.630 | 0.591 | |
| 8 | . | | 0.1 | 1 | 0 | 0 | 0.665 | 0.432 | 0.693 | |
| 9 | . | | 0.1 | 1 | 0 | 0 | 0.730 | 0.471 | 0.762 | |
| 10 | . | | 0.1 | 1 | 0 | 0 | 0.867 | 0.471 | 0.855 | |

Table 2.1.3 North Sea sole: input to the short-term forecasts with low estimate of 2002 year class (mean 1993-2001)

MFDP version 1a
 Run: Sol Fsq
 Time and date: 18:12 6/11/2003
 Fbar age range: 2-6

| 2003 | | | | | | | | | | |
|------|--------|---|-----|----|----|-----|-------|-------|-------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 95000 | | 0.1 | 0 | 0 | 0 | 0.050 | 0.013 | 0.139 | |
| 2 | 178656 | | 0.1 | 0 | 0 | 0 | 0.139 | 0.238 | 0.174 | |
| 3 | 40228 | | 0.1 | 1 | 0 | 0 | 0.183 | 0.526 | 0.198 | |
| 4 | 39766 | | 0.1 | 1 | 0 | 0 | 0.223 | 0.598 | 0.247 | |
| 5 | 13844 | | 0.1 | 1 | 0 | 0 | 0.256 | 0.524 | 0.274 | |
| 6 | 14035 | | 0.1 | 1 | 0 | 0 | 0.279 | 0.501 | 0.305 | |
| 7 | 14234 | | 0.1 | 1 | 0 | 0 | 0.296 | 0.555 | 0.351 | |
| 8 | 902 | | 0.1 | 1 | 0 | 0 | 0.346 | 0.559 | 0.359 | |
| 9 | 957 | | 0.1 | 1 | 0 | 0 | 0.402 | 0.397 | 0.455 | |
| 10 | 958 | | 0.1 | 1 | 0 | 0 | 0.439 | 0.397 | 0.474 | |

| 2004 | | | | | | | | | | |
|------|-------|---|-----|----|----|-----|-------|-------|-------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 95000 | | 0.1 | 0 | 0 | 0 | 0.050 | 0.013 | 0.139 | |
| 2 | . | | 0.1 | 0 | 0 | 0 | 0.139 | 0.238 | 0.174 | |
| 3 | . | | 0.1 | 1 | 0 | 0 | 0.183 | 0.526 | 0.198 | |
| 4 | . | | 0.1 | 1 | 0 | 0 | 0.223 | 0.598 | 0.247 | |
| 5 | . | | 0.1 | 1 | 0 | 0 | 0.256 | 0.524 | 0.274 | |
| 6 | . | | 0.1 | 1 | 0 | 0 | 0.279 | 0.501 | 0.305 | |
| 7 | . | | 0.1 | 1 | 0 | 0 | 0.296 | 0.555 | 0.351 | |
| 8 | . | | 0.1 | 1 | 0 | 0 | 0.346 | 0.559 | 0.359 | |
| 9 | . | | 0.1 | 1 | 0 | 0 | 0.402 | 0.397 | 0.455 | |
| 10 | . | | 0.1 | 1 | 0 | 0 | 0.439 | 0.397 | 0.474 | |

Table 2.1.4 Projected landings for North Sea cod assuming that from 2004 onwards only bycatch fisheries (flatfish and Nephrops) are allowed to operate with either status-quo fishing partial fishing mortality for the bycatch fleets, or a reduction of 20% or 40%. For 2003 either a TAC constraint is assumed or and F status quo. For recruitment either the long-term recruitment (relatively high) is used or the short-term average recruitment (low).

| | | TAC 2003 constraint | | | Fsq 2003 constraint | | |
|---------------------|------------------|---------------------|------------|------------------|---------------------|--------------|------------|
| Average recruitment | Fmult=1.0 | catch | SSB | | Fmult=1.0 | catch | SSB |
| | | 2003 | 27300 | 53186 | 2003 | 67542 | 53186 |
| | | 2004 | 28396 | 96318 | 2004 | 21781 | 65392 |
| | | 2005 | 41639 | 182020 | 2005 | 34185 | 132303 |
| | | 2006 | 54753 | 288324 | 2006 | 48120 | 228312 |
| | 2007 | 63531 | 397031 | 2007 | 58857 | 336784 | |
| | Fmult=0.8 | catch | SSB | | Fmult=0.8 | catch | SSB |
| | | 2003 | 27300 | 53186 | 2003 | 67542 | 53186 |
| | | 2004 | 22966 | 96318 | 2004 | 17600 | 65392 |
| | | 2005 | 34387 | 186730 | 2005 | 28186 | 135621 |
| | | 2006 | 46098 | 302853 | 2006 | 40427 | 239473 |
| | 2007 | 54265 | 425787 | 2007 | 50181 | 360554 | |
| Fmult=0.6 | catch | SSB | | Fmult=0.6 | catch | SSB | |
| | 2003 | 27300 | 53186 | 2003 | 67542 | 53186 | |
| | 2004 | 17353 | 96318 | 2004 | 13293 | 65392 | |
| | 2005 | 26564 | 191643 | 2005 | 21732 | 139080 | |
| | 2006 | 36321 | 318312 | 2006 | 31789 | 251332 | |
| 2007 | 43361 | 457036 | 2007 | 40035 | 386340 | | |
| Low recruitment | Fmult=1.0 | catch | SSB | | Fmult=1.0 | catch | SSB |
| | | 2003 | 27300 | 52414 | 2003 | 65209 | 52414 |
| | | 2004 | 22893 | 91995 | 2004 | 16566 | 62160 |
| | | 2005 | 30231 | 163274 | 2005 | 23102 | 115340 |
| | | 2006 | 33179 | 222497 | 2006 | 26939 | 165195 |
| | 2007 | 31745 | 263247 | 2007 | 27419 | 206099 | |
| | Fmult=0.8 | catch | SSB | | Fmult=0.8 | catch | SSB |
| | | 2003 | 27300 | 52414 | 2003 | 65209 | 52414 |
| | | 2004 | 18549 | 91995 | 2004 | 13416 | 62160 |
| | | 2005 | 25050 | 167625 | 2005 | 19119 | 118348 |
| | | 2006 | 28126 | 234429 | 2006 | 22789 | 173897 |
| | 2007 | 27308 | 283746 | 2007 | 23528 | 221860 | |
| Fmult=0.6 | catch | SSB | | Fmult=0.6 | catch | SSB | |
| | 2003 | 27300 | 52414 | 2003 | 65209 | 52414 | |
| | 2004 | 14016 | 91995 | 2004 | 10133 | 62160 | |
| | 2005 | 19442 | 172182 | 2005 | 14820 | 121500 | |
| | 2006 | 22304 | 247161 | 2006 | 18038 | 183178 | |
| 2007 | 21950 | 306137 | 2007 | 18872 | 239057 | | |

Table 2.1.5 Projected landings, fishing mortality and SSB for North Sea plaice and sole with scenarios consistent with table 2.1.4 (bottom right hand scenarios) for the flatfish fisheries. The flatfish fisheries are allowed to operate with either status-quo fishing partial fishing mortality or a reduction of 20% or 40%. For recruitment the short-term average recruitment is assumed (see table 2.1.2 and 2.1.3).

| North Sea plaice | | | | | North Sea sole | | | | |
|------------------|--------------|------------|--------------|-------------|------------------|--------------|------------|--------------|-------------|
| Fmult=1.0 | catch | SSB | Fmult | F2-6 | Fmult=1.0 | catch | SSB | Fmult | F2-6 |
| 2003 | 72009 | 156671 | 1.00 | 0.51 | 2003 | 19315 | 29002 | 1.00 | 0.48 |
| 2004 | 73730 | 140813 | 1.00 | 0.51 | 2004 | 20677 | 40730 | 1.00 | 0.48 |
| 2005 | 73453 | 150212 | 1.00 | 0.51 | 2005 | 19298 | 36500 | 1.00 | 0.48 |
| 2006 | 71086 | 143094 | 1.00 | 0.51 | 2006 | 17417 | 33115 | 1.00 | 0.48 |
| 2007 | 68180 | 136770 | 1.00 | 0.51 | 2007 | 16574 | 31203 | 1.00 | 0.48 |
| Fmult=0.8 | catch | SSB | Fmult | F2-6 | Fmult=0.8 | catch | SSB | Fmult | F2-6 |
| 2003 | 72009 | 156671 | 1.00 | 0.51 | 2003 | 19315 | 29002 | 1.00 | 0.48 |
| 2004 | 61517 | 140813 | 0.80 | 0.40 | 2004 | 17292 | 40730 | 0.80 | 0.38 |
| 2005 | 65968 | 161434 | 0.80 | 0.40 | 2005 | 17438 | 39905 | 0.80 | 0.38 |
| 2006 | 67517 | 162803 | 0.80 | 0.40 | 2006 | 16504 | 38496 | 0.80 | 0.38 |
| 2007 | 66996 | 161542 | 0.80 | 0.40 | 2007 | 16133 | 37595 | 0.80 | 0.38 |
| Fmult=0.6 | catch | SSB | Fmult | F2-6 | Fmult=0.6 | catch | SSB | Fmult | F2-6 |
| 2003 | 72009 | 156671 | 1.00 | 0.51 | 2003 | 19315 | 29002 | 1.00 | 0.48 |
| 2004 | 48169 | 140813 | 0.60 | 0.30 | 2004 | 13570 | 40730 | 0.60 | 0.29 |
| 2005 | 55760 | 173815 | 0.60 | 0.30 | 2005 | 14821 | 43662 | 0.60 | 0.29 |
| 2006 | 60784 | 186689 | 0.60 | 0.30 | 2006 | 14799 | 44991 | 0.60 | 0.29 |
| 2007 | 63051 | 194268 | 0.60 | 0.30 | 2007 | 14979 | 45882 | 0.60 | 0.29 |

Table 2.2.1 MTAC outputs of scenario runs described in section 2.2.

40% reduction of plaice F

| Species | Fsq | SS_F_mult. | SS_TAC | MS_F_mult | MS_TAC | MS_TAC/SS_TAC | Decision_w |
|---------|-------|------------|--------|-----------|--------|---------------|------------|
| COD | 0.613 | 1.0 | 76 | 0.898 | 70 | 0.92 | 0 |
| HAD | 0.383 | 1.0 | 130 | 0.958 | 125 | 0.97 | 0 |
| NEP | 1.000 | 1.0 | 1 | 0.939 | 1 | 0.96 | 0 |
| PLE | 0.506 | 0.6 | 46 | 0.598 | 46 | 1.00 | 1 |
| POK | 0.258 | 1.0 | 148 | 0.724 | 118 | 0.80 | 0 |
| SOL | 0.501 | 1.0 | 20 | 0.622 | 13 | 0.67 | 0 |
| WHG | 0.353 | 1.0 | 65 | 0.910 | 61 | 0.92 | 0 |

40% reduction of both plaice F and sole F

| Species | Fsq | SS_F_mult. | SS_TAC | MS_F_mult | MS_TAC | MS_TAC/SS_TAC | Decision_w |
|---------|-------|------------|--------|-----------|--------|---------------|------------|
| COD | 0.613 | 1 | 76 | 0.897 | 70 | 0.92 | 0 |
| HAD | 0.383 | 1 | 130 | 0.958 | 125 | 0.97 | 0 |
| NEP | 1 | 1 | 1 | 0.939 | 1 | 0.96 | 0 |
| PLE | 0.506 | 0.6 | 46 | 0.601 | 46 | 1 | 0.5 |
| POK | 0.258 | 1 | 148 | 0.724 | 118 | 0.80 | 0 |
| SOL | 0.501 | 0.6 | 13 | 0.593 | 13 | 0.98 | 0.5 |
| WHG | 0.353 | 1 | 65 | 0.908 | 60 | 0.92 | 0 |

uitleg parameters

- Fsq: status-quo F
- SS_F_mult: gegeven of geïmpliceerde multiplier op Fsq
- SS_TAC: single species TAC, of de opgegeven "target"
- MS_F_mult: multiplier op Fsq zoals die geïmpliceerd wordt door de berekende MS_TAC
- MS_TAC: de berekende mixed species TAC
- MS_TAC/SS_TAC: de verhouding tussen MS_TAC en SS_TAC
- Decision w: in te stellen "decision weights"
- p: weegprocedure voor soort-specifieke "fleet-factors":
 p=1 weegt over vangstaandeel binnen vloot;
 p=2 weegt over vangstaandeel in internationale vangst.

Table 2.5.1 Dutch effort resulting from the four scenarios in million kW-days (and as % of actual effort in 2002)

| scenarios | A: closure of areas contributing to 60% of international cod landings | B: closure of areas contributing to 90% of international cod landings |
|--|---|---|
| 1: no redistribution of effort (beam trawl) | 30,4 (73%) | 19,6 (47%) |
| 2: redistribution of effort in proportion to Dutch sole CPUE (beam trawl) | 41,8 (100%) | 41,8 (100%) |
| 3: redistribution of effort near the Dutch coast in proportion to Dutch sole CPUE (beam trawl) | 41,8 (100%) | 41,8 (100%) |
| 4: redistribution of effort near the Dutch coast (all gear) | 44,0 (100%) | 44,0 (100%) |

Table 2.5.2. Dutch cod landings resulting from the four scenarios in tonnes (and as % of actual landings in 2002)

| scenarios | A: closure of areas contributing to 60% of international cod landings | B: closure of areas contributing to 90% of international cod landings |
|--|---|---|
| 1: no redistribution of effort (beam trawl) | 949 (41%) | 436 (19%) |
| 2: redistribution of effort in proportion to Dutch sole CPUE (beam trawl) | 1594 (69%) | 1460 (64%) |
| 3: redistribution of effort near the Dutch coast in proportion to Dutch sole CPUE (beam trawl) | 1485 (65%) | 1410 (61%) |
| 4: redistribution of effort near the Dutch coast (all gear) | 3903 (83%) | 4848 (103%) |

Table 2.5.3. Dutch sole landings resulting from the four scenarios in tonnes (and as % of actual landings in 2002)

| scenarios | A: closure of areas contributing to 60% of international cod landings | B: closure of areas contributing to 90% of international cod landings |
|--|---|---|
| 1: no redistribution of effort (beam trawl) | 7879 (66%) | 4825 (40%) |
| 2: redistribution of effort in proportion to Dutch sole CPUE (beam trawl) | 23809 (198%) | 26434 (220%) |
| 3: redistribution of effort near the Dutch coast in proportion to Dutch sole CPUE (beam trawl) | 13193 (110%) | 15510 (129%) |
| 4: redistribution of effort near the Dutch coast (all gear) | N/A | N/A |

Part 1 – biological analysis

Table 3.1.1. North Sea Plaice. Short term forecasts under different assumptions of recruitment and catch in 2003 when a zero TAC for 2004 would be implemented. Input to the forecasts is presented in table 2.1.2.

| | 2003 | | | | | 2004 | | 2005 | |
|--------------------------|---------|--------|--------|--------|----------|---------|-----|------|--|
| | Biomass | SSB | FMult | FBar | Landings | Biomass | SSB | | |
| Fsq 2003, GM 57-01 | 263740 | 156671 | 1 | 0.5057 | 72468 | | | | |
| Fsq 2003, GM 93-01 | 248860 | 156671 | 1 | 0.5057 | 71994 | | | | |
| TAC constraint, GM 57-01 | 263740 | 156671 | 1.0094 | 0.5104 | 73000 | | | | |
| TAC constraint, GM 93-01 | 248860 | 156671 | 1.0441 | 0.5127 | 73000 | | | | |

| | 2004 | | | | | 2005 | |
|--------------------------|---------|--------|-------|------|----------|---------|---------------|
| | Biomass | SSB | FMult | FBar | Landings | Biomass | SSB |
| Fsq 2003, GM 57-01 | 278634 | 152205 | 0 | 0 | 0 | 367084 | 242346 |
| Fsq 2003, GM 93-01 | 240975 | 140815 | 0 | 0 | 0 | 306174 | 219331 |
| TAC constraint, GM 57-01 | 278099 | 151735 | 0 | 0 | 0 | 366505 | 241774 |
| TAC constraint, GM 93-01 | 239963 | 139923 | 0 | 0 | 0 | 305078 | 218244 |

Input units are thousands and kg - output in tonnes

Table 3.1.2. North Sea plaice and North Sea sole forecasts based on Fsq fishing mortality in 2003 and fixed plaice TAC's in the years 2004-2007 at either 40000, 50000 or 60000 tonnes. For sole the implied F reductions are either consistent with plaice (bottom left) or half of the reductions needed for plaice (bottom right). Variables shown are: catch (=landings), SSB, F multiplier and mean F over ages 2-6. Plaice recruitment is taken as the recent mean (1993-2001). Inputs are presented in tables 2.1.2 and 2.1.3.

| | F mult Sole consistent with Plaice | | | | | F mult Sole half of Fmult reduction Plaice | | | | |
|--------------------------|------------------------------------|--------|--------|-------|------|--|-------|-------|-------|------|
| | | catch | SSB | Fmult | F2-6 | | catch | SSB | Fmult | F2-6 |
| North Sea plaice | Fsq_40000_GM93-01 | | | | | | | | | |
| | 2003 | 70579 | 156671 | 1.00 | 0.49 | | | | | |
| | 2004 | 40000 | 142072 | 0.49 | 0.24 | | | | | |
| | 2005 | 40000 | 182953 | 0.40 | 0.20 | | | | | |
| | 2006 | 40000 | 212500 | 0.33 | 0.16 | | | | | |
| | 2007 | 40000 | 243626 | 0.29 | 0.14 | | | | | |
| | Fsq_50000_GM93-01 | | | | | | | | | |
| | 2003 | 70579 | 156671 | 1.00 | 0.49 | | | | | |
| | 2004 | 50000 | 142072 | 0.64 | 0.31 | | | | | |
| | 2005 | 50000 | 173606 | 0.54 | 0.27 | | | | | |
| | 2006 | 50000 | 191991 | 0.48 | 0.23 | | | | | |
| | 2007 | 50000 | 210869 | 0.43 | 0.21 | | | | | |
| Fsq_60000_GM93-01 | | | | | | | | | | |
| 2003 | 70579 | 156671 | 1.00 | 0.49 | | | | | | |
| 2004 | 60000 | 142072 | 0.79 | 0.39 | | | | | | |
| 2005 | 60000 | 164319 | 0.72 | 0.35 | | | | | | |
| 2006 | 60000 | 171727 | 0.67 | 0.33 | | | | | | |
| 2007 | 60000 | 178644 | 0.64 | 0.31 | | | | | | |
| North Sea sole | Fsq_Fsol_with_Ple40000 | | | | | Fsq_Fsol_with_half_Ple40000 | | | | |
| | 2003 | 19315 | 29002 | 1.00 | 0.48 | 2003 | 19315 | 29002 | 1.00 | 0.48 |
| | 2004 | 11367 | 40730 | 0.49 | 0.23 | 2004 | 16394 | 40730 | 0.75 | 0.36 |
| | 2005 | 10832 | 45891 | 0.40 | 0.19 | 2005 | 15922 | 40810 | 0.70 | 0.33 |
| | 2006 | 9721 | 51252 | 0.33 | 0.16 | 2006 | 14997 | 40932 | 0.67 | 0.32 |
| | 2007 | 9452 | 57246 | 0.29 | 0.14 | 2007 | 14563 | 41567 | 0.64 | 0.31 |
| | Fsq_Fsol_with_PLE50000 | | | | | Fsq_Fsol_with_half_Ple50000 | | | | |
| | 2003 | 19315 | 29002 | 1.00 | 0.48 | 2003 | 19315 | 29002 | 1.00 | 0.48 |
| | 2004 | 14343 | 40730 | 0.64 | 0.31 | 2004 | 17645 | 40730 | 0.82 | 0.39 |
| | 2005 | 13318 | 42881 | 0.54 | 0.26 | 2005 | 16770 | 39550 | 0.77 | 0.37 |
| | 2006 | 12336 | 45660 | 0.48 | 0.23 | 2006 | 15573 | 38782 | 0.74 | 0.35 |
| | 2007 | 11833 | 49002 | 0.43 | 0.21 | 2007 | 15010 | 38809 | 0.71 | 0.34 |
| | Fsq_Fsol_with_PLE60000 | | | | | Fsq_Fsol_with_half_Ple60000 | | | | |
| | 2003 | 19315 | 29002 | 1.00 | 0.48 | 2003 | 19315 | 29002 | 1.00 | 0.48 |
| | 2004 | 17114 | 40730 | 0.79 | 0.38 | 2004 | 18855 | 40730 | 0.89 | 0.42 |
| | 2005 | 16050 | 40085 | 0.72 | 0.34 | 2005 | 17860 | 38332 | 0.86 | 0.41 |
| | 2006 | 14722 | 40050 | 0.67 | 0.32 | 2006 | 16244 | 36439 | 0.83 | 0.40 |
| | 2007 | 14382 | 40941 | 0.64 | 0.31 | 2007 | 15800 | 35756 | 0.82 | 0.39 |

Part 1 – biological analysis

Table 3.3.1. North Sea Plaice. Input to the short term forecast when discards are included in the assessment and using short-term mean recruitment (1993-2001). The long term mean recruitment (1957-2001) was 785000.

MFDP version 1a
 Run: Fsq_GM93-01
 Time and date: 19:22 6/11/2003
 Fbar age range: 2-4

| 2003 | | | | | | | | | | |
|------|--------|---|-----|-----|----|-----|-------|-------|-------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 610000 | | 0.1 | 0 | 0 | 0 | 0.124 | 0.128 | 0.188 | |
| 2 | 771326 | | 0.1 | 0.5 | 0 | 0 | 0.214 | 0.568 | 0.223 | |
| 3 | 118731 | | 0.1 | 0.5 | 0 | 0 | 0.237 | 0.594 | 0.267 | |
| 4 | 84811 | | 0.1 | 1 | 0 | 0 | 0.278 | 0.705 | 0.303 | |
| 5 | 41935 | | 0.1 | 1 | 0 | 0 | 0.353 | 0.675 | 0.376 | |
| 6 | 51063 | | 0.1 | 1 | 0 | 0 | 0.441 | 0.601 | 0.467 | |
| 7 | 49176 | | 0.1 | 1 | 0 | 0 | 0.564 | 0.636 | 0.591 | |
| 8 | 4807 | | 0.1 | 1 | 0 | 0 | 0.665 | 0.527 | 0.693 | |
| 9 | 2463 | | 0.1 | 1 | 0 | 0 | 0.730 | 0.574 | 0.762 | |
| 10 | 854 | | 0.1 | 1 | 0 | 0 | 0.867 | 0.574 | 0.855 | |

| 2004 | | | | | | | | | | |
|------|--------|---|-----|-----|----|-----|-------|-------|-------|--|
| Age | N | M | Mat | PF | PM | SWt | Sel | CWt | | |
| 1 | 610000 | | 0.1 | 0 | 0 | 0 | 0.124 | 0.128 | 0.188 | |
| 2 | . | | 0.1 | 0.5 | 0 | 0 | 0.214 | 0.568 | 0.223 | |
| 3 | . | | 0.1 | 0.5 | 0 | 0 | 0.237 | 0.594 | 0.267 | |
| 4 | . | | 0.1 | 1 | 0 | 0 | 0.278 | 0.705 | 0.303 | |
| 5 | . | | 0.1 | 1 | 0 | 0 | 0.353 | 0.675 | 0.376 | |
| 6 | . | | 0.1 | 1 | 0 | 0 | 0.441 | 0.601 | 0.467 | |
| 7 | . | | 0.1 | 1 | 0 | 0 | 0.564 | 0.636 | 0.591 | |
| 8 | . | | 0.1 | 1 | 0 | 0 | 0.665 | 0.527 | 0.693 | |
| 9 | . | | 0.1 | 1 | 0 | 0 | 0.730 | 0.574 | 0.762 | |
| 10 | . | | 0.1 | 1 | 0 | 0 | 0.867 | 0.574 | 0.855 | |

Table 3.3.2. North Sea Plaice. SSB (tonnes), Human Consumption landings and mean fishing mortality, projected over 2003-2008 for three scenarios for discards and with recruitment estimates over 1957-2001 and 1993-2001.

| GM57-01 recruitment | | | | | | GM93-01 recruitment | | | | | |
|---------------------|----------|----------|--------|-------|------|---------------------|----------|----------|--------|-------|------|
| Fsq_1.0multDisc | landings | discards | SSB | Fmult | F2-6 | Fsq_1.0multDisc | landings | discards | SSB | Fmult | F2-6 |
| 2003 | 58147 | 53673 | 190839 | 1.00 | 0.62 | 2003 | 58147 | 52183 | 190839 | 1.00 | 0.62 |
| 2004 | 62555 | 55832 | 185194 | 1.00 | 0.62 | 2004 | 61424 | 47052 | 170367 | 1.00 | 0.62 |
| 2005 | 70101 | 55419 | 201101 | 1.00 | 0.62 | 2005 | 64673 | 43952 | 177854 | 1.00 | 0.62 |
| 2006 | 72088 | 55152 | 204790 | 1.00 | 0.62 | 2006 | 61967 | 43036 | 171663 | 1.00 | 0.62 |
| 2007 | 72708 | 55087 | 206373 | 1.00 | 0.62 | 2007 | 59804 | 42861 | 167637 | 1.00 | 0.62 |
| Fsq_0.7multDisc | landings | discards | SSB | Fmult | F2-6 | Fsq_0.7multDisc | landings | discards | SSB | Fmult | F2-6 |
| 2003 | 52291 | 40421 | 190839 | 1.00 | 0.52 | 2003 | 52291 | 39358 | 190839 | 1.00 | 0.52 |
| 2004 | 59990 | 45349 | 202871 | 1.00 | 0.52 | 2004 | 59102 | 38559 | 187463 | 1.00 | 0.52 |
| 2005 | 73150 | 46091 | 241694 | 1.00 | 0.52 | 2005 | 68245 | 36791 | 215910 | 1.00 | 0.52 |
| 2006 | 85885 | 46265 | 264340 | 1.00 | 0.52 | 2006 | 75668 | 36230 | 224006 | 1.00 | 0.52 |
| 2007 | 90825 | 46195 | 275230 | 1.00 | 0.52 | 2007 | 75544 | 35959 | 224691 | 1.00 | 0.52 |
| Fsq_0.5MultDisc | landings | discards | SSB | Fmult | F2-6 | Fsq_0.5MultDisc | landings | discards | SSB | Fmult | F2-6 |
| 2003 | 47731 | 30411 | 190839 | 1.00 | 0.44 | 2003 | 47731 | 29642 | 190839 | 1.00 | 0.44 |
| 2004 | 55979 | 35994 | 216337 | 1.00 | 0.44 | 2004 | 55293 | 30801 | 200529 | 1.00 | 0.44 |
| 2005 | 71454 | 37339 | 276374 | 1.00 | 0.44 | 2005 | 67284 | 29970 | 248641 | 1.00 | 0.44 |
| 2006 | 96049 | 38032 | 320377 | 1.00 | 0.44 | 2006 | 86641 | 29938 | 273810 | 1.00 | 0.44 |
| 2007 | 106016 | 37971 | 342040 | 1.00 | 0.44 | 2007 | 89061 | 29577 | 280261 | 1.00 | 0.44 |

Table 3.4.1. North Sea plaice. Expected SSB (tonnes), Human consumption landings (i.e. landings of age 3 fish and older) and mean fishing mortality projected over 2003-2008 with discards included in the TAC at status-quo F of 2003 and with discards included in the TAC but where the TAC is allowed to vary according the status-quo F in each of the years. Recruitment is taken over the short term (1993-2001) or the long term (1957-2001).

| SSB | Discards in TAC | | Discards in TAC - Fsq | |
|-------------|------------------------|--------------------|------------------------------|--------------------|
| | Short term R | Long term R | Short term R | Long term R |
| 2003 | 190839 | 190839 | 190839 | 190839 |
| 2004 | 189996 | 207388 | 189996 | 207387 |
| 2005 | 256240 | 293569 | 215992 | 245675 |
| 2006 | 317539 | 389472 | 221023 | 266043 |
| 2007 | 386229 | 498292 | 223708 | 279183 |
| 2008 | 305094 | 394304 | 226751 | 289471 |

| HC landings | Discards in TAC | | Discards in TAC - Fsq | |
|--------------------|------------------------|--------------------|------------------------------|--------------------|
| | Short term R | Long term R | Short term R | Long term R |
| 2003 | 42960 | 41951 | 42961 | 41953 |
| 2004 | 32089 | 29094 | 53227 | 52698 |
| 2005 | 40627 | 37687 | 65693 | 69671 |
| 2006 | 44781 | 43637 | 67406 | 77800 |
| 2007 | 159269 | 206641 | 67783 | 82285 |
| 2008 | 122134 | 158489 | 69265 | 86391 |

| F2-6 | Discards in TAC | | Discards in TAC - Fsq | |
|-------------|------------------------|--------------------|------------------------------|--------------------|
| | Short term R | Long term R | Short term R | Long term R |
| 2003 | 0.4819 | 0.4674 | 0.4819 | 0.4675 |
| 2004 | 0.2630 | 0.2318 | 0.4819 | 0.4674 |
| 2005 | 0.2126 | 0.1757 | 0.4819 | 0.4674 |
| 2006 | 0.1774 | 0.1393 | 0.4819 | 0.4674 |
| 2007 | 0.6286 | 0.6286 | 0.4819 | 0.4674 |
| 2008 | 0.6286 | 0.6286 | 0.4819 | 0.4674 |

Table 3.5.1 SSB, discards and yield for plaice (top) and sole (bottom) in short term forecasts based on either an 80-80-100 mesh scenario or an 80-100-120 mesh scenario (see text for full description).

| North Sea plaice | Scenario 80-80-100 | | | Scenario 80-100-120 | | |
|------------------|--------------------|-------|----------|---------------------|-------|----------|
| | SSB | Yield | Discards | SSB | Yield | Discards |
| 2003 | 168283 | 41063 | 106915 | 168283 | 41318 | 43942 |
| 2004 | 161092 | 38797 | 108224 | 183766 | 43549 | 60511 |
| 2005 | 179626 | 43845 | 105620 | 232108 | 57806 | 64614 |
| 2006 | 176745 | 45719 | 102868 | 245319 | 66903 | 63971 |
| 2007 | 174194 | 45165 | 101682 | 251155 | 70063 | 63315 |
| 2008 | 172122 | 44459 | 101482 | 253857 | 71235 | 63214 |
| 2009 | 171876 | 44043 | 101432 | 256927 | 71762 | 63186 |
| 2010 | 171536 | 43874 | 101428 | 258928 | 72229 | 63185 |
| 2011 | 171245 | 43793 | 101428 | 260101 | 72553 | 63186 |
| 2012 | 171383 | 43832 | 101427 | 261387 | 72911 | 63185 |
| 2013 | 171068 | 43744 | 101428 | 261645 | 72982 | 63186 |

| North Sea sole | Scenario 80-80-100 | | | Scenario 80-100-120 | | |
|----------------|--------------------|-------|----------|---------------------|-------|----------|
| | SSB | Yield | Discards | SSB | Yield | Discards |
| 2003 | 34394 | 18640 | 297 | 28236 | 7913 | 33 |
| 2004 | 32224 | 20932 | 195 | 49077 | 11067 | 22 |
| 2005 | 33224 | 19002 | 188 | 56034 | 13227 | 22 |
| 2006 | 31900 | 17803 | 186 | 66295 | 17067 | 21 |
| 2007 | 29401 | 16643 | 186 | 67445 | 17362 | 21 |
| 2008 | 28486 | 16282 | 186 | 70446 | 18982 | 21 |
| 2009 | 27324 | 15817 | 186 | 69064 | 18313 | 21 |
| 2010 | 27322 | 15692 | 186 | 72684 | 19372 | 21 |
| 2011 | 26853 | 15542 | 186 | 71129 | 18787 | 21 |
| 2012 | 26711 | 15493 | 186 | 71363 | 18883 | 21 |
| 2013 | 26606 | 15458 | 186 | 71299 | 18857 | 21 |

Table 3.6.1. Mean selection (L50) in the beam trawl fishery of cod, sole and plaice at different mesh sizes.

| mesh | cod | sole | plaice |
|------|-----|------|--------|
| 70 | 21 | 23 | 15 |
| 80 | 24 | 26 | 18 |
| 85 | 26 | 28 | 19 |
| 90 | 27 | 30 | 20 |
| 100 | 30 | 33 | 22 |
| 110 | 33 | 36 | 24 |
| 120 | 36 | 40 | 26 |

Table 3.8.1. Evaluation of different minimum landing size on plaice given fixed TAC of 50000 tonnes.

| | |
|----------------------|--------------|
| Minimum landing size | 27 |
| Minimum mesh size | 80 |
| TAC | 50000 |

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|-----------|-------------|-------------|-------------|-------------|-------------|
| Yield | 50000 | 50000 | 50000 | 50000 | 50000 |
| DiscW | 45477 | 37548 | 29135 | 23654 | 19471 |
| SSB | 168301 | 177029 | 233796 | 296419 | 390294 |
| HC mean F | 0.36 | 0.27 | 0.17 | 0.10 | 0.05 |

| | |
|----------------------|--------------|
| Minimum landing size | 25 |
| Minimum mesh size | 80 |
| TAC | 50000 |

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|-----------|-------------|-------------|-------------|-------------|-------------|
| Yield | 50000 | 50000 | 50000 | 50000 | 50000 |
| DiscW | 26845 | 19008 | 14286 | 11444 | 9466 |
| SSB | 168301 | 199618 | 296435 | 403216 | 547759 |
| HC mean F | 0.29 | 0.17 | 0.09 | 0.04 | 0.00 |

| | |
|----------------------|--------------|
| Minimum landing size | 22 |
| Minimum mesh size | 80 |
| TAC | 50000 |

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|-----------|-------------|-------------|-------------|-------------|-------------|
| Yield | 53375 | 52403 | 51768 | 51317 | 60160 |
| DiscW | 9809 | 6751 | 5349 | 4517 | 4284 |
| SSB | 168301 | 216186 | 337551 | 468850 | 640097 |
| HC mean F | 0.24 | 0.13 | 0.06 | 0.01 | 0.00 |

Table 3.8.2. Evaluation of different minimum landing size on plaice given fixed TAC of 60000 tonnes.

MLS= 27, TAC= 60000

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Yield | 60000 | 60000 | 60000 | 60000 | 60000 |
| DiscW | 54602 | 48914 | 43654 | 41831 | 40180 |
| Total catch | 114602 | 108914 | 103653 | 101831 | 100180 |
| SSB | 168283 | 153829 | 166874 | 169790 | 179064 |
| HC mean F | 0.49 | 0.48 | 0.44 | 0.40 | 0.36 |
| Disc mean F | 0.21 | 0.20 | 0.18 | 0.17 | 0.15 |
| Total mean F | 0.70 | 0.69 | 0.62 | 0.57 | 0.51 |

MLS= 25, TAC= 60000

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Yield | 60000 | 60000 | 60000 | 60000 | 60000 |
| DiscW | 31939 | 23712 | 18728 | 15423 | 12900 |
| Total catch | 91939 | 83712 | 78728 | 75423 | 72900 |
| SSB | 168283 | 181299 | 246056 | 314130 | 411164 |
| HC mean F | 0.39 | 0.28 | 0.18 | 0.11 | 0.06 |
| Disc mean F | 0.09 | 0.06 | 0.04 | 0.03 | 0.01 |
| Total mean F | 0.48 | 0.35 | 0.22 | 0.14 | 0.08 |

MLS= 24, TAC= 60000

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Yield | 60000 | 60000 | 60000 | 60000 | 60000 |
| DiscW | 23052 | 16368 | 12822 | 10527 | 8857 |
| Total catch | 83052 | 76368 | 72822 | 70527 | 68857 |
| SSB | 168283 | 192073 | 273919 | 360551 | 479011 |
| HC mean F | 0.35 | 0.23 | 0.14 | 0.08 | 0.04 |
| Disc mean F | 0.06 | 0.04 | 0.02 | 0.01 | 0.01 |
| Total mean F | 0.41 | 0.27 | 0.16 | 0.09 | 0.04 |

MLS= 22, TAC= 60000

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Yield | 60000 | 60000 | 60000 | 60000 | 60000 |
| DiscW | 10824 | 7646 | 6144 | 5191 | 4521 |
| Total catch | 70824 | 67646 | 66144 | 65191 | 64521 |
| SSB | 168283 | 206901 | 310516 | 419575 | 563050 |
| HC mean F | 0.29 | 0.18 | 0.10 | 0.05 | 0.01 |
| Disc mean F | 0.02 | 0.01 | 0.01 | 0.00 | 0.00 |
| Total mean F | 0.31 | 0.19 | 0.11 | 0.05 | 0.01 |

Table 3.8.3. Evaluation of different minimum landing size on plaice given fixed TAC of 65000 tonnes.

MLS= 27, TAC= 65000

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Yield | 60112 | 62262 | 63503 | 64193 | 64610 |
| DiscW | 51353 | 51620 | 50941 | 56828 | 91272 |
| Total catch | 111465 | 113883 | 114444 | 121021 | 155882 |
| SSB | 163193 | 148144 | 147581 | 128994 | 96292 |
| HC mean F | 0.50 | 0.56 | 0.62 | 0.83 | 14.88 |
| Disc mean F | 0.21 | 0.24 | 0.26 | 0.35 | 6.26 |
| Total mean F | 0.71 | 0.80 | 0.88 | 1.18 | 21.14 |

MLS= 25, TAC= 65000

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Yield | 65000 | 65000 | 65000 | 65000 | 65000 |
| DiscW | 32700 | 27091 | 22918 | 19680 | 16825 |
| Total catch | 97700 | 92091 | 87918 | 84680 | 81825 |
| SSB | 163193 | 165007 | 203690 | 243770 | 304347 |
| HC mean F | 0.46 | 0.39 | 0.29 | 0.20 | 0.14 |
| Disc mean F | 0.11 | 0.09 | 0.07 | 0.05 | 0.03 |
| Total mean F | 0.57 | 0.47 | 0.35 | 0.25 | 0.17 |

MLS= 24, TAC= 65000

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Yield | 65000 | 65000 | 65000 | 65000 | 65000 |
| DiscW | 23703 | 18580 | 15243 | 12751 | 10774 |
| Total catch | 88703 | 83580 | 80243 | 77751 | 75774 |
| SSB | 163193 | 176029 | 233006 | 295076 | 382756 |
| HC mean F | 0.42 | 0.32 | 0.22 | 0.14 | 0.08 |
| Disc mean F | 0.07 | 0.05 | 0.03 | 0.02 | 0.01 |
| Total mean F | 0.48 | 0.37 | 0.25 | 0.16 | 0.10 |

MLS= 22, TAC= 65000

| | 2003 | 2004 | 2005 | 2006 | 2007 |
|--------------|-------------|-------------|-------------|-------------|-------------|
| Yield | 65000 | 65000 | 65000 | 65000 | 65000 |
| DiscW | 11247 | 8556 | 7010 | 5918 | 5118 |
| Total catch | 76247 | 73556 | 72010 | 70918 | 70118 |
| SSB | 163193 | 191291 | 271422 | 359316 | 476851 |
| HC mean F | 0.35 | 0.24 | 0.15 | 0.09 | 0.04 |
| Disc mean F | 0.02 | 0.02 | 0.01 | 0.01 | 0.00 |
| Total mean F | 0.38 | 0.26 | 0.16 | 0.09 | 0.05 |

Table 4.1.1 North Sea cod: results of short-term forecasts extended to 2009 assuming a low recruitment scenario (see table 2.1.1b).

Low recruitment scenario

| year | Biomass | SSB | FMult | FBar | Landings |
|------|---------|--------|--------|--------|--------------|
| 2003 | 172441 | 50558 | 0.493 | 0.3018 | 31200 |
| 2004 | 193533 | 75838 | 0.3998 | 0.2447 | 31200 |
| 2005 | 217588 | 104437 | 0.3574 | 0.2188 | 31200 |
| 2006 | 241493 | 129827 | 0.3214 | 0.1968 | 31200 |
| 2007 | 261232 | 149486 | 0.2998 | 0.1835 | 31200 |

| 2008 | | | | | 2009 | |
|---------|---------------|-------|--------|--------------|---------|---------------|
| Biomass | SSB | FMult | FBar | Landings | Biomass | SSB |
| 278975 | 166221 | 0.2 | 0.1224 | 22948 | 304386 | 188765 |
| 278975 | 166221 | 0.3 | 0.1837 | 33473 | 291194 | 178121 |
| 278975 | 166221 | 0.4 | 0.2449 | 43416 | 278779 | 168119 |

Input units are thousands and kg - output in tonnes

Table 4.1.2 North Sea plaice: results of short-term forecasts extended to 2009 assuming a short-term mean recruitment scenario (see table 2.1.2).

Recruitment: GM 93-01

| | Biomass | SSB | FMult | FBar | Landings |
|------|---------|---------------|--------|--------|--------------|
| 2003 | 248860 | 156671 | 1.0441 | 0.5127 | 73000 |
| 2004 | 239963 | 139923 | 1.0202 | 0.5009 | 73000 |
| 2005 | 232474 | 149868 | 1.0199 | 0.5008 | 73000 |
| 2006 | 225798 | 143181 | 1.0602 | 0.5206 | 73000 |
| 2007 | 217567 | 135106 | 1.1385 | 0.559 | 73000 |

| 2008 | | | | | 2009 | |
|---------|---------------|-------|--------|--------------|---------|---------------|
| Biomass | SSB | FMult | FBar | Landings | Biomass | SSB |
| 209127 | 126981 | 1.2 | 0.5892 | 71673 | 201353 | 119470 |
| 209127 | 126981 | 1.3 | 0.6383 | 76044 | 196999 | 115490 |
| 209127 | 126981 | 1.4 | 0.6874 | 80226 | 192846 | 111706 |

Input units are thousands and kg - output in tonnes

Figures

Figure 2.1.1. Catches of cod in 2002 by gadoid, flatfish and *Nephrops* fisheries and those catches applied to the estimates of F at age from the stock assessment to determine partial Fs by fishery in 2002.

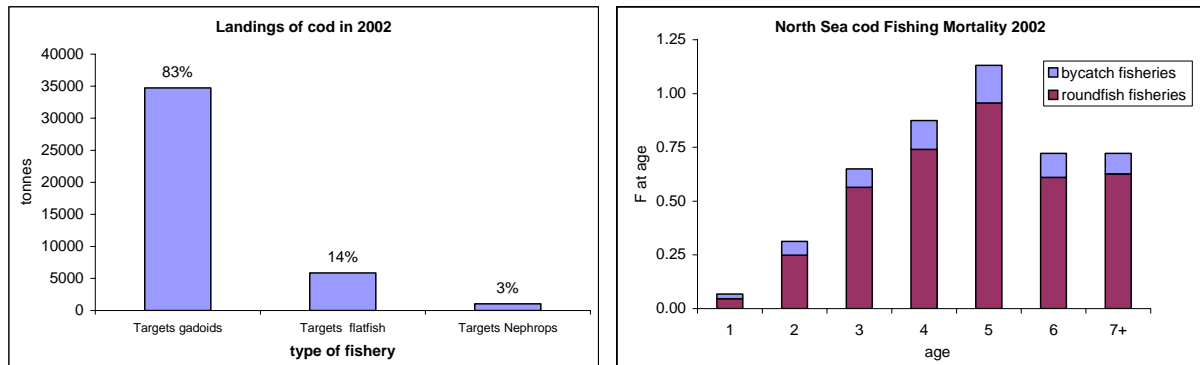
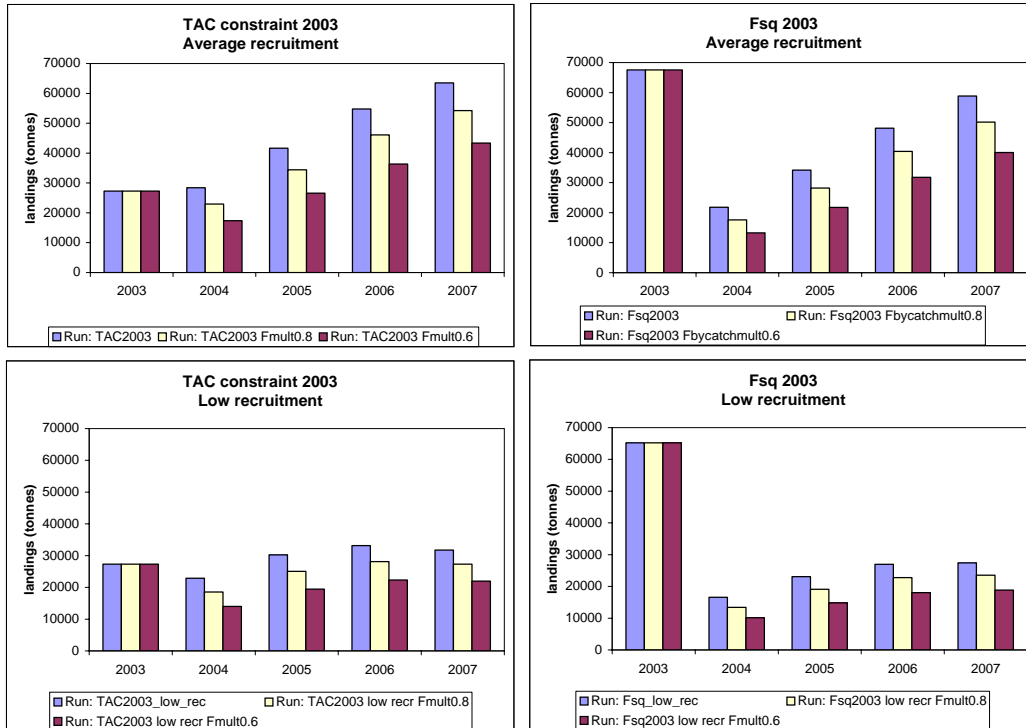


Figure 2.1.2. Project landings (a) and SSB (b) of North Sea cod, if only the fisheries that catch cod as a bycatch can operate assuming that from 2004 onwards only bycatch fisheries (flatfish and Nephrops) are allowed to operate with either status-quo fishing partial fishing mortality for the bycatch fleets, or a reduction of 20% or 40%. For 2003 either a TAC constraint is assumed or and F status quo. For recruitment either the long-term recruitment (relatively high) is used or the short-term average recruitment (low).

(a) Landings



(b) SSB

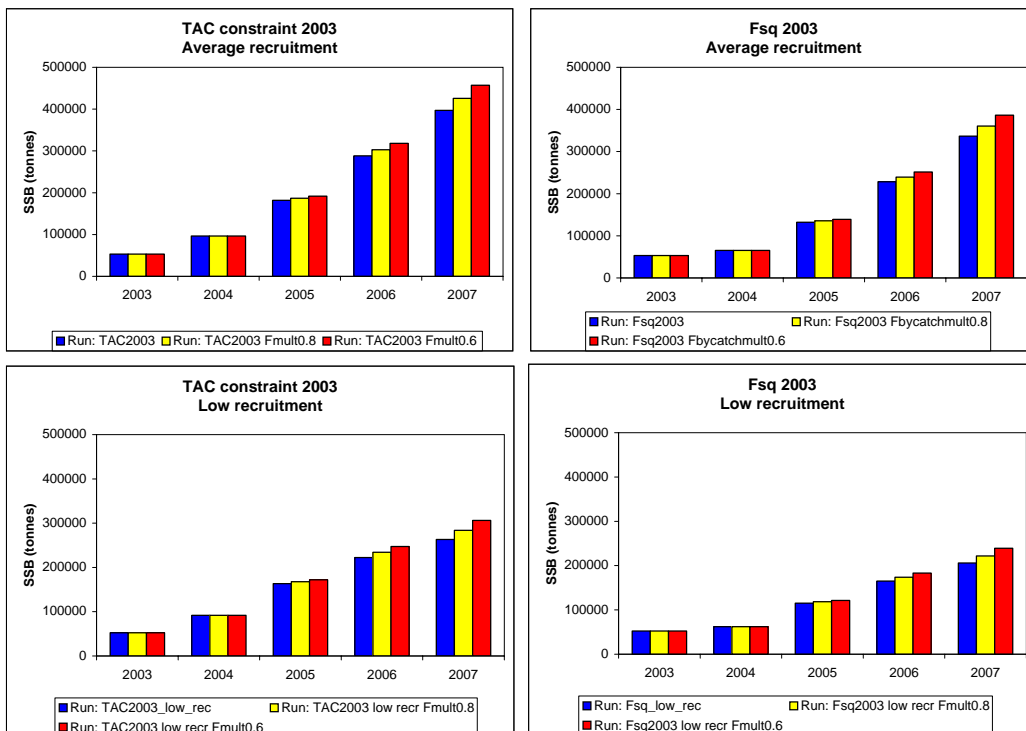


Figure 2.4.1 Large meshed upper panel in beam trawl nets.

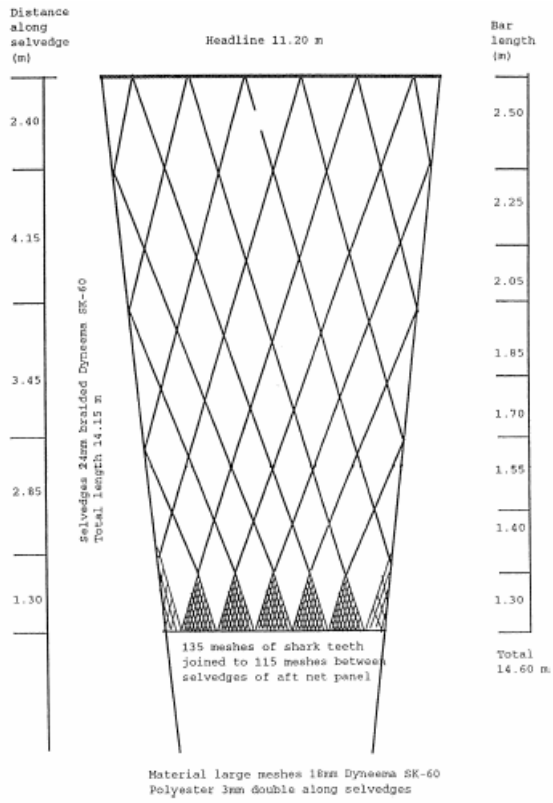


Figure 2.5.1. Dark rectangles are ICES rectangles with the highest international cod landings in 2002, together contributing to A. 60% and B. 90% of total international cod landings. Yellow rectangles: where effort is redistributed in scenarios 3A and 3B.

60% highest cod landings

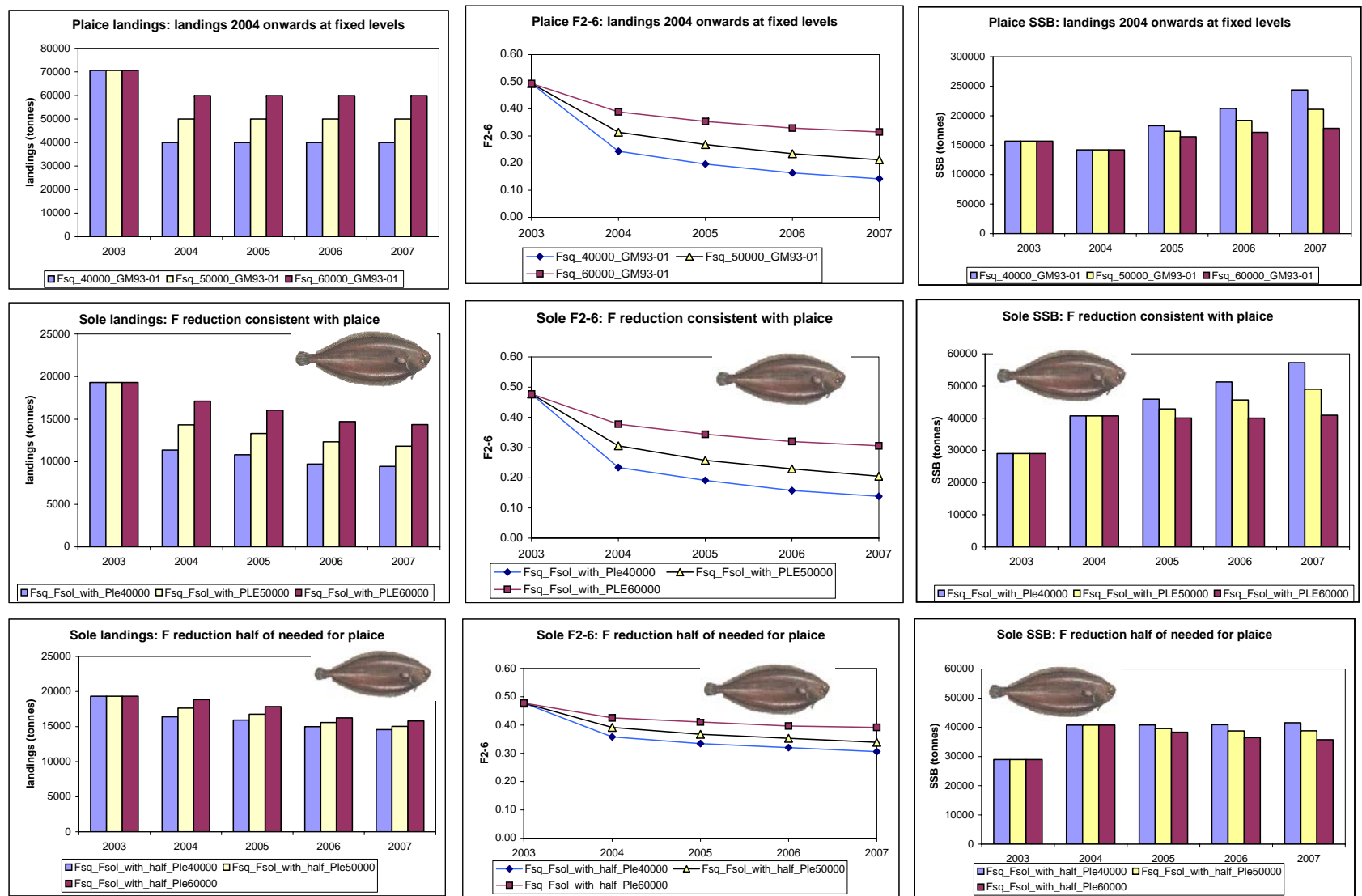
| | E6 | E7 | E8 | E9 | F0 | F1 | F2 | F3 | F4 | F5 | F6 | F7 | F8 |
|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|----|-----|
| 52 | 0 | 0 | 8 | 66 | 63 | 57 | 2 | 0 | 72 | | | | |
| 51 | 2 | 5 | 221 | 379 | 266 | 328 | 142 | 1 | 0 | | | | |
| 50 | 45 | | | | | 354 | | 64 | 0 | 0 | | | |
| 49 | | | 226 | 329 | | 386 | | 153 | 10 | 0 | | | |
| 48 | | 296 | 131 | 364 | 336 | 139 | 248 | 181 | 13 | 2 | | | |
| 47 | 358 | 42 | 24 | 274 | 256 | 99 | | 268 | 2 | 1 | 0 | | |
| 46 | 331 | 6 | 77 | 155 | 143 | 64 | 169 | | 14 | 5 | 0 | | |
| 45 | 6 | 13 | 79 | 103 | 266 | 97 | 84 | | | 70 | 3 | 0 | 0 |
| 44 | 25 | 61 | 176 | 46 | 72 | 22 | 19 | 124 | 389 | | 314 | 82 | 0 |
| 43 | | 0 | 30 | 13 | 9 | 11 | 21 | 36 | 102 | | | | |
| 42 | | 2 | 1 | 12 | 42 | 4 | 12 | 10 | 49 | 367 | | | 142 |
| 41 | | 6 | 3 | 8 | 12 | 4 | 10 | 14 | 45 | 163 | | | 16 |
| 40 | | 7 | 9 | 7 | 6 | 7 | 7 | 31 | 38 | 208 | 130 | 68 | 6 |
| 39 | | | 139 | 156 | 11 | 27 | 23 | 23 | 85 | 119 | 214 | 28 | 1 |
| 38 | | | 137 | | 65 | 16 | 10 | 38 | 137 | 107 | 118 | 5 | 0 |
| 37 | 0 | | | | 298 | 104 | 249 | 180 | 133 | 101 | 52 | 9 | 0 |
| 36 | 0 | | | 0 | 19 | 24 | 101 | 93 | 92 | 30 | 9 | 3 | 0 |
| 35 | 0 | | | | 1 | 3 | 87 | 61 | 70 | 2 | 1 | | |
| 34 | | | | | 0 | 6 | 305 | 201 | 393 | 12 | | | |
| 33 | | | | | | 110 | 364 | | | | | | |
| 32 | | | | | | 126 | | | 24 | | | | |
| 31 | | | | 7 | | | | | 8 | | | | |

90% highest cod landings

| | E6 | E7 | E8 | E9 | F0 | F1 | F2 | F3 | F4 | F5 | F6 | F7 | F8 |
|----|----|----|----|-----|----|-----|-----|----|-----|-----|-----|----|----|
| 52 | 0 | 0 | 8 | 66 | 63 | 57 | 2 | 0 | 72 | | | | |
| 51 | 2 | 5 | | | | | | 1 | 0 | | | | |
| 50 | 45 | | | | | | | 64 | 0 | 0 | | | |
| 49 | | | | | | | | | 10 | 0 | | | |
| 48 | | | | | | | | | 13 | 2 | | | |
| 47 | | 42 | 24 | | | 99 | | | 2 | 1 | 0 | | |
| 46 | | 6 | 77 | | | 64 | | | 14 | 5 | 0 | | |
| 45 | 6 | 13 | 79 | 103 | | 97 | 84 | | | 70 | 3 | 0 | 0 |
| 44 | 25 | 61 | | 46 | 72 | 22 | 19 | | | | | 82 | 0 |
| 43 | | 0 | 30 | 13 | 9 | 11 | 21 | 36 | 102 | | | | |
| 42 | | 2 | 1 | 12 | 42 | 4 | 12 | 10 | 49 | | | | |
| 41 | | 6 | 3 | 8 | 12 | 4 | 10 | 14 | 45 | | | | 16 |
| 40 | | 7 | 9 | 7 | 6 | 7 | 7 | 31 | 38 | | | 68 | 6 |
| 39 | | | | | 11 | 27 | 23 | 23 | 85 | 119 | | 28 | 1 |
| 38 | | | | | 65 | 16 | 10 | 38 | | 107 | 118 | 5 | 0 |
| 37 | 0 | | | | | 104 | | | | 101 | 52 | 9 | 0 |
| 36 | 0 | | | 0 | 19 | 24 | 101 | 93 | 92 | 30 | 9 | 3 | 0 |
| 35 | 0 | | | | 1 | 3 | 87 | 61 | 70 | 2 | 1 | | |
| 34 | | | | | 0 | 6 | | | | 12 | | | |
| 33 | | | | | | 110 | | | | | | | |
| 32 | | | | | | | | | 24 | | | | |
| 31 | | | | 7 | | | | | 8 | | | | |

Part 1 – biological analysis

Figure 3.1.1 North Sea plaice (top row) and sole (middle and bottom rows) at different levels of landings for plaice and with F multipliers on sole which are in line with the F multipliers for plaice (middle row) or which are half of the F multipliers on plaice (bottom row). Left: landings, Middle: F2-6, Right: SSB.



Part 1 – biological analysis

Figure 3.3.1. Plaice. Expected SSB ('000 tonnes), HC landings ('000 tonnes) and mean fishing mortality projected over 2003-2008 for three discard scenarios and with recruitment estimates over 1993-2001. The results of the long-term average recruitment calculations are in table 3.3.1. %discards and weight at age for discards and landings derived from section 3.6.

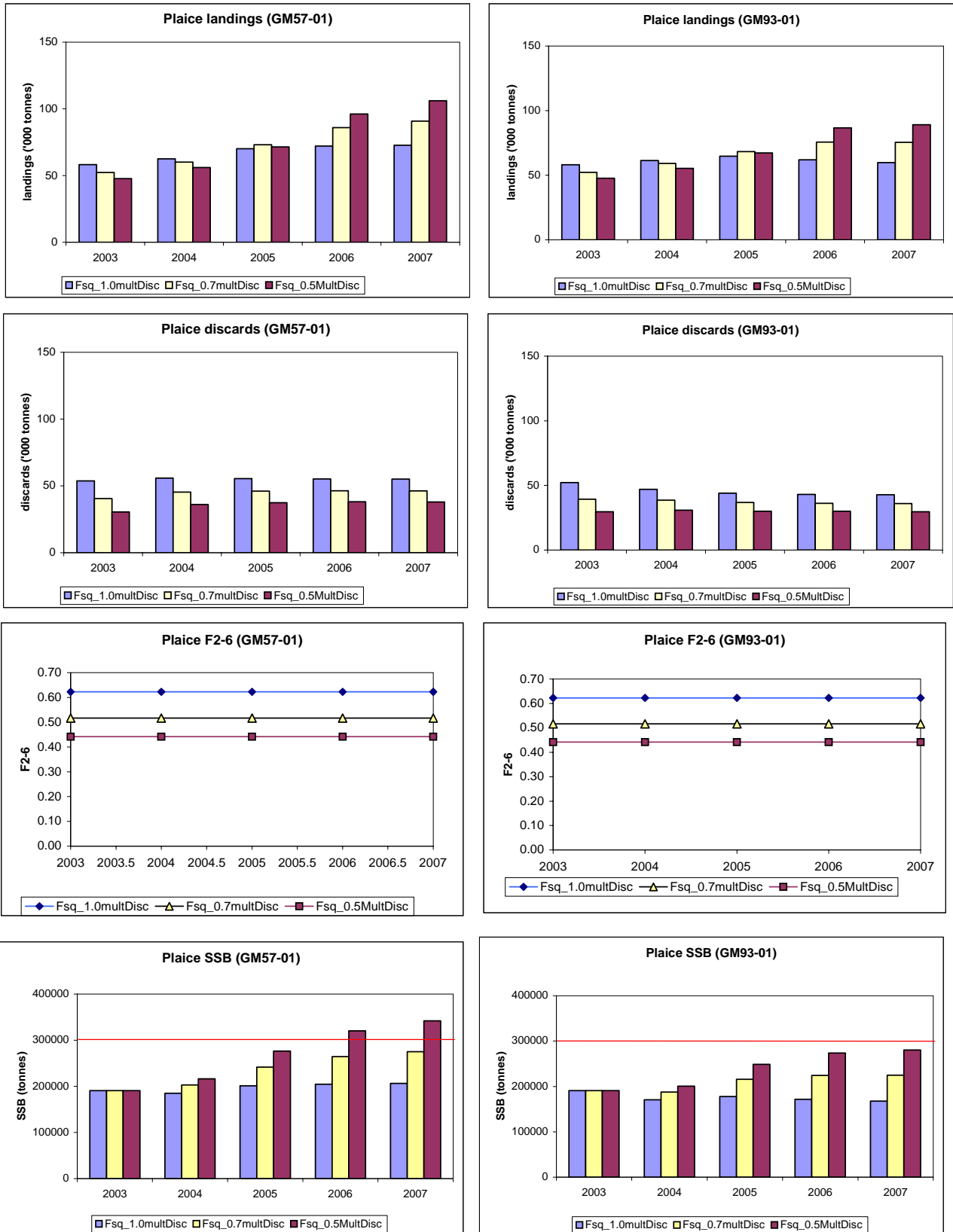


Figure 3.4.1. North Sea plaice. Discards ban scenarios. Expected SSB (tonnes) projected over 2003-2008 with and without TAC constraint with recruitment estimates over 1957-2001 (average) and over 1993-2001 (low). TAC in 2003 consists of the TAC as agreed on landings (73000 tonnes) plus the estimated discards associated with those landings. The TAC in 2004 and beyond consists of both landings and discards, either at the level of TAC in 2003 (73000 tonnes) or at Fsq from 2003 onwards.

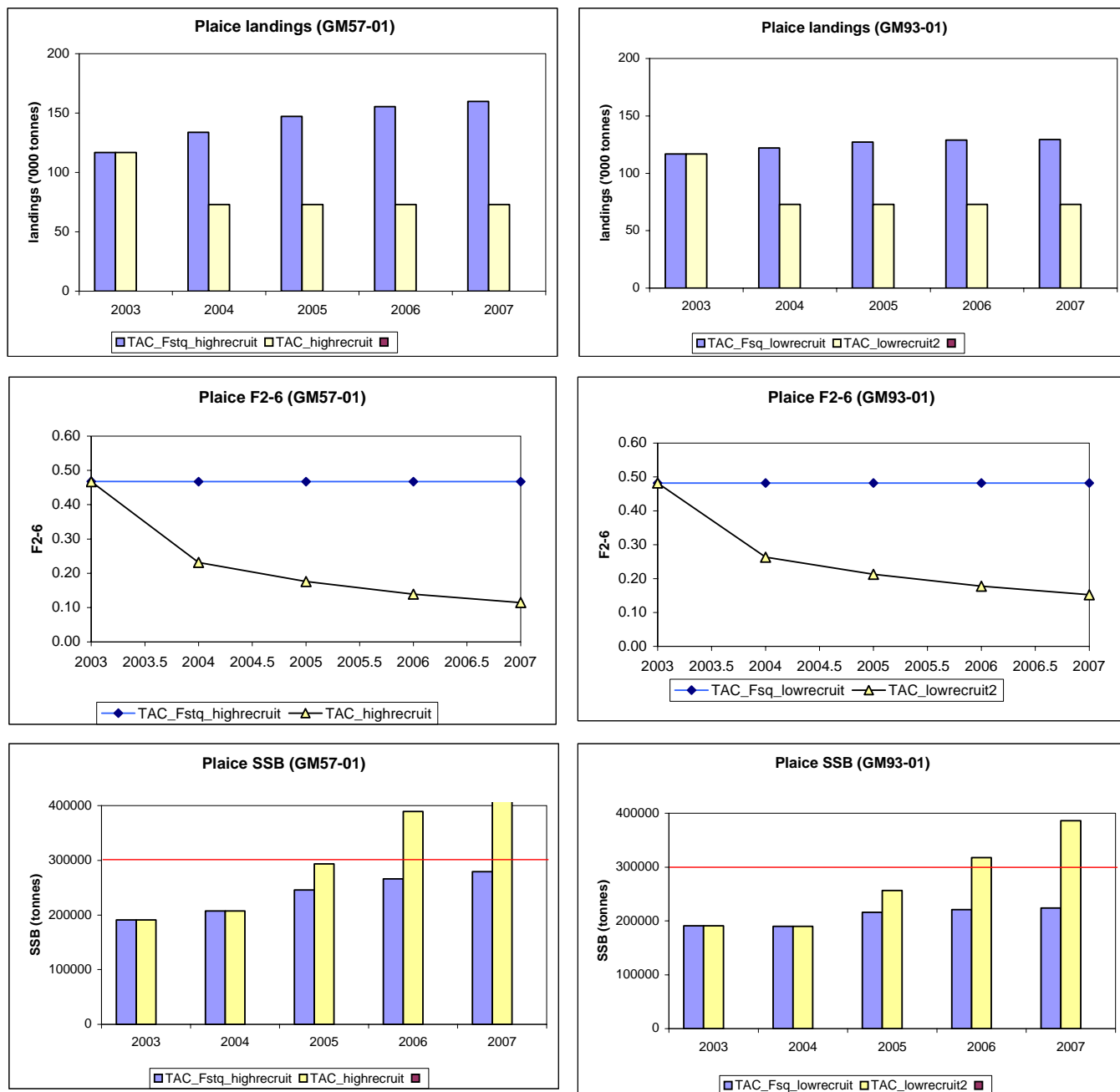
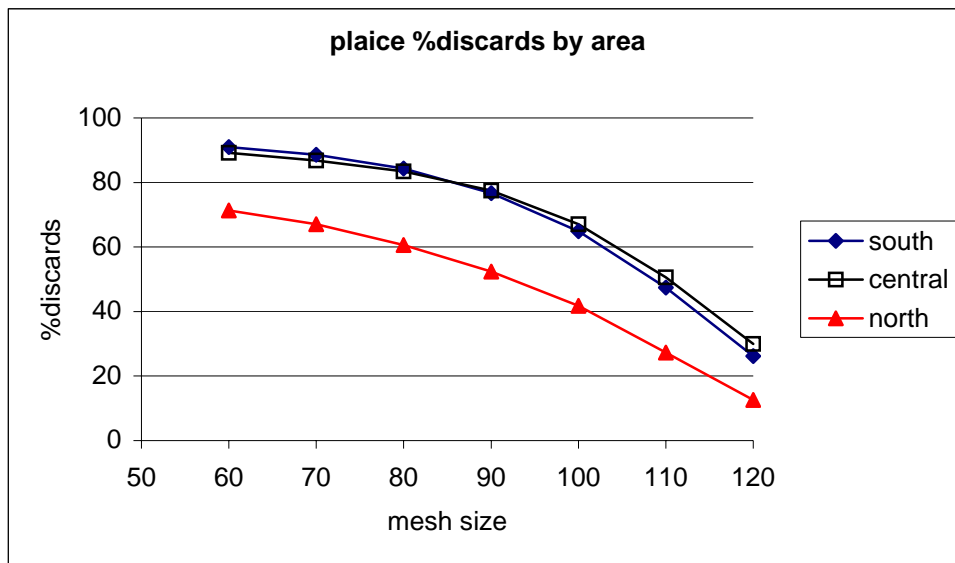


Figure 3.5.1 Percentage undersized plaice estimated from the BTS survey data (ISIS and TRIDENS combined) and the commercial gear characteristics, subdivided into areas south (<53.30), central (53.30-55.0) and north (>55.0).



Part 1 – biological analysis

Figure 3.5.2 Discards and landings fishing mortality at age for plaice (top) and sole (bottom) estimated from either an 80-80-100 mesh scenario or an 80-100-120 mesh scenario (see text for full description).

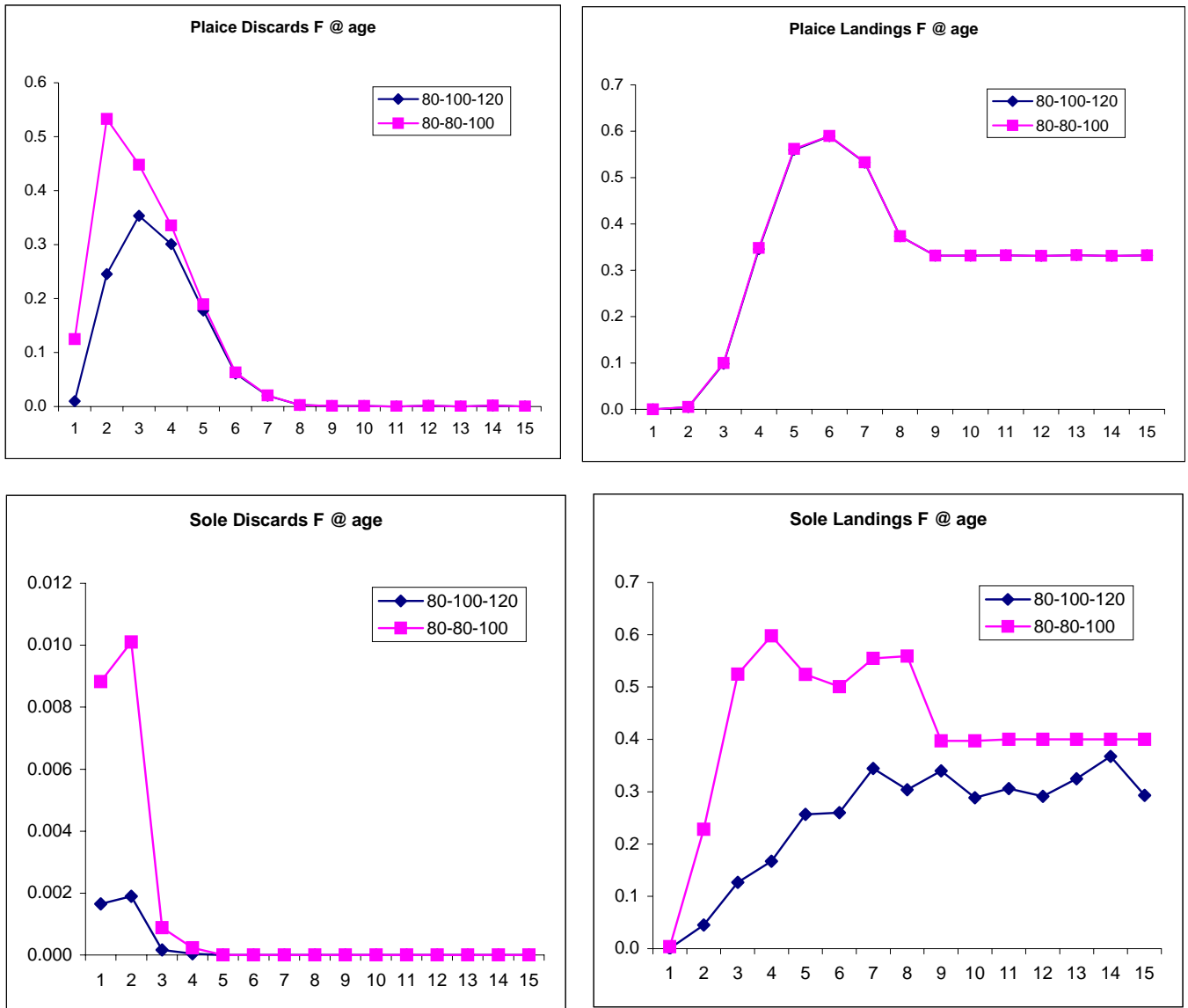


Figure 3.5.3 Relative SSB, discards and yield for plaice (top) and sole (bottom) in short term forecasts based on either an 80-80-100 mesh scenario or an 80-100-120 mesh scenario (see text for full description).

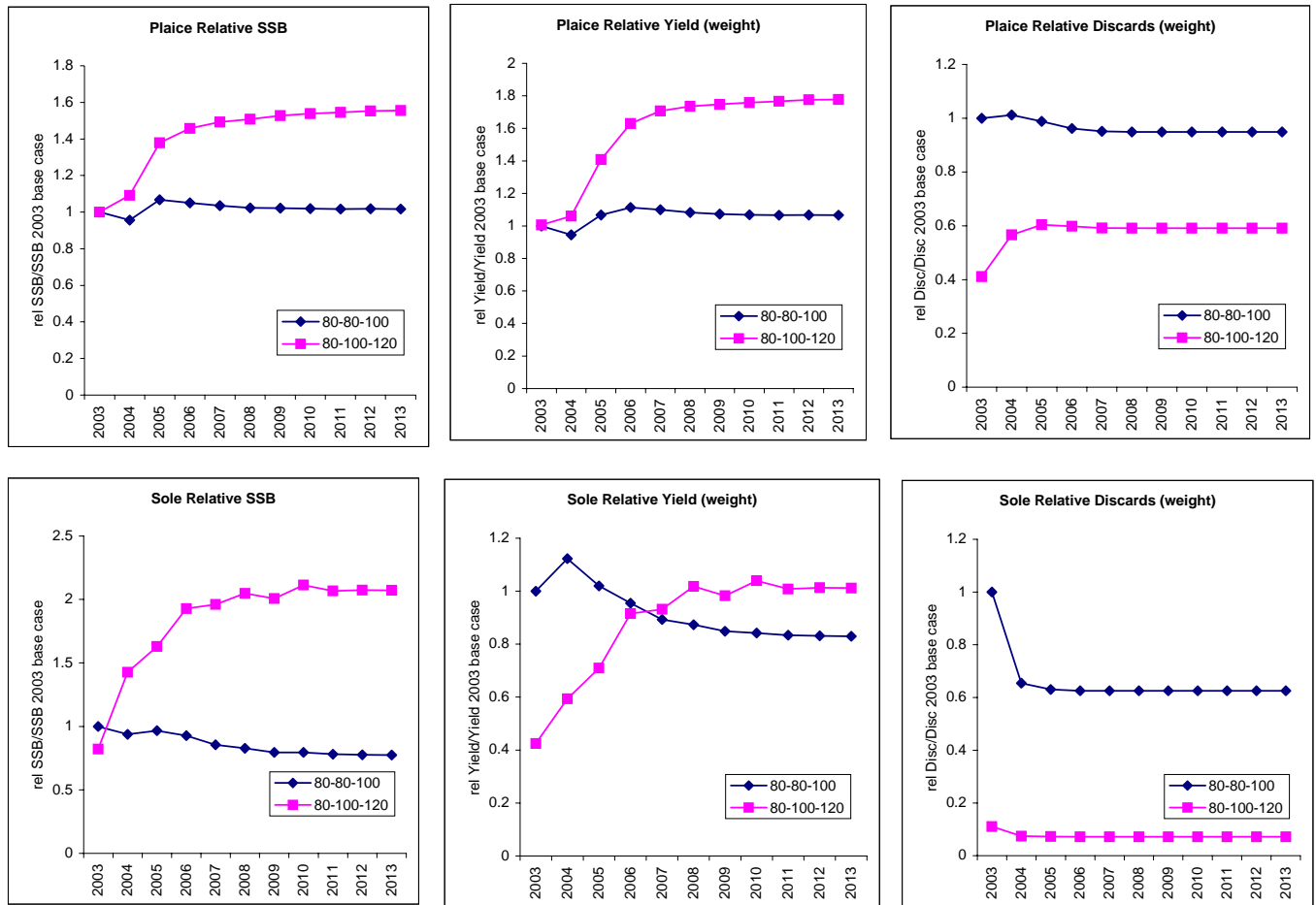


Figure 3.5.4a Plaice (top) and sole (bottom) percentage selected in either an 80-80-100 mesh scenario or an 80-100-120 mesh scenario. Area definitions: south=51-53, central=53-55, north=>56.

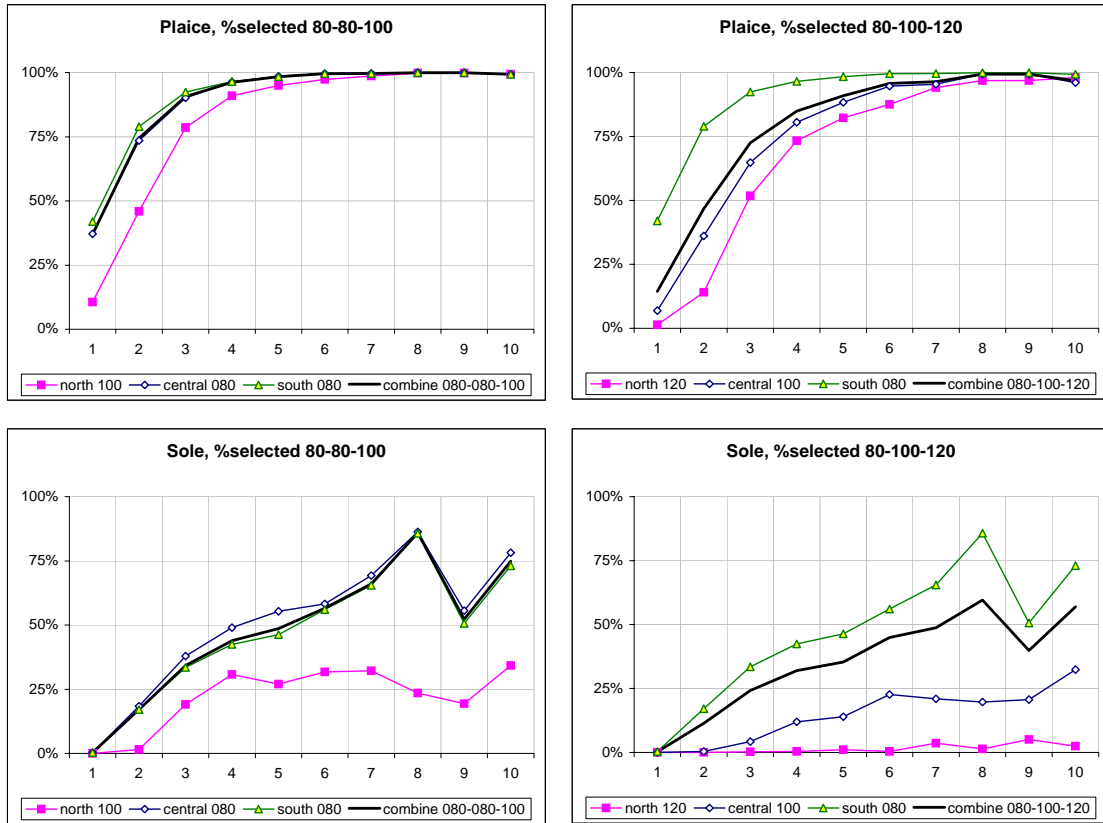


Figure 3.5.4b Plaice (top) and sole (bottom) percentage selected in either an 80-80-100 mesh scenario or an 80-100-120 mesh scenario. Area definitions: south=51-53, central=53-55 + 55-56 west of 5° E, north=>56 + 44-46 east of 5° E.

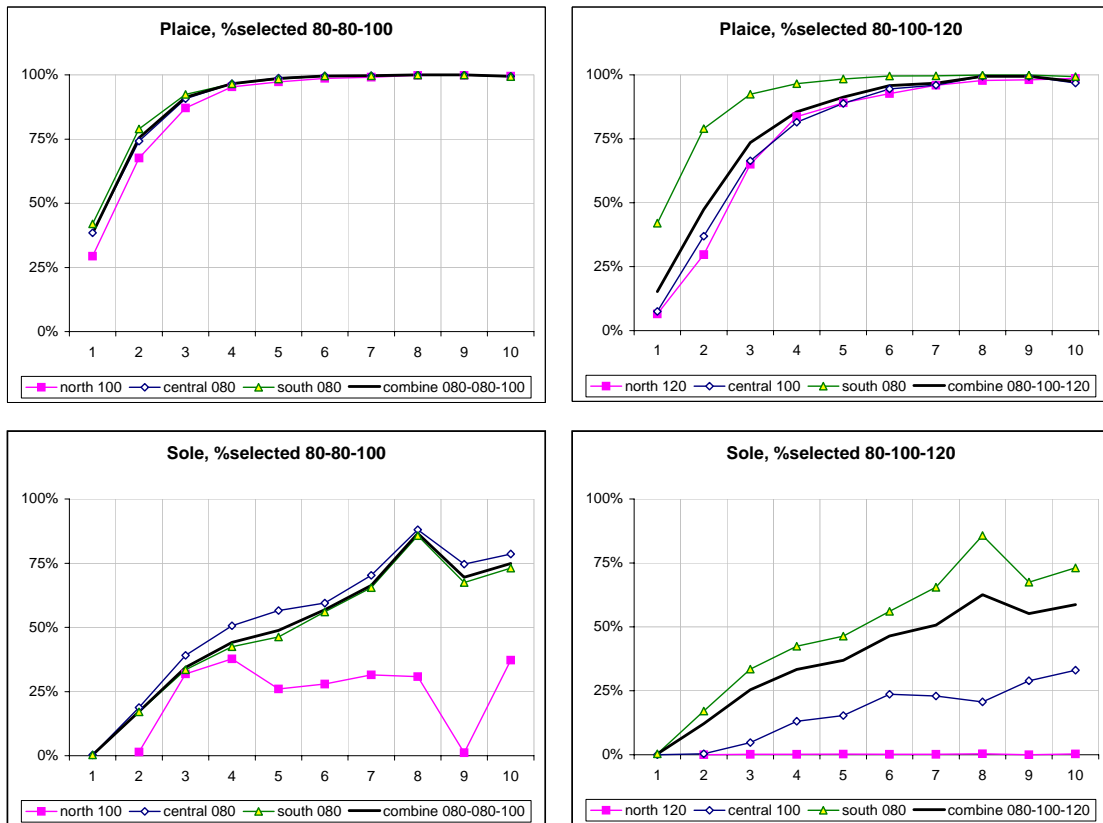
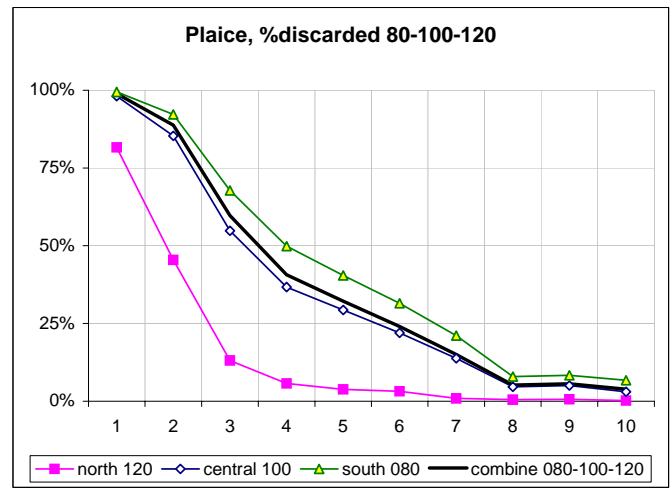
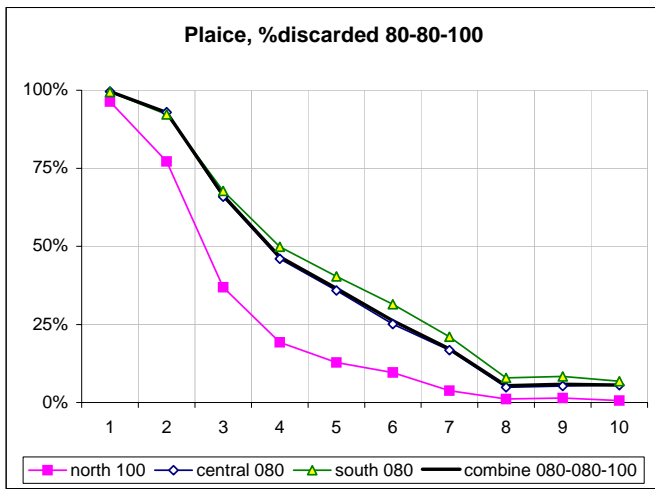


Figure 3.5.5 Plaice percentage discarded in either an 80-80-100 mesh scenario or an 80-100-120 mesh scenario.

Area definitions: south=51-53, central=53-55 + 55-56 west of 5° E, north=>56 + 44-46 east of 5° E.



Area definitions: south=51-53, central=53-55 + 55-56 west of 5° E, north=>56 + 44-46 east of 5° E.

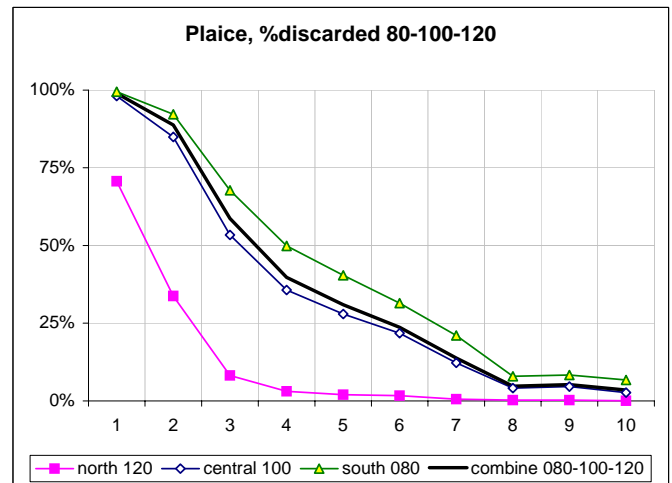
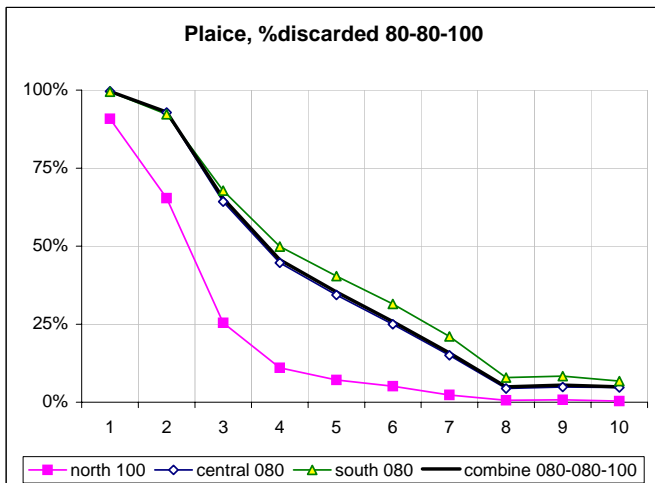
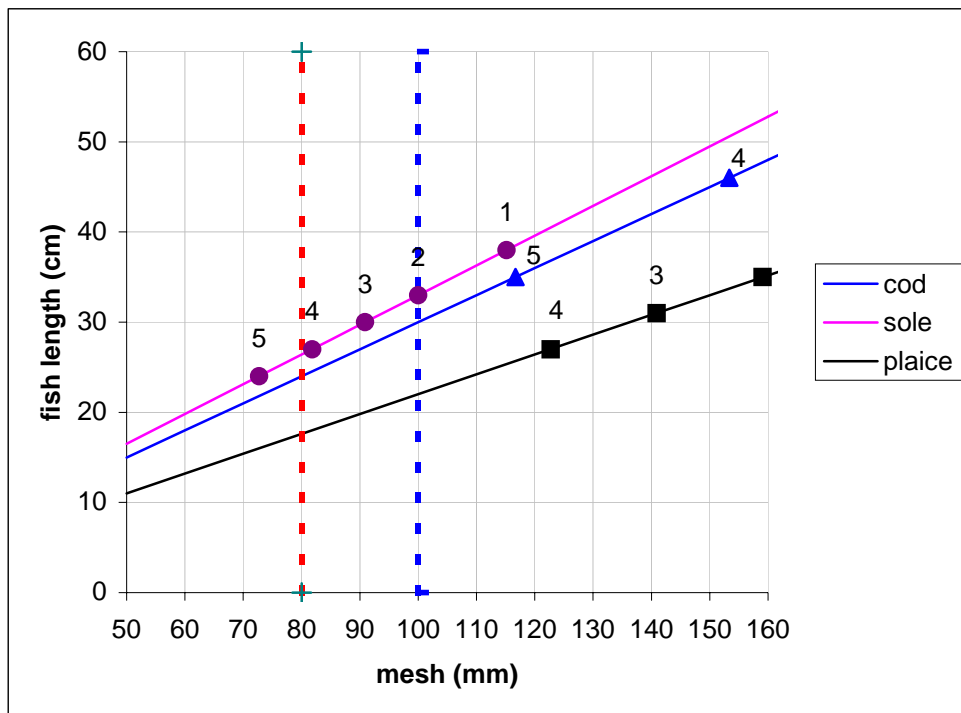


Figure 3.6.1 Relationship between mesh size (mm) and fish length at 50% selection for cod, sole and plaice. Superimposed on the selectivity lines for the different species are the minimum sizes in the market categories of the species.



Part 1 – biological analysis

Figure 3.6.2a Results of plaice mesh size assessment. Left: short term forecast of SSB, discards and landings. Right: yield per recruit for landings and discards. All scenarios at status-quo fishing mortality.

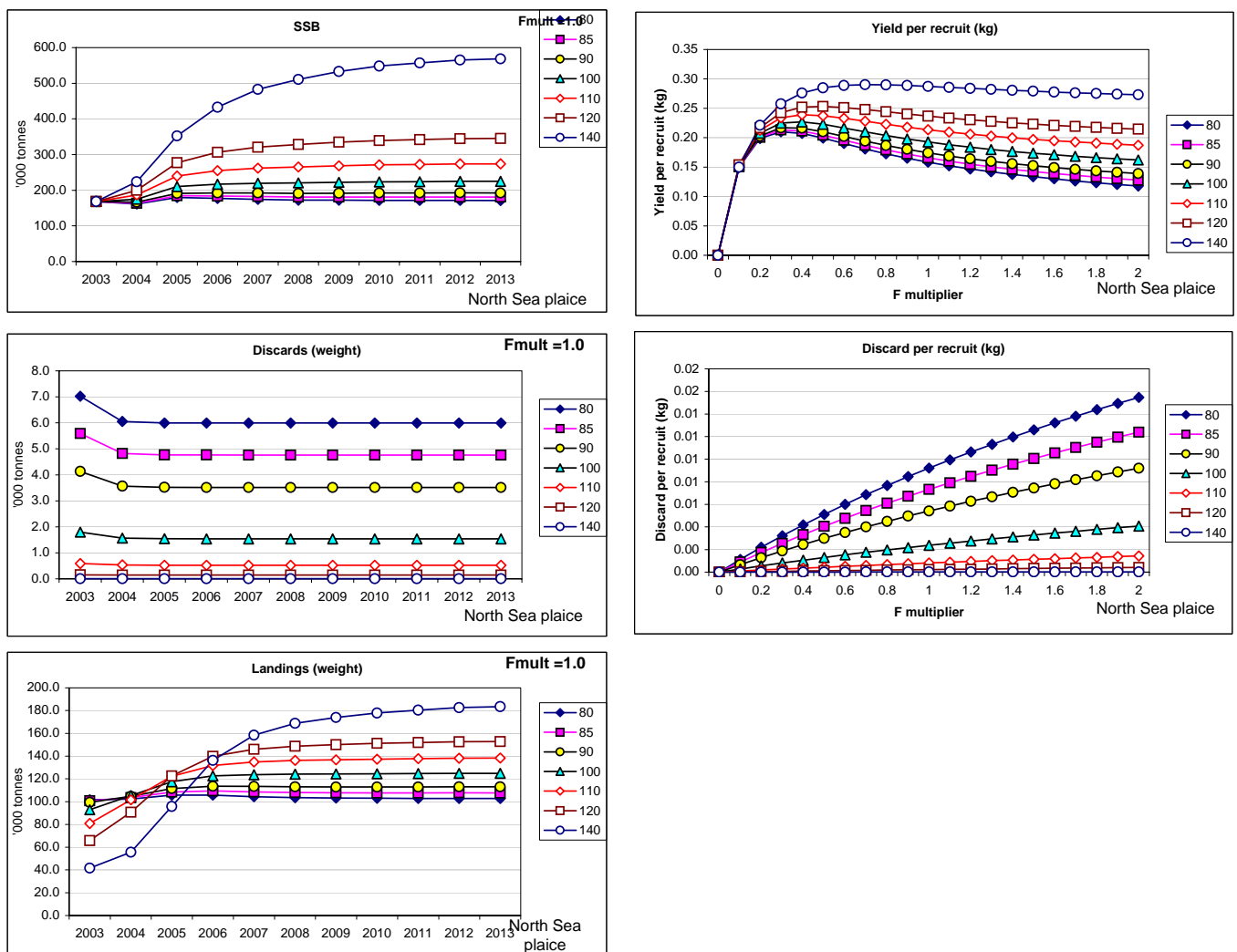
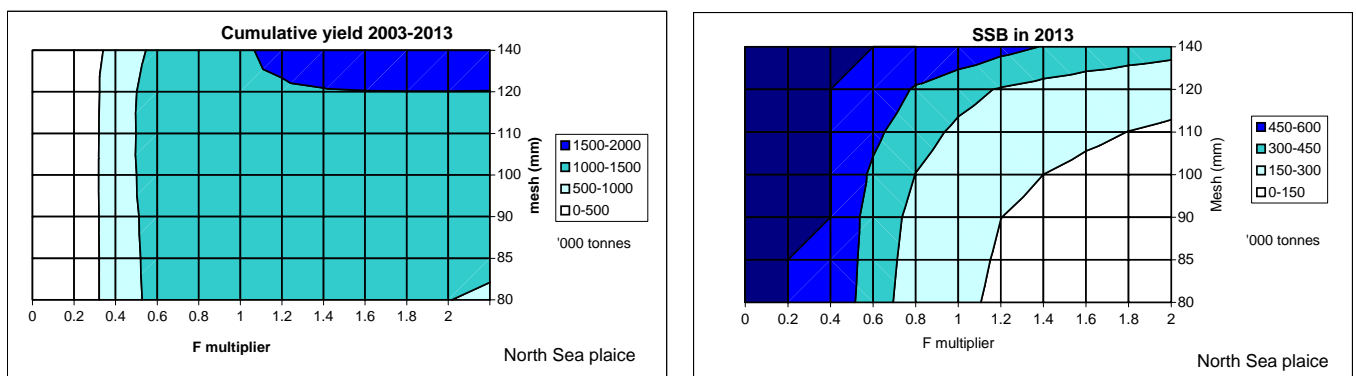


Figure 3.6.2b Results of plaice mesh size assessment: trade off between F multiplier and mesh size. Left: cumulative yield 2003-2013. Right: SSB in 2013.



Part 1 – biological analysis

Figure 3.6.3a Results of sole mesh size assessment. Left: short term forecast of SSB, discards and landings. Right: yield per recruit for landings and discards. All scenarios at status-quo fishing mortality.

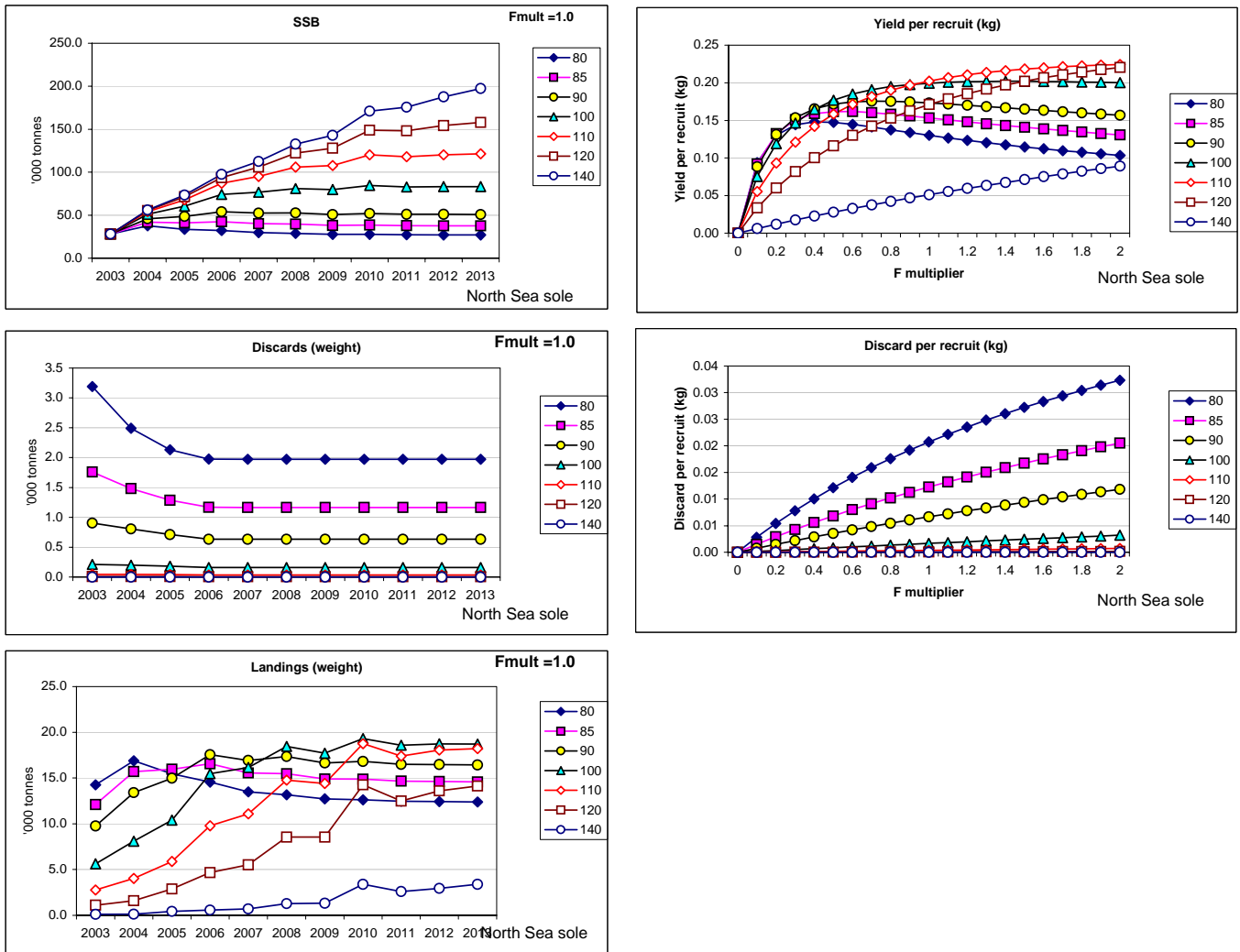


Figure 3.6.3b Results of sole mesh size assessment: trade off between F multiplier and mesh size. Left: cumulative yield 2003-2013. Right: SSB in 2013.

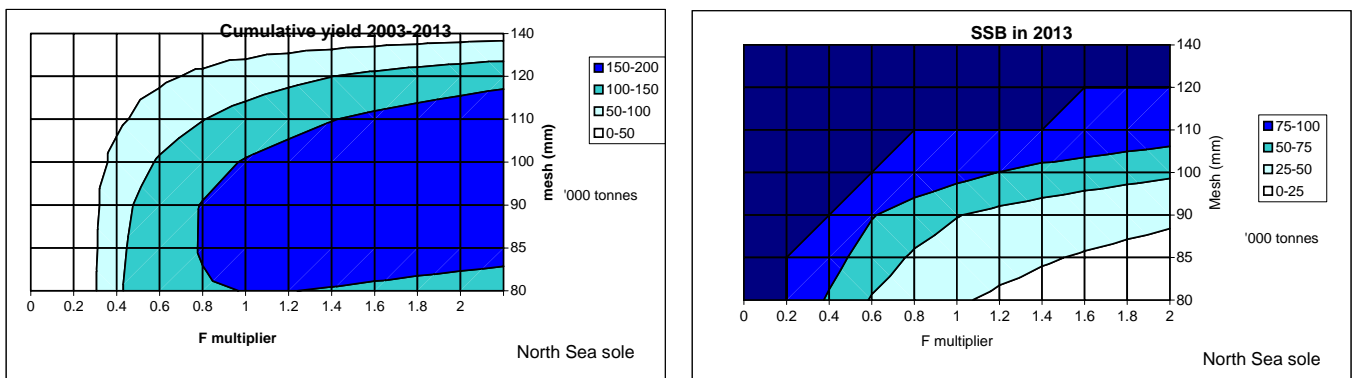
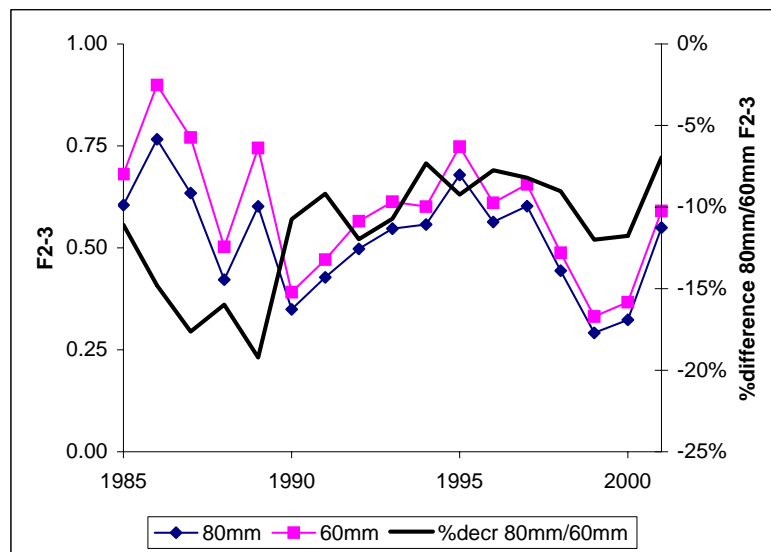


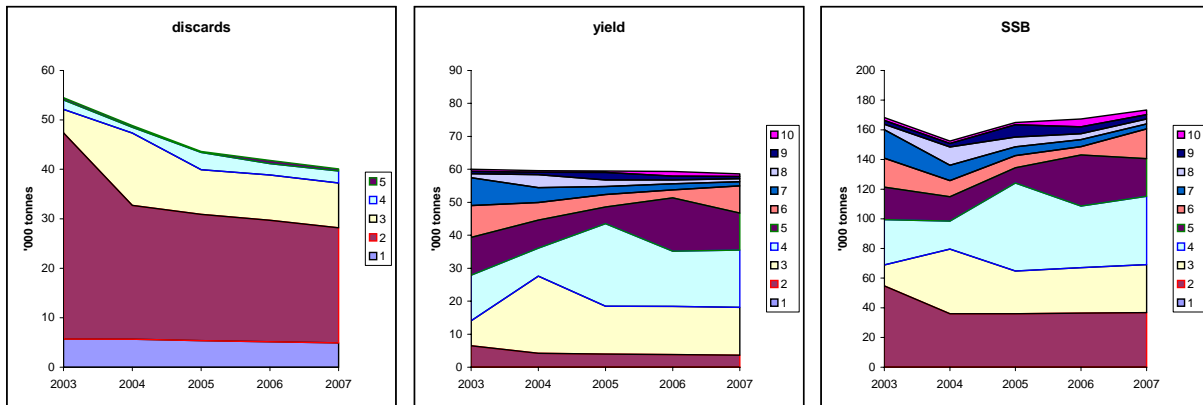
Figure 3.7.1 Comparison of plaice fishing mortality on ages 2 and 3 based on a simulation study of discards and comparing a 60mm mesh with an 80 mm mesh.



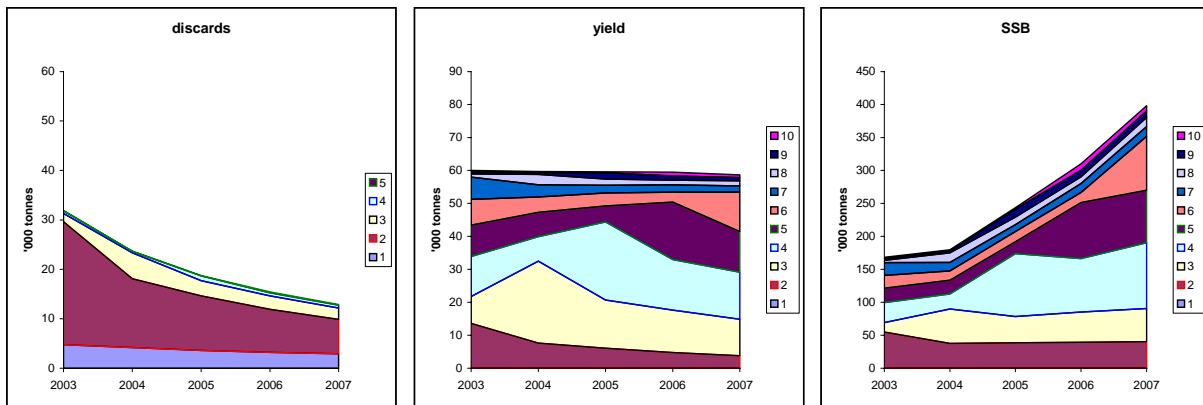
Part 1 – biological analysis

Figure 3.8.1. Evaluation of different minimum landing size on plaice given fixed TAC of 60000 tonnes.

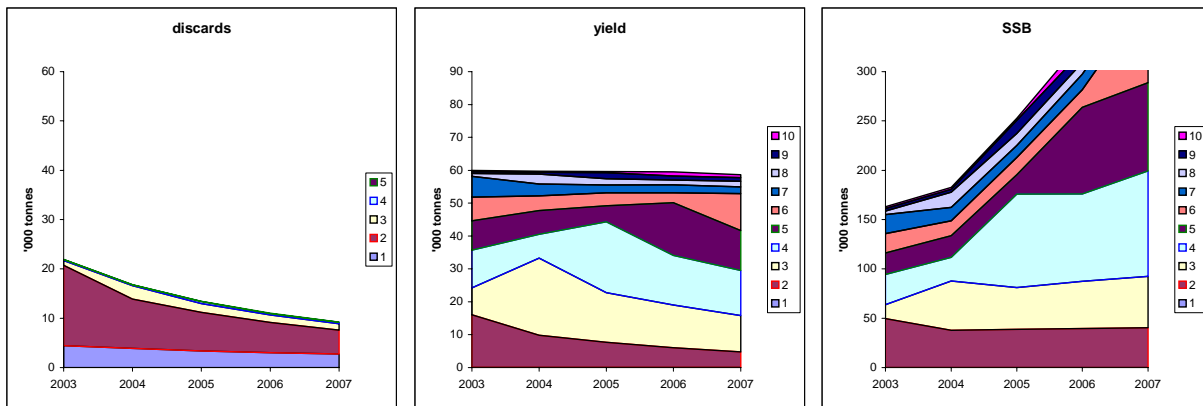
MLS 27; TAC 60000



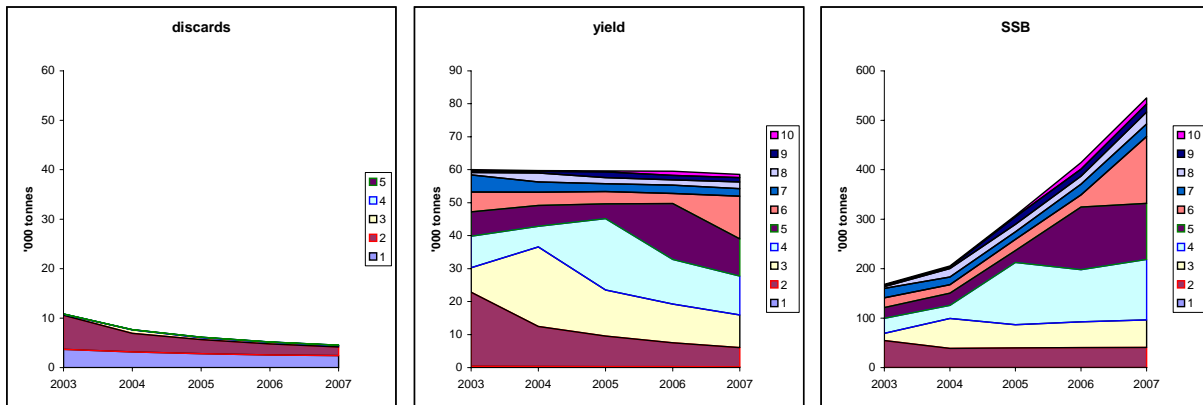
MLS 25; TAC 60000.



MLS 24; TAC 60000.



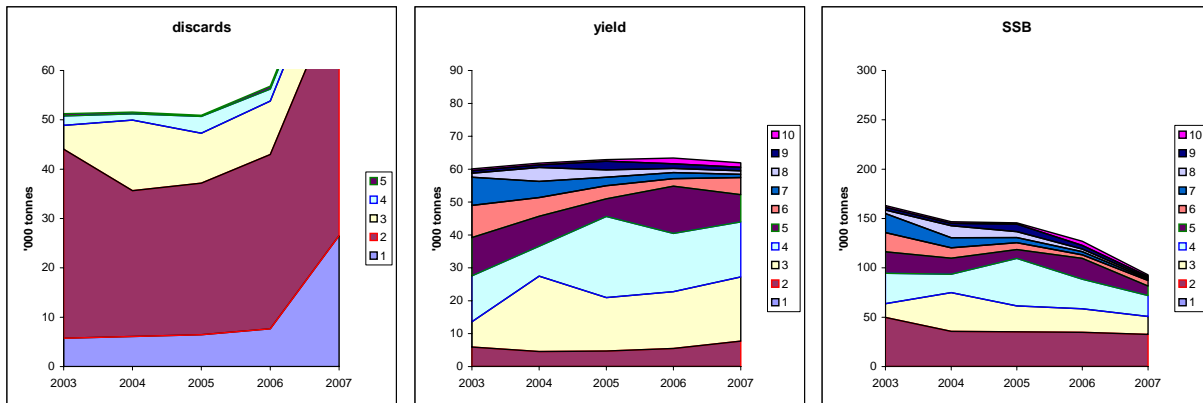
MLS 22; TAC 60000.



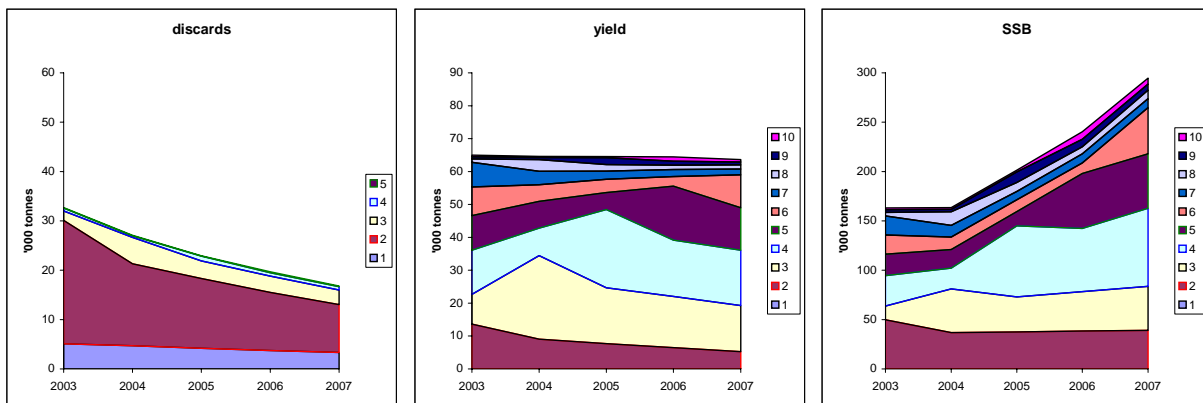
Part 1 – biological analysis

Figure 3.8.2. Evaluation of different minimum landing size on plaice given fixed TAC of 65000 tonnes.

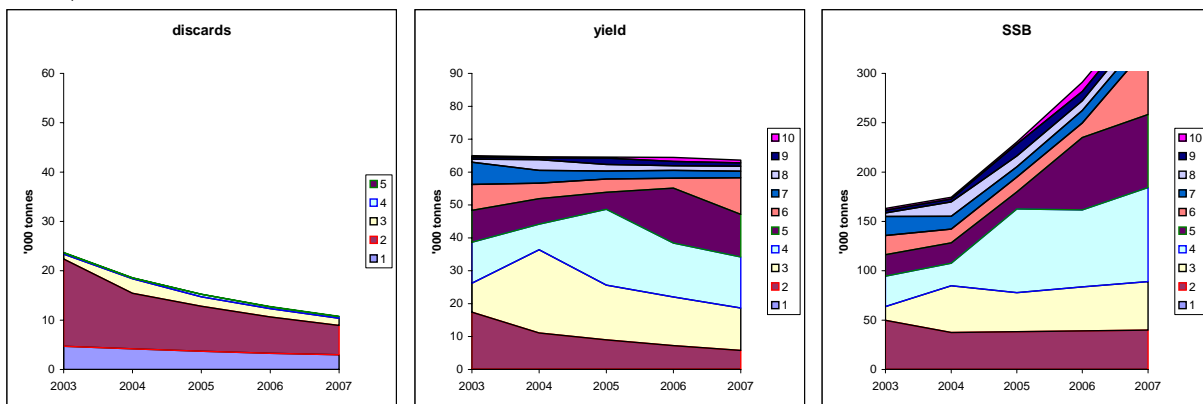
MLS=27, TAC=65000 (not attained)



MLS25, TAC=65000



MLS24, TAC=65000



MLS22, TAC=65000

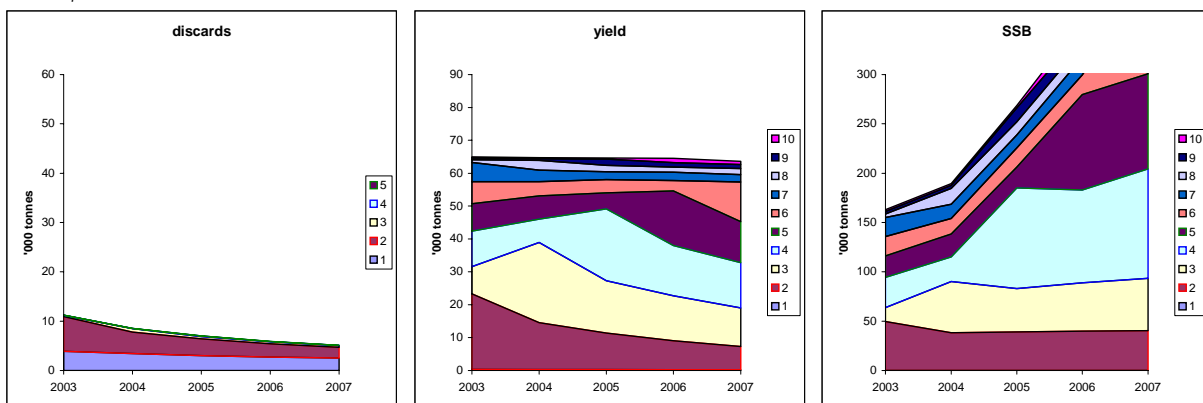
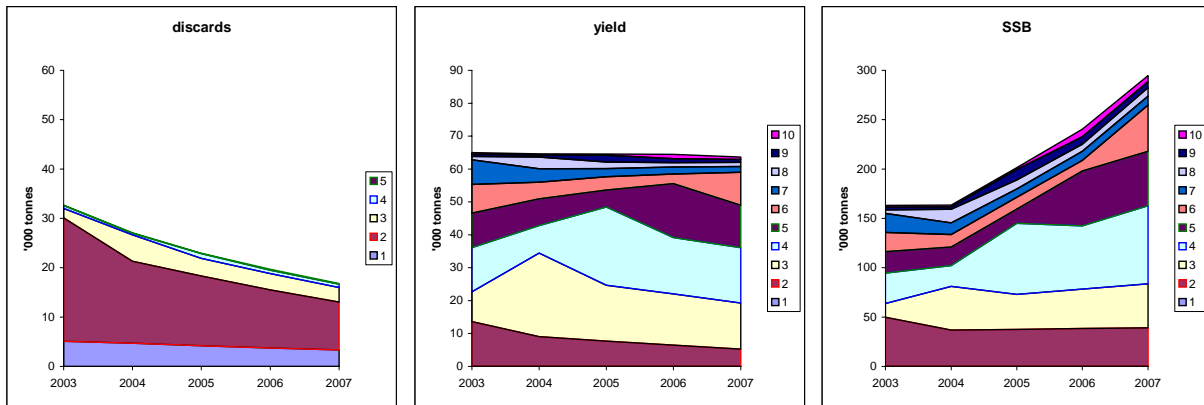
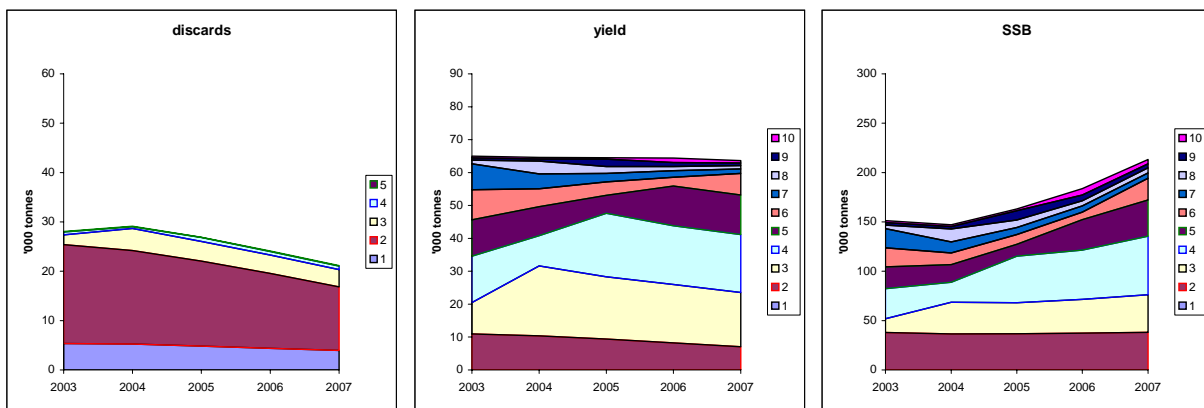


Figure 3.8.3. Evaluation of the sensitivity of the analysis on minimum landing size to the assumed strength of the 2001 year class of plaice.

MLS25, TAC65000, 2001 yc=XSA (710 000)



MLS25, TAC65000, 2001 yc=avg 1993-2001 (540 000)



Part 2 – economische analyses

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Samenvatting van economische analyses

Op verzoek van de Directie Visserij van het Ministerie van LNV is voor een aantal scenario's de bedrijfsresultaten van de kottervisserij in 2004 geschat. De uitkomsten van deze schattingen zijn samengevat in onderstaande tabel en grafisch weergegeven in de figuur op de volgende pagina.

Het scenario waarin geen visserij waarin kabeljauw wordt gevangen is toegestaan is desastreus voor de kottersector, omdat alleen nog haringvisserij en (schone) garnalervisserij mogelijk zou zijn.

Als alleen de gerichte kabeljauwvisserij wordt gesloten, zou de sector een kleine winst kunnen behalen bij status-quo boomkorvisserij, als gevolg van verbeterde tongvangsten t.o.v. 2002. Bij twintig procent reductie van de boomkorinzet zou het bedrijfseconomisch verlies vergelijkbaar zijn met dat in 2002. Bij veertig procent vermindering van de platvisinzet zou in 2004 een verlies van 13 miljoen euro worden geleden. Mocht er ook gericht (op status-quo niveau) op kabeljauw mogen worden gevestigd, dan zouden de netto resultaten met 2,5 à 3 miljoen euro verbeteren. Om in dat geval bij veertig procent verlaging van de platvisinzet tot een *break-even* situatie te komen, zouden 34 boomkorkotters van de vloot moeten worden onttrokken. Als de vermindering van de inzet op platvis geheel door inkrimpen van de vloot (met 78 boomkorkotters) wordt gerealiseerd, zou een winst van ca 13 miljoen euro kunnen worden behaald.

Verlaging van de totaal toelaatbare vangst van schol tot 40 000 ton met een bijbehorende verlaging van de boomkorinzet zou een verlies van 16 miljoen euro in 2004 opleveren. In het (nogal onwaarschijnlijke) geval dat zo gericht op tong kan worden gevestigd dat met de helft van de inspanningsreductie kan worden volstaan, zou het verlies tot 10 miljoen euro beperkt blijven. Zou het TAC voor schol op 50 000 ton worden gesteld, dan zouden deze verliezen praktisch halveren en bij een TAC van 60 000 ton bijna geheel verdwijnen. Bij deze TACs met evenredige vermindering van de inzet kan een *break-even* exploitatie worden bereikt door het uit de vaart nemen van 28 resp. 6 boomkorkotters. Realisatie van de inzetvermindering volledig door vlootreductie zou 70 resp. 41 kotters vergen.

Een 'discard ban' voor schol, waarbij de ondermaatse schol wordt aangevoerd en in mindering van gaat van het quotum, zou op korte termijn ca 20 miljoen euro verlies opleveren.

Maaswijdtevergroting met 10 resp. 20 mm met bijbehorende minimummaten voor tong en schol zou (bij status-quo inspanning) op korte termijn tot verliezen van 11 resp. 14 miljoen euro leiden. Wordt daarbij ook nog de boomkorinzet met 20 procent verminderd, dan zou in 2004 bij 80 mm maas een verlies van 1 mln euro resulteren en zouden bij grotere maaswijdten verliezen oplopen tot 11 mln euro bij 90 mm en 16 mln euro bij 100 mm. Verdere vermindering van de boomkorinzet tot 60% van status-quo zou resulteren in verliezen van resp. 6 mln, 15 mln en 20 mln euro. De aanvoer valt bij deze scenario's buiten het bereik van de gebruikelijke samenstelling, waardoor de schattingen aan de optimistische klant kunnen zijn.

Voor de verwerkende industrie heeft vermindering van de visaanvoer ingrijpende gevolgen. Verlaging van de visaanvoer met 20% in vergelijking met 2002, zou resulteren in inkomensverlies (bruto toegevoegde waarde) in de orde van 65 miljoen Euro en zou ten koste gaan van 650 arbeidsplaatsen in de visverwerkende industrie. Verlaging van de visaanvoer met 40% zou resulteren in inkomensverlies in de orde van 100 miljoen Euro en ten koste gaan van 1.300 arbeidsplaatsen in de visverwerkende industrie. Het inkomensverlies is het gevolg van de lagere inzet van arbeid en verliezen die zullen worden geleden door de bedrijven. Verlaging van de visaanvoer met 80% zou de platvisindustrie vrijwel helemaal stilleggen.

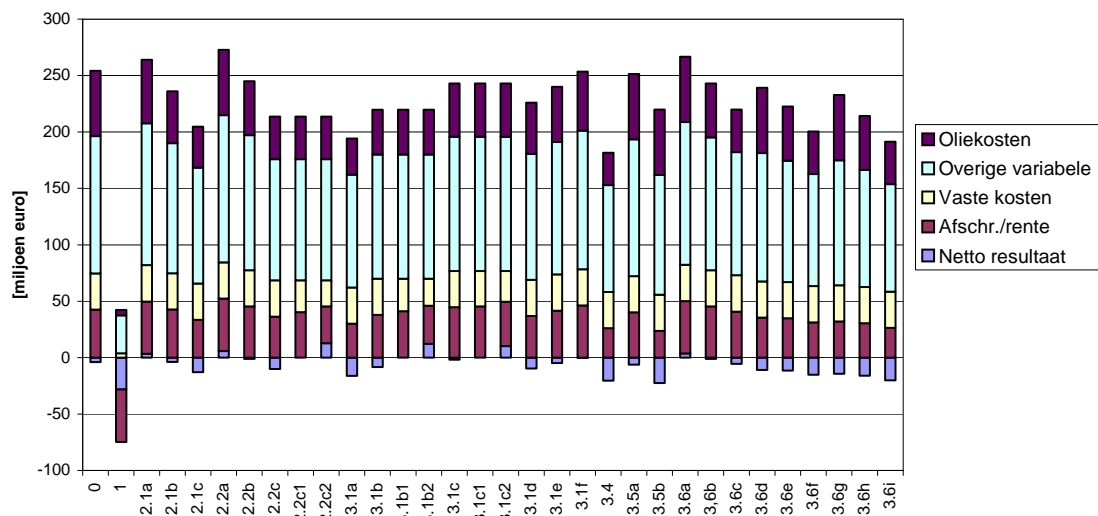
Het is evident dat een reductie van de aanvoer van vis met 40% of meer gedurende een aantal jaren, vergaande gevolgen zou hebben voor het perspectief van de viscluster in Nederland. De meeste rond- en platvis wordt momenteel verwerkt in gespecialiseerde, kapitaalintensieve bedrijven die functioneren binnen omvangrijke netwerken van toeleveranciers en klanten. Verregaande en langdurige verlaging van de aanvoer van vis zou het functioneren van dit netwerk ondermijnen. Het is niet vanzelfsprekend dat dit systeem na gedeeltelijke inactiviteit weer op afroep kan worden opgeschaald zodra visbestanden zich hebben hersteld.

Een 'discard ban' voor schol, waarbij de ondermaatse schol wordt aangevoerd en in mindering van gaat van het quotum, zou op korte termijn ca 20 miljoen euro verlies opleveren. Maaswijdtevergroting met 10 resp. 20 mm met bijbehorende minimummaten voor tong en schol zou (bij status-quo inspanning) op korte termijn tot verliezen van 11 resp. 14 miljoen euro leiden. Scenario's 3.5a en 3.5b kunnen alleen relatief t.o.v. elkaar worden gezien, met scenario 3.5a als uitgangssituatie.

Tabel 0.1 Samenvatting van de uitkomsten van de verschillende scenario's

| Scenario | Omschrijving | Boomkor | Kotters minder | Aanvoer [ton] | Opbrengst [mln euro] | Bruto overschot | Netto resultaat | |
|----------|---------------------------------|---------------|----------------|---------------|----------------------|-----------------|-----------------|-------|
| 0 | basis (=2002) | 100% | 0 | 79,4 | 254,2 | 42,4 | -4,0 | |
| 1 | geen kabeljauw | 0% | 0 | 18,8 | 42,4 | -28,3 | -74,7 | |
| 2.1a | geen gerichte kabeljauwvisserij | 100% | 0 | 78,3 | 264,1 | 49,8 | 3,4 | |
| 2.1b | | 80% | 0 | 68,3 | 236,1 | 42,7 | -3,7 | |
| 2.1c | | 60% | 0 | 57,7 | 204,6 | 33,5 | -12,9 | |
| 2.2a | wel kabeljauw | 100% | 0 | 83,2 | 272,7 | 52,3 | 5,9 | |
| 2.2b | | 80% | 0 | 73,2 | 245,0 | 45,4 | -1,0 | |
| 2.2c | | 60% | 0 | 62,6 | 213,6 | 36,3 | -10,1 | |
| 2.2c1 | | break-even | 34 | 62,6 | 213,6 | 40,3 | 0,0 | |
| 2.2c2 | | 60% BKvlt | 78 | 62,6 | 213,6 | 45,3 | 12,9 | |
| 3.1a | schoITAC: 40.000 | 49% | 0 | 56,4 | 194,3 | 30,1 | -16,3 | |
| 3.1b | | 50.000 | 64% | 0 | 64,5 | 219,6 | 38,0 | -8,4 |
| 3.1b1 | | 50.000 | break-even | 28 | 64,5 | 219,6 | 41,3 | 0,0 |
| 3.1b2 | | 50.000 | 64% BKvlt | 70 | 64,5 | 219,6 | 46,1 | 12,3 |
| 3.1c | | 60.000 | 79% | 0 | 72,4 | 242,9 | 44,7 | -1,7 |
| 3.1c1 | | 60.000 | break-even | 6 | 72,4 | 242,9 | 45,3 | 0,0 |
| 3.1c2 | | 60.000 | 79% BKvlt | 41 | 72,4 | 242,9 | 49,4 | 10,3 |
| 3.1d | | 40.000 | 75% | 0 | 64,0 | 226,0 | 36,8 | -9,6 |
| 3.1e | | 50.000 | 82% | 0 | 69,6 | 239,9 | 41,6 | -4,8 |
| 3.1f | | 60.000 | 89% | 0 | 75,2 | 253,4 | 46,2 | -0,2 |
| 3.4 | | discard ban | 42% | 0 | 52,4 | 181,6 | 26,0 | -20,4 |
| 3.5a | | 80; 80; 100mm | 100% | 0 | 70,7 | 251,4 | 40,2 | -6,2 |
| 3.5b | 80;100;120mm | 100% | 0 | 65,6 | 219,8 | 23,8 | -22,6 | |
| 3.6a | 80 mm T:26; S: 18 | 100% | 0 | 89,8 | 266,6 | 50,1 | 3,7 | |
| 3.6b | 80 mm T:26; S: 18 | 80% | 0 | 82,6 | 243,0 | 45,3 | -1,1 | |
| 3.6c | 80 mm T:26; S: 18 | 60% | 0 | 73,4 | 220,0 | 40,8 | -5,5 | |
| 3.6d | 90 mm T:30; S:20 | 100% | 0 | 84,5 | 239,1 | 35,5 | -10,9 | |
| 3.6e | 90 mm T:30; S:20 | 80% | 0 | 77,5 | 222,4 | 34,9 | -11,5 | |
| 3.6f | 90 mm T:30; S:20 | 60% | 0 | 68,7 | 200,4 | 31,2 | -14,5 | |
| 3.6g | 100 mm T:30; S:22 | 100% | 0 | 82,7 | 232,9 | 32,1 | -14,3 | |
| 3.6h | 100 mm T:30; S:22 | 80% | 0 | 75,4 | 214,3 | 30,5 | -15,9 | |
| 3.6i | 100 mm T:30; S:22 | 60% | 0 | 66,6 | 191,4 | 26,3 | -20,0 | |

Figuur 0.1 Bedrijfsresultaten bij de verschillende scenario's



1 Inleiding

Op verzoek van directie Visserij van het Ministerie van LNV zijn de economische gevolgen voor de vissector geschat van beheersmaatregelen volgens verschillende scenario's bij het ACFM advies van 2003. Hierbij is aangesloten bij de uitwerking van deze scenario's door het RIVO (zie: Deel 1).

Voor de visserij beperken de schattingen zich tot de kottersector, aangezien de scenario's alleen veranderingen in de visserij op kabeljauw en platvis betreffen. Uitgangspunt voor de schatting van de economische gevolgen voor de kottervloot zijn de voorlopig berekende bedrijfsresultaten in 2002. Opgemerkt moet worden dat in dat jaar een bedrijfseconomisch verlies werd geleden van € 4 miljoen. In het algemeen zijn alleen bedrijfsresultaten in 2004 geschat, ervan uitgaande dat de grootste problemen zich in dit eerste jaar zullen voordoen.

In het volgende hoofdstuk zullen de verschillende scenario's worden beschreven met de bijbehorende aannames en veronderstellingen ten aanzien van inspanning en vangsten. Vervolgens wordt de toegepaste rekenmethode om uit de resultaten in 2002 tot die bij de scenario's te komen beknopt beschreven. Dan volgt een bespreking van de uitkomsten van de afzonderlijke scenario's.

In een afzonderlijk hoofdstuk zijn de gevolgen van de te verwachten verminderingen in de beschikbaarheid van vis voor verwerking en handel beschreven.

2 Scenario's

Er zijn zes hoofdsenario's te onderscheiden, waarbinnen nog uiteenlopende aantallen varianten zijn doorgerekend. Deze hoofdsenario's zijn, genummerd volgens de hoofdstukken in het RIVO rapport:

1. Alle visserijen die kabeljauw (bij)vangen verboden: sluiting van alle visserijen behalve de garnalenvisserij;
- 2.1 Gerichte visserij op kabeljauw verboden: alleen de visserij op rondvis gesloten;
- 2.2 Alleen ingrepen in de platvisvisserij: de rondvisvisserij blijft ongemoeid (evenals de overige);
- 3.1 Vaste TACs schol met reductie inspanning boomkor: overige visserijen constant;
- 3.4 Discard ban voor schol (TAC inclusief aan te voeren discards): navenante reductie inspanning boomkor en bijbehorende vangsten;
- 3.5 Maaswijdtevergroting in de boomkor visserij in de Centrale en Noordelijke Noordzee: de overige visserijen blijven ongemoeid.
- 3.6 Maaswijdtevergroting in de boomkorvisserij: de overige visserijen blijven ongemoeid.

De voorlopige bedrijfsresultaten in 2002 dienen als uitgangspunt en worden in het vervolg als scenario 0 aangeduid. Bij de hoofdsenario's 2.1 en 2.2 zijn drie overeenkomstige varianten doorgerekend:

- a. status-quo inspanning boomkorvisserij;
- b. vermindering inspanning boomkor met 20 procent;
- c. vermindering inspanning boomkor met 40 procent.

Variante 2.2a is in feite de status-quo situatie voor alle takken van visserij.

Van hoofdsenario 3.1 is een zestal varianten berekend te onderscheiden naar schol TAC en reductie van de inspanning van tongvisserij:

- a. Schol TAC 40.000 ton; boomkor inspanning en tongvangst navenant gereduceerd;
- b. Schol TAC 50.000 ton; boomkor inspanning en tongvangst navenant gereduceerd;
- c. Schol TAC 60.000 ton; boomkor inspanning en tongvangst navenant gereduceerd;
- d. Schol TAC 40.000 ton; gerichte tongvisserij: halve reductie boomkor inspanning;
- e. Schol TAC 50.000 ton; gerichte tongvisserij: halve reductie boomkor inspanning;
- f. Schol TAC 60.000 ton; gerichte tongvisserij: halve reductie boomkor inspanning;

Varianten d, e en f gaan uit van de veronderstelling dat het mogelijk is zo gericht op tong te vissen dat kan worden volstaan met de helft van de vermindering van visserij-inspanning die nodig is om binnen de schol TACs te blijven.

Voor de scenario's 2.2.c, 3.1.b en 3.1.c is aanvullend geschat hoeveel de vloot zou moeten krimpen om een break-even resultaat te bereiken en wat de resultaten zouden worden bij een verkleining van de boomkorvloot evenredig met de vermindering van de inspanning (resp. 40, 36 en 21 procent kleiner).

Bij de discard ban (3.4) voor schol is het effect van verschillende verkoopprijzen van de aangevoerde discards geschat.

Voor het scenario 3.6 Maaswijdtevergroting is een negental varianten doorgerekend: 80, 90 en 100 mm maaswijdte bij 100%, 80% en 60% van de visserij-inspanning. De minimummaten van tong en schol zijn daarbij aan de maaswijdte aangepast, als volgt:

| maas [mm] | tong [cm] | schol [cm] |
|-----------|-----------|------------|
| 80 | 26 | 18 |
| 90 | 30 | 20 |
| 100 | 30 | 22 |

In alle scenario's blijven de garnalenvisserij en de haringvisserij ongemoeid.

Een overzicht van de scenario's met de bijbehorende vangsten van tong, schol en kabeljauw en de relatieve inspanningen per visserij is in tabel 2.1 gegeven.

Tabel 2.1 *Uitgangspunten voor de verschillende scenario's*

| Scenario | 0 | 1 | 2.1a | 2.1b | 2.1c | 2.2a | 2.2b | 2.2c |
|------------------------------|----------------------|---------------------------------|----------------------|---------------------------|----------------------------|-------------------------|-------------------------|----------------------|
| Omschrijving | <u>basis</u> 2002 | <u>géén</u> <u>kabeljauw</u> | <u>geen</u> BK sq | <u>gerichte</u> BK 80% | <u>kabeljauw</u> BK 60% | <u>rondvis</u> BK sq | <u>status</u> BK 80% | <u>quo</u> BK 60% |
| Tong vangst t.o.v. 2002 | 11782 | 0 | 20677 | 17292 | 13570 | 20677 | 17292 | 13570 |
| Schol vangst t.o.v. 2002 | 26258 | 0 | 73730 | 61517 | 48169 | 73730 | 61517 | 48169 |
| Kabeljauw vangst t.o.v. 2002 | 3962 | 0 | 16566 | 13416 | 10133 | | | |
| Boomkor effort | 1 | 0 | 1 | 0,8 | 0,6 | 1 | 0,8 | 0,6 |
| Rondvis effort | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Garnalen effort | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Overigen effort | 1 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |

| Scenario | 3.1a | 3.1b | 3.1c | 3.1d | 3.1e | 3.1f | 3.4 |
|------------------------------|--|--------|--------|--|--------|----------------------|-------------|
| Omschrijving | Vaste schol TACs Tong Fmult = schol Fmult | | | Vaste schol TACs Tong $\Delta F_{mult} = \frac{1}{2}$ schol ΔF_{mult} | | Discard ban schol | |
| Tong vangst t.o.v. 2002 | 11367 | 14343 | 17114 | 16394 | 17645 | 18855 | 9884 |
| Schol vangst t.o.v. 2002 | 40000 | 50000 | 60000 | 40000 | 50000 | 60000 | 73000/35000 |
| Kabeljauw vangst t.o.v. 2002 | N.V.T. | N.V.T. | N.V.T. | N.V.T. | N.V.T. | N.V.T. | |
| Boomkor effort | 0,49 | 0,64 | 0,79 | 0,75 | 0,82 | 0,89 | 0,42 |
| Rondvis effort | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Garnalen effort | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Overigen effort | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

| Scenario | 3.5a | 3.5b |
|--|--|------------|
| Omschrijving | Maaswijdte 80, 80, 100 minimum maat tong schol | 80,100,120 |
| Tong vangst t.o.v. 2002 | 26 | 26 |
| Schol vangst t.o.v. 2002 | 18 | 18 |
| Kabeljauw vangst t.o.v. 2002 | 20931 | 11066 |
| Boomkor effort | 38796 | 43548 |
| Rondvis effort | 1 | 1 |
| Garnalen effort | 1 | 1 |
| Overigen effort | 1 | 1 |
| Verdeling effort reductie schepen/zeedagen | 1 | 1 |

Part 2 – economische analyses

| Scenario | | 3.6a | 3.6b | 3.6c | 3.6d | 3.6e | 3.6f | 3.6g | 3.6h | 3.6i |
|--|-------------------|--------|-------|-------|--------|-------|-------|--------|-------|-------|
| | Maaswijdte | 80 | 80 | 80 | 90 | 90 | 90 | 100 | 100 | 100 |
| Omschrijving | minimum maat tong | 26 | 26 | 26 | 30 | 30 | 30 | 30 | 30 | 30 |
| | schol | 18 | 18 | 18 | 20 | 20 | 20 | 22 | 22 | 22 |
| Tong vangst t.o.v. 2002 | | 13192 | 12010 | 10272 | 6246 | 5534 | 4603 | 5474 | 4650 | 3707 |
| Schol vangst t.o.v. 2002 | | 106177 | 97445 | 84147 | 104684 | 95498 | 81903 | 101230 | 91458 | 77763 |
| Kabeljauw vangst t.o.v. 2002 | | | | | | | | | | |
| Boomkor effort | | 1 | 0,8 | 0,6 | 1 | 0,8 | 0,6 | 1 | 0,8 | 0,6 |
| Rondvis effort | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Garnalen effort | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Overigen effort | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Verdeling effort reductie schepen/zeedagen | | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

3 Schattingsmethodiek

De schattingen zijn uitgevoerd met behulp van een spreadsheetmodel dat is gebaseerd op het aggregatiemodel van de bedrijfsresultaten in 2002. In dit aggregatiemodel worden de gemiddelde per tak van visserij gespecificeerde kosten en opbrengsten per schip per pk-groep opgewekt naar totalen per pk-groep en over de hele kottervloot. Dit gebeurt met gebruikmaking van de aantallen schepen per pk-groep.

Het schattingsmodel berekent veranderingen in opbrengsten en kosten aan de hand van de bij de scenario's behorende veranderingen in visserij-inspanning en in totale vangsten (TACs) van tong, schol en kabeljauw. In het algemeen komen alleen variaties in inspanning bij de boomkorvisserij voor. De bijbehorende aanvoer per soort wordt in het algemeen evenredig met de inspanning aangepast. Voor tong en schol (en waar nodig kabeljauw) volgt een tweede stap, waarbij de aanvoer wordt aangepast aan de hand van de verandering in CPUE die is afgeleid uit de totale vangsten in 2002 en die in 2004. (Dat leidt bijvoorbeeld tot een aanzienlijk grotere tongaanvoer in 2004 in de status-quo situatie van scenario's 2.1.a en 2.2.a, met daarmee gepaard gaande hogere opbrengsten en betere resultaten.)

Voor het schatten van de opbrengsten bij de veranderde aanvoeren worden de gemiddelde prijzen per soort aangepast met behulp van prijsflexibiliteiten die voor tong, schol en de overige vis verschillen:

| Soort | Prijsflexibiliteit |
|---------|--------------------|
| Tong | 0,3 |
| Schol | 0,1 |
| Overige | 0,2 |

Per soort wordt aan de hand van de verandering in totale aanvoer een factor berekend waarmee de gemiddelde prijzen per pk-groep worden aangepast, waarna de opbrengsten resulteren.

In de kosten wordt een vijftal hoofdsoorten onderscheiden:

- kosten variërend met de inspanning (olie, vistuig, ten dele onderhoud, e.d.);
- kosten variërend met de opbrengst (heffingen, afleveringskosten);
- loonkosten (variërend met opbrengsten en sommige kosten, zoals olie- en afleveringskosten);
- vaste exploitatiekosten (rest onderhoud, verzekering schip, algemene kosten, e.d.);
- afschrijving en rente.

Voor zover sprake is van een ongewijzigde vloot blijven de vaste exploitatiekosten en afschrijving en rente constant. Deze posten veranderen alleen evenredig met de capaciteit (= het aantal schepen). Van de andere posten is aangegeven waarmee ze variëren.

Met de geschatte opbrengsten en kosten kunnen nu enkele resultaten of indicatoren worden berekend:

- Bruto overschot: opbrengsten – de exploitatiekosten (alle kosten behalve afschrijving en rente); dit is een indicator voor wat overblijft om aan de financiële verplichtingen te voldoen.
- Bruto toegevoegde waarde: bruto overschot + loonkosten; een indicator voor het verdiende inkomen, ofwel van de economische productiviteit.
- Netto overschot: opbrengsten – alle kosten (= bruto overschot – afschrijving en rente); de bedrijfseconomische winst (dan wel verlies).

In Bijlage I is een overzicht gegeven van de bewerking per individuele kostenpost.

4 Uitkomsten

Per scenario worden hier kort de uitkomsten van de schattingen besproken. Een samenvatting van de uitkomsten van de verschillende scenario's is gegeven in tabel 4.1. Meer uitgewerkte resultaten – gemiddelden en totalen per pk-groep – zijn gegeven in Bijlage II.

Scenario 1

Als alle kabeljauw vangende visserijen worden gesloten, blijven alleen opbrengsten en variabele kosten van de garnalenvisserij en haringvisserij over naast de totale vaste kosten. Bij totale opbrengsten van 42 mln euro zou in 2004 een bruto tekort optreden van 28 mln euro en een bedrijfseconomisch verlies van 75 mln euro. Omdat deze sluitingen zich niet tot één jaar zouden beperken, zouden de contingenten hun waarde verliezen en zouden de banken zich uit de bedrijfstak willen terugtrekken. In de praktijk zou dit erop neerkomen dat alleen de zuivere garnalenvissers kunnen overleven.

Scenario 2.1

Als alleen de gerichte kabeljauwvisserij wordt gesloten, zou bij een boomkorvisserij op status-quo niveau in 2004 een totale besomming van 264 mln euro kunnen worden behaald, resulterend in een bruto overschot van 50 mln euro en een bedrijfseconomische winst van 3,4 mln euro. De verbetering ten opzichte van 2002 is een gevolg van de goede jaarklasse tong die in 2004 volop in de visserij komt. In deze variant zouden alleen een aantal Eurokotters en middenklasse kotters in problemen raken.

Wordt de inspanning van de boomkorvisserij met 20% beperkt, dan zou in 2004 een totale besomming van 236 mln euro worden behaald, resulterend in een bruto overschot van 43 mln euro en een bedrijfseconomisch verlies van 3,7 mln euro, vergelijkbaar met het netto resultaat in 2002. Op dit niveau zou slechts een beperkt aantal boomkorkotters (die het toch al moeilijk hebben) op korte termijn in de problemen komen.

Wordt de inspanning van de boomkorvisserij met 40% beperkt, dan zou in 2004 een totale besomming van 205 mln euro worden behaald, resulterend in een bruto overschot van 34 mln euro en een bedrijfseconomisch verlies van 13 mln euro. Dat dit verlies nog lijkt mee te vallen komt aan de ene kant door de goede jaarklas tong, aan de andere kant door de vermindering van de variabele kosten (olie, vistuig, afleveringskosten, deellonen, etc.) met 40 mln euro. In deze situatie zouden op wat langere termijn heel wat kotters problemen kunnen krijgen, niet alleen door de financiën, maar ook omdat de bemanningen er de brui aan zouden kunnen geven.

Scenario 2.2

Mag er nog wel op kabeljauw worden gevestigd, dan worden de besommingen 8 à 9 mln euro hoger en de bruto overschotten en netto resultaten 3,5 à 4 mln. Om dan in het geval van een beperking van de boomkorvisserij met 40% op een *'break-even'* resultaat (geen winst, geen verlies) te komen, zouden 34 kotters uit de vaart moeten worden genomen, evenredig verdeeld over de pk-klassen; dat is ongeveer 20% van de vloot die zich in hoofdzaak met boomkorvisserij bezighoudt. Als de gewenste vermindering van de visserij-inspanning geheel door verkleining van de vloot zou worden gerealiseerd, zouden 78 kotters het veld moeten ruimen, bijna 45% van de kotters die zich in hoofdzaak met boomkorvisserij bezighouden. In dat geval zou het bruto overschot tot 45 mln euro toenemen en een winst van 13 mln euro worden behaald.

Scenario 3.1

Als de schol TAC op 40.000 ton wordt gesteld en de boomkorinspanning naar het daarbij passende niveau van 49% wordt teruggebracht, dan zou in 2004 een totale besomming van 194 mln euro worden behaald, resulterend in een bruto overschot van 30 mln euro en een bedrijfseconomisch verlies van 16 mln euro. Dit zou een zware aanslag zijn op het incasservermogen van de boomkorvloot, waarbij veel bedrijven in moeilijkheden zouden komen. Een geleidelijke verdere vermindering van de visserij-inspanning in volgende jaren zou weliswaar verlaging van de kosten opleveren, maar ook van de tongvangsten en daarmee van de opbrengsten. Een substantiële verbetering van de resultaten is dan ook niet te verwachten.

Als de schol TAC op 50.000 ton wordt gesteld en de boomkorinspanning naar het daarbij passende niveau van 64% wordt teruggebracht, dan zou in 2004 een totale besomming van 220 mln euro worden behaald, resulterend in een bruto overschot van 38 mln euro en een bedrijfseconomisch verlies van ruim 8 mln euro. Ook in dit scenario geldt dat in latere jaren kostenverlagingen door verdere verkleining van de inspanning grotendeels of geheel gecompenseerd zullen worden door kleinere vangsten en opbrengsten van tong en bijvis.

In dit scenario zou het uit de vaart nemen van 28 boomkorkotters voldoende zijn om tot een *break-even* resultaat te komen. Om de benodigde inspanningsbeperking geheel door het verkleinen van de boomkorvloot te realiseren zou het uit de vaart nemen van 70 boomkorkotters vergen. In dat geval zou het bruto overschot tot 46 mln euro toenemen en een winst van 12 mln euro worden behaald.

Als de schol TAC op 60.000 ton wordt gesteld en de boomkorinspanning naar het daarbij passende niveau van 79% wordt teruggebracht, dan zou in 2004 een totale besomming van 243 mln euro worden behaald, resulterend in een bruto overschot van 45 mln euro en een bedrijfseconomisch verlies van 1,7 mln euro. Dat is al bijna *break-even* niveau, al zouden er om dit te bereiken toch nog 6 kotters het veld moeten ruimen. Realisatie van de inspanningsbeperking geheel door capaciteitsvermindering zou het uit de vaart nemen van 41 kotters vergen. In dat geval zou het bruto overschot tot 49 mln euro toenemen en zou 10 mln euro bedrijfseconomische winst kunnen worden behaald.

Als er zodanig gericht op tong gevist zou kunnen worden dat de inspanningsreductie tot de helft beperkt kan worden van de bij de schol TACs benodigde, zouden de uitkomsten door de grotere vangsten van tong en bijvis verbeteren. De besommingen in 2004 zouden met resp. 31, 20 en 10 mln euro toenemen, zodat bruto overschotten van resp. 37, 42 en 46 mln euro en verliezen van resp. 10, 5 en 0,2 mln euro resulteren.

Scenario 3.4

Een discard ban, waarbij alle ondermaatse schol aangevoerd zou moeten worden en in mindering van het quotum zou gaan, zou een vermindering van de inspanning tot 42% vergen. Daarbij zou in 2004 een totale besomming van 182 mln euro worden behaald, resulterend in een bruto overschot van 26 mln euro en een bedrijfseconomisch verlies van 20 mln euro. Dit is het zwaarste verlies dat in de verschillende varianten wordt geschat en het zou een aanzienlijk deel van de boomkorvloot op korte termijn in ernstige moeilijkheden brengen. De opbrengst van de discards is hierin van zeer weinig betekenis, zodat het effect van een hogere prijs hiervan praktisch verwaarloosbaar is.

Scenario 3.5

In scenario 3.5 is het effect bepaald van een maaswijdtevergroting in de Centrale (80 → 100mm) en Noordelijke Noordzee (100 → 120mm). In verband met de veranderde methodiek t.o.v. de andere scenario's in de biologische analyses kunnen deze scenario's alleen relatief t.o.v. elkaar bekeken worden. Daarbij geldt dat scenario 3.5a de uitgangssituatie is (handhaving van de maarwijdte regulering) en scenario 3.5b de situatie bij vergroting van de minimale maaswijdte in de centrale en noordelijke Noordzee. De vergroting van de maaswijdte in de centrale en noordelijke Noordzee, zal naar verwachting leiden tot een afname in de totale vangst van 5064 ton (7,2%) met een waarde van € 31,6 miljoen (12,6%). Doordat de inzet gelijk blijft, maar de arbeidskosten en aanlandingskosten proportioneel met de besomming dalen, zullen de totale variabele kosten (inclusief olielasten) met 8,5% dalen. De resulterende dekkingsbijdrage, bruto overschot en netto resultaat dalen hierdoor allemaal met € 16,4 miljoen.

Scenario 3.6

Een minimummaaswijdte van 80 mm met daaraan aangepaste minimummaten van tong en schol zou in 2004 bij status-quo inspanning ongeveer dezelfde bedrijfsresultaten opleveren als scenario 2.1 (verbod van gerichte kabeljauwvisserij) bij status-quo inspanning: besomming 267 mln euro, bruto overschot 50 mln euro, netto overschot 3,7 mln euro.

Bij een beperking van de inspanning met 20% zou hierbij in 2004 een totale besomming van 243 mln euro worden behaald, resulterend in een bruto overschot van 45 mln euro en een bedrijfseconomisch verlies van 1,1 mln euro. (Dit is praktisch hetzelfde resultaat als bij een schol TAC van 60.00 ton met navenante reductie van de inspanning.) Verlaging van de inspanning met 40% zou in 2004 een totale besomming van 220 mln euro opleveren, resulterend in een bruto overschot van 41 mln euro en een bedrijfseconomisch verlies van 5,6 mln euro.

De betrekkelijk gunstige uitkomsten ten opzichte van de scenario's 2.2 met beperking van de inspanning zijn vooral een gevolg van de extra schol die in met de verlaagde minimummaat mag worden aangevoerd. In het model is geen rekening gehouden met een mogelijk prijsverlagend effect van de kleine schol. In historische waarnemingen is voor schol geen invloed van de grootte-samenstelling van de aanvoer op de prijs gemeten. Voor tong is dat wel geobserveerd.

Een verhoging van de minimummaaswijdte tot 90 mm met daaraan aangepaste minimummaten van tong en schol zou bij status-quo visserij-inspanning in 2004 een totale besomming van 240 mln euro opleveren, resulterend in een bruto overschot van 36 mln euro en een bedrijfseconomisch verlies van 11 mln euro. Verlaging van de boomkorinspanning met 20% zou weliswaar de besomming tot 222 mln euro verlagen, maar bruto en netto resultaat zouden maar 0,6 mln euro lager uitvallen. Verlaging van de boomkorinspanning met 40% zou wel een substantieel effect hebben: besomming 200 mln euro, bruto overschot 31 mln euro en verlies 15 mln euro. Ook hier wordt het verlies aan tongvangsten deels gecompenseerd door extra scholaanvoer van kleine sortering.

Een maaswijdte van 100 mm zou bij status-quo visserij in 2004 een totale besomming van 233 mln euro opleveren, resulterend in een bruto overschot van 32 mln euro en een bedrijfseconomisch verlies van 14 mln euro. Vermindering van de boomkorinspanning met 20% zou de opbrengst tot 214 mln euro verlagen, het bruto overschot tot 30 mln euro en het verlies tot 16 mln euro doen toenemen. Verdere vermindering van de boomkorinspanning zou tot vergelijkbare resultaten leiden als een discard ban: besomming 191 mln euro, bruto overschot 26 mln euro, bedrijfseconomisch verlies 20 mln euro.

Gesteld moet worden dat de samenstelling van de aanvoer naar grootteklassen bij deze veronderstellingen de historische grenzen nogal ver te buiten gaan: in de aanvoer van tong zouden bij maaswijdtevergroting de kleinere sorteringen ontbreken, de aanvoer van schol zou in alle gevallen vooral uit kleinere dan de huidige minimummaat bestaan. Dat maakt de schattingen van de te verwachten prijzen op z'n minst tamelijk onzeker. Aan te nemen valt dat voor de maaswijdte scenario's de gemaakte schattingen eerder aan de optimistische dan aan de pessimistische kant zullen zijn.

Tabel 4.1 Samenvatting van de uitkomsten per scenario

| Scenario | 0 | 1 | 2.1a | 2.1b | 2.1c | 2.2a | 2.2b | 2.2c | 2.2c1 | 2.2c2 |
|--------------------------|---------------|-------------------|-------------------------|---------|---------|---------------|---------|----------------|-----------|---------|
| Omschrijving | basis 2002 | géén kabeljauw | geen gerichte kabeljauw | | | wel kabeljauw | | | | |
| | | | BK: 100% | 80% | 60% | BK: 100% | 80% | 60% break-even | 60% BKvlt | |
| <i>Minder schepen</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 78 |
| PK-dagen (1000) | 66.870 | 5.699 | 64.958 | 53.430 | 41.901 | 66.870 | 55.341 | 43.813 | 43.813 | 43.813 |
| Mensjaren | 1.746 | 633 | 1.739 | 1.733 | 1.724 | 1.746 | 1.740 | 1.732 | 1.731 | 1.731 |
| Aanvoer (Ton) | 79.356 | 18.771 | 78.278 | 68.317 | 57.713 | 83.207 | 73.247 | 62.642 | 62.642 | 62.642 |
| Besomming | 254.180 | 42.360 | 264.079 | 236.147 | 204.564 | 272.669 | 244.955 | 213.633 | 213.633 | 213.633 |
| Oliekosten | 57.880 | 4.821 | 56.312 | 46.230 | 36.147 | 57.880 | 47.798 | 37.715 | 37.715 | 37.715 |
| Overige variabele kosten | 121.795 | 33.724 | 125.866 | 115.094 | 102.770 | 130.364 | 119.698 | 107.498 | 107.498 | 107.498 |
| Dekkingsbijdrage | 74.505 | 3.815 | 81.901 | 74.822 | 65.646 | 84.425 | 77.460 | 68.420 | 68.420 | 68.420 |
| Vaste kosten | 32.102 | 32.102 | 32.102 | 32.102 | 32.102 | 32.102 | 32.102 | 32.102 | 28.145 | 23.089 |
| Bruto overschot | 42.403 | -28.287 | 49.799 | 42.720 | 33.544 | 52.323 | 45.358 | 36.318 | 40.275 | 45.331 |
| Afschr./rente | 46.398 | 46.398 | 46.398 | 46.398 | 46.398 | 46.398 | 46.398 | 46.398 | 40.275 | 32.452 |
| Netto resultaat | -3.995 | -74.685 | 3.402 | -3.677 | -12.853 | 5.925 | -1.040 | -10.079 | 0 | 12.879 |

| Scenario | 3.1a | 3.1b | 3.1b1 | 3.1b2 | 3.1c | 3.1c1 | 3.1c2 | 3.1d | 3.1e | 3.1f |
|--------------------------|-------------------------|---------------|---------------------|---------------------|---------------|---------------------|---------------------|---------------|---------------|---------------|
| Omschrijving | schol:40.000 BK: 49% | 50.000 64% | 50.000 breakeven | 50.000 64% BKvlt | 60.000 79% | 60.000 breakeven | 60.000 79% BKvlt | 40.000 75% | 50.000 82% | 60.000 89% |
| <i>Minder schepen</i> | 0 | 0 | 28 | 70 | 0 | 6 | 41 | 0 | 0 | 0 |
| PK-dagen (1000) | 37.473 | 46.119 | 46.119 | 46.119 | 54.765 | 54.765 | 54.765 | 52.459 | 56.494 | 60.529 |
| Mensjaren | 1.726 | 1.733 | 1.733 | 1.733 | 1.739 | 1.739 | 1.739 | 1.738 | 1.740 | 1.743 |
| Aanvoer (Ton) | 56.402 | 64.478 | 64.478 | 64.478 | 72.413 | 72.413 | 72.413 | 64.013 | 69.625 | 75.208 |
| Besomming | 194.271 | 219.647 | 219.647 | 219.647 | 242.940 | 242.940 | 242.940 | 225.986 | 239.934 | 253.436 |
| Oliekosten | 32.170 | 39.732 | 39.732 | 39.732 | 47.294 | 47.294 | 47.294 | 45.277 | 48.806 | 52.335 |
| Overige variabele kosten | 99.879 | 109.828 | 109.828 | 109.828 | 118.894 | 118.894 | 118.894 | 111.854 | 117.411 | 122.779 |
| Dekkingsbijdrage | 62.221 | 70.087 | 70.087 | 70.087 | 76.753 | 76.753 | 76.753 | 68.854 | 73.717 | 78.323 |
| Vaste kosten | 32.102 | 32.102 | 28.800 | 23.990 | 32.102 | 31.416 | 27.370 | 32.102 | 32.102 | 32.102 |
| Bruto overschot | 30.119 | 37.985 | 41.288 | 46.097 | 44.651 | 45.336 | 49.383 | 36.752 | 41.615 | 46.221 |
| Afschr./rente | 46.398 | 46.398 | 41.288 | 33.846 | 46.398 | 45.336 | 39.076 | 46.398 | 46.398 | 46.398 |
| Netto resultaat | -16.278 | -8.412 | 0 | 12.251 | -1.747 | 0 | 10.306 | -9.645 | -4.782 | -177 |

Part 2 – economische analyses

| Scenario | 3.4 | 3.6a | 3.6b | 3.6c | 3.6d | 3.6e | 3.6f | 3.6g | 3.6h | 3.6i |
|-------------------------------|---------------------|------------------|-----------------|-----------------|------------------|-----------------|-----------------|-------------------|------------------|------------------|
| Omschrijving | disc ban BK: 42% | maas: 80 100% | maas: 80 80% | maas: 80 60% | maas: 90 100% | maas: 90 80% | maas: 90 60% | maas: 100 100% | maas: 100 80% | maas: 100 60% |
| <i>Minder schepen</i> | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PK-dagen (1000) | 33345 | 66870 | 55341 | 43813 | 66870 | 55341 | 43813 | 66870 | 55341 | 43813 |
| Mensjaren | 1720 | 1746 | 1739 | 1731 | 1746 | 1739 | 1731 | 1746 | 1739 | 1731 |
| Aanvoer (Ton) | 52420 | 89842 | 82663 | 73442 | 84519 | 77498 | 68725 | 82732 | 75422 | 66604 |
| Besomming | 181577 | 266579 | 242994 | 219979 | 239084 | 222423 | 200447 | 232850 | 214336 | 191429 |
| Oliekosten | 28560 | 57880 | 47798 | 37715 | 57880 | 47798 | 37715 | 57880 | 47798 | 37715 |
| Overige variabele kosten | 94891 | 126514 | 117768 | 109321 | 113573 | 107615 | 99393 | 110773 | 103965 | 95280 |
| Dekkingsbijdrage ¹ | 58126 | 82185 | 77428 | 72942 | 67631 | 67011 | 63340 | 64197 | 62573 | 58434 |
| Vaste kosten | 32102 | 32102 | 32102 | 32102 | 32102 | 32102 | 32102 | 32102 | 32102 | 32102 |
| Bruto overschot | 26024 | 50083 | 45326 | 40840 | 35529 | 34909 | 31238 | 32095 | 30471 | 26332 |
| Afschr./rente | 46398 | 46398 | 46398 | 46398 | 46398 | 46398 | 46398 | 46398 | 46398 | 46398 |
| Netto resultaat | -20374 | 3686 | -1072 | -5557 | -10868 | -11489 | -15160 | -14302 | -15926 | -20066 |

5 Effect van de beoogde inspanningsreductie van de vloot op de Nederlandse visverwerkende industrie

5.1 Inleiding

In deze notitie is geanalyseerd wat de economische en sociale gevolgen zouden zijn van verlaging van de visserij-inspanning van de Nederlandse kottervloot op de visverwerkende industrie in Nederland.

Minder aanvoer van vis op Nederlandse (en andere Europese) afslagen heeft in beginsel 3 gevolgen voor de visverwerkende industrie:

- a) er is minder vis beschikbaar
- b) de afslagprijzen zullen waarschijnlijk stijgen
- c) het (tijdelijk) inkrimpen van de sector kan een aantal structurele gevolgen hebben zoals verlies van ervaren arbeidskrachten, kapitaalvernietiging als gevolg van leegstand van productielijnen of bedrijfsbeëindigingen door verlies van handelscontacten en afzetlijnen.

In dit rapport worden alleen de beide eerstgenoemde effecten gekwantificeerd. De economische consequenties van structurele effecten zijn misschien minstens zo ingrijpend, maar moeilijk te kwantificeren. Mogelijke structurele gevolgen zullen daarom alleen kwalitatief worden aangeduid.

5.2 Achtergrond, huidige situatie en perspectief van de betrokken sector

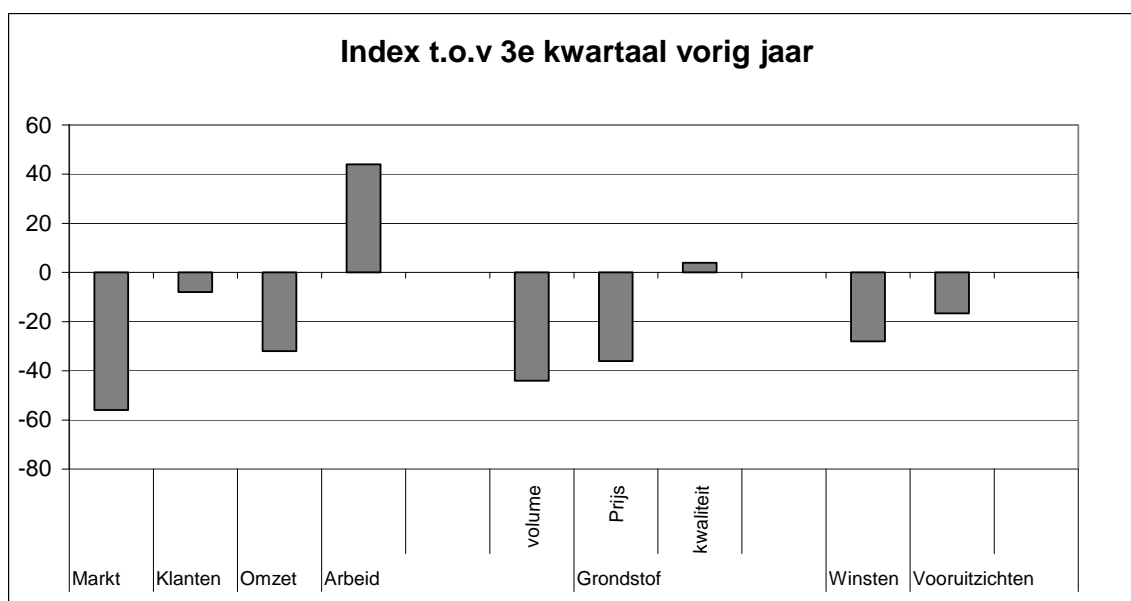
De verwerkingsbedrijven die direct worden getroffen door lagere aanvoer van vis op Nederlandse afslagen betreffen op de eerste plaats de platvis- en rondvisindustrie en de zgn. binnenlandse groothandelaren, dit zijn groothandelaren/verwerkers die zijn gespecialiseerd in de voorziening van de binnenlandse markt met verse visproducten. In totaal werken in deze bedrijven ca. 3.200 mensen. De industriële verwerking van platvis vindt plaats in enkele tientallen bedrijven die meest gevestigd zijn in Urk met daarnaast enkele bedrijven bij de overige afslagen. Een groot deel van de activiteiten is geconcentreerd in een vijftal bedrijven. De groothandel die de binnenlandse markt voorziet bestaat nog uit meer dan 100 bedrijven die overwegend zijn gevestigd in Bunschoten/Spakenburg, Volendam en rond de afslagen. Ook bij deze binnenlandse groothandel is een belangrijk deel van de omzet geconcentreerd binnen enkele bedrijven.

Bedrijven in de boven genoemde sectoren kochten nagenoeg alle 110.000 ton vis die in 2002 werd aangevoerd op Nederlandse afslagen. De inkoopwaarde van deze vis lag in 2002 rond 345 miljoen Euro. Daarnaast importeert de platvisindustrie op beperkt schaal, op de Noordzee en aangrenzende visgronden gevangen, rond- en platvis uit omliggende landen. De binnenlandse groothandel voert een assortiment dat veel breder is dan verse vis uit de Noordzee, denk aan gezouten haring, verwerkte producten op basis van geïmporteerde diepvriesvis en kweekvis.

De verkoopwaarde van verwerkte producten op basis van verse vis lag in 2002 in de orde van 650 miljoen Euro. Hiermee is een inkomen (netto toegevoegde waarde) gemoeid in de orde van 140 miljoen Euro dat grotendeels bestaat uit loonkosten. De sector exporteert naar een groot aantal landen maar de belangrijkste markten zijn Italië, Duitsland, België, UK, Frankrijk en Nederland.

De huidige economische situatie van de Nederlandse visverwerkende industrie is zeer problematisch. Dit blijkt onder andere uit conjunctuurmetingen die het LEI doet bij deze bedrijven. De derde-kwartaal resultaten van dit panel zijn gepresenteerd in het volgende diagram.

Resultaten LEI-panel in het derde kwartaal van 2003



Uit het diagram blijkt dat momenteel behalve de arbeidsmarkt alle signalen ongunstig staan. De sector heeft te maken met een slappe markt en achterblijvende omzetten, de grondstofvoorziening schiet te kort en is duur waardoor ook de winstgevendheid onder druk is komen te staan. De meeste bedrijven zien onder de omstandigheden van 2003 weinig perspectief voor hun sector. Het sombere beeld wordt bevestigd doordat in het afgelopen jaar 2 grotere bedrijven zijn gesloten.

De oorzaken liggen in het verlengde van de genoemde signalen. De beschikbare hoeveelheid verse vis (in Nederland en omliggende landen) blijft al jaren achter bij de ambities van de visverwerkende industrie. Aan afzetzijde ondervindt de sector de gevolgen van de economische terugval sinds de tweede helft van 2001. Dit heeft er ook toe geleid dat retailorganisaties, die een steeds groter marktaandeel verwerven in de distributie van vis, de druk op de handelsmarges sindsdien hebben verhoogd.

5.3 Analyse van de gevolgen van ingrijpend mindere aanvoer op korte termijn

Bij de berekeningen is er vanuit gegaan dat herstelplannen voor schol en kabeljauw onvermijdelijk gepaard zullen gaan met overeenkomstig lagere aanvoer van alle andere soorten op Nederlandse afslagen. Scenario's zijn globaal doorgerekend op basis van:

- Het percentage reductie van de aanvoer op Nederlandse afslagen.
- De mate waarin hogere afslagprijzen kunnen worden doorberekend aan schakels verderop in de afzetketen¹.
- De mate waarin verminderde activiteit bij visverwerkers gepaard gaat met reductie van verwerkingscapaciteit².

Cijfers van de beschikbare aanvoer zijn ontleend aan de aanvoer door Nederlandse en buitenlandse schepen via Nederlandse afslagen in 2002. Op de totale aanvoer is de aanvoer van garnalen in mindering gebracht. Aanvoer en aanvoerwaarde van vis zijn verhoogd met 15% voor over de weg ingevoerde grondstof uit buurlanden. Verondersteld is dat bij minder aanvoer in Nederland ook de invoer over de weg zal afnemen omdat ook buitenlandse vloten hun inzet zullen moeten beperken. Dit geldt met name voor schol, kabeljauw en tong die het meest worden ingevoerd

Om de invloed van verminderde aanvoer op de visverwerkende industrie te kunnen berekenen, zijn de opbrengsten en kosten van de sector geraamd op basis van een kostenstructuur die is ontleend aan het CBS (Statistiek van de Industrie). Deze statistiek beschrijft de kostenstructuur van verwerkers van vis, schaal- en schelpdieren met meer dan 20 werknemers. Gegevens van de werkgelegenheid zijn ook ontleend aan deze statistiek van CBS. Bij de berekeningen is

¹ het standaardscenario gaat uit van volledige compensatie, om het effect te demonstreren is ook een voorbeeld berekend zonder compensatie

² twee varianten zijn doorgerekend: geen reductie en 25% reductie

er van uitgegaan dat de kosten van overtalig geworden arbeidskrachten niet ten laste blijven van de betrokken ondernemingen. In dit opzicht is er een verschil met de kottervloot. Minder activiteit komt direct tot uiting in verlies van arbeidsplaatsen.

Gerekende is met een prijsflexibiliteit van de aanvoer van $-0,25$. Dit betekent dat 10% minder aanvoer wordt gecompenseerd door 2,5% prijsstijging. Dit is wat hoger dan de $-0,2$ die voor primaire markten voor vis meestal wordt gehanteerd omdat de prijsflexibiliteit van tong en vergelijkbare soorten relatief hoog is.

5.4 Resultaten op korte termijn

Het effect van lagere visserij-inspanning en minder aanvoer op Nederlands afslagen is berekend bij een aantal reductiepercentages. Er is van af gezien de berekeningen te maken voor elk van de scenario's die voor de vloot zijn berekend. Deze scenario's veronderstellen verandering van de samenstelling van de aanvoer naar soort. De beschikbare basisdata van de visverwerking zijn te weinig gedetailleerd om berekeningen per soort te kunnen maken.

De resultaten zijn samengevat in de volgende tabel. Details van de veranderingen in de opbrengsten en kosten staan voor een aantal scenario's vermeld in de tabellen in bijlage III.

Verwachte effecten van oplopende aanvoerreducties voor de Nederlandse visverwerkende industrie.

| Geen aanpassing van de verwerkingscapaciteit | | | | | | | | | |
|--|------|---|------|------|------|------|-----|-----|-----|
| Indicator | | Reductie percentage aanvoer op Nederlandse afslagen | | | | | | | |
| | 2002 | 20% | 30% | 40% | 50% | 60% | 70% | 80% | 90% |
| Hoevh.beschikb.vis | 128 | 102 | 89 | 77 | 64 | 51 | 38 | 26 | 13 |
| Inkoopwaarde | 396 | 335 | 303 | 270 | 236 | 199 | 161 | 119 | 71 |
| Verkoopwaarde | 653 | 540 | 483 | 424 | 364 | 302 | 237 | 170 | 96 |
| Bruto toegev.waarde | 141 | 77 | 61 | 44 | 28 | 11 | -5 | -22 | -38 |
| Nettoresultaat | 17 | -28 | -34 | -42 | -49 | -56 | -63 | -70 | -77 |
| Werkgelegenheid | 3231 | 2585 | 2262 | 1939 | 1616 | 1292 | 969 | 646 | 323 |

| Aanpassing verwerkingscapaciteit met 25% | | | | | | | | | |
|--|------|---|------|------|------|------|-----|-----|-----|
| Indicator | | Reductie percentage aanvoer op Nederlandse afslagen | | | | | | | |
| | 2002 | 20% | 30% | 40% | 50% | 60% | 70% | 80% | 90% |
| Hoevh.beschikb.vis | 128 | 102 | 89 | 77 | 64 | 51 | 38 | 26 | 13 |
| Inkoopwaarde | 396 | 335 | 303 | 270 | 236 | 199 | 161 | 119 | 71 |
| Verkoopwaarde | 653 | 540 | 483 | 424 | 364 | 302 | 237 | 170 | 96 |
| Bruto toegev.waarde | 141 | 91 | 75 | 58 | 41 | 25 | 8 | -8 | -25 |
| Nettoresultaat | 17 | -7 | -14 | -21 | -28 | -35 | -42 | -49 | -56 |
| Werkgelegenheid | 3231 | 2585 | 2262 | 1939 | 1616 | 1292 | 969 | 646 | 323 |

De belangrijkste aannames zijn:

Als de aanvoer op afslagen met 10% zou dalen gaat de inkoopprijs met 2,5% omhoog.

In het standaard scenario is verondersteld dat verwerkers de hogere inkoopprijs volledig kunnen doorberekenen.

De invoer van verse vis daalt proportioneel met de aanvoer op Nederlandse afslagen.

De kosten van overtalig geworden arbeidskrachten blijven niet ten laste van verwerkingsbedrijven.

Verlaging van de visaanvoer met 20% in vergelijking met 2002, zou resulteren in inkomensverlies(bruto toegevoegde waarde) in de orde van 65 miljoen Euro en zou ten koste gaan van 650 arbeidsplaatsen in de visverwerkende industrie. Het inkomensverlies is het gevolg van de lagere inzet van arbeid en verliezen die zullen worden geleden door de bedrijven. De grondstof zou naar schatting 6 % duurder worden. Als de visverwerkende industrie er in zou slagen deze prijsstijging door te berekenen zou de omzet toch rond 115 miljoen € (17%) dalen. De verkoopprijs zou dan 3% moeten stijgen. Het inkomensverlies zou kunnen oplopen tot 80 miljoen Euro als de hogere prijzen helemaal niet zouden kunnen worden doorberekend.

Verlaging van de visaanvoer met 40% zou resulteren in inkomensverlies in de orde van 100 miljoen Euro en ten koste gaan van 1.300 arbeidsplaatsen in de visverwerkende industrie. Het inkomensverlies is het gevolg van de lagere inzet

van arbeid en verliezen die zullen worden geleden door de bedrijven. De grondstof zou naar schatting bijna 15 % duurder worden. Als de visverwerkende industrie er in zou slagen deze prijsstijging door te berekenen zou de omzet toch rond 230 miljoen € (35%) dalen. De verkoopprijs zou dan met 8% moeten stijgen. Het inkomensverlies zou kunnen oplopen tot 130 miljoen Euro als de hogere prijzen volledig niet zouden kunnen worden doorberekend. Sanering van de visverwerkende sector met bijvoorbeeld 25% zou de verliezen op jaarbasis met ca 15 mln kunnen beperken, hetgeen uiteraard vooral ten goede zou komen aan eigenaren van blijvende bedrijven.

Verlaging van de visaanvoer met 80% zou de platvisindustrie vrijwel helemaal stilleggen. Deze maatregel zou resulteren in een inkomensderving in de orde van 165 miljoen Euro. Zonder vergaande sanering zouden de verliezen zo hoog oplopen dat de bruto toegevoegde waarde negatief zou worden. Een dergelijke beperking zou leiden tot een verlies van ca 2.500 arbeidsplaatsen in de visverwerkende industrie. De grondstof zal naar schatting meer dan 50 % duurder worden. Als de visverwerkende industrie er in zou slagen deze prijsstijging door te berekenen, dan zou de verkoopprijs met meer dan 30% omhoog gaan. Verse vis zou alleen nog beschikbaar zijn voor exclusieve marktsegmenten.

In *scenario 1* dat voor de vloot is doorberekend wordt verondersteld dat de volledige vangst inclusief alle niet marktwaarde bijvangst wordt aangevoerd. In het verleden heeft de aanvoer van ondermaatse vis prijsverstorend gewerkt omdat bij de betrokken partijen het vertrouwen in waterdichte scheiding van marktwaardige en niet marktwaardige vis ontbrak.

5.5 Structurele gevolgen

Het is evident dat een reductie van de aanvoer van vis met 40% of meer gedurende een aantal jaren, vergaande gevolgen zou hebben voor het perspectief van de viscluster in Nederland. De meeste rond- en platvis wordt momenteel verwerkt in gespecialiseerde, kapitaalintensieve bedrijven die functioneren binnen omvangrijke netwerken van toeleveranciers en klanten. Verregaande en langdurige verlaging van de aanvoer van vis zou het functioneren van dit netwerk ondermijnen. Het is niet vanzelfsprekend dat dit systeem na gedeeltelijke inactiviteit weer op afroep kan worden opgeschaald zodra visbestanden zich hebben hersteld.

De plat- en rondvisindustrie is in hoge mate aangewezen op aanvoer van verse vis uit de Noordzee. Vervangende grondstof is er in feite niet. Nu al wordt een belangrijk deel van de (platvis) quota van buurlanden in Nederland verwerkt doordat omgevlagde schepen overwegend in Nederland aanvoeren. Bovendien zullen ook de vloten in andere EU-landen hun visserij-inspanning op de Noordzee moeten verlagen. Invoer van substituten van verder weg vindt op relatief beperkte schaal al plaats. Op korte termijn kan dit voor de Nederlandse industrie de aanvoer uit de Noordzee niet vervangen. Ook de binnenlandse groothandel zal de basis van haar grondstofvoorziening voor verse producten zien wegvallen.

De meeste rond- en platvis wordt momenteel verwerkt in kapitaalintensieve bedrijven die gebruik maken van geavanceerde technologie en gespecialiseerd personeel. Verschillende visverwerkers hebben in de jaren 90 geïnvesteerd in modernisering van hun bedrijfspanden en productielijnen. Dit was noodzakelijk om te kunnen voldoen aan de aangepaste Europese en nationale regelgeving op gebied van kwaliteitsbeheersing en aan de wensen van hun klanten. Juist de bedrijven die recent hebben geïnvesteerd zijn daarom niet in de financiële positie om een periode met gedeeltelijke stillegging te kunnen overbruggen.

Uit het LEI-panel bleek in afgelopen jaren dat het voor visverwerkers steeds lastiger wordt gekwalificeerd productiepersoneel aan te trekken, ook al is de situatie sinds 1991 verbeterd. Een langdurige stilligperiode in de visverwerking zou er ongetwijfeld toe leiden dat een deel van in visverwerking geschoold productiepersoneel zal wegvloeien naar andere sectoren. Het te voorzien dat het daarna zeer lastig zal zijn weer mensen aan te trekken. Ook in de sfeer van management en marketing zullen kennis en talent uit de sector verdwijnen omdat mensen het herstel van de visbestanden niet zullen afwachten.

Daarnaast beschikken de meeste bedrijven over uitgebreide netwerken van toeleveranciers en internationale klanten. Deze netwerken zullen snel uiteen vallen door een langdurige periode van inactiviteit. De concurrentiepositie van de Nederlandse (en overige West-Europese) visclusters zou uiteraard ernstig worden verzwakt ten opzichte van bijvoorbeeld Noorwegen, Zuid-Europese en derde landen.

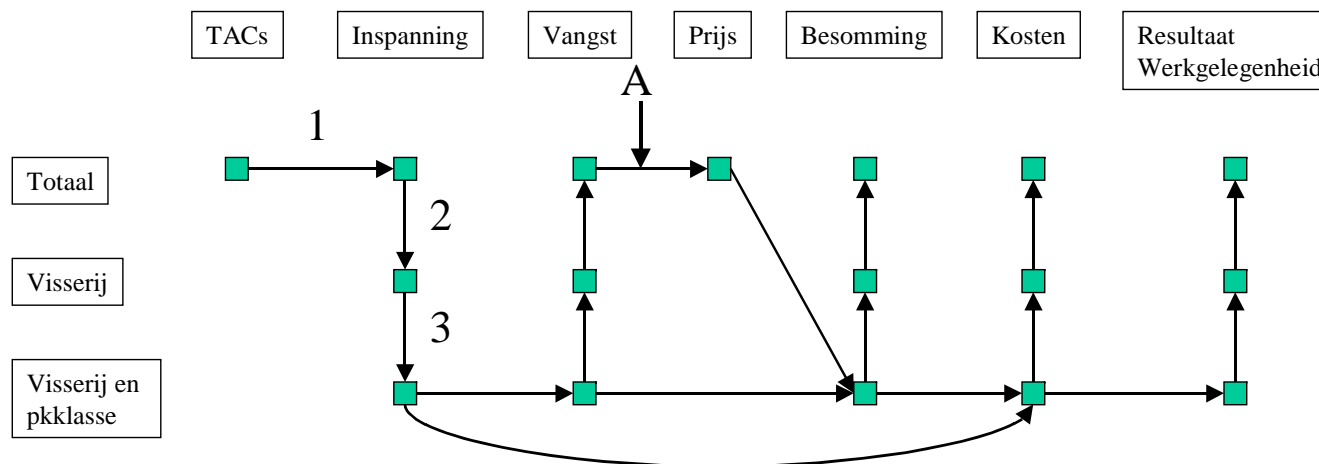
BIJLAGE I Rekenschema per kostenpost

Berekeningen voor alle scenario's

0,5 betekent voor 50% afhankelijk van bijvoorbeeld inzet en 50% vast

| Variabele | Direct afhankelijk van | | Prijzen |
|---------------------|------------------------|----------|---------|
| | Inzet | Vangst | |
| ZEEDAGEN | 1 | | |
| MANDAGEN | 1 | | |
| AANVOER: | | | |
| TONG | 1 | 1 | |
| SCHOL | 1 | 1 | |
| TARBOT/GRIET | 1 | 1 | |
| SCHAR | 1 | 1 | |
| KABELJAUW | 1 | 1 | |
| WYTING | 1 | 1 | |
| OVERIGE RONDVIS | 1 | 1 | |
| HARING/MAKREEL | 1 | 1 | |
| GARNALEN | 1 | 1 | |
| TOTAAL | | sommatie | |
| BESOMMING: | | | |
| TONG | 1 | 1 | 1 |
| SCHOL | 1 | 1 | 1 |
| TARBOT/GRIET | 1 | 1 | 1 |
| SCHAR | 1 | 1 | 1 |
| KABELJAUW | 1 | 1 | 1 |
| WYTING | 1 | 1 | 1 |
| OVERIGE RONDVIS | 1 | 1 | 1 |
| HARING/MAKREEL | 1 | 1 | 1 |
| GARNALEN | 1 | 1 | 1 |
| TOTAAL | | sommatie | |
| CONTINGENTEN | 1 | | |
| OVERIGE OPBRENGSTEN | 1 | | |
| OPBRENGSTEN | | sommatie | |
| LITERS OLIE | 1 | | |
| KOSTEN: | | | |
| GASOLIE | 1 | | |
| SMEEROLIE | 1 | | |
| DEKBEHOEFTE | 0,5 | | |
| NAVIGATIE | 0,5 | | |
| CASCO | 0,5 | | |
| MOTOR | 0,5 | | |
| VERZEKERING | | Constant | |
| VISTUIG | 1 | | |
| KSTN GARNALEN | | 1 | |
| IJS/KOELING | | 1 | |
| ZOUT | | 1 | |
| REISGELD | 1 | | |
| ALGEMEEN | 0,5 | | |
| OPVANGREG | | 1 | |
| AFSLAG | | 1 | |
| PVV | | 1 | |
| LOSSEN | | 1 | |
| VRACHTEN | | 1 | |
| FACTOR | | 1 | |
| PROVIAND | 1 | | |
| SOC.LASTEN | | 1 | |
| GRAAILOON | | 1 | |
| DEEL | | 1 | |
| AFSCHRIJVING | | Constant | |
| RENTE | | Constant | |
| TOT.KOSTEN | | Sommatie | |
| OVERSCHOT | | Sommatie | |

Model opzet economische effecten quota reducties



Variabele opties:

- TACs-> inspanning:
op basis van tong vangst, scholvangst of gewogen vangsten
- 2 Verdeling inspanning per visserij en pkklasse
proportioneel

A: externe variabelen: prijselasticiteit en gemiddeld gewicht (alleen voor tong)

BIJLAGE II Uitkomsten per scenario.

Scenario 1: Sluiting alle visserijen waarin kabeljauw gevangen wordt

Tabel II.1.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 86.0 | 97.0 | 40.7 | 18.3 | 0.0 | 0.0 | 2.4 | 3.6 | 0.0 |
| Mensjaren | 2.0 | 2.3 | 2.7 | 3.4 | 2.3 | 0.0 | 0.0 | 7.1 | 7.6 | 0.0 |
| Aanvoer (Ton) | 37801 | 33522 | 58906 | 30610 | 225947 | 0 | 0 | 0 | 155956 | 0 |
| Besomming | 132021 | 119179 | 220845 | 135351 | 76327 | 0 | 0 | 12459 | 47946 | 0 |
| Oliekosten | 14001 | 22190 | 26266 | 14339 | 7595 | 0 | 0 | 1387 | 4011 | 0 |
| Overige variabele kosten | 82076 | 70179 | 125898 | 91083 | 64894 | 66296 | 61789 | 65372 | 82057 | 83290 |
| Dekkingsbijdrage ¹ | 35944 | 26810 | 68682 | 29929 | 3838 | -66296 | -61789 | -54299 | -38122 | -83290 |
| Vaste kosten | 24720 | 31781 | 48476 | 62107 | 86735 | 171589 | 131442 | 152777 | 155389 | 187209 |
| Bruto overschot | 11224 | -4971 | 20206 | -32178 | -82896 | -237884 | -193231 | -207076 | -193511 | -270499 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28270 | -51234 | -40897 | -97573 | -169465 | -314394 | -416952 | -505760 | -442779 | -482236 |
| Deel volwassen opvarende | 24868 | 17408 | 29617 | 14817 | 10844 | 0 | 0 | 426 | 1810 | 0 |

Tabel II.1.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|--------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1265 | 3935 | 83 | 313 | 104 | 5699 | 97 | 58 | 2 | 1 | 0 | 9 |
| Mensjaren | 129 | 496 | 1 | 5 | 2 | 633 | 101 | 86 | 1 | 1 | 0 | 36 |
| Aanvoer (Ton) | 2234 | 8264 | 1369 | 5187 | 1717 | 18771 | 93 | 49 | 22 | 16 | 8 | 24 |
| Besomming | 7816 | 31914 | 421 | 1682 | 528 | 42360 | 96 | 55 | 3 | 2 | 1 | 17 |
| Oliekosten | 892 | 3716 | 35 | 133 | 44 | 4821 | 94 | 49 | 1 | 0 | 0 | 8 |
| Overige variabele kosten | 4829 | 18676 | 979 | 5126 | 4113 | 33724 | 97 | 58 | 12 | 11 | 13 | 28 |
| Dekkingsbijdrage ¹ | 2095 | 9521 | -594 | -3578 | -3629 | 3815 | 95 | 52 | -13 | -11 | -20 | 5 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 564 | 909 | -3032 | -14995 | -11733 | -28287 | 83 | 9 | -155 | -75 | -115 | -67 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1845 | -9182 | -5122 | -34790 | -23746 | -74685 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mensjaren | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Aanvoer (Ton) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Besomming | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Oliekosten | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Overige variabele kosten | 0 | 1014 | 252 | 4872 | 3584 | 9722 | 0 | 11 | 12 | 11 | 12 | 11 |
| Dekkingsbijdrage ¹ | 0 | -1014 | -252 | -4872 | -3584 | -9722 | 0 | -17 | -33 | -16 | -20 | -18 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | -3601 | -904 | -15784 | -11966 | -32254 | 0 | -104 | -793 | -83 | -120 | -99 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -6619 | -1195 | -35389 | -23916 | -67119 | | | | | | |

Scenario 2.1a: Sluiting gerichte kabeljauwvisserij; overige status-quo

Tabel II.2.1a.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 89.0 | 137.0 | 114.5 | 72.3 | 172.0 | 189.1 | 178.9 | 189.5 | 172.2 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.8 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 33522 | 86266 | 112255 | 283614 | 301762 | 361999 | 401898 | 514661 | 486323 |
| Besomming | 131981 | 118466 | 349812 | 333083 | 331346 | 1056871 | 1403235 | 1495689 | 1455085 | 1593904 |
| Oliekosten | 14001 | 23073 | 41579 | 47566 | 33385 | 227902 | 352710 | 330512 | 385670 | 384570 |
| Overige variabele kosten | 82056 | 68463 | 191640 | 189201 | 191079 | 581089 | 614871 | 668239 | 621462 | 747216 |
| Dekkingsbijdrage ¹ | 35924 | 26930 | 116593 | 96316 | 106882 | 247881 | 435654 | 496938 | 447952 | 462118 |
| Vaste kosten | 24720 | 31832 | 49387 | 62942 | 90258 | 173825 | 133980 | 155967 | 158099 | 189886 |
| Bruto overschot | 11203 | -4902 | 67207 | 33374 | 16624 | 74055 | 301674 | 340971 | 289853 | 272232 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -51166 | 6104 | -32021 | -69944 | -2455 | 77953 | 42286 | 40585 | 60494 |
| Deel volwassen opvarende | 24860 | 17124 | 38912 | 32021 | 24187 | 58557 | 56414 | 66088 | 53547 | 64076 |

Tabel II.2.1a.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1269 | 6328 | 2007 | 28939 | 26415 | 64958 | 97 | 94 | 58 | 100 | 100 | 97 |
| Mensjaren | 129 | 576 | 113 | 552 | 369 | 1739 | 100 | 100 | 94 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2234 | 15146 | 3748 | 34848 | 22301 | 78278 | 93 | 90 | 59 | 106 | 107 | 99 |
| Besomming | 7809 | 55906 | 9888 | 114568 | 75908 | 264079 | 96 | 97 | 65 | 110 | 110 | 104 |
| Oliekosten | 898 | 7005 | 1452 | 27284 | 19673 | 56312 | 95 | 93 | 59 | 100 | 100 | 97 |
| Overige variabele kosten | 4817 | 30930 | 5717 | 50350 | 34052 | 125866 | 96 | 97 | 69 | 111 | 110 | 103 |
| Dekkingsbijdrage ¹ | 2094 | 17971 | 2719 | 36935 | 22183 | 81901 | 95 | 98 | 62 | 118 | 121 | 110 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 563 | 9359 | 281 | 25518 | 14079 | 49799 | 83 | 97 | 14 | 128 | 138 | 117 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1845 | -732 | -1809 | 5723 | 2066 | 3402 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1816 | 888 | 28626 | 26311 | 57642 | 0 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 0 | 205 | 24 | 547 | 368 | 1144 | 0 | 113 | 101 | 100 | 100 | 102 |
| Aanvoer (Ton) | 0 | 5592 | 1147 | 29662 | 20584 | 56984 | 0 | 106 | 106 | 107 | 107 | 107 |
| Besomming | 0 | 20463 | 4016 | 112887 | 75380 | 212746 | 0 | 111 | 110 | 110 | 110 | 110 |
| Oliekosten | 0 | 2767 | 866 | 27150 | 19629 | 50412 | 0 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 0 | 10628 | 2217 | 50096 | 33523 | 96464 | 0 | 111 | 109 | 111 | 110 | 110 |
| Dekkingsbijdrage ¹ | 0 | 7068 | 933 | 35640 | 22228 | 65870 | 0 | 117 | 122 | 119 | 121 | 119 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 4482 | 281 | 24728 | 13846 | 43338 | 0 | 129 | 247 | 129 | 139 | 133 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 1463 | -9 | 5124 | 1896 | 8473 | | | | | | |

Scenario 2.1b: Sluiting gerichte kabeljauwvisserij; Boomkorinspanning 80%

Tabel II.2.1b.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 89.0 | 132.2 | 100.1 | 72.3 | 137.6 | 151.3 | 143.6 | 152.3 | 137.7 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 33522 | 83378 | 97014 | 283614 | 248847 | 299679 | 331364 | 452980 | 399759 |
| Besomming | 131982 | 118750 | 340311 | 302717 | 340338 | 913563 | 1215979 | 1298337 | 1269476 | 1377180 |
| Oliekosten | 14001 | 23073 | 39400 | 40944 | 33385 | 182322 | 282168 | 264687 | 309338 | 307656 |
| Overige variabele kosten | 82056 | 68597 | 187550 | 174302 | 195035 | 511818 | 544838 | 591231 | 553658 | 658650 |
| Dekkingsbijdrage ¹ | 35924 | 27080 | 113360 | 87471 | 111919 | 219424 | 388973 | 442419 | 406480 | 410875 |
| Vaste kosten | 24720 | 31832 | 49443 | 63142 | 90258 | 174387 | 134618 | 156769 | 158780 | 190559 |
| Bruto overschot | 11204 | -4752 | 63917 | 24330 | 21661 | 45036 | 254355 | 285650 | 247699 | 220315 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -51016 | 2814 | -41066 | -64908 | -31474 | 30634 | -13034 | -1569 | 8578 |
| Deel volwassen opvarende | 24860 | 17176 | 38348 | 29580 | 24895 | 51634 | 50126 | 58572 | 48012 | 56666 |

Tabel II.2.1b.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1269 | 5964 | 1830 | 23214 | 21153 | 53430 | 97 | 88 | 53 | 80 | 80 | 80 |
| Mensjaren | 129 | 571 | 113 | 552 | 368 | 1733 | 100 | 99 | 94 | 100 | 100 | 99 |
| Aanvoer (Ton) | 2234 | 14120 | 3547 | 29704 | 18712 | 68317 | 93 | 84 | 56 | 91 | 89 | 86 |
| Besomming | 7811 | 53425 | 9536 | 99520 | 65854 | 236147 | 96 | 92 | 63 | 96 | 96 | 93 |
| Oliekosten | 898 | 6452 | 1279 | 21854 | 15747 | 46230 | 95 | 86 | 52 | 80 | 80 | 80 |
| Overige variabele kosten | 4818 | 29796 | 5540 | 44687 | 30254 | 115094 | 96 | 93 | 67 | 98 | 98 | 94 |
| Dekkingsbijdrage ¹ | 2095 | 17178 | 2716 | 32979 | 19853 | 74822 | 95 | 94 | 62 | 105 | 108 | 100 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 564 | 8567 | 278 | 21562 | 11749 | 42720 | 83 | 89 | 14 | 108 | 115 | 101 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1844 | -1524 | -1812 | 1767 | -264 | -3677 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1453 | 710 | 22901 | 21049 | 46113 | 0 | 80 | 80 | 80 | 80 | 80 |
| Mensjaren | 0 | 180 | 24 | 547 | 366 | 1117 | 0 | 100 | 101 | 100 | 100 | 100 |
| Aanvoer (Ton) | 0 | 4567 | 946 | 24518 | 16994 | 47024 | 0 | 87 | 88 | 89 | 89 | 89 |
| Besomming | 0 | 17749 | 3472 | 97839 | 65326 | 184386 | 0 | 96 | 95 | 96 | 96 | 96 |
| Oliekosten | 0 | 2214 | 693 | 21720 | 15703 | 40330 | 0 | 80 | 80 | 80 | 80 | 80 |
| Overige variabele kosten | 0 | 9379 | 1956 | 44434 | 29725 | 85493 | 0 | 98 | 96 | 98 | 98 | 98 |
| Dekkingsbijdrage ¹ | 0 | 6157 | 823 | 31685 | 19898 | 58563 | 0 | 102 | 107 | 106 | 108 | 106 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 3570 | 171 | 20773 | 11517 | 36031 | 0 | 103 | 150 | 109 | 115 | 110 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 552 | -120 | 1168 | -433 | 1167 | | | | | | |

Scenario 2.1c: Sluiting gerichte kabeljauwvisserij; Boomkorinspanning 60%

Tabel II.2.1c.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 89.0 | 127.4 | 85.6 | 72.3 | 103.2 | 113.5 | 108.3 | 115.1 | 103.3 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 33522 | 80320 | 81285 | 283614 | 192597 | 232840 | 256415 | 386787 | 308396 |
| Besomming | 131983 | 119114 | 329886 | 268579 | 351876 | 751616 | 1003643 | 1074615 | 1058339 | 1133020 |
| Oliekosten | 14001 | 23073 | 37221 | 34322 | 33385 | 136741 | 211626 | 198862 | 233006 | 230742 |
| Overige variabele kosten | 82057 | 68769 | 183098 | 157570 | 200111 | 433431 | 464087 | 502875 | 475299 | 558352 |
| Dekkingsbijdrage ¹ | 35925 | 27272 | 109567 | 76687 | 118380 | 181444 | 327931 | 372879 | 350034 | 343927 |
| Vaste kosten | 24720 | 31832 | 49504 | 63355 | 90258 | 174988 | 135299 | 157626 | 159508 | 191278 |
| Bruto overschot | 11205 | -4561 | 60063 | 13332 | 28122 | 6456 | 192632 | 215253 | 190526 | 152649 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28289 | -50824 | -1039 | -52064 | -58446 | -70054 | -31089 | -83431 | -58742 | -59088 |
| Deel volwassen opvarende | 24860 | 17242 | 37699 | 26752 | 25804 | 43399 | 42496 | 49556 | 41193 | 47803 |

Tabel II.2.1c.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1269 | 5601 | 1652 | 17489 | 15890 | 41901 | 97 | 83 | 48 | 60 | 60 | 63 |
| Mensjaren | 129 | 566 | 113 | 551 | 366 | 1724 | 100 | 98 | 94 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2234 | 13053 | 3333 | 24207 | 14885 | 57713 | 93 | 77 | 52 | 74 | 71 | 73 |
| Besomming | 7814 | 50667 | 9167 | 82459 | 54458 | 204564 | 96 | 88 | 61 | 79 | 79 | 80 |
| Oliekosten | 898 | 5898 | 1106 | 16424 | 11821 | 36147 | 95 | 78 | 45 | 60 | 60 | 62 |
| Overige variabele kosten | 4819 | 28537 | 5353 | 38166 | 25896 | 102770 | 97 | 89 | 65 | 84 | 84 | 84 |
| Dekkingsbijdrage ¹ | 2096 | 16232 | 2708 | 27870 | 16741 | 65646 | 95 | 89 | 62 | 89 | 91 | 88 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 566 | 7620 | 269 | 16452 | 8637 | 33544 | 83 | 79 | 14 | 83 | 85 | 79 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1843 | -2471 | -1821 | -3343 | -3376 | -12853 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1090 | 533 | 17176 | 15787 | 34585 | 0 | 60 | 60 | 60 | 60 | 60 |
| Mensjaren | 0 | 151 | 24 | 546 | 365 | 1085 | 0 | 84 | 101 | 100 | 99 | 97 |
| Aanvoer (Ton) | 0 | 3500 | 732 | 19020 | 13168 | 36420 | 0 | 67 | 68 | 69 | 69 | 69 |
| Besomming | 0 | 14682 | 2856 | 80777 | 53930 | 152245 | 0 | 80 | 78 | 79 | 79 | 79 |
| Oliekosten | 0 | 1660 | 520 | 16290 | 11777 | 30247 | 0 | 60 | 60 | 60 | 60 | 60 |
| Overige variabele kosten | 0 | 7969 | 1660 | 37912 | 25367 | 72907 | 0 | 83 | 82 | 84 | 83 | 83 |
| Dekkingsbijdrage ¹ | 0 | 5053 | 677 | 26575 | 16786 | 49090 | 0 | 83 | 88 | 89 | 91 | 89 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 2466 | 25 | 15663 | 8404 | 26558 | 0 | 71 | 22 | 82 | 84 | 81 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -552 | -266 | -3942 | -3546 | -8306 | | | | | | |

Scenario 2.2a: Status-quo visserij

Tabel II.2.2a.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 139.0 | 140.8 | 151.7 | 172.0 | 189.1 | 178.9 | 189.5 | 172.2 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 88314 | 153116 | 409343 | 301762 | 361999 | 401898 | 514661 | 486323 |
| Besomming | 131980 | 169661 | 354291 | 404116 | 593713 | 1048017 | 1397386 | 1484549 | 1450112 | 1577825 |
| Oliekosten | 14001 | 30573 | 42296 | 57145 | 80255 | 227902 | 352710 | 330512 | 385670 | 384570 |
| Overige variabele kosten | 82056 | 94359 | 194033 | 226536 | 315846 | 576752 | 612375 | 663433 | 619410 | 740329 |
| Dekkingsbijdrage ¹ | 35923 | 44729 | 117961 | 120436 | 197613 | 243363 | 432301 | 490604 | 445033 | 452926 |
| Vaste kosten | 24720 | 32407 | 49464 | 64133 | 94656 | 173825 | 133980 | 155967 | 158099 | 189886 |
| Bruto overschot | 11203 | 12321 | 68497 | 56302 | 102957 | 69538 | 298322 | 334637 | 286934 | 263040 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -33942 | 7394 | -9093 | 16388 | -6972 | 74601 | 35952 | 37666 | 51303 |
| Deel volwassen opvarende | 24860 | 26057 | 39236 | 39897 | 43618 | 57934 | 56101 | 65456 | 53298 | 63225 |

Tabel II.2.2a.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6752 | 3454 | 28939 | 26415 | 66870 | 100 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 128 | 575 | 121 | 552 | 369 | 1746 | 100 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 17227 | 6436 | 34848 | 22301 | 83207 | 100 | 102 | 101 | 106 | 107 | 105 |
| Besomming | 8150 | 59635 | 15462 | 113959 | 75463 | 272669 | 100 | 103 | 102 | 109 | 109 | 107 |
| Oliekosten | 948 | 7521 | 2454 | 27284 | 19673 | 57880 | 100 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 4993 | 32957 | 8461 | 50089 | 33864 | 130364 | 100 | 103 | 102 | 110 | 109 | 107 |
| Dekkingsbijdrage ¹ | 2209 | 19156 | 4547 | 36587 | 21926 | 84425 | 100 | 105 | 103 | 117 | 120 | 113 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 678 | 10545 | 2109 | 25170 | 13821 | 52323 | 100 | 109 | 107 | 126 | 135 | 123 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1731 | 454 | 19 | 5375 | 1809 | 5925 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1816 | 888 | 28626 | 26311 | 57642 | 0 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 0 | 181 | 24 | 547 | 368 | 1120 | 0 | 100 | 101 | 100 | 100 | 100 |
| Aanvoer (Ton) | 0 | 5592 | 1147 | 29662 | 20584 | 56984 | 0 | 106 | 106 | 107 | 107 | 107 |
| Besomming | 0 | 20322 | 3982 | 112277 | 74935 | 211516 | 0 | 110 | 109 | 110 | 110 | 110 |
| Oliekosten | 0 | 2767 | 866 | 27150 | 19629 | 50412 | 0 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 0 | 10561 | 2200 | 49835 | 33335 | 95931 | 0 | 110 | 108 | 110 | 110 | 110 |
| Dekkingsbijdrage ¹ | 0 | 6993 | 916 | 35293 | 21971 | 65173 | 0 | 115 | 120 | 118 | 120 | 118 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 4407 | 264 | 24381 | 13589 | 42641 | 0 | 127 | 232 | 128 | 136 | 130 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 1388 | -26 | 4776 | 1639 | 7777 | | | | | | |

Scenario 2.2b: Kabeljauwvisserij toegestaan; Boomkorinspanning 80%

Tabel II.2.2b.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 134.2 | 126.3 | 151.7 | 137.6 | 151.3 | 143.6 | 152.3 | 137.7 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 85426 | 137875 | 409343 | 248847 | 299679 | 331364 | 452980 | 399759 |
| Besomming | 131981 | 170950 | 344673 | 375291 | 608133 | 905071 | 1210315 | 1287667 | 1264653 | 1361781 |
| Oliekosten | 14001 | 30573 | 40117 | 50523 | 80255 | 182322 | 282168 | 264687 | 309338 | 307656 |
| Overige variabele kosten | 82056 | 94984 | 189887 | 212429 | 322391 | 507658 | 542420 | 586628 | 551667 | 652054 |
| Dekkingsbijdrage ¹ | 35924 | 45393 | 114669 | 112339 | 205488 | 215091 | 385727 | 436352 | 403648 | 402071 |
| Vaste kosten | 24720 | 32407 | 49521 | 64333 | 94656 | 174387 | 134618 | 156769 | 158780 | 190559 |
| Bruto overschot | 11203 | 12986 | 65148 | 48006 | 110832 | 40703 | 251109 | 279583 | 244868 | 211512 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -33277 | 4045 | -17389 | 24263 | -35807 | 27389 | -19101 | -4400 | -225 |
| Deel volwassen opvarende | 24860 | 26304 | 38652 | 37671 | 44812 | 51036 | 49823 | 57967 | 47771 | 55850 |

Tabel II.2.2b.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6388 | 3277 | 23214 | 21153 | 55341 | 100 | 95 | 95 | 80 | 80 | 83 |
| Mensjaren | 128 | 571 | 121 | 552 | 368 | 1740 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16202 | 6235 | 29704 | 18712 | 73247 | 100 | 96 | 98 | 91 | 89 | 92 |
| Besomming | 8158 | 57210 | 15227 | 98934 | 65426 | 244955 | 100 | 99 | 101 | 95 | 95 | 96 |
| Oliekosten | 948 | 6968 | 2281 | 21854 | 15747 | 47798 | 100 | 93 | 93 | 80 | 80 | 83 |
| Overige variabele kosten | 4997 | 31852 | 8340 | 44436 | 30073 | 119698 | 100 | 99 | 101 | 98 | 97 | 98 |
| Dekkingsbijdrage ¹ | 2213 | 18391 | 4606 | 32644 | 19606 | 77460 | 100 | 101 | 105 | 104 | 107 | 104 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 682 | 9779 | 2168 | 21227 | 11502 | 45358 | 101 | 101 | 110 | 107 | 113 | 107 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1726 | -312 | 78 | 1432 | -511 | -1040 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1453 | 710 | 22901 | 21049 | 46113 | 0 | 80 | 80 | 80 | 80 | 80 |
| Mensjaren | 0 | 156 | 24 | 547 | 366 | 1093 | 0 | 86 | 101 | 100 | 100 | 98 |
| Aanvoer (Ton) | 0 | 4567 | 946 | 24518 | 16994 | 47024 | 0 | 87 | 88 | 89 | 89 | 89 |
| Besomming | 0 | 17612 | 3439 | 97252 | 64898 | 183201 | 0 | 95 | 94 | 95 | 95 | 95 |
| Oliekosten | 0 | 2214 | 693 | 21720 | 15703 | 40330 | 0 | 80 | 80 | 80 | 80 | 80 |
| Overige variabele kosten | 0 | 9314 | 1940 | 44182 | 29544 | 84979 | 0 | 97 | 95 | 98 | 97 | 97 |
| Dekkingsbijdrage ¹ | 0 | 6085 | 807 | 31350 | 19651 | 57892 | 0 | 100 | 105 | 104 | 107 | 105 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 3498 | 155 | 20438 | 11269 | 35360 | 0 | 101 | 136 | 107 | 113 | 108 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 479 | -136 | 833 | -681 | 496 | | | | | | |

Scenario 2.2c: Kabeljauwvisserij toegestaan; Boomkorinspanning 60%

Tabel II.2.2c.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 129.4 | 111.8 | 151.7 | 103.2 | 113.5 | 108.3 | 115.1 | 103.3 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.6 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 82369 | 122146 | 409343 | 192597 | 232840 | 256415 | 386787 | 308396 |
| Besomming | 131982 | 172411 | 334041 | 342975 | 625807 | 743689 | 998280 | 1064672 | 1053760 | 1118678 |
| Oliekosten | 14001 | 30573 | 37938 | 43902 | 80255 | 136741 | 211626 | 198862 | 233006 | 230742 |
| Overige variabele kosten | 82057 | 95691 | 185332 | 196635 | 330401 | 429548 | 461798 | 498585 | 473408 | 552209 |
| Dekkingsbijdrage ¹ | 35924 | 46147 | 110770 | 102439 | 215152 | 177399 | 324857 | 367225 | 347345 | 335728 |
| Vaste kosten | 24720 | 32407 | 49582 | 64547 | 94656 | 174988 | 135299 | 157626 | 159508 | 191278 |
| Bruto overschot | 11204 | 13740 | 61189 | 37893 | 120495 | 2412 | 189558 | 209600 | 187837 | 144450 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32523 | 86 | -27503 | 33927 | -74098 | -34163 | -89085 | -61431 | -67287 |
| Deel volwassen opvarende | 24860 | 26583 | 37970 | 35089 | 46272 | 42842 | 42210 | 48993 | 40964 | 47043 |

Tabel II.2.2b.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6025 | 3099 | 17489 | 15890 | 43813 | 100 | 89 | 90 | 60 | 60 | 66 |
| Mensjaren | 128 | 565 | 121 | 551 | 366 | 1732 | 100 | 98 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 15135 | 6021 | 24207 | 14885 | 62642 | 100 | 90 | 95 | 74 | 71 | 79 |
| Besomming | 8168 | 54509 | 14992 | 81907 | 54056 | 213633 | 100 | 94 | 99 | 79 | 78 | 84 |
| Oliekosten | 948 | 6414 | 2108 | 16424 | 11821 | 37715 | 100 | 85 | 86 | 60 | 60 | 65 |
| Overige variabele kosten | 5002 | 30624 | 8217 | 37929 | 25726 | 107498 | 100 | 96 | 99 | 83 | 83 | 88 |
| Dekkingsbijdrage ¹ | 2218 | 17472 | 4667 | 27555 | 16509 | 68420 | 100 | 96 | 106 | 88 | 90 | 92 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 687 | 8860 | 2229 | 16138 | 8405 | 36318 | 101 | 92 | 114 | 81 | 82 | 86 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1721 | -1231 | 139 | -3657 | -3608 | -10079 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1090 | 533 | 17176 | 15787 | 34585 | 0 | 60 | 60 | 60 | 60 | 60 |
| Mensjaren | 0 | 128 | 24 | 546 | 365 | 1062 | 0 | 70 | 101 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3500 | 732 | 19020 | 13168 | 36420 | 0 | 67 | 68 | 69 | 69 | 69 |
| Besomming | 0 | 14552 | 2826 | 80226 | 53528 | 151132 | 0 | 79 | 77 | 78 | 78 | 78 |
| Oliekosten | 0 | 1660 | 520 | 16290 | 11777 | 30247 | 0 | 60 | 60 | 60 | 60 | 60 |
| Overige variabele kosten | 0 | 7907 | 1645 | 37675 | 25197 | 72425 | 0 | 82 | 81 | 83 | 83 | 83 |
| Dekkingsbijdrage ¹ | 0 | 4985 | 661 | 26260 | 16554 | 48460 | 0 | 82 | 86 | 87 | 90 | 88 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 2398 | 9 | 15348 | 8172 | 25928 | 0 | 69 | 8 | 80 | 82 | 79 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -621 | -282 | -4256 | -3778 | -8937 | | | | | | |

Scenario 2.2c1: Boomkorinspanning 60%; *BREAK-EVEN*VLOOT

Tabel II.2.2c1.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 136,6 | 118,0 | 159,0 | 110,7 | 137,3 | 131,0 | 139,5 | 125,2 |
| Mensjaren | 2,0 | 2,2 | 3,4 | 3,8 | 4,7 | 6,3 | 8,2 | 7,8 | 8,4 | 8,3 |
| Aanvoer (Ton) | 37801 | 57578 | 86955 | 128947 | 429053 | 201870 | 281732 | 310258 | 468670 | 373684 |
| Besomming | 131982 | 172411 | 352641 | 362073 | 655993 | 779497 | 1207901 | 1288233 | 1276857 | 1355501 |
| Oliekosten | 14001 | 30573 | 40051 | 46346 | 84119 | 143325 | 256063 | 240619 | 282333 | 279590 |
| Overige variabele kosten | 82057 | 95691 | 195652 | 207583 | 346329 | 450230 | 558767 | 603279 | 573634 | 669111 |
| Dekkingsbijdrage ¹ | 35924 | 46147 | 116938 | 108143 | 225544 | 185941 | 393071 | 444336 | 420890 | 406801 |
| Vaste kosten | 24720 | 32407 | 49582 | 64547 | 94656 | 174988 | 135299 | 157626 | 159508 | 191278 |
| Bruto overschot | 11204 | 13740 | 67357 | 43596 | 130889 | 10953 | 257772 | 286710 | 261382 | 215523 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32523 | 6254 | -21799 | 44320 | -65557 | 34051 | -11974 | 12114 | 3786 |
| Deel volwassen opvarende | 24860 | 26583 | 40084 | 37043 | 48505 | 44712 | 51073 | 59281 | 49636 | 57002 |

Tabel II.2.2c1.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| Te saneren schepen | 0,0 | 9,0 | 1,2 | 14,4 | 9,4 | 34,0 | | | | | | |
| PK-dagen (1000) | 1310 | 6025 | 3099 | 17489 | 15890 | 43813 | 100 | 89 | 90 | 60 | 60 | 66 |
| Mensjaren | 128 | 565 | 120 | 551 | 366 | 1731 | 100 | 98 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 15135 | 6021 | 24207 | 14885 | 62642 | 100 | 90 | 95 | 74 | 71 | 79 |
| Besomming | 8168 | 54509 | 14992 | 81907 | 54056 | 213633 | 100 | 94 | 99 | 79 | 78 | 84 |
| Oliekosten | 948 | 6414 | 2108 | 16424 | 11821 | 37715 | 100 | 85 | 86 | 60 | 60 | 65 |
| Overige variabele kosten | 5002 | 30624 | 8163 | 38304 | 25405 | 107498 | 100 | 96 | 99 | 83 | 83 | 88 |
| Dekkingsbijdrage ¹ | 2218 | 17472 | 4721 | 27180 | 16829 | 68420 | 100 | 96 | 106 | 88 | 90 | 92 |
| Vaste kosten | 1531 | 8158 | 2378 | 9126 | 6953 | 28145 | 100 | 95 | 95 | 83 | 83 | 88 |
| Bruto overschot | 687 | 9314 | 2343 | 18054 | 9876 | 40275 | 101 | 97 | 119 | 91 | 97 | 95 |
| Afschr./rente | 2409 | 9561 | 2039 | 16352 | 9914 | 40275 | 100 | 95 | 98 | 83 | 83 | 87 |
| Netto resultaat | -1721 | -247 | 304 | 1702 | -38 | 0 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1090 | 533 | 17176 | 15787 | 34585 | 0 | 60 | 60 | 60 | 60 | 60 |
| Mensjaren | 0 | 128 | 23 | 546 | 365 | 1061 | 0 | 70 | 99 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3500 | 732 | 19020 | 13168 | 36420 | 0 | 67 | 68 | 69 | 69 | 69 |
| Besomming | 0 | 14552 | 2826 | 80226 | 53528 | 151132 | 0 | 79 | 77 | 78 | 78 | 78 |
| Oliekosten | 0 | 1660 | 520 | 16290 | 11777 | 30247 | 0 | 60 | 60 | 60 | 60 | 60 |
| Overige variabele kosten | 0 | 7907 | 1645 | 37675 | 25197 | 72425 | 0 | 82 | 81 | 83 | 83 | 83 |
| Dekkingsbijdrage ¹ | 0 | 4985 | 661 | 26260 | 16554 | 48460 | 0 | 82 | 86 | 87 | 90 | 88 |
| Vaste kosten | 0 | 2132 | 538 | 8996 | 6910 | 18575 | 0 | 82 | 82 | 82 | 82 | 82 |
| Bruto overschot | 0 | 2852 | 124 | 17265 | 9644 | 29885 | 0 | 82 | 108 | 90 | 97 | 91 |
| Afschr./rente | 0 | 2489 | 240 | 16162 | 9851 | 28742 | 0 | 82 | 82 | 82 | 82 | 82 |
| Netto resultaat | 0 | 364 | -116 | 1103 | -207 | 1143 | | | | | | |

Scenario 2.2c2: Vermindering boomkorinspanning tot 60% volledig door sanering vloot

Tabel II.2.2c2.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 147,1 | 127,0 | 169,4 | 118,0 | 187,7 | 179,1 | 191,2 | 171,6 |
| Mensjaren | 2,0 | 2,2 | 3,6 | 4,1 | 5,1 | 6,7 | 11,1 | 10,6 | 11,5 | 11,4 |
| Aanvoer (Ton) | 37801 | 57578 | 93616 | 138824 | 457180 | 215104 | 385041 | 424028 | 642455 | 512247 |
| Besomming | 131982 | 172411 | 379652 | 389806 | 698997 | 830598 | 1650831 | 1760621 | 1750322 | 1858128 |
| Oliekosten | 14001 | 30573 | 43119 | 49896 | 89633 | 152721 | 349960 | 328853 | 387024 | 383263 |
| Overige variabele kosten | 82057 | 95691 | 210638 | 223484 | 369033 | 479746 | 763663 | 824497 | 786340 | 917220 |
| Dekkingsbijdrage ¹ | 35924 | 46147 | 125895 | 116427 | 240330 | 198131 | 537208 | 607271 | 576958 | 557644 |
| Vaste kosten | 24720 | 32407 | 49582 | 64547 | 94656 | 174988 | 135299 | 157626 | 159508 | 191278 |
| Bruto overschot | 11204 | 13740 | 76314 | 51880 | 145675 | 23143 | 401909 | 449645 | 417450 | 366367 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32523 | 15211 | -13515 | 59106 | -53367 | 178188 | 150961 | 168182 | 154630 |
| Deel volwassen opvarende | 24860 | 26583 | 43154 | 39880 | 51684 | 47644 | 69801 | 81019 | 68042 | 78138 |

Tabel II.2.2c2.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| Te saneren schepen | 0,0 | 20,5 | 2,8 | 32,8 | 21,5 | 77,6 | | | | | | |
| PK-dagen (1000) | 1310 | 6025 | 3099 | 17489 | 15890 | 43813 | 100 | 89 | 90 | 60 | 60 | 66 |
| Mensjaren | 128 | 565 | 120 | 551 | 366 | 1731 | 100 | 98 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 15135 | 6021 | 24207 | 14885 | 62642 | 100 | 90 | 95 | 74 | 71 | 79 |
| Besomming | 8168 | 54509 | 14992 | 81907 | 54056 | 213633 | 100 | 94 | 99 | 79 | 78 | 84 |
| Oliekosten | 948 | 6414 | 2108 | 16424 | 11821 | 37715 | 100 | 85 | 86 | 60 | 60 | 65 |
| Overige variabele kosten | 5002 | 30624 | 8163 | 38304 | 25405 | 107498 | 100 | 96 | 99 | 83 | 83 | 88 |
| Dekkingsbijdrage ¹ | 2218 | 17472 | 4721 | 27180 | 16829 | 68420 | 100 | 96 | 106 | 88 | 90 | 92 |
| Vaste kosten | 1531 | 7577 | 2232 | 6677 | 5072 | 23089 | 100 | 88 | 90 | 60 | 60 | 72 |
| Bruto overschot | 687 | 9894 | 2489 | 20503 | 11757 | 45331 | 101 | 103 | 127 | 103 | 115 | 107 |
| Afschr./rente | 2409 | 8883 | 1974 | 11953 | 7233 | 32452 | 100 | 88 | 94 | 60 | 60 | 70 |
| Netto resultaat | -1721 | 1011 | 516 | 8549 | 4524 | 12879 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1090 | 533 | 17176 | 15787 | 34585 | 0 | 60 | 60 | 60 | 60 | 60 |
| Mensjaren | 0 | 128 | 23 | 546 | 365 | 1061 | 0 | 70 | 99 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3500 | 732 | 19020 | 13168 | 36420 | 0 | 67 | 68 | 69 | 69 | 69 |
| Besomming | 0 | 14552 | 2826 | 80226 | 53528 | 151132 | 0 | 79 | 77 | 78 | 78 | 78 |
| Oliekosten | 0 | 1660 | 520 | 16290 | 11777 | 30247 | 0 | 60 | 60 | 60 | 60 | 60 |
| Overige variabele kosten | 0 | 7907 | 1645 | 37675 | 25197 | 72425 | 0 | 82 | 81 | 83 | 83 | 83 |
| Dekkingsbijdrage ¹ | 0 | 4985 | 661 | 26260 | 16554 | 48460 | 0 | 82 | 86 | 87 | 90 | 88 |
| Vaste kosten | 0 | 1552 | 391 | 6547 | 5029 | 13519 | 0 | 60 | 60 | 60 | 60 | 60 |
| Bruto overschot | 0 | 3433 | 270 | 19713 | 11525 | 34941 | 0 | 99 | 237 | 103 | 115 | 107 |
| Afschr./rente | 0 | 1811 | 174 | 11763 | 7170 | 20918 | 0 | 60 | 60 | 60 | 60 | 60 |
| Netto resultaat | 0 | 1621 | 96 | 7950 | 4355 | 14022 | | | | | | |

Scenario 3.1a: Schol TAC 40.000 ton; Boomkorinspanning evenredig terug (49%)

Tabel II.3.1a.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 126.8 | 103.8 | 151.7 | 84.3 | 92.7 | 88.9 | 94.6 | 84.4 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.6 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 80593 | 113212 | 409343 | 159490 | 193175 | 212412 | 347517 | 255078 |
| Besomming | 131983 | 173307 | 327662 | 323232 | 637535 | 643773 | 866713 | 926588 | 922627 | 968874 |
| Oliekosten | 14001 | 30573 | 36740 | 40260 | 80255 | 111672 | 172828 | 162658 | 191024 | 188439 |
| Overige variabele kosten | 82057 | 96125 | 182617 | 186995 | 335709 | 381130 | 411062 | 443515 | 424102 | 490408 |
| Dekkingsbijdrage ¹ | 35925 | 46609 | 108305 | 95977 | 221571 | 150971 | 282823 | 320415 | 307501 | 290027 |
| Vaste kosten | 24720 | 32407 | 49617 | 64671 | 94656 | 175336 | 135694 | 158123 | 159930 | 191695 |
| Bruto overschot | 11204 | 14202 | 58688 | 31306 | 126915 | -24365 | 147129 | 162292 | 147571 | 98332 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32061 | -2415 | -34089 | 40347 | -100875 | -76592 | -136392 | -101697 | -113405 |
| Deel volwassen opvarende | 24860 | 26755 | 37543 | 33463 | 47239 | 37550 | 37223 | 43179 | 36458 | 41346 |

Tabel II.3.1a.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 5825 | 3002 | 14340 | 12996 | 37473 | 100 | 86 | 87 | 50 | 49 | 56 |
| Mensjaren | 128 | 562 | 121 | 550 | 365 | 1726 | 100 | 98 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 14525 | 5895 | 20958 | 12631 | 56402 | 100 | 86 | 93 | 64 | 60 | 71 |
| Besomming | 8174 | 52873 | 14863 | 71351 | 47010 | 194271 | 100 | 91 | 98 | 69 | 68 | 76 |
| Oliekosten | 948 | 6110 | 2013 | 13437 | 9662 | 32170 | 100 | 81 | 82 | 49 | 49 | 56 |
| Overige variabele kosten | 5005 | 29881 | 8148 | 33841 | 23005 | 99879 | 100 | 93 | 98 | 74 | 74 | 82 |
| Dekkingsbijdrage ¹ | 2221 | 16882 | 4702 | 24073 | 14343 | 62221 | 101 | 92 | 107 | 77 | 78 | 84 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 691 | 8270 | 2264 | 12656 | 6239 | 30119 | 102 | 86 | 115 | 64 | 61 | 71 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1718 | -1820 | 174 | -7140 | -5774 | -16278 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 890 | 435 | 14027 | 12893 | 28244 | 0 | 49 | 49 | 49 | 49 | 49 |
| Mensjaren | 0 | 110 | 24 | 545 | 363 | 1041 | 0 | 61 | 101 | 100 | 99 | 93 |
| Aanvoer (Ton) | 0 | 2889 | 606 | 15771 | 10913 | 30179 | 0 | 55 | 56 | 57 | 57 | 57 |
| Besomming | 0 | 12668 | 2446 | 69669 | 46482 | 131266 | 0 | 69 | 67 | 68 | 68 | 68 |
| Oliekosten | 0 | 1356 | 424 | 13304 | 9618 | 24702 | 0 | 49 | 49 | 49 | 49 | 49 |
| Overige variabele kosten | 0 | 7042 | 1463 | 33587 | 22476 | 64568 | 0 | 73 | 72 | 74 | 74 | 74 |
| Dekkingsbijdrage ¹ | 0 | 4270 | 559 | 22778 | 14388 | 41996 | 0 | 70 | 73 | 76 | 78 | 76 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 1684 | -93 | 11866 | 6006 | 19464 | 0 | 48 | -81 | 62 | 60 | 60 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -1335 | -383 | -7738 | -5944 | -15400 | | | | | | |

Scenario 3.1b: Schol TAC 50.000 ton; Boomkorinspanning evenredig terug (64%)

Tabel II.3.1b.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 130.4 | 114.7 | 151.7 | 110.1 | 121.0 | 115.3 | 122.5 | 110.2 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 82945 | 125158 | 409343 | 202193 | 244081 | 269498 | 398004 | 324452 |
| Besomming | 131982 | 172103 | 336174 | 349457 | 622008 | 773913 | 1038616 | 1107846 | 1094191 | 1165363 |
| Oliekosten | 14001 | 30573 | 38374 | 45226 | 80255 | 145857 | 225734 | 212027 | 248272 | 246125 |
| Overige variabele kosten | 82056 | 95542 | 186244 | 199802 | 328678 | 444164 | 477019 | 515577 | 488323 | 571347 |
| Dekkingsbijdrage ¹ | 35924 | 45988 | 111556 | 104430 | 213074 | 183892 | 335863 | 380243 | 357596 | 347891 |
| Vaste kosten | 24720 | 32407 | 49569 | 64503 | 94656 | 174864 | 135159 | 157450 | 159358 | 191130 |
| Bruto overschot | 11204 | 13581 | 61987 | 39927 | 118418 | 9027 | 200704 | 222793 | 198237 | 156761 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32682 | 885 | -25468 | 31850 | -67483 | -23017 | -75891 | -51031 | -54976 |
| Deel volwassen opvarende | 24860 | 26524 | 38106 | 35604 | 45958 | 44336 | 43622 | 50708 | 42238 | 48702 |

Tabel II.3.1b.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6098 | 3135 | 18634 | 16943 | 46119 | 100 | 90 | 91 | 64 | 64 | 69 |
| Mensjaren | 128 | 567 | 121 | 551 | 367 | 1733 | 100 | 99 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 15338 | 6057 | 25145 | 15544 | 64478 | 100 | 91 | 95 | 77 | 74 | 81 |
| Besomming | 8166 | 55051 | 15026 | 85167 | 56237 | 219647 | 100 | 95 | 99 | 82 | 82 | 86 |
| Oliekosten | 948 | 6525 | 2143 | 17510 | 12607 | 39732 | 100 | 87 | 87 | 64 | 64 | 69 |
| Overige variabele kosten | 5001 | 30870 | 8235 | 39167 | 26556 | 109828 | 100 | 96 | 99 | 86 | 86 | 90 |
| Dekkingsbijdrage ¹ | 2217 | 17657 | 4648 | 28491 | 17075 | 70087 | 100 | 97 | 106 | 91 | 93 | 94 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 686 | 9045 | 2209 | 17074 | 8971 | 37985 | 101 | 94 | 113 | 86 | 88 | 90 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1722 | -1046 | 119 | -2721 | -3042 | -8412 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1163 | 568 | 18321 | 16839 | 36891 | 0 | 64 | 64 | 64 | 64 | 64 |
| Mensjaren | 0 | 134 | 24 | 546 | 365 | 1069 | 0 | 74 | 101 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3703 | 768 | 19958 | 13826 | 38256 | 0 | 70 | 71 | 72 | 72 | 72 |
| Besomming | 0 | 15172 | 2941 | 83486 | 55709 | 157308 | 0 | 82 | 80 | 81 | 81 | 82 |
| Oliekosten | 0 | 1771 | 554 | 17376 | 12562 | 32264 | 0 | 64 | 64 | 64 | 64 | 64 |
| Overige variabele kosten | 0 | 8192 | 1700 | 38913 | 26027 | 74832 | 0 | 85 | 84 | 86 | 86 | 86 |
| Dekkingsbijdrage ¹ | 0 | 5209 | 686 | 27197 | 17120 | 50212 | 0 | 86 | 90 | 91 | 93 | 91 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 2623 | 34 | 16285 | 8738 | 27680 | 0 | 75 | 30 | 85 | 88 | 85 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -396 | -256 | -3320 | -3212 | -7184 | | | | | | |

Scenario 3.1b1: Schol TAC 50.000 ton; boomkorinspanning evenredig terug; *BREAK-EVEN*VLOOT

Tabel II.3.1b1.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 136,4 | 120,0 | 157,7 | 117,0 | 141,6 | 134,9 | 143,4 | 129,0 |
| Mensjaren | 2,0 | 2,2 | 3,3 | 3,8 | 4,7 | 6,3 | 7,9 | 7,5 | 8,1 | 8,0 |
| Aanvoer (Ton) | 37801 | 57578 | 86764 | 130921 | 425663 | 210254 | 285420 | 315142 | 465946 | 379838 |
| Besomming | 131982 | 172103 | 351654 | 365549 | 646852 | 804767 | 1214523 | 1295478 | 1280990 | 1364296 |
| Oliekosten | 14001 | 30573 | 40141 | 47308 | 83454 | 151672 | 263966 | 247937 | 290654 | 288139 |
| Overige variabele kosten | 82056 | 95542 | 194819 | 209002 | 341799 | 461872 | 557810 | 602898 | 571687 | 668879 |
| Dekkingsbijdrage ¹ | 35924 | 45988 | 116693 | 109239 | 221599 | 191223 | 392747 | 444643 | 418649 | 407278 |
| Vaste kosten | 24720 | 32407 | 49569 | 64503 | 94656 | 174864 | 135159 | 157450 | 159358 | 191130 |
| Bruto overschot | 11204 | 13581 | 67124 | 44736 | 126943 | 16359 | 257588 | 287193 | 259291 | 216148 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32682 | 6021 | -20660 | 40374 | -60151 | 33867 | -11491 | 10023 | 4411 |
| Deel volwassen opvarende | 24860 | 26524 | 39860 | 37243 | 47794 | 45919 | 51010 | 59296 | 49449 | 57016 |

Tabel II.3.1b1.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| Te saneren schepen | 0,0 | 7,5 | 1,0 | 12,0 | 7,9 | 28,4 | | | | | | |
| PK-dagen (1000) | 1310 | 6098 | 3135 | 18634 | 16943 | 46119 | 100 | 90 | 91 | 64 | 64 | 69 |
| Mensjaren | 128 | 567 | 120 | 551 | 367 | 1733 | 100 | 99 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 15338 | 6057 | 25145 | 15544 | 64478 | 100 | 91 | 95 | 77 | 74 | 81 |
| Besomming | 8166 | 55051 | 15026 | 85167 | 56237 | 219647 | 100 | 95 | 99 | 82 | 82 | 86 |
| Oliekosten | 948 | 6525 | 2143 | 17510 | 12607 | 39732 | 100 | 87 | 87 | 64 | 64 | 69 |
| Overige variabele kosten | 5001 | 30870 | 8181 | 39542 | 26235 | 109828 | 100 | 96 | 99 | 86 | 86 | 90 |
| Dekkingsbijdrage ¹ | 2217 | 17657 | 4702 | 28116 | 17396 | 70087 | 100 | 97 | 106 | 91 | 93 | 94 |
| Vaste kosten | 1531 | 8233 | 2397 | 9443 | 7196 | 28800 | 100 | 96 | 96 | 86 | 85 | 90 |
| Bruto overschot | 686 | 9424 | 2305 | 18673 | 10199 | 41288 | 101 | 98 | 117 | 94 | 100 | 97 |
| Afschr./rente | 2409 | 9648 | 2047 | 16922 | 10262 | 41288 | 100 | 96 | 98 | 85 | 85 | 89 |
| Netto resultaat | -1722 | -224 | 258 | 1752 | -62 | 0 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1163 | 568 | 18321 | 16839 | 36891 | 0 | 64 | 64 | 64 | 64 | 64 |
| Mensjaren | 0 | 134 | 23 | 546 | 365 | 1068 | 0 | 74 | 99 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3703 | 768 | 19958 | 13826 | 38256 | 0 | 70 | 71 | 72 | 72 | 72 |
| Besomming | 0 | 15172 | 2941 | 83486 | 55709 | 157308 | 0 | 82 | 80 | 81 | 81 | 82 |
| Oliekosten | 0 | 1771 | 554 | 17376 | 12562 | 32264 | 0 | 64 | 64 | 64 | 64 | 64 |
| Overige variabele kosten | 0 | 8192 | 1700 | 38913 | 26027 | 74832 | 0 | 85 | 84 | 86 | 86 | 86 |
| Dekkingsbijdrage ¹ | 0 | 5209 | 686 | 27197 | 17120 | 50212 | 0 | 86 | 90 | 91 | 93 | 91 |
| Vaste kosten | 0 | 2207 | 556 | 9313 | 7153 | 19230 | 0 | 85 | 85 | 85 | 85 | 85 |
| Bruto overschot | 0 | 3002 | 130 | 17884 | 9967 | 30982 | 0 | 86 | 114 | 94 | 100 | 95 |
| Afschr./rente | 0 | 2576 | 248 | 16731 | 10199 | 29754 | 0 | 85 | 85 | 85 | 85 | 85 |
| Netto resultaat | 0 | 425 | -118 | 1153 | -232 | 1228 | | | | | | |

Scenario 3.1b2: Schol TAC 50.000 ton; boomkor effort vermindering volledig door sanering vloot

Tabel II.3.1b2.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 146,2 | 128,6 | 167,4 | 124,2 | 187,9 | 179,0 | 190,9 | 171,7 |
| Mensjaren | 2,0 | 2,2 | 3,6 | 4,1 | 5,0 | 6,7 | 10,5 | 10,0 | 10,8 | 10,7 |
| Aanvoer (Ton) | 37801 | 57578 | 93001 | 140331 | 451899 | 223214 | 378865 | 418318 | 620098 | 505503 |
| Besomming | 131982 | 172103 | 376930 | 391823 | 686722 | 854370 | 1612151 | 1719611 | 1704789 | 1815656 |
| Oliekosten | 14001 | 30573 | 43026 | 50709 | 88598 | 161021 | 350387 | 329110 | 386813 | 383467 |
| Overige variabele kosten | 82056 | 95542 | 208822 | 224024 | 362867 | 490340 | 740434 | 800283 | 760822 | 890169 |
| Dekkingsbijdrage ¹ | 35924 | 45988 | 125081 | 117090 | 235257 | 203010 | 521330 | 590217 | 557154 | 542021 |
| Vaste kosten | 24720 | 32407 | 49569 | 64503 | 94656 | 174864 | 135159 | 157450 | 159358 | 191130 |
| Bruto overschot | 11204 | 13581 | 75512 | 52587 | 140601 | 28145 | 386171 | 432767 | 397796 | 350891 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32682 | 14409 | -12808 | 54033 | -48365 | 162450 | 134083 | 148528 | 139154 |
| Deel volwassen opvarende | 24860 | 26524 | 42725 | 39920 | 50740 | 48749 | 67710 | 78709 | 65809 | 75878 |

Tabel II.3.1b1.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| Te saneren schepen | 0,0 | 18,4 | 2,5 | 29,5 | 19,3 | 69,8 | | | | | | |
| PK-dagen (1000) | 1310 | 6098 | 3135 | 18634 | 16943 | 46119 | 100 | 90 | 91 | 64 | 64 | 69 |
| Mensjaren | 128 | 567 | 120 | 551 | 367 | 1733 | 100 | 99 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 15338 | 6057 | 25145 | 15544 | 64478 | 100 | 91 | 95 | 77 | 74 | 81 |
| Besomming | 8166 | 55051 | 15026 | 85167 | 56237 | 219647 | 100 | 95 | 99 | 82 | 82 | 86 |
| Oliekosten | 948 | 6525 | 2143 | 17510 | 12607 | 39732 | 100 | 87 | 87 | 64 | 64 | 69 |
| Overige variabele kosten | 5001 | 30870 | 8181 | 39542 | 26235 | 109828 | 100 | 96 | 99 | 86 | 86 | 90 |
| Dekkingsbijdrage ¹ | 2217 | 17657 | 4702 | 28116 | 17396 | 70087 | 100 | 97 | 106 | 91 | 93 | 94 |
| Vaste kosten | 1531 | 7681 | 2258 | 7114 | 5407 | 23990 | 100 | 89 | 91 | 64 | 64 | 75 |
| Bruto overschot | 686 | 9976 | 2444 | 21002 | 11988 | 46097 | 101 | 103 | 125 | 106 | 117 | 109 |
| Afschr./rente | 2409 | 9004 | 1985 | 12737 | 7711 | 33846 | 100 | 89 | 95 | 64 | 64 | 73 |
| Netto resultaat | -1722 | 972 | 459 | 8265 | 4277 | 12251 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1163 | 568 | 18321 | 16839 | 36891 | 0 | 64 | 64 | 64 | 64 | 64 |
| Mensjaren | 0 | 134 | 23 | 546 | 365 | 1068 | 0 | 74 | 99 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3703 | 768 | 19958 | 13826 | 38256 | 0 | 70 | 71 | 72 | 72 | 72 |
| Besomming | 0 | 15172 | 2941 | 83486 | 55709 | 157308 | 0 | 82 | 80 | 81 | 81 | 82 |
| Oliekosten | 0 | 1771 | 554 | 17376 | 12562 | 32264 | 0 | 64 | 64 | 64 | 64 | 64 |
| Overige variabele kosten | 0 | 8192 | 1700 | 38913 | 26027 | 74832 | 0 | 85 | 84 | 86 | 86 | 86 |
| Dekkingsbijdrage ¹ | 0 | 5209 | 686 | 27197 | 17120 | 50212 | 0 | 86 | 90 | 91 | 93 | 91 |
| Vaste kosten | 0 | 1655 | 417 | 6984 | 5364 | 14421 | 0 | 64 | 64 | 64 | 64 | 64 |
| Bruto overschot | 0 | 3554 | 269 | 20213 | 11756 | 35791 | 0 | 102 | 236 | 106 | 118 | 110 |
| Afschr./rente | 0 | 1932 | 186 | 12547 | 7648 | 22313 | 0 | 64 | 64 | 64 | 64 | 64 |
| Netto resultaat | 0 | 1622 | 83 | 7666 | 4108 | 13478 | | | | | | |

Scenario 3.1c: Schol TAC 60.000 ton; Boomkorinspanning evenredig terug (79%)

Tabel II.3.1c.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 134.0 | 125.5 | 151.7 | 135.9 | 149.4 | 141.8 | 150.4 | 136.0 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 85231 | 136936 | 409343 | 244298 | 294092 | 325583 | 447524 | 392845 |
| Besomming | 131981 | 171019 | 344088 | 373482 | 608978 | 893999 | 1196293 | 1273619 | 1250955 | 1346204 |
| Oliekosten | 14001 | 30573 | 40008 | 50192 | 80255 | 180043 | 278641 | 261395 | 305521 | 303810 |
| Overige variabele kosten | 82056 | 95017 | 189636 | 211545 | 322773 | 502282 | 536910 | 580975 | 546437 | 645596 |
| Dekkingsbijdrage ¹ | 35924 | 45429 | 114444 | 111745 | 205951 | 211675 | 380742 | 431249 | 398997 | 396798 |
| Vaste kosten | 24720 | 32407 | 49524 | 64344 | 94656 | 174416 | 134650 | 156811 | 158815 | 190594 |
| Bruto overschot | 11203 | 13022 | 64920 | 47402 | 111295 | 37258 | 246091 | 274438 | 240182 | 206204 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -33242 | 3817 | -17994 | 24726 | -39252 | 22370 | -24246 | -9086 | -5533 |
| Deel volwassen opvarende | 24860 | 26317 | 38611 | 37519 | 44882 | 50415 | 49259 | 57355 | 47273 | 55229 |

Tabel II.3.1b1.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6370 | 3268 | 22928 | 20889 | 54765 | 100 | 94 | 95 | 79 | 79 | 82 |
| Mensjaren | 128 | 570 | 121 | 552 | 368 | 1739 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16137 | 6217 | 29258 | 18407 | 72413 | 100 | 96 | 98 | 89 | 88 | 91 |
| Besomming | 8159 | 57060 | 15203 | 97827 | 64691 | 242940 | 100 | 99 | 100 | 94 | 94 | 96 |
| Oliekosten | 948 | 6940 | 2272 | 21582 | 15551 | 47294 | 100 | 92 | 93 | 79 | 79 | 82 |
| Overige variabele kosten | 4997 | 31784 | 8328 | 44000 | 29785 | 118894 | 100 | 99 | 100 | 97 | 96 | 98 |
| Dekkingsbijdrage ¹ | 2213 | 18337 | 4603 | 32245 | 19355 | 76753 | 100 | 100 | 105 | 103 | 106 | 103 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 683 | 9725 | 2164 | 20828 | 11251 | 44651 | 101 | 101 | 110 | 105 | 110 | 105 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1726 | -366 | 74 | 1033 | -762 | -1747 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1435 | 701 | 22615 | 20786 | 45537 | 0 | 79 | 79 | 79 | 79 | 79 |
| Mensjaren | 0 | 155 | 24 | 547 | 366 | 1092 | 0 | 86 | 101 | 100 | 100 | 98 |
| Aanvoer (Ton) | 0 | 4502 | 928 | 24072 | 16689 | 46191 | 0 | 86 | 86 | 87 | 87 | 87 |
| Besomming | 0 | 17445 | 3397 | 96146 | 64163 | 181151 | 0 | 95 | 93 | 94 | 94 | 94 |
| Oliekosten | 0 | 2186 | 684 | 21449 | 15507 | 39826 | 0 | 79 | 79 | 79 | 79 | 79 |
| Overige variabele kosten | 0 | 9237 | 1919 | 43746 | 29256 | 84159 | 0 | 96 | 94 | 97 | 96 | 96 |
| Dekkingsbijdrage ¹ | 0 | 6022 | 794 | 30951 | 19400 | 57167 | 0 | 99 | 104 | 103 | 106 | 104 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 3436 | 142 | 20039 | 11018 | 34634 | 0 | 99 | 124 | 105 | 110 | 106 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 417 | -149 | 434 | -932 | -230 | | | | | | |

Scenario 3.1c1: Schol TAC 60.000 ton; boomkorinspanning evenredig terug; *BREAK-EVENVLOOT*

Tabel II.3.1c1.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 135,2 | 126,7 | 152,9 | 139,4 | 154,1 | 146,2 | 155,1 | 140,3 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,6 | 6,1 | 6,9 | 6,6 | 7,2 | 7,1 |
| Aanvoer (Ton) | 37801 | 57578 | 86017 | 138199 | 412628 | 246259 | 303211 | 335679 | 461497 | 405111 |
| Besomming | 131981 | 171019 | 347262 | 376928 | 613891 | 901174 | 1233387 | 1313111 | 1290023 | 1388238 |
| Oliekosten | 14001 | 30573 | 40377 | 50655 | 80899 | 181487 | 287281 | 269501 | 315061 | 313296 |
| Overige variabele kosten | 82056 | 95017 | 191385 | 213496 | 325372 | 506313 | 553559 | 598989 | 563501 | 665754 |
| Dekkingsbijdrage ¹ | 35924 | 45429 | 115500 | 112776 | 207620 | 213373 | 392548 | 444621 | 411461 | 409188 |
| Vaste kosten | 24720 | 32407 | 49524 | 64344 | 94656 | 174416 | 134650 | 156811 | 158815 | 190594 |
| Bruto overschot | 11203 | 13022 | 65976 | 48433 | 112964 | 38957 | 257897 | 287810 | 252646 | 218594 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -33242 | 4873 | -16963 | 26395 | -37553 | 34176 | -10874 | 3378 | 6857 |
| Deel volwassen opvarende | 24860 | 26317 | 38967 | 37865 | 45244 | 50654 | 50787 | 59133 | 48749 | 56953 |

Tabel II.3.1c1.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| Te saneren schepen | 0,0 | 1,6 | 0,2 | 2,5 | 1,6 | 5,9 | | | | | | |
| PK-dagen (1000) | 1310 | 6370 | 3268 | 22928 | 20889 | 54765 | 100 | 94 | 95 | 79 | 79 | 82 |
| Mensjaren | 128 | 570 | 120 | 552 | 368 | 1739 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16137 | 6217 | 29258 | 18407 | 72413 | 100 | 96 | 98 | 89 | 88 | 91 |
| Besomming | 8159 | 57060 | 15203 | 97827 | 64691 | 242940 | 100 | 99 | 100 | 94 | 94 | 96 |
| Oliekosten | 948 | 6940 | 2272 | 21582 | 15551 | 47294 | 100 | 92 | 93 | 79 | 79 | 82 |
| Overige variabele kosten | 4997 | 31784 | 8274 | 44375 | 29464 | 118894 | 100 | 99 | 100 | 97 | 96 | 98 |
| Dekkingsbijdrage ¹ | 2213 | 18337 | 4657 | 31870 | 19676 | 76753 | 100 | 100 | 105 | 103 | 106 | 103 |
| Vaste kosten | 1531 | 8533 | 2473 | 10710 | 8170 | 31416 | 100 | 99 | 99 | 97 | 97 | 98 |
| Bruto overschot | 683 | 9804 | 2184 | 21160 | 11506 | 45336 | 101 | 102 | 111 | 106 | 113 | 107 |
| Afschr./rente | 2409 | 9999 | 2081 | 19198 | 11649 | 45336 | 100 | 99 | 100 | 97 | 97 | 98 |
| Netto resultaat | -1726 | -195 | 103 | 1962 | -143 | 0 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1435 | 701 | 22615 | 20786 | 45537 | 0 | 79 | 79 | 79 | 79 | 79 |
| Mensjaren | 0 | 155 | 24 | 547 | 366 | 1091 | 0 | 86 | 100 | 100 | 100 | 97 |
| Aanvoer (Ton) | 0 | 4502 | 928 | 24072 | 16689 | 46191 | 0 | 86 | 86 | 87 | 87 | 87 |
| Besomming | 0 | 17445 | 3397 | 96146 | 64163 | 181151 | 0 | 95 | 93 | 94 | 94 | 94 |
| Oliekosten | 0 | 2186 | 684 | 21449 | 15507 | 39826 | 0 | 79 | 79 | 79 | 79 | 79 |
| Overige variabele kosten | 0 | 9237 | 1919 | 43746 | 29256 | 84159 | 0 | 96 | 94 | 97 | 96 | 96 |
| Dekkingsbijdrage ¹ | 0 | 6022 | 794 | 30951 | 19400 | 57167 | 0 | 99 | 104 | 103 | 106 | 104 |
| Vaste kosten | 0 | 2508 | 632 | 10580 | 8127 | 21847 | 0 | 97 | 97 | 97 | 97 | 97 |
| Bruto overschot | 0 | 3514 | 161 | 20371 | 11273 | 35320 | 0 | 101 | 142 | 107 | 113 | 108 |
| Afschr./rente | 0 | 2927 | 282 | 19008 | 11586 | 33803 | 0 | 97 | 97 | 97 | 97 | 97 |
| Netto resultaat | 0 | 587 | -120 | 1363 | -313 | 1517 | | | | | | |

Scenario 3.1c2: Schol TAC 60.000 ton; boomkor effort vermindering volledig door sanering vloot

Tabel II.3.1c2.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 143,0 | 134,0 | 160,5 | 146,3 | 188,5 | 178,9 | 190,1 | 171,9 |
| Mensjaren | 2,0 | 2,2 | 3,4 | 3,9 | 4,8 | 6,4 | 8,5 | 8,1 | 8,8 | 8,6 |
| Aanvoer (Ton) | 37801 | 57578 | 90968 | 146154 | 433137 | 258498 | 371105 | 410843 | 565716 | 496597 |
| Besomming | 131981 | 171019 | 367252 | 398625 | 644403 | 945964 | 1509566 | 1607141 | 1581347 | 1701742 |
| Oliekosten | 14001 | 30573 | 42702 | 53571 | 84920 | 190508 | 351608 | 329847 | 386211 | 384048 |
| Overige variabele kosten | 82056 | 95017 | 202402 | 225786 | 341544 | 531478 | 677511 | 733114 | 690756 | 816100 |
| Dekkingsbijdrage ¹ | 35924 | 45429 | 122148 | 119268 | 217939 | 223979 | 480446 | 544180 | 504381 | 501594 |
| Vaste kosten | 24720 | 32407 | 49524 | 64344 | 94656 | 174416 | 134650 | 156811 | 158815 | 190594 |
| Bruto overschot | 11203 | 13022 | 72624 | 54924 | 123283 | 49562 | 345796 | 387369 | 345566 | 311001 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -33242 | 11522 | -10471 | 36714 | -26948 | 122075 | 88685 | 96297 | 99263 |
| Deel volwassen opvarende | 24860 | 26317 | 41211 | 40044 | 47493 | 53172 | 62159 | 72374 | 59758 | 69815 |

Tabel II.3.1c1.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| Te saneren schepen | 0,0 | 10,8 | 1,5 | 17,2 | 11,3 | 40,7 | | | | | | |
| PK-dagen (1000) | 1310 | 6370 | 3268 | 22928 | 20889 | 54765 | 100 | 94 | 95 | 79 | 79 | 82 |
| Mensjaren | 128 | 570 | 120 | 552 | 368 | 1739 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16137 | 6217 | 29258 | 18407 | 72413 | 100 | 96 | 98 | 89 | 88 | 91 |
| Besomming | 8159 | 57060 | 15203 | 97827 | 64691 | 242940 | 100 | 99 | 100 | 94 | 94 | 96 |
| Oliekosten | 948 | 6940 | 2272 | 21582 | 15551 | 47294 | 100 | 92 | 93 | 79 | 79 | 82 |
| Overige variabele kosten | 4997 | 31784 | 8274 | 44375 | 29464 | 118894 | 100 | 99 | 100 | 97 | 96 | 98 |
| Dekkingsbijdrage ¹ | 2213 | 18337 | 4657 | 31870 | 19676 | 76753 | 100 | 100 | 105 | 103 | 106 | 103 |
| Vaste kosten | 1531 | 8069 | 2356 | 8751 | 6665 | 27370 | 100 | 94 | 95 | 79 | 79 | 85 |
| Bruto overschot | 683 | 10268 | 2301 | 23120 | 13011 | 49383 | 101 | 106 | 117 | 116 | 127 | 116 |
| Afschr./rente | 2409 | 9457 | 2029 | 15678 | 9503 | 39076 | 100 | 94 | 97 | 79 | 79 | 84 |
| Netto resultaat | -1726 | 811 | 272 | 7442 | 3507 | 10306 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1435 | 701 | 22615 | 20786 | 45537 | 0 | 79 | 79 | 79 | 79 | 79 |
| Mensjaren | 0 | 155 | 24 | 547 | 366 | 1091 | 0 | 86 | 100 | 100 | 100 | 97 |
| Aanvoer (Ton) | 0 | 4502 | 928 | 24072 | 16689 | 46191 | 0 | 86 | 86 | 87 | 87 | 87 |
| Besomming | 0 | 17445 | 3397 | 96146 | 64163 | 181151 | 0 | 95 | 93 | 94 | 94 | 94 |
| Oliekosten | 0 | 2186 | 684 | 21449 | 15507 | 39826 | 0 | 79 | 79 | 79 | 79 | 79 |
| Overige variabele kosten | 0 | 9237 | 1919 | 43746 | 29256 | 84159 | 0 | 96 | 94 | 97 | 96 | 96 |
| Dekkingsbijdrage ¹ | 0 | 6022 | 794 | 30951 | 19400 | 57167 | 0 | 99 | 104 | 103 | 106 | 104 |
| Vaste kosten | 0 | 2043 | 515 | 8620 | 6622 | 17801 | 0 | 79 | 79 | 79 | 79 | 79 |
| Bruto overschot | 0 | 3979 | 279 | 22330 | 12778 | 39366 | 0 | 114 | 244 | 117 | 128 | 120 |
| Afschr./rente | 0 | 2385 | 230 | 15488 | 9440 | 27543 | 0 | 79 | 79 | 79 | 79 | 79 |
| Netto resultaat | 0 | 1594 | 49 | 6843 | 3338 | 11823 | | | | | | |

Scenario 3.1d: Schol TAC 40.000 ton; Halve reductie boomkorinspanning (75%)

Tabel II.3.1d.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 133,0 | 122,6 | 151,7 | 129,0 | 141,9 | 134,8 | 143,0 | 129,1 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 83711 | 130567 | 409343 | 197229 | 234301 | 268416 | 389835 | 326056 |
| Besomming | 131981 | 171297 | 340482 | 361569 | 613498 | 792629 | 1073407 | 1158628 | 1133517 | 1216146 |
| Oliekosten | 14001 | 30573 | 39573 | 48868 | 80255 | 170927 | 264532 | 248231 | 290255 | 288427 |
| Overige variabele kosten | 82056 | 95152 | 188095 | 205735 | 324793 | 452817 | 486057 | 532997 | 499397 | 590744 |
| Dekkingsbijdrage ¹ | 35924 | 45573 | 112814 | 106966 | 208450 | 168886 | 322817 | 377401 | 343866 | 336974 |
| Vaste kosten | 24720 | 32407 | 49536 | 64385 | 94656 | 174534 | 134783 | 156978 | 158957 | 190734 |
| Bruto overschot | 11203 | 13165 | 63279 | 42581 | 113794 | -5648 | 188034 | 220423 | 184908 | 146240 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -33098 | 2176 | -22815 | 27226 | -82157 | -35687 | -78261 | -64360 | -65497 |
| Deel volwassen opvarende | 24860 | 26370 | 38309 | 36377 | 45250 | 43916 | 43433 | 51572 | 42145 | 49154 |

Tabel II.3.1d.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6298 | 3232 | 21783 | 19837 | 52459 | 100 | 93 | 94 | 75 | 75 | 78 |
| Mensjaren | 128 | 569 | 121 | 552 | 368 | 1738 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 15672 | 6038 | 24617 | 15292 | 64013 | 100 | 93 | 95 | 75 | 73 | 81 |
| Besomming | 8161 | 56101 | 14915 | 88359 | 58451 | 225986 | 100 | 97 | 98 | 85 | 85 | 89 |
| Oliekosten | 948 | 6829 | 2238 | 20496 | 14766 | 45277 | 100 | 91 | 91 | 75 | 75 | 78 |
| Overige variabele kosten | 4998 | 31345 | 8184 | 40082 | 27246 | 111854 | 100 | 98 | 99 | 88 | 88 | 92 |
| Dekkingsbijdrage ¹ | 2214 | 17927 | 4493 | 27781 | 16439 | 68854 | 100 | 98 | 102 | 89 | 90 | 92 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 684 | 9316 | 2055 | 16364 | 8335 | 36752 | 101 | 97 | 105 | 82 | 82 | 87 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1725 | -775 | -35 | -3431 | -3678 | -9645 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1362 | 666 | 21470 | 19733 | 43231 | 0 | 75 | 75 | 75 | 75 | 75 |
| Mensjaren | 0 | 149 | 24 | 547 | 366 | 1086 | 0 | 83 | 101 | 100 | 100 | 97 |
| Aanvoer (Ton) | 0 | 4036 | 749 | 19431 | 13574 | 37791 | 0 | 77 | 70 | 70 | 71 | 71 |
| Besomming | 0 | 16394 | 3012 | 86677 | 57923 | 164006 | 0 | 89 | 82 | 85 | 85 | 85 |
| Oliekosten | 0 | 2075 | 650 | 20363 | 14722 | 37809 | 0 | 75 | 75 | 75 | 75 | 75 |
| Overige variabele kosten | 0 | 8753 | 1732 | 39828 | 26717 | 77030 | 0 | 91 | 85 | 88 | 88 | 88 |
| Dekkingsbijdrage ¹ | 0 | 5566 | 631 | 26486 | 16484 | 49167 | 0 | 92 | 82 | 88 | 90 | 89 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 2980 | -21 | 15574 | 8102 | 26635 | 0 | 86 | -19 | 82 | 81 | 81 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -39 | -312 | -4030 | -3848 | -8229 | | | | | | |

Scenario 3.1e: Schol TAC 50.000 ton; Halve reductie boomkorinspanning (82%)

Tabel II.3.1e.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 134,7 | 127,7 | 151,7 | 141,0 | 155,1 | 147,1 | 156,0 | 141,2 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 85046 | 137027 | 409343 | 227800 | 271774 | 307400 | 426460 | 372738 |
| Besomming | 131981 | 170814 | 344532 | 374174 | 607346 | 869113 | 1170430 | 1256036 | 1228372 | 1324067 |
| Oliekosten | 14001 | 30573 | 40335 | 51185 | 80255 | 186880 | 289222 | 271269 | 316971 | 315347 |
| Overige variabele kosten | 82056 | 94918 | 189831 | 211894 | 322015 | 489953 | 524129 | 572168 | 535573 | 635474 |
| Dekkingsbijdrage ¹ | 35924 | 45323 | 114365 | 111094 | 205076 | 192280 | 357078 | 412599 | 375828 | 373246 |
| Vaste kosten | 24720 | 32407 | 49515 | 64313 | 94656 | 174330 | 134552 | 156687 | 158710 | 190490 |
| Bruto overschot | 11203 | 12916 | 64850 | 46782 | 110420 | 17950 | 222527 | 255912 | 217118 | 182756 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -33347 | 3747 | -18614 | 23852 | -58560 | -1194 | -42772 | -32150 | -28981 |
| Deel volwassen opvarende | 24860 | 26278 | 38586 | 37437 | 44744 | 48191 | 47317 | 55808 | 45579 | 53446 |

Tabel II.3.1e.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6425 | 3294 | 23786 | 21679 | 56494 | 100 | 95 | 95 | 82 | 82 | 84 |
| Mensjaren | 128 | 571 | 121 | 552 | 368 | 1740 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16120 | 6155 | 27615 | 17342 | 69625 | 100 | 95 | 97 | 84 | 83 | 88 |
| Besomming | 8157 | 57143 | 15074 | 96020 | 63540 | 239934 | 100 | 99 | 99 | 92 | 92 | 94 |
| Oliekosten | 948 | 7023 | 2298 | 22397 | 16140 | 48806 | 100 | 93 | 94 | 82 | 82 | 84 |
| Overige variabele kosten | 4997 | 31820 | 8265 | 43095 | 29235 | 117411 | 100 | 99 | 100 | 95 | 95 | 96 |
| Dekkingsbijdrage ¹ | 2213 | 18301 | 4511 | 30528 | 18165 | 73717 | 100 | 100 | 103 | 97 | 99 | 99 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 682 | 9689 | 2072 | 19111 | 10061 | 41615 | 101 | 100 | 106 | 96 | 98 | 98 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1727 | -402 | -18 | -684 | -1952 | -4782 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1489 | 728 | 23474 | 21575 | 47266 | 0 | 82 | 82 | 82 | 82 | 82 |
| Mensjaren | 0 | 159 | 24 | 547 | 367 | 1096 | 0 | 88 | 101 | 100 | 100 | 98 |
| Aanvoer (Ton) | 0 | 4484 | 866 | 22428 | 15625 | 43402 | 0 | 85 | 80 | 81 | 81 | 82 |
| Besomming | 0 | 17560 | 3303 | 94338 | 63012 | 178213 | 0 | 95 | 90 | 92 | 92 | 92 |
| Oliekosten | 0 | 2269 | 710 | 22263 | 16096 | 41338 | 0 | 82 | 82 | 82 | 82 | 82 |
| Overige variabele kosten | 0 | 9289 | 1872 | 42841 | 28706 | 82709 | 0 | 97 | 92 | 95 | 94 | 95 |
| Dekkingsbijdrage ¹ | 0 | 6002 | 720 | 29234 | 18210 | 54166 | 0 | 99 | 94 | 97 | 99 | 98 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 3415 | 68 | 18322 | 9828 | 31634 | 0 | 98 | 60 | 96 | 98 | 97 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 397 | -223 | -1283 | -2122 | -3230 | | | | | | |

Scenario 3.1f: Schol TAC 60.000 ton; Halve reductie boomkorinspanning (89%)

Tabel II.3.1f.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 136,4 | 132,8 | 151,7 | 153,1 | 168,3 | 159,5 | 169,0 | 153,2 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 86368 | 143453 | 409343 | 258251 | 309068 | 346183 | 462890 | 419223 |
| Besomming | 131981 | 170351 | 348476 | 386357 | 601695 | 943259 | 1264317 | 1350196 | 1320047 | 1428602 |
| Oliekosten | 14001 | 30573 | 41098 | 53503 | 80255 | 202833 | 313912 | 294308 | 343687 | 342267 |
| Overige variabele kosten | 82056 | 94694 | 191526 | 217849 | 319460 | 525947 | 560864 | 609941 | 570437 | 678756 |
| Dekkingsbijdrage ¹ | 35924 | 45084 | 115851 | 115005 | 201980 | 214479 | 389541 | 445947 | 405923 | 407580 |
| Vaste kosten | 24720 | 32407 | 49495 | 64242 | 94656 | 174130 | 134325 | 156402 | 158468 | 190251 |
| Bruto overschot | 11203 | 12677 | 66356 | 50763 | 107324 | 40349 | 255216 | 289545 | 247455 | 217329 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -33586 | 5254 | -14632 | 20755 | -36161 | 31495 | -9140 | -1813 | 5591 |
| Deel volwassen opvarende | 24860 | 26189 | 38854 | 38452 | 44278 | 52302 | 51034 | 59861 | 48853 | 57559 |

Tabel II.3.1f.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | Relatief t.o.v. 2002 | | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|----------------------|-------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6552 | 3357 | 25790 | 23521 | 60529 | 100 | 97 | 97 | 89 | 89 | 91 |
| Mensjaren | 128 | 573 | 121 | 552 | 369 | 1743 | 100 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16564 | 6270 | 30597 | 19383 | 75208 | 100 | 98 | 98 | 93 | 93 | 95 |
| Besomming | 8154 | 58154 | 15235 | 103431 | 68463 | 253436 | 100 | 101 | 101 | 99 | 99 | 100 |
| Oliekosten | 948 | 7217 | 2359 | 24297 | 17514 | 52335 | 100 | 96 | 96 | 89 | 89 | 90 |
| Overige variabele kosten | 4995 | 32281 | 8346 | 46001 | 31155 | 122779 | 100 | 101 | 101 | 101 | 101 | 101 |
| Dekkingsbijdrage ¹ | 2211 | 18656 | 4530 | 33132 | 19794 | 78323 | 100 | 102 | 103 | 106 | 108 | 105 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 680 | 10044 | 2091 | 21715 | 11690 | 46221 | 100 | 104 | 107 | 109 | 114 | 109 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1728 | -46 | 1 | 1920 | -323 | -177 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1617 | 790 | 25477 | 23417 | 51301 | 0 | 89 | 89 | 89 | 89 | 89 |
| Mensjaren | 0 | 168 | 24 | 547 | 367 | 1106 | 0 | 93 | 101 | 100 | 100 | 99 |
| Aanvoer (Ton) | 0 | 4928 | 981 | 25410 | 17666 | 48986 | 0 | 94 | 91 | 92 | 92 | 92 |
| Besomming | 0 | 18683 | 3584 | 101749 | 67935 | 191952 | 0 | 101 | 98 | 99 | 99 | 99 |
| Oliekosten | 0 | 2463 | 771 | 24164 | 17470 | 44867 | 0 | 89 | 89 | 89 | 89 | 89 |
| Overige variabele kosten | 0 | 9806 | 2008 | 45747 | 30626 | 88188 | 0 | 102 | 99 | 101 | 101 | 101 |
| Dekkingsbijdrage ¹ | 0 | 6414 | 805 | 31838 | 19839 | 58896 | 0 | 106 | 105 | 106 | 108 | 107 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 3828 | 153 | 20926 | 11457 | 36364 | 0 | 110 | 134 | 110 | 115 | 111 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 809 | -137 | 1321 | -493 | 1500 | | | | | | |

Scenario 3.4: Discard ban, prijs discards: 0,03 €

Tabel II.3.4.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 125,0 | 98,6 | 151,7 | 74,4 | 79,1 | 76,2 | 81,3 | 72,0 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,6 | 4,5 | 6,0 | 6,7 | 6,4 | 7,0 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 79438 | 107416 | 409343 | 138448 | 167986 | 184298 | 322531 | 221020 |
| Besomming | 131983 | 173932 | 323435 | 309979 | 646232 | 578915 | 780759 | 835517 | 836569 | 870714 |
| Oliekosten | 14001 | 30573 | 35960 | 37889 | 80255 | 95354 | 147574 | 139093 | 163697 | 160904 |
| Overige variabele kosten | 82057 | 96427 | 180829 | 180531 | 339636 | 349711 | 377926 | 407176 | 391733 | 449917 |
| Dekkingsbijdrage ¹ | 35925 | 46932 | 106646 | 91559 | 226342 | 133850 | 255259 | 289248 | 281139 | 259893 |
| Vaste kosten | 24720 | 32407 | 49642 | 64761 | 94656 | 175591 | 135983 | 158486 | 160239 | 192000 |
| Bruto overschot | 11205 | 14525 | 57004 | 26798 | 131686 | -41741 | 119276 | 130762 | 120901 | 67893 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28289 | -31739 | -4099 | -38598 | 45117 | -118251 | -104445 | -167922 | -128367 | -143844 |
| Deel volwassen opvarende | 24860 | 26874 | 37261 | 32366 | 47956 | 33911 | 33960 | 39325 | 33487 | 37604 |

Tabel II.3.4.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 5695 | 2938 | 12290 | 11112 | 33345 | 100 | 84 | 85 | 42 | 42 | 50 |
| Mensjaren | 128 | 560 | 120 | 549 | 363 | 1720 | 100 | 97 | 100 | 99 | 98 | 99 |
| Aanvoer (Ton) | 2394 | 14128 | 5815 | 18890 | 11194 | 52420 | 100 | 84 | 91 | 58 | 54 | 66 |
| Besomming | 8178 | 51781 | 14801 | 64430 | 42387 | 181577 | 100 | 90 | 98 | 62 | 61 | 71 |
| Oliekosten | 948 | 5912 | 1951 | 11493 | 8257 | 28560 | 100 | 79 | 79 | 42 | 42 | 49 |
| Overige variabele kosten | 5007 | 29388 | 8113 | 31163 | 21221 | 94891 | 100 | 92 | 98 | 68 | 69 | 78 |
| Dekkingsbijdrage ¹ | 2223 | 16482 | 4737 | 21773 | 12910 | 58126 | 101 | 90 | 108 | 70 | 70 | 78 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 693 | 7870 | 2299 | 10356 | 4806 | 26024 | 102 | 82 | 117 | 52 | 47 | 61 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1716 | -2221 | 209 | -9439 | -7207 | -20374 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 760 | 371 | 11977 | 11009 | 24117 | 0 | 42 | 42 | 42 | 42 | 42 |
| Mensjaren | 0 | 97 | 23 | 544 | 361 | 1026 | 0 | 54 | 98 | 99 | 98 | 92 |
| Aanvoer (Ton) | 0 | 2492 | 526 | 13703 | 9476 | 26198 | 0 | 47 | 49 | 50 | 49 | 49 |
| Besomming | 0 | 11389 | 2200 | 62748 | 41859 | 118197 | 0 | 62 | 60 | 61 | 61 | 61 |
| Oliekosten | 0 | 1158 | 362 | 11360 | 8213 | 21092 | 0 | 42 | 42 | 42 | 42 | 42 |
| Overige variabele kosten | 0 | 6456 | 1344 | 30910 | 20692 | 59401 | 0 | 67 | 66 | 68 | 68 | 68 |
| Dekkingsbijdrage ¹ | 0 | 3776 | 493 | 20479 | 12955 | 37703 | 0 | 62 | 64 | 68 | 71 | 68 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 1189 | -159 | 9567 | 4573 | 15171 | 0 | 34 | -139 | 50 | 46 | 46 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -1830 | -449 | -10038 | -7377 | -19694 | | | | | | |

Scenario 3.5a Maaswijdte Zuidelijke Noordzee 80 mm, Maaswijdte Centrale en Noordelijke Noordzee 100 mm

Tabel II.3.5a.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 139,0 | 140,8 | 151,7 | 174,4 | 189,1 | 178,9 | 189,5 | 172,2 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 86549 | 146786 | 409343 | 230162 | 269322 | 317885 | 426034 | 389511 |
| Besomming | 131980 | 169661 | 351330 | 393246 | 595907 | 910336 | 1237150 | 1344367 | 1300315 | 1415508 |
| Oliekosten | 14001 | 30573 | 42296 | 57145 | 80255 | 227902 | 352710 | 330512 | 385670 | 384570 |
| Overige variabele kosten | 82056 | 94359 | 192778 | 221273 | 316789 | 509369 | 543327 | 603069 | 557003 | 670883 |
| Dekkingsbijdrage ¹ | 35923 | 44729 | 116255 | 114828 | 198863 | 173065 | 341114 | 410786 | 357642 | 360055 |
| Vaste kosten | 24720 | 32407 | 49480 | 64188 | 94656 | 173978 | 134153 | 156185 | 158284 | 190069 |
| Bruto overschot | 11203 | 12321 | 66775 | 50641 | 104207 | -913 | 206961 | 254601 | 199358 | 169986 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -33942 | 5673 | -14755 | 17639 | -77423 | -16760 | -44083 | -49910 | -41751 |
| Deel volwassen opvarende | 24860 | 26057 | 38907 | 38670 | 43791 | 48124 | 47532 | 57510 | 45796 | 54628 |

Tabel II.3.5a.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6752 | 3454 | 28939 | 26415 | 66870 | 100 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 128 | 575 | 120 | 552 | 369 | 1746 | 100 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16736 | 6164 | 27784 | 17615 | 70692 | 100 | 99 | 97 | 85 | 84 | 89 |
| Besomming | 8150 | 58798 | 14986 | 101886 | 67564 | 251384 | 100 | 102 | 99 | 98 | 98 | 99 |
| Oliekosten | 948 | 7521 | 2454 | 27284 | 19673 | 57880 | 100 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 4993 | 32578 | 8226 | 44902 | 30552 | 121250 | 100 | 102 | 99 | 99 | 99 | 100 |
| Dekkingsbijdrage ¹ | 2209 | 18700 | 4306 | 29701 | 17339 | 72254 | 100 | 102 | 98 | 95 | 95 | 97 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 678 | 10088 | 1868 | 18283 | 9235 | 40152 | 100 | 105 | 95 | 92 | 90 | 95 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1731 | -3 | -222 | -1512 | -2778 | -6245 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1816 | 888 | 28626 | 26311 | 57642 | 0 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 0 | 181 | 24 | 547 | 368 | 1120 | 0 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 0 | 5100 | 875 | 22597 | 15897 | 44469 | 0 | 97 | 81 | 82 | 83 | 84 |
| Besomming | 0 | 19447 | 3459 | 100205 | 67036 | 190148 | 0 | 105 | 94 | 98 | 98 | 99 |
| Oliekosten | 0 | 2767 | 866 | 27150 | 19629 | 50412 | 0 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 0 | 10162 | 1945 | 44649 | 30023 | 86779 | 0 | 106 | 96 | 99 | 99 | 99 |
| Dekkingsbijdrage ¹ | 0 | 6518 | 649 | 28406 | 17384 | 52957 | 0 | 107 | 85 | 95 | 95 | 96 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 3931 | -3 | 17494 | 9003 | 30425 | 0 | 113 | -3 | 92 | 90 | 93 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 912 | -294 | -2111 | -2947 | -4440 | | | | | | |

Scenario 3.5b Maaswijdte Zuidelijke Noordzee 80 mm, Centrale Noordzee 100 mm, Noordelijke Noordzee 120 mm

Tabel II.3.5b.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 139,0 | 140,8 | 151,7 | 174,4 | 189,1 | 178,9 | 189,5 | 172,2 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 83606 | 139605 | 409343 | 211194 | 238965 | 281311 | 391634 | 355619 |
| Besomming | 131980 | 169661 | 337106 | 356752 | 596073 | 781487 | 1034484 | 1117900 | 1082009 | 1202246 |
| Oliekosten | 14001 | 30573 | 42296 | 57145 | 80255 | 227902 | 352710 | 330512 | 385670 | 384570 |
| Overige variabele kosten | 82056 | 94359 | 186511 | 202659 | 316877 | 444214 | 452845 | 501096 | 464021 | 576572 |
| Dekkingsbijdrage ¹ | 35923 | 44729 | 108299 | 96947 | 198942 | 109370 | 228929 | 286292 | 232318 | 241104 |
| Vaste kosten | 24720 | 32407 | 48883 | 62086 | 94656 | 168065 | 127444 | 147751 | 151121 | 182993 |
| Bruto overschot | 11203 | 12321 | 59415 | 34862 | 104286 | -58695 | 101484 | 138541 | 81198 | 58111 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -33942 | -1687 | -30534 | 17717 | -135205 | -122237 | -160143 | -168071 | -153626 |
| Deel volwassen opvarende | 24860 | 26057 | 37338 | 34554 | 43805 | 39084 | 36693 | 44672 | 34863 | 43334 |

Tabel II.3.5b.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6752 | 3454 | 28939 | 26415 | 66870 | 100 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 128 | 575 | 120 | 552 | 369 | 1746 | 100 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16068 | 6091 | 25216 | 15859 | 65628 | 100 | 95 | 96 | 77 | 76 | 83 |
| Besomming | 8150 | 55489 | 14500 | 85239 | 56451 | 219829 | 100 | 96 | 96 | 82 | 82 | 86 |
| Oliekosten | 948 | 7521 | 2454 | 27284 | 19673 | 57880 | 100 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 4993 | 30841 | 7957 | 36869 | 25393 | 106053 | 100 | 96 | 96 | 81 | 82 | 87 |
| Dekkingsbijdrage ¹ | 2209 | 17128 | 4088 | 21087 | 11385 | 55897 | 100 | 94 | 93 | 67 | 62 | 75 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 678 | 8516 | 1650 | 9670 | 3281 | 23795 | 100 | 88 | 84 | 49 | 32 | 56 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1731 | -1575 | -440 | -10125 | -8732 | -22603 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1816 | 888 | 28626 | 26311 | 57642 | 0 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 0 | 181 | 24 | 547 | 368 | 1120 | 0 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 0 | 4432 | 803 | 20029 | 14141 | 39405 | 0 | 84 | 74 | 73 | 74 | 74 |
| Besomming | 0 | 15767 | 2970 | 83558 | 55923 | 158217 | 0 | 85 | 81 | 82 | 82 | 82 |
| Oliekosten | 0 | 2767 | 866 | 27150 | 19629 | 50412 | 0 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 0 | 8243 | 1675 | 36615 | 24864 | 71397 | 0 | 86 | 82 | 81 | 82 | 82 |
| Dekkingsbijdrage ¹ | 0 | 4757 | 429 | 19793 | 11430 | 36409 | 0 | 78 | 56 | 66 | 62 | 66 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 2170 | -223 | 8881 | 3048 | 13876 | 0 | 62 | -196 | 46 | 31 | 42 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -849 | -514 | -10724 | -8901 | -20988 | | | | | | |

Scenario 3.6a F=1, Maaswijdte 80 mm, Min Maat tong 26 schol 18

Tabel II.3.6a.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 139.0 | 140.8 | 151.7 | 174.4 | 189.1 | 178.9 | 189.5 | 172.2 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 87606 | 153066 | 409343 | 347101 | 416403 | 444540 | 562729 | 541546 |
| Besomming | 131980 | 169661 | 346339 | 386174 | 592889 | 1062909 | 1376656 | 1430912 | 1409907 | 1551076 |
| Oliekosten | 14001 | 30573 | 42296 | 57145 | 80255 | 227902 | 352710 | 330512 | 385670 | 384570 |
| Overige variabele kosten | 82056 | 94359 | 190485 | 217153 | 315503 | 582495 | 601136 | 637051 | 601173 | 726620 |
| Dekkingsbijdrage ¹ | 35923 | 44729 | 113557 | 111876 | 197132 | 252512 | 422810 | 463350 | 423065 | 439886 |
| Vaste kosten | 24720 | 32407 | 49012 | 62539 | 94656 | 169339 | 128890 | 149568 | 152664 | 184518 |
| Bruto overschot | 11203 | 12321 | 64545 | 49337 | 102476 | 83173 | 293920 | 313781 | 270400 | 255368 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -33942 | 3442 | -16058 | 15907 | 6663 | 70200 | 15097 | 21132 | 43631 |
| Deel volwassen opvarende | 24860 | 26057 | 38360 | 37872 | 43554 | 58829 | 54993 | 62416 | 51284 | 61808 |

Tabel II.3.6a.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6752 | 3454 | 28939 | 26415 | 66870 | 100 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 128 | 575 | 120 | 552 | 369 | 1746 | 100 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 17143 | 6608 | 38809 | 24890 | 89842 | 100 | 101 | 104 | 118 | 119 | 113 |
| Besomming | 8150 | 57896 | 15501 | 111402 | 73630 | 266579 | 100 | 100 | 102 | 107 | 107 | 105 |
| Oliekosten | 948 | 7521 | 2454 | 27284 | 19673 | 57880 | 100 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 4993 | 31995 | 8458 | 48340 | 32728 | 126514 | 100 | 100 | 102 | 106 | 106 | 104 |
| Dekkingsbijdrage ¹ | 2209 | 18380 | 4589 | 35779 | 21229 | 82185 | 100 | 101 | 104 | 114 | 116 | 110 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 678 | 9768 | 2150 | 24362 | 13125 | 50083 | 100 | 101 | 110 | 122 | 128 | 118 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1731 | -322 | 60 | 4567 | 1112 | 3686 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1816 | 888 | 28626 | 26311 | 57642 | 0 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 0 | 181 | 24 | 547 | 368 | 1120 | 0 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 0 | 5507 | 1319 | 33622 | 23172 | 63620 | 0 | 105 | 122 | 122 | 121 | 120 |
| Besomming | 0 | 18349 | 4039 | 109721 | 73102 | 205211 | 0 | 99 | 110 | 107 | 107 | 106 |
| Oliekosten | 0 | 2767 | 866 | 27150 | 19629 | 50412 | 0 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 0 | 9483 | 2205 | 48086 | 32199 | 91974 | 0 | 99 | 108 | 106 | 106 | 105 |
| Dekkingsbijdrage ¹ | 0 | 6098 | 968 | 34484 | 21274 | 62825 | 0 | 101 | 126 | 115 | 116 | 114 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 3512 | 316 | 23572 | 12892 | 40293 | 0 | 101 | 277 | 123 | 129 | 123 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | 493 | 25 | 3968 | 942 | 5429 | | | | | | |

Scenario 3.6b F=0,8, Maaswijdte 80 mm, Min Maat tong 26 schol 18

Tabel II.3.6b.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 134,2 | 126,3 | 151,7 | 140,0 | 151,3 | 143,6 | 152,3 | 137,7 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 85615 | 140278 | 409343 | 307825 | 373054 | 393255 | 520406 | 475293 |
| Besomming | 131981 | 170950 | 337279 | 360046 | 606831 | 943085 | 1219457 | 1262925 | 1254000 | 1365738 |
| Oliekosten | 14001 | 30573 | 40117 | 50523 | 80255 | 182322 | 282168 | 264687 | 309338 | 307656 |
| Overige variabele kosten | 82056 | 94984 | 186558 | 204436 | 321836 | 524910 | 544418 | 573093 | 546001 | 651762 |
| Dekkingsbijdrage ¹ | 35924 | 45393 | 110604 | 105087 | 204741 | 235854 | 392871 | 425145 | 398662 | 406320 |
| Vaste kosten | 24720 | 32407 | 49122 | 62926 | 94656 | 170430 | 130127 | 151124 | 153986 | 185823 |
| Bruto overschot | 11203 | 12986 | 61482 | 42161 | 110085 | 65424 | 262743 | 274021 | 244676 | 220497 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -33277 | 380 | -23235 | 23516 | -11086 | 39022 | -24663 | -4592 | 8760 |
| Deel volwassen opvarende | 24860 | 26304 | 37823 | 35935 | 44710 | 53537 | 50312 | 56565 | 47237 | 56060 |

Tabel II.3.6b.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | Relatief t.o.v. 2002 | | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|----------------------|-------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6388 | 3277 | 23214 | 21153 | 55341 | 100 | 95 | 95 | 80 | 80 | 83 |
| Mensjaren | 128 | 571 | 120 | 552 | 368 | 1739 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16333 | 6459 | 35168 | 22309 | 82663 | 100 | 97 | 101 | 107 | 107 | 104 |
| Besomming | 8158 | 55658 | 15344 | 98705 | 65129 | 242994 | 100 | 96 | 101 | 95 | 94 | 96 |
| Oliekosten | 948 | 6968 | 2281 | 21854 | 15747 | 47798 | 100 | 93 | 93 | 80 | 80 | 83 |
| Overige variabele kosten | 4997 | 30992 | 8379 | 43771 | 29629 | 117768 | 100 | 97 | 101 | 96 | 96 | 97 |
| Dekkingsbijdrage ¹ | 2213 | 17698 | 4684 | 33080 | 19753 | 77428 | 100 | 97 | 106 | 106 | 108 | 104 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 682 | 9087 | 2245 | 21663 | 11649 | 45326 | 101 | 94 | 114 | 109 | 114 | 107 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1726 | -1004 | 155 | 1868 | -364 | -1072 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1453 | 710 | 22901 | 21049 | 46113 | 0 | 80 | 80 | 80 | 80 | 80 |
| Mensjaren | 0 | 156 | 24 | 547 | 366 | 1093 | 0 | 86 | 100 | 100 | 100 | 98 |
| Aanvoer (Ton) | 0 | 4697 | 1170 | 29981 | 20592 | 56440 | 0 | 89 | 109 | 109 | 107 | 106 |
| Besomming | 0 | 15947 | 3584 | 97023 | 64601 | 181155 | 0 | 86 | 98 | 95 | 94 | 94 |
| Oliekosten | 0 | 2214 | 693 | 21720 | 15703 | 40330 | 0 | 80 | 80 | 80 | 80 | 80 |
| Overige variabele kosten | 0 | 8399 | 1990 | 43518 | 29100 | 83007 | 0 | 87 | 98 | 96 | 96 | 95 |
| Dekkingsbijdrage ¹ | 0 | 5335 | 901 | 31786 | 19798 | 57819 | 0 | 88 | 118 | 106 | 108 | 105 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 2748 | 249 | 20874 | 11416 | 35287 | 0 | 79 | 218 | 109 | 114 | 108 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -270 | -42 | 1269 | -534 | 422 | | | | | | |

Scenario 3.6c F=0,6, Maaswijdte 80 mm, Min Maat tong 26 schol 18

Tabel II.3.6c.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 129,4 | 111,8 | 151,7 | 105,6 | 113,5 | 108,3 | 115,1 | 103,3 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,6 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 83203 | 126181 | 409343 | 257474 | 315022 | 328119 | 463720 | 393571 |
| Besomming | 131982 | 172411 | 330313 | 336921 | 624135 | 818087 | 1061718 | 1098578 | 1100413 | 1179442 |
| Oliekosten | 14001 | 30573 | 37938 | 43902 | 80255 | 136741 | 211626 | 198862 | 233006 | 230742 |
| Overige variabele kosten | 82057 | 95691 | 183602 | 193208 | 329684 | 464849 | 487461 | 510830 | 491761 | 576581 |
| Dekkingsbijdrage ¹ | 35924 | 46147 | 108772 | 99812 | 214196 | 216497 | 362631 | 388886 | 375646 | 372119 |
| Vaste kosten | 24720 | 32407 | 49249 | 63375 | 94656 | 171693 | 131561 | 152926 | 155516 | 187335 |
| Bruto overschot | 11204 | 13740 | 59523 | 36436 | 119540 | 44803 | 231070 | 235960 | 220130 | 184784 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32523 | -1580 | -28959 | 32972 | -31707 | 7349 | -62724 | -29138 | -26953 |
| Deel volwassen opvarende | 24860 | 26583 | 37550 | 34391 | 46141 | 47870 | 45602 | 50913 | 43297 | 50261 |

Tabel II.3.6c.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | TOT | Relatief t.o.v. 2002 | | | | | TOT |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6025 | 3099 | 17489 | 15890 | 43813 | 100 | 89 | 90 | 60 | 60 | 66 |
| Mensjaren | 128 | 565 | 120 | 551 | 366 | 1731 | 100 | 98 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 15415 | 6267 | 30393 | 18973 | 73442 | 100 | 91 | 98 | 93 | 91 | 93 |
| Besomming | 8168 | 53801 | 15238 | 86082 | 56690 | 219979 | 100 | 93 | 101 | 83 | 82 | 87 |
| Oliekosten | 948 | 6414 | 2108 | 16424 | 11821 | 37715 | 100 | 85 | 86 | 60 | 60 | 65 |
| Overige variabele kosten | 5002 | 30175 | 8323 | 39255 | 26566 | 109321 | 100 | 94 | 100 | 86 | 86 | 90 |
| Dekkingsbijdrage ¹ | 2218 | 17211 | 4807 | 30403 | 18302 | 72942 | 100 | 94 | 109 | 97 | 100 | 98 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 687 | 8599 | 2369 | 18986 | 10198 | 40840 | 101 | 89 | 121 | 95 | 100 | 96 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1721 | -1491 | 279 | -809 | -1815 | -5557 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1090 | 533 | 17176 | 15787 | 34585 | 0 | 60 | 60 | 60 | 60 | 60 |
| Mensjaren | 0 | 128 | 23 | 546 | 365 | 1061 | 0 | 70 | 99 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3779 | 978 | 25206 | 17256 | 47220 | 0 | 72 | 91 | 91 | 90 | 89 |
| Besomming | 0 | 13767 | 3109 | 84400 | 56162 | 157439 | 0 | 75 | 85 | 82 | 82 | 82 |
| Oliekosten | 0 | 1660 | 520 | 16290 | 11777 | 30247 | 0 | 60 | 60 | 60 | 60 | 60 |
| Overige variabele kosten | 0 | 7422 | 1767 | 39001 | 26037 | 74227 | 0 | 77 | 87 | 86 | 86 | 85 |
| Dekkingsbijdrage ¹ | 0 | 4685 | 822 | 29109 | 18348 | 52964 | 0 | 77 | 107 | 97 | 100 | 96 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 2099 | 170 | 18197 | 9966 | 30432 | 0 | 60 | 149 | 95 | 100 | 93 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -920 | -120 | -1408 | -1984 | -4432 | | | | | | |

Scenario 3.6d F=1, Maaswijdte 90 mm, Min Maat tong 30 schol 20

Tabel II.3.6d.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 139.0 | 140.8 | 151.7 | 174.4 | 189.1 | 178.9 | 189.5 | 172.2 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 85278 | 147104 | 409343 | 323723 | 382035 | 406976 | 526062 | 504100 |
| Besomming | 131980 | 169661 | 337193 | 358549 | 593982 | 941332 | 1193866 | 1232480 | 1216428 | 1359672 |
| Oliekosten | 14001 | 30573 | 42296 | 57145 | 80255 | 227902 | 352710 | 330512 | 385670 | 384570 |
| Overige variabele kosten | 82056 | 94359 | 186613 | 203105 | 316003 | 521507 | 520209 | 548437 | 519197 | 642549 |
| Dekkingsbijdrage ¹ | 35923 | 44729 | 108284 | 98299 | 197725 | 191923 | 320947 | 353531 | 311562 | 332553 |
| Vaste kosten | 24720 | 32407 | 48592 | 61058 | 94656 | 165176 | 124166 | 143629 | 147620 | 179535 |
| Bruto overschot | 11203 | 12321 | 59692 | 37241 | 103069 | 26746 | 196781 | 209902 | 163942 | 153018 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -33942 | -1411 | -28155 | 16500 | -49764 | -26940 | -88782 | -85326 | -58719 |
| Deel volwassen opvarende | 24860 | 26057 | 37387 | 34756 | 43643 | 50299 | 45217 | 51167 | 41595 | 51671 |

Tabel II.3.6d.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6752 | 3454 | 28939 | 26415 | 66870 | 100 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 128 | 575 | 120 | 552 | 369 | 1746 | 100 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16601 | 6519 | 36009 | 22995 | 84519 | 100 | 98 | 102 | 110 | 110 | 107 |
| Besomming | 8150 | 55581 | 15063 | 96551 | 63740 | 239084 | 100 | 96 | 99 | 93 | 92 | 94 |
| Oliekosten | 948 | 7521 | 2454 | 27284 | 19673 | 57880 | 100 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 4993 | 30792 | 8222 | 41337 | 28229 | 113573 | 100 | 96 | 99 | 91 | 91 | 93 |
| Dekkingsbijdrage ¹ | 2209 | 17267 | 4387 | 27930 | 15838 | 67631 | 100 | 95 | 100 | 89 | 86 | 91 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 678 | 8656 | 1949 | 16513 | 7734 | 35529 | 100 | 90 | 99 | 83 | 76 | 84 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1731 | -1435 | -141 | -3282 | -4279 | -10868 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1816 | 888 | 28626 | 26311 | 57642 | 0 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 0 | 181 | 24 | 547 | 368 | 1120 | 0 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 0 | 4966 | 1230 | 30822 | 21278 | 58296 | 0 | 94 | 114 | 112 | 111 | 110 |
| Besomming | 0 | 15334 | 3577 | 94869 | 63212 | 176993 | 0 | 83 | 98 | 93 | 92 | 92 |
| Oliekosten | 0 | 2767 | 866 | 27150 | 19629 | 50412 | 0 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 0 | 7938 | 1957 | 41083 | 27701 | 78679 | 0 | 83 | 96 | 91 | 91 | 90 |
| Dekkingsbijdrage ¹ | 0 | 4630 | 754 | 26636 | 15883 | 47903 | 0 | 76 | 98 | 89 | 86 | 87 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 2043 | 102 | 15724 | 7501 | 25370 | 0 | 59 | 89 | 82 | 75 | 78 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -976 | -189 | -3881 | -4449 | -9494 | | | | | | |

Scenario 3.6e F=0,8, Maaswijdte 90 mm, Min Maat tong 30 schol 20

Tabel II.3.6e.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 134,2 | 126,3 | 151,7 | 140,0 | 151,3 | 143,6 | 152,3 | 137,7 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 83416 | 134616 | 409343 | 284882 | 339524 | 356882 | 484797 | 438827 |
| Besomming | 131981 | 170950 | 332316 | 341313 | 608141 | 849706 | 1080137 | 1112459 | 1106989 | 1219980 |
| Oliekosten | 14001 | 30573 | 40117 | 50523 | 80255 | 182322 | 282168 | 264687 | 309338 | 307656 |
| Overige variabele kosten | 82056 | 94984 | 184513 | 194610 | 322435 | 477495 | 481621 | 504674 | 482914 | 586897 |
| Dekkingsbijdrage ¹ | 35924 | 45393 | 107685 | 96180 | 205452 | 189889 | 316348 | 343098 | 314738 | 325427 |
| Vaste kosten | 24720 | 32407 | 48633 | 61202 | 94656 | 165579 | 124623 | 144204 | 148108 | 180017 |
| Bruto overschot | 11203 | 12986 | 59053 | 34979 | 110796 | 24311 | 191725 | 198894 | 166630 | 145410 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -33277 | -2050 | -30417 | 24227 | -52199 | -31996 | -99790 | -82638 | -66327 |
| Deel volwassen opvarende | 24860 | 26304 | 37327 | 33801 | 44816 | 46990 | 42861 | 48039 | 39879 | 48340 |

Tabel II.3.6e.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | TOT | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6388 | 3277 | 23214 | 21153 | 55341 | 100 | 95 | 95 | 80 | 80 | 83 |
| Mensjaren | 128 | 571 | 120 | 552 | 368 | 1739 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 15820 | 6371 | 32445 | 20468 | 77498 | 100 | 94 | 100 | 99 | 98 | 98 |
| Besomming | 8158 | 54233 | 15017 | 87407 | 57609 | 222423 | 100 | 94 | 99 | 84 | 84 | 88 |
| Oliekosten | 948 | 6968 | 2281 | 21854 | 15747 | 47798 | 100 | 93 | 93 | 80 | 80 | 83 |
| Overige variabele kosten | 4997 | 30175 | 8193 | 38189 | 26062 | 107615 | 100 | 94 | 99 | 84 | 84 | 88 |
| Dekkingsbijdrage ¹ | 2213 | 17090 | 4542 | 27365 | 15800 | 67011 | 100 | 94 | 103 | 87 | 86 | 90 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 682 | 8479 | 2104 | 15948 | 7695 | 34909 | 101 | 88 | 107 | 80 | 75 | 82 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1726 | -1612 | 14 | -3847 | -4318 | -11489 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1453 | 710 | 22901 | 21049 | 46113 | 0 | 80 | 80 | 80 | 80 | 80 |
| Mensjaren | 0 | 156 | 24 | 547 | 366 | 1093 | 0 | 86 | 100 | 100 | 100 | 98 |
| Aanvoer (Ton) | 0 | 4185 | 1083 | 27258 | 18750 | 51275 | 0 | 80 | 100 | 99 | 98 | 97 |
| Besomming | 0 | 13690 | 3229 | 85725 | 57081 | 159725 | 0 | 74 | 88 | 84 | 83 | 83 |
| Oliekosten | 0 | 2214 | 693 | 21720 | 15703 | 40330 | 0 | 80 | 80 | 80 | 80 | 80 |
| Overige variabele kosten | 0 | 7173 | 1792 | 37935 | 25533 | 72432 | 0 | 75 | 88 | 84 | 84 | 83 |
| Dekkingsbijdrage ¹ | 0 | 4304 | 744 | 26071 | 15845 | 46964 | 0 | 71 | 97 | 87 | 86 | 85 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 1717 | 92 | 15159 | 7463 | 24431 | 0 | 49 | 81 | 79 | 75 | 75 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -1301 | -198 | -4446 | -4487 | -10433 | | | | | | |

Scenario 3.6f F=0,6, Maaswijdte 90 mm, Min Maat tong 30 schol 20

Tabel II.3.6f.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 129,4 | 111,8 | 151,7 | 105,6 | 113,5 | 108,3 | 115,1 | 103,3 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,6 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 81249 | 121123 | 409343 | 236270 | 284219 | 294958 | 431158 | 360133 |
| Besomming | 131982 | 172411 | 326242 | 319821 | 625555 | 728434 | 928500 | 955097 | 960072 | 1040131 |
| Oliekosten | 14001 | 30573 | 37938 | 43902 | 80255 | 136741 | 211626 | 198862 | 233006 | 230742 |
| Overige variabele kosten | 82057 | 95691 | 181930 | 184057 | 330333 | 418979 | 426780 | 444838 | 431091 | 514069 |
| Dekkingsbijdrage ¹ | 35924 | 46147 | 106374 | 91863 | 214968 | 172713 | 290095 | 311397 | 295975 | 295320 |
| Vaste kosten | 24720 | 32407 | 48678 | 61362 | 94656 | 166031 | 125136 | 144848 | 148655 | 180558 |
| Bruto overschot | 11204 | 13740 | 57696 | 30501 | 120312 | 6683 | 164959 | 166549 | 147319 | 114762 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32523 | -3407 | -34895 | 33743 | -69827 | -58762 | -132135 | -101949 | -96975 |
| Deel volwassen opvarende | 24860 | 26583 | 37157 | 32420 | 46256 | 41590 | 38478 | 42788 | 36278 | 42883 |

Tabel II.3.6f.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6025 | 3099 | 17489 | 15890 | 43813 | 100 | 89 | 90 | 60 | 60 | 66 |
| Mensjaren | 128 | 565 | 120 | 551 | 366 | 1731 | 100 | 98 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 14958 | 6187 | 27898 | 17288 | 68725 | 100 | 89 | 97 | 85 | 83 | 87 |
| Besomming | 8168 | 52553 | 14928 | 75290 | 49508 | 200447 | 100 | 91 | 99 | 72 | 72 | 79 |
| Oliekosten | 948 | 6414 | 2108 | 16424 | 11821 | 37715 | 100 | 85 | 86 | 60 | 60 | 65 |
| Overige variabele kosten | 5002 | 29409 | 8141 | 33768 | 23072 | 99393 | 100 | 92 | 98 | 74 | 75 | 82 |
| Dekkingsbijdrage ¹ | 2218 | 16730 | 4679 | 25098 | 14615 | 63340 | 100 | 92 | 106 | 80 | 80 | 85 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 687 | 8118 | 2240 | 13681 | 6511 | 31238 | 101 | 84 | 114 | 69 | 64 | 74 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1721 | -1973 | 150 | -6114 | -5502 | -15160 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1090 | 533 | 17176 | 15787 | 34585 | 0 | 60 | 60 | 60 | 60 | 60 |
| Mensjaren | 0 | 128 | 23 | 546 | 365 | 1061 | 0 | 70 | 99 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3323 | 898 | 22712 | 15570 | 42502 | 0 | 63 | 83 | 82 | 81 | 80 |
| Besomming | 0 | 11630 | 2768 | 73608 | 48980 | 136987 | 0 | 63 | 76 | 72 | 72 | 71 |
| Oliekosten | 0 | 1660 | 520 | 16290 | 11777 | 30247 | 0 | 60 | 60 | 60 | 60 | 60 |
| Overige variabele kosten | 0 | 6218 | 1571 | 33515 | 22543 | 63847 | 0 | 65 | 77 | 74 | 74 | 73 |
| Dekkingsbijdrage ¹ | 0 | 3751 | 677 | 23804 | 14660 | 42892 | 0 | 62 | 88 | 79 | 80 | 78 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 1165 | 25 | 12892 | 6278 | 20360 | 0 | 33 | 22 | 67 | 63 | 62 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -1854 | -265 | -6713 | -5672 | -14504 | | | | | | |

Scenario 3.6g F=1, Maaswijdte 100 mm, Min Maat tong 30 schol 22

Tabel II.3.6g.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106.0 | 121.0 | 139.0 | 140.8 | 151.7 | 174.4 | 189.1 | 178.9 | 189.5 | 172.2 |
| Mensjaren | 2.0 | 2.2 | 3.2 | 3.7 | 4.5 | 6.0 | 6.7 | 6.4 | 6.9 | 6.8 |
| Aanvoer (Ton) | 37801 | 57578 | 84845 | 145825 | 409343 | 314314 | 369385 | 394775 | 513530 | 490710 |
| Besomming | 131980 | 169661 | 335656 | 353378 | 594310 | 909859 | 1150591 | 1188421 | 1172335 | 1314831 |
| Oliekosten | 14001 | 30573 | 42296 | 57145 | 80255 | 227902 | 352710 | 330512 | 385670 | 384570 |
| Overige variabele kosten | 82056 | 94359 | 185984 | 200522 | 316150 | 505932 | 501343 | 529095 | 500699 | 623111 |
| Dekkingsbijdrage ¹ | 35923 | 44729 | 107376 | 95711 | 197905 | 176025 | 296538 | 328814 | 285966 | 307150 |
| Vaste kosten | 24720 | 32407 | 48545 | 60894 | 94656 | 164713 | 123641 | 142969 | 147060 | 178981 |
| Bruto overschot | 11203 | 12321 | 58831 | 34818 | 103249 | 11312 | 172897 | 185845 | 138907 | 128169 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28291 | -33942 | -2272 | -30578 | 16681 | -65198 | -50824 | -112840 | -110361 | -83569 |
| Deel volwassen opvarende | 24860 | 26057 | 37226 | 34173 | 43669 | 48091 | 42903 | 48670 | 39387 | 49296 |

Tabel II.3.6g.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6752 | 3454 | 28939 | 26415 | 66870 | 100 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 128 | 575 | 120 | 552 | 369 | 1746 | 100 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 16493 | 6483 | 35024 | 22338 | 82732 | 100 | 98 | 102 | 107 | 107 | 104 |
| Besomming | 8150 | 55168 | 14950 | 93117 | 61466 | 232850 | 100 | 95 | 99 | 89 | 89 | 92 |
| Oliekosten | 948 | 7521 | 2454 | 27284 | 19673 | 57880 | 100 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 4993 | 30589 | 8164 | 39791 | 27236 | 110773 | 100 | 95 | 98 | 87 | 88 | 91 |
| Dekkingsbijdrage ¹ | 2209 | 17057 | 4332 | 26042 | 14557 | 64197 | 100 | 93 | 98 | 83 | 79 | 86 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 678 | 8446 | 1894 | 14625 | 6453 | 32095 | 100 | 88 | 97 | 74 | 63 | 76 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1731 | -1645 | -196 | -5170 | -5560 | -14302 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1816 | 888 | 28626 | 26311 | 57642 | 0 | 100 | 100 | 100 | 100 | 100 |
| Mensjaren | 0 | 181 | 24 | 547 | 368 | 1120 | 0 | 100 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 0 | 4858 | 1194 | 29838 | 20620 | 56510 | 0 | 92 | 111 | 108 | 107 | 106 |
| Besomming | 0 | 14774 | 3457 | 91435 | 60938 | 170604 | 0 | 80 | 94 | 89 | 89 | 88 |
| Oliekosten | 0 | 2767 | 866 | 27150 | 19629 | 50412 | 0 | 100 | 100 | 100 | 100 | 100 |
| Overige variabele kosten | 0 | 7662 | 1896 | 39537 | 26707 | 75802 | 0 | 80 | 93 | 87 | 88 | 87 |
| Dekkingsbijdrage ¹ | 0 | 4345 | 695 | 24748 | 14602 | 44389 | 0 | 72 | 91 | 82 | 80 | 80 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 1758 | 43 | 13836 | 6220 | 21857 | 0 | 51 | 38 | 72 | 62 | 67 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -1261 | -248 | -5769 | -5730 | -13007 | | | | | | |

Scenario 3.6h F=1, Maaswijdte 100 mm, Min Maat tong 30 schol 22

Tabel II.3.6h.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 134,2 | 126,3 | 151,7 | 140,0 | 151,3 | 143,6 | 152,3 | 137,7 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,7 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 82916 | 133137 | 409343 | 273934 | 324815 | 342707 | 470231 | 423259 |
| Besomming | 131981 | 170950 | 330183 | 334397 | 608551 | 809435 | 1024315 | 1055271 | 1049904 | 1162080 |
| Oliekosten | 14001 | 30573 | 40117 | 50523 | 80255 | 182322 | 282168 | 264687 | 309338 | 307656 |
| Overige variabele kosten | 82056 | 94984 | 183630 | 191148 | 322618 | 457542 | 457257 | 479525 | 458950 | 561765 |
| Dekkingsbijdrage ¹ | 35924 | 45393 | 106436 | 92725 | 205678 | 169572 | 284890 | 311060 | 281616 | 292659 |
| Vaste kosten | 24720 | 32407 | 48566 | 60966 | 94656 | 164917 | 123872 | 143259 | 147306 | 179224 |
| Bruto overschot | 11203 | 12986 | 57870 | 31759 | 111022 | 4656 | 161019 | 167801 | 134311 | 113435 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -33277 | -3233 | -33636 | 24453 | -71854 | -62702 | -130884 | -114957 | -98303 |
| Deel volwassen opvarende | 24860 | 26304 | 37100 | 33014 | 44849 | 44166 | 39876 | 44798 | 37021 | 45274 |

Tabel II.3.6h.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | | Relatief t.o.v. 2002 | | | | | |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | TOT |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6388 | 3277 | 23214 | 21153 | 55341 | 100 | 95 | 95 | 80 | 80 | 83 |
| Mensjaren | 128 | 571 | 120 | 552 | 368 | 1739 | 100 | 99 | 100 | 100 | 100 | 100 |
| Aanvoer (Ton) | 2394 | 15695 | 6330 | 31300 | 19703 | 75422 | 100 | 93 | 99 | 95 | 94 | 95 |
| Besomming | 8158 | 53672 | 14872 | 82967 | 54666 | 214336 | 100 | 93 | 98 | 80 | 79 | 84 |
| Oliekosten | 948 | 6968 | 2281 | 21854 | 15747 | 47798 | 100 | 93 | 93 | 80 | 80 | 83 |
| Overige variabele kosten | 4997 | 29897 | 8119 | 36181 | 24771 | 103965 | 100 | 93 | 98 | 79 | 80 | 85 |
| Dekkingsbijdrage ¹ | 2213 | 16807 | 4473 | 24933 | 14148 | 62573 | 100 | 92 | 102 | 80 | 77 | 84 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 682 | 8195 | 2034 | 13516 | 6043 | 30471 | 101 | 85 | 104 | 68 | 59 | 72 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1726 | -1896 | -56 | -6279 | -5970 | -15926 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1453 | 710 | 22901 | 21049 | 46113 | 0 | 80 | 80 | 80 | 80 | 80 |
| Mensjaren | 0 | 156 | 24 | 547 | 366 | 1093 | 0 | 86 | 100 | 100 | 100 | 98 |
| Aanvoer (Ton) | 0 | 4060 | 1041 | 26113 | 17986 | 49199 | 0 | 77 | 97 | 95 | 94 | 93 |
| Besomming | 0 | 12948 | 3076 | 81286 | 54138 | 151448 | 0 | 70 | 84 | 79 | 79 | 78 |
| Oliekosten | 0 | 2214 | 693 | 21720 | 15703 | 40330 | 0 | 80 | 80 | 80 | 80 | 80 |
| Overige variabele kosten | 0 | 6806 | 1713 | 35927 | 24243 | 68689 | 0 | 71 | 84 | 79 | 80 | 79 |
| Dekkingsbijdrage ¹ | 0 | 3928 | 670 | 23639 | 14193 | 42429 | 0 | 65 | 87 | 79 | 77 | 77 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 1342 | 18 | 12727 | 5811 | 19897 | 0 | 39 | 16 | 67 | 58 | 61 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -1677 | -273 | -6878 | -6139 | -14967 | | | | | | |

Scenario 3.6i F=1, Maaswijdte 100 mm, Min Maat tong 30 schol 22

Tabel II.3.6i.A Gemiddelde resultaten voor schepen in de verschillende vlootsegmenten

| | 0- 260 NOORD | 0- 260 ZUID | 261- 300 NOORD | 261- 300 ZUID | 301- 1500 NOORD | 301- 1500 ZUID | 1501- 2000 NOORD | 1501- 2000 ZUID | 2001- NOORD | 2001- ZUID |
|-------------------------------|--------------------|-------------------|----------------------|---------------------|-----------------------|----------------------|------------------------|-----------------------|----------------|---------------|
| PK-dagen (1000) | 106,0 | 121,0 | 129,4 | 111,8 | 151,7 | 105,6 | 113,5 | 108,3 | 115,1 | 103,3 |
| Mensjaren | 2,0 | 2,2 | 3,2 | 3,6 | 4,5 | 6,0 | 6,7 | 6,4 | 6,9 | 6,8 |
| Aanvoer (Ton) | 37801 | 57578 | 80740 | 119616 | 409343 | 225080 | 269187 | 280478 | 416277 | 344225 |
| Besomming | 131982 | 172411 | 323909 | 312091 | 626053 | 683831 | 866317 | 891113 | 896318 | 975588 |
| Oliekosten | 14001 | 30573 | 37938 | 43902 | 80255 | 136741 | 211626 | 198862 | 233006 | 230742 |
| Overige variabele kosten | 82057 | 95691 | 180965 | 180165 | 330556 | 396824 | 399551 | 416588 | 404269 | 485975 |
| Dekkingsbijdrage ¹ | 35924 | 46147 | 105005 | 88024 | 215242 | 150267 | 255140 | 275663 | 259042 | 258871 |
| Vaste kosten | 24720 | 32407 | 48588 | 61044 | 94656 | 165135 | 124120 | 143571 | 147571 | 179486 |
| Bruto overschot | 11204 | 13740 | 56418 | 26980 | 120586 | -14869 | 131020 | 132092 | 111472 | 79384 |
| Afschr./rente | 39494 | 46263 | 61103 | 65395 | 86569 | 76510 | 223721 | 298684 | 249268 | 211737 |
| Netto resultaat | -28290 | -32523 | -4685 | -38415 | 34017 | -91379 | -92700 | -166593 | -137797 | -132353 |
| Deel volwassen opvarende | 24860 | 26583 | 36908 | 31529 | 46296 | 38466 | 35152 | 39164 | 33089 | 39465 |

Tabel II.3.6i.B Totale economische resultaten van de verschillende vlootsegmenten

| VLOOT TOTAAL | Situatie na verandering | | | | | TOT | Relatief t.o.v. 2002 | | | | | TOT |
|-------------------------------|-------------------------|---------|----------|-----------|-------|--------|----------------------|---------|----------|-----------|-------|-----|
| | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | | 1-260 | 261-300 | 301-1500 | 1501-2000 | 2001- | |
| ALLE VISSERIJEN: | | | | | | | | | | | | |
| PK-dagen (1000) | 1310 | 6025 | 3099 | 17489 | 15890 | 43813 | 100 | 89 | 90 | 60 | 60 | 66 |
| Mensjaren | 128 | 565 | 120 | 551 | 366 | 1731 | 100 | 98 | 100 | 100 | 99 | 99 |
| Aanvoer (Ton) | 2394 | 14831 | 6144 | 26729 | 16507 | 66604 | 100 | 88 | 97 | 82 | 79 | 84 |
| Besomming | 8168 | 51932 | 14769 | 70336 | 46224 | 191429 | 100 | 90 | 97 | 68 | 67 | 75 |
| Oliekosten | 948 | 6414 | 2108 | 16424 | 11821 | 37715 | 100 | 85 | 86 | 60 | 60 | 65 |
| Overige variabele kosten | 5002 | 29096 | 8058 | 31505 | 21619 | 95280 | 100 | 91 | 97 | 69 | 70 | 78 |
| Dekkingsbijdrage ¹ | 2218 | 16422 | 4602 | 22408 | 12784 | 58434 | 100 | 90 | 105 | 72 | 70 | 78 |
| Vaste kosten | 1531 | 8612 | 2438 | 11417 | 8104 | 32102 | 100 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 687 | 7810 | 2164 | 10990 | 4680 | 26332 | 101 | 81 | 110 | 55 | 46 | 62 |
| Afschr./rente | 2409 | 10091 | 2090 | 19795 | 12013 | 46398 | 100 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | -1721 | -2281 | 74 | -8805 | -7333 | -20066 | | | | | | |
| BOOMKORVISSERIJ | | | | | | | | | | | | |
| PK-dagen (1000) | 0 | 1090 | 533 | 17176 | 15787 | 34585 | 0 | 60 | 60 | 60 | 60 | 60 |
| Mensjaren | 0 | 128 | 23 | 546 | 365 | 1061 | 0 | 70 | 99 | 100 | 99 | 95 |
| Aanvoer (Ton) | 0 | 3195 | 855 | 21542 | 14789 | 40381 | 0 | 61 | 79 | 78 | 77 | 76 |
| Besomming | 0 | 10789 | 2599 | 68655 | 45696 | 127738 | 0 | 58 | 71 | 67 | 67 | 66 |
| Oliekosten | 0 | 1660 | 520 | 16290 | 11777 | 30247 | 0 | 60 | 60 | 60 | 60 | 60 |
| Overige variabele kosten | 0 | 5797 | 1483 | 31252 | 21090 | 59622 | 0 | 60 | 73 | 69 | 69 | 68 |
| Dekkingsbijdrage ¹ | 0 | 3331 | 596 | 21113 | 12829 | 37869 | 0 | 55 | 78 | 70 | 70 | 69 |
| Vaste kosten | 0 | 2587 | 652 | 10912 | 8382 | 22532 | 0 | 100 | 100 | 100 | 100 | 100 |
| Bruto overschot | 0 | 745 | -57 | 10201 | 4447 | 15337 | 0 | 21 | -50 | 53 | 45 | 47 |
| Afschr./rente | 0 | 3019 | 291 | 19605 | 11950 | 34864 | 0 | 100 | 100 | 100 | 100 | 100 |
| Netto resultaat | 0 | -2274 | -347 | -9404 | -7503 | -19527 | | | | | | |

BIJLAGE III

Tabel III.1.

Scenario:

- 20% reductie visserij-inspanning
- hogere aanvoerprijs wordt volledig gecompenseerd door hogere afzetprijzen
- 0% aanpassing productiecapaciteit

Verdere uitgangspunten

| | |
|-----------------------------------|--|
| Reductie visserij-inspanning | 20 % |
| Reductie aanvoer | 20 % |
| Prijsflexibiliteit van de aanvoer | -0,25 |
| Prijsflexibiliteit van de afzet | -0,15 |
| Bijtelling invoer | 15 % opteld bij de aanvoer NL afslagen |
| Reductie verwerkingscapaciteit | 0 % |

Resultaten

| | Basisperiode iwe situatie | | Vershil |
|------------------------------|---------------------------|------|-------------------------------|
| | 2002 | | |
| Aanvoer en prijzen | | | |
| Aanvoer op afslagen | 128 | 102 | -26 mln kg |
| Inkoopprijs | 3,11 | 3,28 | 0,18 €/kg |
| Stijging inkoopprijs | | 5,74 | 6 % |
| Verkoopprijs | 5,11 | 5,29 | 0,17 €/kg (basis aanvoergew.) |
| Stijging verkoopprijs | | 3,40 | 3 % |
| Bruto marge per kg | 2,01 | 2,00 | 0,00 €/kg (basis aanvoergew.) |
| Opbrengsten en kosten | | | |
| Productiewaarde | 653 | 540 | -113 mln.€ |
| Verbruikswaarde | 512 | 463 | -49 mln.€ |
| Vaste kosten | 55 | 55 | |
| Inkopen grond/hulpst | 457 | 408 | |
| - vis | 396 | 335 | -61 mln.€ |
| - niet - vis | 61 | 49 | -12 mln.€ |
| Overige variabele kosten | 30 | 24 | -6 mln.€ |
| Toegevoegde waarde | | | |
| Bruto marge | 256 | 205 | -52 mln.€ |
| Bruto toegev. waarde | 141 | 77 | -64 mln.€ |
| Arbeid | 92 | 73 | -18 mln.€ |
| Kostpr verh heff/subs | 4 | 3 | -1 mln.€ |
| Bruto resultaat | 45 | 1 | -45 mln.€ |
| rente | 10 | 10 | 0 mln.€ |
| Afschrijvingen | 19 | 19 | 0 mln.€ |
| Overig | 17 | -28 | -45 mln.€ |
| Netto toegev. waarde | 122 | 58 | -64 mln.€ |
| Werkzame personen | 3231 | 2585 | -646 mensen |
| Productie capaciteit | 100 | 100 | 0 Index |

Tabel III.2.

| Scenario: | | | |
|---|---------------------|--|-------------------------------|
| - 40% reductie visserij-inspanning | | | |
| - hogere aanvoerprijs wordt volledig gecompenseerd door hogere afzetprijzen | | | |
| - 0% aanpassing productiecapaciteit | | | |
| Verdere uitgangspunten | | | |
| Reductie visserij-inspanning | | 40 % | |
| Reductie aanvoer | | 40 % | |
| Prijsflexibiliteit van de aanvoer | | -0,25 | |
| Prijsflexibiliteit van de afzet | | -0,155 | |
| Bijtelling invoer | | 15 % opteld bij de aanvoer NL afslagen | |
| Reductie verwerkingscapaciteit | | 0 % | |
| Resultaten | | | |
| | Basisperiode | Nieuwe situatie | Vershil |
| Aanvoer en prijzen | 2002 | | |
| Aanvoer op afslagen | 128 | 77 | -51 mln kg |
| Inkoopprijs | 3,11 | 3,53 | 0,42 €/kg |
| Stijging inkoopprijs | | 13,62 | 14 % |
| Verkoopprijs | 5,11 | 5,54 | 0,42 €/kg (basis aanvoergew.) |
| Stijging verkoopprijs | | 8,24 | 8 % |
| Bruto marge per kg | 2,01 | 2,01 | 0,00 €/kg (basis aanvoergew.) |
| Opbrengsten en kosten | | | |
| Productiewaarde | 653 | 424 | -229 mln.€ |
| Verbruikswaarde | 512 | 380 | -132 mln.€ |
| Vaste kosten | 55 | 55 | |
| Inkopen grond/hulpst | 457 | 325 | |
| - vis | 396 | 270 | -126 mln.€ |
| - niet - vis | 61 | 36 | -24 mln.€ |
| Overige variabele kosten | 30 | 18 | -12 mln.€ |
| Toegevoegde waarde | | | |
| Bruto marge | 256 | 154 | -103 mln.€ |
| Bruto toegev. waarde | 141 | 44 | -96 mln.€ |
| Arbeid | 92 | 55 | -37 mln.€ |
| Kostpr verh heff/subs | 4 | 2 | -1 mln.€ |
| Bruto resultaat | 45 | -13 | -58 mln.€ |
| rente | 10 | 10 | 0 mln.€ |
| Afschrijvingen | 19 | 19 | 0 mln.€ |
| Overig | 17 | -42 | -58 mln.€ |
| Netto toegev. waarde | 122 | 25 | -96 mln.€ |
| Werkzame personen | 3231 | 1939 | -1292 mensen |
| Productie capaciteit | 100 | 100 | 0 Index |

Tabel III.3.

| Scenario: | | | |
|---|---------------------|--|-------------------------------|
| - 40% reductie visserij-inspanning | | | |
| - hogere aanvoerprijs wordt volledig gecompenseerd door hogere afzetprijzen | | | |
| - 25% aanpassing productiecapaciteit | | | |
| Verdere uitgangspunten | | | |
| Reductie visserij-inspanning | | 40 % | |
| Reductie aanvoer | | 40 % | |
| Prijsflexibiliteit van de aanvoer | | -0,25 | |
| Prijsflexibiliteit van de afzet | | -0,155 | |
| Bijstelling invoer | | 15 % opteld bij de aanvoer NL afslagen | |
| Reductie verwerkingscapaciteit | | 25 % | |
| Resultaten | | | |
| | Basisperiode | Nieuwe situatie | Vershil |
| Aanvoer en prijzen | 2002 | | |
| Aanvoer op afslagen | 128 | 77 | -51 mln kg |
| Inkoopprijs | 3,11 | 3,53 | 0,42 €/kg |
| Stijging inkoopprijs | | 13,62 | 14 % |
| Verkoopprijs | 5,11 | 5,54 | 0,42 €/kg (basis aanvoergew.) |
| Stijging verkoopprijs | | 8,24 | 8 % |
| Bruto marge per kg | 2,01 | 2,01 | 0,00 €/kg (basis aanvoergew.) |
| Opbrengsten en kosten | | | |
| Productiewaarde | 653 | 424 | -229 mln.€ |
| Verbruikswaarde | 512 | 366 | -146 mln.€ |
| Waste kosten | 55 | 41 | |
| Inkopen grond/hulpst | 457 | 325 | |
| - vis | 396 | 270 | -126 mln.€ |
| - niet - vis | 61 | 36 | -24 mln.€ |
| Overige variabele kosten | 30 | 18 | -12 mln.€ |
| Toegevoegde waarde | | | |
| Bruto marge | 256 | 154 | -103 mln.€ |
| Bruto toegev. waarde | 141 | 58 | -83 mln.€ |
| Arbeid | 92 | 55 | -37 mln.€ |
| Kostpr verh heff/subs | 4 | 2 | -1 mln.€ |
| Bruto resultaat | 45 | 1 | -45 mln.€ |
| rente | 10 | 7 | -2 mln.€ |
| Afschrijvingen | 19 | 14 | -5 mln.€ |
| Overig | 17 | -21 | -37 mln.€ |
| Netto toegev. waarde | 122 | 44 | -78 mln.€ |
| Werkzame personen | 3231 | 1939 | -1292 mensen |
| Productie capaciteit | 100 | 75 | -25 Index |

Tabel 4.

| | |
|--|--|
| Scenario: | |
| - 80% reductie visserij-inspanning | |
| - hogere aanvoerprijs wordt volledig gecompenseerd door hogere afzetprijzen | |
| - 0% aanpassing productiecapaciteit | |

| Verdere uitgangspunten | | | |
|-----------------------------------|----------------------------------|--|-------------------------------|
| Reductie visserij-inspanning | | 80 % | |
| Reductie aanvoer | | 80 % | |
| Prijsflexibiliteit van de aanvoer | | -0,25 | |
| Prijsflexibiliteit van de afzet | | -0,163 | |
| Bijtelling invoer | | 15 % opteld bij de aanvoer NL afslagen | |
| Reductie verwerkingscapaciteit | | 0 % | |
| Resultaten | | | |
| | Basisperiode iwe situatie | | Vershil |
| Aanvoer en prijzen | 2002 | | |
| Aanvoer op afslagen | 128 | 26 | -102 mln kg |
| Inkoopprijs | 3,11 | 4,65 | 1,54 €/kg |
| Stijging inkoopprijs | | 49,53 | 50 % |
| Verkoopprijs | 5,11 | 6,65 | 1,53 €/kg (basis aanvoergew.) |
| Stijging verkoopprijs | | 30,00 | 30 % |
| Bruto marge per kg | 2,01 | 2,00 | 0,00 €/kg (basis aanvoergew.) |
| Opbrengsten en kosten | | | |
| Productiewaarde | 653 | 170 | -483 mln.€ |
| Verbruikswaarde | | | |
| Verbruikswaarde | 512 | 191 | -320 mln.€ |
| Vaste kosten | 55 | 55 | |
| Inkopen grond/hulpst | 457 | 137 | |
| - vis | 396 | 119 | -278 mln.€ |
| - niet - vis | 61 | 12 | -49 mln.€ |
| Overige variabele kosten | 30 | 6 | -24 mln.€ |
| Toegevoegde waarde | | | |
| Bruto marge | 256 | 51 | -205 mln.€ |
| Bruto toegev. waarde | 141 | -22 | -163 mln.€ |
| Arbeid | 92 | 18 | -73 mln.€ |
| Kostpr verh heff/subs | 4 | 1 | -3 mln.€ |
| Bruto resultaat | 45 | -41 | -86 mln.€ |
| rente | 10 | 10 | 0 mln.€ |
| Afschrijvingen | 19 | 19 | 0 mln.€ |
| Overig | 17 | -70 | -86 mln.€ |
| Netto toegev. waarde | 122 | -41 | -163 mln.€ |
| Werkzame personen | | | |
| Werkzame personen | 3231 | 646 | -2585 mensen |
| Productie capaciteit | | | |
| Productie capaciteit | 100 | 100 | 0 Index |