

Basic information

1998/0347(CNS)

CNS - Consultation procedure
Regulation

Agenda 2000: Financial instrument for fisheries guidance, application
FIFG, structural assistance

Amended by [2000/0310\(CNS\)](#)
Amended by [2001/0129\(CNS\)](#)
Amended by [2002/0116\(CNS\)](#)
Amended by [2003/0261\(CNS\)](#)
Amended by [2005/0005\(CNS\)](#)
See also [2005/0262\(CNS\)](#)

Subject

3.15 Fisheries policy
3.15.16 Financial Instrument for Fisheries Guidance (FIFG), European
Fisheries Fund (EFF)
8.20.13 Enlargement's fisheries point of view

Procedure completed

Key players

European
Parliament

Committee responsible

PECH Fisheries

Rapporteur

ARIAS CAÑETE Miguel
(PPE)

Appointed

26/02/1998

Committee for opinion

BUDG Budgets

Rapporteur for opinion

KELLETT-BOWMAN
Edward T. (PPE)

Appointed

19/01/1999

REGI Regional Policy

ENVI Environment, Public Health and Consumer Protection

The committee decided not
to give an opinion.

Council of the
European Union

Council configuration

Meetings

Date

Fisheries

2170

1999-03-30

Fisheries

2237

1999-12-17

Fisheries

2220

1999-11-22

Fisheries

2189

1999-06-10

Fisheries

2359

2001-06-18

European Commission	Commission DG	Commissioner
	Maritime Affairs and Fisheries	

Key events			
Date	Event	Reference	Summary
19/11/1998	Committee referral announced in Parliament		
14/12/1998	Legislative proposal published	COM(1998)0728 	Summary
30/03/1999	Debate in Council		
20/04/1999	Vote in committee		Summary
20/04/1999	Committee report tabled for plenary, 1st reading/single reading	A4-0244/1999	
05/05/1999	Debate in Parliament		
10/06/1999	Debate in Council		
17/12/1999	Act adopted by Council after consultation of Parliament		
17/12/1999	End of procedure in Parliament		
30/12/1999	Final act published in Official Journal		

Technical information	
Procedure reference	1998/0347(CNS)
Procedure type	CNS - Consultation procedure
Procedure subtype	Legislation
Legislative instrument	Regulation
Amendments and repeals	Amended by 2000/0310(CNS) Amended by 2001/0129(CNS) Amended by 2002/0116(CNS) Amended by 2003/0261(CNS) Amended by 2005/0005(CNS) See also 2005/0262(CNS)
Legal basis	EC Treaty (after Amsterdam) EC 037 EC Treaty (after Amsterdam) EC 036
Stage reached in procedure	Procedure completed
Committee dossier	PECH/4/10565

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee report tabled for plenary, 1st reading/single reading		A4-0244/1999 OJ C 279 01.10.1999, p. 0008	20/04/1999	

Text adopted by Parliament, 1st reading/single reading	T4-0435/1999 OJ C 279 01.10.1999, p. 0255-0361	06/05/1999	Summary
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European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(1998)0728  OJ C 016 21.01.1999, p. 0012	14/12/1998	Summary
Follow-up document	COM(2000)0738 	21/11/2000	Summary
Follow-up document	COM(2001)0541 	01/10/2001	Summary
Follow-up document	COM(2001)0766 	13/12/2001	Summary
Follow-up document	COM(2002)0446 	01/08/2002	Summary
Follow-up document	COM(2003)0508 	21/08/2003	Summary

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0553/1999 OJ C 209 22.07.1999, p. 0010	26/05/1999	
CofR	Committee of the Regions: opinion	CDR0101/1999 OJ C 293 13.10.1999, p. 0065	02/06/1999	

Additional information

Source	Document	Date
European Commission	EUR-Lex	

Final act

Regulation 1999/2792 OJ L 337 30.12.1999, p. 0010	Summary
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Agenda 2000: Financial instrument for fisheries guidance, application FIFG, structural assistance

Under consultation procedure, the European Parliament adopted the report by Miguel Arias Cañete (PPE,ES), which approves the Commission proposal for a Council regulation laying down the detailed rules and arrangements regarding the Community structural assistance in the fisheries sector, subject to a large number of amendments. As a matter of priority, the Parliament wishes to see all structural measures under the regulation financed by the FIG alone, rather than a combination of the FIG and the EAGGF guarantee section. The report extensively amends the original proposal by substituting the traditional programming of fisheries policy with development plans to be drawn up at the geographical level deemed to be the most appropriate and covering a period of 7 years from 01/01/2000. The report details the scope and content of the plans, which should include an indicative overall financial table summarising the national and Community financial resources provided for each year. Whenever possible, the Parliament proposes that fisheries support measures to be applied in one area be integrated into a single plan. The report defines a "multiannual guidance programme for the fishing fleet" as a series of objectives accompanied by a set of measures for their realisation, allowing for management of fishing effort on an overall, long-term basis. The report also makes significant amendments and clarifications in many other areas of the proposal, notably with regard to renewal of the fishing fleet and the modernisation of fishing vessels (particularly with regard to public financing in this area), measures related to the scrapping of vessels, the setting up of joint ventures and measures related to aquaculture. Amendments are also made in respect of small-scale coastal fishing, funding for the development of marine areas and the provision of fishing port facilities.

Agenda 2000: Financial instrument for fisheries guidance, application FIG, structural assistance

1998/0347(CNS) - 21/08/2003 - Follow-up document

This is the closing report on MAGP IV. During the six years of its existence the reduction for the Community fleet (without the vessels registered in the French outermost regions) has been 107.284 GT and 928.973 kW, or 5,31% in GT and 11,77% in kW. The relatively modest MAGP IV targets have been substantially over-achieved in most Member States. At 31 December 2002 the size of the Community fleet was 19% (in GT) and 13% (in kW) below the final objective of the MAGPs, and all Member States managed to bring their fleets within their objective both in tonnage and in power, with the exception of Belgium which is outside its objective in GT (104%). Out of the 23 fisheries where objectives had been set in terms of fishing effort, four fisheries did not respect the objective in Gtxdays and only two exceeded the objective in kWxdays. Taking into account the of the results expressed in tonnage (GT), which involve a certain degree of uncertainty because of the ongoing fleet remeasurement, the global result for the Community fleet is as follows: - Denmark, Finland, Portugal, Spain and Sweden have met their objectives in all segments of their fleets; - all Member States, apart from Belgium and the Netherlands, have met their global objectives in tonnage at the end of 2002; - remaining uncertainties on the quality of the Irish fleet data make it difficult to assess their degree of compliance with MAGP IV. Furthermore, the Council regulations on the CFP reform, adopted in December 2002, established a link with the now-expired MAGPs by fixing the reference levels for the Community fleet as the sum of MAGP IV objectives in capacity. In the same spirit the Commission intends to take account of previous MAGP IV effort ceilings in any future effort limitation system in the framework of Recovery Plans or Multi-Annual Management Plans. This has already been proposed for the recovery plans for Cod (CNS /2003/0090) and for Northern Hake (CNS/2003/0137). These two proposals are under discussion in Council.

Agenda 2000: Financial instrument for fisheries guidance, application FIG, structural assistance

1998/0347(CNS) - 21/11/2000 - Follow-up document

In the conclusion of its annual report on the results of the multiannual guidelines for fishing fleets at the end of 1999, the Commission notes that during the first three years of the MAGP IV, the Community fleet was reduced by 82 439 GT and 447 148 kW, which represent reductions in fleet capacity of approximately 4% and 5.6% respectively. At 1 January 2000 the Community fleet was already approximately 17% below the final MAGP IV objectives in terms of tonnage and 6% below the final MAGP IV objectives in terms of power. These figures would seem to confirm the success of the MAGP in reducing fleet capacity. However, closer examination shows that these reductions were achieved because some Member States far exceeded the reductions called for by the MACP while others failed to achieve the target reductions by a substantial margin. The Member States that exceeded the required reductions must have been motivated by factors other than the MAGP objectives, whereas those that failed to achieve the required reductions largely ignored the MAGP objectives. It is also interesting to note that with the exceptions of Italy and Greece the countries opting to achieve their objectives purely in terms of capacity have reached their objectives in all segments, whereas all of the countries that opted to reduce activity as well as their capacity have all failed to reach their capacity objectives in one or more segments. In addition, there remain some doubts concerning the adequacy of the effort regimes to ensure a real and permanent reduction of activity in several of the countries concerned. Whilst the MAGPs do not seem to have been directly responsible for the major part of the reductions in fleet capacity in recent years, the eligibility for public aid for the renewal and modernisation of the fishing fleet under the Financial Instrument for Fisheries Guidance does not provide an incentive to meet the objectives, at least for some Member States. This makes the measurement and control of fleet capacity of great importance. From the results presented in this report it would appear that the coherence between the data in the fishing vessel register of the Community and those in the national registers is now improving, but by no means perfect. Further improvements are to be expected as the Member States take greater responsibility for this coherence by having direct access to the Community register through the FRONT application. Lastly, a greater problem concerns the measurement of capacity itself. The problems of comparing fleet tonnage with the objectives of the MAGP as the fleet is progressively re-measured is evident in this report. There is also less obvious but perhaps more difficult problems associated with the measurement and control of vessel power.

Agenda 2000: Financial instrument for fisheries guidance, application FIG, structural assistance

1998/0347(CNS) - 14/12/1998 - Legislative proposal

OBJECTIVE: to lay down the detailed rules and arrangements regarding community structural assistance in the fisheries sector. **CONTENT:** this proposal aims to reform the system for structural measures in the fisheries sector, following the proposal of 18 March 98 on the revision of the FIGF within the framework of Agenda 2000 (funding for structural measures in the fisheries sector). The general aims of this revision relate to the following areas: - adjustment of the provisions on programming to the new situation as regards the Structural Funds (Objectives 1 and 2) where recourse is required to the EAGGF Guarantee Section; - clarifying some provisions found to have been insufficiently explicit or difficult to apply; - extending assistance to new areas; - bringing premiums and scales up to date. The main measures proposed: As regards the fleet: the fourth-generation multiannual guidance programme (MGP IV, 1997-2001) remains the reference basis. Management of fleet development is based on the following: a) a new fleet renewal system, including permanent arrangements for administering additions to and removals from the fleet: under the scheme proposed, additions with public aid will be possible only if outweighed by an associated withdrawal without aid. For the small scale coastal fishing segment, the additions must not lead to an increase in fishing effort; b) a marked tightening up of measures to deal with Member States which do not abide by the provisions of the MGP or the Community fishing vessel register; c) a redefinition of joint enterprises, which are now regarded as a special method of exporting which qualifies for a premium additional to the export premium. The current rules are tightened up in order, on the one hand, to ensure synergy with the practices and provisions governing fisheries agreements and, on the other, to take account of the Court of Auditors' criticisms concerning the management of joint enterprises in the past. As regards small-scale coastal fishing, it is proposed to pay more attention to the problems specific to this segment, whose modernisation (with no increase of fishing effort) is a political priority on account of its particular features and its contribution to employment. As regards the accompanying measures, it is proposed: a) to extend the range of socioeconomic measures by granting a premium to allow individual fishermen to switch to other occupations; b) to redefine the current mechanism for temporary laying-up. Public aid will be authorised only on the basis of strict, precise and transparent criteria. As regards the other areas of assistance, it is proposed: a) to continue measures in favour of productive investment in the processing industry and in aquaculture and in facilities at fishing ports, paying attention to the environmental aspects in the case of aquaculture and giving priority to collective measures; b) to introduce provisions on producer organisations (which are currently contained in the "market" regulation), improving and rationalising their content and making them more consistent with the other structural measures; c) to continue the operations by members of the trade, an option insufficiently used hitherto despite strong demand from the trade.

Agenda 2000: Financial instrument for fisheries guidance, application FIGF, structural assistance

1998/0347(CNS) - 01/10/2001 - Follow-up document

This communication concerns the report to the Council and the European Parliament on the progress of the fourth multi-annual guidance programme (MAGP IV) for the fishing fleets. The report is produced each year in accordance with the provisions of Article 5 of Council Regulation 2792/1999/EC. These annual reports aim to ensure the transparent implementation of the MAGP IV, which fixes fleet capacity and fishing effort objectives that must be achieved progressively over the period 1.1.1997 to 31.12.2001. This year's report is on the progress of the programmes at the end of 2000. Using the data from the fishing vessel register of the Community and the reports submitted to the Commission by the national authorities, it summarises the evolution of the tonnage and power of the fleets in comparison with the intermediate and final objectives of the MAGP IV. The report is therefore entirely factual. In its conclusion, the report notes that during the first four years of the MAGP IV, the Community fleet was reduced by 49,983 GT and 459,866 kW, which represent reductions in fleet capacity of approximately 2.5% and 5.9% respectively. The decrease in tonnage is likely to be an underestimate, since no account has been taken of the progressive remeasurement of the fleet in units of GT. This also partly explains why, in last year's report on the results of the MAGP IV at the end of 1999, the decrease in tonnage was estimated to be somewhat greater, at 4%. At 1 January 2001 the Community fleet was already approximately 17% below the final MAGP IV objectives in terms of tonnage and 12% below the final MAGP IV objectives in terms of power. The reasons for this have been discussed at length in the report from the Commission to the Council for the preparation of a mid term review of the MAGP IV 7. The reductions called for by the MAGP IV were so modest (about 3% in capacity over the five year period) that the Community fleet as a whole was already within the final objectives before the start of the programme. A reduction of 3% in capacity over five years would certainly not be sufficient to counter increases in fishing effort due to technological progress over the same period, and must be contrasted with the scientific advice that there is currently about 40% over-capacity in the European fleet. Despite the modesty of the reductions required under the MAGP, many Member States have failed to reach their targets in some segments of the fleet. Some Member States have even substantially increased the capacity of certain segments that were already outside their MAGP objectives. That such results have been presented without further comment in the present, purely factual report, does not imply inaction on the part of the Commission. The Commission is currently considering action against several Member States for failure to take sufficient measures to meet their obligations under MAGP.

Agenda 2000: Financial instrument for fisheries guidance, application FIGF, structural assistance

1998/0347(CNS) - 13/12/2001 - Follow-up document

This follow-up document is intended to clarify that France has, in fact, met the global objectives of their MAGP. It has also met its global objectives in terms of powers but not in terms of tonnage. In addition, France and the United Kingdom both submitted a report which suggests that the tonnage objectives adjusted for the effect of fleet remeasurement in units of GT have been met.

Agenda 2000: Financial instrument for fisheries guidance, application FIGF, structural assistance

1998/0347(CNS) - 17/12/1999 - Final act

PURPOSE : to lay down detailed rules and arrangements regarding Community structural assistance in the fisheries sectors. **COMMUNITY MEASURE** : Council Regulation 2792/1999/EC laying down the detailed rules and arrangements regarding Community structural assistance in the fisheries sector. **CONTENT** : the structural activities have as their objective to contribute to the restructuring of the fisheries sector by creating ideal conditions for its development and its modernisation. To this effect, they make up an integral part of the common fisheries policy. The structural activities aim to : achieve a lasting balance between aquatic resources and their exploitation, in particular by introducing a fleet renewal system which makes an effective contribution adjusting fishing capacity, while at the same time, enabling the fleet to be modernised ; strengthen competitiveness and contribute to the development of economically viable enterprises throughout the production chain; - improve the supply of fishery and aquaculture products and add to their value ; help revitalise areas dependent on fishing. The new Regulation adopted by the Council is based on the following elements : - fleet renewal and modernisation of fishing vessels : each Member State shall submit to the Commission permanent arrangements for monitoring fleet renewal and modernisation. Within the framework of these arrangements, Member States shall demonstrate that entries and exits from the fleet will be managed in such a way that the capacity does not exceed the annual objectives fixed in the Multiannual Guidance Programme, overall and for the segments concerned, or, where appropriate, that fishing capacity is gradually reduced to attain these objectives. These arrangements shall, in particular, take into account that the capacity which has been withdrawn with public aid cannot be replaced. Vessels of less than 12 metres length excluding trawlers, however, are exempted. Member States can submit a request for a clearly identified and quantified increase in the capacity objectives for measures to improve safety, navigation at sea, hygiene, product quality and working conditions provided that these measures do not result in an increase in the exploitation rate of the resources concerned. Public aid for fleet renewal and the modernisation of vessels shall only be permitted under the following conditions : - where the annual objectives overall and for the segments concerned are respected, Member States must ensure that during the programming period from 2000 to 2006 the entry of new capacity with public aid is compensated by the withdrawal of a capacity without public aid which is at least equal to the new capacity introduced in the segments concerned, taken in aggregate and in terms of both tonnage and power; - until 31.12.2001, where the overall objective is met but where the annual objectives of the segments concerned are not yet respected, Member States must ensure that during the period from 2000 to 2001 the withdrawal of capacity must be at least 30% greater than the new capacity introduced in the segments concerned ; - public aid may also be granted for the equipping or modernising of vessels where this does not concern capacity measured in terms of either tonnage or power. The Council shall decide by 31.12.2001 on any necessary adjustments to be applied as from 01.01.2002. The Member States may take, for fishermen, measures of a socio-economic nature. Financial assistance from the FIGG (Financial Instrument for Fishing Guidance) may be granted only for the following measures : - part-financing of national early-retirement schemes for fishermen ; - granting individual compensatory payments to fishermen who can show that they have worked for at least 12 months as fishermen ; - granting non-renewable individual compensatory payments to fishermen who can show that they have worked for at least 5 years as fishermen, to help them retrain or diversify their activities outside maritime fisheries under an individual or collective social plan ; - granting individual premiums to fishermen younger than 35 years old who acquire for the first time part or total ownership of a fishing vessel. 2) permanent withdrawal : if the case arises, the fishing effort may be adjusted by putting an end to fishing activities of the vessels. This measure is only applicable to vessels which are at least 10 years old. The permanent withdrawal of fishing activities can be attained by : - the scrapping of the vessel ; - the permanent transfer of the vessel to a third country ; - the permanent reassignment of the vessels for other purposes than fishing. Public aid for final cessation is provided for, under the conditions defined in the Regulation. This aid can also be extended to cases where vessels are transferred to joint enterprises in third countries, in accordance with special provisions laid down in the text. **ENTRY INTO FORCE** : 02.01.2000. However, some provisions from previous Regulations governing structural actions in the fisheries sector (Regulations 2468/98/EC 3759/92/EEC and 3140/82/EEC in particular) shall remain applicable for aid, measures and projects approved before 31.12.1999.

Agenda 2000: Financial instrument for fisheries guidance, application FIGG, structural assistance

1998/0347(CNS) - 01/08/2002 - Follow-up document

This Communication concerns the report to the Council and the European Parliament on the progress of the fourth multiannual guidance programme (MAGP IV) for the fishing fleets. This year's report is on the progress of the programmes at the end of 2001. Using the data from the Community register of fishing vessels employed at the time of drafting this document and the reports submitted to the Commission by the national authorities, it summarises the evolution of the tonnage and power of the fleets in comparison with the intermediate and final targets of the MAGP IV. During the first five years of the MAGP IV, the Community fleet was reduced by 38 078 GT and 460 042 kW, which represent reductions in fleet capacity of approximately 1.9% and 5.9% respectively. At 31 December 2001, due to the good results of former programmes the Community fleet had over-fulfilled its targets, at 16% more than the final MAGP IV targets in terms of tonnage and 12% in terms of power. The degree to which the MAGP targets have been achieved varies greatly from Member State to Member State. Without taking into account the results expressed in terms of tonnage in units of gross tonnes (GT), which involve a certain degree of uncertainty in view of the ongoing fleet remeasurement, the results based on capacity and power are as follows: - all Member States apart from the Netherlands have met their global targets at the end of 2001; - however, only Denmark, Spain, Portugal and Finland have met their targets in all segments of their fleets.